

Laystall Street Hotel, Manchester

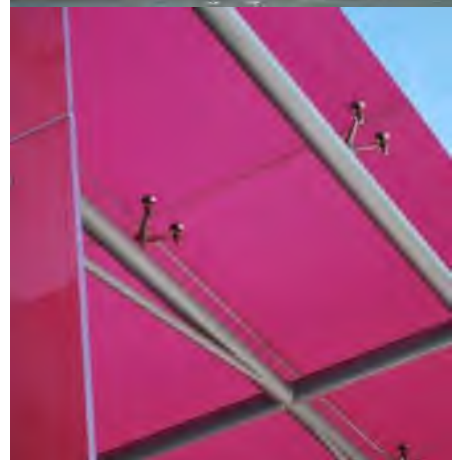
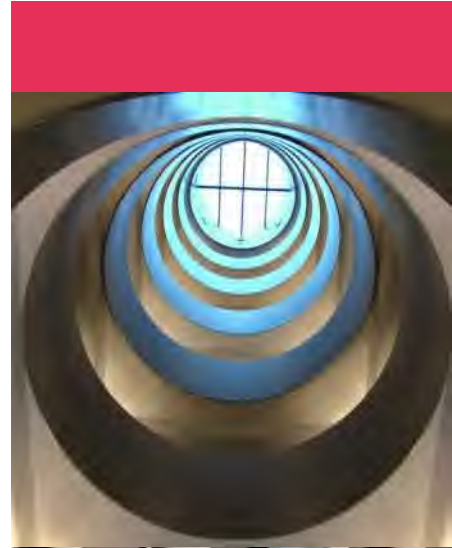
Interim Travel Plan

Curtins Ref: 082210-CUR-XX-XX-T-TP-00002

Revision: P03

Issue Date: 16 November 2022

Client Name: Ancoats Manchester Ltd



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Control Sheet

Rev	Description	Issued	Checked	Date
P01	First Issue	DD	AV	27 October 2022
P02	Planning issue	DD	AV	08 November 2022
P03	Planning issue	DD	AV	16 November 2022

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- Plan 082210-CUR-XX-XX-G-TP-06001** – Location Plan – Local
- Plan 082210-CUR-XX-XX-G-TP-06002** – Location Plan – Regional
- Plan 082210-CUR-XX-XX-G-TP-06003** – Accessibility – Pedestrian Catchment Plan
- Plan 082210-CUR-XX-XX-G-TP-06004** – Accessibility – Cycle Catchment Plan
- Plan 082210-CUR-XX-XX-G-TP-06005** – Accessibility – Public Transport Plan

Appendices

- Appendix A** – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed hotel at Laystall Street, Manchester.
- 1.1.1 The proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities (DLUHC)) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: *National Planning Policy Framework*, MHCLG, 2021.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 082210-CUR-00-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014; and
- 'Places for Everyone' Joint Development Plan, 2019 (Draft)

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.4.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.
- 1.4.5 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.6 **Section 9** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.
- 1.4.7 **Section 10** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

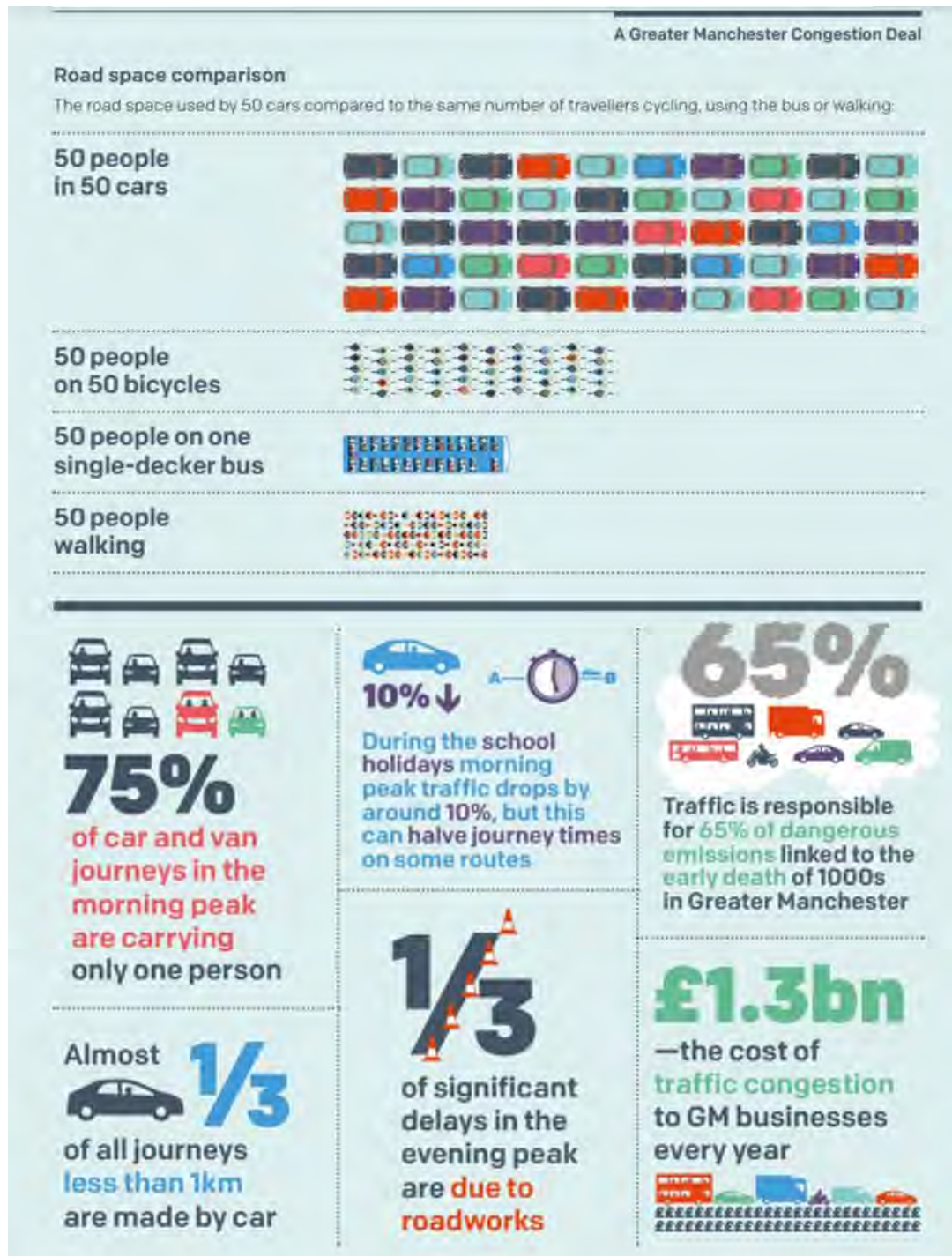
- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

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

2.1.3 The Sustrans' 'Walking and Cycling Index 2021' illustrates some of the benefits of walking, wheeling, and cycling.



- 2.1.4 'A Greater Manchester Congestion Deal' (Mayor of Greater Manchester, GMCA, and TfGM; 2018) found that almost a third of all journeys less than 1km are made by car, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands in Greater Manchester, and traffic congestion has a £1.3 billion cost to businesses in Greater Manchester every year.



2.2 Environmental Benefits

- 2.2.1 Climate change is a global issue that affects all nations.
- 2.2.2 Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019.
- 2.2.3 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO₂ levels 4.5 times higher than World Health Organisation (WHO) guidelines ('Air Pollution in the UK' by DEFRA).
- 2.2.4 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three (Central Office of Public Information and Imperial College London, 2022). Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.
- 2.2.5 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK 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 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.2.6 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy.
- 2.2.7 A Clean Air Zone (CAZ) with charges applied to non-compliant vehicles driving in or through Greater Manchester was due to be implemented in early 2022, but it was delayed in February 2022 with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester. As of the time of writing, a replacement scheme has not been agreed.

- 2.2.8 In 2021, TfGM published an updated 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. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.
- 2.2.9 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.10 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:
- “work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;
 - work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;
 - work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and
 - aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”
- 2.2.11 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.
- 2.2.12 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.13 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.14 Version 2.0 2022 update:

<https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

2.2.15 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries. It can make cough and phlegm symptoms worse and increase the risk of getting bacterial pneumonia. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated and being a short distance from traffic can make a difference in exposure.

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

2.3.5 According to Clean Air GM, 1,200 premature deaths are linked to air pollution in the region annually.

2.3.6 Children and young people should “aim for an average of at least 60 minutes of moderate or vigorous intensity physical activity a day across the week”, according to NHS guidance. In the 2018/19 academic

year, slightly more than half (53.2%) of children in years 1-11 (aged 5-16) do not meet the NHS guidance – rising to 66% in years 3-4 (aged 7-9) and 9-11 (aged 13-16).

- 2.3.7 More than a one-in-five children aged 11-16 were obese in 2019, according to the Health Survey for England 2019 (by NHS Digital).

*“In 2019, 28% of adults were obese, and a further 36% were overweight but not obese.”
Taking overweight and obesity together, the highest prevalence was in the West
Midlands and South West (both 69%) and North West (68%).*

Source: *Health Survey for England 2019*, NHS Digital.

*“In Reception obesity prevalence increased to 9.7% in 2018/19 from 9.5% in 2017/18
In Year 6 obesity prevalence remained similar at 20.2% in 2018/19”*

Source: *National Child Measurement Programme, England 2018/19 School Year*, NHS Digital.

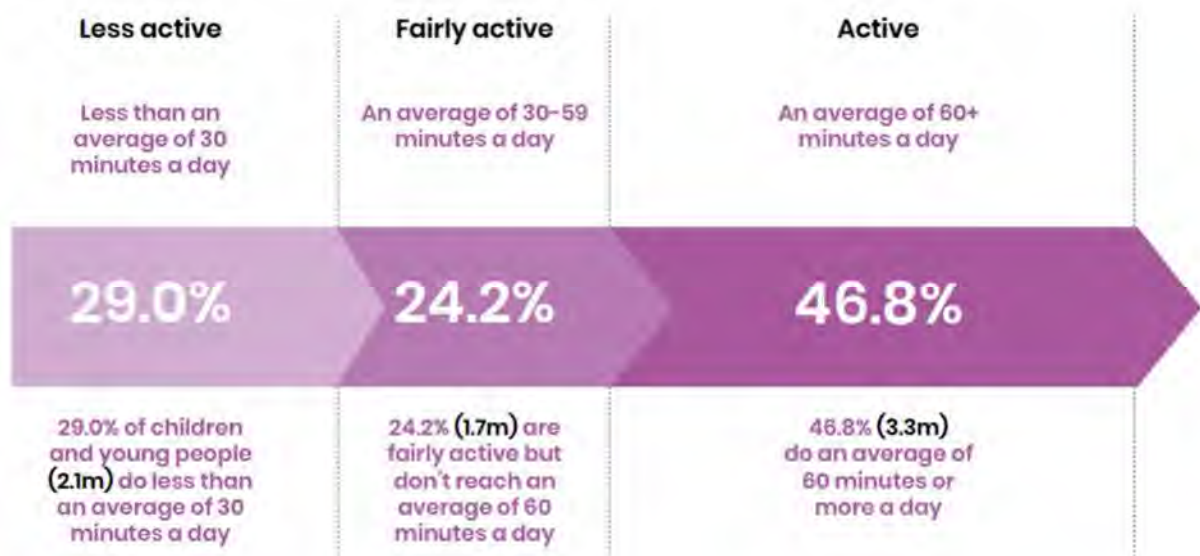


Figure 2.1 – Activity Levels for Children and Young People

(Source: Active Lives Children and Young People Survey: Academic Year 2018/19)

- 2.3.8 NHS Guidance is for adults to do some type of physical activity every day, for a total of “*at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week*”. **Figure 2.2** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

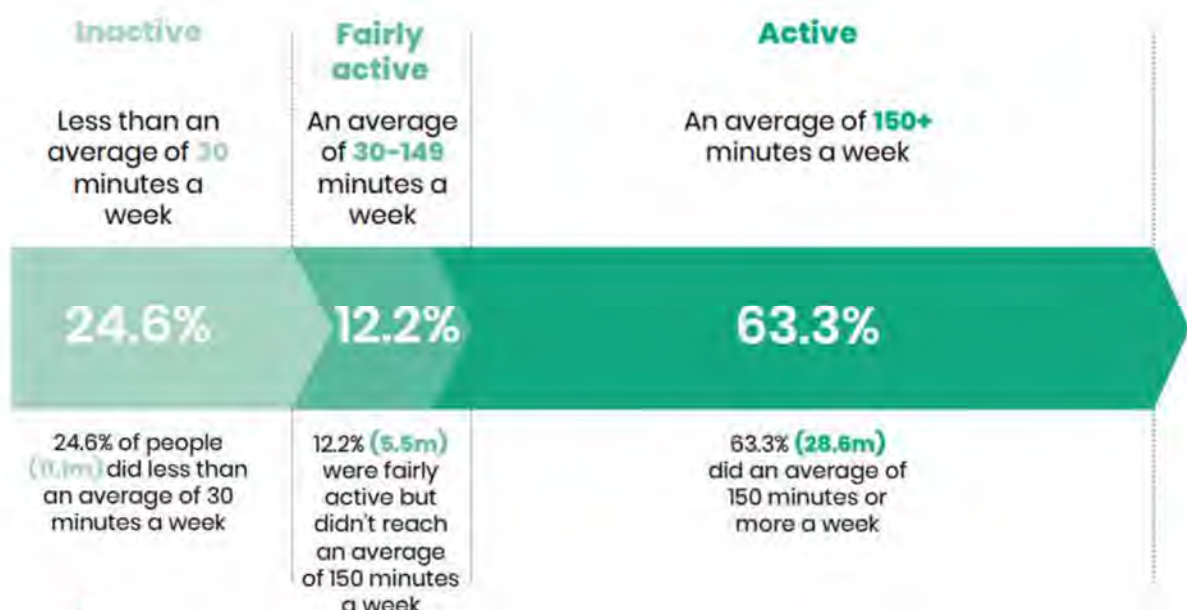


Figure 2.2 – Activity Levels for Adults
(Source: Active Lives Adult Survey: November 2018/19 Report)

2.3.9 The UK Chief Medical Officer's Physical Activity Guidelines (2020) further states:

"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."

2.3.10 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath, whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.11 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** below:

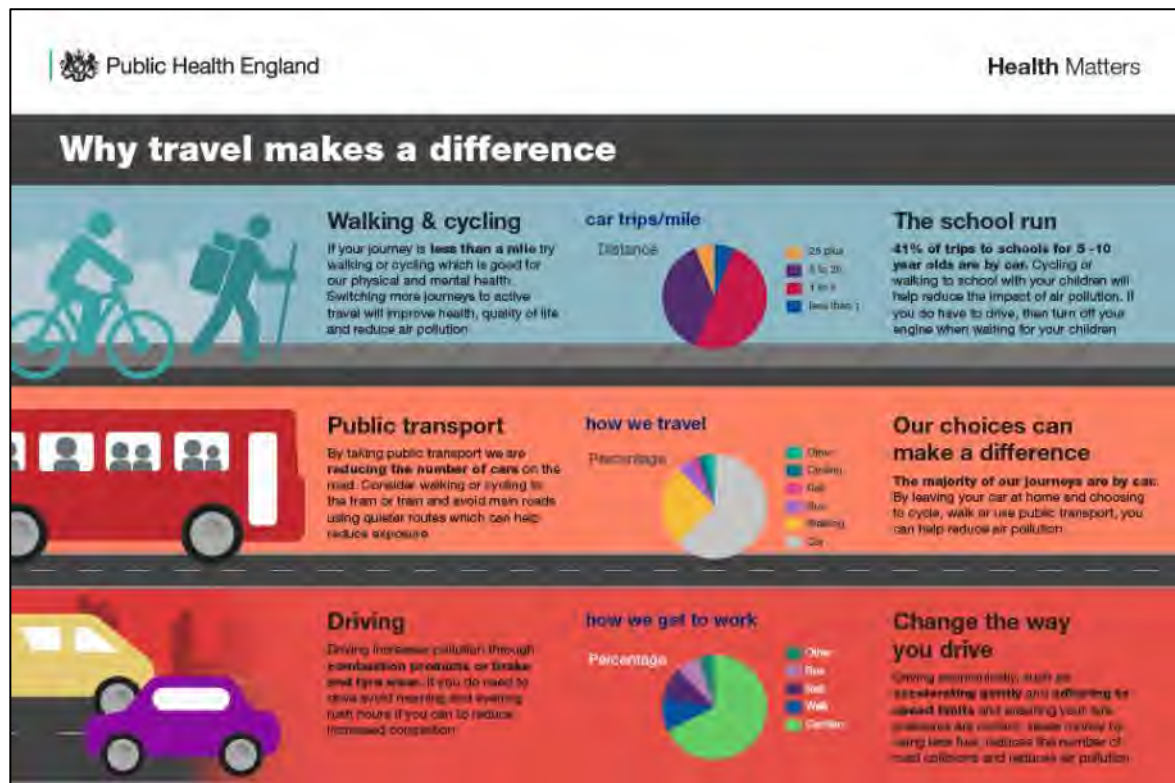


Figure 2.3 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 There will be a £5.3 billion health and social care cost of air pollution in England by 2035 if direct action is not taken, according to Clean Air GM.
- 2.4.3 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.4 An effective TP can help encourage staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future staff and visitors of the proposed development. They must be communicated correctly:

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

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

- 2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

- 2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **“Customer Experience** - Providing customers with a safe and seamless travel experience
- **Services** – Turn up and go frequencies on major routes
- **Information** – Readily available, easy to use, live, and up-to-date
- **Network Management** – Improvements to journey times and reliability
- **Infrastructure** – Significant increases in bus priority, and improvements to waiting environments
- **Fares and Ticket** More affordable journeys, integrated with other modes
- **Fleet** – Zero emissions, high quality buses.”

- 2.6.4 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.

2.6.5 Since September 2022, all adult bus fares within Greater Manchester have been capped at £2 for a single with a £5 daily cap.

2.6.6 https://assets.ctfassets.net/nv7y93idf4jq/1Cu66Ouc9StC7JIRPiuSVI/95b9734bb0096523ec1328dd7c582035/BSIP-PM-PUB-0005_GM_Bus_Service_Improvement_Plan_October_2021.pdf

2.6.7 Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

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

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

- **Objective 1** – To increase the level of walking to and from the site; and
- **Objective 2** – To increase the level of cycling to and from the site; and
- **Objective 3** – To increase the level of public transport use to and from the site; and
- **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located on the eastern edge of Manchester city centre, sitting in between New Islington and Ardwick. **Figure 3.1** below shows the Site in relation to the regional network:



Figure 3.1 – Site location in relation to the regional network (Source: OpenStreetMap)

- 3.1.2 The site is bounded by Laystall Street to the north, Great Ancoats Street to the east, vacant land at Lomax Street to the south and an apart-hotel to the west.
- 3.1.3 **Figure 3.2** illustrates the site in relation to the local network:



Figure 3.2- Site location in relation to the local network (Open Street Map)

- 3.1.4 **Plan 082210-CUR-XX-XX-G-TP-06001-P01** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 082210-CUR-XX-XX-G-TP-06002-P01** to the rear of the report shows the site in a more local context relating to the local highway network.

3.2 Existing Use and Access

- 3.2.1 The site is currently comprised as a construction compound for the alteration works to the adjacent apart-hotel (The Northern Quarters). On the Great Ancoats Street / Laystall Street corner of the Site there is a digital roadside billboard, providing 24/7 advertisement along Manchester's main arterial route.
- 3.2.2 The site is currently closed off for public access and is secured by temporary security fencing. The site consists of previously developed land and is predominantly hard standing with a limited amount of vegetation.

3.3 Surrounding Highway Network

A665 Great Ancoats Street

- 3.3.1 Situated directly northeast of the proposed development, Great Ancoats Street forms one of the primary vehicular routes along the eastern edge of Manchester City Centre, serving as the boundary of the New Islington area. Extending for approximately 1.4km, it links the Northern Quarter from Oldham Road to the A635 outside Ardwick.

- 3.3.2 In the vicinity of the site, the carriageway extends along a northwest/southeast alignment, with up to three lanes in either direction. The typical total carriageway width is approximately 18m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.
- 3.3.3 There are wide footways of varying width on either side of the carriageway. These footways have additional pedestrian infrastructure such as pedestrian guard rails, dropped kerbs, tactile paving and signalised crossing points at vantage points to enable pedestrians to cross the road in a safe manner.
- 3.3.4 The A665 is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. Advanced cycle stop lanes are also available in both directions, along with traffic calming measures such as yellow box junctions.
- 3.3.5 There are a number of bus stops located along Great Ancoats Street within the vicinity of the site, whereby the closest one is 75m to the southeast.

Laystall Street

- 3.3.6 Laystall Street forms the northern boundary of the site. Laystall Street extends for c.165m in an east-west alignment, commencing to the west as a continuation of Peak Street and terminating at the signalised junction with Great Ancoats Street.
- 3.3.7 Laystall Street comprises a one-way, single lane carriageway of approximately 6.5m in width. In the vicinity of the signalised junction the carriageway accommodates two lanes.
- 3.3.8 The remainder of the street accommodates on-street parking bays along one side of the road, alternating between both sides. The area is within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display (P&D) for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Further to the P&D bays, there are two electric vehicle charging bays available.
- 3.3.9 The road is well-lit with wide footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

Ducie Street

- 3.3.10 Ducie Street joins Great Ancoats Street circa 80m to the southeast of the site. Ducie Street is a one-way carriageway that runs parallel to Laystall Street. Laystall Street can be accessed from Ducie Street via Peak Street.
- 3.3.11 Directly south of the site, Ducie Street runs in a southwest direction for a length of approximately 520m towards the A6 Piccadilly. Where Ducie Street meets the A6 Piccadilly is 180m to Manchester Piccadilly.

- 3.3.12 Ducie Street comprises a one-way, single carriageway of approximately 10m in width. The road is well-lit with wide footway provision of approximately 2.5m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.
- 3.3.13 Traffic Regulation Orders are present in the form of double yellow parking restrictions. This street is also within Zone 4 of Manchester City Council's on-street parking bays, which are pay and display for up to 10 hours from Monday to Sunday (8am – 8pm, no charge on bank holidays). Hence, many private pay and display car parks are located on Ducie Street.

Lomax Street

- 3.3.14 Lomax Street runs parallel to Laystall Street, circa 35m to the southeast. Lomax street is provided with a narrow carriageway allowing two-way traffic to the south of the site.
- 3.3.15 Lomax Street runs from Great Ancoats Street circa 90m southwest, before merging into Brock Street which connects to Laystall Street.
- 3.3.16 Lomax Street comprises a two-way, single carriageway of approximately 4.2m in width. The road has street lighting and a footway provision of approximately 2m on both sides of the road and has dropped kerbs. The road is subject to a speed limit of 20mph.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired.
- 3.4.2 Blue badge holders can also park free of charge without any time limits at any pay and display bay, located in the immediate vicinity of the site along Laystall Street.
- 3.4.3 Dropped kerbs and tactile paving are present at the signalised junction across Great Ancoats Street in the vicinity of the site. There are also pedestrian refuge islands on Great Ancoats Street in the vicinity of the site.

4.0 Development Proposals

4.1 Summary

- 4.1.1 Curtins has been appointed on behalf of Ancoats Manchester Ltd to provide traffic and transportation advice in relation to a proposed development of a hotel scheme at Laystall Street, Manchester.
- 4.1.2 The proposed development involves the erection of a 20-storey hotel development comprising 154 hotel rooms (Use Class C1) with supporting internal amenity spaces, associated landscaping, cycle parking and other associated works.
- 4.1.3 The ground floor comprises a reception area, office space, linen store, luggage store and waste store.
- 4.1.4 The first floor comprises a kitchen to serve a small bar/coffee/reception area, with the second floor accommodating a gym and two small meeting rooms. The remaining floors up to floor 20 will consist of hotel rooms.
- 4.1.5 There are two basement levels, comprising staff rooms, the cycle store and plant rooms.
- 4.1.6 The proposed site layout is provided in **Appendix A**.

4.2 Proposed Access

Vehicular Access

- 4.2.1 As a reflection of the highly accessible nature of the site, and considering the targeted end user, it is proposed that no on-site car parking will be provided. As such, there will be no vehicular access directly into the building.

Cycle Access

- 4.2.2 It is envisaged that cyclists would gain access to the cycle store via the proposed main reception access off Great Ancoats Street. The proposed two lifts will provide access to the basement level, where the cycle store is located. The cycle store is designated to be used by staff and guests.

Pedestrian Access

- 4.2.3 The main pedestrian access point is envisaged off Great Ancoats Street, where guests will have access to the reception area, lifts, and staircases.
- 4.2.4 The site will also have a pedestrian access point onto Lomax Street, although access would be limited to staff.

4.3 Proposed Parking

Car Parking

- 4.3.1 No car parking will be provided for the Proposed Development, aside from a single accessible on street parking bay, located along Laystall Street.
- 4.3.2 This level of provision is considered to be appropriate to the scale, location and nature of the development and will be supported by a number of initiatives as set out below.

Cycle Parking

- 4.3.3 The cycle store proposed at basement level will provide secure, covered cycle parking for up to 16 bicycles. This level of provision is consistent with MCC's Core Strategy recommendations of 1 space per 10 guest rooms.

Nearby Car Parking Facilities

- 4.3.4 For guests who choose to travel by car, there are several publicly available car parks within a 500m walking distance. This equates to a walking time of a maximum of 7 minutes. The following **Figure 4.1** provides an indication of the car parks and number of parking spaces in the vicinity of the site:



Figure 4.1 – Public Car Parks in the vicinity of the Site. (Source Iso4App)

- 4.3.5 The closest is the Piccadilly Parking car park south of the development, offering 50 spaces. Additional car parks located within approximately 500m of the site which open 24 hours a day, seven days a week, have a combined capacity of approximately 1,531 spaces, as summarised in **Table 4.1** below:

Car Park	Car Park Location	Approximate Walking Distance from Site (m)	Approximate Number of Spaces
1.	Piccadilly Parking Ducie Street	45	50
2.	MCCP Lomax Street	80	33
3.	Pigeon Street	100	17
4.	Tariff Street Multi-Storey	150	230
5.	CitiPark Ducie Street	230	50
6.	Burlington	250	40
7.	TPS Tariff Street	250	115
8.	CitiPark Dale Street	500	285
9.	Piccadilly Station Multi-Storey	500	711
		Total:	1531

Table 4.1 – Car Parks within approximately 500m of the Proposed Development

On-Street Parking Provision

- 4.3.6 In addition to the publicly available car parks, there is a limited number of on street parking opportunities due to the nature of the site being located within such proximity of Manchester Piccadilly Station.
- 4.3.7 The site benefits from a city centre location and as such, it is considered the site is highly accessible by sustainable modes of transportation.
- 4.3.8 As mentioned above, a single disabled parking space is proposed along Laystall Street, with further details contained in the accompanying Transport Statement.

Enterprise Car Club

- 4.3.9 It is acknowledged that guests may require the use of a car on certain occasions. To accommodate this, Enterprise Car Club is an alternative to car ownership which future guests could benefit from. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester.
- 4.3.10 Vehicles are located in designated parking bays across the city and can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at £5.20 an hour.
- 4.3.11 The nearest Car Club parking bay is located at CHIPS off Old Mill Street (500m away from the site along Old Mill Street). The Car Club allows users to view cars near them via a mobile application, where they can unlock and start driving their selected car on the spot. It is considered that the Car Club could be an attractive facility for guests who do not own a car but require occasional use.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).
- 5.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**:

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

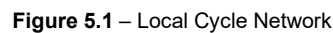
Table 5.1 – CIHT Recommended Walking Distances

- 5.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 082210-CUR-XX-XX-G-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.
- 5.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

- 5.2.4 The 500m catchment incorporates a number of existing and developing residential properties including those off roads such as Laystall Street and Old Mill Street. Next to the site is the Urban Exchange, which hosts an Aldi, Marks & Spencer, a gym, and more retail units. There are several food and drink units along the A665 Great Ancoats Street and towards the Ashton Canal to the north of the site is the New Islington Marina.
- 5.2.5 Areas of Ancoats, Cotton Fields, New Islington, and the Northern Quarter are all accessible within approximately 500m – 1,000m from the centre of the site, ensuring accessibility to a wide range of key complementary facilities, which are predominantly for leisure and entertainment purposes. This satisfies the needs of future guests visiting the proposed development.
- 5.2.6 The vast majority of Manchester City Centre is within a 2,000m walk of the site. Key attractions include Piccadilly Gardens which is a landmark open space in the city centre, Market Street with various retail and leisure facilities, the Etihad Campus which comprises the Manchester City Football Club Stadium, Manchester Tennis and Football Centre, the HSBC UK National Cycling Centre, AO Arena, The Factory, and Philips Park.a
- 5.2.7 The site is considered highly accessible by foot.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 082210-CUR-XX-XX-DR-TP-06004** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 5.3.2 The 8km catchment extends as far as Heaton Park in the north, Fairfield to the east, Withington in the south and Salford to the west. The catchment also includes Manchester City Centre.
- 5.3.3 On-road local cycle routes lead into Manchester City Centre and the Northern Quarter immediately to the north of the site along the A665 Great Ancoats Street. They also lead towards Miles Platting and Oldham in the northeast along the Ashton Canal. Existing cycle infrastructure and low speed limits are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network within the vicinity of the site is reproduced in **Figure 5.1** below:



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- 5.3.6 This network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 55, NCR 60, NCR 66 and RCR 86. National Cycle Route 66 is the closest nationally designated route, located approximately 300m to the north of the site.
- 5.3.7 All these routes are accessible within 1 – 3km, and link future guests to the following areas:
- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
 - NCR 55 – extends through Manchester in a northwest direction to Preston in the northwest and Stockport/Macclesfield in the south;
 - NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium;
 - NCR 66 – extends northeast from central Manchester along the Rochdale Canal towards Failsworth;
 - RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.
- 5.3.8 Transport for Greater Manchester, working in partnership with Manchester City Council, Salford City Council and Trafford Council, has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. Hire bikes are now available from multiple stations across Oxford Road, the University of Salford and at MediaCity – making cycling a real option for commuters, cross city travellers and students. The scheme is being roll out in stages and will see 1,500 bikes - including e-bikes, available to the public from August 2022 – eventually expanding to cover the following area:

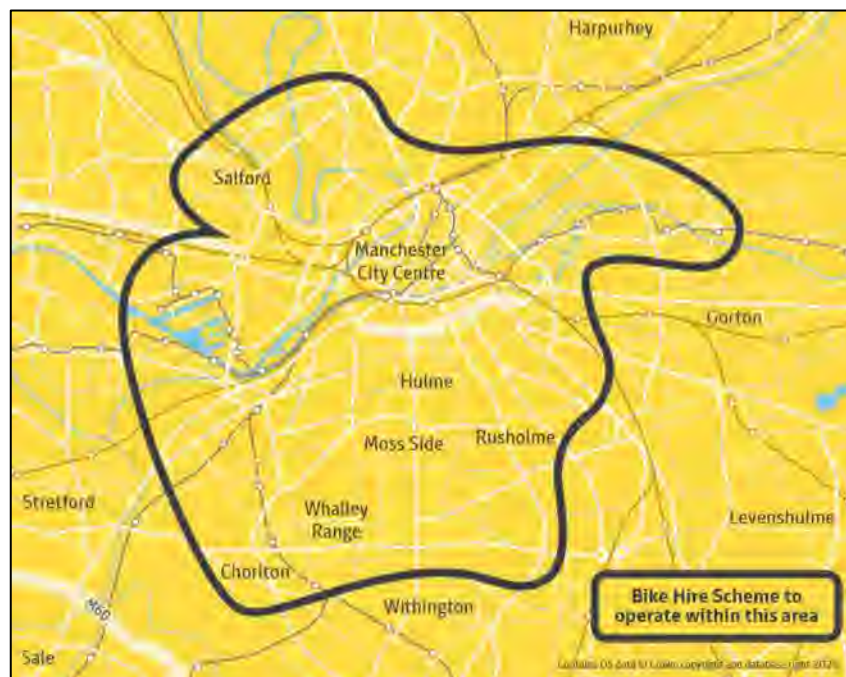


Figure 5.2 – TfGM Cycle Hire Future Boundary
(Source: TfGM, 2020)

5.4 Public Transport Accessibility

5.4.1 Links for info:

- GMODIN (to find GMAL levels): <https://mappinggm.org.uk/gmodin/>
- GM Public Transport Maps: <https://tfgm.com/public-transport/network-maps-region>
- Metrolink Map: <https://tfgm.com/public-transport/tram/network-map>

5.4.2 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.

5.4.3 **Plan 082210-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These times are considered to be acceptable to most people as the 2019 National Travel Survey statistics show that average trip durations for journeys on local buses (outside London) and on surface rail were 36 minutes and 82 minutes, respectively. The locations accessible within the above times include:

- 20 minutes – Manchester City Centre: including Manchester Victoria, Manchester Piccadilly, Ardwick Oxford Road, Droylsden, Failsworth; and
- 40 minutes – Deansgate, Salford Central, Salford Crescent, Cheetham Hill, Moston, Fairfield, Gorton, Levenshulme, Trafford Park, Stockport; and
- 60 minutes – Aston-under-Lyne, Middlewood, Bramhall, Wilmslow, Macclesfield, Chelford, Altrincham, St Helens Junction, Newton-le-Willows, Lancashire, Rochdale, Smithy Bridge.

5.4.4 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

5.4.5 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within 70m of the site (bus), and with Manchester Piccadilly Rail Station located c.650m to the southwest.

5.4.6 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document *'Planning for Walking'* (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the

average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

5.4.7 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 5.3** below:

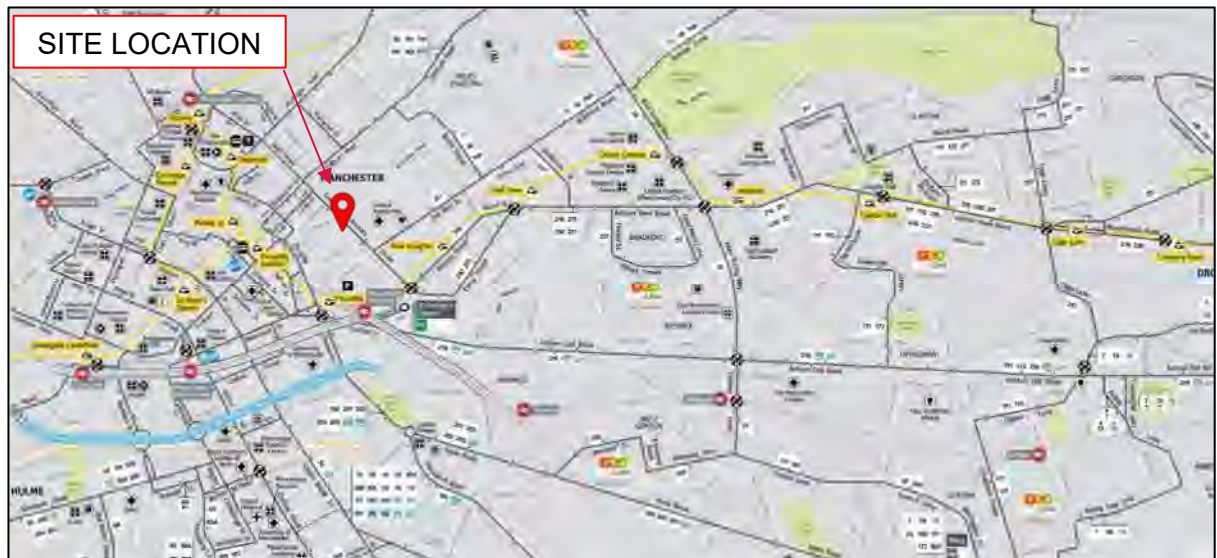


Figure 5.3 – Public Transport Network in the vicinity of the Site (Source: TfGM)

Bus Accessibility

5.4.8 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

5.4.9 The nearest bus stop to the site is located at the junction of Ducie Street/ Great Ancoats Street. The walking distance is 70m from the site, well within all recommended walking distances. **Table 5.3** details the services that call at this stop, and their associated frequencies:

5.4.10

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
216	Manchester - Ashton	Every 8 mins	Every 15 mins	Every 30 mins
230/231	Manchester - Littlemoss/Ashton	Every 15 mins	Every 20 mins	Every 30 mins
217	Manchester - Droylsden	Hourly	Hourly	Hourly

Table 5.3 – Summary of Bus Service Frequencies in the vicinity of the Site

- 5.4.11 At the time of writing, the nearest bus stops to the site are located circa 70m from the site on Great Ancoats Street (northbound and southbound services). It is noted that this walking distance is within the recommended distances for bus stops as noted in DLUHC and CIHT guidance. The CIHT document ‘Buses in Urban Developments’ states that:

“Taking all these factors into account, it is recommended that new developments be planned with sufficient compactness and density to enable the maximum walking distances to bus stops shown in Table 5.2 to be achieved with viable services. These maxima are intended to enable the bus to compete effectively with the car and to benefit a wide range of people with differing levels of motivation and walking ability.

The acceptability of the walking distance is not a stand-alone consideration. People take account of the total journey travel time, including the ‘in bus’ time as well as the walk at either end. Consequently, people will accept longer walks to reach bus services that are fast and direct, or more frequent, and to stops serving a wider range of destinations.”

- 5.4.12 As the site is located within the city centre, the recommended walking distances provide access to key hubs within Manchester and beyond. It is noted that the site is in a dense urban area, and benefits from high density transport opportunities in the city centre. The site should therefore be considered to have excellent transport connections.
- 5.4.13 Furthermore, within 700m of the proposed development, Routes 3 of the Free Bus stop on Dale Street. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 5.4** below:

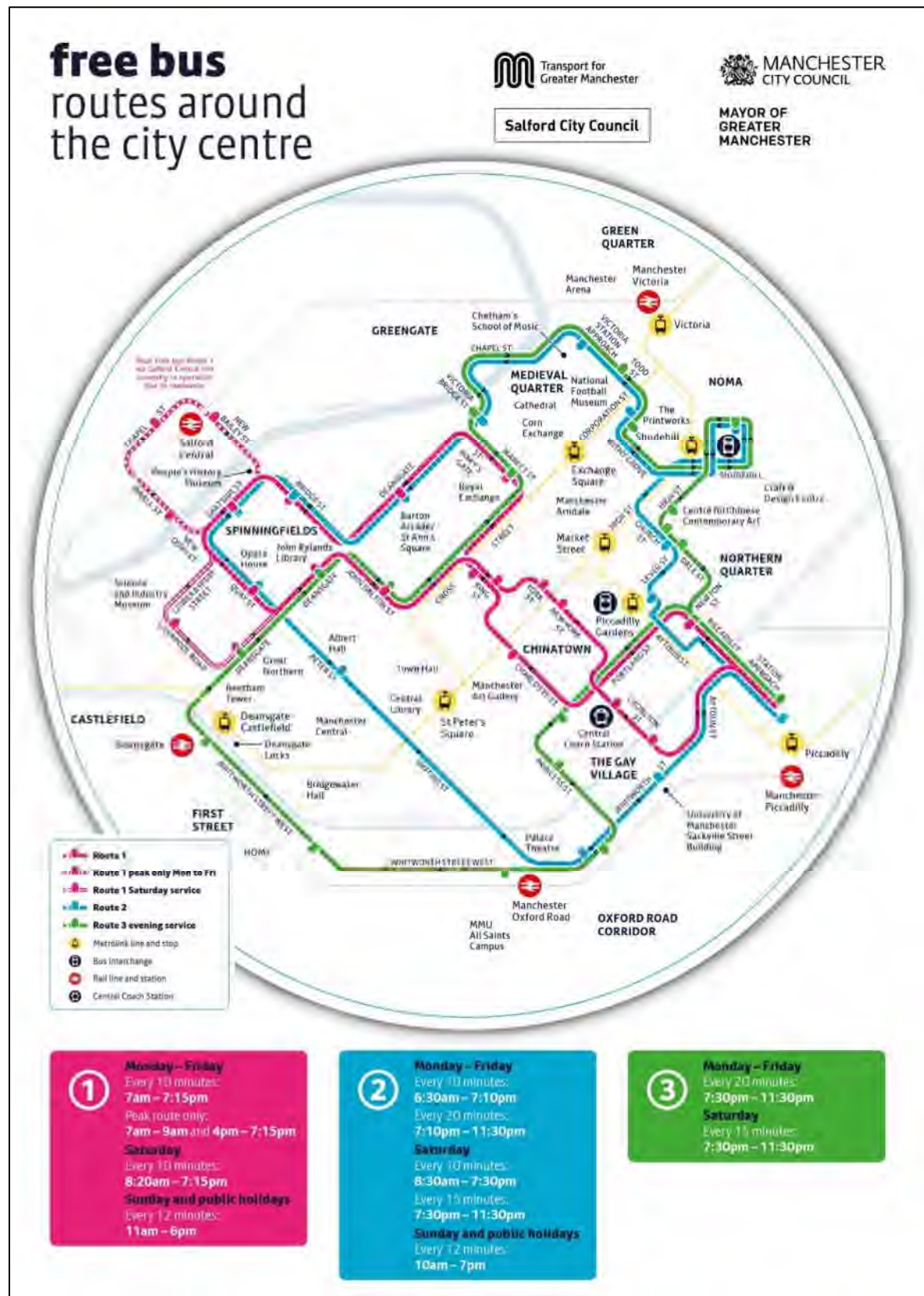


Figure 5.4 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 5.4.14 These stops provide frequent access to Metrolink and Rail facilities, as well as larger public transport interchanges across the town (such as Bus and Coach Stations) every day of the week.
- 5.4.15 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus/free-bus>
- 5.4.16 It is considered that the site is accessible by bus.

Community Transport

- 5.4.17 For residents who may have difficulty accessing regular public transport, Manchester City Council provides several alternative schemes such as:
- **TfGM Travel Vouchers** – vouchers that can be used to pay for taxis and for travel on accessible bus services such as Ring and Ride;
 - **The Motability Scheme** – a national charity where a disabled person can use their higher rate component of Disability Living Allowance or their War Pensioners' Mobility Supplement to lease or buy a car or powered wheelchair or scooter;
 - **Trafford Blue Badge Scheme** – allows parking concessions for use by a disabled person in any car, for people who receive Mobility Allowance or who are registered blind; and
 - **Shopmobility Trafford** – Wheelchair or scooter available to lend for access to shops and services, with an option to book a 'shopping escort' to push a wheelchair or help people with visual impairment.

Rail Accessibility

- 5.4.18 Manchester Piccadilly rail station is located c.650m to the southwest. This lies within the 800m recommended distance; however, the station is also served by tram and bus services and can be accessible by cycle. There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from the main road (A6).
- 5.4.19 National rail offers space for cycle parking and cycle hire. A summary of rail services from the rail station is outlined in **Table 5.4**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Piccadilly – Manchester Airport (TPE calling at: Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green)	Every 15 mins	Every 15 mins	Every 30 mins
Manchester Piccadilly – London Euston (Avanti West Coast calling at: Stockport, Wilmslow, Crewe, Wolverhampton, Sandwell & Dudley, Birmingham New Street, Birmingham International, Coventry, Rugby, Milton Keynes Central, Watford Junction, London Euston)	Every 20 mins	Every 30 mins	Every 30 mins
Manchester Piccadilly – Liverpool (TPE calling at: Newton-le-Willows, Lea Green, Liverpool Lime Street).	Every 15 mins	Every 20 mins	Every 30 mins
Manchester Piccadilly – Leeds (TPE calling at: Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds).	Every 15 mins	Every 30 mins	Every 30 mins
Manchester Piccadilly – Cumbria & Scotland (TPE & Avanti West Coast calling at: Manchester Oxford Road, Deansgate, Salford Crescent, Bolton, Lostock, Horwich Parkway, Chorley, Buckshaw Parkway, Preston, Penrith, Carlisle, (...), Glasgow.	Every 30 mins	Every 30 mins	Every 30 mins

Table 5.4 – Summary of Rail Services calling at Manchester Piccadilly

- 5.4.20 The trains that service Manchester Piccadilly rail station run regularly 7 days a week to major cities and areas across the country and internationally; this provides frequent access for employees, staff, visitors, residents of the site and is a viable alternative to private car use.
- 5.4.21 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on National Rail's website: <https://www.nationalrail.co.uk/>.

Metrolink (Light Rail) Accessibility

- 5.4.22 The nearest Metrolink station is New Islington, located around 500m to the east. New Islington is a Metrolink station centrally located within zone 1. A short walk from the site that provides access to Eccles, Manchester city centre, and Ashton-under-Lyne. Alternatively, the Manchester Piccadilly station is located slightly further to the south in the same station as the rail network. This station has greater access to the city as it is serviced by 3 tram lines.

5.4.23 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- Blue Line (Eccles to Aston-under-Lyne): 05:45 – 00:00 on Mondays to Saturdays and 06:45 – 23:45 on Sundays.

5.4.24 The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.

5.4.25 Users can change at Piccadilly, St Peter's Square, and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport and the Trafford Centre, as shown in the Metrolink map in **Figure 5.5**.

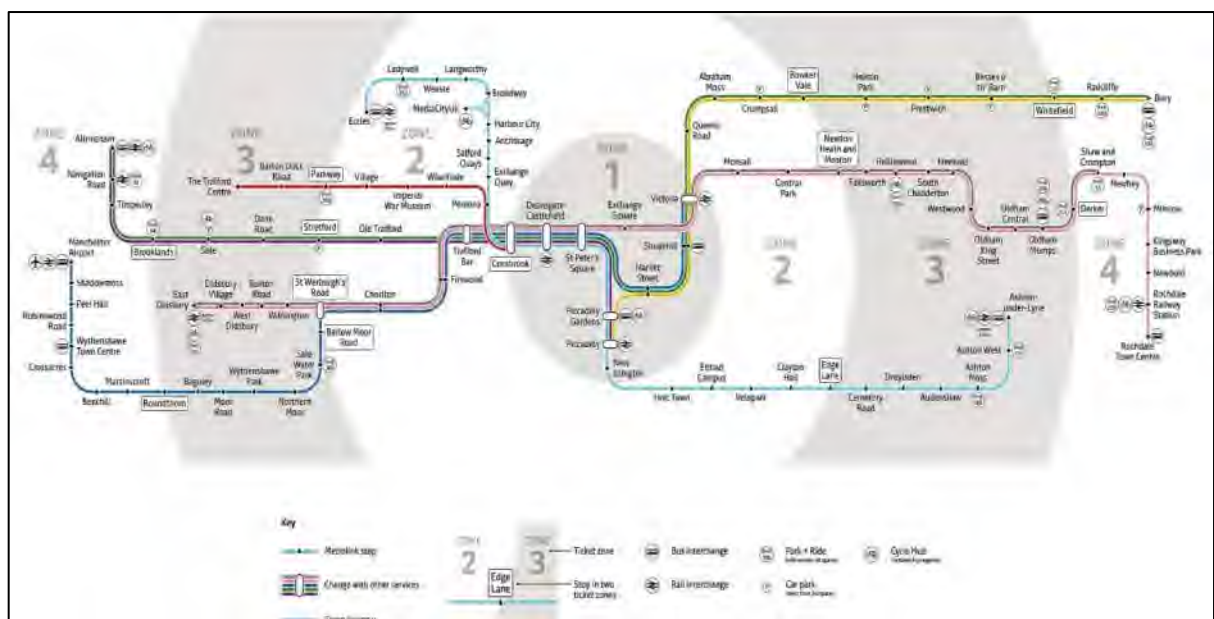


Figure 5.5 – TfGM Metrolink Network Map

(Source: TfGM, 2022)

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

5.5 Summary

5.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Considering the high levels of accessibility and as there is no regular parking proposed, it is considered the vast majority of staff and visitors will travel to/from the site via sustainable modes of travel. The absence of car parking at the proposed development is a powerful initiative to encourage sustainable travel.
- 6.1.2 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the development.
- 6.1.3 The initiatives are designed to reduce employee and guest dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

6.2 Production of Welcome Packs

- 6.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome Packs will be supplied to all staff and visitors at the development in the early stages of operation. The contents of the Welcome Packs will include:
- Email detailing 'Travel with Purpose', Hilton's Environmental, Social and Governance (ESG) strategy upon booking.
 - Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking/cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).
- 6.2.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to staff, or on notice boards to be placed in communal areas.

6.3 Measures to Encourage Walking

- 6.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.3.2 It has been demonstrated throughout **Section 5** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage employees and guests to walk:

- Raise awareness of the health benefits of walking;
- Provide a pool of umbrellas for visitors;
- Broadcast information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

6.4 Measures to Encourage Cycling

6.4.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided at the development as part of the development proposals, with space for a total of 16 bicycles. The cycle store is designated to be used by staff and guests.

6.4.2 To encourage employees and guests to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promoting the Cycle2Work scheme;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk

6.4.3 Additional measures such as providing a bicycle/puncture repair kit onsite, encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness, and initiating a “cycle buddy scheme” for employees will also be considered.

6.5 Measures to Encourage Public Transport

6.5.1 It has been demonstrated throughout **Section 5** of this ITP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

6.5.2 The following measures will be provided in order to encourage users to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the Northwest. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;

- Provide a guaranteed lift home for employees who travel to the site by public transport in the event of an emergency;
- Advertise any promotions/discounts offered by public transport operators; and
- Distribute details of the TfGM website and real-time mobile app;
- Provide up to date bus details including timetables/contact information in the welcome packs;

6.5.3 Additional measures such as providing staff discounts and special offers for bus/rail/Metrolink day and season tickets, liaising with bus companies, TfGM, and Manchester City Council on any future improvements and/or extensions to local services and offering limited time discount tickets will also be considered.

6.6 Summary

6.6.1 In summary, the TP initiatives contained in this section can be implemented by the TPC to encourage staff and visitors to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this TP.

6.6.1 The list of measures above is by no means exhaustive but form the basis of those to be explored by the TPC and to be agreed with Travel Plan officers from Manchester City Council.

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

Travel Surveys

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 7.2.2 In order to understand travel habits, travel surveys will be distributed to all site users within three months of operation at the site. Employees and guests will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage site users to travel more sustainably.
- 7.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 7.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Employees would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey, and this could also be sent to guests after checking out of their stay at the hotel. All results can be recorded on a computer database for analysis by Curtins.
- 7.2.5 Paper surveys could also be made available to employees and guests across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis by Curtins alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of employees and guests at the hotel. These can be used to set SMART targets for the site, with an example provided in **Table 7.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

7.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

7.2.8 As the development proposes no parking provision, it is not considered appropriate to set modal split targets for a reduction in private car use offset by an increase in sustainable modes. Nevertheless, it is still appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

7.2.9 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

7.3 SMART Targets

7.3.1 All performance indicator targets, and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this site could be as outlined in **Table 6.1**:

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling employees and guests to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers* C. To increase those using the car club*	By 1% By 0.5%	By 2% By 1%	By 3% By 1.5%	Travel Plan Survey Adoption rates of car club

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2020	2022	2024	
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling F. Increase those walking	By 0.5% By 1%	By 1% By 2%	By 1.5% By 3%	Use of cycle parking

Table 7.1 – Example Targets Linked to Objectives

* Subject to baseline survey

7.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of opening.

8.0 Monitoring and Review

8.1 Introduction

- 8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan, which will be carried out for the life of the development.

8.2 Responsibility and Management

- 8.2.1 Overall responsibility for the ITP will lie with the operator. Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 8.2.3 At this point, the day-to-day responsibility will shift from the operator to the appropriately appointed TPC.

8.3 Travel Plan Coordinator (TPC)

- 8.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Promoting individual measures/initiatives in the TP;
 - Liaising with public transport operators;
 - Monitoring the TP; and
 - Taking a key role in reviewing the TP.
- 8.3.2 A TPC will be nominated in due course.

8.4 Monitoring and Evaluation

- 8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.
- 8.4.2 Monitoring reports will be provided to officers at MCC/TfGM every two years following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys to ensure that the TP reflects current opportunities and local circumstances.

9.0 Marketing Strategy

9.1 Introduction

- 9.1.1 The initiatives proposed in **Section 6** of this ITP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Marketing Strategy is therefore considered to be a vital step in ensuring the success of any TP.

9.2 Budget and Funding

Budget

- 9.2.1 The anticipated relative cost of each TP measure has also been set out on in the action plan in **Table 10.2** later in this report:

- Those categorised as “No Cost” only involve small amounts of time for organisation and encouragement.
- “Low” costs primarily involve small costs in organising external meetings and liaison, and time costs. Low-cost initiatives are expected to cost up to £500.
- Those categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and carry out and need more funding to implement. Medium cost initiatives are anticipated to cost £500 – 2,000.
- Costs categorised as “High” are often longer term, expensive costs. High-cost initiatives are expected to cost over £2,000.

Funding

- 9.2.2 Funding should continue to be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. The communication and management of a TP is best undertaken by a TPC.
- 9.2.3 Funding should continue to be made available for the provision of this role, whether this be an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

9.3 Promotion of the TP

- 9.3.1 Promotion of the TP around the site should take the following forms:
- Provide a summary of the TP in the Welcome Pack on the hotel’s website and emailed to guests who have booked a room;
 - Publicise the TP with posters and notice boards in communal areas; and

- Organise a monthly promotional event in a communal area.

9.4 Document Distribution

9.4.1 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future staff and visitors of the site. In order to ensure this, the following strategy will be undertaken:

- Provide an electronic copy to all staff and visitors;
- Make a hard copy available at the reception areas; and
- An electronic version made available to download on the staff intra-web / Facebook page.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	One month before operation	Hilton Motto
Produce Welcome Pack	TPC appointed	First operation of each element of the development	TPC
Undertake Initial Travel Surveys	Full operation of development	Within three months	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update ITP to a full Travel Plan	Once Modal Split Targets are agreed with MCC/TfGM	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by MCC/TfGM	Annually for at least three years following the agreement of targets with MCC/TfGM	TPC

Table 10.1 – Action Plan

10.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

10.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans



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Project:
LAYSTALL STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06001 - P01



KEY:



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Project:
LAYSTALL STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

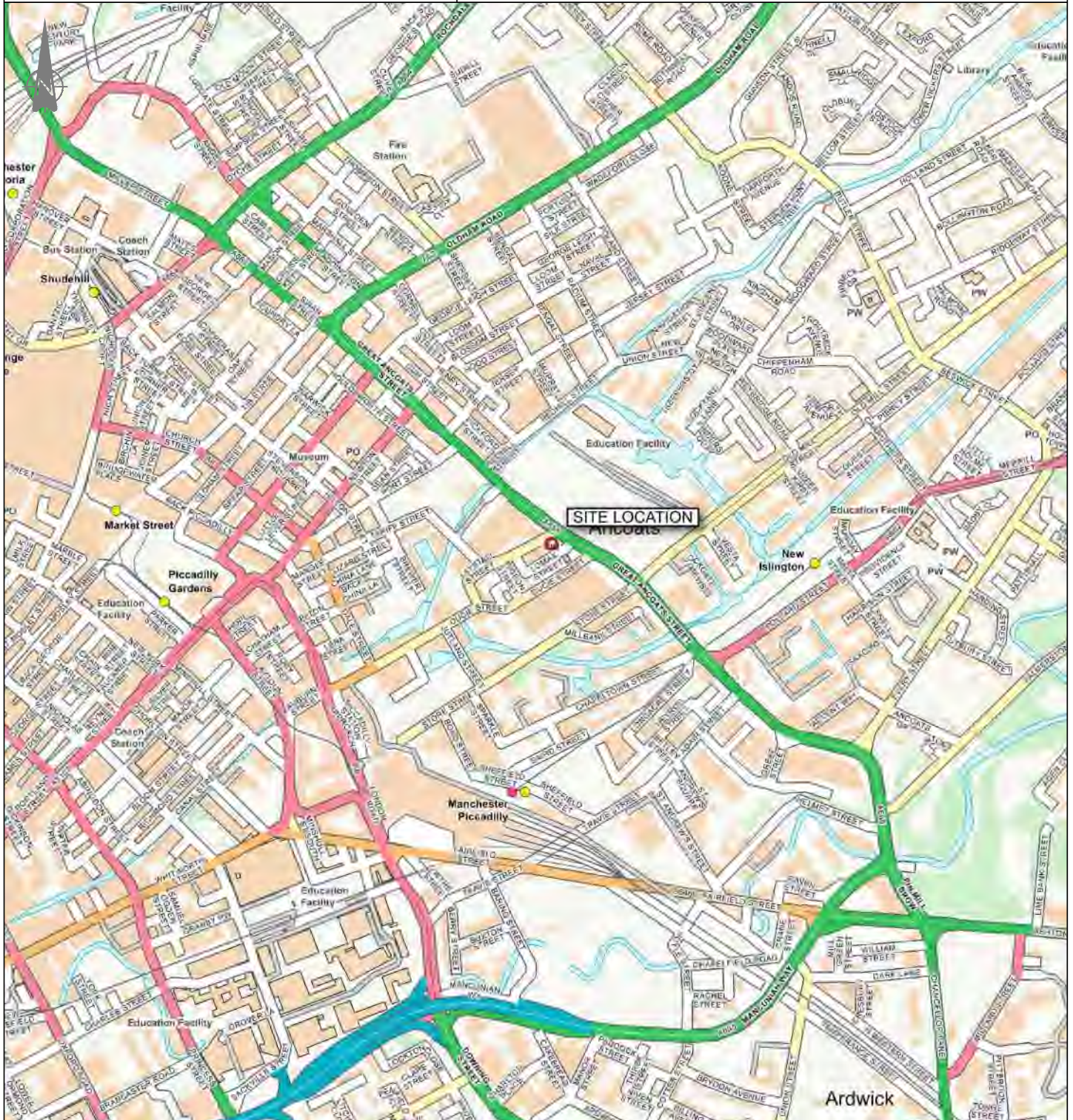
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Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
LAYSTALL STREET - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

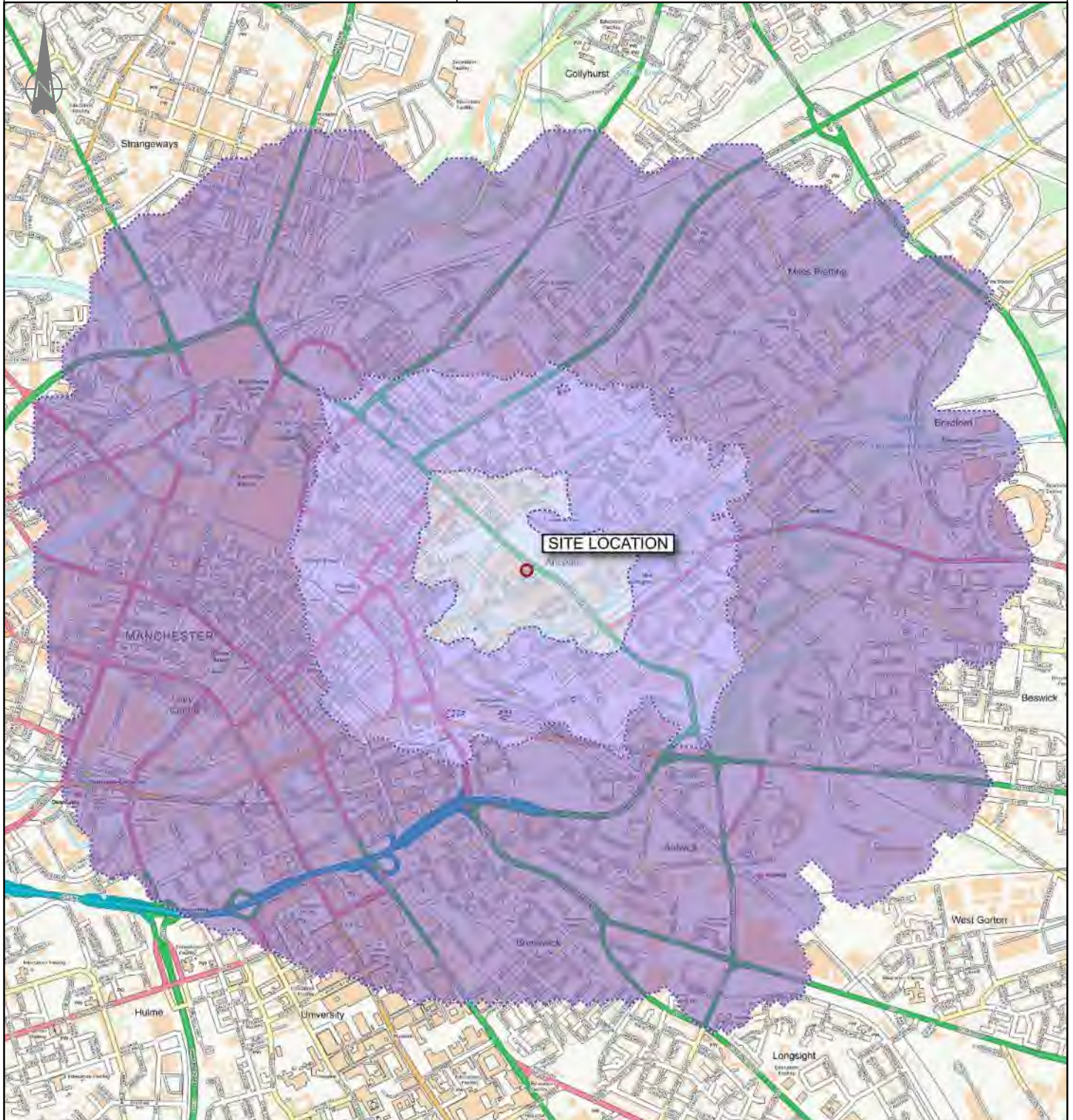
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06003 - P01



KEY:  Site

Walking Catchment:

-  500m
-  1000m
-  2000m

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Project:
LAYSTALL STREET - MANCHESTER

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT**

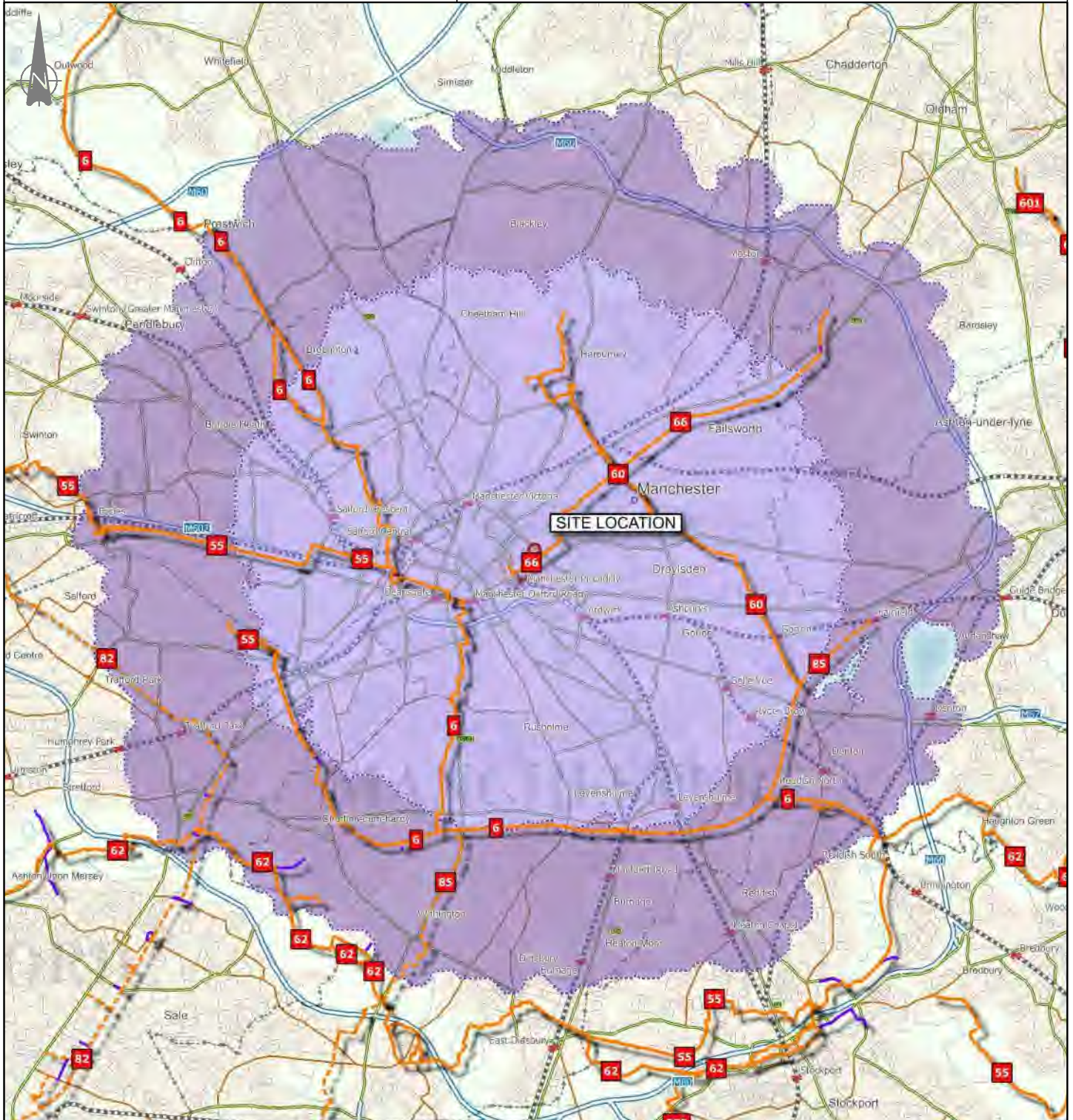
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06004 - P01



KEY:

 Site	National Cycle Network:
 Cycle Catchment:	 Route not on Cycle Network
 5500m	 Route on Regional Cycle Network
 8000m	 Route on National Cycle Network

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Project: LAYSTALL STREET - MANCHESTER

Drg Title: ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status: PRELIMINARY

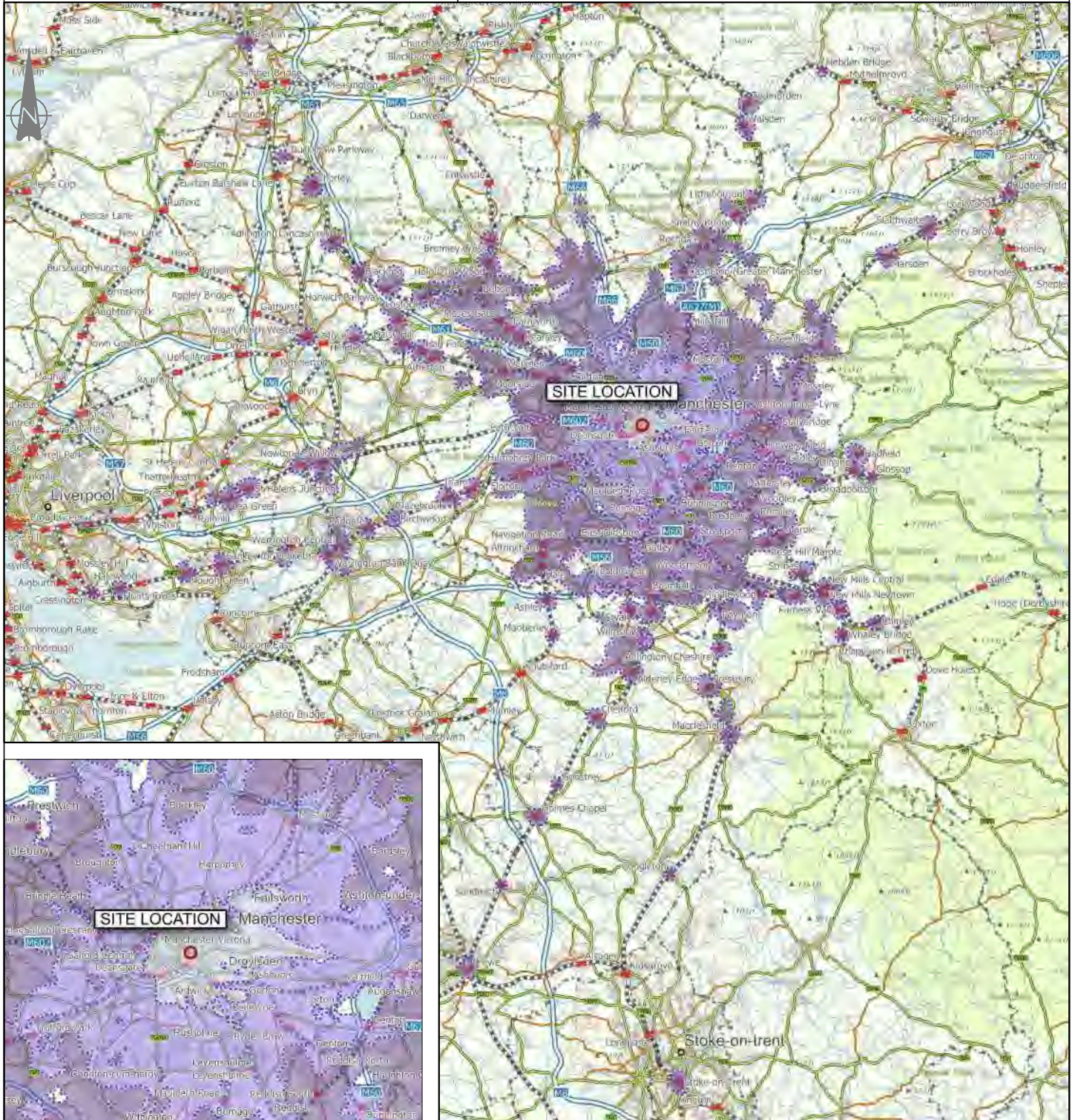
Drawn By: JM Checked By: AV

Designed By: JM Date: 11/10/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

82210 - CUR - XX - XX - G - TP - 06005 - P01



KEY: Site Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.

All dimensions to be checked on
site by contractor.

Contractor to report any dimensional
discrepancies, errors or omissions
prior to commencing on site.

KEYS

- | | |
|------------------------|-----------------|
| Reception | Kitchen |
| BOH | Gym |
| Cycle Store | Hotel Room |
| Bar / Coffee / Commons | Accessible Room |
| Refuse | Staff |

NORTH



Rev	Date	Description
P01	2022-11-18	Submitted for Planning

Project Title
Laystall Street
Manchester

Status
Planning

Drawing Title
Proposed Ground Floor Plan

Project No
10403

Scale

1:50 @ A1

10403-SHP-A-B5D9-G200-PL-00-001

Revision

P01

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