



Ardwick Green Barracks, Ardwick, Manchester

Framework Travel Plan

On behalf of **Church Revitalisation Trust**



Project Ref 332610142 | Rev: | Date: June 2023

Registered Office: Buckingham Court Kingsmead Business Park, London Road, High Wycombe, Buckinghamshire, HP11 1JU
Office Address: 61 Oxford Street, Manchester, M1 6EQ
T: +44 (0)161 245 8900 E: PBA.Manchester@stantec.com

Document Control Sheet

Project Name: Ardwick Green Barracks, Ardwick

Project Ref: 332610142

Report Title: Framework Travel Plan

Doc Ref: TP01

Date: June 2023

	Name	Position	Signature	Date
Prepared by:	Alice Lister	Graduate Transport Planner	<i>Alice Lister</i>	02/06/2023
Reviewed by:	Mark Loveridge	Senior Transport Planner	<i>Mark Loveridge</i>	02/06/2023
Approved by:	Brian Laird	Senior Associate	<i>Brian Laird</i>	02/06/2023
For and on behalf of Stantec UK Limited				

Revision	Date	Description	Prepared	Reviewed	Approved

This report has been prepared by Stantec UK Limited ('Stantec') on behalf of its client to whom this report is addressed ('Client') in connection with the project described in this report and takes into account the Client's particular instructions and requirements. This report was prepared in accordance with the professional services appointment under which Stantec was appointed by its Client. This report is not intended for and should not be relied on by any third party (i.e. parties other than the Client). Stantec accepts no duty or responsibility (including in negligence) to any party other than the Client and disclaims all liability of any nature whatsoever to any such party in respect of this report.

Contents

1	Introduction.....	1
1.1	Background	1
1.2	Report Structure	1
2	Existing Conditions and Proposed Development.....	3
2.2	Site Description	3
2.3	Local Highway Network.....	3
2.4	Development Proposals	4
3	Accessibility by Sustainable Modes of Travel	5
3.1	Introduction	5
3.2	Accessibility on Foot.....	5
3.3	Accessibility by Cycle	5
3.4	Accessibility by Public Transport.....	6
3.5	Accessibility by Rail	8
3.6	Accessibility by Metrolink	8
3.7	Accessibility Summary	9
4	Objectives of Travel Plan.....	10
4.1	Key Objectives.....	10
4.2	Targets..	10
4.3	Preliminary Modal Shift Targets	11
5	Travel Plan Management	13
5.1	Introduction	13
5.2	Travel Plan Coordinator	13
5.3	TPC Duties and Responsibilities	13
5.4	The Role of the TPC.....	13
6	Travel Plan Measures.....	14
6.1	Introduction	14
6.2	Measures to Promote the Travel Plan.....	14
6.3	Measures to Promote Walking	14
6.4	Measures to Promote Cycling	14
6.5	Measures to Promote Public Transport Use	14
6.6	Car Sharing	15
7	Monitoring	16
7.1	Introduction	16
7.2	Travel Surveys.....	16
7.3	Monitoring and Review	16
7.4	Target Re-Evaluation.....	17

Tables

Table 4-1: Local Bus Services (Between 8am to 10pm)	7
Table 3-2: Local Tram Services	9
Table 4.1: Mode Share Percentage for Travel to Work.....	11
Table 7.1: Proposed Programme for Implementation	17

Figures

Figure 1.1	Site Location
Figure 2.1	Local Highway Network
Figure 3.1	1km & 2km Walking Catchments
Figure 3.2	3km & 5km Cycling Catchments

Appendices

Appendix A	Existing Site Layout
Appendix B	TPC Checklist
Appendix C	Contact Personnel Form

1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Church Revitalisation Trust (CRT) to prepare a Framework Travel Plan (TP) in support of a planning application for the change of use of the Ardwick Green Barracks, Ardwick, Manchester, to a place of worship with associated community facilities, offices and ancillary accommodation.
- 1.1.2 This Framework Travel Plan has been prepared for a change the Use of Former Military Installation to a Place of Worship with ancillary office space and the retention of the existing residential accommodation. Ardwick Green Barracks is a Grade II listed building. The building is currently vacant following its previous use as an Army Reserve Centre. The location of the site in a general context is illustrated in **Figure 1.1** and the existing site layout is included as **Appendix A**.
- 1.1.3 The site is bounded by Ardwick Green North to the south, commercial buildings to the east and north and Ardwick Green South (A6) and a small car park to the west. The existing vehicle access is positioned at the western boundary of the site, located on the A6. In addition, a pedestrian access to the site is located on Ardwick Green North.
- 1.1.4 A Transport Statement (TS) has also been produced in support of the planning application for the proposed development, which should be read in conjunction with this TP.
- 1.1.1 This report has been prepared in accordance with the Department for Communities and Local Government "Planning Practice Guidance".
- 1.1.2 A Travel Plan is a co-ordinated management strategy that seeks to encourage sustainable travel choices. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:
- Reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and
 - Improved road safety and personal security, particularly for pedestrians and cyclists.
- 1.1.3 The overall objectives of a Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve sustainable travel patterns by all future site residents.

1.2 Report Structure

- 1.2.1 The remainder of this TP is structured as follows:
- **Section 2:** describes the existing situation and the proposed development;
 - **Section 3:** provides an audit of the sustainable accessibility of the site;
 - **Section 4:** describes the objectives of the Travel Plan;
 - **Section 5:** describes the role of a Travel Plan Coordinator;
 - **Section 6:** outlines the Travel Plan initiatives and actions; and

- **Section 7:** details how the success of the Travel Plan will be monitored.

2 Existing Conditions and Proposed Development

2.1 Introduction

- 2.1.1 This section provides a description of the existing site, the local highway network and the proposed development.

2.2 Site Description

- 2.2.1 The location of the proposed development, in a general context, is shown in **Figure 1.1** and the Existing Site Layout is shown in **Appendix A**. The site is located within Ardwick, approximately 130m south of Manchester City Centre boundary and 550m south of Manchester Piccadilly Railway Station.
- 2.2.2 The site is located to the east of the A6 within a predominantly commercial area. The site is bounded by Spirit Studios educational institution to the north, Tanzaro House (office building) to the east, Ardwick Green North to the south and the A6 and an existing car park to the west. In addition, Ardwick Green Park is located to the southeast of the site.
- 2.2.3 The site has been vacant since 2018 following its previous use as an Army Reserve Centre. The existing site vehicle access is positioned at the western boundary of the site, located on the A6. In addition, a pedestrian access to the site is located on Ardwick Green North.

2.3 Local Highway Network

- 2.3.1 **Figure 2.1** shows the site location in context with the local highway network.
- 2.3.2 Ardwick Green North bounds the site to the south and links the A6 to the west with Higher Ardwick approximately 400m to the southeast of the site. Ardwick Green North is a single two-way carriageway subject to a 20mph speed limit with footways and street lighting are provided along both sides of the road.
- 2.3.3 In the vicinity of the site, parking is permitted along both sides of the road. Based on a desktop survey on-street parking does occurs on both sides of the carriageway.
- 2.3.4 The A6 is located to the west of the site and is a dual carriageway subject to a 30mph speed limit. South of the junction with Ardwick Green North, the nearside lane in the southbound direction is dedicated to buses, cyclists and taxis, Monday to Friday from 7am to 10am and from 4pm to 7pm.
- 2.3.5 In the vicinity of the site the A6 forms part of the strategic highway network providing a link between the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction 400m to the southeast of the site and Manchester City Centre to the northwest. In addition, the road provides a link onto the A57 (M) to the northwest of the site. Footways and street lighting are provided along both sides of the road and parking is restricted in the form of double yellow lines.
- 2.3.6 The A6 benefits from multiple controlled and uncontrolled pedestrian crossings. An uncontrolled pedestrian crossing is located on the A6 at approximately the midpoint of the site's western boundary in the form of dropped kerbs, tactile paving and a central refuge. There are also uncontrolled pedestrian crossings located to the south of the site, approximately 15m, 62m and 110m south of the junction with Ardwick Green North in the form of tactile paving and a central refuse. In addition, signalised pedestrian crossings are located approximately 160m northwest of the site on the A6 and on the approach to the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction.

- 2.3.7 Within the vicinity of the site the A57(M) can be accessed via the A6, approximately 280m to the northwest of the site. The A57(M) forms a major part of the Manchester/Salford Inner Ring Road and runs along southern boundary of Manchester City Centre.

2.4 Development Proposals

- 2.4.1 Ardwick Green Barracks is a Grade II listed building. The planning application is in full for a Change of Use from Former Military Installation to a Place of Worship with ancillary office space and the retention of the existing residential accommodation. The gross internal area (GIA) is 2,821 sqm.
- 2.4.2 Based on the information provided by the Client the proposed hours of operation and estimated visitor numbers are stated below:
- Church Services- 2 services on a Sunday at 10:00am-11:30am and 6pm-7:30pm (Estimated 100 people);
 - Daytime Activities (Monday-Friday) - Food bank and Mother and Toddler group 10am-4pm;
 - 'Kingdom Come' - Fortnightly on a Monday evening 7pm-9:30pm (Estimated 40 people);
 - Student gathering - Fortnightly on a Tuesday 7pm-9:30pm (Estimated 60 people); and
 - 'Alpha' - Every Wednesday evening term time 7pm-9:30pm (Estimated 80 people).
- 2.4.3 The catchment area for the proposed development is aimed towards young people, including students and young professionals, living within Manchester City Centre.
- 2.4.4 Pedestrian access to the site will be maintained from the existing access located on Ardwick Green North. The existing vehicular access to the site, located at the western boundary of the site on the A6 will be closed as part of the development proposals.
- 2.4.5 As part of the development no car park is proposed. The majority of visitors to the church will be able to access the site on foot, by cycle and public transport (bus, train and tram). However, on-street car parking is located on both sides of Ardwick Green North, along the site frontage, which is located to the south of the site and can be used by visitors and staff. In addition, the closest public pay & display car parks to the site are approximately 500m north of the site (Buxton Street – 24 spaces and Baring Street – 41 spaces).
- 2.4.6 There are currently four Sheffield stands, which can accommodate eight cycles, located on the north side of Ardwick Green North directly outside the entrance to Tanzaro House, approximately 30m to the east of the site. As well as this, Transport for Greater Manchester cycle hire bikes are located on Ardwick Green North, approximately 15m west of the pedestrian site access.

3 Accessibility by Sustainable Modes of Travel

3.1 Introduction

- 3.1.1 Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people, particularly accessibility to education, jobs, shopping and leisure facilities by public transport, walking and cycling, in order to reduce the dependence on the private car.
- 3.1.2 In view of the current transport policy requirements, this section considers the accessibility of the proposed development by non-car modes.

3.2 Accessibility on Foot

- 3.2.1 In terms of accessibility on foot, it is widely recognised 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 2km. As part of the development no car park is proposed for the development. The majority of visitors and staff of the site is expected to access the site on foot, by cycle and public transport (bus, train and tram).
- 3.2.2 The site is located on Ardwick Green North and is subject to a 20mph speed limit with footways and street lighting provided at regular intervals along the road.
- 3.2.3 The A6 bounds the site to the west of the site and is a dual carriageway subject to a 30mph speed limit. Within the vicinity of the site, footways and street lighting are provided at regular intervals along the road. In addition, the A6 benefits from multiple controlled and uncontrolled pedestrian crossings.
- 3.2.4 **Figure 3.1** illustrates the 1km and 2km walking catchments from the site. These walking distances are in accordance with the Chartered Institution of Highways and Transportation (CIHT) document entitled "Guidelines for Providing for Journeys on Foot" (2000), which states a preferred maximum walking distance of 2km for commuters, school trips and sightseeing, with 1km being the acceptable distance. These distances have therefore been used to illustrate the catchment areas that are accessible on foot from the site.
- 3.2.5 As shown in **Figure 3.1**, the 1km walking catchment includes residential areas of Manchester City Centre to the north, northeast and west and Ardwick to the east and southeast. These are all areas where staff and visitors to the site could travel to and from.
- 3.2.6 In addition, the 2km walking catchment extends to residential areas of Manchester City Centre to the north, Ancoats, New Islington and Northern Quarter to the northeast, Ardwick to the east and southeast and Hulme to the west. In addition, a large number of university accommodation is located to the west of the A6 within a 2km walking distance. These are all areas where staff and visitors to the site could travel to and from.
- 3.2.7 It has therefore been demonstrated that the site is highly accessible on foot to staff and visitors living in the locality of the site.

3.3 Accessibility by Cycle

- 3.3.1 It is widely accepted that cycling also has the potential to substitute for short car trips, particularly those less than 5km, and can form part of a longer journey by public transport.
- 3.3.2 Cycle lanes are present on both sides of the carriageway on the A6 commencing approximately 180m west of the Ardwick Green North/A6 priority junction. The northbound lane provides a

route into Manchester City Centre. The southbound lane commences within Manchester City Centre and heads south towards the site.

- 3.3.3 In addition, Hyde Road, Brunswick Street and Stockport Road are located to the south of the site commencing at the Ardwick Green South/Higher Ardwick/ Hyde Road/ Stockport Street/ Brunswick Street Roundabout junction 400m to the southeast of the site. Within the vicinity of the site, Hyde Road, Brunswick Street and Stockport Road all have cycle lanes leading toward the site from the south.
- 3.3.4 National Cycle Route (NCR) 66 is located approximately 750m north of the site. NCR 66 provides access to a number of residential areas of the site including Ancoats, New Islington, Bradford and Newton Heath, all located to the northeast of the site.
- 3.3.5 In addition, four existing Sheffield stands comprising of eight cycle parking spaces are located to the east of the site on Ardwick Green North. As well as this, Transport for Greater Manchester cycle hire bikes are located on Ardwick Green North, approximately 15m west of the pedestrian site access.
- 3.3.6 **Figure 3.2** illustrates the 3km and 5km cycling catchment areas from the site and the existing on-road and traffic free cycle routes in the Manchester area.
- 3.3.7 As can be seen from **Figure 3.2**, the 3km cycling catchment area extends to include Blackfriars and Greengate to the northwest and the residential areas of Manchester City Centre to the north, Deansgate to the west, Moss side to southwest, West Gorton to the east, Longsight to the southeast, Chorlton-on-Medlock and Victoria Park to the south.
- 3.3.8 Further afield, the 5km cycling catchment area significantly increases the extent of residential areas that staff and visitors to the site could live. The 5km cycling catchment extends to Green Quarters and Cheetham Hill to the north, Openshaw to the east, Gorton and Levenshulme to the southeast, Fallowfield and parts of Withington to the south, parts of Chorlton to the southwest, Salford Quays to the west and Salford to the northwest.
- 3.3.9 It has therefore been demonstrated that the site is highly accessible by cycle for staff and visitors living within 5km of the site.

3.4 Accessibility by Public Transport

Accessibility by Bus

- 3.4.1 The CIHT document “Guidelines for Planning for Public Transport in Development” (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.
- 3.4.2 The nearest bus stops to the site are located on the A6. The northbound bus stop is located approximately 70m meters to the north of the site on the A6 and is sheltered with seating. The southbound bus stop is located approximately 77m south of the site on the A6 and is sheltered with seating. Both bus stops are served by Stagecoach.
- 3.4.3 A summary of the bus services available from the nearest bus stops to the site before (8am) and after (10pm) the proposed development operates is summarised in **Table 3.1**.

Table 3-1: Local Bus Services (Between 8am to 10pm)

Route	Calling Points	Bus Frequency		
		Mon - Fri	Saturday	Sunday
192	Manchester – Hazel Grove	0800 – 2203 Between 3-10 minutes	0803 – 2208 Between 3-10 minutes	0805 - 2208 Between 3-10 minutes
	Hazel Grove – Manchester	0803 – 2204 Between 3-10 minutes	0801 – 2202 Between 3-10 minutes	0802 – 2209 Between 3-10 minutes
201	Manchester – Hyde/Hattersley	0807 – 1912 Approximately every 10 minutes 1925 – 2155 Every 30 minutes	0804– 1905 Approximately every 10 minutes 1925 – 2155 Every 30 minutes	0857 – 2205 Approximately every 30 minutes
	Hyde/Hattersley – Manchester	0807 – 2200 Approximately every 10 minutes	0813– 2200 Approximately every 10 minutes	0827 – 2200 Approximately every 30 minutes
202	Manchester – Hyde/Gee Cross	0809 – 1944 Approximately every 30 minutes 1944 – 2244 Every hour	0809– 1944 Approximately every 30 minutes 1944 – 2244 Every hour	0844 – 2244 Every hour
	Hyde/Gee Cross – Manchester	0805 – 2220 Approximately every 30 minutes	0844 – 2009 Approximately every 30 minutes 2038 – 2238 Every hour	0927 – 2220 Approximately every hour
203	Manchester – Reddish – Stockport	0802 – 2200 Approximately every 10 minutes	0802 – 2200 Approximately every 10 minutes	0828 – 2200 Approximately every 15 minutes
	Stockport – Reddish – Manchester	0809 – 2205 Approximately every 10 minutes	0803 – 2205 Approximately every 10 minutes	0813 – 2205 Approximately every 15 minutes
205	Manchester – Hyde/Gee Cross	0804 – 1904 Approximately every 30 minutes 1939 – 2240 Approximately every hour	0854 – 1834 Approximately every 30 minutes 1940 – 2240 Every hour	0806 – 1006 Every hour 1036 – 1736 Every 30 minutes 1839 - 2243

Route	Calling Points	Bus Frequency		
		Mon - Fri	Saturday	Sunday
				Approximately every hour
	Hyde/Gee Cross – Manchester	0812 – 2002 Approximately every 30 minutes 2029 – 2225 Approximately every hour	0803– 1837 Approximately every 30 minutes 1932 – 2225 Approximately every hour	0916 – 1016 Every hour 1046 – 1746 Approximately every 30 minutes 1829 – 2225 Approximately every hour

3.4.4 **Table 3.1** demonstrates that the proposed development benefits from five regular bus services, Monday to Sunday. All services provide access to Manchester City Centre as well as nearby residential areas, Ardwick, West Gorton and Gorton that staff and visitors local to the site could live. In addition, all services are available during the key operational times of the proposed place of worship, including five regular services on a Sunday.

3.4.5 Therefore, taking account of the three regular bus services Monday-Sunday near the site, it has been demonstrated that the site is highly accessible by bus for staff and visitors to the site.

3.5 Accessibility by Rail

3.5.1 The CIHT documents “Guidelines for Planning for Public Transport Development” (March 1999) states that the new developments should be located so that public transport trips involve a walking distance of less than 800m from the nearest rail station.

3.5.2 Manchester Piccadilly Rail Station is located approximately 550m to the north of the site, which is within walking distance of the proposed development.

3.5.3 Manchester Piccadilly Rail Station is the principal railway station within Manchester and is operated by Network Rail. The line offers regular local services within Greater Manchester where staff and visitors could travel to and from.

3.5.4 It has therefore been demonstrated that the site is accessible for staff and visitors wishing to travel by rail.

3.6 Accessibility by Metrolink

3.6.1 Manchester Piccadilly Metrolink is located within Piccadilly Rail Station approximately 550m north of the site and is served by the Blue Line, Purple Line and Yellow Line. **Table 3.2** provides a summary of the tram services available from the tram stops nearest to the site.

Table 3-2: Local Tram Services

Line	Calling Points	Time	Tram Frequency
Blue Line	Ashton-under-Lyne – Piccadilly Station – Eccles (Via Media City)	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes
Purple Line	Piccadilly Station – Deansgate - Altringham	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes
Yellow Line	Piccadilly Station – Manchester Victoria – Bury	Mon-Fri 0600-0000 Sunday 0700-0000	Every 12 minutes

3.6.2 As can be seen by **Table 3.2** services are available during the key operational times of the proposed place of worship, including three regular services on a Sunday.

3.6.3 Therefore, taking account of the three regular Metrolink services Monday-Sunday near the site, it has been demonstrated that the site is highly accessible by tram for staff and visitors to the site.

3.7 Accessibility Summary

3.7.1 In conclusion it has been demonstrated that the site is highly accessible on foot or by cycling and accessible by public transport (bus, train and tram), in accordance with national and local transport policies.

4 Objectives of Travel Plan

4.1 Key Objectives

- 4.1.1 The objectives of the Travel Plan are to reduce the reliance on the private car by staff and visitors and to promote more sustainable modes of travel. The aims of these objectives are to provide better access to key destinations and services, reduce congestion and deliver health benefits for staff and visitors by encouraging walking and cycling.
- 4.1.2 If the Travel Plan is supported by a commitment and mechanisms for implementation, the potential local benefits include:
- Reducing private car traffic associated with the development, thereby minimising the traffic impact on the local highway network; and
 - Addressing potential local issues about how to provide good access to and from the site by walking, cycling and by public transport.
- 4.1.3 The development, once operational, will commit to ensuring that staff and visitors are encouraged and supported by the following aims:
- Maximise safety and reduce the risk of accidents;
 - Increase confidence by developing more advanced road safety awareness;
 - Maximise using sustainable travel modes; and
 - Reduce emissions by minimising the number of trips to/from the site by private car.

4.2 Targets

- 4.2.1 The DfT's 2009 guidance entitled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" sets out an 'outcomes-based' approach to Travel Plans, which specifies outcomes linked to specific targets that can also be strengthened with remedial measures if these are not met. Although this document has been archived, Local Authorities typically refer to this document as the most appropriate guidance to determine Travel Plan contents and structure.
- 4.2.2 The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:
- **S** – Specific: stating exactly what needs to be achieved;
 - **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
 - **A** – Achievable: targets that can be achieved within the TP's duration;
 - **R** – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
 - **T** – Time-related: to be achieved by a set deadline.
- 4.2.3 Specific Travel Plan targets have been included in this TP. The targets are derived from examining 2011 Census Data for the local area for mode of transport used for journeys to work.

Table 4.1 illustrates the percentage modal share for journeys to work, based on 2011 Census Data.

Table 4.1: Mode Share Percentage for Travel to Work

Mode	Mode Share %
Metro, light rail or tram	2%
Train	9%
Bus, minibus or coach	20%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	47%
Passenger in a car or van	4%
Bicycle	6%
On foot	10%
Total	100%

Source: Neighbourhood Statistics for workers travelling to Manchester 018 (Middle Layer Super Output Area)

- 4.2.4 **Table 4.1** shows that currently 47% of those travelling to the local area travel to work do so by driving a car or van. This modal share is taken as the base modal split for the proposed development.
- 4.2.5 The more sustainable modes of transport including car sharing (passenger), walking, cycling and using public transport currently represent 53% of journeys to the area for work.
- 4.2.6 In terms of the proposed development, which has a catchment area aimed towards young people, including students and young professionals living in Manchester City Centre. Commuters travelling to work in this area will likely travel further than the city centre.
- 4.2.7 It should also be noted that car ownership for residents living within the city centre will be lower in comparison to residents living outside of the city centre.
- 4.2.8 For these reasons, although for the purposes to consider travel mode has been based on travel to work statistics, the driving a car or van mode will be significantly lower for the proposed development.

4.3 Preliminary Modal Shift Targets

- 4.3.1 The main objective of this TP is to reduce the number of staff and visitor's car trips associated with the proposed development. In order to achieve this objective, it will be necessary to refer to the baseline mode share presented in **Table 4.1** and determine the likely modal shift which could be achieved through delivery of the TP measures outlined in **Section 6**.
- 4.3.2 Through undertaking travel surveys as described in **Section 7.2** and through analysis of the results, the Travel Plan Coordinator will:
- Determine if the baseline mode share is being met;
 - Set targets for reducing the existing level of car trips; and

- Monitor the effectiveness of meeting the set targets.

5 Travel Plan Management

5.1 Introduction

- 5.1.1 During the operational phase of the development the management of the Travel Plan will be the responsibility of Church Revitalisation Trust. Church Revitalisation Trust will be required to designate a Travel Plan Coordinator (TPC) for the development.

5.2 Travel Plan Coordinator

- 5.2.1 The TPC will be appointed prior to the first occupation of the development. The TPC is needed to implement the Travel Plan measures and to sustain participation in the Travel Plan initiatives.
- 5.2.2 The TPC will be available to staff and visitors from the time of occupation at the site. Their contact details will be provided to staff and visitors.

5.3 TPC Duties and Responsibilities

- 5.3.1 The TPC will set up and maintain a filing system for all correspondence relating to the TP.
- 5.3.2 The TPC will periodically issue promotional material to staff and visitors. This promotional material will identify the TPC (along with contact information) to ensure that any queries or suggestions relating to the Travel Plan can be addressed efficiently. The TPC will also ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to staff and visitors.
- 5.3.3 A full set of duties and responsibilities of the TPC is set out in the sections below, with a checklist of tasks provided in **Appendix B**.

5.4 The Role of the TPC

- 5.4.1 The role of the TPC will involve the following:
- To engage with staff and visitors to promote and encourage the use of travel modes other than the car,
 - To provide a point of contact and travel information,
 - To provide up-to-date travel information,
 - To monitor the success of the Travel Plan measures and targets,
 - To engage with the Local Authority (Manchester City Council), staff and visitors to investigate how the site can play a role in and benefit from neighbouring Travel Plans or local initiatives, where applicable.
- 5.4.2 Details of the nominated TPC will be submitted to the Local Planning Authority and Local Highway Authority. Similarly, the TPC will obtain the contact details of the appropriate personnel at the various local transport related organisations and complete a 'Contact Personnel Form' to provide easy reference when dealing with Travel Plan matters.
- 5.4.3 An example of a Contact Personnel Form is included as **Appendix C**.

6 Travel Plan Measures

6.1 Introduction

- 6.1.1 With reference to Department for Communities and Local Government online guidance “Travel Plans, Transport Assessments and Statements” (March 2014), Travel Plans should evaluate and consider ‘*proposals to reduce the need for travel to and from the site via all modes of transport*’. This section therefore provides potential initiatives and actions to be pursued and implemented at the site.

6.2 Measures to Promote the Travel Plan

- 6.2.1 It is important that new staff and visitors are fully aware of the existence and benefits of the Travel Plan when they move into the site and that they are effectively engaged with the potential benefits as soon as possible. To this end, the Travel Plan will be presented and promoted to staff as an opportunity and possibly a challenge rather than as a chore.
- 6.2.2 Information relating to the Travel Plan will be easily accessible to staff and visitors. Other means of promoting the Travel Plan will also be investigated, which might take the form of staff and visitor newsletters or mailings.
- 6.2.3 A notice board will be set up in a prominent area, which will provide travel information, including bus timetables, list of staff and visitors wishing to car share, cycle with or walk with. Travel planning events will also be posted on the notice board.
- 6.2.4 These initiatives will be implemented after the opening of the development.

6.3 Measures to Promote Walking

- 6.3.1 The site will have safe has well-lit footpaths connecting the residential areas to the main access road.
- 6.3.2 Local and national campaigns will be marketed and promoted such as the ‘Walk In to Work Out’ government campaign.

6.4 Measures to Promote Cycling

- 6.4.1 Advice and maps concerning the existing local cycle routes will be distributed to staff and visitors to the site.
- 6.4.2 Manchester City Council offer a range of incentives to promote cycling such as Transport for Greater Manchester (TFGM) Bike Hire. Bike Hire is available at various locations around Manchester City Centre, including outside of the proposed site. These bikes can be hired on a Pay as You Ride (PAYR) basis. Pedal bikes cost 50p to unlock and 5p per minute to ride. In addition, E-bikes cost £1 to unlock and 10p per minutes to ride.
- 6.4.3 In addition, Transport for Greater Manchester offer a range of cycling courses, including a free cycling lesson for new riders and intermediate riders and family lessons, helping to increase confidence and safety of riders. In addition, bike maintenance courses are available starting from £10.

6.5 Measures to Promote Public Transport Use

- 6.5.1 Upon employment, up-to-date details of bus services, including route information and service frequencies will be made available.

- 6.5.2 The TPC will liaise regularly with the Public Transport Operators to ensure that information remains valid. Any changes to the services will be distributed to staff and visitors.
- 6.5.3 Staff and visitors will also be made aware of on-line websites which has up-to-date information on bus services in Manchester, such as <https://tfgm.com/public-transport/bus>. Stagecoach busses are the existing bus operators serving the site, and timetables are available from the following website:
- <https://www.stagecoachbus.com>
- 6.5.4 In addition, discounted student bus passes are available from stagecoach for students aged 16 and over which offer unlimited travel on stagecoach services within Greater Manchester encourage more young people to use public transport and sustainable modes of travel to get to school but also as they enter into adulthood.

6.6 Car Parking

- 6.6.1 As the site is located within a highly accessible area just south of the city centre of Manchester, no parking spaces is proposed for the development.
- 6.6.2 Providing no parking in this highly sustainable location is a major measure to discourage travel by single occupancy car.

7 Monitoring

7.1 Introduction

- 7.1.1 The Department for Communities and Local Government online guidance “Travel Plans, Transport Assessments and Statements” states:

‘Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer or qualifying body for neighbourhood planning. Who has responsibility for monitoring compliance should be clear.’

- 7.1.2 This section therefore provides information on monitoring and review of the TP.

7.2 Travel Surveys

- 7.2.1 Initial surveys to determine existing travel patterns of staff and visitors will be conducted within 3 months of first occupation of the development. The TPC will prepare the survey form and distribute it to all the staff and visitors.

- 7.2.2 The aim of the survey is to investigate staff and visitors travel patterns, their modes of transport used and improvements that could be made to encourage staff and visitors to travel by modes other than the single occupancy private car.

- 7.2.3 The survey would request details of the following, which is not an exhaustive list:

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Staff and visitor profile, including age, gender etc.

7.3 Monitoring and Review

- 7.3.1 Regular monitoring is crucial to the ongoing success and sustainability of a Travel Plan and its initiatives. The commitment from Church Revitalisation Trust includes monitoring and review on an annual basis, for the first five years.

- 7.3.2 A monitoring report will be submitted to the Local Authority within three months of undertaking travel surveys. The monitoring report will provide a summary of the results of the initial surveys

and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.

7.3.3 Further staff and visitor surveys will be undertaken annually from the date of the initial survey, for the first five years. Monitoring reports will provide a summary of the results of the surveys and will set appropriate targets and any additional measures that may need to be implemented to meet the targets.

7.3.4 **Table 7.1** summarises the proposed programme to be implemented during the course of the TP. This program will be flexible to adapt to the requirements of the development.

Table 7.1: Proposed Programme for Implementation

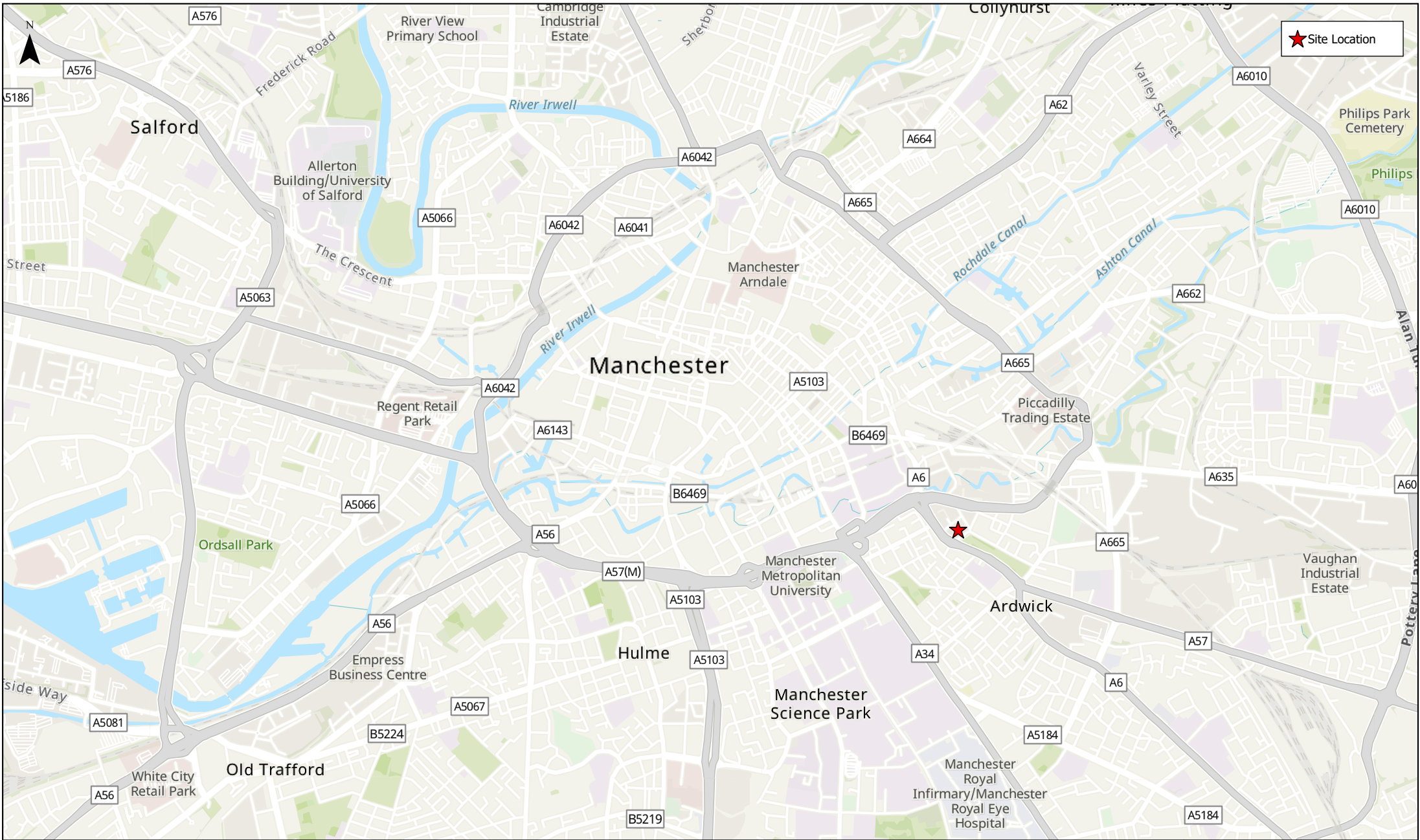
Travel Plan Measures	Timescale for Implementation
Appointment of the TPC	Prior to occupation of the development.
Travel initiatives	Commencing within three months of first occupation of development and continuing through the travel plan period
Monitoring	Annually, for first five years

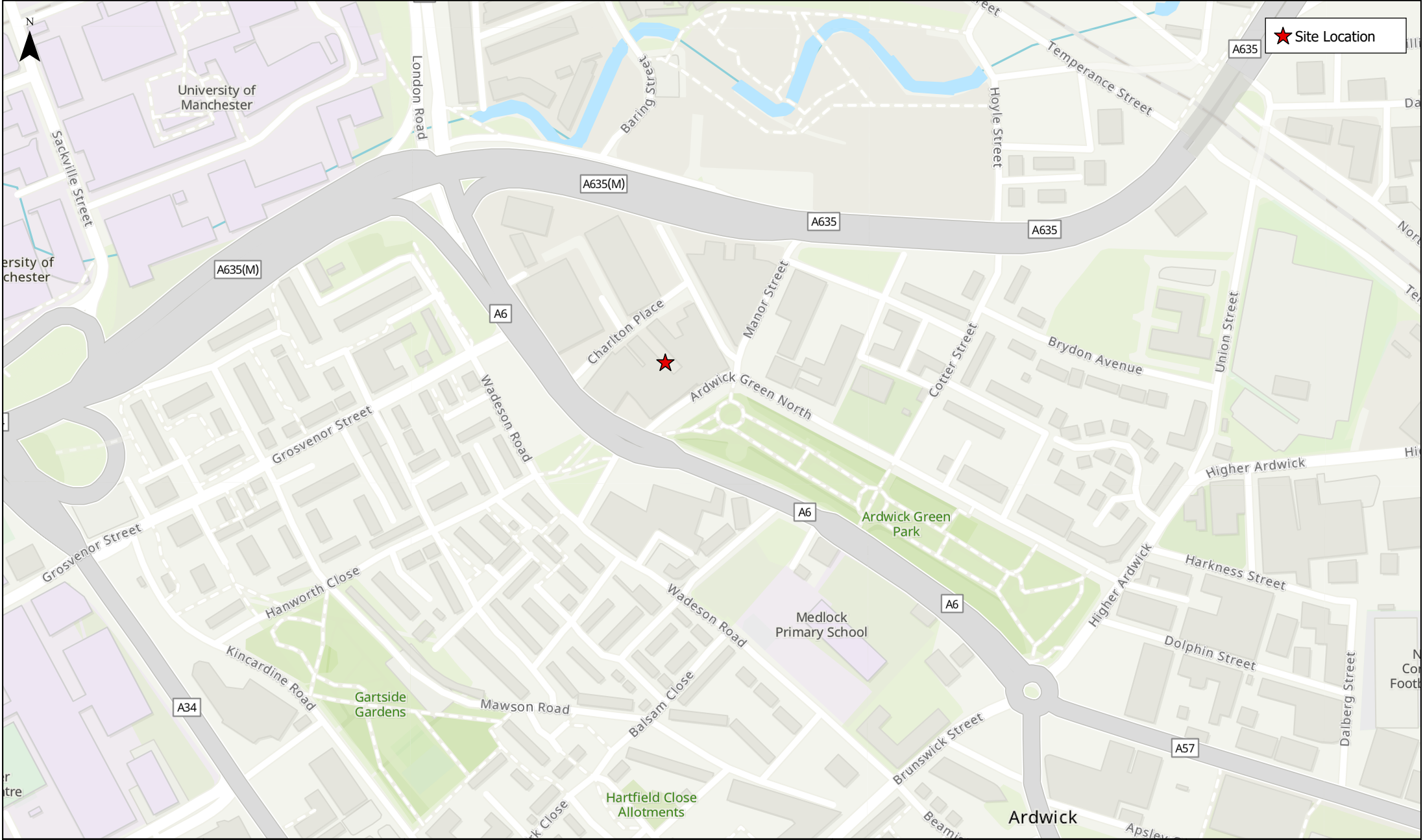
7.4 Target Re-Evaluation

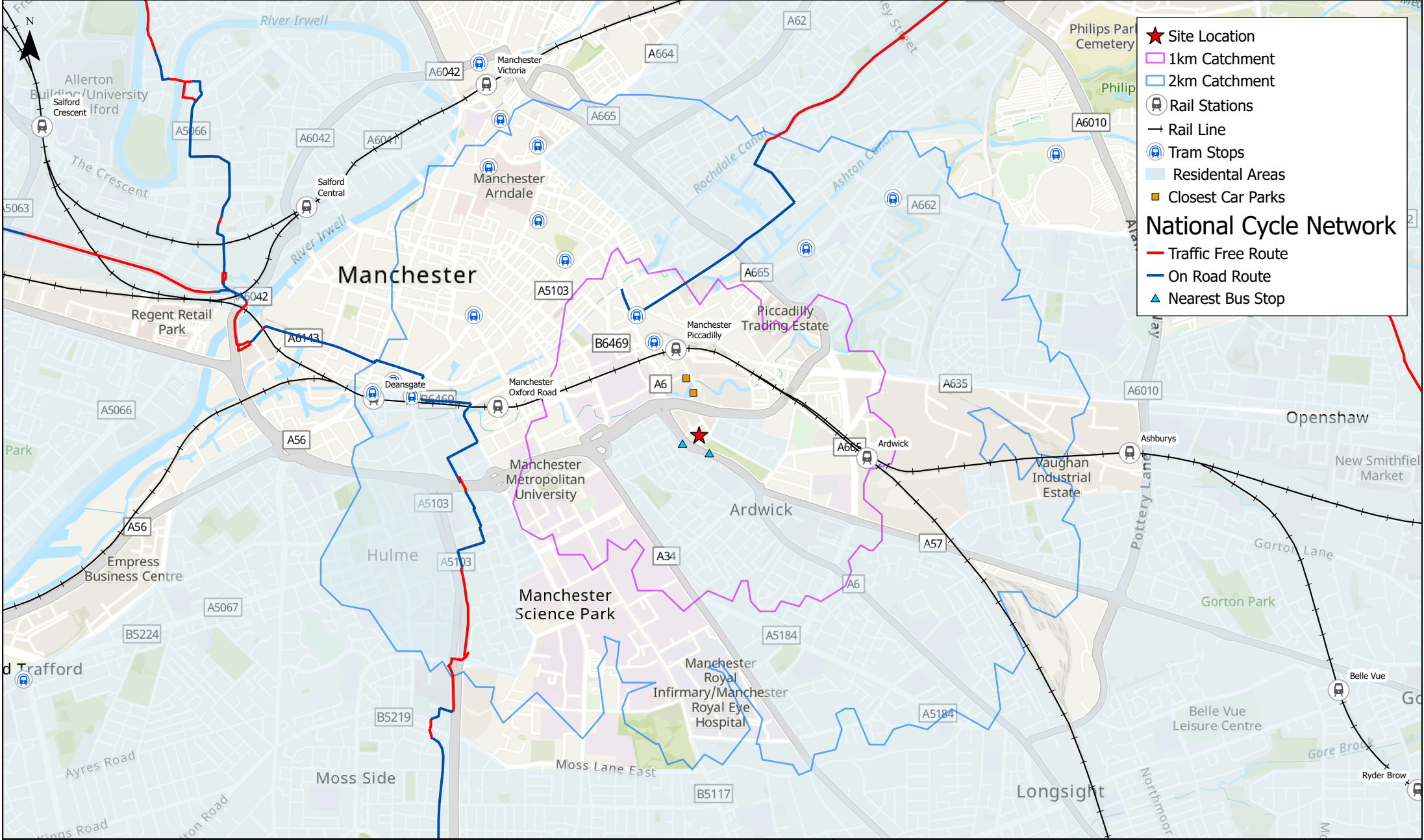
7.4.1 The initial and annual targets will be reviewed after each subsequent travel survey and revised accordingly, in consultation with the Local Authority.

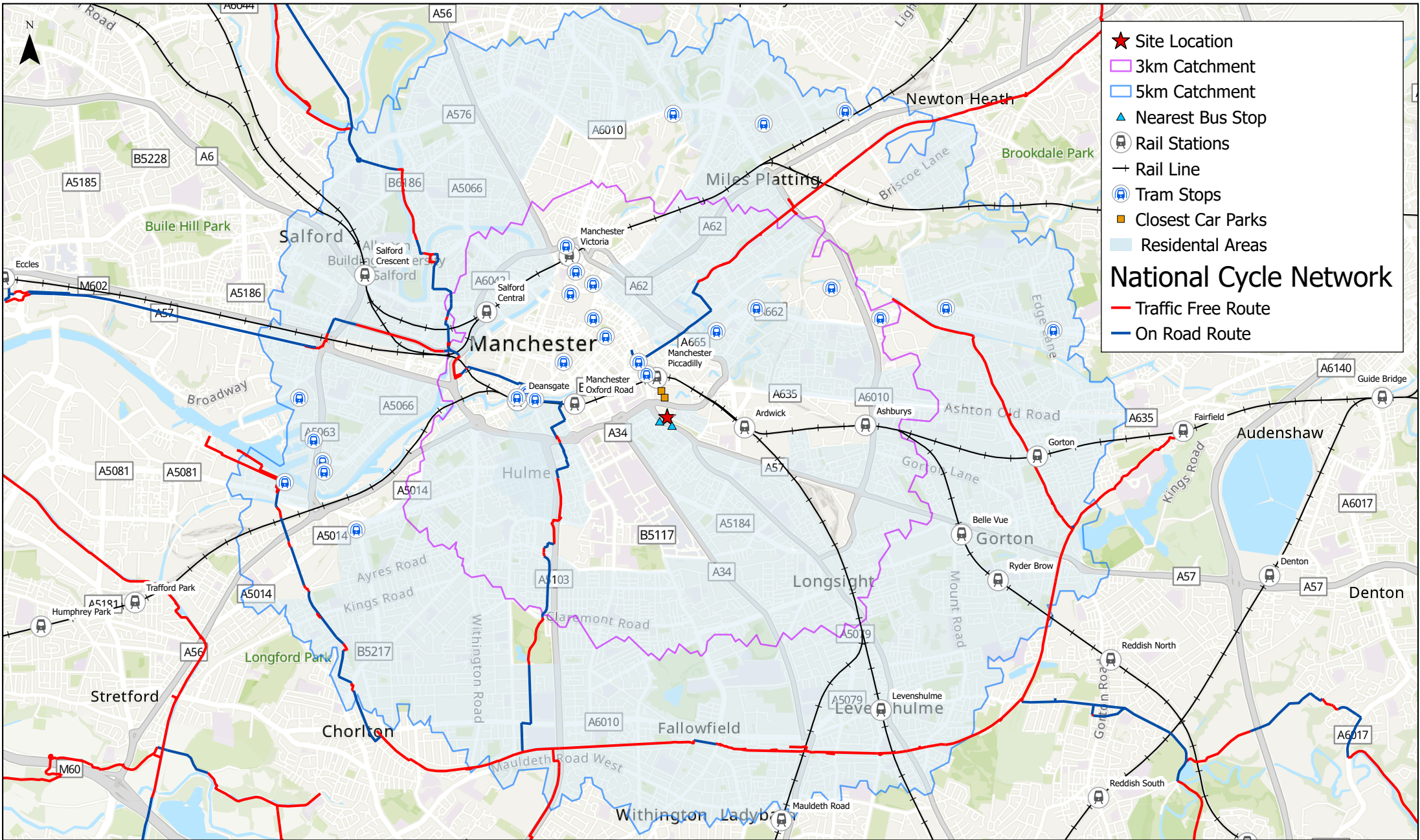
7.4.2 In the event that the targets are not being met satisfactorily, the TPC will seek to introduce new more effective Travel Plan actions as remedial measures. These should encourage modal shift away from the single occupancy car trips and demonstrate to the staff that the Travel Plan management is committed to a sustainable travel objective.

Figures









Appendices

Appendix A Existing Site Layout

Site Location Plan

Army Reserve Centre, Ardwick Green North, Manchester, M12 6HD

Plan Ref: SAA.3821.1



Promap
LANDMARK INFORMATION

Ordnance Survey Crown Copyright 2023. All rights reserved.
Licence number 100022432.
Plotted Scale - 1:1250. Paper Size – A4


Steven Abbott Associates LLP
Chartered Town Planners

Appendix B TPC Checklist

Schedule of TPC Duties and Implementation Timescale

Initial Tasks

Task	Implementation Date	Completed?
Appoint TPC	Prior to occupation of the development	
Provide TPC contact details to Manchester City Council	1 month after the appointment	
Obtain Manchester City Council's TPC details	1 month after the appointment	
Contact Manchester City Council's Cycling Officer	1 month after the appointment	
Research Health / Travel Information	Within 3 months of development opening	
Contact local bus companies to obtain up-to-date timetables and literature	Within 3 months of development opening	
Review cycle provision purpose	Within 3 months of development opening	
Review walking routes within site to ensure fit for purpose	Within 3 months of development opening	
Development of full Travel Plan	Within 3 months of receipt of baseline travel survey results	

Baseline Travel Surveys

Task	Implementation Date	Completed?
Complete baseline travel survey	Within 3 months of opening of development	
Submit initial Monitoring Report to Manchester City Council	Within 3 months of carrying out baseline travel survey	

On-Going Tasks

Task	Implementation Date	Completed?
Carry out Annual Travel surveys	Every 12 months after the first survey	
Monitoring and Reviewing targets	Annually, after the subsequent survey, for a maximum of 5 years	
TPC provide reports to Manchester City Council on request	Annually, after the subsequent survey, for 5 years	

Appendix C Contact Personnel Form

Contact Personnel Information

[illegible]