

# RFL Our League Life

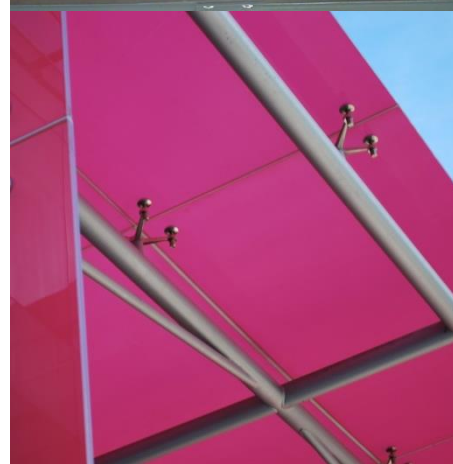
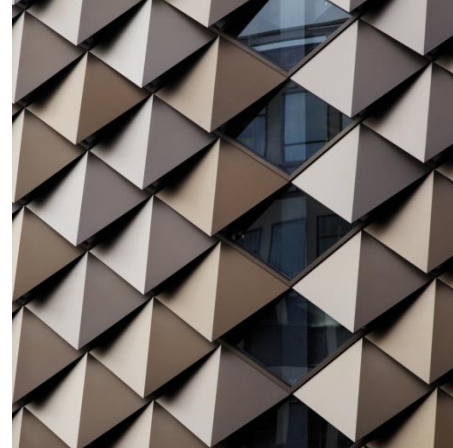
## Interim Travel Plan

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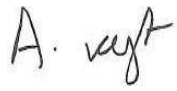


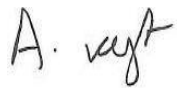
## Control Sheet

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- Plan 79493-CUR-00-XX-DR-TP-06001-P01** – (Location Plan) Regional Level
- Plan 79493-CUR-00-XX-DR-TP-06002-P01** – (Location Plan) Local Level
- Plan 79493-CUR-00-XX-DR-TP-06003-P01** – (Accessibility) Indicative Walking Catchment
- Plan 79493-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 79493-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

## Appendices

- Appendix A** – Proposed Layout

## 1.0 Introduction

### 1.1 Background

- 1.1.1 Curtins has been appointed on behalf of the Rugby Football League (RFL) to provide traffic and transportation advice in relation to the development of an Our League Life National Community Hub.
- 1.1.2 The Application Site ("the Site") is located within Beswick, East Manchester in a strategically important location within the wider Etihad Campus area. The Site is located off Kirkstead Close, to the north of Bell Crescent. The Site is situated within the Ancoats and Beswick Ward.
- 1.1.3 The Proposed Development comprises the development of the Our League Life National Community Hub (hereafter referred to as the 'OLL Hub'). The OLL Hub provides an opportunity for the RFL to utilise its strengths in northern communities and act as a vehicle for social mobility. The OLL Hub will celebrate, expand and roll out existing good practice in Rugby League communities across the north of England, adding value, and providing coordination. It provides a place for training in all aspects of the game from groundsmen, media through to sports science. It will also be used by the national teams on occasions for training purposes.
- 1.1.4 The proposals for the OLL Hub include the demolition of the existing building on-Site and the erection of a training facility building (Use Class F1(a)) and ancillary uses comprising classrooms, seminar rooms, ancillary offices, flexible conferencing space and workspace and an ancillary café / kitchen. It also includes ancillary changing facilities and a 900-seat spectator stand, together with an upgrading of the existing rugby pitch, the erection of floodlighting, and related access and highways works.
- 1.1.5 The planning description for the proposed development is reproduced in its entirety below:
- "Full Planning Permission for the demolition of existing building on-Site and the erection of a learning and training facility building (Use Class F1(a)) including classrooms, seminar rooms, offices, flexible conferencing space and workspace, kitchen facilities, changing facilities, a new spectator stand and ancillary community space, together with an upgraded rugby pitch for use as a training facility and occasional match and events venue, and related boundary treatment, access and highways works and other associated works."*
- 1.1.6 The proposed development plans are included in **Appendix A**.

### 1.2 What is a Travel Plan?

- 1.2.1 A TP is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG) 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 TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

### 1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Assessment (TA) (document reference: **79493-CUR-00-XX-RP-TP-001**), prepared to consider the development proposals from a traffic and transportation perspective.
- 1.3.2 An ITP 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.
- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

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

- 1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:
- National Planning Policy Framework, MHCLG, 2021;
  - National Planning Practice Guidance, MHCLG, 2014;
  - Greater Manchester Transport Strategy 2040, TfGM, 2021; and
  - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

### 1.4 Document Structure

- 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 keys 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; and **Section 4** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **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 process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

## 2.0 Travel Plan Benefits

### 2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

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

2.1.2 This section explores just some of the improvements which 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. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

*"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."*

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 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 (NO<sub>2</sub>) exceedances. Several measures have been proposed to help reduce roadside NO<sub>2</sub> 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, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);

- **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**.

2.2.4 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 responsible for 80% of NO<sub>2</sub> 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.

2.2.5 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.

2.2.6 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners and key stakeholders to bring nitrogen dioxide (NO<sub>2</sub>) levels on local roads within legal limits, and to reduce levels of particulate matter, CO<sub>2</sub> and noise emissions from vehicles;*
- *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;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.7 ‘Green infrastructure’ refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

- 2.2.8 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.

- 2.2.9 Encouraging people to make smarter choices in the way they travel can drastically 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, yet activity levels are generally low across the UK:

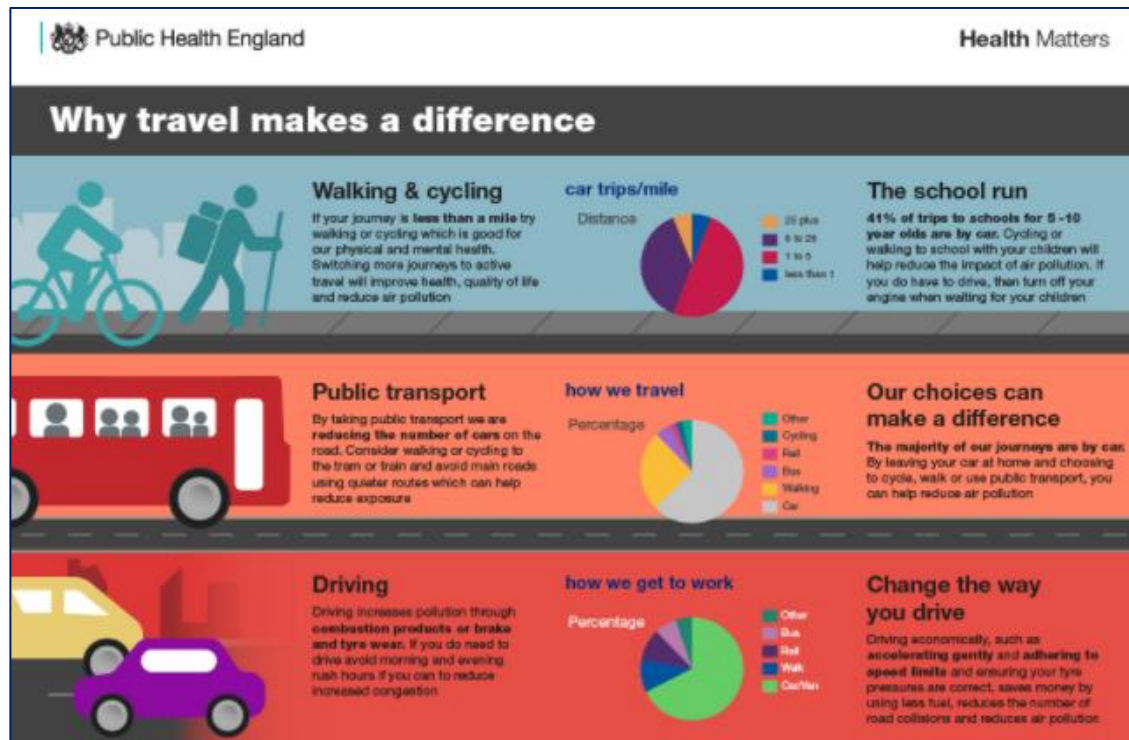
*“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.*

*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 as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP 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, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage users 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, DfH, 2009.

## 2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future users. 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, DfH, 2009.

## 2.7 Travel Plan Aims and Objectives

- 2.7.1 Considering the above benefits and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage future site users to use sustainable modes of transport.

- 2.7.2 The aims of this ITP 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 reduce reliance on single occupancy car travel; and
- **Objective TP5** – To raise awareness of the TP and the travel options available.

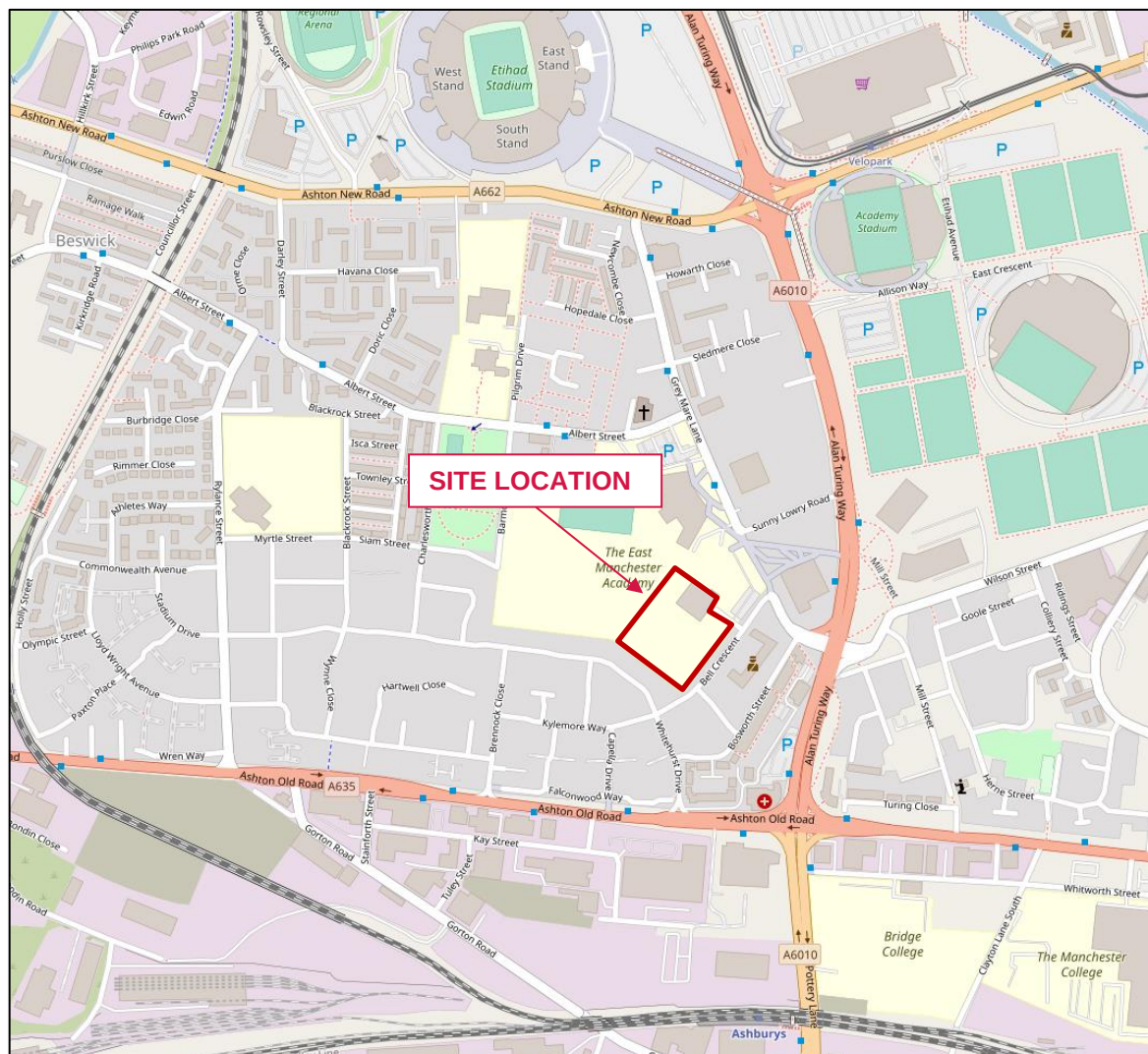
## 3.0 Existing Situation

### 3.1 Site Location

3.1.1 The Site is located within the Ancoats & Beswick ward of Manchester, approximately 2.5km to the east of Manchester city centre and approximately 750m to the south of the Etihad Stadium.

3.1.2 **Plan 79493-CUR-00-XX-DR-TP-06001-P01** to the rear of the report illustrates the location of the Site in relation to the surrounding area, and **Plan 79493-CUR-00-XX-DR-TP-06002-P01** to the rear of the report shows the Site in a more local context relating to the local highway network.

3.1.3 **Figure 3.1** also shows the location of the Site in relation to the surrounding highway network:



**Figure 3.1 – Location Plan in Relation to the Local Highway Network**

(Source: OpenStreetMap)

- 3.1.4 The East Manchester Academy and associated sports fields are located immediately to the north and north-west of the Site. To the south-west of the existing sports pitch a line of trees forms a boundary between the Site and the rear gardens of the two-storey residential properties along Metcombe Way. Bell Crescent borders the Site from the south to the east.
- 3.1.5 A surface car park is located to the north-east of the Site and comprises of circa 170 car parking spaces.
- 3.1.6 The wider area is characterised by a mixture of residential properties and much larger buildings used for sports, leisure and education.
- 3.1.7 The East Manchester Leisure Centre is located to the junction of Bell Crescent and Grey Mare Lane to the east of the Site, whilst the Manchester City Football Club Training Ground is located to the east of Alan Turing Way, circa 300m from the Site.
- 3.1.8 The Etihad Stadium is also located circa 600m to the north of the Site. The Co-op Live Arena is also currently under construction to the north of the Etihad Stadium and is scheduled to open late 2023.

## **3.2 Existing Site Use**

- 3.2.1 The Site currently comprises an existing sports pitch and the single storey Beswick Local Shops, which have been vacant for a number of years. The Site also comprises surface car parking spaces for 28 vehicles, albeit this is currently inaccessible.
- 3.2.2 The Site is currently accessed from Kirkstead Close which connects to Bell Crescent, onto Grey Mare Lane and then onto Alan Turing Way; a major arterial route through East Manchester.
- 3.2.3 The sports pitch currently comprises rugby posts and a tall metal structure providing netting behind. A transparent metal fence lines the boundary to Bell Crescent to the south and East of the Site.

## **3.3 Existing Access**

### ***Vehicular Access***

- 3.3.1 Access into the existing MCC car park from Bell Crescent is achieved via a standard three arm priority junction.
- 3.3.2 Access into the recreational field itself is currently limited, with no vehicular access or pedestrian access onto the field from either Bell Crescent or the adjacent MCC car park.
- 3.3.3 There is also no access into the Vacant Beswick Local Shops car park, which is currently inaccessible.
- 3.3.4 The existing MCC car park has circa 170 bays including 10 accessible bays for disabled users.

3.3.5 On-Site observations on the 24th August 2021 and 2<sup>nd</sup> September 2021 during the off-peak mid-morning period, on a weekday showed the car park to be at circa 15-20% of capacity, suggesting very low usage.

3.3.6 The car park has a 2m height restriction which prohibits large vehicles from using the car park. There is also an event day restriction which only permits a maximum stay of 1 hour 45 minutes between 10am and 10pm. There is nothing on the signage to specify the nature of the event, but it is assumed that these are matches at the Etihad. There is a removable part of the sign where the date of the next two events is displayed. At the time of the first Site visit the two dates displayed corresponded to matches at the Etihad. There do not appear to be any other time restrictions and there is no charge to park.

#### ***Pedestrian Access***

3.3.7 As with vehicular access, there is currently no pedestrian access onto the fields or the vacant Beswick Local Shops from either the MCC car park or Bell Crescent.

3.3.8 The main pedestrian access to the MCC car park is via the pedestrianised area of public realm to the north and Bell Crescent/Grey Mare Lane to the east and north east. This connects the East Manchester Leisure Centre towards the car park and the East Manchester Academy.

### **3.4 Surrounding Highway Network**

#### ***Bell Crescent***

3.4.1 Bell Crescent forms the eastern boundary of the Site and provides access to the MCC car park.

3.4.2 It extends for circa 220m in a north-easterly direction from a four-arm junction with Kylemore Way, Metcombe Way and Whitehurst Drive to a three-arm junction connecting Bell Crescent to the East Manchester Leisure Centre and Grey Mare Lane.

3.4.3 It has a width of circa 7m and has footways on both sides. The footway on the western side of Bell Crescent, adjacent to the MCC car park and site is circa 3m wide although further south the footway width increases to circa 4.5m. The street is well lit and the speed limit is 20mph.

3.4.4 There are double yellow lines on both sides of the road in the immediate vicinity of the Site to prevent on-street parking. There is also a lay-by on the western side of Bell Crescent adjacent to the MCC car park access which has a single yellow line across it. There is no sign in place to state what the single yellow restriction is.

3.4.5 On-site observations on the 2<sup>nd</sup> September 2021 showed there to be minimal car traffic on the road.

***Grey Mare Lane***

- 3.4.6 At the northern end of Bell Crescent the road bears east and becomes Grey Mare Lane.
- 3.4.7 Grey Mare Lane then extends for a distance of circa 100m before forming a major signalised junction with Alan Turing Way and Wilson Street.
- 3.4.8 The road has a width of circa 7m, a 20mph speed limit and there are footways and street lighting on both sides. The footways vary in width but are generally in excess of 2m. This is due to the presence of a shared pedestrian/cycleway. There is also a zebra cycle crossing.
- 3.4.9 A c. 80m stretch of Grey Mare Lane continues in a north-westerly direction from the junction with Bell Crescent and this forms part of the pedestrianised area of public realm. Beyond this the road continues for c. 450m north to a three-arm junction with Ashton New Road.
- 3.4.10 On sight observations indicate that whilst the Grey Mare Lane/Alan Turing Way junction was busy for much of the day, the actual number of movements on Grey Mare Lane itself were minimal during the off-peak period.

***Alan Turing Way***

- 3.4.11 Alan Turing Way is a major dual carriageway extending on a north/south alignment with two lanes in each direction and a 30mph speed limit. The total width of Alan Turing Way varies, but it is in the region of circa 18m, consisting of two southbound lanes, two northbound lanes and a central island.
- 3.4.12 There are footways on both sides of the carriageway which vary in width between 1.6m and 3m. Street lighting is also present on both sides of the carriageway.
- 3.4.13 The northern and western arms of the Grey Mare Lane/Alan Turing Way junction have good pedestrian crossing facilities with tactile paving and push button traffic lights. The southern and eastern arms do not have either, albeit there are dropped kerbs. MCC Highways have suggested the proposed development may be required to implement push button crossing facilities on these arms.
- 3.4.14 Approximately 70m north of the Grey Mare Lane/ Alan Turing Way junction, there is toucan crossing on Alan Turing Way connecting the pedestrianised area of public realm with several educational and sports facilities on the eastern side of the road.
- 3.4.15 There are marked cycle lanes along the entire length of the road between the junctions with Ashton New Road and Ashton Old Road and parts of this are fully segregated.

3.4.16 Between the junctions with Ashton Old Road and Ashton New Road, there are five bus stops on Alan Turing Way. These are the Velopark Metrolink (Stop F), Prentice Walk, Wilson Street, Grey Mare Lane, and Alan Turing Way (Stop C).

3.4.17 On site observations demonstrate that Alan Turing Way is a busy A road, albeit any queuing that was observed in the vicinity of the Site generally cleared when the signals turned green.

***Ashton New Road***

3.4.18 Approximately 250m to the south of the Grey Mare Lane/Alan Turing Way junction, the northern arms of Alan Turing Way connect via a signalised junction with its southern arm and the eastern and western arms of Ashton Old Road.

3.4.19 Ashton Old Road is a single carriageway with 30mph speed limits and on the western arm, marked cycle lanes.

***Ashton Old Road***

3.4.20 Approximately 250m to the south of the Grey Mare Lane/Alan Turing Way junction, the northern arms of Alan Turing Way connect via a signalised junction with its southern arm and the eastern and western arms of Ashton Old Road.

3.4.21 Ashton Old Road is a single carriageway with 30mph speed limits and on the western arm, marked cycle lanes.

## 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 Centres (m) | Commuting/School/<br>Sightseeing (m) | Elsewhere (m) |
|--------------------------|------------------|--------------------------------------|---------------|
| <b>Desirable</b>         | 200              | 500                                  | 400           |
| <b>Acceptable</b>        | 400              | 1,000                                | 800           |
| <b>Preferred Maximum</b> | 800              | 2,000                                | 1,200         |

**Table 4.1** – CIHT Recommended Walking Distances

- 4.2.2 The Department for Transport's 2018 National Travel Survey states that: *"Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks."* This indicates that walking is the natural first choice for most local trips.
- 4.2.3 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 79493-CUR-00-XX-DR-TP-06003-P01** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for education trips; which are considered a good approximation for trips associated with the development.
- 4.2.4 In addition to the many residential properties within 500m of the Site in Beswick, future site users could access a Tesco Express, several schools including, New East Manchester Academy, Connell Co-op

College, a church, hot food takeaway, Beswick Library, the East Manchester Leisure Centre, and several medical centres including dentists, GP, and the Manchester Institute of Health and Performance. There are also many bus stops within this walking catchment.

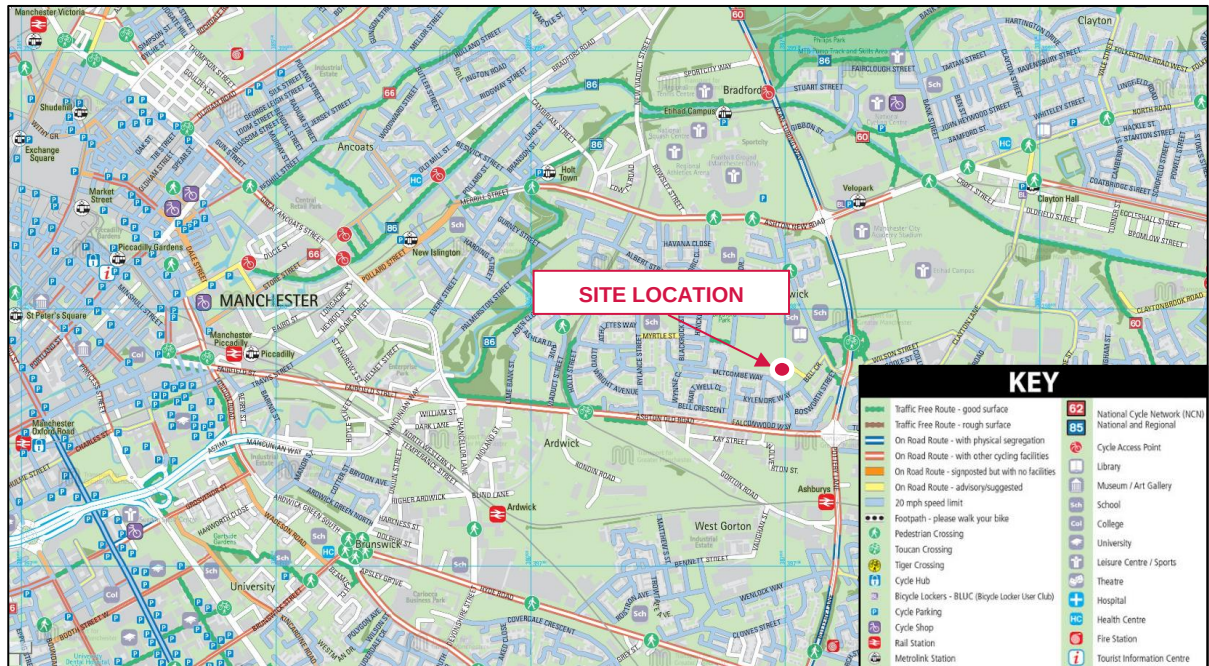
- 4.2.5 Located within the 500m – 1,000m catchment lies Ashburys train station, the Etihad stadium, the Velopark tram stop, and parts of The Manchester College's Openshaw campus. The Manchester College is the largest provider of further education in the UK.
- 4.2.6 Within the wider 1,000m – 2,000m catchment, there are several more tram and train stations, the National Cycling Centre, and many residential and retail properties.
- 4.2.7 Located just outside the 2,000m catchment is Manchester Piccadilly, the busiest station in the city, and parts of Manchester City Centre.
- 4.2.8 The pedestrian infrastructure which connects the Site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.
- 4.2.9 In summary, the Site is considered to be highly accessible by foot and well connected to nearby complementary land uses.

### **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 79493-CUR-00-XX-DR-TP-06004-P01** to the rear of the report presents an 8km cycle catchment for the Site. The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which 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.*" However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.
- 4.3.3 The 8km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Blackley and Moston to the north, Dukinfield and Ashton-under-Lyne to the east, Didsbury and Withington to the south, and Salford and beyond to the west.
- 4.3.4 Existing cycle infrastructure allows easy cycle access to Manchester City Centre, with direct access to Manchester Piccadilly Station along the on-road route on Ashton Old Road and Fairfield Street. All

major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.

4.3.5 The local cycle network within the vicinity of the Site is reproduced in **Figure 4.1** below:



**Figure 4.1** – Local Cycle Network

(Source: TfGM)

- 4.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named "Bee Network". The 'Bee Network' are signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.7 The Site is located within the 'Beswick Active Neighbourhood', allowing users of the Site to benefit from the public realm improvements for better safety, speed and quality of commute by foot or bike. The scheme creates a 'filtered neighbourhood' prioritising people over cars by blocking some routes for cars, and improving the neighbourhood's infrastructure for and attractiveness to walkers and cyclists.
- 4.3.8 There is a national cycle network within proximity to the Site, Route 60 which can be accessed via the primarily fully segregated cycle lanes along Alan Turing Way. The route runs mostly traffic-free from North Manchester to East Manchester and connects to National Cycle Routes 66, 85 and 6. It is also in proximity to Regional Cycle Route 86 which connects Etihad stadium to Piccadilly Gardens.

## 4.4 Public Transport Accessibility

- 4.4.1 **Plan 79493-CUR-00-XX-DR-TP-06002-P01** to the rear of this report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the Site. These include:

- 20 minutes – Manchester Piccadilly; the NOMA development housing office, residential, retail and leisure uses; Ardwick; Belle Vue; Gorton;
- 40 minutes – Salford Central; Manchester Victoria; Cheetham Hill; Harpurhey; Failssworth; Fairfield; Hattersley, Marple; Lenshulme, Deansgate, Manchester Oxford Road; and
- 60 minutes – Eccles; Bolton; Clifton; Mills Hill; Rochdale; Greenfield; Glossop; New Mills Central; Macclesfield; Stockport; Manchester Airport; Altrincham; Trafford Park.

4.4.2 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:



**Figure 4.2 – Public Transport Network in the vicinity of the Site**

(Source: TfGM)

### **Bus Accessibility**

- 4.4.3 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Planning for Public Transport in Development’ indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.4 There are several bus stops comfortably within 400m walk of the Site along Grey Mare Lane with the closest being a c. 250m walk east of the Site. A summary of the buses that serve this stop is provided in **Table 4.2** below:

| Bus Service      | Route                                                       | Peak Frequency |          |          |
|------------------|-------------------------------------------------------------|----------------|----------|----------|
|                  |                                                             | Weekday        | Saturday | Sun/Hols |
| <b>53 orbits</b> | Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill | 30 mins        | 30 mins  | Hourly   |
| <b>217</b>       | Manchester – Clayton – Droylsden - Ashton                   | Hourly         | Hourly   | Hourly   |

**Table 4.2** – Summary of Bus Services From Grey Mare Lane

- 4.4.5 The Site is also within an 800m walk of the Ashton New Road (Stop C) and Grey Mare Lane (Stop A) bus stops on Ashton New Road north of the Site, which run additional services as follows in **Table 4.3**:

| Bus Service                         | Route                                                 | Peak Hourly Frequency |         |          |
|-------------------------------------|-------------------------------------------------------|-----------------------|---------|----------|
|                                     |                                                       | Mon – Fri             | Sat     | Sun/Hols |
| 217 as above, with the addition of: |                                                       |                       |         |          |
| 216                                 | Manchester – Clayton – Ashton – Stalybridge           | 10 mins               | 10 mins | 15 mins  |
| 230                                 | Manchester – Clayton – Droylsden – Ashton             | 30 mins               | 30 mins | Hourly   |
| 231                                 | Manchester – Clayton – Droylsden – Hartshead – Ashton | 30 mins               | 30 mins | Hourly   |

**Table 4.3** – Summary of Bus Services From Ashton New Road

- 4.4.6 It is noted that the provision of bus services will change over time in response to current circumstances. 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](https://tfgm.com/public-transport/bus).
- 4.4.7 Overall, the Site is considered to be well served by bus.

### ***Rail Accessibility***

- 4.4.8 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.
- 4.4.9 The closest rail station to the development is Ashburys, which is within an 800m walk to the south of the Site – satisfying the CIHT's recommendation. **Table 4.4** shows the frequencies of regular trains that run from Ashburys:

| Service                                                                                                                                                                                                         | Service Frequency per Hour |                     |                     |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------|---------------------|---------------------|
|                                                                                                                                                                                                                 | Peak Weekday               | Peak Saturday       | Peak Sunday         |
| <b>Manchester Piccadilly to Hadfield</b><br><br>Calling at: Manchester Piccadilly, Ashburys, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, Hadfield.         | 2 per hour each way        | 2 per hour each way | 1 per hour each way |
| <b>Manchester Piccadilly to New Mills Central</b><br><br>Calling at: Manchester Piccadilly, Ashburys, Belle Vue, Ryder Brow, Reddish North, Brinnington, Bredbury, Romiley, Marple, Strines, New Mills Central. | 1 per hour each way        | 1 per hour each way | 1 per day each way  |
| <b>Manchester Piccadilly to Rose Hill Marple</b><br><br>Calling at: Manchester Piccadilly, Ashburys, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley, Romiley, Rose Hill Marple.                     | 1 per hour each way        | 1 per hour each way | No services         |

**Table 4.4 – Summary of Rail Services calling at Ashburys**

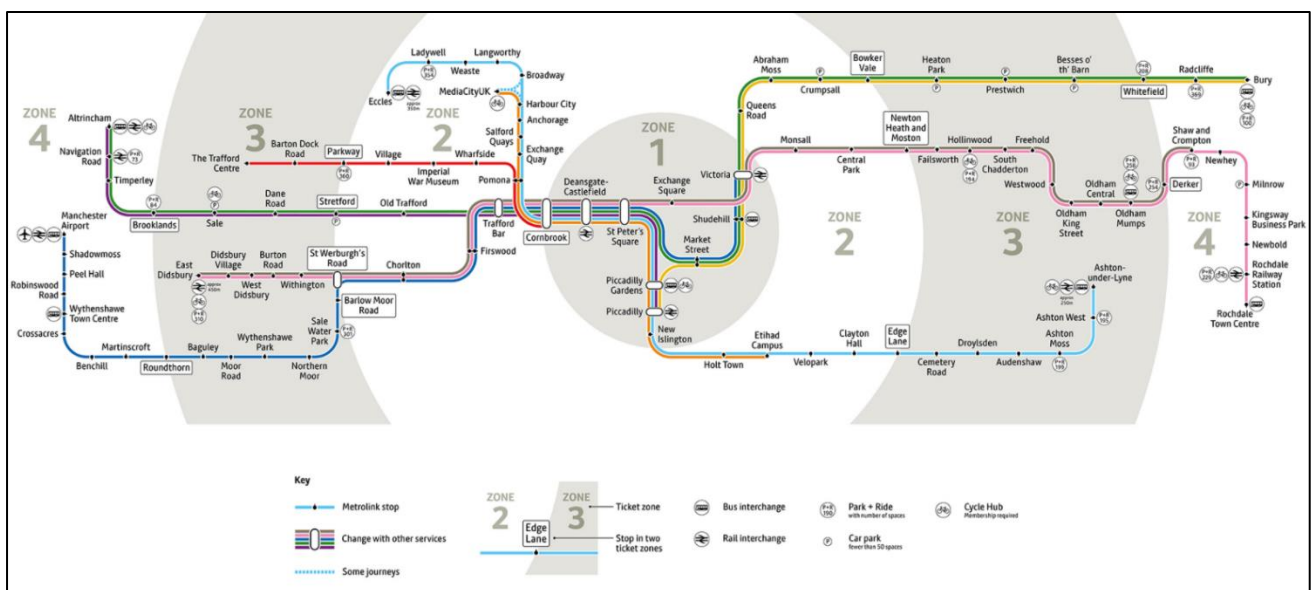
- 4.4.10 The trains that service Ashburys rail station regularly run 7 days a week from a number of different locations within the Northwest; this provides frequent access for users of the Site and is a viable alternative to private car use.
- 4.4.11 Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.
- 4.4.12 As mentioned above, Manchester Piccadilly, which can be used to travel to much of Greater Manchester and the wider UK, is within circa 2.5km of the Site and could be accessed by a multi-modal journey.
- 4.4.13 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: [northernrailway.co.uk/travel/timetables](https://www.northernrailway.co.uk/travel/timetables).
- 4.4.14 It is considered the Site is accessible via rail.

#### **Metrolink (Light Rail) Accessibility**

- 4.4.15 The nearest Metrolink station is located approximately 1km to the north of the Site. This station has step free access to both platforms. There are 3 cycle lockers and 5 cycle stands available. The following services calls at this station: Blue Line – Eccles to Ashton-under-Lyne.
- 4.4.16 The line runs at a frequency of every 12 minutes between 06:00 – 00:00 Monday to Saturday, and between 07:00 – 00:00 on Sundays.

4.4.17 The start and end times for the specific station that Site users wish to call at will change 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: <https://tfgm.com/public-transport/tram/tram-schedule>.

4.4.18 Users can change at Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport and the Trafford Centre, as shown in the Metrolink map in **Figure 4.3**.



**Figure 4.3 – TfGM Metrolink Network Map**

(Source: TfGM, 2021)

4.4.19 In summary, it is considered the Site is highly accessible by Metrolink.

## 4.5 Summary

4.5.1 In summary, it is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

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

- 4.5.3 The accessibility index score is categorised into 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 6.

## 5.0 Travel Plan Initiatives

### 5.1 Introduction

- 5.1.1 Considering the high levels of accessibility of the Site, it is considered the vast majority of users will travel to / from the Site via sustainable modes of travel.
- 5.1.2 Not all measures should be committed to at this stage as there are no current occupiers of the Site to survey. One of the primary reasons for undertaking a modal split survey is to ensure the Travel Plan budget is spent appropriately / as effectively as possible. For example, if the vast majority of users already travel by public transport, it might be more worthwhile to spend more of the budget on encouraging walking and / or cycling.
- 5.1.3 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims 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 A vital initiative of the TP is likely to be the distribution of the Travel Plan Welcome Packs for all staff, students and site users.
- 5.3.2 Staff and students could receive the Welcome Pack in the early stages of operation. Visitors to the Site could be sent the Welcome Pack upon registering to attend an event or directed towards a website. 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](https://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; and
  - Details of the Travel Plan Co-ordinator (TPC).

- 5.3.3 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to users, or on notice boards to be placed in communal areas.

## 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 within **Section 4** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage staff, students and site users to walk:

- Promote / raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the Site to main destinations and bus stops;
- General lighting to be installed within the Site to provide a safe and secure environment;
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
  - The Greater Manchester Walking website at [gmwalking.co.uk/](http://gmwalking.co.uk/) which provides resources on routes, tips, local walking groups; and
  - The [www.plotaroute.com](http://www.plotaroute.com) website for journey planning on foot.
- Consider setting up a social walking / 'walking buddy' group if there is enough interest;
- For tournaments and other events, it is expected that pre-match communication will be provided to ticket holders, and volunteer marshals would be present onsite to guide supporters/customers from nearby locations to the stadium/venue.

## 5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the Site is conducive to cycling. There will also be secure and sheltered cycle parking provided at the development as part of the development proposals, and it will be ensured this remains in good condition. The following measures will be provided in order to encourage staff, students and site users to cycle:

- Promote / raise awareness of the health and wellbeing benefits of cycling;
- Provision of signage within and around the Site;
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
  - Cycle information, including route maps and useful tips and guidance, on the Sustrans website [www.sustrans.org.uk](http://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](https://tfgm.com/cycling-and-walking)
- Details of local cycle shops;
- Marketing campaigns such as “National Bike Week”;
- The [www.cyclestreets.net](https://www.cyclestreets.net) website for journey planning by bike.
- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest.
- Showering/changing and locker facilities will be available
- Cycle2Work
  - Allow staff to purchase cycles with a tax reduction through the ‘Cycle2Work’ government initiative
  - Introducing the ‘Cycle2Work’ government initiative for staff would help reduce the financial burden of purchasing bicycles by reducing the amount of tax consumers pay on bicycles and encourage more to cycle to the new site.
  - This is achieved by registering businesses onsite by going to [www.cycle2work.info](https://www.cycle2work.info). Halfords’ website claims that staff can make savings of up to 42% on a brand-new bike and safety accessories for cycling to work when they participate in the scheme.

5.5.2 In addition to the CycleStreets website mentioned above, optimal cycle routes to the development or other destinations can be calculated using Google Maps and its cycle route planner tool. Roads that have dedicated cycle facilities are highlighted. The tool can be launched from the following link: <https://www.google.co.uk/maps/@53.4769428,-2.1961716,16.5z/data=!5m1!1e3>.

## 5.6 Measures to Encourage Public Transport

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

- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
  - TfGM’s online journey planning resources: [tfgm.com/plan-a-journey](https://tfgm.com/plan-a-journey);
  - The Traveline Journey Planning tool, i.e. by phoning 0871 200 223 and the Traveline website at [www.traveline-northwest.co.uk](https://www.traveline-northwest.co.uk); and
  - A map showing local bus and rail stations in the vicinity of the Site.

5.6.2 Additional measures such as the TPC assisting staff, students and site users with their journey planning to the Site could be considered.

## **5.7 Measures to Encourage Use of Car Sharing, Car Clubs, and Electric Vehicles (EV)**

### ***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. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.
- 5.7.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.
- 5.7.3 There are car sharing organisations which offer a matching service. Staff, students and site users would be able to use the website; [www.carsharegm.com](http://www.carsharegm.com), which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme, therefore users would need to work for an employer that has signed up to the scheme to benefit from this.
- 5.7.4 Alternatively, [www.liftshare.com/uk](http://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. This scheme could be promoted by the Travel Plan Coordinator (TPC).

### ***Car Club***

- 5.7.5 The Enterprise Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club 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. 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 £5 an hour.
- 5.7.6 The nearest Car Club bay is located at Ashton Old Road, to the east of the junction with Odell Street, M11 2PL, which is an approximate 1,000m walking distance (10 minutes' walk) towards the south-east of the Site.
- 5.7.7 This 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>.
- 5.7.8 It is considered that the Car Club could therefore be a highly attractive facility for staff, students and site users who require occasional private car use, therefore minimising the highway impact.

## 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. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, a representative sample 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 would extract the following key information:
- Journey origin;
  - Usual mode of travel and reason for modal choice;
  - Attractiveness of various sustainable modes;
  - Any barriers to sustainable modes; and
  - Initiatives that would encourage users (and staff) 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 Momentive (formerly known as SurveyMonkey), which is an online survey service widely used by both private and public sector organisations for data collection. Users and staff would be sent this link in the early stages of operation and can click on it 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 attended to. Staff, students and site users would then be surveyed every 2 years from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

### 6.3 Data Analysis and Modal Split Targets

- 6.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to users. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 6.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:
- Short-Term Target – within one year;
  - Medium-Term Target – for between 1 – 3 years; and
  - Long-Term Target – more than 3 years.
- 6.3.3 There will be an overall aim to reduce the number of those travelling to the Site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 6.3.4 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Additionally, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.
- 6.3.5 Final targets will be decided following the receipt of the travel surveys, 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 new measures where appropriate.

## 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 ITP. It also sets out the next steps with regards to converting this ITP 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 TP document should be considered as the starting point of the process. The implementation of a TP 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 ITP will lie with the operator (or any future owner of the Site if transacted prior to completion). Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of 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 the operator (or any future owner of the Site if transacted prior to completion) to the appropriately appointed TPC.
- 7.2.4 Notwithstanding, adequate consultation and support from the management within the development is required to ensure the smooth implementation of the TP.

7.2.5 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 TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the Site;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. MCC and TfGM); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.2.6 A TPC will be nominated for the development approximately a month before occupation of the development. It is likely that the TPC role will be fulfilled by a member of the management company.

### 7.3 Monitoring and Evaluation

7.3.1 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.

7.3.2 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from users and liaising with MCC on transport related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

7.3.3 The results of each survey would be used to review progress against targeted 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.

7.3.4 Monitoring reports will be provided to officers at Manchester City Council every two years following the receipt of the baseline surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming monitoring period. In addition, survey results would be circulated to all users upon the completion of surveys.

- 7.3.5 After initial review, further reviews will be carried out at two-yearly intervals and continue for a total monitoring period of five years. The five-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up survey

## 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 TP process:

| Action                                                                  | Target Date                                                                                                     | Responsibility                                                        |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------|
| <b>Implementation of Site Infrastructure</b>                            | During construction phase.                                                                                      | RFL or any future owner of the Site if transacted prior to completion |
| <b>Appoint TPC</b>                                                      | One month before occupation.                                                                                    | RFL or any future owner of the Site if transacted prior to completion |
| <b>Implement TP Initiatives</b>                                         | To be started once TPC is appointed, ongoing throughout development lifespan.                                   | TPC                                                                   |
| <b>Produce Welcome Pack</b>                                             | First occupation of the development.                                                                            | TPC                                                                   |
| <b>Undertake Initial Travel Surveys</b>                                 | Within six months of occupation.                                                                                | TPC                                                                   |
| <b>Decide Modal Split Targets</b>                                       | Within one month of undertaking the initial surveys.                                                            | TPC in conjunction with MCC / TfGM                                    |
| <b>Update ITP to a full Travel Plan</b>                                 | Within two months of agreeing modal splits with MCC / TfGM.                                                     | TPC                                                                   |
| <b>Undertake Follow-Up Travel Surveys and Present Monitoring Report</b> | Every two years following first surveys, with monitoring to be carried out for a period of at least five years. | TPC                                                                   |

**Table 8.1** – Action Plan

## Plans

**Plan 79493-CUR-00-XX-DR-TP-06001-P01** – (Location Plan) Regional Level

**Plan 79493-CUR-00-XX-DR-TP-06002-P01** – (Location Plan) Local Level

**Plan 79493-CUR-00-XX-DR-TP-06003-P01** – (Accessibility) Indicative Walking Catchment

**Plan 79493-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment

**Plan 79493-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment



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Project:  
OURLEAGUE LIFE NATIONAL HUB - MANCHESTER

Drg Title:  
SITE LOCATION  
REGIONAL VIEW

Status:  
PRELIMINARY

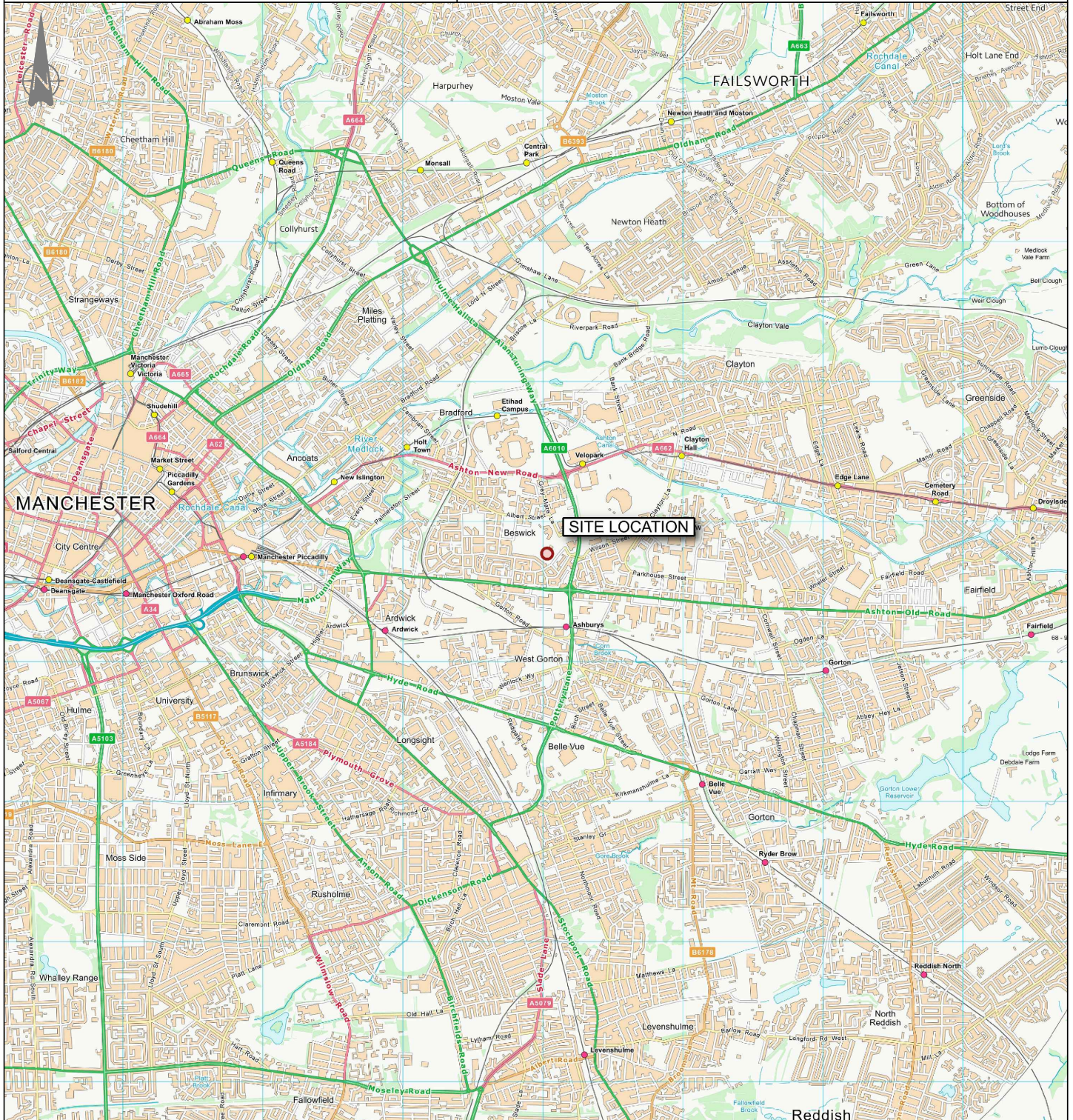
Drawn By: JM Checked By: AV

Designed By: JM Date: 08/09/21

Scale: NTS

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

79493 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: Site



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Project:  
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Drg Title:

## SITE LOCATION LOCAL VIEW

Status:  
PRELIMINARY

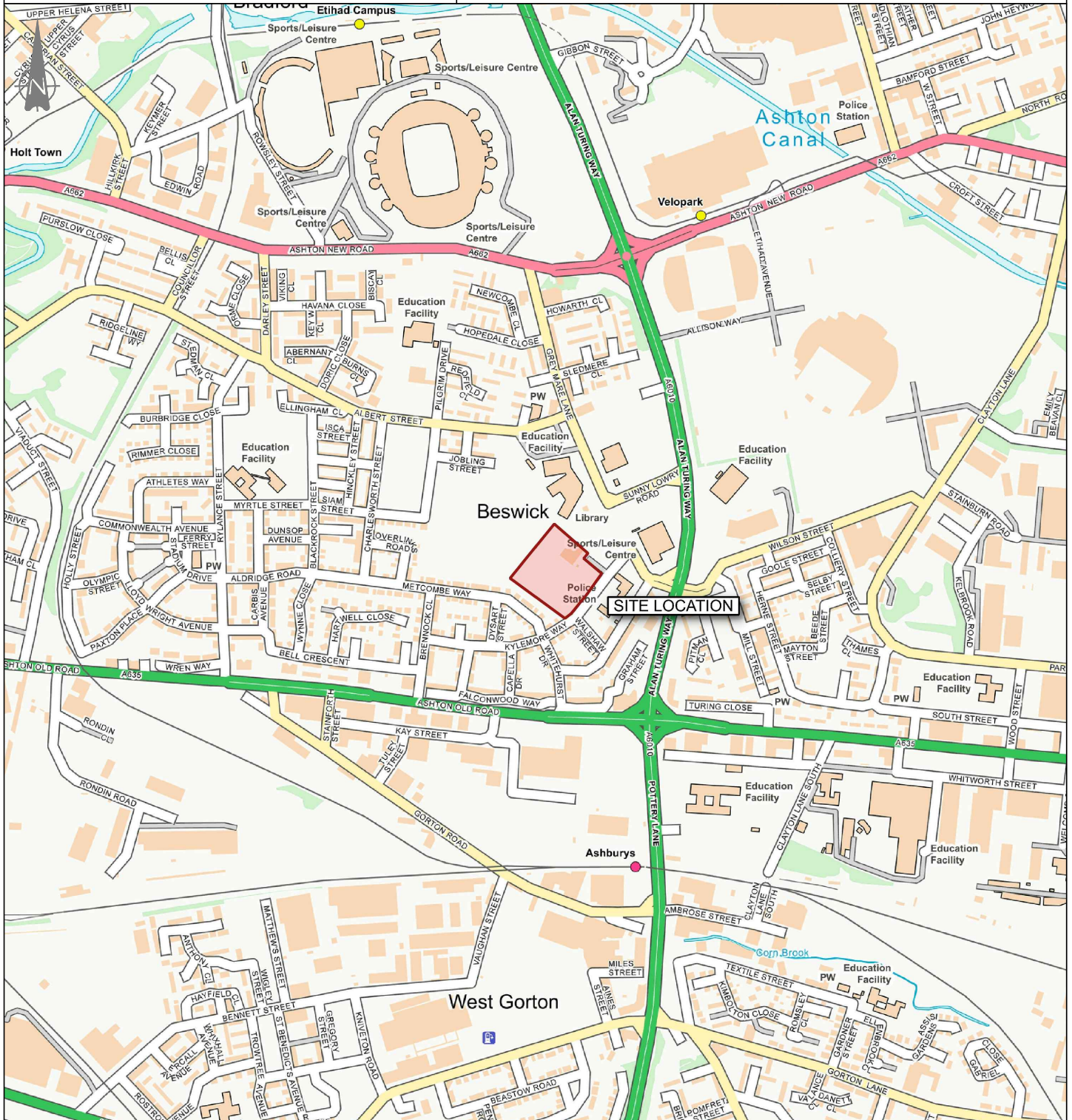
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Designed By: JM Date: 08/09/21

Scale: NTS

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

79493 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY:  Site



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Project:  
OURLEAGUE LIFE NATIONAL HUB - MANCHESTER

Status:  
PRELIMINARY

Drg Title:  
ACCESSIBILITY  
INDICATIVE WALKING CATCHMENT

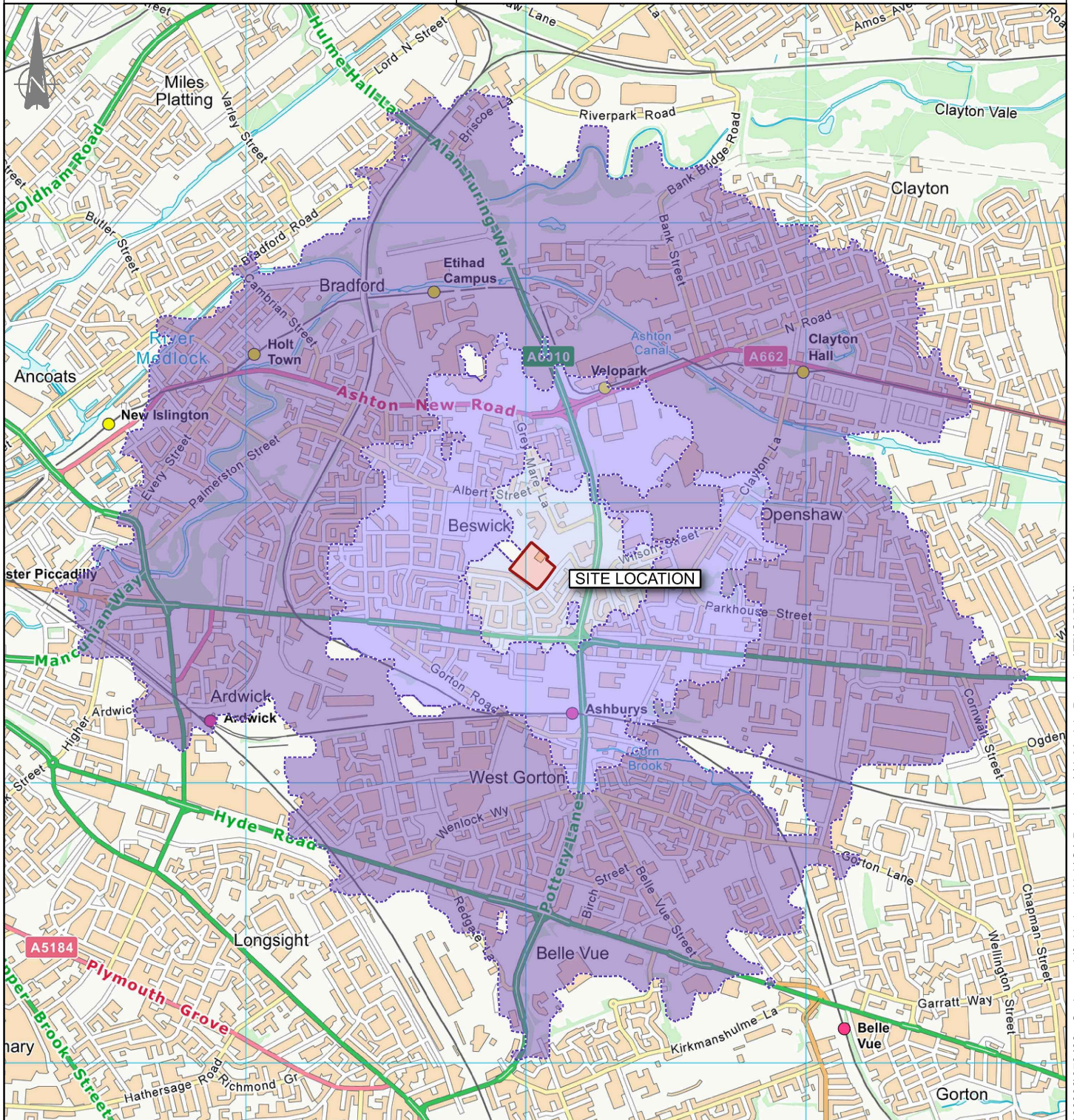
Drawn By: JM Checked By: AV

Designed By: JM Date: 08/09/21

Scale: NTS

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

79493 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site  
 Walking Catchment:  
500m  
1000m  
2000m

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Project:  
OURLEAGUE LIFE NATIONAL HUB - MANCHESTER

Drg Title:  
**ACCESSIBILITY  
INDICATIVE CYCLE CATCHMENT**

Status:  
**PRELIMINARY**

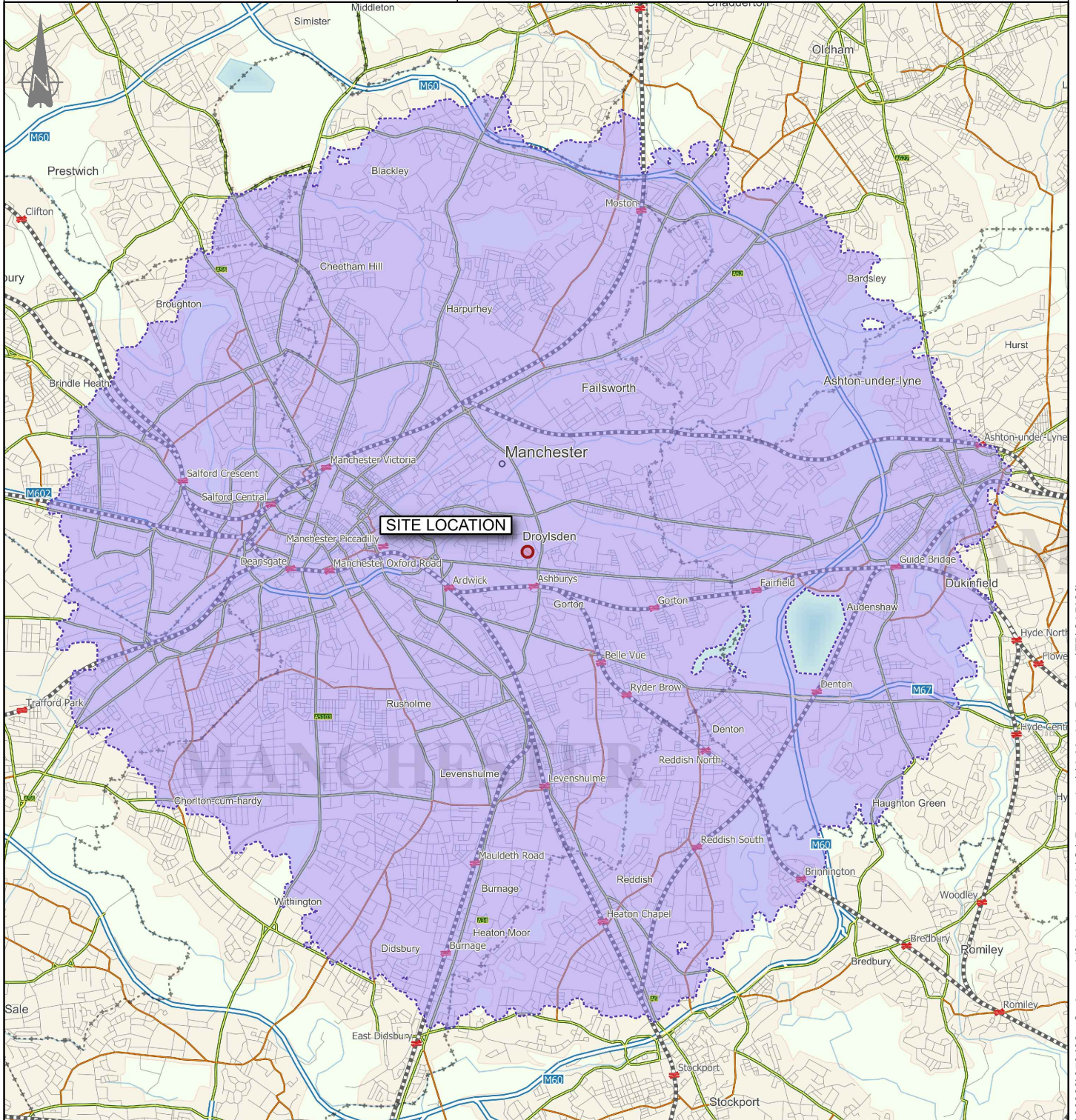
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Designed By: JM Date: 08/09/21

Scale: NTS

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

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KEY:  Site  Cycle Catchment:  
8000m

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\\mats02\Projects\079001 - OurLeague Life National Hub\Q4-Production\4A-Models-Drawings\TP\CAD\061



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Project:  
OURLEAGUE LIFE NATIONAL HUB - MANCHESTER

Drg Title:  
**ACCESSIBILITY  
INDICATIVE PUBLIC  
TRANSPORT CATCHMENT**

Status:  
**PRELIMINARY**

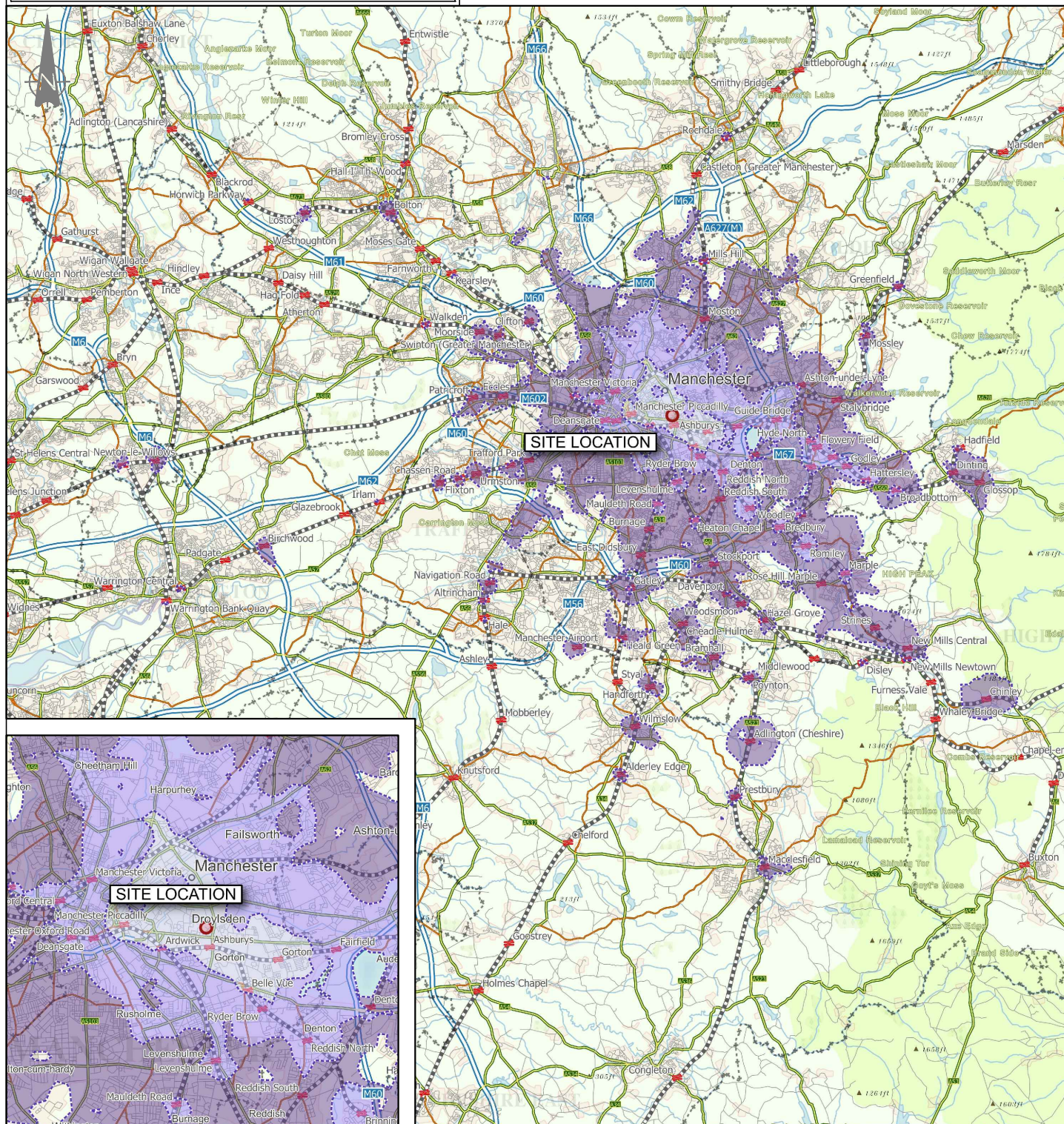
Drawn By: JM Checked By: AV

Designed By: JM Date: 08/09/21

Scale: NTS

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

**79493 - CUR - 00 - XX - DR - TP - 06005 - P01**



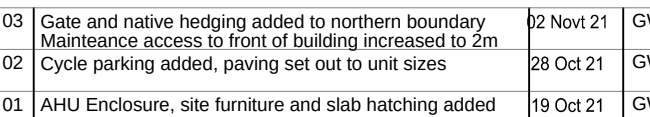
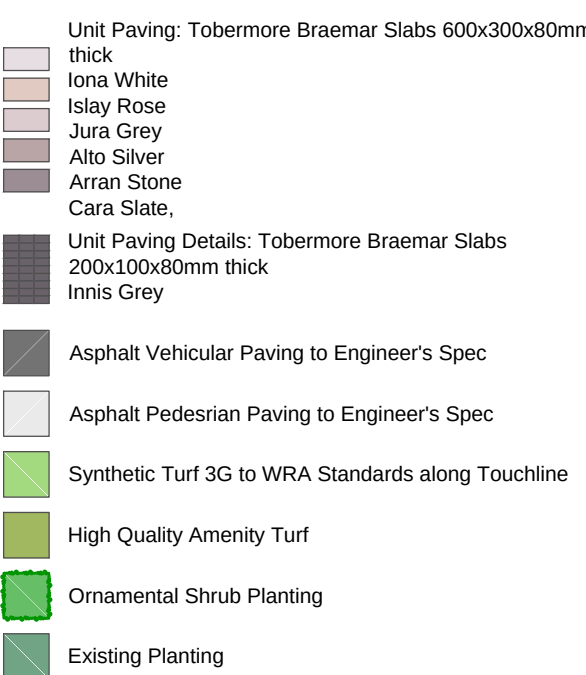
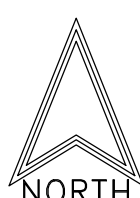
**KEY:**

|  |                             |
|--|-----------------------------|
|  | Site                        |
|  | Public Transport Catchment: |
|  | 20 minutes                  |
|  | 40 minutes                  |
|  | 60 minutes                  |

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## Appendix A – Proposed Layout



17-10-21



Client **OURLEAGUE**

Project  
**RFL NATIONAL HUB**  
**GREY MARE LANE, MANCHESTER**

Drawing Title  
**SITE PLAN**

S-WP Project Number

2021.09.13

Plot Size ISO full bleed A1 (594.00 x 841.00 MM)

Drawing Number

| Project | Consultant | Volume | Level | Type | Role | Number |
|---------|------------|--------|-------|------|------|--------|
|---------|------------|--------|-------|------|------|--------|

RFLH SWP - 00 -EX- DR- L -9001 - S1

RIBA Stage **3- Developed Design** Revision

This drawing is to be read in conjunction with all related Architect

Engineering drawings and specifications. All dimensions must be checked and verified on site before commencing any work or producing shop drawings.

DO NOT SCALE FROM THIS DRAWING  
WORK TO FIGURED DIMENSIONS ONLY

The originator should be notified immediately of any discrepancy.

The Sterry-Walters Partnership Ltd

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