

CHADWICK PLACE, STOCKPORT ROAD TRAVEL PLAN

Curtins Ref: 083491 - Chadwick Place

Revision: P01

Issue Date: 21 December 2023

Client Name: One Manchester

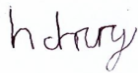
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Site Address: 336 Stockport Road, Manchester, M13 0LE

Control Sheet

Rev	Description	Checked	Issued	Date
P01	First issue	JA	JA	21 December 2023

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed to provide transport planning support for the Axis (Chadwick Place) development at 238 – 336 Stockport Road in Manchester.

1.1.2 The development was granted planning permission in October 2019 by Manchester City Council (MCC) and planning reference 122945/FO/2019 states the following development description:

Erection of a 7-storey building to form 96 residential apartments (Use Class C3a) with associated car parking, amenity space, boundary treatment, landscaping and other associated works following demolition of existing buildings, 328-336 Stockport Road, Manchester, M13 0LE.

1.1.3 This Travel Plan (TP) has been produced by Curtins to minimise the impact of travel associated with the residential development. It will seek how to reduce car dependency around the site and encourage healthier and more active travel methods.

1.2 What is a Travel Plan?

1.2.1 A TP is defined by the Department for Transport (DfT) and by the Ministry for Housing, Communities and Local Government 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, 2023.

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 Curtins has previously provided a Transport Assessment and Interim Travel Plan at the planning stage attached to the 122945/FO/2019 approval.

1.3.2 Condition 22 was included on the Decision Notice which state the following:

“22) The development shall be carried out in accordance with the interim travel plan prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 8 March 2019. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;

ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

1.3.3 Curtins has therefore produced this Travel Plan to discharge Condition 22 and will have a particular focus on the items listed in the Condition wording.

1.3.4 This document has been written in accordance with the following core guidance documents:

- National Planning Policy Framework, DLUHC, 2023;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014;
- Department for Transport, "The Essential Guide to Travel Planning", (2008);
- Department for Transport, "Good Practice Guidelines: Delivering Travel Plans through the Planning Process", (2009);
- Department for Transport, "Making Travel Plans Work", (2002); and,
- Greater Manchester Transport Strategy 2040, TfGM, 2021.

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 key aims and objectives for the Travel Plan process.

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

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

- 1.4.4 **Section 5** details the travel surveys undertaken. The section also provides an insight into current and potential future travel habits, and how the baseline survey will be consistently distributed and analysed.
- 1.4.5 **Section 6** outlines various initiatives that will be considered to encourage sustainable modes of travel for residents and visitors.
- 1.4.6 **Section 7** sets out the Travel Plan targets, outlining the need to present SMART targets.
- 1.4.7 **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).

2.0 Travel Plan Benefits

2.1 Introduction

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

- Environmental Benefits;
- Health Benefits;
- Financial Benefits;
- Social Benefits; and,
- Mutual 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:

2.2.2 In June 2019, parliament passed legislation requiring the government to reduce the UK's net emissions of greenhouse gases by 100% relative to 1990 levels by 2050. Doing so would make the UK a 'net zero' emitter. Prior to this, the UK was committed to reducing net greenhouse gas emissions by at least 80% of their 1990 levels, also by 2050.

2.2.3 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development 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:

"Physical activity levels are low in the UK: only 40% of men and 28% of women meet the minimum recommendations for physical activity in adults."

Source: Health Survey for England: CVD and Risk Factors for Adults, Obesity and Risk Factors for Children, DoH, 2008.

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

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

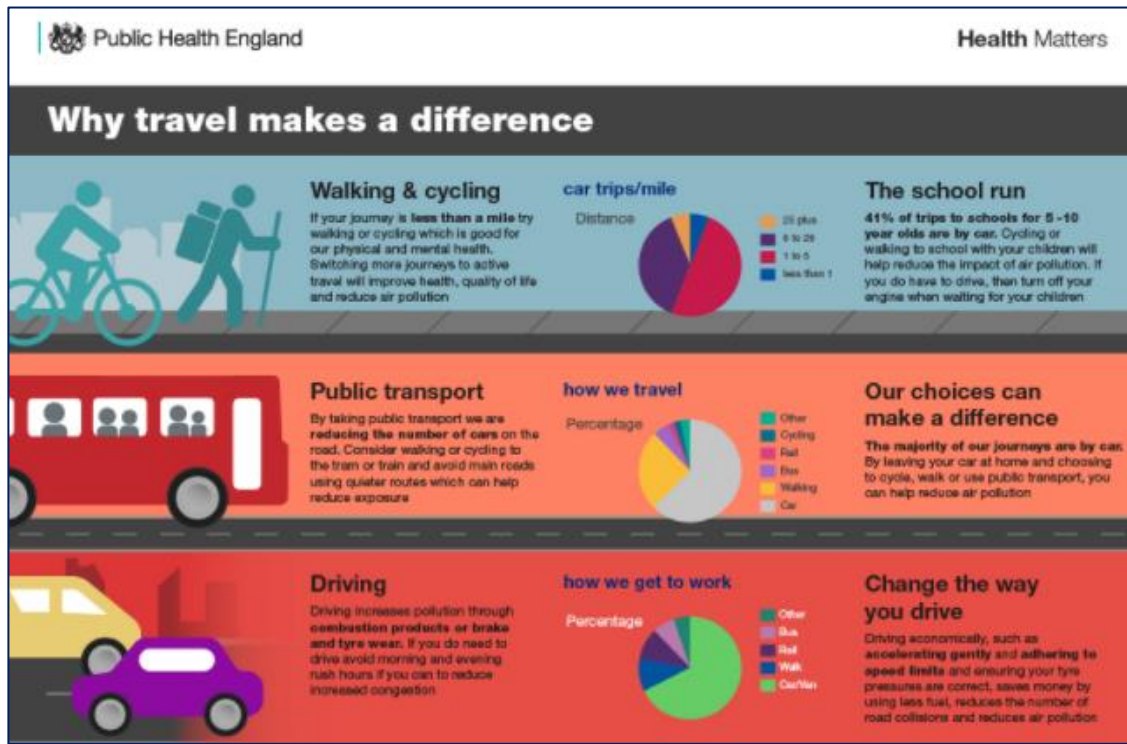


Figure 2.1 – The Impact of Travel Behaviour on Public Health

(Source: Public Health England)

2.4 Financial Benefits

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

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

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

2.4.2 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

2.4.3 An effective Travel Plan can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the residents at Chadwick Place. 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 Travel Plan aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport. The Travel Plan also aims to achieve the following benefits:

- A healthier and happier population;
- A reduction in financial wastage for future residents; and,
- Increased accessibility to the site for residents and their visitors alike.

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

- **Objective TP1** – To increase the level of walking to and from the site;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of public transport use to and from the site;
- **Objective TP4** – To reduce reliance on single occupancy car travel; and,
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Site Location

3.1.1 The site is located approximately 3km to the south-east of Manchester city centre, in the Longsight area. **Figure 3.1** below shows the site in relation to the regional highway network:

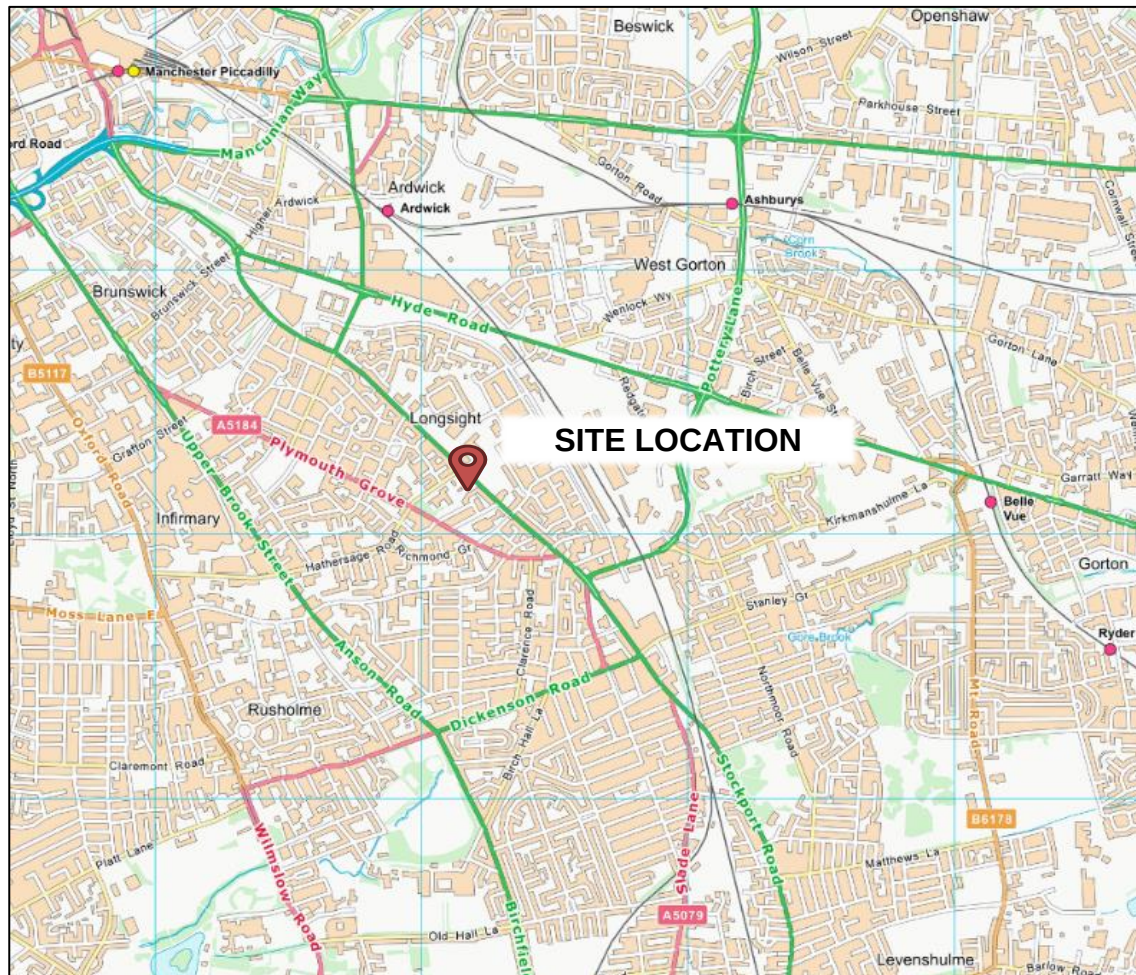


Figure 3.1 – Site location in relation to the Regional Road Network

3.1.2 The site is bound to the north by the A6 Stockport Road, by Plymouth Grove West to the west, and by residential/commercial development to the south.

3.1.3 The following **Figure 3.2** illustrates the site in relation to the local highway network:



Figure 3.2 – Site location in relation to the local network

3.2 Existing Access Arrangements

Vehicular Access

- 3.2.1 The vehicular access is located on Plymouth Grove West, at the north-west corner of the site. This provides access to the car parking areas. The access arrangement benefits from dropped kerbs and tactile paving at the junction bellmouth. The internal access road is protected with double yellow line traffic regulation orders (TROs) and gated access control.

Pedestrian and Cycle Access

- 3.2.2 Pedestrian access into the site is available from the vehicle access point via a separated gated entrance, or directly from the building frontage along the A6 Stockport Road.

3.3 Surrounding Highway Network

Plymouth Grove West

- 3.3.1 Providing the western boundary to the site, Plymouth Grove West commences at the priority junction with the A6 Stockport Road and extends for a length of 225m in a south-westerly direction before it meets at Plymouth Grove.
- 3.3.2 The road is a two-way single carriageway with an average width of 7m-8m and is subject to a speed limit of 20mph. The road benefits from traffic calming measures such as speed humps, due to the presence of Plymouth Grove Primary School. In proximity to the school, keep clear marking prevent on-street parking for approximately 100m on the southern side of the carriageway.
- 3.3.3 Plymouth Grove West is characterised as a tree-lined carriageway and there are various driveways located on the southern side of the carriageway. There is good pedestrian infrastructure along Plymouth Grove West, evidenced by wide footways on both sides of the entire length of the carriageway.
- 3.3.4 The road is also well-lit throughout and benefits from dropped kerbs to enable pedestrians to cross the road. At the junction with Plymouth Grove, signalised crossing facilities are provided along with pedestrian guard rails and tactile paving.
- 3.3.5 TROs are present in the form of double yellow parking restrictions some parts of the road. However, there is some on-street parking provision implemented along sections of the street in front of residential dwellings.

A6 Stockport Road

- 3.3.6 To the north of the site, the A6 Stockport Road runs on a north-west to south-east orientation in proximity of the site boundary. The A6 Stockport Road commences locally at the signalised junction with the A665 Devonshire Street in the west and runs for approximately 1.6km as it meets with Stanley Grove/Dickenson Road at a signalised crossroads junction in the centre of Longsight.
- 3.3.7 Adjacent to the site, the A6 Stockport Road is a two-way carriageway with one standard lane in each direction, with the addition of a bus lane which runs along the northern extent of the carriageway (along the north-west to south-east alignment.) The overall width of the carriageway is approximately 12m inclusive of the bus lane.
- 3.3.8 The pedestrian infrastructure along Stockport Road is of good quality, with wide footways present on both sides of the carriageway which are well maintained, together with a signalised puffin crossing located approximately 60m to the west of the site, inclusive of a refuge island, dropped kerbs and tactile paving.
- 3.3.9 The A6 Stockport Road is subject to a speed limit of 30mph and has TROs in the form of single/double yellow parking restrictions along Stockport Road in proximity of the site.

- 3.3.10 In addition, a dedicated cycle lane is provided along the southern extent of the carriageway (towards Manchester city centre), and there are bus stops located immediately outside the site on Stockport Road, providing access in both a western and easterly direction.

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. **Figure 4.1** 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.

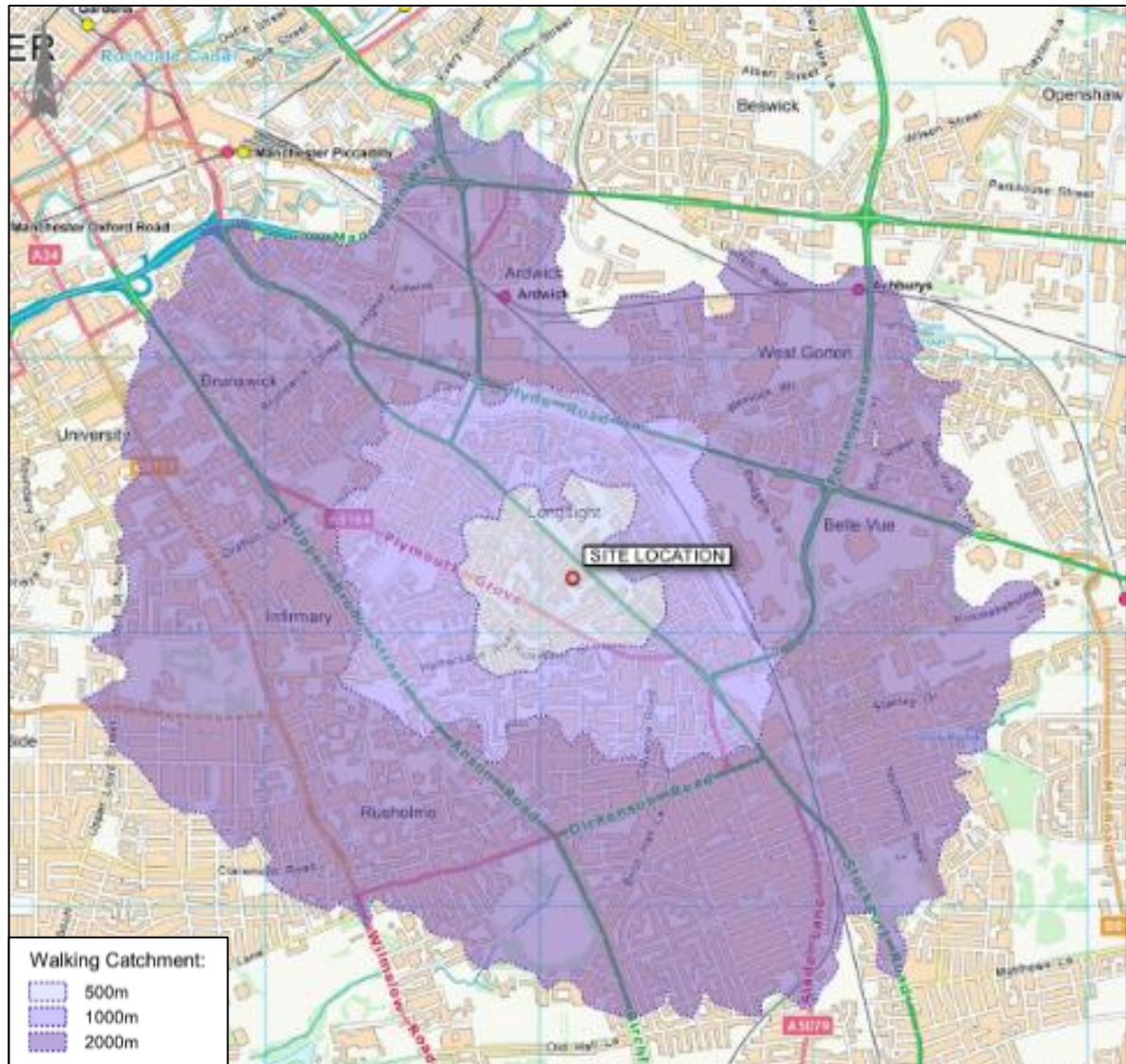


Figure 4.1 – Pedestrian Catchment Plan

- 4.2.3 The 500m catchment incorporates mostly residential dwellings and employment facilities. To the north of the site on Stockport Road, educational facilities such as the Dean Trust Ardwick and St Luke's Church of England Primary School are located.
- 4.2.4 Within approximately 500m – 1,000m from the centre of the site, future residents can reach more amenities located within Longsight, such as a food superstore, markets, banks, food takeaways and various public houses.
- 4.2.5 Areas of Oxford Road, the Universities, Manchester Royal Infirmary, Rusholme, Gorton and Levenshulme are all accessible within a 2,000m catchment of the Proposed Development. These areas include an abundance of facilities and amenities, including churches, mosques, libraries, doctors surgeries and hospitals, for future residents to utilise.

4.2.6 Train stations at Ardwick and Ashburys are located within the 2,000m catchment, which provides opportunities for future residents to commute to/from work. In addition to this, the various bus stops on Stockport Road and Plymouth Grove are also accessible.

4.2.7 The site is considered accessible by foot.

4.3 Accessibility by Cycle

4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Figure 4.2** 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).



Figure 4.2 – Cycle Catchment Plan

- 4.3.2 The 8km catchment extends as far as Cheetham Hill in the north, Audenshaw to the east, East Didsbury in the south and Trafford Park to the west. The catchment also includes Manchester and Salford city centres.
- 4.3.3 These routes comprise a combination of traffic-free and on-road routes, linking the site to many destinations including Manchester city centre (including rail stations), Salford Quays as well as numerous other destinations further afield such as Cheetham Hill, Chorlton-cum-hardy, Withington and Rusholme.
- 4.3.4 A network of local cycle routes links to various National Cycle Routes (NCRs) and Regional Cycle Routes (RCRs) including NCR 6, NCR 60, NCR 66 and RCR 86. The closest cycle route to the site is NCR 6, which is accessible via on-road routes along Plymouth Grove, Hathersage Road and Moss Lane East, approximately 2.5km to the west of the site.
- 4.3.5 All these routes are accessible within 1 – 4km, and link future residents to the following areas:
- NCR 6 – extends through Manchester along an approximate north/south alignment to link areas such as Bury in the north to Levenshulme in the south;
 - NCR 60 – extends between north and east Manchester, forming part of the Fallowfield Loop line at the Manchester City Stadium;
 - NCR 66 – extends northeast from central Manchester along the Rochdale Canal towards Failsworth; and
 - RCR 86 – extends east of the city centre via the Etihad Campus and Medlock Valley out to Oldham.
- 4.3.6 The site benefits from direct access to the cycle lane located along the A6 Stockport Road which leads residents towards Manchester city centre. This will further promote sustainable travel for residents.

4.4 Accessibility by Public Transport

- 4.4.1 **Figure 4.3** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the site. Accessibility by bus and rail are considered in further detail within the subsections below.

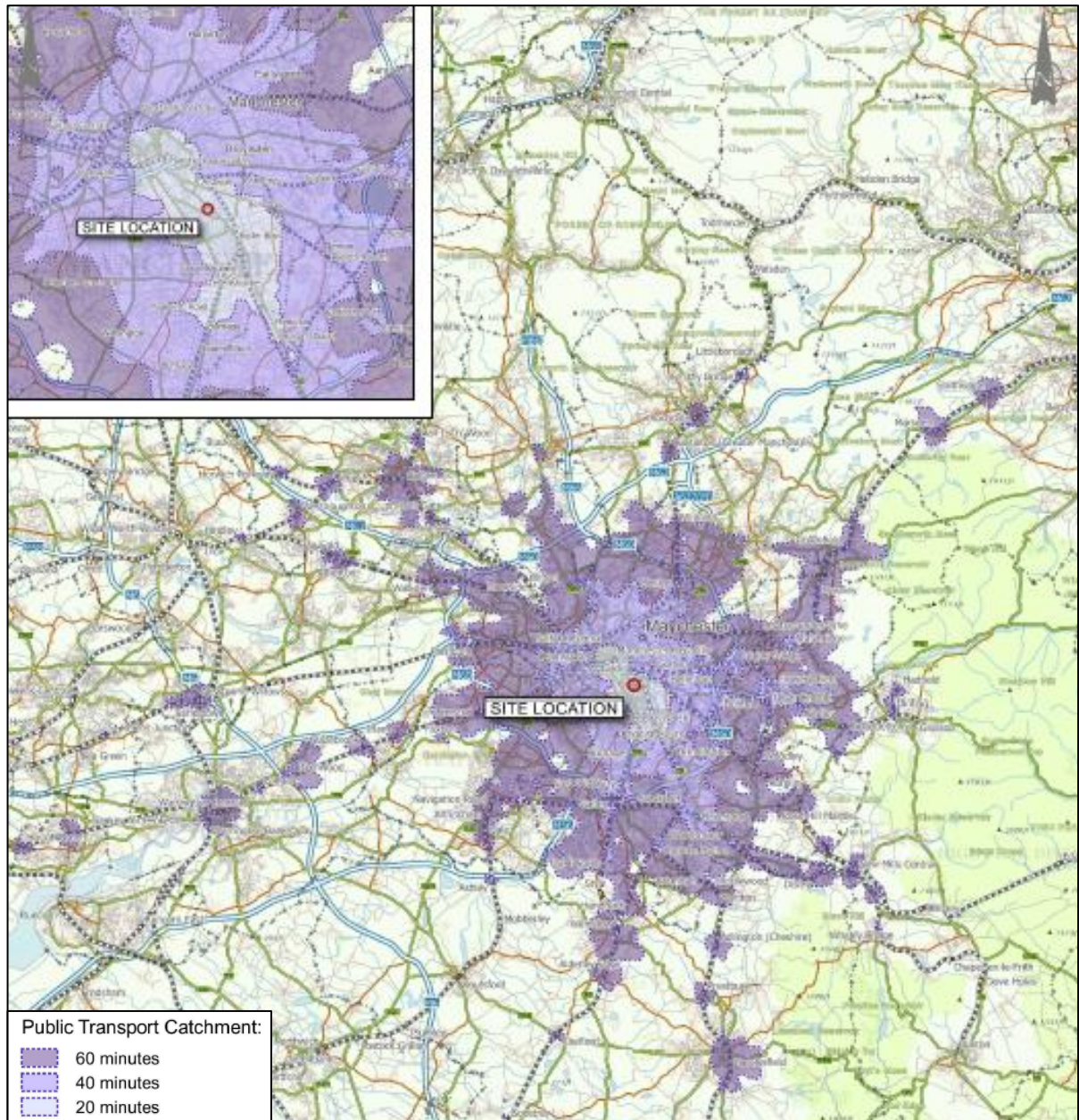


Figure 4.3 – Public Transport Catchment Plan

Bus Accessibility

- 4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.
- 4.4.3 The nearest bus stops are located adjacent to the site, on both sides of the carriageway on the A6 Stockport Road. In addition, bus stops on Plymouth Grove provide additional services to areas within Greater Manchester. **Table 4.2** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A6 Stockport Road				
192	Hazel Grove – Stockport – Heaton Chapel – Levenshulme – Longsight – Ardwick - Manchester	6 per hour	6 per hour	6 per hour
733	Whalley Range School – Queens Road		1 in PM	-
From Plymouth Grove				
191	Hazel Grove – Stockport – Stepping Hill - Levenshulme – Longsight – Manchester	4 per hour	-	-
197	Stockport – Green End – Levenshulme – Longsight - Manchester	3 per hour	3 per hour	1 per hour
742	Burnage – Loreto College	1 in AM	1 in PM	-
797	Burnage High School - Manchester	-	1 in PM	

Table 4.2 – Summary of Bus Service Frequencies from A6 Stockport Road and Plymouth Grove

- 4.4.4 These stops provide access to major employment areas and interchanges such as those in Manchester city centre and Salford. Additionally, these routes also link future residents to various destinations across Greater Manchester.

Rail Accessibility

- 4.4.5 The Ardwick railway station is located approximately 1.5km to the north of the site; however, due to limited services stopping at this location, it is more likely that residents will utilise train services from Ashburys Train Station. This is located slightly further afield, approximately 2.2km to the north-east of the site but is likely that residents will be prepared to walk to this location.
- 4.4.6 On this basis, a summary of rail services from Ashburys railway station is outlined in **Table 4.3**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Hadfield	3 per hour	2 per hour	2 per hour
Manchester Piccadilly	6 per hour	5 per hour	2 per hour
New Mills Central	2 per hour	3 per hour	1 per hour
Rose Hill Marple	2 per hour	2 per hour	-

Table 4.3 – Summary of Rail Services calling at Ashburys

4.5 Summary

- 4.5.1 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 Surveys

5.1 Introduction

- 5.1.1 It is important to fully understand existing travel patterns to and from the site. In order to obtain such travel data, Curtins liaised with One Manchester during the preparation of the travel surveys to determine areas of importance regarding existing travel patterns. The survey leaflet was posted to all residents at Chadwick Place, which can be found in **Appendix A**. The leaflet included an Information Pack, some background on the Travel Plan process, as well as a website link to the Online Survey Questionnaire and QR code (to facilitate easy access).
- 5.1.2 The survey intended to gain information from residents regarding current and future travel habits, as well as individual opinions on travel to and from Chadwick Place. Despite the survey link remaining open for several weeks there were limited responses from existing residents on site.
- 5.1.3 Whilst responses were low, it is clear from **Section 4** of this Travel Plan that the site benefits from a highly sustainable location and close proximity to transport options (outside of the private car), which is reflected in the responses captured in the survey. The information collated from the survey has been revised against the measures set out in **Section 6** of this TP.

5.2 Survey Design

- 5.2.1 The surveys extracted the following key information:
- Working patterns;
 - Usual mode of travel and reason for modal choice;
 - Distance of travel to / from the site;
 - Any barriers to travelling by sustainable modes; and,
 - Initiatives that could encourage more sustainable modes of travel.

5.3 Data Analysis

- 5.3.1 The first question of the TP survey asked respondents how many cars/vans they had in their household with the results presented in **Figure 5.1** below. This demonstrated that 50% owned one car and the remaining 50% did not own a car.

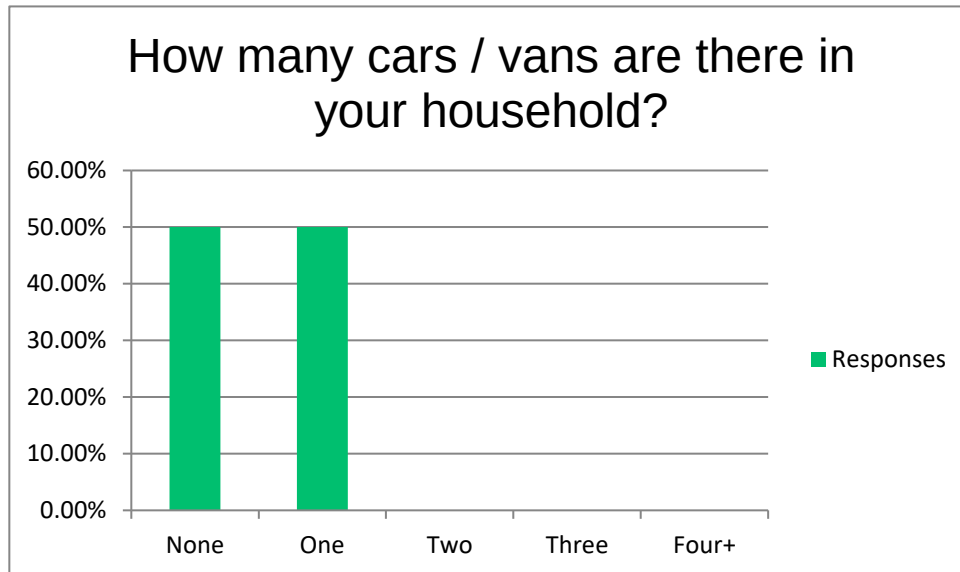


Figure 5.1 – Cars/Vans Per Household

- 5.3.2 Question 2 asked where people typically parked their cars. The result shown that one individual parked on-street in the local area, whilst the other respondent did not own a car or van. Question 3 asked people if they use the on-site cycle storage, in which both respondents said no.
- 5.3.3 Question 4 asked respondents for their work postcode, the results showed that one individual had a Altrincham postcode whilst the other had Liverpool postcode.
- 5.3.4 Question 5 asked what days of the week residents usually travel to work. The results showed the respondents worked on weekdays, with some weekend travel for work also occurring. **Figure 5.2** below demonstrates the results for Question 5.



Figure 5.2 – Days of week residents travel to work

- 5.3.5 Question 6 asked how residents typically travelled to work, one resident travelled by car whilst the other travelled by tram.
- 5.3.6 Question 7 asked residents how far they travel for work. One resident travelled 6-10 miles whilst the other resident travels over 20 miles.
- 5.3.7 Similarly, Question 8 asked residents how long their journey to work takes. One respondents journey takes 31-45 minutes whilst the other respondents journey takes 46-60 minutes.
- 5.3.8 Question 9 extracted information on the reasons for respondents' modal choices, with the results presented in **Figure 5.3**.

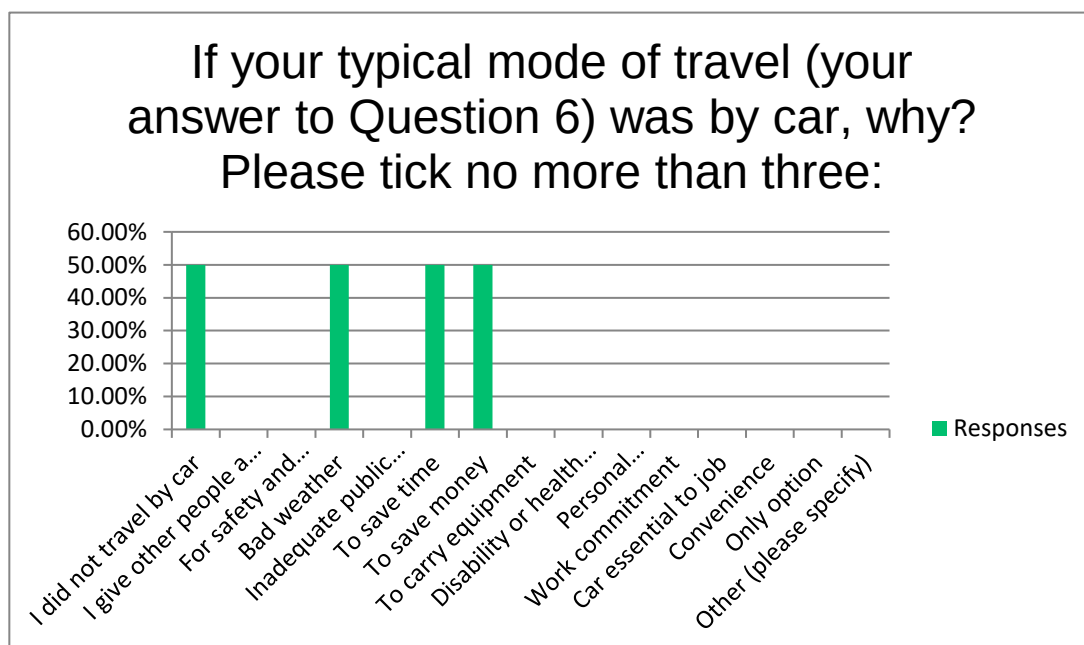


Figure 5.3 – Modal Choice Reason

- 5.3.9 **Figure 5.3** illustrates that the most popular responses were, bad weather, to save time and to save money. One response outlined that they do not travel by car.
- 5.3.10 Question 10 gathered information on what would encourage respondents to travel by sustainable modes of travel. **Figure 5.4** summarises the responses to Question 9.

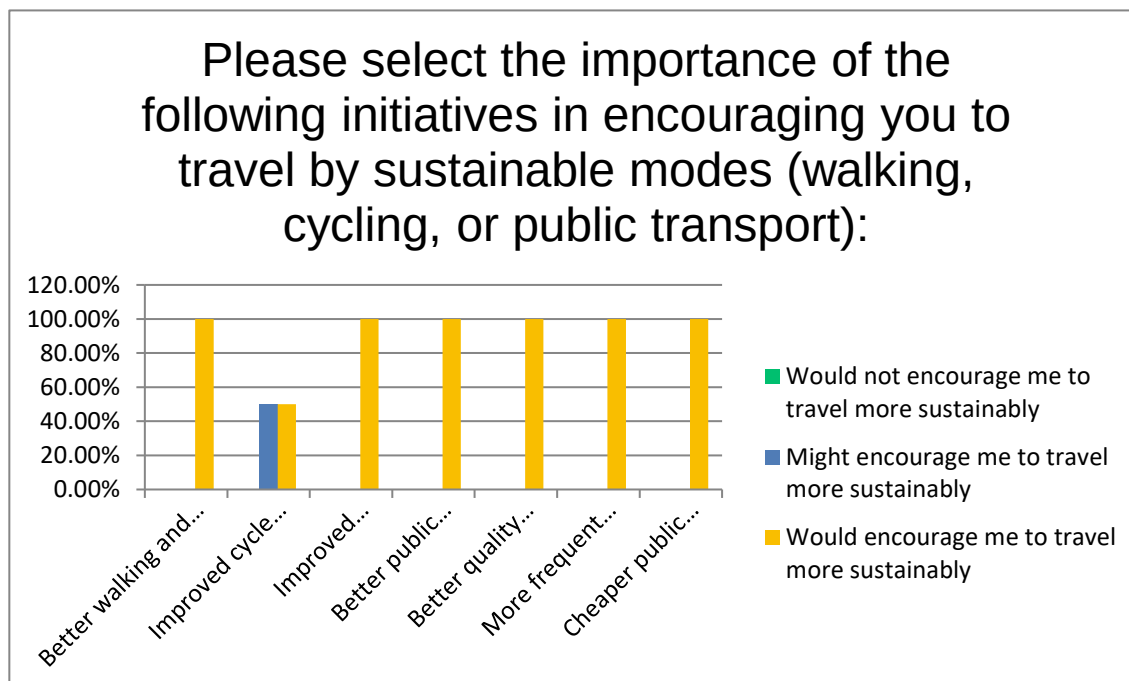


Figure 5.4 – Initiatives to encourage sustainable travel modes

- 5.3.11 Similarly, to Question 10, Question 11 asked residents if there was anything else that would encourage them to travel by sustainable modes. No answers were received to this Question.
- 5.3.12 Question 12 asked respondents whether there were any particular barriers that made it difficult for them to use sustainable transport options. One individual outlined that changing between different modes of transports during the journey made it difficult and expensive to use public transportation.
- 5.3.13 Question 13 concluded the questionnaire asking residents for any additional comments about their travel patterns. No answers were received to this Question.

5.4 Summary and Next Steps

- 5.4.1 It is proposed that surveys are undertaken annually for a period of 3 years. The results and analysis of the surveys will be sent to the Travel Plan team at the Local Highway Authority within three months from the collection of all survey results. Further information regarding this commitment is provided in **Section 8** of this Travel Plan.

6.0 Travel Plan Initiatives

6.1 Introduction

6.1.1 Taking into account the location of the site and its accessibility via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage sustainable travel and reduce single occupancy car travel to and from the site.

6.1.2 This section of the Travel Plan sets out the initiatives for the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

Timescales

6.1.3 The following terms have been used to provide an indication of timescales for each element of the action plan:

- Immediate – to be actioned upon adoption of the Travel Plan;
- Short Term – to be completed within 1 year;
- Medium Term – to be completed within 2 years;
- Long Term – to be completed within 3 years; and,
- Ongoing – an ongoing element which spans the life of the Travel Plan.

6.2 Appointment of Travel Plan Coordinator (TPC)

6.2.1 Sarah Tate, Commercial Manager at One Manchester, has been nominated as the TPC for the development. The contact details of the TPC are included on the Information Pack referenced in **Section 6.3**.

6.2.2 The TPC is responsible for ensuring that the various elements of the Travel Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Travel Information Pack

6.3.1 The distribution of a concise Travel Information Pack can be an effective initiative in informing residents of the travel options available and influencing travel patterns. All residents will receive a copy of the Travel Information Pack. This is provided in **Appendix B** to the rear of the report.

6.3.2 A Travel Information Pack can be important in influencing travel patterns, and the contents could include the following:

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;

- The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of public transport services, including ticketing options, timetables, and routes;
- Details of the Travel Plan Co-ordinator (TPC);
- Details and links to Car Sharer database registration;
- Car Club schemes;
- Electric Cycle schemes;
- Contact information for community transport options where necessary;
- Location of Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week etc); and,
- Information on rail cards and other incentive schemes available to rail travellers.

6.3.3 The information contained with the Information Packs would be periodically reviewed and updated by the TPC. The information above could also be placed on notice boards in communal areas.

6.4 Measures to Encourage Walking

6.4.1 Walking is the most accessible and sustainable mode of travel. Any individual in relatively fair health can incorporate walking as a part of their journey. Furthermore, 30 minutes of moderate activity, five or more times per week will enhance an individual's health and fitness.

6.4.2 As shown in **Section 4** there is a high quality of pedestrian infrastructure located within the surrounding area. The following measures will be promoted in order to encourage residents to utilise this infrastructure as much as possible:

- Raise awareness of the health benefits of walking;
- Information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.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.

6.5 Measures to Encourage Cycling

6.5.1 **Section 4** also demonstrates the good quality surrounding cycle infrastructure. There is also cycle parking provided on site. To further encourage residents to cycle, the following measures will be promoted:

- Information on the local cycle network routes made available through the information packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk.
- Local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;

- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website <https://beeactive.tfgm.com/> ;
- Promotion of events such as “National Bike Week”; and
- The setting up of a residential Bicycle User Group.

6.6 Measures to Encourage Public Transport

6.6.1 **Section 4** also shows that the site is highly accessible by public transport, and that there are wider opportunities to utilise public transport the Greater Manchester region. The following measures will be considered in order to encourage residents to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the Northwest, including contact details for Traveline and its website www.traveline-northwest.co.uk;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Details of Traveline’s online journey planning resources: <https://www.traveline.info/>;
 - Distribute details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
 - Details of MCC’s community transport options for residents who may have difficulty accessing regular public transport;
 - 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.

6.7 Car Sharing

6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents travel to the same location each day. It is envisaged that the proposed level of parking provision will encourage less to drive to the site, and more to engage in sustainable modes of travel such as car sharing. This could be simply encouraged on an informal basis, or managed by the TPC who could match interested people.

6.7.2 There are car sharing organisations which offer a matching service. Residents 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 would need to work for a firm who is registered with the database to benefit from this.

6.7.3 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

6.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.8.1 Ultra-Low and Zero Emission Vehicles contribute substantially to reduce the carbon footprint of private transportation. As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as 'Clean Air Manchester'.

Electric Vehicles (EV)

- 6.8.2 There are many EV charging points in Manchester, some of which are within an acceptable walking distance of the site (for example at Ardwick Sports Hall).
- 6.8.3 This charging point is one of the hundreds of charging points located on the Be.EV network within Manchester. 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.
- 6.8.4 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. / All charge points are free to use, however there is an annual cost associated with the access card.

6.9 Summary

- 6.9.1 A variety of possible measures are therefore available to foster sustainable travel patterns for residents and visitors from the outset. They have been designed specifically in relation to the site's location and end use, with walking, cycling and public transport considered key modes of transport to access education, retail, employment and employment destinations.

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 target strategy and provides an overview of the data that has been collected from travel surveys.

7.2 Data Analysis and Modal Split Targets

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

7.2.2 Given the low uptake on the baseline survey it is not considered suitable derive targets from this information and targets should be reviewed again following the first annual survey. In the meantime 2011 'journey to work' census data has been used to provide an indication of existing travel patterns for the region (based on output area Manchester 018). This is set out in **Table 7.1** below, alongside an example of potential targets. This data demonstrates that the baseline levels of single occupancy car use is already low in the area. The targets have been grouped into the following approximate timescales:

- **Short Term Target** – to be achieved within 1-2 years from first occupation;
- **Medium Term Target** – to be achieved within 2 – 5 years from first occupation; and
- **Long Term Target** – to be achieved within 10 years from first occupation.

Transport Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Single Occupancy Car	29%	-1.5%	-1.5%	-2%	-5.0%
Public Transport	36%	+0.5%	+0.5%	+0.5%	+1.5%
Cycling	4%	+0.5%	+0.5%	+0.5%	+1.5%
Walking	28%	+0.25%	+0.25%	+0.5%	+1%
Car Sharing	3%	+0.25%	+0.25%	+0.5%	+1%
Work from home	0%	+0%	+0%	+0%	+0%

Table 7.1 – Modal Shift Targets

7.2.3 As can be seen from the targets, they aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, such as by active travel (walking and cycling) and public transport. This information will be continuously reviewed against future surveys and will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

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 Travel Plan. 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.

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

8.2 Travel Plan Coordinator (TPC)

8.2.1 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;
- Promoting individual measures in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

8.2.2 As the Travel Plan develops, it may be appropriate to establish working groups consisting of residents who have shown an active interest in the TP process. These groups could work alongside the TPC, and help organise the implementation of some of the initiatives

8.3 Ongoing Review Process

8.3.1 In order to record and communicate the progression of the TP, the TPC will produce an annual review report which will include the following:

- A report of progress against targets;
- Provision of information on new initiatives;
- Information on proposed initiatives; and
- Details of any relevant external transport news (e.g. new buses, new cycle lanes etc.).

8.4 Monitoring and Evaluation

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

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

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

8.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve resident travel surveys as described in **Section 5**.

8.4.3 The TPC will arrange for travel surveys to be carried out annually for a period of three years. The results and analysis of the surveys will be sent to Manchester City Council within three months from the collection of the survey results.

8.4.4 Future year surveys need not be as detailed as the baseline surveys, but as a minimum, future surveys should include a question concerning mode of travel to allow the indication of progress against modal shift targets. Any changes to the Travel Plan, in particular the targets, will be made in agreement with Manchester City Council.

8.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce a monitoring report which will be provided to officers at Manchester City Council for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

Appendix A – Travel Plan Leaflet

Dear Resident,

Curtins is assisting One Manchester in implementing a Travel Plan at the Chadwick Place site in Ardwick. A Travel Plan is a strategy and package of measures that aim to promote sustainable travel, including walking, cycling, public transport use and car sharing. A Travel Plan is being prepared for Chadwick Place to ensure that the site is accessible to residents and visitors. This will help to deliver health, environmental and financial benefits for all those who live at and visit Chadwick Place.

The Travel Plan forms part of the planning requirements of Chadwick Place to encourage the use of sustainable modes of transport in accordance with Council policies. Travel surveys play an important role in Travel Plans to better understand how residents and visitors are currently travelling to/from Chadwick Place. The survey results will support the development of an action plan which will help to improve and encourage active, and more sustainable, travel options.

We would be grateful therefore if you would complete this short anonymous travel survey to help inform the Travel Plan. It should take up to 5 minutes to complete. The Travel Plan Survey can be accessed via the following link or by scanning the QR code.

<https://www.surveymonkey.co.uk/r/ChadwickPlaceTravelSurvey>



Appendix B – Travel Information Pack

CHADWICK PLACE, ARDWICK Travel Plan

Information Pack

What is a Travel Plan?

A travel plan is a set of measures that are designed to help promote sustainable transport within a school, a business or a residential development, with the main aim of reducing travel by single occupancy vehicles.

Chadwick Place's Travel Plan is available online and in paper copy – ask the TPC!

What are the Objectives of Chadwick Place's Travel Plan?

- A healthier and happier population
- A reduction in financial wastage for future residents
- Increased accessibility to the site for future residents

Travel Plans Benefit Everyone!

Residents at Chadwick Place can benefit from improved health, reduced stress, cost and time savings. You can enjoy an overall better quality of life!

The surrounding community will benefit from reduced congestion, journey times and the negative effects of less sustainable forms of travel such as driving on your own.

The local and global environment can generally benefit from reduced pollution, improved air quality and less noise and dirt. You would be doing your bit for global climate change!

Travel Plan Co-ordinator (TPC)

TPC Name:

Sarah Tate

Contact Details:

Sarah.Tate@onemanchester.co.uk

Extra Reading and Handy Links

TfGM Online Journey Planner:

<http://my.tfgm.com/>

Greater Manchester Walking:

<http://gmwalking.co.uk/>

Halfords (Ardwick Green):

<https://www.halfords.com/locations/manchester-ardwick-green-autocentre/>



Active Travel in Manchester

There are lots of ways in which you can get started with active travel opportunities, explore the city, and make friends in the process. These include a local cycling and walking forum, cycle training classes, dog walking groups, weekly 5k timed runs, and leisure walking groups. For more information, kindly visit the following links:

Greater Manchester Walking

<https://gmwalking.co.uk/>

Greater Manchester Moving (Cycling Resource)

<https://www.gmmoving.co.uk/media/3699/cycling-offer-final-2020.pdf>

Manchester Bikes:

<https://www.manchesterbikes.co.uk/>

TfGM Cycling and Walking:

<http://tfgm.com/cycling-and-walking/>

<https://beeactive.tfgm.com/cycle-hire/>

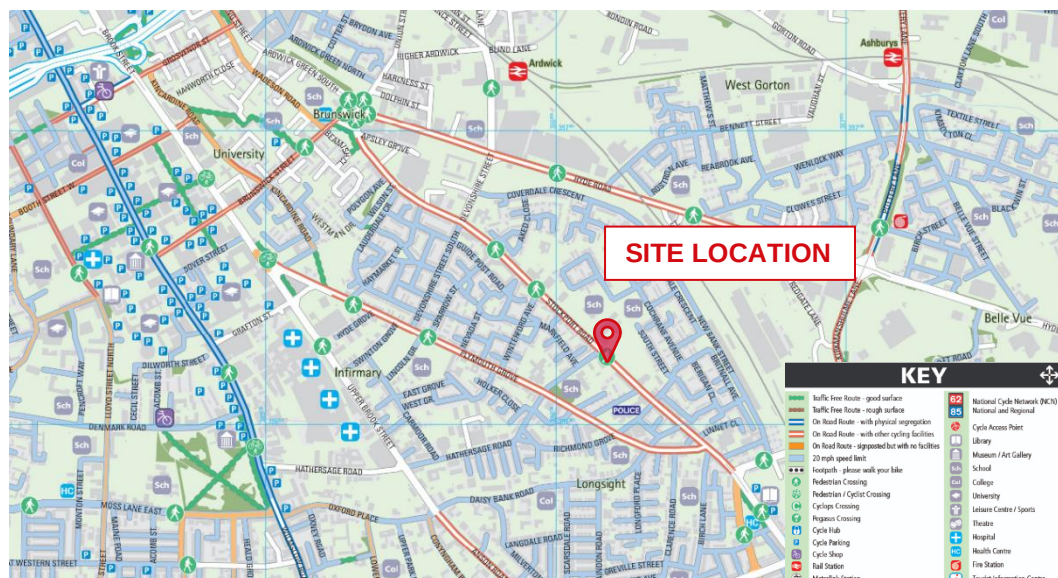
Travel Plan Measures

A summary of measures is provided below. If you are unsure about any of the initiatives and how they can benefit you, speak to the TPC:

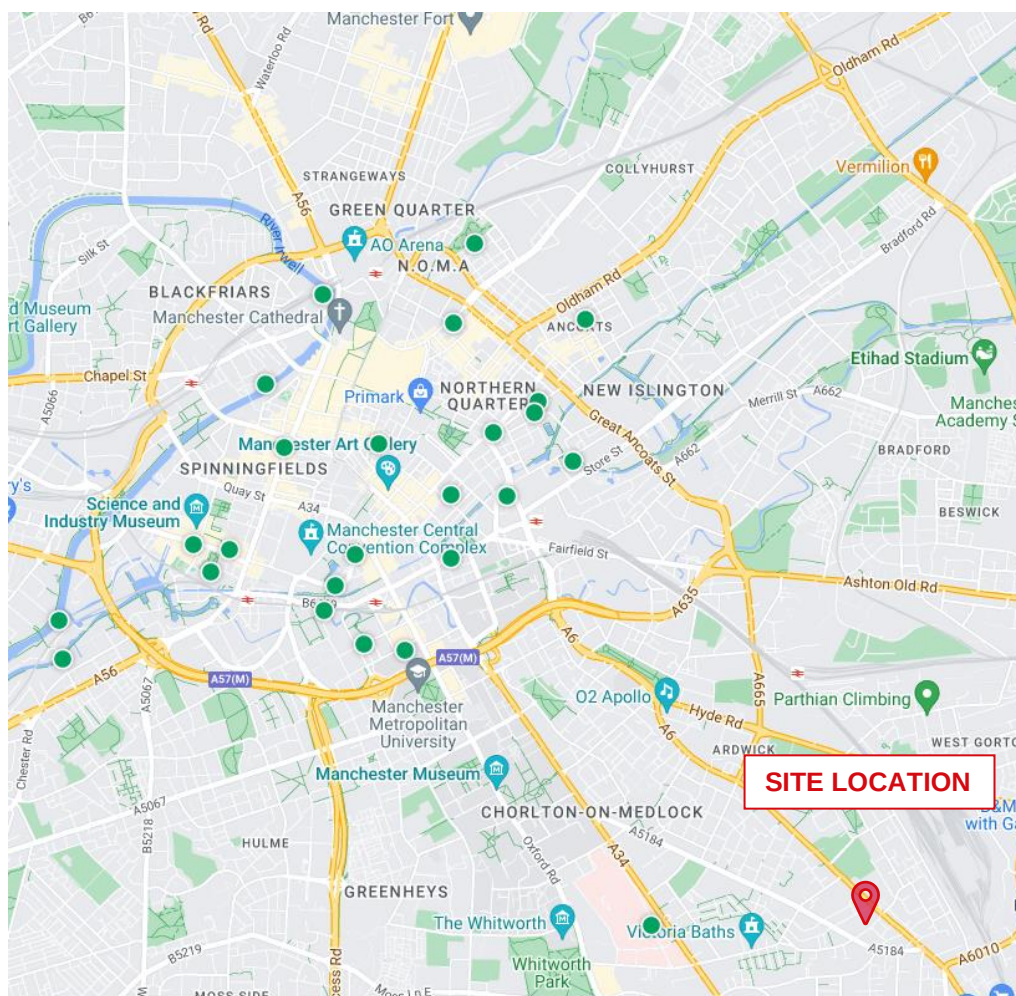
Initiative	Description
Greater Manchester Walking	Promote the Greater Manchester Walking resource, an information hub comprising walking routes to explore the local area or somewhere new, or to join a local walking group.
Connecting with Cycle Providers	Promoting cycle providers such as Halfords located at Ardwick Green
TfGM Cycling and Walking	Promote the TfGM Cycling and Walking resource, an information hub for training, bike parking, routes, rides and tips for all abilities.
National Bike Week	A week aimed at promoting cycling and supporting a growing social movement, passionate about making it easier for more people to cycle.
My TfGM App and Online Journey Planner	An online platform which allows for residents to receive personalised journey planning advice and save favourite journeys to their account upon registration.
Service Details	Provide the details of local cycling routes, bus, and train services.
Liftshare	This car share platform can match people in the local area who travel to the same location each day.
Promote Car Clubs	Promote car clubs which allow for cars to be rented by the hour for short-term use, as an alternative to car ownership.
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.



Local Cycle Map



Enterprise Car Club Vehicle Locations

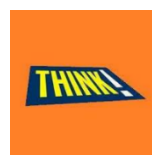


School Travel

Living Streets – benefits of active school runs and free toolkits on how to get started;

The Spare Seat Scheme helps provide further seats to assist parents/carers who are responsible for making their child's arrangements; and

THINK! Road Safety education and training.



OUR LOCATIONS

Birmingham

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

Bristol

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

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