Piccadilly Wharf, Manchester

Interim Travel Plan

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1 Introduction

1.1 SK has been instructed to prepare an Interim Travel Plan for a residential development on Store Street in Manchester city centre.

1.2 A Transport Statement (TS) has been prepared by Rappor to accompany the planning application and this should be read in conjunction with this document for full details of the development impact and layouts.

Development Proposal

1.3 The proposal will deliver a single block with 73 apartments and resident amenity facilities. The site layout is attached as Appendix A of the TS.

1.4 Pedestrian access to the building for residents is provided from Store Street. The applicant will fund the resurfacing of the footways on the site frontage as part of the Section 278 access works.

1.5 The consented access as located on the northwest corner of the site. The access included a crossover arrangement with dropped and taper kerbs. The consented access required the removal of parking bays and the relocation of the Pay & Display meter.

1.6 The new proposal retains the access form (a crossover with dropped and taper kerbs) but is relocated to the southwest corner of the site. The access requires the removal of two street parking bays. The provision of a site access in this location no longer necessitates the relocation of the Pay & Display meter as required for the previous consent.

1.7 Cycle parking is provided in the building for 73 bikes. Access to the cycle store is gained via the vehicular access point. A cycle maintenance area is also provided.

1.8 The proposal provides two parking spaces within the site, one standard space and one disabled space. To facilitate the tight turning area within the site a car turntable is included. The location of the turntable is shown on the layout in Appendix A of the TS. Other than two spaces, the proposal is effectively car-free. The suitability of the site to allow residents to live car-free is assessed in Section 6 of the TS.

1.9 Site servicing, including refuse collection, delivery and moving in arrangements, is retained from kerbside as found acceptable by MCC when it consented the previously residential scheme at the site previously. This is also the same arrangement as in place for the existing residential apartment block opposite the site. The refuse store is located at the front of the development, with refuse access also gained from kerbside in line with the previous consent.

Travel Plan Process

1.10 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport and measures that will build on the location of a development site. In line with NPPF, the measures adopted should be commensurate with the scale of impact from the development and the level of intervention required to influence residents to take up sustainable modes and to reduce significant single occupancy car trips.

1.11 In this instance, the site is located in Manchester city centre. The TS assessment shows that access can be gained to numerous services and facilities using existing/scheduled sustainable infrastructure and without needing to use or even own a car. The site also meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20 minute journey time. The locational qualities of the site and the infrastructure to be delivered as part of the proposal are reflected in the low level of intervention required from the Travel Plan.

1.12 Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site. A future management and monitoring mechanism are set out for adoption in the final Travel Plan.

1.13 The Travel Plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. This interim version of the Travel Plan is the first stage of the process and outlines the aims and objectives and sets the level of intervention required to encourage and support sustainable living practices at the site.

1.14 The Interim Travel Plan draws on the following guidance and best practice:

- Ministry of Housing, Communities & Local Government (2019), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
- MCC (2019) Draft Zero Carbon Framework 2020-2038
- MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- Department for Transport (2020), Decarbonising Transport: Setting the Challenge
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

The Travel Plan Pyramid

1.15 The Department of Transport (DfT) states that it is helpful to:

> '… view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.'[1]

1.16 The DfT pyramid (shown in Figure 1.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.

1.17 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 2 of the Plan.

1.18 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian access, a restrained car parking level, and cycle parking proposals. This information is as set out above in Section 1 and also in Section 4.

1.19 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 3 to 4 of the Plan. Section 4 also sets out the Travel Plan Action Plan.

1.20 Section 5 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

[1] Department for Transport (2009), Delivering Travel Plans through the Planning Process

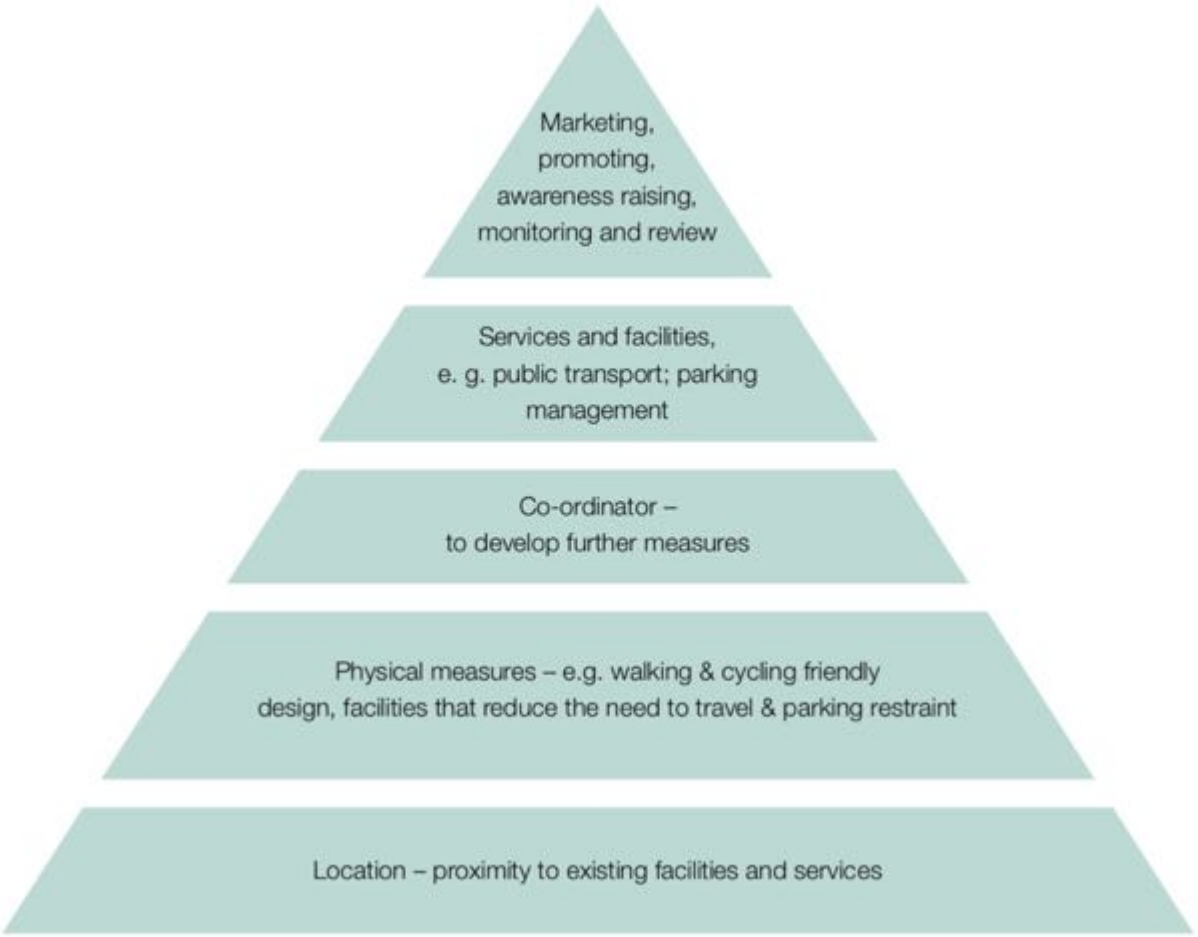


Figure 1.1: Travel Plan Pyramid
[source: DfT 2008]

Travel Plan Benefits

1.21 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.

1.22 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on resident health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.

1.23 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.

1.24 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

Travel Plan Objectives

1.25 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, residents will already have already chosen to live without owning a car and so the main objective of the Travel Plan is to outline a sustainable and realistic strategy that will provide residents with information on the various travel options available to them.

1.26 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks:

- To support site users to make informed travel choices
- To set out a suitable monitoring and management structure

2 Audit

Site Location

2.1 Figure 2.1 shows that site is sustainably located in the city centre, to the northeast of Piccadilly station. It is bound to the north by Store Street, to the south by adjacent residential properties and to the west by a commercial property. The site sits in the Manchester Piccadilly SRF.

2.2 In 2016 planning permission (ref: 107245/FO) was granted for the construction of a 13 storey block providing 34 apartments, with ground floor assembly and leisure uses. The consented scheme was effectively car-free, with the exception of a single parking space for use by the resident of the penthouse. The consented vehicle access to the parking space was provided from Store Street and required the removal of a street parking street. The planning conditions required the provision of dropped-kerbs at the access junction and the relocation of the existing Pay & Display machine located at the access point. The consented refuse and delivery arrangements were also taken from kerbside on Store Street.

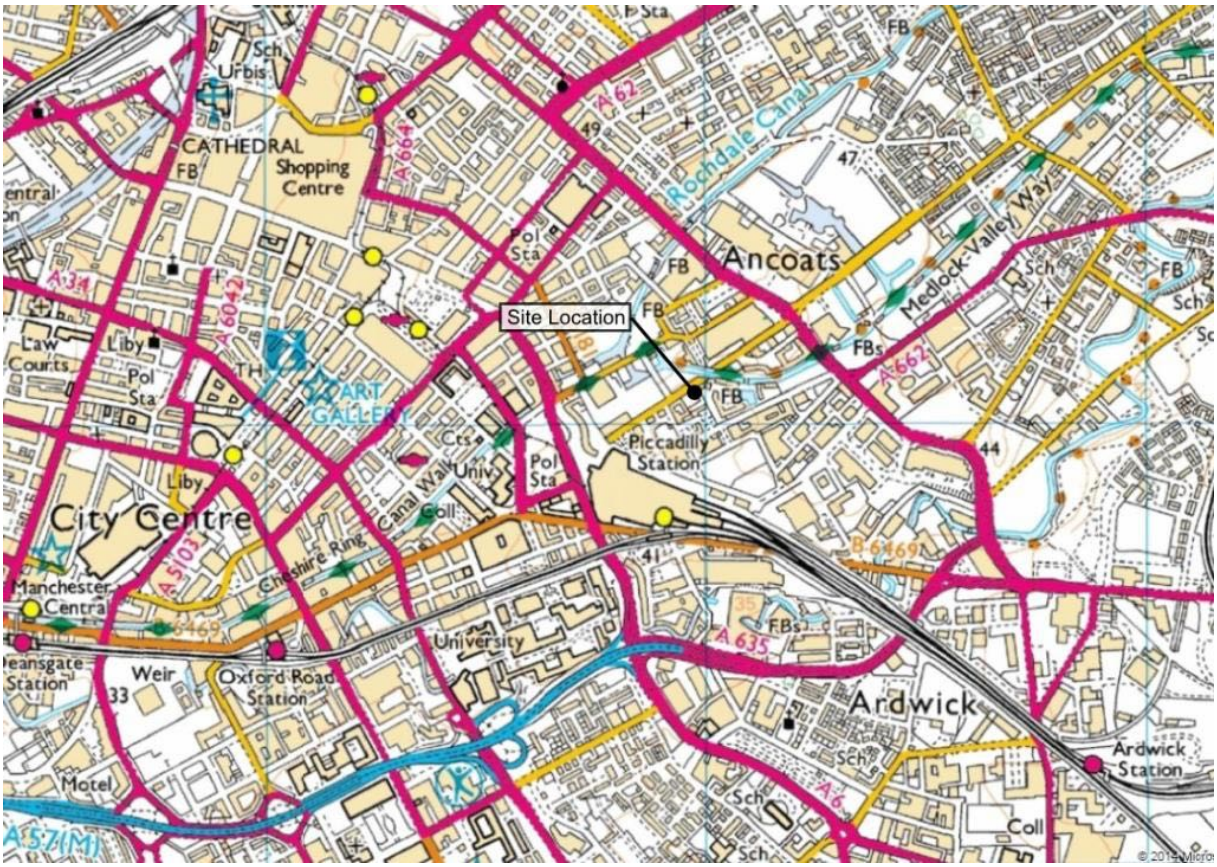


Figure 2.1: Site Location

Local Highway Network

2.3 The site is accessed from Store Street, an unclassified road routing southwest-northeast between the A6 London Road and the A665 Great Ancoats Street. To the northeast of the site Store Street passes under the Ashton Canal aqueduct, the oldest canal aqueduct still in use in Britain. The road under the aqueduct is subject to a one-way working chicane, with priority given to vehicles travelling northeast bound. To the southwest of the site Store Street passes under a bridge formed by Piccadilly Approach above.

2.4 Store Street is subject to a 20mph speed restriction, with footways and street lighting present along its length. Lighting is also present under the bridge formed by Piccadilly Approach. The

street is subject to parking restrictions in the form of double yellow lines and designated Pay and Display parking bays. To the southwest of the site a parking bays are present for coaches to layover.

Traffic Regulation Orders

2.5 The site sits within the City Centre Controlled Parking Zone 4 and is governed by Pay & Display parking bays and double yellow lines. The parking controls operate between 8am and 8pm (Monday to Sunday), with a ten hour maximum permitted stay.

2.6 There are 17 parking bays on Store Street between the aqueduct and the railway bridge to the south of the site, including two Electric Vehicle charging points outside the site. A coach parking bay is also provided for five coaches. Under the railway bridge a further 14 parking spaces are provided. To the north of the aqueduct further parking spaces are provided. All of the parking spaces are subject to Pay & Display charges.

2.7 MCC city centre parking policy allows disabled drivers to park for free and unlimited duration in Pay & Display parking bays when displaying a valid Blue Badge.

2.8 As part of the previous planning application, four parking surveys were undertaken to establish the usage of the spaces on Store Street. The surveys showed that the parking bays operate at a maximum 14% occupancy level, with the majority of parking demand being located in the spaces under the railway bridge. The parking bays between the railway bridge and the aqueduct were only found to be in use on two occasions (maximum of three cars) and the parking bays beyond the aqueduct were not utilised. The surveys confirm that parking supply on Store Street substantially exceeds demand levels.

2.9 There are no loading restrictions present on the streets on Store Street and service activity occurs from kerbside for surrounding properties, including refuse collection for Wharf Close apartments opposite the site.

Access on Foot

2.10 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present.

2.11 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. CIHT[2] provides further advice on suitable walking distances these are set out in Table 2.1.

Destination Type	Walk Distance (m)	Walk Time (mins)
Commuting/Education	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

Table 2.1: CIHT Walk Distances

2.12 Figure 2.1 shows 10, 15 and 25 minute walking isochrones from the site. A 20 minute isochrone is also shown to allow the site to be assessed against TCPA '20 Minute Neighbourhood' principles[3].

[2] CIHT (2000), Providing for Journeys on Foot
[3] TCPA *et al* (2020), https://www.tcpa.org.uk/Pages/Category/health

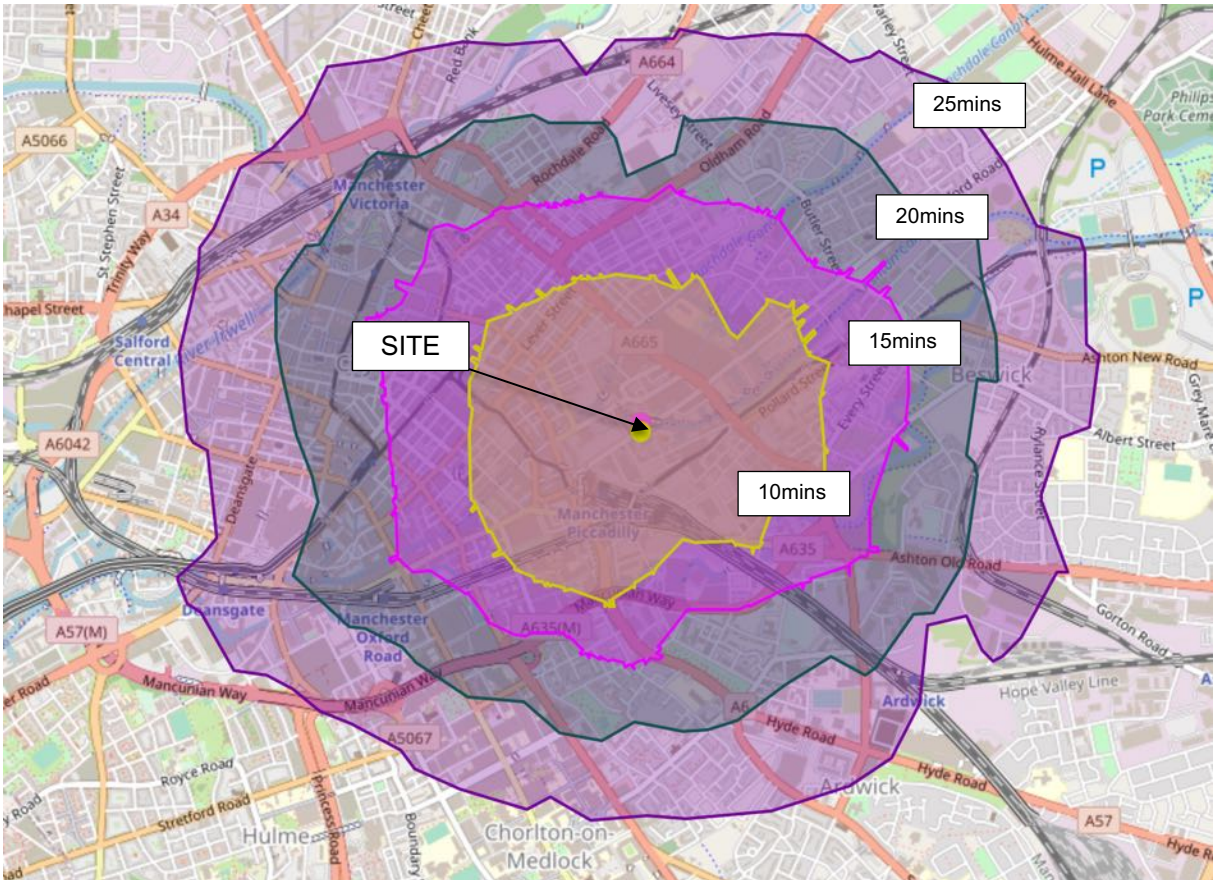


Figure 2.2: 10, 15, 20 & 25 Minute Walking Isochrones

2.13 Figure 2.2 shows that the site is within a 20 minute walk of the core areas of the city centre offering access to a range of services and amenities, including public transport nodes such as Piccadilly station, Victoria station, Oxford Road station, Piccadilly Gardens, and Shudehill Interchange. The site is also within a 25 minute walk of central areas of Salford.

2.14 The assessment shows that the site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20 minute walk of the site.

2.15 The existing infrastructure surrounding the site creates opportunities for access on foot.

Access by Cycle

2.16 Figure 2.3 shows the cycle network serving the city centre.

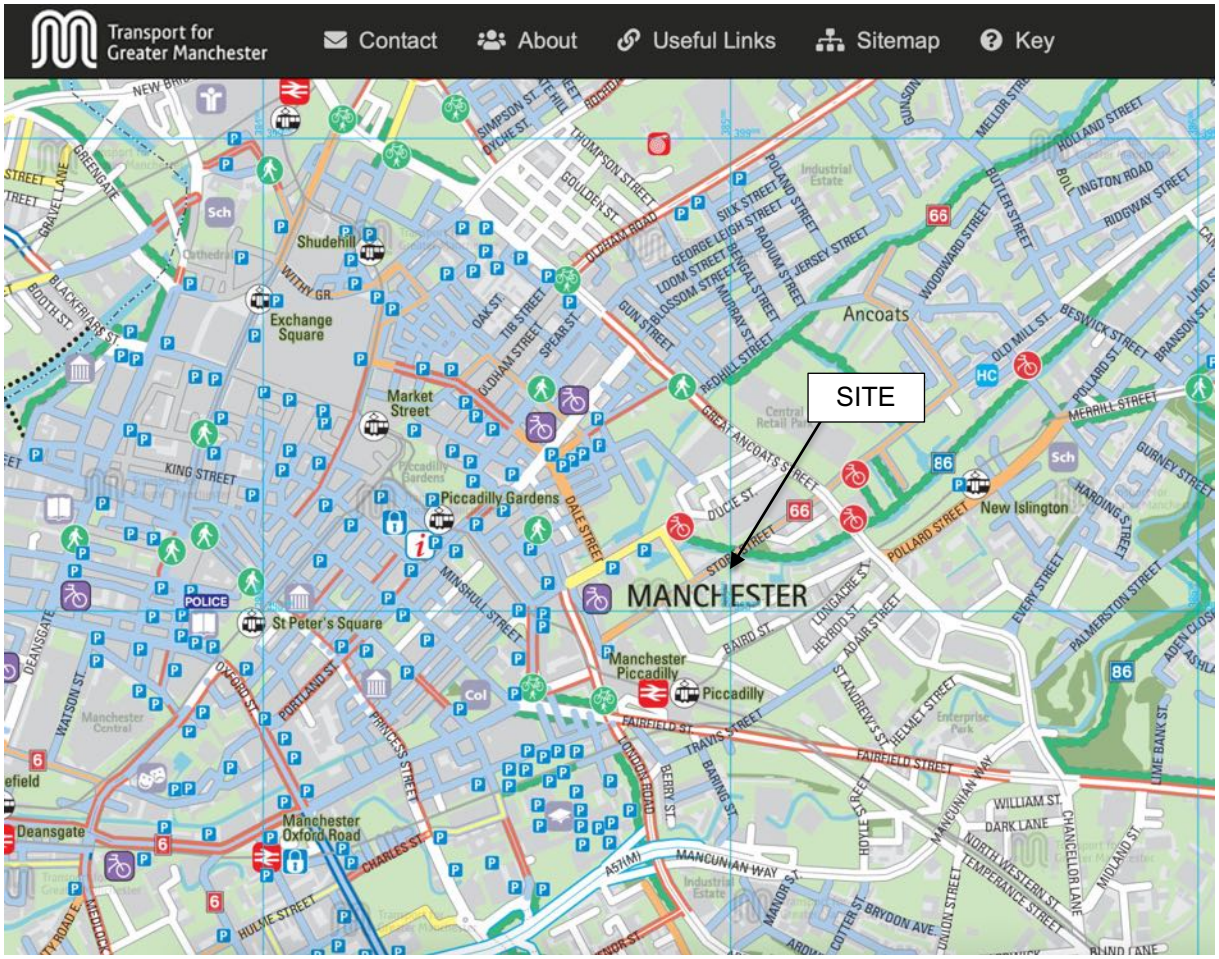


Figure 2.3: GM Cycle Network
[source: TfGM 2021]

2.17 Figure 2.3 shows that Store Street is part of Route 66 of the National Cycle Network. Store Street is also a Bee Line on the Bee Network. A connection can be gained to Route 86 of the National Cycle Network that routes along the Ashton Canal providing connections to areas to the north of the site. Access can also be gained to the remainder of the city centre using advisory routes to the south of the site.

2.18 Figure 2.4 shows 10, 15, 20 and 25 minute cycle journey times from the site based on leisurely cycle speed of 16km/h.

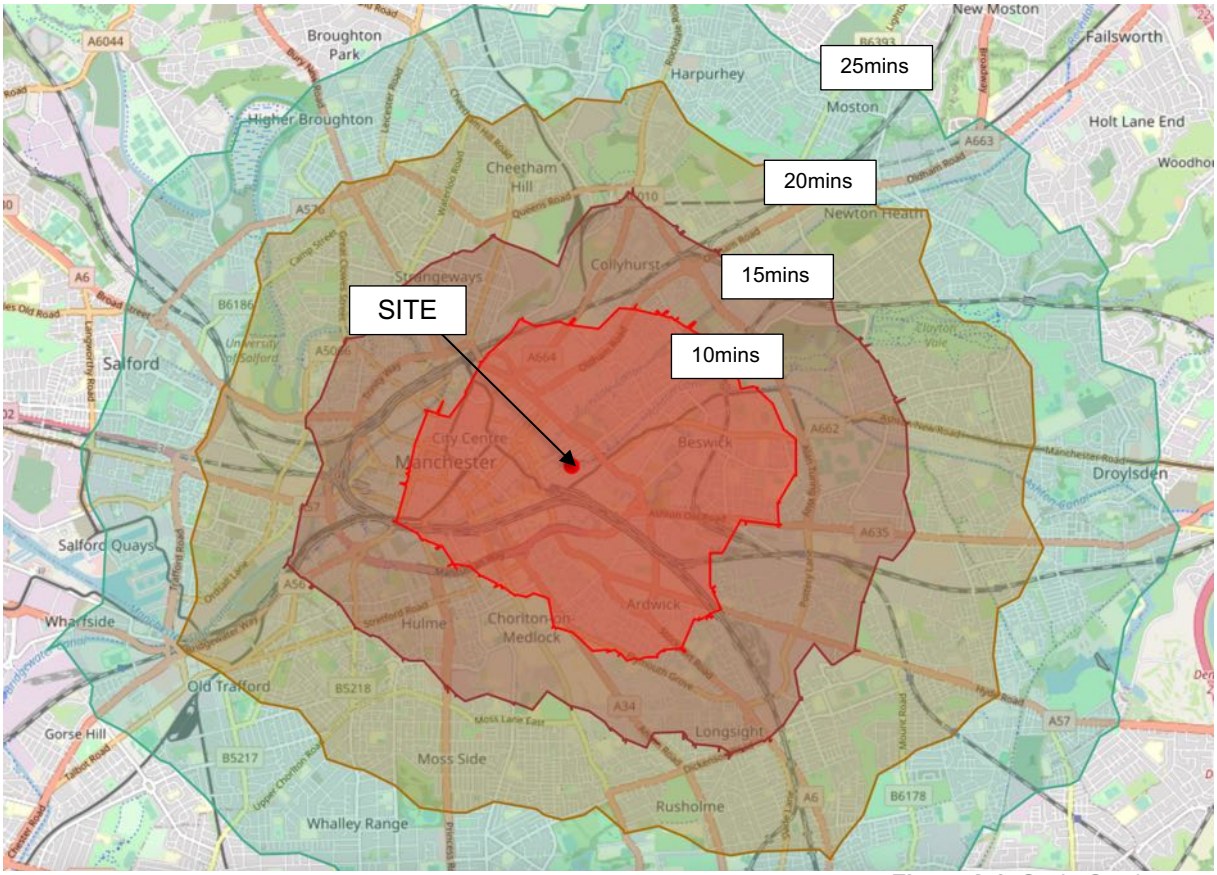


Figure 2.4: Cycle Catchments

2.19 Figure 2.4 shows that the site is within a 10 minute cycle of most of the city centre, the Oxford Road Corridor, and areas of Ardwick, Collyhurst, Beswick and Chorlton on Medlock. This means access can be gained to numerous local amenities and services. Access can also be gained to most of the major transport interchanges in the city centre within a 10 minute cycle.

2.20 Figure 2.4 also shows that access can also be gained to Rusholme, Old Trafford, Newton Heath, and Salford University in a 20 minute cycle of the site. Access can be gained to Salford Quays and Droylsden in a 25 minute cycle.

2.21 The assessment shows that access can be gained to numerous amenities and services a short-cycle from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20 minute cycle of the site.

2.22 The existing infrastructure surrounding the site creates opportunities for access by bike.

Access by Public Transport

2.23 Figure 2.5 shows the public transport network serving the site.

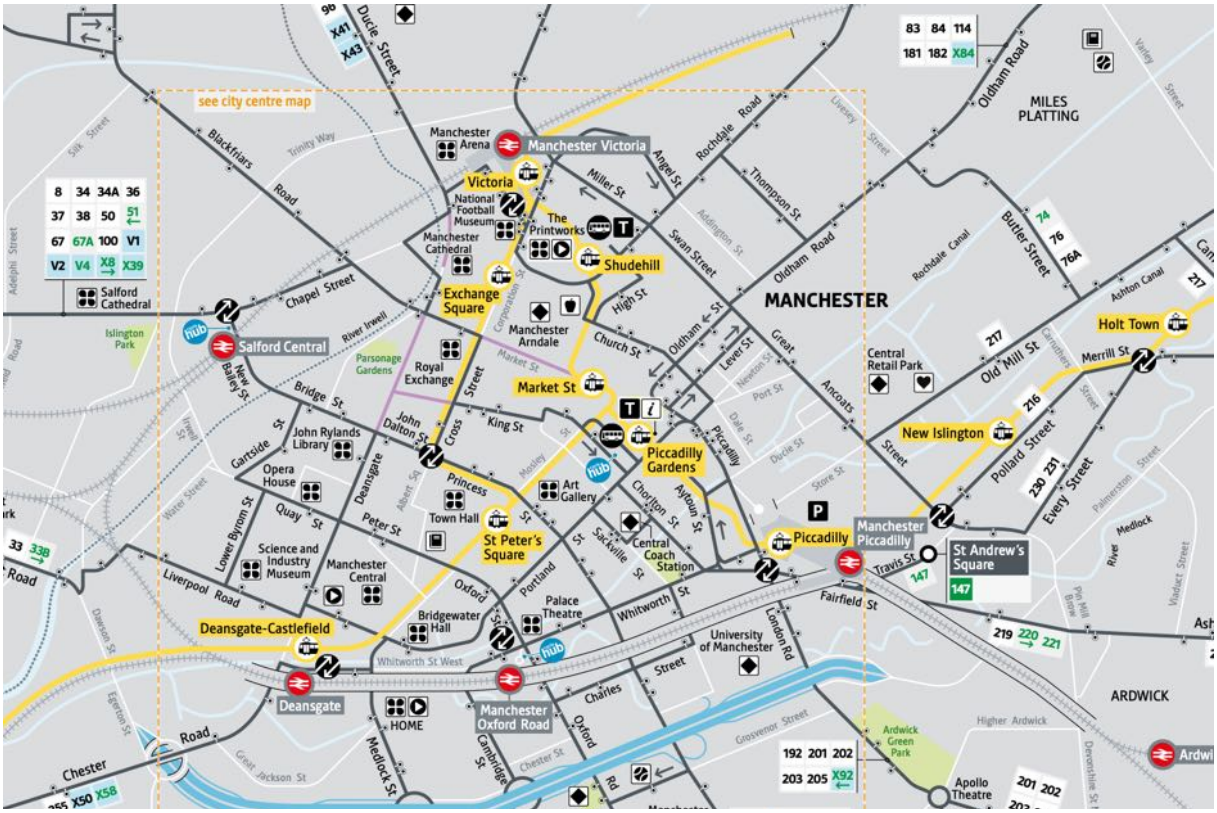


Figure 4.4: Public Transport Network
[source: TfGM 2021]

2.24 The nearest bus stops are located on Piccadilly and Great Ancoats Street, a five minute walk from the site. Access to Piccadilly Gardens bus interchange is a 10 minute walk from the site. Access can also be gained to the Free Bus at Piccadilly Approach a short walk south of the site. The site is also located adjacent to Piccadilly train station where access can be gained to train and tram services.

2.25 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

2.26 The TS shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.

2.27 The assessment shows that the site benefits from an excellent accessibility level by public transport, meaning that residents can access numerous destinations across the region by sustainable modes from the moment they move in.

Casual Car Use

2.28 The majority of the residents will live at the site without owning a car. However, there may be occasions when a car is required. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.

2.29 The nearest car club vehicles to the site are located at Q Park on Piccadilly Place, a five minute walk away, and Brewer Street, a seven minute walk away.

3 Management

Travel Plan Coordinator

3.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Plan and is committed to its successful implementation on completion of the development.

3.2 The applicant, or their successor in title, will continue to have a regular overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

3.3 Travel Plan Co-ordinators play an important role in developing, implementing and managing Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation of the development and contact details provided to MCC.

3.4 The Co-ordinator will form the main point of contact for the local authority and residents. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and surveying its effectiveness and assessing this against the stated objectives and targets.

3.5 In summary, the Travel Plan Co-ordinator's general role and responsibilities will include:

- Implementing the Plan measures
- Providing a point of contact for site residents, the local community and MCC
- Publicising and raising awareness of local and national initiatives
- Preparing and issuing the travel packs
- Providing regular updates to residents on changes to local services and facilities
- Monitoring and surveying travel patterns
- Regularly reporting to MCC

Funding Mechanisms

3.6 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated plan objectives.

3.7 The applicant has confirmed that it will fund the cost of time for the Travel Plan Co-ordinator to implement Plan measures, respond to resident issues, and undertake the annual survey and Plan review.

4 Toolkit & Action Plan

Promotion & Marketing

4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively. This is particularly the case for a site such as this development that occupies an exceptionally sustainable location with very good opportunities for sustainable trip making from day one of the development.

4.2 The Travel Plan Coordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote the Travel Plan:

1. Travel packs for all new households
2. Promotion of local authority/local area travel campaigns / networks
3. Distribution of promotional materials

4.3 In summary, the travel packs will provide:

1. Travel Plan Co-ordinator contact details
2. Information on TfGM on-line and phone app journey planning software
3. Information on TfGM cycle and walking route maps
4. Information on TfGM bus maps and timetables
5. Details of current TfGM local initiatives

4.4 Residents will be encouraged to familiarise themselves with the journey planning websites and phone apps promoted by TfGM on its website. These included : Traveline, Citymapper and Transit.

4.5 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:

1. Improve health and wellbeing
2. Save money
3. Reduce traffic congestion
4. Increase physical activity and fitness
5. Improve air quality
6. Reduce carbon emissions
7. Meet new people

Walking

4.6 TfGM states that the growth in residential development in urban centres has led to an urban renaissance that has reduced car ownership and use. This is because people can work and play within walkable distances of their front door. The proposal site is a continuation of this, as the site is located in Manchester city centre which can be accessed in a short walk.

4.7 The CIHT's simple rule has been applied to the layout and the transport strategy so that it helps the city centre become a place that is planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. The proposal is effectively car-free (other than two spaces) and this has clear knock benefits, including improved health and wellbeing of residents and air quality benefits, and reduced pressures on highway network operation, and reductions in emissions.

4.8 Information on local walking routes will be provided to residents in the travel pack. The travel pack will also include details of on-line and phone app journey planning software that is available from TfGM.

Cycling

4.9 The site relates well to streets that are suitable for cycling. The proposal includes a high level of cycle parking and a cycle maintenance area.

4.10 TfGM also offer free cycle training and maintenance sessions for adults. The cycle training and maintenance will be promoted to residents by the Travel Plan Co-ordinator and information relating to this is provided in the travel pack.

4.11 Details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and HSBC's Let's Ride Manchester are provided on the TfGM website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities. This can be signed up for by using the TfGM website. These information resources will be promoted to residents in the travel pack.

4.12 Bikes and equipment can be purchased from The Manchester Bike Hire, Harry Halls Cycles and Evans Cycles. Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes. These information resources will be promoted to residents in the travel pack.

Public Transport

4.13 The assessment shows that the site is within a short walk of bus, tram and train services. The site is shown to have a GMAL of 8, which indicates an exceptional level of public transport accessibility.

4.14 The travel pack will include information relating to phone app and on-line journey planning information available on TfGM.

4.15 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and new initiatives.

Reducing the Need to Travel & Efficient Vehicle Use

4.16 The proposal is car-free. Disabled parking is provided within the site. Disabled drivers are also permitted to park for free and unlimited periods in standard street parking bays in the city centre.

4.17 Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Car clubs are located across the city centre and these will be promoted to residents in the travel packs.

4.18 The travel pack will include information on on-line food retail facilities that serve the area, including Sainsburys, Tesco and Ocado.

Action Plan

4.19 An Action Plan has been developed that summarises the key actions from the Travel Plan. This will be reviewed and updated as part of each monitoring period.

4.20 The Action Plan has been split into four key output periods based on the following:

- Quick Wins (Q) – prior to occupation
- Short (S) – can be achieved within 12 months of occupation
- Long (L) – can be achieved within 3 years of occupation
- Ongoing (O) – no set timescales as will be regularly reviewed and updated

General	• Appointment of the Travel Plan Co-ordinator (Q) • Agreement of Travel Plan budget (Q) • Collection of latest travel information and update briefing (Q) (O) • Introduction of identified *firm* measures (Q)
Marketing	• Official launch of the Travel Plan (S) • Preparation of travel packs (Q) (O) • Promotion of national campaigns (O) • Preparation of material to update residents with any service changes (O)
Infrastructure	• Provision of secure cycle parking (Q) • Provision of restrained parking level (Q) • Promotion of car club (O)
Monitoring	• Baseline travel survey (S) • Review and update of targets (S) • Periodic travel surveys (O) • Preparation of periodic monitoring reports (O)

Table 4.1: Action Plan

5 Monitoring, Targets & Review Mechanisms

Data Collection & Analysis

5.1 Travel surveys will be undertaken within six months of the site being occupied and the results from the survey will be then used to set the targets for the Travel Plan and to update the measures, if required. A monitoring report will set out the results of the survey and any changes to the targets/measures and this will be issued to MCC within three months of the survey.

5.2 The surveys will investigate the following information:

1. Place of residence
2. Usual mode of travel
3. Car and cycle ownership
4. Initiatives that would encourage a change in mode

5.3 Following the baseline survey, surveys will be undertaken periodically over a three-year period.

Interim Targets

5.4 In line with DfT guidance, action-based targets have been set for the Interim Travel Plan. Action-based target are based on the Travel Plan reaching set milestones or indicators.

5.5 The following action-based targets have been set:

- Prepare/issue travel packs for each resident on occupation
- Survey existing resident travel patterns within 6 months of occupation

5.6 Quantitative targets also provide a useful indicator against which the performance of the Travel Plan can be assessed. The targets are required to be SMART (Site-specific, Measurable, Achievable, Realistic and Timed). These targets are used to review and assess the impact of the Plan overtime. The final targets for the Plan will be set following the first travel surveys.