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One Port Street, Manchester

Travel Plan

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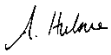
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Select Property Ltd. to provide transport and highways advice in relation to the discharge of conditions for a mixed-use residential-led development at Port Street, Manchester.

1.1.2 Planning permission was granted on 4th January 2022 for the erection of a 33-storey residential tower with 485 units, together with a basement car park, cycle store, ground floor commercial units, landscaping, public realm and associated works located at Port Street, Manchester (planning reference: 132489/FO/2021).

1.1.3 A subsequent Non-Material Amendment (135938/NMC/2023) to the application was approved on 25th January 2023 for changing the development proposal to 477 dwellings, associated residents' amenity space, 38-space basement car park, 481 cycle parking spaces, commercial space, landscaping, and other associated works.

1.1.4 The development opened in late January 2026[1]. At the time of writing, approximately half of the apartments are occupied, and there are 20 staff. One of the commercial units is currently being fitted out, and the other two are due to start fitting out imminently although it could be some time before they are open for trade. As such, the potential staffing of the commercial units is unknown.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[2] 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 Condition 26 of the Decision Notice states:

[1] https://selectproperty.com/insights/one-pt-st-is-now-open-in-manchester/
[2] 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

"26) The development hereby approved shall be carried out in accordance with the Port Street, Manchester, Interim Travel Plan, by Curtins Ref: 79165-CUR-00-XX-RP-TP-002, Revision: V02 Issue Date: 12 November 2021

In this condition a travel plan means a document that includes the following:

i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development.

ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time.

iii) mechanisms for the implementation of the measures to reduce dependency on the private car;

iv) measures for the delivery of specified travel plan services;

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;

vi) measures to identify and promote walking routes connecting Victoria Station, the Metrolink, the City Centre and areas towards the Victoria North and Great Ducie Street.

vii) details of cycle parking within the public realm

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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.

Reason - To assist promoting the use of sustainable forms of travel and to secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies SP1, T2 and DM1 of the Core Strategy, the Guide to Development in Manchester SPD (2007) and Greater Manchester Air Quality action plan 2016."

1.3.2 This Travel Plan (TP) has been prepared to discharge Condition 26.

1.3.3 The initial planning submission was supported by a Transport Statement, Interim Travel Plan, and Waste Management Strategy.

1.3.4 Most recently, Curtins prepared a Waste Management, Delivery and Servicing Strategy (**Ref: 088516-CUR-XX-XX-T-TP-001-V02**, dated 30 October 2025) to discharge Condition 5 and parts of Condition 25 (related to transport).

1.3.5 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.

1.3.6 Transport for Greater Manchester (TfGM)[3] 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:

- *"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."*

1.3.7 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** details the travel and parking surveys recently undertaken.

1.4.5 **Section 6** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be implemented to encourage maximum uptake in sustainable modes of travel.

[3] 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

1.4.6 **Section 7** outlines the Travel Plan targets.

1.4.7 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the Travel Plan Coordinator (TPC).

1.4.8 **Section 9** 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 Summary

2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.

2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions[4], causing adverse physical and mental health including premature deaths[5], and costs to the health service[6] and businesses.

2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK[7].

2.1.4 Conversely, physical activity is a "miracle cure"[8], with cycling in particular having "staggering"[9] health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS[10], boost local businesses, improve the mobility and independence of those who cannot drive[11], and encourage greater social cohesion[12].

2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

2.1.6 Within workplaces, walking and exercise can boost morale and job satisfaction, improve staff performance, promote physical and mental health, reduce absenteeism, enhance corporate image, and boost operating income[13].

2.1.7 Measures and initiatives are included in this ITP to encourage residents and staff to travel by sustainable modes of transport.

[4] Department for Energy Security and Net Zero (2024). Provisional UK greenhouse gas emissions national statistics 2023 [Online]. Available at: https://www.gov.uk/government/statistics/provisional-uk-greenhouse-gas-emissions-national-statistics-2023
[5] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[6] 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.
[7] 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
[8] 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
[9] 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
[10] 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
[11] 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
[12] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process
[13] Living Streets (undated). Walking Works [Online]. Available at: https://www.livingstreets.org.uk/products-and-services/projects/walking-works

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located on the corner of Great Ancoats Street and Port Street and is within the neighbourhood of Ancoats on the northern part of Manchester City Centre.

3.1.2 **Figure 3.1** below shows the Site in a local context relating to the local highway network

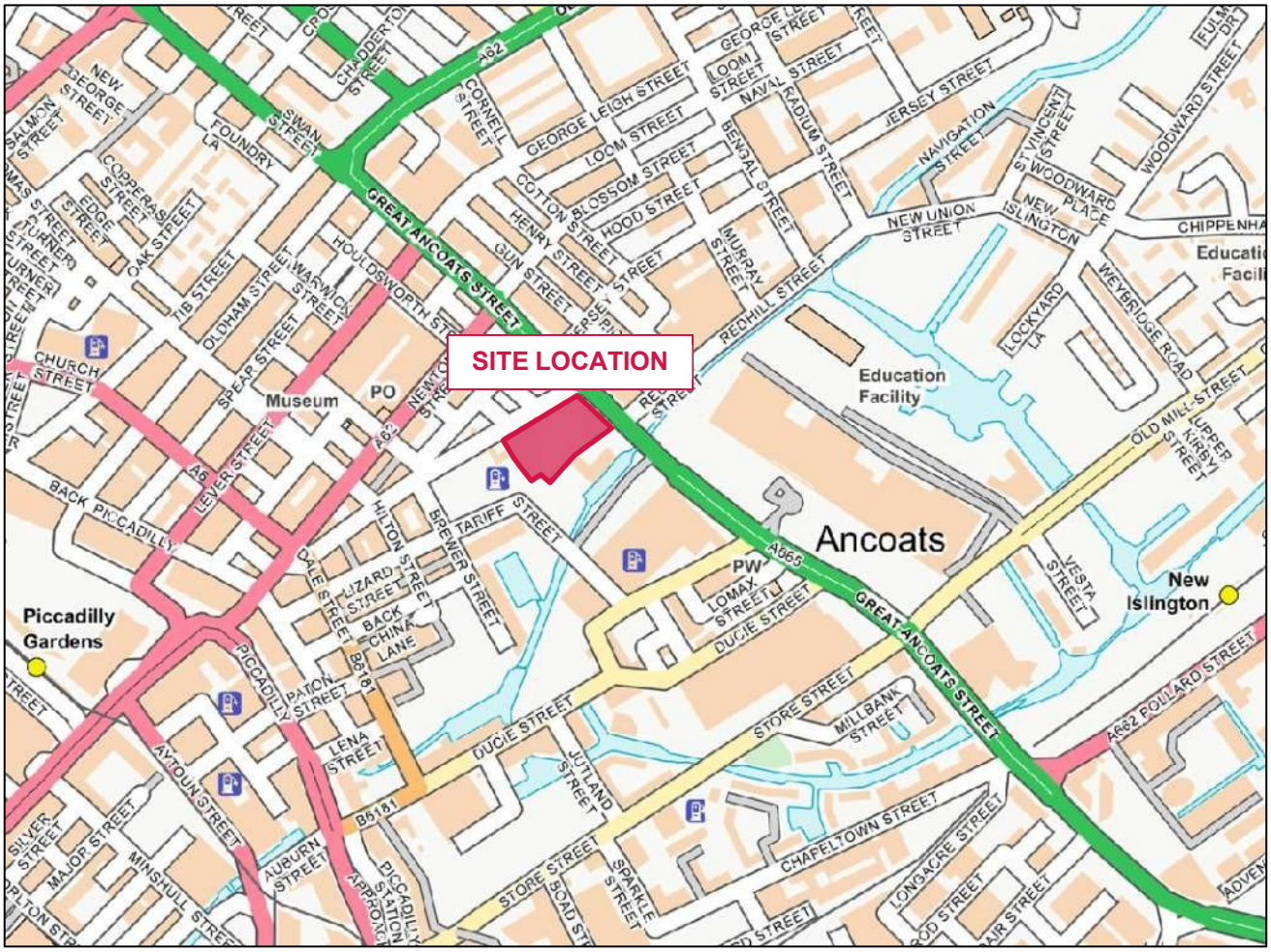


Figure 3.1 – Site Location
(Source: OpenStreetMap, 2025)

3.2 Existing Travel and Parking Patterns

3.2.1 A travel survey of residents and staff has been undertaken, the results of which are summarised in **Appendix A**. Most residents and staff reach the site by active travel and public transport.

3.2.2 Simultaneously, building management undertook counts of the usage of the car and cycle parking every morning and night over more than a month, as detailed in **Appendix B**. This found a maximum of 17 cars and 40 cycles.

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 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 **Plan 79165-CUR-XX-XX-DR-TP-06001** to the rear of the report shows walking distances of 500m, 1,000m and 2,000m from the site.

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

4.2.4 Within a 500m walking distance of the Site lies Ancoats, New Islington, and the Northern Quarter, which comprise a wide variety of amenities for leisure, retail, food and drink, daily needs such as supermarkets, nightlife, and fitness. The Site is also within a 500m walking distance to the Ancoats Marina and Cotton Field Wharf, and the Urban Exchange shopping centre, which comprises large stores such as M&S, GO Outdoors, Aldi, and a gym. Additionally, there are bus stops that are accessible along the A665 Great Ancoats Street, for journeys in and out of Manchester City Centre.

4.2.5 Further afield but within a 1,000m walking distance of the Site lies additional areas of Manchester City Centre, most notably public transport interchanges such as Manchester Piccadilly, Piccadilly Gardens, Market Street, and Shudehill. These locations allow easy access for future residents of the Site which commute to work to Greater Manchester and beyond.

4.2.6 Within a 2,000m walking distance of the Site lies the majority of Manchester City Centre, and additional areas such as Miles Platting to the north-east, Ardwick to the south, and Salford Central to the west. Additional leisure facilities, food and drinks, retail opportunities, employment (i.e. Central Business District), high street banks, health clubs, hotels, and convenience stores are accessible. Manchester

Victoria, Manchester Oxford Road, and Salford Central rail stations are also accessible within this catchment.

4.2.7 In addition to the above, further education institutions such as Manchester Law School, University of Manchester, and Manchester Metropolitan University are within a 2,000m walking distance of the Site.

4.2.8 The surrounding roads have wide footways for pedestrian use, and the carriageways are well-lit by street lighting. To assist pedestrians, there are numerous controlled crossing points with pedestrian refuge islands, dropped kerbs, and tactile paving. There is already a significant amount of pedestrian activity in the area, so high-quality pedestrian facilities are available. As such, the Site is considered highly accessible on foot.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, 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.

4.3.2 The average cycling trip length was 5,388m in 2024 (based on National Travel Survey dataset NTS9910a). The average length was between 5.0km and 6.0km every year from 2012/13 to 2024, except 2014/15, 2020 and 2023.

4.3.3 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.

4.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 79165-CUR-XX-XX-DR-TP-06002** to the rear of the report presents an 8km cycle catchment for the Site.

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 8km in approximately 25 minutes.

4.3.6 The 8km catchment area includes the entirety of Manchester City Centre including all major transportation links, shopping centres, bars, restaurants, leisure centres, tourist attractions, and places of worship. The catchment also extends as far as Cheetham Hill and Blackley to the north, Failsworth and Fairfield to the east, Levenshulme and Withington to the south, and Eccles, Trafford Park, and Chorlton to the west.

4.3.7 The A665 Great Ancoats Street comprises cycle infrastructure as existing, in the form of shared footway / cycleways. Additionally, low speed limits along streets within the city centre are part of the city's high-quality cycle infrastructure to improve cyclist safety. Furthermore, to the south-east of the Site lies the Rochdale Canal Towpath which can be accessed from Great Ancoats Street and Tariff Street. The

towpath is also known as Regional Route 86 or the Ashton Canal Cycleway, which follows the River Medlock from the eastern edge of the city centre, near Piccadilly, and follows the river through Phillips Park and Clayton Vale A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the Site. The local cycle network in the vicinity of the Site is shown in **Figure 4.1** below:



Figure 4.1 – Cycle Network
(Source: TfGM, 2025)

4.3.8 Store Street is part of Route 66 on the National Cycle Network (NCN), which, in turn, comprises several stretches of traffic-free cycle paths such as locally along the Rochdale Canal. The route runs from the Old Trafford Football Stadium in Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsworth.

4.3.9 Transport for Greater Manchester has launched Starling Bank Bikes, Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford. The closest cycle hire stands are currently at Redhill Street and Jersey Street, both on Great Ancoats Street and within a 200m walk of the development.

4.3.10 Furthermore, the development provides secure cycle parking spaces to encourage cycling.

4.4 Public Transport Accessibility

4.4.1 **Plan 79165-CUR-XX-XX-DR-TP-06003** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. Within a 20-minute journey, residents can travel to Harpurhey to the north, and Ardwick to the south. Manchester Airport, Ashtonunder-Lyne, Middleton, Eccles and Old Trafford can be accessed within a 40-minute public transport journey from the Site. Within an hour, residents can travel as far as Huddersfield, Todmorden, Adlington, Rainhill, Widnes, Holmes Chapel, Macclesfield, Chinley, and Glossop.

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

4.4.3 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. The site is located in an area with a GMAL rating of 8 and is considered excellently situated to take advantage of existing public transport infrastructure around Greater Manchester and the wider region and country.

4.4.4 **Figure 4.2** below provides a map of the city centre, including public transport and key facilities:

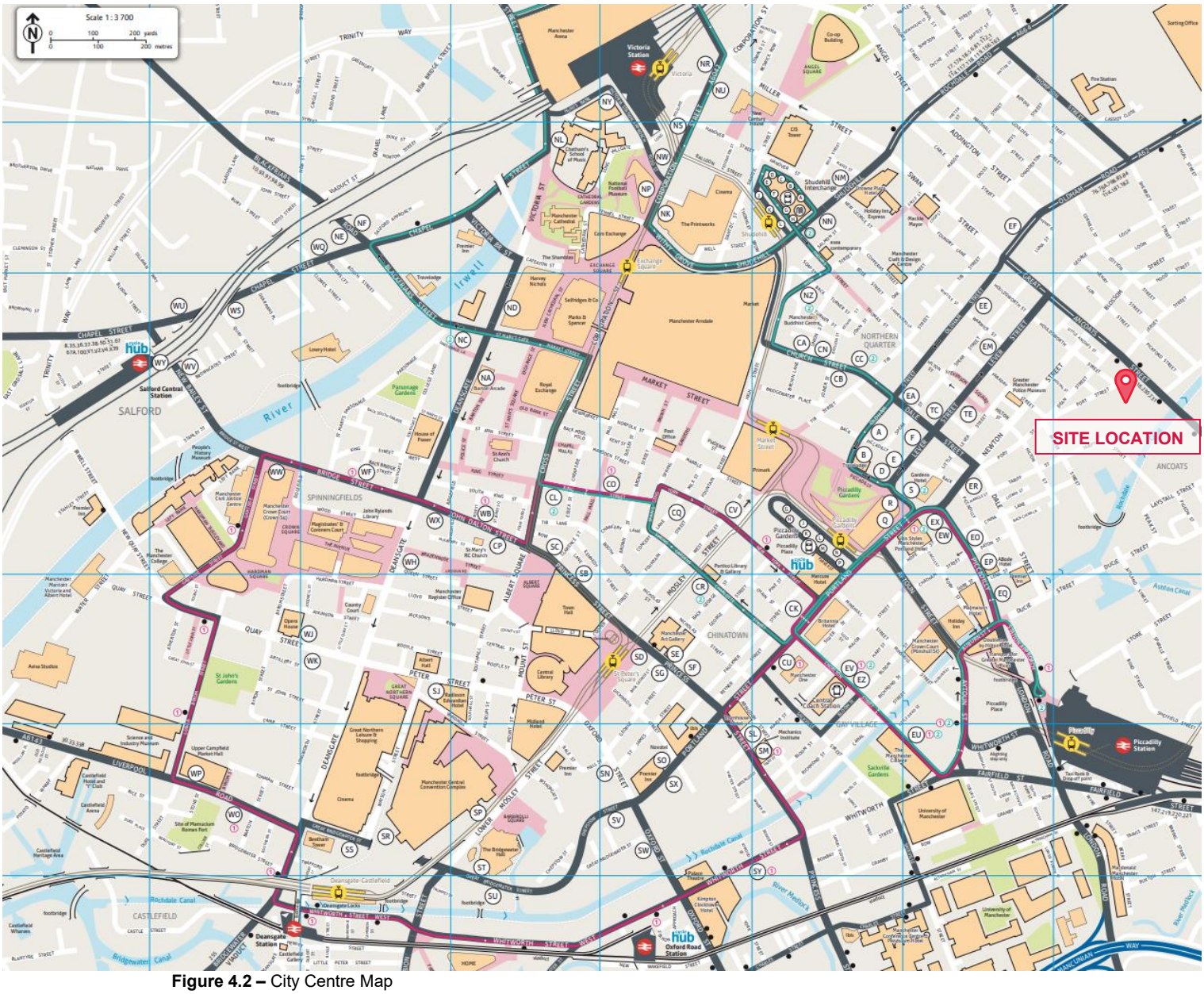


Figure 4.2 – City Centre Map

(Source: TfGM, 2026)

Bus Accessibility

4.4.5 Bus stops on Great Ancoats Street, Lever Street, and Oldham Street, all within 400m of the Site, provide around a dozen services, many running multiple times an hour, to destinations across Greater Manchester. Slightly further afield, many more bus services can be accessed, including the free bus routes around the city centre.

Rail Accessibility

4.4.6 The closest rail station to the development is Manchester Piccadilly, located c. 750m to the south of the Site. Manchester Piccadilly station is a major transport interchange, being the main rail hub of the

northwest of England. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours 10 minutes.

4.4.7 Manchester Victoria is a c. 1.3km walk from the Site.

Metrolink (Light Rail) Accessibility

4.4.8 Piccadilly Gardens, Piccadilly, and Shudehill Metrolink stations are located approximately equidistant from the Site (within a 650m – 750m walk from the Site). These provide access to most of the highly frequent Metrolink network, as shown below:

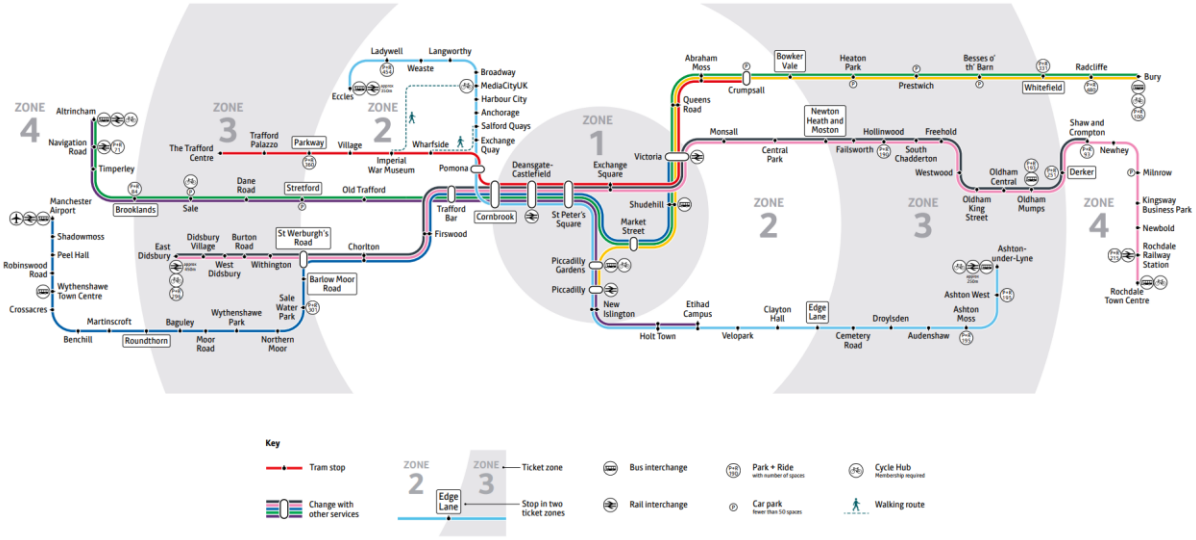


Figure 4.3 – Metrolink Network
(Source: TfGM, 2026)

4.5 Summary

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

5.0 Travel Plan Initiatives

5.1 Introduction, Aim and Objectives

5.1.1 Taking into account the nature of the proposals and the location of the site and its accessibility via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel choices and reduce single occupancy car travel to and from the site. This section of the TP sets out the initiatives that will be implemented at the site.

5.1.2 Considering the benefits in **Section 2** and the end users, this TP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

5.1.3 The TP is guided by the following objectives, all within the above overarching aim:

- **Objective 1 –** To maximise the level of walking to and from the site;
- **Objective 2 –** To maximise the level of cycling to and from the site;
- **Objective 3 –** To maximise the level of public transport use to and from the site;
- **Objective 4 –** To encourage car sharing and shared transport to and from the site; and
- **Objective 5 –** To encourage uptake of Ultra Low and Zero Emission vehicles.

5.2 Provision of Sustainable Travel Information

5.2.1 Travel Information Packs (TIPs) can be important in influencing travel patterns.

5.2.2 The One Port Street Resident TIP is provided in **Appendix C** at the rear of this report. It has been distributed to all residents, and will be shared with new residents as they move in. A paper copy could also be made available in one of the staff areas.

5.2.3 The One Port Street Staff TIP is also appended to this report. It has been distributed to all building management staff and will be shared as part of the onboarding process for new staff. The client will share it with the tenants of the commercial units once occupied who could send it on to their staff. A paper copy could also be made available in one of the communal resident areas.

5.2.4 The TIPs outline the benefits of travelling sustainably, the walking, cycling and public transport options, including nearby amenities, tips on how to drive in the most economical and environmental way, and how to contact the Travel Plan Coordinator for tailored travel advice.

5.3 Measures to Encourage Walking

5.3.1 The TPC will consider participating in Living Streets' Walking Works (which includes weekly challenges tailored to the business, Walk Champion training, Walking Works Award) for building management staff,

and encourage the tenants of the commercial units to make this scheme available to their staff where appropriate.

5.3.2 The on-site public realm and signage will be maintained to a high-standard and the TPC will engage with the LHA regarding any issues on the surrounding active travel and highway network.

5.4 Measures to Encourage Cycling

5.4.1 The development includes secure, internal cycle stores providing 481 cycle parking spaces (slightly more than one per apartment) and cycle repair stands. The usage and condition of the cycle stores will be monitored, maintained and any improvements will be made if necessary and feasible.

5.4.2 Building management staff are / will be registered to the cycle to work scheme, which can save employees up to 42% on a new cycle and safety accessories, and the TPC will encourage the tenants of the commercial units to make this scheme available to their staff where appropriate.

5.4.3 The on-site public realm and signage will be maintained to a high-standard and the TPC will engage with the LHA regarding any issues on the surrounding active travel and highway network.

5.4.4 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG) and 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) could also be considered.

5.5 Measures to Encourage Public Transport

5.5.1 The development has been built on a prime city centre site to encourage usage of sustainable modes of travel, for which information has and will be provided to residents and staff.

5.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

5.6.2 To aid the coordination of car sharing, it is suggested that residents and staff who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as ‘car share coffee mornings’. Residents and staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.

5.6.3 It is envisaged that this would need to be regularly maintained / revised.

5.6.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc.

Car Club

5.6.5 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. Car clubs offer a flexible, cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire. Car clubs provide a genuine alternative to car ownership[14], further enabling residents to not need a car and residents of the larger houses to avoid purchasing a second car.

5.6.6 The Enterprise Car Club vehicles on Tariff Street and Dale Street are c. 200m and 250m walks to the southeast of the Site, respectively.

5.6.7 It is considered that the Enterprise Car Club could therefore be a highly attractive facility for residents who require occasional private car use, therefore minimising the highway impact.

5.7 Measures to Encourage Ultra-Low and Zero Emission Vehicles

5.7.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation[15].

5.7.2 Demand for EVC will be monitored as part of the Travel Plan with additional charge points installed, as necessary, to meet demand.

5.8 Reducing the Need to Travel

5.8.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. On-site amenities include:

- Swimming pool and spa pool;
- Gym;
- Landscaped urban garden;
- Ground floor residents lounge with co-working spaces and spaces to relax and socialise; and
- Seventh floor residents lounge and roof terrace, including a bookable dining room.

[14] Research for the Department for Transport (https://www.gov.uk/government/publications/car-clubs-a-rapid-evidence-assessment, published in 2024) found, in relation to car ownership, that:
- Four studies with schemes that were predominantly or exclusively back to bay (like Co Wheels) found between 19% and 33% reported that their personal or household car ownership had decreased since joining a car club.
- Two studies, based on online survey data, reported a significant decrease (between 0.1 and 0.43) in the average number of vehicles owned by participants before and after they started participating in car clubs.
- Several studies have found that some car club members avoid purchasing a first or additional car

[15] Carbon Brief (2019). Factcheck: How electric vehicles help to tackle climate change [Online]. Available at: https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change/

5.8.2 The TIP and Select Property Ltd.'s marketing materials also promote the nearby amenities in the city centre.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the Travel Plan targets.

6.2 SMART Targets

6.2.1 The targets are **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

6.2.2 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.

6.2.1 The targets are provided in **Table 6.1** below:

Travel Mode	Existing	Short Term	Medium Term	Long Term	Total Target
Car Driver	See Appendix A	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	+1%	+1%	**+2%**
Foot		-	+1%	+1%	**+2%**
Other		-	-	-	**-**

Table 6.1 –Targets

6.2.2 The modal split targets above 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, cycling, and car sharing.

6.2.1 If these targets are not met, or are not on track to be met, additional initiatives will be implemented in consultation with the LHA, likely additional vouchers for sustainable transport (e.g. bus tickets, cycles, walking and cycling accessories).

7.0 Monitoring and Review

7.1 Introduction

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

7.1.2 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.

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP lies with Select Property Ltd., with the day-to-day management and implementation undertaken by the appointed Travel Plan Co-ordinator. Select Property Ltd. will provide adequate support to ensure the smooth implementation of the TP, including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

7.3 Travel Plan Coordinator (TPC)

7.3.1 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 and staff, the LHA and other relevant stakeholders (for example, the local community and 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; and
- Preparing Annual Monitoring Reports (as appropriate).

7.3.1 The TPC has been named as:

Nelly Janusauskaite
Building Manager
0748 3607 763
One Port St, 80 Port Street, Manchester, M1 2FH
Nelly.Janusauskaite@select-estates.com

7.3.2 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.

7.4 Monitoring and Evaluation

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

7.4.2 A monitoring period of 5 years is proposed from the date of the baseline travel surveys to ensure the effective implementation of the TP. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

7.4.3 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 proposed, agreed, and then monitored for effect.

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

7.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce annual monitoring reports. The reports will include the following information, as applicable:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced;

- Provision of information on proposed initiatives due for implementation; and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).

7.4.6 Monitoring reports will be provided to officers at the LHA annually following the receipt of the surveys and a summary of the survey results made available to staff and residents by the TPC.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 9.1** below re-provides the Action Plan from the ITP, along with their current status:

Action	Target Date	Responsibility	Status
Implementation of Site Infrastructure	During construction phase	Select Property Ltd.	Complete
Appoint TPC	One month before first occupation	Select Property Ltd.	Complete – see Section 8.3 for further details
Implement TP Initiatives	During occupation of the development	TPC	Ongoing
Produce Travel Information Pack	Upon first occupation of the development	Curtins	Complete – TIPs appended to this report and distributed to residents and staff
Undertake Initial Travel Surveys	Within six months of occupation	Curtins, TPC, and Select Property Ltd.	Complete – see Section 5
Decide Targets	Within one month of undertaking the initial surveys	Curtins, TPC, and Select Property Ltd.	Complete – see Section 7
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with the LHA	Curtins	Complete – this document
Distribute Travel Survey Results to the LHA	Within three months of each travel survey phase	TPC	Complete
Undertake Follow Up Travel Surveys and Present Monitoring Report	Every two years following first surveys, with monitoring to be carried out for a period of at least five years.	TPC	To be completed

Table 8.1 – Action Plan

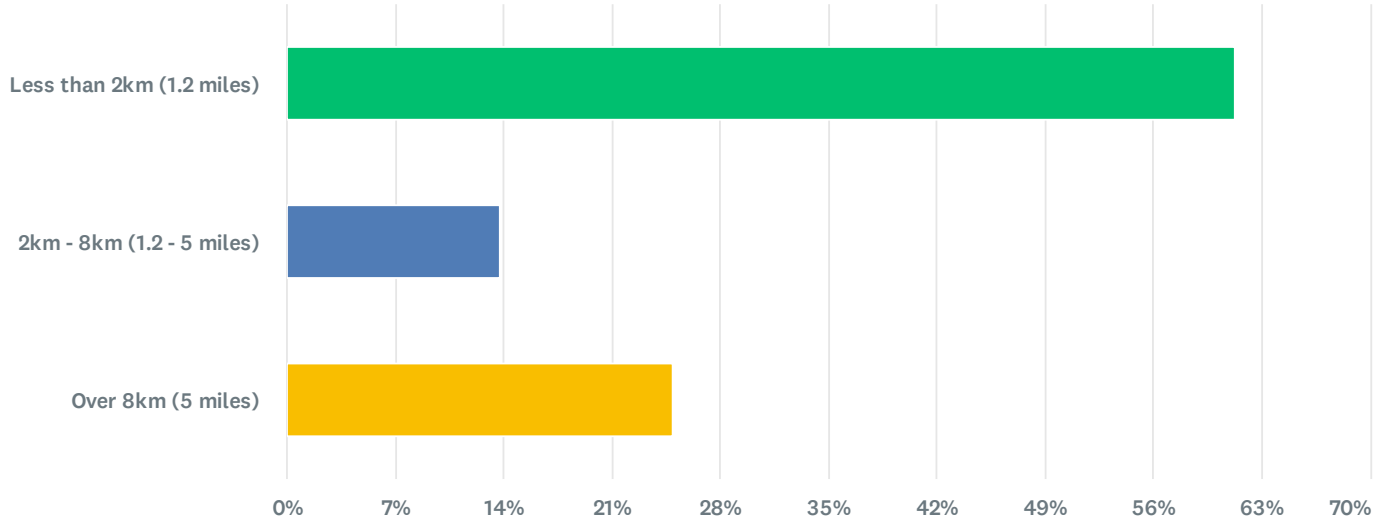
8.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

Plans

Appendix A – Resident and Staff Travel Survey

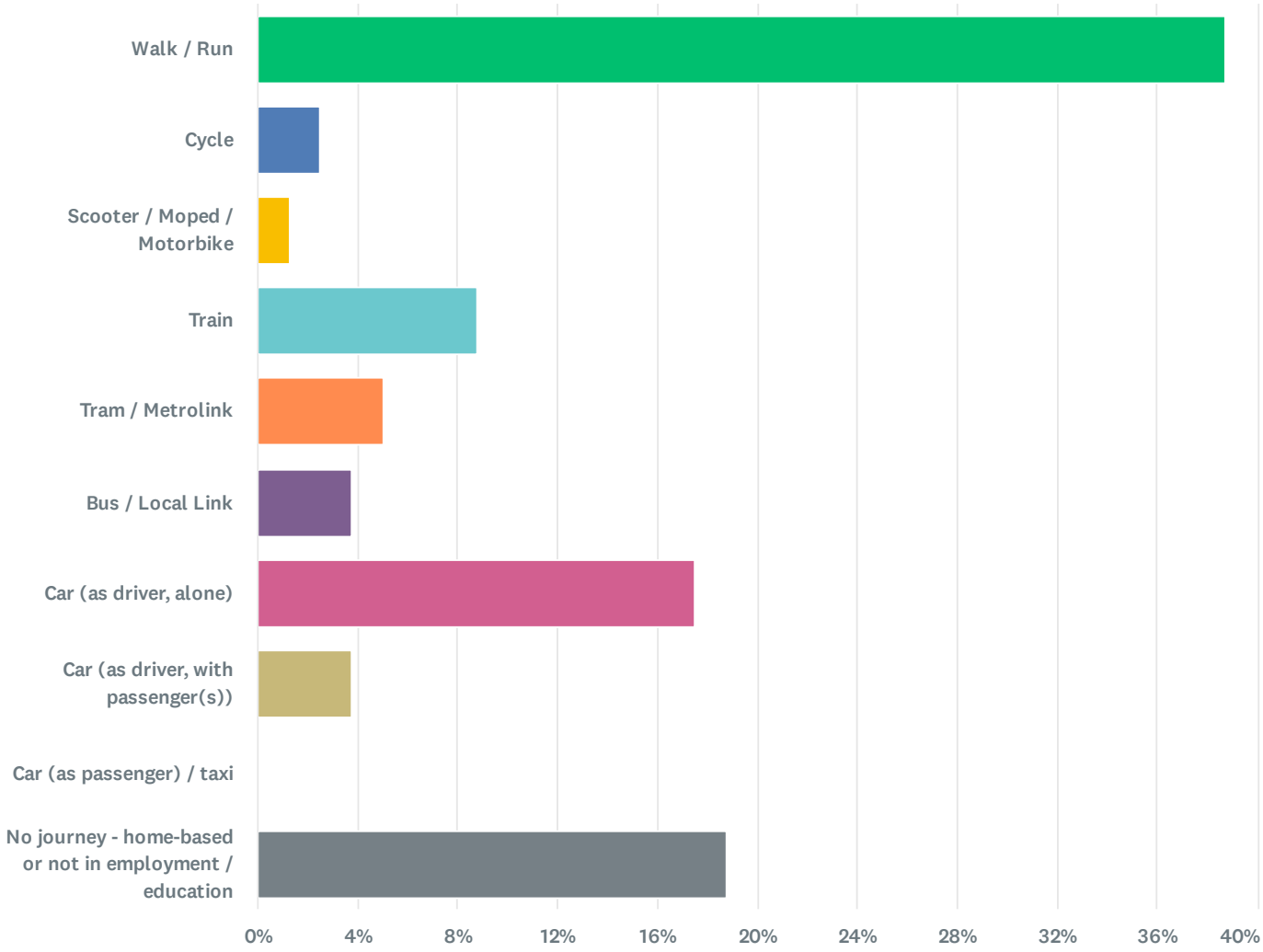
Q1 80 responses

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



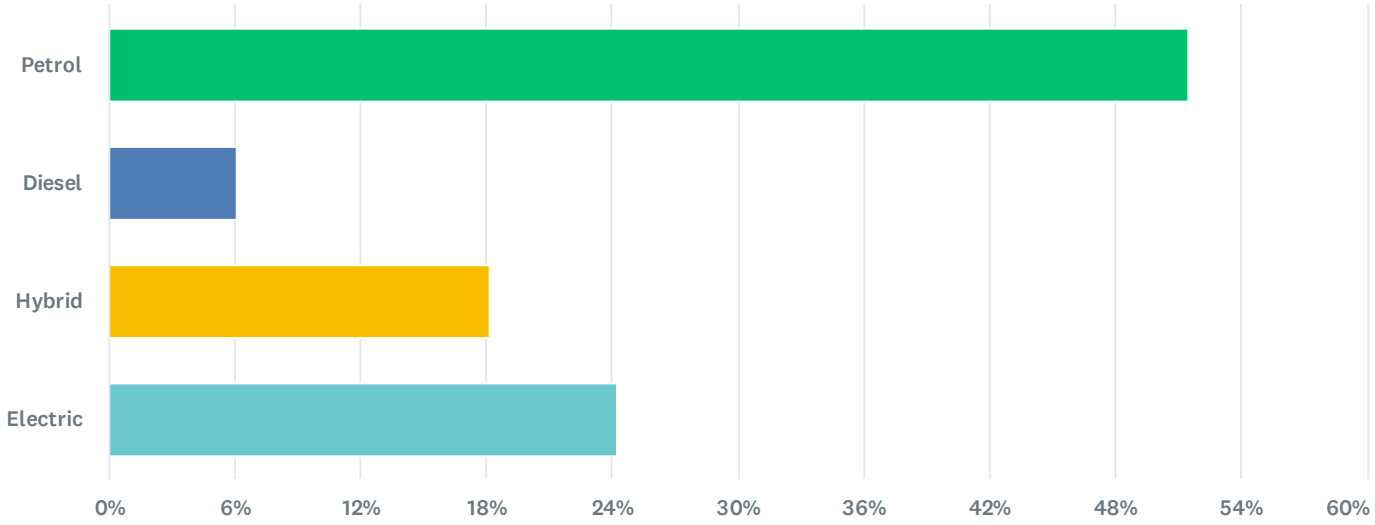
Q3 80 responses

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).



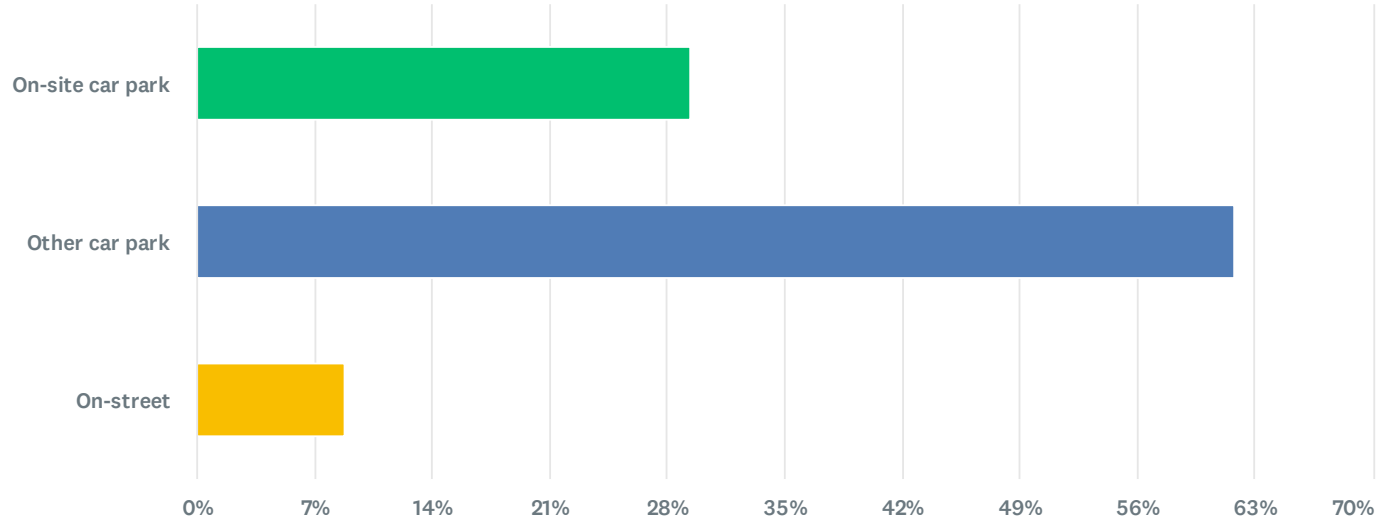
Q4 33 responses

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



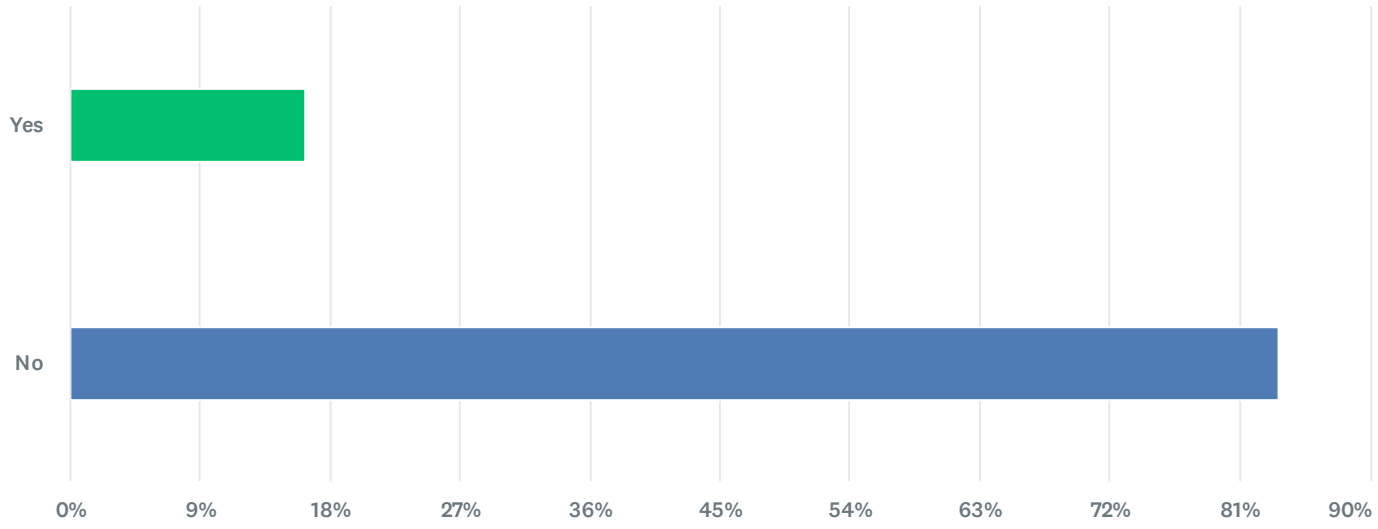
Q5 34 responses

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



Q6 80 responses

Do you own a bicycle?



Q8 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: 24 Skipped: 56

#	RESPONSES	DATE
1	Distance and time constraints	7/21/2026 6:47 PM
2	The train station in Stoke is not very close to the office. In summer it’s ok but winter is dark and dangerous to walk.	7/21/2026 5:49 PM
3	no	7/21/2026 5:34 PM
4	Irregular working hours	7/21/2026 5:33 PM
5	No	7/7/2026 11:01 AM
6	I walk all the time	7/6/2026 6:58 PM
7	No	7/5/2026 8:04 PM
8	No	7/5/2026 6:36 PM
9	Nil	7/5/2026 8:56 AM
10	Constructions, uneven pavements with potholes, steps or staircases at stations	7/4/2026 2:15 PM
11	No way of getting to work via public transport so have to drive, although not provided with parking at port street so it’s very expensive to park	7/3/2026 7:11 PM
12	Uneven and tiny pavements make it difficult to walk certain streets- you’re forced to walk on the road especially when construction is going on in the area and they block off pavements. There’s also a significant lack of cycle lanes in this area leading to commercial parts of the city where restaurants etc are based. There’s also is also a lot of pollution from cars on great ancoats street and no plants and trees and grass to mitigate the pollution	7/3/2026 5:02 PM
13	NIL	7/3/2026 4:43 PM
14	N/a	7/3/2026 4:42 PM
15	Reliability of trains.	7/3/2026 4:27 PM
16	Location of job	7/3/2026 4:17 PM
17	To far to work	7/3/2026 4:03 PM
18	I need to travel around quite a lot.	7/3/2026 3:49 PM
19	I commute to different sites for work all over the UK - it would take me double or triple the time by public transport. Plus it rains all the time so not a great method	7/3/2026 3:34 PM
20	location of office	7/3/2026 3:27 PM
21	Yes. I’m mainly home based but my office is in Cambridge, so when I do go in, I need a car	7/3/2026 3:25 PM
22	Disability, urban design/street design prioritising cars, cost, time, access, reliability	7/3/2026 3:24 PM
23	No	7/3/2026 3:21 PM
24	No e-bike chargers	7/3/2026 3:21 PM

Q9 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: 25 Skipped: 55

#	RESPONSES	DATE
1	No, my schedule doesn't allow it	7/21/2026 6:47 PM
2	more discounts/partnerships for local coffee shops on route to city centre	7/21/2026 5:35 PM
3	no	7/21/2026 5:34 PM
4	No	7/21/2026 5:33 PM
5	Not needing a car for my job	7/7/2026 11:01 AM
6	A Bee Network bike stand could be placed out front. More bike parking options in the locked cages where we don't have to lift our bikes.	7/6/2026 7:19 PM
7	If bikes were available and free to use	7/5/2026 8:04 PM
8	No	7/5/2026 6:36 PM
9	Loan bicycles	7/5/2026 8:56 AM
10	Loan bikes	7/4/2026 3:04 PM
11	More lifts or accessible facilities especially when getting on and off train/tram	7/4/2026 2:15 PM
12	More information about environmentally friendly travel options.	7/3/2026 10:47 PM
13	Having the extra time taken for sustainable travel to be considered part of the workday and count toward my hourly pay	7/3/2026 7:26 PM
14	More plants (not the pollen producing ones) that soak pollution up and help keep air clean, larger sidewalks that are evenly paved and less car traffic on great ancoats street	7/3/2026 5:02 PM
15	Safer streets, better lighting at night	7/3/2026 4:42 PM
16	Cheaper	7/3/2026 4:27 PM
17	no	7/3/2026 4:03 PM
18	Maybe a electric bike hub -	7/3/2026 3:57 PM
19	No	7/3/2026 3:49 PM
20	Cheaper travel and more reliable trains	7/3/2026 3:35 PM
21	No	7/3/2026 3:34 PM
22	EV charging bay would support my driving more environmentally friendly	7/3/2026 3:27 PM
23	No	7/3/2026 3:25 PM
24	Cheaper, more regular, more restrictions on private transport, better quality	7/3/2026 3:24 PM
25	E-bike chargers	7/3/2026 3:21 PM

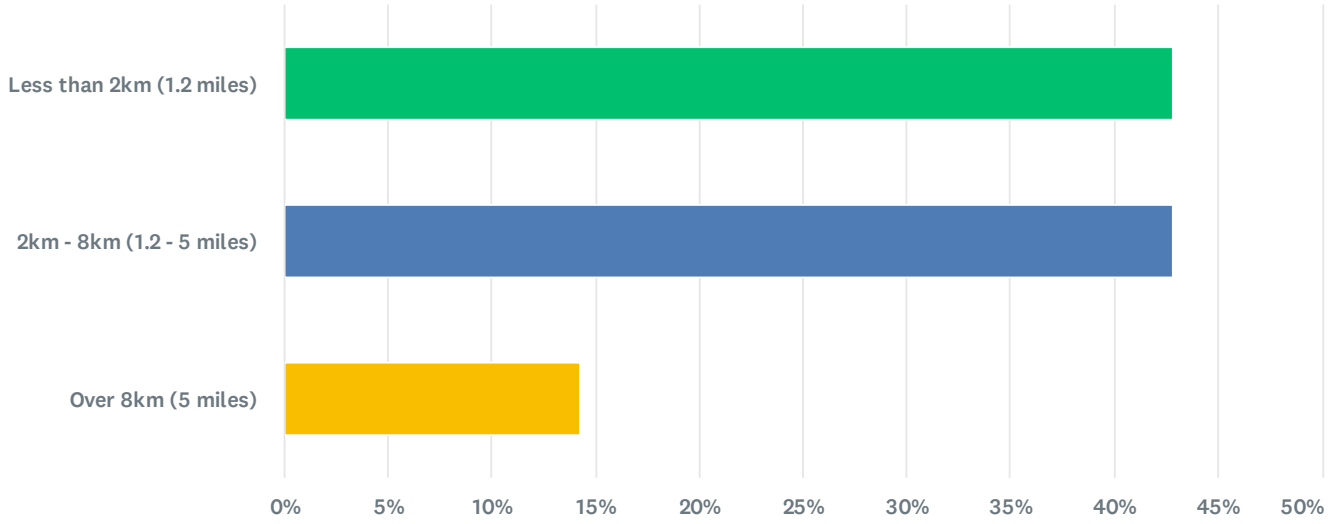
Q10 Please share any other comments you may have related to your travel to and from One Port Street here:

Answered: 14 Skipped: 66

#	RESPONSES	DATE
1	Can OPS share any nearby roads special closure in advance? Like on 25 May, Manchester City held their end-of-season celebratory open-top bus parade leading to closure of some roads. This can help residents having a better planning.	7/21/2026 5:43 PM
2	n/a	7/21/2026 5:34 PM
3	-	7/21/2026 5:33 PM
4	Can you please put a sign up on all the bike rooms asking the residents to be sure to close the door behind them? The doors aren't weighted and the one to our bike shed (bike room B) gets left open a lot.	7/6/2026 7:19 PM
5	One Port Street pavement is amazing. However, some cars park overnight in the loading bay. Could put a panel of no return in 1-2 hours or discuss something with the council	7/4/2026 2:15 PM
6	I usually walk or take the bus to and from One Port Street. The journey is convenient and I have no additional comments.	7/3/2026 10:47 PM
7	Business of the Great Ancoats Street can sometimes hinder travel by foot and bike. Converting the lights at crossings along that street to be pedestrian focused and change to red when a pedestrian pushes the button would help reduce time spent waiting for the lights to change and the risk of pedestrians being hit by cars.	7/3/2026 7:26 PM
8	It would be amazing if there were more parking spaces available in the building	7/3/2026 7:11 PM
9	Nil	7/3/2026 4:42 PM
10	If it was Cheaper to charge my electric car here I would do that and swap my petrol car for an electric one	7/3/2026 4:27 PM
11	Difficult to park near the building due to price and availability of parking spaces making it difficult for visitors	7/3/2026 3:35 PM
12	Would be great to have parking on site	7/3/2026 3:34 PM
13	Parking is a nightmare. A lot of apartment buildings come with sufficient parking, so it’s a surprise that this building doesn’t	7/3/2026 3:25 PM
14	Great Ancoats Street needs to better prioritise cycling and walk, it produces too much pollution (noise, light, air) and is very hostile to non-cars	7/3/2026 3:24 PM

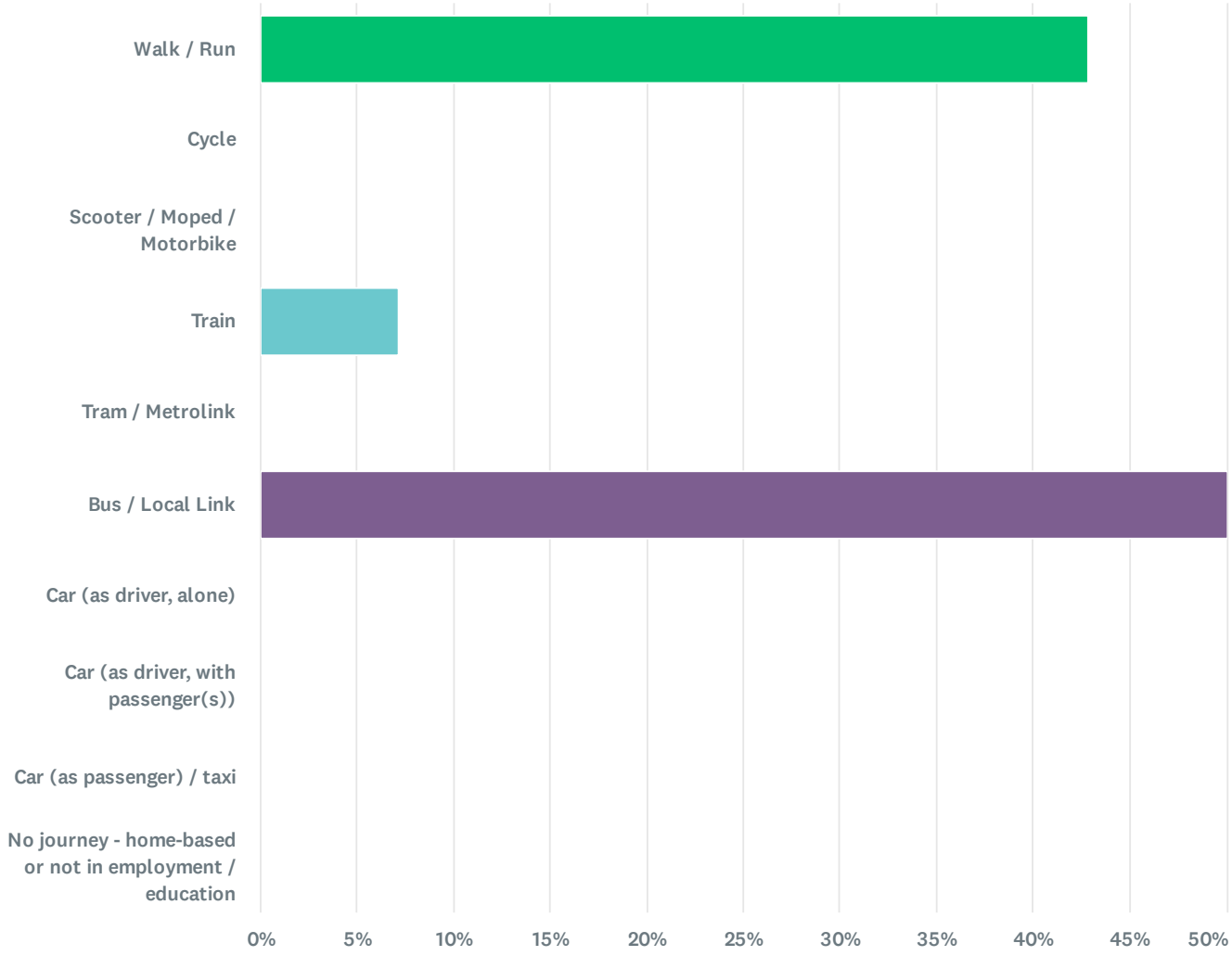
Q1 14 responses

How far is your journey to work?



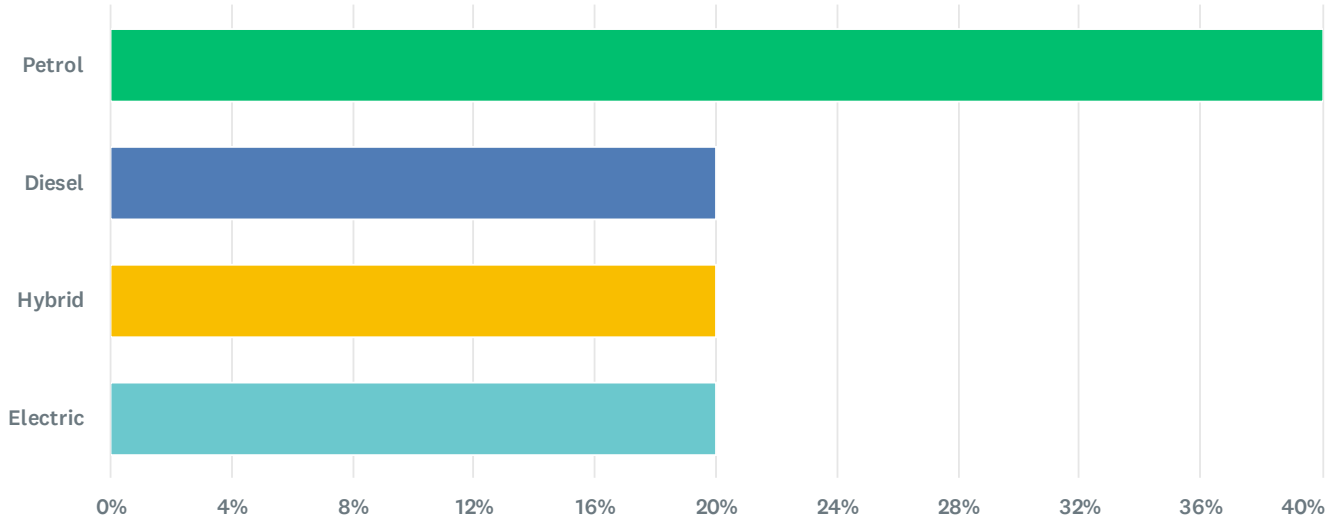
Q3 14 responses

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



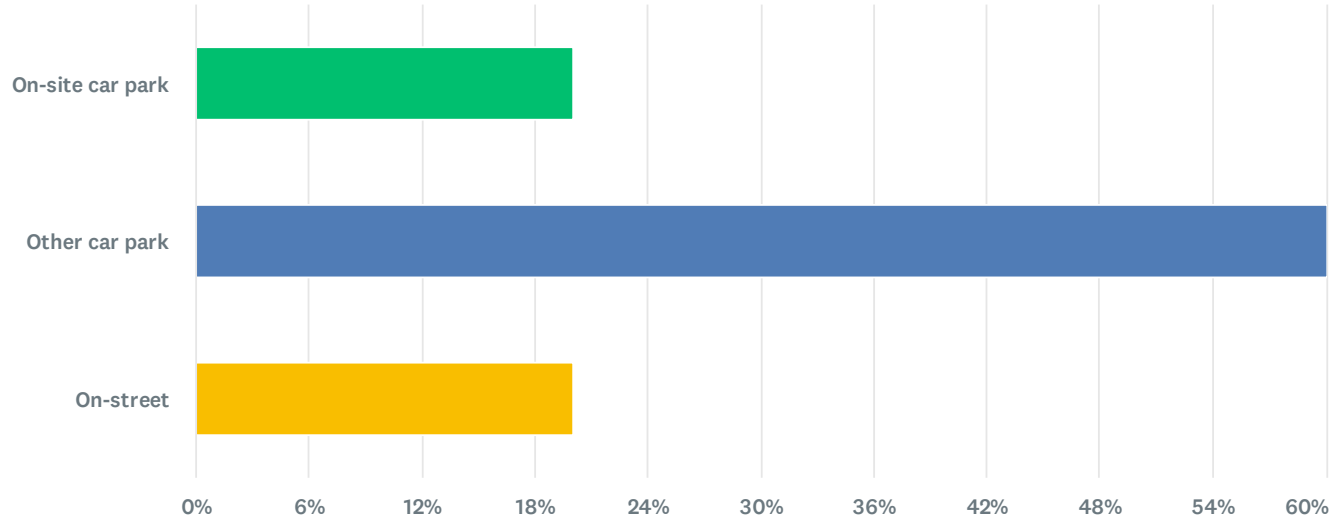
Q4 5 responses

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



Q5 5 responses

If you travel by car, where do you park?



Q7 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: 5 Skipped: 9

#	RESPONSES	DATE
1	none	6/29/2026 10:20 AM
2	No	6/27/2026 9:47 AM
3	No	6/27/2026 9:03 AM
4	No	6/27/2026 8:52 AM
5	no	6/27/2026 8:08 AM

Q8 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: 5 Skipped: 9

#	RESPONSES	DATE
1	none	6/29/2026 10:20 AM
2	No	6/27/2026 9:47 AM
3	Cycle to work scheme	6/27/2026 9:03 AM
4	Lower ticket	6/27/2026 8:52 AM
5	no	6/27/2026 8:08 AM

Q9 Please share any other comments you may have related to your travel to and from One Port Street here:

Answered: 2 Skipped: 12

#	RESPONSES	DATE
1	No	6/27/2026 9:47 AM
2	No, thank you!	6/27/2026 8:52 AM

Appendix B – Car and Cycle Parking Survey

One Port Street Car and Cycle Parking Survey

DATE	TIME	VEHICLES	BIKES
02/07/2026	10AM	16	31
03/07/2026	10AM	21	32
04/07/2026	10AM	20	19
05/07/2026	10AM	19	20
06/07/2026	10AM	17	30
07/07/2026	10AM	19	31
08/07/2026	10AM	21	32
09/07/2026	10AM	21	22
10/07/2026	10AM	19	19
11/07/2026	10AM	21	31
12/07/2026	10AM	20	31
13/07/2026	10AM	19	33
14/07/2026	10AM	19	32
15/07/2026	10AM	18	32
16/07/2026	10AM	19	30
17/07/2026	10AM	15	33
18/07/2026	10AM		
19/07/2026	10AM	20	32
20/07/2026	10AM		
21/07/2026	10AM	13	34
22/07/2026	10AM	15	32
23/07/2026	10AM	15	36
24/07/2026	10AM	17	31
25/07/2026	10AM	20	33
26/07/2026	10AM	23	36
27/07/2026	10AM	18	35
28/07/2026	10AM	17	33
29/07/2026	10AM	17	36
30/07/2026	10AM	14	37
31/07/2026	10AM	15	32
01/08/2026	10AM	21	23
02/08/2026	10AM	15	30
03/08/2026	10AM	13	36
04/08/2026	10AM	12	36
05/08/2026	10AM	14	37
06/08/2026	10AM	16	36
07/08/2026	10AM	9	37
08/08/2026	10AM	19	37
09/08/2026	10AM	14	34
10/08/2026	10AM	16	31
11/08/2026	10AM	13	33
12/08/2026	10AM	16	39
Minimum		9	19
Maximum		23	39

DATE	TIME	VEHICLES	BIKES
02/07/2026	11PM	27	38
03/07/2026	11PM	25	25
04/07/2026	11PM	23	32
05/07/2026	11PM	25	33
06/07/2026	11PM	25	32
07/07/2026	11PM	26	34
08/07/2026	11PM	26	33
09/07/2026	11PM	23	33
10/07/2026	11PM	17	30
11/07/2026	11PM	21	31
12/07/2026	11PM	22	32
13/07/2026	11PM	17	35
14/07/2026	11PM	20	27
15/07/2026	11PM	24	34
16/07/2026	11PM	22	31
17/07/2026	11PM	21	32
18/07/2026	11PM	19	32
19/07/2026	11PM	20	31
20/07/2026	11PM	25	32
21/07/2026	11PM	22	36
22/07/2026	11PM	23	35
23/07/2026	11PM	25	36
24/07/2026	11PM	26	28
25/07/2026	11PM	23	38
26/07/2026	11PM	21	38
27/07/2026	11PM	22	34
28/07/2026	11PM	19	32
29/07/2026	11PM	22	40
30/07/2026	11PM	23	38
31/07/2026	11PM	22	31
01/08/2026	11PM	24	32
02/08/2026	11PM	22	39
03/08/2026	11PM	20	40
04/08/2026	11PM	22	37
05/08/2026	11PM	21	38
06/08/2026	11PM	22	35
07/08/2026	11PM	22	39
08/08/2026	11PM	23	39
09/08/2026	11PM	19	36
10/08/2026	11PM	37	23
11/08/2026	11PM	23	39
12/08/2026	11PM	25	39
		17	23
		37	40

Appendix C – Resident and Staff Travel Information Packs

Welcome to

ONE PORT STREET

Your travel information pack



Curtins

ONE PORT ST.

Dear resident,

Congratulations on moving into your new home. We have made this Travel Information Pack to help make settling into your new area a bit easier.

It highlights the available sustainable travel options and the benefits for you and others of travelling sustainably.

We want to make travelling sustainably as simple as possible. If you need help planning your journey, xxx, the Travel Plan Co-ordinator, is available to offer personalised advice.

Contact them at:
Nelly.Janusauskaite@select-estates.com





WHY TRAVEL SUSTAINABLY?

Choosing sustainable ways to travel can benefit you and your community:

- Save money – walking, wheeling and cycling are the cheapest ways to travel, and regular commuters can save on monthly and annual public transport passes. Your employer may be part of a cycle to work scheme, which allows you to save on buying a bike and accessories;
- Feel healthier – walking or cycling as part of your day helps you stay active, supporting your physical and mental wellbeing, without needing extra time, effort or expense to meet NHS recommended daily activity guidelines;
- Be reliable – cycling offers predictable journey times and can be quicker than driving in busy areas;
- Protect the environment – fewer car journeys mean cleaner air and lower carbon emissions;
- Reduce congestion – helping make journeys easier for everyone; and
- No need to find a parking space.

YOUR SUSTAINABLE TRAVEL OPTIONS

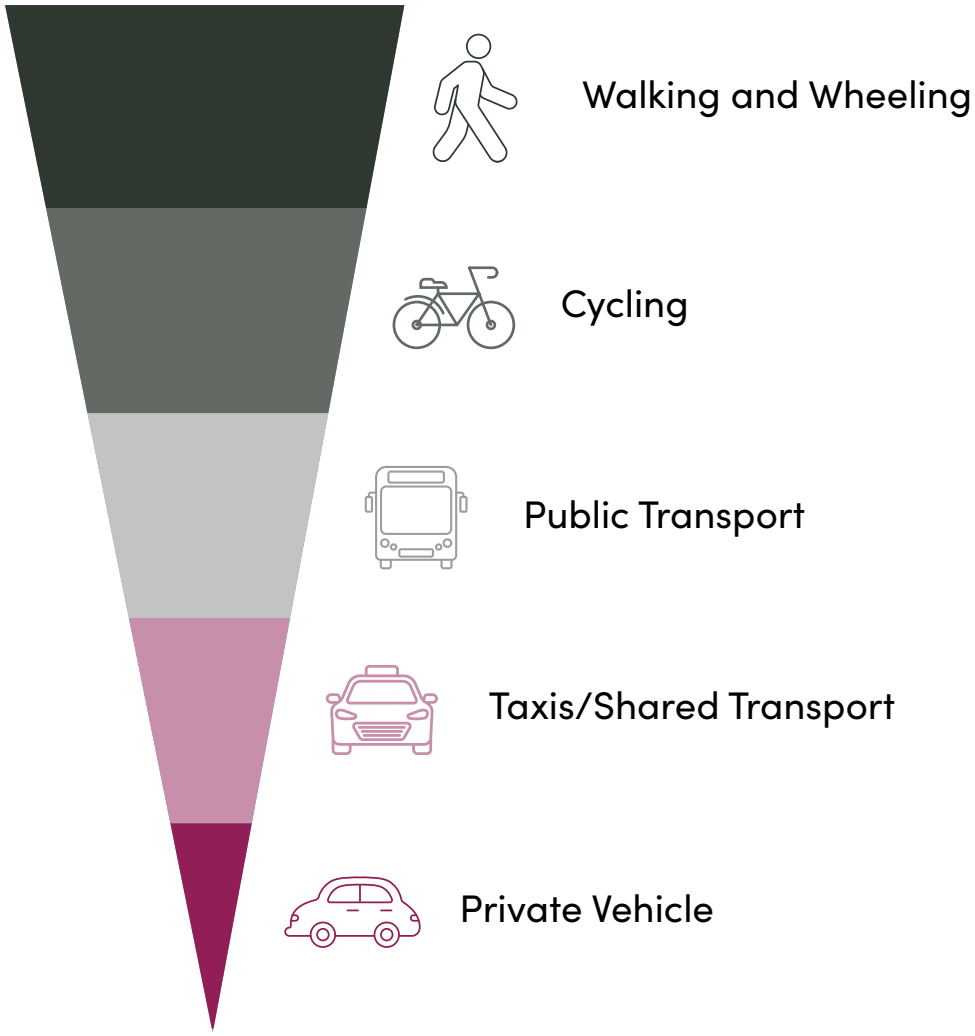
Manchester city centre is a great area to travel to and from by sustainable modes, whether by walking, wheeling, cycling or public transport.

The TfGM journey planner tool can get you started on planning your journeys, available at **https://tfgm.com/plan-a-journey**

You can also use the Bee Network app to get live departure times for local bus, Metrolink and train stops, see live locations for buses near you, and buy Metrolink and Bee bus tickets.

There are several transport hubs in Manchester city centre, within walkable distance from One Port Street, including:

- The Jersey Street bus stop is just a short walk from One Port Street on Great Ancoats Street;
- Piccadilly Gardens bus station and Metrolink stop is an eight-minute walk;
- Shudehill Interchange and Metrolink stop is a 10-minute walk;
- Manchester Central Coach Station is an 11-minute walk;
- Piccadilly Station and Metrolink stop is a 13-minute walk;
- New islington Metrolink stop is a 13-minute walk;
- Victoria Station is a 16-minute walk; and
- Oxford Road Station is a 20-minute walk.



The sustainable transport heirarchy

WALKING AND WHEELING

Walking or wheeling is free, flexible, and great for your health. Have you thought about walking to school, the shop, work, or hospital?

The TfGM website has details of walking routes and faciliites within walking distance of One Port Street, available here:

https://beeactive.tfgm.com/where-you-live/

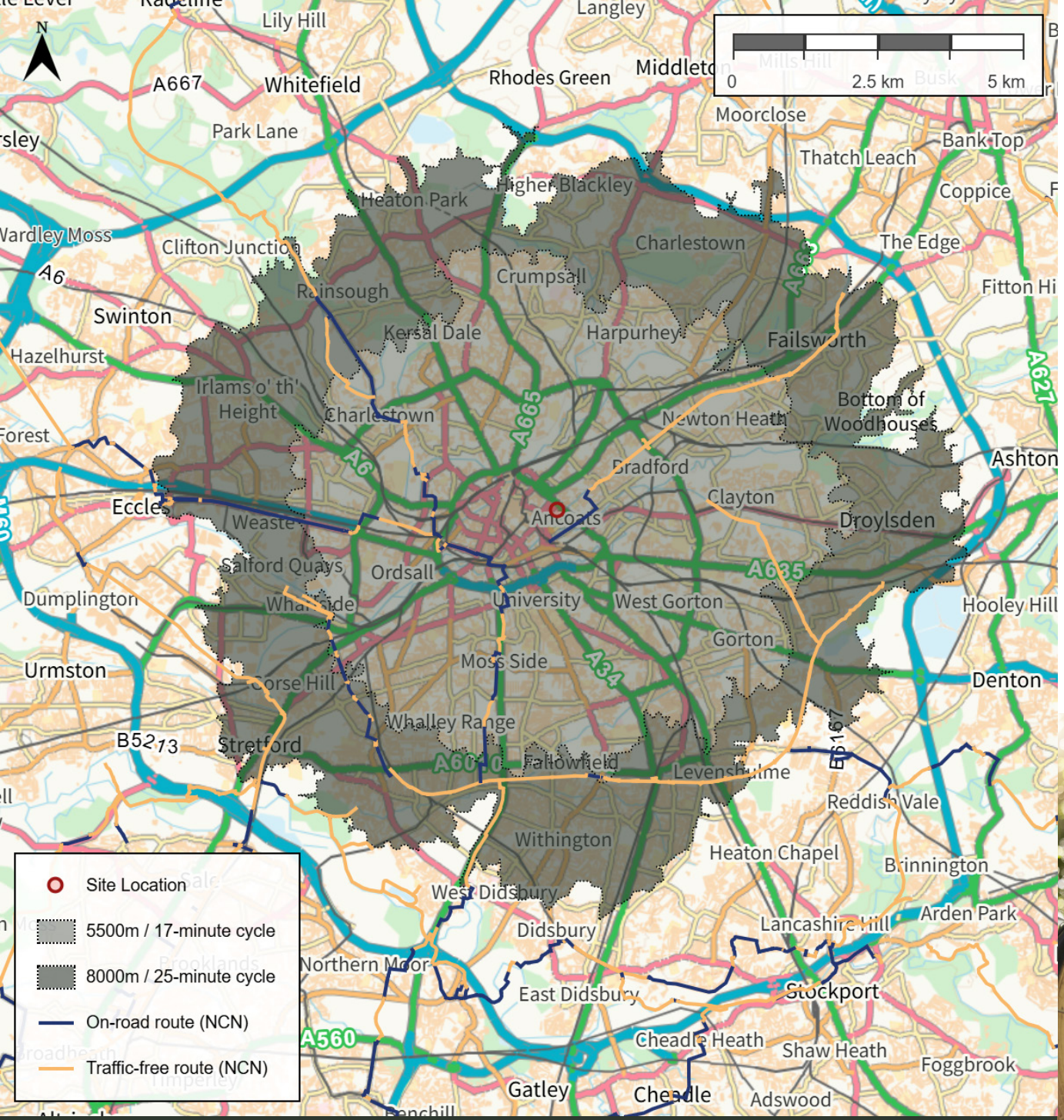
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- Lose any unnecessary baggage, extra weight means extra fuel;
- Combine short trips – cold starts use more fuel, so it pays to combine errands;
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Travel smart, save money and help the environment.

This Travel Information Pack has been prepared by Curtins on behalf of Select Property Ltd







Welcome to

ONE PORT STREET

Your travel information pack



Curtins

ONE PORT ST.

Dear colleague,

Welcome to One Port Street. We have made this Travel Information Pack to help make settling into your new area a bit easier.

It highlights the available sustainable travel options and the benefits for you and others of travelling sustainably.

We want to make travelling sustainably as simple as possible. If you need help planning your journey, xxx, the Travel Plan Co-ordinator, is available to offer personalised advice.

Contact them at:
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WHY TRAVEL SUSTAINABLY?

Choosing sustainable ways to travel can benefit you and your community:

- Save money – walking, wheeling and cycling are the cheapest ways to travel, and regular commuters can save on monthly and annual public transport passes. Your employer may be part of a cycle to work scheme, which allows you to save on buying a bike and accessories;
- Feel healthier – walking or cycling as part of your day helps you stay active, supporting your physical and mental wellbeing, without needing extra time, effort or expense to meet NHS recommended daily activity guidelines;
- Be reliable – cycling offers predictable journey times and can be quicker than driving in busy areas;
- Protect the environment – fewer car journeys mean cleaner air and lower carbon emissions;
- Reduce congestion – helping make journeys easier for everyone; and
- No need to find a parking space.

YOUR SUSTAINABLE TRAVEL OPTIONS

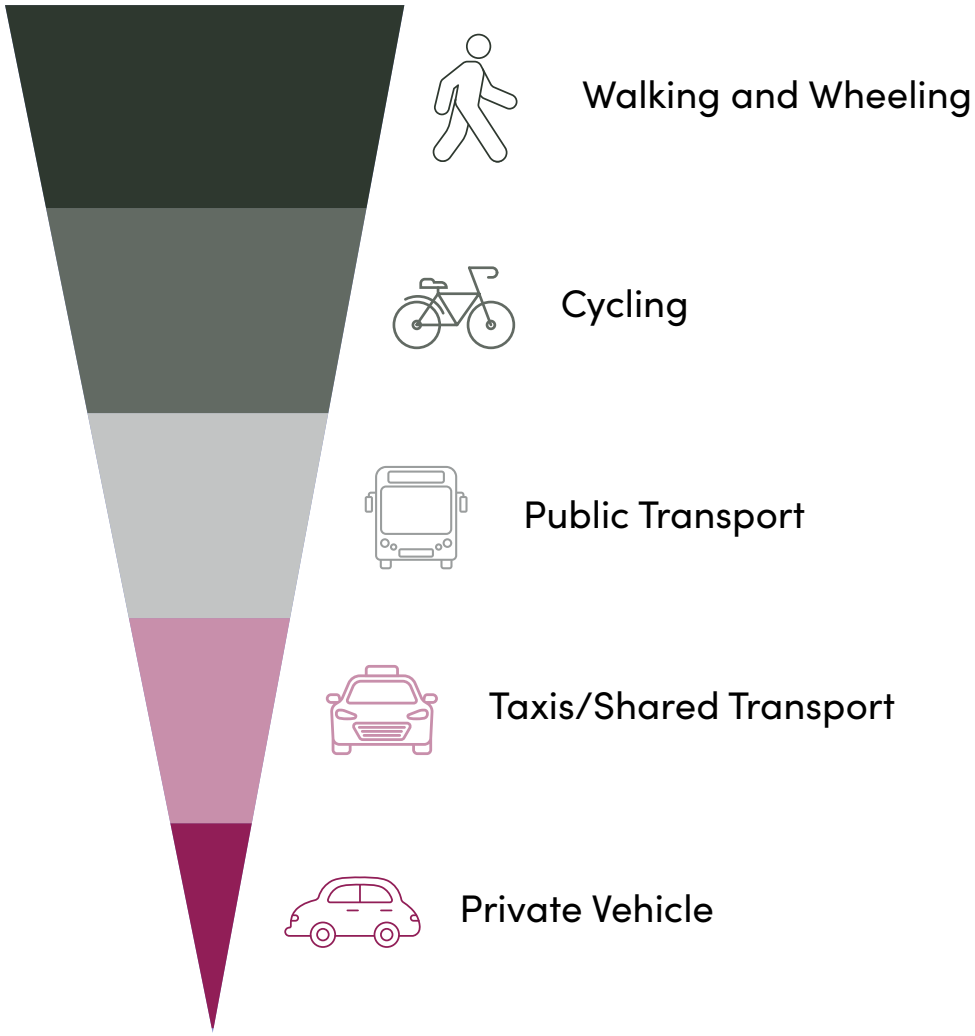
Manchester city centre is a great area to travel to and from by sustainable modes, whether by walking, wheeling, cycling or public transport.

The TfGM journey planner tool can get you started on planning your journeys, available at **https://tfgm.com/plan-a-journey**

You can also use the Bee Network app to get live departure times for local bus, Metrolink and train stops, see live locations for buses near you, and buy Metrolink and Bee bus tickets.

There are several transport hubs in Manchester city centre, within walkable distance from One Port Street, including:

- The Jersey Street bus stop is just a short walk from One Port Street on Great Ancoats Street;
- Piccadilly Gardens bus station and Metrolink stop is an eight-minute walk;
- Shudehill Interchange and Metrolink stop is a 10-minute walk;
- Manchester Central Coach Station is an 11-minute walk;
- Piccadilly Station and Metrolink stop is a 13-minute walk;
- New islington Metrolink stop is a 13-minute walk;
- Victoria Station is a 16-minute walk; and
- Oxford Road Station is a 20-minute walk.



The sustainable transport heirarchy

WALKING AND WHEELING

Walking or wheeling is free, flexible, and great for your health. Have you thought about walking to school, the shop, work, or hospital?

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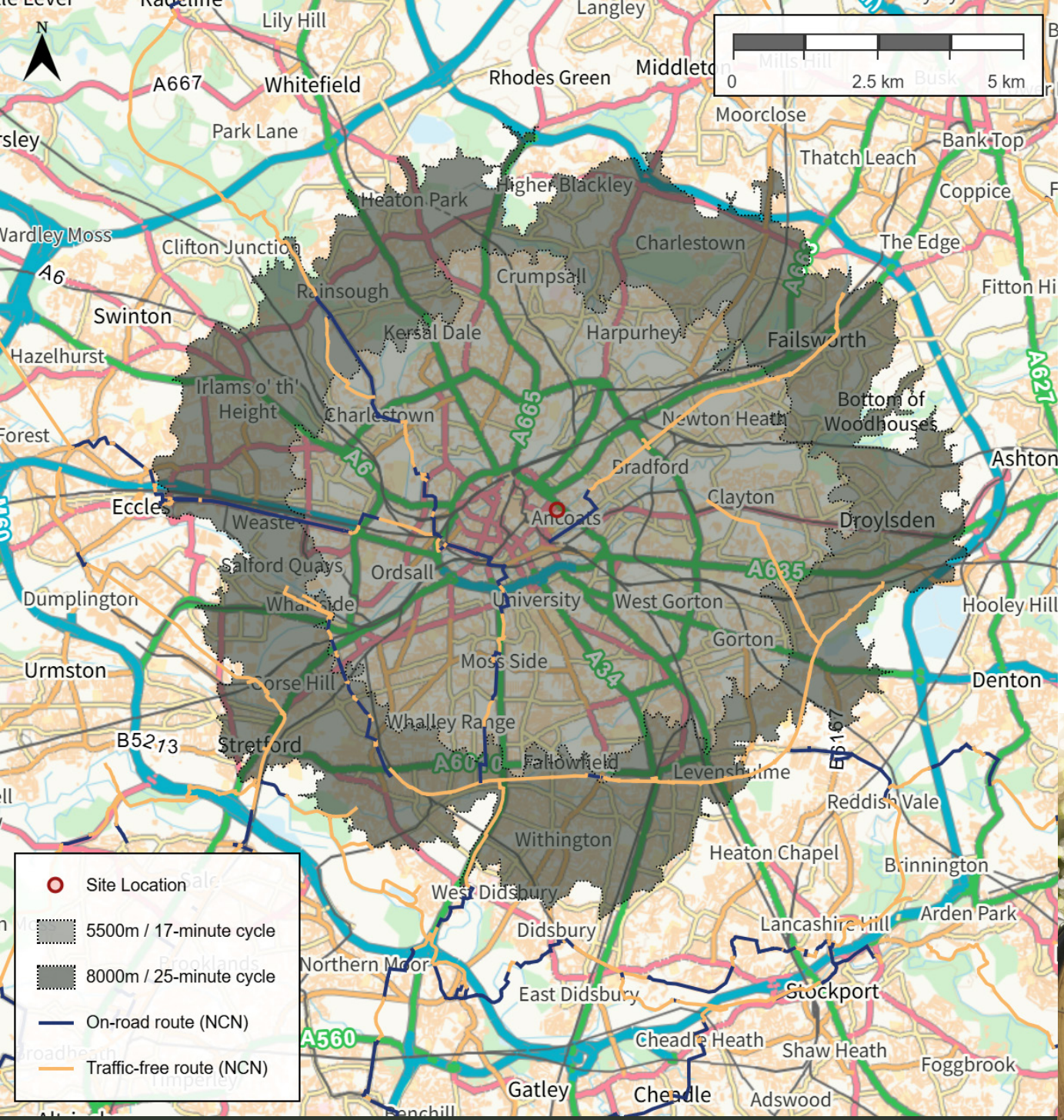
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