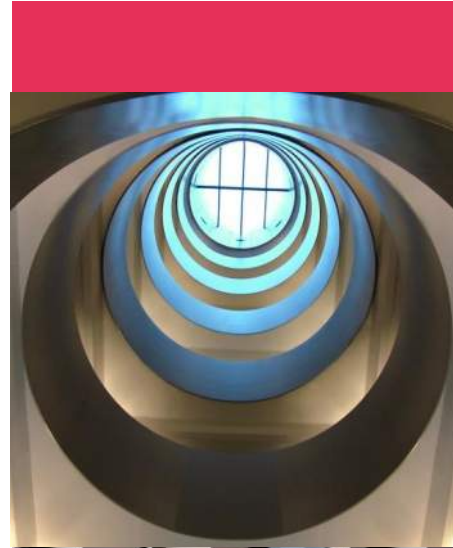


Boddingtons Manchester Interim Travel Plan

Curtins Ref: 79445-CUR-00-XX-RP-TP-002
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Client Name: Latimer Developments Ltd.



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- Plan 79445-CUR-00-XX-DR-TP-06004-P01** – (Accessibility) Indicative Cycle Catchment
- Plan 79445-CUR-00-XX-DR-TP-06005-P01** – (Accessibility) Indicative Public Transport Catchment

Appendices

- Appendix A** – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Latimer Developments Ltd. to provide transport planning advice in relation to a planning application for the redevelopment of land off Great Ducie Street to the north of Manchester City Centre.
- 1.1.2 The site is currently in use as a public car park and is directly adjacent to The Manchester College education scheme (App Ref: 124995/FO/2019).
- 1.1.3 The proposed development comprises the redevelopment of the former Boddingtons Brewery site to provide 461 apartments and circa 720sqm of ground floor commercial space.
- 1.1.4 The proposed development will be traffic-free with five car parking spaces being provided for the mobility impaired shared between the residents and the College visitors. There will be at least 461 secure, sheltered cycle spaces, and 14 visitor cycle spaces.
- 1.1.5 The loss of parking spaces will result in a net reduction in the number of vehicle movements accessing the site on a daily basis, therefore representing a net benefit in traffic terms.
- 1.1.6 The proposed site layout is provided 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), Ref: **79445-CUR-00-XX-RP-TP-001**, prepared to consider the development proposals.

- 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;
- Greater Manchester Transport Strategy 2040, TfGM, 2017; and
- National Planning Practice Guidance, DCLG, 2020.

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 categorised under three main headings:

- Environmental Benefits;
- Health Benefits; and
- Financial 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);
- **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 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.

2.2.4 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 (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ 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.”*

2.2.5 ‘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.

2.2.6 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 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, 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.

2.4 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 residents, staff, and employees 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 TPs are important to modern society. The initiatives in this TP will have a positive effect on the future residents, staff, and employees to 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 ITP aims to minimise the number of car trips generated by the development and encourage residents, staff, and employees to use sustainable modes of transport.

- 2.7.2 The aims of this ITP will be supported with the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site; and
- **Objective 4** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

3.1.1 The application site is located along the northern edge of Manchester City Centre, just outside the A6042 Ring Road and to the south of Strangeways.

3.1.2 The site is bound to the north by a Travelodge, existing parking to the east, a plot of brownfield land under construction (App Ref: 124995/FO/2019) to the south and A56 Great Ducie Street to the west. Immediately to the southeast of the site, Great Ducie Street meets the A6042 Inner Ring Road at a large, signalised junction.

3.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

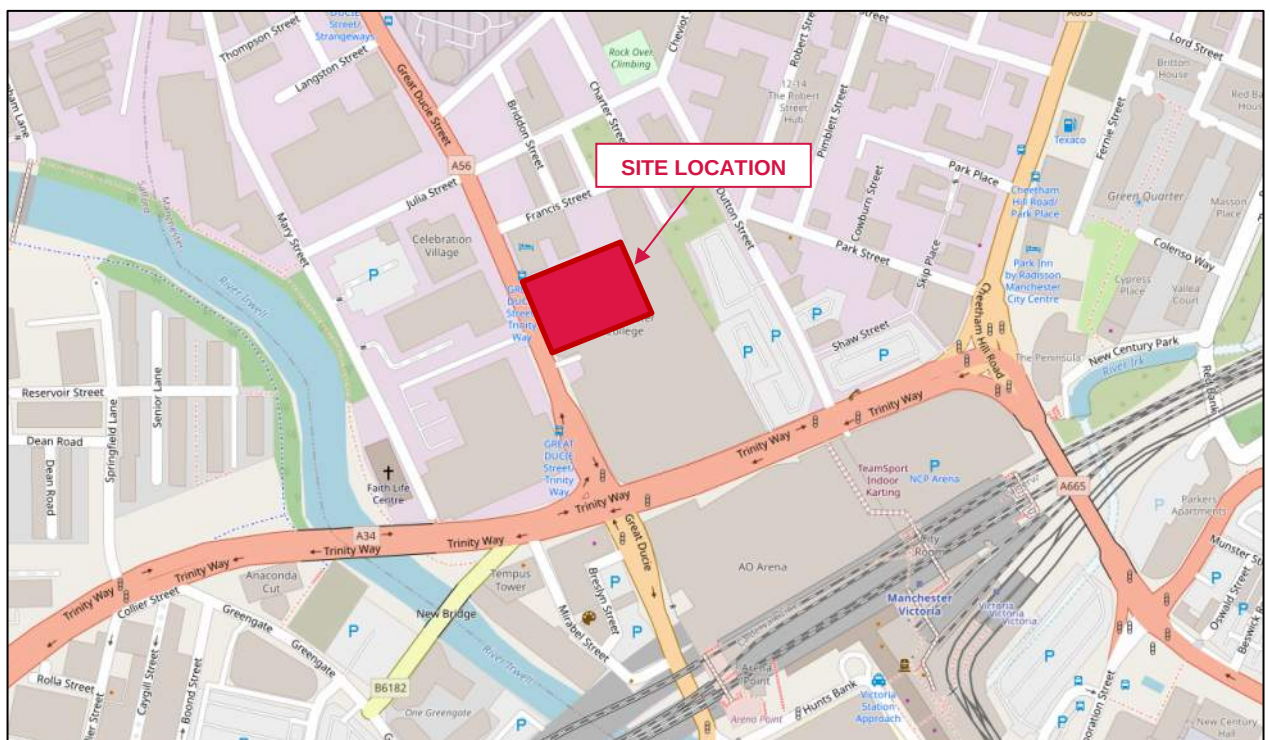


Figure 3.1 – Site Location in relation to the Local Highway Network (Source: OpenStreetMap)

3.1.4 **Plan 79445-CUR-00-XX-DR-TP-06001-P01** to the rear of the report illustrates the location of the site in relation to the surrounding areas, and **Plan 79445-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.

3.2 Existing Use and Access

3.2.1 The site is currently an undeveloped land to the north of Manchester City Centre. The land on which the development is proposed was formerly the site of the Boddingtons Brewery until 2005. Since this time, the former Boddingtons Brewery site has been used as a temporary surface car park which currently accommodates 110 operational parking spaces with a capacity for up to 192 spaces. The

temporary nature of the car park has been the subject of a number of applications to extend the period for continued use as a public car park

- 3.2.2 The area to the east of the site was granted planning permission in 2018 for redevelopment, to provide 532 residential units and ground floor commercial space.
- 3.2.3 The Manchester College was granted planning permission in 2019 to develop the land to the south of the site into a five-storey educational building (18,495sqm).
- 3.2.4 Vehicular access to the site was historically provided via Great Ducie Street which is on the western boundary of the site. More recently, during the construction of The Manchester College scheme, access to the car park has been relocated to Francis Street to the north. Additional pedestrian access is provided through the same entry whilst a separate pedestrian access has been created on Great Ducie Street.
- 3.2.5 Immediately to the southeast of the site, Great Ducie Street meets the Inner Ring Road (A6042) at a large, signalised junction. Signalised crossings are present on the northern, western and eastern arms of the junction.

3.3 Surrounding Highway Network

Great Ducie Street (A56)

- 3.3.1 Great Ducie Street runs along the southwest boundary of the site. The road commences at a signalised junction with Inner Ring Road (A6042) and continues for a length of c. 480m, terminating at Sherbourne Street junction and continuing northbound as Bury New Road.
- 3.3.2 Great Ducie Street comprises a two-lane carriageway running in each direction with a bus lane heading southbound, providing a route from Manchester City Centre towards northern areas of Greater Manchester, including Prestwich, Whitefield and Bury.
- 3.3.3 The carriageway is c. 9-11m wide for most of its length, widening to c. 17m at the junction with the Inner Ring Road. There are well-maintained footways on both sides of the carriageway which are c. 4m wide along the site frontage and more than 2.5m wide along most of the length, including a grass verge along some sections of the western side of the road. The road is well-lit with street lighting at regular intervals.
- 3.3.4 There are toucan crossings with dropped kerbs, tactile paving, and central refuge islands on all arms of the Great Ducie St/Inner Ring Road junction, with push-button operated traffic lights on the northern, eastern, and western arms.
- 3.3.5 Near the site, Great Ducie Street is subject to Traffic Regulation Orders (TROs) in the form of single yellow parking restrictions. There are bus stops in the immediate vicinity of the site as well as dedicated coach parking bays which are linked to the operation of the nearby Arena.

Inner Ring Road (A6042)

- 3.3.6 The A6042 Inner Ring Road is located approximately 130m south of the proposed development. Inner Ring Road operates as a dual carriageway with two lanes running in each direction and a 30mph speed limit.
- 3.3.7 The A6042 typically measures 17m in total carriageway width. There are well-maintained footways on both sides of the carriageway which for the most part is in excess of 3m wide. Formal pedestrian crossing facilities are available along Inner Ring Road, the closest of which is the toucan crossings adjacent to the development site at the junction with Great Ducie Street.
- 3.3.8 Inner Ring Road is subject to Traffic Regulation Orders (TROs), these include No-Waiting-At-Any-Time (NWAAT) double yellow lines and at the junction of Great Ducie Street there is a yellow box to keep the junction clear.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its location near the city centre. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.
- 3.4.2 There are wide footways surrounding the site. Dropped kerbs are present at every crossing in the vicinity of the site, including tactile paving at controlled pedestrian crossing points, complete with refuge islands.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. 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;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

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 for 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**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable 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 79445-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 Adjacent to the site is a Travelodge, the AO Arena, and – opening in Summer 2022 – The Manchester College's City Campus Manchester. Various city centre amenities such as clothes shops, hot food takeaways and places of worships are also within 500m of the site.

- 4.2.4 Additional facilities and amenities can be accessed within 1,000m of the site including Manchester Victoria, the Corn Exchange, Manchester Cathedral, Manchester Printworks, NOMA, restaurants, a library, pharmacies, banks, cash machines, post offices, and office blocks.
- 4.2.5 Located within 2000m of the site are the major public transport interchanges of Deansgate and Salford Central, along with the remaining parts of the Central Retail District, as well as the Northern Quarter, Spinningfields, Greengate, Ancoats, Cheetham Hill, and the Gay Village. The amenities within this larger catchment include Piccadilly Gardens, the Arndale and Manchester Fort shopping centres, Manchester Central Library, Manchester Art Gallery, Manchester Football Museum, and Science and Industry Museum, schools, and a university,
- 4.2.6 As mentioned in **Section 3** earlier, the surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. There are many controlled crossing points with pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There is already a notable pedestrian footfall in the area, and so high-quality pedestrian facilities exist.
- 4.2.7 The site is considered highly accessible by foot.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 79445-CUR-00-XX-DR-TP-06004-P01** presents an 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009), 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)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester and Salford City Centres including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as southern parts of Middleton and Blackley to the north, Fairfield and Gorton to the east, Withington and Burnage to south, and Eccles to the west.
- 4.3.3 Within this catchment cyclists can access National Cycle Network Routes 6, 60, 66, and 55. Route 6 runs from Watford in London to Windermere in the Lake District; Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.
- 4.3.4 Great Ducie Street provides direct access to existing cycle infrastructure, allowing cycle access towards northern Manchester. All major train and bus stations within Manchester City Centre are within 8km of the site. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety.

4.3.5 The local cycle network in the vicinity of the site is shown in Figure 4.1 below:

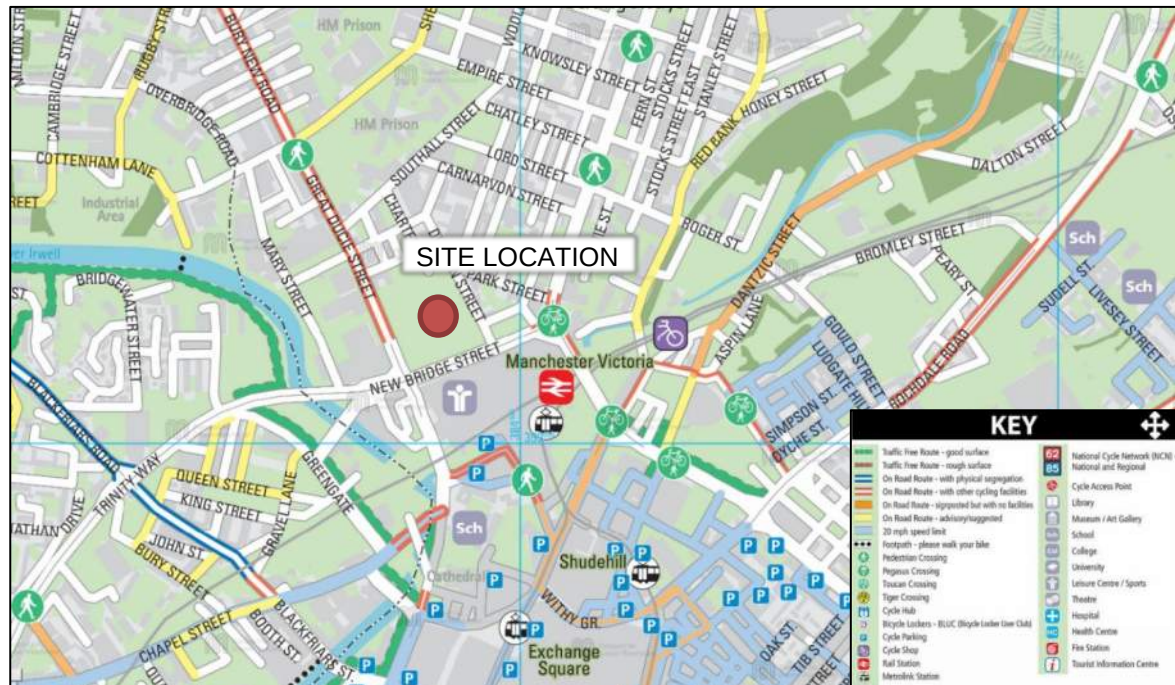


Figure 4.1 – Local Cycle Network (Source: TfGM)

- 4.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises 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 directly east of a confirmed Bee Network improvement, as illustrated in **Figure 4.2**, allowing future residents and visitors that cycle to benefit from better safety and quality of commute.

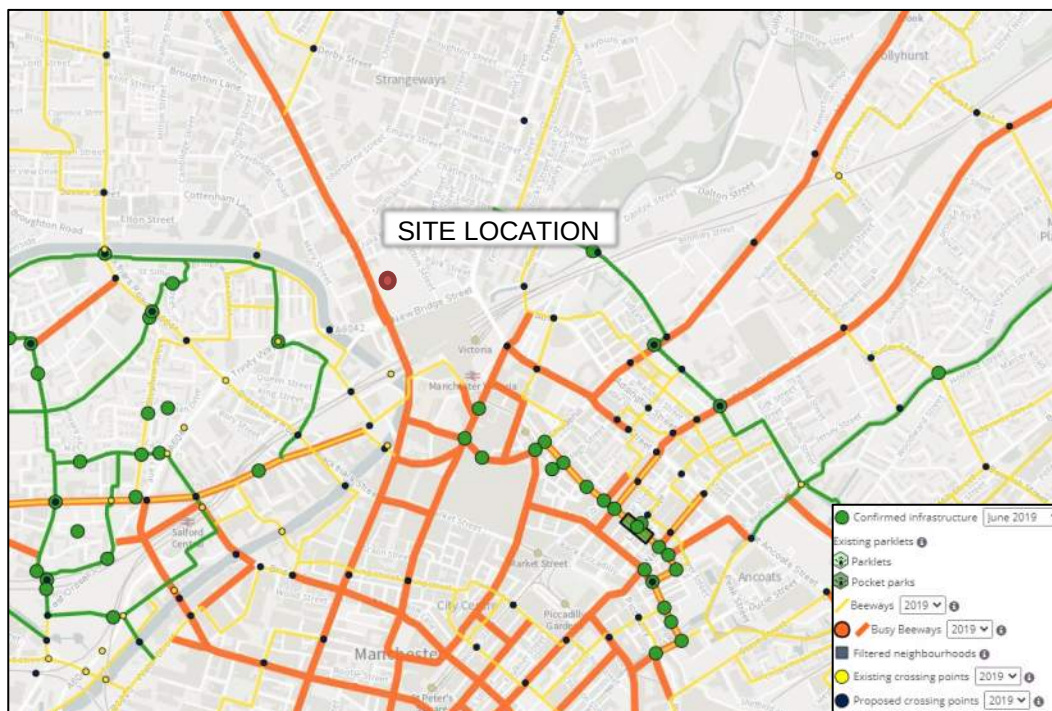


Figure 4.2 – Bee Network Map (Source: MappingGM)

4.3.8 The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester city centre and beyond. Furthermore, the development will provide covered and safe cycle parking spaces to further encourage cycling.

4.4 Accessibility by Public Transport

4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.

4.4.2 **Plan 79445-CUR-00-XX-DR-TP-06005-P01** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These include:

- 20 minutes – Manchester Victoria, Salford Central, Salford Crescent, Manchester Oxford Road, Deansgate, Manchester Piccadilly, Cheetham Hill, Moston;
- 40 minutes – Eccles, Levenshulme, Stretford, Withington, Rochdale, Todmorden Mills Hill, Stalybridge, East Didsbury, Newton-Le-Willows, Bolton; and
- 60 minutes – Entwistle, Mytholmroyd, Halifax, Huddersfield, Dewsbury, Romiley, Macclesfield, Wilmslow, Manchester Airport, Warrington Bank Quay, Widnes, Huyton, Wigan North Western, Buckshaw Parkway.

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

measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.4 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 an ‘excellent’ GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Greater Manchester.

4.4.5 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

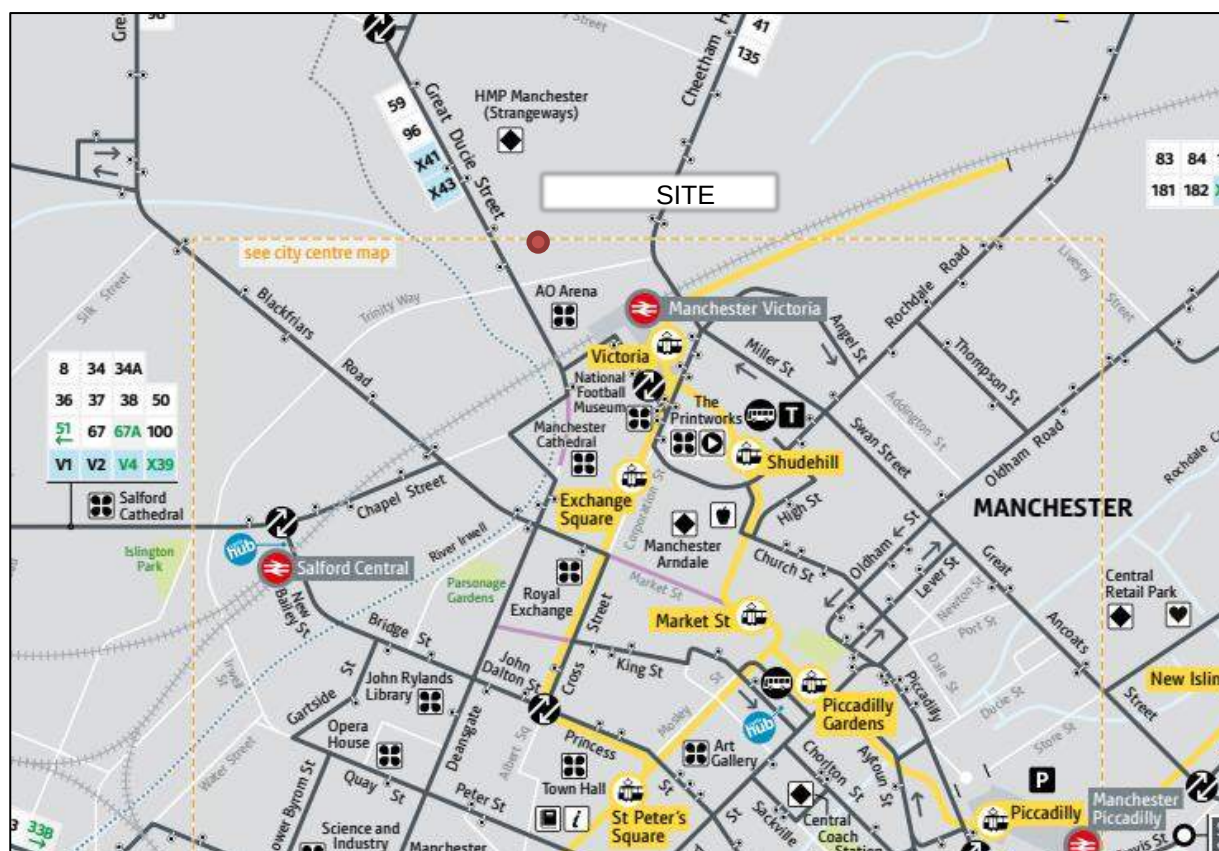


Figure 4.3 – Public Transport Network in the Vicinity of the Site (Source: TfGM)

Bus Accessibility

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
Single high-frequency routes (every 12 minutes or better)	400

Situation	Maximum Walking Distance (m)
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 There are bus stops with 'less frequent routes' along Great Ducie Street adjacent to and north of the site for both directions, each within a 300m walk. Along Cheetham Hill Road, there are more bus stops with 'less frequent routes' which are a c. 570m walk from the site – approximately a 7-minute walk.

Table 4.3 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Heaton Park – Middleton – Mills Hill - Oldham	15 mins	-	-
96	Manchester Shudehill – Cheetham Hill – Higher Broughton – Prestwich – Heaton Park – Kirhams - Simister	15 mins	30 mins	30 mins
X41	Manchester Chorlton – Cheetham Hill – Prestwich – Romsbottom – Edenfield – Helmshore – Haslingden – Rising Bridge - Accrington	30 mins	Hourly	Hourly
X43	Manchester Chorlton Street – Cheetham Hill – Higher Broughton – Simister – Unsworth – Fairfield – Romsbottom – Shuttleworth - Burnley	30 mins	Hourly	Hourly
41	Sale – Sale Moor – Northern Moor – West Didsbury – Fallowfield – Manchester Oxford Road – Cheetham Hill – Crumpsall – Blackley - Middleton	15 mins	30 mins	30 mins
135	Manchester Piccadilly – Cheetham Hill – Broughton – Heaton Park – Kirkham – Whitefield – Blackfold Bridge – Redvales - Bury	15 mins	30 mins	30 mins

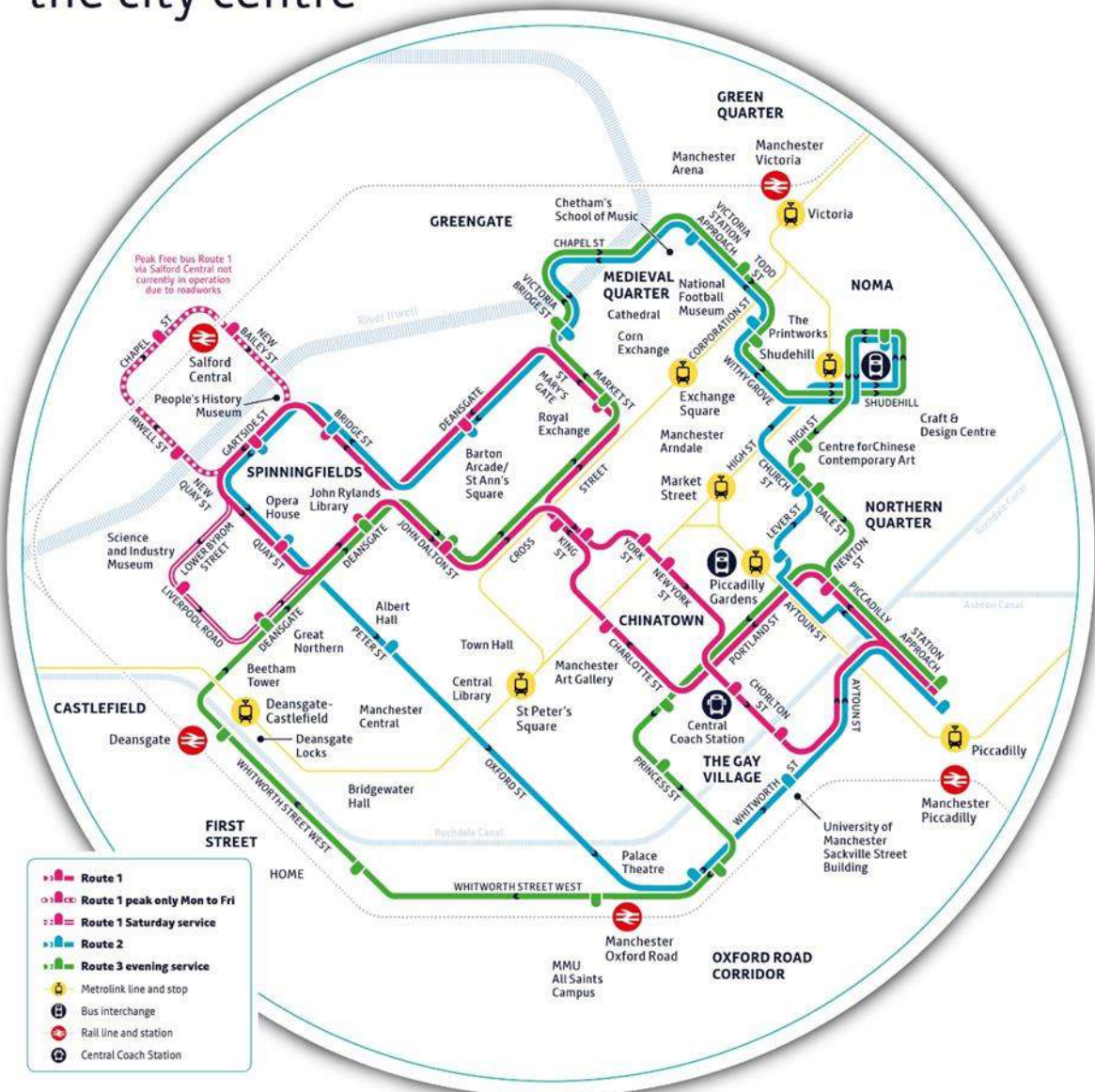
Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 4.4.7 Future staff, visitors and residents can also board the City Centre Free Bus services calling at Manchester Victoria to access route 2 and 3 and can change at Piccadilly for route 1. The free bus is a service providing direct access to the Deansgate, Oxford Road, Piccadilly, and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.4** below.

free bus routes around the city centre



Salford City Council

MAYOR OF
GREATER
MANCHESTER

1 **Monday – Friday**
Every 10 minutes:
7am – 7:15pm
Peak route only:
7am – 9am and 4pm – 7:15pm
Saturday
Every 10 minutes:
8:20am – 7:15pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 **Monday – Friday**
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
10am – 7pm

3 **Monday – Friday**
Every 20 minutes:
7:30pm – 11:30pm
Saturday
Every 15 minutes:
7:30pm – 11:30pm

Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM)

4.4.8 These routes provide frequent access to the rest of Manchester City Centre, including major public transport interchanges at Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Central, as well as to parts of Greater Manchester.

4.4.9 It is noted that the provision of bus services will change during different seasons in the year and 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 the respective operators' website:

- TfGM – <https://tfgm.com/public-transport/bus>
- Transdev – <https://www.transdevbus.co.uk/>
- First Bus – <https://www.firstbus.co.uk/greater-manchester/plan-journey/timetables/?operator=11&page=1&redirect=no>
- Go North West – <https://www.gonorthwest.co.uk/services>

4.4.10 Overall, the site is very well served by bus, including by the free bus service, with frequent services linking the site with the City Centre along with north and south Manchester.

Rail Accessibility

4.4.11 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.

4.4.12 The closest rail station to the development is Manchester Victoria, located c. 580m to the southwest of the site – within the distance recommended by the CIHT. Manchester Victoria station is a major transport interchange, being one of main rail hub of the northwest of England. It is a combined mainline railway station and Metrolink tram stop.

4.4.13 The station provides frequent services to many regional and national destination, a summary of which is provided in **Table 4.5**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
By Transpennine Express:			
Redcar Central to Manchester Airport Calling at: Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria, Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport.	Hourly	Hourly	Hourly

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Liverpool Lime Street to Newcastle Calling at: Liverpool Lime Street, Lea Green, Newton-Le-Willows, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle.	Hourly in each direction	Hourly in each direction	Hourly in each direction
By Northern Rail:			
Chester to Leeds Calling at: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Victoria, Rochdale, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Halifax, Bradford Interchange, new Pudsey, Bramley, Leeds.	Hourly in each direction	Hourly in each direction	No service
Kirkby to Blackburn Calling at: Kirby; Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince, Hindley, Daisy Hill, Hag Fold, Ahterton, Walkden Moorside, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Mills Hill, Rochdale, Littleborough, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn.	Hourly in each direction	Hourly in each direction	No service
Stalybridge to Southport Calling at: Stalybridge, Ashton-under-Lyne, Manchester Victoria, Salford Central, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Burscough Bridge, Meols Cop, Southport.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Clitheroe to Rochdale Calling at: Clitheroe, Whalley, Langho, Ramsgreave & Wilpshire, Blackburn Darwen, Entwistle, Bromley Cross, Hall-I-Th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria, Moston, Mills Hill, Castleton, Rochdale.	Hourly in each direction	Hourly in each direction	Hourly in each direction
Wigan North Western to Leeds Calling at: Wigan North Western, Daisy Hill, Hag Fold, Atherton, Walkden, Swinton, Salford Crescent, Salford Central, Manchester Victoria, Rochdale, Smithy Bridge, Littleborough, Walsden, Todmorden, Hebden Bridge, Mytholmroyd, Sowerby Bridge, Brighouse, Mirfield, Dewsbury, Batley, Morley, Leeds.	Hourly in each direction	Hourly in each direction	No service

Table 4.4 – Summary of Rail Services from Manchester Victoria

- 4.4.14 The trains that service Manchester Victoria run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for residents, staff, and employees of the Site and is a viable alternative to private car use.
- 4.4.15 It is noted that the provision of rail services will change during different seasons in the year and over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on the respective train operators' websites:
- Northern Rail: northernrailway.co.uk/travel/timetables;
 - TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables;
- 4.4.16 Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.
- 4.4.17 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.18 The Northern Hub is a Network Rail plan to stimulate economic growth in the north of England through better connections between key towns and cities. The Northern Programme is a series of targeted upgrades to the railway in the north of England. It will allow hundreds more trains to run each day and provide space for millions more passengers a year. The Hub will bring service improvements and economic benefits across the whole north of England which could be hugely beneficial for residents of the Site. These include:
- Over £4bn worth of wider economic benefits to the region and potentially 20,000 to 30,000 jobs;
 - The ability to double into the Trafford Park freight terminals;
 - Two new fast trains per hour between Manchester Victoria and Liverpool;
 - More frequent services between Manchester and Leeds (six per hour);
 - Faster passenger services across the TransPennine route – improving journey times of up to 15 minutes between Manchester Victoria to York via Leeds;
 - Journey times between Liverpool and Manchester could be reduced by 10-15 minutes;
 - New direct services from across the north to Manchester Airport; and
 - Faster journey times to Sheffield and the East Midlands, Bradford, Halifax, Hull, Newcastle and the North-East.

4.4.19 Overall, the site is very highly accessible via rail.

Metrolink (Light Rail)

4.4.20 Future staff and visitors and residents can also board the Metrolink at Manchester Victoria, located c. 830m southeast of the site. The following services call at this station:

- **Pink** – East Didsbury to Rochdale Town Centre; Mon – Sat (all-day)
- **Navy** – Victoria to Manchester Airport; Mon – Sun (all-day)
- **Grey** – East Didsbury to Shaw and Crompton; Mon – Sat (daytime)
- **Yellow** – Bury to Piccadilly; Mon – Sun (daytime)
- **Green** – Altrincham to Bury; Mon – Sun (daytime)

4.4.21 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. Some lines only operate during peak hours, for example:

- Green Line (Altrincham to Bury): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines.
- Grey Line (East Didsbury to Shaw and Crompton): 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink Line (East Didsbury to Rochdale Town Centre).

4.4.22 The start and end times for specific stations 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>.

4.4.23 Users can change at St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional routes to Eccles, Ashton-under-Lyne, and the Trafford Centre, as shown in the Metrolink map in **Figure 4.4**.

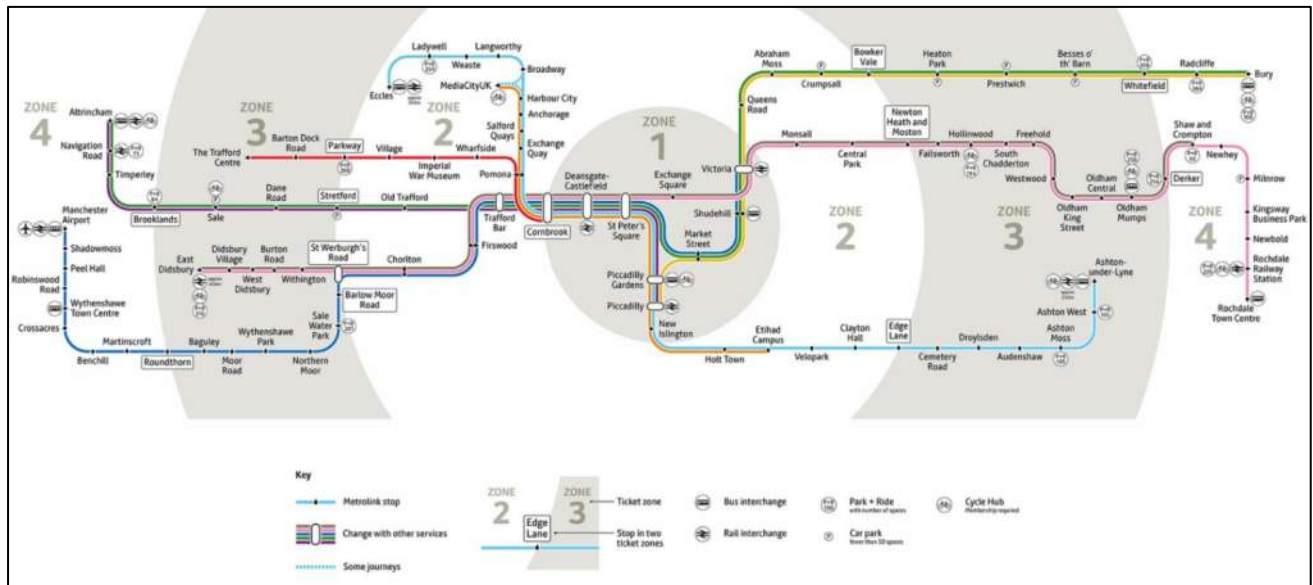


Figure 4.5 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

4.4.24 Overall, the site is highly accessible via Metrolink (tram).

4.5 Summary

- 4.5.1 The site has an 'excellent' GMAL rating being within 20 minutes of all major public transport interchange in Manchester City Centre and 60 minutes of most major urban centres of Greater Manchester
- 4.5.2 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.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility and the zero-parking provision, it is considered the vast majority of users will travel to/from the site via sustainable modes of travel. The absence of car parking at the proposed development is, in itself, a powerful initiative to encourage sustainable travel.
- 5.1.2 Notwithstanding, this section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the proposals.
- 5.1.3 The initiatives are designed to reduce residents, staff, and employees 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 a Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before first occupation 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.
- 5.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff incorporating a survey, events and then advice to staff on sustainable travel choices. Additional 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 critical in influencing travel patterns from the outset and therefore it is envisaged that welcome packs will be supplied to all residents, staff, and employees associated with the development. The contents of the welcome packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of public transport services, including ticketing options, timetables and routes; and,
 - Details of the Travel Plan Co-ordinator (TPC).
- 5.3.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.3.3 Information provided via each mode would be updated by the TPC on a regular basis.

5.3.4 Additionally, the TPC could establish a staff intra-web service if applicable and could provide information on travel and the use of non-car modes on a “Real-Time Travel Information” (RTI) basis.

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 residents and employees to walk:

- Promote / raise awareness of the health benefits of walking;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

5.4.3 Additional measures for employees such as marketing campaigns in line with “Walk to Work Week” and the implementation of a “walking buddy” scheme could also be considered.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be storage for at least 461 cycles, showers, and changing facilities as part of the development. To encourage residents and staff to cycle, the following measures will be provided:

- Information on the local cycle network routes made available through the previously discussed Welcome Packs;
- Promoting the Cycle2Work scheme and a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG) (for staff);
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking; and
- Promotion of events such as “National Bike Week”.

- 5.5.2 Additional measures such as providing a bicycle/puncture repair kit onsite, encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness, and having the TPC negotiate discounts with local cycle retailers will also be considered.

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 City Centre.
- 5.6.2 The following measures will be provided in order to encourage residents, staff, and employees to travel by public transport:
- Distribute details of the My TfGM mobile app;
 - Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
 - Implement a policy of using public transport for travel in the course of work wherever feasible; and
 - Provide up to date bus details including timetables/contact information in the welcome packs.
- 5.6.3 Additional measures such as providing staff discounts or interest-free loans for bus/rail/Metrolink day and season tickets, liaising with bus companies, TfGM and Manchester City Council on any future improvements and/or extensions to local services and offering limited time discount tickets will also be considered.

5.7 Car Club, Car Sharing and Electric Vehicles (EVs)

Car Club

- 5.7.1 It is acknowledged that many residents and staff that do not own a car may require the use of a car on certain occasions. 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.
- 5.7.2 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.
- 5.7.3 At the time of writing, the nearest Car Club bay is located at Deansgate North car park, M3 7WG, within 500m of the site. **Figure 3.3** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

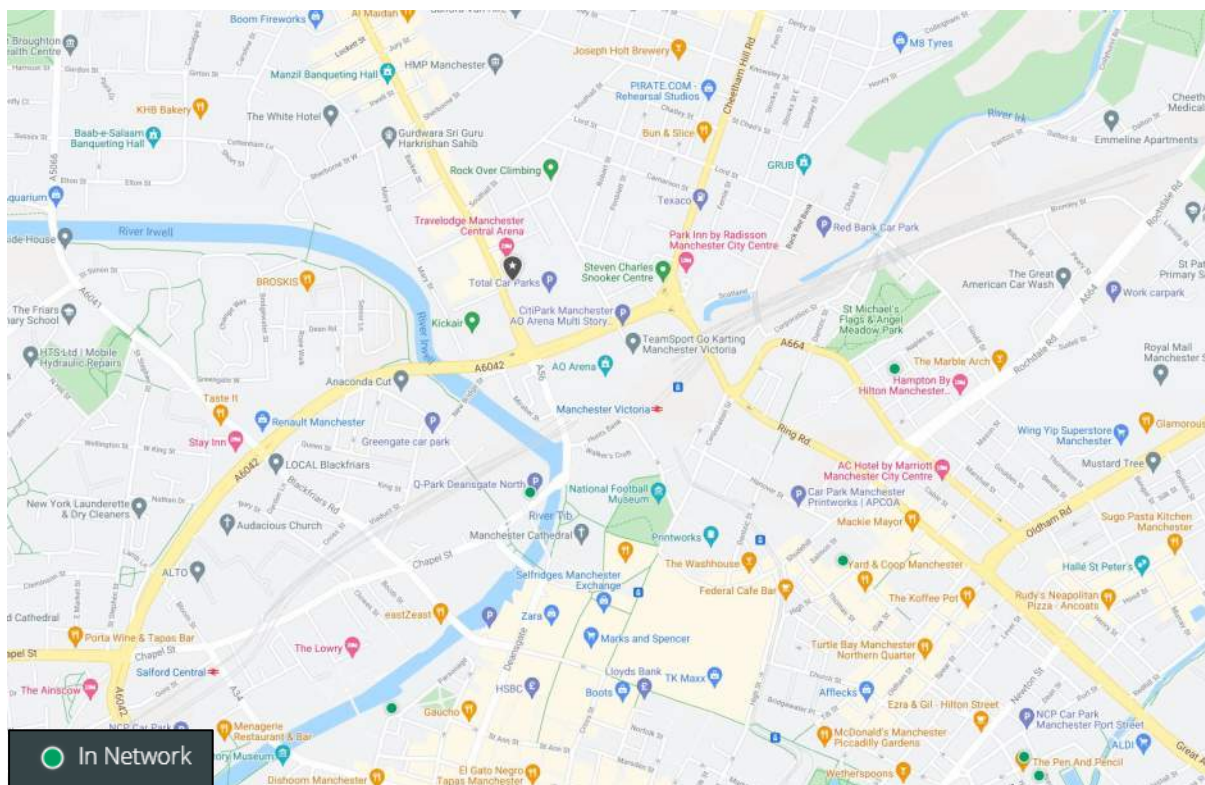


Figure 5.1 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club)

- 5.7.4 It is considered that the Car Club could therefore be a highly attractive facility for employees, staff, visitors, and residents who require occasional private car use, therefore minimising the highway impact

Car Sharing

- 5.7.5 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.
- 5.7.6 This could be simply encouraged further on an informal basis or could be managed by administrative staff who could match interested people if there were sufficient demand.
- 5.7.7 There are car sharing organisations which offer a matching service. Staff and visitors would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme and residents, staff and employees would need to work for a firm who is registered with the database to benefit from this.
- 5.7.8 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing

would be an attractive facility for residents, staff and employees who do not own a car but require occasional use.

- 5.7.9 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.

Electric Vehicle (EV) Charging Provision

- 5.7.10 There are many EV charging points in and near Strangeways, some of which are within an acceptable walking distance of the site. There is an EV charging point located at Deansgate North car park, within 500m of the site, which comprises four 22kW sockets and is subject to a maximum stay of 3 hours.
- 5.7.11 There are hundreds of charging points located on the Be.EV network, which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 5.7.12 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".
- 5.7.13 **Figure 3.2** below illustrates the location of the nearest EV charge points in the vicinity of the site:

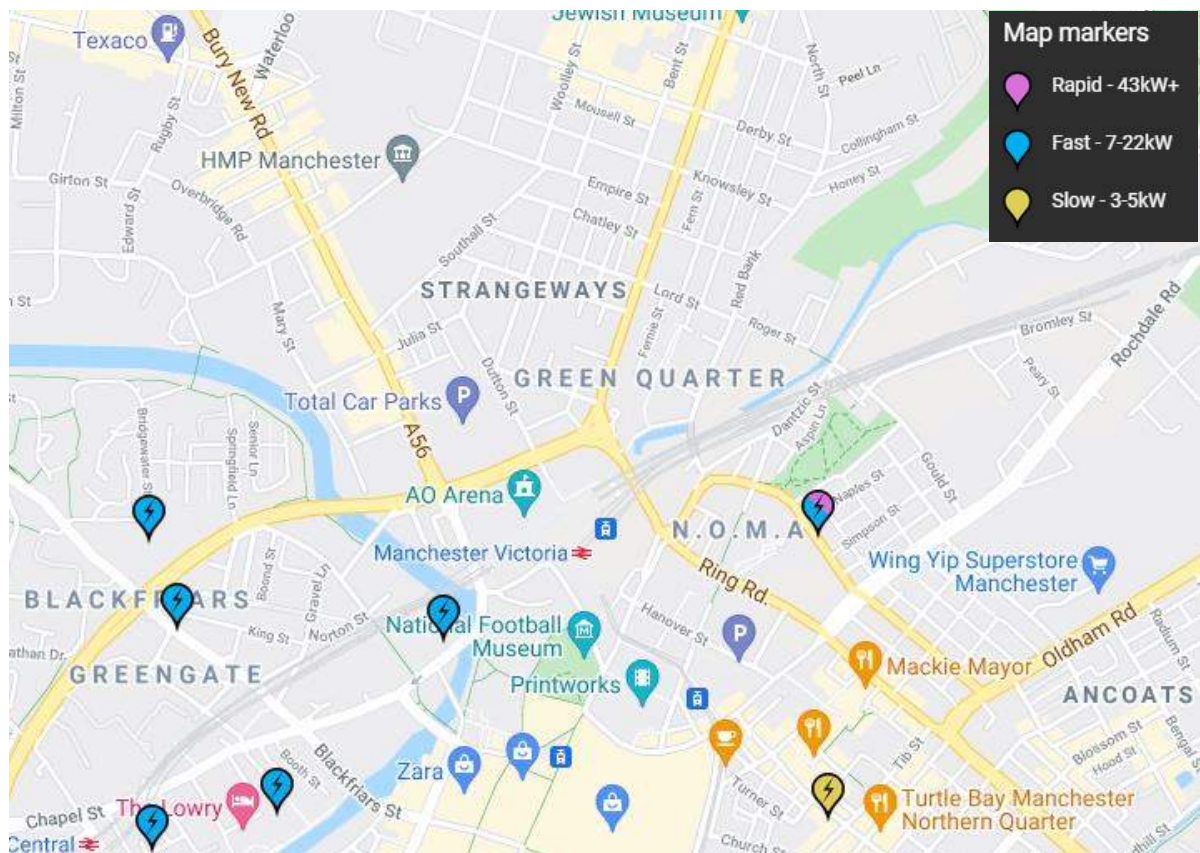


Figure 5.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap)

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 and Analysis

Travel Surveys

- 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 at three months following first operation or when 50% occupancy has been reached, whichever is sooner. Residents, staff, and employees will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of residence;
 - 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, staff, and employees to travel more sustainably.
- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.
- 6.2.4 Firstly, questions could 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. Residents, staff, and employees would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey. Residents, staff, and employees can also be sent this link when they log into the sitewide Wi-Fi service. All results can be recorded on a computer database for analysis.
- 6.2.5 Paper surveys will also made available across communal areas of the site. These results can be manually transferred to the Momentive computer database for analysis alongside the electronic surveys.

6.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 25% could be considered a sufficient representation of residents, staff and employees. These can be used to set SMART targets for the site, with an example provided in **Table 6.1** below. Site users would then be surveyed annually 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.

Travel Plan Performance Indicators

6.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness of Sustainable Modes** – e.g. perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of Alternative Modes** – e.g. uptake of public transport, registration and participation in car share schemes and levels of pedestrian and cyclist activity;
- **Car ownership and mode of travel** – e.g. modal split targets could be supplemented by targets related to car ownership, and travel to work by mode share targets; and
- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan.

Modal Split Analysis

6.2.8 As the development proposes no parking provision, it is not considered appropriate to set modal split targets for a reduction in private car use offset by an increase in sustainable modes. Nevertheless, it is still appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.9 Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this site could be as outlined in **Table 6.1**:

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2021	2023	2025	
1	To raise awareness of sustainable travel options	A. To increase access to	75% of users	85% of users	95% of users	Travel information

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2021	2023	2025	
	enabling residents, staff, and employees to have an informed choice about their travel options and make sound travel decisions	information for all users (both written and online)				packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.1 – Example Targets Linked to Objectives

* subject to baseline survey

6.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of operation.

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 merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the ITP will lie with the operator. 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 mode share targets subject to consultation with Manchester City Council. 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 to the appropriately appointed TPC.

7.2.4 Notwithstanding, adequate consultation and support from the scheme developer is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

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 TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated in due course, at least one month before operation.

7.4 Monitoring and Evaluation

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

7.4.2 The results of each survey would 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.

7.4.3 Monitoring reports will be provided to officers at Manchester City Council every year following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances.

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:

8.1.2 This will be in place before the development is occupied and residents will be made aware of the various sustainable travel options available to them. As such, information will be sent to residents in the months prior to moving in.

Action	Target Date	Responsibility
Appoint TPC	One month before operation	Latimer Developments Ltd.
Produce Welcome Pack	First operation of each element of the development	TPC
Implement TP Initiatives	During operation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Annual Monitoring Report	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 8.1 – Action Plan

8.1.3 **Table 8.2** below contains the initiatives, individual measures, the estimated cost of the measures, and the estimated timescale of delivery of each measure, which have been included to meet the following objectives as previously outlined:

- **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; and
- **Objective TP4** – To raise awareness of the Travel Plan and the travel options available.

Initiative (Objective in Brackets)	Actions (to be led by TPC unless stated otherwise)	Estimated Cost (£ / ££ / £££)	Estimated Timescale
Production of Residential Welcome Packs (Objectives TP1, TP2, TP3, TP4)	TPC to compile all information listed in Section 5 of Interim TP into desired format (i.e. PDF, page on the development's website, or notice boards).	££	Prior to occupation
	TPC to check periodically (i.e. 3 / 6 / 12-month intervals) to ensure information in Welcome Packs are up to date.	£	Recurring
	TPC to work with MCC to link the Welcome Packs to the nearby facilities.	£	Short Term
Measures to Encourage Walking (Objective TP1)	Latimer Developments Ltd to ensure there is clear signing of pedestrian routes within and adjacent to the site to main destinations, and that general lighting is installed within the site to provide a safe and secure environment.	£££	Prior to occupation
Measures to Encourage Cycling (Objective TP2)	Latimer Developments Ltd to provide signage within and around the site and deliver cycle parking infrastructure.	£££	Prior to occupation
	TPC to offer cycle orientation sessions at the start of the term.	££	Recurring
	TPC to invite local cycle clubs / forums to be invited to take part in Travel Plan promotional events (where applicable) to raise awareness.	££	Medium Term
	TPC to consider setting up a social cycling group / Bicycle User Group (BUG) if there is sufficient interest.	£	Short to Medium Term

Table 8.2 – Delivery Plan for Individual Measures

Plans

Plan 79445-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 79445-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 79445-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 79445-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 79445-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



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Project:
FORMER BODDINGTON BREWERY - MANCHESTER

Drg Title:

SITE LOCATION REGIONAL VIEW

Status:
PRELIMINARY

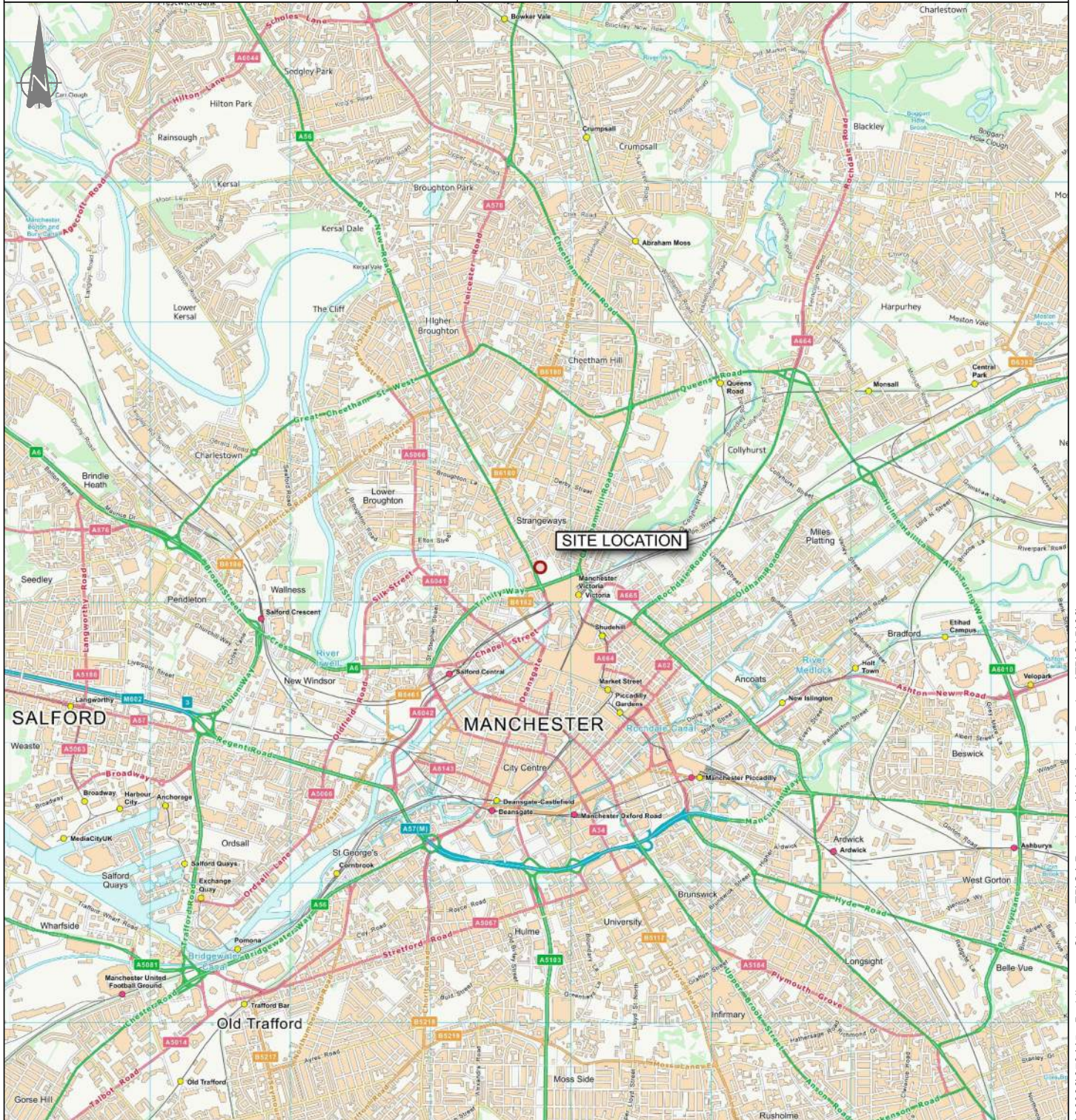
Drawn By: JM Checked By: AT

Designed By: JM Date: 10/09/21

Scale: NTS

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

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KEY: ○ Site



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Project:
FORMER BODDINGTON BREWERY - MANCHESTER

Drg Title:

SITE LOCATION LOCAL VIEW

Status:
PRELIMINARY

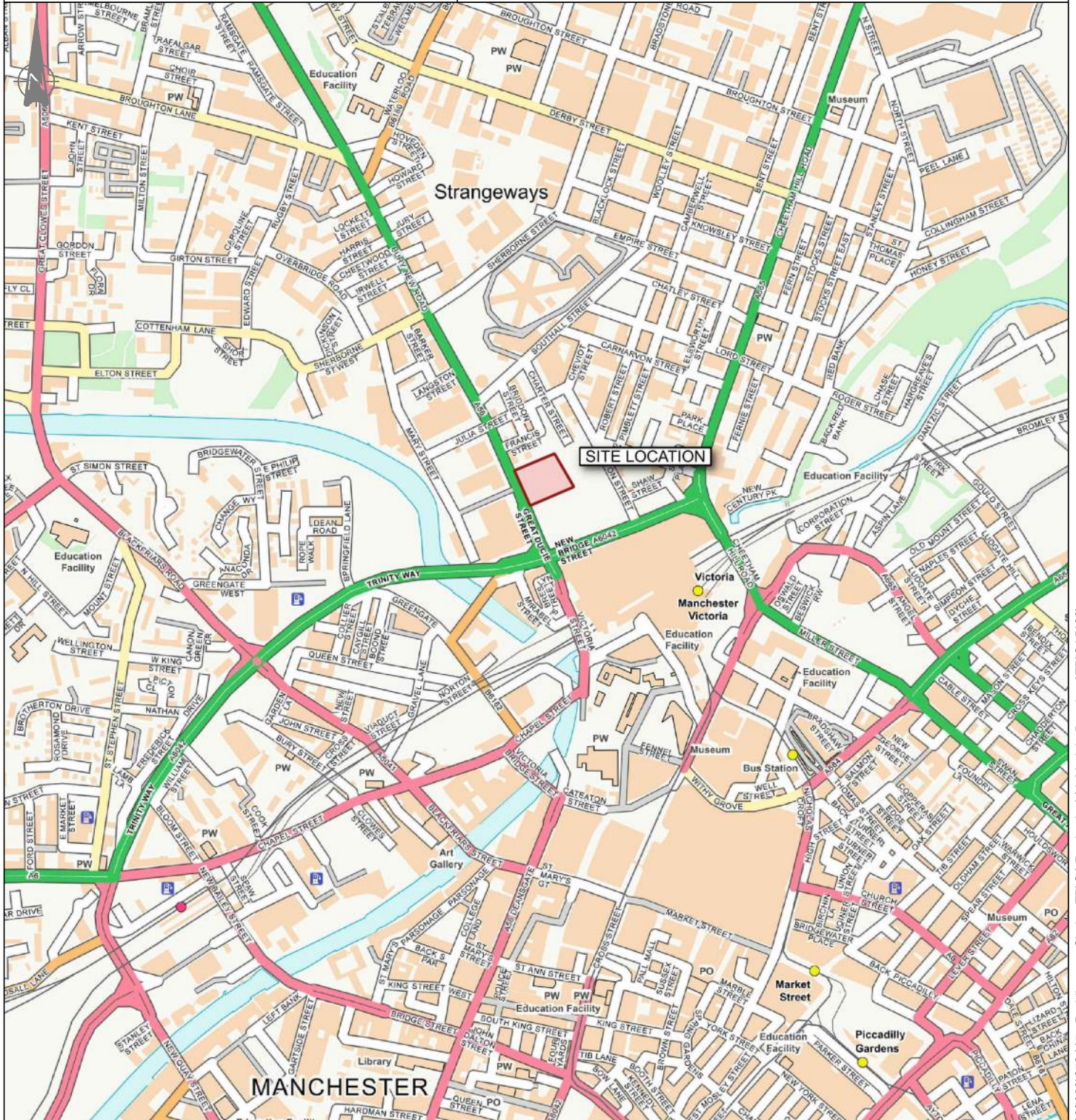
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Scale: NTS

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

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Project:
FORMER BODDINGTON BREWERY - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

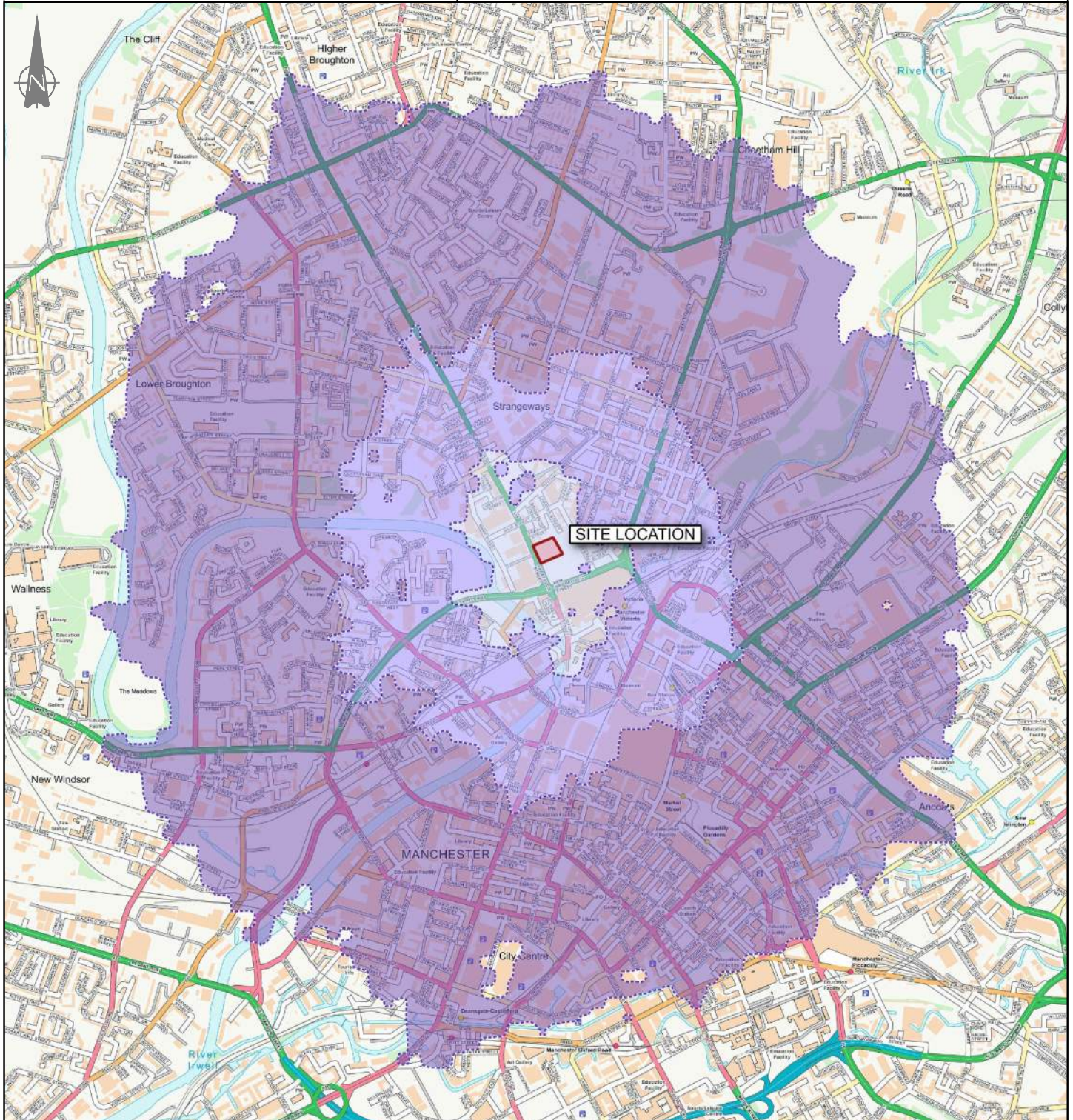
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Designed By: JM Date: 10/09/21

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

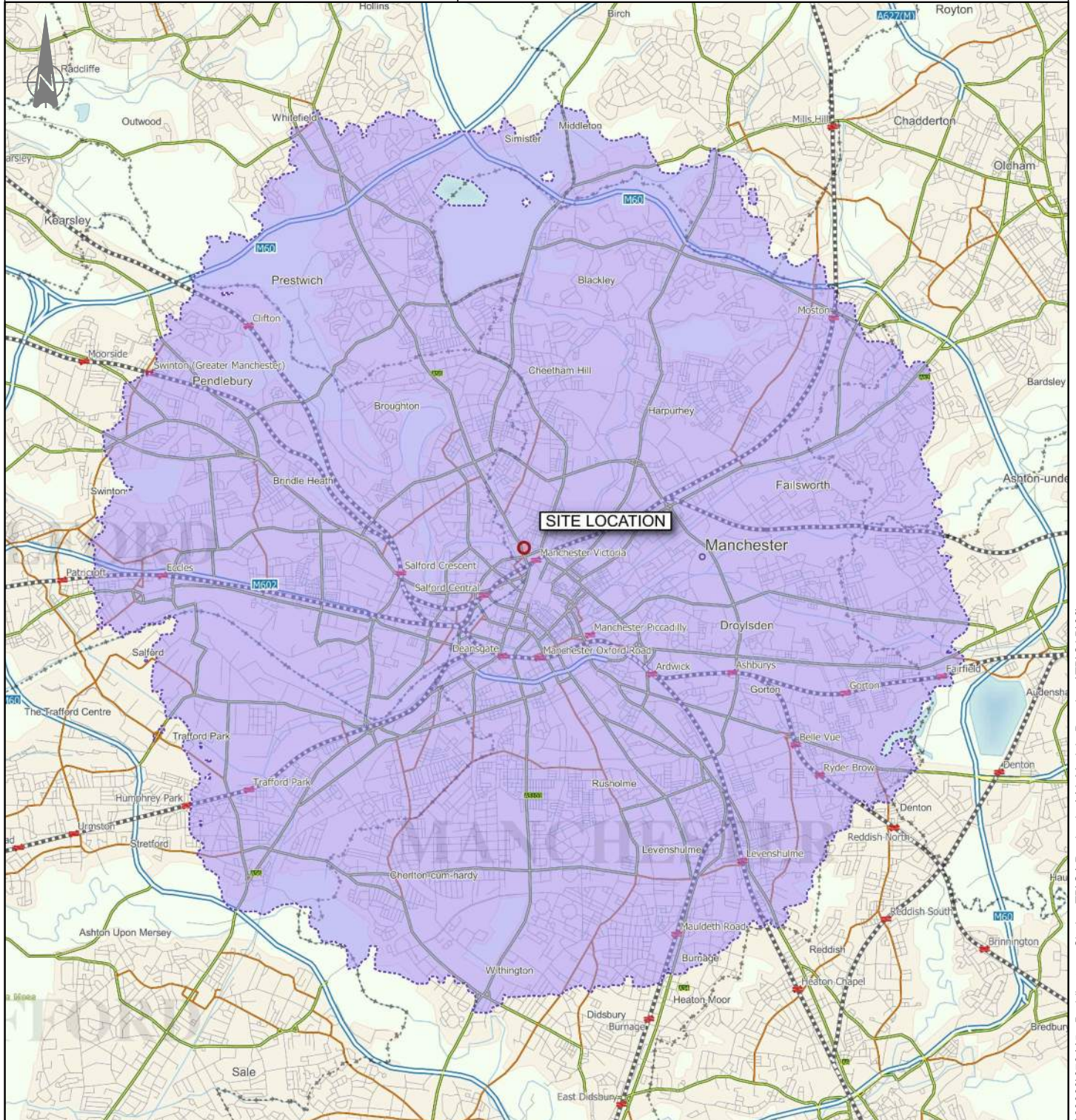
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Designed By: JM Date: 10/09/21

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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Project:
FORMER BODDINGTON BREWERY - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

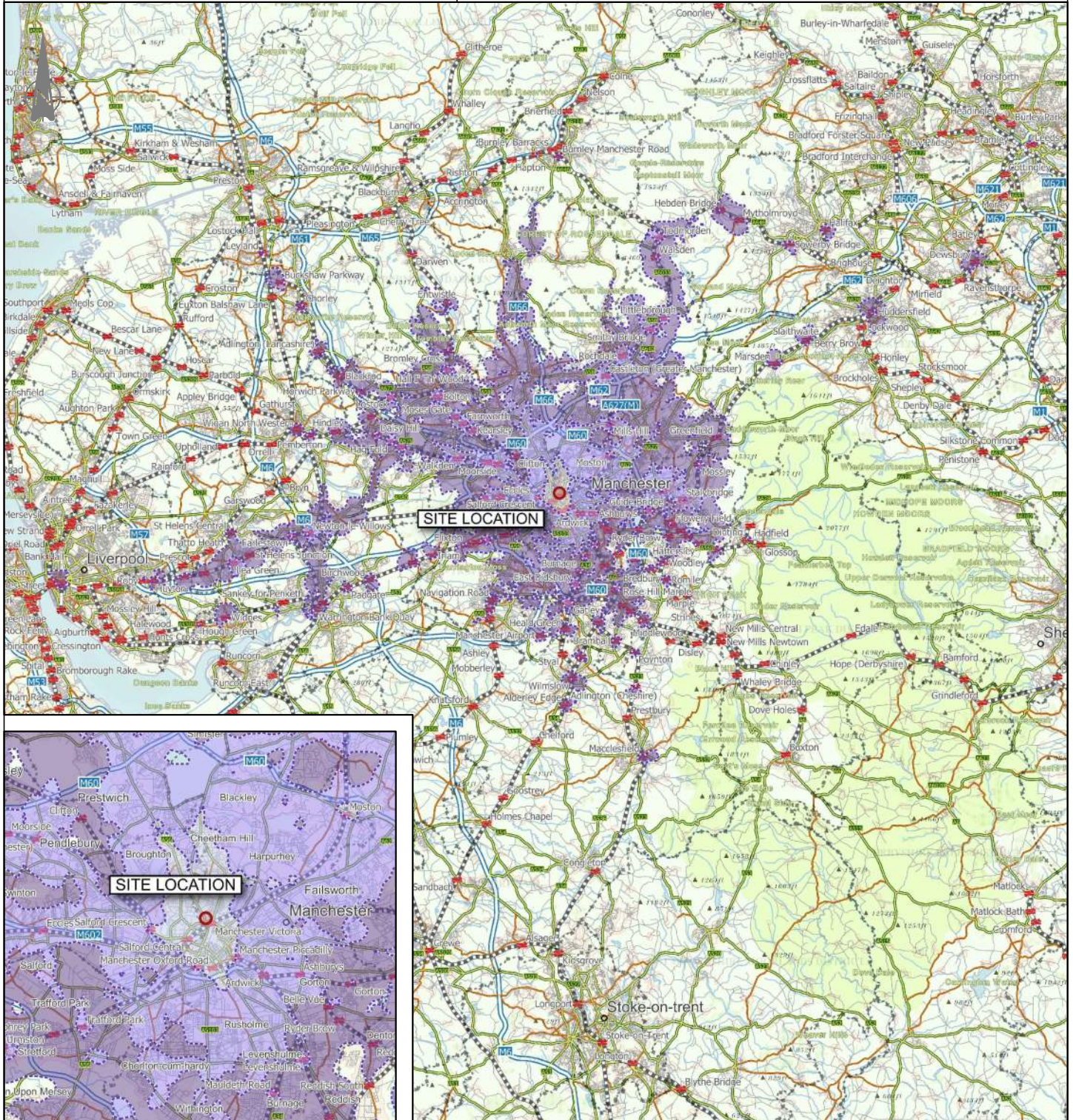
Drawn By: JM Checked By: AT

Designed By: JM Date: 10/09/21

Scale: NTS

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

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KEY: Site
 20 minutes
 40 minutes
 60 minutes

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Appendix A – Proposed Basement and Ground Floor Layout Plan



General Notes

This drawing must not be scaled. This drawing must not be read in conjunction with all other relevant drawings, specification clauses and current design risk register. Areas are measured and calculated generally in accordance with the Nationally Described Space Standard and/or RICS Property Management, 2nd Edition (2018) and have been calculated in metric units. All setting out, dimensions and levels must be checked on site. Levels refer to Ordnance Datum Newlyn, unless stated otherwise. This drawing must not be used on site unless issued for construction. Refer to Information Plan for definition of drawing status.

Drawing revision prefix (not applied to sketches):
P = Pre-Contract
C = Contract

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Electronic file reference

A3564-ASA-ZZ-ZZ-M3-A-0001

Rev	Revision note	Date	Drawn	Check
P01	For information	17/08/21	COB	TB
P02	For information	19/08/21	COB	TB
P03	For information	03/09/21	GN	TB
P04	For information	27/09/21	COB	TB
P05	For information	01/10/21	COB	TB
P06	For information	03/11/21	COB	TB

DRAFT
17.11.21

Client

Clarion Housing Group

Project title

A3564 Former Boddingtons Brewery Site

Drawing title

00 Ground Floor

Scale @ A1

1 : 200

Issue date

20/10/21

Drawing number

A3564-ASA-XX-XX-DR-A-0200

Proposed status

For Information

Revision

P06

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