

Manchester Life, Poland Street Zone – Phoenix Ironworks

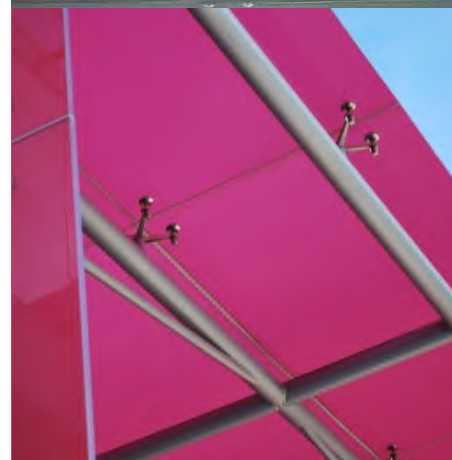
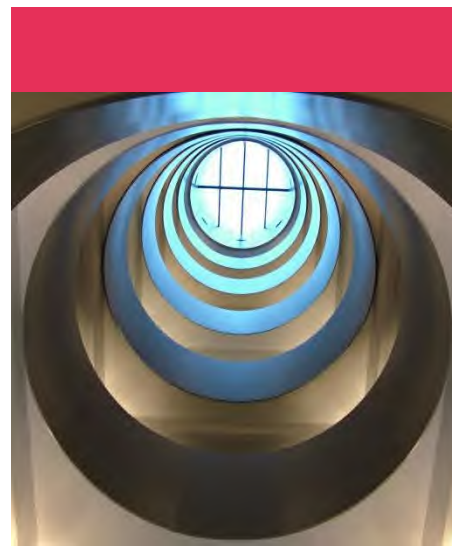
Interim Travel Plan

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1.0 Introduction

1.1 Introduction

- 1.1.1 Curtins has been appointed by Manchester Life Development Company 3 Limited (hereafter referred to as 'Manchester Life') to provide transport and highways advice in relation to a proposed mixed-use development located on land off Poland Street in Ancoats, Manchester. The site is within the jurisdiction of Manchester City Council (MCC).
- 1.1.2 The proposed development description is as follows:
- “Application for Full Planning Permission for demolition of existing structures and the erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents amenity space (Use Class C3), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works.”*
- 1.1.3 The proposed development comprises 256 apartments with a mixture of 1, 2 and 3-bedroom, townhouse, and duplex homes across 9 floors above ground. Ancillary commercial use is proposed on the ground floor totalling c. 1,350sqm gross floor area (GFA). In order to enable the development, the existing buildings onsite would be demolished.
- 1.1.4 The central courtyard within the development is separated by a row of small makers units into two sections. On one side, a residents only green space provides residents with outdoor green amenity space. On the other side, a hard landscaped courtyard space with more limited planting and seating provides the opportunity for occasional makers market events.
- 1.1.5 The proposed site layout is provided in **Appendix A** to the rear of this report.
- 1.1.6 Manchester Life's vision for the site is to create a sustainable development in a sustainable location, promoting a car-free lifestyle and low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services, including Piccadilly Gardens, Manchester Victoria, Manchester Piccadilly, and several local bus stops for journeys further afield. The ancillary commercial uses would be accessible on foot for residents of the development and the local community within walking distance of the site.
- 1.1.7 Manchester Life recognises that some residents may still require access to a car. As such, all parking for the scheme will be at the recently consented Ancoats Mobility Hub (MCC planning reference: 130627/FO/2021). It is anticipated that the project will forward purchase c. 70 spaces at the Mobility Hub, which equates to a 27% provision.

- 1.1.8 The only on-site parking to be provided will be 4 no. Disability Discrimination Act (DDA)-compliant spaces. The combined allocation represents 29% parking provision for the scheme. There would also be 256 cycle parking spaces (100% provision) within a secure, covered cycle store on the ground floor for residents, and a loading bay for service and delivery vehicles to the commercial units. The loading bay could also be utilised by residents when moving in / out of the proposed development.

1.2 What is a Travel Plan?

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

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

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

- 1.2.2 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal. An effective Travel Plan should be subject to regular monitoring and review exercises that seek to keep the travel plan fit for purpose through a process of evolution and not revolution.

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **80866-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential transport and highways impacts of the development proposals.
- 1.3.2 An Interim Travel Plan is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.
- 1.3.3 Transport for Greater Manchester (TfGM) endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘Transport for Sustainable Communities: a Guide for Developers’, a Travel Plan should achieve:

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

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

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

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

1.4 Document Structure

- 1.4.1 **Section 2**, which follows this introductory section, provides background information on the benefits that a good travel plan can create, and sets out the overall objectives and aims of the travel plan.
- 1.4.2 **Section 3** is a site audit, describing the existing situation and surrounding area, the local highway layout. **Section 4** demonstrates the accessibility of the site by sustainable modes of transport.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 6** outlines the strategy for Travel Plan target strategy.
- 1.4.4 **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 and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

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



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

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

2.2 Environmental Benefits

- 2.2.1 The climate emergency is a global issue that affects all nations.
- 2.2.2 Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars.
- 2.2.3 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 (Manchester Climate Change Framework: 2022 Update).
- 2.2.4 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 has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

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

- 2.2.5 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy.
- 2.2.6 A Clean Air Zone (CAZ) with charges applied to non-compliant vehicles driving in or through Greater Manchester was due to be implemented in early 2022, but it was delayed in February 2022 with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, proposed on 29th June to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester. As of the time of writing, there has not been a public response from the national government and a replacement scheme has not been agreed.
- 2.2.7 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive

alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.

2.2.8 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.

2.2.9 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *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.”*

2.2.10 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.

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

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

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

2.2.12 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.

- 2.2.13 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 the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

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

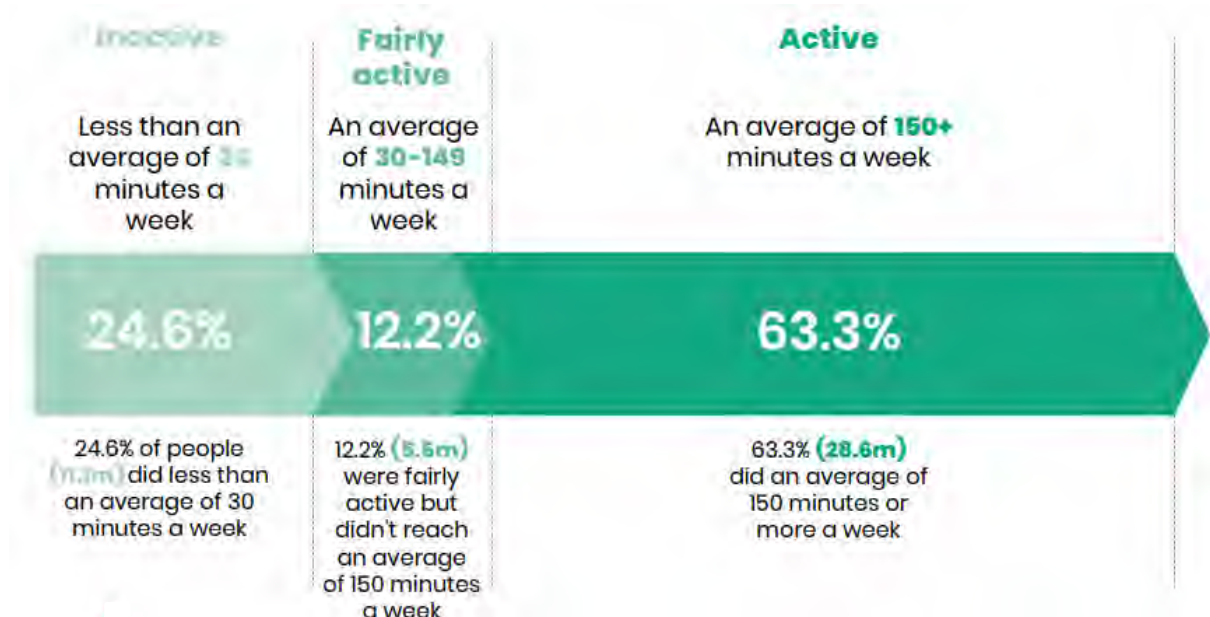


Figure 2.2 – Activity Levels for Adults

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

- 2.3.3 In 2018, Public Health England published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.4 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** below:



Figure 2.3 – The Impact of Travel Behaviour on Public Health

(Source: Public Health England, 2018)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel.

In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

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

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on residents and their visitors at the site. They must be communicated correctly:

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

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

- 2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

- 2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **Customer Experience** - Providing customers with a safe and seamless travel experience
- **Services** – Turn up and go frequencies on major routes
- **Information** – Readily available, easy to use, live, and up-to-date

- **Network Management** – *Improvements to journey times and reliability*
- **Infrastructure** – *Significant increases in bus priority, and improvements to waiting environments*
Fares and Ticket More affordable journeys, integrated with other modes
- **Fleet** – *Zero emissions, high quality buses.”*

2.6.4 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.

2.6.5 The Mayor of Greater Manchester announced in June 2022 that, subject to agreement with central government and bus operators, all bus tickets within Greater Manchester will be capped from September 2022: £2 for an adult single and £1 for a child single, with a £5 multi-operator daily cap.

2.6.6 Greater Manchester claims it will have the ‘country’s largest cycling and walking network’ at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims and Objectives

2.7.1 Considering the above benefits and the end users, this Interim Travel Plan aims to minimise the number of car trips generated by the site and encourage residents and their visitors to use sustainable modes of transport.

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

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

3.0 Site Location and Highway Layout

3.1 Site Location

3.1.1 The site is located on the former Phoenix Ironworks / Glass Works site in the Ancoats and Beswick ward within Manchester City Centre. In July 2020, Manchester City Council endorsed a refreshed Neighbourhood Development Framework (NDF) which focused on the Poland Street Zone in Ancoats and was prepared to ensure future development preserved the character of the area whilst meeting future housing, sustainability and community needs. The NDF states that the development will be a welcoming residential area with a range and mix of accommodation befitting a neighbourhood of choice within a low car use area with high levels of cycle parking.

3.1.2 The Ancoats Mobility Hub was brought forward to support the NDF, with its role as a key component within the regeneration strategy. The Hub aims to *“transform how residential parking is provided on a neighbourhood basis, facilitating and enabling the transition away from petrol / diesel cars and to alternative, active modes of transport and consists of the following components:*

- *Cycle Hub – 150 cycle spaces with lockers and shower provision. Tiered memberships will be available aimed at encouraging cycle commuting into the area. This is in addition to the cycle storage provided at individual developments and will enable people working in and visiting the area to use cycling as their preferred mode of transport;*
- *Delivery Hub – 750sqm area designated for aggregated deliveries to the residential addresses in the area so that the last mile of that delivery can be completed by sustainable means (electric vehicle or cargo bike) or offer collection via lockers;*
- *Commercial Unit – 220sqm commercial unit, targeting businesses who can enhance the amenity of the facility and Ancoats Green;*
- *408 car parking spaces comprising:*
 - *378 parking spaces (including 24 disabled spaces) designed to support future residential developments;*
 - *20 Car Club spaces - 20 spaces initially and room to grow, the car club will look to provide a mobility provision other than car ownership to facilitate sustainable choices;*
 - *10 car sharing spaces (Rideshare) – up to 10 spaces available initially and room to grow, the ridesharing spaces will facilitate residents with electric vehicles offering their vehicle for private hire via a car-sharing platform;*
- *Electric Vehicle Charging Points – 25% provision (102 points) with electrical capacity secured to grow with demand up to 100%;*
 - *7 x rapid charge points (50kw) for visitors;*
 - *95 x standard charge points (7kw) for residents;*

- *A Photo Voltaic [PV] array with a projected total generation of 97.6MWh. The electricity generated will support landlord functions with sufficient excess to support 7 car club spaces;*
- *Digital Platform – a platform will be delivered with the Mobility Hub which will make the services available at the Hub accessible to individuals and families in the neighbourhood via their smartphones;*
- *A tenure model for car parking provision which breaks the link between homes and car parking spaces and allows spaces to be recycled by being sold back to the operator as residents choose not to own a car and to make use of car clubs and other modes of transport; and*
- *The Mobility Hub Operators will be asked to develop a parking season ticket which prioritises existing residents without parking provision followed by workers commuting into existing business premises in the Ancoats and New Islington area via a combination of postcode indexed and season ticket length pricing incentives.”*

3.1.3 In March 2022, an addendum to the Poland Street Zone NDF was endorsed at Manchester City Council's Executive on 16 March 2022. The addendum provides a strategy for the public realm in the area and is intended to guide the design of public realm across the neighbourhood, this is known as the 'Poland Street Zone Public Realm Strategy'.

3.1.4 It provides both spatial and detailed design principles to ensure that the public realm develops into an attractive and sociable setting. These principles celebrate heritage and support public life to facilitate a successful new residential and mixed-use neighbourhood. The Public Realm Strategy will support the creation of a sustainable neighbourhood of 1,500 homes and bring activity and vitality to the area through the creation of inclusive routes and connections which will be accessible to all including those visiting, living and working in Ancoats and New Islington regardless of age and ability. Additionally, the public realm improvements will improve the safety and security in the area both during the day and at night.

3.1.5 Subsequently two planning applications have been submitted to help the Council in achieving their strategic objectives. The first was approved in June 2022 (planning application ref. 133406/VO/2022) and comprised the demolition of the redundant former canal arm Jersey Street bridge to create level access to the Prussia Street Greenway which links Jersey Street to Ancoats Green and to the Rochdale Canal. This project is essential to create an accessible public route, but also supports the wider overall regeneration of the Poland Street Zone. The second application was submitted in February 2023 (planning application ref. 136141/VO/2023) and comprises public realm improvements to Ancoats Green, Jersey Green and the Prussia Street Greenway.

3.1.6 The site benefits from its location on the north eastern edge of Manchester City Centre, the principal economic driver for the City Region and a focus for employment, leisure, retail and cultural facilities. In

addition, it benefits from excellent connections to public transport. In this regard, the site is located within walking distance of Manchester Piccadilly Station and Victoria Station which provide national and regional rail links, as well as acting as transport interchanges for local rail services and Metrolink services across Greater Manchester. In addition, Shudehill Bus Station and Metrolink Station and Market Street Metrolink station are within walking distance of the site, providing connectivity to all lines on the Metrolink network and a number of regional bus services.

- 3.1.7 More locally, the site is surrounded by a mix of industrial and residential uses. Industrial units are located to the north along Naval Street. To the east of the site is industrial units and surface car parking. To the south of the site is Flint Glass Works and Wharf, warehouses converted to offices and residential respectively. To the west of the site lies 23 Radium Street which is a 3-storey commercial property, and the Grade II* listed Beehive Mill beyond, which has been converted into co-working and residential development.
- 3.1.8 The site is bound to the north by Naval Street, the east by Poland Street, the south by Jersey Street, and Radium Street to the west. The highways which bound the site are all currently adopted and therefore maintainable at the public expense.
- 3.1.9 In addition to the highways bounding the site, School Court is situated at the southwestern corner of the site. School Court is an adopted highway with an overall width of 3m and an average length of approximately 20m, commencing at a priority junction with Radium Street and terminating at the site boundary (currently a secure gate). School Court will remain as a public highway.
- 3.1.10 **Figure 3.1** below shows the site in a local context relating to the local highway network, the Ancoats Mobility Hub, and the Poland Street Zone NDF boundary:

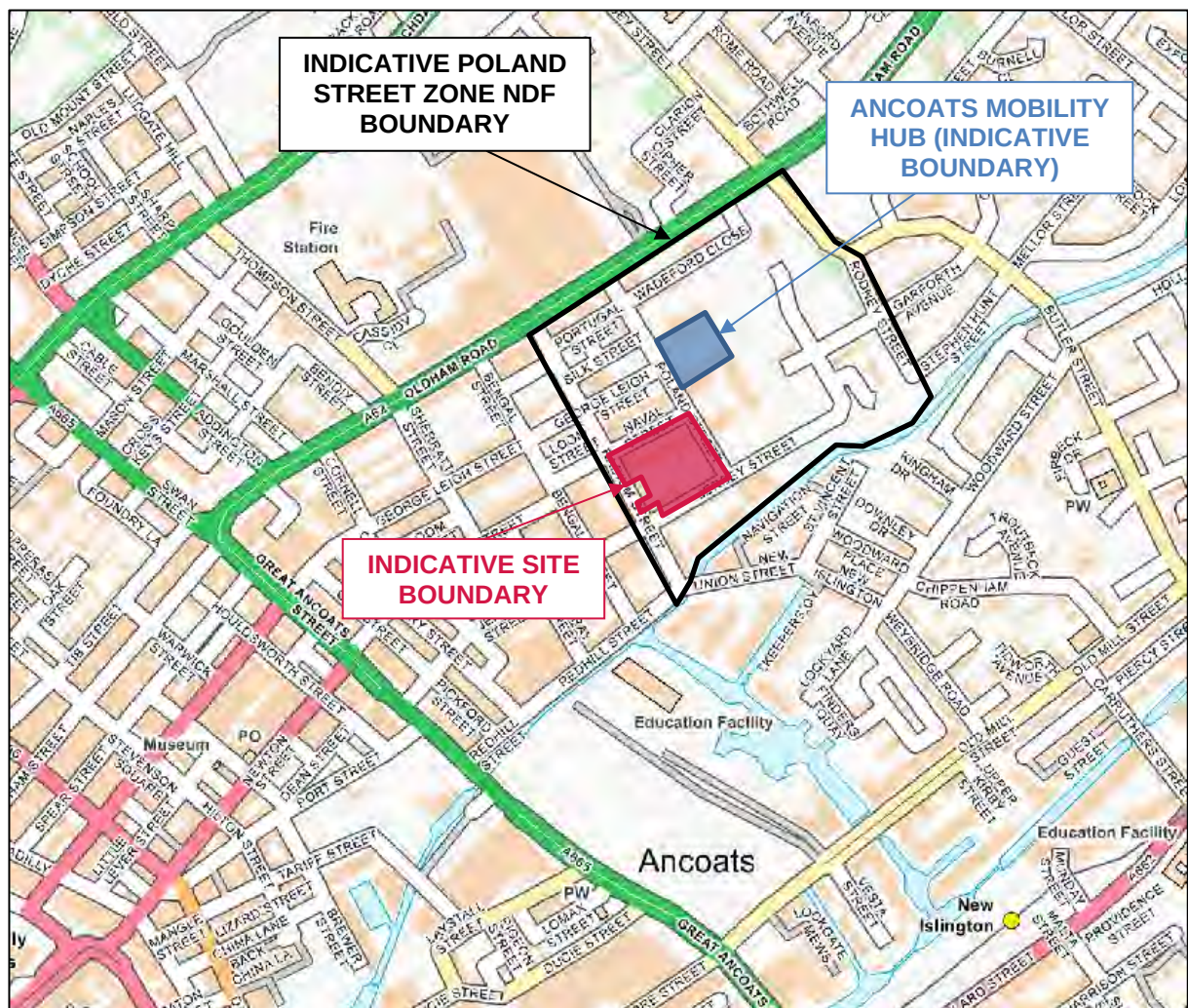


Figure 3.1 – Site Location in Relation to the Local Highway Network

(Source: OS Maps, 2022)

- 3.1.11 To date, Manchester Life have secured planning permissions for Eliza Yard (MCC Planning Reference: 130354/FO/2021, 118 residential units with commercial at ground floor) directly to the east of the site, and Jersey Wharf (MCC Planning Reference: 133769/OF/2022, 190 residential units with commercial at ground floor) to the south-east of the site. Additionally, the Ancoats Mobility Hub, which will provide car parking for Manchester Life schemes, has also been granted planning permission.

3.2 Existing Use and Access Arrangements

- 3.2.1 The site currently comprises hardstanding and warehouses. The site is located within the Ancoats Conservation Area, and the Howarth Metal Garages fronting Jersey Street and the wall bounding Jersey and Poland Street are of heritage interest.
- 3.2.2 The north-east corner of the site also comprises a surface car park with its entrance on Poland Street, which was formerly owned and operated by SIP Ltd as a commercial car park for 22 vehicles. This

portion of the site was recently granted planning permission (MCC Planning Reference: 134973/FO/2022) for the retention of the car parking area (for staff use) and associated boundary treatment for a temporary period of 3 years, until the site is redeveloped.

- 3.2.3 The remainder of the site is accessed primarily off its perimeters, with several gated accesses / direct access to roller shutters in front of the industrial units off Jersey Street, Poland Street, Naval Street, and Radium Street.

3.3 Surrounding Highway Network

Poland Street

- 3.3.1 Forming the eastern boundary of the site, Poland Street extends for c. 240m between a priority junction with the A62 Oldham Road to the north and a priority junction with Jersey Street to the south. In the vicinity of the site, the road comprises a two-way single carriageway with an average width of c. 4.5m. Due to the narrow width of the road, there are single yellow parking restrictions (no waiting between 08:00 – 18:00 on Mondays to Saturdays) along the entirety of the road to prevent obstruction.
- 3.3.2 There are footways c. 1.5m-2m in width along both sides of the carriageway, with some dropped kerbs and tactile paving at the Poland Street / Jersey Street junction. The road also comprises some street lighting at regular intervals.
- 3.3.3 Poland Street is subject to a speed limit of 20mph. Upon entry to the road from the A62 Oldham Road in the north, there are signs informing motorists of the speed limit, the controlled zone for parking, and the hours which these restrictions apply.

Jersey Street

- 3.3.4 Forming the southern boundary of the site, Jersey Street extends for c. 715m in an easterly direction, between a priority junction with the A665 Great Ancoats Street to the south-west of the site, and a priority junction with Rodney Street and Garforth Avenue to the east of the site.
- 3.3.5 In the vicinity of the site, the Jersey Street comprises a two-way single carriageway with an average width of c. 5.5m. Notwithstanding, the usable width of the carriageway decreases at certain sections where there are on-street pay-and-display parking bays.
- 3.3.6 There are also wide footways of up to c. 1.5-2.5m, with dropped kerbs and some tactile paving. There are also raised tables at its junctions with other side streets to the west of the site, where the road is paved with cobblestones for both a unique sense of place and to encourage low vehicular speeds. Jersey Street is also well-lit with street lighting at regular intervals.

- 3.3.7 Similar to Poland Street, the road is subject to a 20mph speed limit, and there is a mixture of single and double yellow parking restrictions (no waiting at any time) where there are no designated on-street parking bays.

Naval Street

- 3.3.8 Forming the northern boundary of the site, Naval Street extends for c. 160m in an easterly direction between a priority junction with Bengal Street to the west and a priority junction with Poland Street to the east.
- 3.3.9 In the vicinity of the site, the road comprises a two-way single carriageway with an average width of 6.5m, although this narrows to c. 4m to the west of its junction with Radium Street. Similar to Jersey Street, the road is subject to a 20mph speed limit, and there are some on-street pay-and-display parking bays, with single yellow parking restrictions throughout the rest of the carriageway.
- 3.3.10 There are also wide footways of c. 2-3m, however there are few dropped kerbs and the road has been observed to be relatively lightly trafficked in comparison to Jersey Street as the buildings bordering the road do not have active frontages onto Naval Street.

Radium Street

- 3.3.11 To the west of the site, Radium Street extends for c. 320m in a southerly direction between a priority junction with the A62 Oldham Road to the north, and a priority junction with Redhill Street and New Union Street to the south.
- 3.3.12 In the vicinity of the site, the road comprises a two-way single carriageway with an average width of 5.5m. Similar to the surrounding streets, the road is subject to a 20mph speed limit and there are some single yellow parking restrictions, however there are sections of the road where there are no parking restrictions, and on-street parking can be observed, which decreases the usable width of the carriageway, especially immediately to the west of the site where the road effectively narrows to one-way traffic. Further to the north of the site, there are also some on-street pay-and-display parking bays.
- 3.3.13 There are c. 2-3m-wide footways along both sides of the carriageway, with some dropped kerbs and limited tactile paving. There are raised tables at the Radium Street / Redhill Street / New Union Street and Radium Street / Jersey Street junctions. The road has some street lighting, but is not as well-lit in comparison to other surrounding streets such as Jersey Street.

4.0 Accessibility by Sustainable Modes of Transport

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian accessibility;
- Cycle accessibility; and,
- Public transport.

4.2 Pedestrian Accessibility

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

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment has been considered. Distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT have been considered for commuting trips; which are a good approximation for trips associated with the development.

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km

‘Preferred Maximum’. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 Within a 500m walking distance of the site lies Ancoats and New Islington, which comprise a wide variety of amenities for leisure, retail, food and drink, daily needs such as supermarkets, nightlife, and fitness. The site is also within a 500m walking distance to the Ancoats Marina and Cotton Field Wharf, and Wing Yip Superstore to the north of the site. Additionally, there are bus stops that are accessible along the A665 Great Ancoats Street and the A62 Oldham Road, for journeys in and out of Manchester City Centre.
- 4.2.5 Further afield but within a 1,000m walking distance of the site lies additional areas of Manchester City Centre, most notably the Northern Quarter and the Urban Exchange shopping centre, which comprises large stores such as M&S, GO Outdoors, Aldi, and a gym.
- 4.2.6 Within a 2,000m walking distance of the site lies public transport interchanges such as Manchester Piccadilly, Piccadilly Gardens, Market Street, Shudehill, and Manchester Victoria. These locations allow easy access for future residents of the site which commute to work to Greater Manchester and beyond.
- 4.2.7 Areas accessible include the majority of Manchester City Centre, and additional locations such as Miles Platting to the north-east, and Albert Square and Chinatown to the west and south-west. Additional leisure facilities, food and drinks, retail opportunities, employment (i.e. Central Business District), high street banks, health clubs, hotels, and convenience stores are accessible.
- 4.2.8 The surrounding roads have wide footways for pedestrian use, and the carriageways are well-lit by street lighting. To assist pedestrians, there are numerous raised tables with dropped kerbs and tactile paving within the NDF area, and controlled crossing points with pedestrian refuge islands, dropped kerbs, and tactile paving further afield along the main roads. There is already a significant amount of pedestrian activity in the area, so high-quality pedestrian facilities are available. As such, the site is considered highly accessible on foot and residents would be able to reach day-to-day destinations, such as jobs and shops, without the use of a car.

4.3 Accessibility by Cycle

- 4.3.1 Cycling is a relatively low cost, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers an 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

- 4.3.3 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.
- 4.3.4 The 8km catchment area includes the entirety of Manchester City Centre including all major transportation links, shopping centres, bars, restaurants, leisure centres, tourist attractions, and places of worship. The catchment also extends as far as Cheetham Hill and Blackley to the north, Failsworth and Fairfield to the east, Levenshulme and Withington to the south, and Eccles, Trafford Park, and Chorlton to the west.
- 4.3.5 Low speed limits along streets within Ancoats are conducive to cycle safety. Furthermore, to the south of the site lies the Rochdale Canal Towpath which can be accessed off New Union Street. The towpath is also known as Regional Route 86 or the Ashton Canal Cycleway, which follows the River Medlock from the eastern edge of the city centre, near Piccadilly, and follows the river through Phillips Park and Clayton Vale.
- 4.3.6 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the site, including cycle access points onto the traffic-free paths to the south of the site and only the Rochdale Canal Towpath. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

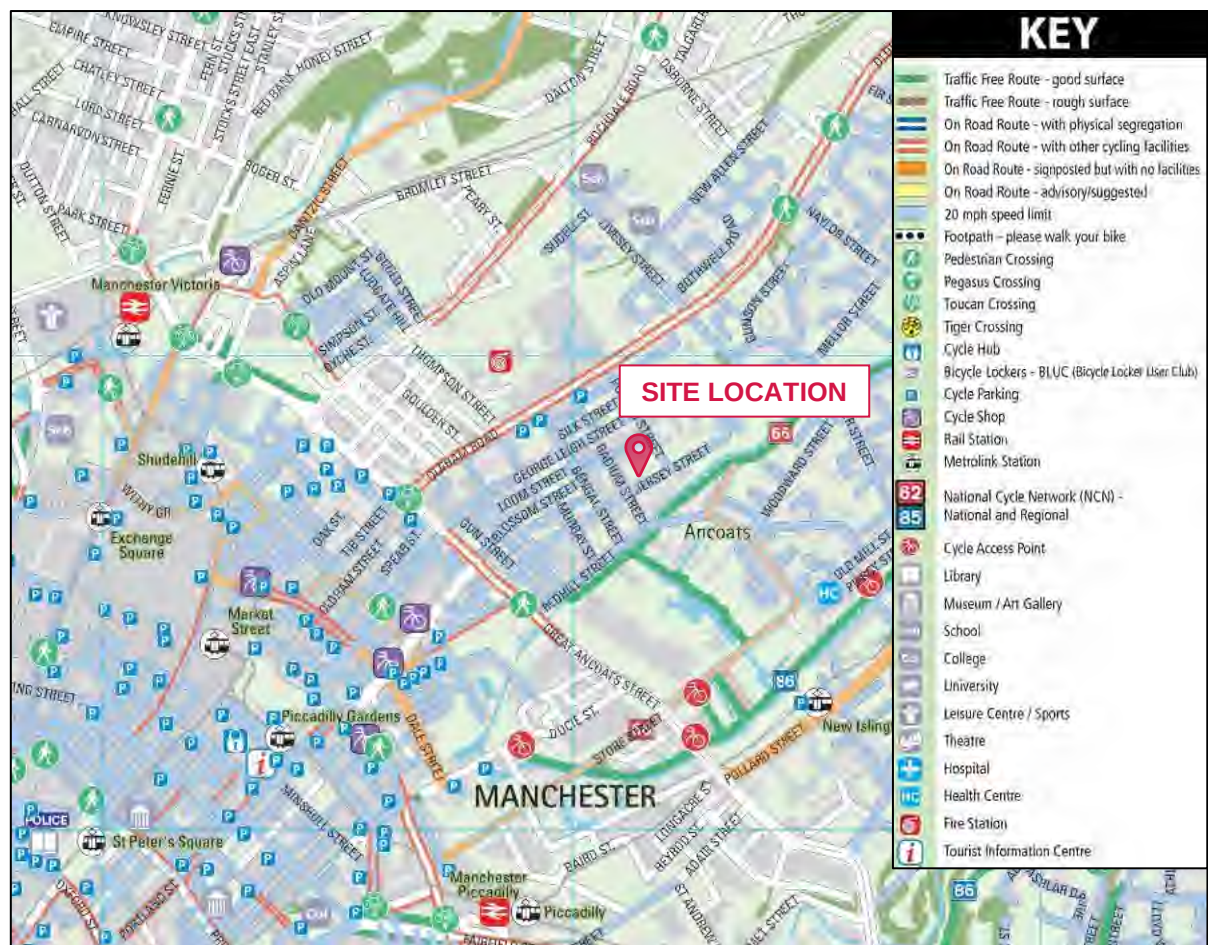


Figure 4.1 – Local Cycle Infrastructure
(Source: TfGM, 2022)

- 4.3.7 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 site is in close proximity to Bee Network infrastructure that is under construction, such as the Manchester Northern and Eastern Gateway (connecting the neighbourhoods of Ancoats, New Islington, New Cross, New Town, Redbank and the Green Quarter), allowing future residents to benefit from better connectivity and quality of commute. This is shown in **Figure 4.2** overleaf:

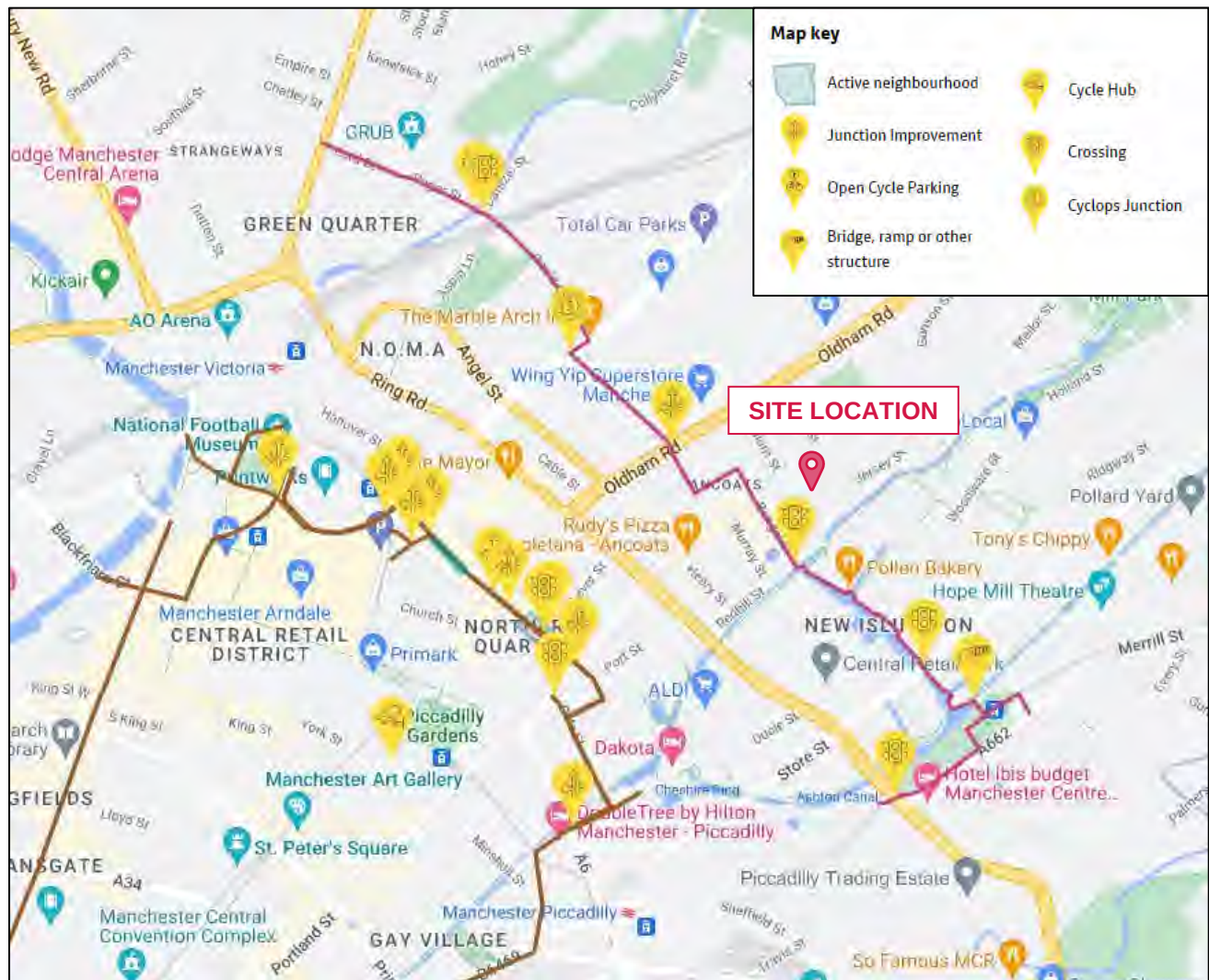


Figure 4.2 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

4.3.8 A Bike Hire Scheme, also part of the Bee Network, is being rolled out in Manchester. The closest docking station to the site is located along New Union Street, with 11 bicycles for trial. These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The docking stations within the vicinity of the site are as follows:

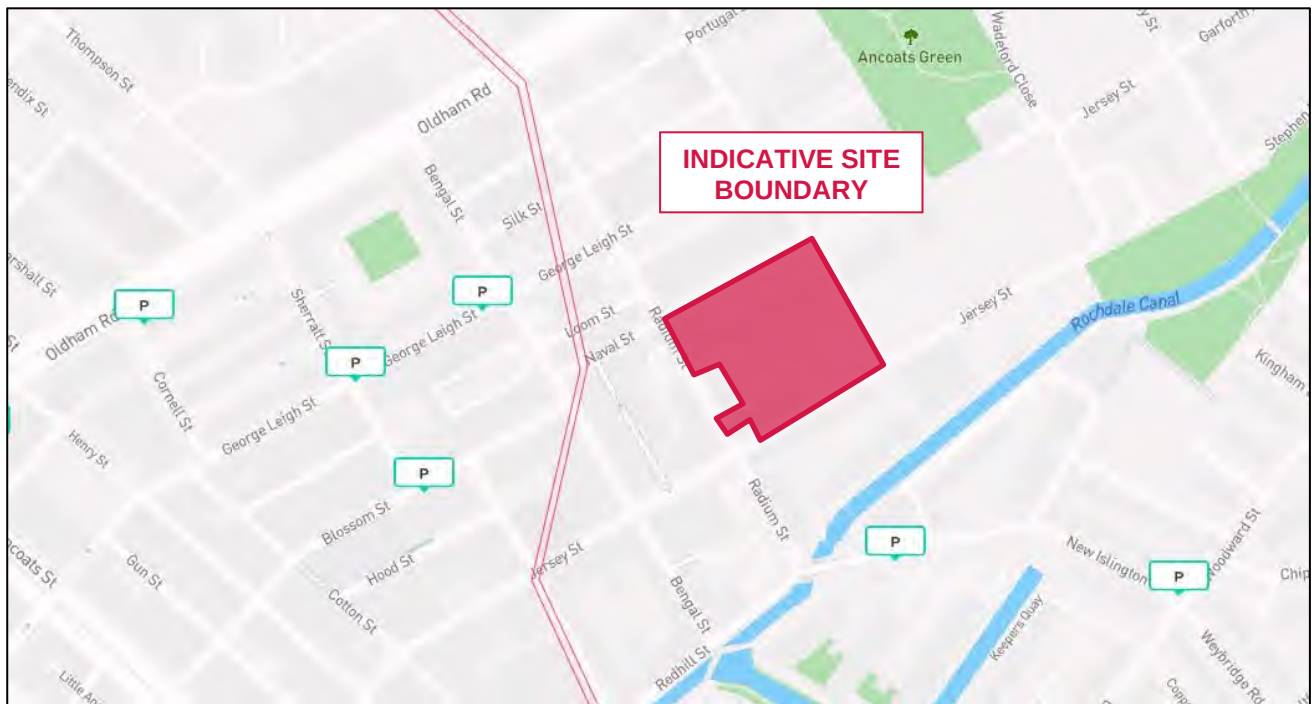


Figure 4.3 – Bicycle Docking Stations in the Vicinity of the Site
(Source: Beryl and OpenStreetMap, 2023)

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

4.4 Accessibility by Public Transport

4.4.1 Developed by 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 approach essentially measures the density of public transport in any site within the Greater Manchester region.

4.4.2 The accessibility index score has eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester City Centre.

4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:



Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

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

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stops to the site are located to the north of the site along the A62 Oldham Road and to the south-west of the site along the A665 Great Ancoats Street, within walking distances of c. 300m and 400m respectively, which equates to a walking time of less than 6 minutes, and are within the CIHT recommended distances outlined in **Table 4.2** above.
- 4.4.7 **Table 4.3** below details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A62 Oldham Road:						
74	Piccadilly Gardens – Newton Heath – Failsworth – Woodhouses	14:57	17:29	30 mins	No Service	No Service
	Hollinwood – Woodhouses – Failsworth – Piccadilly Gardens	07:34	09:33	20 mins	No Service	No Service
76	Piccadilly Gardens – Failsworth – Hollinwood – Oldham Mumps	05:28	23:53	12 mins	12 mins	30 mins
	Oldham Mumps – Hollinwood – Failsworth – Piccadilly Gardens	04:46	23:40	12 mins	12 mins	30 mins
76A	Piccadilly Gardens – Failsworth – Limeside – Oldham	09:08	19:08	Hourly	Hourly	No Service
	Oldham – Limeside – Failsworth – Piccadilly Gardens	07:34	18:55	Hourly	Hourly	No Service
83	Piccadilly Gardens – Failsworth – Oldham – Sholver	04:53	00:08	15 mins	15 mins	30 mins

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Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
	Sholver – Oldham – Failsworth – Piccadilly Gardens	04:41	23:56	15 mins	15 mins	30 mins
84	Piccadilly Gardens – Hollinwood – Oldham – Lees – Uppermill	05:08	00:23	10 mins	10 mins	30 mins
	Uppermill – Lees – Oldham – Failsworth – Piccadilly Gardens	04:56	00:11	10 mins	10 mins	30 mins
114	Albert Square – Moston – Greengate – Middleton – Boarshaw	06:50	23:31	20 mins	30 mins	Hourly
	Boarshaw – Middleton – Greengate – Piccadilly Gardens	06:35	22:25	20 mins	30 mins	Hourly
181	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	07:00	18:17	Hourly	Hourly	No Service
	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	06:16	17:57	Hourly	Hourly	No Service
182	Piccadilly Gardens – Chadderton – Royton – Wrens Nest	05:59	23:12	Hourly	Hourly	Hourly
	Wrens Nest – Royton – Chadderton – Piccadilly Gardens	05:43	22:56	Hourly	Hourly	Hourly
776	Failsworth – Newton Heath – Holt Town – Piccadilly Gardens	15:16	N/A	1 only	No Service	No Service
From A665 Great Ancoats Street:						
216	Piccadilly Gardens – Ashton-under-Lyne – Stalybridge	05:32	00:12	8 mins	12 mins	15 mins
	Stalybridge – Ashton-under-Lyne – Piccadilly Gardens	04:56	00:02	8 mins	12 mins	15 mins
217	Piccadilly Gardens – Droylsden – Ashton-under-Lyne	20:00	23:00	Hourly	Hourly	Hourly
	Ashton-under-Lyne – Droylsden – Manchester City Centre	20:52	22:52	Hourly	Hourly	Hourly
230	Piccadilly Gardens – Droylsden – Ashton-under-Lyne	06:34	23:29	30 mins	30 mins	Hourly
	Ashton-under-Lyne – Droylsden – Piccadilly Gardens	07:28	23:15	30 mins	30 mins	Hourly
231	Piccadilly Gardens – Droylsden – Hurst – Ashton-under-Lyne	06:14	19:32	30 mins	30 mins	Hourly
	Ashton-under-Lyne – Hurst – Droylsden – Piccadilly Gardens	06:04	20:10	30 mins	30 mins	Hourly

Table 4.3 – Summary of Bus Services

4.4.8 **Table 4.3** demonstrates that there are many bus services within walking distance of the site that provide regular access to destinations across Greater Manchester throughout the week and during weekends.

- 4.4.9 Additionally, within a 1.2km walk from the site lies Manchester Piccadilly, which serves as a stop for Routes 1, 2, and 3 of the Manchester free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Victoria and Salford Central railway stations along with key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:



Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2022)

4.4.10 It is noted that the provision of bus services will change over time in response to current circumstances and during different seasons of the year. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.

4.4.11 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.12 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.13 The nearest train station is Manchester Piccadilly, located c. 1,200m (or a 17-minute walk) to the south-west of the site. Manchester Piccadilly is the primary station in Manchester and third-busiest station in the UK outside of London. It hosts high-frequency, long-distance, intercity, and cross-country services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth; regional services to destinations in Northern England including Liverpool, Leeds, Sheffield, Newcastle, and York; and local commuter services around Greater Manchester.

4.4.14 Manchester Piccadilly rail station has step-free access to the platforms and ticket machines via moving walkways and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.

4.4.15 Train running information is offered via Customer Information Services (CIS) screens, and there are spaces for bicycles outside the entrances to the station along Fairfield Street, Ducie Street, and the front entrance. There are also parking spaces spin a mixture of long-stay, short-stay, or pick-up / drop-off points for commuters who wish to "Park and Ride".

4.4.16 The trains that serve Manchester Piccadilly run regularly all 7 days of the week. This allows access to a number of different locations across the whole of the UK; and is a viable alternative to private car use.

4.4.17 **Figure 4.6** below demonstrates the combined train and Metrolink network across Greater Manchester:

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4.4.18 Up-to-date rail times for services from Manchester Piccadilly can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>;
- East Midlands Railway: <https://www.eastmidlandsrailway.co.uk/timetables>;
- Transport for Wales: <https://tfw.wales/service-status/timetables>;
- TransPennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>;
- CrossCountry: <https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables>;
and
- Avanti West Coast: <https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables>.

4.4.19 Overall, it is considered the site is accessible by rail.

Metrolink (Light Rail) Accessibility

4.4.20 Future site users would be able to board the Metrolink at New Islington, which is within a c. 800m walking distance (or an 11-minute walk) to the south-east of the site. Some services between Eccles and Ashton-under-Lyne call at this stop. Alternatively, Metrolink stops at Manchester Piccadilly and Piccadilly Gardens can be accessed within a 1,200m walk from the site.

4.4.21 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.

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

4.4.23 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester. Commuters on the Metrolink can also change at key interchanges such as Piccadilly and Victoria to access additional lines on the Metrolink network leading to destinations further afield such as Manchester Airport, Stretford, Bury, and Rochdale as shown in the Metrolink map in **Figure 4.7** below.

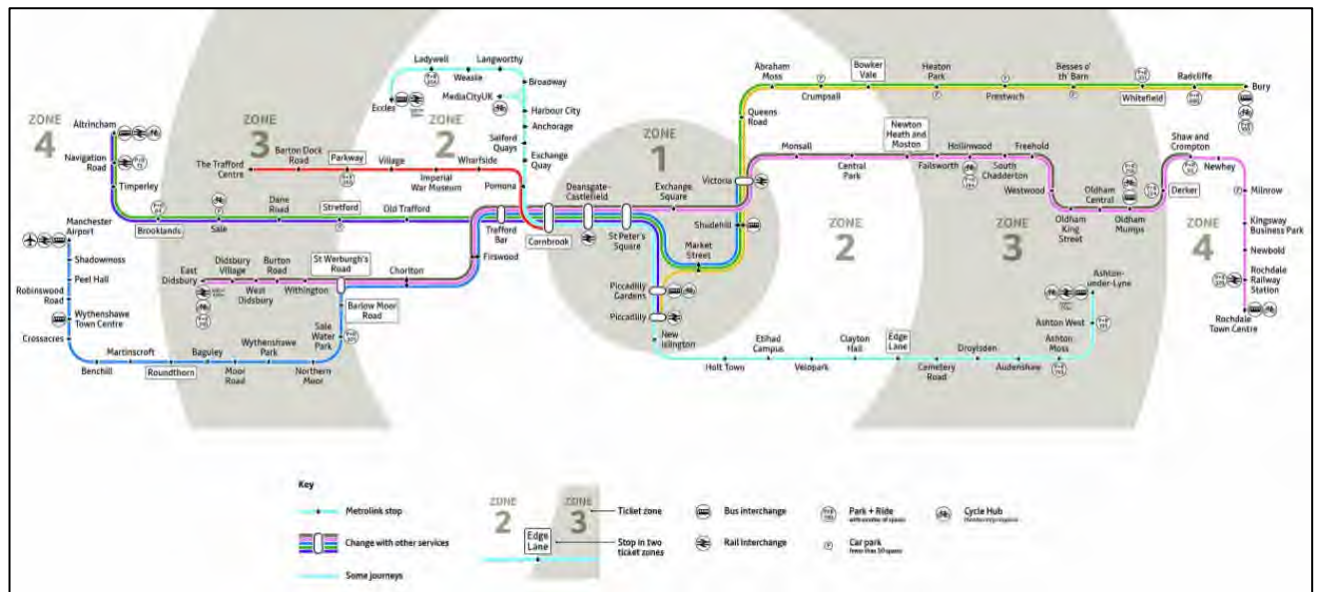


Figure 4.7 – TfGM Metrolink Network Map
(Source: TfGM, 2023)

- 4.4.24 Overall, it is considered the site is accessible by Metrolink (light rail).
- 4.4.25 It is concluded that the site is accessible by public transport services overall that would offer realistic and viable alternatives to travel by the private car. Residents would therefore be able to reach day-to-day destinations, such as jobs and shops, without the use of a car.

4.5 Summary

- 4.5.1 It is concluded that the site is situated within a highly accessible area, with a number of complementary uses and amenities within walking and cycling distance. The site is well located to take advantage of the excellent existing public transport facilities, including bus, Metrolink and rail, in addition to walking and cycling opportunities, which would provide viable alternatives to travel by the private car.
- 4.5.2 This review of multi-modal accessibility demonstrates that use of a car is not necessary to access local facilities and services across a range of journey purposes.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 This section of the Travel Plan sets out the initiatives that will be implemented. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

Timescales

- 5.1.2 The following phrases have been used to give a general indication of timescales for each element of the action plan:

- Immediate – to be actioned upon adoption of the Travel Plan;
- Short Term – to be completed within one year;
- Medium Term – to be completed within 1 – 3 years;
- Long Term – to be completed within 3 – 5 years; and
- On-Going – an on-going element which spans the Travel Plan.

5.2 Appointment of Travel Plan Coordinator (TPC)

This measure is in direct relation to:

“Objective TP5 – To raise awareness of the Travel Plan and the travel options available”.

This measure will be implemented in due course.

- 5.2.1 The duty of the Travel Plan Coordinator (TPC) is to take responsibility for ensuring that the various elements of the Travel Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.
- 5.2.2 The TPC is anticipated to be a member of the management staff at the site, and the contact details of the TPC will be provided to all residents and forwarded directly to the Travel Plans Team at MCC.

5.3 Production of Welcome Packs

- 5.3.1 A vital initiative of the Travel Plan is likely to be the distribution of the Travel Plan Welcome Packs for all residents and their visitors.
- 5.3.2 Residents could receive the Welcome Pack upon moving in. Visitors to the site could also be sent an electronic copy or directed towards a website to access the Welcome Pack upon registering to attend a makers market event. The contents of the Welcome Packs will include the following information:

Objectives	Contents
TP1 – To increase the level of walking to and from the site	• Maps showing local walking routes and places of interest (for example https://www.visitmanchester.com/visitor-information/maps); • The TfGM website at https://beeactive.tfgm.com/ which comprises details of walking routes; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as “National Walking Month”.
TP2 – To increase the level of cycling to and from the site	• Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as ‘National Bike Week’; and • The https://www.cyclestreets.net/ website for journey planning by bike.
TP3 – To increase the level of public transport use to and from the site	• Links to up-to-date public transport services, timetables and routes (for example https://tfgm.com/public-transport); • Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey; • Promote details of the Railcard for discounted rail travel for people aged 16-30, over 60s, and other eligibilities: https://www.railcard.co.uk/.
TP4 – To reduce reliance on single occupancy car travel	• Links to Liftshare registration: https://liftshare.com/uk.
TP5 – To raise awareness of the Travel Plan and the travel options available	• Contact details of the Travel Plan Co-ordinator (TPC); • Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 5.1 – Welcome Pack Contents

5.3.3 The information contained with the Welcome Packs would be periodically updated by the TPC (i.e. every 6 months, or annually). Any new campaigns and events / changes to the above resources will be amended as and when appropriate. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

5.4 Encouraging 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 **Sections 3 and 4** of this Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot.
- 5.4.3 Measures to encourage walking that could be implemented at the site include:
- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained; and
 - Consider working with external parties (i.e. Greater Manchester Police (GMP)) to organise personal safety events to address safety concerns (if any) associated with walking to and from the site. Such events could include the distribution of personal safety alarms, subject to funding.

5.5 Encouraging Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this Travel Plan that there are cycling opportunities in the surrounding area. Additionally, there would be cycle parking provided at the site.
- 5.5.2 Measures to encourage cycling that could be implemented at the site include:
- Providing a basic puncture repair kit and workbench within the cycle store on-site;
 - Periodically monitoring demand provided onsite. Should the demand for spaces increase, Manchester Life could provide additional supply where appropriate (i.e. at the Ancoats Mobility Hub);
 - Offer cycle registration schemes for residents (i.e. bike marking services, whereby a unique serial numbered anti-tamper label can be added to the frame of a bike in a highly visible location, and the owner / cycle details are recorded and entered onto the Bike Register database which GMP can check if they come into possession of stolen / recovered property.
 - Once bicycles have been registered, Manchester Life could also run a free / subsidised gold standard D-lock scheme to prevent bike theft.
 - Consider introduction of cycle training / maintenance schemes by working in collaboration with TfGM to bring these courses (<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>) to the site on certain days, and allow residents to register in advance or drop in;

- Provide a cycle purchase scheme / Cycle to Work scheme for staff via a salary sacrifice scheme, where staff can choose to give up part of their pre-tax salary in exchange for the hire / purchase of a cycle for active travel, and / or safety equipment; and
- Collaborating with local cycle shops or businesses to provide “Bike Doctor” sessions, where a third-party can visit the site on certain days (i.e. fortnightly or monthly) for an agreed number of hours, and residents could receive assistance with using, securing and repairing their bikes for free / for a reduced cost.

5.6 Encouraging Public Transport Use

5.6.1 It has been demonstrated throughout **Section 4** of this Travel Plan that there are further opportunities for wider public transport travel throughout Greater Manchester and locations further afield. It is considered that promoting initiatives to encourage public transport use can help offset some of the journeys made by residents and staff to the site by private car. This is particularly significant given the network of public transport available within a 500-2,000m walking distance of the site.

5.6.2 Measures to encourage public transport use that could be implemented at the site include:

- Development of a business travel policy such that public transport should be considered in the first instance for business trips;
- Provide a free entitlement allowance of 1 month’s free travel / c. £100 per staff member (for example) to be spent on public transport season tickets if required;
 - The scheme for staff could alternatively be introduced via salary sacrifice (therefore only staff who opt-in / apply for this would be able to benefit);
- Promote Park and Ride sites for staff who live further afield (the TfGM Metrolink network map identifies stations where there are park and ride facilities).

5.7 Encouraging Car Sharing and Use of Electric Vehicles (EV)

5.7.1 There is the potential to increase the rates of car sharing amongst staff and residents at the site. This can help reduce the impact of single occupancy vehicle trips on the local area and potentially save staff and residents money.

5.7.2 Measures to encourage car sharing that could be implemented at the site include:

- The TPC could utilise the Liftshare website to form a ‘Manchester Life’ community, which serves as a database for staff and residents within the surrounding Manchester Life developments to use. The link could be shared with staff and residents who are willing to car share so they can view others’ availabilities and destinations.

5.7.3 Additionally, Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.

5.7.4 Measures to encourage use of EVs that could be implemented at the site include:

- Periodically monitoring demand and uptake of EV charging spaces provided at the Mobility Hub. Should the demand for spaces increase, Manchester Life could provide additional supply where appropriate.

5.8 Summary

5.8.1 In summary, the Travel Plan initiatives contained in this section can be implemented at the site to encourage residents and their visitors to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this Travel Plan.

5.8.2 The proposed development aims to deliver a good level of both cycling and pedestrian infrastructure around the site, which has capacity to accommodate both future demand. There is also public transport available within a short distance from the site.

5.8.3 The list of measures above is by no means exhaustive but form the basis of those to be explored by Manchester Life and to be agreed with Travel Plan officers from Manchester City Council.

6.0 Targets

6.1 Introduction

- 6.1.1 This section sets out some targets and provides an overview of what the Travel Plan measures are seeking to achieve, and how these will be evaluated or measured to demonstrate success or a need to adjust to ensure future positive outcomes.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Notwithstanding, at the time of writing, it is possible to estimate travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.
- 6.2.2 The middle super output areas (MSOA) of Manchester 054 where the site is located has been used as the place of residence. The mode of travel to work data extracted from the output areas is summarised in **Table 6.1**:

Method of Travel to Work	Number	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	166	5%
Train	261	8%
Bus, minibus, or coach	474	14%
Taxi	10	0%
Motorcycle, scooter or moped	7	0%
Driving a car or van	606	18%
Passenger in a car or van	50	2%
Bicycle	87	3%
On foot	1,641	50%
Other method of travel to work	13	0%
Total	3,315	100%

Table 6.1 – Method of Travel to Work

- 6.2.3 **Table 6.1** shows that the mode share for car drivers in the area is c. 18%, whereas the mode share of those travelling on foot is higher at 50%. This is followed by 14% of residents travelling to work by bus, 8% by train, 5% by tram, 3% by bicycle, and 2% by car sharing.

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

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

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

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

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

6.3 Data Analysis and Travel Plan Targets

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

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

Travel Mode	2011 Census Modal Split	Mode Shift Target
By Car, as a Single Occupant	18%	- 8%
By Car, Lift Sharing	2%	+/- 0%
Walk	50%	+ 2%
Cycle	3%	+ 4%
Public Transport	27%	+ 2%
Other	0%	+/- 0%

Table 6.2 – Modal Shift Targets

6.3.3 Targets will be set following the receipt of the baseline travel survey, which will be arranged six months following operation, and would be published in the Full Travel Plan once developed. New modal split

targets for different modes of travel could then be set in future Travel Plan updates to influence travel behaviour. Targets should be realistic and achievable when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Interim Travel Plan.

- 6.3.4 Targets can be used inform the Travel Plan initiatives to reduce car usage and encourage uptake of certain modes of sustainable travel.

7.0 Monitoring and Review

7.1 Introduction

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

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

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

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

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

7.2 Travel Plan Coordinator

7.2.1 The primary support and leadership for implementing a Travel Plan comes from a Travel Plan Coordinator (TPC). The TPC is anticipated to be a member of the management staff at the site, who will be responsible for the Travel Plan. In line with the overarching Travel Plan objectives, duties of the TPC include:

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;

- Organising and distributing Travel Surveys;
- Keeping all relevant databases, information, and administration up to date;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign;
- Liaising with external stakeholders at relevant forums;
- Monitoring the Travel Plan and detect trends in change against targets and report to the relevant parties (i.e. MCC and TfGM); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.2.2 One of the main actions of the TPC will be to organise and oversee the annual travel surveys that will be used to review and update the Travel Plan accordingly.

7.2.3 They will also liaise with external stakeholders such as transport operators, interest groups and Travel Plan officers at MCC to ensure local promotional activities are adopted and they are aware of ongoing Travel Plan activities.

7.2.4 The contact details of the TPC will be provided to all residents and will be forwarded directly to the Travel Plans Team at MCC.

7.3 Responsibility and Management

7.3.1 Overall responsibility for the Travel Plan will lie with the TPC. Notwithstanding, adequate involvement from Manchester Life is required to ensure the smooth implementation of the Travel Plan. This comprises:

- Provision of security for pedestrian and cycle routes within the site;
- Maintenance of cycling and walking facilities, lighting, and any CCTV installations in collaboration with the Highways and Planning Authorities; and
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is important in measuring progress towards the objectives outlined in the Travel Plan. The detailed surveys will be undertaken annually, for a total monitoring period of five years. The five-year monitoring schedule includes 5 detailed resident surveys (1 baseline, 4 follow-ups).

7.4.2 The updated survey results obtained will be analysed and presented to the Travel Plan team at MCC within three months from the collection of all survey results, and an update to this Travel Plan will be provided to incorporate the data.

- 7.4.3 The results of each survey will be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.
- 7.4.4 Future year surveys need not be as detailed as the surveys in the first few years, but as a minimum, future surveys must include a question concerning mode of travel to allow the indication of progress against modal shift targets. Any changes to the Travel Plan, in particular the targets, will be made in agreement with the Travel Plans Team at MCC.
- 7.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce an annual monitoring report. This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local cycle infrastructure) (if applicable).
- 7.4.6 Monitoring reports will also be provided to officers at MCC and TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

8.0 Action Plan

8.1 Introduction

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

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

Table 8.1 – Action Plan

Appendix A – Proposed Site Layout



GA- Level GF
SCALE: 1:200



Room Legend

- APARTMENT
- BACK OF HOUSE
- COMERCIAL
- FRONT OF HOUSE
- LOBBY/CORRIDOR
- PARKING
- PLANTS
- SHEDS/MAKER SPACES
- TOWN HOUSES

GENERAL NOTES

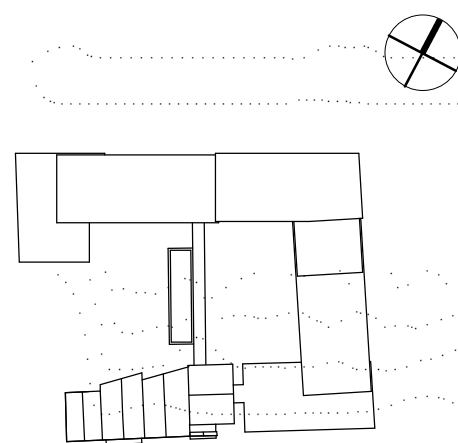
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REV	DATE	DESCRIPTION	DRN	CHK
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KEY PLAN



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SHEET IDENTIFICATION

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STATUS

PLANNING PERMISSION

PROJECT NUMBER
058-210006
SCALE @ A1: **1:200**
DATE DRAWN: **02/06/2023**
SUSTAINABILITY CODE: **S4**
DRAWN BY: **JO**
REVISION
CHECKED BY: **MP**

PROJECT ORIGIN: **PIW - CRL - ZZ - 00 - DR - AR - P12000**

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