Curtins | Building a better future

Victoria Riverside Section 1

Travel Plan

Curtins Ref: 88727-CUR-XX-XX-T-TP-00002

Revision: P02

Issue Date: 26 January 2026

Client Name: Far East Consortium International Limited

Client Address: 2nd Floor
Northern Assurance Building
9-21 Princess Street
Manchester
M2 4DN

Site Address: Victoria Riverside
204 Dantzic St
Manchester
M4 4DD

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First Issue	AT	AT	26 January 2026

This report has been prepared for the sole benefit, use, and information for the client. The liability of Curtins with respect to the information contained in the report will not extend to any third party.

Author	Signature	Date
Oliver Bradley BSc (Hons) Graduate Transport Planner	[redacted]	26 January 2026

Reviewed	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director	[redacted]	26 January 2026

Authorised	Signature	Date
Aaron Tilley FCIHT CMILT Transport Planning Director	[redacted]	26 January 2026

Table of Contents

1.0 Introduction 1
1.1 Background 1
1.2 What is a Travel Plan? 2
1.3 Purpose of the Report 2
1.4 Structure of the Report 3
2.0 Travel Plan Benefits 4
2.1 Introduction 4
2.2 Environmental Benefits 5
2.3 Health Benefits 9
2.4 Financial Benefits 12
2.5 Social Benefits 14
3.0 Existing Situation 15
3.1 Site Location 15
3.2 Existing Use and Access 15
3.3 Surrounding Highway Network 16
4.0 Accessibility by Sustainable Modes of Travel 19
4.1 Introduction 19
4.2 Pedestrian Accessibility 19
4.3 Cycle Accessibility 21
4.4 Public Transport Accessibility 23
4.5 Summary 30
5.0 Development 31
5.1 Overview of Development and Phasing 31
5.2 Site Access and Parking 31
6.0 Travel Survey 33
6.1 Introduction 33
6.2 Survey Results 33

7.0 Travel Plan Initiatives 38
7.1 Introduction, Aim and Objectives 38
7.2 Production of Residential Welcome Packs 38
7.3 Measures to Encourage Walking 40
7.4 Measures to Encourage Cycling 40
7.5 Measures to Encourage Public Transport 41
7.6 Car Clubs 42
7.7 Reducing the Need to Travel 42
8.0 Targets 43
8.1 Introduction 43
8.2 Travel Plan Performance Indicators 43
8.3 SMART Targets 43
9.0 Monitoring and Review 45
9.1 Introduction 45
9.2 Responsibility and Management 45
9.3 Travel Plan Coordinator (TPC) 46
9.4 Monitoring and Evaluation 46
10.0 Action Plan 48

Figures

Figure 2.1: Willingness to Switch Mode of Travel 4
Figure 2.2: Benefits of Active Travel for Greater Manchester / Index Cities 5
Figure 2.3: Right Mix for Greater Manchester (2017 to 2040) 7
Figure 2.4: Activity Levels for Adults 10
Figure 2.5: The Impact of Travel Behaviour on Public Health 12
Figure 2.6: Health and Social Care Costs of Air Pollution in England 13
Figure 3.1: Site Location 15
Figure 4.1: Walking Catchment (Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline) 20
Figure 4.2: Cycle Catchment 22
Figure 4.3: Public Transport Network in the vicinity of the Site (Source: TfGM) 24

Figure 4.4: Free Bus Route and Timetable 27
Figure 4.5: TfGM Metrolink Network Map 30
Figure 6.1: Existing Resident Modal Split 34
Figure 6.2: Distance to Residents' Place of Work / Study 35
Figure 6.3: Overnight Parking Location 36
Figure 6.4: Vehicle Type Used by Residents 37

Tables

Table 4.1: CIHT Recommended Walking Distances 19
Table 4.2: CIHT Maximum Suggested Walking Distances to Bus Stops 25
Table 4.3: Summary of Bus Service Frequencies in the vicinity of the Site 25
Table 4.4*:* Summary of Rail Services calling at Manchester Victoria 28
Table 6.1: Barriers for Residents to Travel More Sustainably 35
Table 7.1: Sustainable Travel Information 39
Table 8.1*:* Modal Shift Targets 44
Table 10.1: Action Plan 48

Appendices

Appendix A – Proposed Site Layout
Appendix B – Local Cycle Network
Appendix C – Travel Survey Questionnaire Results

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Far East Consortium International Limited (FEC) to provide transport and highways advice in relation to Victoria Riverside on Dantzic Street, Manchester.

1.1.2 Victoria Riverside is a residential-led mixed use development comprising 3 towers (37, 26 and 18 storeys) and podium levels (6 storeys). There are 634 residential apartments and townhouse accommodations, together with 1,222 sqm of commercial accommodation.

1.1.3 Furthermore, there are 634 secure, covered cycle parking spaces, as well as 51 car parking spaces, including 4 disabled spaces and 5 with Electric Vehicle (EV) charging points. There have also been improvements to the surrounding public realm, including widened footways and new pedestrian and cycle routes.

1.1.4 The development is one of the first to be constructed in the wider Victoria North masterplan. A joint venture between Manchester City Council (MCC) and FEC, the masterplan includes the construction of 15,000 new homes in a scheme to transform the neighbourhoods running north of the city centre.

1.1.5 Victoria Riverside is undergoing a phased opening, with Section 1 having completed construction on 10 July 2025 and opened to residents in the week commencing (w/c) 21 July 2025. Details of both Sections are provided below:

- Section 1 comprises Tower B, Tower C and Podium B. This totals 341 dwellings plus ground floor commercial units; and
- Section 2 includes Tower A and Podium A, and totals 293 dwellings plus ground floor commercial units.

1.1.6 The Site (Planning Ref: 126944/FO/2020) was granted planning approval by MCC in January 2021, with construction beginning soon after and Section 1 of the development being completed on 10 July 2025. The full description of the consented development is as follows:

"Erection of a residential-led mixed use development comprising 3 no. towers (37, 26 and 18 storeys) and podium levels (6 storey) to form 634 residential apartments and townhouse accommodation (Use Class C3) together with commercial accommodation (1222 sqm) (Use Classes A1,A2,A3,A4,A5,B1, D1 and D2)); with associated residential amenity areas, refuse storage, plant (including substation), car parking, cycle storage, landscaping and new public realm including the re-instatement of Bromley Street and other associated works."

1.1.7 This Travel Plan (TP) has been prepared to discharge condition 37 of the planning approval – which reads as follows:

"The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 19 May 2020. Within six months of the first occupation of each phase (save for the enabling works phase), a Travel Plan for that phase which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use."

1.1.8 The Victoria Riverside layout, as well as the split of Section 1 and 2, is provided in **Appendix A**.

1.1.9 The first residents moved in at Section 1 in w/c 21 July 2025, and this TP will cover Section 1 of Victoria Riverside only. At the time of writing, Section 2 is scheduled to be completed in April 2026 and the full completion of Victoria Riverside in May 2026. Hereafter, Section 1 will be referred to as the Site.

1.1.10 The Site is within the administrative area of MCC as the Local Highway Authority (LHA) and the Local Planning Authority (LPA).

1.2 What is a Travel Plan?

1.2.1 A TP is defined[1] as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."

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 A TP is the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.2 Transport for Greater Manchester (TfGM)[2] 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, stating that a TP should achieve:

[1] Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2
[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqgYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- *"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."*

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

- National Planning Policy Framework, MHCLG, 2024; and
- National Planning Practice Guidance, DCLG (now MHCLG), 2014.

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.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** gives an overview of the development proposals.

1.4.5 **Section 6** analyses the results from the travel survey undertaken by residents.

1.4.6 **Section 7** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.7 **Section 8** outlines the strategy for Travel Plan targets.

1.4.8 **Section 9** 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.

1.4.9 **Section 10** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

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 Most car journeys are within cycling distance, and many could be walked[3]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[4]:

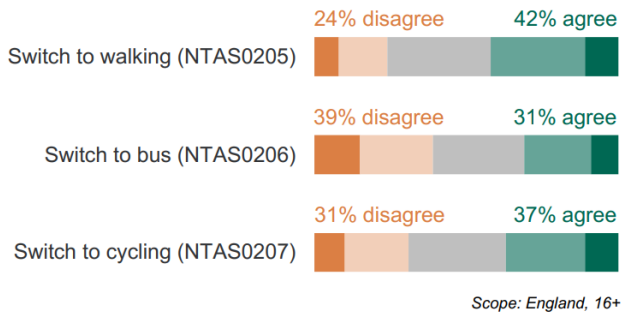


Figure 2.1: Willingness to Switch Mode of Travel

[3] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[4] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1

2.1.4 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Greater Manchester[5].

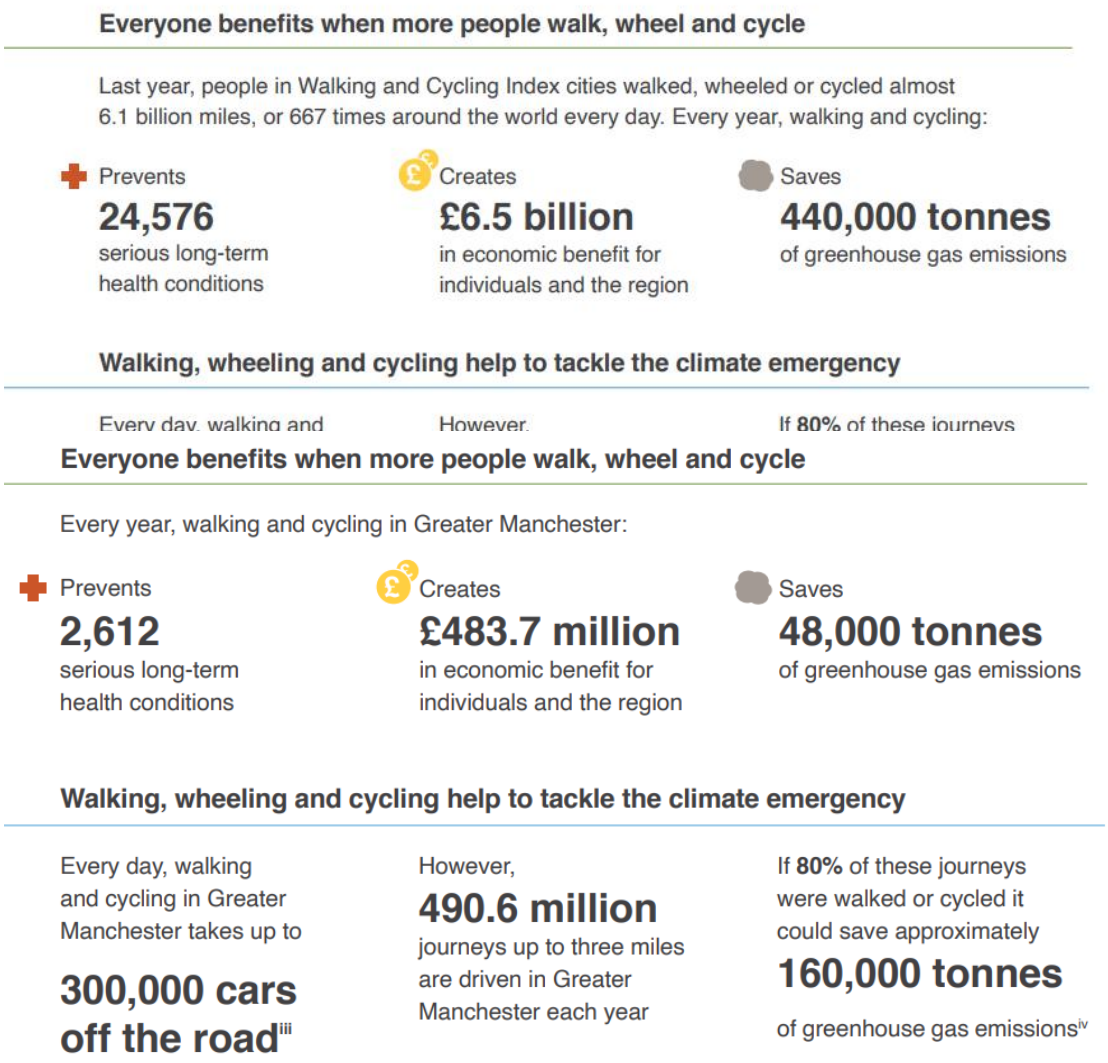


Figure 2.2: Benefits of Active Travel for Greater Manchester / Index Cities

2.1.5 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year[6].

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

[5] Sustrans (2022). Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf OR Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf
[6] Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[7]. 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. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[8].

2.2.3 The introduction of capped £2 single fares in Greater Manchester in September 2021 reduced fares by an average of 17%[9] - indicating singles were previously approximately £2.41. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72 20 years prior, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.

2.2.4 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[10].

2.2.5 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[11]. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.

2.2.6 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[12] 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."

2.2.7 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have

[7] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[8] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[9] TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf
[10] Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: https://uk-air.defra.gov.uk/library/annualreport/
[11] Central Office of Public Information and Imperial College London (2022).
[12] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.8 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

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 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.1** below:

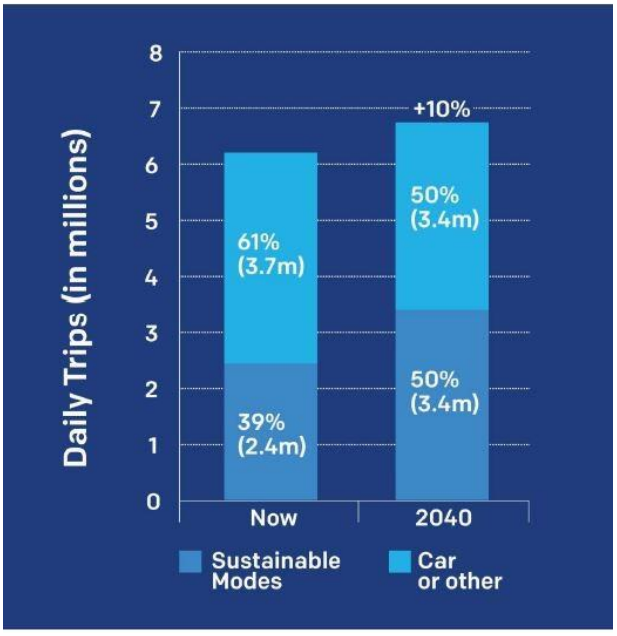


Figure 2.3: Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.11 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.1 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

2.2.2 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.

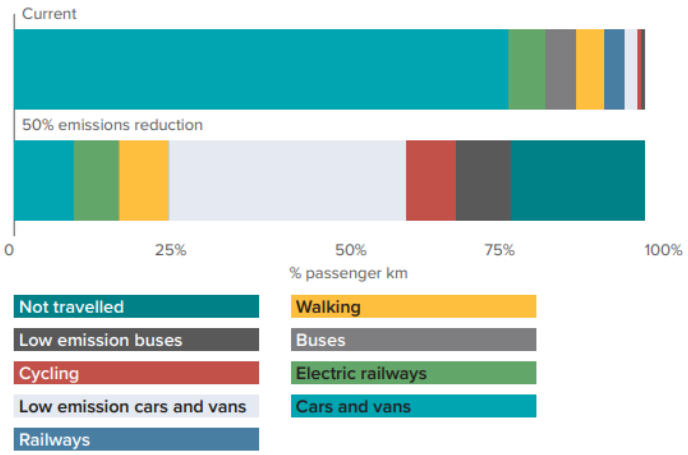
2.2.3 The Manchester Climate Change Framework: 2022 Update found that the city "is not currently on track to stay within our carbon budget and are at risk of missing our first milestone: to reduce the city's direct emissions by 50% by 2025."

Scale of action needed to reduce emissions by 50%:

Modelling by SCATTER indicates the following scale of action is needed:

- 30% reduction in overall distance travelled – we need to travel less by, for example, accessing services remotely and making more use of use of local facilities and services.
- 20% of journeys need to be made by active travel – walking/wheeling or cycling.
- 20% of journeys needs to be made by public transport.
- 80% of remaining passenger miles that are by cars, vans and motorbikes need to be in electric or hybrid electric vehicles.
- 9% reduction in freight mileage and 71% increase in freight fuel efficiency.

Graph 9: modal shift in passenger miles needed to meet a 50% reduction in direct emissions



2.2.4 Some of the recommended actions include:

- *Residents to change the way we travel, ensuring we choose the right type of transport for each journey, prioritising active travel (walking/wheeling and cycling) and public transport, particularly for short trips.*
- *MCC to reallocate road space on appropriate parts of the network to support the delivery of infrastructure for more sustainable modes of transport, including buses, walking/wheeling, and cycling.*
- *MCC to gradually remove inner city centre parking supply as sustainable travel options are improved and to explore introduction of a workplace parking levy across the city to further encourage modal shift.*
- *MCC to implement reductions in speed limits across the city to help reduce emissions and support delivery of road safety programmes.*
- *To enable more flexible and hybrid working patterns, introduce new flexible travel initiatives like the Metrolink Clipper Card."*

2.2.5 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development 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[13]. 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.[14] 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 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually.[14]

2.3.6 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"*[14]. **Figure 2.2** below demonstrates that although most adults (63%) meet this guidance[15], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

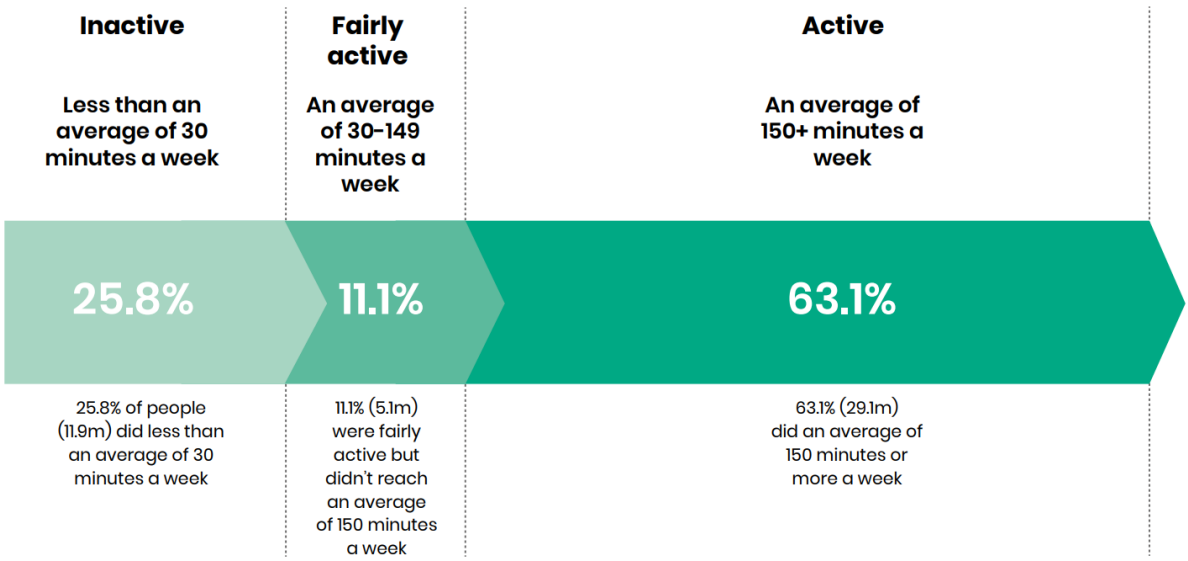


Figure 2.4: Activity Levels for Adults

[13] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[14] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[15] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

2.3.7 This has contributed to poor health in much of the adult population[16]:

> *"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]*
>
> *The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.*
>
> *The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."*

2.3.8 The UK Chief Medical Officers[14] further state:

> *"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."*

2.3.9 Poor air quality is the largest environmental risk to public health in the UK[17]. Road transport contributes to a third of all nitrogen dioxide (NO2) and an eighth of all 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.

2.3.10 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 2.1** below:

[16] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021
[17] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

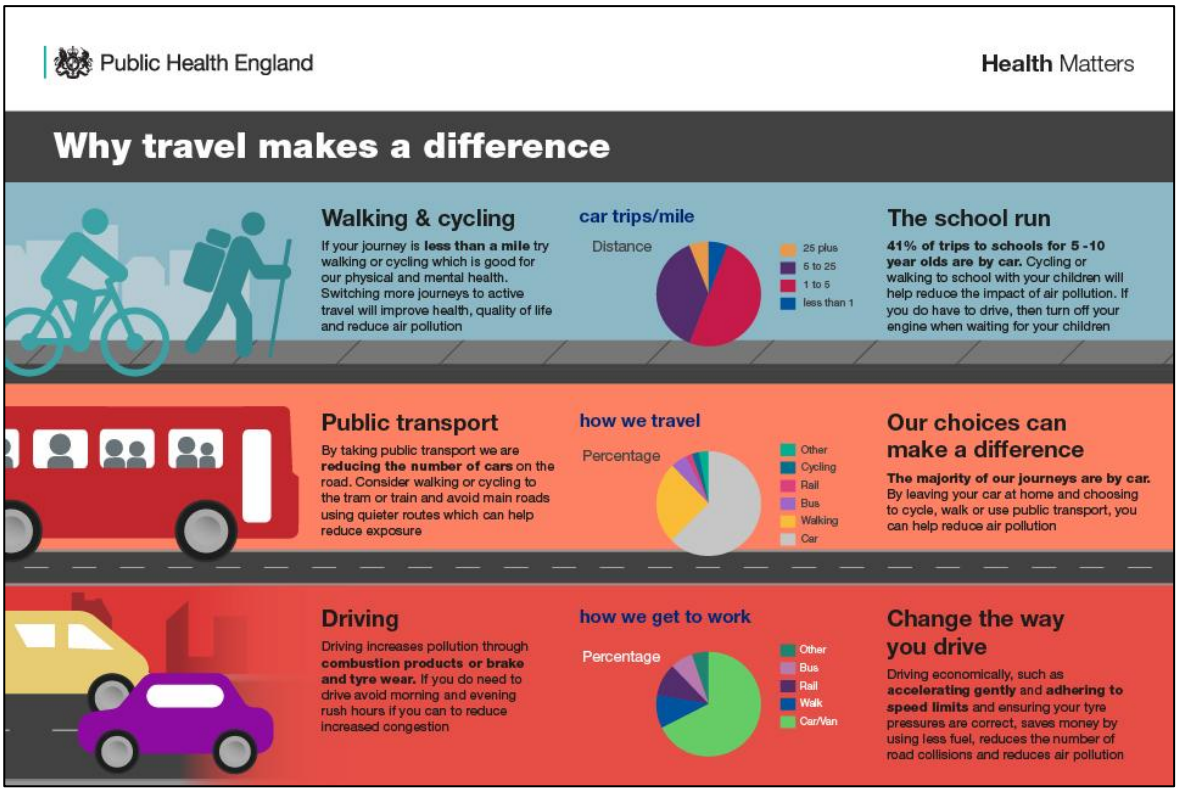


Figure 2.5: The Impact of Travel Behaviour on Public Health

2.3.11 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being "staggering"[18].

> *Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.*
> *Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.*
> *In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.*

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 conservatively calculated to directly

[18] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292

cost the NHS up to £1 billion per annum (in 2006-07 prices)[19], with further indirect costs estimated at £8.2 billion (in 2002 prices)[20].

2.4.2 As illustrated by **Figure 2.7** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[21].

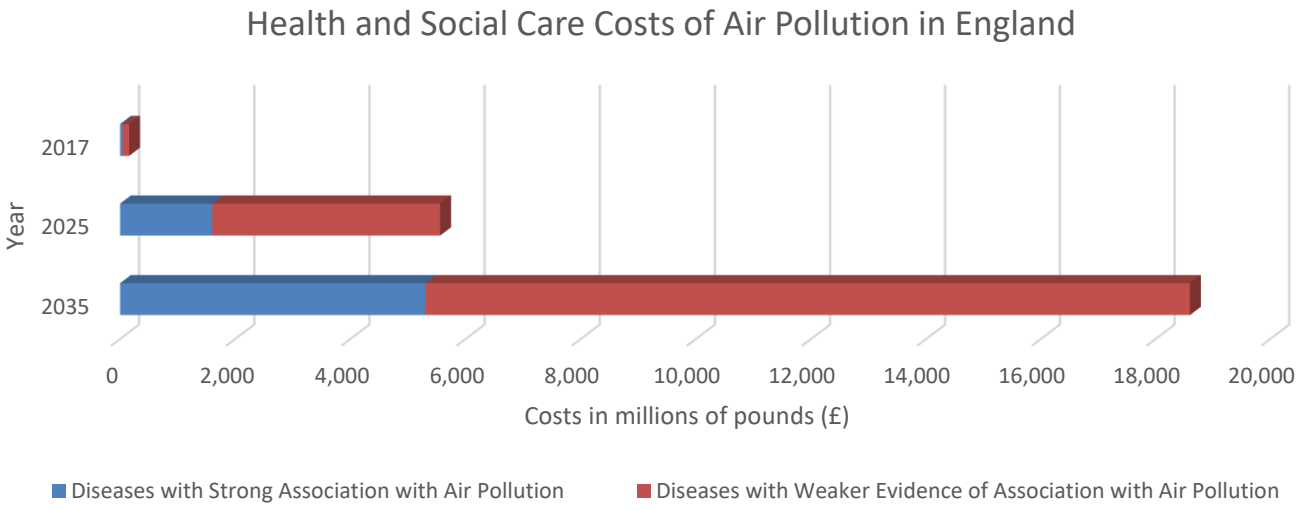


Figure 2.6: Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[22].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[23] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[24].

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[25]. Cycle parking delivers five times higher retail spend than the same area of car

[19] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[20] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.
[21] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[22] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[23] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[24] Eddington Transport Study (2006)
[25] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

parking[26]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[27].

2.4.6 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.

2.4.7 An effective TP can help encourage residents 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[28]:

> *"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."*

2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages[29].

[26] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[27] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[28] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The Site is located to the northern edge of Manchester City Centre, situated between the Ancoats and Strangeways areas. The site is well connected to central Manchester and is within walking distance of Manchester Victoria station.

3.1.2 The site is bound by Dantzic Street to the north, Gould Street to the west, industrial units to the east and a railway viaduct to the south.

3.1.3 **Figure 3.1** below shows the site in a local context relating to the local highway network:

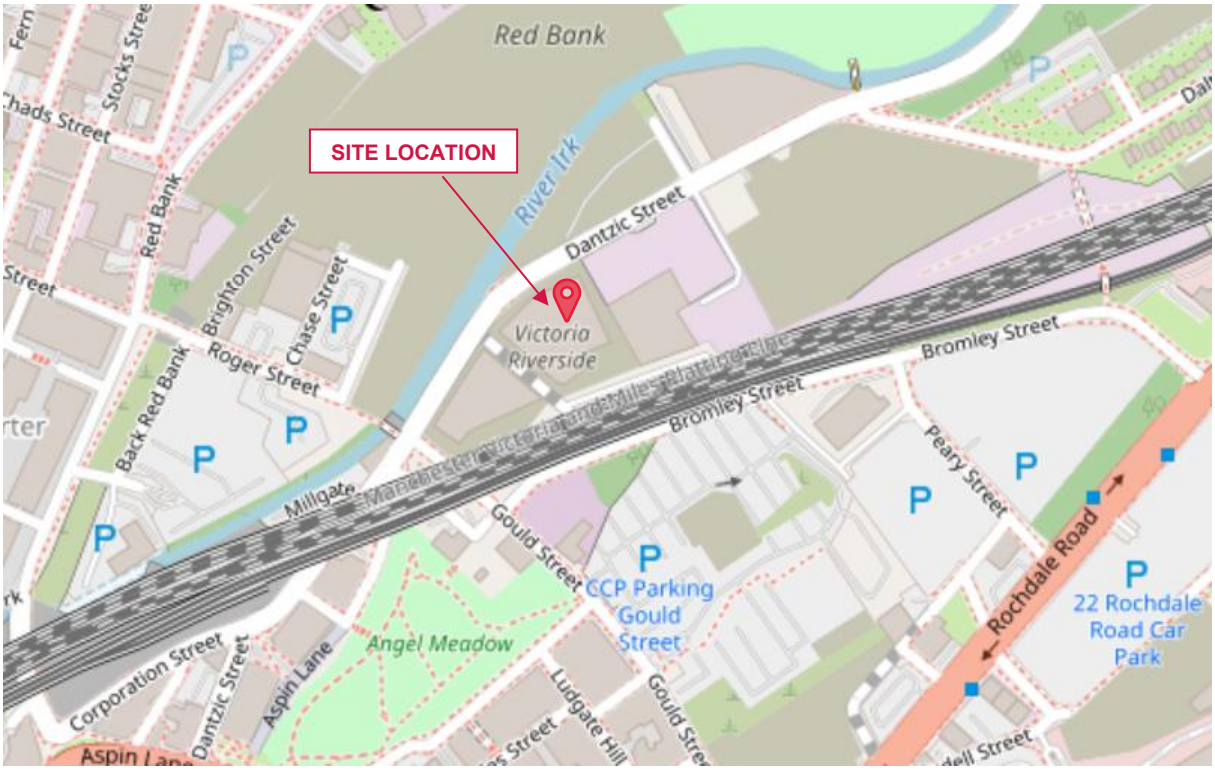


Figure 3.1: Site Location

(Source: OpenStreetMap, 2025)

3.2 Existing Use and Access

3.2.1 The newly constructed Site is a mixed-use development, comprising 3 towers (37, 26 and 18 storeys) and podium levels (6 storeys). There are 634 residential apartments and townhouse accommodations, together with 1,222 sqm of commercial accommodation.

3.2.2 The Victoria Riverside layout is detailed in **Appendix A**. Victoria Riverside is undergoing a phased opening, with the Site having opened to residents in w/c 21 July 2025 and comprising of Tower B, Tower

C and Podium B. This totals 341 dwellings plus ground floor commercial units. Section 2 includes Tower A and Podium A, and totals 293 dwellings plus ground floor commercial units.

3.2.3 The site is accessed via Dantzic Street, to the north of the Site boundary.

3.3 Surrounding Highway Network

Dantzic Street

3.3.1 Forming the northern boundary of the site, Dantzic Street runs from west to east, connecting the A664 Angel Street to the developing Victoria North region and continuing on as Collyhurst Road to the northeast of the Site. The road meets A664 Angel at a signalised junction before continuing further west, terminating adjacent to the Co-operative Building.

3.3.2 Dantzic Street comprises a single carriageway with a typical width of c. 8 m. There are also footways, averaging c. 2.5 m in width, on both sides of the road. Street lighting is present at regular intervals, and the road is subject to a 30-mph speed limit in the vicinity of the site and a 20-mph speed limit west of the site towards the city centre.

3.3.3 There are Traffic Regulation Orders present at regular intervals in the form of double yellow line parking restrictions. The road also provides access to a local off street car park.

3.3.4 Due to the continued construction works at the Site, Dantzic Street is currently closed from the junction with Gould Street eastwards, with vehicular traffic diverted down Gould St. This closure continues for c. 80 m. The footpath on the north of the road is operational despite the closure and is segregated from traffic, providing access between the Site and the city centre.

3.3.5 The highway is expected to reopen and return to regular use upon the full completion of Section 2 of the development in April 2026.

Gould Street

3.3.6 The Site is bounded by Gould Street to the west, which measures c. 350 m and connects Dantzic Street to A664 Rochdale Road. At its northern end, it forms the minor arm of a priority junction with Dantzic Street, whereas it forms the minor arm of a priority junction with A664 Rochdale Road at its southern end. A664 Rochdale Road then leads west into the Manchester City Centre, notably the Northern Quarter, a well-known cultural hotspot in Manchester.

3.3.7 Gould Street comprises of a narrow single carriageway of c. 5.5 m in width and footways ranging from c. 2 m to 3.5 m. Street lighting is present at regular intervals.

3.3.8 The speed limit is 30 mph at the northern end, before dropping to 20 mph approximately 150 m south of the Dantzic Street junction.

3.3.9 A large car park is accessible from the road via a priority junction, and the eastern entrance to St. Michaels Flags park can be accessed by pedestrians.

3.3.10 At the time of writing, several construction works restrict pedestrian accessibility, with the western footway blocked c. 280 m south of the Site.

Williamson Street / Bromley Street

3.3.11 Williamson Street is located directly to the south of the railway viaduct that bounds the Site to its southern border. It forms the minor arm of a priority junction with Gould Street to the west and leads east for c. 80 m before continuing as Bromley Street. Bromley Street then runs for c. 400 m before forming the minor arm of a priority junction with Rochdale Road.

3.3.12 Williamson Street / Bromley Street comprises a single carriageway of c. 7 m, but narrowing to c. 5 m towards the western end of the road. There are footways on both sides of the road of c. 3 m and street lighting is present at regular intervals.

3.3.13 There are Traffic Regulation Orders present at regular intervals on the western end of the road in the form of double yellow line parking restrictions. However, towards the eastern end of the road, on street parking restrictions are relaxed and parking on both sides of the road is common.

Corporation Street

3.3.14 Corporation Street is a key route within Manchester's surrounding highway network, running south from the Noma area to Market Street before continuing on as Cross Street. Several notable transport links and amenities are accessed on Corporation Street, such as the Exchange Square Metrolink stop, the Arndale Centre and the Selfridges department store.

3.3.15 To the east, Corporation Street continues from Dantzic Street and runs for c. 550 m before vehicular traffic is diverted onto Withy Grove and the remainder of the street accommodates the Metrolink and pedestrians. The road comprises of a single carriageway and is c. 6.5 m wide, with c. 3 m footways present on both sides of the road, with tactile paving and dropped kerbs at designated crossing points.

3.3.16 Several public transport routes are present on the highway alongside the vehicular traffic, including a Metrolink line and bus stops. The site is subject to a 20 mph speed limit, and parking is limited, with some on street parking present towards the eastern end of the street.

Collyhurst Road

3.3.17 Collyhurst Road continues on from Dantzic Street to the east of the Site and connects to the Smedley area to the northeast, extending on for c. 1.3 km before forming the minor arm of a priority junction with A6010 Queens Road. It is bounded to the north by the River Irk.

3.3.18 The road serves as a direct access to local industrial businesses, as well as access to residential areas towards the northern end of the road.

3.3.19 The road comprises of a single carriageway of c. 7 m in width, with footways of c. 2.5 m present on both sides of the road. A 30 mph speed limit is in place for the whole length of the road.

3.3.20 There are Traffic Regulation Orders present at intermittently in the form of double yellow line parking restrictions, however most of the highway has unrestricted on street parking.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 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.

4.1.2 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.

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.

4.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius)."*

4.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the Department for Transport's (DfT) National Travel Survey datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *"…an upper limit"* and that walking *"…offers the greatest potential to replace short car trips, particularly those under 2 km."*

4.2.4 The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *'Guidelines for Providing for Journeys on Foot'* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 4.1** below:

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 4.1: CIHT Recommended Walking Distances

4.2.5 The average pedestrian can walk approximately 400m every five minutes, based on the CIHT document 'Planning for Walking' (2015).

4.2.6 The Site is located on the northeastern edge of Manchester city centre, ideally situated in close proximity to a wide range of retail, leisure, employment and public transport services. The pedestrian catchment areas of 500m, 1000m, and 2000m is detailed in **Figure 4.1**:

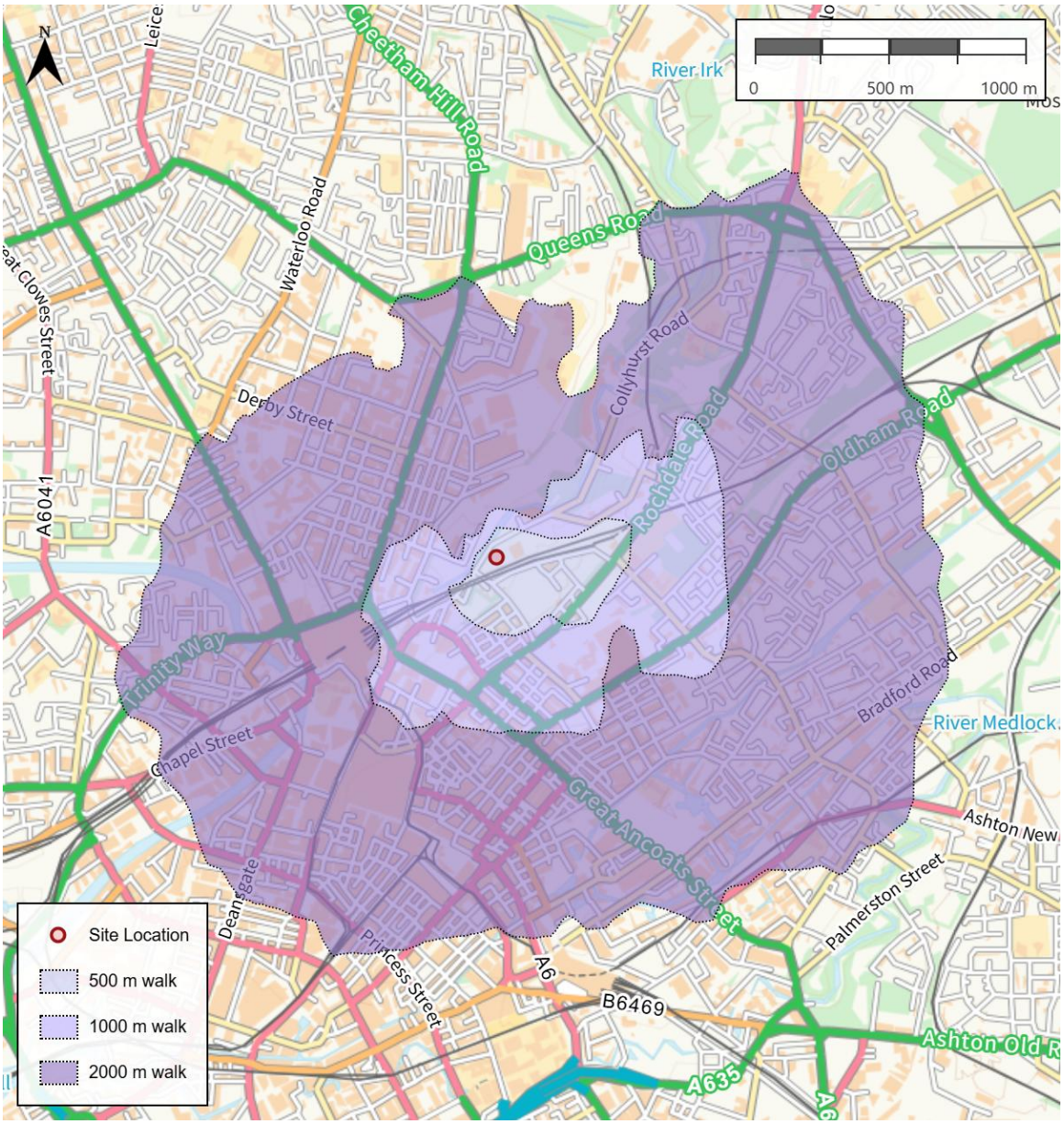


Figure 4.1: Walking Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.7 Pedestrian access to the site is via Dantzic Street. To the west of Site, the Dantzic Street footpath on the northern side is operational despite the closure of the highway to vehicles and is segregated from traffic, providing access between the Site and the city centre.

4.2.8 Within the 500m catchment, residents have access to local amenities and areas, such as Fairfield Social Club, St Michael's Flags Park and the Noma area.

4.2.9 More local facilities are accessible within the 1000m catchment, including a Co-op grocery store, Hampton by Hilton Hotel and the Marble Arch Inn. There are bus stops on A664 Rochdale Road c. 650m from the Site which provides access across Manchester city centre as well as the wider Greater Manchester area. Notably, Manchester Victoria rail and Metrolink station is located within this catchment area, which provides access to several major cities, such as Liverpool and Leeds, across the north of England.

4.2.10 Significant areas, such as Northern Quarter and Ancoats are within the 2000m catchment area. These comprise of many different eateries, bars and cultural locations as well as excellent public transport infrastructure via bus and Metrolink services. Additionally, the Manchester Fort shopping park is located within this catchment to the north of the Site.

4.2.11 Overall, the site is considered accessible by foot.

4.3 Cycle Accessibility

4.3.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure. Greater Manchester's vision is of a city "fit for the future" – a healthy, safe, sustainable city where people want to live, work and visit and where a well-established cycling culture is integral.

4.3.2 Cycling is a cost-effective, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.3 In 2022[29], the average person in England cycled 57 miles per year and in 2023[30] the average person cycled 47 miles per year (across all their cycling trips). Average cycling trip lengths were around 5,790 m in 2022, and around 4,830 m in 2023.

4.3.4 National Travel Survey statistics demonstrate that 80% and 84% of cycling trips were under 5 miles / 8km in 2022 and 2023, respectively (see dataset NTS0308b). This distance is also referenced by both the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) and LTN1/20. In particular, the National Model Design Code notes "the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less".

[29] National Travel Survey 2022, Department for Transport. Available at National Travel Survey: 2022 - GOV.UK
[30] National Travel Survey 2023, Department for Transport. Available at National Travel Survey: 2023 - GOV.UK

4.3.5 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5.5km/6.0km/6.9km and 8km in approximately 17/19/21 minutes and 25 minutes, respectively.

4.3.6 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.

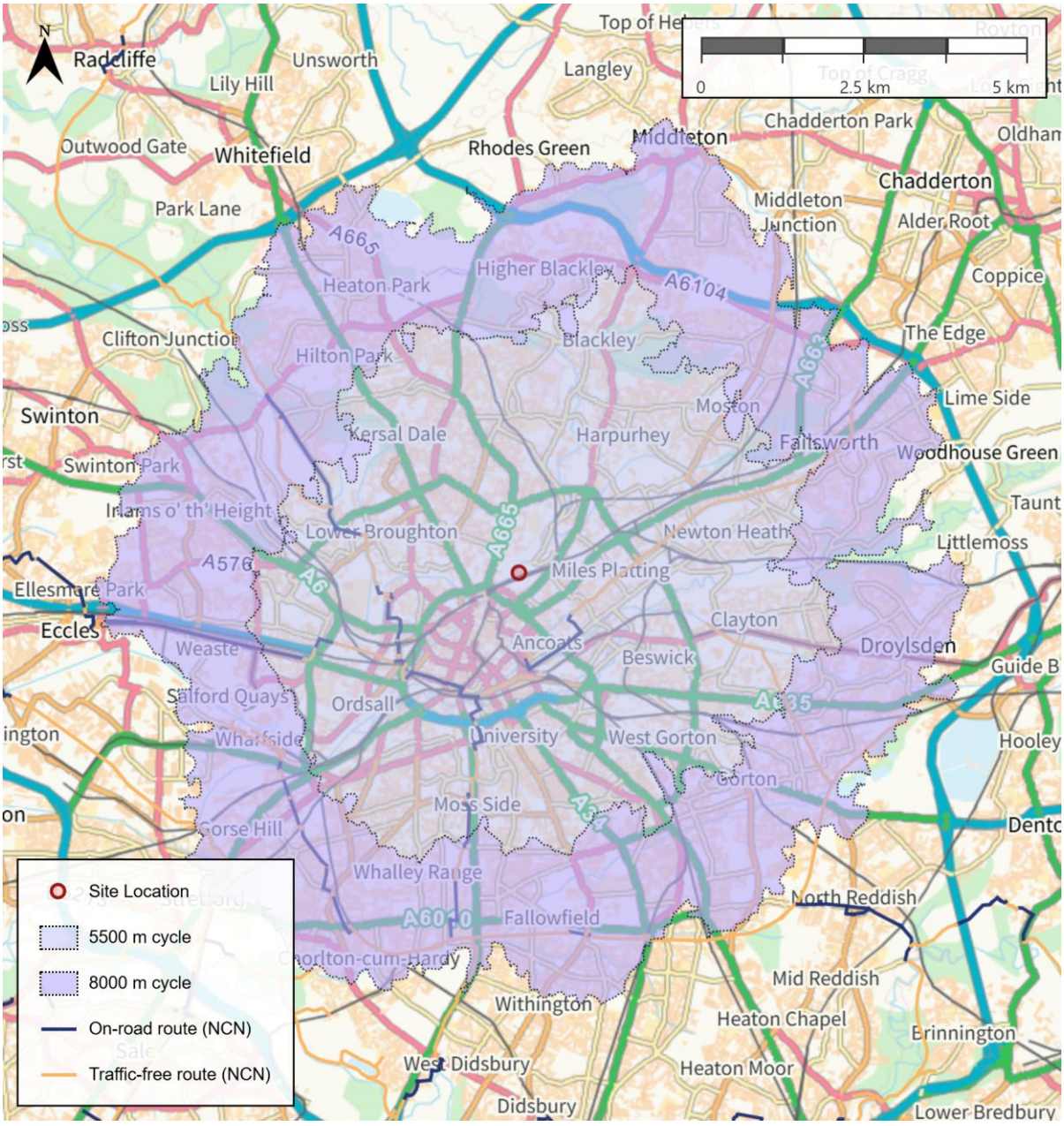


Figure 4.2: Cycle Catchment

4.3.7 The 5.5km catchment includes the entire city centre of Manchester, including key transport links such as Piccadilly, Victoria and Oxford Road stations. The catchment extends further to Blackley to the north, Clayton to the east, Ordsall to the west and Moss Side to the South.

4.3.8 The 8km catchment extends further to more regions within Greater Manchester, such as Middleton to the north, Droylsden to the east, Salford Quays to the west and Fallowfield to the south.

4.3.9 The Site is also c. 1.3 km away from National Cycle Route 66, which runs from Central Manchester to Spurn Head via Bradford, Leeds, York and Kingston upon Hull. NCN route 6 is also c. 2.4 km from Site, which passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere.

4.3.10 Details of the local cycle network in the vicinity of the site is shown in **Appendix B**.

4.3.11 TfGM has launched Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a more feasible option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.

4.3.12 The closest cycle hire stands are currently located on Red Bank, c. 550m from Site and Angel St, c. 550m from the Site.

4.3.13 Furthermore, the Victoria Riverside development has provided 634 secure cycle parking spaces, and the Site contains c. 341 spaces. This represents a 100% cycle parking provision, to encourage cycling.

4.3.14 The Site is therefore ideally placed to take advantage of the cycle connections around Manchester, it is considered that cycling is a realistic mode of travel to and from the site.

4.3.15 At the time of writing, the section of Dantzic St immediately adjacent to Site is closed whilst the remainder of the Victoria Riverside development is completed. This temporarily restricts cycle accessibility, requiring cyclists to travel eastwards via Dalton St and then onto A664 Rochdale Road to reach the city centre, adding c. 1 km to the journey. However, Dantzic St is expected to return to regular use in April 2026 upon the completion of Section 2 of the development, so the severance caused is only expected to impact cycle accessibility in the short term.

4.4 Public Transport Accessibility

4.4.1 Developed by 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.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), with levels 1 and 8 are characterised by TfGM as 'very low' and 'very high' levels of accessibility, respectively. Using a postcode (M4 4DD) for a business on Dantzic Street adjacent to the Site, it has been determined that the development 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 Greater Manchester.

4.4.3 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 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 times and distances are also cited in the CIHT document *'Planning for Walking'* (2015).

4.4.4 Accessibility by bus, rail and Metrolink are considered further below in **Figure 4.4**:

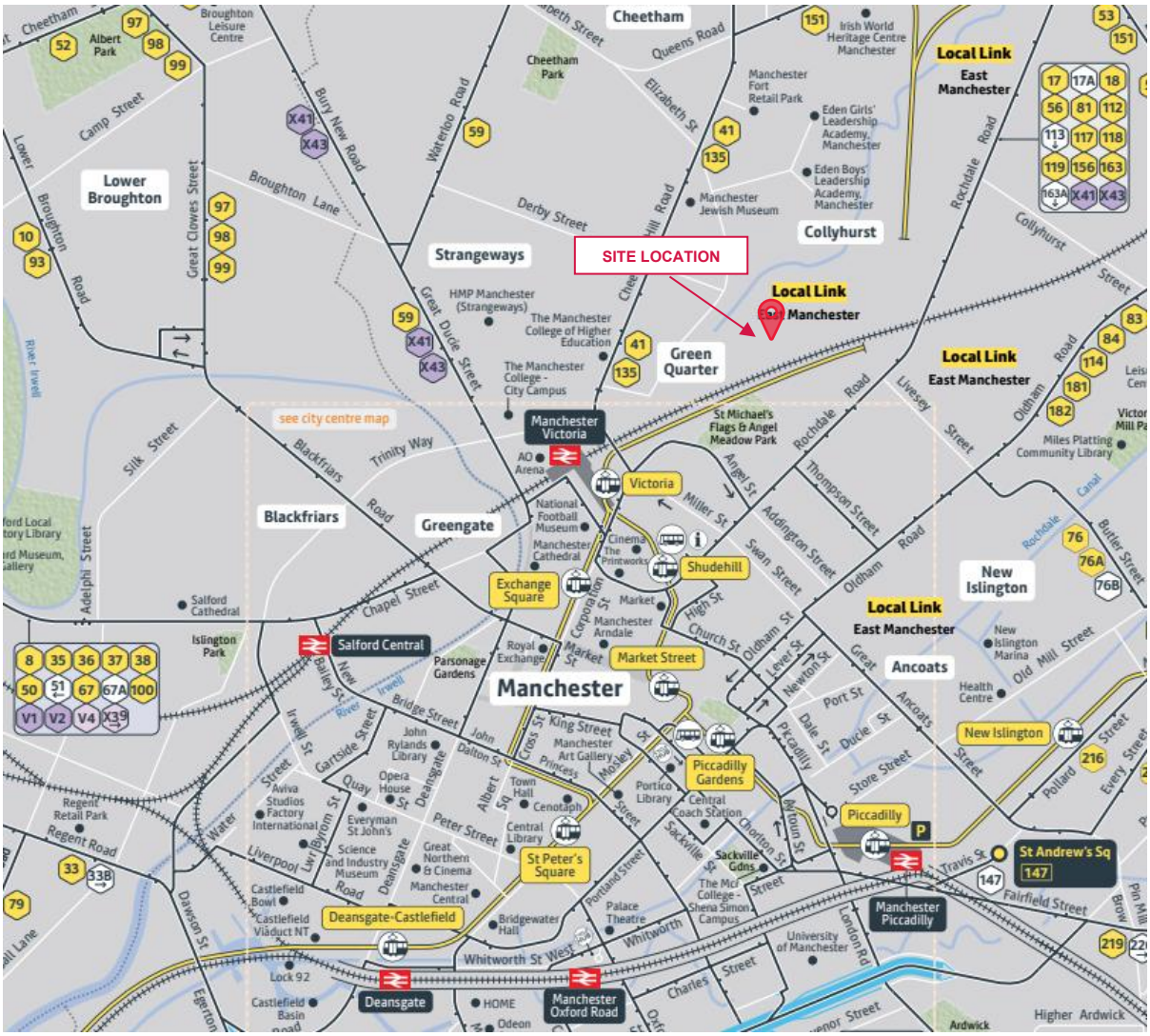


Figure 4.3: Public Transport Network in the vicinity of the Site (Source: TfGM)

Bus Accessibility

4.4.5 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
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

Table 4.2: CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.6 The nearest bus stops to the site are the Marshall Street stops on A664 Rochdale Road, c. 550 m from the Site. The walking distance is slightly over the recommended 500m distance for 'Core bus corridors with two or more high-frequency services'; however, the walking time to these bus stops would be less than 7 minutes from the site (assuming a walking speed of 80m per minute) **Table 4.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
17 / 17a	Shudehill – Middleton – Rochdale – Norden	7	6	4
18	Manchester Royal Infirmary – Blackley – Middleton - Langley	6	6	4
56	Shudehill – Higher Blackley – Higher Crumpsall circular	2	2	1
81	Piccadilly Gardens – Moston – White Gate – Oldham	2	1	1
112	Middleton – Moston – Collyhurst - Manchester	6	4	2
114	Boarshaw – Middleton – Greengate – Piccadilly Gardens	3	2	1
118 / 119	North Manchester General Hospital – Moston – Manchester Dam Head – Moston - Manchester	5	4	2
156	Manchester – North Manchester General Hospital – Higher Blackley – Middleton	2	2	2
163	Bury – Heywood – Langley – Middleton – Manchester	5	5	4

Table 4.3: Summary of Bus Service Frequencies in the vicinity of the Site

4.4.7 Furthermore, c. 800 m from the Site, Route 2 of the free bus is accessible at the Todd Street stop. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:

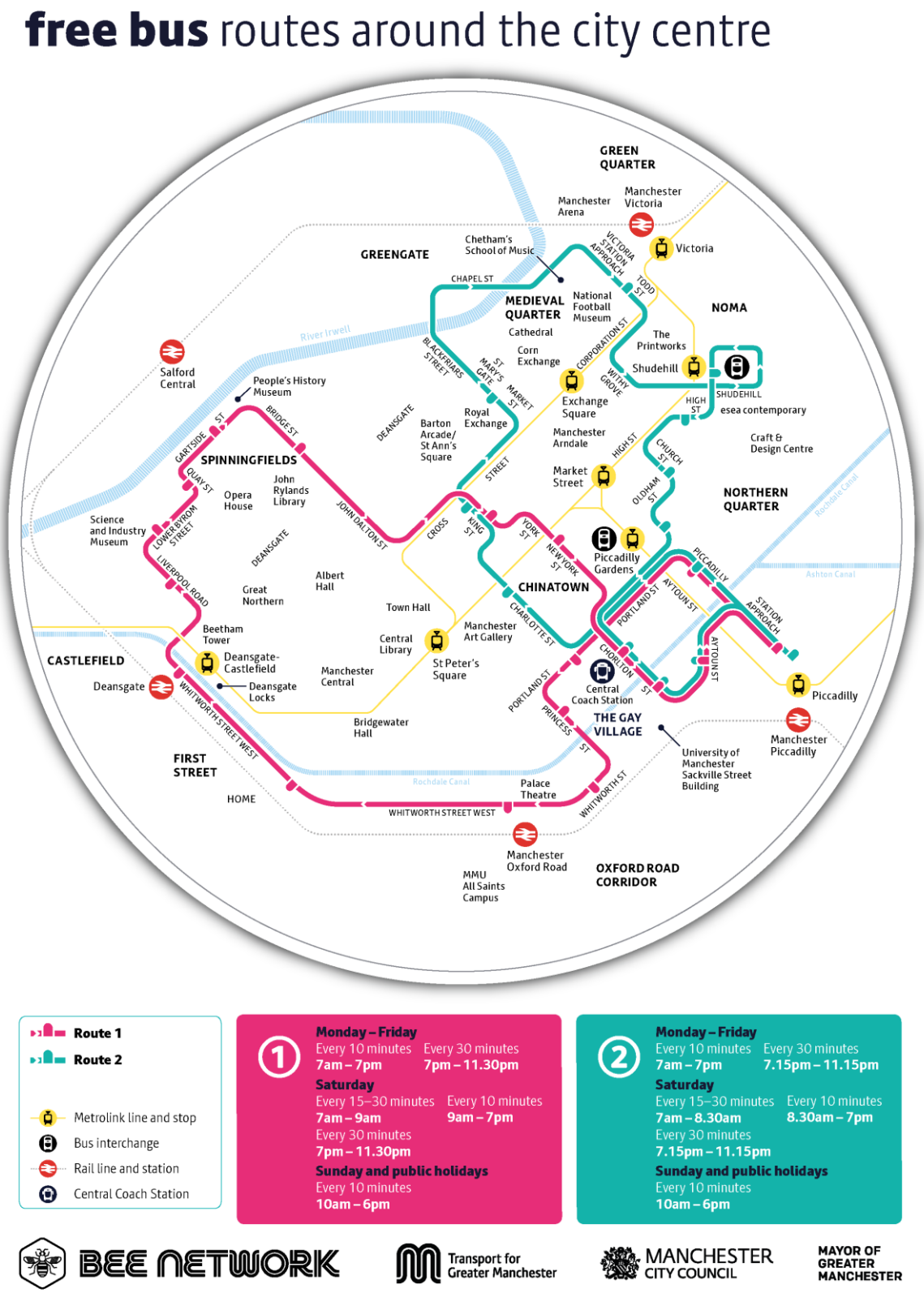


Figure 4.4: Free Bus Route and Timetable
(Source: TfGM, 2025)

4.4.8 The bus services from the Marshall Street stops and the Todd Street free bus stop provide frequent access to many facilities and regions across Greater Manchester such as the Trafford Centre, Manchester City Centre, Stretford and Rochdale, amongst others. These stops also provide access to larger public transport interchanges across the city (such as Shudehill Interchange) 7 days of the week.

4.4.9 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/plan-a-journey/schedules/bus-timetables.

4.4.10 Overall, the Site is well served by bus. the Site also benefits from the free bus service that operates along Todd Street. Therefore, it is considered that the site is accessible by bus.

Rail Accessibility

4.4.11 The Manchester Victoria station is located c. 700 m to the southwest of the Site, and therefore lies within the 800m recommended distance. There is step-free access across the whole station in the form of ramps and elevators to the platforms, which, in turn, can be accessed from the main road (Corporation Street and Victoria Station Approach). There is no ticket office, but there are storage spaces for c. 38 bicycles within the station in CCTV-covered stands.

4.4.12 Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis. A summary of rail services from the rail station is outlined in **Table 4.4**:

Destination	Peak Hourly Frequency		
	Weekday	Saturday	Sunday
Manchester Airport	**1**	**1**	**1**
Leeds	**7**	**7**	**6**
Liverpool Lime Street	**3**	**3**	**3**
Bolton	**3**	**3**	**1 per 2 hours**
Wigan Wallgate	**5**	**4**	**1 per 2 hours**
Hull	**1**	**1**	**1 per 2 hours**

Table 4.4*:* Summary of Rail Services calling at Manchester Victoria

4.4.13 The trains that service Manchester Victoria rail station run regularly throughout the week to a number of different locations and residential areas within the north of England, including Liverpool, Leeds and Manchester Airport. This provides frequent access for residents of the Site and is a viable alternative to private car use.

4.4.14 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 Northern Rail's website: https://www.northernrailway.co.uk/stations/manchester-victoria.

Metrolink (Light Rail) Accessibility

4.4.15 The nearest Metrolink station is Victoria, located c. 700 m to the southwest of the Site. There is step-free access to all platforms in the form of lifts and ramps.

4.4.16 The following services call at this station:

- Altrincham – Bury;
- Bury – Piccadilly;
- East Didsbury – Rochdale Town Centre;
- East Disbury – Shaw and Crompton; and
- Manchester Airport – Victoria.

4.4.17 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some services operate for part of the day at busier times.

4.4.18 The start and end times for specific stations will change 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: https://tfgm.com/public-transport/tram/tram-schedule.

4.4.19 Users can change at Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, as shown in the Metrolink map in **Figure 4.6**.

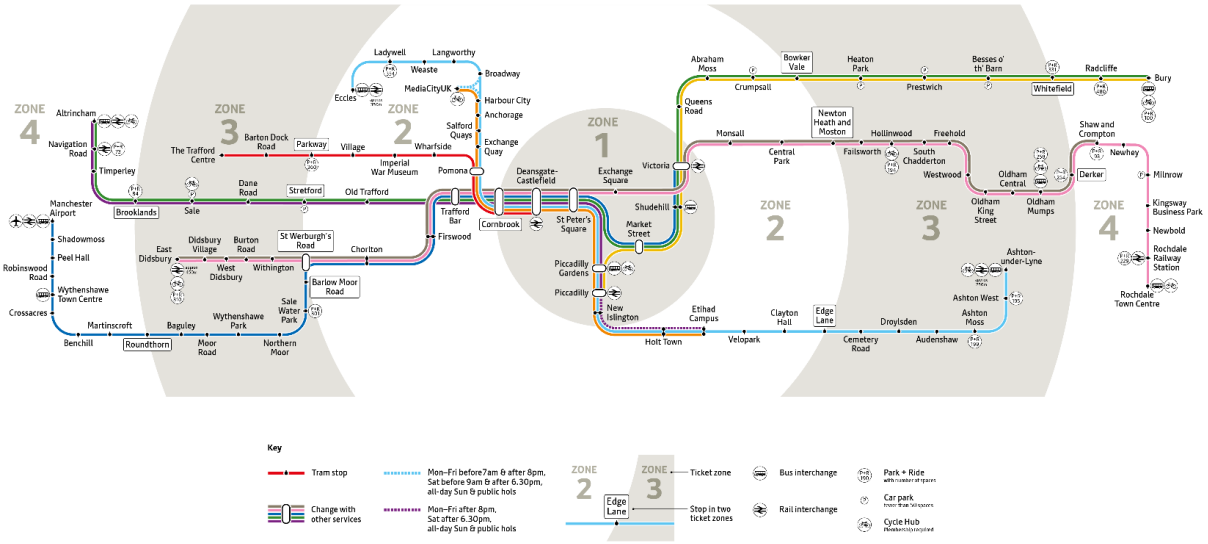


Figure 4.5: TfGM Metrolink Network Map
(Source: TfGM, 2025)

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

4.5 Summary

4.5.1 It is considered the site is 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 a number of public transport opportunities within acceptable walking distance of the site.

5.0 Development

5.1 Overview of Development and Phasing

5.1.1 Victoria Riverside is a residential-led mixed use development comprising 3 towers (37, 26 and 18 storeys) and podium levels (6 storeys). There are 634 residential apartments and townhouse accommodations, together with 1,222 sqm of commercial accommodation.

5.1.2 Victoria Riverside is undergoing a phased opening, with Section 1 having opened in w/c 21 July 2025. Details of both Sections are provided below:

- Section 1 comprises Tower B, Tower C and Podium B. This totals 341 dwellings plus ground floor commercial units; and
- Section 2 includes Tower A and Podium A, and totals 293 dwellings plus ground floor commercial units.

5.1.3 The Victoria Riverside layout, as well as the split of Section 1 and 2, is provided in **Appendix A**.

5.1.4 The first residents moved in at Section 1 in w/c 21 July 2025, and this TP is pertaining to Section 1 (the Site) only.

5.2 Site Access and Parking

Vehicular Access and Parking

5.2.1 Victoria Riverside comprises a total of 51 car parking spaces. The main car park of the Site, which contains 43 spaces (including 4 disabled spaces and 5 EV charge points), is accessed from Dantzic Street. These spaces are provided for the residents in the towers of Victoria Riverside. The main car park is accessible to residents only and is controlled via gated access to prevent unauthorised vehicles from entering.

5.2.2 The remaining 8 spaces are allocated to the town houses and there is controlled access from Dantzic Street in the form of retractable bollards.

Pedestrian Access

5.2.3 The main pedestrian accesses to the development are from Dantzic Street and Gould Street.

5.2.4 Furthermore, there is a pedestrian connection perpendicular to the railway between Bromley Street and the Site. This passes through the railway arch and is currently closed off. There is the potential for additional permeability to the site should this arch be opened in the future.

5.2.5 As agreed with MCC via S278, the public realm around the development has been upgraded to improve conditions for pedestrians, such as increased footway widths on Dantzic Street. At the time of writing, the remaining construction works on the Site have temporarily restricted access to these improvements, however, the full completion of the Site is due on 29 May 2026 and then the upgrades will be utilised by residents.

Cycle Access and Parking

5.2.6 Cyclists enter the site in a similar manner to vehicles approaching the main car park, entering the Site via Dantzic St and through the gated vehicular entrance on the ground floor.

5.2.7 Secure cycle parking for c. 341 spaces has been provided at the Site and is located within the building. The cycle provision is in accordance with the MCC standards set out in the Core Strategy, with a provision of 1 cycle parking space per dwelling.

5.2.8 The storage rooms are fob accessed and are covered by CCTV. Individual stands will be provided within the store so that each cycle can be locked independently.

5.2.9 30 cycle parking spaces (15 Sheffield Stands) have been provided within the public realm on Dantzic Street for use by visitors to the Victoria Riverside development.

5.2.10 The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

6.0 Travel Survey

6.1 Introduction

6.1.1 Curtins produced travel survey questionnaires which were distributed via SurveyMonkey for completion by residents of the Site.

6.1.2 At the time of writing, there are 80 residents residing at the Site. All residents were provided with a link on Thursday 4 December 2025, with the surveys being available until Monday 5 January 2026.

6.1.3 During this time, 26 responses were received from residents – equating to a response rate of 33%, which is considered reasonable to develop a baseline position on travel trends.

6.1.4 Copies of the resident travel survey questionnaires are provided in **Appendix C.** The full responses can be provided on request. The topics covered were as follows:

1) Distance of travel to place of work / study
2) Mode of travel
3) Vehicle type used for journeys (car travellers only)
4) Overnight parking location (car travellers only)
5) Cycle ownership
6) Barriers to use more environmentally friendly options (such as walking, cycling, or public transport)
7) What would encourage them to travel more sustainably, or continue doing so; and
8) Anything else they would like to share.

6.1.5 This section summarises the results received from the 26 residents who completed the travel survey questionnaire.

6.2 Survey Results

6.2.1 **Figure 6.1** below summarises how residents typically travel to / from work or place of study:

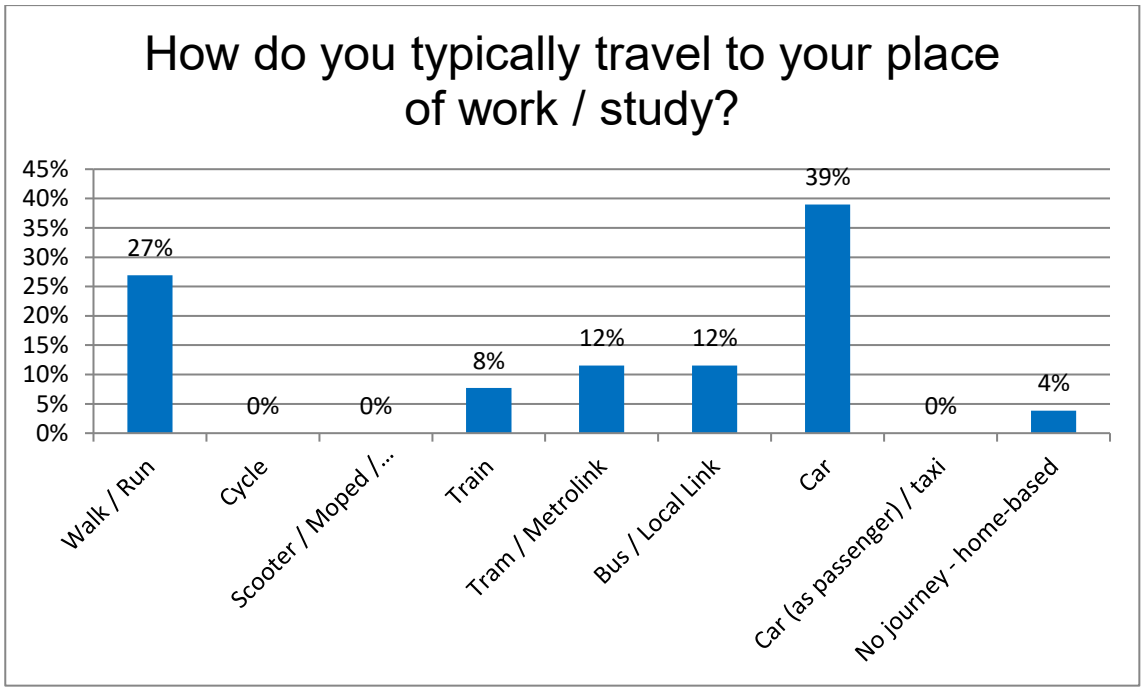


Figure 6.1: Existing Resident Modal Split

6.2.2 Nearly a third of residents travel by car (39%), followed by public transport (32%) and finally by foot (26%). No residents currently travel by bicycle, moped, scooter, motorbike or car share as the passenger.

6.2.3 All respondents were asked how far their place of work / study is from the Site, with 23% being within a 2 km walking distance, as shown in **Figure 6.2**. 42% of respondents' place of work / study are beyond a reasonable active travel journey length.

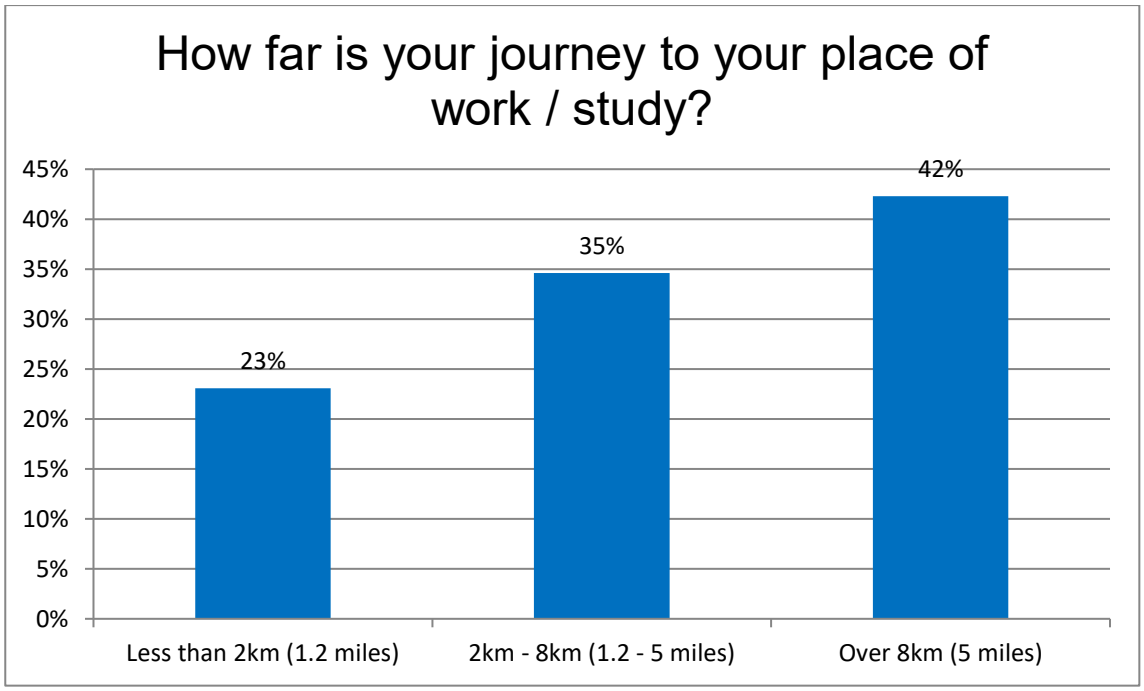


Figure 6.2: Distance to Residents' Place of Work / Study

6.2.4 Residents were also asked if there are any barriers which make it difficult to use more environmentally friendly options (such as walking, cycling or public transport). 12 responses were received, as detailed below:

Reason	Respondents	
	Number	Percent
Travel distance to public transport stops	6	50%
Travel distance to place of work	4	33%
Financial constraints	1	8%
Road closures in vicinity of Site	1	8%

Table 6.1: Barriers for Residents to Travel More Sustainably

6.2.5 The most common responses were related to travel distance to public transport stops (50%) and travel distance to places of work (33%). The other responses were selected by fewer than 10% of the residents. One response relates to the Dantzic St road closure in the vicinity of Site, which is due to reopen upon the completion of Section 2 of the development in April 2026.

6.2.6 Additionally, residents were asked if any initiatives would make them consider travelling more sustainably, with the following responses given:

- *"Have a bus stop near to Victoria Riverside; clean the roads regularly; add more streetlights"*
- *"Closer tram stop"*
- *"Cycle lanes/tram stop"*
- *"Bus stops near the building"*
- *"Could use train or bus"*
- *"Would love to see bike lanes on the roads surrounding Victoria Riverside"*
- *"A closer tram stop or bus stop possibly"*

6.2.7 Residents were also asked whether they owned a bicycle or not, with 12% indicating they owned a cycle and 88% indicating they do not. Given the 100% provision of cycle parking in the development, this is a key area to increase the shift to more sustainable travel modes and to avoid single occupancy car trips.

6.2.8 Amongst the questionnaire respondents, 12 residents stated that they travel by car. **Figure 6.2** and **Figure 6.3** below details the location of overnight parking and vehicle type used by the residents, respectively.

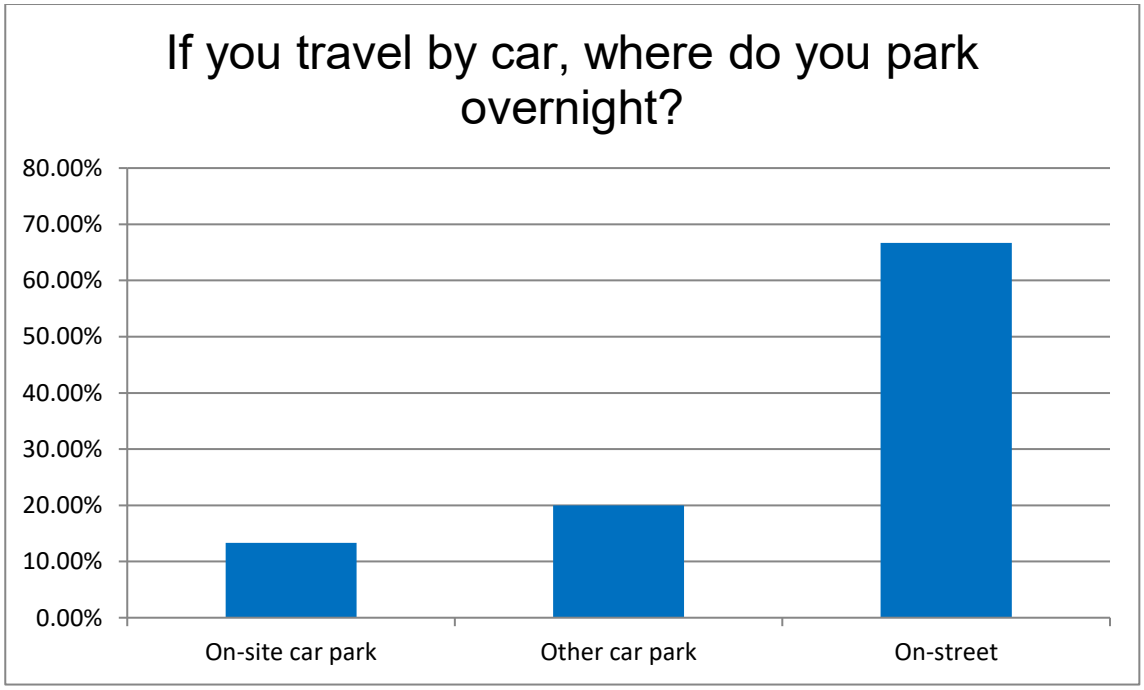


Figure 6.3: Overnight Parking Location

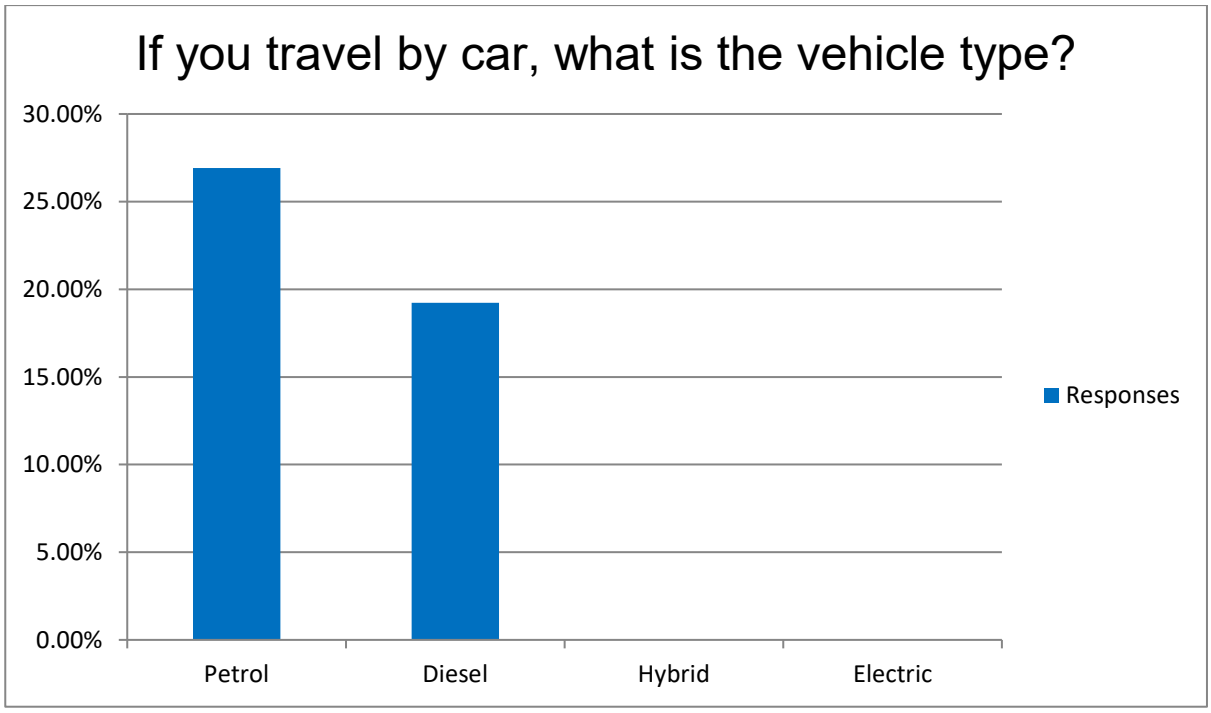


Figure 6.4: Vehicle Type Used by Residents

6.2.9 From the data received, there are no hybrid or electric vehicles used by the residents. Therefore, the provision of 5 EV charge points in the Site car park can be deemed a sufficient provision.

7.0 Travel Plan Initiatives

7.1 Introduction, Aim and Objectives

7.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the Site.

7.1.2 This section of the TP sets out the initiatives that will be implemented at the Site.

7.1.3 Considering the benefits in **Section 2**, this TP aims to minimise the number of car trips generated by the development and to promote the uptake of active and sustainable modes of transport.

7.1.4 The TP will be guided by with the following objectives, all within the above overarching aim:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site;
- **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 and from the site.

7.2 Production of Residential Welcome Packs

7.2.1 Welcome Packs can be important in influencing travel patterns and therefore Welcome Packs will be supplied to all residents at the Proposed Development upon moving in. The contents will include an introduction to the TP concept, detailing objectives and aspirations. It will also include useful information on various aspects of sustainable travel, as detailed in **Table 6.1**:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local walking routes and places of interest; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as “National Walking Month’.

Objectives	Contents
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Promote interest-free cycle purchase options; • Calendar of events such as 'National Bike Week'; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2** • A map showing local bus and rail stations in the vicinity of the site • Links to up-to-date public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and • Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey. • Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year • Details of Traveline's online journey planning resources: https://www.traveline.info/ • Linking information systems regarding bus and rail travel timetables to the website to form a "One-Stop-Shop" for all public transport queries; and • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Details of internal car sharing scheme; • Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Table 7.1: Sustainable Travel Information

7.2.2 This information will be periodically updated by the Travel Plan Coordinator (TPC).

7.2.3 As well as providing such information in Welcome Packs, community notice boards (either physical or virtual) will also be provided to display relevant information as set out above.

7.3 Measures to Encourage Walking

7.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in fair health could 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.

7.3.2 It has been demonstrated throughout **Sections 3** and **4** of this TP that there is an existing high level of pedestrian infrastructure in the surrounding area.

7.3.3 The public realm around the development has been upgraded to improve conditions for pedestrians, such as increased footway widths on Dantzic Street. At the time of writing, the remaining construction works on the Site have temporarily restricted access to these improvements on Dantzic Street, however, the completion of Section 2 of the development is due in April 2026 and then the residents will be able to utilise the improved pedestrian infrastructure.

7.3.4 Furthermore, clear signing of pedestrian routes within and adjacent to the site, as well as adequate lighting and landscaping, has been provided.

7.3.5 The following measures will be provided in order to encourage residents to walk:

- 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.

7.3.6 Additional measures such as marketing campaigns in line with 'Walk to Work Week' and the implementation of a 'walking buddy' scheme will be implemented.

7.3.7 With the development falling within the wider Victoria North masterplan, it can be anticipated that upgrades to the surrounding pedestrian infrastructure will be implemented in the future. This could include improvement to streetlighting and better natural surveillance.

7.4 Measures to Encourage Cycling

7.4.1 It has been demonstrated throughout **Sections 3** and **5** of this TP that there is an existing high level of cycle infrastructure in the surrounding area. The development has also provided 100% cycle parking provision to encourage cycling.

7.4.2 Furthermore, the survey results show there are currently no cycle trips to residents' place of work / study. Therefore, increasing the number of cycle trips is a realistic way for residents to shift to more sustainable travel modes.

7.4.3 The following measures will be provided to encourage residents to cycle:

- 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;
- Promote interest-free cycle purchase options;
- 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;
- Encouraging local cycle clubs / forums to be invited to take part in Travel Plan promotional events to raise awareness; and
- Promotion of events such as 'National Bike Week'.

7.4.4 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG), making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified, but it would be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

7.4.5 With a cycle parking provision of 100% on Site, as well as just a 12% cycle ownership amongst residents surveyed, the interest-free purchase of cycles will be encouraged for residents. Increasing the number of cycle trips by residents is of particular emphasis in this TP.

7.4.6 A common response in the survey undertaken by residents was that highway conditions and surrounding highway infrastructure was a barrier to the use of active modes of travel. With the development falling within the wider Victoria North masterplan, it can be anticipated that upgrades to the surrounding cycle infrastructure will be implemented in the future. This will include highway repairs, additional cycle infrastructure, improvement to streetlighting and improved natural surveillance. These improvements would all be conducive to increasing cycle uptake by residents.

7.5 Measures to Encourage Public Transport

7.5.1 It has been demonstrated throughout **Sections 3** and **4** of this TP that the Site is highly accessible by public transport, and that there are further opportunities throughout Manchester City Centre and beyond. The following measures will be provided to encourage residents to travel by public transport:

- Advertise details of the 'My TfGM' mobile app and online Journey Planner http://my.tfgm.com/;
- Advertise details of the Traveline Journey Planning tool for the North West. Future residents travelling out of Greater Manchester can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;

- Provision of a map showing local bus and rail stations, and Metrolink stops, in the vicinity of the Site;
- Provide up-to-date bus details including timetables / contact information in the Welcome Packs; and
- Advertise any promotions / discounts offered by TfGM and public transport operators.

7.6 Car Clubs

7.6.1 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.

7.6.2 Enterprise Car Club has a vehicle location within an 8-minute walk at New Mount Street, M4 4DE to the southwest of the Site, with a number of alternative locations in 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.

7.6.3 It is considered that car clubs would be an attractive facility for residents and visitors who do not own a car but require occasional use. 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. This would be led by the TPC.

7.7 Reducing the Need to Travel

7.7.1 In line with Building Regulations, the new dwellings also benefit from fibre to the premises to provide faster, more reliable broadband and facilitate working from home.

8.0 Targets

8.1 Introduction

8.1.1 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 strategy for the Travel Plan targets and provides an overview of the data that has been collected as part of distributed travel surveys.

8.2 Travel Plan Performance Indicators

8.2.1 The following Travel Plan performance indicators are considered, in conjunction with the travel survey data, to guide the development of the Travel Plan:

- **Attractiveness of Sustainable Modes** – e.g. perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of Alternative Modes** – e.g. uptake of public transport, registration and participation in car share schemes, use of car clubs and levels of pedestrian and cyclist activity;
- **Car Ownership and Mode of Travel** – e.g. average household car ownership and travel to work by mode; and
- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan

8.2.2 These indicators, as well as the travel survey data, enables analysis to be undertaken to establish final targets. The information obtained will be used to undertake modal split analysis. Residents will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the TP measures.

8.3 SMART Targets

8.3.1 At this stage, official targets will be set through consultation with the LHA. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

8.3.2 Now that travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

8.3.3 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;

- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

8.3.1 **Table 8.1** below provides the existing modal split, as well as the short-, medium- and long-term targets set for the Site:

		Modal Shift Targets			
Travel Mode	**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
Car Driver	39%	-2%	-2%	-6%	-10%
Car Share	0%	-	-	-	-
Public Transport	32%	-	-	+1%	**+1%**
Cycle	0%	+2%	+2%	+4%	**+8%**
Foot	27%	-	-	+1%	**+1%**
Other	2%	-	-	-	-

Table 8.1: Modal Shift Targets

8.3.2 The modal split targets aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

8.3.3 The 10% reduction in car drivers has been informed by a major synthesis report – *'A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management'* (Nicholas and Kuss, 2022) – which found that personalised (residential) travel planning can induce a 6-12% drop in car use share among residents.

8.3.4 Particular emphasis is placed on increasing the number of cycle trips by residents, given there are currently no cycle trips undertaken to places of work / study, as well as the 100% provision of cycle parking on Site and the high level of cycle infrastructure in Manchester city centre.

8.3.5 The overall aim is to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform TP initiatives which can be tailored to increase uptake of certain modes of travel.

8.3.6 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 7** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the proposed management arrangements associated with the TP.

9.1.2 Department for Transport (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 though the Planning Process.* DfT, 2009.

9.1.3 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.

9.2 Responsibility and Management

9.2.1 Overall responsibility for the TP will lie with the TPC.

9.2.2 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC).

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

- Representative(s) of the residential community to be appointed to work with the TPC;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
- A commitment to actively promoting car-sharing, car clubs and sustainable transport options at the Site.

9.3 Travel Plan Coordinator (TPC)

9.3.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). 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:

- Being the main point of contact for and proactively liaising with residents, the LHA and other relevant stakeholders (for example, public transport operators);
- Implementing and promoting sustainable travel initiatives (potentially including preparing and disseminating promotional materials and organising events);
- Undertaking the travel surveys, analysing the results to determine trends and compliance against the targets, and identifying any additional or amended initiatives necessary to meet the targets (with the developer / landowner responsible for providing support and funding, if necessary); and
- Preparing the Annual Monitoring Reports.

9.3.2 The TPC has been named as:

9.3.3 **Name: Sam Ogden-Dabbs**

[redacted]

Position: Estates & Neighbourhoods Manager
Organisation: Found

Contact details for Sam Ogden-Dabbs are made available internally to residents, and externally to the LHA.

9.3.1 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

9.4 Monitoring and Evaluation

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

9.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be considered and implemented where necessary.

9.4.3 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.

9.4.4 Monitoring surveys will be carried out annually from the baseline survey for the duration that the TPC is appointed to ensure that the Travel Plan reflects local circumstances and opportunities.

9.4.5 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. During this time, monitoring reports will be provided to officers at Manchester City Council annually. The reports will include a comparison of achievements against targets and remedial actions where required. They will also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, a summary of the survey results would be made available to residents upon the completion of the survey analysis.

10.0 Action Plan

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	Target Date	Responsibility	Status
Appoint TPC	One month before first occupation	FEC	Completed June 2025
Produce Welcome Pack	Upon first occupation of the development	TPC	In Development
Implement TP Initiatives	During occupation of the development	TPC	To be Implemented in Due Course
Undertake Initial Travel Surveys	Within three months of first occupation or upon reaching 50% occupancy, whichever is sooner	Curtins	Completed 5 January 2026
Decide Targets	Within one month of undertaking the initial surveys	Curtins	Completed 9 January 2026
Update Framework Travel Plan to a full Travel Plan	Within two months of agreeing modal splits with MCC	Curtins	Completed 9 January 2026
Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPC	Completed January 2026
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with MCC)	TPC	To be completed annually

Table 10.1: Action Plan

10.1.2 As a TP is a living document which will 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 development's 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.

Appendix A – Site Layout

S1 Large Yorkstone natural stone slab paving - to footpaths and Union Square.
Product: Whitworth Yorkstone
Colour: Greyish buff
Sizes: 600mm (W) x 600, 900mm (L) x 63mm (D)
Finish: Diamond sawn all sides
Bond: Random stretcher bond to create mixed blend
Laid: Refer to SCP details for construction to adopted areas

S2 Yorkstone banding - to Union Square.
Product: Whitworth Yorkstone
Colour: Greyish buff
Sizes: 300mm (W) x 300mm (L) x 63mm (D)
Finish: Flamed
Jointing: to engineer's detail and specification. Width 5mm (6-10mm)
Cut units: lengths no smaller than 450mm
Laid: Fully rigid construction, concrete slab with proprietary mortar system for bedding (Tuffbod by Stanitec or equal and approved).
Jointing: (Tuffbod) and primer (Tuffbond) by Engineer's specification
Supplier: Hardscape or equal and approved

S3 Medium Yorkstone natural stone slab paving - pedestrian
Product: Whitworth Yorkstone
Colour: Greyish buff
Sizes: 150mm (W) x 300mm (L) x 63mm (D)
Finish: Diamond sawn all sides
Bond: Half stretcher bond
Jointing: to engineer's detail and specification. Width 5mm (6-10mm)
Laid: Refer to SCP details for construction to adopted areas
NOTE: at entrances and threshold - subject to Landscape Architect's approval and confirmation of loading requirements the depth of paving maybe reduced at the threshold to entrances to 30mm as there is a lack of space due to insulation from the building.

S3.1 Medium Yorkstone natural stone slab paving - to layby's (vehicular)
Product: Whitworth Yorkstone
Colour: Greyish buff
Sizes: 150mm (W) x 300mm (L) x 75mm (D)
Finish: Diamond sawn all sides
Bond: Half stretcher bond
Jointing: to engineer's detail and specification. Width 5mm (6-10mm)
Laid: Refer to SCP details for construction to adopted areas

S4 Small Yorkstone natural stone slab paving - to building edge.
Product: Whitworth Yorkstone
Colour: Greyish buff
Sizes: 50mm (W) x 90mm (L) x 63mm (D)
Bond: Stretcher bond
Jointing: to engineer's detail and specification. Width 5mm (6-10mm)
Laid: rightmortar bedded to Engineer's specification
Supplier: Hardscape or equal and approved

S5 Granite paving - to Bromley Street and arches vehicular
Product: Granite slab paving
Colour: Even mix of 'Royal white', 'Cloudy violet', 'Pink pearl'
Finish: Flamed top, tumbled sides
Sizes: 150mm (W) x 150-300mm (L) x 75mm (D)
Bond: Random stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or equal and approved

S6 Granite paving - to Bromley Street and arches footpaths.
Product: Granite slab paving
Colour: Even mix of 'Royal white', 'Cloudy violet', 'Pink pearl'
Finish: Flamed top, sawn sides
Sizes: 150mm (W) x 300mm (L) x 60mm (D)
Bond: Random stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or equal and approved

S7 Granite paving - to Townhouse gardens
Product: Granite slab paving
Colour: Cloudy violet
Finish: Flamed top, sawn sides
Sizes: 150mm (W) x 300mm (L) x 60mm (D)
Bond: Random stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or equal and approved

S8 Granite paving - vehicular to bottom of Bromley Street
Product: Granite slab paving
Colour: 'Royal white'
Finish: Flamed top, tumbled sides
Sizes: 150mm (W) x 150-300mm (L) x 75mm (D)
Bond: Random stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Note: Allow for a flat channel to the top and bottom of the ramp.
Supplier: Hardscape or equal and approved

S9 Granite paving - strip around Tower B building
Product: Granite slab paving
Colour: 'Royal white'
Finish: Flamed top, tumbled sides
Sizes: 150mm (W) x 90mm (L) x 60mm (D)
Bond: Stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or equal and approved

S10 Granite channel to aid drainage - to Bromley Street/vehicular
Product: Granite slab paving
Colour: Cloudy violet
Finish: Flamed top, sawn sides
Sizes: 250mm (W) x 500mm (L) x 75mm (D)
Bond: Stretcher bond
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or equal and approved

S11 Granite banding - site wide
Product: Granite
Colour: Royal white
Finish: Flamed top, sawn sides
Dimensions: 250 (W) x 450 (L) x 75 (D)mm
Laid: Flush
Laid: Fully rigid on concrete foundation with proprietary mortar system for bedding, jointing and primer
Supplier: Hardscape or other equal and approved

S12 Clay paving - to Bromley Square vehicular
Product: Neland clay paving
Colour: Mix 70% of Triton UWF tumbled and 30% of Lots UWF tumbled
Sizes: 46mm (W) x 200mm (L) x 65mm (D)
Pattern: Herringbone
Laid: Flexibly - to engineer's details
Supplier: Hardscape or equal and approved

S13 Clay paving - strip around building and round planters
Product: Neland clay paving
Colour: Triton UWF tumbled
Sizes: 46mm (W) x 200mm (L) x 65mm (D)
Pattern: Stack bond
Laid: Flexibly - to engineer's details
Supplier: Hardscape or equal and approved
NOTE: Include stack bond strip around planters to avoid cutting on the planter line.

S14 Cladding to Bromley Street garden walls
Cladding to match Architectural brick facade.

S15 Porous resin bound gravel - entrance to public realm area to Tower B
Product: Flexistone
Colour: to be agreed with FEC
Supplier: KBI or other equal and approved

SB1 Concrete paving - to podium entrance
Product: Kellen paving
Colour: Breccia Tagenta E
Dimensions: 150mm(W) x 300mm(L) x 60mm(D)
Bond: Stretcher
Supplier: Hardscape or other equal and approved

G2 Clean gravel - to podium
Product: Silver grey granite gravel
Dimensions: 10-20mm size aggregate
Depth: 150mm
Supplier: CED or other equal and approved

B1 Bituminous surface - to highway.
Refer to SCP details for construction to adopted areas

B2 Bituminous surface - to car park entrance.
Refer to SCP details for construction to adopted areas

T1 Tactile Blister Paving.
Location: At pedestrian crossings
Product: 'Jinan blue' granite.
Finish: Flamed top, sawn sides
Dimensions: 400mm (W) x 400mm (L) x 60mm (D).
Supplier: Hardscape or equal and approved

T2 Corduroy Hazard Warning Paving.
Location: At steps
Product: 'Jinan blue' granite.
Finish: Flamed top, sawn sides
Dimensions: 400mm (W) x 400mm (L) x 50mm (D).
Supplier: Hardscape or equal and approved

ST1 Steps.
Location: Bromley street front garden steps
Product: Solid granite steps
Colour: 'Cloudy violet'
Riser: 165mm
Tread: 280mm
To include a 55x55mm Crystal black granite nosing to front edge.
Finish: Bush hammered, all exposed faces (top, front and sides) and nosing flamed.
(6-10)mm wide joints, filled with jointing mortar
Supplier: Hardscape or equal and approved

ST2 Steps.
Location: Steps to Bromley Square
Product: Solid granite steps
Colour: 'Royal white'
Riser: 150mm
Tread: 300mm
To include a 55x55mm Crystal black granite nosing to front edge.
Finish: Bush hammered, all exposed faces (top, front and sides) and nosing flamed.
(6-10)mm wide joints, filled with jointing mortar
Supplier: Hardscape or equal and approved

G1 Clean gravel - to arches
Colour: Grey- to be agreed
Sizes: 150mm depth of 10-20mm
Supplier: Submit proposals

SB1 Concrete paving - to podium
Product: Kellen paving
Colour: Breccia Tagenta E
Dimensions: 300mm(W) x 300mm(L) x 60mm(D)
Bond: Stack
Supplier: Hardscape or other equal and approved

G2 Clean gravel - to podium
Product: Silver grey granite gravel
Dimensions: 10-20mm size aggregate
Depth: 150mm
Supplier: CED or other equal and approved

SB2 Granite threshold paving - to townhouse gardens.
Product: Granite
Colour: Royal white
Finish: Flamed top, sawn sides
To include engraving for townhouse numbers.
Sizes: 500mm(W) x 500(L) x 60(D)mm
To include contrasting colour banding to delineate each garden. Refer to SAS.
Supplier: Hardscape or equal and approved

SB3 Granite paving - to podium A townhouse gardens
Product: Granite
Dimensions: 600mm(W) x 500mm(L) x 60mm(D)
Colour: Royal white
Finish: Flamed top, sawn sides
Supplier: Hardscape or other equal and approved

SB4 Granite banding - to podium A townhouse gardens
Product: Granite
Dimensions: 600mm(W) x 500mm(L) x 60mm(D)
Colour: Jinan blue
Finish: Flamed top, sawn sides
Supplier: Hardscape or other equal and approved

SB5 Composite Decking
Product: Millboard Composite Decking
Colour: Limed Oak - Enhanced Grain
Board Dimensions: 176mm (W) x 3600mm (L) x 32mm (D)

SB6 Concrete paving - to podium
Product: Kellen paving

SA1 Concrete paving - to podium
Product: Kellen paving
Colour: Breccia Tagenta E
Dimensions: 300mm(W) x 300mm(L) x 60mm(D)
Bond: Stack
Supplier: Hardscape or other equal and approved

G2 Clean gravel - to podium
Product: Silver grey granite gravel
Dimensions: 10-20mm size aggregate
Depth: 150mm
Supplier: CED or other equal and approved

SA2 Granite threshold paving - to townhouse gardens.
Product: Granite
Colour: Royal white
Finish: Flamed top, sawn sides
To include engraving for townhouse numbers.
Sizes: 500mm(W) x 500(L) x 60(D)mm
To include contrasting colour banding to delineate each garden. Refer to SAS.
Supplier: Hardscape or equal and approved

SA3 Granite paving - to podium B townhouse gardens
Product: Granite
Dimensions: 600mm(W) x 500mm(L) x 60mm(D)
Colour: Royal white
Finish: Flamed top, sawn sides
Supplier: Hardscape or other equal and approved

SA4 Granite seating plinths - to podium
Product: Solid piece of granite
Colour: Jinan blue
Finish: Polished top (including 20mm bullnose) with flamed sides
Dimensions: Varied (L) x 600 (W) x 500mm(H) above adjacent surfaces
To include a 20mm bullnose edge

SA5 Granite seating plinths - to podium
Product: Solid piece of granite
Colour: Jinan blue
Finish: Polished top (including 20mm bullnose) with flamed sides
Dimensions: Varied (L) x 600 (W) x 500mm(H) above adjacent surfaces
To include a 20mm bullnose edge



© THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.

NOTES:
1. Do not scale from this drawing.
2. Always work to noted dimensions.
3. All dimensions are in millimetres unless otherwise stated.
4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

Red line boundary

For hardswork keys refer to drawings:
1768.1-PLA-XX-XX-DR-L-1000
1768.1-PLA-XX-XX-DR-L-1001

For softwork keys refer to drawings:
1768.1-PLA-XX-XX-DR-L-2000
1768.1-PLA-XX-XX-DR-L-2001

Revision notes:
1. Vehicular gate added to Block A
2. Pedestrian gate added to Block A

Revision	Date	Description	Drawn	Apprvd.
S3-P17	29-09-23	For review & comment	JN	MS
S3-P16	29-07-23	Stage 4 Issue	JN	MS
S3-P15	04-07-23	For comment & review	JN	MS
S3-P14	29-06-23	For comment & review	JN	MS
S3-P13	16-06-23	For comment & review	JN	MS
S3-P12	22-03-23	Draft - for comment	JN	MS
S3-P11	07-03-23	Draft - for comment	JN	MS
S3-P10	24-02-23	Draft - for comment	JN	MS
S4-P09	07-11-20	Tender addendum	AT	AT
S4-P08	15-10-20	Tender	AT	GB
S4-P07	07-10-20	Draft stage 3 info	AT	AT
S4-P06	05-05-20	Planning	AT	AT
S4-P05	24-04-20	Planning	AT	AT
S4-P04	15-04-20	Planning	AT	AT
S1-P03	28-02-20	Comment	HT	GB
S1-P02	06-12-19	Comment	AT	GB
S1-P01	11-07-19	DRAFT landscape proposals	AT	GB

Planit I.E. Limited
E: info@planit-ie.com W: planit-ie.com
MANCHESTER
2 Back Grafton St , Altrincham, WA14 1DY
T: 0161 928 9281
LONDON
Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX
T: 0207 253 5678
LIVERPOOL
No. 8 Princes Parade, Princes Dock, Liverpool, L3 1DL
T: 0151 705 6746

Client FEC

Project Victoria Riverside Northern Gateway

Drg Title Landscape masterplan

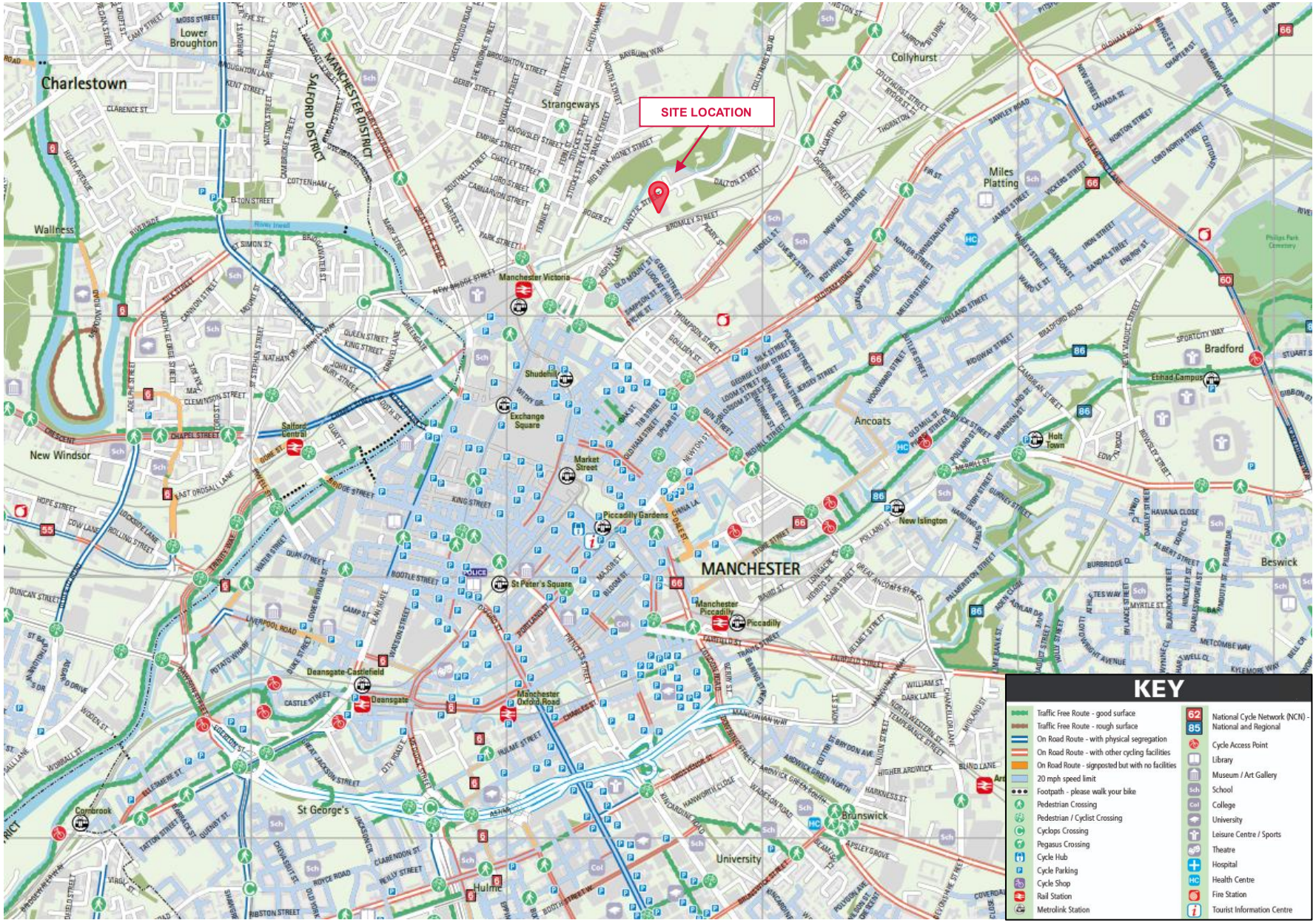
Created on	Created by	Approved by
17.06.19	AT	GB

Scale	Size	Workstage
1:250	A1	Stage 4

Drg No. 1768.1-PLA-XX-XX-DR-L-0005
Suitability S3
Revision P17

© Planit I.E. Limited

Appendix B – Local Cycle Network


SITE LOCATION
Charlestown
Lower Broughton
Collyhurst
Strangeways
Miles Platting
Wallness
Manchester Victoria
Bradford
Ancoats
New Windsor
Salford Central
Exchange Square
Market Street
Piccadilly Gardens
New Islington
MANCHESTER
St Peter's Square
Manchester Piccadilly
Piccadilly
Deansgate-Castlefield
Deansgate
Manchester Oxford Road
Beswick
Cornbrook
St George's
Hulme
University
Brunswick
KEY
Traffic Free Route - good surface
Traffic Free Route - rough surface
On Road Route - with physical segregation
On Road Route - with other cycling facilities
On Road Route - signposted but with no facilities
20 mph speed limit
Footpath - please walk your bike
Pedestrian Crossing
Pedestrian / Cyclist Crossing
Cyclops Crossing
Pegasus Crossing
Cycle Hub
Cycle Parking
Cycle Shop
Rail Station
Metrolink Station
National Cycle Network (NCN) - National and Regional
Cycle Access Point
Library
Museum / Art Gallery
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Health Centre
Fire Station
Tourist Information Centre

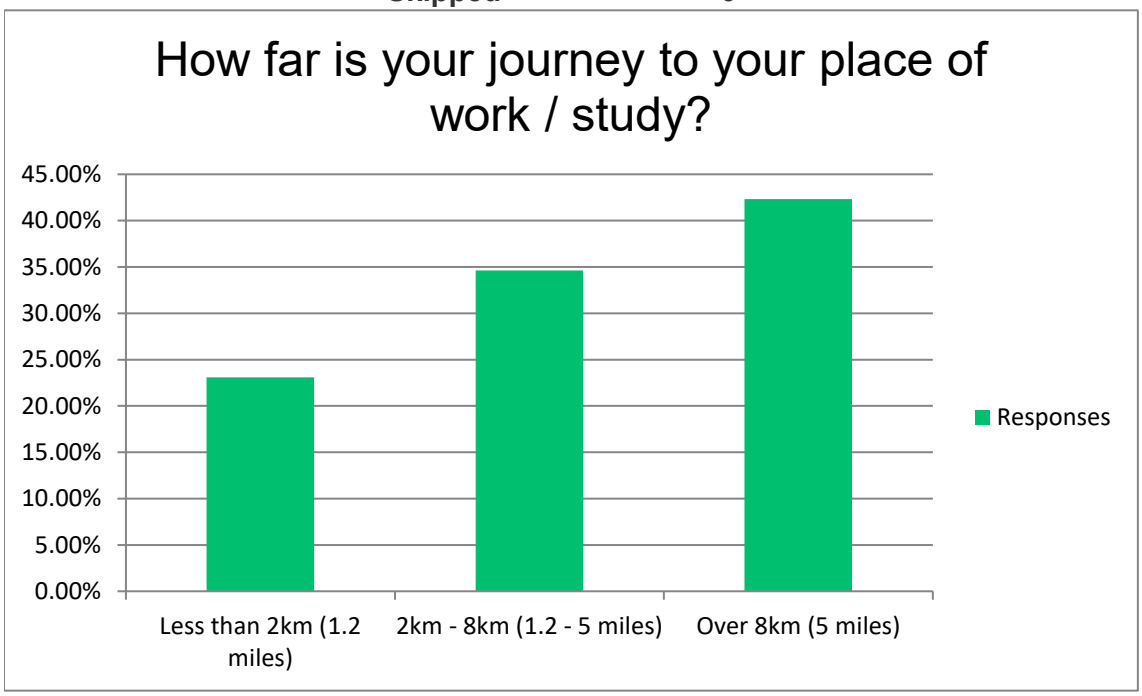
Appendix C – Travel Survey Questionnaire Results

Rev P02 | Copyright © 2026 Curtins Consulting Ltd

Victoria Riverside - Resident Travel Survey

How far is your journey to your place of work / study?

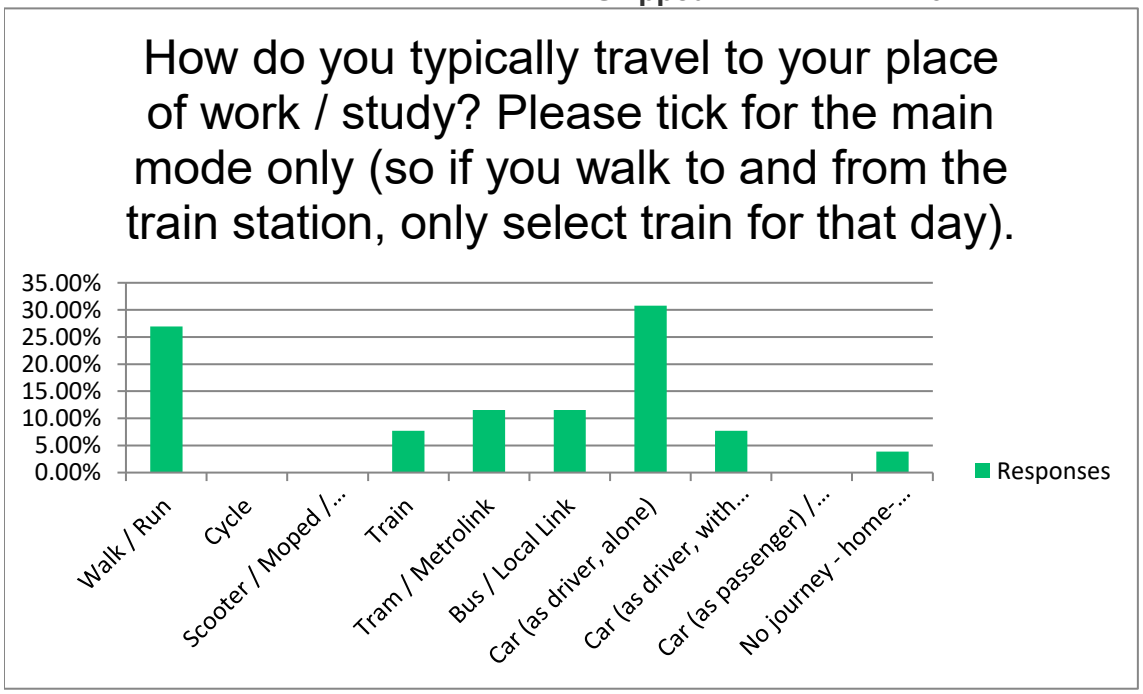
Answer Choices	Responses	
Less than 2km (1.2 miles)	23.08%	6
2km - 8km (1.2 - 5 miles)	34.62%	9
Over 8km (5 miles)	42.31%	11
	Answered	**26**
	Skipped	**0**



Victoria Riverside - Resident Travel Survey

How do you typically travel to your place of work / study? Please tick for the main mode only (so if you walk to and from the train station, only select train for that day).

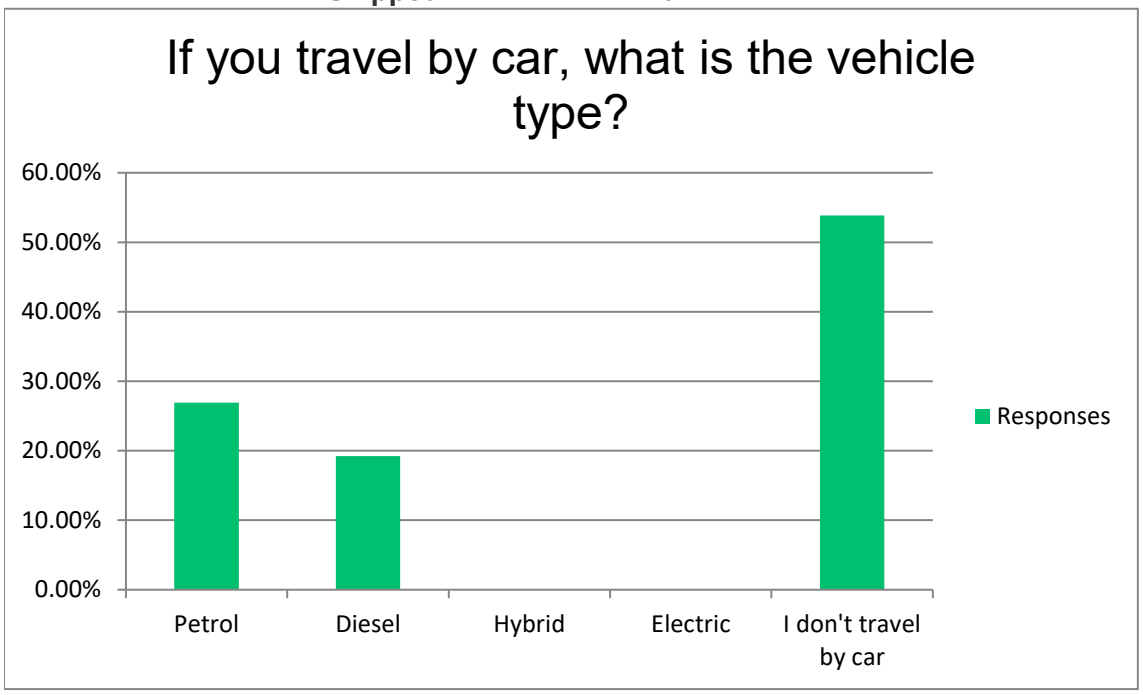
Answer Choices	Responses	
Walk / Run	26.92%	7
Cycle	0.00%	0
Scooter / Moped / Motorbike	0.00%	0
Train	7.69%	2
Tram / Metrolink	11.54%	3
Bus / Local Link	11.54%	3
Car (as driver, alone)	30.77%	8
Car (as driver, with passenger(s))	7.69%	2
Car (as passenger) / taxi	0.00%	0
No journey - home-based	3.85%	1
	Answered	**26**
	Skipped	**0**



Victoria Riverside - Resident Travel Survey

If you travel by car, what is the vehicle type?

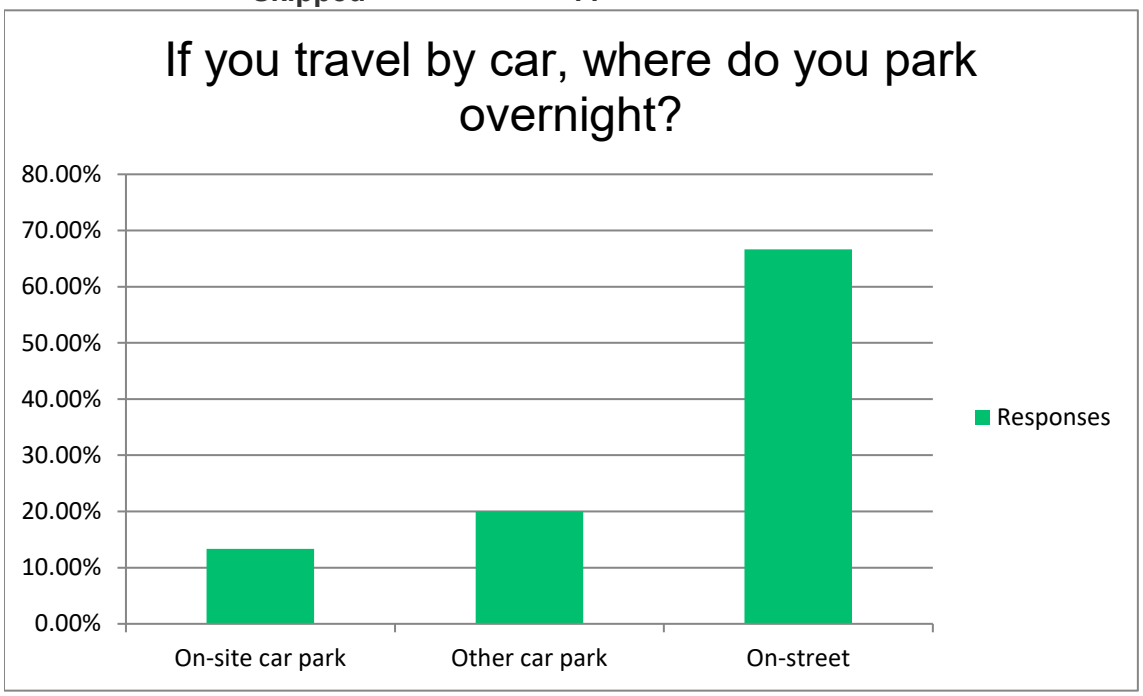
Answer Choices	Responses	
Petrol	26.92%	7
Diesel	19.23%	5
Hybrid	0.00%	0
Electric	0.00%	0
I don't travel by car	53.85%	14
	Answered	**26**
	Skipped	**0**



Victoria Riverside - Resident Travel Survey

If you travel by car, where do you park overnight?

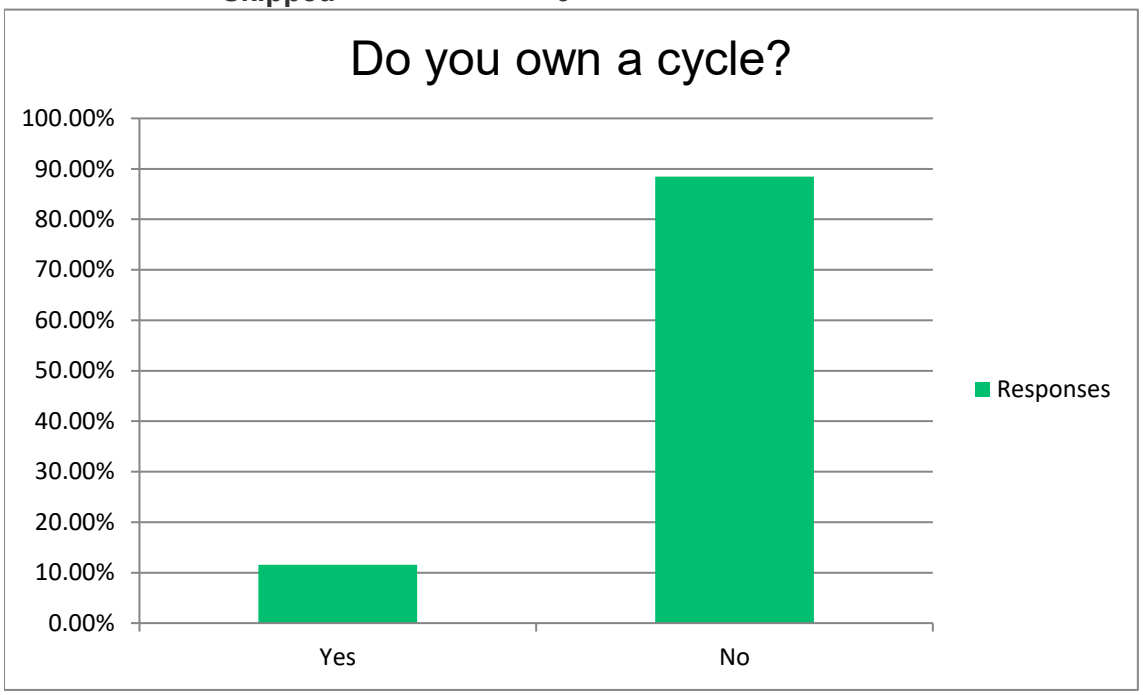
Answer Choices	Responses	
On-site car park	13.33%	2
Other car park	20.00%	3
On-street	66.67%	10
	Answered	**15**
	Skipped	**11**



Victoria Riverside - Resident Travel Survey

Do you own a cycle?

Answer Choices	Responses	
Yes	11.54%	3
No	88.46%	23
	Answered	**26**
	Skipped	**0**



Victoria Riverside - Resident Travel Survey

Are there any barriers which make it difficult for you to use more environmentally friendly options (such as walking, cycling, or public transport)?If so, please write them in the box below:

Answered	**12**
Skipped	**14**

Respondent ID	Response Date	Responses
119025698365	Dec 23 2025 04:04 PM	The bus station is not close to the building. The roads are quite dark in the evening, and the roads near to the bridges are quite dirty.
119023740193	Dec 19 2025 03:02 PM	Tram stop is quite far away
119023610357	Dec 19 2025 11:37 AM	Travel time & distance
119023605748	Dec 19 2025 11:29 AM	Walking is a bit far to the nearest shop
119023589182	Dec 19 2025 10:58 AM	The closed route outside the society limits my travel options. Also, there are no nearby bus stops which is an absolute deal breaker in case we need to go somewhere far. Travelling by cabs is also a mess for now due to poor navigation to the society.
119023589222	Dec 19 2025 10:57 AM	Public transport - sometimes have to resort to getting taxis as public transport from the building is not very convenient
119023583975	Dec 19 2025 10:48 AM	No bus stops around us
119023583374	Dec 19 2025 10:45 AM	Its far, but also, nowhere to leave the car safely by the apartments
119023583106	Dec 19 2025 10:43 AM	Money
119014047689	Dec 05 2025 05:11 PM	The roads around Victoria Riverside are closed so it makes it difficult to do much other than walk to be honest.
119013780121	Dec 05 2025 09:22 AM	I work over an hour away, plus I need my car for work purposes.

119013742713	Dec 05 2025 07:57 AM	Slight too far to walk to my workplace. I commute with my partner so I couldn't cycle + I would prefer not to cycle during winter months. Bus and tram stops are in awkward areas. I would need to take several of each to get to work.

Victoria Riverside - Resident Travel Survey

Are there any initiatives / measures that would make you consider travelling more sustainably, or continue travelling sustainably?If so, please write them in the box below:

Answered	**11**
Skipped	**15**

Respondent ID	Response Date	Responses
119025698365	Dec 23 2025 04:04 PM	Have a bus stop near to Victoria Riverside; clean the roads regularly; add more street lights.
119023740193	Dec 19 2025 03:02 PM	Closer tram stop
119023610357	Dec 19 2025 11:37 AM	No
119023605748	Dec 19 2025 11:29 AM	Cycle lanes/tram stop Also more local shops would be handy
119023589182	Dec 19 2025 10:58 AM	No
119023583975	Dec 19 2025 10:48 AM	Bus stops near the building
119023583374	Dec 19 2025 10:45 AM	Na
119023583106	Dec 19 2025 10:43 AM	Could use train or bus
119014047689	Dec 05 2025 05:11 PM	Would love to see bike lanes on the roads surrounding Victoria Riverside.
119013780121	Dec 05 2025 09:22 AM	NA
119013742713	Dec 05 2025 07:57 AM	A closer tram stop or bus stop possibly.

Victoria Riverside - Resident Travel Survey

Please share any other comments you may have related to your travel to and from the College here:

Answered	**9**
Skipped	**17**

Respondent ID	Response Date	Responses
119026191400	Dec 24 2025 08:11 PM	I wish the pavements under the railway on Dantzic Street were more clean and well maintained.
119023740193	Dec 19 2025 03:02 PM	A closer tram stop would be very helpful
119023605748	Dec 19 2025 11:29 AM	N/a
119023589182	Dec 19 2025 10:58 AM	Already given my comments above
119023583975	Dec 19 2025 10:48 AM	Most of the time I go to college by foot because when I go to the bus stations the college is already ten minutes from there walking so I keep walking
119014047689	Dec 05 2025 05:11 PM	The best thing we could do is to repair the roads in and out of Victoria Riverside. They are absolutely terrible and are dangerous for cars and bikes (many of the pot holes are several inches deep)
119013780121	Dec 05 2025 09:22 AM	The road conditions are poor
119013742713	Dec 05 2025 07:57 AM	When is Dantzic Street going to open back up fully?
119013713774	Dec 05 2025 06:25 AM	I am not fan of graffiti on walls outside park view, chewing gum on ground either. At night feels a bit dodgy...maybe more lights needed?

Our Locations

Birmingham
2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol
Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge
50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff
3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas
Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin
11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh
1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow
Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal
Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds
Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool
51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London
40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester
Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham
32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com

Curtins

Curtins Consulting Ltd registered in England and Wales No: 2054159
Registered office: 51-55 Tithebarn Street, Liverpool, L2 2SB