

Tesco Parrs Wood Interim Travel Plan

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Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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Author	Signature	Date
Lynnie Ler MEng (Hons) Transport Planner		05 May 2022

Reviewed	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		05 May 2022

Authorised	Signature	Date
Carl Peers BA (Hons) MSc CMILT MCIHT Business Unit Director		05 May 2022

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- Plan 076118-CUR-XX-XX-G-TP-06001-P01** – (Location Plan) Regional Level
- Plan 076118-CUR-XX-XX-G-TP-06002-P01** – (Location Plan) Local Level
- Plan 076118-CUR-XX-XX-G-TP-06003-P01** – (Accessibility) Indicative Walking Catchment
- Plan 076118-CUR-XX-XX-G-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 076118-CUR-XX-XX-G-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Dandara Living Developments Ltd to provide transport and highways advice in relation to a proposed residential development located at Tesco Car Park, Parrs Wood Lane, East Didsbury, Manchester M20 5NP. The site is within the jurisdiction of Manchester City Council (MCC).
- 1.1.2 The proposed development comprises 75 build to rent (BTR) apartments with a mixture of 1, 2 and 3-bedroom homes across 5 floors above ground, with 20% Discounted Market Rent. Ancillary flexible community use is proposed on the ground floor totalling c. 53sqm net internal area (NIA). The proposed site layout is provided in **Appendix A** to the rear of this report.
- 1.1.3 Dandara Living's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including East Didsbury Metrolink station, East Didsbury rail station and several local bus stops for journeys further afield. The flexible community use would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 1.1.4 Dandara Living recognises that some residents may still require access to a car. The development proposals therefore include 36 car parking spaces located on the ground floor, providing parking for nearly half of the apartments. The parking includes a proportion of accessible and electric vehicle spaces, visitor parking, and a Car Club space inclusive of 1 vehicle to promote shared transport. There are also 3 motorbike parking spaces. There would also be 75 cycle parking spaces within a secure, covered cycle store on the ground floor for residents, and a further 12 short-stay cycle parking spaces for visitors.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities) as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Source: *National Planning Policy Framework*, MHCLG, 2021.

- 1.2.2 In essence, a Travel Plan 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 This Interim Travel Plan is intended to be read alongside the accompanying Transport Assessment (TA) (Document Reference: **076118-CUR-XX-XX-T-TP-00004**) that has been prepared to assess the potential transport and highways impacts of the development proposals.
- 1.3.2 In order to enable the development, the proposals would remove 94 existing spaces from the Tesco Superstore car park, leaving 237 spaces for Tesco customers. The TA demonstrates that there would be sufficient spaces for Tesco customers.
- 1.3.3 In September 2021, Curtins submitted a Transport Scoping Report (**Document Reference: 076118-CUR-00-XX-RP-TP-003**) to MCC Highways and proposed that this Interim Travel Plan should:
- Identify the aims and objectives of the Travel Plan;
 - Identify the measures and initiatives to achieve the objectives of the Travel Plan to increase travel to the site on foot, by cycle and public transport;
 - Provide details of how the Travel Plan would be implemented and managed, in the context of the adjacent Tesco Superstore;
 - Provide details of how the Travel Plan would be marketed to residents and visitors; and
 - Set out a monitoring schedule to assess the effectiveness of the Travel Plan.
- 1.3.4 The scope of the Interim Travel Plan has been agreed with MCC Highways and Transport for Greater Manchester (TfGM) in a response received on 6th October 2021.
- 1.3.5 An Interim Travel Plan is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.
- 1.3.6 TfGM endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a Travel Plan 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."*

Source: Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013

1.3.7 This Interim Travel Plan has been written with reference to the above statements and the following key documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

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. It also sets out key aims and objectives for the Travel Plan process.

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

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

1.4.4 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 6** outlines the strategy for Travel Plan target strategy.

1.4.5 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

1.4.6 **Section 8** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful travel planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);¹
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.3 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is

¹ The proposals for the Clean Air Zone are currently under review, and TfGM is working with Government to deliver a new Clean Air Plan for Greater Manchester by July 2022.

responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.4 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.5 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.”*

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.7 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."

Source: Health Survey for England, DoH, 2016.

2.3.2 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.3.3 Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

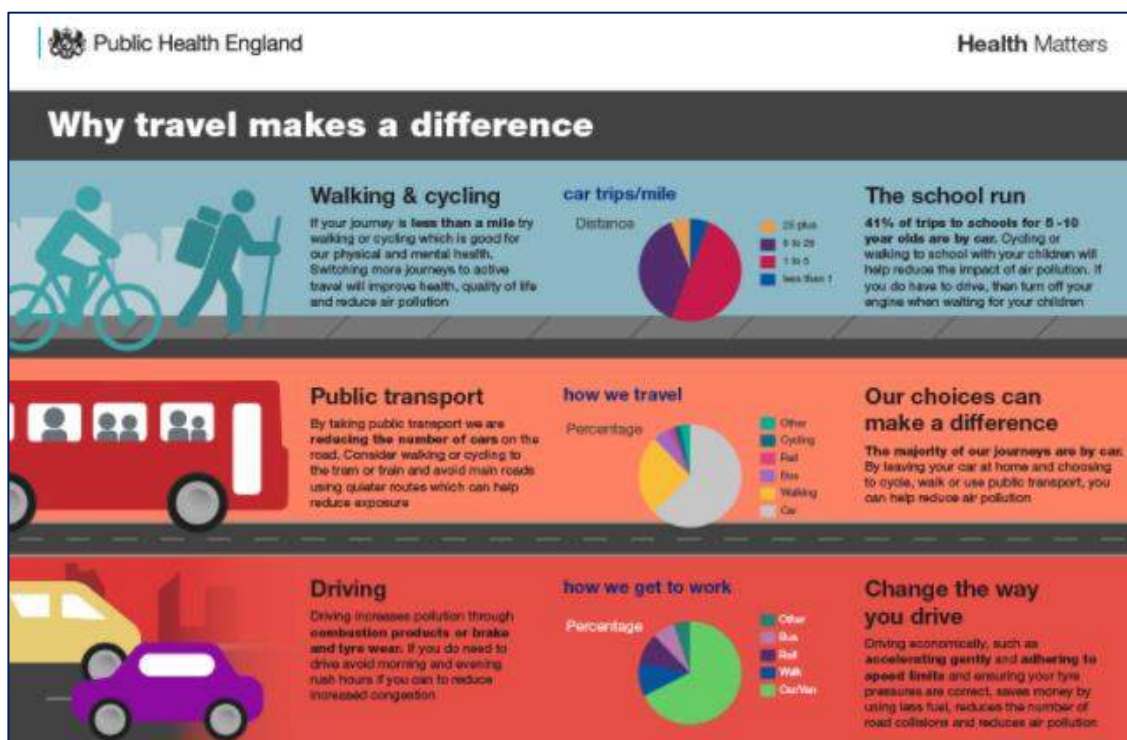


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.
In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car, removing the capital and on-going cost of car ownership.
- 2.4.3 An effective Travel Plan can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Interim Travel Plan will have a positive effect on the future residents of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Interim Travel Plan aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

2.7.2 The aims of this Interim Travel Plan will be supported with the following objectives:

- **Objective TP1** – To increase the level of walking to and from the site;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of public transport use to and from the site;
- **Objective TP4** – To encourage car sharing, Car Clubs and electric vehicles; and
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

3.1.1 The site forms part of the Tesco Superstore car park at Parrs Wood c. 10km south of Manchester City Centre. The site is bound to the north by car parking facilities associated with the Tesco Superstore, to the east by the A34 Kingsway, to the south by the A5145 Parrs Wood Lane, and to the west by the access road into the Tesco Superstore and the Styal Railway Line which runs through south Manchester and north-east Cheshire beyond. The site is in close proximity to the East Didsbury Metrolink station, East Didsbury rail station, and several bus stops.

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

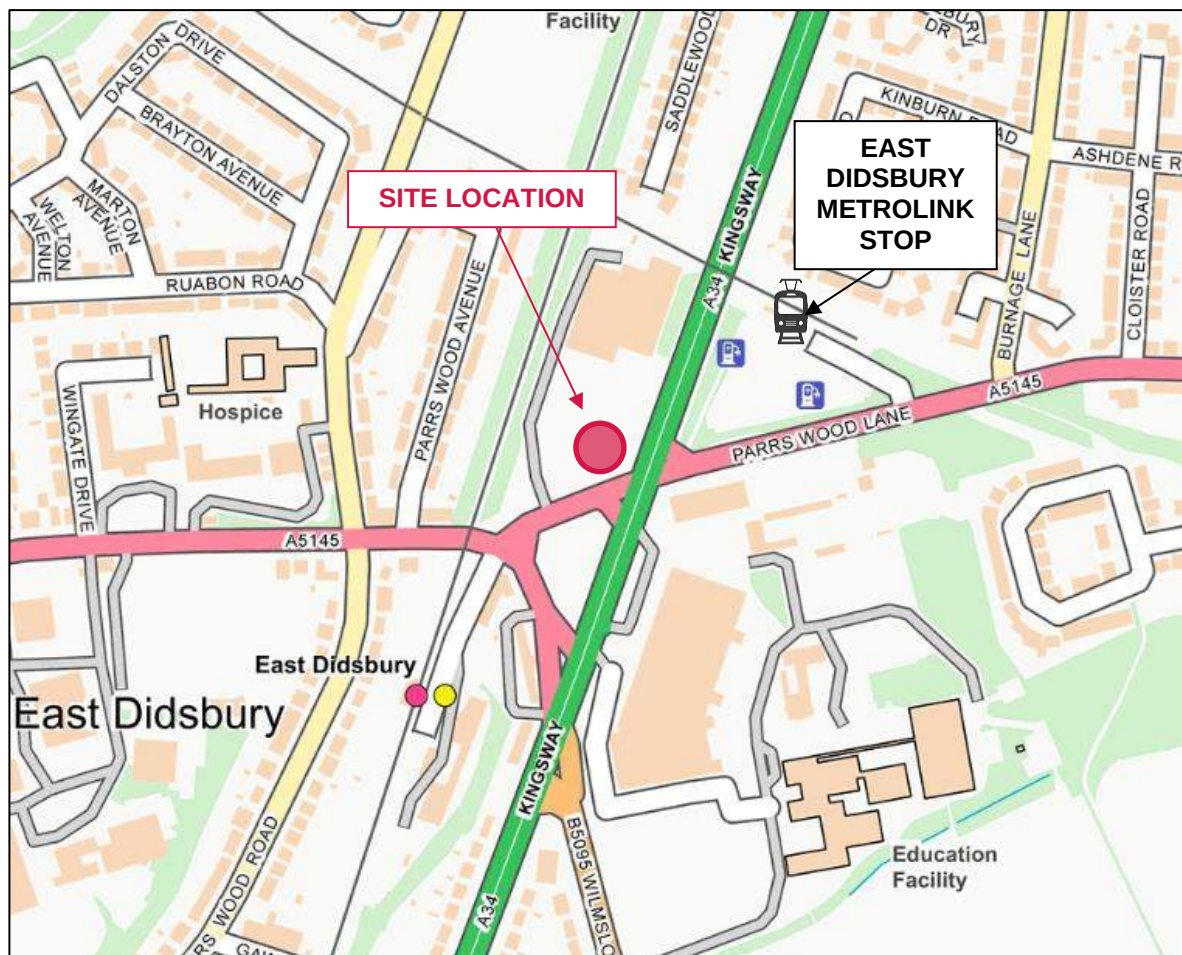


Figure 3.1 – Site Location in Relation to the Regional Highway Network
(Source: OS Maps, 2018)

3.2 Existing Use and Access

3.2.1 The site forms part of the Tesco Superstore car park, therefore the existing use of the site is classed as food retail. The site area is c. 2,000sqm and is occupied by 57 car parking spaces and associated

landscaping. Notwithstanding, to accommodate access to the proposed development, the internal circulatory route within the car park would need to be moved further north, therefore removing an additional 37 car parking spaces (totalling 94 spaces).

- 3.2.2 The site is accessed from the Tesco Superstore access road, which forms a junction with the A5145 Parrs Wood Lane. This access road comprises one entry lane and two exit lanes (for vehicles turning left or right onto Parrs Wood Lane), with dropped kerbs and tactile paving across the access road. There is also a Zebra crossing facility set back c. 10m from the junction.
- 3.2.3 The accompanying Transport Assessment (TA) includes an audit of the surrounding pedestrian and cycle routes, where the following key issues have been identified:
- Narrow footway along western boundary of the site (along the eastern side of the Tesco access road);
 - Cluttered footway along southern boundary of the site (along the northern side of the A5145 Parrs Wood Lane carriageway) due to road sign placement; and
 - Absence of signage to National Cycle Route 62 in the vicinity of the site.
- 3.2.4 A series of pedestrian and cycle improvement proposals are set out within the TA to address the key issues listed above and to improve pedestrian and cycle amenity.

3.3 Surrounding Highway Network

A5145 Parrs Wood Lane / Wilmslow Road

- 3.3.1 The A5145 Parrs Wood Lane lies to the south of the site, as a continuation of the A5145 Wilmslow Road to the west. Parrs Wood Lane extends for c. 450m in an easterly direction, prior to continuing as Didsbury Road at a three-arm priority junction with Burnage Lane. Whereas Wilmslow Road extends for c. 600m towards the west until it reaches Fletcher Moss Park, then extends to the north for c. 900m, leading to Didsbury and continuing as the B5095 Wilmslow Road at a four-arm signalised junction with the A5145 Barlow Moor Road and School Lane.
- 3.3.2 In the vicinity of the site, the A5145 comprises a single carriageway with an average width of c. 10m, accommodating one lane in each direction, including ghost islands and a right turn lane into the Tesco Superstore. There are wide footways over 2m in width along both sides of the carriageway (minimum footway width of 2.5m on the northern side of the carriageway), and are complete with dropped kerbs, tactile paving, and uncontrolled crossing points. There are also signalised crossing points at all arms of the A5145 Wilmslow Road / Parrs Wood Lane junction and the A5145 Parrs Wood Lane / A34 Kingsway junction.
- 3.3.3 There are advanced cycle stop lines at each of the arms of the A5145 Parrs Wood Lane / A34 Kingsway signalised junctions, and there is a section of footpath located off the north-east of this junction which serves as a walking / cycling route to the East Didsbury Metrolink station. There is also a shared

cycleway / footway along the south-east of this junction which leads to a footpath in the direction of the Parrs Wood High School.

- 3.3.4 The A5145 is subject to a speed limit of 30mph. Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time) can be observed along the road. There are also 'KEEP CLEAR' road markings at the site access.
- 3.3.5 There are several bus stops along Parrs Wood Lane, the closest being directly opposite the site access. Bus stops along the road have shelters and comprise seating and timetable information. Services in the direction of Manchester City Centre, Manchester Airport, Stockport, Salford, Trafford, and other destinations across Greater Manchester can be accessed from these bus stops.

A34 Kingsway

- 3.3.6 To the east of the site, the A34 extends from Manchester City Centre in the north and continues through to the M60 / M56 motorway junction south of the site and onto Handforth, Wilmslow, Congleton and Stoke-on-Trent.
- 3.3.7 In the vicinity of the site, the A34 Kingsway comprises a dual carriageway with an average width of c. 20m, accommodating two lanes in each direction. There are also wide footways of up to c. 3m, with pedestrian guard railing at the crossing points and along certain lengths of the road.
- 3.3.8 The A34 Kingsway is subject to a 40mph speed limit and comprises TROs in the form of double yellow parking restrictions. In the vicinity of the site, there are also northbound and southbound bus stops on either side of the road, with services to Manchester City Centre and MediaCityUK in Salford. Some bus stops have shelters and seating, whereas some only comprise a flag pole.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centers (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 076118-CUR-XX-XX-G-TP-06003** to the rear of this report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for trips associated with the proposed development. **Figure 4.1** below illustrates the catchment area.

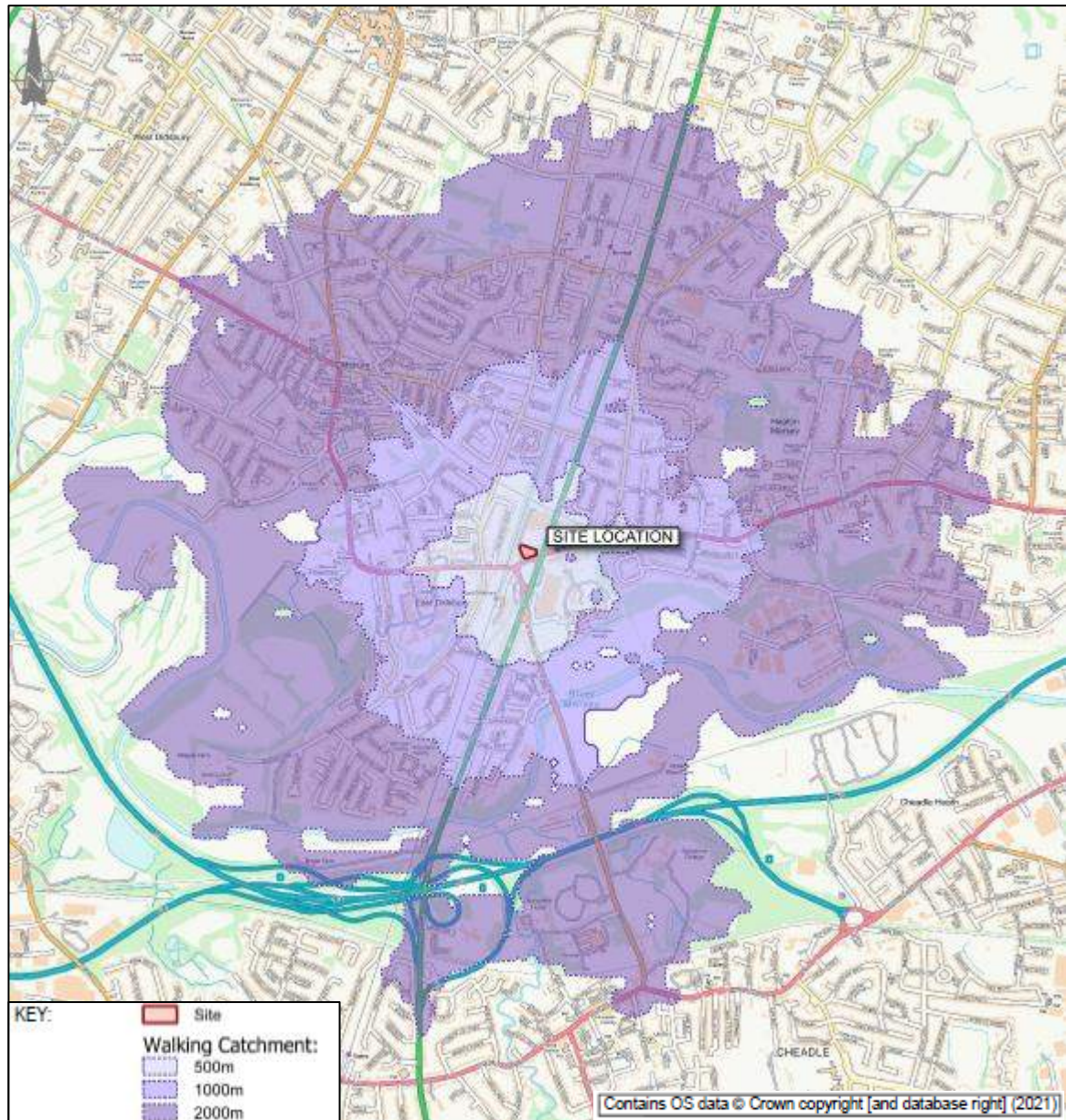


Figure 4.1 – Indicative Walking Catchment

- 4.2.3 There is a cluster of facilities and services in the immediate vicinity of the site, with additional amenities available on Wilmslow Road in Didsbury, approximately 1.2km (or a 15-minute walk) to the north-west of the site. Within a 2km walking distance of the site also lies residential areas such as Burnage to the north, Heaton Mersey to the east, Cheshire to the south, and Didsbury to the west. This catchment also includes all residential areas within Parrs Wood and East Didsbury.
- 4.2.4 The local amenities in the vicinity of the site are shown in **Figure 4.2** below, these include the Tesco Superstore, medical practices and medical centres, allotments, schools (Parrs Wood High School and Parrs Wood Sixth Form), the Mersey Vale Nature Park, Heaton Mersey Industrial Estate, local rugby and football clubs, Towers Business Park, Didsbury Sports Ground, banks, and libraries.



Figure 4.2 – Amenities in the Vicinity of the Site
(Source: OpenStreetMap and Overpass Turbo, 2020)

- 4.2.5 The MfS refers to walkable neighbourhoods, which are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas, which residents may access comfortably on foot. This distance is also included within the National Design Guide prepared by the Department for Levelling Up, Housing and Communities (formerly the Department of Housing, Communities & Local Government) in January 2021.
- 4.2.6 The proposed development site is situated in a highly accessible area with a wide range of local, complementary land uses, that operates like a district centre. There are a wide range of facilities within 800m of the site, including the Tesco Superstore directly north of the site, the East Didsbury Metrolink stop and rail station, the Parrs Wood Entertainment Centre, schools, a pharmacy, places of worship, public houses, restaurants and hot food takeaways, post boxes, parks, and leisure centres
- 4.2.7 Notwithstanding, the MfS also states that 800m is not an upper limit and that walking has the greatest potential to replace short car trips, particularly those under 2km. The preferred maximum distance of 2km included with the CIHT guidance and in this section of the report, therefore remains valid and appropriate when reviewing the accessibility of the development site.
- 4.2.8 In terms of pedestrian infrastructure, there are pedestrian crossing facilities along the walking routes between the site and the surrounding public transport stops and local amenities. At the entrance to the Tesco Superstore and the site, there is a Zebra crossing with dropped kerbs, tactile paving, and a pedestrian refuge island. The footways in the vicinity of the site are 2m-wide (except for an existing

pinch point near the Tesco access which narrows the footway to c. 0.7m, but this will be upgraded to minimum 2m), and there are signalised crossing points at all arms of the A5145 Wilmslow Road / Parrs Wood Lane junction and the A5145 Parrs Wood Lane / A34 Kingsway signalised junctions. There is also pedestrian guard railing at the crossing points along main roads such as the A34 Kingsway, and advanced cycle stop lines at most arms of the major junctions around the site.

- 4.2.9 Overall, the site is considered highly accessible on foot and residents would be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

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 In order to assist in assessing the accessibility of the site by cycle, **Plan 076118-CUR-XX-XX-G-TP-06004** to the rear of the report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely due to the COVID-19 pandemic and associated restrictions on public transport. It is possible that in future non-pandemic years, the average would stay above 5.5km; however, as a worst case, 5.5km has been adopted as the average cycling distance.
- 4.3.4 The maximum acceptable cycling distance of 8km (5-miles) is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The Chartered Institution for Highways and Transport document '*Planning for Cycling*' (2014) also states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." This distance is also a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2008), which states: "*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*". Cycling is therefore a potential mode for most of these shorter distance trips.
- 4.3.5 The 5.5km catchment encompasses Burnage and Levenshulme to the north, Heaton Chapel and some areas of Stockport to the east, Gatley and Cheadle Hulme to the south, and Withington to the west. The 8km catchment extends further north to Chorlton, Rusholme, and the universities along Manchester Oxford Road, east to Reddish North, Brinnington, and Bredbury, south to Bramhall, Handforth, and

Manchester Airport, and west to Sale and areas of Hulme. **Figure 4.3** below illustrates the catchment area.

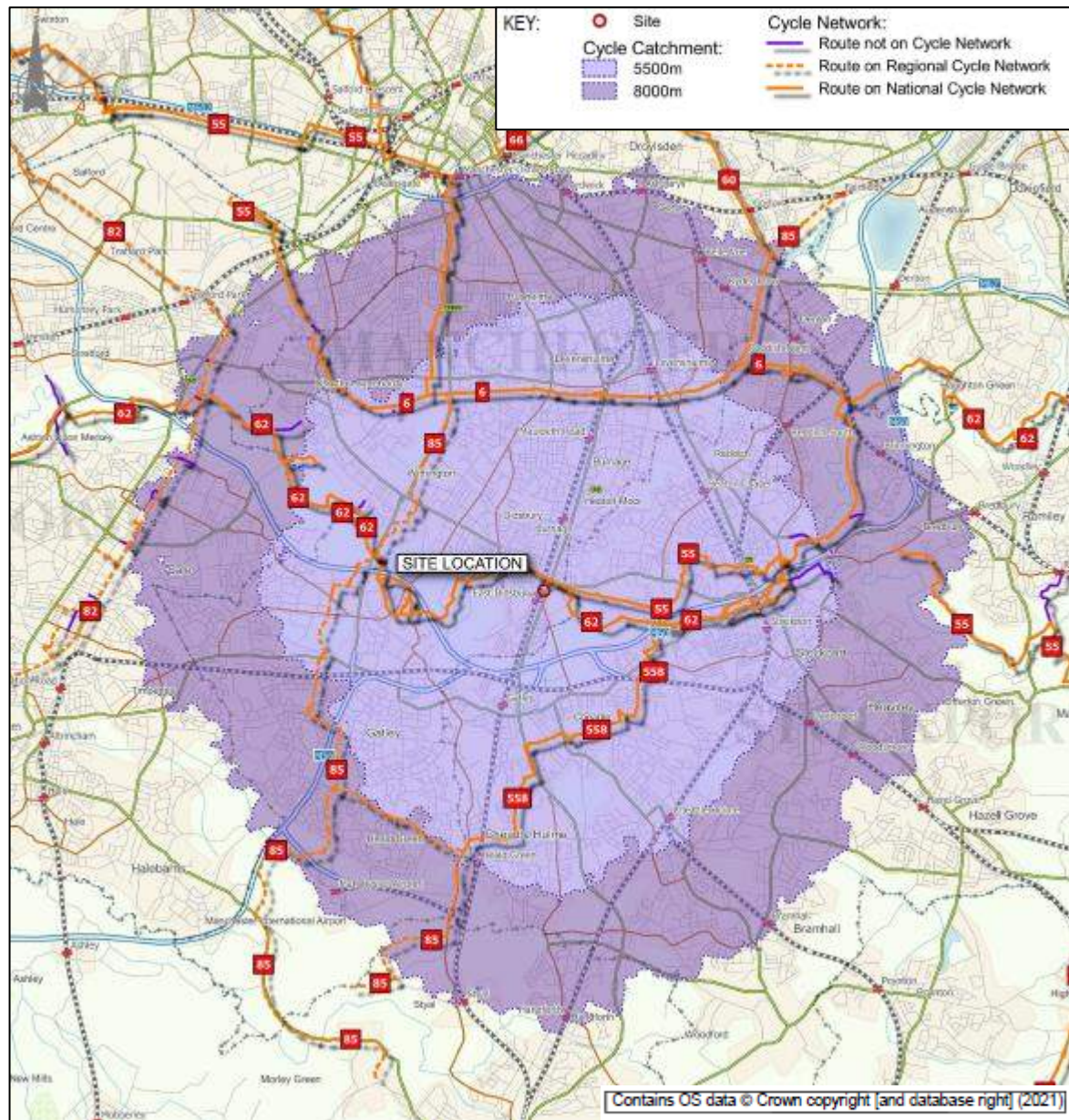


Figure 4.3 – Indicative Cycle Catchment

- 4.3.6 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the east of the East Didsbury Metrolink stop.
- 4.3.7 The site is located near two of the six 'Cycleways' in Greater Manchester, which are routes that give cyclists space on traffic-free paths, quiet roads, and lanes separated from traffic. These two Cycleways are the 'Oxford Road and Wilmslow Road' and 'Mersey Valley and Stockport' cycleways, described below and shown in **Figures 4.4** and **4.5**:

- **Oxford Road and Wilmslow Road Cycleway** – Dedicated cycleways separated from the traffic by kerbs along the majority of the route between Didsbury and Manchester City Centre, with special lanes to get around bus stops at Withington, Fallowfield, Rusholme and the university district to minimise conflict between buses, traffic and cyclists. Traffic signals are also timed to give cyclists a head start at several junctions; and
- **Mersey Valley and Stockport Cycleway** – Mostly traffic-free route between Stockport town centre and East Didsbury and Cheadle, with a gravel track alongside River Mersey in the middle. There is also secure cycle parking at the Cycle Hub in East Didsbury and Stockport town centre.

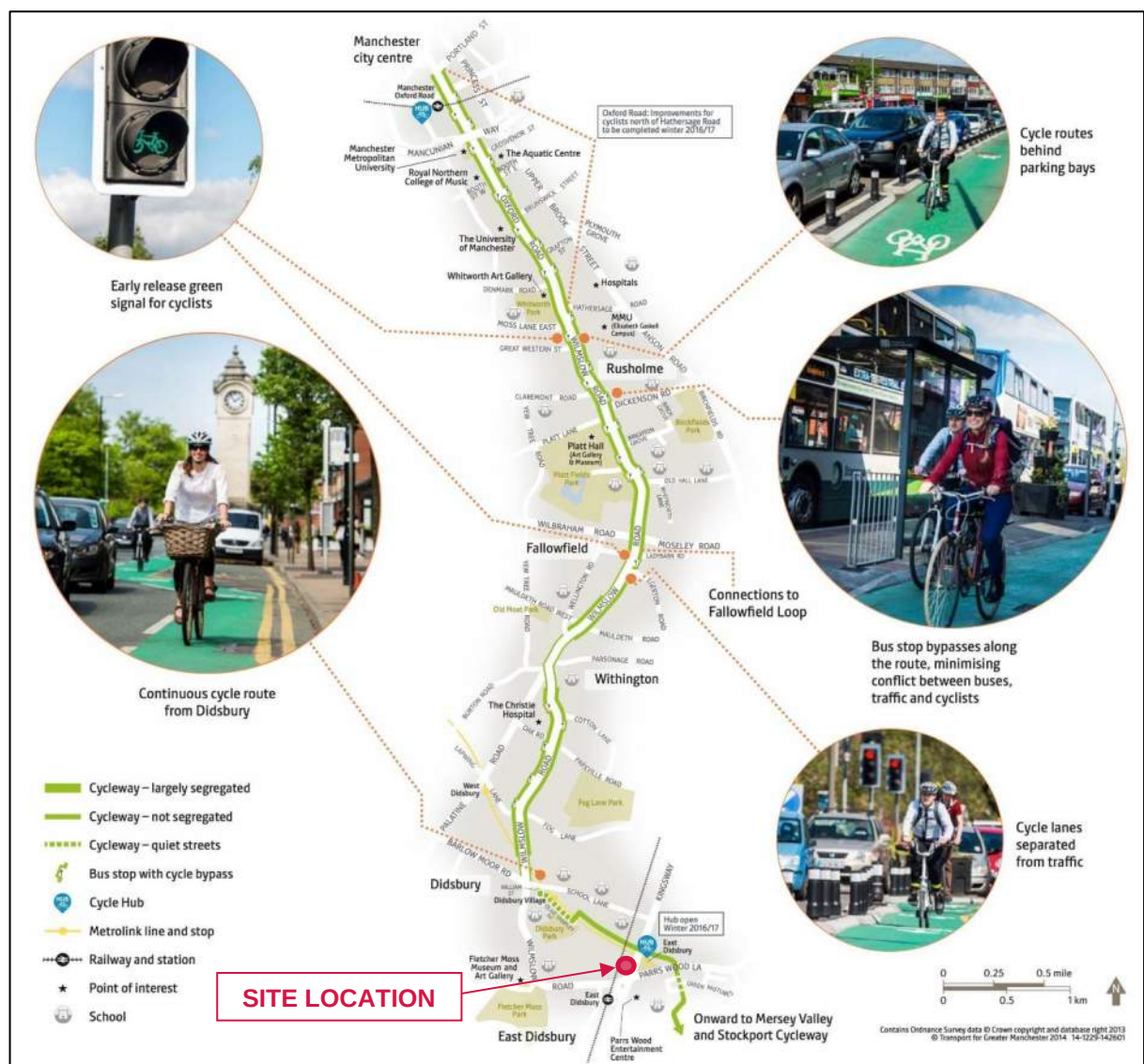


Figure 4.4 – Oxford Road and Wilmslow Road Cycleway
(Source: TfGM, 2013)

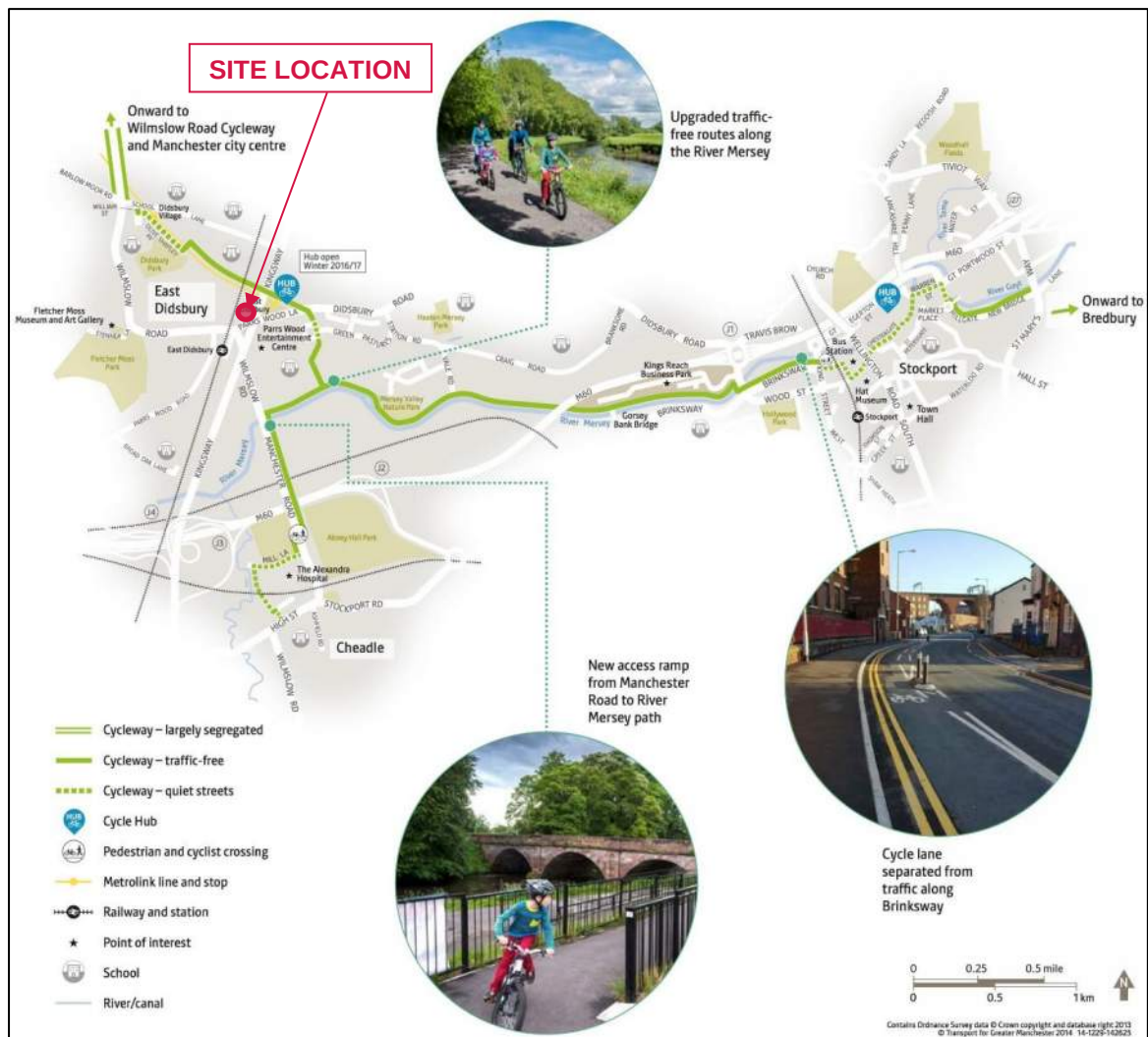


Figure 4.5 – Mersey Valley and Stockport Cycleway
(Source: TfGM, 2013)

- 4.3.8 These cycleways are accessible via a link at the north end of the Tesco site; therefore residents of the site would not have to travel along the local highway network to access these routes.
- 4.3.9 Based on the above, it is considered that there is a real opportunity for cycling as a sustainable mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 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 approach essentially measures the density of public transport in any site within the Greater Manchester region.
- 4.4.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor').

The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links to the wider area.

4.4.3 **Plan 076118-CUR-XX-XX-G-TP-06005** to the rear of this report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These are shown in **Figure 4.12** below and include:

- 20 minutes – Burnage, Mauldeth Road, Heaton Chapel, Gatley;
- 40 minutes – Manchester City Centre, Gorton, Reddish, Brinnington, Bredbury, Stockport, Manchester Airport, Wilmslow, Alderley Edge, Urmston; and
- 60 minutes – Manchester Victoria, Moston, Rochdale, Ashton-under-Lyne, Romiley, Marple, New Mills Central, Poynton, Prestbury, Macclesfield, Knutsford, Chelford, Goostrey, Holmes Chapel, Sandbach, Altrincham, Eccles, Newton-le-Willows, St Helens Junction, Bolton.

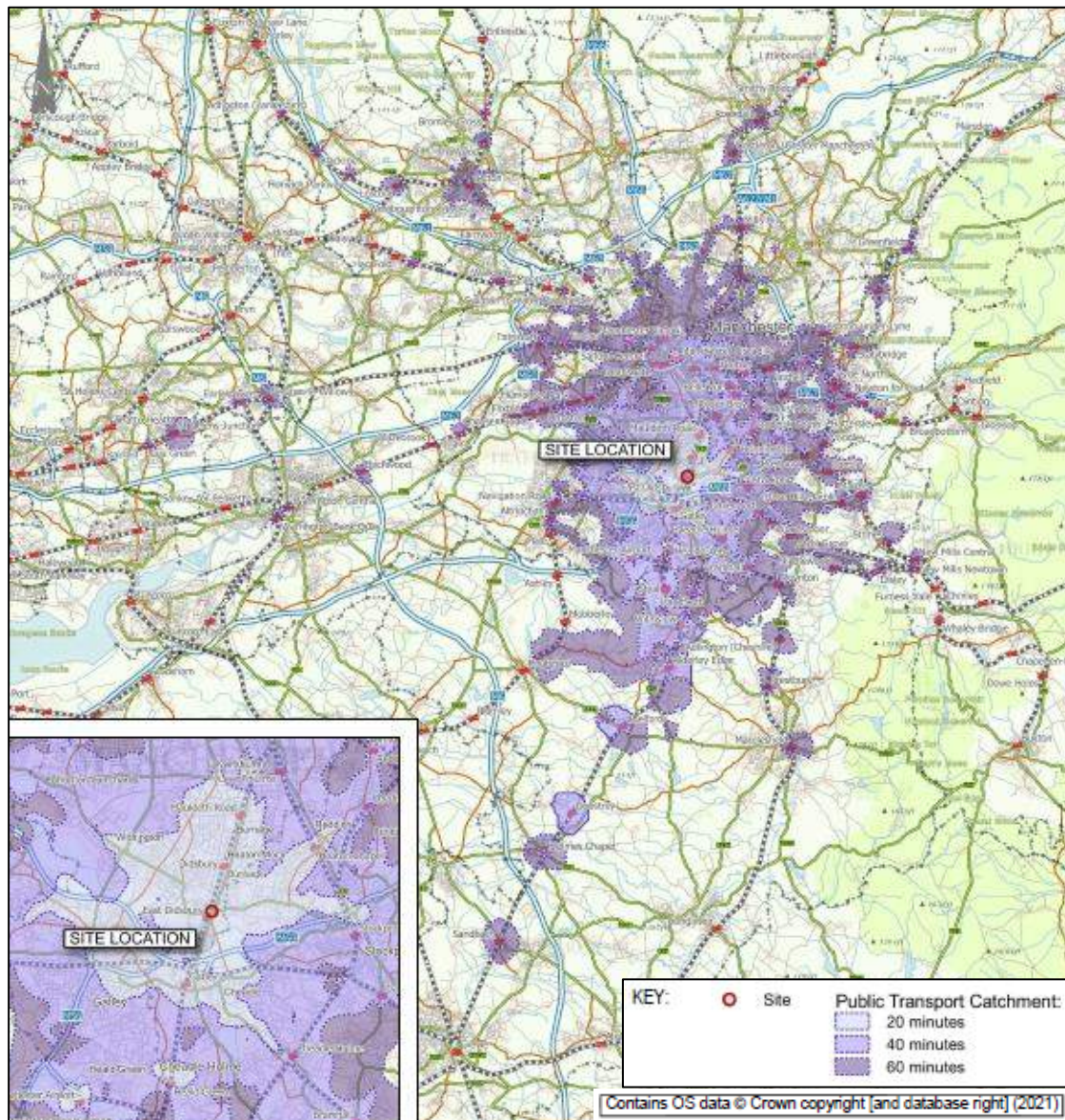


Figure 4.6 – Indicative Public Transport Catchment

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.7** below:



Bus Accessibility

4.4.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500

Situation	Maximum Walking Distance (m)
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.7 The nearest bus stops to the site are located to the south of the site across the A5145 Parrs Wood Lane and opposite the East Didsbury rail station, and to the east of the site along the A34 Kingsway, within walking distances of c. 100m, 200m and 250m respectively, which equates to a walking time of less than 3 minutes, and are within the CIHT recommended distances outlined in **Table 4.2** above.
- 4.4.8 The bus stop located to the south of the site only hosts westbound bus services, whereas the bus stop located opposite East Didsbury rail station only hosts eastbound services. The bus stops along the A34 Kingsway are available in pairs and host both north and southbound services.
- 4.4.9 **Table 4.3** below details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A5145 Parrs Wood Lane:				
23	Stockport – Stretford – Urmston – The Trafford Centre	15 mins	15 mins	30 mins
288	East Didsbury – Timperley – Altrincham – Manchester Airport	Hourly	Hourly	No Service
From A5145 Wilmslow Road (opposite East Didsbury rail station) (buses no. 23 and 288 as above but in an eastbound direction, with the addition of):				
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	Hourly	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	No Service
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
From A34 Kingsway:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury (and vice versa)	10 mins	10 mins	15 mins

Table 4.3 – Summary of Bus Services

- 4.4.10 The above table demonstrates that there are a total of eight bus services within walking distance of the site that provide regular access to a variety of destinations across Greater Manchester throughout the week and during weekends. On average, these services provide one bus every ten minutes in each direction that would be available to future users of the site, which is an excellent level of bus service provision.
- 4.4.11 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 4.4.12 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

- 4.4.13 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.14 The nearest train station is East Didsbury, located c. 600m (or a 7-minute walk) to the south-west of the site. Outside the station there is also sheltered cycle parking with space for c. 20 bicycles. East Didsbury rail station has step-free access to the platforms via ramps, a staffed ticket office and payphones for customer use. There are also waiting rooms with seating available off the booking hall during staffed hours. Outside staffed hours, passengers can use the waiting shelters present on both platforms along with bench seating.
- 4.4.15 A summary of rail services from this station is provided in **Table 4.4** below.

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Northern Rail:			
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport	Hourly in both directions	Hourly in both directions	Hourly in both directions
Manchester to Manchester Airport local stopping services and Manchester to Crewe Calling at: Deansgate, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, Manchester Airport, Styal, Wilmslow, Alderley Edge, Chelford, Goostrey, Holmes Chapel, Sandbach, and Crewe	3 per hour in both directions	3 per hour in both directions	2 per hour in both directions

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Transport for Wales:			
Holyhead – Llandudno – Chester – Manchester Calling at: - Holyhead, Bangor, Llanfairfechan, Penmaenmawr, Conwy; or - Llandudno, Deganwy; converging at Llandudno Junction, Colwyn Bay, Abergele & Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, Manchester Airport, Crewe, diverges to: - Shrewsbury, Cardiff Central; or - Birmingham New Street, Birmingham International, London Euston	Hourly in both directions	Hourly in both directions	No Service

Table 4.4 – Summary of Rail Services

- 4.4.16 The trains that serve East Didsbury station run at regular intervals throughout the week. These services provide access to major urban areas and interchanges in the North West that would be available to future users of the site.
- 4.4.17 It is noted that the provision of rail services will change over time in response to current circumstances and during different seasons of the year. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail and Transport for Wales' websites at: northernrailway.co.uk/travel/timetables and <https://tfwrail.wales/planning-ahead>.
- 4.4.18 Overall, it is considered the site is highly accessible by rail.

Metrolink (Light Rail) Accessibility

- 4.4.19 Future site users would be able to board the Metrolink at East Didsbury, which is within a c. 300m walking distance (or a 3.5-minute walk) to the north-east of the site. The Pink Line from East Didsbury to Rochdale Town Centre calls at this stop.
- 4.4.20 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 4.4.21 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.22 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as St Werburgh's Road, Trafford Bar, or Cornbrook to access additional lines on the Metrolink network leading to destinations further afield such as Wythenshawe, Stretford, and Salford, as shown in the Metrolink map in **Figure 4.8** below.

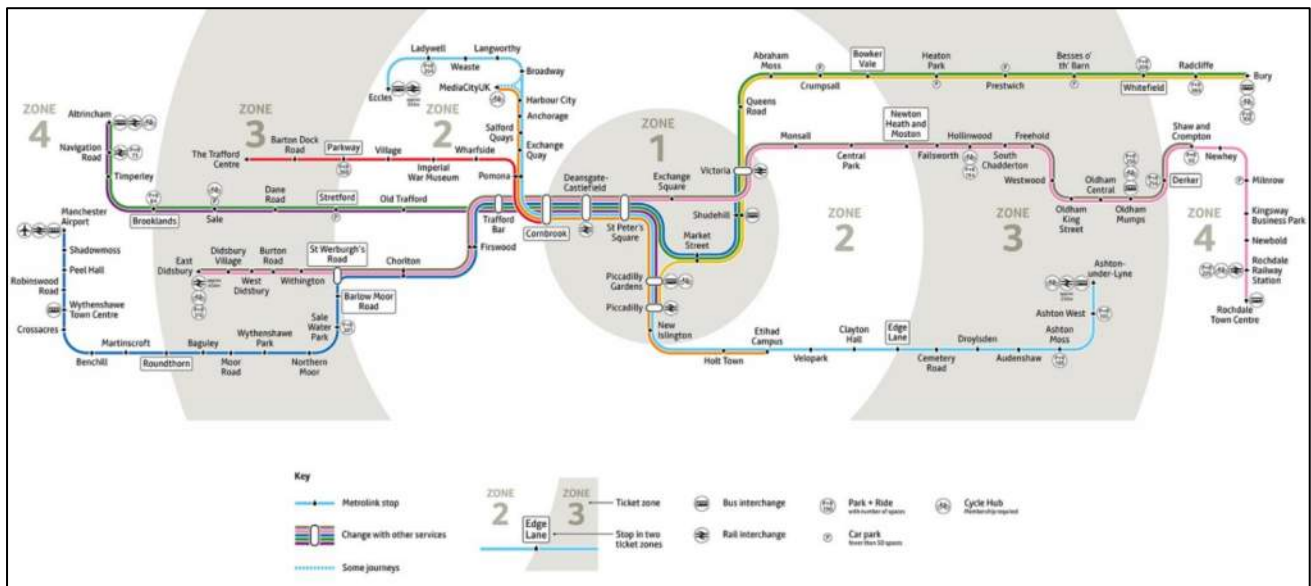


Figure 4.8 – TfGM Metrolink Network Map
(Source: TfGM, 2021)

4.4.23 Overall, it is considered the site is highly accessible by Metrolink (light rail).

4.4.24 It is concluded that the site is highly accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs, schools and shops, without the use of a car.

4.5 Summary

4.5.1 It is concluded that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car.

4.5.2 This review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, it is considered the vast majority of residents will travel to / from the site via sustainable modes of travel. Notwithstanding, a series of measures and initiatives have been developed to encourage active and sustainable travel, reduce single occupancy car travel to and from the site, and minimise the overall number of car trips generated by the development.
- 5.1.2 This section of the Interim Travel Plan sets out the initiatives that could be implemented in a Full Travel Plan at the site. The initiatives below are in line with the aims, objectives, and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Packs

- 5.3.1 Welcome Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Welcome Packs will be supplied to all residents at the development. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes;
 - Details of the TPC;
 - Details of local taxi companies;
 - Details and links to Liftshare or CarshareGM registration;
 - Details of local Car Club schemes, including the Car Club space (inclusive of 1 vehicle) available on site;
 - Location of nearby Electric Vehicle (EV) charging points, including those available on site;

- Calendar of annual events (Bike Week, Walk to Work Week); and
- Information on rail cards and other incentive schemes available to rail travellers.

5.3.2 As well as providing such information throughout the Welcome Packs, information could be provided on virtual notice boards or physical notice boards in communal areas to ensure that information relating to travel options is readily available and easily accessible.

5.3.3 Information provided for each mode would be periodically updated by the TPC.

5.4 Measures to Encourage Walking

5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

5.4.2 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage residents to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping and shelter to create safe and pleasant pedestrian waiting areas within the site;
- Promote / raise awareness of the health, wellbeing and other benefits of walking;
- Promote walking resources provided within the Welcome Pack, such as:
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups;
 - The www.plotaroute.com website for journey planning on foot; and
 - National events such as “National Walking Month”.

5.4.3 Additional measures such as setting up a social walking / ‘walking buddy’ group if there is sufficient interest could also be considered.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be secure and covered cycle parking provided as part of the development proposals.

5.5.2 To encourage residents to cycle, the following measures will be provided:

- Provision of signage to cycle routes in the vicinity of the site (i.e. NCN Route 62);
- Promote / raise awareness of the health, wellbeing and other benefits of cycling;
- Promote cycling resources provided within the Welcome Pack, such as:

- Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
- Details of local cycle shops;
- Marketing campaigns such as “National Bike Week”; and
- The www.cyclestreets.net website for journey planning by bike.
- The TPC will liaise with local cycle retailers and aim to negotiate discounts to benefit residents; and
- A small workshop will be incorporated within the cycle store with basic tools for bike maintenance.

5.5.3 Additional measures such as setting up a social cycling group / Bicycle User Group (BUG) if there is sufficient interest and making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy could also be considered.

5.6 Measures to Encourage Public Transport Use

5.6.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage residents to travel by public transport:

- Promote public transport resources provided within the Welcome Pack, such as:
 - TfGM’s online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, by accessing the Traveline website at www.traveline-northwest.co.uk or by phoning 0871 200 223; and
 - A map showing local bus stops, rail stations and Metrolink stops in the vicinity of the site.

5.6.2 Additional measures such as the TPC assisting residents with their journey planning to and from the site could also be considered.

5.7 Measures to Encourage Use of Car Sharing, Car Clubs and Electric Vehicles (EVs)

Car Sharing

5.7.1 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 would be encouraged on an informal basis.

5.7.2 There are car sharing organisations which offer a matching service. Residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares.

Notwithstanding, CarshareGM is an employer-based car sharing scheme and residents would need to work for a business who is registered with the database to benefit from the service.

- 5.7.3 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 for example. It is considered that car sharing would be an attractive facility for residents who do not own a car, but require occasional use.
- 5.7.4 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Car Club

- 5.7.5 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 cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. Car Clubs allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 5.7.6 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.
- 5.7.7 At the time of writing, there are two Car Club bays located at the East Didsbury Metrolink station Park & Ride, a c. 350m walk from the proposed site entrance. Additionally, one of the car parking spaces on site will also be a dedicated Car Club space inclusive of 1 vehicle to promote share transport and reduce the need to own a car.
- 5.7.8 **Figure 5.1** below shows additional locations across East Didsbury where Car Clubs currently operate.

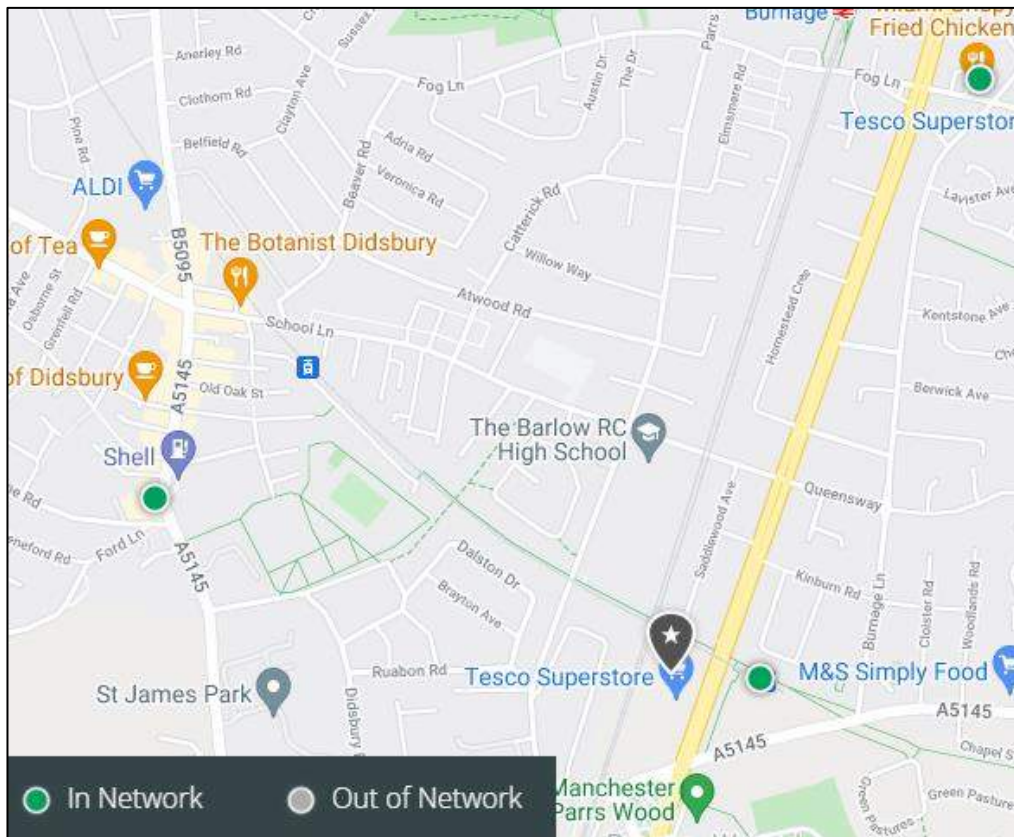


Figure 5.1 – Car Club Locations in East Didsbury

(Source: Enterprise Car Club and Google Maps, 2021)

- 5.7.9 **Figure 5.1** is accurate at the time of writing, however additional real-time information on the availability of certain Car Club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.
- 5.7.10 It is considered that the Car Club could be a highly attractive facility for residents who require occasional car use, therefore reducing the need to own a private car and minimising the highway impact.

Electric Vehicles (EVs)

- 5.7.11 There are several EV charging points in East Didsbury, however none are on-street and available for public use (i.e. those closest to the site are located within the Tesco Superstore and East Didsbury Metrolink station Park & Ride car parks, which are restricted for short-stay parking for shoppers / commuters only and not for overnight parking / charging).
- 5.7.12 Notwithstanding, all car parking spaces that would be provided as part of the proposed development would be equipped with passive electric vehicle charging infrastructure to futureproof the development, with 20% active provision (with a minimum 7kW charger in place) upon completion of the development. The level of active provision would be expanded over time in response to demand.

- 5.7.13 It is considered that the provision of EV charging facilities would encourage residents who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

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 target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 6.2.2 In order to understand travel habits, a snapshot survey will be undertaken within six months following occupation, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys will extract the following key information:
- Place of work;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage residents to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents will be sent this link in the early stages of operation and get directed to an internet-based survey.
- 6.2.5 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be summarised. Residents would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

6.3 Data Analysis and Travel Plan Targets

- 6.3.1 Following the completion of the baseline travel survey, a series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to residents. They should be **'SMART'** Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

- 6.3.2 At this stage, the preliminary targets are not to exceed the weekday peak hour vehicular trip generation set out in the TA (Document Reference: **076118-CUR-XX-XX-T-TP-00004**), summarised as follows:
- Weekday AM peak hour: 17 two-way vehicle trips; and
 - Weekday PM peak hour: 19 two-way vehicle trips.
- 6.3.3 The preliminary modal split targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Interim Travel Plan.
- 6.3.4 Additional targets could be set related to the following:
- Trip generation by non-car modes, namely walking, cycling, and public transport;
 - Car ownership amongst residents, and the number of car parking spaces leased by residents;
 - Uptake of Car Club / number of residents that use the Car Club;
 - Uptake of cycle parking spaces; and
 - Uptake of electric vehicle (EV) charging facilities.
- 6.3.5 Following occupation of the development, the final targets can be used inform the Travel Plan initiatives to dissuade car ownership and encourage uptake of sustainable modes of travel.
- 6.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the baseline travel survey, which will be arranged within six months of occupation at the site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.

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 Interim Travel Plan. It also sets out the next steps with regards to converting this Interim Travel Plan into a Full Travel Plan.

7.1.2 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 through the Planning Process*. DfT, 2009.

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the Travel Plan will lie with Dandara Living. Following construction and full operation, the Interim Travel Plan will need to be updated to a Full Travel Plan. This will involve the distribution of baseline travel surveys.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from Dandara Living to the appropriately appointed TPC.

7.3 Travel Plan Coordinator (TPC)

7.3.1 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:

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC and TfGM);
- Leading on the implementation of the car park management strategy;
- Supporting Tesco in enforcing the car parking restrictions to prevent the abuse of car parking spaces within the site and adjacent supermarket car park; and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated for the development approximately one month prior to first occupation of the development. It is likely that the TPC role will be fulfilled by a member of the Dandara Living management team.

7.4 Monitoring and Evaluation

7.4.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process. DfT, 2009.

7.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC and TfGM on transport-related matters, the main monitoring process will involve resident travel surveys as described in **Section 6** above.

7.4.3 The results of each survey will be used to review progress against target modal splits, where the TPC will be required to 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 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include five surveys: the baseline travel survey and four follow-up surveys.
- 7.4.5 Monitoring reports will also be provided to officers at MCC / TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Implementation of Site Infrastructure	During construction phase.	Dandara Living
Appoint TPC	One month prior to first occupation.	Dandara Living
Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development occupation and management.	TPC
Produce Welcome Pack	Upon occupation of the development.	TPC
Undertake Baseline Travel Survey	Within six months of first occupation.	TPC
Decide Targets	Within one month of undertaking the baseline travel survey.	TPC
Update Interim Travel Plan to a Full Travel Plan	Within two months of setting modal split targets.	TPC
Distribute Travel Survey Results to MCC / TfGM	Within three months of each travel survey.	TPC
Undertake Follow-Up Travel Surveys	Annually as part of a five-year monitoring schedule.	TPC
Present Annual Monitoring Reports	As requested by MCC / TfGM during the five-year monitoring schedule.	TPC

Table 8.1 – Action Plan

Plans

Plan 076118-CUR-XX-XX-G-TP-06001-P01 – (Location Plan) Regional Level

Plan 076118-CUR-XX-XX-G-TP-06002-P01 – (Location Plan) Local Level

Plan 076118-CUR-XX-XX-G-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 076118-CUR-XX-XX-G-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 076118-CUR-XX-XX-G-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

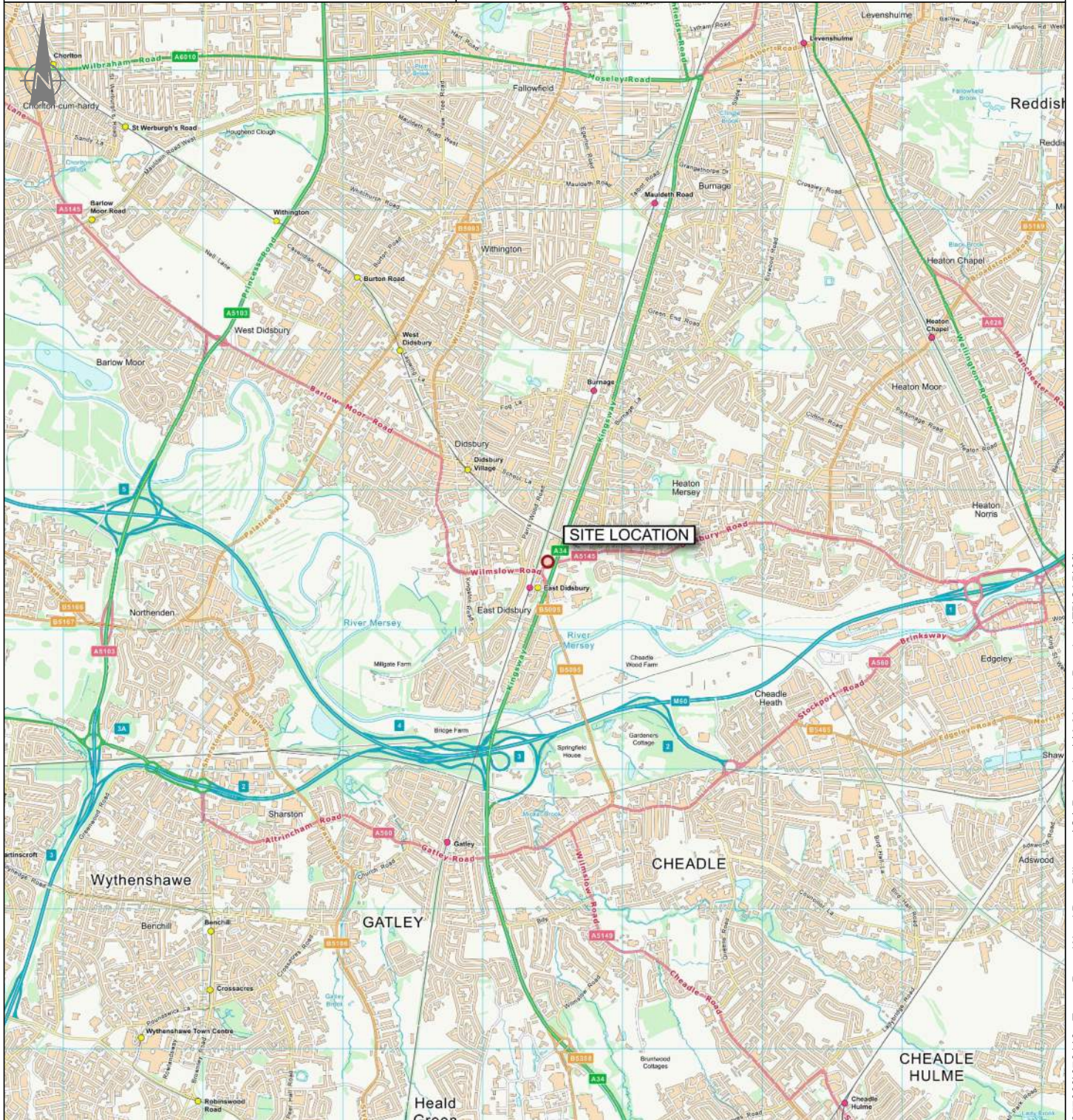
Drawn By: JM Checked By: CP

Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06001 - P01



KEY: ● Site



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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

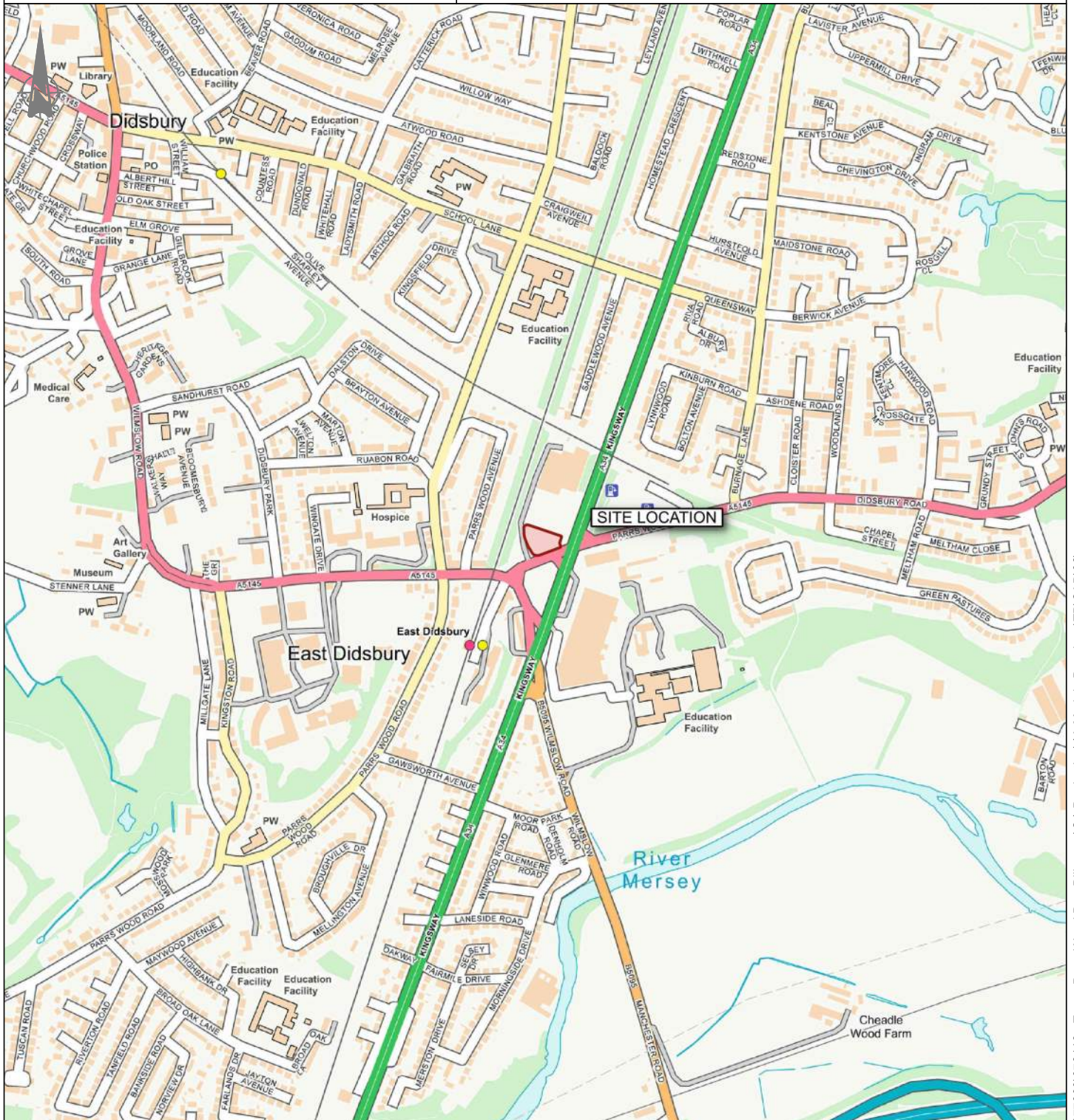
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06002 - P01



KEY: Site



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manchester@curtins.com
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Project:
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Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

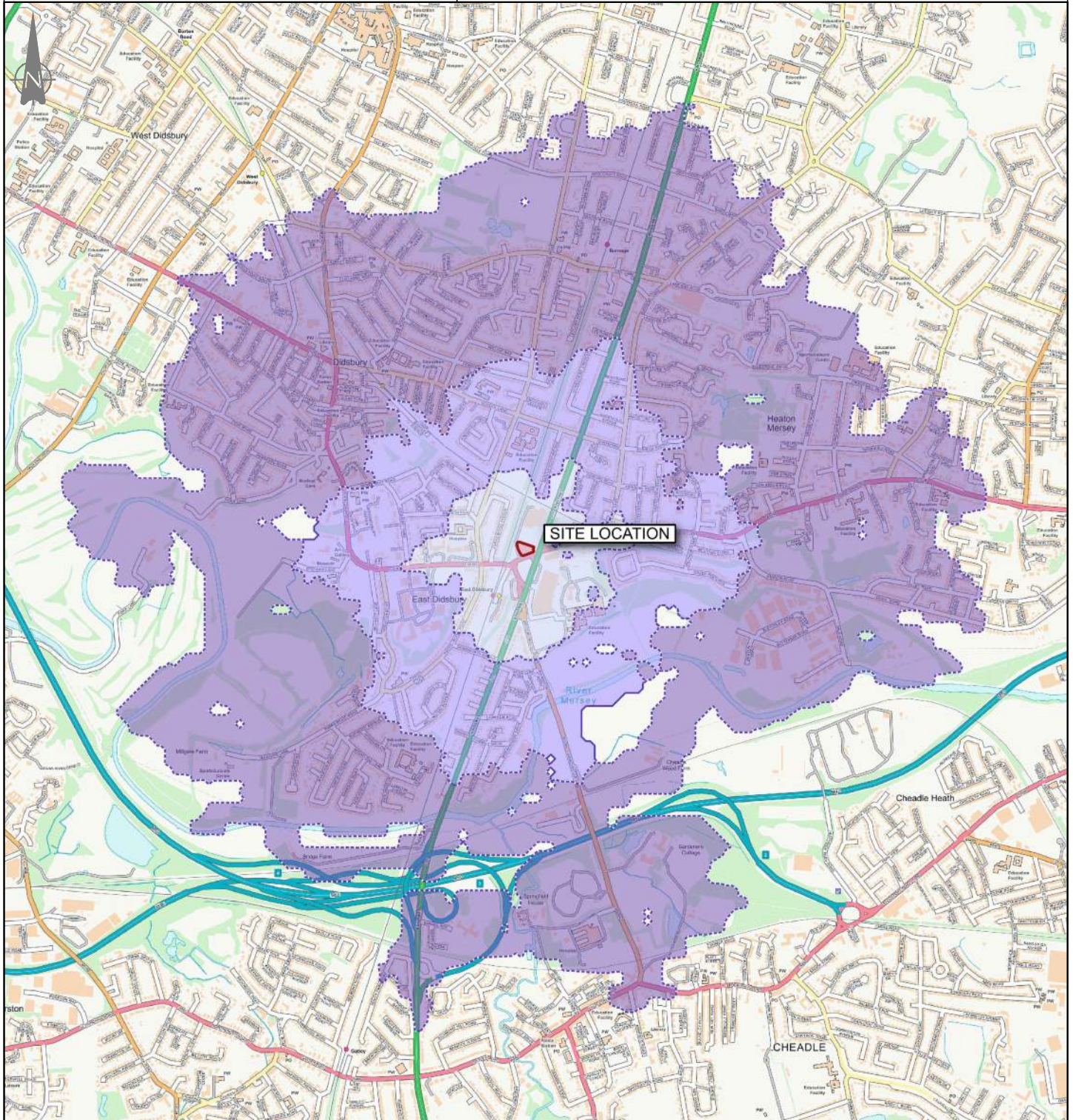
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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KEY:

Site

Walking Catchment:

500m

1000m

2000m

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Project:
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Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

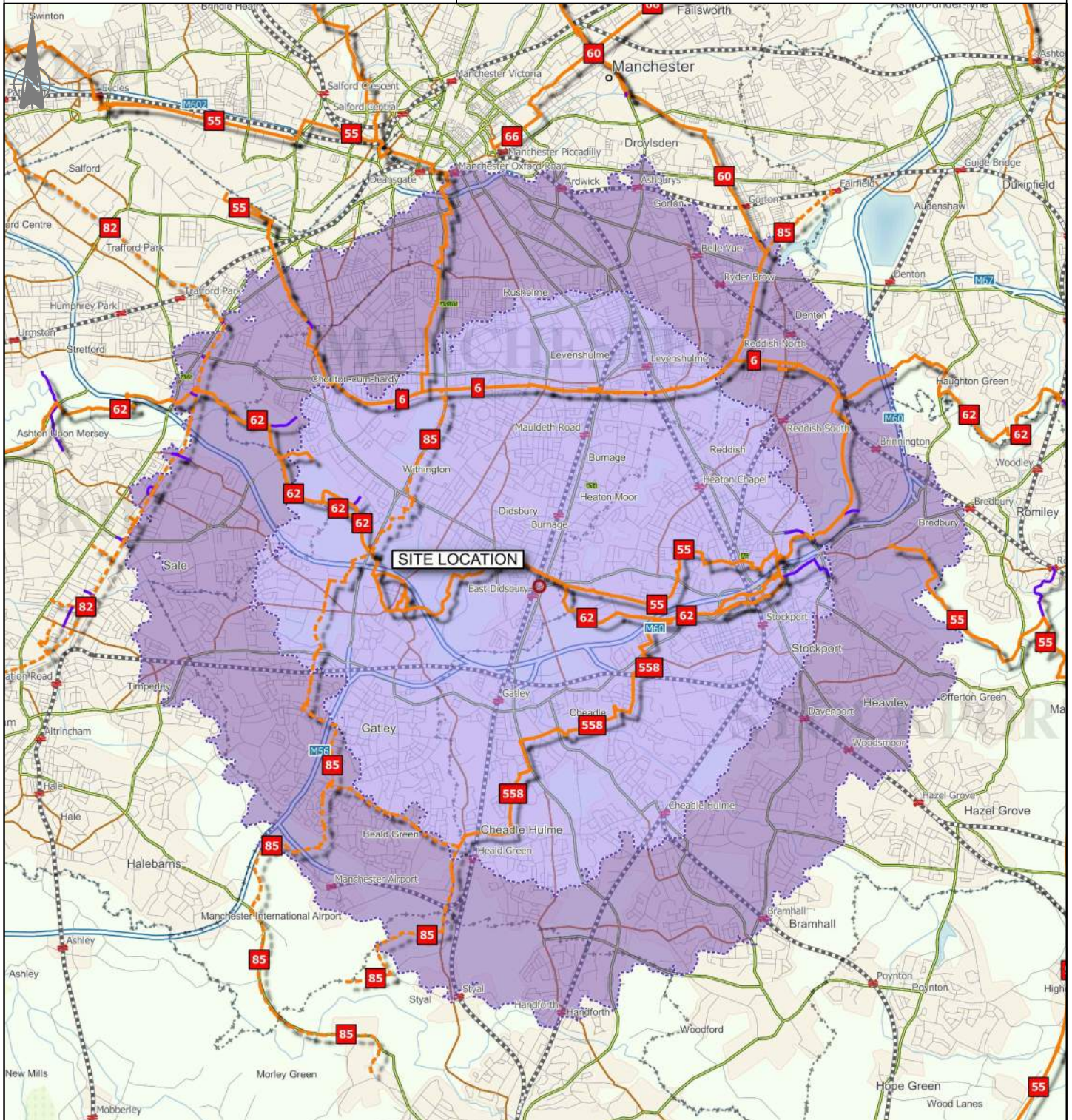
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Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G -TP - 06004 - P01



KEY:

● Site

Cycle Catchment:

- 5500m
- 8000m

Cycle Network:

- Route not on Cycle Network
- Route on Regional Cycle Network
- Route on National Cycle Network

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Project:
TESCO PARRS WOOD - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK

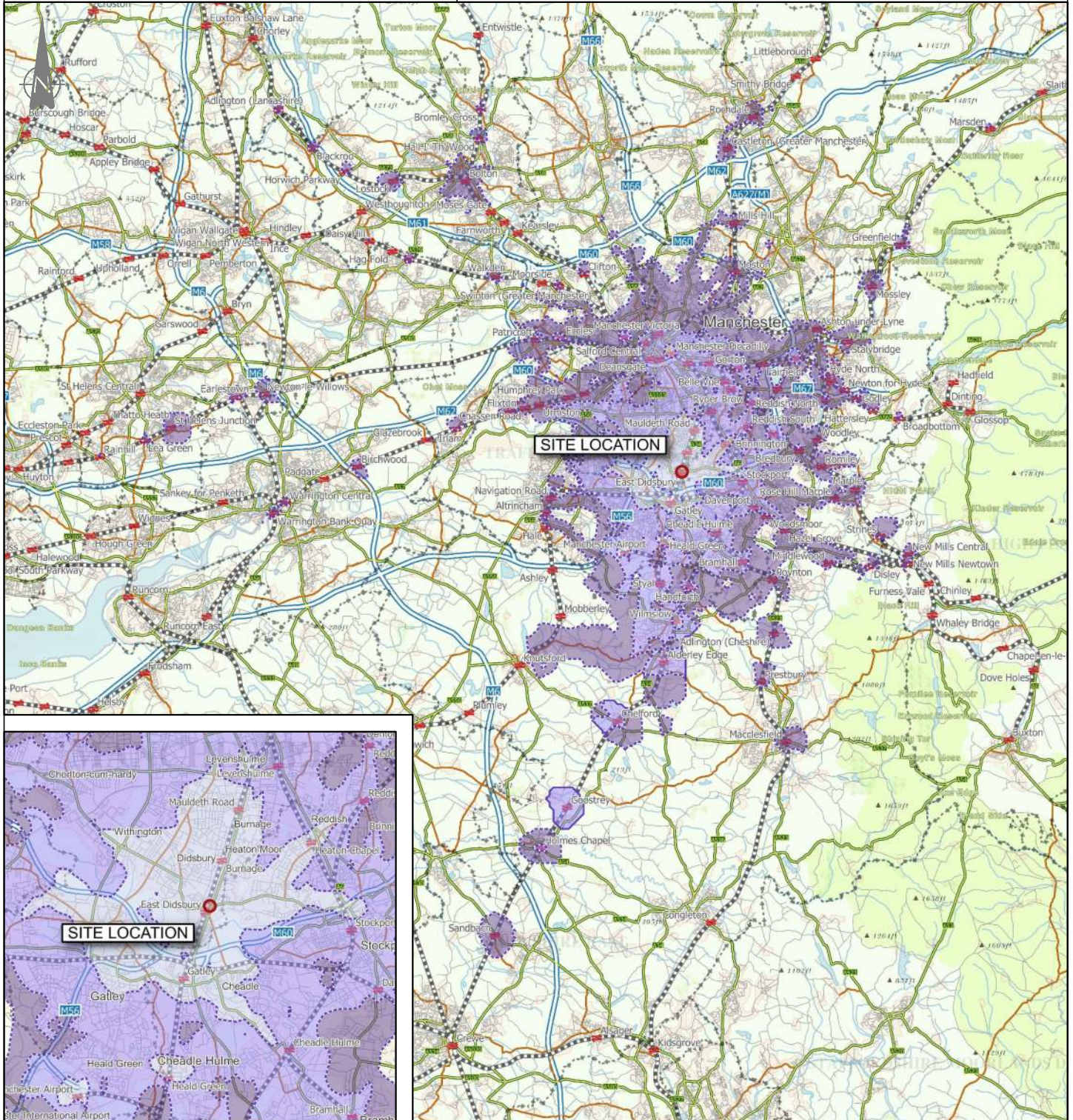
Drawn By: JM Checked By: CP

Designed By: JM Date: 29/11/21

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

76118 - CUR - XX - XX - G - TP - 06005 - P01



KEY: Site Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Appendix A – Proposed Site Layout

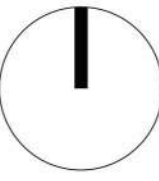


hodder+partners
S/G Studios
1 Kelso Place
Manchester M15 4LE

t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

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Work to annotated dimensions only.
Read drawing in conjunction with relevant specification,
Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any
work on site or fabrication.

revisions + notes:
REV. P1 03/05/2022 PLANNING ISSUE



client: DANDARA		date: SEPTEMBER 2021	
project: TESCO PARRS WOOD, DIDSBURY		scale: 1:500 at A3	drawn by: RC
title: Site Location Plan_Proposed		drawing number: L(-)901	
status: PLANNING		job number: 0629	revision: P1



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SGL Studios
1 Kelso Place
Manchester M15 4LE

t: +44(0)161 832 9842
e: mail@hodderandpartners.com
w: www.hodderandpartners.com

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Read drawing in conjunction with relevant specification,
Structural Engineers' and Services Engineers' drawings.
Confirm all dimensions before commencement of any
work on site or fabrication.

revisions + notes:

REV. P1 03/05/2022 PLANNING ISSUE

client:
Dandara

date:

NOVEMBER 2021

project:
Didsbury, Parrs Wood

scale:	drawn by:
1:125 at A1	NW

title:
GROUND FLOOR PLAN

drawing number:
L(—)000

status: PLANNING

job number:
0629

revision:
P1

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Our Locations

Birmingham

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

Bristol

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

Cambridge

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

Cardiff

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

Douglas

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

Dublin

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

Edinburgh

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

Glasgow

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

Kendal

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

Leeds

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

Liverpool

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

London

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

Manchester

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

Nottingham

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