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OLDHAM ROAD, NEWTON HEATH

TRAVEL PLAN FRAMEWORK

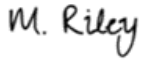
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10 November 2023

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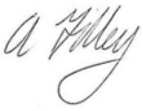
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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of One Manchester Limited to provide traffic and transportation advice in relation to the redevelopment of land adjacent to the A62 Oldham Road in Newton Heath.

1.1.2 In 2020, Curtins provided transport planning advice in relation to a planning application for the development described as follows:

Erection of a part 4 (plus ground), part 5 (plus ground) storey building to form 100 residential apartments (Use Class C3a) together with ground floor commercial floorspace (Use Classes A1, A2, A3, B1 and D1) (211 sqm) and erection of 39 two and three storey dwellinghouses (Use Class C3a) along with associated access, landscaping, boundary treatment and car parking.

1.1.3 The planning application (reference: 125990/FO/2020) was granted approval in May 2020, subject to a number of conditions.

1.1.4 This development forms Phase 1 of a wider development on the site is undergoing construction at the time of writing, and that a planning application is being prepared for the further phases of the development (Phases 2 and 3).

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) 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*, DCLG, 2019.

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 Curtins previously prepared a Transport Assessment (ref: 074056-CUR-00-XX-RP-TP-001) and Interim Travel Plan (ref: 74056-CUR-00-XX-RP-TP-002) to support the planning application.

1.3.2 Condition 30 of the decision notice states the following:

"Prior to the first occupation of each phase of the residential element of the development, a travel plan framework for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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;

Mechanisms for the implementation of the measures to reduce dependency on the private car;

Measures for the delivery of specified travel plan services; and

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 each phase of the residential element of development, a Travel Plan for that phase 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 relevant phase of development hereby approved is in use."

1.3.3 As Phase 1 of the development is currently under construction, this Travel Plan Framework (TPF) has been prepared to discharge the preoccupation element of Condition 30 above.

1.3.4 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

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

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

1.3.5 This document has been written in accordance with the above statement and with reference to the following key documents:

- National Planning Policy Framework, DCLG, 2019;
- Greater Manchester Transport Strategy 2040, TfGM, 2017; and

- National Planning Practice Guidance, DCLG, 2014.

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. **Section 9** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Summary

2.1.1 The benefits from a Travel Plan can be categorised under three 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.

2.1.3 Most car journeys are within cycling distance, and many could be walked[1]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[2]:

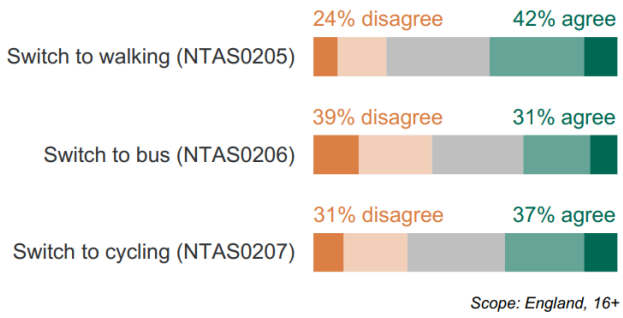


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[3]. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger

[1] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[2] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1
[3] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[4].

2.2.3 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[5] 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."

2.2.4 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.5 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives which will then be considered by the UK Government.

2.2.6 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

2.2.7 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.

2.2.8 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.2** below:

[4] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[5] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

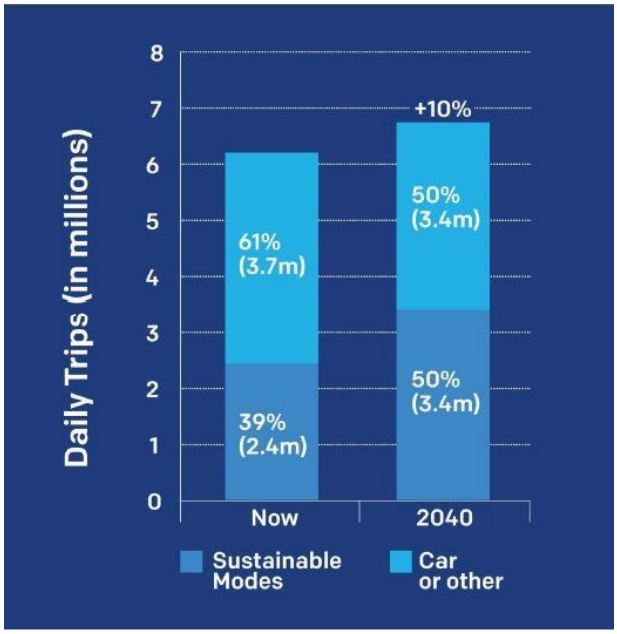


Figure 2.2 – Right Mix for Greater Manchester (2017 to 2040**)**

(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.9 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.10 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[6]. 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[14]. 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 do not always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

[6] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecast to be 'moderate' or above at https://cleanairgm.com/data-hub/forecast-and-alerts/.

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"*[7]. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance[8], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

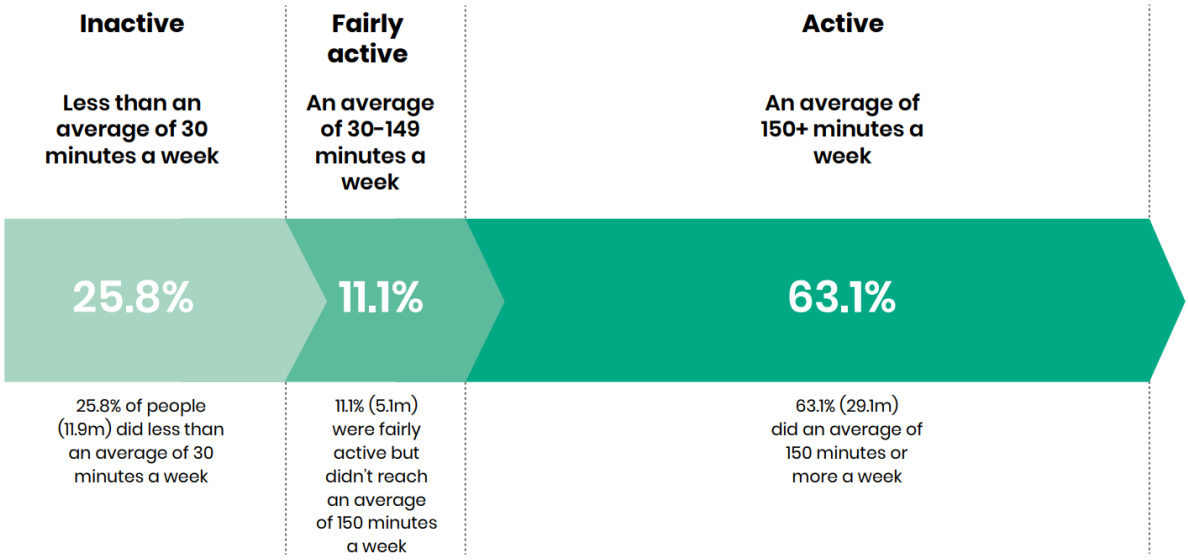


Figure 2.3 – Activity Levels for Adults

2.3.6 This has contributed to poor health in much of the adult population[9]:

> *"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]*
>
> *The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.*
>
> *The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."*

2.3.7 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

[7] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[8] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports
[9] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021

pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.4** below:

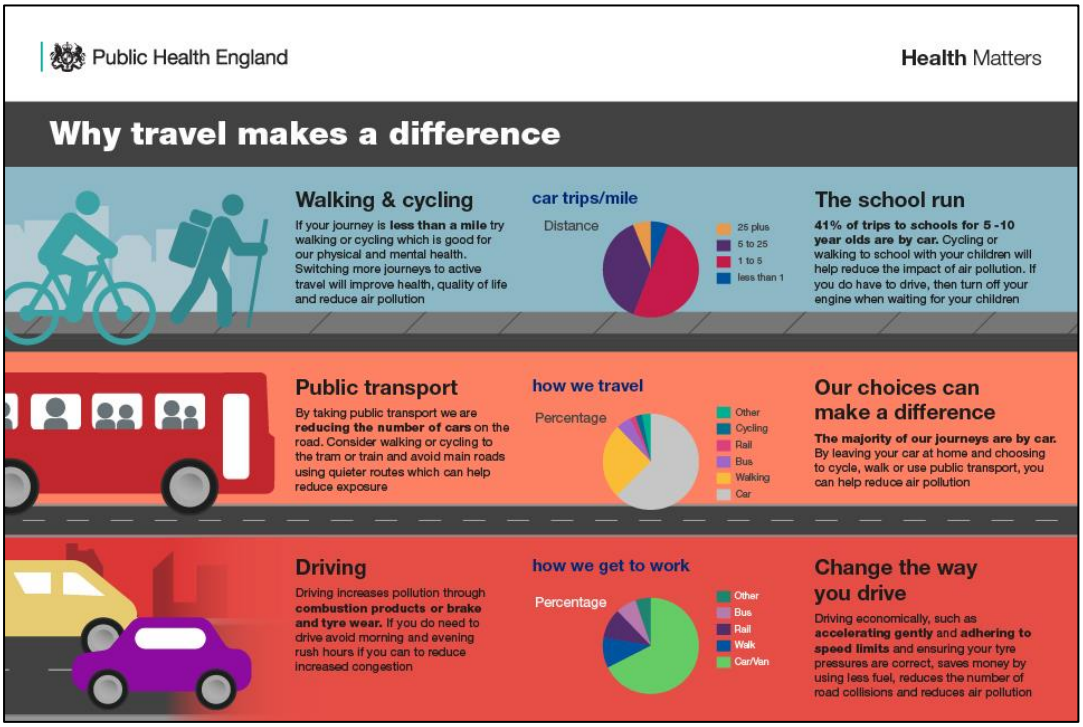


Figure 2.4 – The Impact of Travel Behaviour on Public Health

2.3.8 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"[10].

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.

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 conservatively calculated to directly

[10] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292

cost the NHS up to £1 billion per annum (in 2006-07 prices)[11], with further indirect costs estimated at £8.2 billion (in 2002 prices)[12].

2.4.2 As illustrated by **Figure 2.5** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[13].

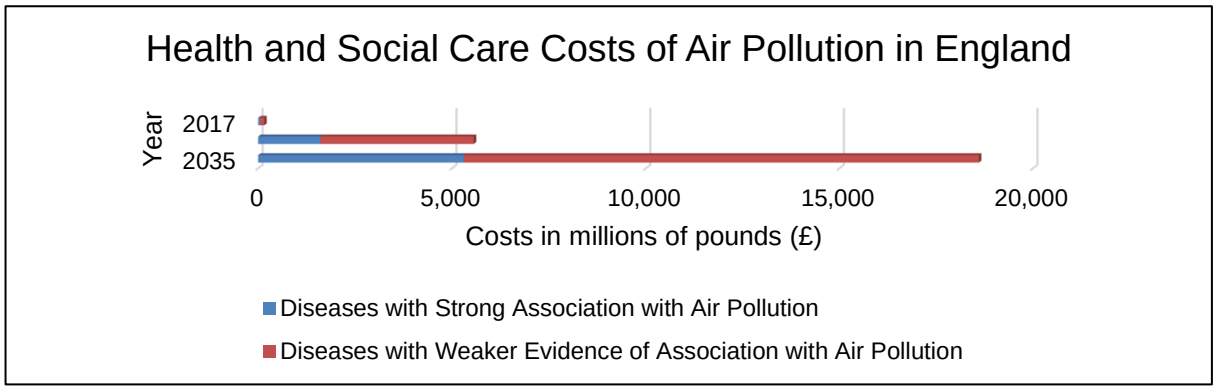


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[14].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[15] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[16].

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[17]. Cycle parking delivers five times higher retail spend than the same area of car

[11] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[12] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.
[13] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[14] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[15] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[16] Eddington Transport Study (2006)
[17] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

parking[18]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[19].

2.4.6 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.

2.4.7 Living Streets claims the benefits of walking and exercise for business include[20]:



2.4.8 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.*

[18] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[19] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[20] Living Streets (undated). Walking Works [Online]. Available at: https://www.livingstreets.org.uk/products-and-services/projects/walking-works

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 of the 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 For example, in Greater Manchester, TfGM have recently introduced plans to make journeys by bus quicker, cheaper, greener, more reliable, more accessible, and more attractive. This brings mutual benefits to bus users (more attractive bus journeys) and also to TfGM by bringing buses under local control (easier to run and manage).

2.6.3 The outcome of this is a Bus Service Improvement Plan, published in October 2021 on behalf of the GMCA. Buses are now part of an integrated public transport network, known as the 'Bee Network', which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA coordinate the bus network and contract bus companies to run the services. The first Bee Network buses started running in September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. The scheme is expected to be expanded in March 2024, for bus services in Oldham, Rochdale. By January 2025. All Greater Manchester buses will be under local control.

2.6.4 New low bus fares have now been extended to September 2024, meaning that people in Greater Manchester will pay no more than:

- £2 for an adult single fare, £1 for a child.
- £5 to travel all-day by any bus, £2.50 for a child.
- £21 to travel by any bus for seven days, £10.50 for a child.

2.6.5 Bus franchising is envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester. A new range of bus and Metrolink tram tickets (Bee AnyBus + Tram) is also being introduced from 24 September and will be up to 20% cheaper compared to paying separately for bus and tram journeys.

2.6.6 In March 2023, Greater Manchester signed a new Trailblazer Deeper Devolution Deal with the government. This sets out a roadmap to fully integrate local rail services into the Bee Network by 2030. So far, this has included:

- Contactless touch-in/touch-out travel on local train services.

- A stations charter looking at land value and regeneration opportunities across central Manchester.
- Looking at wider opportunities for the integration of rail services, stations, co-branding and making fares simpler.

2.6.7 The Bee Network will also include the UK's largest cycling and walking network, connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. Hire bikes and e-bikes are available in areas of Manchester, Salford, and Trafford.

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.

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

- **Objective 1 –** To increase the attractiveness of active and sustainable modes;
- **Objective 2 –** To reduce single occupancy car travel to and from the site;
- **Objective 3 –** To provide a forum where residents can voice travel related opinions / concerns; and
- **Objective 4** – To reduce congestion and improve road safety in the local area.

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located at c. 1.5km to the south-west of Failsworth town centre, c. 5.5km to the north-east of Manchester City Centre, and c. 8km to the south-west of Oldham town centre. More locally, the site is bordered to the north by the A62 Oldham Road, to the east by Droylsden Road, to the south by Holyoak Street, the Newton Silk Mill and a Lidl superstore, and to the west by Dulverton Street. Newton Street also bisects the site in a north-to-south alignment.

3.1.2 **Plan 074056-CUR-00-XX-DR-TP-06001-P01** illustrates the location of the site in relation to the surrounding regional areas, whereas **Figure 3.1** below and **Plan 074056-CUR-00-XX-DR-TP-06002-P01** show the site in a more local context relating to the local highway network:

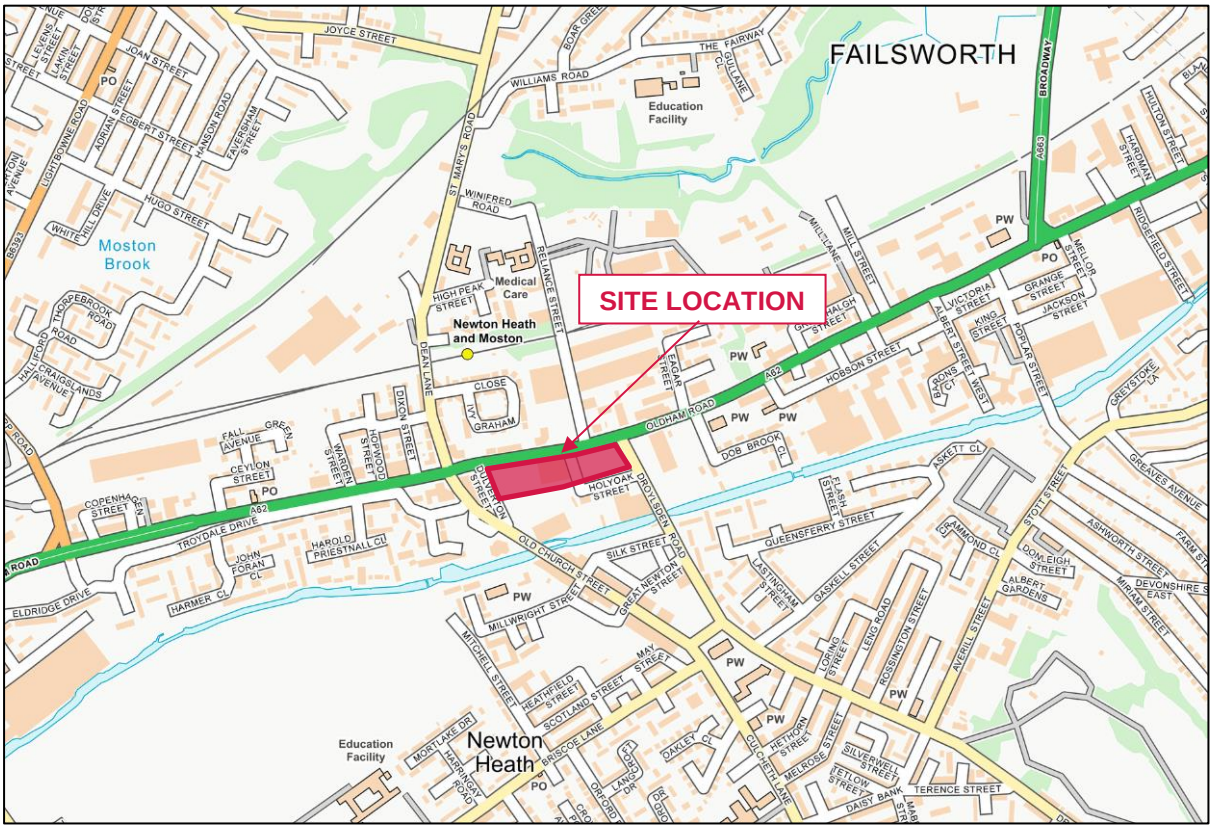


Figure 3.1 – Site Location in Relation to the Local Highway Network

(Source: OS MasterMap, 2023)

3.2 Existing Use and Access

3.2.1 Parts of the site currently comprises an existing industrial warehouse for a takeaway / restaurant catering business and associated car parking with c. 17 spaces (2 of which are disabled parking bays), whereas the remainder of the site comprises open space.

Vehicular Access

3.2.2 The site is currently accessed off Newton Street, which, in turn, can be accessed from the A62 Oldham Road or Holyoak Street.

Pedestrian and Cycle Access

3.2.3 Pedestrian access to the site can be taken in a similar manner to the vehicular access. The open space around the industrial warehouse is gated from public access, whereas the open space to the east of the industrial warehouse is accessible from Oldham Road, Newton Street, Holyoak Street and Droylsden Road.

3.3 Surrounding Highway Network

A62 Oldham Road

3.3.1 Forming the northern boundary of the site, the A62 Oldham Road extends for a length of c. 7km between Manchester City Centre and Failsworth in a north-easterly direction, eventually continuing as the A62 Manchester Road into Oldham Town Centre.

3.3.2 In the vicinity of the site, the A62 Oldham Road comprises a two-way, single carriageway with an average width of c. 13m with two lanes in each direction. Where appropriate, the road also widens to accommodate turning lanes. At signalised junctions, there are also advanced cycle stop lanes.

3.3.3 There are footways of c. 3m wide along both sides of the carriageway, complete with dropped kerbs at key locations to facilitate safe crossing of the road. At the four-arm signalised junction between the A62 / Dean Lane / Old Church Street, there are also dropped kerbs with tactile paving and signalised crossing facilities. There are also guard rails to channel pedestrians. Whereas, at the A62 / Droylsden Road junction, there are dropped kerbs and uncontrolled crossing facilities. There are central refuge islands for pedestrians to cross the road in two stages. It can be observed that the footways are well-maintained and in good condition.

3.3.4 The road is bordered by a variety of terraced houses, local shops and bus stops, as such it is well-lit with street lighting columns at regular intervals. The bus stops in the vicinity of the site comprise infrastructure such as a shelter with seating, timetable information and raised kerbs to assist boarding and alighting. These stops host bus services to Manchester City Centre, Oldham, and Uppermill (discussed further in **Section 4** below).

3.3.5 The A62 Oldham Road is subject to a speed limit of 30mph which is enforced using speed cameras. This is signed to make road users aware. TROs are present along the entire road in the form of double yellow parking restrictions (no waiting at any time) and single yellow parking restrictions at bus stops (no stopping except buses). There are also several “Keep Clear” markings at the A62 / Reliance Street priority junction to the north of the site to prevent blocking.

Newton Street / Dulverton Street / Holyoak Street

3.3.6 Bisecting the site, Newton Street commences at a priority junction with the A62 Oldham Road and extends for c. 60m in a southerly direction. At its southern terminus, Newton Street meets Holyoak Street, which extends for c. 100m in an east-to-west alignment between a priority junction with Droylsden Road and terminates at a cul-de-sac.

3.3.7 At its western terminus, Holyoak Street is separated from the neighbouring Lidl supermarket car park by a high fence, however this is not fully fenced off and pedestrians / cyclists can still access the Lidl car park. The road also provides access to the service yard off Newton Silk Mill to the south of the site.

3.3.8 Forming the western boundary of the site, Dulverton Street commences at a priority junction with the A62 Oldham Road and extends for c. 100m in an approximate southerly direction, prior to terminating at a priority junction with Old Church Street to the south of the site. At the time of writing, Dulverton Street is temporarily closed off to public access due to construction works associated with the adjacent Rosedale Building redevelopment.

3.3.9 Newton Street, Dulverton Street and Holyoak Street share similar characteristics such that all three roads are single carriageways subject to speed limits of 20mph. Newton Street and Dulverton Street have average carriageway widths of c. 5m, whereas Holyoak Street is slightly wider at c. 6m.

3.3.10 The roads have footway provision along both sides of the carriageway, ranging between 1-2m wide, and are complete with dropped kerbs and street lighting.

3.3.11 On-street parking occurs along Newton Street and Holyoak Street that does not obstruct the flow of traffic. Notwithstanding, there are signs at the entrances to private properties (i.e. the existing industrial warehouse onsite, Newton Silk Mill and the businesses south of Holyoak Street) prohibiting vehicles from parking and blocking the entrance.

Droylsden Road

3.3.12 Forming the eastern boundary of the site, Droylsden Road commences at a priority junction with the A62 Oldham Road and extends for c. 1km towards the southeast and continues as Graver Lane through Newton Heath. The road comprises a single, two-way carriageway with an average width of 6.5m throughout.

3.3.13 Footway provision on Droylsden Road has an average width of c. 2m and is available on both sides of the carriageway, complete with dropped kerbs. The road is also well-lit, and the footways are well-maintained and in good condition.

3.3.14 The road is subject to a speed limit of 20mph. Further to the south of the site, there are signs informing road users of a school zone, and there is a raised table along with painted “SLOW” road markings, and a signalised crossing facility with a raised table and tactile paving.

3.3.15 Droylsden Road primarily comprises TROs in the form of double yellow parking restrictions. At certain points further from the site, the TROs take the form of single yellow parking restrictions (no waiting between 08:00 - 18:30).

4.0 Development Proposals

4.1 Summary

4.1.1 A housing scheme is proposed comprising two plots either side of Newton Street, with a mix of c. 100 apartments and c. 39 houses. The houses will be 100% affordable rent, whereas the apartments will be 100% social rent. 100% parking provision is provided in the form of secure parking spaces (accessed from Holyoak Street and Dulverton Street) and driveways (for houses fronting Newton Street and Holyoak Street).

4.1.2 The development would also comprise cycle parking for residents and visitors in the form of cycle stores for the apartments and within the curtilage of each house, c. 211m^2 GIA of commercial uses (Use Class A1 – A3, B1 and D1), a communal children's play area, and on-site hard and soft landscaping and parking.

4.1.3 It is proposed that two new site access points would be created to serve the development, located as follows:

- Off Holyoak Street, c. 40m to the west of the Holyoak Street / Droylsden Road priority junction. This access would serve the car park comprising 15 spaces for 15 houses located on the parcel of land to the east of Newton Street;
- Off Dulverton Street, c. 30m to the north of the Dulverton Street / Old Church Street priority junction. This access would serve the car park comprising 111 spaces for the 100 apartments and 11 houses located on the parcel of land to the west of Newton Street.

4.1.4 There are footways proposed for pedestrian access into the parking areas. These accesses are proposed to be gated for security purposes. Once within the site boundary, the site is fully permeable such that residents can access the apartment blocks, communal areas, cycle store, and the back gardens of the houses.

4.1.5 A cycle store for residents of the apartment units and visitors to the site is located at the ground floor levels of both apartment blocks. These secure stores can be accessed from the car parking area; therefore, it is envisaged that cyclists would access the site in a similar manner to the vehicular access.

4.1.6 The site layout is displayed in **Appendix A.**

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. 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.

5.1.2 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.

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. 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 5.1**.

	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 5.1 – CIHT Suggested Acceptable Walking Distances

5.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 074056-CUR-00-XX-DR-TP-06003-P01** shows distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips; which are considered a good approximation for the majority of trips associated with the development.

5.2.3 Within the 500m walking catchment there are a range of services and facilities. For instance, there are numerous supermarkets located nearby the site, with Lidl situated immediately to the south of the development. Other nearby supermarkets include Farmfoods, Asda and Lidl. The 500m walking catchment also comprises medical facilities such as Newton Heath Health Centre, 'Well – Newton Heath' Pharmacy and Newchem Chemist. Several places of worship are located nearby the site,

including Heathfield Church, Kingdom Hall of Jehovah's Witnesses and Ebenezer Baptist Church. Additional services include Newton Heath Working Men's Club, Texaco Petrol Station, Garside Garden Centre, a local bakery and Brighter Beginnings Nursery.

5.2.4 Key transport links such as Newton Heath and Moston tram stop can be accessed within the 1,000m walking distance catchment, which provides regular services to areas such as Manchester City Centre and Oldham. Leisure facilities such as Failsworth Fitness Centre, Orford Road Community Park and Brookdale Park are located within 1km of the site, in addition to several educational facilities. These include Briscoe Lane Academy, Christ the King RC Junior and Infants School, Broadhurst Primary School, St Wilfred Church of England Primary School, amongst many others. Further facilities within 1,000m include Brookdale View Care Home, Droylsden Road Family Practice, Morrisons Supermarket, The Railway Pub, Newton Heath Job Centre and Greater Manchester Police HQ.

5.2.5 Within a walking distance of 2,000m there is an abundance of educational, leisure and medical facilities, as well as numerous industrial plots along Oldham Road, which could provide employment opportunities to future residents of the site. There are also several pubs, parks and further transport links located within this catchment.

5.2.6 The proposed development has good pedestrian access to green space. Most notably, Clayton Vale is located approximately 1.8km south of the proposed development, which provides walking and cycling opportunities for nearby residents and future residents of the proposed development. Additional green spaces nearby the site include Moston Vale and Lower Memorial Park.

5.2.7 It is considered that the site is situated within a highly accessible area, with several complementary land uses within walking distance.

5.3 Cycle Accessibility

5.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 074056-CUR-00-XX-DR-TP-06004-P01** presents an 8km cycle catchment for the site. The 8km cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009) and equates to a journey time of approximately 32 minutes when travelling at an average speed of 15kmph.

5.3.2 The 8km catchment extends as far as Chadderton to the north, Ashton-under-Lyne to the east, Levenshulme to the south, and Manchester / Salford City Centre to the west. The catchment also encompasses all of Manchester City Centre including all major transport links, employment opportunities, educational facilities, shopping centres, bars, restaurants, leisure centres and tourist attractions.

5.3.3 Route 66 on the National Cycle Network (NCN) is situated approximately 200m south of the proposed development. The route runs along an east – west alignment, connecting the site to many nearby residential areas whilst providing access to Manchester Piccadilly and Failsworth Town Centre, as well as an abundance of other key facilities. Route 66 mostly runs along Rochdale Canal Tow Path and is therefore mostly free of any vehicular traffic, providing opportunities for future residents to travel by bicycle. The local cycle network within the vicinity of the site is reproduced in **Figure 5.1** below:

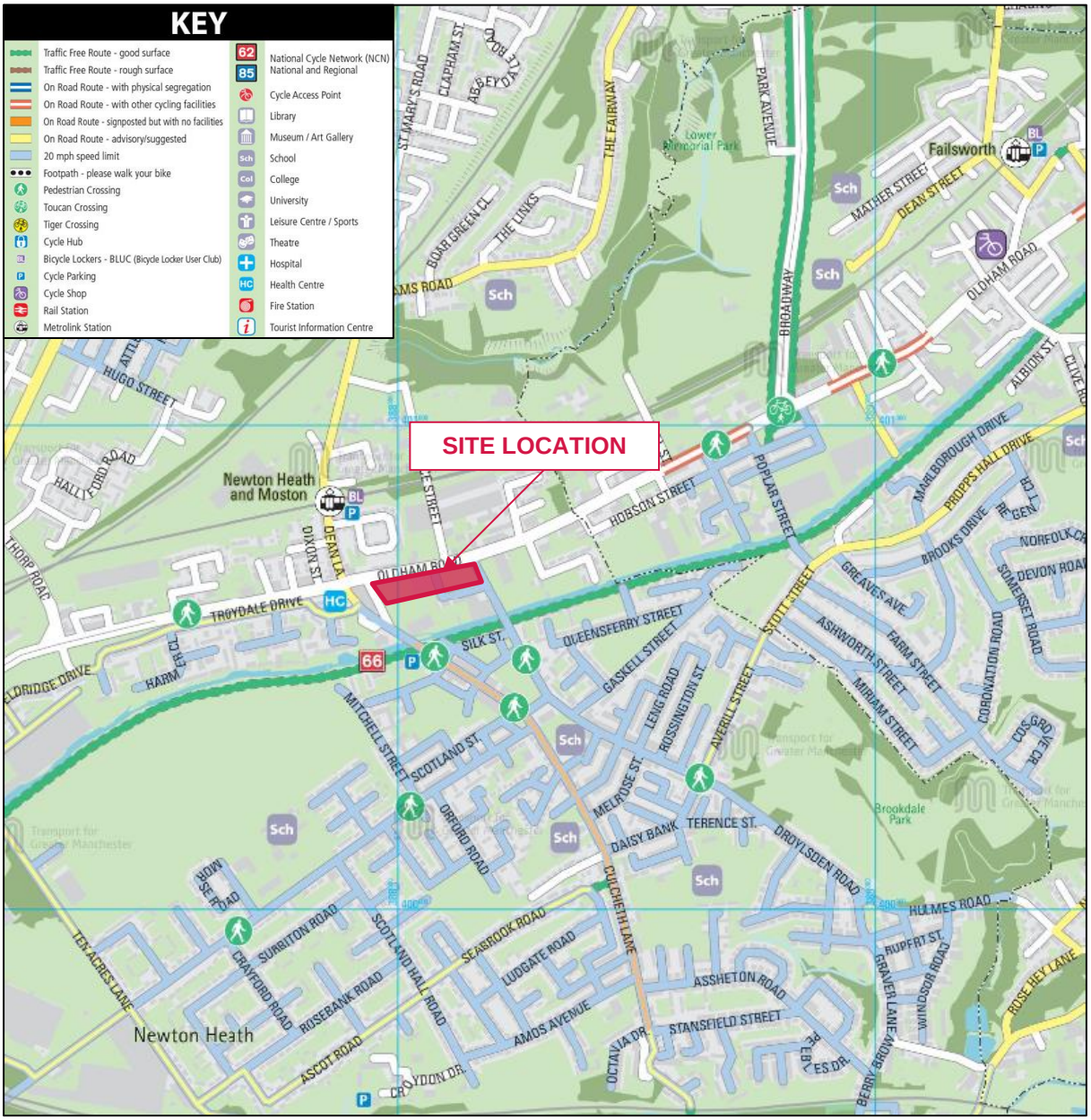


Figure 5.1 – Local Cycle Network

(Source: TfGM, 2023)

5.3.4 Route 86 can be accessed approximately 1.8km south of the proposed development. The route runs along an east – west alignment for approximately 5km, connecting Clayton Vale to Ancoats via The Etihad Campus. The cycle route is mostly off-road, running through Clayton Vale and along the River

Medlock. Due to the location and connectivity of the route, it is considered a viable option for both leisure and commuting trip purposes.

5.3.5 Route 60 is just over 1.5km east of the proposed development and can be accessed via route 66. It runs along a north – south alignment, connecting to areas such as The Etihad Campus, Openshaw, Gorton and Reddish. The route eventually terminates at Stockport to the south, and Blackley to the north. The route comprises a combination of both on road and off-road links and notably consists of a segregated cycle lane in the vicinity of the site, along the A6010.

5.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. Confirmed Bee Network improvements in the area include the widening of the Rochdale Canal Towpath and stepped access improvements on Old Church Street, allowing future residents to benefit from better quality of commute. **Figure 5.2** below indicates the "Bee Network" beeways in the vicinity of the site:

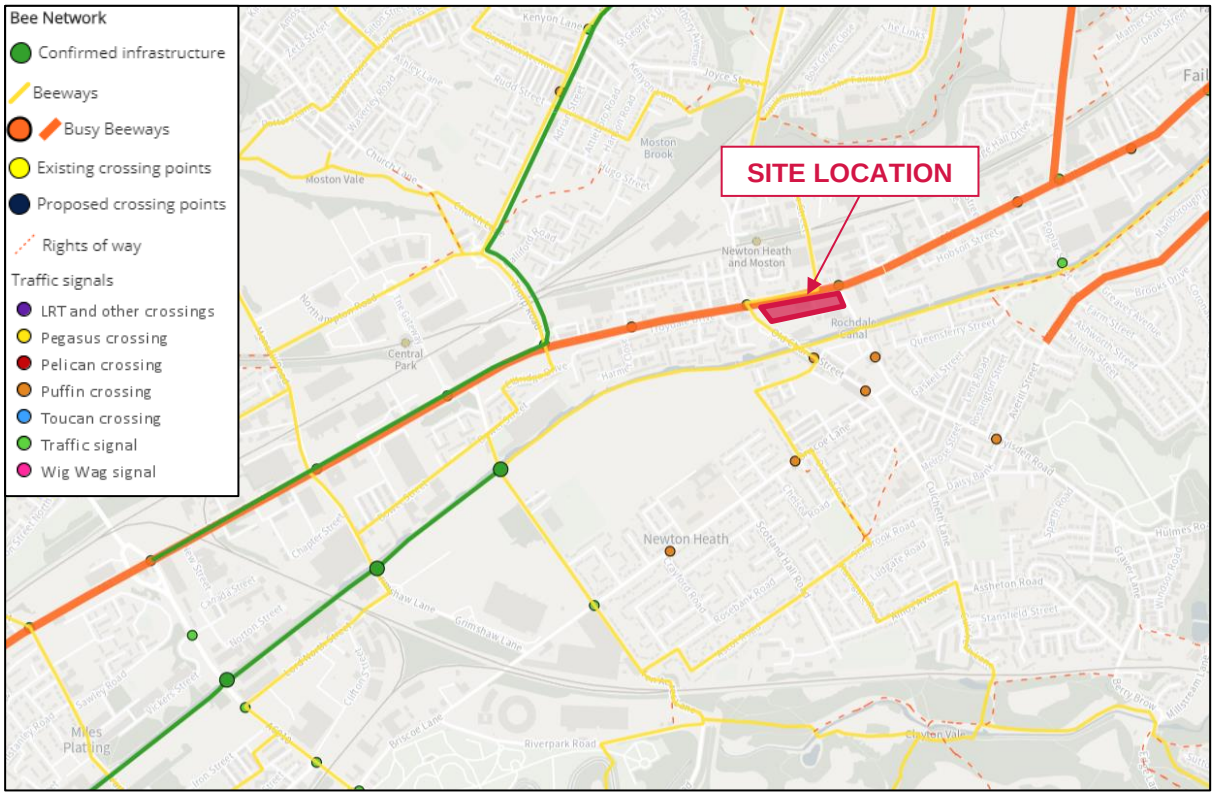


Figure 5.2 – Bee Network in the vicinity of the Site

(Source: TfGM, 2023)

5.3.7 It is considered that the proposed development is well situated to encourage residents to cycle as a sustainable mode for commuting and/or for leisure pursuits.

5.4 Public Transport Accessibility

5.4.1 The site is well situated to take advantage of existing public transport infrastructure. **Plan 074056-CUR-00-XX-DR-TP-06005-P01** demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey from the site. The site is also located in an area with a Greater Manchester Accessibility Level (GMAL) score of 7 out of 8, with 8 representing highest accessibility.

5.4.2 TfGM define the GMAL as *"a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester Local Link (flexible transport service), taking into account walk access time and service availability. 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 Accessibility by bus, rail and Metrolink are considered further below.

Bus Accessibility

5.4.4 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.

5.4.5 There are multiple bus stops located within close proximity of the site, with stops running the length of Oldham Road (A62). The nearest bus stop is Oldham Road (Stop G). Located immediately adjacent to the northern perimeter of the site, there is potential for future residents of the site to travel by bus. **Table 5.2** details the main services that call at stops in the vicinity of the site, and their associated frequencies:

Service	Route	Peak Frequency		
		Weekday	Saturdays	Sun/Hols
83	Manchester - Newton Heath - Hollinwood - Oldham - Sholver	4 per hour	6 per hour	4 per hour
84	Manchester — Hollinwood — Oldham — Lees — Uppermill	6 per hour	6 per hour	4 per hour

Table 5.2 – A Summary of Bus Services from Oldham Road (Stop G)

5.4.6 The above table demonstrates that the site is well connected to the adjacent bus network and services provide access to a variety of key employment, leisure and educational destinations in Manchester City Centre, Huddersfield, Oldham and further afield. During peak periods, there are up to 10 buses utilising this stop every hour, providing excellent potential for future residents of the site to travel by bus.

Rail Accessibility

5.4.7 The closest rail station to the development is Moston, located approximately 3km north of the proposed development. This is outside the preferred maximum walking catchment but is within the cycle

catchment. Alternatively, this station is accessible in under half an hour by a combination of walking and the no. 181 and 182 bus services along Dean Lane.

5.4.8 There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from the main road (A6104 Hollinwood Avenue). There is no ticket office, but there are storage spaces for c. 10 bicycles.

5.4.9 All passenger services are operated by Northern Rail. **Table 5.3** shows the frequencies of regular trains that run from Moston:

Destination	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Blackburn	2	2	2
Clitheroe	1	1	1
Manchester Victoria	2	2	1
Rochdale	2	2	2

Table 5.3 – Summary of Rail Services calling at Moston

5.4.10 The trains that service Moston rail station run regularly 7 days a week to a number of different locations within the North West; this provides frequent access for users of the site. More locally the above services provide access to key employment areas and interchanges such as Manchester Victoria and Salford Central.

5.4.11 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also new direct links to Manchester Airport from across the north of England.

5.4.12 It is considered the site is accessible by rail as part of a multi-modal journey.

Metrolink (Light Rail) Accessibility

5.4.13 The closest Tram Stop to the proposed development is Newton Heath and Moston, located approximately 550m north of the site. The stop is located within an acceptable walking distance from the proposed development. **Table 5.4** outlines the frequencies of the service calling at this stop:

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Pink Line] East Didsbury – Rochdale Town Centre	6-minute frequency between 05:07 and 23:55	6-minute frequency between 05:07 00:31	6-minute frequency between 05:59 and 23:14

Table 5.4 – Summary of Metrolink Services calling at Newton Heath and Moston

5.4.14 Newton Heath and Moston has regular services to areas such as East Didsbury, Rochdale Town Centre, Failsworth and Shaw via the Pink Line. Users can also change at Victoria or St Peter's Square

station to access additional services to Piccadilly, Bury, Eccles, Altrincham, or Manchester Airport. It is considered the site is highly accessible by Metrolink (light rail).

5.5 Summary

5.5.1 It is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure within Newton Heath, and there are several public transport opportunities within acceptable walking distance of the site that provide access to other areas of Greater Manchester and beyond.

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 TPF sets out the initiatives that could be implemented in a full residential 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 Robert Pleasance (Robert.Pleasance@onemanchester.co.uk), Project Manager, One Manchester, has been appointed as the Travel Plan Coordinator (TPC). The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** 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 upon moving in. The contents of the welcome packs will include:

- The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk;
- The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute;
- The https://www.plotaroute.com/ website for journey planning on foot;
- Calendar of events such as “National Walking Month’ or ‘Walk a Mile’;
- Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map);
- The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport;
- Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/;
- Details of local cycle shops;
- Calendar of events such as ‘National Bike Week’;
- The https://www.cyclestreets.net/ website for journey planning by bike;

- Links to up-to-date public transport services, timetables and routes (for example https://tfgm.com/public-transport);
- Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey;
- Details of community transport schemes for residents dependent on concessionary and accessible travel: https://tfgm.com/accessible-travel;
- Links to Liftshare registration: https://liftshare.com/uk; and
- Contact details of the Travel Plan Co-ordinator (TPC).

6.3.2 This information will be periodically updated by the TPC. The information above could also be displayed on a Community Notice Board to be placed in a communal area, such as in the main lobby of the residential blocks.

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 5** of this TPF that there is an existing good level of pedestrian infrastructure in the surrounding area. 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 "Walk a Mile";
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths; and
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

6.4.3 Additional measures such as marketing campaigns in line with "Walk to Work Week" and the implementation of a "walking buddy" scheme could also be considered.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 5** of this TPF that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within the curtilage of each dwelling and within cycle stores at apartment blocks as part of the development proposals.

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

- Information on the local cycle network routes made available through the previously discussed Welcome Packs;

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Promotion of events such as “National Bike Week”.

6.5.3 Additional measures such as promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance) and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.6 Measures to Encourage Public Transport

6.6.1 It has been demonstrated throughout **Section 5** of this TPF that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel in Manchester City Centre.

6.6.2 The following measures will be provided in order to encourage residents to travel by public transport:

- The TPC will advertise any promotions / discounts offered by public transport operators; and
- The TPC will liaise with bus companies and TfGM on any future improvements and/or extensions to local services.

6.7 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.

6.7.1 https://liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. Residents would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme will be promoted by the TPC, together with the social and economic benefits of car sharing.

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

6.8 Summary

6.8.1 In summary, the Travel Plan initiatives contained in this section will 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 Travel Plan.

6.8.2 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 from Trafford Council.

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

Travel Surveys

7.2.1 As the development has not yet been completed and occupied, 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 three months of first occupation at the site. 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.

Travel Plan Performance Indicators

7.2.4 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data to guide the future development of the Travel Plan:

- **Attractiveness of Sustainable Modes** – e.g. perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure;
- **Uptake of Alternative Modes** – e.g. uptake of public transport, registration and participation in car share schemes and levels of pedestrian and cyclist activity;
- **Car Ownership and Mode of Travel** – e.g. average household car ownership and travel to work by mode; and

- **Travel Plan Awareness** – e.g. appreciation of the Travel Plan process and knowledge of the benefits offered by the Plan.

Modal Split Analysis

7.2.5 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.

7.2.6 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Targets					
Travel 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**
Car Driver	TBC following surveys	-2%	-4%	-4%	**-10%**
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	+1%	+1%	**+2%**
Foot		-	+1%	+1%	**+2%**

Table 7.1 – Example of Potential Targets

7.2.7 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.

7.2.8 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within three months of first occupation of the site.

7.2.9 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. Modal split targets could then be set in future Travel Plan updates if deemed 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 three months after first occupation.

7.3.2 At this point, official targets will be set through consultation with MCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

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

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TPF will lie with the appointed TPC. Following completion and full occupation, the TPF 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 mode share targets subject to consultation with MCC. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 For a smooth implementation of the TP the following measures will be undertaken:

- A representative of the residential community to be appointed to work with the TPC;
- 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;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); 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 first occupation.

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 MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** 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 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 MCC every year following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

9.0 Action Plan

9.1 Introduction

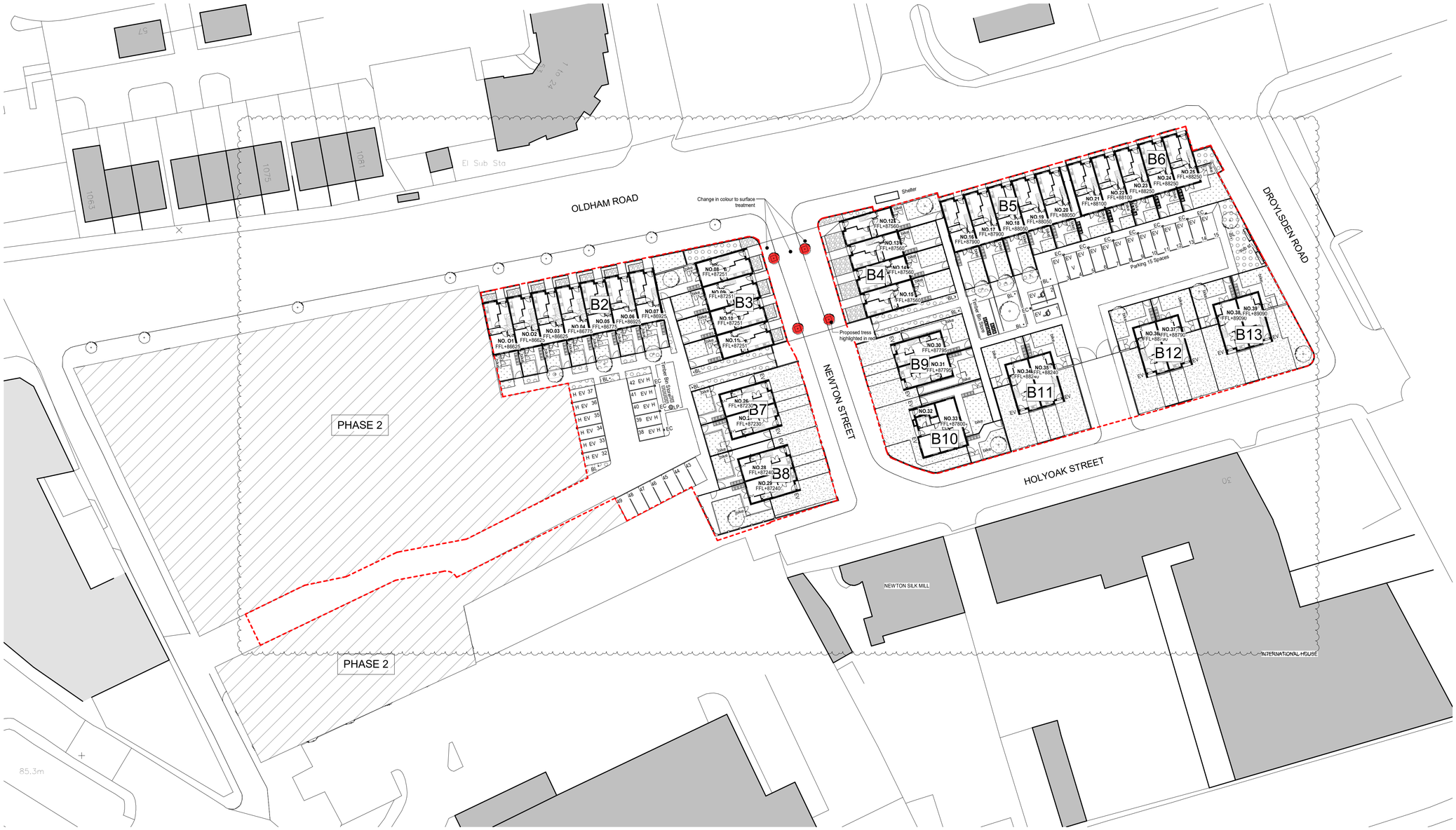
9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	One month before first occupation	Completed
Produce Welcome Pack	TPC appointed	Upon occupation of the development	TPC
Implement TP Initiatives	TPC appointed	During occupation of the development	TPC
Undertake Initial Travel Surveys	First Occupation of each Phase	Within 3 months of first occupation	TPC
Decide Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Update TPF to a full Travel Plan	Once Modal Split Targets are agreed with MCC, following travel survey	Within six months of first occupation, subject to agreeing mode share targets with MCC	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by MCC	Annually for at least five years from the date of the baseline travel surveys	TPC

Table 9.1 – Action Plan

Appendix A – Proposed Site Layout

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CLIENT

One Manchester

STRUCTURAL ENGINEER

Curtins Consulting

SERVICES ENGINEER

Parkers Plumbing / Ted

CONSULTANT

KEY PLAN



BUILDING TYPES AND NUMBERS:

Building Type 2 - Building no.2
Building Type 4 - Building no.3 & 4
Building Type 5 - Building no.5 & 6
Building Type 7 - Building no.7, 8, 9, 11, 12 & 13
Building Type 10 - Building no.10

NOTES:

DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

THIS DRAWING IS PROTECTED BY COPYRIGHT.

ALL AREAS HAVE BEEN MEASURED FROM CURRENT DRAWINGS. THEY MAY VARY BECUASE OF (EG) SURVEY, DESIGN DEVELOPMENT, CONSTRUCTION TOLERANCES, STATUTORY REQUIREMENTS OR RE-DEFINITION OF THE AREAS TO BE MEASURED.

Legend:

Phase 1 Boundary Line

External Surfaces:

Gravel

Driveways

Low level Planters

Grass - Front & Back Gardens

BL: Bollard
EV: Electric Vehicle Charging Bay
H EV: Electric Vehicle Charging Bay
EC: Electrical Vehicle Charging Unit
V: Visitor Parking Bay
LP: Lamp post

No.	Date	Comments	Drawn	Checked
C2	26-09-2023	Red line boundary amended to align with Stopping Up Application boundary.	JTU	ADV
C1	22-09-2023	First issue.	JTU	ADV

Revisions

Issue Status

Construction

tp bennett
architecture
interiors
planning

Royal Mills Unit 2B 17 Redhill Street Manchester M4 5BA | UK +44 (0) 161 694 7700
www.tpbennett.com

Project

Residential Development
Newton Heath
Manchester

Drawing Title

Proposed
Site Plan
Phase 1

Drawn	Date	Scale @ A1	Alt. Ref.
JTU	22/09/2023	1:400	

tp bennett Project No.	Series	Zone	Drawing Number	Rev.
T8130	G	0	025	C2

BIM Model Ref: T8130-TPB-ST-ZZ-M3-A-0001-S0-P01

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26/09/2023 11:37:19

Plans

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Project:
OLDHAM ROAD - NEWTON HEATH

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

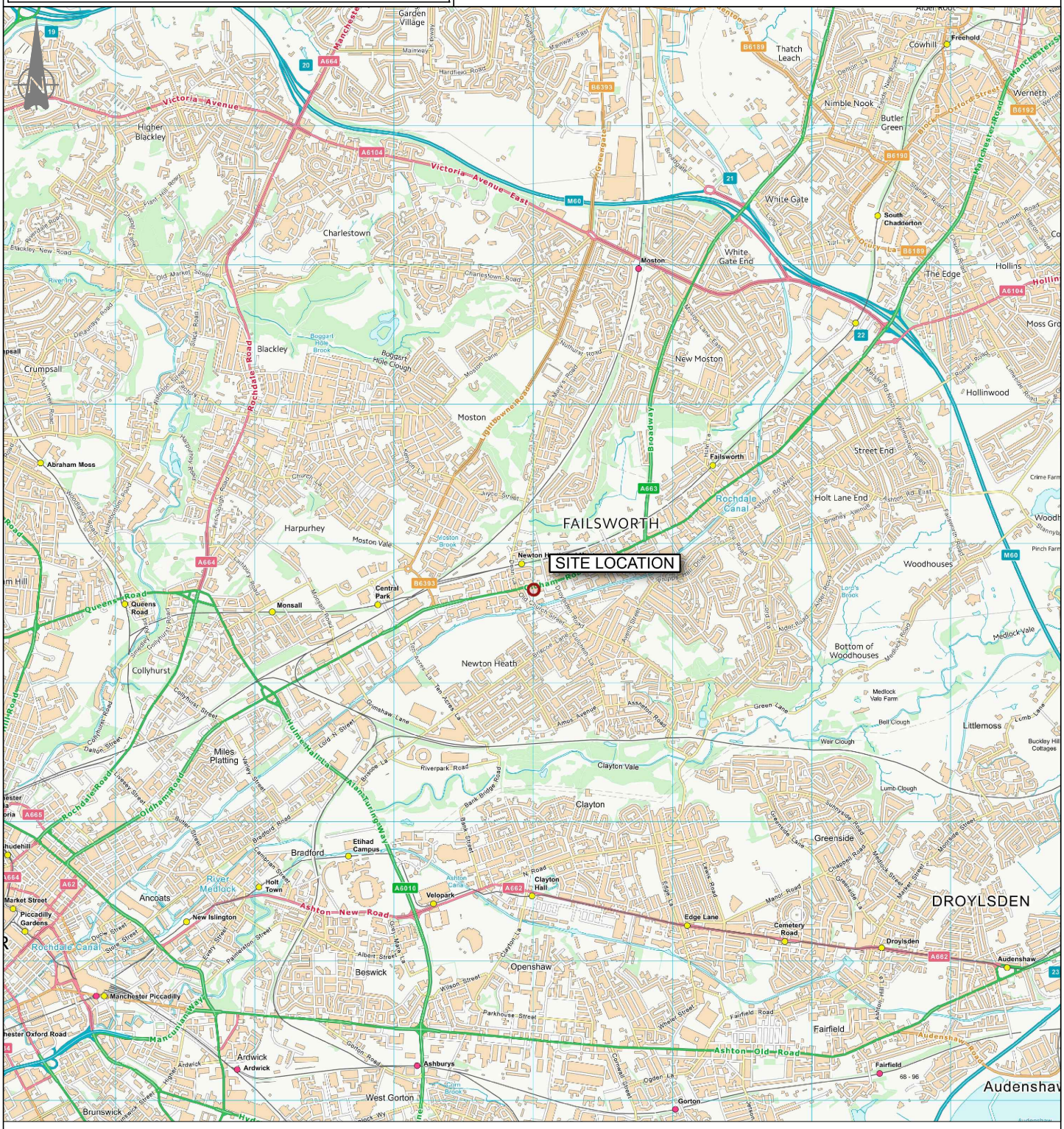
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Designed By: JM Date: 08/10/19

Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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KEY: Site

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Project:
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Drg Title:
LOCATION PLAN
LOCAL LEVEL

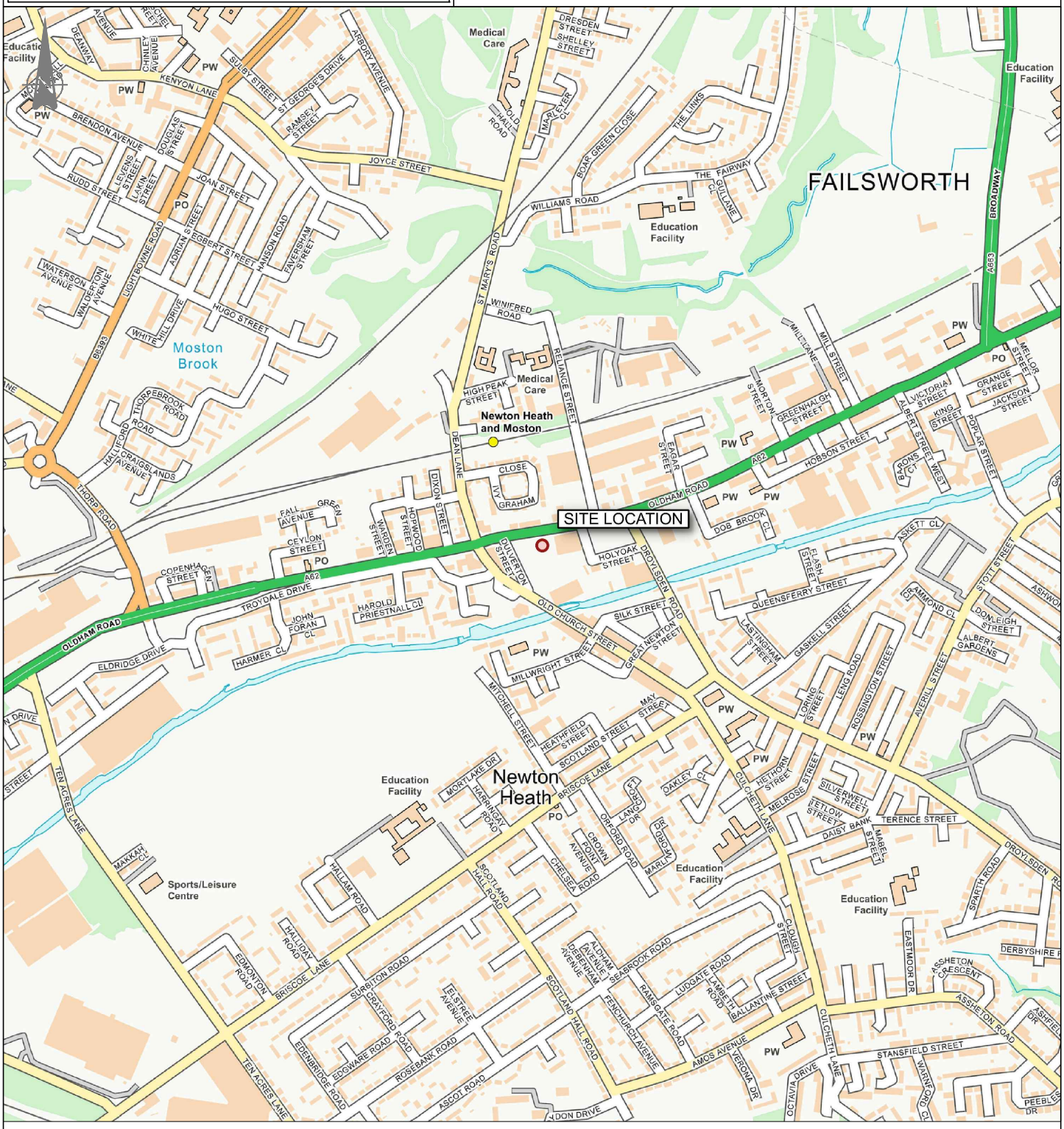
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Project:
OLDHAM ROAD - NEWTON HEATH

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

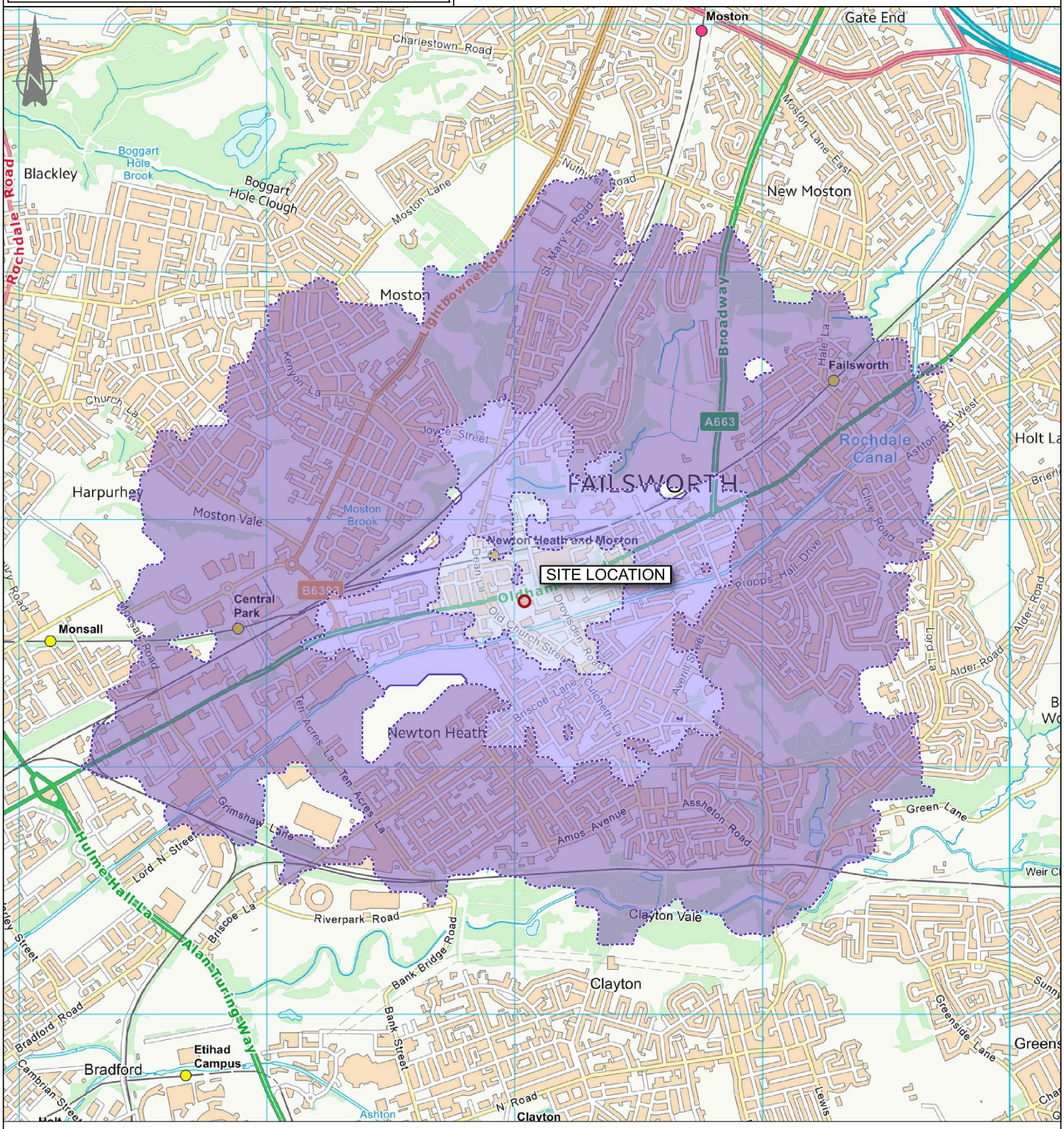
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Designed By: JM | Date: 08/10/19

Scale: NTS

Project No:	Originator:	Zone:	Level:	Type:	Discipline:	Category / Number:	Rev:
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KEY:

Site

Walking Catchment:
- 500m
- 1000m
- 2000m

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Project:
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Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

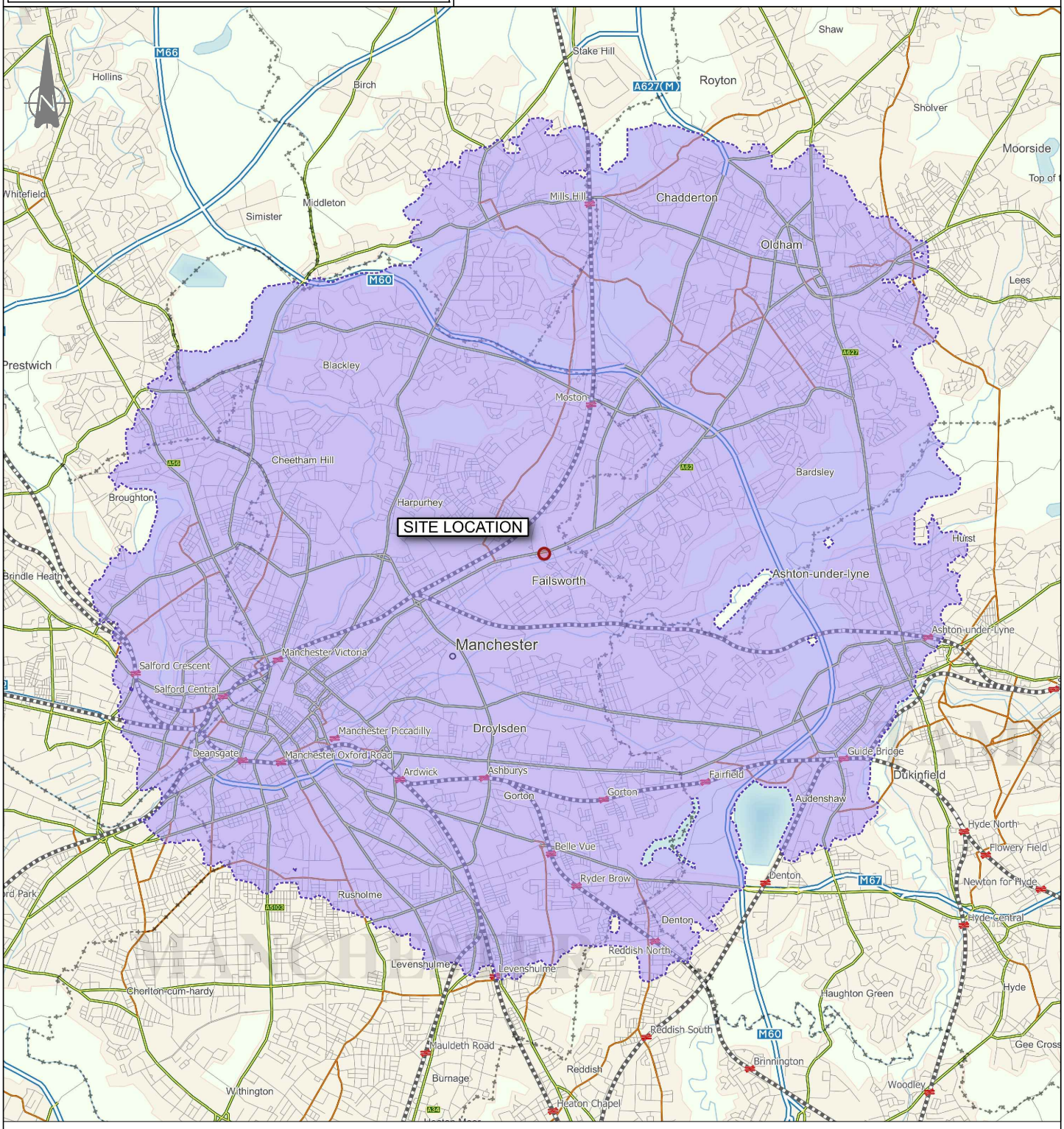
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KEY:

Site

Cycle Catchment:
8000m

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Project:
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Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

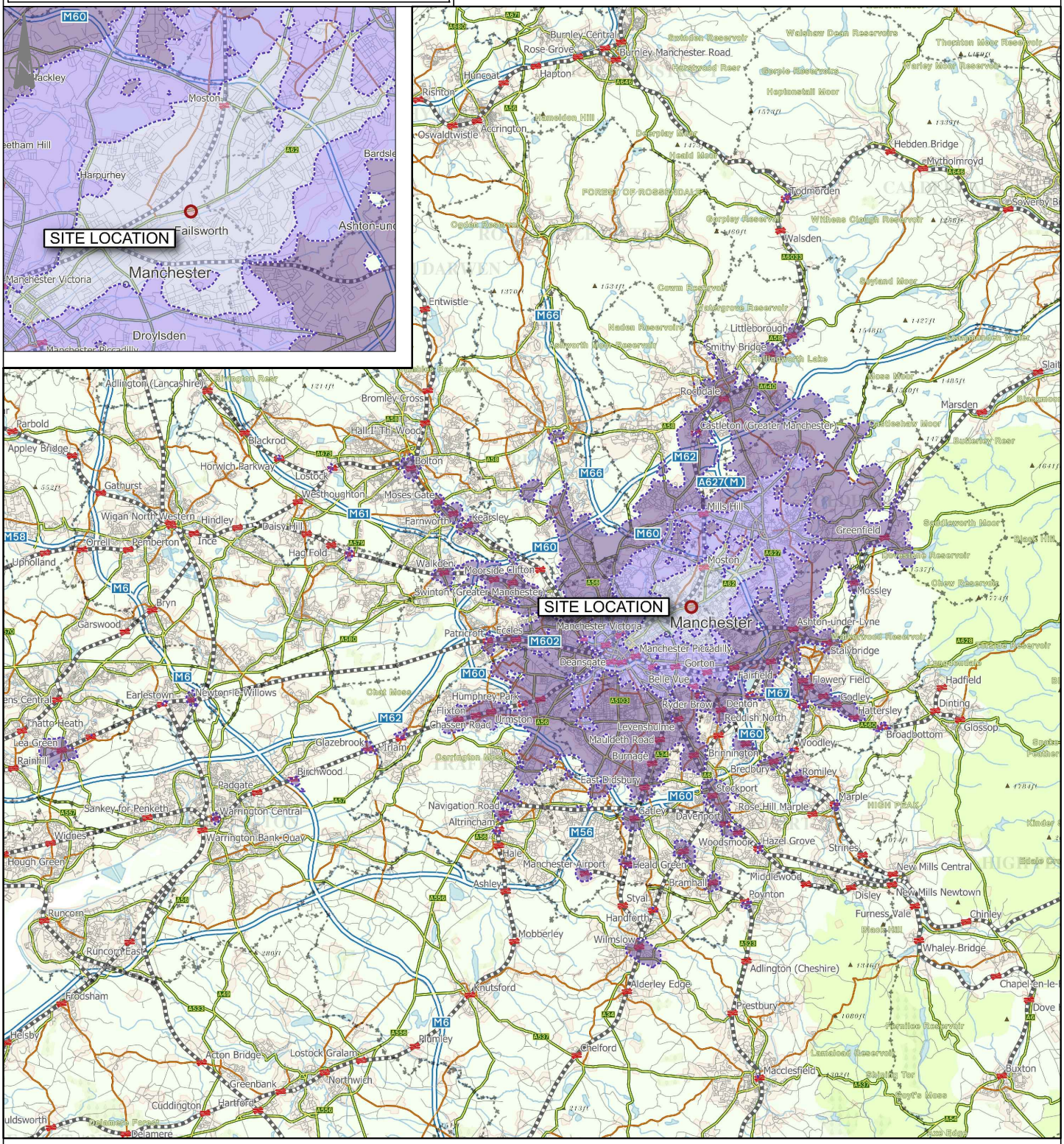
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Scale: NTS

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KEY:

Site

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

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