

Nuvu Development Ltd

Proposed Residential Development, Jacksons Brickworks,
Manchester

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1 INTRODUCTION

Description

- 1.1 Vectos have been commissioned by Nuvu Development Ltd to prepare a Residential Travel Plan for the former Jacksons Brickworks site in Manchester. The scheme comprises a total of up to 716 units, including an ancillary community hub building, and a secondary school with vehicular access taken from Ten Acres Lane and Mitchell Street. The site lies within the jurisdiction of Manchester City Council (MCC).
- 1.2 A complete development description is provided below;
- “Hybrid planning application, pursuant to planning application ref: 129197/FO/2021, for the comprehensive redevelopment to create up to 716 dwellings, comprising:*
- Phase 1: Full planning permission for erection of new homes (Use Class C3), commercial floorspace (Use Classes E, F1, F2), car parking, landscaping and public realm works, serving and access arrangements, highways improvements and associated works.*
- Phase 2: Outline planning permission (with all matters reserved except access) for an education facility (Use Class F1) and the erection new homes (Use Class C3) and landscaping and public realm works.*
- 1.3 Phase 1 comprises of 378 dwellings, including apartments along with a community hub with a GFA of 616.5sqm (use classes E, F1, F2; Includes community use and community cafe).
- 1.4 Phase 2 comprises of a secondary school and up to 338 residential units.
- 1.5 This Travel Plan does not cover the operation of the school as it will feature its own bespoke Travel Plan once the detailed application for Phase 2 is submitted. Producing a Travel Plan at this stage for the school would be of limited use as operational details are not yet available and therefore any targets would be arbitrary.

Site Location

- 1.6 The site is located within the area of Newton Heath, approximately 3km to the northeast of Manchester City Centre. The location of the site is provided in **Figure 1.1**, with **Plan 1** presenting the site in a wider context.

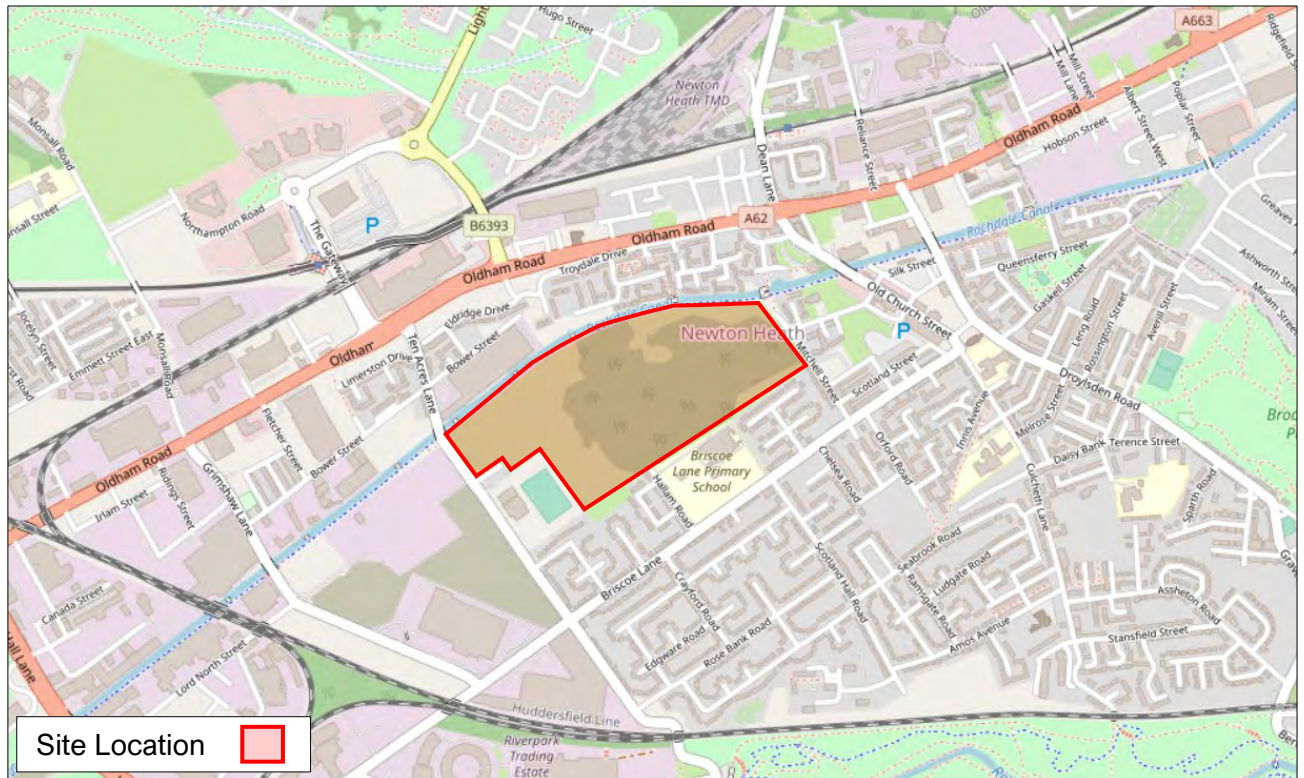


Figure 1.1: Site Location

Purpose of the Travel Plan

- 1.7 This report provides a Residential Travel Plan for the proposed development. The document aims to reduce the impacts of transport on the local environment and increase methods of sustainable access to the site. It will include measures to increase travel choice and reduce dependency on the car by way of the following:
- Reducing the need for travel;
 - Reducing single-occupancy car travel; and
 - Encouraging the use of more sustainable travel choices, such as walking, cycling, public transport and car sharing.
- 1.8 A Residential Travel Plan can be thought of as a pyramid of measures. The plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this is provided in **Figure 1.2**.

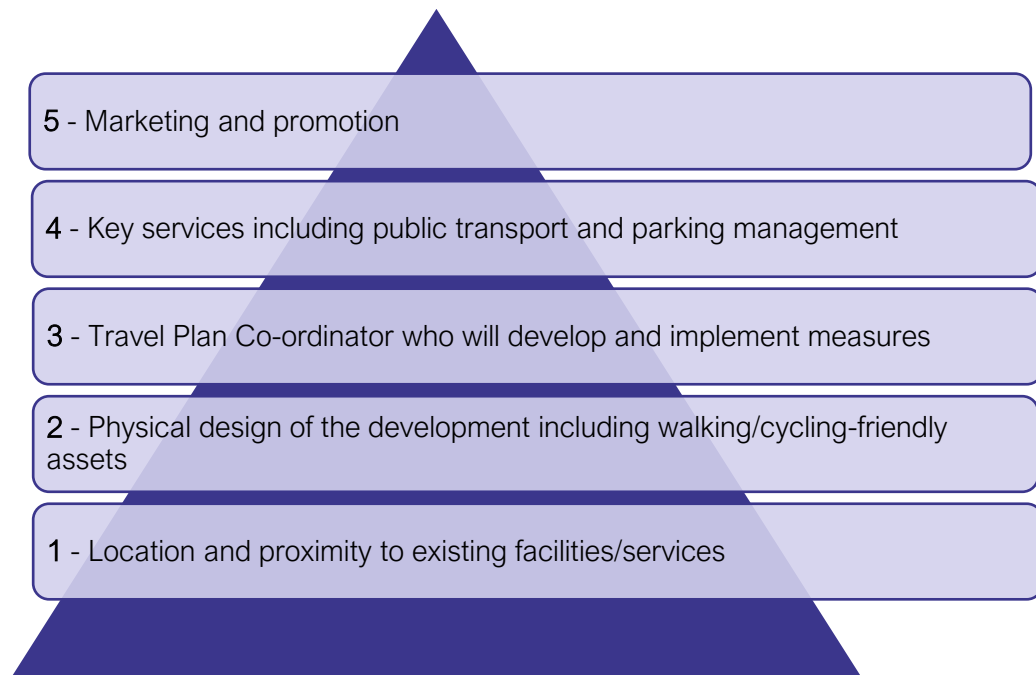


Figure 1.2: Travel Plan Pyramid

- 1.9 A Residential Travel Plan addresses all types of trips to and from the development, including trips made by residents and visitors. It sets out the implementation, marketing, monitoring and review of a variety of travel measures to meet pre-agreed travel targets.
- 1.10 It is expected that trips occurring from the proposed residential development would include the following four predominant types:
- Journeys to places of work;
 - Journeys to educational facilities, such as schools and higher education;
 - Journeys to health facilities, such as GP surgeries and hospital appointments; and
 - Journeys of a leisure and recreational nature to nearby amenities.
- 1.11 Residential Travel Plans offer many benefits such as increasing safety and creating healthier environments for vulnerable people. The document is therefore site-specific and takes into account the characteristics of the development such as its location, surrounding transport infrastructure and proximity to local facilities. It is vital it therefore is not considered a static document and instead is flexible, where it should be adapted to suit changes in the site's characteristics over time.

Aims of the Plan

- 1.12 This Residential Travel Plan will be implemented prior to the occupation of the dwellings. As such, the main aim is to provide a structure to the overall Plan and ensure bespoke travel information is provided for residents on an ongoing basis if a management body is to be in place.

- 1.13 Another aim of this Residential Travel Plan is to highlight the particular travel issues that can arise from a residential development. These can include the following:
- The occupiers are unknown at the time the Travel Plan is prepared;
 - The potential need to deal with residential trips to multiple destinations;
 - The importance of incorporating demand management i.e. reducing the need to travel; and
 - The need to incorporate the implementation of the Travel Plan into the design and marketing of the development and to prepare suitable measures prior to occupation.

Travel Plan Scope

- 1.14 Following this introductory section, the Travel Plan sets out the policy context of the site in **Section 2**, before the site's accessibility is assessed in **Section 3**. **Section 4** describes the development, with Section 5 outlining baseline data that the Travel Plan is to be used on initially. Following that **Section 6** provides a series of sustainable travel objectives and related targets.
- 1.15 **Section 7** describes the strategy for undertaking future travel surveys, before a management strategy is provided in **Section 8** which describes a series of measures tailored to achieving the aforementioned objectives and targets. **Section 9** provides a marketing strategy, with **Section 10** providing an Action Plan, before the Travel Plan is summarised in **Section 11**.

2 POLICY CONTEXT

Introduction

- 2.1 It will be ensured that the Residential Travel Plan will adhere to relevant planning policy. Considerations in regard to both national and local travel planning policy are now discussed.

National Planning Policy Framework (2021)

- 2.2 The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.3 The NPPF sets out the government's planning policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development.
- 2.4 Paragraph 111 of the NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."
- 2.5 A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use.
- 2.6 As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Overall Principles on Travel Plans, Transport Assessments and Statements (DCLG)

- 2.7 In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 2.8 Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process.

2.9 It is also detailed that a Travel Plan can positively contribute to a range of benefits, as summarised below:

- Encouraging sustainable transport;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected and inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads

Good Practice Guidelines

2.10 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “Good Practice Guidelines – Delivering Travel Plans through the Planning Process”

2.11 The above planning policy context is to be considered when developing the Travel Plan.

3 SITE ACCESSIBILITY AUDIT

Introduction

- 3.1 Accessibility to sustainable transport infrastructure has the potential to reduce the need to travel by single occupancy car and encourage residents to make sustainable transport choices when accessing jobs, local facilities and services.
- 3.2 This section considers the accessibility of the site by the following modes of transport:
- Accessibility on foot;
 - Accessibility by cycle; and
 - Accessibility by public transport.

Accessibility on Foot

- 3.3 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, 'walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximums respectively'.
- 3.4 An analysis of the pedestrian routes in the area has been completed to identify areas situated within a 1km and 2km catchment. The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot. Walking can also be promoted as part of a multi-modal journey, particularly with public transport (bus, rail, Metrolink).
- 3.5 **Plan 2** shows the location of all key amenities within 1km from the site, all that would be easily accessible by foot. As shown, the Newton Heath area and its associated retail, educational, leisure, medical and land uses are located within 1km of the site. Key facilities and bus stops along Briscoe Lane, Old Church Street and the A62 Oldham Road are located within a 1km walk of the site.
- 3.6 Central Park and Newton Heath & Moston Metrolink stations are located within 1km of the site, facilitating linked walking / Metrolink journeys amongst residents.
- 3.7 Pedestrian accessibility to the development site has been assessed both in terms of the surrounding infrastructure and the level of local amenities that are located within an 'acceptable' walking distance from the site.
- 3.8 As such, it is noted that the site benefits from comprehensive pedestrian infrastructure in the vicinity, comprising wide and well-lit footways on both sides of Ten Acres Lane, Briscoe Lane, Hallam Road and Mitchell Street. The extent of pedestrian infrastructure surrounding the site is demonstrated in **Plan 3**.

- 3.9 These footways provide a direct link to local amenities located along Briscoe Lane, to the south of the site which include a youth centre, barbers, beauty salon, as well as numerous convenience stores and take-away food outlets, as noted further within this section of the Travel Plan.
- 3.10 In supporting pedestrian trips, the signal-controlled Ten Acres Lane / Briscoe Lane junction provides dropped kerbs and tactile paving aiding the safe movement of pedestrians. Pedestrian crossing facilities are situated on Briscoe Lane notably near the Briscoe Lane / Mitchell Street junction, as shown in **Figure 3.1** below.



Figure 3.1: Crossing on Briscoe Lane

- 3.11 The network of wide footways and pedestrian crossings provides safe connections to the local services and bus stops along Briscoe Lane.
- 3.12 The Rochdale canal tow path runs along site's northern boundary. This is a traffic free pedestrian route which provides east to west connections and offers a comfortable walking route to Manchester City Centre.
- 3.13 The towpath is tarmacked as shown in **Figure 3.2** and as such provides easy connections to local centres and employment hubs along the canal corridor.



Figure 3.2: Rochdale Canal Tow Path and Pedestrian Access

- 3.14** Pedestrians are also able to cross the Canal via a series of pedestrian bridges, as shown in **Figure 3.3**. These are located immediately south of Harmer Close/Hapsford Walk, towards the centre of the site, and at the north east corner of the site which provide access between the towpath and Morecambe Close.



Figure 3.3: Pedestrian Bridges over the Rochdale Canal

- 3.15** The wider towpath route, which includes a 6km stretch that runs past the site, is currently identified for a series of improvements as part of the Manchester 'Bee Network', which will upgrade the Rochdale Canal corridor linking existing and developing communities and creating a high-quality traffic free route.
- 3.16** The improvements include better quality towpath surfaces, improved access under a low bridge at Butler Street and easier and all-inclusive access. It is proposed that the internal layout of the site will provide direct access to the canal towpath. It is also noted that a series of pedestrian bridges enable those travelling on foot along the tow path to cross.
- 3.17** To the north of the site is the A62 Oldham Road. Pedestrian access onto Oldham Road would be via Ten Acres Lane or Old Church Street, which provide wide footpaths extending its entire length. Access to this road can be achieved via the pedestrian infrastructure provided at the Dean Lane / A62 Oldham Road / Old Church Lane, as shown in **Figure 3.4**. This includes guard railing, pedestrian refuge islands, dropped kerbs and tactile paving.



Figure 3.4: Pedestrian Infrastructure at the Dean Lane / A62 Oldham Road / Old Church Lane Junction

- 3.18 This pedestrian infrastructure provides residents with easy and safe walking routes across the A62 Oldham Road towards Central Park Metrolink Stop and 'Newton Heath & Moston' Metrolink Stop.
- 3.19 The site's proposed internal pedestrian routes will be of suitable width, with step free access between the site and the local footway network to allow the site to be suitably accessed on foot by all users. The layout will be permeable and provide pedestrian connections that form a natural extension to the adjacent streets and canal towpath, which will assist in reducing walking distances to local amenities and public transport.

Access to Local Amenities

- 3.20 As with any new residential development, it is important that local amenities are provided nearby in order to encourage the take up sustainable modes of travel.
- 3.21 The site is located in proximity to numerous local amenities. It is therefore ideally placed to encourage trips on foot to local facilities and services via comprehensive pedestrian infrastructure. A summary of local amenities, along with their location and distance from the site are provided in **Table 3.1**.

Facility	Name	Location	Distance from site
Primary School	All Saints Primary School	Culcheth Lane	550m
Secondary School	St Matthews High School	Nuthurst Road	3.2km
Nursery	Kinder Daycare	A62 Oldham Road	800m
Post Office (inc. Post Box)	Briscoe Lane Post Office	Briscoe Lane	550m
Library	Newton Heath Library	Old Church Street	850m
GP Surgery	Droylsden Road Family Practice	Droylsden Road	900m
Dentist	Droylsden Road Dental Practice	Droylsden Road	900m
Convenience Store	Go Local Extra	Briscoe Lane	200m
Supermarket	Asda	Old Church Street	350m
	Lidl	Old Church Street	500m
Park/Leisure	Orford Road Community Park	Orford Road	350m
Bank	Lloyds Bank	Old Church Street	290m
ATM	Go Local Extra	Briscoe Lane	200m
Public House	Crown Inn	Old Church Street	350m
Vets	Gourley Veterinary Surgeons	Linwood Street	900m

Table 3.1: Local Amenity Assessment

- 3.22 The above table demonstrates that the site is ideally located for residents to take advantage of various amenities in the vicinity of the site.

Accessibility by Cycle

- 3.23 The IHT and Department for Transport (DfT) document 'Cycle Friendly Infrastructure: Guidelines for Planning and Design' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability. With reference to this guidance, a catchment of 5 kilometres would be available within approximately 20 minutes cycle time, using a speed of 10mph (16kph).
- 3.24 Although 5km is often referred to as an 'acceptable' cycling distance, the DfT's most recent Local Transport Note 1/20 'Cycle Infrastructure Design' highlights the potential for a significant increase in cycle trips under five miles in length, which is a distance achievable for most people.
- 3.25 Cycle accessibility to the development site has been assessed both in terms of the surrounding infrastructure and the level of local amenities that are located within a 5km cycling distance from the site.

3.26 As shown in **Figure 3.5** there are a range of local cycle routes located in close proximity to the site.

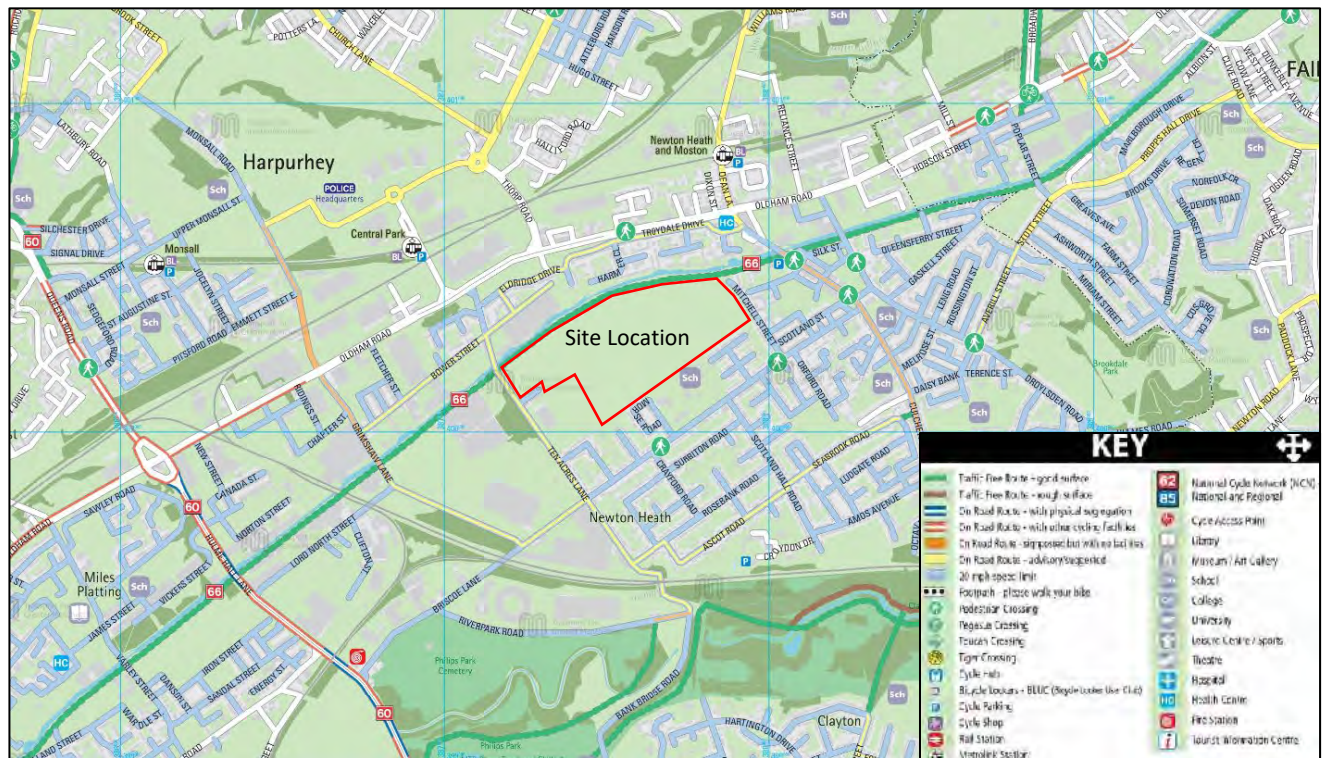


Figure 3.5 – Local Cycle Network

- 3.27 National Cycle Route 66 runs immediately to the north of the proposed development and forms part of the Rochdale canal towpath, connecting the site to many nearby residential and employment areas while providing access to Manchester Piccadilly and Failsworth, as well as numerous other key facilities along this corridor. Route 66 is mostly free of any vehicular traffic, providing an easy and safe cycle route for future residents.
- 3.28 Route 60 is located just over 1.1km east of the proposed development and can be accessed via route 66 / the canal towpath. Route 60 runs in a broadly north south alignment, connecting areas such as Collyhurst and Ashburys train station. This route comprises of recommended, safe cycle routes formed of traffic free paths, quiet lanes, segregated cycle lanes and traffic calmed streets.
- 3.29 As seen from **Figure 3.5**, Ten Acres Lane, Ascot Road and Seabrook Road are advisory/suggested cycle routes, and Culcheth Lane / Old Church Street is a signposted cycle route. The A62 Oldham Road to the west of the site has sections of designated on-road cycle lanes with Hulme Hall Lane having long stretches of segregated on-route cycle facilities that form part of Route 60, as shown in **Figure 3.6**.



Figure 3.6: Cycle Route 60 along the A6010 Hulme Hall Lane; Segregated Cycle Lane

- 3.30 The A62 Oldham Road and A6010 Hulme Hall Lane have Advanced Stop Lines (ASLs) or bike boxes at the signal-controlled junctions, thus giving cyclists a safe place to stop at junctions, allowing them to be positioned ahead of other traffic.
- 3.31 As shown in **Figure 3.7** there is a range of Bee Network routes located in close proximity to the site. This plan represents the existing routes, along with proposed Bee Network routes and represents the most direct routes between crossing points.
- 3.32 The yellow lines represent Beeways while the orange lines represent Busy Beeways. Busy Beeways are corridors on busier roads that will require a higher level of design intervention to improve cycling and walking.

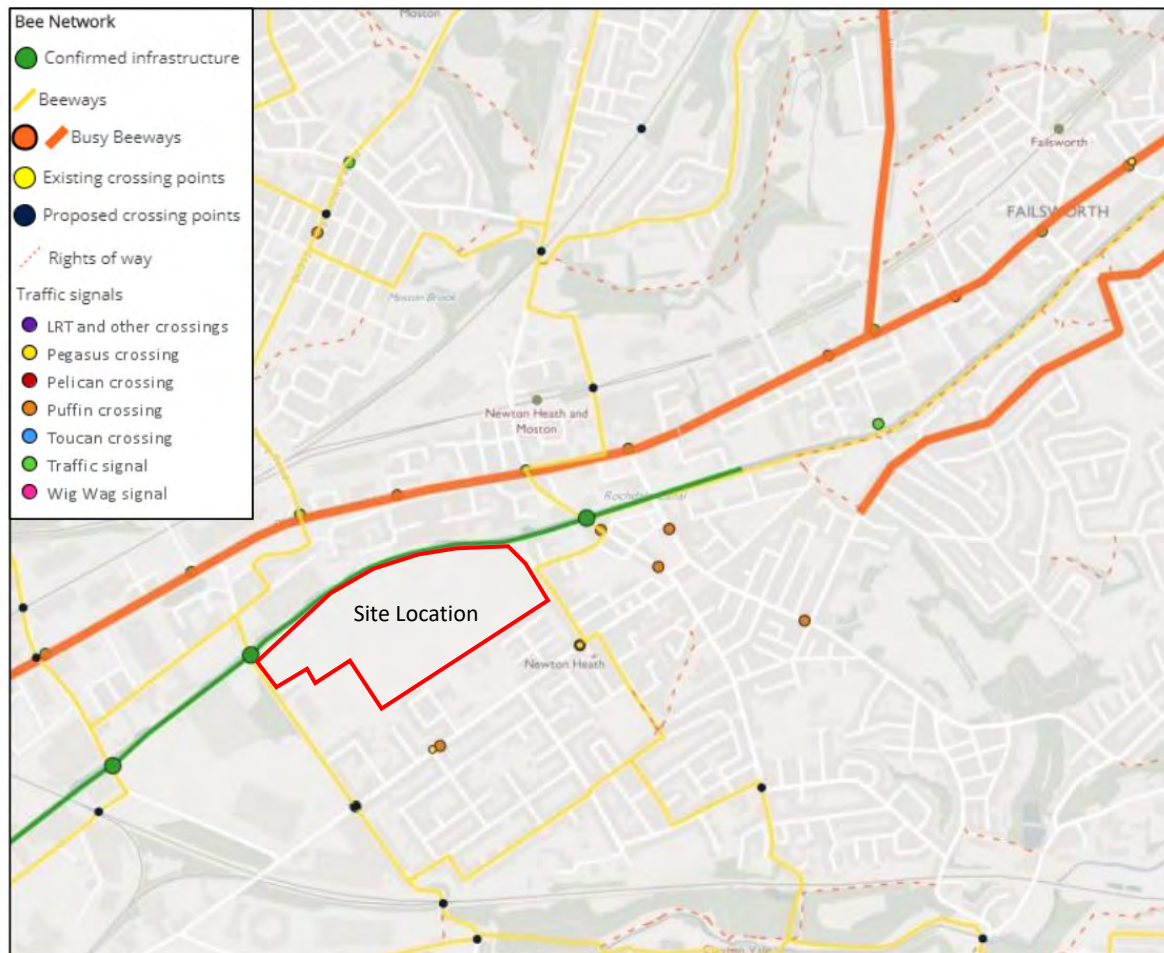


Figure 3.7: Local Bee Network

- 3.33 The confirmed Bee Network improvements in the area include the following;
- The widening of the Rochdale canal towpath, stepped access improvements on Old Church Street, improved crossing facilities at the Ten Acres Lane / Briscoe Lane junction and other crossing upgrades in the local area. These improvements represent a higher-quality environment for cyclists/pedestrians.
- 3.34 As detailed, cycling has the potential to substitute short car trips, particularly those under 5km, and form part of longer journeys by public transport. In order to demonstrate the catchment area obtained within a 5km cycling catchment a plan has been produced. **Plan 4** shows a 5km cycle catchment for the site.
- 3.35 Within the 5km cycle catchment, access is gained to eastern areas of Manchester City Centre, including Manchester Piccadilly and Manchester Victoria. Other destinations include Failsworth, New Moston, Clayton, Openshaw, West Gorton and Collyhurst. These destinations include many employment outlets, therefore, there is potential for a high level of mode share by cycle from the development site. This is further encouraged by the site's close proximity to existing cycle routes.
- 3.36 Within the 5km cycle catchment are a large number of Metrolink Stops and Railway Stations, which would form part of a multi-modal journey to/from the site.

- 3.37 The redevelopment of the site provides the opportunity for future residents to make use of the comprehensive cycling network that surrounds the site, be it part of a single mode journey or multi-modal journey. Consequently, the masterplan will ensure that linkages made to the canal towpath / Route 66 and surrounding cycle infrastructure are designed with cycle access in mind. Within the site's masterplan residents will be provided with suitable cycle parking provision, which will further encourage cycling.

Accessibility by Bus

- 3.38 The IHT document '*Guidelines for Planning for Public Transport in Developments*' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 3.39 There are multiple bus stops located within close proximity of the site, with stops on Briscoe Lane, Old Church Street / Culcheth Lane and Oldham Road (A62). The locations of the stops within 400 metres of the site can be seen on **Plan 5**. These bus stops are in a good state of repair and almost all benefit from a shelter and timetable information. All stops can be easily accessed via the interconnected network of footways, that will form a natural extension into the proposed site.
- 3.40 **Table 3.2** below provides a summary of the bus services operating within the vicinity of the site.

Table 3.2: Bus Services within 400 metres of Site

Bus Services Along Briscoe Lane Corridor							
Service	Route	Monday - Friday				Saturday	Sunday
		AM Peak	Midday	PM Peak	Evening		
74	Oldham - Manchester	2	0	0	0	0	0
	Manchester - Oldham	0	0	2	0	0	0
76	Manchester - Oldham	4	4	4	2	5	2
	Oldham - Manchester	4	4	4	2	5	2
76A	Oldham - Manchester	0	0	0	0	1	0
	Manchester - Oldham	0	0	0	1	1	0
709	Ancoats – St Matthews High School	1	0	0	0	0	0
	St Matthews High School - Ancoats	0	0	1	0	0	0
724	Moston – Trinity High School	1	0	0	0	0	0
	Trinity High School - Moston	0	0	1	0	0	0
Bus Services Stopping On Old Church Street Corridor							
52 Orbits	Failsworth – Trafford Centre	0	1	2	1	2	1
	Trafford Centre - Failsworth	2	2	2	1	2	1
151	North Manchester General Hospital - Failsworth	1	1	1	0	1	0

	Failsworth – North Manchester General Hospital	1	1	1	0	1	0
171	East Didsbury – Newton Heath	1	1	1	0	1	0
	Newton Heath – East Didsbury	1	1	1	0	1	0
172	Newton Heath – East Didsbury/Chorlton	2	1	1	1	1	1
	East Didsbury/Chorlton – Newton Heath	2	1	1	1	1	1
397	Newton Heath Old Church Street – Ashton Interchange	1	1	1	1	1	0
	Ashton Interchange – Newton Heath Old Church Street	1	1	1	1	1	0
Bus Services Along Oldham Road (A62) Corridor							
83	Solver Pearly Bank – Manchester Piccadilly	4	5	5	2	3	2
	Manchester Piccadilly – Solver Pearly Bank	4	5	5	2	3	2
84	Piccadilly Gardens – Uppermill	6	6	6	2	6	2
	Uppermill – Piccadilly Gardens	6	6	6	2	6	2
181	Manchester Piccadilly – Wrens Nest	1	1	1	0	1	0
	Wrens Nest – Manchester Piccadilly	1	1	1	0	1	0
182	Manchester Piccadilly – Royton Health Centre	1	1	1	1	1	1
	Royton Health Centre – Manchester Piccadilly	1	1	1	1	1	1
X84	Manchester Piccadilly – Carrcote	0	0	1	0	0	0
	Carrcote – Manchester Piccadilly	1	0	0	0	0	0

- 3.41 **Table 3.2** demonstrates that the site is very well connected to the adjacent bus network and services provide access to a variety of key employment, leisure and educational destinations towards Manchester City Centre and further afield, providing excellent potential for future residents of the site to travel by bus. A wide range of frequent services provided at all times of the day will support trips by this mode not just for commuters but for all trip types.

Accessibility by Rail

- 3.42 The closest National Railway Station is Moston which is located approximately 3km north of the site. Moston is managed by Northern Trains with services operating to Manchester Victoria, Blackburn, Rochdale and Clitheroe. **Table 3.3** provides a summary of the services provided at

Moston Railway Station, with **Plan 5** providing context as to the location of this local train station in relation to the site.

Table 3.3: Rail Routes Connecting Moston Railway Station

Route	Frequency Per Hour		Approx. Travel Time
	Peak	Off-Peak	
Manchester Victoria – Moston Moston – Manchester Victoria	2	1	8 mins
Blackburn – Moston Moston – Blackburn <i>(calling at: Darwen-Entwistle-Bromley Cross-Hall-i-th-Wood-Bolton-Salford Crescent-Salford Central-Manchester Victoria)</i>	1	1	1hr
Rochdale – Moston Moston – Rochdale <i>(calling at: Castleton (Manchester)-Mills Hill (Manchester))</i>	1	2	12 mins
Clitheroe – Moston Moston – Clitheroe <i>(calling at: Whalley (Lancs)-Langho-Ramsgreave & Wilpshire-Blackburn-Darwen-Entwistle-Bromley Cross-Hall-i-th-Wood-Bolton-Salford Crescent-Salford Central-Manchester Victoria)</i>	1	1	1 hr 25 mins

- 3.43 The trains that service Moston Rail Station run a regular service, 7 days a week, providing frequent access for users of the site to key employment centres and major interchanges. Interchanges are possible at Manchester Victoria for services towards Liverpool, Blackburn, Huddersfield, Leeds and York.
- 3.44 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also new direct links to Manchester Airport from across the north of England.
- 3.45 Moston Rail Station is located within the 5km recommended cycle catchment, and hence is accessible by bike within 15 minutes. Moston station is provided with bike storage for circa. 10 bicycles. Alternatively, Moston rail station can be access to the site by bus no. 181 or 182 (stops on Oldham Road A62).
- 3.46 A number of additional railway stations are located within 5km of the site and are considered an 'acceptable' cycle distance from the site. These stations lie to the north and east of the site and include Ashburys Station, Ardwick, Manchester Piccadilly, and Manchester Victoria.
- 3.47 Based on this review, the site is considered to be accessible by rail and that it is possible to use the National Rail services provided at nearby stations to access a wide variety of destinations both locally and regionally.

Accessibility by Metrolink

- 3.48 The closest Metrolink stops are Newton Heath & Moston (Pink Line), accessed via Old Church Street and residential streets, and Central Park (also pink Line), accessed via Ten Acres Lane and The Gateway.
- 3.49 **Table 3.4** outlines the frequencies of the services calling at these stops, with **Plan 5** indicating the position of the tram stops in relation to the site and accessibility by walking/cycling. As is shown both stops are located within 1km of the site and are both accessible by walking and cycling.

Table 3.4 – Summary of Metrolink Services in Proximity to the Site

Route	Monday to Saturday (per hour)			Sunday (per hour)	
	Morning	Midday	Evening	Daytime	Evening
Pink Line:					
East Didsbury – Rochdale Town Centre	10	10	10	10	10
Rochdale Town Centre – East Didsbury					

- 3.50 The Pink Line has regular services to areas such as East Didsbury, Rochdale Town Centre, Deansgate-Castlefield and other stops through Manchester City Centre. Interchanges to other Metrolink lines can be made at Cornbrook and St Peter's Square and interchanges to National Railway services can be made at Deansgate-Castlefield, Victoria and East Didsbury. **Figure 3.8** shows the Manchester Metrolink network.

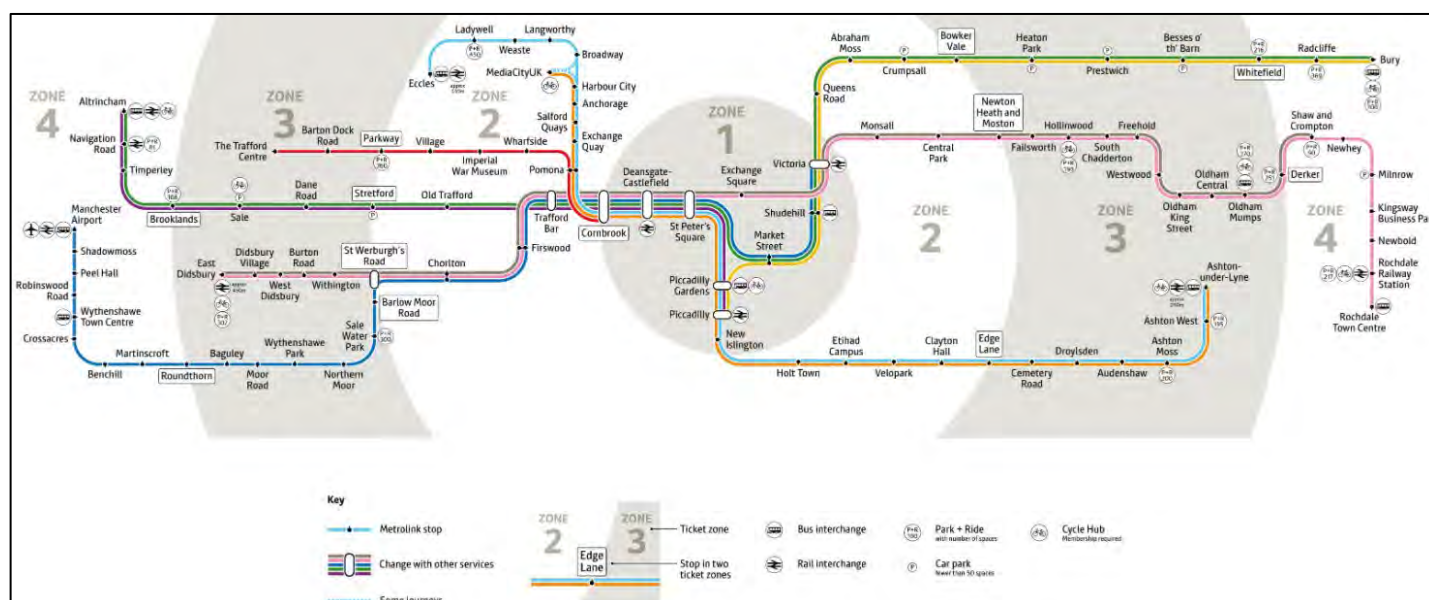


Figure 3.8 – Greater Manchester Metrolink Network Map

- 3.51 Based on this review, the site is considered to be very accessible by Metrolink and that it is possible to use the Metrolink to access a wide variety of destinations and other public transport options, such as Manchester Train Stations, to allow convenient and sustainable long-distance trips.

Accessibility by Public Transport

- 3.52 **Plan 6** shows all accessible areas from the development site via public transport (bus, rail & Metrolink) within 15-minute intervals during the AM peak hour and **Plan 7** shows all accessible areas from the development site via public transport within 15-minute intervals during the PM peak hour (this includes walking and waiting times to/at bus stops and railway/Metrolink stations and frequency/availability of services).
- 3.53 As can be seen areas such as the City of Manchester, Oldham, Chadderton, Failsworth and Droylsden can all be reached from the site within 45 minutes, with areas as far as Ashton-under Lyne, Salford, Cheadle Hulme and areas of Stockport, Bolton and Newton-Le-Willows all accessible within 60 minutes.
- 3.54 The ability to readily access these wider major destinations by means of public transport provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work), and as such will likely reduce car travel and even eliminate the need for some future residents to even own a private car.

Greater Manchester Accessibility Levels

- 3.55 The Greater Manchester Accessibility Level (GMAL) map provides a detailed measure of the accessibility of a point to both the conventional public transport network (bus, National Rail and Metrolink) and Greater Manchester's Local Link (flexible transport service). The calculations consider the walk access time and service availability. The method is a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 3.56 The GMAL map provides a breakdown of the accessibility of a site on a scale from 1 (very low) to 8 (very high). The site's postcode has been extracted from the GMAL index and it is shown that the site has an accessibility level of Level 6. This level of accessibility is considered high, meaning the site is considered extremely accessible to a wide range of sustainable transport nodes. An extract of the GMAL map is provided in **Figure 3.9**.

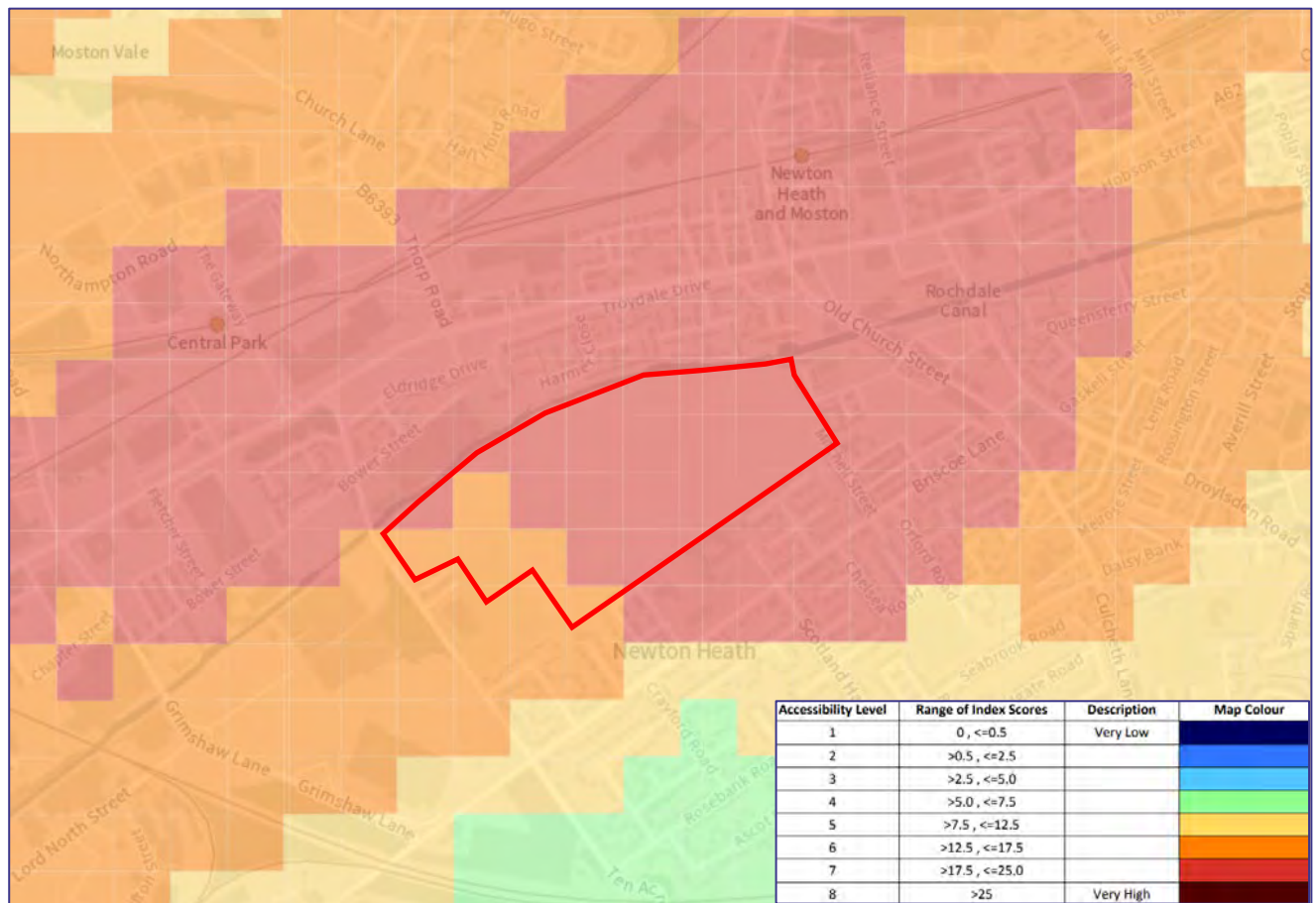


Figure 3.9 – Greater Manchester Accessibility Level Map

Conclusions

- 3.57 The proposed development is highly accessible by non-car travel modes of walking, cycling, bus, Metrolink and rail, providing good linkage to jobs, shops, leisure and services. Local jobs, shopping, schools, services, and recreational/leisure destinations are within a short walk of the site, and its close proximity to Manchester City Centre means the surrounding public transport infrastructure is well developed and highly accessible.
- 3.58 The site is highly accessible by cycle by way of links to existing adjacent cycle routes, including National Cycle Routes 60 and 66 and to the designated cycle routes serving the Newton Heath area and beyond. This would provide the residential development with a high degree of cycle access to a range of employment, retail, leisure, education and services.
- 3.59 The site is also highly accessible by public transport by way of the short walking distance to the Metrolink and access to the frequent bus service on the surrounding roads. This provides scope for ease of access to a range of employment, retail, leisure, education and services, not only in the local area but also to wider destinations in/around Manchester and the northern region.
- 3.60 In conclusion, the proposed development conforms to both the objectives to promote more sustainable transport choices, and to reduce the need to travel, especially by car.

- 3.61 It is noted that from a policy perspective, new developments should ‘support moves towards more sustainable modes of transport and help to promote walking and cycling’ (MCC Core Strategy, 2012). In this regard, the development should be located where there is good access to public transport, walking and cycling infrastructure.
- 3.62 The accessibility of the site is considered above, and it is concluded that the proposed development is located in a very sustainable location. The development contributes to healthier local living, less reliance on the private car, and a reduction in overall congestion as more people make better use of active travel (public transport, walking and cycling) for access to schools, work and other everyday facilities.
- 3.63 The proposed development aligns with key themes outlined within regional, national and local planning policy.

4 PROPOSED DEVELOPMENT

Introduction

- 4.1 The development proposals, including details on the access and parking arrangements at the site are now discussed. Included within this section are built, parking and access proposal descriptions.

Built Development Proposals

- 4.2 The planning application supported by this TA is a hybrid of full and outline consent for the site with development to be delivered in two key phases. The proposed site layout plan for the development has been included as **Appendix B** of this report.
- 4.3 For completeness, the full description of the proposed development, also provided in Section 1, is replicated below:

Hybrid planning application, pursuant to planning application ref: 129197/FO/2021, for the comprehensive redevelopment to create up to 716 dwellings, comprising:

Phase 1: Full planning permission for erection of new homes (Use Class C3), commercial floorspace (Use Classes E, F1, F2), car parking, landscaping and public realm works, serving and access arrangements, highways improvements and associated works.

Phase 2: Outline planning permission (with all matters reserved except access) for an education facility (Use Class F1) and the erection new homes (Use Class C3), landscaping and public realm works.

- 4.4 The proposed development quantum across the two phases is summarised below:

Phase 1

- 378 residential dwellings, including apartments (Use Class C3).
- Community hub: 616.5 sqm commercial floorspace (Use Classes E, F1, F2) - (includes community use and community café).

Phase 2

- Education facility – secondary school (Use Class F1).
- Up to 338 residential units (Use Class C3).

- 4.5 The development proposals comprise a total of up to 716 dwellings made up of a mixture of houses and apartments along with a community hub space with a GFA of 616.5 sqm and a secondary school.
- 4.6 In terms of community areas, directly opposite the community hub and fronting the canal will be a park (the Jacksons Community Park) which includes children's play area. In addition, there will be a pocket park (Ten Acres Pocket Park) adjacent to the canal towards the northwest of the site. There will also be a green, including play space, adjacent to the southern boundary (Hallam Green).

Access Proposals

- 4.7 The proposed development will provide three key points of access to the local highway network which will ensure high level of permeability through the site itself. A direct connect to the Rochdale Canal Towpath is also proposed for pedestrians and cyclists. These points of access are described below:

Ten Acres Lane

- 4.8 Primary vehicular access to the proposed development site will be achieved via a new priority T-junction with Ten Acres Lane. It is proposed that this junction will serve Phase 1 of the development initially, however as Phase 2 is built out, the primary internal road will join the Ten Acres Lane Junction with the Mitchell Street access.

Hallam Road (via Briscoe Lane)

- 4.9 No vehicular access to the site will be provided via Hallam Road, with the exception of emergency vehicle access. Modal filters will prevent vehicle access. The access from Hallam Road will instead form a primary north/south pedestrian and cycle link between Briscoe Lane and surrounding areas and the canal towpath.
- 4.10 The combined pedestrian and cycleway will comprise of a 3m wide link which will run along the boundary of the school site up to the primary access road where a raised table crossing facility leads to the Jacksons Community Park and then the canal towpath.

Mitchell Street (via Briscoe Lane)

- 4.11 A spine road running through the site from the aforementioned access junction with Ten Acres Lane will connect with Mitchell Street to the east.
- 4.12 Mitchell Street connects with Briscoe Lane via an existing priority T-junction and this arrangement will be retained as part of the proposed development.

Rochdale Canal Towpath

- 4.13 The canal towpath is not subject to a number of improvements outlined by MCC in 2019. These include resurfacing, widening, new signage and improved access points along a 4.2km stretch between Great Ancotes Street and Droylsden Road. The site is situated within this area and therefore will directly benefit from the proposed improvements.
- 4.14 MCC approached Vectos and the client in March/April 2021 to discuss the deliverability of a toucan crossing facility across Ten Acres Lane, which had been identified as part of the towpath improvement works. It was agreed that the client would be prepared to 'gift' MCC a small area of land at the north-western corner of the site, adjacent to the towpath and Ten Acres Lane bridge, to allow access improvements between the towpath and the crossing.
- 4.15 In addition to the combined footway/cycleway, the site layout design incorporates pedestrian and cycle access at numerous points along its frontage with the canal towpath, as demonstrated in the

masterplan in **Appendix B**. Convenient access to this key piece of sustainable travel infrastructure has been a key consideration during the development of the masterplan.

5 BASELINE TRAVEL DATA

Introduction

- 5.1 As the site currently doesn't accommodate the proposed residential development, modal split amongst residents has been unable to be obtained. As discussed within Section 1, this Residential Travel Plan forms the first element of the overall Travel Plan strategy for the site.

Journey to Work Data

- 5.2 Therefore, the most up to date available data has been used to estimate the locality's baseline travel habits. The latest available Journey to Work (2011) Census Data has been obtained from the Office of National Statistics for the relevant Super Output Area (SOA).
- 5.3 The ward in which the site is located has been utilised in estimating the area's current typical modal split. In this case the site is situated in SOA E02001055 and Journey to Work data has therefore been recorded for this area.
- 5.4 The Journey to Work data has informed the Residential Travel Plan of the baseline travel habits that are typical to the existing residents within this particular area and is shown in **Figure 5.1**.

Method of Travel to Work	Percentage
Underground, metro, light rail, tram	1%
Train	1%
Bus, minibus or coach	24%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van / Passenger	58%
Bicycle	3%
On foot	11%
Total	100%

Figure 5.1: SOA E02001055 Method of Travel to Work

- 5.5 As shown in **Figure 5.1**, the dominant mode of travel used by residents in this area of Manchester is car, with 58% of residents travelling by this mode either being classed as a vehicle driver or passenger.
- 5.6 The baseline travel data also shows that typically 26% of residents in this SOA travel by public transport, with 14% opting to 'actively travel' (cycling or walking) from their home locations to work.
- 5.7 This baseline travel data has therefore been used to inform the Residential Travel Plan of suitable targets to put in place at the development in order to reduce the volume of private vehicle use and increase the level of sustainable travel amongst residents.

6 TARGETS & OBJECTIVES

Introduction

- 6.1 Based on the indicators outlined in Section 5, the Travel Plan will now identify objectives and related targets. The targets established will identify future model split aspirations based on the aforementioned Journey to Work data for the locality, which will then be updated in the future once the development becomes occupied and residential travel surveys have been undertaken.
- 6.2 The objectives will firstly be discussed along with associated targets.

Objectives

- 6.3 The objectives and their related targets need to define the high level aims of a Residential Travel Plan.
- 6.4 As a result of the local journey to work modal split data, this Residential Travel Plan will utilise two main objectives as shown below:

Objective 1: Reduce the volume of motorised traffic generated by the development.

Objective 2: Promote healthy lifestyles and sustainable travel for the community.

- 6.5 In order to achieve the objectives above, the Travel Plan will pay particular attention to the following:
- Reduce to a minimum the number of single-occupancy car traffic movements to and from the site;
 - Reduce the need for travel to and from the site;
 - Address the access needs of residents by supporting walking, cycling and the use of public transport;
 - Address specific transport problems identified at the site, e.g. walking or cycling links;
 - Ensure residents have an informed choice about their travel options; and
 - Encourage more active travel to improve the health and well-being of residents.

Targets

- 6.6 Before the initial travel targets are outlined, it is important that they are ensured to be 'SMART' which means they must be Site-specific, Measureable, Achievable, Realistic, and Time-related.
- 6.7 Shown in **Table 6.1** are the preliminary targets for all major modes of transport the site may generate movements utilising. These targets are considered aspirational at this stage and will be reviewed in the context of the baseline survey data when the travel surveys are undertaken. The table shows census based modal split targets which are informed by the aforementioned localised census data.

Year	Car Driver/ Passenger	Public Transport	Walking	Cycling	Other (e.g. Motorbike / Taxi etc)
When the development becomes 50% occupied.	58%*	26%*	11%*	3%*	2%*
+ 1 year	55%	27%	12%	4%	2%
+ 2 years	52%	28%	13%	5%	2%
+ 3 years	49%	29%	14%	6%	2%
+ 4 years	46%	30%	15%	7%	2%
+ 5 years	43%	31%	16%	8%	2%

Table 6.1: Modal Targets (Note: * as outlined in Figure 5.1)

- 6.8 Once modal share data is obtained by undertaking resident surveys detailed targets may include establishing a number of vehicle trips which isn't to be exceeded to and from the site during the peak hour each day for example.

7 FUTURE TRAVEL SURVEY

Introduction

- 7.1 As noted throughout this Residential Travel Plan, travel surveys will be undertaken when the site is occupied. A comprehensive survey of residents' travel is fundamental for the completion of a Travel Plan. When this information is obtained it will provide baseline data from which to derive modal shift and set more accurate objectives and targets for the Travel Plan.
- 7.2 Surveys will be completed via either hard-copy or electronically using whichever option is most convenient to the resident. Once completed the travel survey will then be collected by the appointed Travel Plan Co-ordinator. An example of a Residential Travel Survey is included in **Appendix A**.
- 7.3 The number of residents expected to complete the survey will be approximately 1,647 (based on 2.3 residents per unit - derived from ONS 2011 Census Data). Considering the quantity of expected residents, it is estimated that travel surveys will be posted to each unit on the site and will then be collected 1 week from that date.
- 7.4 Collection of the data obtained by the resident travel survey will enable the Travel Plan to gain a clearer understanding of how residents travel to and from their place of work and key facilities. It will also allow the percentage of residents travelling to work by each mode to become apparent.
- 7.5 It is vital that data will be recorded as numbers and percentages so that year-on-year comparisons can be made when undertaking annual Travel Plan reviews. Importantly, the data will show 'single-occupancy' car users which will act as a major factor in future target setting.
- 7.6 Not only will the travel survey show how residents are travelling, but it will also shed light on how they would prefer to travel. The travel survey will therefore obtain data on the number and percentage of people choosing each preferred travel mode for each key activity, for example, work and local amenities.
- 7.7 When this data is obtained it will show how residents could be encouraged to travel more sustainably to reduce single occupancy car journeys, e.g. more frequent bus services, or a potential car club.
- 7.8 Moreover, it is important that the appointed Travel Plan Coordinator produces a short-written analysis of the survey in order to record the most popular alternative modes of travel that residents would prefer to be using and what would be likely to encourage modal shift. This will enable the Travel Plan to be tailored in relation to sustainable modes of travel that could be targeted and promoted in light of the survey findings.

Monitoring

- 7.9 Each year, on or about the anniversary of its adoption, the Travel Plan Coordinator will review the Travel Plan to assess its success and to identify the potential for future refinement. The major element of the review will involve the re-issue of the travel survey to residents every two years. The outcomes of this exercise will provide information on the progress and success of the measures and identify potential new initiatives.

8 MANAGEMENT STRATEGY

Introduction

- 8.1 This section outlines the roles and responsibilities for the management of the Residential Travel Plan. From the offset the following measures will be delivered through the Travel Plan by the Travel Plan Coordinator:
- Travel Awareness;
 - Resident Car Sharing;
 - Walking Measures;
 - Cycle Measures;
 - Public Transport Measures; and
 - Sustainable Travel Promotions.
- 8.2 The day to day running of the Travel Plan will be the responsibility of the Nuvu Development Ltd who will make arrangements to establish a Travel Plan Coordinator.
- 8.3 The Travel Plan is fully supported by management at Nuvu Development Ltd and a suitable budget will be set made available to the Travel Plan Coordinator to assist with the monitoring of the Travel Plan and allow for the ongoing review of initiatives to assist in the overall promotion of sustainable travel modes.

Travel Awareness

- 8.4 Travel Information Brochures will be given to residents upon occupation of the development, as well as walking and cycling maps and bus timetable information, and information on useful websites to encourage sustainable travel.
- 8.5 Residents will be provided with the contact details for the Travel Plan Coordinator and news on any sustainable travel initiatives.
- 8.6 Up-to-date information on bus services, including suggested walking routes to local bus stops, up-to-date timetable information, and website addresses to allow them to access real-time travel information will be provided within the Travel Information Brochure for the site.

Walking Measures

- 8.7 The Travel Information Brochure will include the promotion of the benefits of walking, in particular the health benefits.
- 8.8 Residents will also be provided with information on suggested walking routes in the vicinity of the site, local amenities which are within walking distance of the site, and the location of suggested safe crossing points.

- 8.9 The Travel Plan Coordinator will investigate the potential to initiate a walking group for those than mainly travel this was at the site. It is hoped that this will start a forum for suggesting further improvements within the local area.
- 8.10 The Greater Manchester Walking Hub is available to help residents in joining a local walking group. A link to this website is provided below where tips and resources are provided to enabling travelling on foot more attractive, safe and supportive of walking.
- 8.11 Information will be promoted to residents on self-led walks will be provided in the form of local mapping and in particular the use of Transport for Greater Manchester's different walking maps for the various regions across Greater Manchester. These provide information on safe crossing points and the extent of footway / footpath provision. Such maps can be accessed by following the link provided below.
- Self-led Walking Maps: <https://tfgm.com/cycling-and-walking/walking-maps/self-led>.
- 8.12 The health benefits of walking in the local area of the site will also be promoted to residents. Examples of such benefits include reducing high blood pressure and mental health benefits. A weblink to Walking Works - a campaign run by the charity 'Living Streets' which advises and encourages people to start walking more throughout their daily lives should be provided, as below provided below:
- Walking For Health: <https://www.walkingforhealth.org.uk/get-walking/walking-works>.
- 8.13 The health benefits for walking are also outlined on the NHS link below:
- NHS Health Benefits of Walking: <https://www.nhs.uk/live-well/exercise/walking-for-health/>.
- 8.14 In regard to wayfinding on foot, the Travel Information Brochure will contain a link to Google Maps and also the G-Map Pedometer app/website as provided below:
- G-Map Pedometer: <https://gmap-pedometer.com/>.
- 8.15 Transport for Greater Manchester have prepared a useful video explaining the benefits of walking rather than use of the private car in relation to health. It would be useful for residents to be able to view this video, therefore the following link will be provided within the Travel Information Brochure:
- TfGM Walking Benefits Video: <https://tfgm.com/walking/benefits-of-walking>.

Cycle Measures

- 8.16 The Travel Plan Coordinator will establish with Sustainable Transport Planners at Transport for Greater Manchester and will retain active contact to ensure that any future improvements to the cycling network and cycling maps are fed through to residents.
- 8.17 As part of the design of the site, it will be ensured that adequate street lighting and CCTV are in place in order to create a more open cycling environment to improve the personal safety of cyclists.

- 8.18 It is considered that appropriate signage is already in place surrounding the site following an on-site audit. However, it is important that one measures are in place to ensure this remains the case to assist cyclists when travelling in the vicinity, particularly to and from the City Centre.
- 8.19 Cycle training courses will be made available for residents via the Bikeability website and additionally the Travel Plan Coordinator will arrange organised cycle rides for residents. A link to the Bikeability website is provided below.
- <https://bikeability.org.uk/>
- 8.20 Bikeability provides Level 1, 2 and 3 courses to residents of all cycling levels are catered for. The nearest provider of these courses is 'BikeRight!' and as such the Travel Plan Coordinator will make contact via the following phone number: 0161 230 7007.
- 8.21 Transport for Greater Manchester also provide a total of 6 sessions in order to instil confidence in cycling. The provision of such information could be of benefit to residents no matter what their cycling ability is. A link to these cycle sessions is provided below:
- <https://tfgm.com/cycling/confidence>.
- 8.22 By following the above link, residents will be able to book themselves on various sessions including the following:
- Free Beginners Cycle Training;
 - Free Road Cycling Training;
 - One to One Session;
 - Family Confidence Training;
 - Basic Cycle Maintenance; and
 - Intermediate Maintenance.
- 8.23 The Travel Plan Coordinator will also seek to establish a partnership with Evans Cycles, which is bike retailer located at the National Cycling Centre 1.8km from the site and stocks a range of bicycles, to facilitate good opportunities for residents to purchase bikes and associated equipment from this outlet.
- 8.24 Details of this store are as follows:
- Evans Cycles,
National Cycling Centre,
Stuart Street,
Manchester,
M11 4DQ.*

- 8.25 Access to the routes described in Section 3 will be highlighted to residents, including links to cycle maps produced by MCC and Transport for Greater Manchester (TfGM). Residents should be made aware that this is a traffic-free route with good surfacing and signage to guide users.
- 8.26 A link to the TfGM Manchester Cycle Network Map is provided below:
- https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.49006064247496&lng=-2.21120098212398.
- 8.27 The Beelines network is an approved joined-up system of walking and cycling routes across Greater Manchester and once fully built is expected to make walking and cycling a realistic alternative to private car use. Reference to the Bee Network Map shows that there are two confirmed planned infrastructure improvements located in close proximity to the site, including a stepped access improvement on Ten Acres Lane and Grimshaw Lane where these roads cross over the Rochdale Canal. It is also confirmed that the Canal towpath is to be widened in this area further facilitating cycle access along National Cycle route 66.

Membership to Bike Locker User Clubs

- 8.28 Residents that own a bicycle at the site will be encouraged to join the Transport for Greater Manchester Bike Lockers Users' Club (BLUC) to use any of the hundreds of lockers at rail stations, bus and tram stops across the Greater Manchester region, including Central Park Metrolink Station. This will enable the Travel Plan Coordinator to encourage linked cycle / rail trips amongst residents.
- 8.29 Membership of the club costs £10 and the following contact information will be provided to ensure residents explore this option:
- Phone: 0161 244 1000 / bluc@tfgm.com.
- 8.30 Residents will also be able to complete an online form in order to become a BLUC member and as such the below link should be provided:
- TfGM BLUC Application Form:
<https://assets.ctfassets.net/nv7y93idf4jq/1JBS8eLHDOOme46QW2AS0G/45a4def00b3afab48f40d63218dde8b7/BLUC-Application-Form.pdf>
- 8.31 When they have joined the BLUC residents will be sent a padlock key which will open any of the Transport for Greater Manchester bike lockers at rail stations, bus and tram stops. An example bicycle locker is shown in **Figure 8.1** overleaf.



Figure 8.1: Example Public Bicycle Locker

Public Transport Measures

- 8.32 The benefits of travelling to the site by bus, as well as the location of local bus stops, will be provided in the Travel Information Brochure. Public transport timetable information will also be provided in the Travel Information Brochure.
- 8.33 Based on the results of the first travel survey, as part of a Personalised Travel Planning offer by Nuvo Development Ltd, some weekly bus passes may be provided for people to trial getting the bus services that are available in the vicinity of the site.
- 8.34 Residents are able to board Metrolink services at Central Park. As such, live information on Metrolink services should be provided on the website, including a link to Transport for Greater Manchester's service update webpage will be provided in the Travel Information Brochure in order to ensure residents are able to check the current status of Metrolink services as provided by the link below:
- TfGM Metrolink Service Update Facility: <https://tfgm.com/public-transport/tram>.
- 8.35 As noted, Central Park Metrolink Stop is located within Zone 2 of the network.

Car Sharing

- 8.36 The benefits of car sharing will be promoted to residents. The Travel Information Brochure will outline the environmental and cost saving benefits of travelling with other people, and will include information on with details of websites such as www.liftshare.com or www.blablacar.com which provides a database of people wishing to car share on certain journeys.

- 8.37 As the site falls within Greater Manchester, the development will qualify for the free Car Share website facility www.carsharegm.com. This will be promoted amongst future residents occupying the development.
- 8.38 Car sharing can also contribute to an improving air quality and climate change by reducing the number of vehicles travelling to and from the site.

Information on Local Electric Vehicle Infrastructure

- 8.39 The popularity of electric cars in the UK has increased dramatically over the last few years, as more people choose to use these more environmentally friendly vehicles. It should there for be ensured that details on local electric vehicle charging points in the local area to facilitate these journeys. These can be found using the following link:
- Zap Map's Local Charging Point Map: www.zap-map.com/live/.
- 8.40 The Zap Map facility is shown in **Figure 8.2** overleaf in context with the site's location.

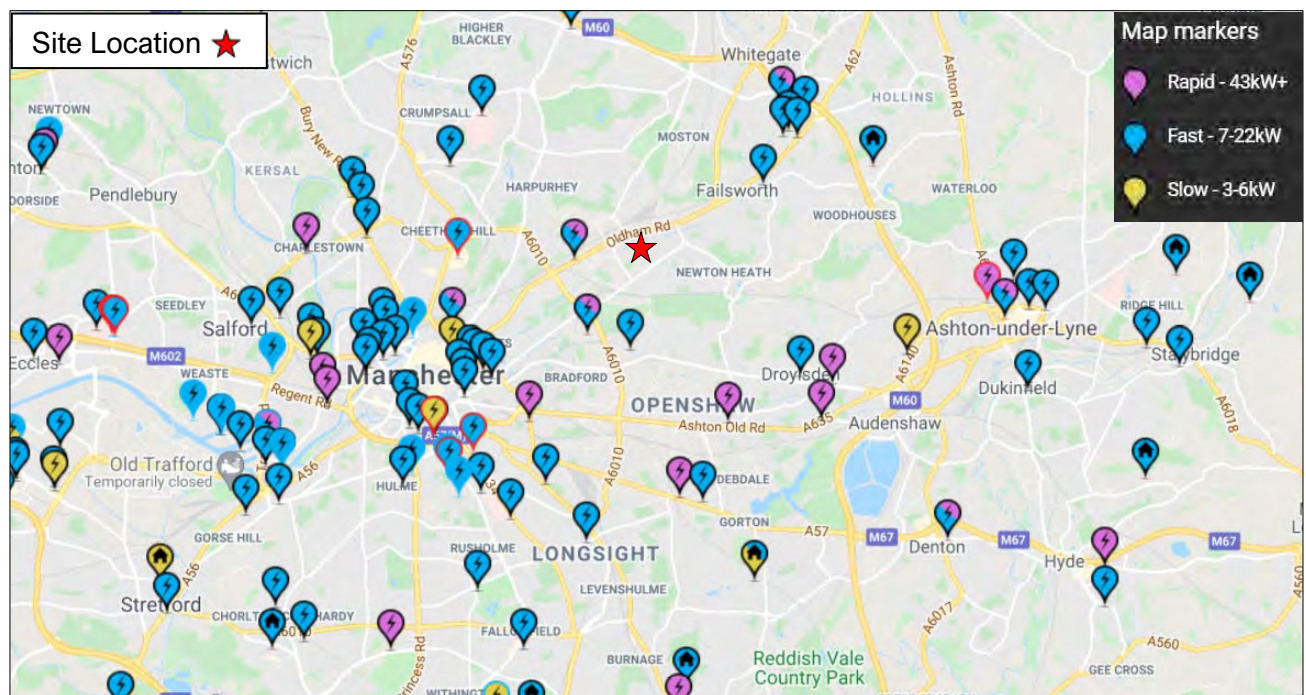


Figure 8.2: Electric Vehicle Charging Facilities on Zap Map

- 8.41 In addition to the off-site EV charging facilities, it should be noted that each standalone house on site will be provided with 'passive' EV charging capability which comprises of charging infrastructure to allow easy fitment of a private EV charger if required by residents.
- 8.42 For the proposed apartments, passive EV charging infrastructure will also be provided for each parking space, however 20% of these spaces will also feature charging stations which will be ready to use immediately. This provision is to be provided following consultation with MCC to ensure the site is EV ready and appropriately future proofed for the popularity of EV's over the coming years.

Car Club Membership

- 8.43 Residents may benefit from being a member of a local car club should they not own a car at the site. Enterprise Car Club across Manchester where vehicles can be booked for as little as half an hour or up to 7 days through the Enterprise Car Club website or mobile app.
- 8.44 This will be a useful tool for residents that may wish to travel by car but still experience a lifestyle that does not necessarily require one. This facility enables residents to search for and reserve a vehicle at a moment's notice, or weeks in advance at any time of the day or week.
- 8.45 Residents can unlock the cars with their smartphone app or contactless access card, retrieve the keys from the glovebox (protected with their own designated PIN) and drive off. At the end of the reservation, the resident will return the vehicle to its original location for the next person to use after they have safely locked and ended their trip.
- 8.46 This is an important sustainable travel measure to promote as it will give residents a more eco-friendly, convenient, and cost-effective alternative to car ownership whilst aligning with Manchester City Council's objective in reducing congestion. As such, the following link will be provided in the Travel Information Brochure.
- Website: www.enterprisecarclub.co.uk; and
 - The Clubhouse Team Details: 0345 266 9290 / email membership@enterprisecarclub.co.uk

Roles

- 8.47 The appointed Travel Plan Coordinator will carry out an annual review of the Travel Plan including recognition of successful/unsuccessful travel target measures and the following:
- Check Travel Information Brochures have been effectively issued to residents;
 - Check information provided in the Travel Information Brochure regarding pedestrian, cycle and public transport is up-to-date. In particular check that any timetable information provided is current; and
 - Action any feedback received from residents over preceding year.
- 8.48 In order for the Residential Travel Plan to operate efficiently, a description of the Council's and Travel Plan Coordinator's key roles are summarised in **Table 8.1**.

Role of Transport for Greater Manchester's Sustainable Transport Planner	Role of the Travel Plan Coordinator and/or the Developer
Providing appropriate information and support during plan preparation including feedback on assessment of the draft plan	Preparing the site Travel Plan including its assessment against the proposed planning application
Providing local data and comparable information	Implementing the site Travel Plan including provision of appropriate resources
Providing advice on research and survey requirements	Liaising with public transport operators

Supporting liaison with public transport operators	Marketing the Travel Plan to all parties directly affects, in this case residents
Monitoring effectiveness of all Travel Plans	Collecting / monitoring information and presentation of it to participants and the Council
Feedback within the Council e.g. resetting policy	Reviewing and revising the site Travel Plan
Sharing, learning and embedding best practice	Ongoing liaison with users and the Council
Ongoing liaison with the site and its residents	Ensuring effective long term management arrangements
Securing remedies to overcome failures to reach agreed targets and outcomes	Assessment using independent analysis of trip rates and modal split targets to the UK standard for Measuring Travel Plan Impacts (based on TRICS system) as agreed

Table 8.1: Council and Travel Plan Coordinator Roles

- 8.49 The Travel Plan Coordinator will support, oversee and implement the requirements of the plan upon first occupation of the development and through the life of the plan.
- 8.50 The Residential Travel Plan Co-ordinator duties will also include:
- Support, oversee and implement the requirements of the Residential Travel Plan upon first occupation of the development and through the life of the plan;
 - Provide travel advice and guidance to residents in the early stages of occupation and throughout the development process;
 - Liaise with the Sustainable Travel Planning Team on the production and management of the Residential Travel Information Pack;
 - Distribute the Residential Travel Information Pack to all households upon first occupation;
 - Assess the potential journeys that residents may make and identify what modes of transport are available from the site, promoting sustainable options;
 - Continuously monitor the impact that residents journeys may have on the surrounding areas and existing transport infrastructures;
 - Undertake personal journey planning for residents where appropriate;
 - Ensure the travel information made available is always current and up to date;
 - Design and implement effective marketing and awareness-raising campaigns to promote the initiatives and sustainable transport infrastructure within in Residential Travel Plan;
 - Organise biennial Travel Surveys, analyse these and submit the results to the Sustainable Travel Planning Team, together with an assessment of the success of the Residential Travel Plan in reducing the number of trips by private car and details of any additional measures necessary to achieve the targets set within the Residential Travel Plan;

- Provide promptly upon written request such information as the local authority reasonably requires in relation to the Residential Travel Plan;
- Investigate new ideas, modes of transport and future plans, for example, electric car charging points and promote or implement as appropriate; and
- Update Residential Travel Plan at least every two years, based on results of the traffic counts and travel surveys, to incorporate additional measures as agreed with the Sustainable Travel Planning Team.

8.51 The administration of the Travel Plan is the responsibility of Nuvu Development Ltd and contact details for an appropriate individual will therefore be provided.

8.52 They will be supported by Gareth Davis of Vectos and his contact details are:

*Gareth Davis
Vectos North Ltd
4th Floor, Oxford Place
61 Oxford Street Manchester
M1 6EQ
T. 0161 228 1008
E. Gareth.Davis@vectos.co.uk*

9 MARKETING STRATEGY

Introduction

- 9.1 A marketing strategy will be designed for the communication and promotion of the Travel Plan to all site occupiers and users. The strategy will describe the range of communication tools and promotional techniques that will be used from the outset of the development and those that will be used on an on-going or phased campaign basis.
- 9.2 Listed within **Table 9.1** are examples of communication tools and promotional techniques:

Printed materials	Resident travel information packs / Summary of incentives for residents
Electronic media	Possible Travel Plan website / Travel information page on town or village website
Activities	Personalised travel planning / Travel Plan news disseminated in resident's meetings

Table 9.1: Marketing Measures

10 ACTION PLAN

Forward Strategy

10.1 In terms of operation of the Residential Travel Plan, a schedule of actions is shown in **Table 10.1**.

Travel Plan Actions	Start Date	Responsibility
Appoint a Travel Plan Co-ordinator	Prior to Occupation	Nuvu Development Ltd
Prepare walking and cycling maps for future residents	Prior to Occupation	TPC
Establish a partnership with a local bike retailer to facilitate discounted prices for residents purchasing bikes and cycling equipment	Prior to Occupation	TPC
Collate a Travel Information Brochure and distribute to residents	When required to all new residents	TPC
Arrange Personalised Travel Planning Day	Within a month of occupation of final dwelling	TPC
Review, update and reissue of Travel Plan as required	When required	TPC
Distribute a resident travel questionnaire	After the site is fully occupied	TPC
Update the travel information available to residents	When required	TPC
Promote the Travel Plan amongst residents	When required	TPC
Monitor the distribution of the Travel Information Packs and check information provided regarding pedestrian, cycle and public transport is up-to-date	Ongoing	TPC
Check that details of the sustainable travel events promoted are current and determine next event dates	May, June, October each year	TPC
Action any feedback received from residents over the preceding year	Ongoing	TPC

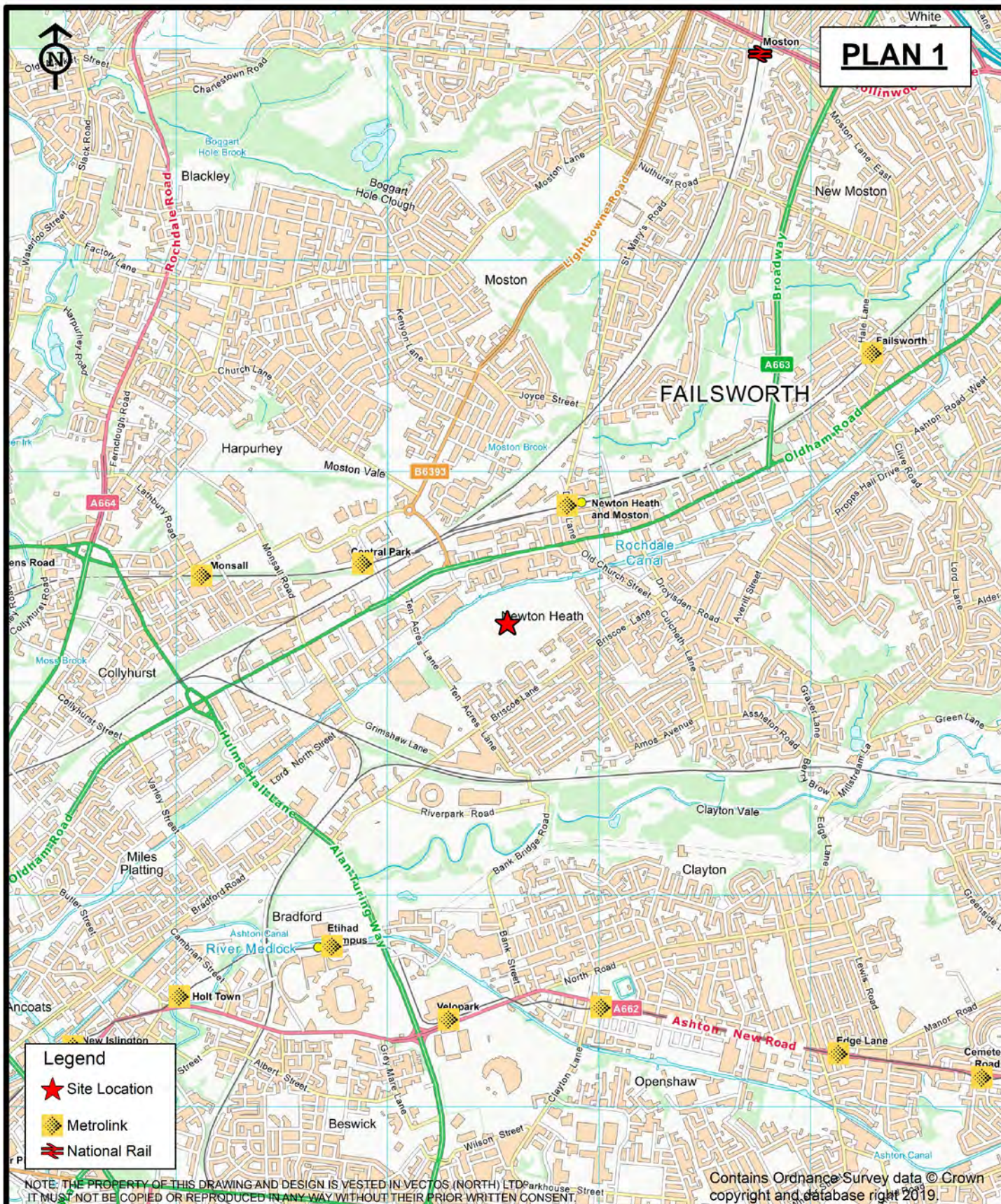
Table 10.1: Travel Plan Timescales (Note: TPC stands for Travel Plan Coordinator)

11 SUMMARY

Travel Plan Summary

- 11.1 Vectos have been commissioned by Nuvu Developments Ltd to prepare a Residential Travel Plan for the former Jacksons Brickworks site in Manchester. The scheme comprises a total of 716 residential units, with vehicular access taken from Ten Acres Lane and Mitchell Street.
- 11.2 This Residential Travel Plan aims to reduce the impacts of transport on the local environment and increase access to the site. It includes measures to increase travel choice and reduce dependency on the car and measures to discourage unnecessary car use.
- 11.3 The objectives of this Residential Travel Plan are to be achieved by providing a long-term management strategy for the site which will be improved, monitored, reviewed and adjusted to reflect changing circumstances.

Plans



CLIENT:

Nuvu Developments Ltd

PROJECT TITLE:

Jacksons Brickworks, Manchester

DRAWING TITLE:

Site Location

vectos.

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TA

CHECKED:

EG

DATE

Feb. 2021

SCALE:

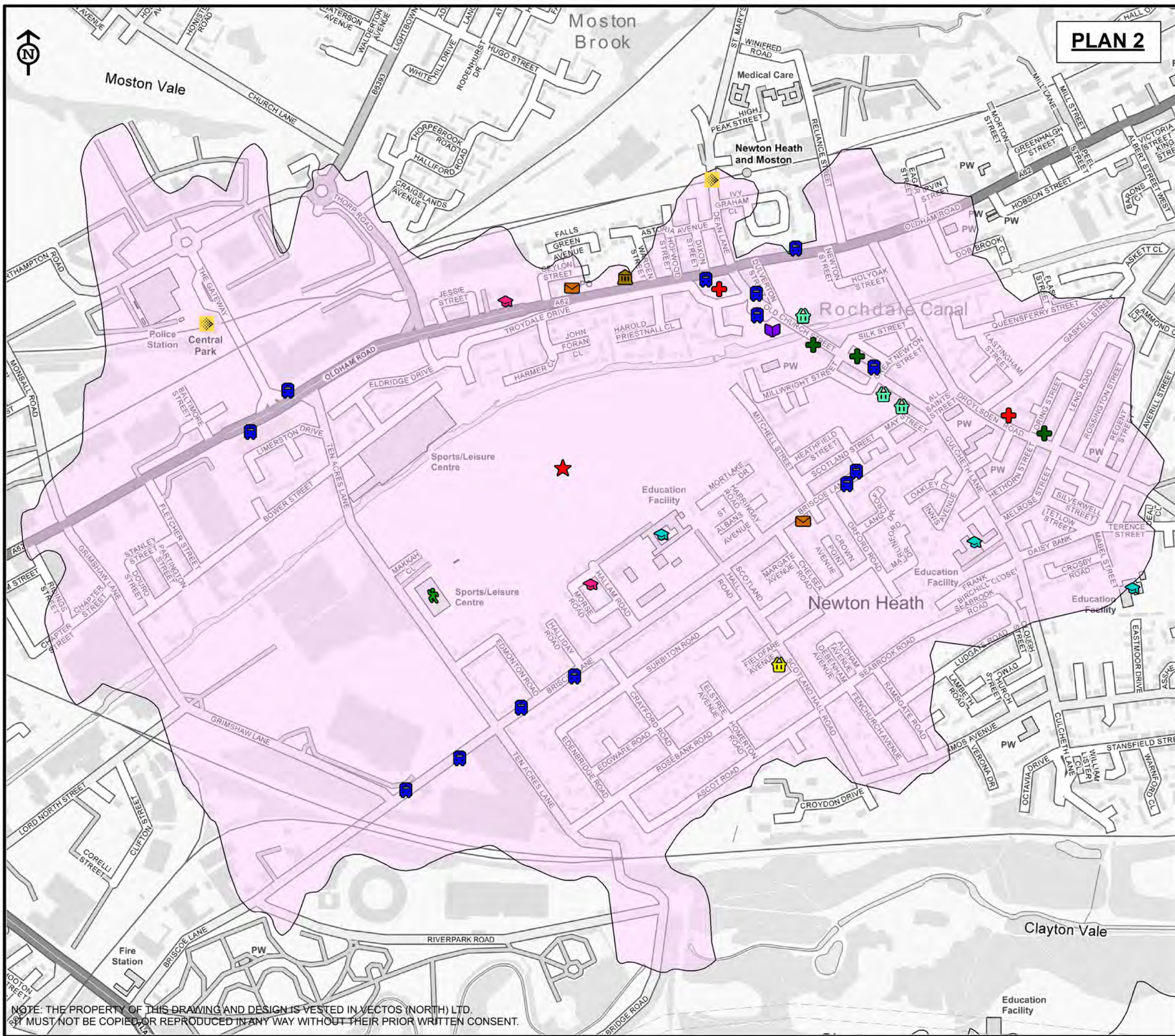
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DRAWING NO:

VN201804-G100

REVISION:

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PLAN 2

Legend

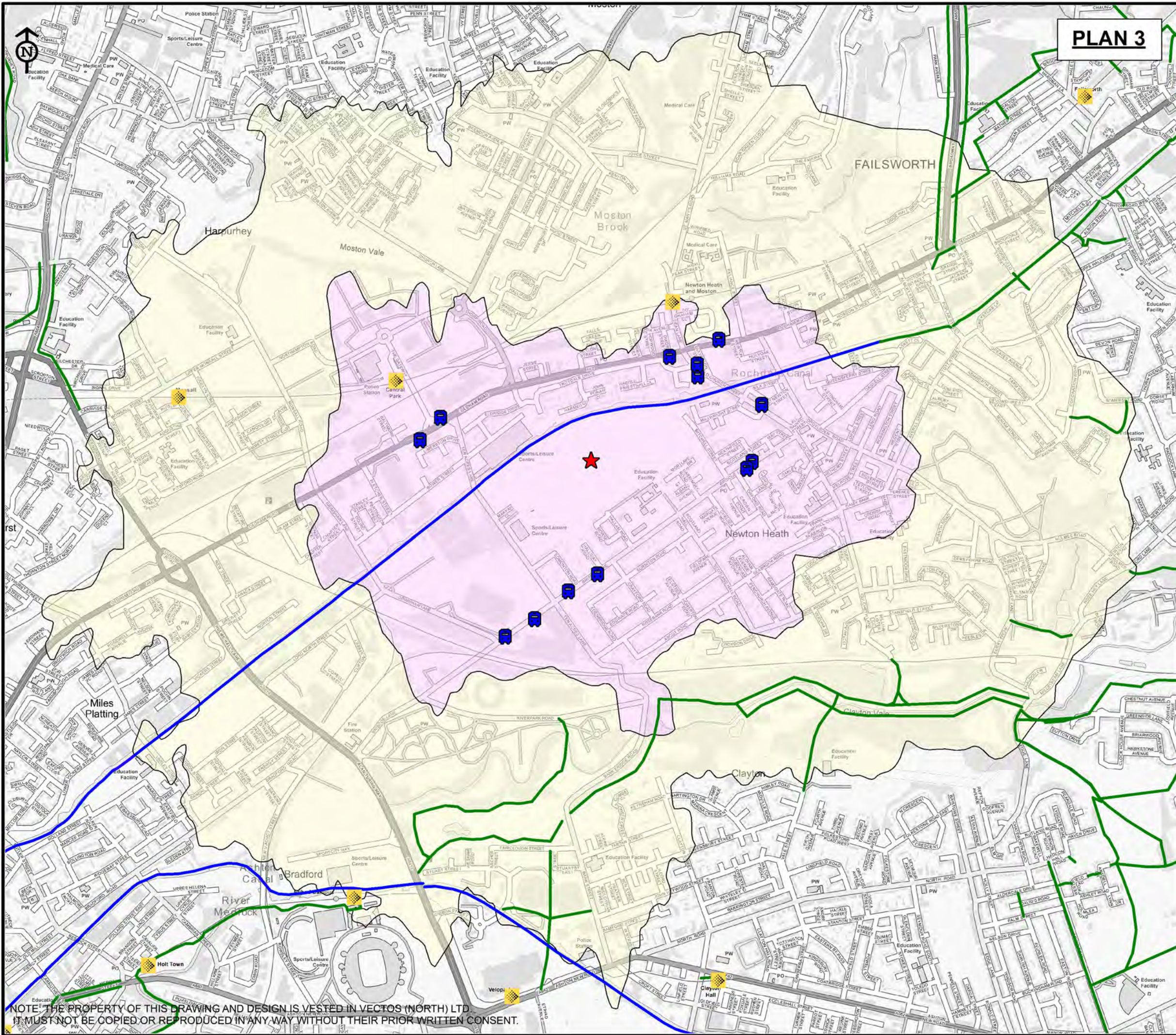
- ★ Site Location
- Bus Stop
- Metrolink
- Day Nursery
- Primary School
- Convenience Store
- Supermarket
- Pharmacy
- Medical Centre
- Post Office
- Newton Heath Library
- Newton Heath Job Centre
- Leisure Centre
- 1km Walk Catchment

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CLIENT: Nuvu Developments Ltd		
PROJECT TITLE: Jacksons Brickworks, Manchester		
DRAWING TITLE: Amenity Location Plan		
SCALE: N.T.S		
DRAWN: TA	CHECKED: EG	DATE: Feb. 2021
vectos.		
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DRAWING NO: VN201804-G106		REVISION:

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PLAN 3

Legend

- ★ Site Location
- Bus Stop
- Metrolink

Public Rights of Way

- Footpath
- Canal Tow Path

Walking Catchment

- 0 - 1km
- 1km - 2km

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CLIENT:

Nuvu Developments Ltd

PROJECT TITLE:

Jacksons Brickworks, Manchester

DRAWING TITLE:

Pedestrian Infrastructure Plan

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

EG

DATE:

Feb. 2021

vectos.

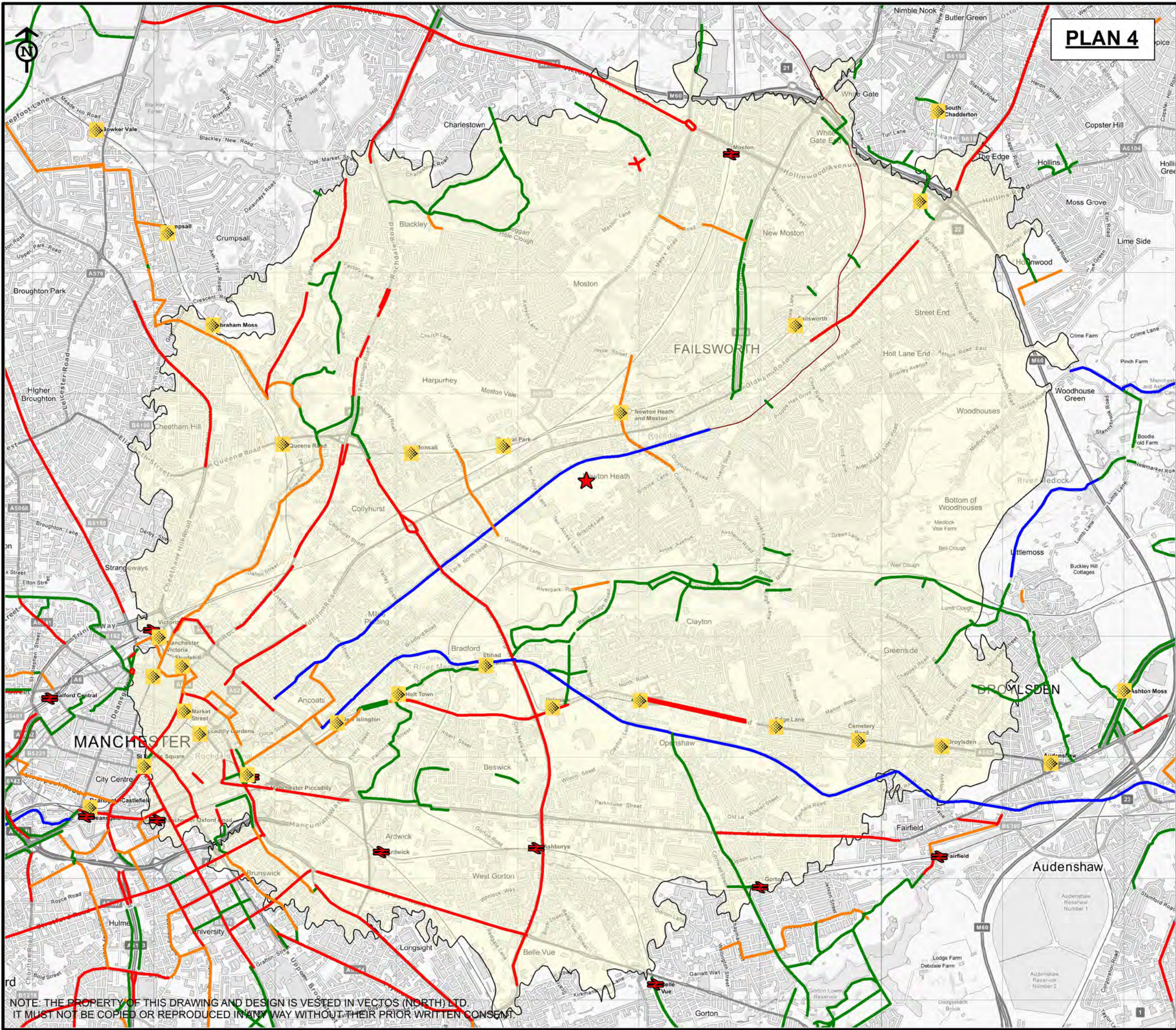
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PLAN 4

Legend

- ★ Site Location
- Metrolink
- ▬ National Rail

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

- 0 - 5km

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CLIENT:

Nuvu Developments Ltd

PROJECT TITLE:

Jacksons Brickworks, Manchester

DRAWING TITLE:

Cycling Catchment Plan

SCALE:

N.T.S

DRAWN:

TA

CHECKED:

EG

DATE:

Feb. 2021

vectos.

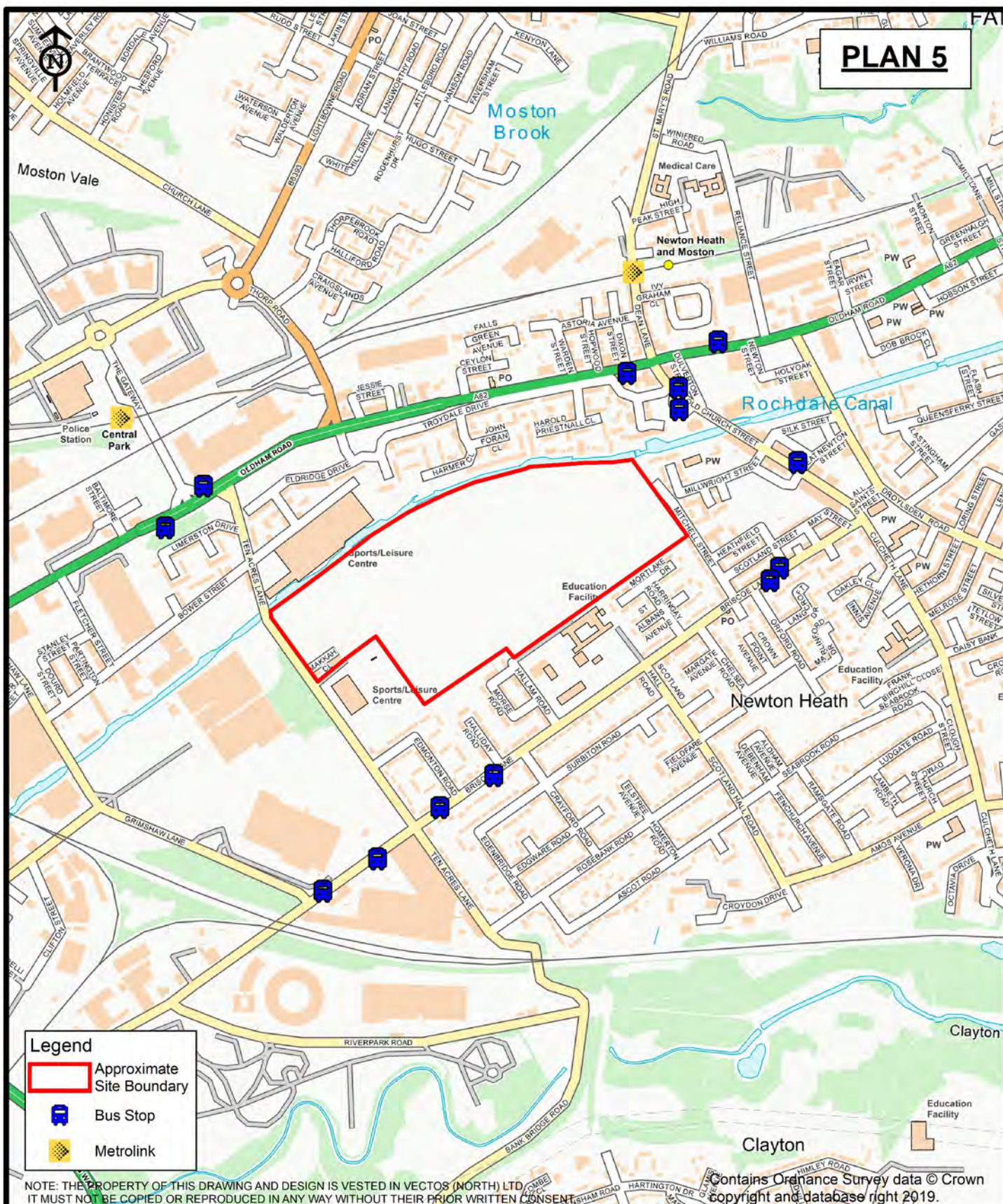
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CLIENT:

Nuvu Developments Ltd

PROJECT TITLE:

Jacksons Brickworks, Manchester

DRAWING TITLE:

Bus Stop and Metrolink Plan

DRAWN:

TA

CHECKED:

EG

DATE

Feb. 2021

SCALE:

1:10,000 at A4

DRAWING NO:

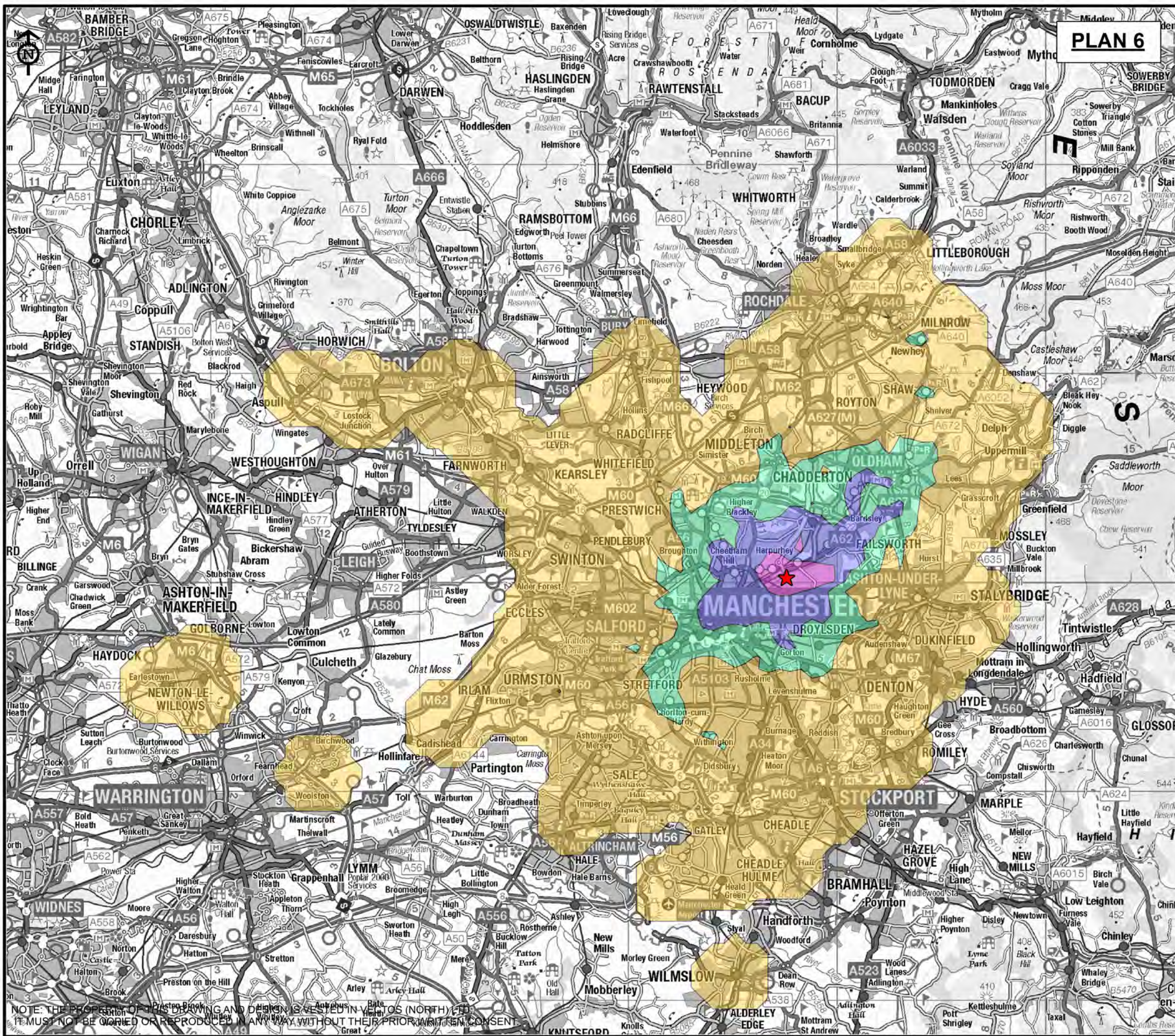
VN201804-G101

REVISION:

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PLAN 6

- Legend
- ★ Site Location
- Time Catchment
- 15 minutes
 - 30 minutes
 - 45 minutes
 - 60 minutes

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CLIENT:

Nuvu Developments Ltd

PROJECT TITLE:

Jacksons Brickworks, Manchester

DRAWING TITLE:

Public Transport Accessibility Plan - AM

SCALE:

N.T.S

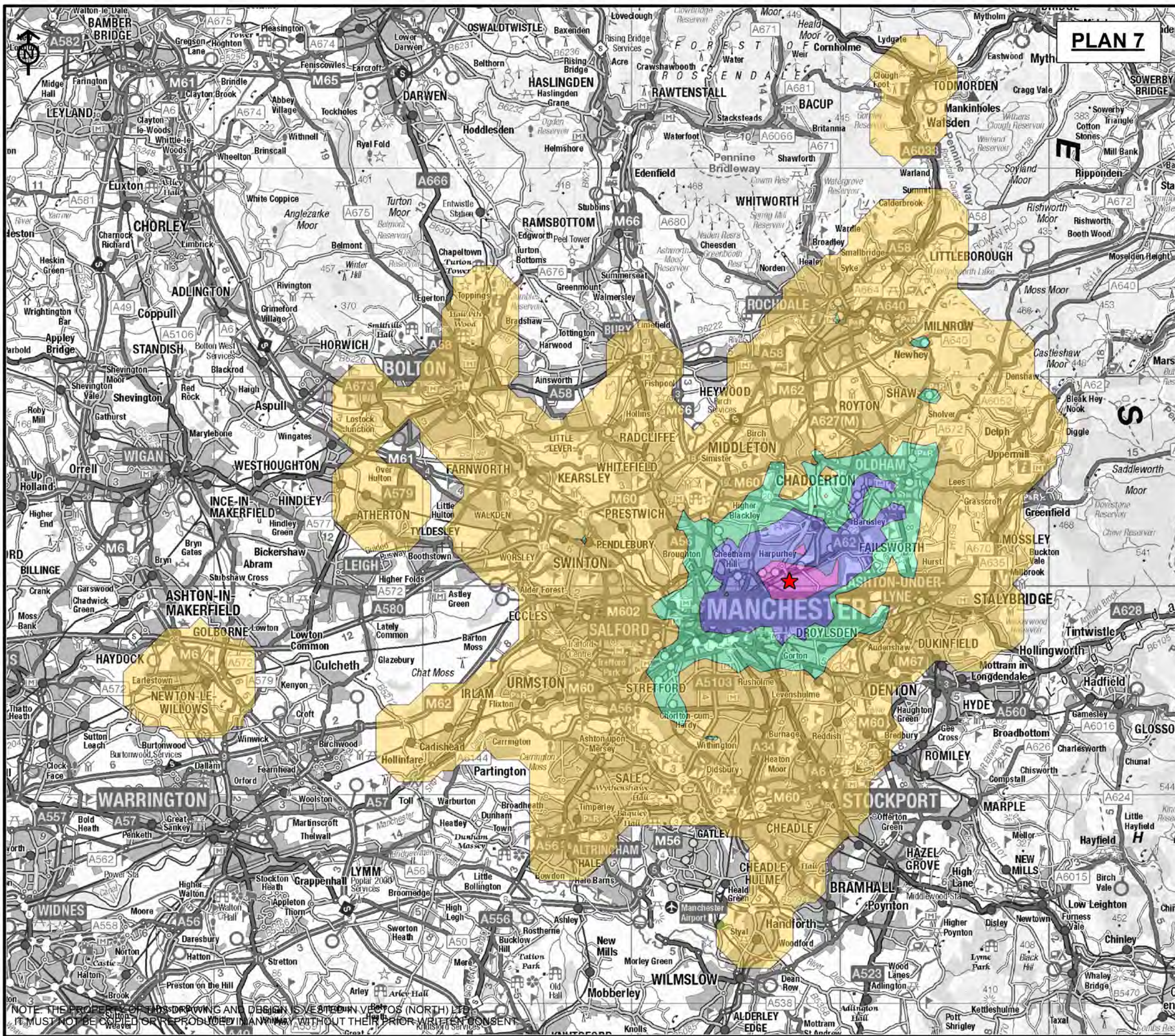
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PLAN 7

- Legend
- ★ Site Location
 - Time Catchment
 - 15 minutes
 - 30 minutes
 - 45 minutes
 - 60 minutes

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CLIENT:
Nuvu Developments Ltd

PROJECT TITLE:
Jacksons Brickworks, Manchester

DRAWING TITLE:
Public Transport Accessibility Plan - PM

SCALE:
N.T.S

DRAWN: TA	CHECKED: EG	DATE: Feb. 2021
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DRAWING NO: VN201804-G105	REVISION:
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Appendices

Appendix A

Example Residential Travel Survey

RESIDENTIAL TRAVEL SURVEY



1. Do you own a car?
Yes ☐
No ☐
2. Do you have a car parking space within the development?
Yes ☐
No ☐
3. If you own a car but do not have a parking space, where do you park your car?

4. What is your age?
a) Younger than 25 ☐
b) 25-34 ☐
c) 35-44 ☐
d) 45-54 ☐
e) Older than 55 ☐
5. What is your current employment status?
a) Full-time ☐
b) Part-time ☐
c) Not in Employment ☐
6. What is your work postcode?

7. What is your usual main mode of travel to work?
a) Car driver on your own ☐
b) Car share ☐
c) Walk ☐
d) Cycle ☐
e) Motorbike ☐
f) Bus ☐
g) Taxi ☐
h) Tram ☐
i) Other (please specify) _____

8. If you drive on your own what is the main reason?
a) Guaranteed/flexible journey ☐
b) Health reasons ☐
c) Personal security ☐
d) Lack of alternative ☐
e) Cost of other travel ☐
f) Don't like public transport ☐
g) Convenience ☐
h) Available Parking ☐
i) Other (please specify) _____
9. Please tick if you know about any of the following:
a) Bus routes in the local area ☐
b) Cycle routes in the local area ☐
c) Walking routes in the local area ☐
d) Other (please specify) _____
10. Which of the following changes would most encourage you to use public transport for your journey to work (if you already use public transport which would you most like to see)?
a) More accessible bus route ☐
b) More frequent services ☐
c) Discount tickets/travel passes ☐
d) More convenient bus stops ☐
e) Easier timetable/route information ☐
f) Would not be willing to use public transport ☐
g) Other (Please specify) _____

Questions continue on the following page.

RESIDENTIAL TRAVEL SURVEY

11. Which of the following changes would most encourage you to cycle to work, (if you already cycle which would you most like to see)?

- a) The provision of safe, well-lit cycle paths ☐
- b) Improvements to existing cycle paths ☐
- c) More information about local cycle paths ☐
- d) Improved cycle parking ☐
- e) Improved facilities and lockers ☐
- f) Having a bicycle user group ☐
- g) Would not be willing to cycle to work ☐
- h) Other (Please specify) ☐

12. Which of the following changes would most encourage you to walk to work, (if you already walk, which would you most like to see)?

- a) Better lighting and security ☐
- b) Safer crossings and improved pedestrian priority ☐
- c) Would not be willing to walk to university ☐
- d) Other (Please specify) ☐

Appendix B

Site Layout Plan



NOTE:
1. Do not scale from this drawing
2. All setting out, levels and dimensions to be agreed on site
3. The dimensions of all materials must be checked on site before being laid out
4. This drawing must be read with the relevant specification clauses and detail drawings
5. Order of construction and setting out to be agreed on site
6. This drawing is copyright protected and may not be reproduced in whole or part without written authority
7. All dimensions are in metres unless stated otherwise.

PHASE 1

Full planning application

PHASE 2

outline planning application
(Illustrative layout)

BOUNDARIES

- Hybrid planning application boundary
- Outline planning application elements
- Boundary between Phase 2 and land allocated for the school
- Phase 2 Masterplan for illustrative purposes

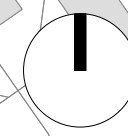
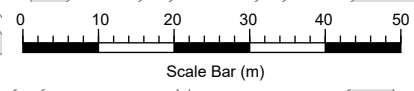
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S4-P07	27/04/22	Planning	JD	LF
S4-P06	22/04/22	Planning	JD	LF
S3-P05	14/03/22	DRAFT	JD	LF
S3-P04	07/03/22	DRAFT	JD	LF
S3-P03	04/03/22	DRAFT. Red line boundary, very few minor layout amendments	JD	LF
S3-P02	01/03/22	DRAFT for Viability	BW	LF
S0-P01	23/02/22	DRAFT for GMP	BW	LF

Revision	Date	Description	Drawn	Apprvd.
S4-P08	29/04/22	Phase 2 Overlay	AGB	LF
S4-P07	27/04/22	Planning	JD	LF
S4-P06	22/04/22	Planning	JD	LF
S3-P05	14/03/22	DRAFT	JD	LF
S3-P04	07/03/22	DRAFT	JD	LF
S3-P03	04/03/22	DRAFT. Red line boundary, very few minor layout amendments	JD	LF
S3-P02	01/03/22	DRAFT for Viability	BW	LF
S0-P01	23/02/22	DRAFT for GMP	BW	LF



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Client	Your Housing Group		
Project	Jacksons Brickworks		
Drg Title	Combined Masterplan		
Created on	Created by	Approved by	
23/02/2022	BW	LF	
Scale	Size	Workstage	Status
1:1000	A1	RIBA 3	Planning
Drg No.	Suitability		Revision
2490-PLA-00-00-DR-LA-0056	S4		P08



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