Downley Drive, Ancoats, Manchester

FRAMEWORK TRAVEL PLAN

Report prepared for
Great Places Housing Association

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Framework Travel Plan

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Framework Travel Plan

Downley Drive, Ancoats, Manchester

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1 Introduction

1.1 Great Places Housing Association has submitted a planning application for residential development on land off Downley Drive, Ancoats, Manchester (henceforth referred to as the Site). This Framework Travel Plan (FTP), supports the planning application.

1.2 Overview

1.2.1 This TS report is an update to the report prepared in 2021 to support planning application 130390/FO/2021. The previous application was for 23 townhouses and 45 apartments and was granted planning application on 30 July 2021. This TP supports a new application for a revised scheme. The proposed development comprises the construction of 23 townhouses and 52 apartments.

1.2.2 Figure 1.1 shows the location of the Site in the context of the local highway network.

1.2.3 The FTP is informed by a separate Transport Statement (TS) prepared and submitted in support of the planning application. There is consistency between the FTP and the corresponding TS report.

1.2.4 The access strategy for the development is founded on the fundamental principle of encouraging travel by residents of the Site to be made by sustainable travel mode choices. The FTP provides the context and means of achieving the development access strategy. The FTP proposals ensure that, from the outset, sustainable travel choices are available for occupants of the development.

1.2.5 The access strategy for the proposed development comprises:

(i) St Vincent Street: Direct access to 12No town houses and vehicular access to the apartment block,

(ii) Downley Drive: Direct access to 11No town houses.

1.3 Framework Travel Plan Objectives

1.3.1 The FTP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.

1.3.2 The key objectives of the FTP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,

- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

1.3.3 It is imperative that the FTP measures are effective and efficient.

1.3.4 The Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.3.5 PPG states that Travel Plans are a way of "*mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements.*" (Reference ID: 42-002-20155306)

1.4 Scope of Framework Travel Plan

1.4.1 It is established and acknowledged that there are two broad types of Travel Plan (TP):

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The development is for residential use, and hence this FTP is an 'origin' Travel Plan.

1.4.2 The outcomes approach is an established TP approach and is adopted for this FTP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the developer to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

1.4.3 The underlying purpose of a residential TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.

2 Existing Conditions: Key Information

2.1 Site Location

The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

2.2 Accessibility by Walk

2.2.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

2.2.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 80% of journeys are carried out on foot.

2.2.3 The NTS establishes that:

(i) 80% of all trips under 1 mile (1.6km) are made by foot,
(ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
(iii) Walking accounts for 26% of all trips and 3% of distance travelled,
(iv) Education and Shopping trips account for 39% of all walk trips,
(v) 71% of people undertake a walk of 20 minutes or more at least once a week,
(vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.

2.2.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

2.2.5 Shops and Food stores

2.2.5.1 Review of Figure 5.1 shows that Great Ancoats Street is within a 10 minute walk and there are numerous shops and amenities along both sides of the road. There is an existing Aldi at Urban Exchange, which is just off Great Ancoats Street and within an 800m walk of the Site.

2.2.5.2 There is a co-op food store on Blossom Street, which is within a 10 minute walk of the Site and a row of shops on Bollington Road that includes a convenience store and is also within a 10 minute walk.

2.2.5.3 The northern quarter is located within a 15/20 minute walk and contains numerous shops and food stores.

2.2.6 Education

2.2.6.1 There are also schools within a practical walk of the Site. New Islington Free School is located within a 10 minute walk of the Site. St Anne's Roman Catholic Primary School is located also within a 10 minute walk. Park View Community School is within a 15 minute walk of the Site.

2.2.7 Leisure & Recreation

2.2.7.1 There is a children's playground to the south of Woodward Street within a 5 minute walk of the Site. Ancoats Green and Victoria Mill Park are located within a 10 minute walk of the Site.

2.2.7.2 There are numerous sports facilities at Sportcity and these are around a 25 minute walk of the Site. The facilities at Sportcity which are open to the public include:

(i) Athletics facilities
(ii) Squash courts
(iii) Tennis courts
(iv) Velodrome
(v) Fitness centre
(vi) Philips Park recreational area.

2.2.8 Health

2.2.8.1 New Islington Medical Practice is within a 10 minute walk of the Site. The practice is part of New Islington Primary Care Centre which also includes a dentist and pharmacy.

2.2.9 Transport

2.2.9.1 There are bus stops on Great Ancoats Street and Old Mill Road that are within a 10 minute walk of the Site. Piccadilly Gardens bus station and Shudehill bus interchange is within a circa 20 minute walk of the Site.

2.2.9.2 New Islington Tram Stop is located next to Pollard Street to the south of the Site and within a 10 minute walk of the Site. The New Islington stop is located on the Ashton-under-Lyne to Eccles Metrolink line.

2.2.9.3 Both Manchester Piccadilly and Victoria train stations are located within a 25 minute walk of the Site.

2.2.10 The Bee Network

2.2.10.1 The Greater Manchester Bee Network is a proposal to create a joined up walk and cycle network to connect the all of the communities of Greater Manchester, making it easily to undertake journeys without using a car. It has been developed in collaboration with all 10 Greater Manchester local authorities and co-ordinated by Transport for Greater Manchester.

2.2.10.2 Figure 2.2 presents the proposed Bee Network in the vicinity of the Site and Figure 4.3 shows the section of this network that have already been confirmed as Beeways. There are proposals for an extensive network of Beeways in the vicinity of the Site.

2.2.10.3 Review of Figure 2.3 shows that the canal tow path to the north of St Vincent Street is a confirmed Beeway. This part of the network continues to westward to the A665 Great Ancoats Street. Improvements to this route are under construction at the time of writing. The improvements include;

(i) Better quality surface,
(ii) Improved headroom under a low bridge at Butler Street to the east of the Site,
(iii) Improvements to stepped accesses to the towpath.

2.2.11 Summary

2.2.11.1 It is clear that there are a range of amenities within a practical walk of the Site, providing good opportunity to undertake walk journeys to/from the proposed residential development.

2.2.12 Proposed Walk Measures

2.2.12.1 Measures to promote walking as part of the development proposals are outlined in Section 6.1, Chapter 6.

2.3 Cycle

2.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

2.3.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

2.3.3 Figure 2.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 2.4 highlights that a large part of the city centre of Manchester is within a 10 minute cycle ride. All of the city centre, west Gorton, Clayton and parts of Failsworth and Crumpsall are within a 25 minute cycle ride. This provides very good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes, including work, education, shopping and leisure.

2.3.4 Cycle Routes

2.3.4.1 Figure 2.5 presents the national cycle routes in the vicinity of the Site. National Cycle Route 66 runs along St Vincent Street to the north of the Site. The Route runs from the centre of Manchester to Kingston upon Hull, also passing through Leeds, York and Beverley. This route also forms part of the Beeway network.

2.3.4.2 National Cycle Route 60 runs to the east of the Site along the A6010. National Route runs between the northernmost edge of Houldsworth Golf Course in Reddish and Harpurhey to the north.

2.3.4.3 Also shown on Figure 2.5 is part of National Cycle Route 6, to the west of the Site in the centre of the city. National Cycle Route 6 is a long-distance route that links London to the Lake district, passing through numerous towns and cities, including Manchester city centre. It also connects with National Cycle Route 60 at North Reddish.

2.3.4.4 Figure 2.6 presents the Transport for Greater Manchester (TfGM) cycle routes in the vicinity of the Site. There is a route to the west of the Site that provides a link between Redhill Street and Old Mill Street in New Islington. There are additional routes to the north along Oldham Road and to the south along Pollard Street. There are numerous routes on the approach to and within the city centre.

2.3.4.5 It is evident that the location of the Site and the existing infrastructure provides good opportunity for residents of the Site to undertake journeys by cycle.

2.3.5 Proposed Cycle Measures

2.3.5.1 Measures to promote cycling as part of the development proposals are outlined in Section 6.2, Chapter 6.

2.4 Accessibility by Public Transport

2.4.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus, Metrolink and rail.

2.4.2 Bus

2.4.2.1 There are existing bus stops on Butler Street within a 5 minute walk of the Site. There are existing bus stops on Great Ancoats Street and Old Mill Street that are within a 10 minute walk of the Site. The bus services that call at these stops are set out below:

			Frequency	
Service	**Route**	**Mon-Fri**	**Saturday**	**Sunday**
74/76/76A	Manchester - Oldham	15 min	15 min	30 min
216	Manchester - Ashton	10-15 min	15-20 min	20-30 min
217*	Wythenshawe hosp - Ashton	60 min	60 min	60 min
230/231	Manchester - Littlemoss/Ashton	15 min	15 min	30 min

Notes:
217 daytime journeys have been withdrawn at present.

2.4.2.2 As set out above, Shudehill bus interchange is within a 20 minute walk. There are numerous bus services available from Shudehill to a variety of destinations in Greater Manchester.

2.4.2.3 There is a free bus service operating around the Manchester city centre. The service operates with 2 routes and these are set out below:

Route 1: From Piccadilly train station via Station Approach, Piccadilly, Portland Street, Chepstow Street, Great Bridgewater Street, Albion Street, Whitworth Street West, Liverpool Road, Lower Byrom Street, Quay Street, Gartside Street, Bridge Street, John Dalton Street, Cross Street, King Street, Spring Gardens, York Street, New York Street, Chorlton Street, Aytoun Street, Auburn Street, Station Approach to Piccadilly Railway Station.

2.4.2.4 On Monday to Saturdays Route 1 operates between 7am and 11.30pm and has a 10-30 minute frequency. On Sundays and Bank Holidays, Route 2 operates between 10am and 6.30pm and has a 10 minute frequency.

Route 2: From Piccadilly train station via Station Approach, Piccadilly, Portland Street, Charlotte Street, King Street, Cross Street, Market Street, St Mary's Gate, Blackfriars Street, Chapel Street, Victoria Station Approach, Todd Street, Corporation Street, Withy Grove, Shudehill, High Street, Church Street, Oldham Street, Portland Street, Chorlton Street, Aytoun Street, Auburn Street, Station Approach to Piccadilly Railway Station.

2.4.2.5 On Monday to Saturdays Route 2 operates between 7am and 11.15pm and has a 10-30 minute frequency. On Sundays and Bank Holidays, Route 2 operates between 10am and 6.30pm and has a 10 minute frequency.

2.4.3 Metrolink

2.4.3.1 The nearest Metrolink station to the Site is New Islington which is within a circa 10 minute walk of the Site (800m) of the Site. There are also 5 cycle storage spaces at the stop.

2.4.3.2 New Islington tram stop is on the Eccles/ Media City UK – Ashton-Under-Lyne tram line.

2.4.3.3 The frequency of the services calling at the New Islington Metrolink is one every 12 minutes. The first and last trams call at the New Islington stop at 05:48 and 00:42 respectively Mondays to Saturdays. On Sundays, the first and last trams call at the stop at 06:48 and 00:42 respectively.

2.4.3.4 Residents of the Site will benefit from a frequent Metrolink service only a short walk from their homes. Whilst the New Islington stop is on the Eccles-Ashton-under-Lyne Metrolink line, there will be opportunity to change trams to access other parts of the network.

2.4.4 Rail

2.4.4.1 Both Manchester Piccadilly and Victoria Train stations are located within a 2000m walk of the Site. Both stations are also connected to the Greater Manchester Metrolink network, proving residents of the Site the opportunity to travel to/from these stations by tram.

2.4.4.2 Facilities at Manchester Piccadilly station include:

(i) 43 Cycle Storage spaces,

(ii) A long stay car park (856 spaces with 35 accessible spaces as well as 2 Blue Badge spaces),

(iii) A short stay car park (47 spaces with 3 accessible spaces).

2.4.4.3 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Manchester Airport	15-21	8
Stalybridge	15	3
Huddersfield	42-47	4
Dewsbury	43-58	2
Leeds	70-78	3
Wigan	47-67	3
Preston	38-56	4
Stockport	7-13	13
Glossop	30	2
Macclesfield	20-22	4
Stoke-on-Trent	34-55	5
Sheffield	52-68	3
New Mills	27-36	3
Liverpool Lime St	51-62	3-4.

2.4.4.4 Other destinations available from Manchester Piccadilly include Birmingham, Edinburgh, Glasgow and London.

2.4.4.5 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:

Destination	Journey Time (min)	Frequency (hourly)
	Rochdale	12-20 6
Dewsbury	41-69	3
Salford Central	3	5
Salford Crescent	6-7	5
Bolton	19-26	5
Blackburn	48-66	3
Clitheroe	76-78	1
Huddersfield	27-30	3
Leeds	51-88	6

Wigan Wallgate	40-51	4
Chester	55-86	2
Liverpool Lime St	35-41	2
Stalybridge	10-14	2.

2.4.4.6 It is clear from the above that the residents of the Site will have very good opportunity to undertake journeys to a range of destinations by train.

2.4.5 Proposed Public Transport Measures

2.4.5.1 Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Chapter 6.

3 Objectives & Outcomes

3.1 The underlying objectives of the FTP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Promote accessibility to the development by sustainable modes of transport.

3.2 A key objective is that the FTP measures are effective and efficient.

3.3 Specific outcomes sought from the development FTP are to:

- Achieve the minimum number of car traffic movements to/from the development,
- Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
- Reduce the need for travel to/from the Site.

These outcomes are consistent with the underlying objectives of the FTP (refer para 4.1).

3.4 As explained in para 1.4.1, this FTP is an 'origin' TP.

3.5 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the commencement of people residing at the Site. Thus, emphasis is placed on achieving, from the outset, a development 'culture' oriented to offering sustainable transport choices that are attractive to residents.

3.6 The FTP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.

4 Targets & Indicators

4.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

4.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for this FTP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The FTP provides a mechanism for implementing the above SMART criteria.

4.3 Benchmarking: Census Data

4.3.1 At present, prior to occupancy, there is no recorded information about modal choices for the residents of the proposed development. Similarly, there is no recorded information about the modal choices of employees of the business uses. However, there is recorded/published information that provides a context for considering the setting of interim targets within the TP. The primary source of available information is the Census data. The 2021 Census data is now available, but this was undertaken at a time of unprecedented travel characteristics as a result of the Coronavirus pandemic. The Office for National Statistics (ONS) acknowledges this by stating on their website:

''Census 2021 took place during the coronavirus (COVID-19) pandemic, a period of unparalleled and rapid change; the national lockdown, associated guidance and furlough measures will have affected the travel to work topic.''

4.3.2 The ONS website, in reference to the 2021 Census Travel to Work data, states:

''Take care when using these data for planning and policy purposes.''

4.3.3 On this basis, it is considered that the 2011 Census data, despite the age of this data, is probably the better data to use given the unusual travel patterns at the time of the 2021 Census.

4.4 Census Data

4.4.1 Census modal split journey to work statistics is available for the scenario of 'Middle Super Output Area (MSOA)/Borough is the 'origin' of work trips': ie residents travel to work **from** here. This is applicable to the proposed residential use.

4.4.2 The 2011 Census is interrogated for recorded journey to work modal split for:

- Manchester (District),
- Manchester 013 Middle Super Output Area (MSOA).

4.4.3 The reason for selecting the above Census interrogations is as follows:

- The Site is located within Manchester.
- The Site is located in Manchester 013 MSOA.

This information is relevant to informing the selection of a suitable value for the FTP targets.

4.4.4 The results of the Census journey to work interrogations are presented in Table 5.1.

4.5 Residents Travelling from the MSOA/District

4.5.1 The reporting of the Census journey to work interrogations (presented in Table 5.1) includes people working 'at home'. These are included in the Census data, and clearly represent sustainable travel behaviour choices, in that the need to make a journey is removed.

4.5.2 Review of Table 5.1 identifies the following key information:

Car driver:	30.7% of Manchester 013 MSOA journeys to work, and significantly higher for Manchester as a whole (45.0%),
Car passenger:	3.5% of Manchester 013 MSOA journeys, and slightly higher for Manchester as a whole (4.7%),
'Car driver + car passenger':	34.2% of Manchester 013 MSOA journeys to work, and higher for Manchester as a whole (63.0%),

Cycle:	slightly lower for Manchester 013 MSOA journeys to work (3.6%), and for Manchester as a whole (4.1%),
Walk:	significantly higher for Manchester 013 MSOA (31.1%) than Manchester as a whole (14.4%),
Bus:	18.6% for Manchester 013 MSOA journeys and slightly higher for Manchester as a whole (22.3%),
Train and Tram:	higher for Manchester 013 MSOA journeys to work (9.0%) than for Manchester as a whole (4.2%).
Working from Home:	lower in Manchester MSOA being 2.2% than for Manchester as a whole (3.4%).

4.5.3 In summary, the Census modal split interrogations and analysis for journey to work for people residing in Manchester 013 MSOA and Manchester as a whole highlights that:

- A significantly lower number of people living in Manchester 013 MSOA drive to work than people living in Manchester as a whole,
- Walking is a very popular mode choice for people travelling to work in Manchester 013, with almost as many people walking as travelling by car to work,
- Cycling appears to be the least popular sustainable modes of travel to work at MSOA and district level,
- There are a higher number of people in Manchester 013 MSOA travelling to work by tram and train than in Manchester as a whole,
- A slightly lower percentage of people living in Manchester 013 MSOA work from home than people living in Manchester as a whole.

4.5.4 As well as providing information to inform the setting of the FTP target, the above provides a valuable starting point for identifying the FTP strategy for encouraging residents to adopt more sustainable travel choices.

4.6 Trip Rates

4.6.1 The trip rates adopted in the TS for the houses and apartments are as follows:

Houses

	Arrival	Departure	Two-way
AM	0.179	0.359	0.538
PM	0.385	0.205	0.590.

Apartments

	Arrival	Departure	Two-way
AM	0.114	0.168	0.282
PM	0.141	0.145	0.286.

4.7 Trip Generation

4.7.1 These vehicle trip rates are used to estimate the number of car trips generated by the proposed residential development. The TS report estimates that the 23 houses and 52 apartments will generate 17 vehicle Departures in the AM peak hour.

4.8 FTP Target Methodology

4.8.1 Benchmarking information has been investigated and analysed, to assist in informing the setting of targets and indicators for the FTP.

4.8.2 Established approaches for setting the residential FTP target include:

- 'Number of car vehicle trips per occupied unit per weekday will not exceed X',
- 'Number of peak hour trips'.

4.8.3 The Census data does provide information that assists in setting a residential FTP target on a basis reflecting 'Number of peak hour trips'. The Census data relates to journeys to work (which primarily take place during the peak hours). Some other journey purpose trips may also be undertaken during the peak hour(s), for example trips to school.

4.8.4 The approach/philosophy adopted for the FTP target setting is to:

- Set the FTP target in terms of the 'Number of peak hour trips' taking account of the benchmarking information and the SMART criteria (refer para 5.2),

- Explicitly set out that, as part of the Monitoring & Review regime (refer Chapter 9), the FTP target for percentage of resident trips will be reviewed in the light of development-specific

modal split data becoming available, to ensure that the target is appropriately challenging.

4.9 FTP Residential Target

4.9.1 The approach within this the FTP is to set the FTP target in terms of 'peak hour vehicle trip rate' for the houses and the apartments. A practical and pragmatic advantage of setting the FTP target, in terms that relates to peak hour vehicle trips, is that this can be conveniently (and hence economically) measured, thereby providing an inherent assistance to the efficient and effective monitoring of the FTP progress towards the FTP target.

4.9.2 The residential FTP target is set as maximum AM peak hour 2-way vehicle trip rate of **0.484 vehicles/hour/dwelling for houses** and a maximum peak hour 2-way vehicle trip rate of **0.254 vehicles/hour/dwelling for the apartments.**

4.9.3 The explanation of how this is derived is as follows:

- The 2-way AM peak hour vehicle trip rate, as adopted for TS estimate of traffic generated by the houses is 0.538 vehicles/hour/dwelling. The corresponding 2-way AM peak hour vehicle trip rate for the apartments is 0.282 vehicles/hour/dwelling. This represents the 'business as usual' situation,

- Apply a reduction factor of 10% to the 2-way AM peak hour trip rate of 0.538 for houses (ie 0.9 x 0.538 **= 0.484)**. Similarly, apply a reduction factor of 10% to the 2-way AM peak hour trip rate of 0.282 for apartments (ie 0.9 x 0.282 **= 0.254**).

4.9.4 One of the varied advantages of setting the FTP target in this manner is that it obviates the need for setting interim FTP targets. This is because there is an implicit interim target applying at any point in time/level of dwellings occupied, ie the interim target is the same as the 'ultimate' target, that the total number of peak hour car trips generated should correspond to an equivalent trip generation rate of no more than the FTP target rate of maximum peak hour 2-way vehicle trip rate of 0.484 vehicles/hour/dwelling for the houses and 0.254 vehicles/hour/dwelling for the apartments.

4.9.5 The above targets are set so as to be less than 'business as usual' scenario, being a reduction in the AM peak hour.

4.9.6 There is no need, or requirement, to set associated FTP targets for other mode choices. This is because the limiting of car driver mode in itself requires alternative more sustainable modes to be selected.

4.9.7 The FTP promotion of sustainable travel choices, and facilitating sustainable transport measures provided with the development, provides a basis for it being concluded that the FTP target complies with the SMART criterion of being 'realistic'.

4.10 Timescale

4.10.1 A specified timescale is required to provide the context for aiming to achieve the FTP targets. This is in accordance with the SMART criterion of 'time bound'. The initial FTP target timescales are set out below. This can be kept under review with the Council on an ongoing basis as part of the TP monitoring and review regime. The FTP sets a timescale of 5 years from first occupation, for achievement of the FTP residential target.

4.11 Indicators

4.11.1 FTP indicators will also be recorded through the monitoring process (refer para 9.12), including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

5 Management Strategy

5.1 Pre-Occupation

PPG highlights that:

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new Site rather than retrofitted after occupation." (Reference ID: 42-003-20140306)

5.2 Travel Plan Co-Ordinator (TPC)

5.2.1 A TP must have an appointed Travel Plan Coordinator (TPC). It is the responsibility of the developer of the Site to ensure that the TPC is appointed and remains in post.

5.2.2 It is a good practice requirement that the TPC is appointed and in-post prior to first occupation. This is necessary so that there is someone responsible for undertaking tasks prior to first occupation, to ensure that sustainable travel choices and information are available and people made aware of this. The TPC acts as the promoter of the TP to the residents, and provides a key point of contact.

5.2.3 The TPC will be appointed by the developer three months in advance of first occupation, to produce induction packs and work with the Great Places staff.

5.2.4 It is further required that the TPC details are provided in writing to the local authority 3 months prior to first occupation. The details to be provided include:

- Name,
- Telephone contact number,
- Email contact details,
- Date of taking up post.

5.2.5 There are a range of tasks that the TPC should undertake prior to first occupation, and this is why the TPC must be in post some months beforehand. Prior to first occupation the TPC will work in partnership with the local authority and others to undertake the following:

- Manage the implementation of measures set out in the TP,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce marketing material for residents and for the Great Places staff, eg residents Travel Packs

- Set up appropriate management arrangements, eg contact arrangements with local authority.

5.2.6 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the new residents before their travel habits are set.

5.2.7 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 8),
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Arranging other travel/monitoring surveys,
- Monitoring and review of TP,
- Preparation of annual Monitoring & Review report for submission to the Council,
- Liaison with the residents, local authority and other key stakeholders.

5.2.8 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

5.3 Financial Arrangements

5.3.1 It is the responsibility of the developer to ensure that the TPC is appointed and remains in post. This will be a requirement of all sale agreements with residential developer(s).

5.3.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that the developer must identify a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

5.4 Community Interaction

5.4.1 The management strategy of the TP will include liaison with other interested parties and relevant bodies, eg local authority, local residents, bus operators, to seek to work with and support travel initiatives being developed for the wider community.

6 Measures to Encourage Sustainable Travel

6.1 Walk

6.1.1 The existing pedestrian infrastructure near the Site is described in Chapter 3.

6.1.2 There is footway on both sides of St Vincent Street. Woodward Place operates as a shared surface and Downley Drive has footways on both sides of the road. It is clear that the development will benefit from good pedestrian links.

6.1.3 Promotional literature will be arranged by the TPC and included in the Travel Pack, to encourage walking, and emphasising the health benefits.

6.1.4 The TPC will prepare and arrange for distribution of maps showing local amenities and walking routes. This will include among other things promotion of the Greater Manchester Beeways and other pedestrian infrastructure, which will provide encouragement for residents to walk to local facilities.

6.2 Cycle

6.2.1 Information about the existing cycle infrastructure and opportunities is provided in Chapter 3.

6.2.2 Residents of the development will have opportunity to park cycles at their homes, and similarly for their visitors.

6.2.3 Awareness of cycling as a travel choice, for essential (eg work) as well as other journey purposes (eg leisure) is to be promoted to residents by the TPC from the outset, and indeed in advance, of their taking up occupation of the new dwellings.

6.2.4 Promotional literature will be arranged by the TPC, and included in the Travel Pack, to encourage cycling and emphasise the health benefits. The TPC will prepare and arrange for distribution of maps showing local amenities and cycling routes. This will include among other things promotion of the Greater Manchester Beeways and other national cycle routes, which will provide encouragement for residents to undertake journeys by cycle.

6.3 Public Transport

6.3.1 The information and marketing aspects of the opportunity to make journeys by public transport to/from the development are important, and are discussed in Chapter 8. The Induction Pack prepared by the TPC, and issued to all new residents will include information on bus, Metrolink

and rail services. This will include bus stop locations, routes & destinations, and frequency of services.

6.4 Car Share

6.4.1 Car sharing is proven as an effective means of reducing the number of car trips generated by a Site, especially for commuting trips to work, and is thus an established sustainable travel choice. It is concluded that modal shift to passenger, from car driver travelling alone, ie single occupancy vehicle (SOV), is an important component of the TP strategy. This is supported by evidence of successful car share schemes achieving significant modal shift and reducing car traffic.

6.4.2 The TPC will identify a car share scheme to be promoted to residents. For example, Car Share GM is an established car share platform operated by TfGM. The car share scheme matches up car drivers and passengers who travel on similar routes at similar times. There is no fee for registering or using the website. There is no cost to the developer. This proposal has the advantage of the 'pool' of potential car sharers being able to also include existing residents of Manchester, and indeed residents at other locations that may share a route for journey to work with residents of the development.

6.4.3 The car share scheme will be promoted by the TPC through a variety of means (refer Chapter 8), including for example sales literature, Induction Packs, online resources.

6.4.4 In order to maximise this potential, the strategy is that, from initial occupation:

- Car Share GM is to be promoted to residents;
- Information about this scheme is to be included in Induction Packs;
- The benefits of car sharing are to be highlighted in the Induction Pack. This is to provide information to appeal to the widest range of reasons for deciding to car share, including for example, environmental, cost saving, potential to not need a car.

6.5 Electric Vehicles

6.5.1 To encourage residents of the proposed development to operate Electric Vehicles (EV), the development will include the provision of 100% EV provision within the base-build of the houses. 7kW charging points will be provided. For the apartments, 20% EV provision will be included in the base-build (4 spaces), with capacity built in to allow 100% provision if demand arises.

6.6 Car Club

6.6.1 Enterprise Car Club operates within Manchester at several locations within and around the city, including New Islington which is within an 800m walk of the Site. The Enterprise Car Club website or mobile app can be used to book a car for as littles as 30 minutes or up to 7 days. The proximity of the car club may encourage reduced car ownership at the proposed development. The Travel Pack will include information on the car club including vehicle locations, costs, and benefits of joining.

6.7 Ancoats Mobility Hub

6.7.1 The TPC will also make residents aware of the facilities available at the proposed Ancoats Mobilty Hub, which will include:

- Cycle storage, lockers, changing facilities and bike hire,
- A car club,
- A delivery hub with lockers and parcel storage,
  information to appeal to the widest range of reasons for deciding to car share, including for example, environmental, cost saving, potential to not need a car.

6.7.2 A planning application will be submitted for the Ancoats Mobility Hub concurrently with the Downley Drive application and will form part of a number of applications in the Ancoats and New Islington area.

6.8 Work at Home

6.8.1 The development will include provision of infrastructure for broadband service to be delivered to the new houses and apartments. The Travel Pack will highlight to residents the benefits of working at home. A broadband connectivity assessment has been undertaken and will be submitted as part of the planning application.

6.9 Summary

6.9.1 Suitable infrastructure is provided as part of the proposed development, enable trips to be undertaken by sustainable transport modes. This is to be complemented by a comprehensive Travel Pack to be issued to residents with information promoting, walk, cycle and public transport, and more sustainable car use, encouraging and achieving sustainable travel choices for people living at the development.

7 Marketing Strategy

7.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the FTP aims to:

- Raise awareness of sustainable travel options,
- Promote individual measures and initiatives,
- Disseminate travel information from the outset of first occupation, and indeed in advance of occupation (through the residential sales and marketing literature), and on an ongoing basis.

7.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC.

7.3 It is the responsibility of the TPC to set up and oversee arrangements for every new household to receive an Induction 'Travel Pack' prior to their residency commencing.

7.4 The Induction Packs will be prepared and kept up-to-date by the TPC, who will maintain a stock. These can be available in hard copy and/or electronic format.

7.5 The objective of the Induction pack is twofold: to inform and to promote. The latter aspects of the Induction Pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. It is anticipated that the TP Induction Pack will include items such as, but not exclusively:

- TP objectives,
- TPC: description of role and contact details,
- Walk: health benefits of walking,
- Cycle: health benefits of cycling, sources of cycle route information,
- Public Transport: information about bus and rail services,
- Car share/Car club: information about the financial benefits/incentives, and the environmental benefits. Details of registering,
- Information sources: eg residential sales office, websites, etc.

8 Monitoring & Review

8.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.

8.2 Key points about the TP monitoring and review regime are that this:

- Is essential to ensure that the TP objectives are being met,
- Assesses the effectiveness of the TP measures and provides opportunity for review,
- Must be done over time, and hence requires action and resources.

8.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.

8.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.

8.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.

8.6 Monitoring of the TP is to employ two types of survey:

- Traffic count surveys: recording the morning peak hour vehicle trip generation of the residential development,
- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.

8.7 The survey methodology must be submitted to the local authority for approval prior to first occupation.

8.8 The initial travel surveys will:

- Be the vehicle traffic counts during the AM peak hour,
- Be undertaken at the development accesses,
- Establish the baseline travel characteristics of the residential development,

- Be undertaken within 3 months of full occupation of the development; (this is to ensure that there is a sufficient development occupancy to yield worthwhile survey results).

8.9 Subsequently, AM peak hour vehicle traffic count surveys will then be undertaken annually on the anniversary of the initial survey, until 5 years after first occupation of the development.

8.10 The residential questionnaire travel surveys will be undertaken:

- First survey within 9 months of first occupation of 30% of the development is occupied (ie 6 months after the vehicle peak hours traffic count survey, thereby providing complementary 'follow-on' up-to-date information),
- Subsequently, biennially on the anniversary of the initial survey until 5 years after first occupation of the development.

8.11 Details of the questionnaire content will be discussed and agreed with the local authority, but may include, inter alia, the following:

- Residents' work journey distance and/or location,
- Travel mode choice,
- Time taken for journey,
- Number of car owners and cars per household,
- Resident parking habits on Site,
- Any barriers (perceived/real) to particular modes of travel,
- Number of primary school children who walk to school,
- Factors influencing willingness to consider/change of travel mode choices.

8.12 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

8.13 Data collected from all the surveys will comply with the Data Protection Act. Residents will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.

8.14 The residential travel surveys will not only provide information about residents' travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode. This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy.

8.15 An annual 'Monitoring & Review' report will be prepared by the TPC and submitted to the local authority for the TP implementation period. This will set out the way in which the TP has been operated throughout the year, providing, inter alia:

- A record of key information collected throughout the year, including results of monitoring surveys (refer para 9.6) and analysis (if applicable),
- A record of TP initiatives introduced/operated during the year, and information about initiatives considered but not implemented (if applicable),
- A record of promotional activities,
- Assess efficacy of TP measures that have been pursued throughout the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the FTP target.

9 Action Plan & Budget

9.1 It is essential that key tasks in connection with the TP are commenced (and some completed) prior to first occupation. This is so that TP measures are in place prior to the travel habits of the residents being set. It is also important that there is ongoing TP activity that seeks to influence the modal choice of residents to achieve the residential TP target of: **The residential FTP target is set as maximum AM peak hour 2-way vehicle trip rate of 0.484 vehicles/hour/dwelling for houses and a maximum peak hour 2-way vehicle trip rate of 0.254 vehicles/hour/dwelling for the apartments.**

9.2 Action Plan

9.2.1 Key elements of the Action Plan for the development's FTP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

Prior to occupation:

- Residential TPC appointed by the developer 3 months prior to first occupation. TPC contact information to be provided to local authority 3 months prior to first occupation,
- TPC establishes contact with relevant Council officer,
- Resident Induction Travel Pack prepared by TPC and stock readied for distribution to each household prior to taking up residence at the Site,
- TPC to prepare and provide information for Great Places staff,
- Provisional date for peak hours vehicle traffic count survey, based upon residential sales projections. This will need to be kept under ongoing review in the light of actual sales and occupancy data,
- TPC to liaise with bus operators,
- Car share scheme arrangements, and in particular promotional strategy, to be established by TPC.

Upon occupation and subsequently:

- Each new household to have been provided with an Induction Pack prior to moving in. TPC to ensure suitable arrangements in place,
- TPC to consider arranging an online TP resource, Twitter feed, etc.
- Promotional activities to residents, by a variety of means (and ongoing),

Within 3 months of occupation of 30% of the development:

- AM peak hour vehicle traffic count survey at the development accesses to be undertaken and subsequently analysed,

Within 1 month of first year's anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Within 9 months of occupation 30% of the development:

- Questionnaire Travel Survey to be undertaken and subsequently analysed,
- Ongoing monitoring, by a variety of means, of TP indicators,
- Ongoing promotional activities arranged by the TPC,

Annually, within 1 month of anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Subsequent **traffic count surveys** as follows:

- Annually on the anniversary of the initial survey, until five years after first occupation of the development,

Subsequent residential **questionnaire travel surveys**:

- Biennially until 5 years after first occupation of the development.

9.2.2 Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. An Annual Monitoring & Review report is to be prepared by the TPC and submitted to the Council.

9.3 Funding/Budget

9.3.1 The residential developer is responsible for the appointment of the TPC and other monetary aspects of the funding of the TP.

9.3.2 A sufficient revenue budget must be identified by the developer to employ the residential TPC for a period of 5 years after first occupation of the development, and commencing minimum 3 months prior to first occupation. The budget is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

9.4 Summary

9.4.1 Table 9.1 presents a summary of the proposed residential FTP measures with associated timescale, responsibility and funding/budget information.

10 Conclusions

10.1 A Framework Travel Plan (FTP) promotes sustainable travel awareness and encourages sustainable travel choices. This FTP is prepared taking account of currently available best practice and experience, and the 2014 national guidance (PPG).

10.2 This FTP report is prepared to support the planning application for 23 houses and 52 apartments.

10.3 The FTP will be managed and operated by the Travel Plan Coordinator (TPC) to be appointed by the residential developer(s), and to be in post 3 months prior to first occupation of a house at the Site.

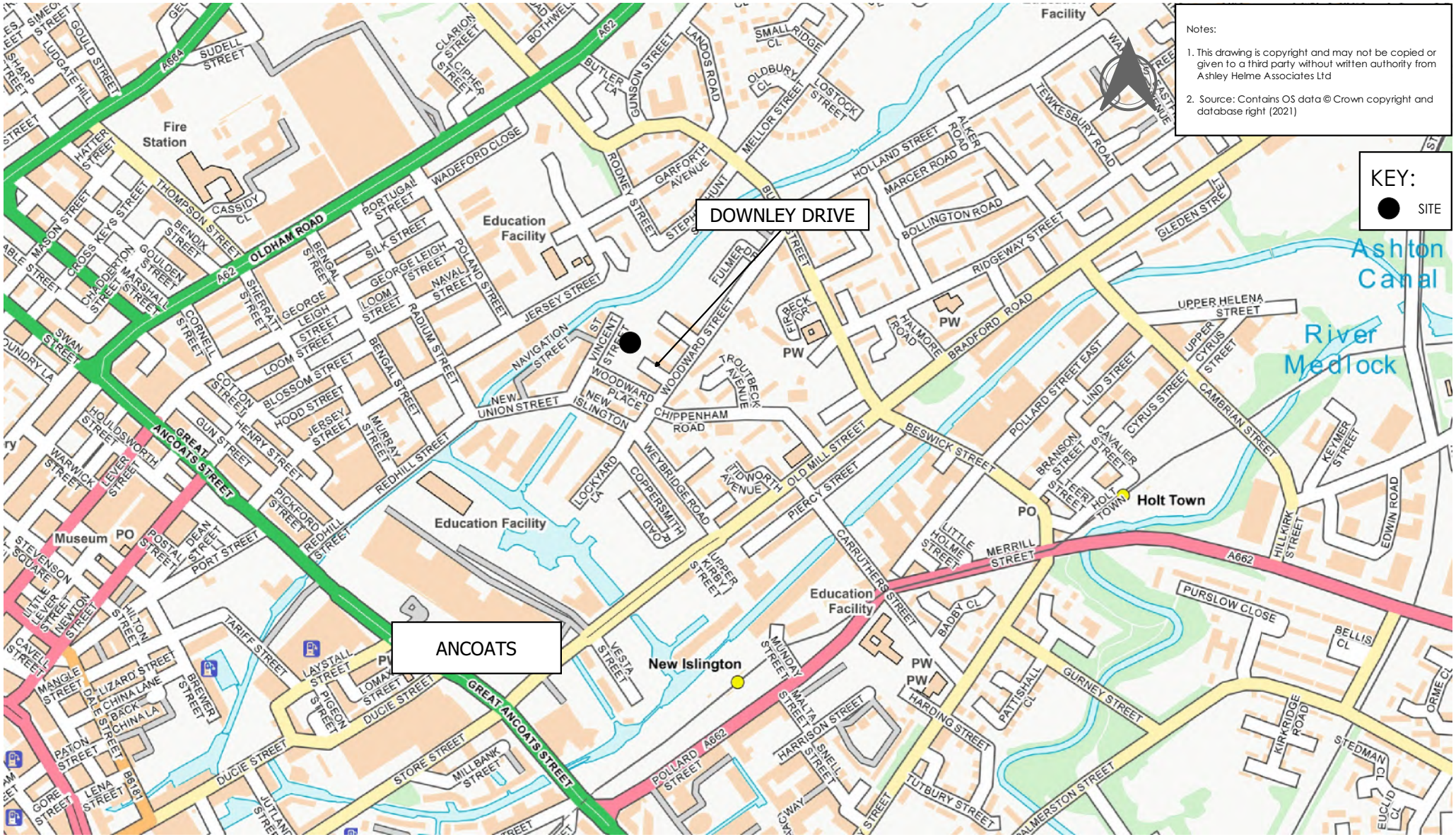
10.4 The outcomes approach is adopted for the FTP.

10.5 A residential FTP target is set of: **a maximum AM peak hour 2-way vehicle trip rate of 0.484 vehicles/hour/dwelling for houses and a maximum peak hour 2-way vehicle trip rate of 0.254 vehicles/hour/dwelling for the apartments.**

10.6 Chapter 10 sets out the Action Plan and Funding/Budget arrangements for the FTP. This summarises identified measures that are proposed, and indicates the timing for the measures. This illustrates the holistic approach adopted for the FTP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The FTP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

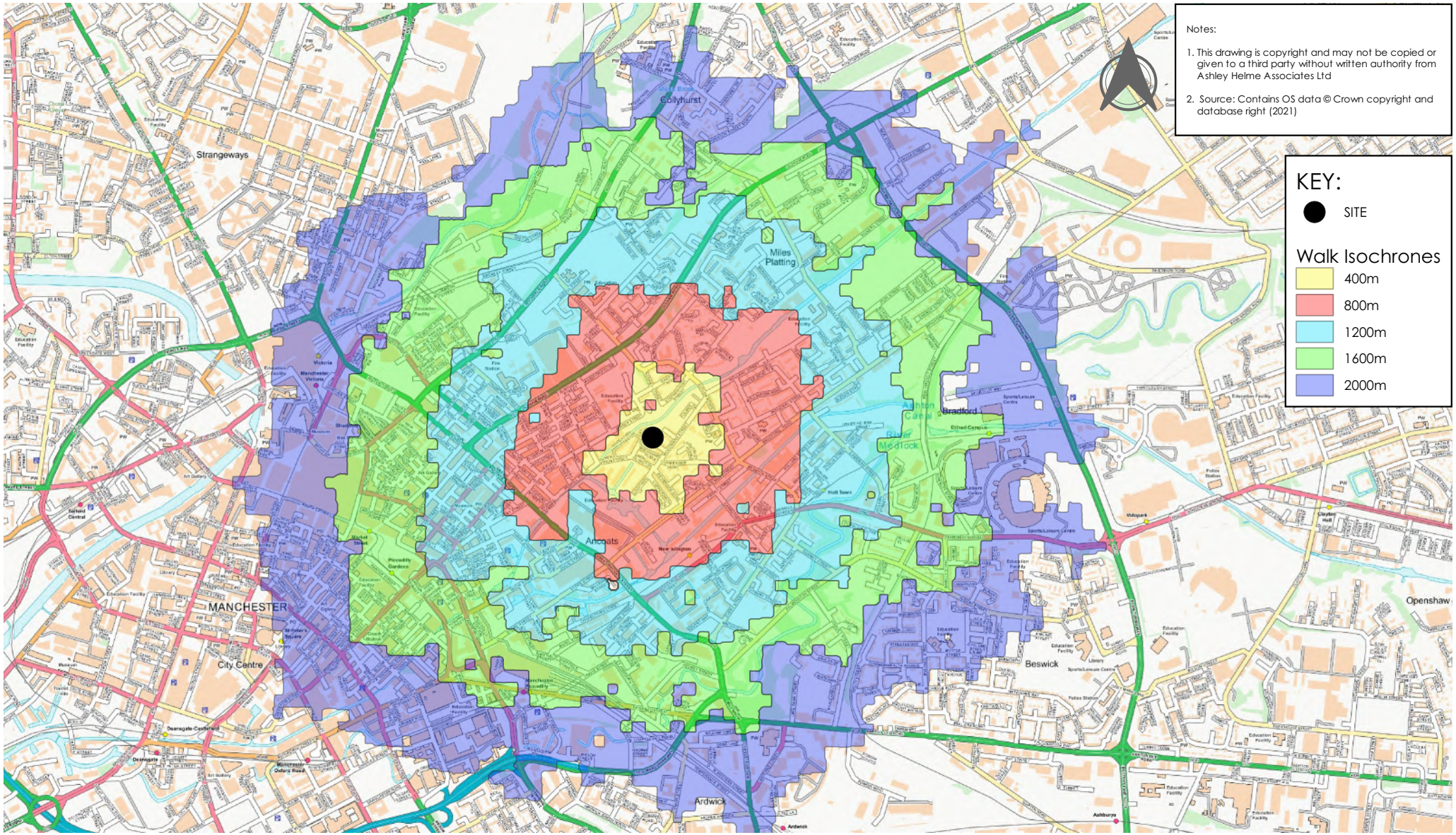
10.7 A Full Travel Plan will be prepared and issued to MCC after planning permission has been granted and will be a condition of planning.

Figures



Project:	Title:		
DOWNLEY DRIVE, ANCOATS	LOCATION PLAN	FIGURE 1.1	
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

ASHLEY HELME ASSOCIATES



Project:	Title:	FIGURE 2.1	
DOWNLEY DRIVE, ANCOATS	WALK ISOCHRONES		
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

ASHLEY HELME ASSOCIATES

Project:	Title:	FIGURE 2.2	
DOWNLEY DRIVE, ANCOATS	THE BEE NETWORK (WITH CROSSING POINTS)		
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

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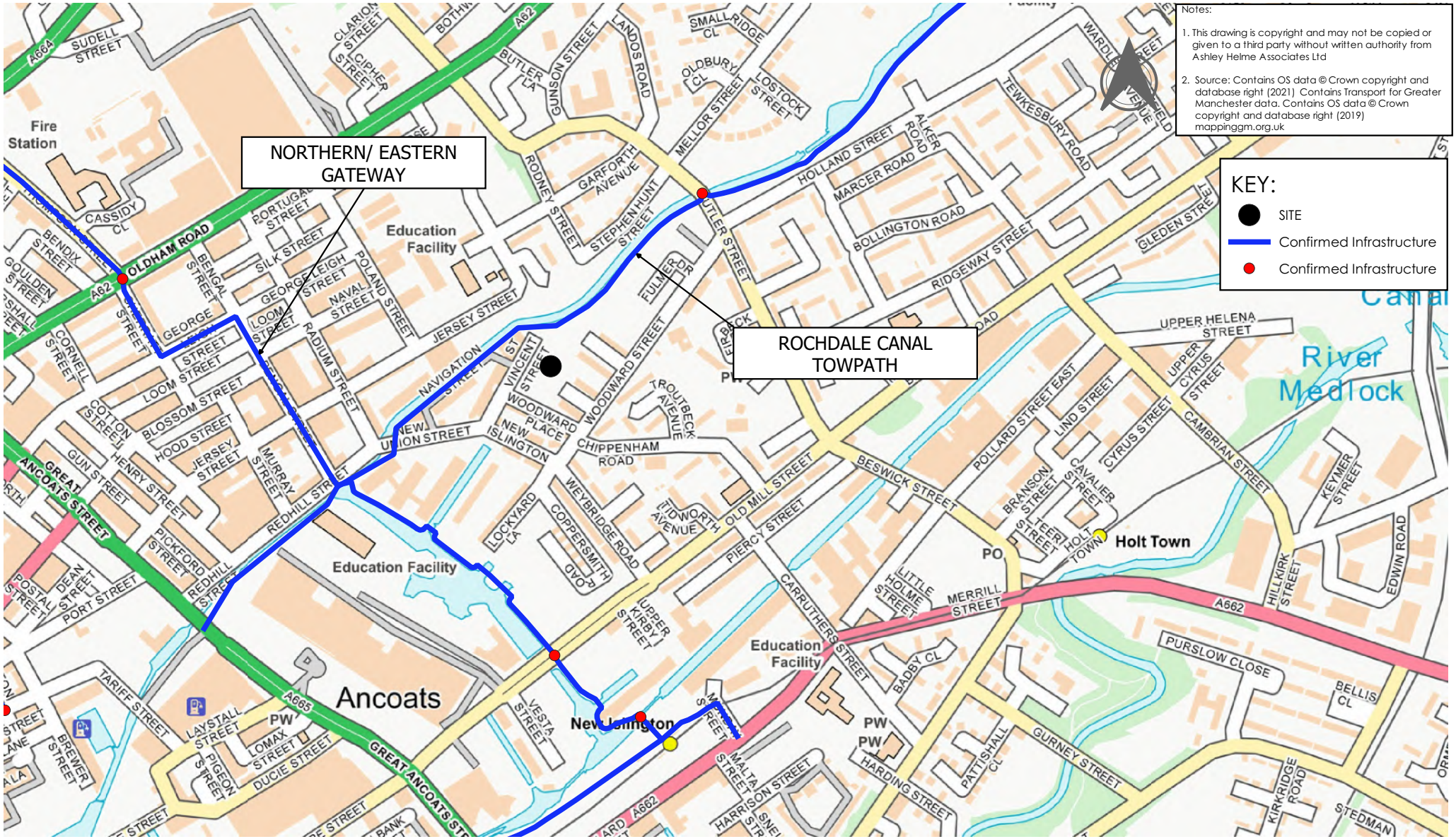
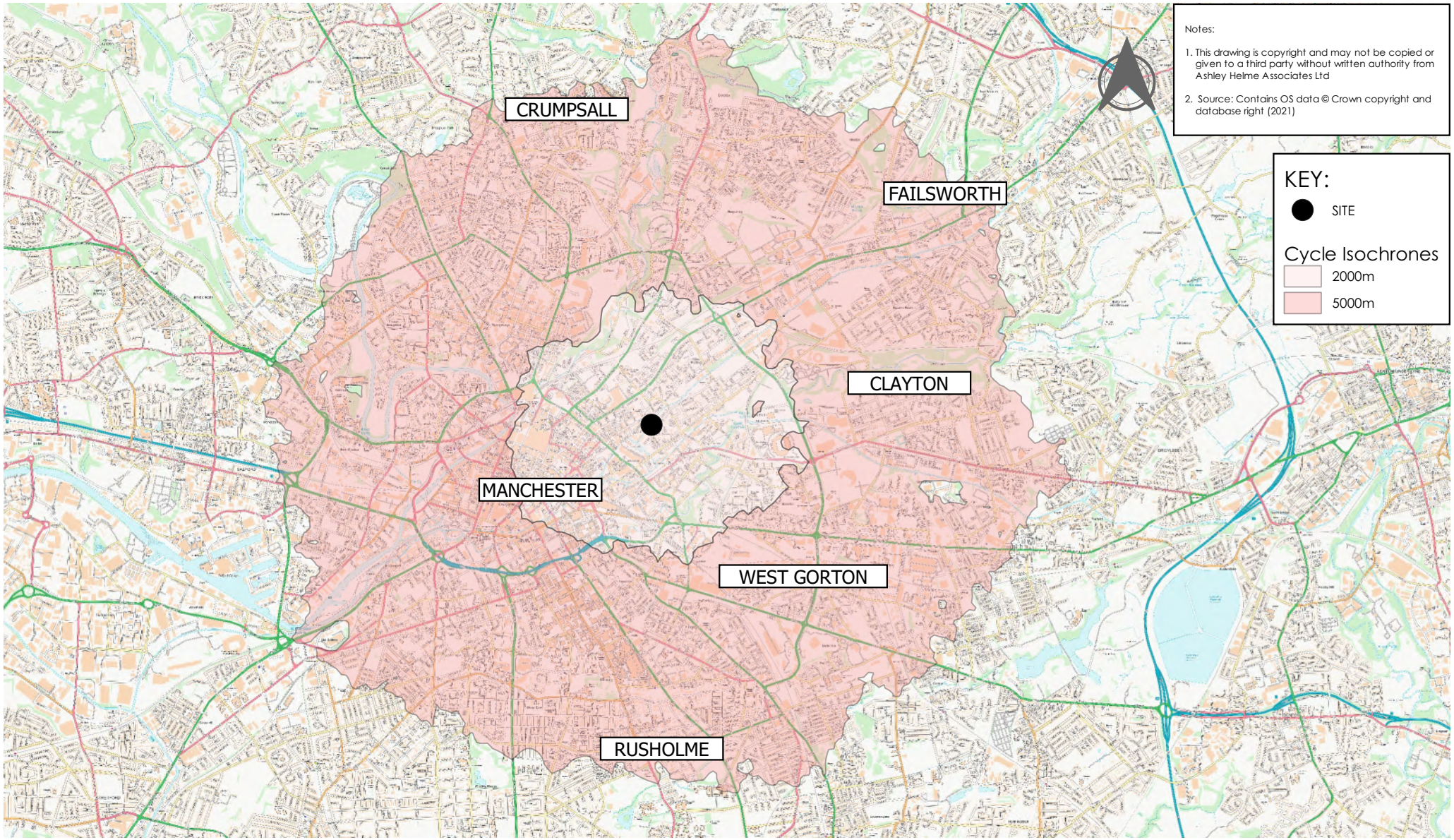


Project:	Title:	FIGURE 2.3	
DOWNLEY DRIVE, ANCOATS	THE BEE NETWORK CONFIRMED INFRASTRUCTURE		
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

ASHLEY HELME ASSOCIATES



Project:	Title:	FIGURE 2.4	
DOWNLEY DRIVE, ANCOATS	CYCLE ISOCHRONES		
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

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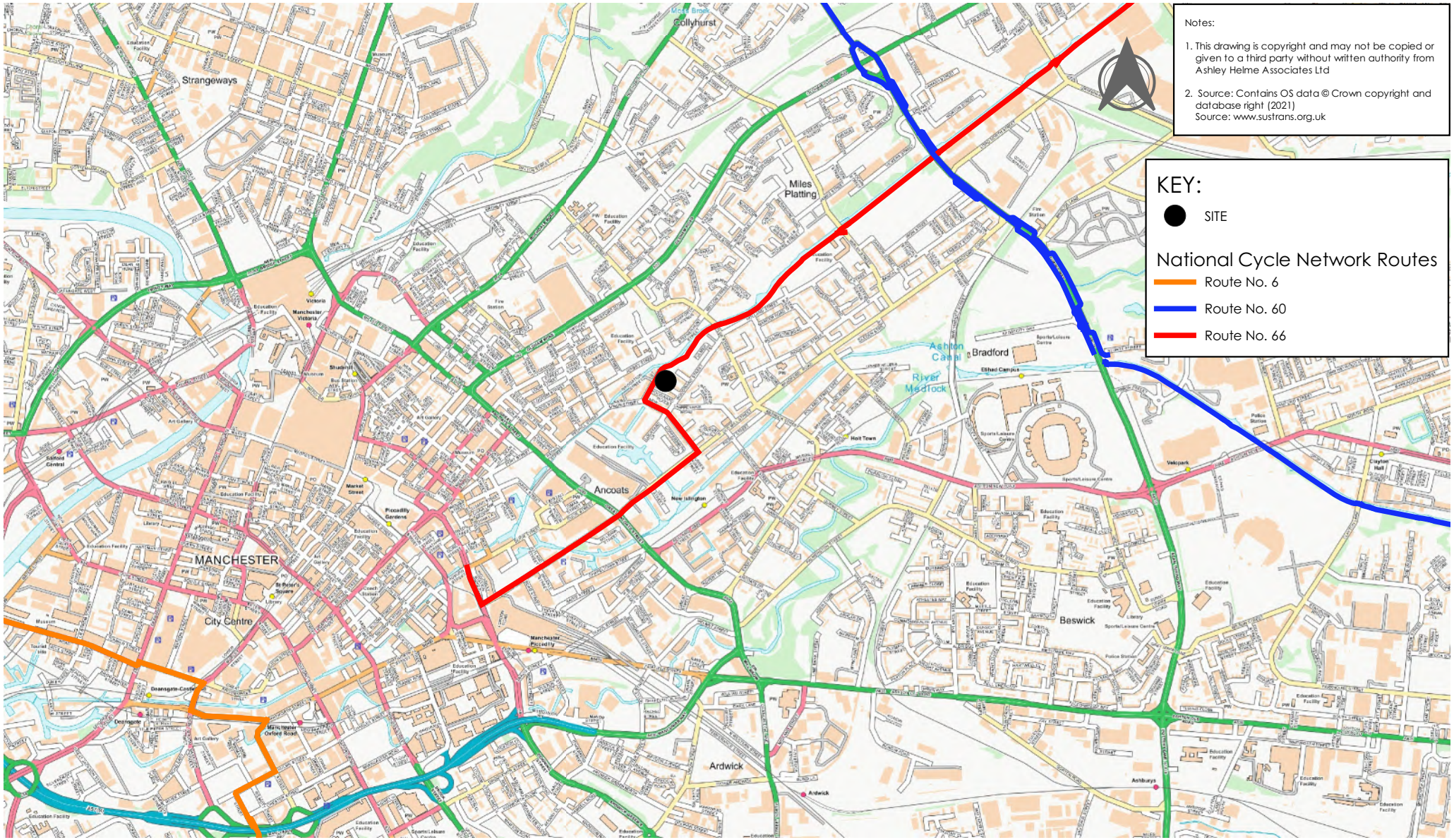
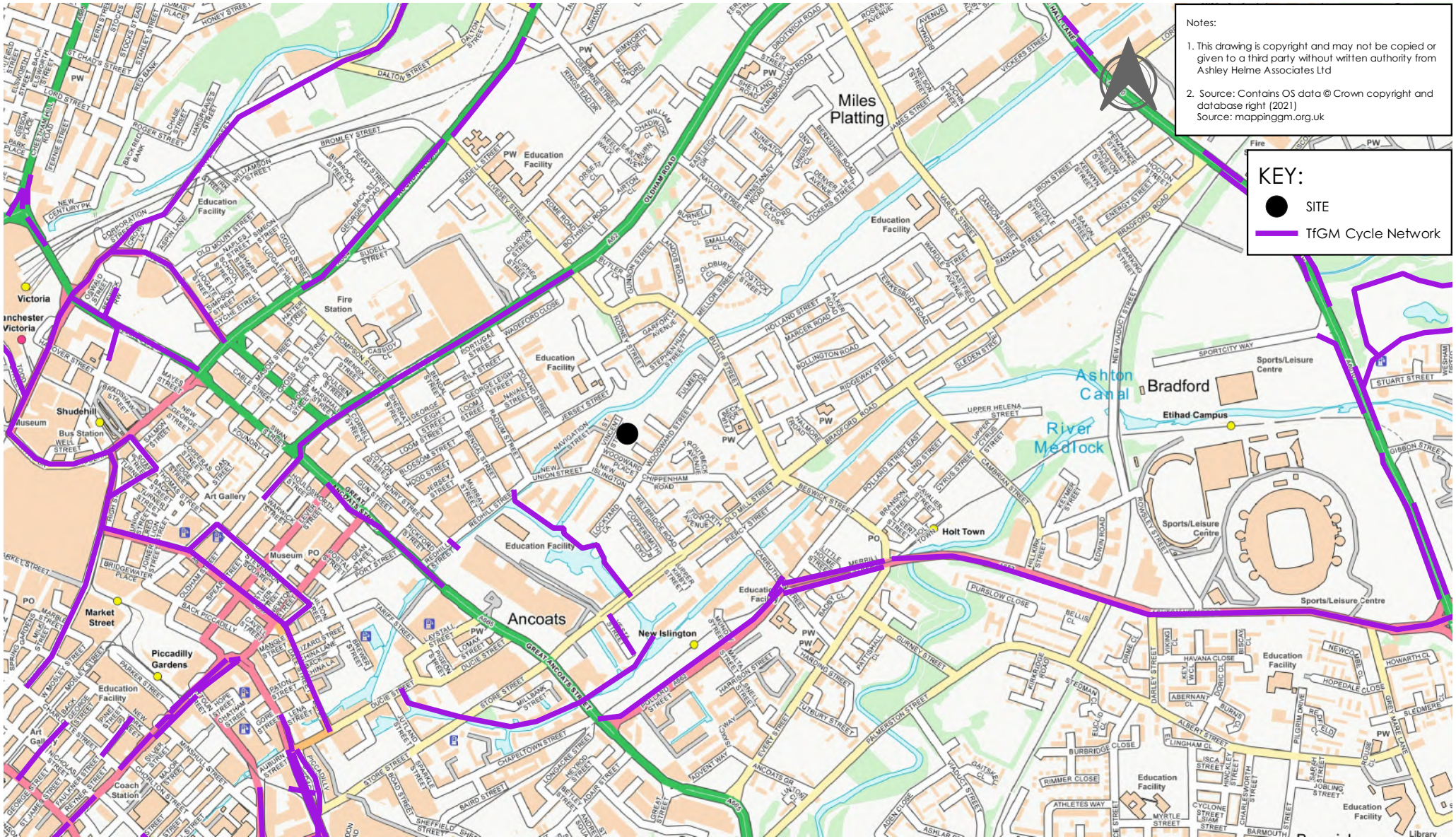


Project:	Title:	FIGURE 2.5	
DOWNLEY DRIVE, ANCOATS	CYCLE ROUTES (NATIONAL CYCLE NETWORK)		
Client: GREAT PLACES		Date: FEBRUARY 2021	Scale: NTS

ASHLEY HELME ASSOCIATES



Project:	Title:	FIGURE 2.6	
DOWNLEY DRIVE, ANCOATS	CYCLE ROUTES (TFGM CYCLE NETWORK)		
Client:		Date:	Scale:
GREAT PLACES		FEBRUARY 2021	NTS

ASHLEY HELME ASSOCIATES

Tables

MODE OF TRAVEL	DISTRICT		MSOA	
	No.	%	No.	%
	Manchester		Manchester 013	
Work at Home	7,288	3.4	83	2.2
Tram etc	2,897	1.4	104	2.7
Train	5,938	2.8	242	6.3
Bus	47,727	22.3	710	18.6
Taxi	1,914	0.9	27	0.7
Motorcycle	855	0.4	14	0.4
Car Driver	96,210	45.0	1,174	30.7
Car Passenger	10,056	4.7	132	3.5
Cycle	8,708	4.1	137	3.6
Walk	30,714	14.4	1188	31.1
Other	1398	0.7	15	0.4
TOTAL	**213705**	**100.0%**	**3826**	**100.0%**

Notes:

1. Source: 2011 Census

Table 5.1 Travel to Work (Resident Population)
Employed Persons Aged 16-74

MEASURE	TIMESCALE	RESPONSIBILITY	FUNDING/ BUDGET
Walk/ Cycle/Public Transport			
Resident Welcome/ Induction Pack prepared to highlight sustainable travel options including promotion of the Greater Manchester Beeways	Prior to first occupation	TPC	TPC staff time/ Developer funding
Provision of bus, Metrolink and rail timetable information to residents as part of the residential Induction Pack	Prior to first occupation	TPC	TPC staff time
Car Share			
Car share opportunities and promotional strategy to be established including promotion of Car Share GM	Prior to first occupation	TPC	TPC staff time
Electric Vehicles			
The development will include the provision of 100% EV provision within the base-build of the houses. 7kW charging points will be provided. For the apartments, 20% EV provision will be included in the base-build (4 spaces), with capacity built in to allow 100% provision if demand arises.	Prior to first occupation	Developer	Developer funding
Management			
Residential TPC to be appointed	3 months prior to first occupation	Developer	Developer funding. Sufficient revenue budget for 5 years from first occupation
TPC establishes contact with relevant Council officer	Prior to first occupation	TPC	TPC staff time

Table 9.1 RESIDENTIAL TP ACTION PLAN SUMMARY

Monitoring and Review			
Provisional date for peak hour vehicle traffic count survey based on sales projections	Prior to first occupation	TPC/GP staff	TPC/GP staff time
AM peak hour vehicle traffic count survey to be undertaken and subsequently analysed	Within 3 months of occupation of 30% of the development. Annually until 5 years after first occupation	TPC	TPC staff time/ Developer funding
Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation	TPC	TPC staff time/ Developer funding
Questionnaire travel survey to be undertaken and subsequently analysed	Within 9 months of occupation of 30% of the development, biennially until 5 years after first occupation	TPC	TPC staff time/ Developer funding
Ongoing monitoring of TP indicators	Start within 9 months of occupation of 30% of the development	TPC	TPC staff time/ Developer funding

Promotion and Marketing			
Resident Welcome/ Induction Pack prepared	Prior to first occupation	TPC	TPC staff time/ Developer funding
TP sales marketing information	1 month from TPC appointment	TPC/sales team	TPC staff time/ Developer funding
Induction meeting for sales staff	Prior to first occupation	TPC	TPC staff time
Each household to be issued with Welcome/ Induction pack	Upon first occupation	TPC/GP staff	Developer funding
Promotional activities to residents by a variety of means	Upon first occupation and ongoing	TPC	TPC staff time/Developer funding

Table 9.1 RESIDENTIAL TP ACTION PLAN SUMMARY