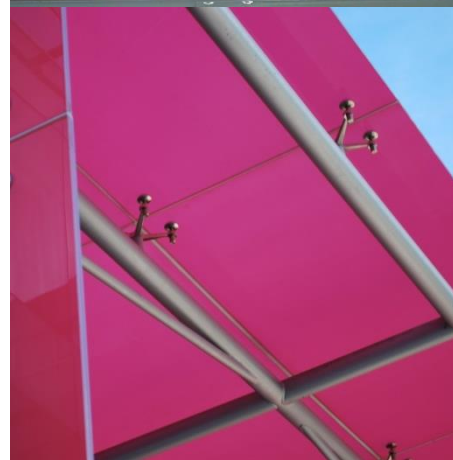
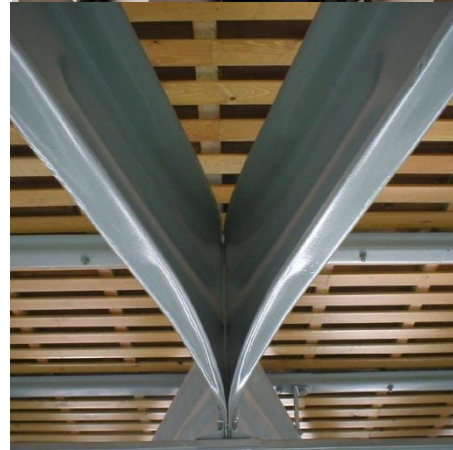
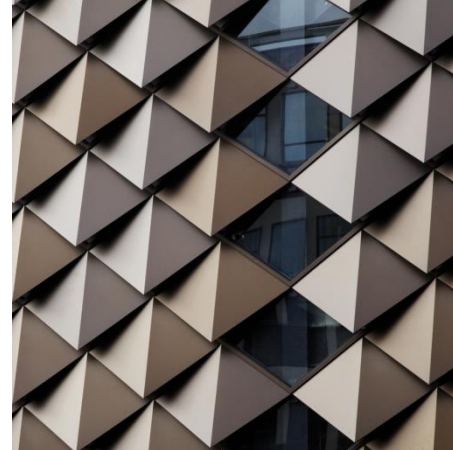


Oldham Street, Manchester

Interim Travel Plan

Curtins Ref: 79424-CUR-00-XX-RP-TP-002
Revision: V04
Issue Date: 08 September 2022

Client Name: Jadebricks Manchester Limited



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Plan 79424-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

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Plan 79424-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 79424-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 79424-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Proposed Site Layout Plan

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Jadebricks Manchester Ltd to provide traffic and transportation advice in relation to the redevelopment of 68-70 Oldham Street and 61 Spear Street, Manchester, M4 1LE (the Site) into a proposed aparthotel.
- 1.1.2 The proposed development will comprise the demolition of the Site and construction of a 10-storey building with associated ground floor commercial uses.
- 1.1.3 In summary, the aparthotel would comprise:
- 117 bedrooms;
 - Ancillary amenity and lounge space;
 - Zero car parking provision;
 - 15 no. Secure cycle space storage;
 - Guest entrance off Warwick Street and Oldham Street;
 - Ground floor commercial access via Spear Street;
 - Service access along Warwick Street; and
 - Waste storage is proposed to the rear of the building, accessed via Spear Street.
- 1.1.4 The proposed basement and ground floor layout plans are included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Ministry for Housing, Communities and Local Government (DCLG) 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 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS), Ref: **79424-CUR-00-XX-RP-TP-001-V04_TS**, prepared to consider 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 statement, and the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2021;
- Greater Manchester Transport Strategy 2040, TfGM, 2017; and
- National Planning Practice Guidance, DCLG, 2020.

1.4 Document Structure

- 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 keys 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** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** 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 process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

2.2.1 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 100% lower than the 1990 baseline."

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

2.2.2 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. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.3 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.

2.2.4 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.”*

2.2.5 ‘Green infrastructure’ refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.7 Encouraging people to make smarter choices in the way they travel can drastically 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:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: *Health Survey for England*, DoH, 2016.

- 2.3.2 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.

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 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.
- 2.4.3 An effective TP can help encourage staff and guests 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 TP will have a positive effect on the future staff and guests to 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.

2.7 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 guests 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 cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site; and
- **Objective 4** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The Site is bound by Warwick Street to the north, Spear Street to the east, Oldham Street to the west and existing buildings to the south. The Site is located on a prominent route through the Northern Quarter into Manchester city centre from Great Ancoats Street (Inner Ring Road).
- 3.1.2 The site is located in the Northern Quarter, approximately 400m to the northeast of Piccadilly Gardens and 450m to the east of the Arndale Shopping Centre.
- 3.1.3 The **Figure 2.1** below illustrates the site in relation to the surrounding highway network:

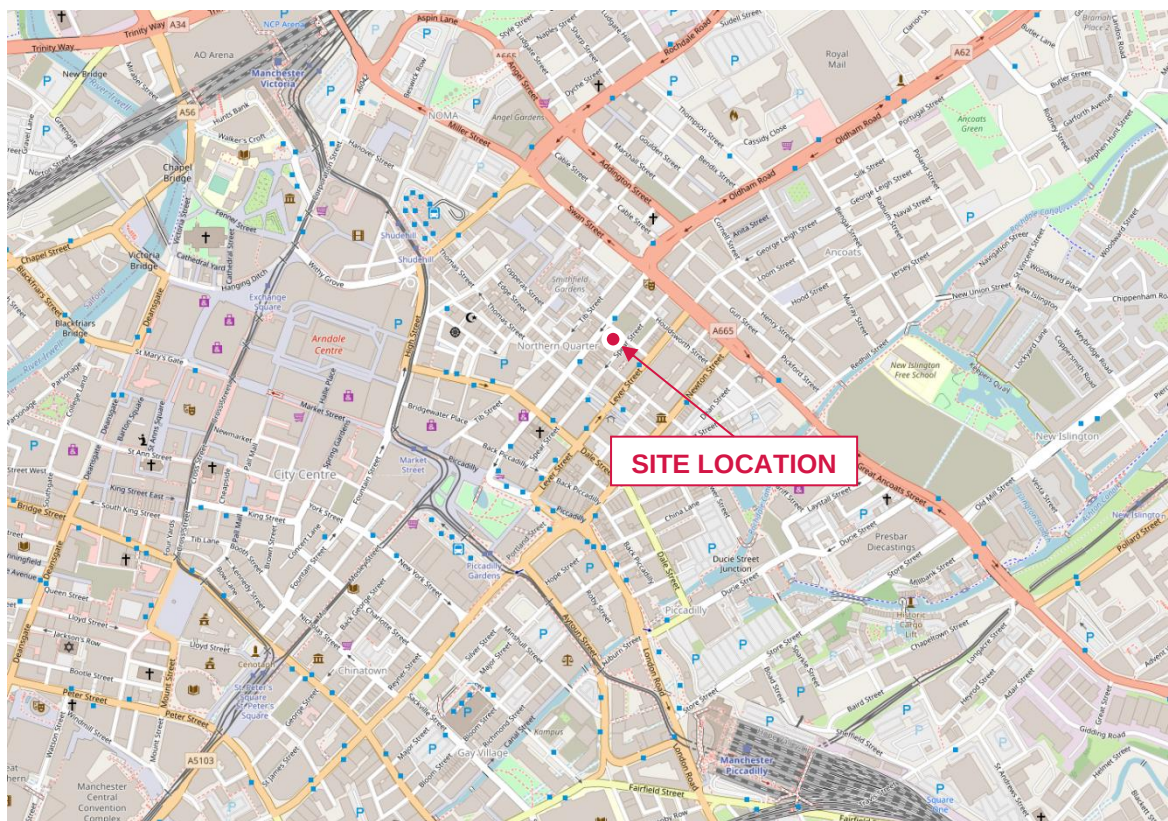


Figure 3.1 – Site in relation to the Local Highway Network

(Source: OS Maps)

- 3.1.4 **Plan 79424-CUR-00-XX-DR-TP-06001-P01** and **Plan 79424-CUR-00-XX-DR-TP-06002-P01** illustrate the location of the Site in relation to the regional and local highway network respectively.

3.2 Surrounding Highway Network

Oldham Street

- 3.2.1 Oldham Street forms the western boundary of the proposed Site with a two lane (including bus lane), one-way carriageway along the frontage of the Site leading south-west bound subject to a 20mph speed

limit. The carriageway measures approximately 8m in width with an on-road cycle lane provided along the eastern side (site side).

- 3.2.2 The bus lane is in operation Monday to Friday from 7am to 10am and 4pm to 7pm.
- 3.2.3 The majority of Oldham Street is subject to double yellow lines preventing any parking or loading at any time. However, loading is permitted along the eastern side of Oldham Street along the frontage the Site outside of the AM peak (8am-10am) and PM peak (4pm-6pm) periods.
- 3.2.4 Informal pedestrian crossings with dropped kerbs and tactile paving are provided at the signalised junction with Hilton Street to the south of the site, whilst signalised pedestrian crossings are provided on all arms at the Oldham Street/Dale Street junction 80m further south of the site.
- 3.2.5 Footways are provided on both sides of the carriageway and range in width between approximately 3.8-6.8 metres. The road is lit with street lighting.
- 3.2.6 Oldham Street currently provides the main pedestrian frontage to the application and will continue to be utilised with the proposed development for both access to the hotel and commercial space on the ground level.
- 3.2.7 The pedestrian facilities provided along Oldham Street ensure that high quality, safe and convenient linkages between the proposed hotel development and the key facilities within Manchester City Centre are provided.

Spear Street

- 3.2.8 Spear Street forms the eastern boundary of the site, as a single lane, one-way carriageway leading south-west bound towards Stevenson Square and is subject to a 20mph speed limit.
- 3.2.9 The carriageway measures approximately 3.6m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.
- 3.2.10 An existing Loading Bay is located on Spear Street immediately to the rear of the proposed Site.
- 3.2.11 Spear Street also continues north beyond the site to Great Ancoats Street and south through Stevenson Square, Dale Street and onto the Back Piccadilly carriageway.

Warwick Street

- 3.2.12 Warwick Street forms the northern boundary of the site, as a single lane, one-way carriageway leading eastbound towards Spear Street and is subject to a 20mph speed limit.
- 3.2.13 The carriageway measures approximately 3.5m and is subject to on-street car parking restrictions in the form of double yellow lines in the immediate vicinity of the site.

- 3.2.14 Whilst Warwick Street continues east beyond Spear Street towards Lever Street, the one-way arrangement is reversed meaning traffic must turn onto Spear Street. It is noted however that the Warwick Street/Spear Street junction is constrained which limits the ability of larger vehicles to turn in this location.
- 3.2.15 It is noted that App ref: 110074/FO/2015/C2 - Land At 76 - 82 Oldham Street proposes to alter the one-way arrangement along Warwick Street to deliver a continuous link between Oldham Street and Lever Street in the eastbound direction. The amendment to the one-way arrangement is necessary for the consented development to safely achieve the agreed servicing and waste management strategy associated with the delivery of the 100 dwelling scheme.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 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 for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 79424-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for sightseeing trips; which are considered a good approximation for trips associated with the development.

4.2.3 The 500m catchment encompasses the Northern Quarter which primarily provides a variety of amenities for leisure including restaurants, bars, pubs, shops, hotels and the Market Street tram stop.

4.2.4 Further afield but within 1000m of the site, guests and staff could reach additional tram stops and areas of the City Centre such as the Gay Village which houses many bars and clubs, the Arndale Centre, Piccadilly Gardens, Printworks, and the National Football Museum. This includes the Chinatown district

of Manchester, which features a variety of restaurants, cafes, shops, and bars, as well as many residential apartments and Manchester Art Gallery. Parts of Ancoats including Central Retail Park are within this range.

- 4.2.5 The vast majority of Manchester City Centre is within a 2,000m walk of the site, most notable the major public transport interchanges of Manchester Piccadilly, Manchester Victoria, Deansgate, Salford Central, and Manchester Oxford Road. To the north of the site, Strangeways and Miles Platting can be reached.
- 4.2.6 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 3.3**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 79424-CUR-00-XX-DR-TP-06004-P01** 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), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester and Salford City Centres including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Blackley to the north, Fairfield to the east, Withington in the south and Eccles to the west.
- 4.3.3 All major train and bus stations within Manchester City Centre are within 8km of the Site and are accessible following Sustrans cycle routes. 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 4.1** below:



Figure 4.1 – Local Cycle Network.

(Source: TfGM)

- 4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Beeways". Beeways are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the confirmed Beeways network in Manchester City Centre, allowing future site users to benefit from the public realm improvements for better safety and quality of commute. **Figure 4.2** shows the Beeways in the vicinity of the site:

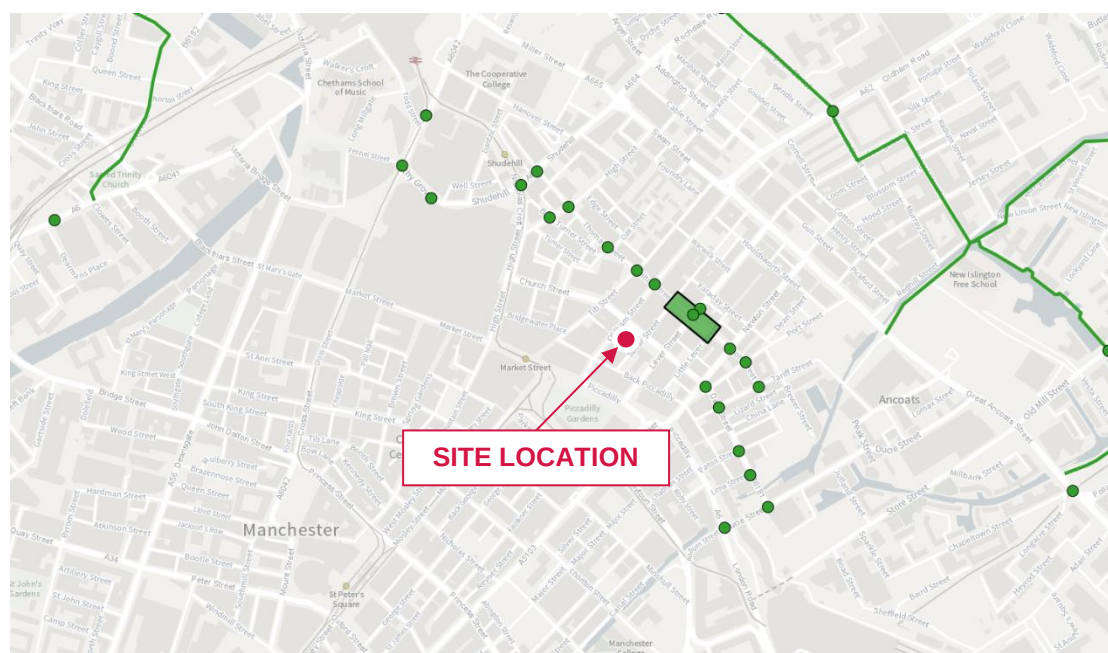


Figure 4.2 – Beeways in Surrounding Area

4.3.5 There are two national cycle routes within close proximity of the Site. National Cycle Route 66 to the south can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the northeast of Greater Manchester, including areas such as Failsworth.

4.3.6 Further west of the site, National Cycle Route 6 to the west can be accessed via Hulme Street. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the northwest of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.

4.4 Accessibility by Public Transport

4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.

4.4.2 **Plan 79424-CUR-00-XX-DR-TP-06005-P01** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These include:

- 20 minutes – Manchester Victoria, Salford Central, Deansgate, Manchester Oxford Road, Manchester Piccadilly, Ardwick, Failsworth, Cheetham Hill;
- 40 minutes – Moston, Mills Hill, Ashton-under-Lyne, Stockport, East Didsbury, Trafford Park, Salford Crescent, Eccles, Stalybridge, Castleton, Manchester Airport; and
- 60 minutes – Preston, Bolton, Rochdale, Mytholmroyd, Huddersfield, Hadfield, New Mills Central, Macclesfield, Congleton, Crewe, Adlington, Altrincham, Hough Green, Rainhill.

4.4.3 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.

4.4.4 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 an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Greater Manchester.

4.4.5 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

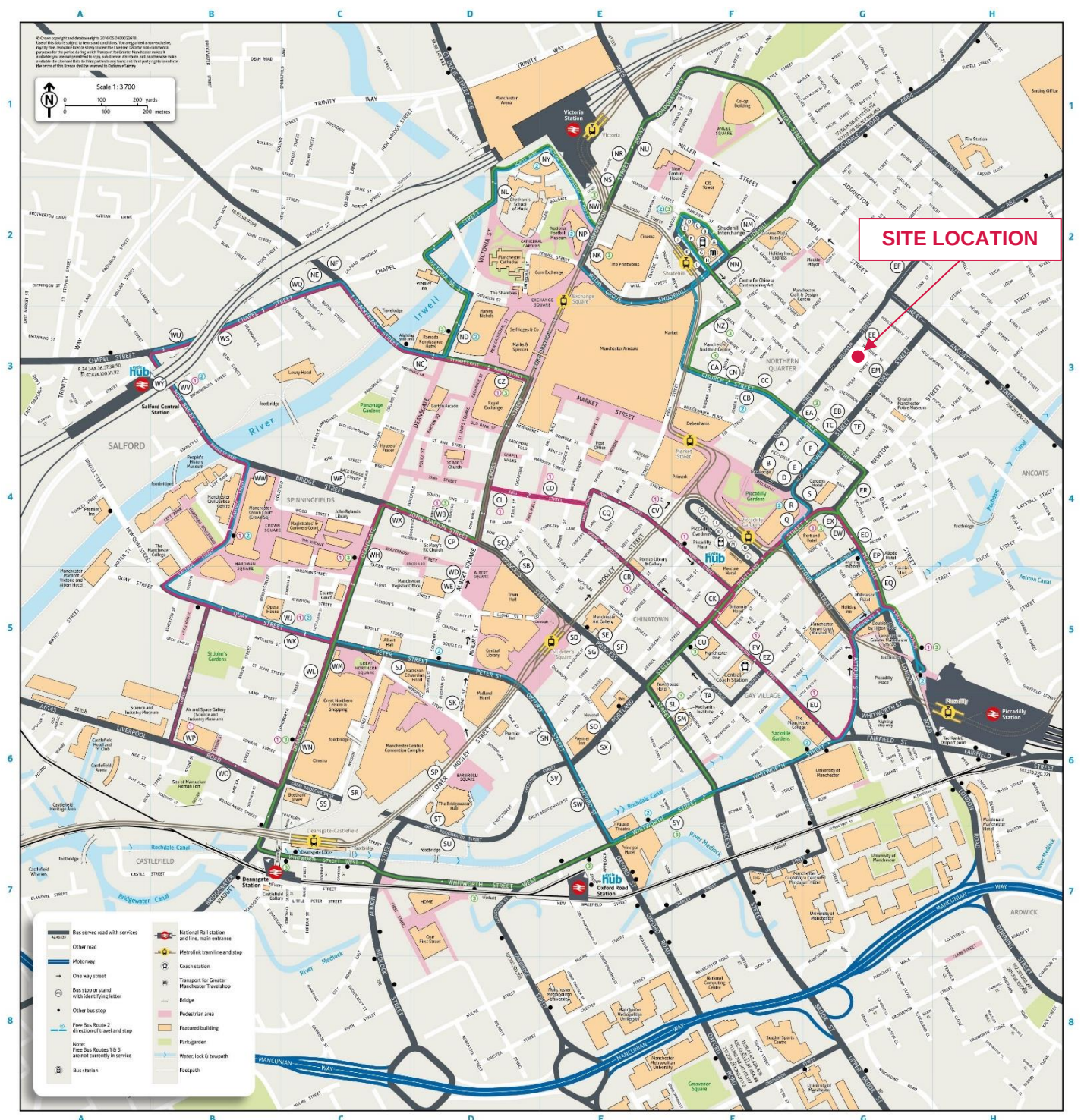


Figure 4.3 – Public Transport Network in the vicinity of the Site (Source: TfGM)

Bus Accessibility

Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Buses in Urban Developments'* (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number 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 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 The nearest bus stop is located circa 20m from the site frontage on Oldham Street. The routes servicing this stop also service other stops within the vicinity of the site. Within 300m of the site additional services can be reached calling at Church Street. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Oldham Street:				
74	Piccadilly Gardens – Newton Heath – Failsworth – Woodhouses	5 in the PM	No Service	No Service
76	Piccadilly Gardens – Failsworth – Hollinwood – Oldham Mumps	Every 10 mins	Every 12 mins	Every 30 mins
76A	Piccadilly Gardens – Failsworth – Limeside – Oldham	Hourly	Hourly	No Service
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	Every 10 mins	Every 10 mins	Every 30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	Every 10 mins	Every 10 mins	Every 20 mins
114	Boarshaw – Middleton – Greengate – Piccadilly Gardens	Every 20 mins	Every 30 mins	Hourly
181	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	No Service
182	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	Hourly	Hourly	Hourly
216	Piccadilly Gardens – Ashton-under-Lyne – Stalybridge	Every 10 mins	Every 10 mins	Every 15 mins
217	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Hourly	Hourly	Hourly
230	Piccadilly Gardens – Droydsden – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
231	Piccadilly Gardens – Droydsden – Hurst – Ashton-under-Lyne	Every 30 mins	Every 30 mins	Hourly
X84	Piccadilly Gardens – Failsworth – Hollinwood – Carrcote	1 in the AM to MCR 1 in the PM to Carrcote	No Service	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Church Street, 114 as above with the addition of:				
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	Every 10 mins	Every 10 mins	Every 15 mins
33	Manchester – Eccles – Worsley – Atherton – Wigan	Every 15 mins	Every 30 mins	Hourly
41 CrossCity	Sale – Northenden – Manchester – North Manchester General Hospital – Middleton	Every 15 mins	Every 15 mins	Every 30 mins
59	Manchester – Oldham	Every 10 mins	Every 10 mins	Every 20 mins
81	Manchester – Moston – Oldham – Derker	Every 30 mins	Every 30 mins	Hourly
112	Piccadilly Gardens – Moston – Higher Crumpsall	Every 15 mins	Every 15 mins	Every 30 mins
114	Piccadilly Gardens – Collyhurst – Moston – Alkrington – Boarshaw	Every 20 mins	Every 30 mins	Hourly
117	Piccadilly Gardens – Moston – Greengate	Every 30 mins	Every 30 mins	Hourly
118	Piccadilly Gardens – Moston – Higher Crumpsall	Every 15 mins	Every 15 mins	Every 30 mins
119	Piccadilly Gardens – Moston – Higher Blackley	Every 30 mins	Hourly	Hourly
135	Manchester – Cheetham Hill – Whitefield – Bury	Every 8-10 mins	Every 8-10 mins	Every 10 mins
162	Norden – Heywood – Middleton – Harpurhey – Manchester	3 in the AM to Norden	No service	No service
	Manchester – Harpurhey – Middleton – Heywood - Norden	4 in the PM to Manchester		
163	Manchester – Harpurhey – Middleton – Heywood – Bury Interchange	Every 10 mins	Every 10 mins	Every 15 mins

Table 4.3 – Summary of Bus Service Frequencies.

- 4.4.7 Guests can also board the Manchester City Centre free bus service calling at Oldham Street (Route 3 and Church Street (Route 2). The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** above.

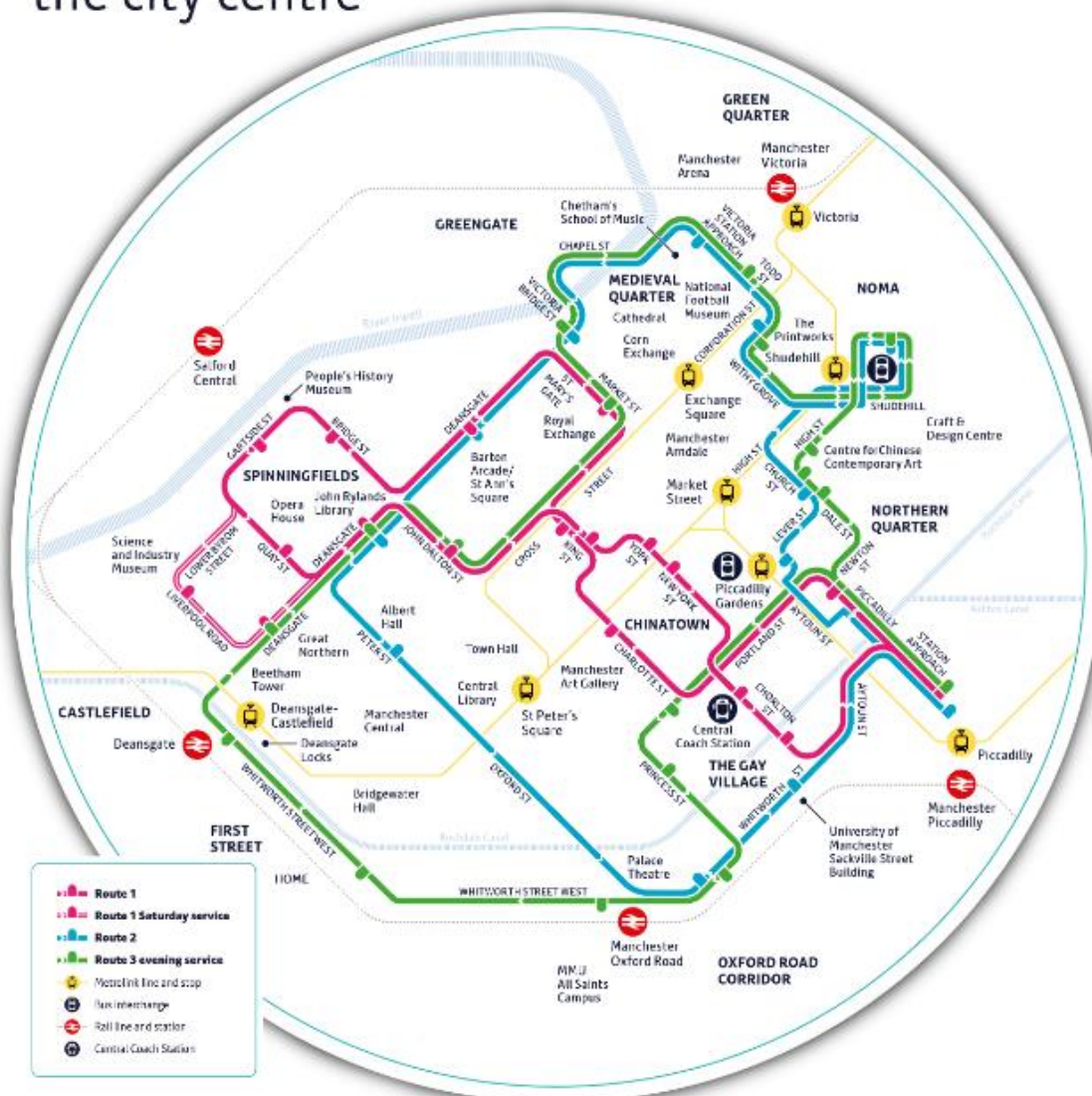
free bus routes around the city centre

Transport for
Greater Manchester

Salford City Council

MANCHESTER
CITY COUNCIL

MAYOR OF
GREATER
MANCHESTER



1 **Monday – Friday**
Every 10 minutes:
7:05am – 7:12pm
Saturday
Every 10 minutes:
8:20am – 7:10pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 **Monday – Friday**
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
9:54am – 6:54pm

3 **Monday – Friday**
Every 20 minutes:
7:25pm – 11:25pm
Saturday
Every 15 minutes:
7:28pm – 11:30pm

Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM)

4.4.8 It is noted that the provision of bus services will change during different seasons in the year and 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 the respective operators' website:

- TfGM – <https://tfgm.com/public-transport/bus>
- Diamond Bus – <https://www.diamondbuses.com/north-west/bus-services/>
- First Bus – <https://www.firstbus.co.uk/greater-manchester/plan-journey/timetables/?operator=11&page=1&redirect=no>
- Go North West – <https://www.gonorthwest.co.uk/services>

4.4.9 Overall, the site is very well served by bus, including by the free bus service.

Rail Accessibility

4.4.10 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.11 The major public transport interchanges of Manchester Victoria and Manchester Piccadilly are located at c. 850m and 900m from the site, respectively. These distances are marginally outside that recommended by the CIHT, though it is judged that staff and guests would be willing to walk slightly further due to the breadth of services offered by these stations; if not, these stations can be reached via multi-modal journeys with Metrolink, bus or cycle.

4.4.12 A summary of rail services from Manchester Victoria station is provided in **Table 4.4**.

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Transpennine Express:			
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By Northern Rail:			

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, new Pudsey, Bramley, Leeds.	Hourly in each direction	Hourly in each direction	No service
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Atherton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill, Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.	Hourly in each direction	Hourly in each direction	No service
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly in each direction	Hourly in each direction	No service

Table 4.4 – Summary of Rail Services from Manchester Victoria

- 4.4.13 A summary of rail services from Manchester Piccadilly station (which are in addition to the Manchester Airport – Redcar Central line) is provided in **Table 4.5**.

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail:			
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Stockport; or - Heald Green, Manchester Airport.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Southport and Kirkby Calling at, but not limited to: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent. Extensive route; change at other stations to access additional stops.	Hourly to Manchester 1 in the PM to Southport	Hourly to Manchester 1 in the PM to Southport	No Service
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester 1 per hour to Liverpool	2 per hour to Manchester 1 per hour to Liverpool	Hourly in each direction
Manchester to Manchester Airport local stopping services Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Levenshulme, Heaton Chapel, Stockport, Cheadle Hulme, Handforth; or - Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal; converges back at: Wilmslow, Alderley Edge, Chelford, Goostrey, Holmes Chapel, Sandbach, Crewe.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Blackpool North, Layton, Poulton-le-Fylde, Kirkham & Wesham, Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, diverges to: - Salford Central, Manchester Victoria; or - Deansgate, Manchester Oxford Road, Manchester Piccadilly, diverges to: - Heald Green, Manchester Airport; or - Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove.	Hourly to Manchester 2 per hour to Blackpool North	Hourly to Manchester 2 per hour to Blackpool North	Hourly in each direction
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: - Carlisle, Dalston, Wigton, Aspatria, Maryport, Flimby, Workington, Harrington, Parton, Whitehaven, Corkickle, St Bees, Nethertown, Braystones, Sellafield, Seascale, Drigg, Ravenglass, Bootle, Silecroft, Millom, Green Road, Foxfield, Kirkby-in-Furness, Askam, Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth; or - Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District; Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	2 per hour to Manchester Hourly to Lancaster	2 per hour to Manchester Hourly to Lancaster	Hourly in each direction
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Chester via Altrincham Calling at: Manchester Piccadilly, Stockport, Navigation Road, Altrincham, Hale, Ashley, Mobberley, Knutsford, Plumley, Lostock Gralam, Northwich, Greenbank, Cuddington, Delamere, Mouldsworth, Chester.	Hourly in each direction	Hourly in each direction	Every 2 hours in each direction

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport. Extensive route; change at other stations to access additional stops.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction
Manchester to Stoke-on-Trent via Macclesfield Calling at: Manchester Piccadilly, Stockport, Cheadle Hulme, Bramhall, Poynton, Adlington, Prestbury, Macclesfield, Congleton, Kids Grove, Longport, Stoke-on-Trent.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hazel Grove and Buxton Calling at: Manchester Piccadilly, Levenshulme, Heaton Chapel, Stockport, Davenport, Woodsmoor, Hazel Grove, Middlewood, Disley, New Mills Newtown, Furness Vale, Whaley Bridge, Chapel-en-le-Frith, Dove Holes, Buxton.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to New Mills Central and Rose Hill and to Sheffield (The Hope Valley Line) Calling at: Manchester Piccadilly, Ashburys, diverges to: • Reddish North, Brinnington, Bredbury; or • Gorton, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley; converges at: Romiley, Marple OR Rose Hill Marple, New Mills Central, Chinley, Edale, Hope (Derbyshire), Bamford, Hathersage. Grindleford, Dore and Totley, Sheffield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
Manchester to Hadfield and Glossop Calling at: Manchester Piccadilly, Ardwick, Ashburys, Gorton, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, Hadfield.	2 per hour in each direction	2 per hour in each direction	Hourly in each direction
By East Midlands Railway:			

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Chinley, Edale, Hope, Bamford, Hathersage, Grindleford, Dore & Topley, Sheffield, Dronfield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Every 2 hours in each direction	Every 2 hours in each direction	Hourly in each direction
By Transport for Wales:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport. Extensive route; change at other stations to access additional stops.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By TransPennine Express:			
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverges to: • Motherwell and Glasgow Central; or • Haymarket and Edinburgh.	Every 2 hours in each direction	Every 2 hours in each direction	Every 2 hours in each direction
Manchester to Sheffield, Doncaster, Scunthorpe, Grimsby and Cleethorpes Calling at: Manchester Airport, Manchester Piccadilly, Stockport, Dore & Topley, Sheffield, Meadowhall, Doncaster, Scunthorpe, Barnetby, Harbrough, Grimsby Town, Cleethorpes.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By CrossCountry:			

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Scotland, North East & Manchester to the South West and South Coast Calling at: Manchester Piccadilly, Stockport, Macclesfield, Stoke-on-Trent, Stafford, Wolverhampton, Birmingham New Street, Birmingham International, Coventry, Leamington Spa, Banbury, Oxford, Reading, Basingstoke, Winchester, Southampton Airport Parkway, Southampton Central, Bournemouth.	Hourly from 10:27 – 17:27, then 21:27 (SB) Hourly from 07:29 – 10:23, 15:23 – 16:23, 20:23 – 22:23 (NB)	05:11, 11:27, 12:27, then hourly from 17:27 – 19:27 (SB) 07:30, then hourly from 12:23 – 14:23, 18:23 – 20:23 (NB)	Hourly from 08:27 – 11:27, 16:27 – 18:27, then 22:05 (SB) 10:38, 11:33, 16:26, 17:26, 22:24, 23:23 (NB)
By Avanti West Coast:			
London Euston – Liverpool / Manchester via Stoke-on-Trent / Crewe Calling at: London Euston, Milton Keynes Central, Stoke-on-Trent, Macclesfield, Stockport, Manchester Piccadilly.	2 per hour in each direction	2 per hour in each direction	2 per hour in each direction

Table 4.5 – Summary of Rail Service from Manchester Piccadilly

4.4.14 The trains that service Manchester Victoria and Manchester Piccadilly run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for guests of the Site and is a viable alternative to private car use.

4.4.15 It is noted that the provision of rail services will change during different seasons in the year and over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables;
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: tfwrail.wales/travel-safer/timetable;
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables;
- CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>;
and
- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>.

4.4.16 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running

information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.

- 4.4.17 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.
- 4.4.18 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to “Park and Ride”.
- 4.4.19 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester’s three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.20 The High Speed Rail 2 (HS2) is a high-speed rail network which will allow enhanced connections to London and Birmingham, halving the current travel time, and Europe via the successful HS1. The delivery of a HS2 Station alongside the existing Manchester Piccadilly will have a substantial positive impact on driving forward a wider commercial and regeneration plan for the Oxford Road Corridor.
- 4.4.21 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole north of England which could be hugely beneficial for residents of the Site. These include:
- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
 - The ability to double into the Trafford Park freight terminals;
 - Two new fast trains per hour between Manchester Victoria and Liverpool;
 - More frequent services between Manchester and Leeds (six per hour);
 - Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
 - Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
 - New direct services from across the north to Manchester Airport; and

- Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.22 Overall, the site is very highly accessible via rail.

Metrolink (Light Rail)

4.4.23 Piccadilly Gardens, Market Square and Shudehill Metrolink stations are all c. 500m from the site. **Table 4.6** outlines the frequencies of services calling at these stations. Trams run every 6 or 12 minutes (except for the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Eccles or MediaCity UK – Ashton-Under-Lyne	6-minute frequency between 05:53 and 23:03	6-minute frequency between 05:53 and 00:03	6-minute frequency between 06:53 and 22:53
[Purple Line] Altrincham – Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Green Line] Altrincham – Bury	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Yellow Line] Piccadilly – Bury	12-minute frequency between 05:52 and 23:40	12-minute frequency between 05:52 and 00:40	12-minute frequency between 06:52 and 23:40
[Navy Line] Victoria – Manchester Airport	12-minute frequency between 05:57 and 23:09	12-minute frequency between 05:57 and 00:09	12-minute frequency between 06:52 and 23:04
	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 06:00	20-minute frequency between 03:00 and 07:00

Table 4.6 – Summary of Metrolink Services.

4.4.24 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges and a direct service to Manchester Airport.

4.4.25 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.26 Users can change at St Peter's Square or Cornbrook stations to access additional services to the Trafford Centre, East Didsbury, and Rochdale, as shown in the Metrolink map in **Figure 4.5**. It is considered the Site is highly accessible by Metrolink (light rail).

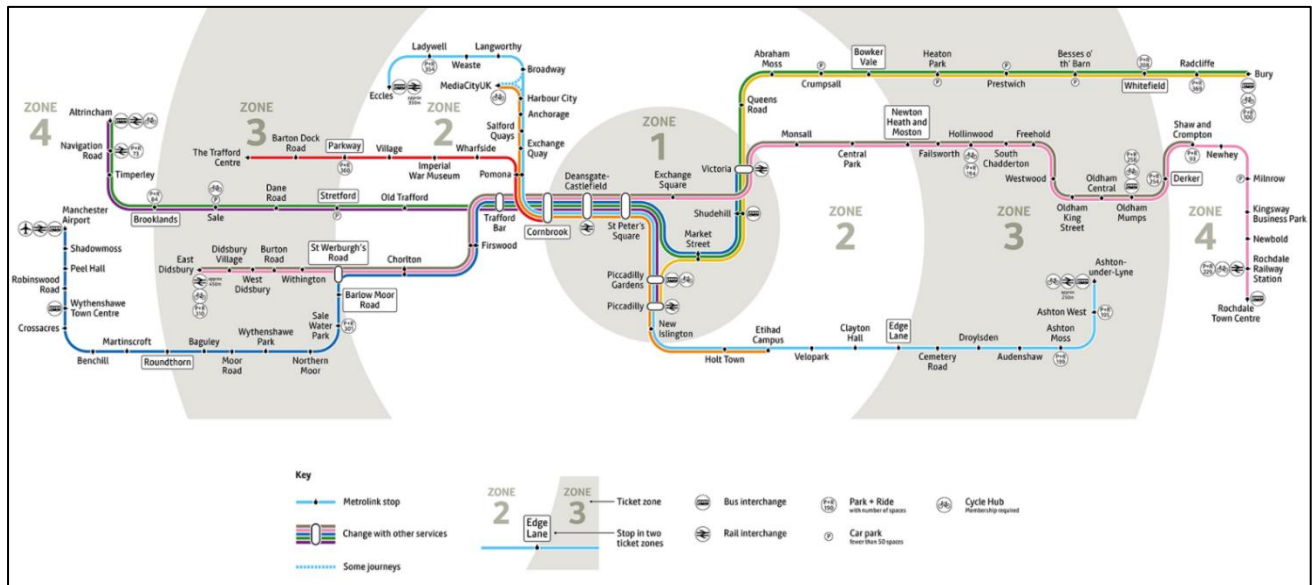


Figure 4.5 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.4.27 It is considered the Site is highly accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility and the zero-parking provision, it is considered the vast majority of guests will travel to/from the site via sustainable modes of travel. The absence of car parking at the proposed development is, in itself, a powerful initiative to encourage sustainable travel.
- 5.1.2 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the proposals.
- 5.1.3 The initiatives are designed to reduce staff 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.

5.2 Appointment of a Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 5.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff incorporating a survey, events and then advice to staff on sustainable travel choices. Additional responsibilities of a TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Packs

- 5.3.1 Welcome packs can be critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all staff and guests associated with the development. The contents of the welcome packs will include:
- 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).
- 5.3.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.4 Measures to Encourage Walking

- 5.4.1 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.
- 5.4.2 It has been demonstrated within **Section 4** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development proposals also account for improved pedestrian infrastructure such as a neighbouring public realm to increase the permeability of the site from the surrounding streets. The following measures will be provided in order to encourage staff and guests to walk:
- Promote / raise awareness of the health benefits of walking;
 - Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
 - Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.
- 5.4.3 Additional measures for staff such as marketing campaigns in line with “Walk to Work Week” and the implementation of a “walking buddy” scheme could also be considered.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle storage for 15 cycles, showers, and changing facilities as part of the development. To encourage staff 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 and a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG) (for staff);
 - Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking; and
 - Promotion of events such as “National Bike Week”.
- 5.5.2 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 having the TPC negotiate discounts with local cycle retailers will also be considered.

5.6 Measures to Encourage Public Transport

- 5.6.1 It has been demonstrated throughout **Section 4** 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.
- 5.6.2 The following measures will be provided in order to encourage staff and guests to travel by public transport:
- Distribute details of the My TfGM mobile app;
 - Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
 - Implement a policy of using public transport for travel in the course of work wherever feasible; and
 - Provide up to date bus details including timetables/contact information in the welcome packs.
- 5.6.3 Additional measures such as providing staff discounts or interest-free loans 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.

5.7 Car Sharing and Car Clubs

- 5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the site, and more to engage in sustainable modes of travel such as car sharing.
- 5.7.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.
- 5.7.3 There are car sharing organisations which offer a matching service. Staff would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme and employers would need to sign up to the scheme for their staff to benefit from this. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use. This scheme would be promoted by the Travel Plan Coordinator (TPC).
- 5.7.4 Alternatively, Enterprise Car Club has a vehicle location at Chatham Street (250m south-west from the Site) with a number of alternative locations within the city centre. Users would need to register and

book the car appropriately through the website: www.enterprisecarclub.co.uk. Again, this scheme could be promoted by the TPC.

- 5.7.5 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing / car club through advertising around the site.

6.0 Targets

6.1 Introduction

- 6.1.1 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.

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 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.
- 6.2.2 In order to understand travel habits, a representative sample survey will be undertaken at three months following first operation. Staff 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 staff and guests to travel more sustainably.
- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 6.2.4 Firstly, questions could be transferred to Momenive (formerly known as SurveyMonkey), which is an online survey service widely used by both private and public sector organisations for data collection. Staff 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.
- 6.2.5 Paper surveys could also be made available to staff and guests across the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the Momenive computer database for analysis alongside the electronic surveys.
- 6.2.6 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 staff and

guests at the hotel. These can be used to set SMART targets for the site, with an example provided in **Table 6.1** below. Site users would then be surveyed annually from the initial survey.

Travel Plan Performance Indicators

6.2.7 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

6.2.8 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.

6.2.9 Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

6.3.1 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.			2023	2025	2027	
1	To raise awareness of sustainable travel options enabling staff 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*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2023	2025	2027	
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	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.1 – Example Targets Linked to Objectives

* subject to baseline survey

- 6.3.2 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 operation.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 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.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

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

7.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 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.

7.2.2 The survey information will enable analysis to be undertaken to establish mode share targets subject to consultation with Manchester City Council. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from the operator to the appropriately appointed TPC.

7.2.4 Notwithstanding, adequate consultation and support from the scheme developer is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

7.3.1 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;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated in due course, at least one month before operation.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

7.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.4.3 Monitoring reports will be provided to officers at Manchester City Council every year 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 (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the TP process:

Action	Target Date	Responsibility
Appoint TPC	One month before operation	Jadebricks Manchester Ltd.
Produce Welcome Pack	First operation of each element of the development	TPC
Implement TP Initiatives	During operation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Annual Monitoring Report	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 8.1 – Action Plan

79424 Oldham Street, Manchester

Interim Travel Plan



Plans



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Project:
OLDHAM STREET HOTEL - MANCHESTER

Drg Title:

SITE LOCATION REGIONAL VIEW

Status:
PRELIMINARY

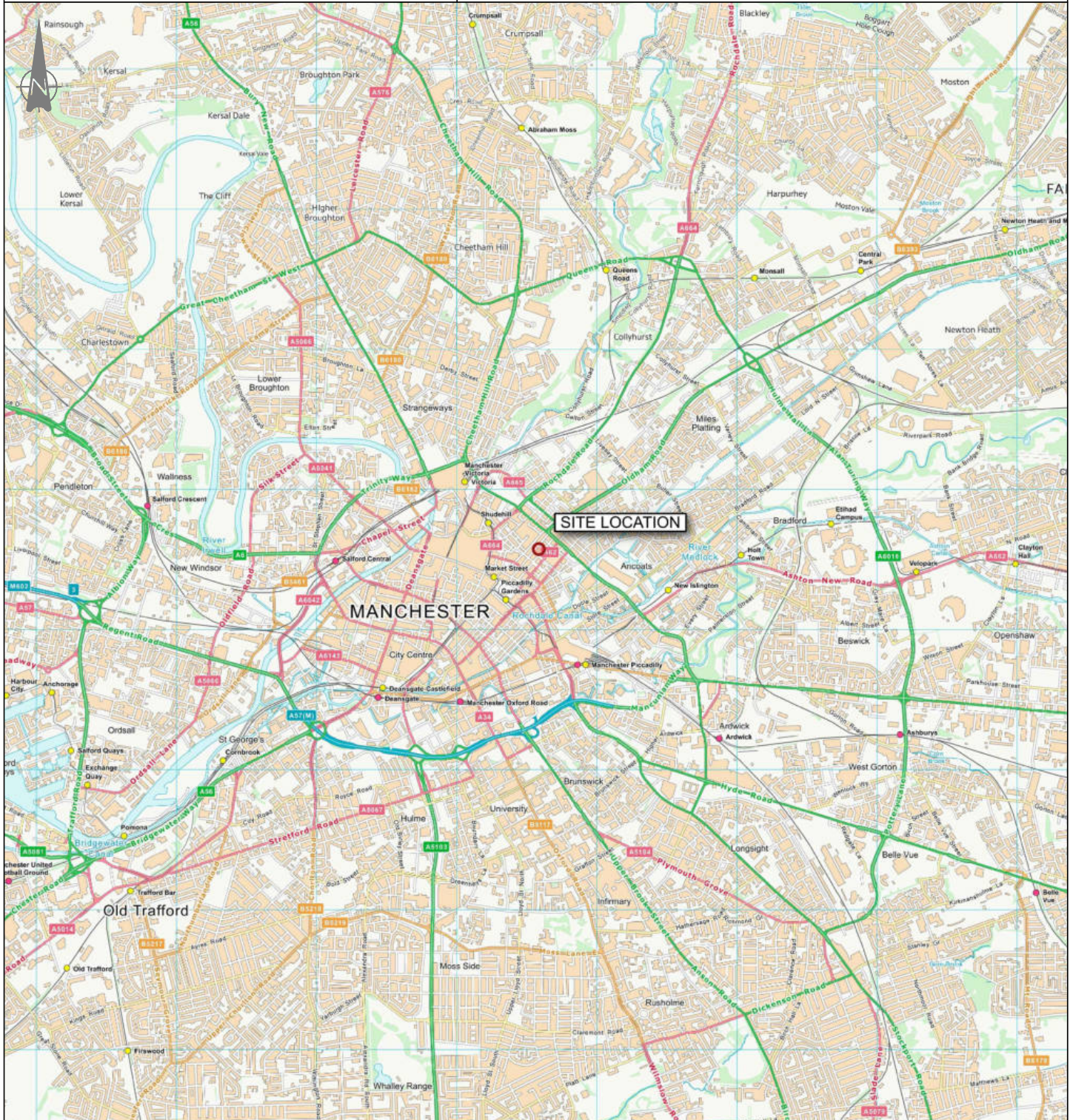
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Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: ● Site



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Project:
OLDHAM STREET HOTEL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

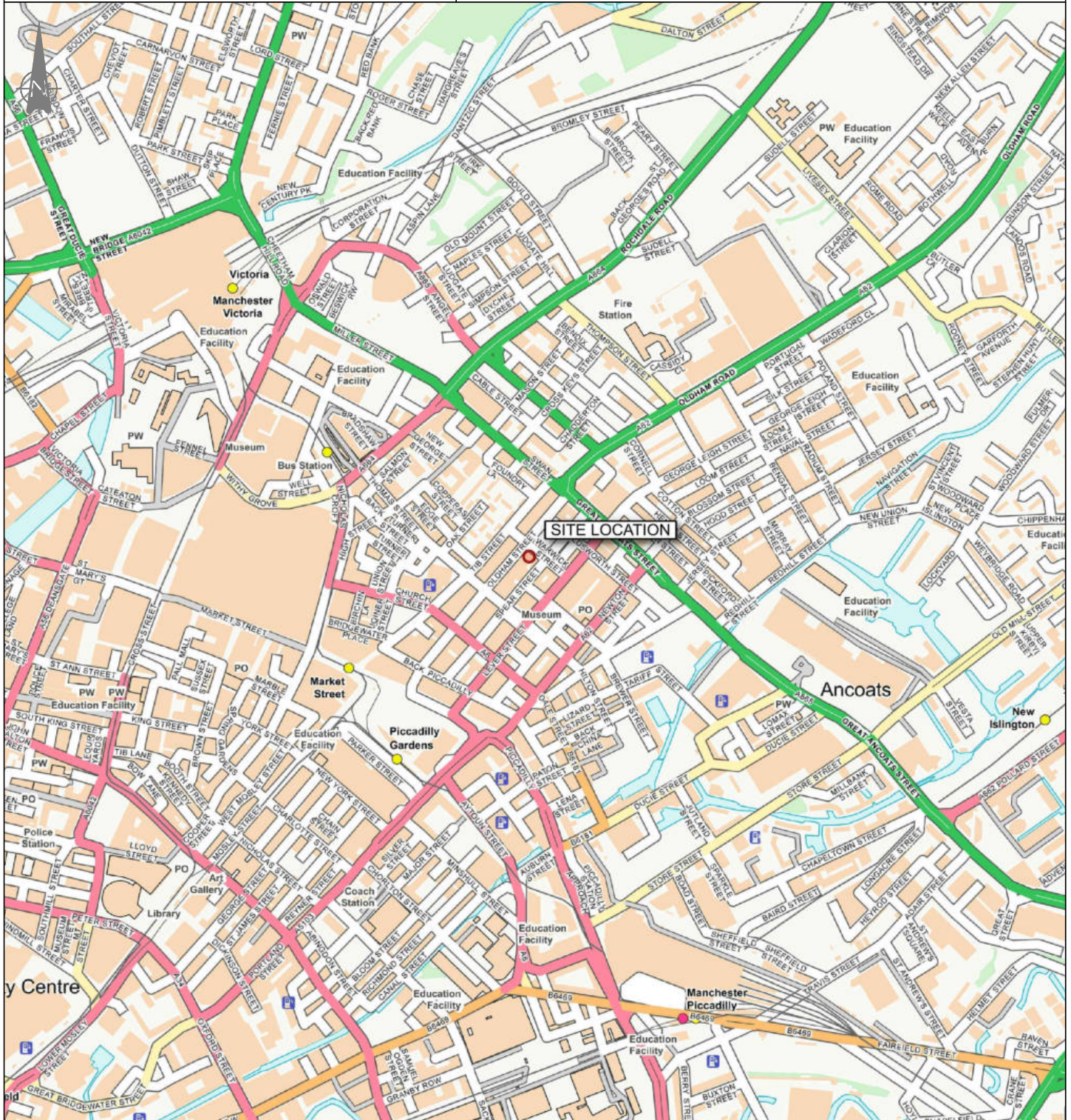
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Designed By: JM Date: 20/07/21

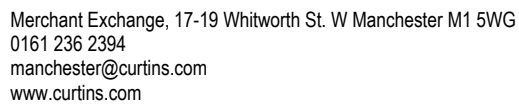
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Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

79424 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: ● Site



Project: OLDHAM STREET HOTEL - MANCHESTER

Drg Title:

ACCESSIBILITY

INDICATIVE WALKING CATCHMENT

Status: **PRELIMINARY**

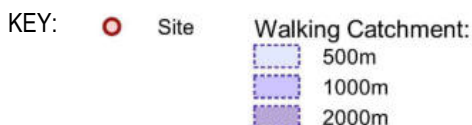
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Designed By: JM Date: 20/07/21

Scale: NTS

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

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Project:
OLDHAM STREET HOTEL - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

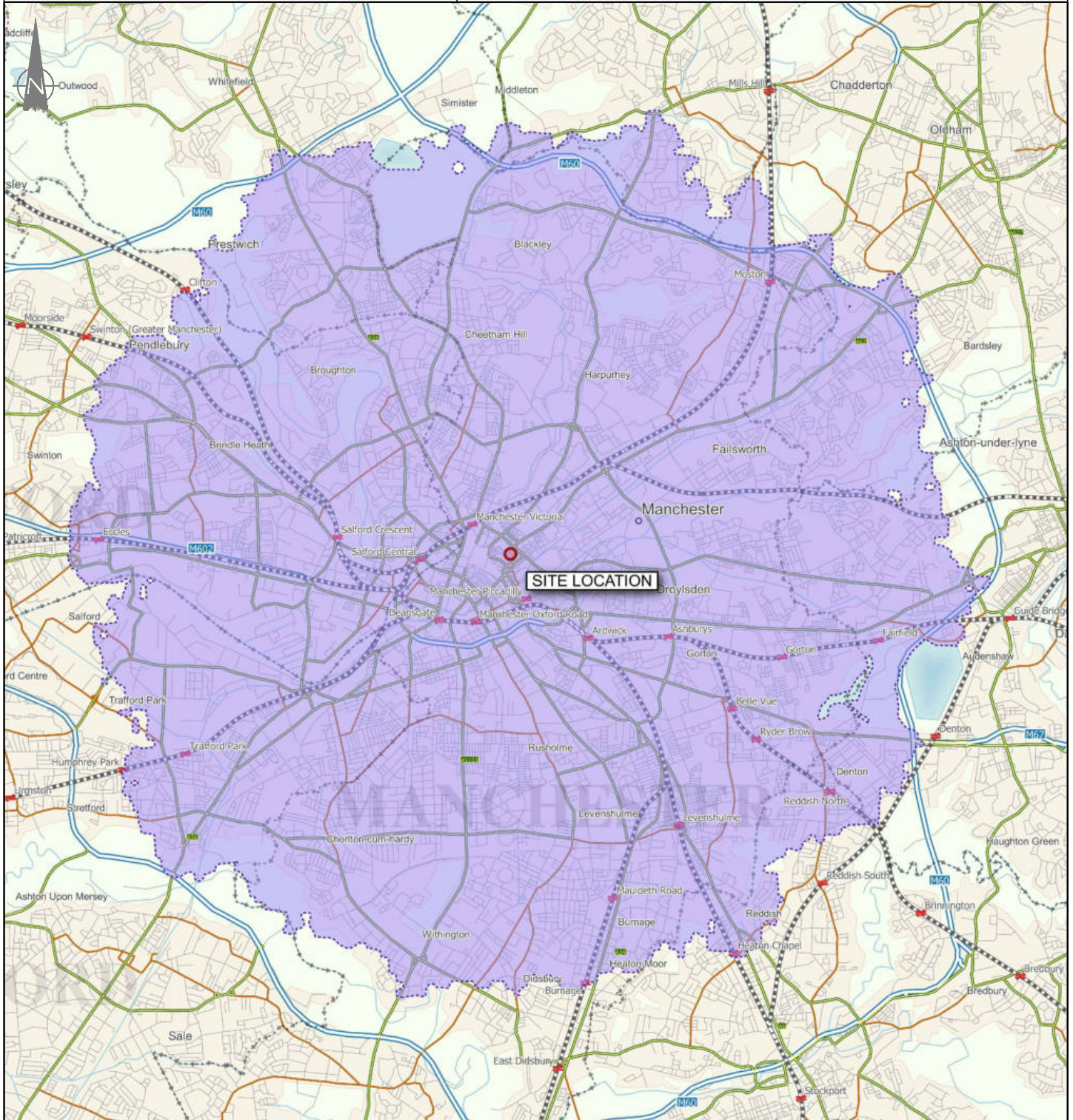
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Designed By: JM Date: 20/07/21

Scale: NTS

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

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KEY: Site Cycle Catchment:
8000m

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\\mfs02\Projects\079001 - Oldham Street Hotel, Manchester\Q4-Production\4A-Models-Drawings\TPCAD061



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Project:
OLDHAM STREET HOTEL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

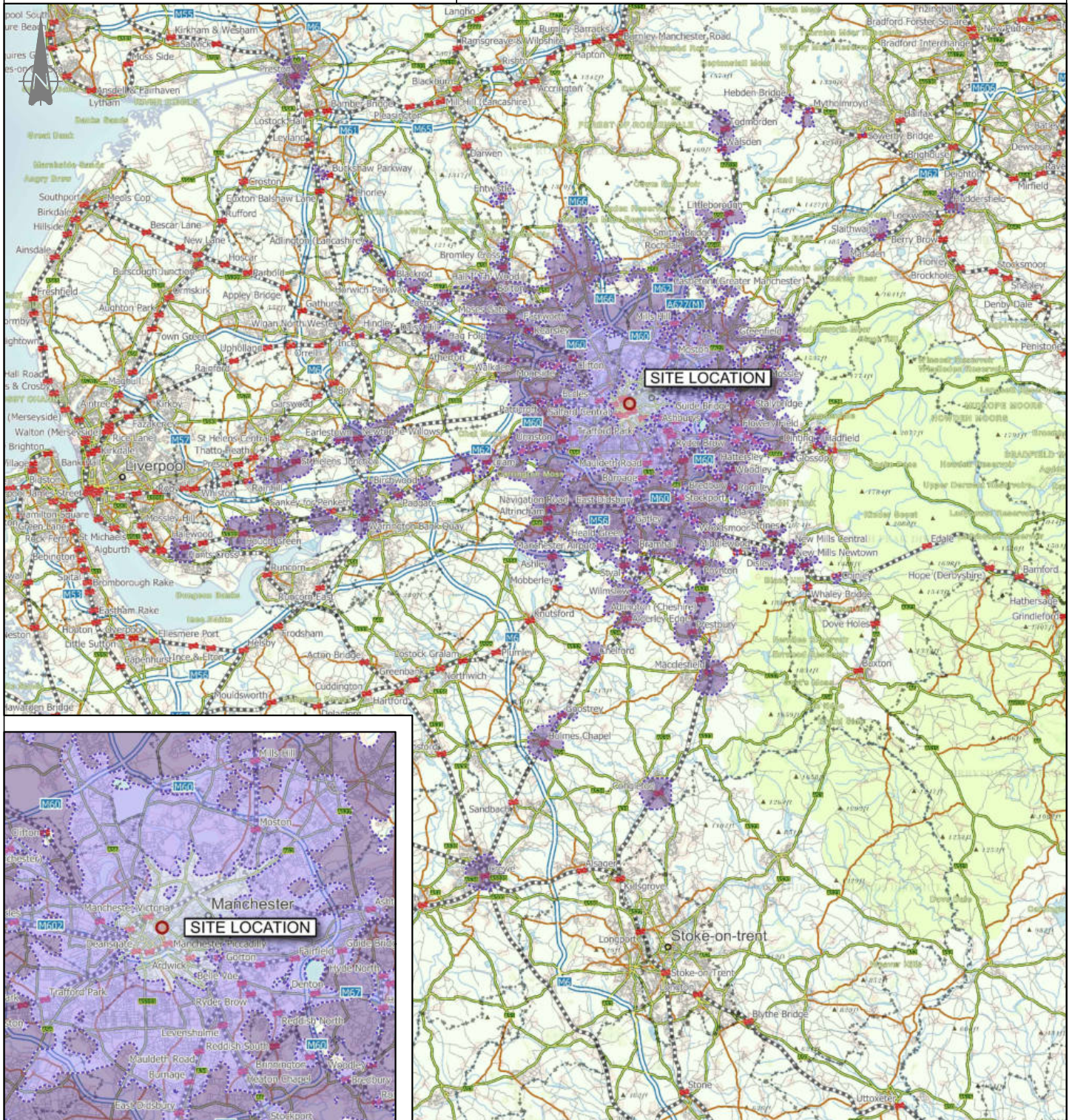
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Designed By: JM Date: 20/07/21

Scale: NTS

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

79424 - CUR - 00 - XX - DR - TP - 06005 - P01



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

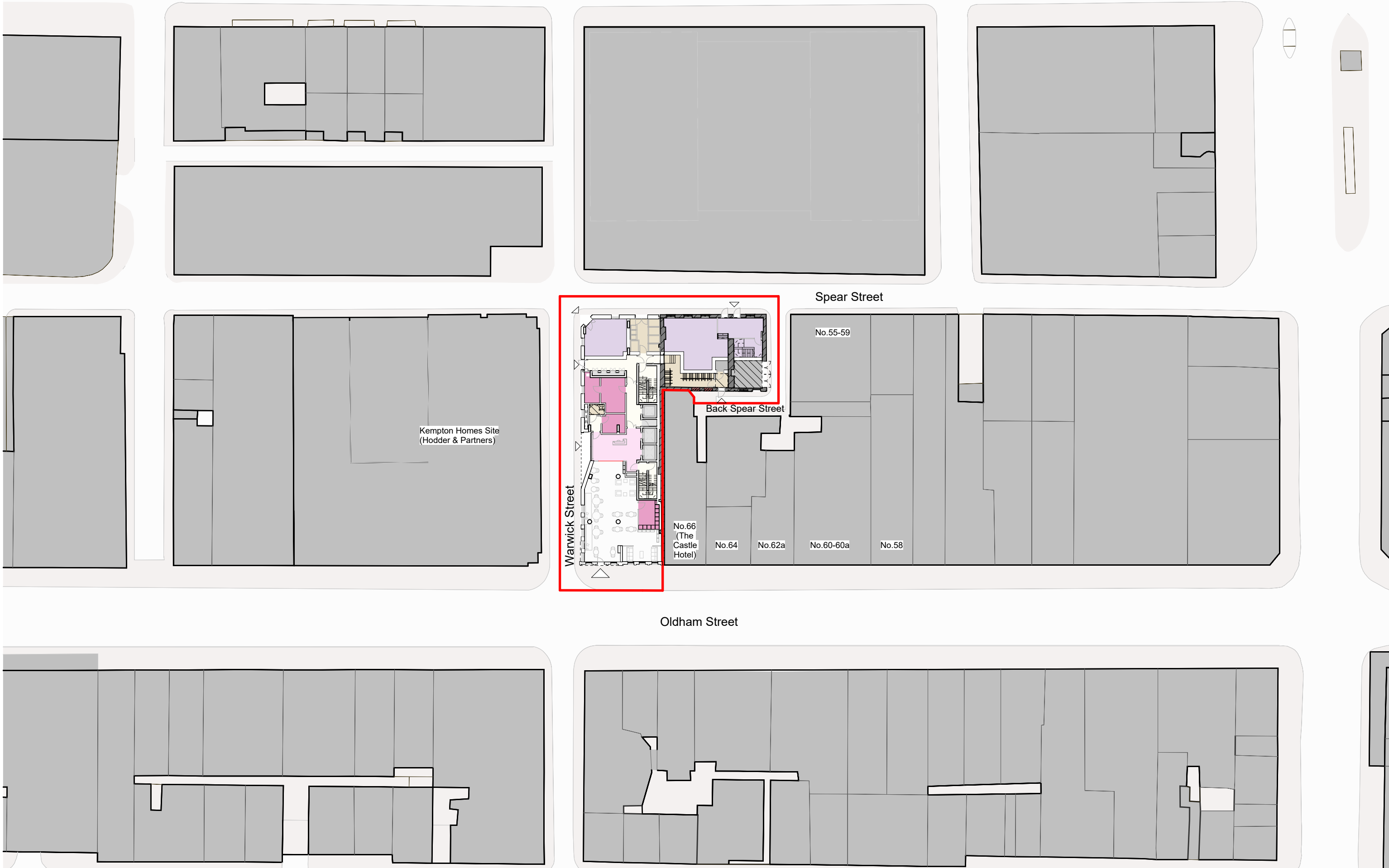
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79424 Oldham Street, Manchester

Interim Travel Plan



Appendix A – Proposed Site Layout Plan



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.

NOTE:

1. Red line boundary based on topographic survey & as-built survey. 56815-Topo-2D (08-03-21) & 56815 Floor Plans (08-03-21).
2. Co-ordination of existing building footprint (including interior face of party wall) and topographic survey tbc by MHLS.
3. Subject to party wall advice from specialist consultant.

NORTH

Rev	Date	Description
1	2021-11-08	First Issue
01	2022-08-02	Current agreed planning red line

Project Title

Oldham Street
Manchester

Status

For Comment

Drawing Title

Red Line Planning Boundary
Indicative Layout

Project No 10338	Scale 1 : 500 @ A3
SHP Drawing Code 10338-SHP-A-G200-SK-00-002	Revision 01

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