

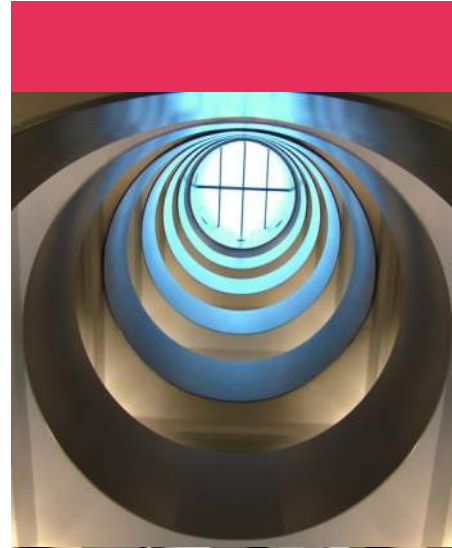
Oldham Road Phase 2 and 3, Newton Heath Interim Travel Plan

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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 to provide transport and highways advice in relation to the redevelopment of land adjacent to the A62 Oldham Road in Newton Heath.
- 1.1.2 One Manchester received planning consent for a residential development comprising 100 apartments (with ground floor commercial floorspace) and 39 houses on land off the A62 Oldham Road in Newton Heath, Manchester (Manchester City Council (MCC) planning ref: 125990/FO/2020). Curtins provided a Transport Assessment (TA) and Interim Travel Plan (ITP) in 2020 to accompany this planning application.
- 1.1.3 A drop-in application was subsequently approved to amend the layout of two houses on the corner of Newton Street with Holyoak Street (MCC planning ref. 133849/FO/2022) into a cottage apartment with two 2-bed units. Updated transport documents were not required as part of this application.
- 1.1.4 One Manchester intends to deliver the 37 houses and 2 cottage apartments as per the original consent and drop-in application. These units occupy the eastern side of the site and will form Phase 1 of the development, which is undergoing construction at the time of writing.
- 1.1.5 The development proposals for the remainder of the site have been revised and it is no longer the intention to deliver the 100 apartments (with ground floor commercial floorspace), as originally proposed. This land is known as Phase 2 of the development. Additional land has also been acquired – the parcel that previously occupied the Rosedale Building, bound by Oldham Road to the north, Dulverton Street to the east, and Old Church Street to the south / west. This is known as Phase 3 of the development. **Figure 3.1** below provides an indication of the extents of each Phase.
- 1.1.6 The latest development proposals for the western side of the site, which will form the basis of a new planning application for Phases 2 and 3 of the development, comprise 28 houses and 81 apartments, with 100% car parking for the houses and c. 38% car parking for the apartments (31 spaces, including 5 disabled spaces).
- 1.1.7 The application proposals include 11 car parking spaces which will be used by some of the Phase 1 residential units, to provide 100% parking for Phase 1. These Phase 1 dwellings will not be offered to the market until these parking spaces are built and operational.
- 1.1.8 A total of 132 secure cycle spaces are proposed across the development, comprising a 100% provision for the dwelling-houses and c. 94% for the apartments (100% at Phase 2 and c. 93% at Phase 3).
- 1.1.9 The latest development proposals equate to a net increase of 9 homes compared with the existing consent. The proposed site layout is included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities) as:

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

Source: *National Planning Policy Framework*, MHCLG, 2021.

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

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **82864-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential transport and highways impacts of the development proposals.
- 1.3.2 An Interim Travel Plan is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.
- 1.3.3 TfGM endorses the need for Travel Plans 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 Travel Plan should achieve:

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

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

- 1.3.4 This Framework Travel Plan has been written with reference to the above statements and the following key documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

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 network.
- 1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.4 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 6** outlines the strategy for Travel Plan target strategy.
- 1.4.5 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.6 **Section 8** concludes the report by providing an Action Plan that summarises the document and next steps.

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; and
- Social Benefits.

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

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



Figure 2.1 – Benefits of Walking, Wheeling, and Cycling in Greater Manchester
(Source: Sustrans, 2021)

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

2.2 Environmental Benefits

- 2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.2.2 A new Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **An investment-led non-charging Clean Air Plan** – use of Automatic Number Plate Recognition (ANPR) to target investment in vehicle upgrades rather than imposing daily charges, identified as contributing to where NO₂ exceedances have been modelled;
- **A multi-million-pound funding package** – government-funded schemes for businesses to upgrade their vehicles to ensure the cleanest vehicles are running in areas containing most persistent exceedance points.

- 2.2.3 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

- 2.2.4 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.

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

- *"work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*

- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.

2.2.7 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

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

2.2.8 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.9 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:

*“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.
26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”*

Source: Health Survey for England, DoH, 2016.

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

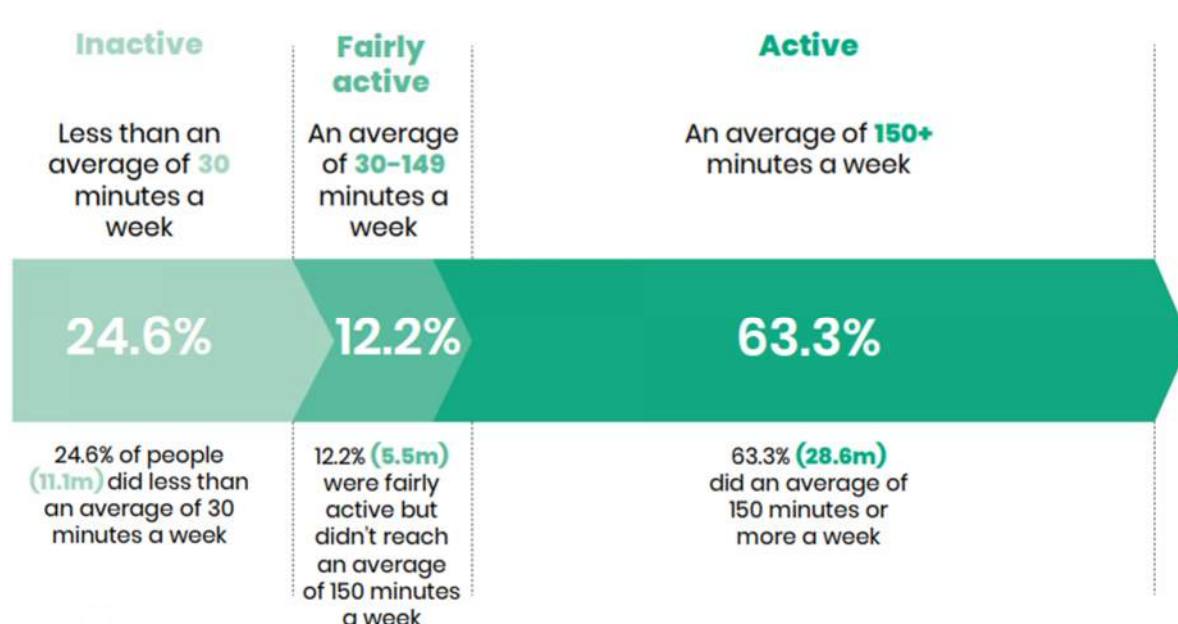


Figure 2.2 – Activity Levels for Adults

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

- 2.3.3 In 2018, Public Health England (PHE) published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood

pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** below:

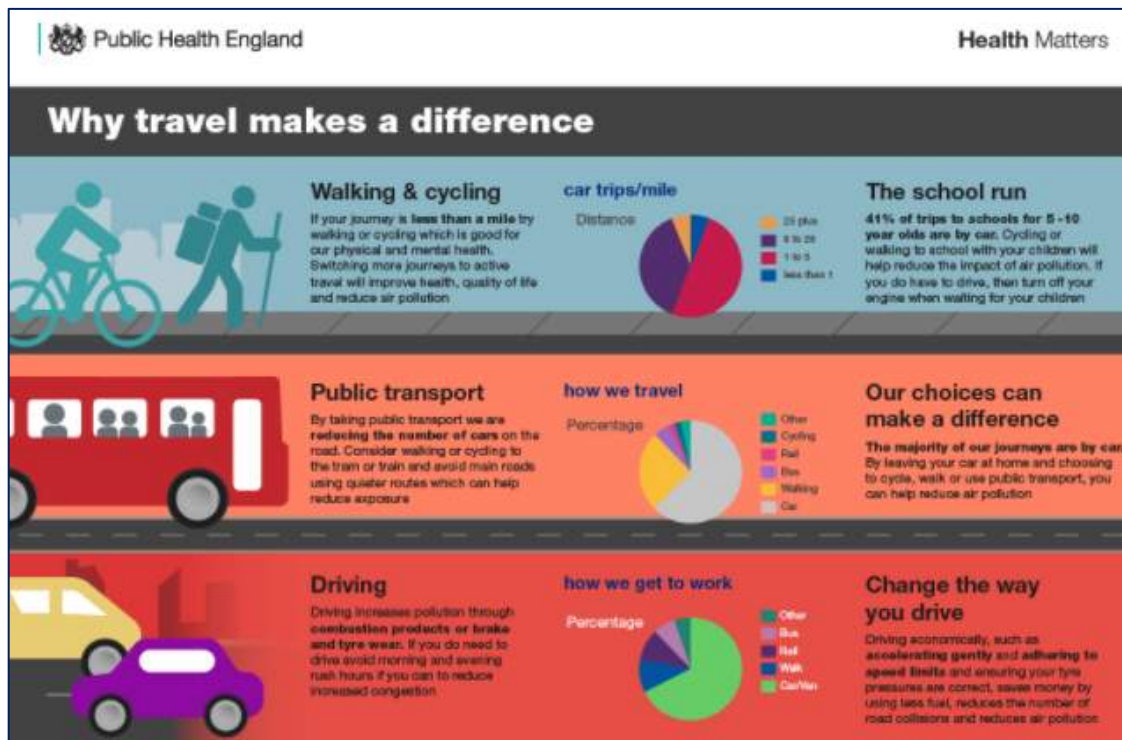


Figure 2.3 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England, 2018)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a 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, 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 Interim Travel Plan will have a positive effect on the future residents of the proposed development. They must be communicated correctly:

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

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

- 2.6.2 For example, in Greater Manchester, TfGM have long been developing plans to make journeys by bus quicker, cheaper, greener, more reliable, more accessible, and more attractive. This would bring 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. In the coming years, buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.
- 2.6.4 Over time, GMCA claims the benefits of bus franchising to passengers would be:
- **“Customer Experience** - Providing customers with a safe and seamless travel experience
 - **Services** – Turn up and go frequencies on major routes
 - **Information** – Readily available, easy to use, live, and up-to-date
 - **Network Management** – Improvements to journey times and reliability
 - **Infrastructure** – Significant increases in bus priority, and improvements to waiting environments
 - **Fares and Ticket** More affordable journeys, integrated with other modes

- **Fleet** – *Zero emissions, high quality buses.*”

- 2.6.5 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.
- 2.6.6 The Mayor of Greater Manchester announced in June 2022 that, subject to agreement with central government and bus operators, all bus tickets within Greater Manchester will be capped from September 2022: £2 for an adult single and £1 for a child single, with a £5 multi-operator daily cap.
- 2.6.7 Additionally, Greater Manchester claims it will have the ‘country’s largest cycling and walking network’ at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this Interim 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 Interim 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 encourage car sharing and shared transport to reduce single occupancy car travel;
 - **Objective TP5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel; and
 - **Objective TP6** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located 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 Phase 1 of the site, which is currently undergoing construction, to the south by a Lidl superstore, and to the west by Old Church Street.
- 3.1.2 **Figure 3.1** below shows the site in a local context relating to the local highway network, and the respective phases of the development.

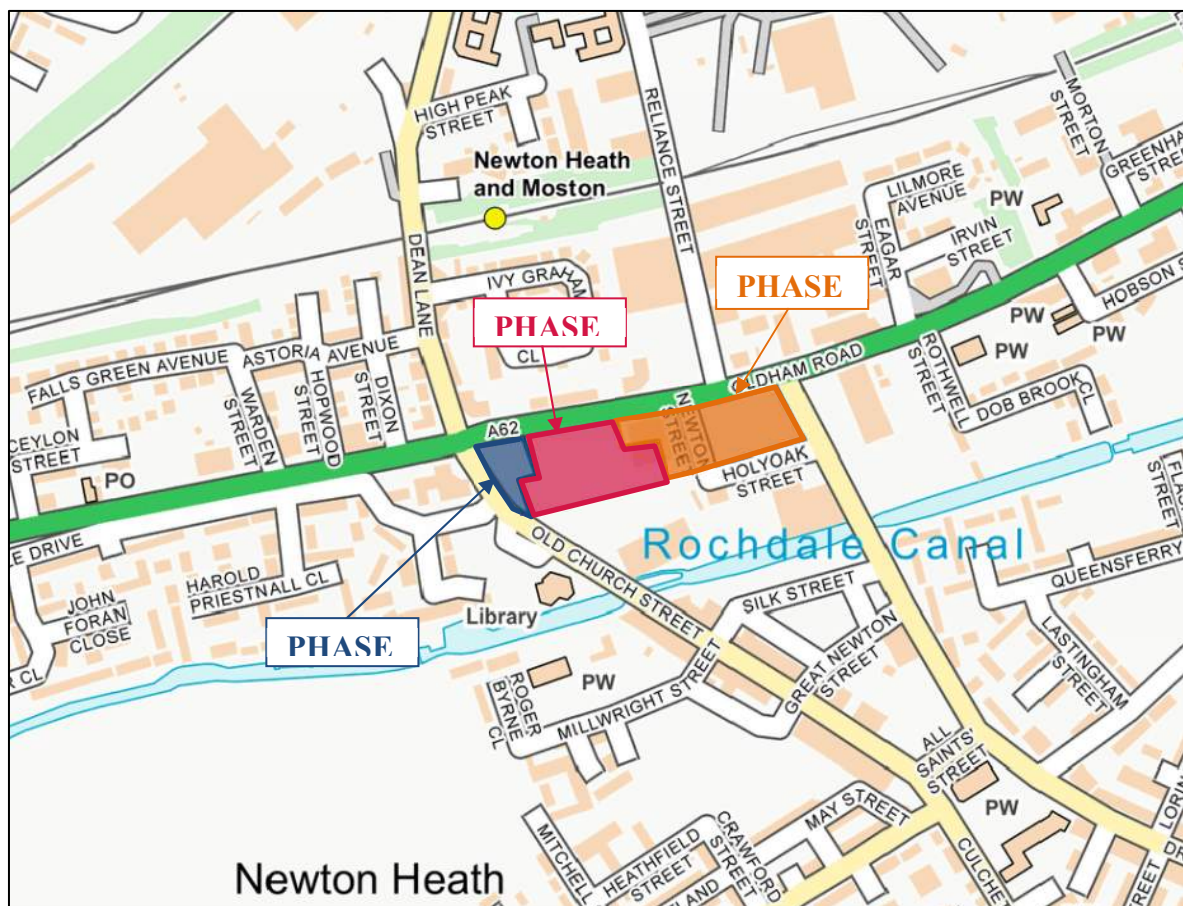


Figure 3.1 – Site Location in Relation to the Local Network
(Source: OS Maps, 2022)

3.2 Existing Use

- 3.2.1 Land occupied by Phases 2 and 3 of the site comprise open space at the time of writing. Historically, Rosedale Building was located on the north of the land occupied by Phase 3, however this was demolished in 2020 (MCC planning ref: 128786/DEM/2020) and there is hoarding around the perimeter of the site to prevent unauthorised access.

- 3.2.2 The Rosedale Building site received planning permission in 2011 (MCC planning ref: 095431/REP/2011/N1) for the following development, however this has since expired.

“Application for a new planning permission to replace an extant planning permission, in order to extend the time limit for implementation of planning permission reference 082859/FO/2007/N1 for the Erection of a part 10, part 6, part 5 storey building behind retained facade of the Rosedale Building to form 114 x one, two and three bedroom flats, and Class A1 (retail) 568 square metres of floorspace at ground floor level with associated parking and landscaping | Rosedale Building Dulverton Street Manchester”

3.3 Existing Access Arrangements

Vehicular Access

- 3.3.1 Land occupied by Phase 2 was historically accessed off Newton Street, which, in turn, can be accessed from the A62 Oldham Road or Holyoak Street. Whereas land occupied by Phase 3 was historically accessed off Dulverton Street.

Pedestrian and Cycle Access

- 3.3.2 The majority of the Phase 2 and 3 sites is gated from public access. Historically, the Rosedale Building was accessible directly along its frontage onto Old Church Street and the A62 Oldham Road.

3.4 Surrounding Highway Network

A62 Oldham Road

- 3.4.1 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.
- 3.4.2 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.
- 3.4.3 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.
- 3.4.4 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).

- 3.4.5 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. Parking restrictions are present along the entire road in the form of double yellow lines (no waiting at any time) and single yellow lines 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.

Dulverton Street

- 3.4.6 Bisecting 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 following the demolition of the Rosedale Building.
- 3.4.7 The road comprises a single carriageway subject to a speed limit of 20mph. Dulverton Street formerly comprised an average carriageway width of c. 5m, with footway provision along both sides of the carriageway ranging between 1-1.5m wide, dropped kerbs tactile paving at its junction with Old Church Street, and street lighting at regular intervals.

Old Church Street

- 3.4.8 Forming the western boundary of the site, Old Church Street commences at the signalised junction with the A62 Oldham Road and Dean Lane, and extends for c. 450m towards the southeast and continues as Culcheth Lane through Newton Heath. The road comprises a single, two-way carriageway with an average width of c. 6m throughout.
- 3.4.9 Footway provision on Old Church Street has an average width of c. 1.5-2m and is available on both sides of the carriageway, complete with dropped kerbs and some tactile paving where minor roads meet the main street. To the west of the site and in the vicinity of the Old Church Street bus turning circle, there is also a raised table with tactile paving across the carriageway. Further raised tables are located at the junctions with Millwright Street and Silk Street, and with Great Newton Street.
- 3.4.10 Old Church Street is well-lit, and the footways are well-maintained and in good condition. The road is subject to a speed limit of 20mph and comprises speed humps to ensure low vehicular speeds. The road primarily comprises parking restrictions in the form of double yellow lines.
- 3.4.11 The bus turning circle to the west of the site comprises a shelter with seating and timetable information on notice boards. Buses towards the Trafford Centre, Chorlton, Pendleton, Failsworth, and other destinations call here at frequent intervals throughout every day of the week. There is also a bus stop with a flag and pole arrangement along the western boundary of the site.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment has been considered. Distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT have been considered for commuting trips; which are a good approximation for trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 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 and Asda. 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, Garside Garden Centre, and Brighter Beginnings Nursery.
- 4.2.5 Key transport links such as Newton Heath and Moston Metrolink 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 24/7 Gym, 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, Co-op Academy Broadhurst, St Wilfrid's 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.
- 4.2.6 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.
- 4.2.7 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.
- 4.2.8 It is considered that the site is situated within a highly accessible area, with several complementary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles

/ 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

- 4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.
- 4.3.5 The 5.5km catchment encompasses Moston to the north, Hollinwood and Littlemoss to the east, Droylsden to the south, and Manchester city centre to the west, including major transport links, employment opportunities, educational facilities, shopping centres, bars, restaurants, leisure centres and tourist attractions. Whereas the 8km catchment extends further to Chadderton to the north, Ashton-under-Lyne to the east, Levenshulme to the south, and Salford City Centre to the west.
- 4.3.6 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.
- 4.3.7 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** overleaf:

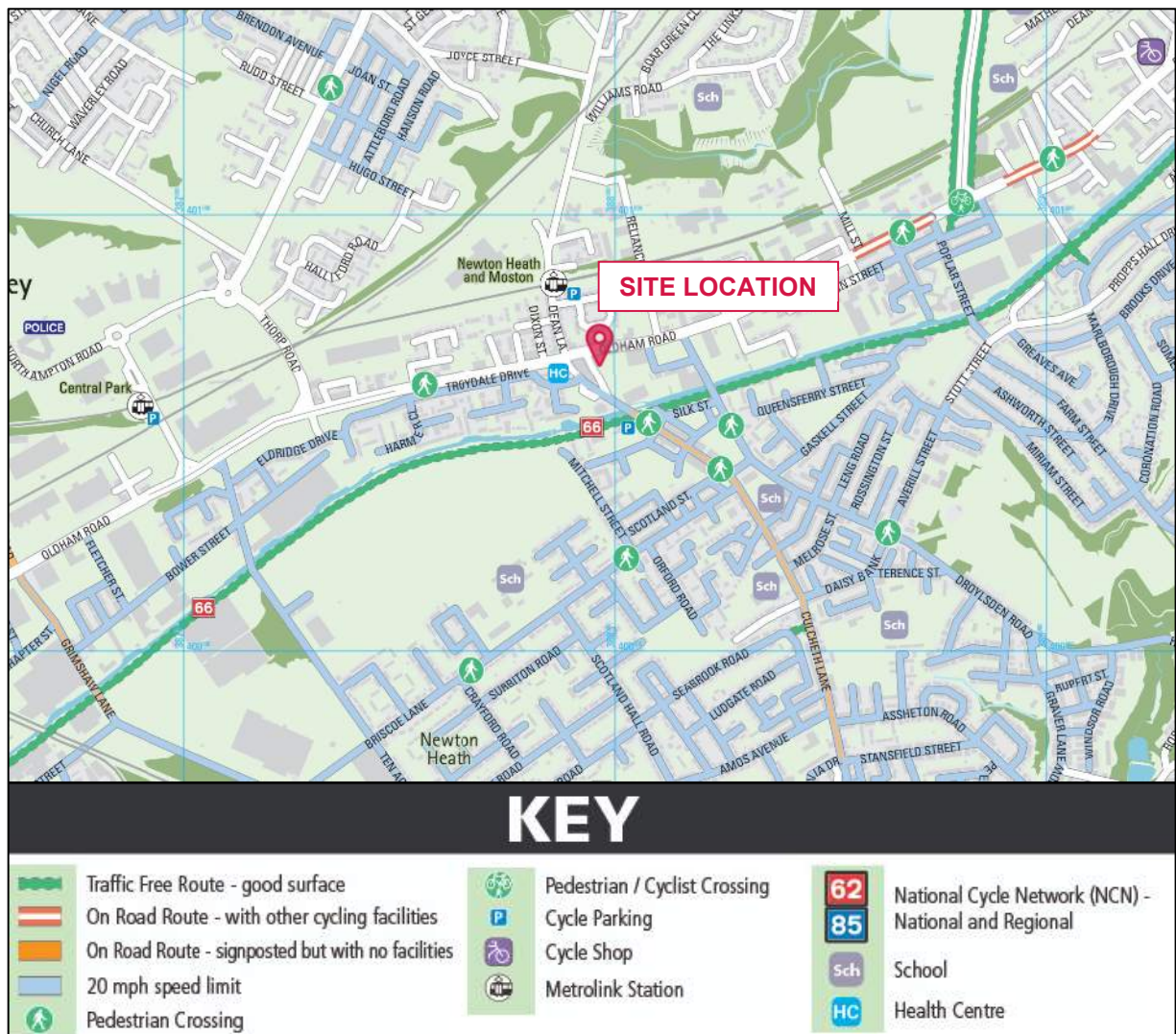


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

- 4.3.8 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.
- 4.3.9 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.

4.3.10 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, shown in **Figure 4.2** below:

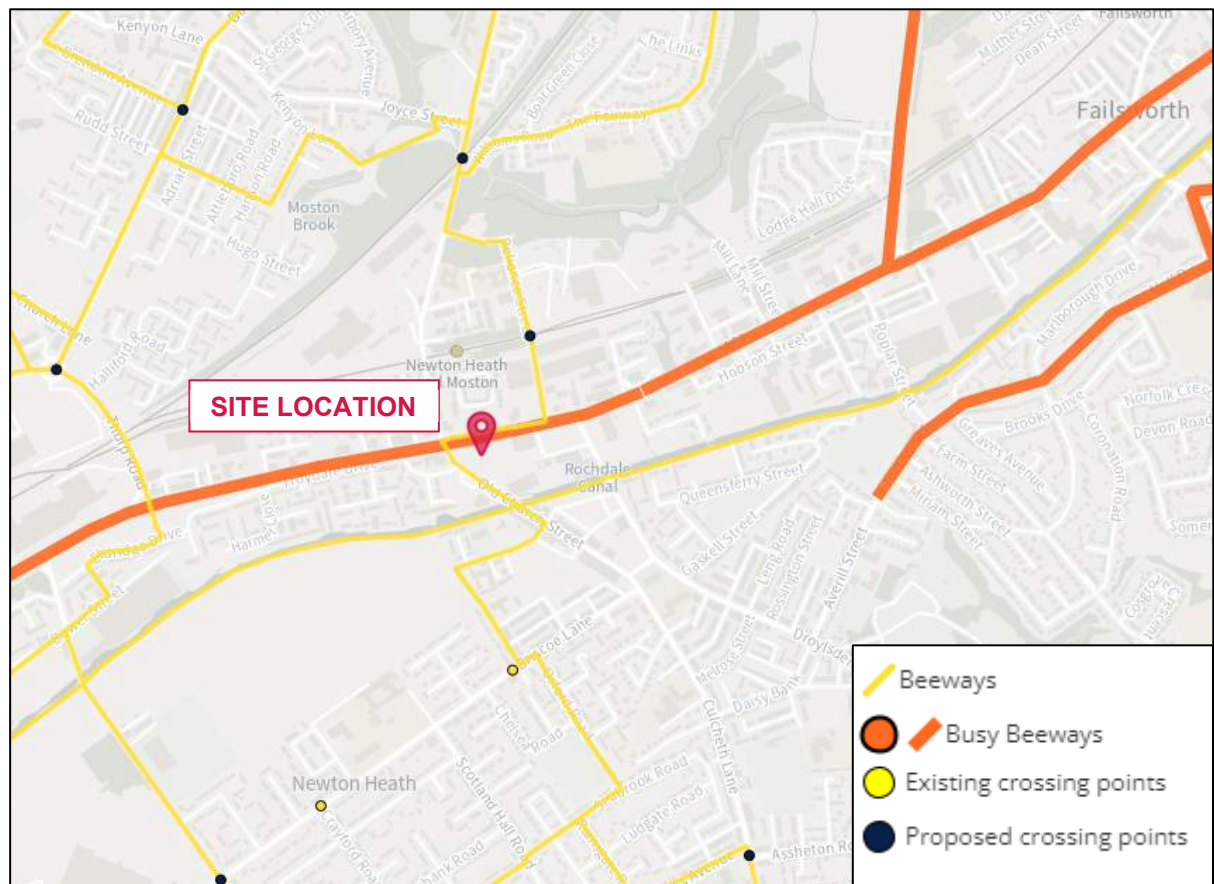


Figure 4.2 – Bee Network in the Vicinity of the Site
(Source: TfGM, 2023)

4.3.11 The site is therefore well placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site for commuting and / or for leisure pursuits.

4.4 Accessibility by Public Transport

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

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as ‘excellent’) and level 1 a low level of accessibility (described as ‘very poor’). The site is located in an area with an ‘excellent’ GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure in the vicinity of the site.

4.4.3 Accessibility by bus and rail are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.3**:

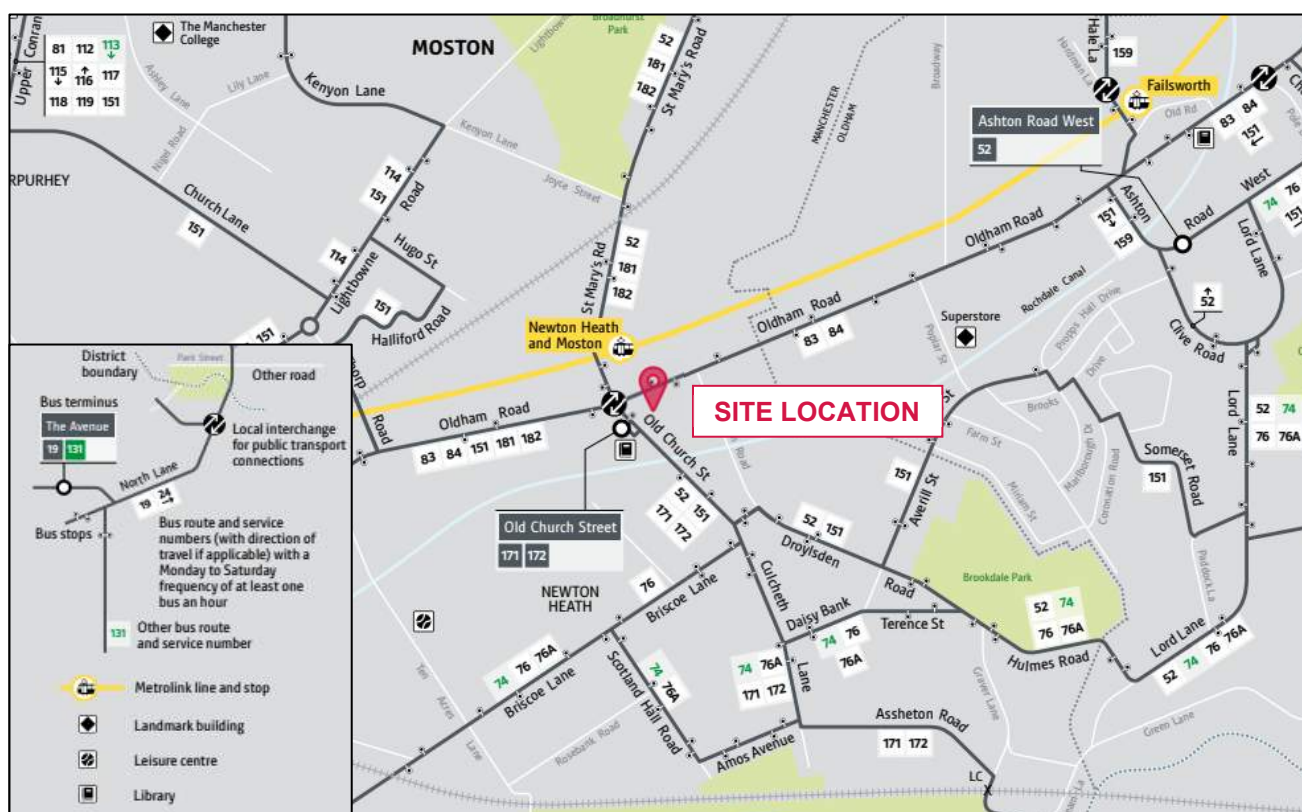


Figure 4.3 – Local Public Transport Network
(Source: Transport for Greater Manchester, 2022)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Buses in Urban Developments*’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stop is located directly to the west of the site along Old Church Street, with northbound and southbound services. There are also additional stops to the north of the site along the A62 Oldham Road (c. 75m walk from the centre of the site).
- 4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Old Church Street:						
52	Failsworth – Moston – Weaste – Eccles – The Trafford Centre	06:11	23:01	30 mins	30 mins	Hourly
	The Trafford Centre – Eccles – Moston – Failsworth	05:43	22:36	30 mins	30 mins	Hourly
151	Higher Crumpsall – Moston – Failsworth – Ashton-under-Lyne	07:00	18:19	Hourly	Hourly	No Service
	Ashton-under-Lyne – Failsworth – Moston – Higher Crumpsall	07:39	18:49	Hourly	Hourly	No Service
171	Newton Heath – Droylsden – Gorton – Burnage – East Didsbury	06:59	13:20	Hourly	Hourly	No Service
	East Didsbury – Burnage – Gorton – Droylsden – Newton Heath	07:43	13:41	Hourly	Hourly	No Service
172	Newton Heath – Droylsden – Gorton – Didsbury – Chorlton	05:56	22:04	Hourly	Hourly	Hourly
	Chorlton – Didsbury – Gorton – Droylsden – Newton Heath	06:51	23:04	Hourly	Hourly	Hourly
688 (school bus)	Queens Park – Moston – Newton Heath – Clayton – Ryder Brow	07:32	N/A	1 only	No Service	No Service
	Ryder Brow – Openshaw – Clayton – Newton Heath – Monsall	16:03	N/A	1 only	No Service	No Service
704 (school bus)	Harpurhey – Moston – Newton Heath – Droylsden – Abbey Hey	07:18	N/A	1 only	No Service	No Service
	Abbey Hey – Droylsden – Newton Heath – Moston – Harpurhey	16:07	N/A	1 only	No Service	No Service
708	New Moston – Moston – Newton Heath – Harpurhey – Plant Hill (school bus)	07:48	N/A	1 only	No Service	No Service
709 (school bus)	New Islington – Holt Town – Newton Heath – Moston	07:57	N/A	1 only	No Service	No Service
	Moston – Failsworth – Newton Heath – New Islington	15:14	N/A	1 only	No Service	No Service
711	Higher Blackley – Moston – Newton Heath – Monsall (school bus)	15:16	N/A	1 only	No Service	No Service

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
713 (school bus)	Newton Heath – Droylsden – Clayton – Gorton – Belle Vue	07:44	N/A	1 only	No Service	No Service
	Belle Vue – Gorton – Droylsden – Clayton – Newton Heath	15:54	N/A	1 only	No Service	No Service
724	Moston – Newton Heath – Ancoats – Chorlton upon Medlock (school bus)	07:22	N/A	1 only	No Service	No Service
726	White Gate – Moston – Newton Heath – Sportcity – Beswick (school bus)	07:25	N/A	1 only	No Service	No Service
From A62 Oldham Road:						
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	05:01	00:16	10 mins	10 mins	30 mins
	Sholver – Oldham – Failsworth – Piccadilly Gardens	04:34	23:49	10 mins	10 mins	30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	05:16	00:31	10 mins	10 mins	20 mins
	Uppermill – Lees – Oldham – Failsworth – Piccadilly Gardens	04:49	00:04	10 mins	10 mins	20 mins
151	Ashton-under-Lyne – Failsworth – Moston – Higher Crumpsall	07:39	16:55	Hourly	Hourly	No Service
181	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	06:07	17:48	Hourly	Hourly	No Service
182	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	07:46	22:46	Hourly	Hourly	No Service

Table 4.3 – Summary of Bus Service Frequencies

- 4.4.8 These stops provide access to various destinations in and across Greater Manchester, providing access to a variety of key employment, leisure and educational destinations.
- 4.4.9 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.
- 4.4.10 Overall, the site is well served by bus. During peak periods, there are up to 13 buses utilising each stop every hour, providing excellent potential for future residents of the site to travel by bus.

Rail Accessibility

- 4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 4.4.12 The closest rail station to the development is 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. 52, 181, and 182 bus services.
- 4.4.13 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.
- 4.4.14 A summary of rail services from the station is outlined in **Table 4.4**. The abbreviations WB and EB stand for westbound and eastbound services respectively:

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn Calling at: Leeds, Bramley, New Pudsey, Bradford Interchange, Low Moor, Halifax, Sowerby Bridge, Hebden Bridge, Todmorden, Walsden, Littleborough, Smithy Bridge, Rochdale, Castleton, Mills Hill, Moston, Manchester Victoria. Change at terminal stations to access further stops.	WB: 06:02 EB: 05:57	WB: 23:03 EB: 23:42	Every 30 mins in both directions	Hourly

Table 4.4 – Summary of Rail Services calling at Moston

- 4.4.15 The trains that service Moston run regularly on Mondays to Sundays, allowing residents to change at busier stations such as Rochdale and Manchester Victoria in a journey time of less than 60 minutes (excluding walking and waiting times).
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail times are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/travel/timetables>.
- 4.4.17 Access to the above stations is of benefit to future residents at the site, and is a viable alternative to private car use, as part of a multi-modal journey. Based on the above, it is considered that the site is accessible by rail.

Metrolink (Light Rail) Accessibility

- 4.4.18 The closest Metrolink 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.
- 4.4.19 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, as shown in the Metrolink map in **Figure 4.4** below.

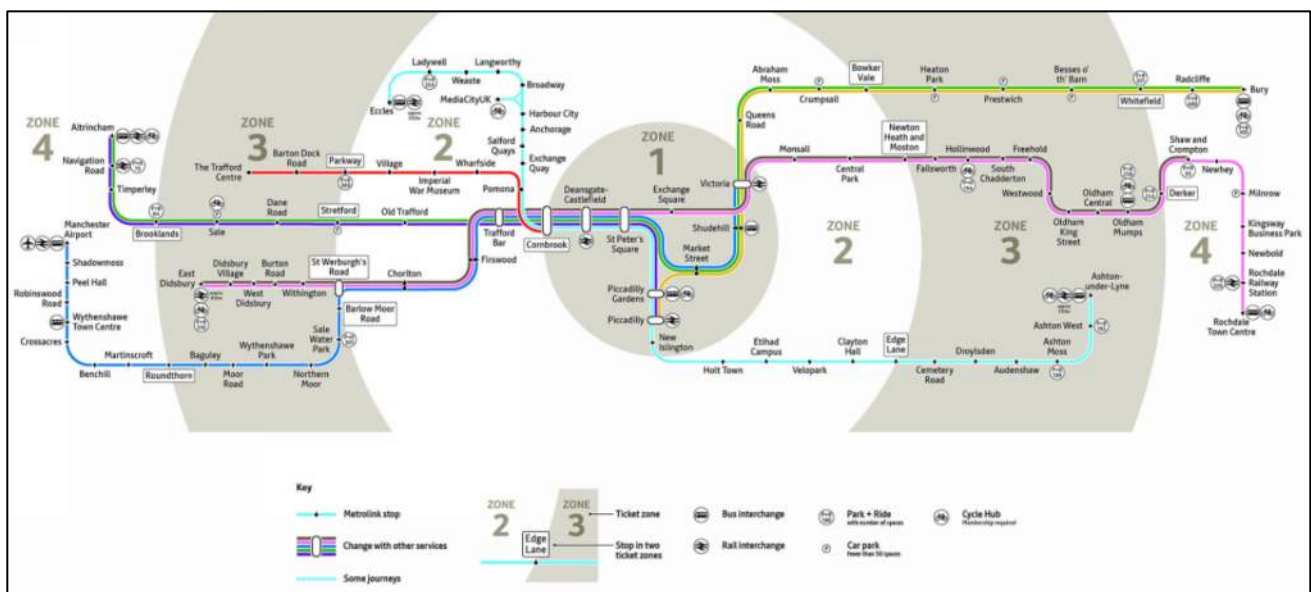


Figure 4.4 – TfGM Metrolink Network Map
(Source: TfGM, 2023)

- 4.4.20 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 4.4.21 The start and end times for specific stations will change during different seasons in the year and over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.
- 4.4.22 It is considered the site is highly accessible by Metrolink (light rail).

4.5 Summary

- 4.5.1 It is considered the site is highly accessible by sustainable modes of transport and is located in an enviable location from a public transport accessibility perspective, with a large number of public

transport opportunities within acceptable walking distance of the site. Furthermore, the surrounding area exhibits good levels of pedestrian and cycling infrastructure.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 A series of measures and initiatives have been developed to encourage active and sustainable travel, reduce single occupancy car travel to and from the site, and minimise the overall number of car trips generated by the development.
- 5.1.2 This section of the Interim Travel Plan sets out the initiatives that could be implemented in a Full Travel Plan at the site. The initiatives below are in line with the aims, objectives, and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 7** of this report.
- 5.2.2 The contact details of the TPCs will be provided to all residents, and would be forwarded directly to the team at Manchester City Council.

5.3 Provision of Travel Information in Welcome Packs

- 5.3.1 Welcome Packs can be important in influencing travel patterns from the outset; therefore it is envisaged that Welcome Packs will be supplied to all residents at the development.
- 5.3.2 The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: <https://tfgm.com/plan-a-journey>;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes;
 - Contact details of the Travel Plan Co-ordinator (TPC);
 - Details of local taxi companies; and
 - Details and links to Liftshare registration.
- 5.3.3 The information contained with the Welcome Pack will be updated periodically by the TPC.

5.4 Measures to Encourage Walking

- 5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.4.2 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage residents to walk:
- Promote / raise awareness of the health, wellbeing and other benefits of walking;
 - Promote walking resources provided within the Welcome Pack, such as:
 - The TfGM website at <https://activetravel.tfgm.com/> which comprises details of walking and cycling routes;
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; and
 - The www.plotaroute.com website for journey planning on foot.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be secure and covered cycle parking provided as part of the development proposals.
- 5.5.2 To encourage residents to cycle, the following measures will be provided:
- Promote / raise awareness of the health, wellbeing and other benefits of cycling;
 - Promote cycling resources provided within the Welcome Pack page, such as:
 - The TfGM website at <https://activetravel.tfgm.com/> which comprises details of walking and cycling routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - The TfGM website at tfgm.com/cycling-and-walking comprising local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport;
 - Details of local cycle shops; and
 - The www.cyclestreets.net website for journey planning by bike.

5.6 Measures to Encourage Public Transport Use

- 5.6.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout

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

- Promote public transport resources provided within the Welcome Pack, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, by accessing the Traveline website at www.traveline-northwest.co.uk or by phoning 0871 200 223; and
 - A map showing local bus stops and rail stations in the vicinity of the site.

5.7 Measures to Encourage Use of Car Sharing and Electric Vehicles (EVs)

Car Sharing

- 5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This would be encouraged on an informal basis.
- 5.7.2 Lift Share – www.liftshare.com/uk – is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. It is considered that car sharing would be an attractive facility for residents who do not own a car, but require occasional use.
- 5.7.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Electric Vehicles (EVs)

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

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

- 5.7.7 EV charging will be provided to 100% of dwelling-houses, along with 19 EV charging spaces to the apartment buildings, equating to c. 61% of apartment parking. These EVC bays are distributed as 13 spaces at Phase 3 car park, including one disabled space, and all six spaces dedicated to the apartment building proposed as part of Phase 2. Further to this, the development proposals are to future-proof electricity supply to accommodate future EVC bays.
- 5.7.8 Further to this, the TPC will promote the benefits of running electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.
- 5.7.9 It is considered that the provision of EV charging facilities would encourage residents who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Notwithstanding, at the time of writing, it is possible to estimate travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.
- 6.2.2 The middle super output areas (MSOA) of Manchester 011 where the site is located has been used as the place of residence. The mode of travel to work data extracted from the output areas is summarised in **Table 6.1**:

Method of Travel to Work	Manchester 011	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	11	0%
Train	33	1%
Bus, minibus, or coach	710	25%
Taxi	27	1%
Motorcycle, scooter or moped	15	1%
Driving a car or van	1,381	49%
Passenger in a car or van	227	8%
Bicycle	97	3%
On foot	324	11%
Other method of travel to work	5	0%
Total	2,830	100%

Table 6.1 – Method of Travel to Work

- 6.2.3 **Table 6.1** shows that the mode share for car drivers in the area is c. 49%. This is followed by 27% of residents travelling to work by public transport, 11% on foot, 8% car sharing, 3% by bicycle, and the remainder by other modes.

6.2.4 In order to understand more accurate travel habits, a snapshot survey will be undertaken within six months following occupation, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys will extract the following key information:

- Place of work;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage residents to travel more sustainably.

6.2.5 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

6.2.6 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents will be sent this link in the early stages of occupation and get directed to an internet-based survey.

6.2.7 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be summarised. Residents would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

6.3 Data Analysis and Travel Plan Targets

6.3.1 Following the completion of the baseline travel survey, 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.

6.3.2 The following **Table 6.2** summarises the current resident modal split based on findings from the 2011 Census data:

Travel Mode	2011 Census Modal Split	Mode Shift Target
By Car, as a Single Occupant	49%	- 10%
By Car, Lift Sharing	8%	+ 1%
Walk	11%	+ 2%
Cycle	3%	+ 2%
Public Transport	27%	+ 5%
Other	2%	+/- 0%

Table 6.2 – Modal Shift Targets

6.3.3 Targets will be set following the receipt of the baseline travel survey, which will be arranged six months following occupation, usually as a discharge of planning condition, and would be published in the Full Travel Plan once developed. New modal split targets for different modes of travel could then be set in

future Travel Plan updates to influence travel behaviour. Targets should be realistic and achievable when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Interim Travel Plan.

- 6.3.4 Targets can be used inform the Travel Plan initiatives to reduce car usage and encourage uptake of certain modes of sustainable travel. For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised by the TPC.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the Interim Travel Plan. It also sets out the next steps with regards to converting this Interim Travel Plan into a Full Travel Plan.

7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

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

7.1.3 It is clear from the above that a 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.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the Travel Plan will lie with One Manchester. Following construction and occupation, the Interim Travel Plan will need to be updated to a Full Travel Plan. This will involve the distribution of baseline travel surveys.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from One Manchester to the appropriately appointed TPC.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council and TfGM); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated at least one month before occupation of the proposed development.

7.4 Monitoring and Evaluation

7.4.1 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.

7.4.2 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 and TfGM on transport-related matters, the main monitoring process will involve resident travel surveys as described in **Section 6** above.

7.4.3 The results of each survey will be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.4.4 Following the baseline travel surveys, further surveys will be carried out bi-annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include three surveys: the baseline travel survey and two follow-up surveys.

7.4.5 Monitoring reports will also be provided to officers at Manchester City Council / TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

8.0 Action Plan

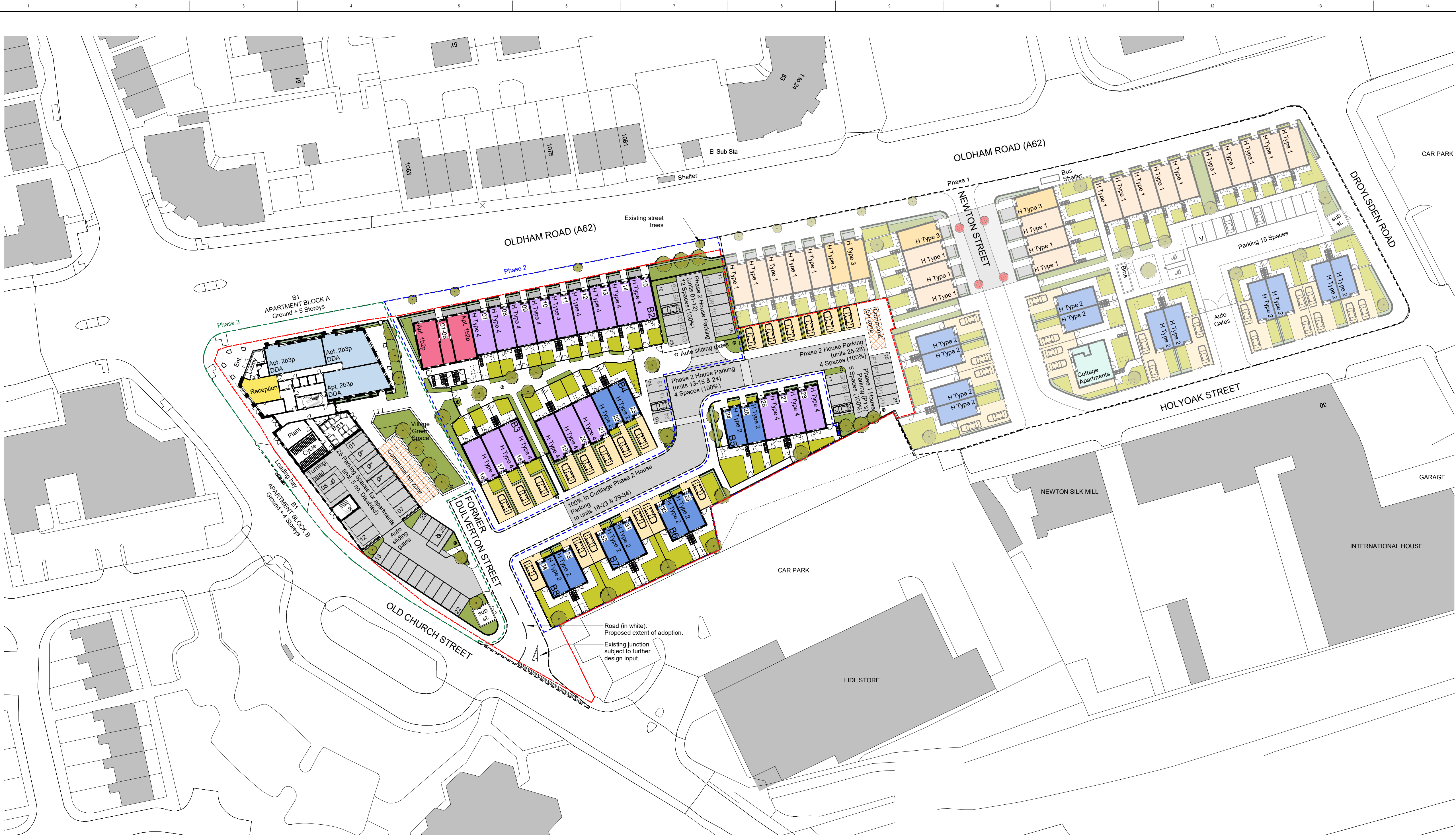
8.1 Introduction

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

No.	Action	Target Date	Responsibility
1	Implementation of Site Infrastructure	During construction phase.	One Manchester
2	Appoint TPC	One month prior to first occupation.	One Manchester
3	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development lifespan.	TPC
4	Produce Welcome Pack	Upon occupation of the development.	TPC
5	Undertake Baseline Travel Survey	Within six months of first occupation.	TPC
6	Decide Targets	Within one month of undertaking the baseline travel survey.	TPC
7	Update Interim Travel Plan to a Full Travel Plan	Within three months of setting modal split targets.	TPC
8	Distribute Travel Survey Results to Manchester City Council / TfGM	Within three months of each travel survey.	TPC
9	Undertake Follow-Up Travel Surveys	Bi-annually as part of a five-year monitoring schedule (total two follow-up surveys).	TPC
10	Present Annual Monitoring Reports	As requested by Manchester City Council / TfGM during the five-year monitoring schedule.	TPC

Table 8.1 – Action Plan

Appendix A – Proposed Site Layout



1 Proposed Site Plan
1:500

<div></div>	Type 1 3b4p - 2.5 Storey 95.1m ² (39.8m ² /floor + 15.3m ² /flat)	21 no.
<div></div>	Type 2 2b3p - 2 Storey 70 m ² (35m ² /floor)	22 no.
<div></div>	Type 3 3b5p - 3 Storey 108.6m ² (36.5m ² /floor)	04 no.
<div></div>	Type 4 3b4p - 2 Storey 67m ² (43.5m ² /floor)	18 no.
<div></div>	Cottage Apartments 2b3p 61.5m ² g/f / 63.5m ² ff	02 no.
<div></div>	Corner Plot Apartment 1b2p 50m ²	06 no.
<div></div>	Phase 3 Apartment 1b2p 50m ²	41 no.
<div></div>	Phase 3 Apartment 2b3p 61m ²	34 no.
<div></div>	Houses	65 no.
<div></div>	Apartments	83 no.
<div></div>	Total	148 no.

PHASING BREAKDOWN

PHASE 3 - 75 HOMES			
HOUSES	00		
APARTMENTS	75		
1B 2P	41	54.6%	
2B 3P	34	45.4%	
TOTAL	75	100%	

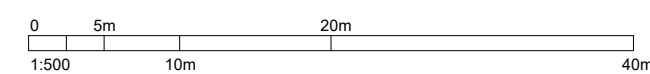
PHASE 2 - 34 HOMES			
HOUSES	28		
APARTMENTS	06		
TYPE 1	-		
TYPE 2	10		
TYPE 3	-		
TYPE 4	18		
Apt. 1B 2P	06		
TOTAL	34		

PHASE 1 - 39 HOMES			
HOUSES	37		
APARTMENTS	02		
TYPE 1	21		
TYPE 2	12		
TYPE 3	04		
TYPE 4	-		
Apt. 2B 3P	02		
TOTAL	39		

PHASE BREAKDOWN			
HOUSES	65		
APARTMENTS	83		
PHASE 1	39		
PHASE 2	34		
PHASE 3	75		
TOTAL	148		

OVERALL SPLIT			
1B 2P	Apartment	47	31.7%
2B 3P	Apartment	36	24.3%
2B 3P	House	22	14.9%
3B 4P	House	39	26.4%
3B 5P	House	04	2.7%

PHASING KEY	
<div></div>	Phase 1 (shown faded out)
<div></div>	Phase 2
<div></div>	Phase 3



CLIENT
One Manchester

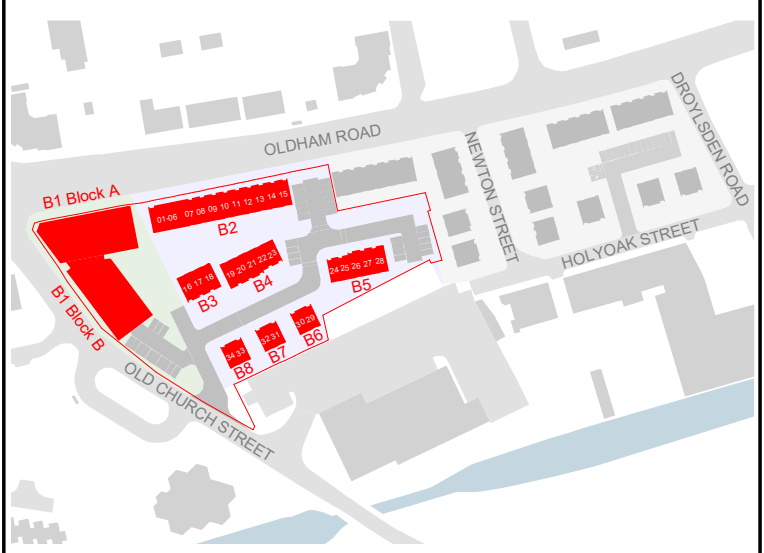
STRUCTURAL ENGINEER
Curtins Consulting

SERVICES ENGINEER

TBC

CONSULTANT
Wilkinson Cowan Partnership Ltd

KEY PLAN



NOTES:
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11	28-07-2023	Issued for Planning	DJW	AJL
P3	07-07-2023	General updates. Issue for comment and approval.	JMG	AJL
P2	13-06-2023	Amendments to Building 2 Apartments. Minor landscaping adjustments. Site enclosures omitted.	JMG	AJL
P1	11-05-2023	First issue following option development and confirmation of fixed building and road arrangement.	JMG	AJL
No.	Date	Comments	Drawn	Checked
Revisions				

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Project
**Residential Development
Phase 2 & 3
Newton Heath, Manchester**

Drawing Title
Proposed Site Plan

Drawn	Date	Scale @ A1	Alt. Ref.
JMG	01/02/2023	1:500	
tp bennett Project No.	Series	Zone	Drawing Number
T8170	D	0	020
			Rev.
			11

NOTE: All dimensions are approximate only

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