DEANSGATE,

Manchester

STUDENT ACCOMMODATION
TRAVEL PLAN

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Transport Planning | Flood Risk & Hydrology | Infrastructure & Drainage

Control Sheet

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1 INTRODUCTION

1.1 Background

1.1.1 This Travel Plan has been prepared by Calibro Consultants Ltd in conjunction with Fusion Students (herein referred to as "the Applicant") to provide an appraisal of the traffic and transport implications associated with the proposed Student Accommodation element of the redevelopment of the site at Deansgate South Manchester for a student accommodation scheme comprising of 509 beds across 377 units.

1.1.2 Given the highly sustainable city centre location, in combination with the nature of the proposed development, the proposals incorporate a zero-car approach to maximise the sustainability of the site. However, a student drop-off strategy will be in place to safely and efficiently process the arrival and departure of students at the start and end of academic periods.

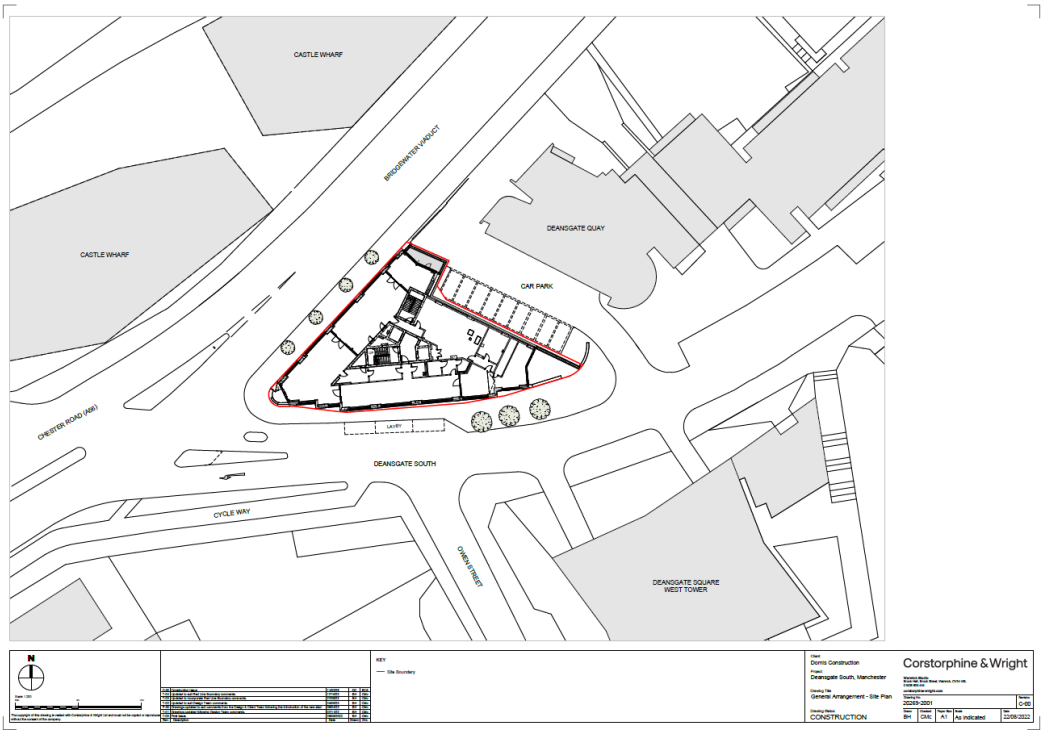
1.1.3 This report has therefore been prepared with the purpose of providing the Local Planning and Highway Authorities with an evidence base that establishes the magnitude and severity of the transport-related development effects. The assessment process has been undertaken with due regard to best practice and current policy, particularly in respect of the Revised National Planning Policy Framework (NPPF).

2 DEVELOPMENT PROPOSALS

2.1 Application Details

2.1.1 A detailed description of the proposed development is provided in the Planning Statement prepared by Cushman & Wakefield, which accompanies the planning application. However, a plan illustrating the proposed site layout is shown below and to scale at Appendix A.

Figure 2-1 Site Layout



2.1.2 In respect of traffic and transport, the salient elements of the proposed scheme are summarised as follows:

a) The proposals comprise of the development of a purpose-built student accommodation facility comprising 509 beds across 27 floors, with an active frontage on ground-floor and mezzanine.

b) An internal cycle store will be provided within the development with space for 141 bicycles: representing a cycle provision of 28%. The cycle parking will be provided for residents, staff, and visitors. Further information relating to cycle parking is provided at Section 2.3.

c) Reflecting the highly sustainable town centre location, the development is proposed to be car-free; and

d) A drop-off and collection strategy is proposed in order to safely and efficiently manage the arrival and departures of residents at the start and end of academic years.

2.1.3 A Transport Statement was prepared in January 2021 and submitted in support of the planning application in February 2021. The application was approved at Appeal.

2.2 Vehicular Access

2.2.1 To reflect the highly sustainable city centre location, the proposed development will operate as a car-free development. Service access is proposed via Deansgate Road adjacent to Owen Street for waste management and service vehicles utilising a designated loading bay. Further information on this is provided at Section 2.5.

2.2.2 A new layby accommodating 1 x Disabled Parking Bay, 1 x Car Club Bay and 1 x Loading Bay has been provided on Deansgate South, in accordance with the Planning Approval.

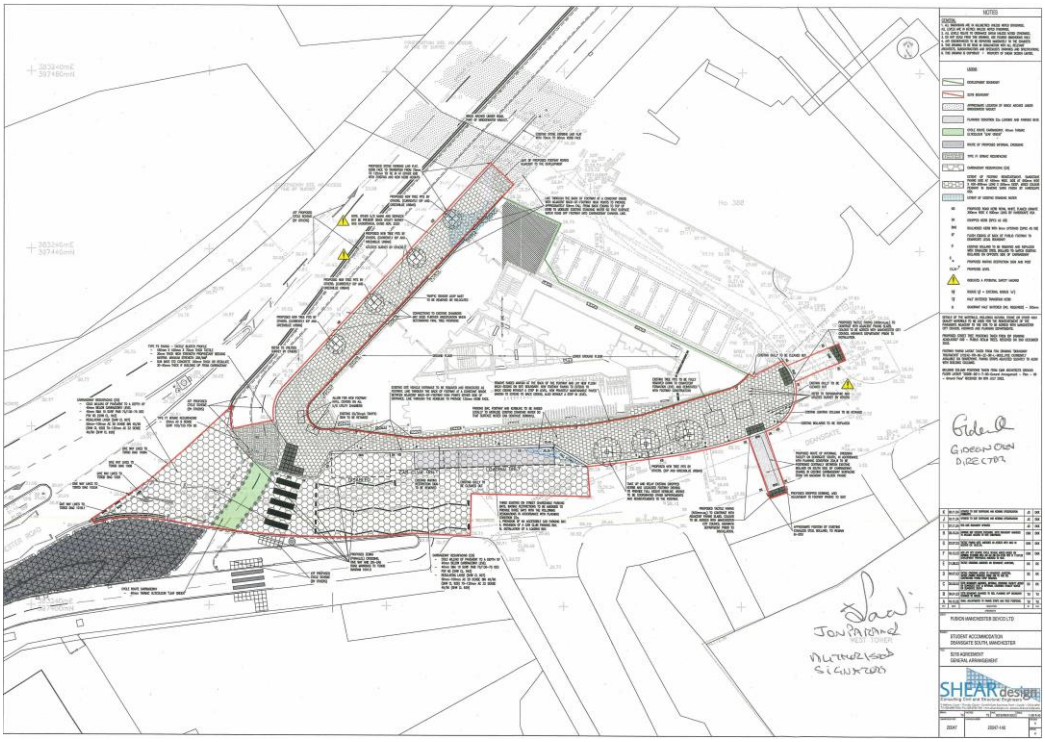
2.2.3 Temporary arrangements are proposed to manage the arrival and departure of students safely and efficiently at the start and end of academic years. The proposed arrangements are discussed at Section 5 of this report.

2.3 Pedestrian Access

2.3.1 Pedestrian access will be provided directly onto the street (Deansgate South) to the south of the development. The street affords circa 3.5-metre-wide pavements and provides direct access to an array of day-to-day facilities such as local food stores, leisure and retail uses. The surrounding streets of the site are wide enough with dropped kerbs and tactile paving to accommodate varying levels of disabled users to access day-to-day amenities.

2.3.2 A new controlled crossing point, with tactile paving has also been provided at the junction of Chester Road and Deansgate South, as well as general footpath improvements on the road frontages of the development. The crossing facility can accommodate both pedestrians and cyclists. The highway improvements were undertaken via a section 278 agreement, an extract of the agreement showing the highway improvements at the site is shown below and to scale at Appendix B.

Figure 2-2 Site Highway Improvements



2.3.3 With regards to access into and throughout the development, access for disabled users (including visual impairment) were considered within the detailed design stage of the development by the architects.

2.3.4 The non-car design of the scheme will actively discourage the use of personal vehicles and will encourage means of sustainable travel. However, to further encourage sustainable travel, a Travel Plan will operate on-site to maximise walking and cycling as first tier modes of travel to key amenities and connect to further modes of travel such as tram, bus and rail. Further information is provided with the Travel Plan objectives document in Section 7.

2.4 Cycle Parking Provision

2.4.1 Manchester City Council's Core Strategy Development Plan Document (2012 – 2027) does not refer to any specific cycle parking standards for Purpose Built Student Accommodation (PBSA), and sites will be judged on a case-by-case basis. When reviewing other approved PBSA planning applications on Manchester City Council's planning portal, it is shown that provisions between 8-29% cycle parking spaces per bedroom have been accepted.

2.4.2 Further to this, recent examples of Calibro projects are summarised below.

a) Hatfield (Fusion Students) – 308 bed facility provided with 52 cycle parking spaces (16.9%);

b) Capital Quarter, Cardiff (Fusion Students)– 675 bed facility provided with 194 cycle parking spaces (28.7%);

c) Moore Street, Sheffield (Fusion Students) - 850 bed facility with 116 cycle parking spaces (13.6%);

d) Upper Duke Street, Liverpool (Fusion Students) - 420 bed facility with 150 cycle parking spaces (35.8%);

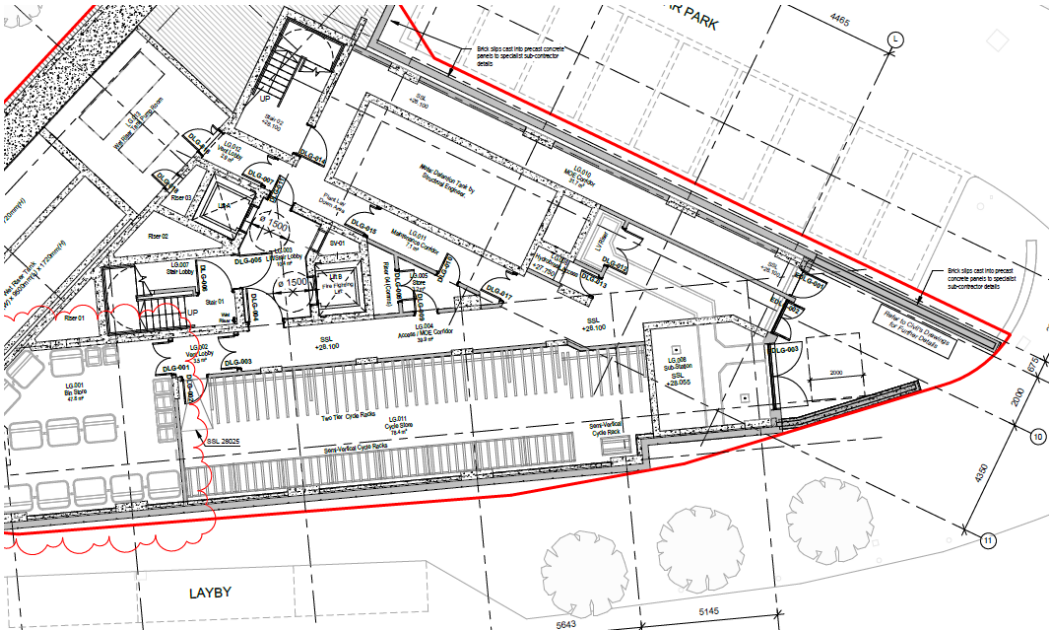
e) Curzon Circus (speculative development) – 381 bed facility provided with 100 cycle parking spaces (26.2%); and

f) Lancaster Street, Birmingham – 549 bed facility provided with 107 cycle parking spaces (19.49%).

2.4.3 On this basis, it is evidenced that a 28% cycle parking provision would be sufficient to serve the site. The proposal incorporates some 141 no. spaces in a secure ground floor cycle storage via a mix of two-tier racks and Sheffield stands. These numbers have been agreed with the Council at the planning application stage.

2.4.4 An extract of the Lower Ground Floor Plan showing the cycle parking layout is shown in the figure below and to scale at Appendix C.

Figure 2-3 Cycle Parking Layout



2.5 Service Arrangements

2.5.1 An internal bin store will be provided in the south-western corner of the lower ground floor to enable refuse collection to take place from Deansgate South. The bin storage will be accessed via a ramp in the southeastern corner of the site. An integrated footway level loading bay will be provided to allow for the movement of bins between the storage area and refuse lorries.

2.5.2 In order to minimise walking distance to the refuse vehicle, on-site staff will be required to move the bins through the corridor from the internal bin store to the lower ground floor entrance onto Deansgate South. The waste removal staff will then retrieve the bins from the entrance hall outside the cycle storage, where the bins will be moved via the ramp to the loading bay outside. The ramp has a gradient of 1:17, which is well within the recommended maximum of 1:12, as stated in MfS.

3 POLICY & BEST PRACTICE

3.1 Introduction

3.1.1 This section of the Plan sets out the relevant travel planning policies and best practice guidance that have been referenced in the design of the Plan and its initiatives.

3.2 Best Practice Guidance

3.2.1 The Travel Plan will be prepared with reference to existing best practice guidance as set out within the Department for Transport (DfT) document entitled 'The Essential Guide to Travel Planning (2008), 'Making Residential Travel Plans Works'.

3.2.2 The guidance documents provide an array of detailed advice, but the key messages can be summarised as follows: -

- Gain buy-in by management;
- Gain buy-in from the residents;
- Allocate, and plan for, sufficient time and money;
- Search for and create local alliances to learn from common experience / problems;
- Understand the local environs via a detailed site audit;
- Understand the ways in which people travel and their reasons, via travel surveys;
- Monitor travel behaviour on a regular basis; and
- Market the travel plan and use branding tools to attract interest / participation.

3.2.3 The plan will set out the administrative, physical, and management initiatives of the Full Travel Plan which will be implemented prior to occupation of the student accommodation. The Travel Plan shall comprise the following suite of documents:

Travel Plan Report (for use of the Travel Plan Coordinator and Local Authority) – intended to set out matters relating to the administration of the Plan, including future review and monitoring regimes.

Travel Plan Welcome Pack (for distribution to residents) – comprising a publication designed to engage with the residents and to promote the use of non-car travel options through a range of key initiatives.

Travel Plan Leaflet (for distribution to residents) – a pocket-sized document providing a convenient aide-memoir of key travel opportunities. This will be provided within welcome packs and in communal areas of the site.

3.2.4 The above documents will be prepared to raise awareness amongst future residents of the hey physical features, infrastructure, and opportunities to travel by non-car modes.

4 SITE ASSESSMENT

4.1 Introduction

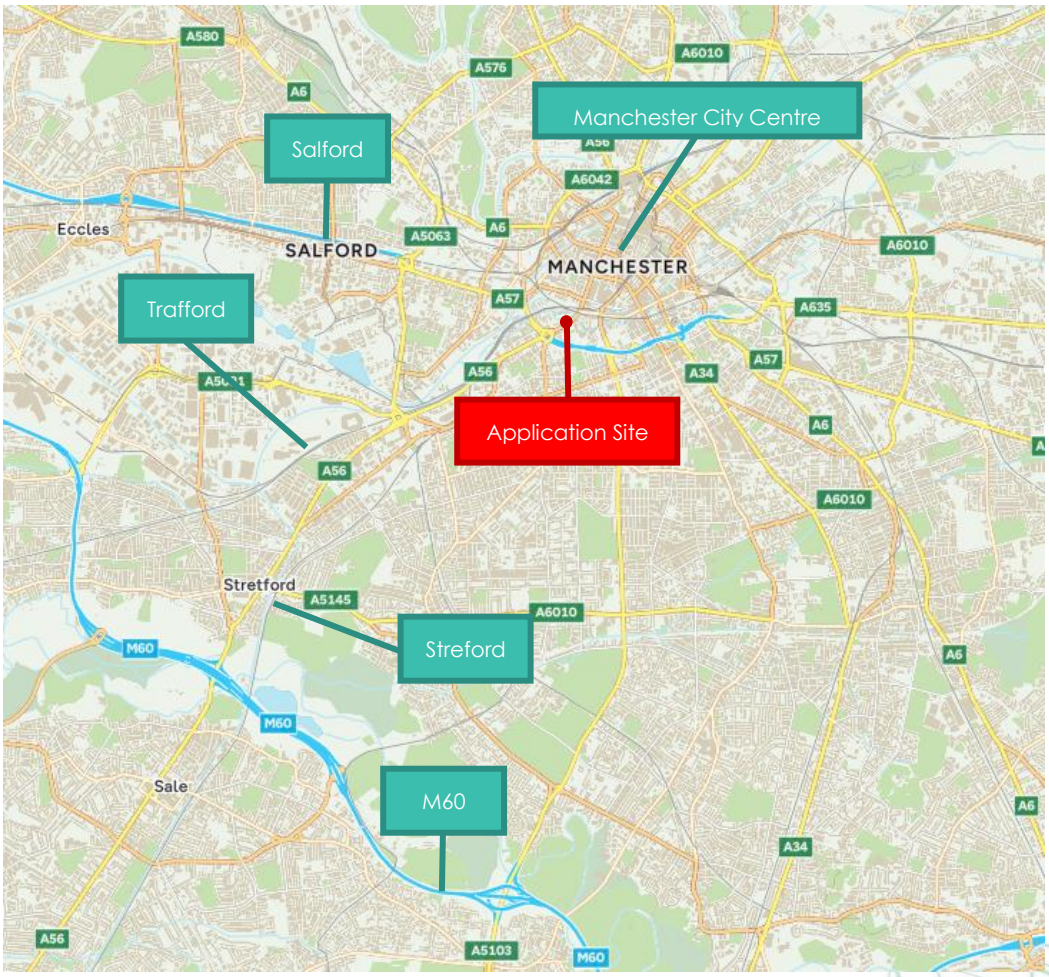
4.1.1 This section of the Plan sets out the key parameters of the development, including the availability of sustainable travel options from the site to nearby amenities, the surrounding area and university campuses. On this basis, the future opportunities and barriers to non-car travel can be considered.

4.2 Site Location

4.2.1 The application site comprises a parcel of previously developed land, located in the western extent of Manchester city centre. In a regional context, the site is located some 290-metres of the A57(M) and within Manchester City Council, which borders Trafford Council to the south and Salford City Council to the west. The closest junction to the M60 is located 6-kilometres south in Stretford.

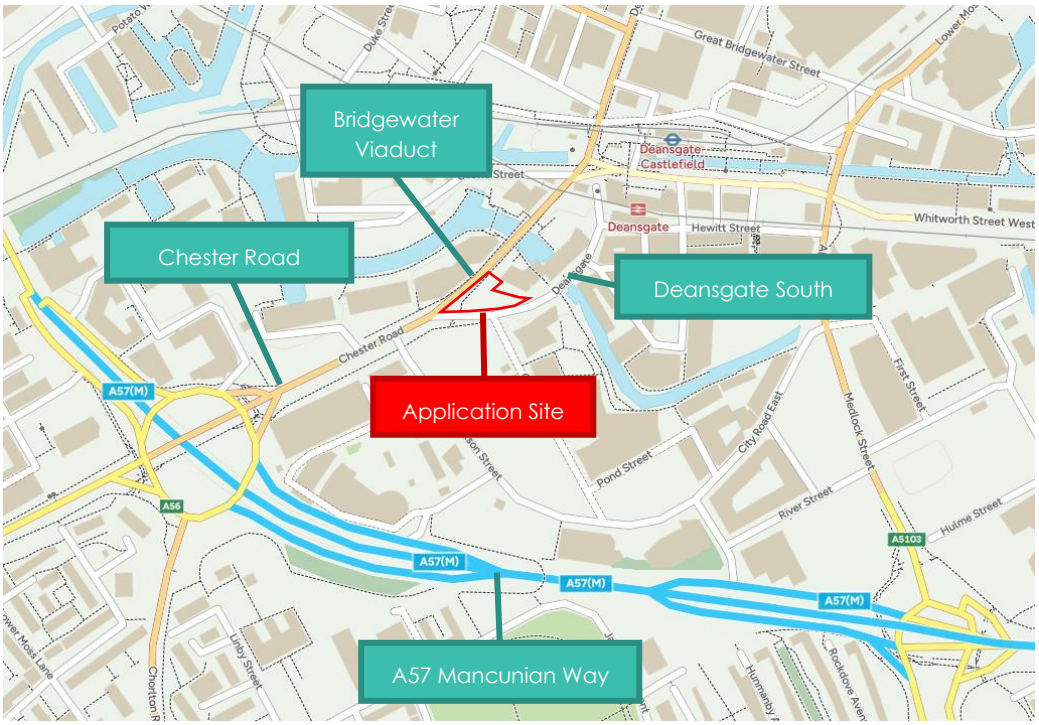
4.2.2 The application site is shown in its strategic context below.

Figure 4-1 Strategic Site Context



4.2.3 In a localised context, the site was previously a vacant brownfield site. The site is defined by Chester Road to the north-west, Bridgewater Viaduct to the north-east and Deansgate to the south, whilst a neighbouring residential apartment building delineates the eastern boundary. The site is shown in its local context below.

Figure 4-2 Local Site Context



4.3 Accessibility via Foot

4.3.1 The application site is located within the western extent of Manchester city centre and with this, the site is accessed via a well-formed and maintained network of footways that provide connectivity to the nearby bus stops, food shops, retail, and university areas which future residents will access on a daily basis. These footways are suitable for all varying levels and types of disabilities with wide footways, dropped kerbs and tactile paving with minimal street clutter.

4.3.2 Indeed, the site is directly connected onto Deansgate South, which has been landscaped with wide footways and leads to an existing pedestrianised section of Deansgate by the train station. Further north, areas of Deansgate has been converted to be more pedestrian friendly, with sections between Deansgate and King Street West and Blackfriars Street closed to traffic, other than buses, thus providing ample opportunities for pedestrians.

4.3.3 Deansgate South is defined by a mix of high-rise residential units and commercial office space on its southern boundaries and a mix of residential and lower scale industrial brick buildings along its northern boundaries. The carriageway is cobbled and both sides have generous pavements widths of circa 3.5-metres.

4.3.4 Allied to the above, all footways within the vicinity of the site and around the centre of Manchester are generally of good width. Indeed, based on guidance set out in Manual for Streets (MfS), the local footways would be sufficient to accommodate a wheelchair user passing a pedestrian or an adult walking safely alongside a child (minimum requirement of 1.2-metres).

4.3.5 To the south of the site, shared surface footways are provided on either side of the road which allows connectivity to Deansgate-Castlefield tram stop, Deansgate Rail Station and the heart of Manchester City Centre. Dropped kerbs are provided at informal crossing points in the locality to facilitate pedestrian movements.

4.3.6 Given its location within the western extent of Manchester's city centre, the application site is situated within a 2-kilometre walking distance of a wide range of facilities and amenities which may be required on a daily basis by future residents, some of which are listed in the below:

- Manchester city centre, including retail and leisure facilities;
- Independent and Sainsbury's local supermarkets;
- Deansgate Railway Station; and
- Various University campuses.

4.3.7 It is worth noting that Manchester Metropolitan University is located approximately 950-metres east of the site. This equates to a 13-minute one way journey by foot, given the sites location and the condition of the footways, a large proportion of residents will choose to undertake this journey by foot. The walking catchment plan, below, shows the location of the site in relation to the various University campuses in the vicinity.

4.3.8 On the basis that the above amenities are all within the maximum desirable distances, as advocated the Institute of Highways & Transportation (IHT) guidance entitled *Guidelines for Providing for Journeys on Foot* (refer below), it is evident that the application site is located where it would afford future residents with the opportunity to walk to key local facilities.

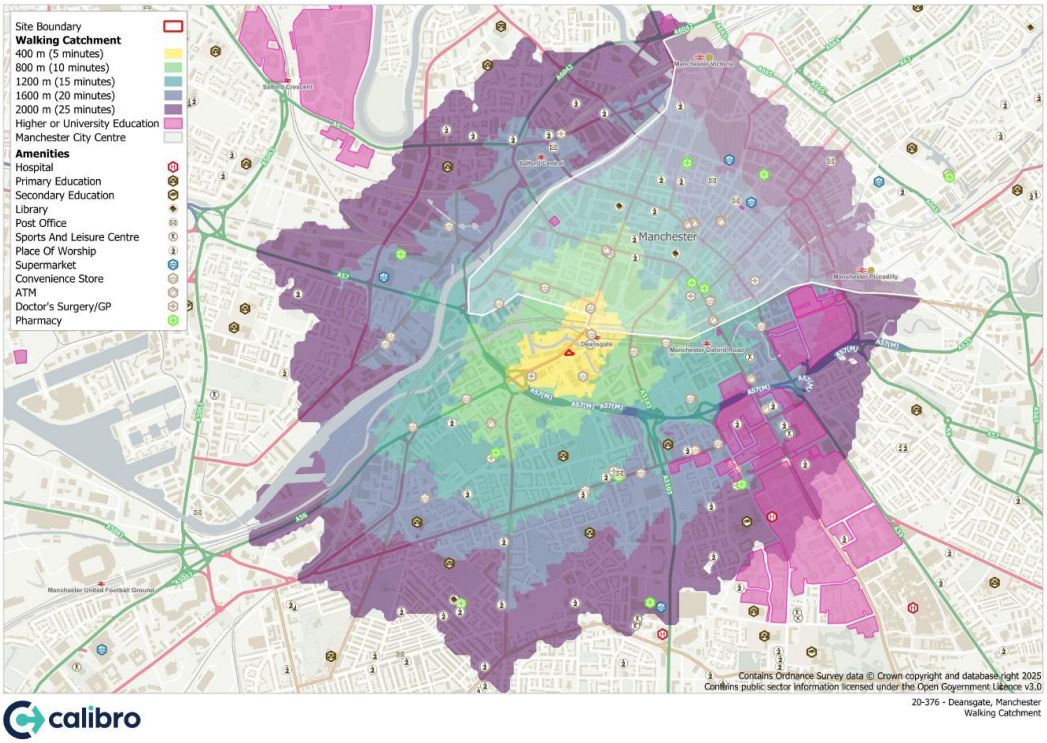
- Maximum desirable distance to nearest bus stop = 400-metres.
- Maximum desirable distance to Town Centre = 800-metres.
- Maximum desirable distance to food shopping = 1-kilomtre.

- Maximum desirable distance to all other uses = 2-kilometres.

4.3.9 The accessible areas within these thresholds have been identified by way of a GIS-based accessibility model which has been constructed with reference to the available travel infrastructure.

4.3.10 The resultant geographical catchment area and the amenities located therein is shown in the figure below, whilst a larger scale plan is provided at Appendix D.

Figure 4-3 Walking Catchment



4.3.11 The above catchment demonstrates that future residents of the site would be able to access a significant area of Manchester including much of the city centre itself on foot, which offers a wide and comprehensive range of facilities and amenities as well as many of the university campuses within Manchester.

4.3.12 Indeed, in accordance with BREEAM TRA02, Table 4-1 has been included below to outline the walking distance to the closest of each amenity type specified.

Table 4-1 Distance to amenities

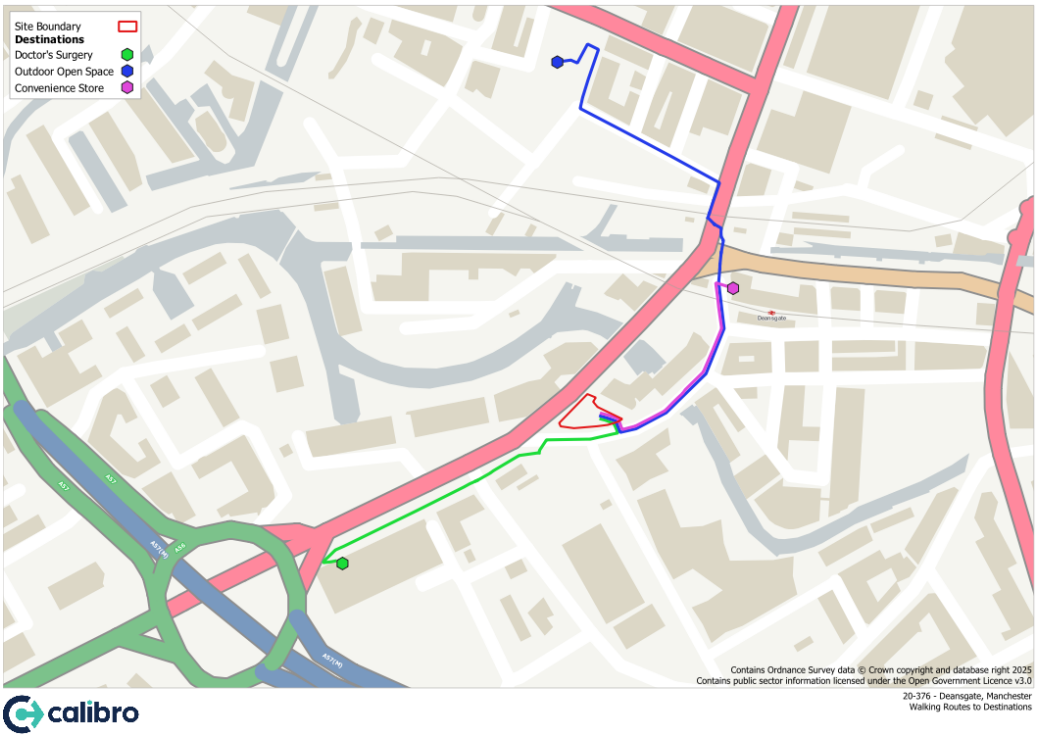
Amenity type	Local Amenity	Time to Walk (minutes)	Distance (metres)
Public Transport Opportunities			
Bus Stop	Deansgate Station (Stop B)	2	170
Tram Stop	Deansgate - Castlefield	4	250
Train Station	Deansgate Station	3	210
Facilities and Amenities			
City Centre	Manchester City Centre	22	1600
Convenience Store	Lakeland Grocers	3	180
Supermarket	Sainsbury's (Regent Road)	21	1500
ATM	Quenby Street	18	1200
Outdoor Open Space	Castlefield Urban Park	6	450
Recreation/Leisure Facility	Pure Gym (First Street)	9	600
Post Office	Oxford Road Post Office	15	1100
Library	Manchester Central Library	14	1000
Pharmacy	Wise Pharmacy (City Road)	15	1000
Doctors Surgery	New Jackson Medical Centre (Elizabeth Tower)	5	350
Education Facilities			
Nursery	Paint Pots Manchester Day Nursery	16	1100
Primary School	Crown Street Primary	4	300
Secondary School	Castlefield	14	1000

University	Manchester Metropolitan University	13	950

4.3.13 The above table shows that several amenities are easily accessible within close proximity to the site, and the presence of well-maintained pedestrian infrastructure ensures that walking trips can easily be undertaken to access surrounding amenities quickly and safely.

4.3.14 The listed amenities are accessible via safe pedestrian routes, e.g. pavements, paths, and safe crossing points or, where provided, dedicated pedestrian crossing points. An example of the walking routes to several amenities using the pedestrian infrastructure are shown the figure below, which have been made using the software Basemap TRACC.

Figure 4-4 Walking Route to Three Key Destinations



4.3.15 A full Accessibility Evidence Proof was also undertaken by Hydrock and submitted as part of the evidence in the original appeal for the site, this report outlined in detail the various amenities and also included a full Walking and Cycling Audit of the surrounding area.

4.3.16 Following on from the above, the below sets of figures show the Google aerial photography with the specific walking routes and Google Street View screenshots of the proposed routes to each of the three amenities, with a brief overview of how the route is safe for pedestrians.

Figure 4-5 Walking Route to Doctors Surgery



Figure 4-6 Doctors Surgery Photo 1 – Crossing points outside site



Figure 4-7 Doctors Surgery Photo 2 – Crossing points on Great Jackson Street

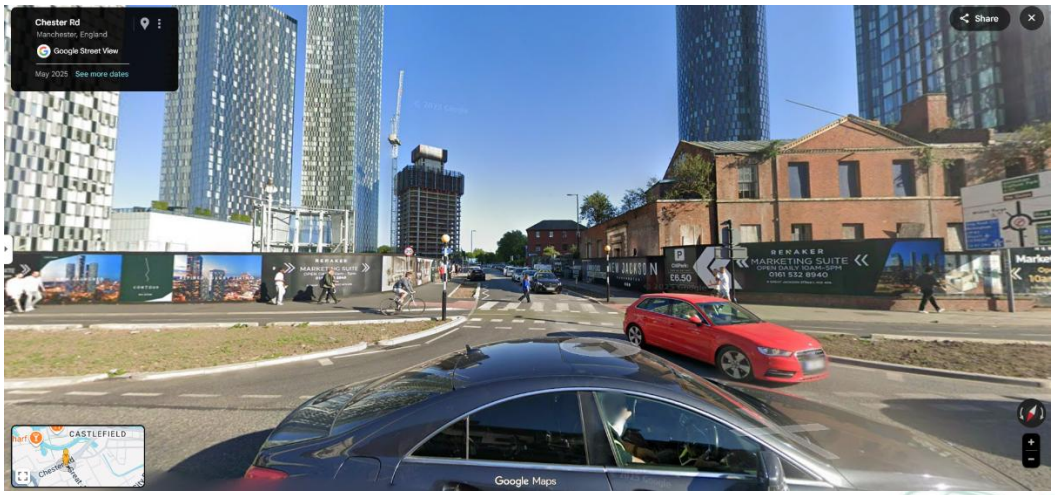
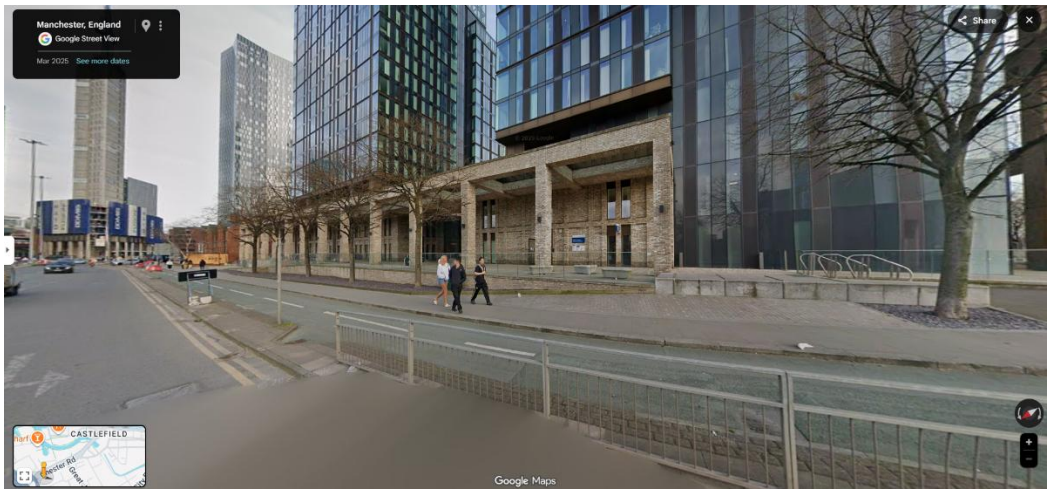


Figure 4-8 Doctors Surgery Photo 3 – Access into Doctors & Segregated Cycle Path



4.3.17 In light of the assessment of the route, including the above photos, this route to the doctors surgery uses the site's western access and safe pedestrian routes. The route contains dropped kerbs crossings and tactile paving (photo 1 and 2) as well as zebra crossings (photo 1 and 2). There is also a segregated cycle facility on the southern side of Chester Road (photo 3). The footway measures approximately 2.8-metres in width. The walking route to the doctor's surgery measures approximately 220-metres.

Figure 4-9 Walking Route to Convenience Store

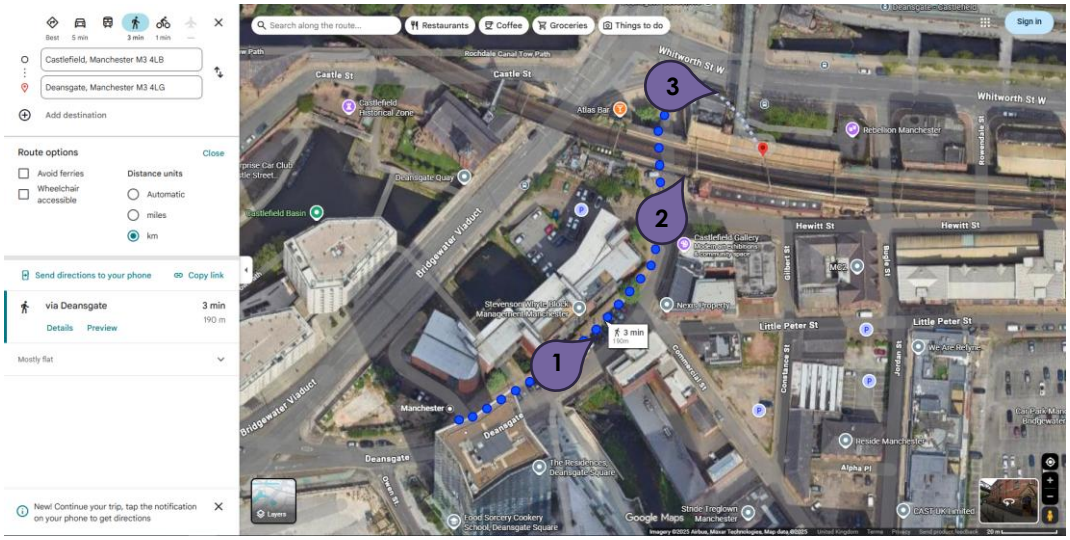


Figure 4-10 Convenience Store Photo 1 – Pedestrian Facilities outside site



Figure 4-11 Convenience Store Photo 2 – Crossing points on Deansgate



4.3.18 In light of the assessment of the route, including the above photos, this route to the local convenience store uses the site's eastern access and safe pedestrian routes. The route contains dropped kerbs crossings and tactile paving (photo 1 and 2). Deansgate is a road with slow moving traffic and is conducive to pedestrian usage, as seen by the number of pedestrians within the photos. The section of Deansgate approaching the convenience store is a no through road which accommodates car parking under the bridge. The footway measures approximately 2.0-metres in width. The walking route to the Train Station measures approximately 190-metres.

Figure 4-12 Walking Route to Open Space

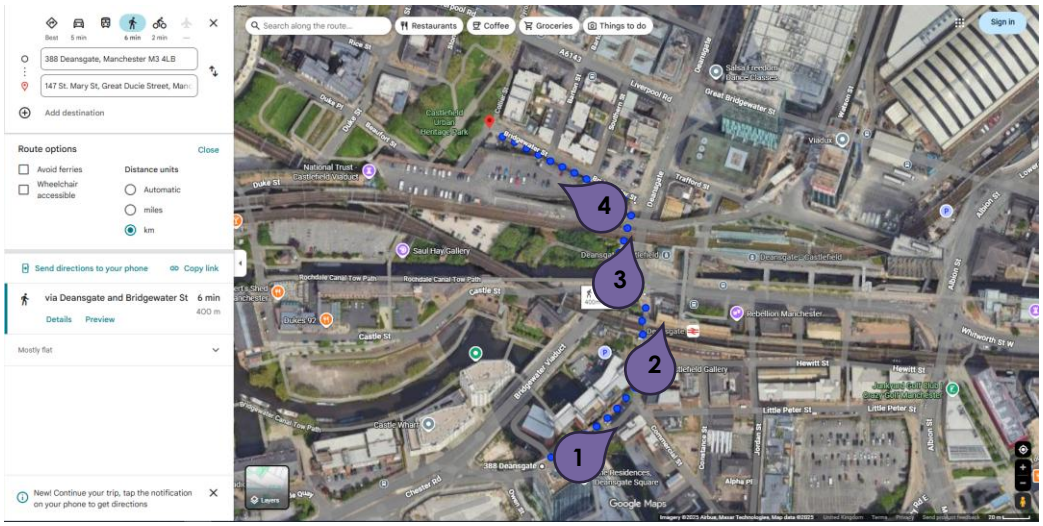


Figure 4-13 Open Space Photo 1 – Pedestrian Crossing Facilities outside Train Station

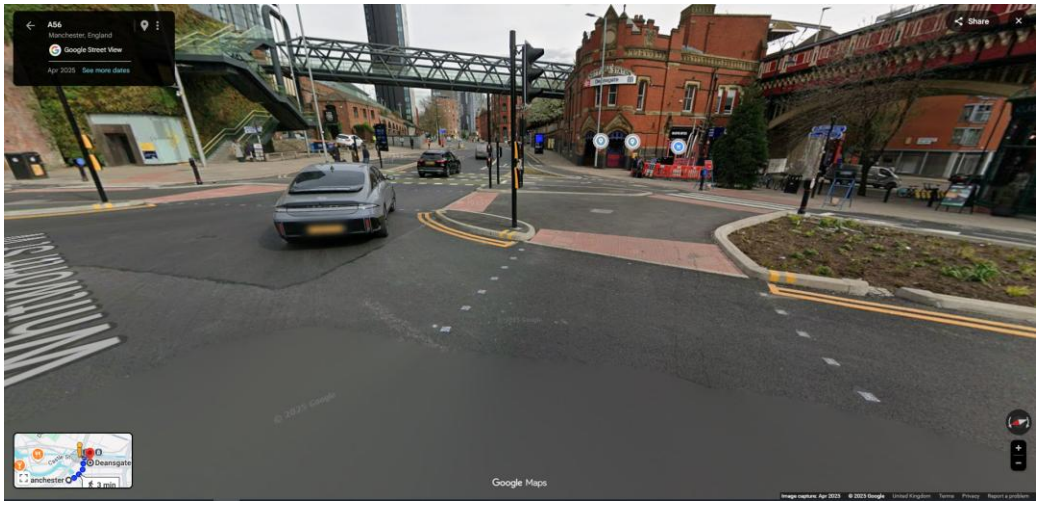


Figure 4-14 Open Space Photo 2 – Pedestrian Facilities under Deansgate bridge into Bridgewater Street



4.3.19 In light of the assessment of the route, including the above photos, this route to the Chesterfield Urban Heritage Park uses the site's eastern access and safe pedestrian routes. The start of the route uses the same route as that to the convenience store, it then utilises the signalised pedestrian crossing facility adjacent to the Train Station to cross to the western side of Deansgate. There are controlled crossing points on Whitworth Street West, which are to a modern standard, and facilitate crossing movements of all the arms of the junction (photo 1). Once crossed there is no need to cross any further roads. However, pedestrian facilities are of a good design and are along a lightly trafficked street (photo 2). The complete route contains dropped kerbs crossings and tactile paving. The footway measures approximately 2.1-metres in width. The walking route to the Park measures approximately 400-metres.

4.3.20 As part of the Appeal process a 'Walking and Cycling Audit' was undertaken by Hydrock on behalf of Fusion. The Audit specifically examined the accessibility to the University Campuses and concluded that the routes to the Campuses of Birkley Fields, Sackville Street and the All Saints Park and Oxford Road Corridor were of high quality. A copy of the full Walking and Cycling Audit is attached as Appendix E.

4.3.21 The Audit outlined a number of improvements to enhance wayfinding of route choices, as well as other infrastructure improvements that would benefit the students of the development as well as the wider local population. These improvements include:

- Wayfinding and signage enhancements as Fusion Students has offered up to £50,000 to improve the walking and cycling environment beyond the redline boundary.
- Facilitate the installation and sponsorship of a Greater Manchester Bike Hire stand(s) in proximity to the proposed development site, up to the value of £30,000. This contribution has already been made by Fusion.
- Fusion Students are also willing to provide up to £75,000 towards the provision of a new signalised crossing on Medlock Street to provide a safer crossing along a proposed desire line between the site and the university campuses on Oxford Road. This contribution has already been made by Fusion.

4.3.22 The above improvements have either been undertaken already or contributions have been made to their provision.

4.3.23 In view of the above, the application site affords an opportunity for future residents to travel to the site by foot, thus making walking a viable and attractive mode of transport to and from the proposed development for the vast majority of journey purposes.

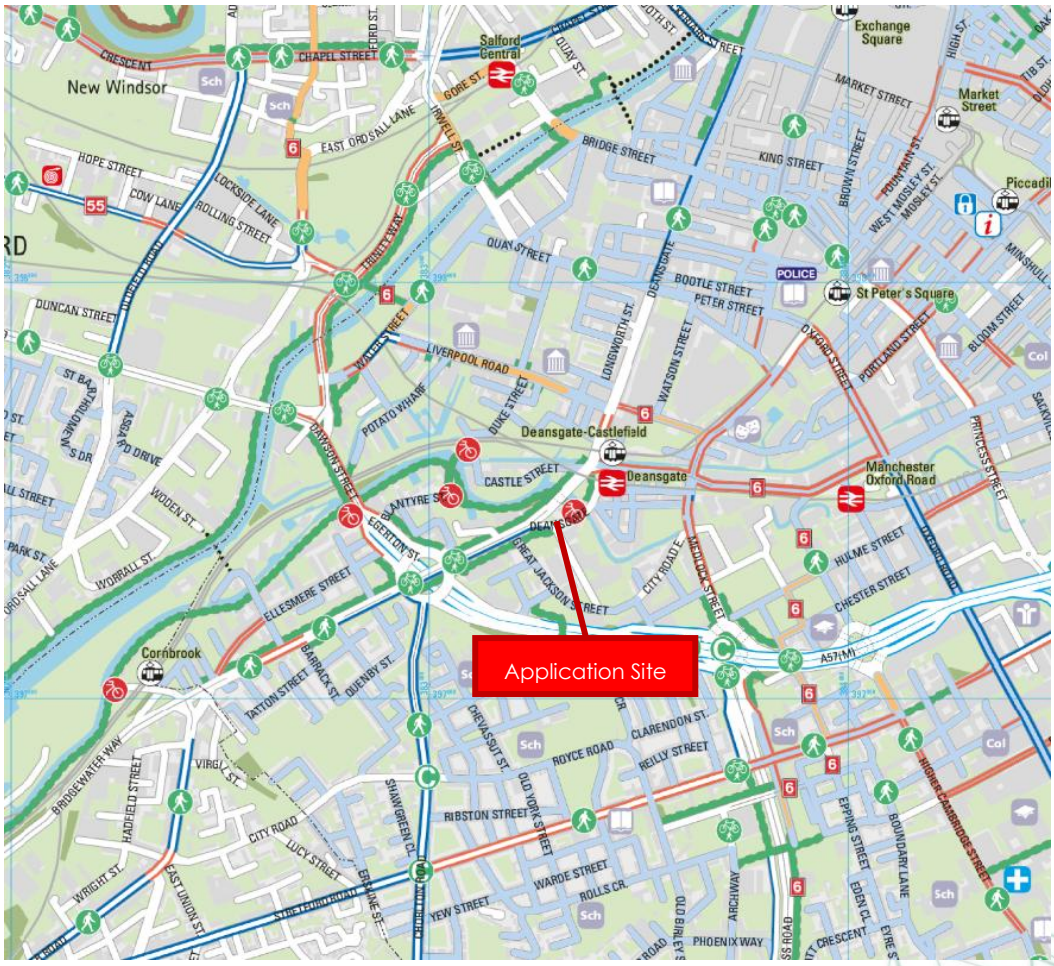
4.4 Accessibility via Bicycle

4.4.1 With regards to cycle infrastructure, the application site is located on the western extents of Manchester city's well established cycle routes. The site lies within 5-minutes cycle distance to established routes on Manchester's local cycle network. Notwithstanding, within the vicinity of the site there are several roads that form part of the 'Beelines Network', as well as existing National Cycle Route 6, which runs in an east-west direction north of the perimeter of Deansgate.

4.4.2 Allied to the above, much of the local highway network is of suitable geometry that informal cycling may also occur within the carriageway of the roads alongside vehicular traffic, without detriment to highway safety.

4.4.3 The below figure, provided by Transport for Greater Manchester, illustrates the various cycle paths within Manchester city. The green solid routes are traffic free whilst the blue routes are roads with physical cycle segregation and red routes have other cycle facilities. All of these roads are recommended for cycle users, which enables cycle users to travel across the city to access a wide range of amenities and facilities.

Figure 4-15 Cycle Routes in Manchester City



4.4.4 It is also noted that the 'City Centre Transport Strategy to 2040 – Getting From A to Bee', published in March 2021 by Manchester City Council, Salford City Council, Greater Manchester Combined Authority and Transport for Greater Manchester includes committed and planned schemes, which have now been constructed and are operational, thus creating a cohesive 'beelines network' of high-quality cycle provision.

4.4.5 In the Transport Strategy to 2040 it is stated: "To support more people cycling we are **developing an integrated city centre cycle network**, formed around 'the triangle' cycle network, comprising three major routes: **Deansgate, Whitworth Street West** and the committed **Northern Quarter cycle route**. This is supported by a series of 'spokes' on the 'city centre wheel' cycle network, which deliver high quality radial routes for people travelling from across the city-region as part of the Bee Network". Again, it should be noted that that 'the Triangle' is now constructed and in full operation.

4.4.6 In relation to the development, it is located at the very edge of 'the Triangle', which means that this site is excellent in terms of cycle infrastructure provision.

Figure 4-16 Planned Cycling Provision - Extract from Transport Strategy to 2040

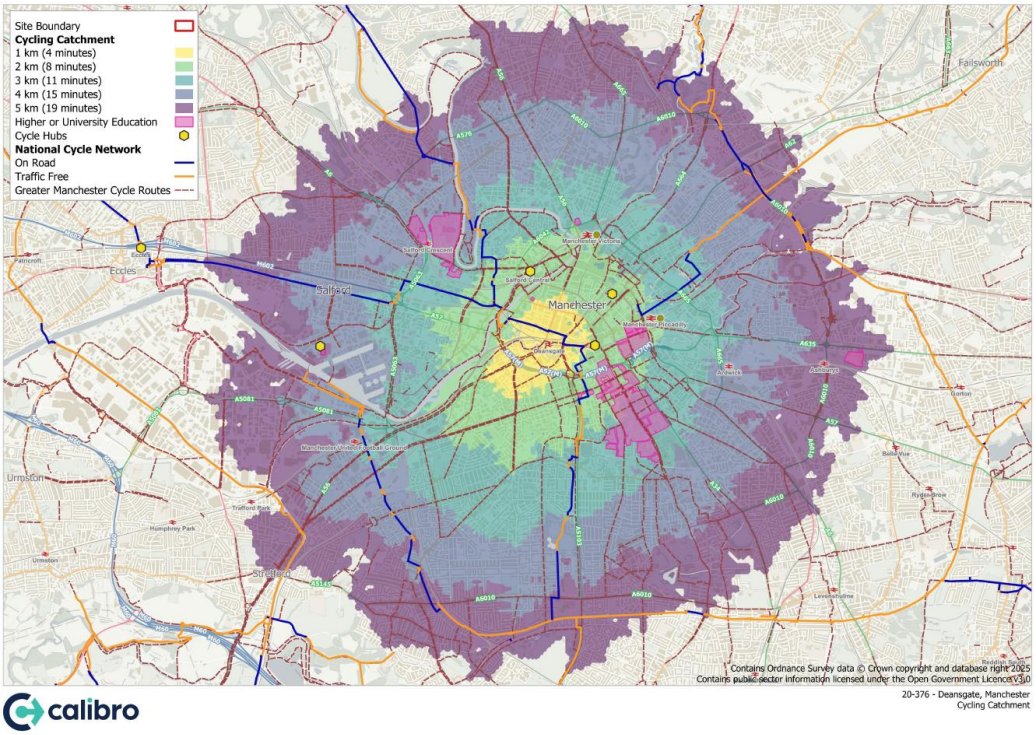


4.4.7 Consequently, the presence of the routes and cycle ways afford the opportunity for a large proportion of residents to travel from the application site using recommended cycle paths and roads via bike.

4.4.8 In consideration of the typical cycling journey, the industry-accepted distance over which cycling is feasible for most of the population is 5-kilometres, although it is noted that there will always be a part of the population that have a natural propensity to cycle and will be willing and able to travel further by bike.

4.4.9 Application of a 5-kilometre cycling threshold to the application site would indicate the potential for future residents to travel to entirety of the city centre – and all the amenities contained therein - alongside many of the universities based within the city by bike. The GIS calculated catchment area for cycling is shown in the figure below, whilst a larger scale plan is provided at Appendix D.

Figure 4-17 Cycling Catchment

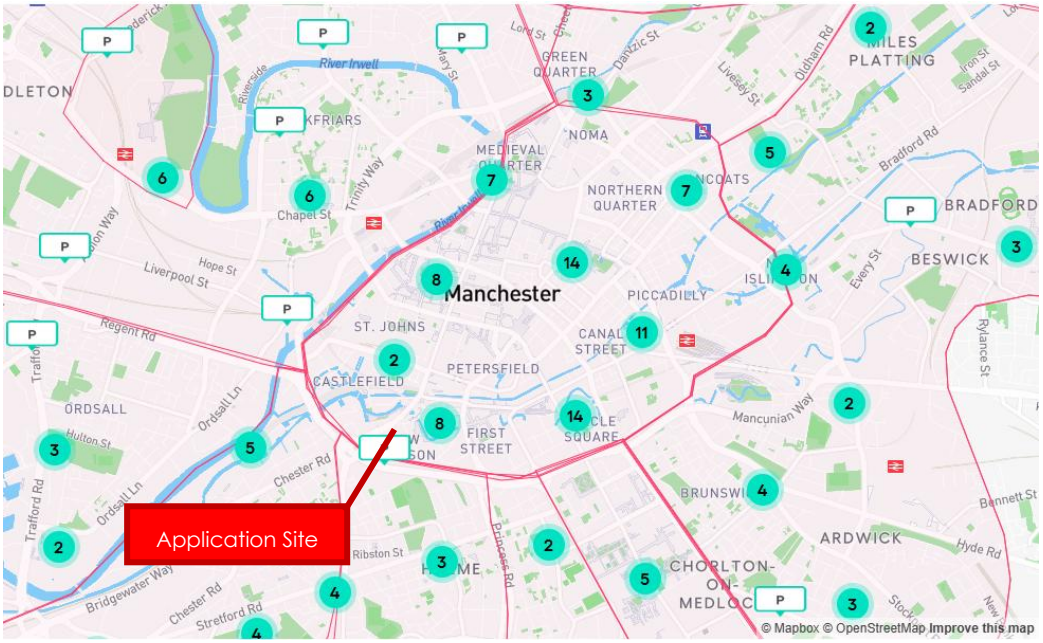


4.4.10 The figure above demonstrates that application of the 5-kilometre cycling threshold indicates that potential for future residents of the site would be able to access most of central Manchester and the amenities contained therein. Furthermore, all of Manchester's university campuses can all be reached via bicycle.

4.4.11 Manchester City Council also promote the E-bike hire scheme for people who do not own a bike. Beryl is the company that provides E-bikes in Manchester, and the below figure shows the location of the various docking points in the city. It can be seen from the figure below that there are various locations across the city to hire these bikes.

4.4.12 It should be noted that contributions for the provision of additional Cycle Hire Stands close to the site have already been made, as outlined in Section 4.3 above.

Figure 4-18 Manchester Beryl E-Bike Docking Locations



4.4.13 Consequently, the application site would afford an opportunity for journeys to and from the site to be undertaken by bike, in line with current local and national sustainable transport policy objectives.

4.5 Accessibility via Bus

4.5.1 It is accepted that public transport comprises two principal aspects:

- Access **to** public transport which is concerned with how far the development is from the public transport network and the level of service on that network; and
- Access **by** public transport which takes account of where the services go and the opportunities to access amenities located within the catchment areas served.

4.5.2 In the case of the first criterion, the nearest bus stops are both located some 150-metres from the site and are served by the number 255 and X50 bus services. Bus stop Deansgate Station (Stop B) which travel southbound for journeys to Partington, Bus stop Castle Quay, for northbound journeys to Piccadilly Gardens, is located on the north side of Chester Road.

4.5.3 Additional bus stops, affording service 256, are located on Medlock Street, where the northbound stop is some 350-metres to the east of the development and southbound stop City Road East some 500-metres walking distance away from the development.

4.5.4 On the basis of the above, the distance to the nearest serviced bus stops is therefore within the maximum desirable distance of 400-metres identified by the Institute of Highways & Transportation (IHT) document entitled Planning for Public Transport in Developments.

4.5.5 In respect of bus frequencies and services, the following table demonstrates that the application site would be accessible to frequent bus services throughout the week.

Table 4-2 Local Bus Services

Service	Route	Weekday			Sat	Sun
		Start	Freq. (mins)	End	Freq. (mins)	Freq. (mins)
Deansgate Station						
255	Partington –Piccadilly Gardens	05:32	30	23:39	30	60
	Piccadilly Gardens - Partington	05:00	30	23:00	30	60
X50	The Trafford Centre – Piccadilly Gardens	06:02	30	23:12	30	60
	Piccadilly Gardens – The Trafford Centre	05:03	30	22:10	30	60
Medlock Street						
256	Flixton –Piccadilly Gardens	04:55	20	23:41	20	30
	Piccadilly Gardens - Flixton	05:16	20	23:54	20	30

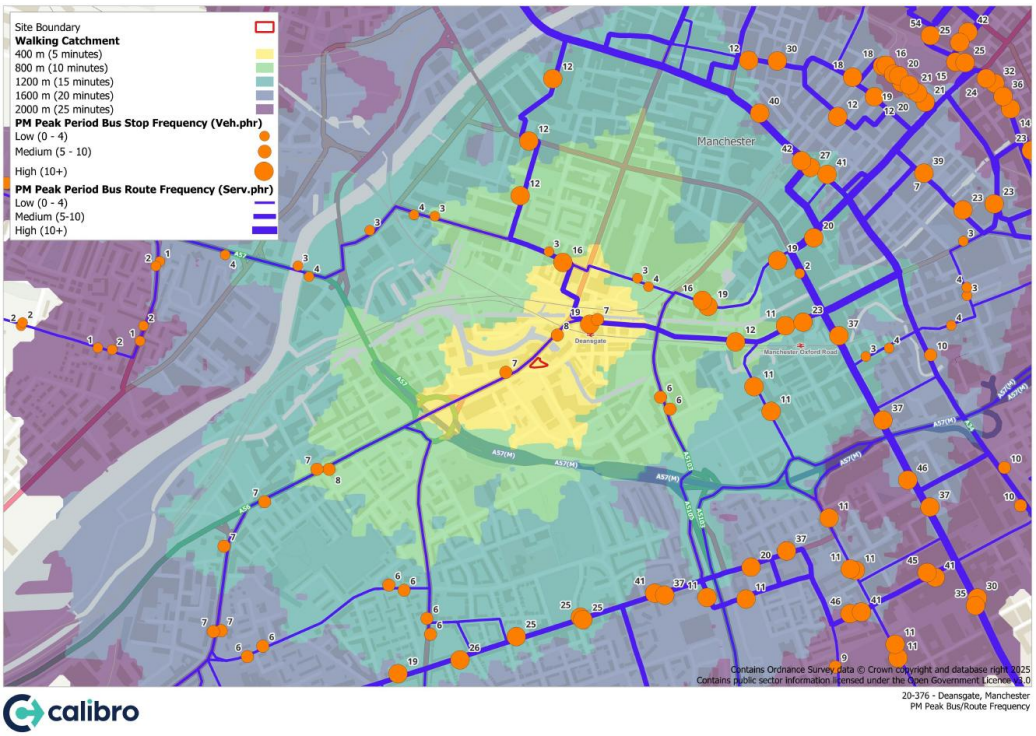
4.5.6 The table above demonstrates the selection of services that future residents of the site will benefit from throughout the week whilst travelling to and from university and other destinations.

4.5.7 With regards to the bus service frequencies beyond those identified above, the figures below exhibit the frequency of all bus services at each bus stop within the 25-minute walking catchment of the site for both the morning and evening peak periods, respectively. These figures are shown at larger scale plan at Appendix D.

Figure 4-19 AM Peak Stop Frequency



Figure 4-20 PM Peak Stop Frequency



4.5.8 In line with the above, the latest local bus stop and service route data has been incorporated into a GIS-based accessibility model. This has been created to indicate the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e., walk/bus/walk. This reflects the maximum commute time considered reasonable. The GIS calculated catchment area for bus during the AM and PM Peaks are shown in the figures below, whilst a larger scale plan is provided at Appendix D.

Figure 4-21 AM Peak Bus Catchment

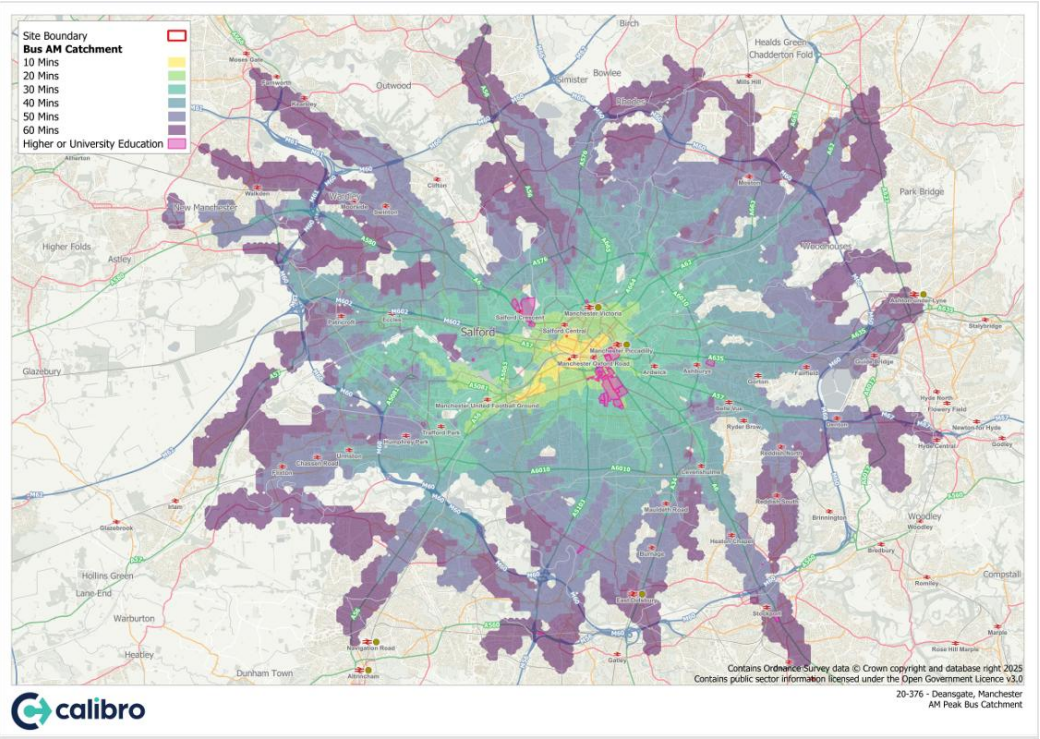
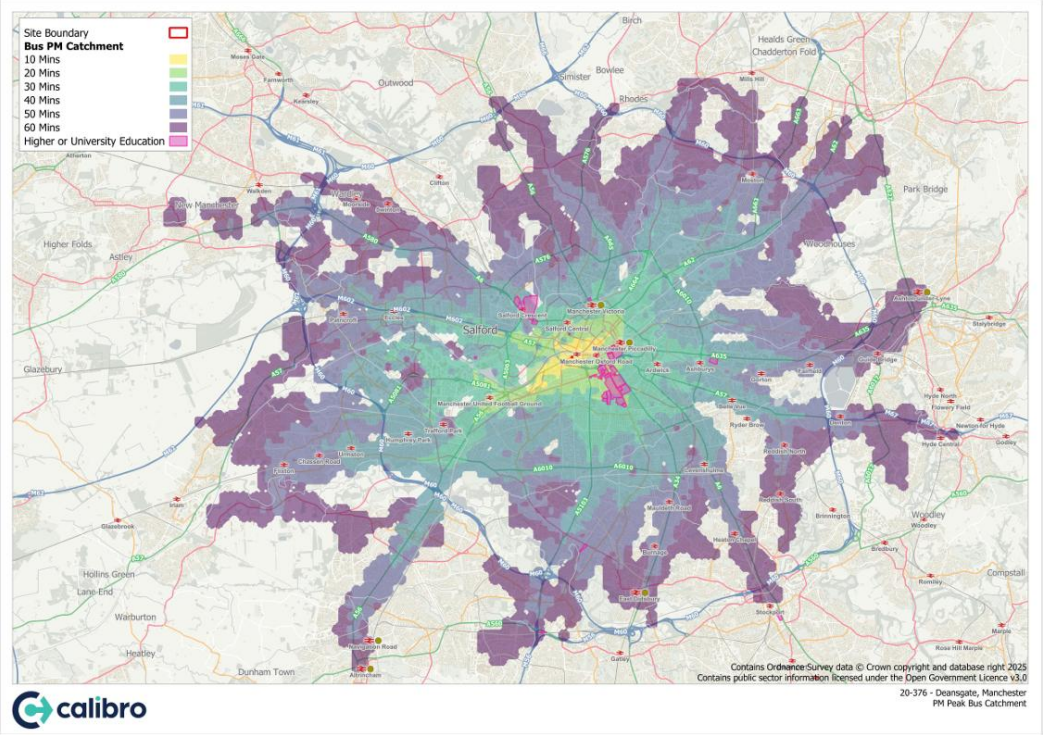


Figure 4-22 PM Peak Bus Catchment



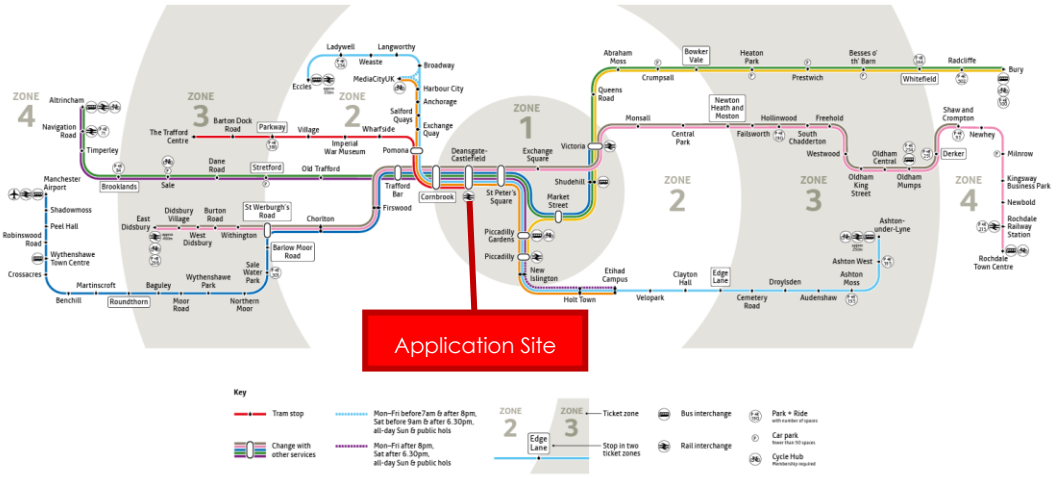
4.5.9 With consideration to the above, bus travel provides a viable alternative to car travel as the catchments show that central and the majority of wider Manchester is accessible via bus, including various train stations for onward destinations. Areas such as Rhodes, Salford and Wardley are also accessible within a 60-minute bus journey from the site.

4.5.10 On this basis, journeys by bus represent a viable mode of travel for future residents of the site.

4.6 Accessibility via Tram

4.6.1 The application site is located in close proximity the Deansgate-Castlefield tram stop, which is at the centre of the tram network in Manchester, with all lines save for Bury-Piccadilly utilising this stop. A graphic illustration of the tram network is provided below.

Figure 4-23 Manchester Graphic Tram Network



4.6.2 The tram timetable and frequency are similar for all lines, other than for four services which operate increased services to meet increased demand. However, with the table below outlines the standard timetable for the majority of lines serving the Deansgate-Castlefield station.

Table 4-3 Tram Timetable

Day	Start	Freq. (mins)	Finish
Monday-Thursday	06:00	12	00:00
Friday & Saturday	06:00	12	00:00
	00:00	24	01:00
Sunday	07:00	15	00:00

4.6.3 It is evident from the above that the tram would provide a high frequency public transport mode to wide parts of central and Greater Manchester, which in turn grants future residents a plethora of destinations.

4.6.4 In line with the above, the latest tram stop and service route data has been incorporated into a GIS-based accessibility model. This has been created to indicate the geographical catchment that is accessible within a 60-minute intermodal travel time, i.e., walk/tram/walk. This reflects the maximum commute time considered reasonable. The GIS calculated catchment area for tram during the AM and PM Peaks are shown in the figures below, whilst a larger scale plan is provided at Appendix D.