

136 Withington Road

Interim Travel Plan

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Table of Contents

1.0	Introduction.....	5
1.1	Background	5
1.2	What is a Travel Plan?	5
1.3	Purpose of the Report	5
1.4	Structure of the Report.....	6
2.0	Travel Plan Benefits	7
2.1	Introduction.....	7
2.2	Environmental Benefits	8
2.3	Health Benefits	10
2.4	Financial Benefits	12
2.5	Social Benefits.....	13
2.6	Mutual Benefits.....	13
2.7	Travel Plan Aims & Objectives	14
3.0	Existing Situation	15
3.1	Site Location.....	15
3.2	Existing Use and Access.....	15
3.3	Surrounding Highway Network.....	16
3.4	Access for Mobility and Visually Impaired Users	16
4.0	Development Proposals	17
4.1	Overview of Proposals	17
4.2	Proposed Access	17
4.3	Proposed Parking.....	17
5.0	Accessibility by Sustainable Modes of Travel	19
5.1	Introduction.....	19
5.2	Pedestrian Accessibility	19
5.3	Cycle Accessibility	20
5.4	Public Transport Accessibility	22
5.5	Summary	25
6.0	Travel Plan Initiatives.....	26
6.1	Introduction.....	26
6.2	Appointment of Travel Plan Coordinator (TPC)	26
6.3	Production of Welcome Packs	26
6.4	Measures to Encourage Walking	27

6.5	Measures to Encourage Cycling	27
6.6	Measures to Encourage Public Transport.....	28
6.7	Measures to Encourage Car Sharing / Shared Transport	28
6.8	Measures to Encourage Ultra-Low and Zero Emission Vehicles.....	29
6.9	Summary	31
7.0	Targets.....	32
7.1	Introduction.....	32
7.2	Data Collection and Analysis	32
7.3	SMART Targets.....	32
8.0	Monitoring and Review	34
8.1	Introduction.....	34
8.2	Responsibility and Management.....	34
8.3	Travel Plan Coordinator (TPC).....	35
8.4	Monitoring and Evaluation.....	35
9.0	Action Plan.....	37
9.1	Introduction.....	37

Figures

Figure 2.1	– Benefits of Active Travel.....	7
Figure 2.2	– Activity Levels for Adults.....	11
Figure 2.3	– The Impact of Travel Behaviour on Public Health	12
Figure 3.1	– Site Location	15
Figure 3.2	– Existing Access	16
Figure 5.1	– Walking Catchment	20
Figure 5.2	– Cycle Catchment	21
Figure 5.3	– Local Cycle Network.....	22
Figure 5.4	– Surrounding Public Transport Network	24
Figure 6.1	– Enterprise Car Club Locations in Whalley Range	30

Tables

Table 5.1 – CIHT Recommended Walking Distances..... 19

Table 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops..... 24

Table 5.3 – Summary of Bus Service Frequencies..... 25

Table 7.1 – Example of Potential Targets 33

Table 9.1 – Action Plan 37

Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Views to provide transport and highways advice in relation to a planning application for a residential development at 136 Withington Road in Whalley Range, Manchester. The proposed scheme will deliver 35 units with associated landscaping, car and cycle parking.

1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined¹ as:

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

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Assessment (TA) (**Ref: 076585-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of 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'

¹ Department for Levelling Up, Housing and Communities (DLUHC, now MHCLG) (2023). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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 statements and with reference to the following key documents:

- National Planning Policy Framework, DLUHC (now MHCLG), 2023;
- National Planning Practice Guidance, DCLG (now MHCLG), 2014; and

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.

1.4.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.

1.4.5 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses. This also includes information on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.

1.4.6 **Section 9** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

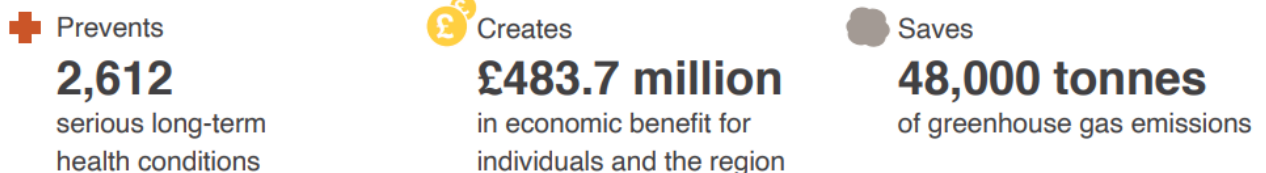
- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

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

2.1.3 **Figure 2.1**, from Sustrans' 'Walking and Cycling Index 2021', illustrates some of the benefits of walking, wheeling, and cycling in Greater Manchester.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Greater Manchester:



Walking, wheeling and cycling help to tackle the climate emergency



Figure 2.1 – Benefits of Active Travel
(Source: Sustrans, 2022)

2.1.4 'A Greater Manchester Congestion Deal' (Mayor of Greater Manchester, GMCA, and TfGM; 2018) found that almost a third of all journeys less than 1km are made by car, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands in Greater Manchester, and traffic congestion has a £1.3 billion cost to businesses in Greater Manchester every year.

2.2 Environmental Benefits

- 2.2.1 The climate emergency is a global issue that affects all nations.
- 2.2.2 Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019.
- 2.2.3 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO₂ levels 4.5 times higher than World Health Organisation (WHO) guidelines ('Air Pollution in the UK' by DEFRA).
- 2.2.4 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three (Central Office of Public Information and Imperial College London, 2022). Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.
- 2.2.5 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK 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).

- 2.2.6 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.
- 2.2.7 A Clean Air Zone (CAZ) with charges applied to non-compliant vehicles driving in or through Greater Manchester was due to be implemented in early 2022, but it was delayed in February 2022 with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, proposed on 29th June to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester. As of the time of writing, there has not been a public response from the national government and a replacement scheme has not been agreed.

- 2.2.8 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.
- 2.2.9 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.
- 2.2.10 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.”*
- 2.2.1 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.
- 2.2.2 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one of the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

- 2.2.3 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.
- 2.2.4 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.
- 2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries. It can make cough and phlegm symptoms worse and increase the risk of getting bacterial pneumonia. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.
- 2.3.4 The UK Chief Medical Officer's Physical Activity Guidelines (2020) further states:

"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."

- 2.3.5 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*. **Figure 2.2** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

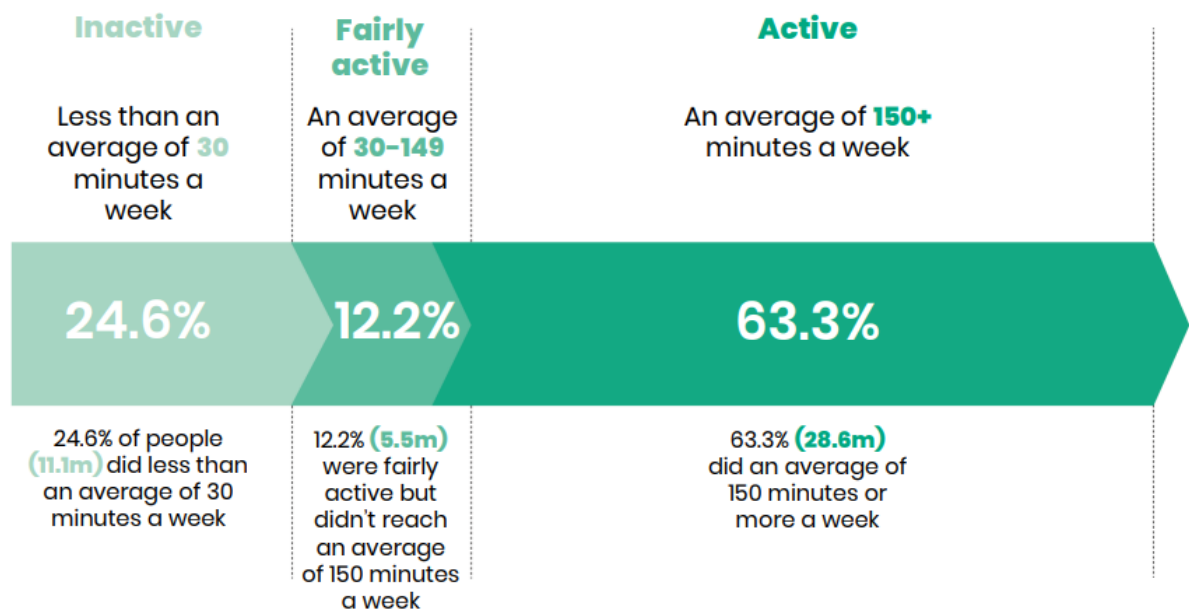


Figure 2.2 – Activity Levels for Adults

(Source: Active Lives Adult Survey: November 2018/19 Report)

2.3.6 This has contributed to poor health in much of the adult population:

*"In 2019, 28% of adults were obese, and a further 36% were overweight but not obese."
Taking overweight and obesity together, the highest prevalence was in the West
Midlands and South West (both 69%) and North West (68%).*

Source: Health Survey for England 2019, NHS Digital.

2.3.7 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area.

2.3.8 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

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

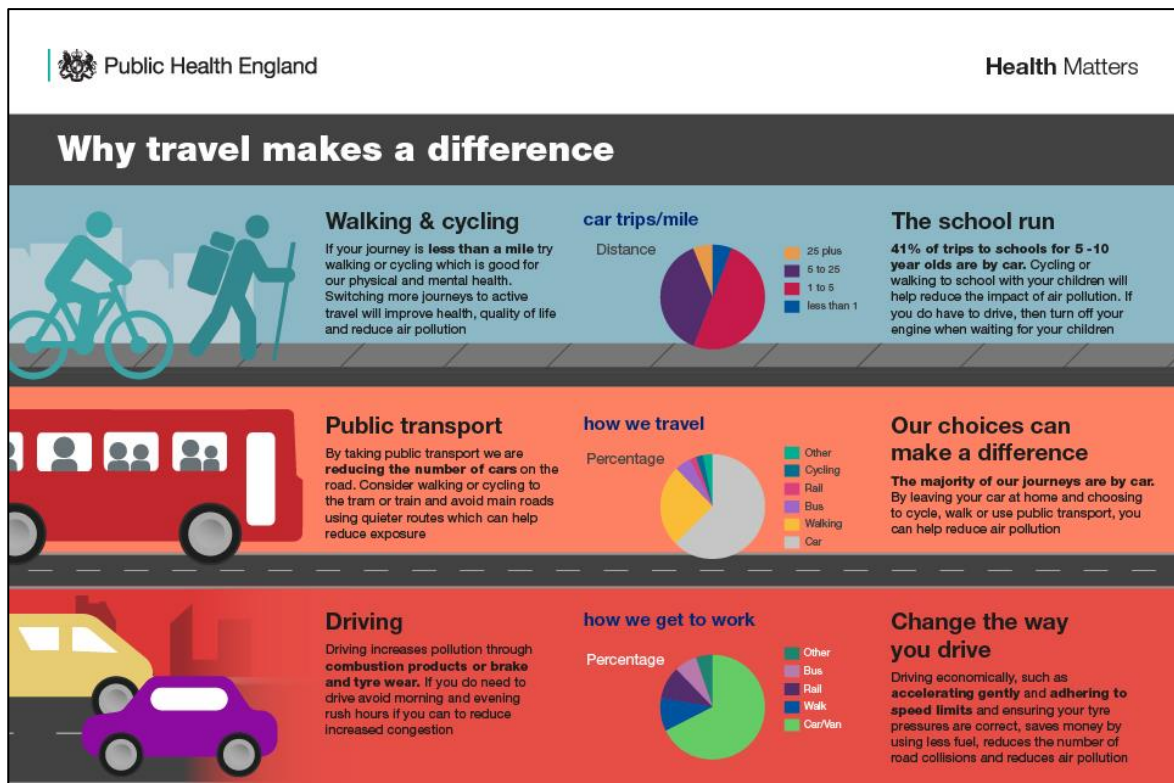


Figure 2.3 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.3.10 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”.

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

Source: Cycling to work: major new study suggests health benefits are staggering, The Conversation, 2017.

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 There will be a £5.3 billion health and social care cost of air pollution in England by 2035 if direct action is not taken, according to Clean Air GM.

- 2.4.3 Every £1 spent on cycling brings £5.50 of social benefits – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – (*‘Value for Money Assessment for Cycling Grants’ by DfT, 2014*), higher than the benefits of investment in road and rail projects (*Eddington Transport Study, 2006*). Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter (*‘Benefits of Investing in Cycling’ by Dr Aldred, 2014*).
- 2.4.4 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.
- 2.4.5 An effective TP can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

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

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

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

- 2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **“Customer Experience** - *Providing customers with a safe and seamless travel experience*
- **Services** – *Turn up and go frequencies on major routes*
- **Information** – *Readily available, easy to use, live, and up-to-date*
- **Network Management** – *Improvements to journey times and reliability*
- **Infrastructure** – *Significant increases in bus priority, and improvements to waiting environments*
Fares and Ticket More affordable journeys, integrated with other modes
- **Fleet** – *Zero emissions, high quality buses.”*

2.6.4 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.

2.6.5 The Mayor of Greater Manchester announced on 16th June that, subject to agreement with central government and bus operators, all bus tickets within Greater Manchester will be capped from 1st September 2022: £2 for an adult single and £1 for a child single with a £5 multi-operator daily cap.

2.6.6 Greater Manchester claims it will have the ‘country’s largest cycling and walking network’ at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

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 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 walking to and from the site;
- **Objective 2** – To increase the level of cycling to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located in the Whalley Range area in south Manchester. **Figure 3.1** below shows the site in a local context relating to the local highway network:

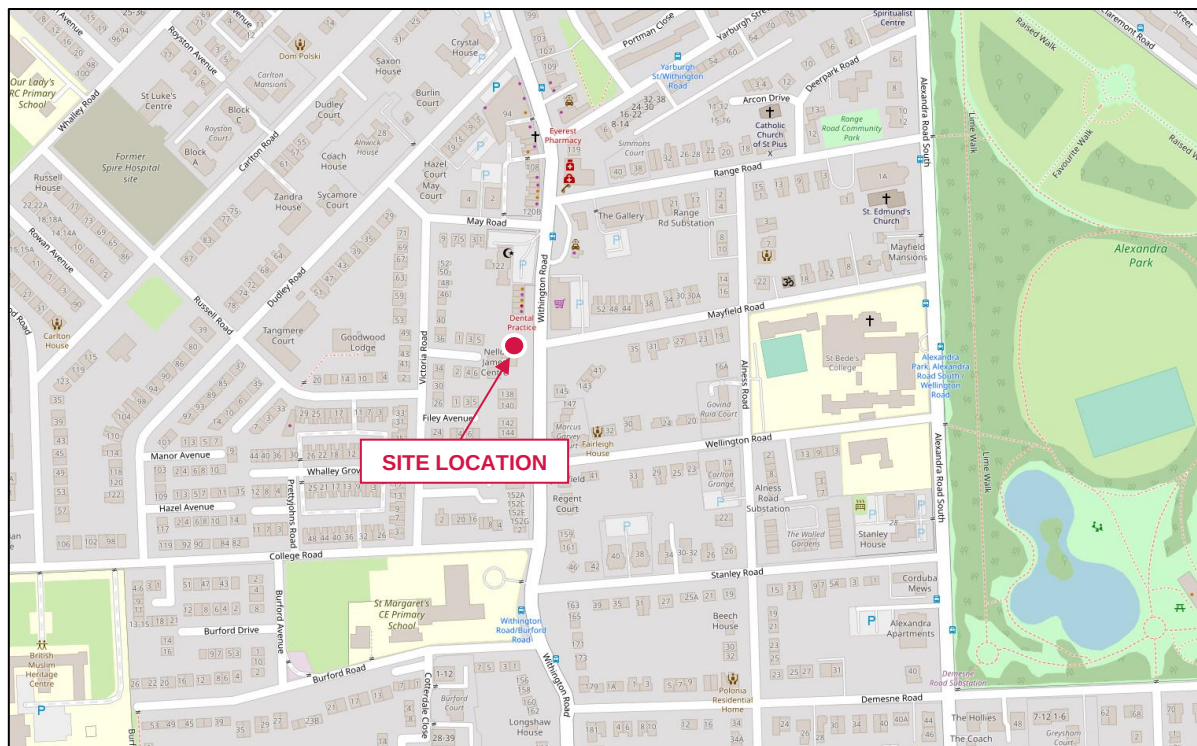


Figure 3.1 – Site Location

(Source: OpenStreetMap, 2022)

3.2 Existing Use and Access

- 3.2.1 The site is currently occupied by large unoccupied and derelict two-storey dwelling, with an adjoining outbuilding and external hardstanding and garden area. The dilapidated buildings have been vacant for several years and are in an extremely poor state of repair, including missing windows, external cracking to facade, exposed and damaged roof.
- 3.2.2 The existing access off Withington Road is shown below:



Figure 3.2 – Existing Access

(Source: Google Maps, 2021)

3.3 Surrounding Highway Network

Withington Road

- 3.3.1 Withington Road provides a main arterial route towards Manchester city centre, and this extends from the five-arm signalised junction with Chorlton Road, Moss Lane East, Shrewsbury Street and Upper Chorlton Road in the north before continuing south for c.2.3km to a three-arm signalised junction with Mauldeth Road West.
- 3.3.2 The road is c. 8m-wide in the vicinity of the site with one lane in each direction. There are c. 2.5m-wide footways on both sides of the road.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from 2no. disabled bays within the internal layout and from its urban location and the existing infrastructure afforded by its strategic position on the Withington Road corridor and Whalley Range area.
- 3.4.2 To the north of the site, there is signalised pedestrian crossing on Withington Road, which provides a safer crossing option towards the Co-Operative food store and Mayfield Road.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 The proposals are for 35 apartments, with associated landscaping, gardens, and car and cycle parking. The proposed site layout is provided in **Appendix A**.

4.2 Proposed Access

Vehicular Access

- 4.2.1 The site would be accessed via the existing access on Withington Road. This will be retained to facilitate vehicular access into the site and provide the internal route through to the proposed parking provision. There would also be dropped kerbs and tactile paving at the junction where the site access road meets Withington Road to facilitate pedestrian access.

Pedestrian and Cycle Access

- 4.2.2 A separate pedestrian access is proposed via Withington Road, located to the north of the proposed vehicular access point. This is located c.25m from the existing signalised pedestrian crossing facility on Withington Road, providing suitable access to adjacent facilities and services.
- 4.2.3 Cyclists can enter the site in a similar manner to other vehicles to access the cycle stores located at the north-western corner of the site – adjacent to the bin stores.

4.3 Proposed Parking

Car Parking

- 4.3.1 With consideration given to the realistic needs of the end users, car availability per household, and the proximity of the site to sustainable modes of transport, 15 car parking spaces are proposed.
- 4.3.2 All parking spaces and disabled bays to conform to MCC's standard minimum requirements of 2.4m x 4.8m (with an added 1.2m wide margin for disabled bays). 1no. disabled bay (7% of total provision) will be provided within the internal layout.
- 4.3.3 5no. spaces will be equipped with active EV charging points which equates to 20% of total provision. The remaining spaces will be passive with the potential to install EV charging points if there is sufficient demand.
- 4.3.4 Views will provide a free 2-year membership to Enterprise Car Club along with a £40 driving credit to all initial residents of the proposed development.

- 4.3.5 Further details on the car parking provision are available within the accompanying Transport Statement (Document Reference: **076585-CUR-XX-XX-T-TP-00001**).

Cycle Parking

- 4.3.6 Secure cycle parking for 36 cycles (over 100% provision) will be provided. These will be provided in an external, covered cycle store located to the north of the site – adjacent to the proposed apartment building.
- 4.3.7 Furthermore, 2no. secure e-bike charging enclosures will be provided adjacent to the secure cycle store.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 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.
- 5.1.2 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (DLUHC (now MHCLG), 2021).
- 5.1.3 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.

5.2 Pedestrian Accessibility

- 5.2.1 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.
- 5.2.2 The National Design Guide (NDG, published by DLUHC (now MHCLG), 2021) says that well designed places / neighbourhoods are walkable, which is defined *“Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius).”*
- 5.2.3 Despite the NDG characterising 800m as a maximum acceptable walking distance, the DfT’s National Travel Survey (NTS) datasets provide empirical evidence to demonstrate people are willing to walk further. This is reflected in Manual for Streets guidance (MfS, published by the DfT, 2007) which states an 800m catchment should not be *“...an upper limit”* and that walking *“...offers the greatest potential to replace short car trips, particularly those under 2 km.”* The Chartered Institution for Highways and Transportation (CIHT) produced a document in 2000 titled *‘Guidelines for Providing for Journeys on Foot’* which provides catchments more in line with those reported in the NTS. The suggested CIHT walking distances are reproduced in **Table 5.1** below:

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

Table 5.1 – CIHT Recommended Walking Distances

- 5.2.4 **Figure 5.1** presents a walking catchment with 500m intervals up to 2,000m – with the darkest red being the 500m catchment through to the lightest orange being the 2,000m catchment.

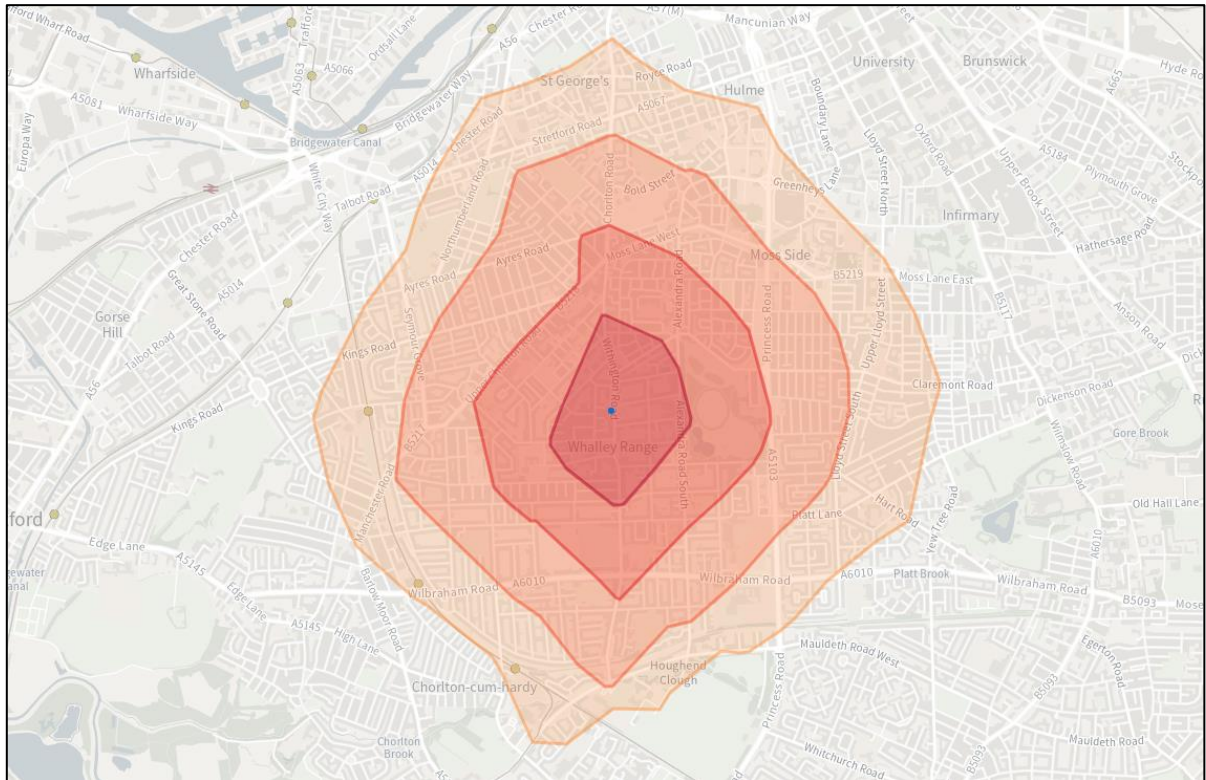


Figure 5.1 – Walking Catchment
(Source: MappingGM, 2022)

- 5.2.5 Within the 'Desirable' 500m catchment, pedestrians can reach convenience stores, eating and drinking establishments, places of worship, schools, and a pharmacy. Many more amenities, including Alexandra Park, can be reached within the further distances.
- 5.2.6 The pedestrian infrastructure which connects the site to the above facilities is generally good and there are well-lit, wide footways with a number of controlled crossing points across key roads.
- 5.2.7 It is considered that the site is situated within an accessible area, with a number of complimentary uses within walking distance.

5.3 Cycle Accessibility

- 5.3.1 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.
- 5.3.2 In order to assist in assessing the accessibility of the site by cycle, **Figure 5.2** presents 20- and 25-minute cycle catchments from the site. The average cyclist travels at approximately 12mph, according

to CD195 of the Design Manual for Roads and Bridges, so these distances equate to approximately 4 miles/ 6.4km and 5 miles/ 8km, respectively.

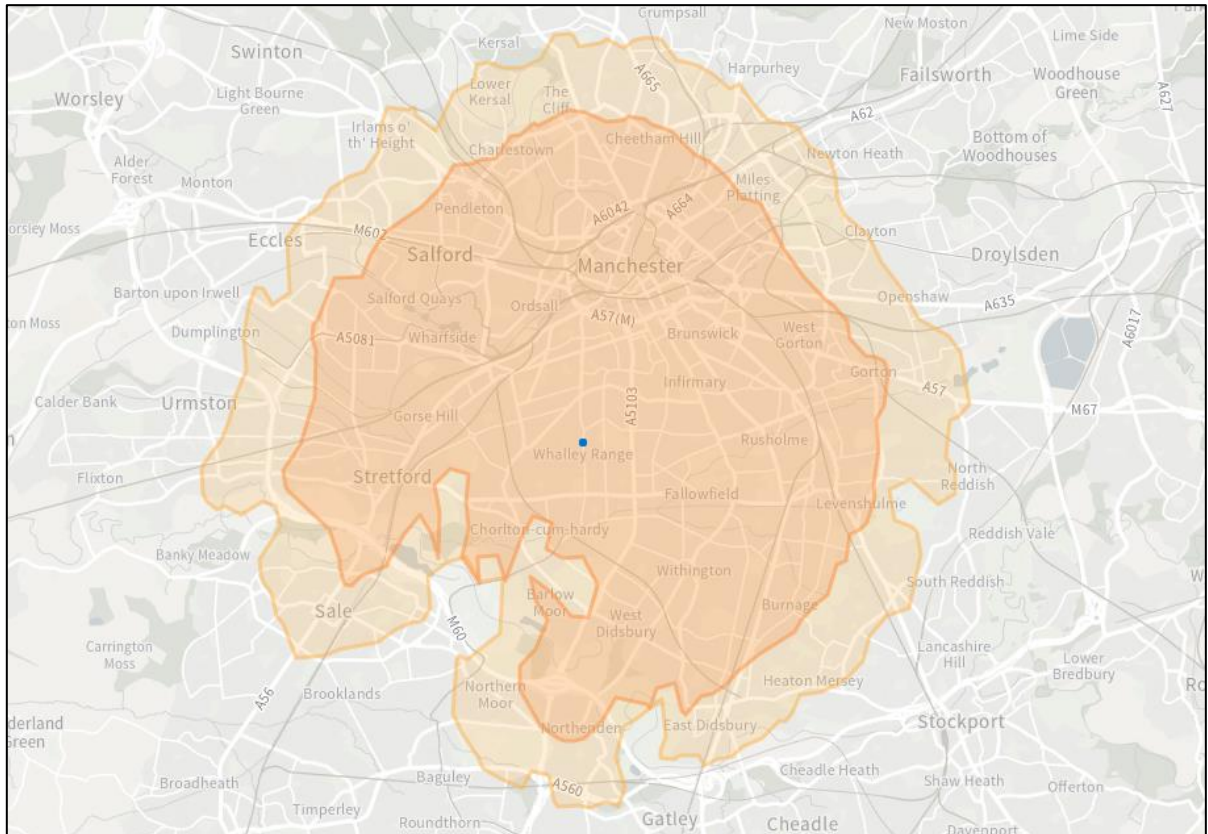


Figure 5.2 – Cycle Catchment
(Source: MappingGM, 2022)

- 5.3.3 NTS statistics demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively. This distance is also referenced in LTN1/20 and the National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) which expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*
- 5.3.4 The 20-minute catchment encompasses Manchester and Salford city centres, extending to Lower Broughton in the north, Gorton in the east, Didsbury to the south, and Humphrey Park to the west. Cyclists can reach further destinations within 25 minutes.
- 5.3.5 The local cycle network in the vicinity of the site is shown in **Figure 5.3** below:

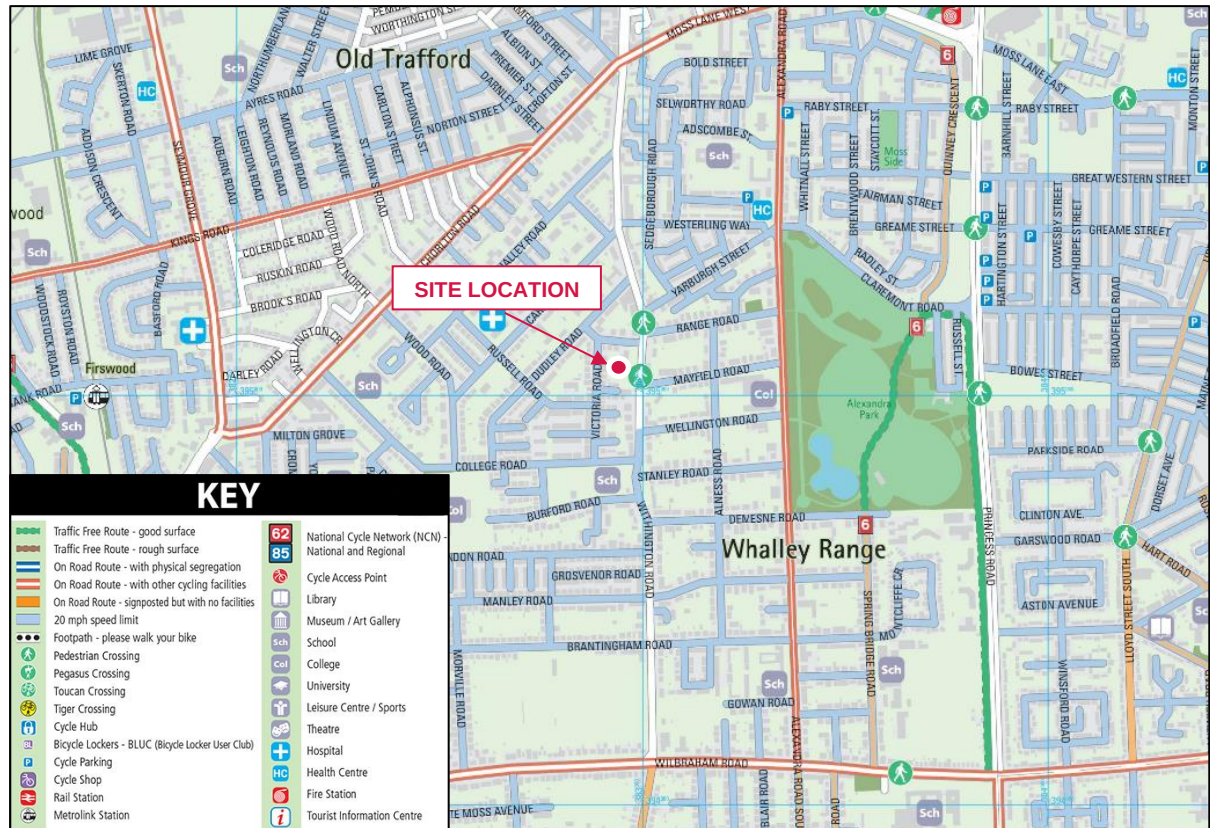


Figure 5.3 – Local Cycle Network

(Source: TfGM, 2022)

- 5.3.6 The surrounding roads are subject to a 20mph speed limit, fostering a safer environment for pedestrians and cyclists. The site is a short cycle from the marked on-road cycle lanes along Alexandria Road and Chorlton Road.
- 5.3.7 The site is in close vicinity to National Cycle Network Route 6, which provides a route to Manchester city centre and connects to other NCNs.
- 5.3.8 Transport for Greater Manchester has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students with pedal bikes and e-bikes available across parts of Manchester, Salford, and Trafford.
- 5.3.9 The closest cycle hire stands are currently on Withington Road, c. 250m (3-minute) walk to the south of the site at the junction with Burford Road. There is also a cycle hire stand c 250m to the north of the site at the junction with Dudley Road.
- 5.3.10 The site is therefore ideally placed to take advantage of cycle connections around south Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.

5.4 Public Transport Accessibility

- 5.4.1 The site is well situated to take advantage of existing public transport infrastructure to Manchester city centre and other areas of Greater Manchester.
- 5.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 5.4.3 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 5 and is considered appropriately situated to take advantage of existing public transport infrastructure.
- 5.4.4 The National Model Design Code – Part 2 (DLUHC (now MHCLG), 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document *'Planning for Walking'* (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).
- 5.4.5 Accessibility by bus is considered further below, with a local public transport network map included in **Figure 5.4** below:

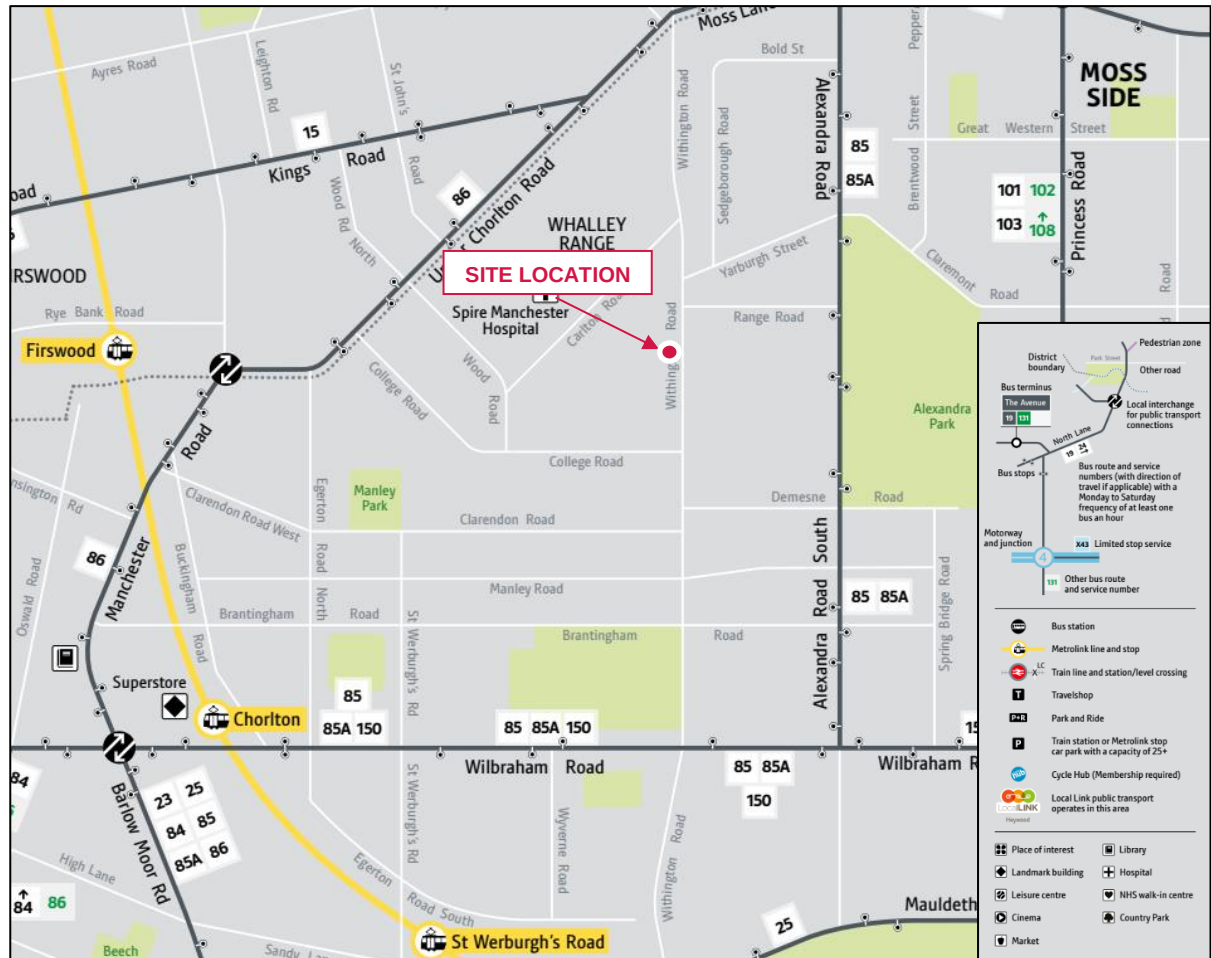


Figure 5.4 – Surrounding Public Transport Network
(Source: TfGM, 2022)

Bus Accessibility

- 5.4.6 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services – shown in **Table 5.2**.

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
Less frequent routes	300
Town/city centres	250

Table 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.4.7 The nearest bus stops to the site are ‘Range Road’ (northbound) and ‘Wellington Road’ southbound, both of which the site is a 460m walk from. The walking distance is over the recommended distance; however, it is within the 500m ‘Preferred’ walking distance for commuting and the walking time to the stops would be 6 minutes.

5.4.8 **Table 5.3** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
85	Piccadilly Gardens – Chorlton	4	4	4
85A	Piccadilly Gardens – Chorlton – Arrowfield Estate	1	1	–
733	Cheetham Hill – Ardwick – Whalley Range School (School Service)	1 in AM to WRS; 1 in PM to CH	–	–
743	Loreto College, Hulme – Gatley (School Service)	1 in AM to Hulme; 1 in PM to Gatley	–	–

Table 5.3 – Summary of Bus Service Frequencies

5.4.9 It is considered that the site is accessible by bus.

5.5 Summary

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

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 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.
- 6.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents incorporating a survey, events and then advice to residents on sustainable travel choices.
- 6.2.3 Additional responsibilities of a TPC are further detailed in **Section 7** of this report.

6.3 Production of Welcome Packs

- 6.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome Packs will be supplied to all residents at the development in the early stages of operation. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health and environmental benefits of travelling by walking, cycling, and public transport;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of the TfGM journey planner: <https://tfgm.com/plan-a-journey>;
 - Details of public transport services, including ticketing options, timetables, and routes;
 - Details of the Travel Plan Co-ordinator (TPC).
- 6.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

6.4 Measures to Encourage Walking

- 6.4.1 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.
- 6.4.2 It has been demonstrated throughout **Section 4** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area.
- 6.4.3 The following measures will be provided in order to encourage residents to walk:
- Raise awareness of the health benefits of walking;
 - Promotions within the site on national events such as “National Walking Month”;
 - Clear signing of pedestrian routes within and adjacent to the site;
 - Providing new pedestrian signage from the site to the main destinations and bus stops;
 - Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
 - Regularly review and update information (if necessary) provided within the Welcome Packs / Travel Page / notice boards, such as:
 - Local pedestrian routes, including public footpaths and walking times to key destinations; and
 - The www.plotaroute.com website for journey planning on foot.
 - Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups.
- 6.4.4 Additional measures such as marketing campaigns incorporating free or discounted issue of pedometers and personal safety alarms could also be considered.

6.5 Measures to Encourage Cycling

- 6.5.1 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 cycle parking provided as part of the development proposals.
- 6.5.2 To encourage residents to cycle, the following measures will be provided:
- Raise awareness of the health benefits of cycling;
 - Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
 - Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
 - Sufficient security at bike parking facilities; and

- Provide an on-site cycle repair stand;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle 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;
 - Details of local cycle shops; and
 - Marketing campaigns such as “National Bike Week”.

6.5.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG) and making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs) could also be considered.

6.6 Measures to Encourage Public Transport

6.6.1 It has been demonstrated throughout **Section 4** of this ITP that the site is accessible by public transport. The following measures will be provided in order to encourage residents to travel by public transport:

- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Details of the Traveline online journey planning resources: <https://www.traveline.info/>;
 - Advertise any promotions/discounts offered by public transport operators;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Links to up-to-date bus and rail details including timetables / route maps.

6.6.2 Additional measures such as offering limited time discount tickets could also be considered.

6.7 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

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

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

- 6.7.3 It is envisaged that this would need to be regularly maintained / revised.
- 6.7.4 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.
- 6.7.5 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

- 6.7.6 It is acknowledged that many residents 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.
- 6.7.7 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 £6.10 an hour with a Standard Plan.
- 6.7.8 Views will provide a free 2-year membership to the car club along with a £40 driving credit to all initial residents of the proposed development.
- 6.7.9 At the time of writing, the nearest Car Club bays are on Alness Road and Carlton Road which are a 400m (5-minute) and 570m (7-minute) walking distance from the site, respectively. **Figure 6.1** below shows their locations in relation to the site.



Figure 6.1 – Enterprise Car Club Locations in Whalley Range
(Source: Enterprise Car Club, 2023)

6.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.8.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 6.8.2 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.
- 6.8.3 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

“Demand for EV charging is growing. But the number of public EV charging points isn't keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers”

- 6.8.4 To support the wider aims of the Council, the Proposed Development includes a 33% Electric Vehicle Charge (EVC) provision (5 out of 15 spaces), with active charge points installed, upon occupation of the development.
- 6.8.5 Demand for EVC will be monitored as part of the ITP with additional active charge points installed, as necessary, to meet demand.
- 6.8.6 Further to this, the TPC will promote the benefits of purchasing electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

Off-Site

- 6.8.7 In addition to the proposed EV charging facilities onsite, there are many EV charging points nearby in East Manchester and throughout Greater Manchester.
- 6.8.8 There are over 140 chargers in the Be.EV network with more due to be installed. EV owners can sign up for an account online, after which they can operate charging points using a card or a smartphone application. Be.EV members benefit from slightly reduced rates.
- 6.8.9 The ZapMap website and app can be used by EV drivers to view publicly accessible chargers on all networks (including, but not limited to, Be.EV) in the vicinity of their home, place of work, and other destinations and assist with journey planning to ensure residents are never far from a charging point.

6.9 Summary

- 6.9.1 In summary, the TP initiatives contained in this section can be implemented by the TPC to encourage residents to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this TP.
- 6.9.1 The list of measures above is by no means exhaustive but form the basis of those to be explored by the TPC and to be agreed with Travel Plan Officers at MCC.

7.0 Targets

7.1 Introduction

7.1.1 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 strategy for the Travel Plan targets 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.

7.2 Data Collection and Analysis

7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.

7.2.2 In order to understand travel habits, travel surveys will be distributed to all residents within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of work;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage residents to travel more sustainably.

7.2.3 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.

7.2.4 Firstly, questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.

7.2.5 The information obtained will be used to undertake travel performance indicator and modal split analysis. Residents 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.

7.3 SMART Targets

7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

- 7.3.2 At this point, official targets will be set through consultation with the Council. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).
- 7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.
- 7.3.1 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing (2011 Census)	Short Term	Medium Term	Long Term	Total Target
Car Driver	46%	-2%	-4%	-4%	-10%
Car Share	3%	+1%	+1%	+1%	+3%
Public Transport	29%	+1%	+1%	+1%	+3%
Cycle	12%	-	+1%	+1%	+2%
Foot	9%	-	+1%	+1%	+2%
Other	1%	-	-	-	-

Table 7.1 – Example of Potential Targets

- 7.3.2 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.
- 7.3.3 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 5** of this TP and follow the principles and goals of the Greater Manchester Transport Strategy 2040.
- 7.3.4 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.
- 7.3.5 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.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.

8.1.2 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.

8.1.3 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.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the developer or any future owner of the buildings if transacted prior to completion. Following full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 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.

8.2.3 At this point, the day to day responsibility will shift from the occupier to the appropriately appointed TPC.

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

- Active management of the car parking supply;

- A commitment to actively pursue any future partnerships with bus operators;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- 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.

8.3 Travel Plan Coordinator (TPC)

8.3.1 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;
- Liaising with public transport operators and represent the operator at relevant forums;
- 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.

8.3.2 A TPC will be nominated in due course, at least one month before operation. The TPC will remain in-post for the duration of the monitoring period, after which the responsibility for the Travel Plan will transfer to a local residents group.

8.4 Monitoring and Evaluation

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

8.4.2 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.

- 8.4.3 The figures calculated will additionally take account of known parameters (such as car parking / ownership) which will be calculable independently to ensure the robustness of the information provided.
- 8.4.4 Monitoring reports will be provided to officers at the Council annually following the receipt of the first surveys, within 3 months of each travel survey phase. 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 year. In addition, survey results would be circulated to all residents upon the completion of surveys.
- 8.4.5 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with the Council) to ensure that the TP reflects current opportunities and local circumstances. The five-year monitoring schedule will include six surveys: the initial monitoring survey and five follow-up surveys.

9.0 Action Plan

9.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	Views / any future owner of the buildings if transacted prior to completion
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with Manchester City Council	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 9.1 – Action Plan

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

9.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Proposed Site Layout

EXTERNAL WORKS KEY

- TREES REMOVED
- EXISTING TREE RETAINED
- PROPOSED TREE
- GRASS
- GRAVEL
- LOW LEVEL HEDGE
- PLANTING MIX
- BINS
- RESIN BOUND GRAVEL
- TEGULA BLOCKS TO PRIVATE GARDENS
- GRAVEL STABILISER GRIDS ON GEOTEXTILE
- PROPOSED LOW LEVEL BRICK RETAINING WALL
- LOW LEVEL BRICK WALL WITH TIMBER CLADDING ABOVE TO BIN STORE
- EXISTING METAL RAILING
- EXISTING STONE WALL

PROPOSED SITE PLAN

1:200@A1

N

0

5

10

15

20

25 M

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IMPORTANT NOTES:

			CLIENT: VIEWS
			PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT
			ADDRESS: 136 WITHINGTON ROAD, MANCHESTER, M16 8FD
			DRAWING TITLE: PROPOSED SITE PLAN
			SCALE: 1:200@A1
			DATE: JUN 2022
			DRAWING NO: A686_P_003D
D	21/06/24	AMENDED HARD LANDSCAPING	
C	06/06/24	ADDED EXTERNAL WORKS KEY	
B	25/04/24	REVISED SOUTH ELEVATION	
A	08/02/24	REVISED LAYOUT	
REVISION	DATE	DESCRIPTION	
			OLLIER SMURTHWAITE ARCHITECTS
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