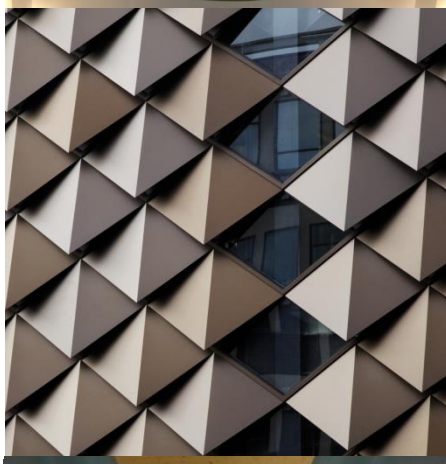








Blantyre Street, Castlefield

Travel Plan

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Client Name: Prestbury Estates

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Control Sheet

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Prestbury Estates to provide travel planning advice in relation to a residential development in Castlefield.

1.1.2 A planning application was submitted and granted planning permission by Manchester City Council in January 2021 (MCC Planning Ref: **113617/FO/2016**) with the following description:

"Erection of a four storey building to form 24 residential apartments (Use Class C3) with associated hard and soft landscaping and ancillary development thereto."

1.1.3 The development will be car-free and there will be 24 cycle parking spaces.

1.1.4 The approved ground floor site layout is provided in **Appendix A**. It is noted that an application (ref: 133713/JO/2022) has been submitted to amend the layout, although, as of the time of writing, this has not yet been decided. This would not change the number of apartments or cycle parking spaces.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

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

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

1.3 Purpose of the Report

1.3.1 In 2016, an Interim Travel Plan (ITP) was prepared by Curtins (Document Ref: **TPMA1484/ITP**, version Final). Notwithstanding, Condition 19 of the planning consent states:

"Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results

[1] Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2#full-publication-update-history

of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

1.3.2 As such, this Travel Plan is prepared to discharge Planning Condition 19.

1.3.3 Transport for Greater Manchester (TfGM)[2] 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, stating that 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."*

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

- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014; and

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.3 **Section 5** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aggYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.4 **Section 6** outlines the strategy for Travel Plan targets, while **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.

1.4.5 **Section 8** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.1.3 Currently within Greater Manchester, 88% of trips are shorter than five miles, and more than half of these are made by car[3].

2.1.4 Nationally, 7% of all car trips are less than 2 miles (1.6km) and more than half (57.0%) are less than 5 miles (8km)[4]. The median car journey in 2019 was 3.8 miles / 6.2km[4]. 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[5]:

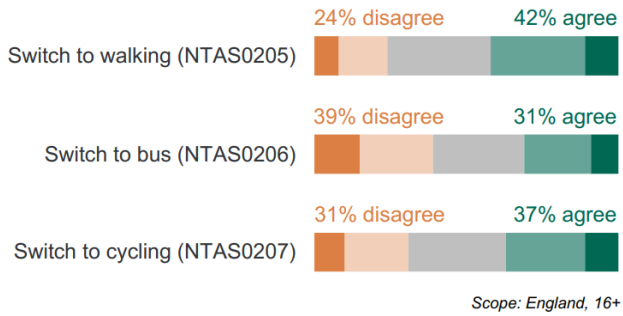


Figure 2.1 – Willingness to Switch Mode of Travel

[3] Manchester City Council (2021). State of the City 2020 Report [Online]. Available at: https://www.manchester.gov.uk/downloads/download/7316/state_of_the_city_report_2020
[4] 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
[5] 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

2.1.5 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Greater Manchester[6].



Figure 2.2 – Benefits of Active Travel for Greater Manchester

2.1.6 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year[7].

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[8]. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. 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[9].

[6] Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf
[7] Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf
[8] 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
[9] 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

2.2.3 Before the introduction of the £2 single fare in Greater Manchester in September 2021, the average single was approximately £2.41[10]. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.

2.2.4 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO2 levels 4.5 times higher than World Health Organisation (WHO) guidelines[11].

2.2.5 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three[12]. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.

2.2.6 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[13] 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."*

2.2.7 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.

2.2.8 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives by mid-2023 which will then be considered by the UK Government. The UK Government has expressed the possibility of retaining a charging zone within central Manchester and Salford. It appears highly unlikely a charging zone will now extend to all of Greater Manchester.

2.2.9 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.

[10] TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf
[11] Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: https://uk-air.defra.gov.uk/library/annualreport/
[12] Central Office of Public Information and Imperial College London (2022).
[13] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.10 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.

2.2.11 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, CO2and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible."*

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

2.2.2 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *"Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive."* Transport is one 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

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

2.2.4 The Manchester Climate Change Framework: 2022 Update found that the city "is not currently on track to stay within our carbon budget and are at risk of missing our first milestone: to reduce the city's direct emissions by 50% by 2025."

2.2.5 The Framework advises residents prioritise active travel and public transport, particularly for short trips.

2.2.6 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[14]. 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 don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

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

2.3.5 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually[14].

2.3.6 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"*[15]. **Figure 2.3** below demonstrates that although most adults (63.3%) meet this guidance[16], a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

[14] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[15] 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
[16] Sport England (2020). Active Lives Adult Survey: November 2018/19 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

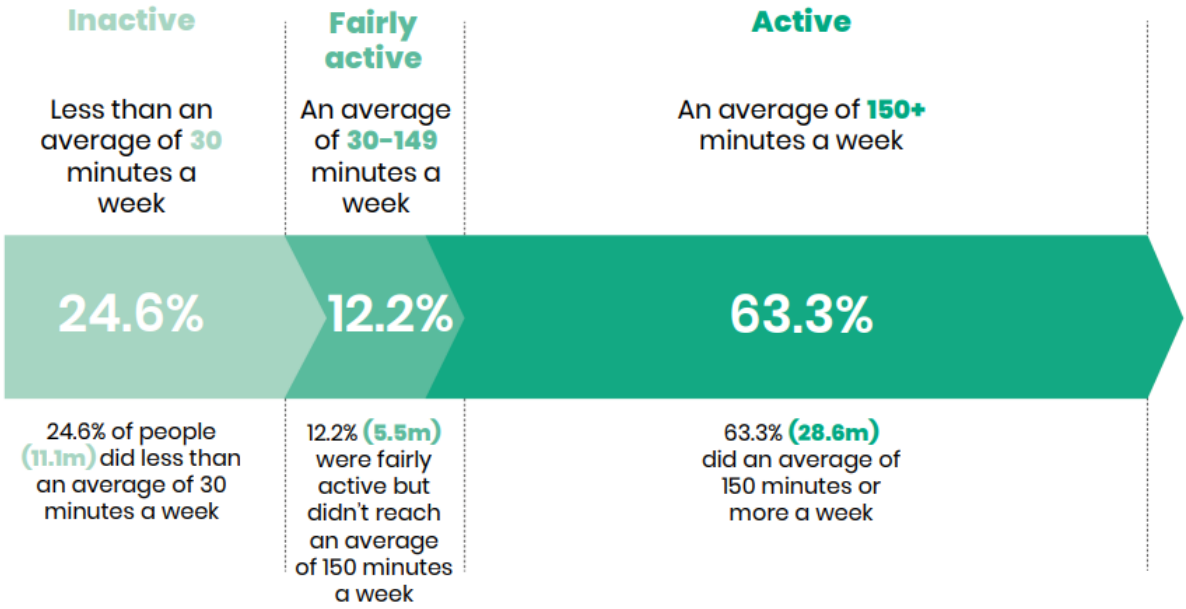


Figure 2.3 – Activity Levels for Adults

2.3.7 This has contributed to poor health in much of the adult population[17]:

> *"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%)."*

2.3.8 The UK Chief Medical Officers[15] further state:

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

2.3.9 Poor air quality is the largest environmental risk to public health in the UK[18]. Road transport contributes to a third of all nitrogen dioxide (NO2) and an eighth of all particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation

[17] 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
[18] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.10 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 2.4** below:

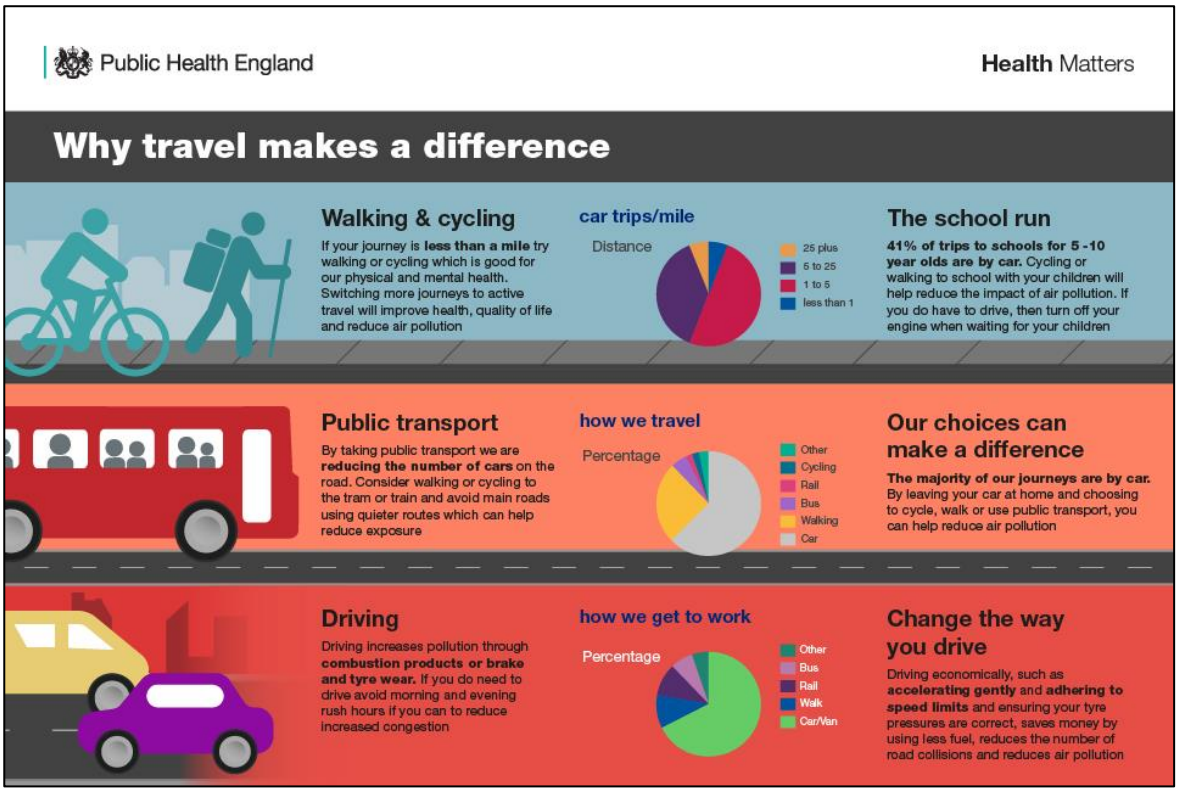


Figure 2.4 – The Impact of Travel Behaviour on Public Health

2.3.11 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"[19].

[19] 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

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 cost the NHS up to £1 billion per annum (in 2006-07 prices)[20], with further indirect costs estimated at £8.2 billion (in 2002 prices)[21].

2.4.2 As illustrated by **Figure 2.7** 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[22].

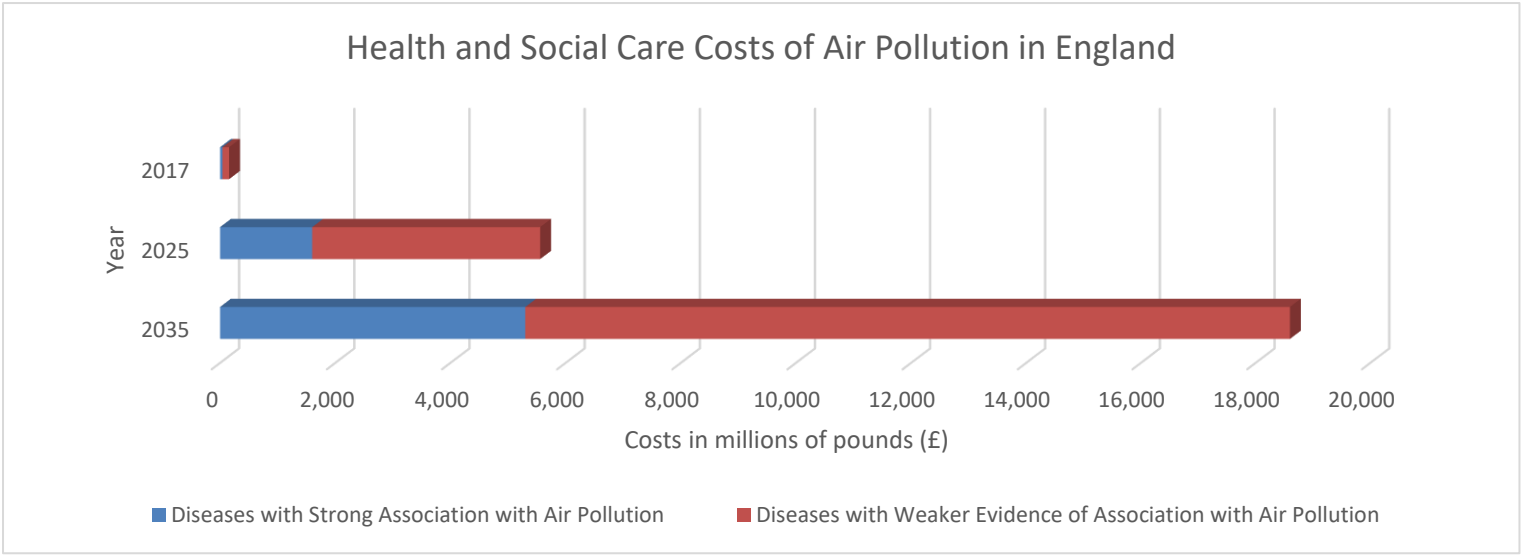


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

[20] 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.
[21] 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.
[22] 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

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)[23].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[24] – 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[25].

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[26]. Cycle parking delivers five times higher retail spend than the same area of car parking[27]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[28].

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

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

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people[29]:

> *"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."*

2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages[28].

[23] 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
[24] 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
[25] Eddington Transport Study (2006)
[26] 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
[27] 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
[28] 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
[29] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located in Castlefield at the southwest of Manchester city centre.

3.1.2 The site is bound by a residential building to the north, Bridgewater Canal Tow Path to the east, Slate Wharf and a pub to the south, and Slate Wharf to the west.

3.1.3 **Figure 3.1** below shows the site in a local context relating to the local highway network:

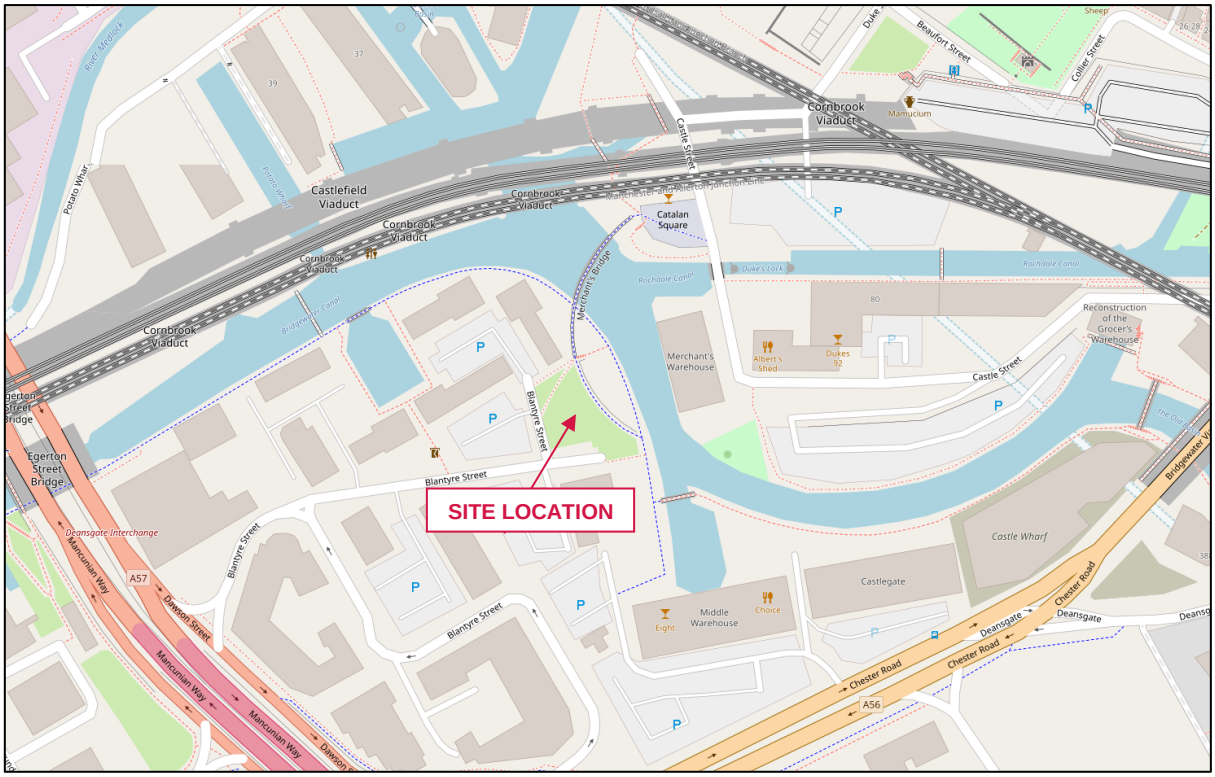


Figure 3.1 – Site Location

(Source: OpenStreetMap, 2023)

3.2 Surrounding Highway Network

Slate Wharf

3.2.1 Slate Wharf is approximately 130m in length and links the site to Blantyre Street to the west. It is approximately 5m in width and has parking restrictions on the southern extent but offers parking bays on the northern side of the carriageway.

3.2.2 Slate Wharf provides access to existing residential and commercial properties including The Wharf public house and the Slate Wharf residential development. At the eastern extent of the road, there is an existing loading bay adjacent to The Wharf public house.

3.2.3 Along the length of the road, Slate Wharf is subject to a 20mph speed limit. The road has street lighting present along both sides with footpaths, both approximately 2.5m in width.

Blantyre Street

3.2.4 Blantyre Street extends north from a priority-controlled junction with the A57 Deansgate Interchange Roundabout for approximately 250m, providing a one-way route for the residences and amenities in the area.

3.2.5 Blantyre Street continues east to provide access to Slate Wharf, and also extends west to provide access onto the A57 Dawson Street. A second access to Blantyre Street is also obtained from Dawson Street.

3.2.6 The road is approximately 300m total in length and 3m in width. There are footpaths along each side of the road which are approximately 2.5m in width.

3.2.7 Blantyre Street is subject to a speed limit of 20mph.

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 Walking, cycling, and public transport should be prioritised over car use, according to the National Design Guide (Department for Levelling Up, Housing and Community (DLUHC), 2021).

4.1.3 Over a quarter (27.0%) of households in Greater Manchester do not have access to any cars or vans (see Census 2021 dataset TS045). A lack of access to a car appears to impair people's mobility; those without access to a car made 29% less trips than those with access in 2019 (see NTS0702). People in households without access to a car, however, travel more frequently and further by sustainable modes of travel, including making twice as many cycling trips annually and four times as many bus trips. Therefore, any site which is not adequately accessible by walking, cycling, and public transport will be inaccessible to a quarter of the population.

4.1.4 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'* (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 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'. Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan TPMA1484-003** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.4 The average pedestrian travels at approximately 80m per minute, based on walking distances and times in the CIHT document 'Planning for Walking' (2015), so they could travel 500m, 1,000m and 2,000m in approximately 6 minutes, 12.5 minutes, and 25 minutes, respectively.

4.2.5 There are various pubs, bars, and restaurants within 500m of the site, including The Wharf, Albert Shed, and Dukes 92, as well as the canal, convenience stores, and several offices.

4.2.6 Most of Manchester and Salford city centres are within walking distance, including Spinningfields, the Arndale, Chinatown, and the Gay Village. Although Piccadilly and Victoria are slightly beyond this distance, they can be reached by a short journey on train (Piccadilly only), tram, or the free bus.

4.2.7 In June 2023, Factory International, a global destination for arts, music, and culture, will also open within 1,000m of the site.

4.2.8 In addition, green spaces such as St John's Gardens, Piccadilly Gardens and the Castlefield Bowl and Roman Fort are located within maximum walking distance from the site.

4.2.9 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.

4.2.10 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

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, **Plan TPMA1484-004** presents an 8km cycle catchment for the site.

4.3.3 8km (5-miles) is considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less."* Even in the Netherlands, which has the highest cycling levels in Europe, 88% of cycling trips were 7.4km or less in 2019.

4.3.4 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 8km in approximately 25 minutes.

4.3.5 The 8km catchment encompasses the city centre including key transport links. The catchment also extends as far as Heaton Park to the north, Droylsden to the east, Cheadle and Wythenshawe in the south and Urmston and Eccles to the west.

4.3.6 National Cycle Network Route 6 can be accessed within a c. 400m cycle to the north from Liverpool Road. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester, and Lancashire to Windermere. Route 6 connects to Route 55 on Middlewood Street which, although incomplete, gives access to parts of Salford, including Eccles, Monton, Tyldesley and Walkden.

4.3.7 Near Manchester Piccadilly, residents could also access Route 66 which runs to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.

4.3.8 The site is well situated to benefit from existing cycle provision as shown in **Figure 4.1** below:

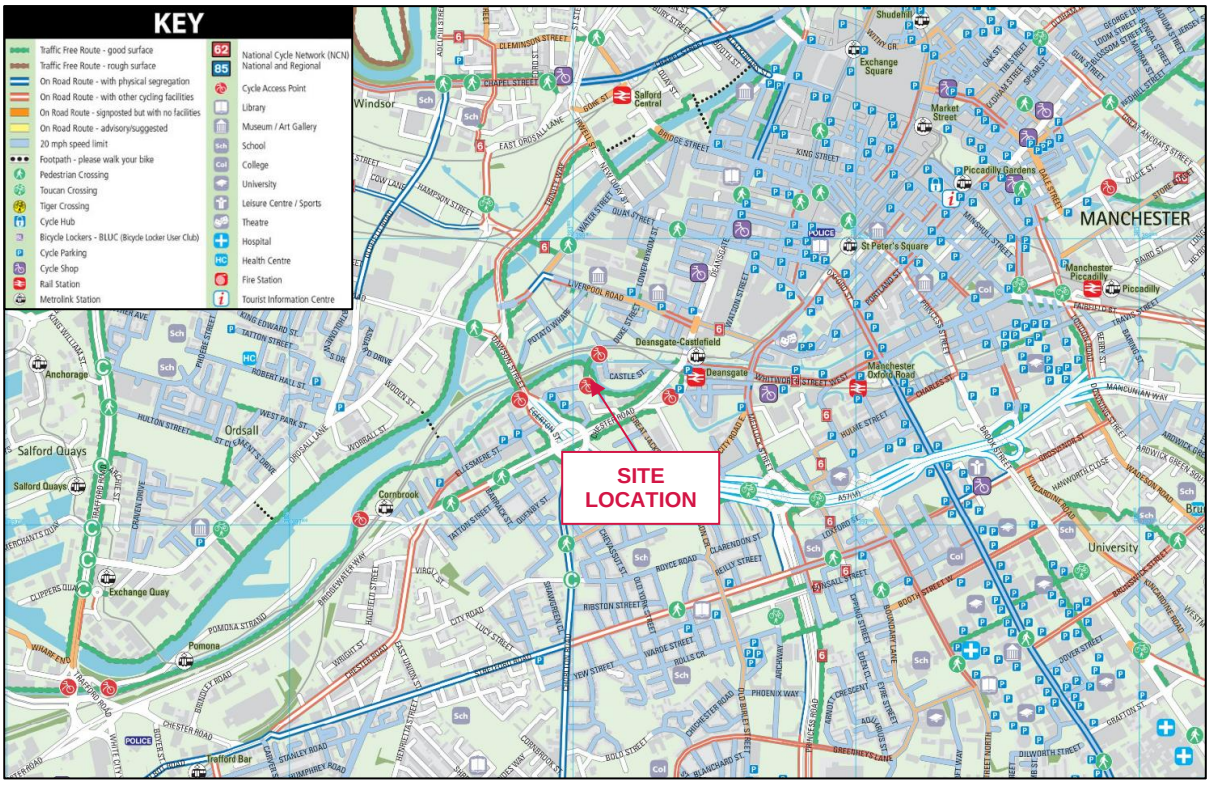


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

4.3.9 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. The in-development City Centre Triangle scheme would only be a c. 250m cycle from the site, providing an easier, safer and more attractive route for people to move between Piccadilly, Victoria and Deansgate stations, and to link into other walking and cycling routes.

4.3.10 Transport for Greater Manchester, working in partnership with Manchester City Council, Salford City Council and Trafford Council, has launched Greater Manchester's first publicly operated, self-service, 24/7 cycle hire scheme. It makes cycling a real option for commuters, cross city travellers and students. By Summer 2023 there will be 1,500 pedal bikes and e-bikes available across the following area:

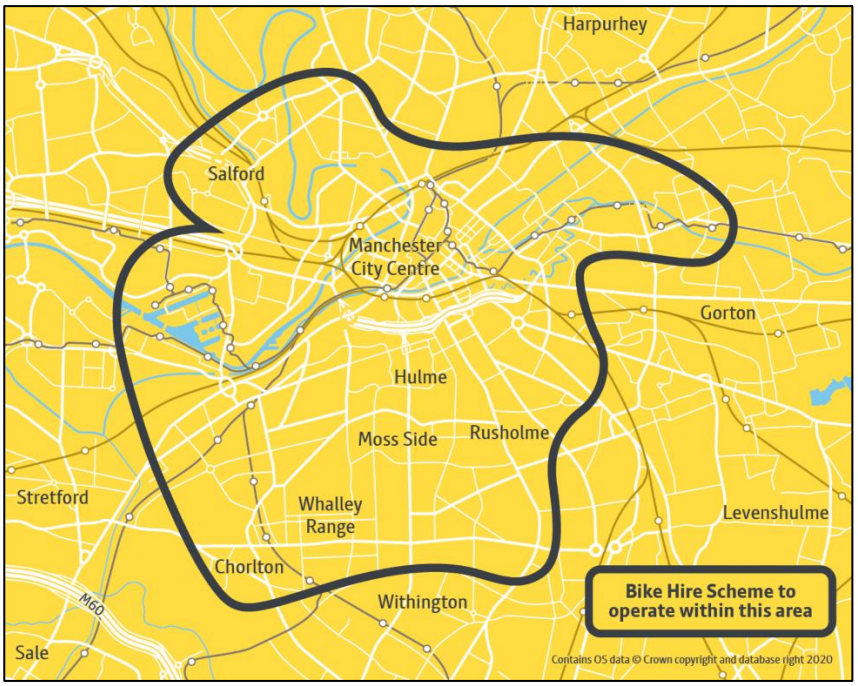


Figure 4.2 – TfGM Cycle Hire Future Boundary
(Source: TfGM, 2020)

4.3.11 The closest cycle hire stands are currently at Deansgate / Commercial Street, a c. 400m walk from the site.

4.3.12 The site is therefore ideally placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.

4.3.13 In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

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

4.4.2 **Plan 083656-CUR-XX-XX-G-TP-06005** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. The locations accessible within the above times include:

- 15 minutes – Manchester and Salford city centres, Ordsall;
- 30 minutes – Old Trafford, Chorlton, Trafford Park, Stretford, Levenshulme, Collyhurst, Bolton;
- 45 minutes – Swinton, Prestwich, New Moston, Droysden, Stockport, Didsbury, Altrincham, Carrington, Radcliffe, Rochdale; and
- 60 minutes – Chorley, Micklehurst, Broadbottom, Woodley, Handforth, Partington, Warrington.

4.4.3 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network

(i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). The site is located in an area with a GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure within Greater Manchester.

4.4.5 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).

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

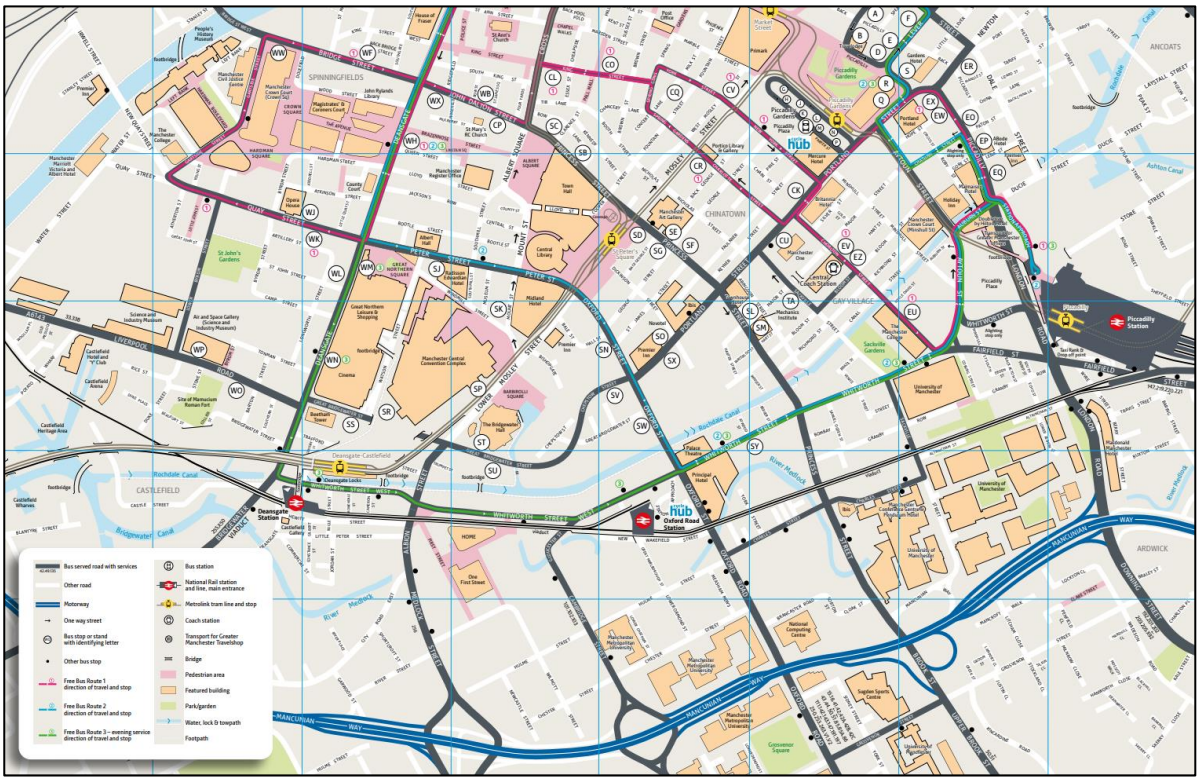


Figure 4.3 – Nearby Public Transport Network

(Source: TfGM, 2016)

Bus Accessibility

4.4.7 Further CIHT guidance – from *'Buses in Urban Developments'* (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

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

4.4.8 The nearest bus stops to the site are located approximately at c. 260m (towards city centre) and 460m (leaving city centre) walking distances form the site. **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
255	Partington – Piccadilly Gardens	30 mins	30 mins	30 mins
X50	Trafford Centre – Piccadilly Gardens *(Towards Piccadilly Gardens only)*	30 mins	30 mins	30 mins

Table 4.3 – Summary of Bus Service Frequencies from Chester Road

4.4.9 Furthermore, within 500m of the development, Route 3 of the Free Bus stops by Deansgate station. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.3** below:

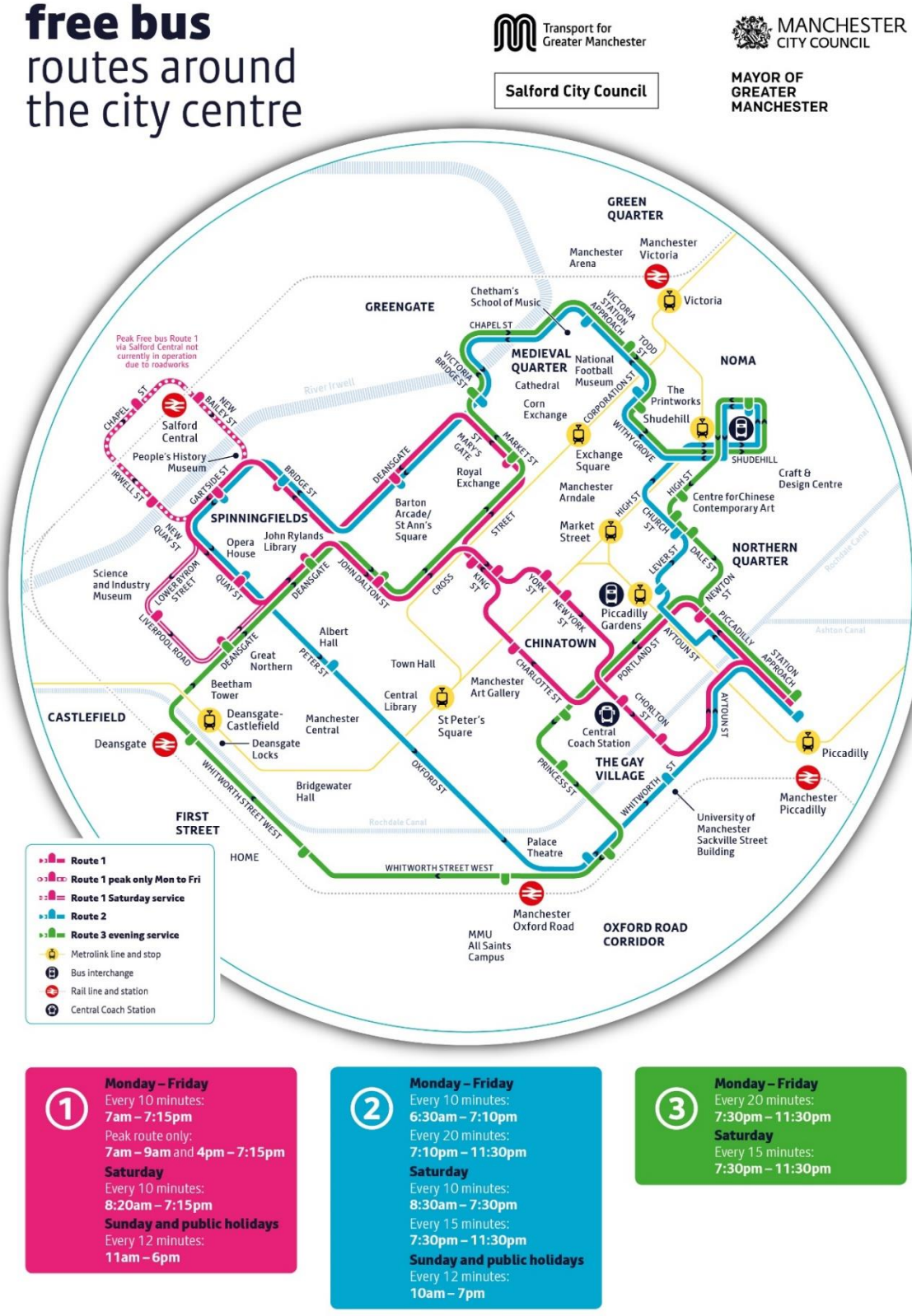


Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2021)

Rail Accessibility

4.4.10 The nearest train station is Deansgate, located approximately 500m to the east of the site.

4.4.11 Deansgate provides services to Southport, Blackpool North, Manchester Airport, Barrow IN Furness, Liverpool Lime Street. A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly facilitates more frequent services and for journeys to destinations further afield such as London, Nottingham, Norwich, Leeds, Hull, and Sheffield.

Metrolink (Light Rail) Accessibility

4.4.12 The nearest Metrolink station is Deansgate-Castlefield, located at a c. 500m walk from the site.

4.4.13 All services (except Bury – Piccadilly) stop at Deansgate-Castlefield, as shown in the Metrolink map in **Figure 4.5**. All lines have a frequency of every 12 minutes.

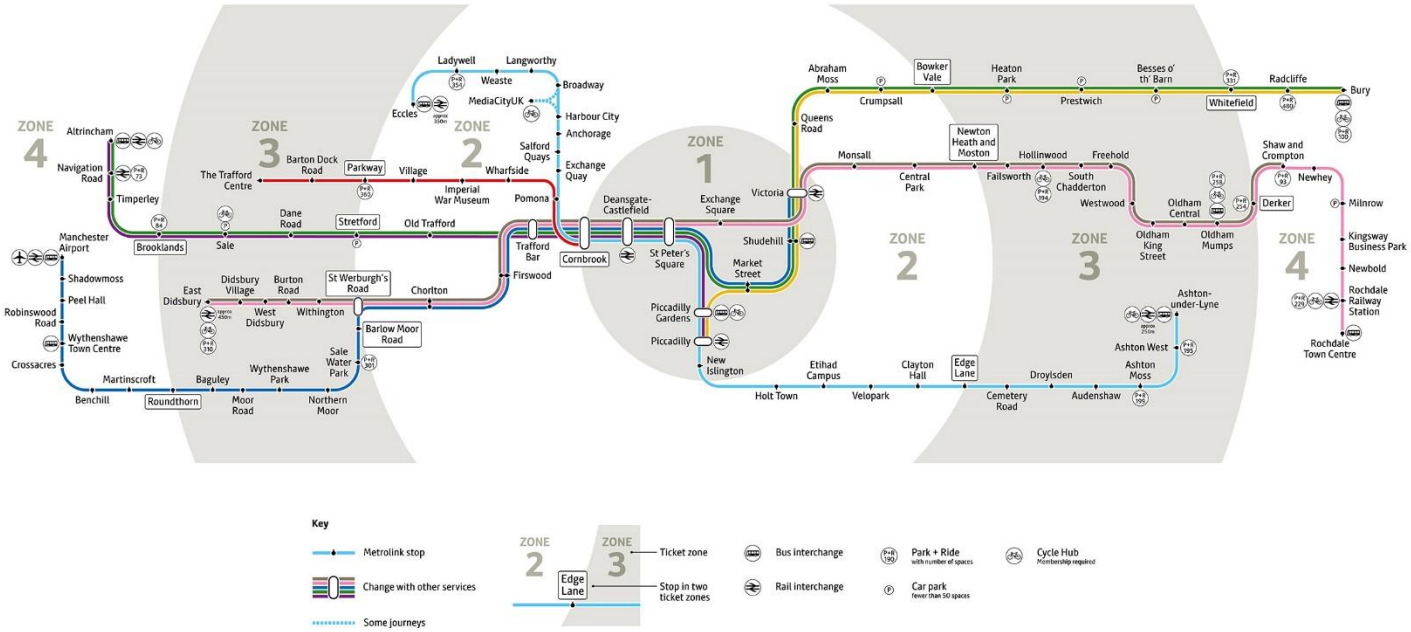


Figure 4.5 – TfGM Metrolink Network Map
(Source: TfGM, 2022)
Note: Although not shown on the map, the Trafford Centre line has been starting / terminating at Deansgate-Castlefield in recent months, not Cornbrook.

4.4.14 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-schedule.

4.4.15 In summary, 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, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction, Aim and Objectives

5.1.1 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.

5.1.2 Considering the benefits in **Section 2** and the end users, this TP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

5.1.3 The aims of this TP will be supported with the following objectives, all within an overarching aim to reduce car trips to and from the site:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site; and
- **Objective 3 –** To increase the level of public transport use to and from the site;

5.1.4 The initiatives below are guided by the benefits set out in **Section 2** as well as the aims and objectives.

5.2 Appointment of Travel Plan Coordinator (TPC)

5.2.1 The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.

5.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff / residents incorporating a survey, events and then advice to staff / residents on sustainable travel choices.

5.2.3 Additional responsibilities of a TPC are further detailed in **Section 8** of this report.

5.2.4 The TPC can be contacted at: BlantyreStTPC@prestburyestates.co.uk.

5.3 Production of Welcome Packs

5.3.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome Packs will be supplied to all residents at the development in the early stages of operation. The contents of the Welcome Packs will include:

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
- The health and environmental benefits of travelling by walking, cycling, and public transport;
- Maps showing local walking / cycling routes and places of interest;

- Details of the TfGM journey planner: https://tfgm.com/plan-a-journey;
- Details of public transport services, including ticketing options, timetables, and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.3.2 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

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 TP that there is an existing good level of pedestrian infrastructure in the surrounding area.

5.4.3 The following measures will be provided in order to encourage residents to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site on national events such as “National Walking Month”;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Regularly review and update information (if necessary) provided within the Welcome Packs / Travel Page / notice boards, such as:
  - Local pedestrian routes, including public footpaths and walking times to key destinations; and
  - Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups.

5.4.4 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a “walking buddy” scheme could also be considered.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of this TP that there is an existing good level of cycle infrastructure in the surrounding area.

5.5.2 There will also be cycle parking provided as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

5.5.3 Due to the residential nature of the development, each flat will provide space for washing and changing.

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

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
  - Provision of signage in and around the site;
  - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) infrastructure with the provision of safe crossing points, direct routes, appropriate tactile surfaces, and good lighting;
  - Sufficient security at proposed cycle parking facilities;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
  - Local cycle network routes;
  - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
  - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website https://beeactive.tfgm.com/;
  - Promote TfGM's cycle hire scheme (https://beeactive.tfgm.com/cycle-hire/) which users can access using the Beryl app;
  - Details of local cycle shops; and
  - Marketing campaigns such as "National Bike Week".

5.5.5 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG), making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), and having the TPC negotiate discounts with local cycle retailers could also be considered.

5.6 Measures to Encourage Public Transport

5.6.1 It has been demonstrated throughout **Section 4** of this TP that the site is highly 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:

- Liaise with bus companies on any future improvements and/or extensions to local services;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
  - Details of Traveline's online journey planning resources: https://www.traveline.info/;
  - Advertise any promotions/discounts offered by public transport operators;
  - A map showing local bus and rail stations in the vicinity of the site; and

- Links to up-to-date bus and rail details including timetables / route maps.

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

5.7 Reducing the Need to Travel

5.7.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Provide video and audio teleconferencing facilities;
- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

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 strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys.

6.2 Data Collection and Analysis

6.2.1 As the development has not yet 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.

6.2.2 In order to understand travel habits, a representative sample survey will be undertaken within 3 months following reaching 75% occupancy. 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.

6.2.3 A sample travel survey for the proposed development is provided in **Appendix B**.

6.2.4 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.

6.2.5 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 would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.

6.2.6 Paper surveys will also made available across communal areas of the site. These results can be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.

6.2.7 The information obtained will be used to undertake modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of residents. Residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

6.3 SMART Targets

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

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

6.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

6.3.4 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between one to two years; and
- Long-Term Target – more than two years.

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

Example of Potential Modal Shift Targets							
Travel Mode	**AM Inbound Trips Target***		**Existing**	**Short Term**	**Medium Term**	**Long Term**	**Total Target**
	2025	**2040**					
Foot	14%	12%	TBC following surveys	+1%	+1%	+1%	**+4%**
Cycle	3%	6%		+1%	+1%	+1%	**+4%**
Public Transport	65%	72%		+1%	+1%	+1%	**+2%**
Car Share	18%	10%		-	-	-	**-**
Car Driver				-2%	-4%	-4%	-10%

Table 6.1 – Example of Potential Targets

*Source: 'City Centre Transport Strategy To 2040', TfGM, Manchester City Council, Salford City Council, GMCA, 2021

6.3.2 It is expected, given the lack of car parking, that very few, if any, residents will travel by car.

6.3.3 In line with the sustainable travel hierarchy, modes should be encouraged and promoted in the following order: walking and wheeling, then cycling, then public transport, then taxis, car sharing and EVs, then private petrol / diesel vehicles.

6.3.4 Assuming that very few / no residents travel by car, the TPC will focus on encouraging more residents to travel by foot and cycle (above public transport) and that the modal split for these at least matches

the targets set by the City Centre Transport Strategy (although it is noted this is for inbound trips, not those starting in the centre).

6.3.5 The 10% reduction in car drivers has been informed by a major synthesis report[30] which found that personalised (residential) travel planning can induce a 6-12% drop in car use share among residents.

6.3.6 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 5** of this TP and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

6.3.7 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.

6.3.8 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.

[30] Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

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 TP.

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 though the Planning Process.* DfT, 2009.

7.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with Prestbury Estates and the appointed TPC or any future owner of the buildings if transacted prior to completion.

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

- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- 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 sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

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

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

7.3.2 As well as this document, the TPC should consult TfGM's interactive dedicated travel planning website for employers – https://tfgmbusinesstravel.exhibition.app/ – which aims to act as a 'one stop shop' providing guidance for businesses looking to make affordable and sustainable travel choices and support the wider regional economy. Visitors to the TfGM business portal will find resources for both employers and employees, ranging from travel planning tools such as travel survey templates through to information on new flexible tickets and active travel provision such as Greater Manchester's cycle hire scheme.

7.3.3 The TPC will remain in-post for the duration of the monitoring period.

7.4 Monitoring and Evaluation

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

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

7.4.3 Monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required.

It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents upon the completion of surveys.

7.4.4 It is recommended that a follow up meeting be held with the Council to review the results of the monitoring survey and discuss any remedial measures required. The meeting should be arranged and chaired by the TPC.

7.4.5 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances. The three-year monitoring schedule will include five surveys: the initial monitoring survey and three follow-up surveys.

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:

Action	Indicator	Target Date	Responsibility
Produce Welcome Pack	TPCs appointed	First occupation of each element of the development	TPC
Undertake Initial Travel Surveys	75% occupancy of residential	Within three months	TPC
Decide Modal Split Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC / Manchester City Council
Present Annual Monitoring Report	Within three months of travel survey	Annual for at least three years following the agreement of targets with Manchester City Council	TPC

Table 8.1 – Action Plan

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

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

Plans

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Drg No:	Rev:
TPMA1484 - 003	/

Project: SLATE WHARF, CASTLEFIELD, MANCHESTER

Drg Title: PEDESTRIAN CATCHMENT AREA

Drawn: SG

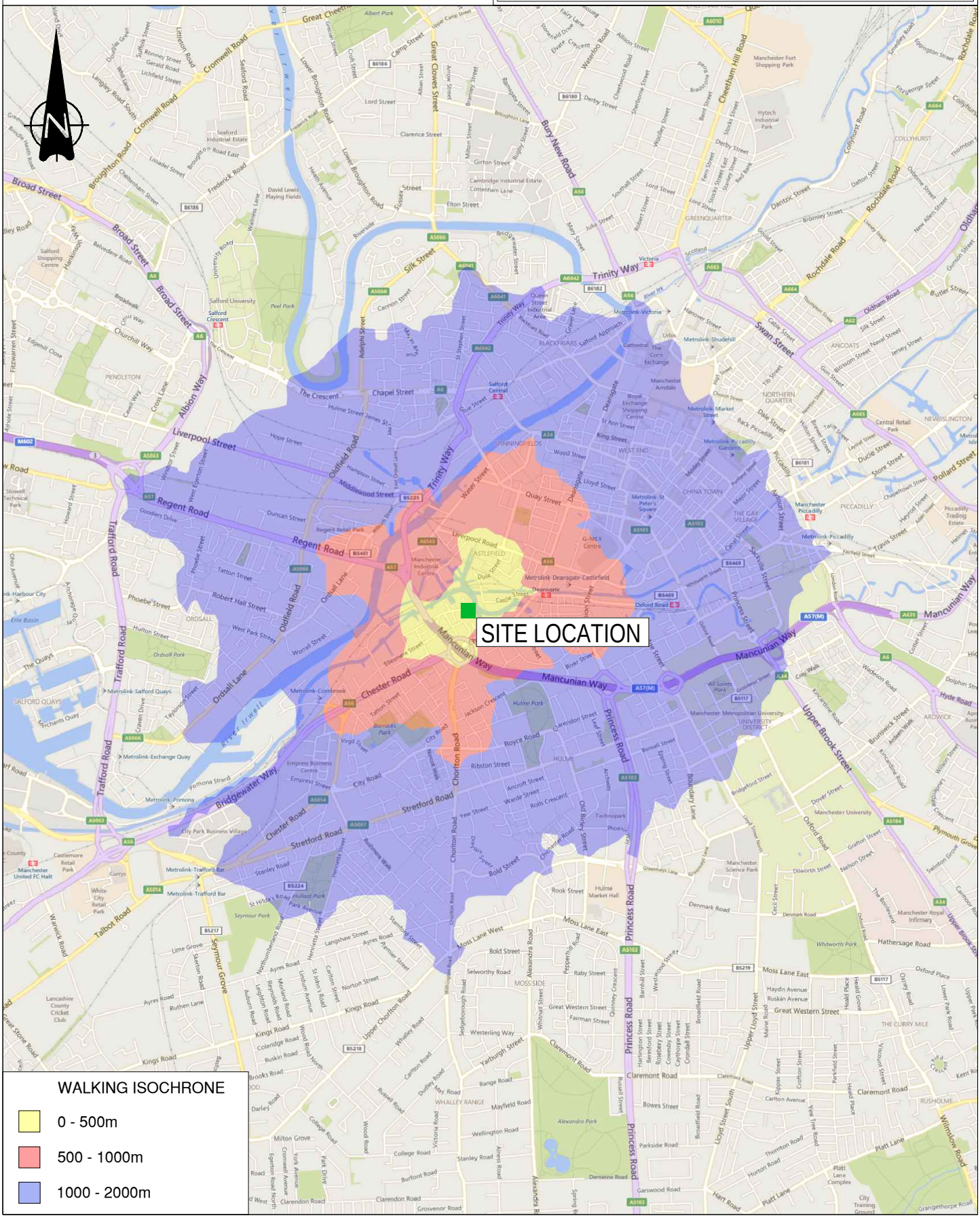
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Project: SLATE WHARF, CASTLEFIELD, MANCHESTER

Drg Title: CYCLE CATCHMENT PLAN

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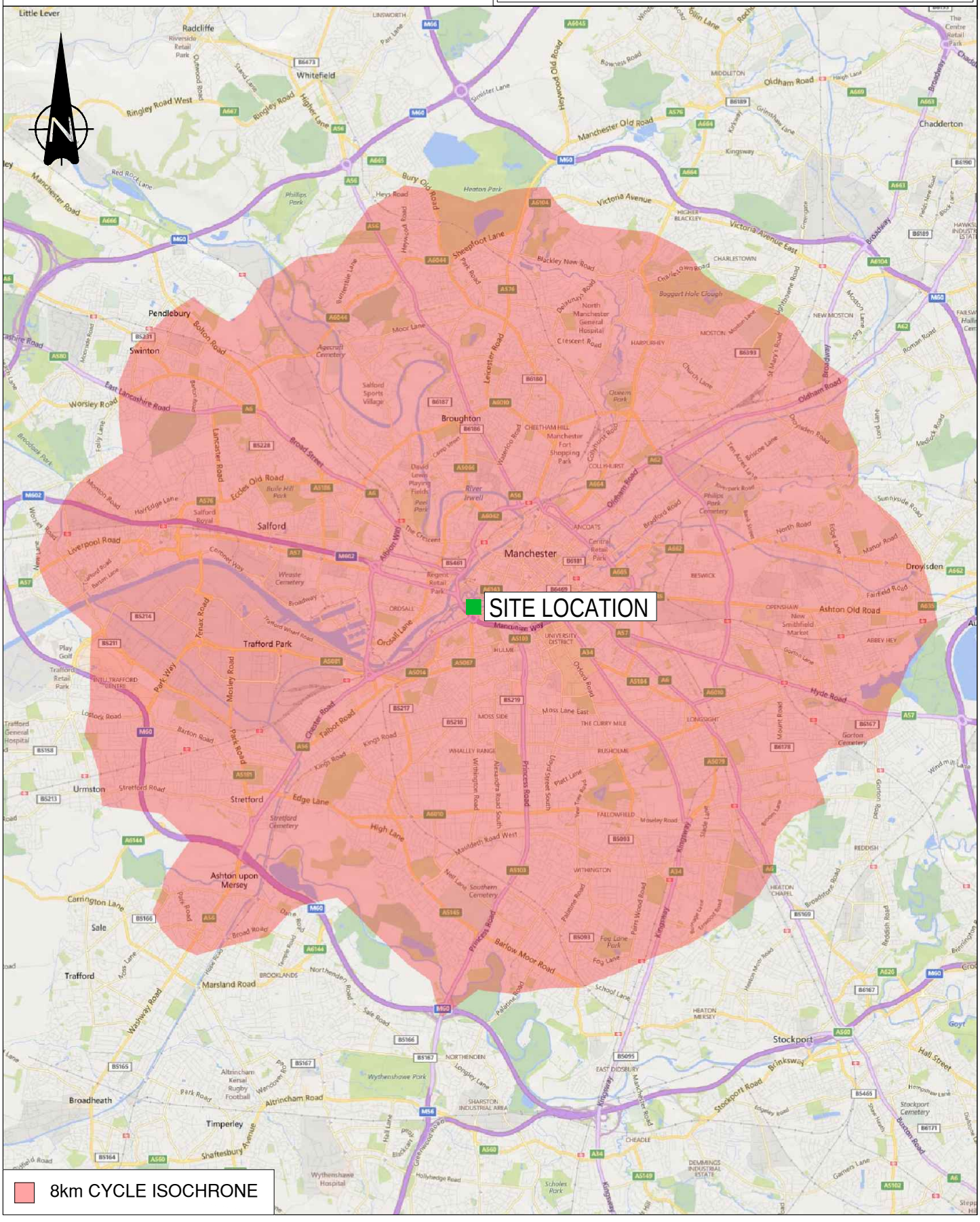
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Drg No:	Rev:
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Project: SLATE WHARF, CASTLEFIELD, MANCHESTER

Drg Title: PUBLIC TRANSPORT ACCESSIBILITY

Drawn: SG

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Scale: NTS

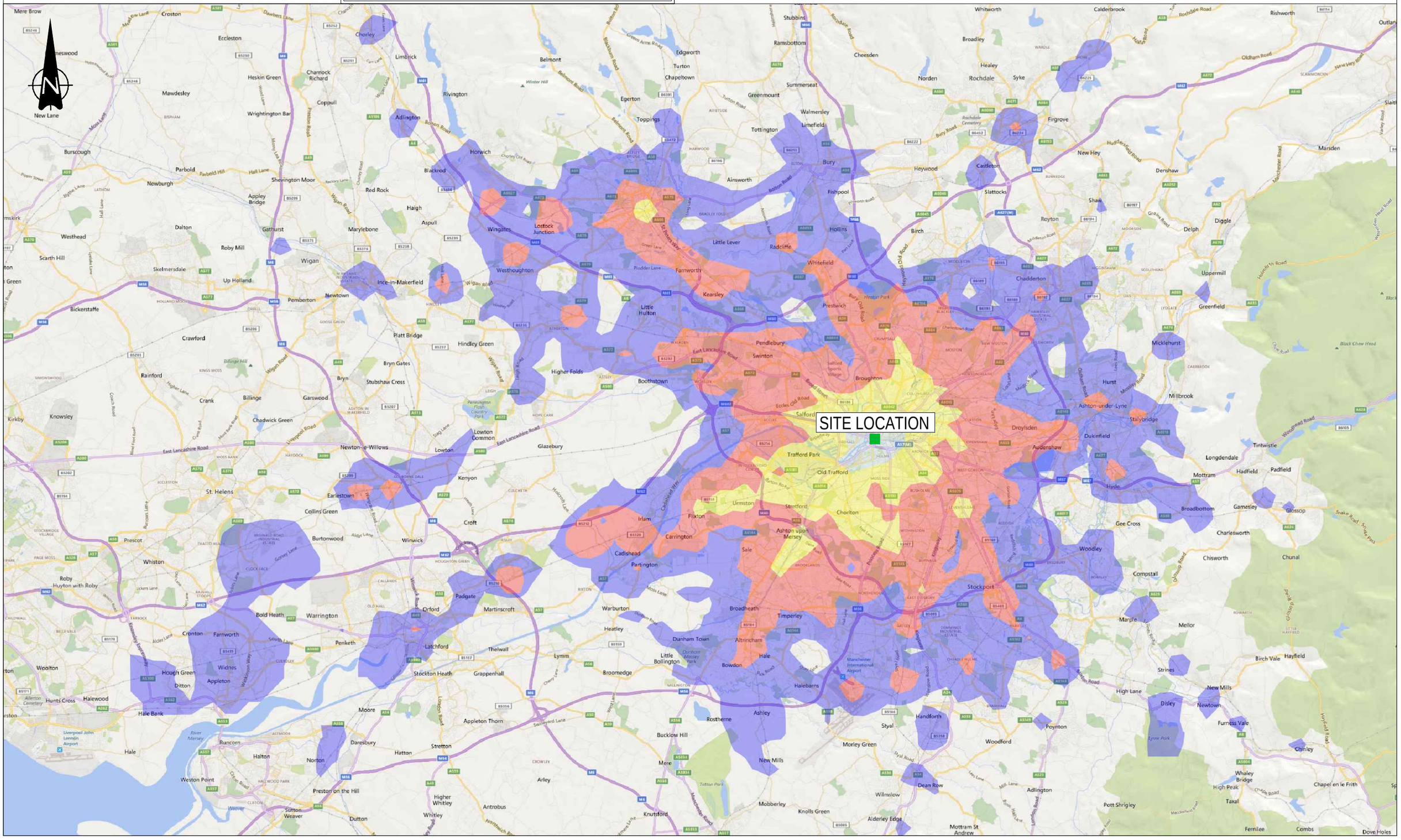
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JOURNEY TIME (MINUTES)

- 0 - 15
- 15 - 30
- 30 - 45
- 45 - 60



Appendix A – Site Layout



ISSUE				
Rev	Description	By	Chk	Date
03	Planning	PG	MJG	14/10/16

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All dimensions to be verified on site before commencement.

Project	Plot G, Castlefield	Project No.	15-22
		Dwg. No.	P_L(--)004
Title	Ground FLoor Plan	Date	March 16
		Scale	1:100 @ A1

Rev.	01
By	PG
Chk.	MJG
App.	00

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Appendix B – Travel Survey

PRESTBURY ESTATES

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Blantyre Street, Castlefield

Resident Travel Survey

Introduction

Curtins is assisting Prestbury Estates in implementing a Travel Plan at Blantyre Street in Castlefield. A Travel Plan is a strategy and package of measures that aim to promote sustainable travel, including walking, cycling, public transport use, and car sharing. A Travel Plan has been prepared for the development to ensure that the site is accessible to residents and visitors. This will help to deliver health, environmental, and financial benefits for all those who live at and visit the development.

Please complete this short anonymous travel survey to help inform the Travel Plan. It should take up to 5 minutes to complete. The information provided will be treated as confidential and processed in accordance with the Data Protection Act 2018.

Section A: Information about You

1. How many cars / vans are there in your household?

O None
O One
O Two
O Three
O Four or more (please specify)
……..

2. If you own a car(s) / van(s), where do you keep it / them?

……..
……..
……..

3. Approximately how far do you travel to work?

O Up to 1 mile
O 1 – 2 miles
O 3 – 5 miles
O N/A, I work from home
O 6 – 10 miles
O 11 – 20 miles
O Over 20 miles

Blantyre Street, Castlefield

Resident Travel Survey

4. Approximately how long does you journey take?

O 0 – 15 minutes
O 16 – 30 minutes
O 31 – 60 minutes
O More than 60 minutes
O N/A, I work fully remote

5. How do you typically travel to work? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.

O Car – as driver, single occupant
O Car – as driver, with passenger(s)
O Car – as passenger
O On foot
O Bicycle
O Bus
O Train/Tram
O Taxi
O Motorbike/Scooter
O I work from home
O Other – please specify
…….

6. If your typical mode of travel (your answer to Question 5) was unavailable, what alternative would you choose?

O Car – as driver, single occupant
O Car – as driver, with passenger(s)
O Car – as passenger
O On foot
O Bicycle
O Bus
O Train/Tram
O Taxi
O Motorbike/Scooter
O Work from home
O Other – please specify
…….

7. If your typical mode of travel (your answer to Question 5) was by car, why? Please tick no more than three:

O I did not travel by car
O I give other people a lift
O For safety and security
O Bad weather
O Inadequate public transport
O To save time
O To save money
O To carry equipment
O Disability or health reasons
O Personal commitment / childcare
O Work commitment
O Car essential to job
O Convenience
O Only option
O Other – please specify ……

8. Please select the importance of the following initiatives in encouraging you to travel by sustainable modes (walking, cycling, public transport, or car sharing):

	Would not encourage me to travel more sustainably	Might encourage me to travel more sustainably	Would encourage me to travel more sustainably
Better walking and cycle route information	O	O	O
Additional or improved cycle parking on-site	O	O	O
Improved cycle lanes and infrastructure	O	O	O
Improved footpaths and crossings	O	O	O
Better public transport information	O	O	O
Better quality public transport waiting facilities	O	O	O
More frequent public transport services	O	O	O
Better security on public transport	O	O	O
Cheaper public transport fares	O	O	O
Car sharing incentives	O	O	O

9. Is there anything else that would encourage you to travel by sustainable modes (walking, cycling, public transport, or car sharing)?

……..
……..
……..

10. Are there any particular barriers which make it difficult for you to use more sustainable transport options? If so, what are they?

O Yes (please specify)

……..
……..
……..

O No

11. Do you have any other comments about your travel patterns?

……
……
……

Thank you for completing the survey.

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