

Appendix 11.2

Framework Travel Plan

RED BANK OUTLINE APPLICATION

NT02-04 NEW TOWN, FULL PLANNING APPLICATION

Framework Travel Plan

April 2023



Far East
Consortium



Far East Consortium

RED BANK AND DANTZIC STREET

Framework Travel Plan – Outline and Detailed Applications

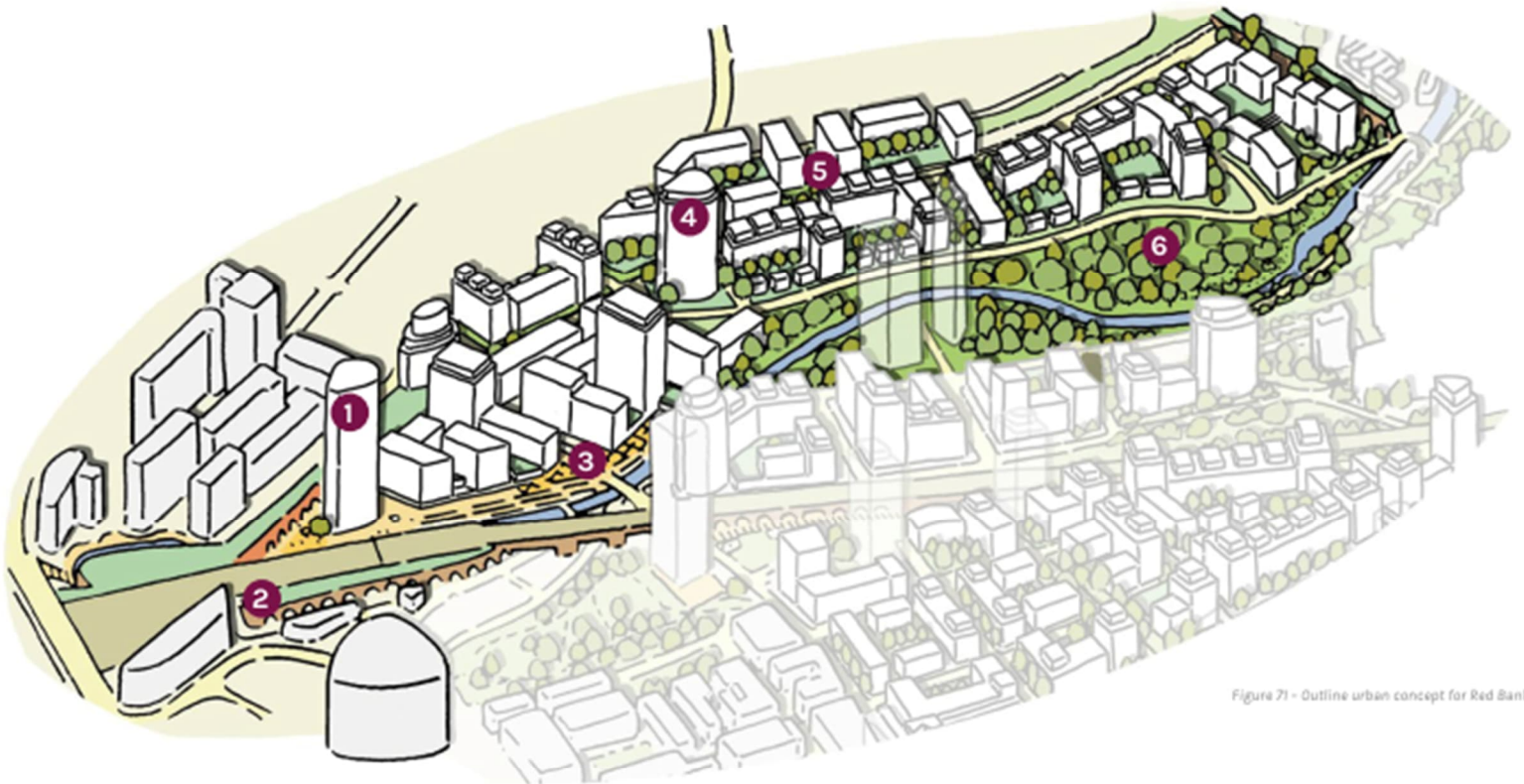


Figure 71 - Outline urban concept for Red Bank



Far East Consortium

RED BANK AND DANTZIC STREET

Framework Travel Plan – Outline and Detailed Applications

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WSP

8 First Street

Manchester

M15 4RP

Phone: +44 161 200 5000

WSP.com



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CONTENTS

1	INTRODUCTION	1
1.1	OVERVIEW	1
1.2	BACKGROUND	1
1.3	SCOPE AND METHODOLOGY	1
1.4	PURPOSE OF A TRAVEL PLAN	1
1.5	TYPE OF TRAVEL PLAN	2
2	BENEFITS OF A TRAVEL PLAN	3
2.1	BENEFITS OF A TRAVEL PLAN	3
3	PROPOSED DEVELOPMENT	4
3.1	PROPOSED DEVELOPMENT	4
3.2	SITE LOCATION	4
4	TRANSPORT INFRASTRUCTURE AUDIT	7
4.1	INTRODUCTION	7
4.2	PEDESTRIAN ACCESSIBILITY	7
4.3	CYCLING ACCESSIBILITY	8
4.4	CYCLING INFRASTRUCTURE	10
4.5	PUBLIC TRANSPORT ACCESSIBILITY: BUS	11
4.6	PUBLIC TRANSPORT ACCESSIBILITY: TRAM	13
4.7	PUBLIC TRANSPORT ACCESSIBILITY: RAIL	14
5	OUTCOME OBJECTIVES AND TARGETS	16
5.1	AIM OF THE TRAVEL PLAN	16
5.2	OBJECTIVES	16

5.3	INTERIM TARGET	16
6	MANAGEMENT PLAN	18
6.1	FULL TRAVEL PLAN	18
6.2	TRAVEL PLAN CO-ORDINATOR	18
6.3	TRAVEL PLAN QUESTIONNAIRE	19
7	TRAVEL PLAN MEASURES	20
7.1	INTRODUCTION	20
7.2	PHYSICAL MEASURES	20
7.3	WALKING MEASURES	20
7.4	CYCLING MEASURES	21
7.5	PUBLIC TRANSPORT MEASURES	21
7.6	CAR SHARING MEASURES	22
7.7	ACTION PLAN	22
8	COMMUNICATION, MARKETING AND MONITORING	24
8.1	MARKETING STRATEGY	24
8.2	MARKETING MATERIAL	24
8.3	MONITORING STRATEGY	24
9	SUMMARY	26

TABLES

Table 4-1 – Cheetham Hill Road Bus Stops	11
Table 4-2 – Rochdale Road Bus Stops	12
Table 4-3 – Local Bus Services	12
Table 4-4 – Manchester Victoria Tram Services	14
Table 4-5 – Rail Destinations	14
Table 7-1 – Action Plan	22

FIGURES

Figure 3-1 - Site Location Plan – Application 4	5
Figure 4-1 - Walking Accessibility Isochrones	7
Figure 4-2 - Cycling Accessibility Isochrones	9
Figure 4-3 - Local Cycling Infrastructure	10

APPENDICES

APPENDIX A

LOCATION PLANS

APPENDIX B

DRAFT QUESTIONNAIRE

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1. WSP have been appointed by Far East Consortium (FEC) to prepare a Framework Travel Plan (FrTP) to support the outline (application 4) and detailed (application 5) planning applications for residential-led development at Red Bank and Dantzic Street, Manchester. This FrTP is intended to cover both applications and acts as a framework document to guide the production of Full Travel Plans for each individual development plot within the two planning application areas, at a post-occupation stage.
- 1.1.2. This FrTP provides guidance on how sustainable transport use can be maximised upon completion and occupation of the development and should be read in conjunction with the Transport Assessment that has also been produced for applications 4 and 5.

1.2 BACKGROUND

- 1.2.1. The application sites are located in an area to the north of Manchester City Centre and Victoria station and the proposals are part of the wider Victoria North initiative (formerly referred to as 'Northern Gateway'), an area with the potential to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses.
- 1.2.2. The development proposals build upon the principles established within both the Strategic Regeneration Framework for the Northern Gateway area (Feb 2019) and the Northern Gateway Initial Development Area Transport Strategy (March 2019).

1.3 SCOPE AND METHODOLOGY

- 1.3.1. The scope of this FrTP is to establish the baseline conditions of existing transport accessibility and to identify the necessary measures to promote sustainable and active modes of travel to and from the application sites. The Travel Plan concludes with marketing and monitoring strategies to record and encourage the use of sustainable modes of transport.
- 1.3.2. The summary of the scope and methodological process of this FrTP is seen below:
- An introductory section highlighting the benefits of a travel plan and their requirements.
 - A review of existing transport infrastructure and connectivity of active travel and public transport provision within the vicinity of the sites.
 - A description of the outcomes and objectives of the travel plan, including modal share targets.
 - A description of the management plan including the role of the Travel Plan Coordinator and the conversion of the document into Full Travel Plans for individual development plots.
 - A review of measures to promote sustainable travel to the site and its associated communication, marketing, and monitoring strategy in achieving this.

1.4 PURPOSE OF A TRAVEL PLAN

- 1.4.1. A Travel Plan is a site-specific strategy and action plan for managing multi-modal access and travel to a site or development which focuses on promoting travel by sustainable and active modes of transport. Travel Plans are concerned with changing the travel behaviours of residents to reduce the number and length of motorised journeys and increase travel by walking, cycling and public transport.

- 1.4.2. This is a site-specific FrTP for the two planning applications at Red Bank and Dantzic Street which outlines the following:
- Methods proposed to reduce the number of trips to and from the site by car;
 - Timescales for surveying travel patterns following occupation of the site; and
 - The measures that will be used to monitor the effectiveness of the Travel Plan in its objective to reduce the volume of private car trips to/from the site.

1.5 TYPE OF TRAVEL PLAN

- 1.5.1. In reference to 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (GPG) by the Department for Transport (DfT) 2009, there are five types of Travel Plans, which include: Full; Interim; Framework; Statement; and Area-wide plans.
- 1.5.2. Residents within applications 4 and 5 cannot be surveyed at this time to determine the baseline accessibility requirements, as all individuals and their potential travel patterns are currently unknown. Consequently, a Framework Travel Plan (FrTP) is appropriate for both applications at this stage in the planning process.
- 1.5.3. However, it would be beneficial to capture a comprehensive baseline travel situation which includes future residents and users of the site to ensure an effective Full Travel Plan can be implemented once the development has fully opened.
- 1.5.4. It is proposed that this FrTP will be extended to Full Travel Plans for each individual development plot, within 6 months' of occupation of each individual development plot.
- 1.5.5. This timescale follows national and local guidance outlined in policy and good practice guidance. This FrTP outlines the requirements of a Full Travel Plan and outlines a commitment to assist in delivering an effective Full Travel Plan for the sites.

2 BENEFITS OF A TRAVEL PLAN

2.1 BENEFITS OF A TRAVEL PLAN

- 2.1.1. There are many benefits that can arise from the implementation of a Travel Plan. The potential benefits for all site users, inclusive of residents, visitors and the wider local community include:

Safety, Health and Wellbeing

- Improvements to road safety in the local area by reducing vehicle traffic from the site;
- Contribution to healthier lifestyles of future residents by increasing active travel;
- Improve social inclusion by reducing reliance on car travel for visitors; and
- Contribute to sustainable and vibrant communities in the local area by reducing car use.

Accessibility

- Provide even greater choice of travel for resident journeys for greater flexibility, improved mobility and meeting access needs;
- Assist with identifying and removing any possible barriers to walking and cycling;
- Further reduce the pressure on the local highway capacity and parking availability, especially at peak times.

Environmental

- Contribute to a reduction in traffic levels in the local area, particularly at peak times;
- Reduce carbon emissions by lowering vehicle numbers and lowering congestion; and
- Contribute to air quality and noise pollution targets by reducing the volume of car trips to the site.

- 2.1.2. Other benefits include:

- Increase in travel choices;
- A more accessible site;
- Financial savings (both corporate and personal); and
- Better time management.

3 PROPOSED DEVELOPMENT

3.1 PROPOSED DEVELOPMENT

- 3.1.1. The Proposed Development consists of two planning applications, an outline application (application 4) and detailed application (application 5). This FrTP is intended to encompass both applications and the future Full Travel Plans produced for each individual plot would all be based on this FrTP.
- 3.1.2. Location plans and site layout plans for application 5 are ~~and~~ appended to the Transport Assessment. For application 4, location plans and parameter plans are appended to the Transport Assessment.

Application 4 (Outline)

- 3.1.3. Application 4 will consist of:

- Up to 3,250 residential units (Class C3 and C2)
- Up to 6,300 sqm GIA of a mix of complementary non-residential uses (Class E, F and Sui Generis)
- Up to 3,250 sqm GIA of clubhouse residential amenity buildings
- Up to 3,250 sqm GIA of Health Centre use
- Up to 2,750 sqm GIA of primary school use

- 3.1.1. The Non-Residential Use Schedule within the Development Specification for Application 4 outlines the potential range of non-residential land uses that could be proposed on the site including retail, food and drink and local community uses. These uses are not defined at this stage, however it is anticipated that they would be complimentary to the proposed residential uses providing services and facilities for future residents of the development.

Application 5 (Detailed)

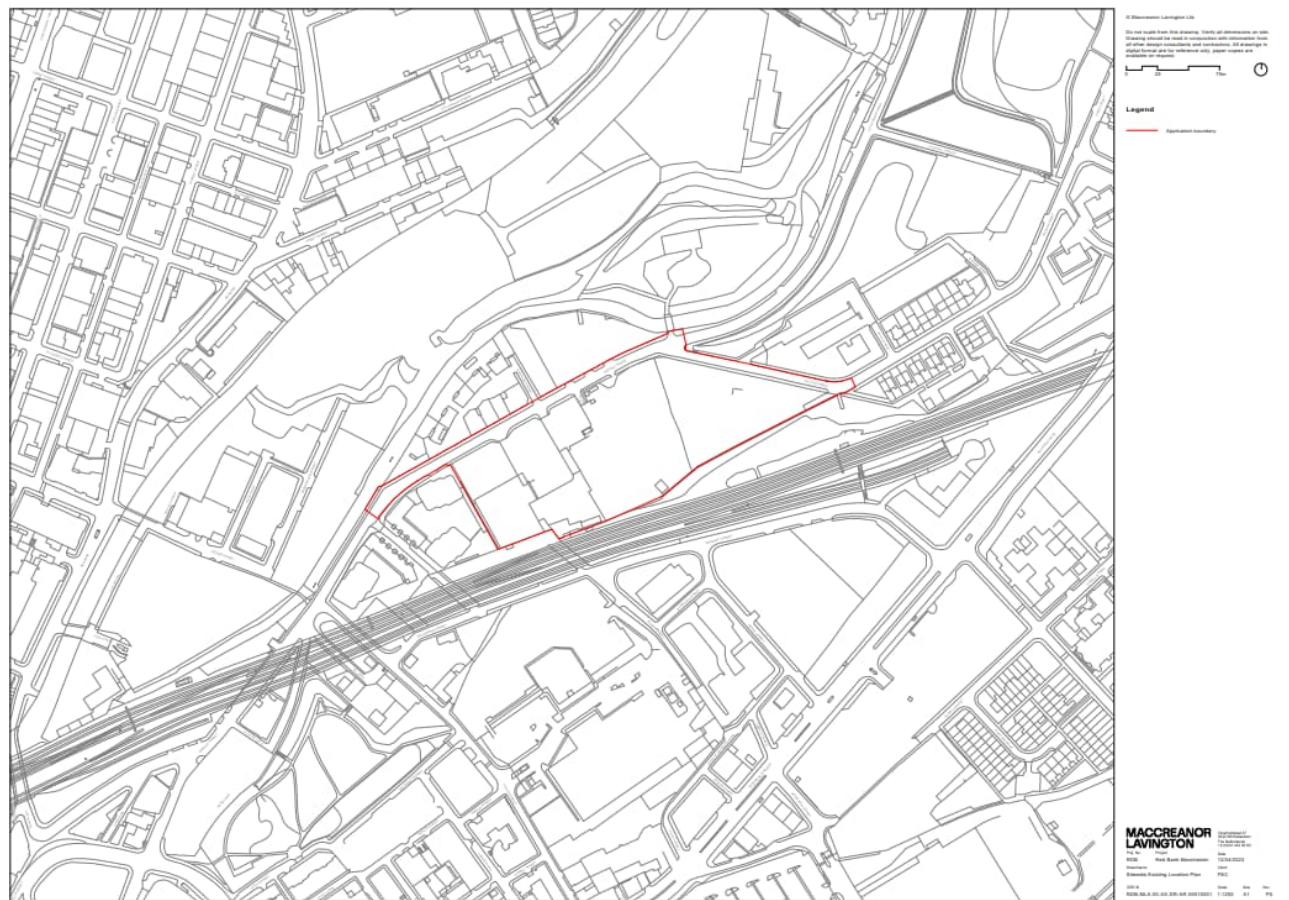
- 3.1.2. Application 5 will consist of:

- 1,551 residential units
- 2,147 sqm GIA of a mix of complementary non-residential uses (Class E, F and Sui Generis)
- 2,145 sqm GIA of clubhouse residential amenity buildings

3.2 SITE LOCATION

- 3.2.1. The application sites are located north of Manchester Victoria Station and sits between Red Bank and Dantzic Street, and incorporate the existing land between them including St Catherine's Wood and the various industrial land uses on either side of the River Irk. At its southern extent the site extends from junction of Red Bank and Scotland and at its northern extent reaches the most northern point of St Catherine's Wood. The extent of the Application 4 and Application 5 site boundaries has been identified in Figure 3-1 and Figure 3-2. A full version of these plans is included at Appendix A.

Figure 3-2 - Site Location Plan – Application 5



4 TRANSPORT INFRASTRUCTURE AUDIT

4.1 INTRODUCTION

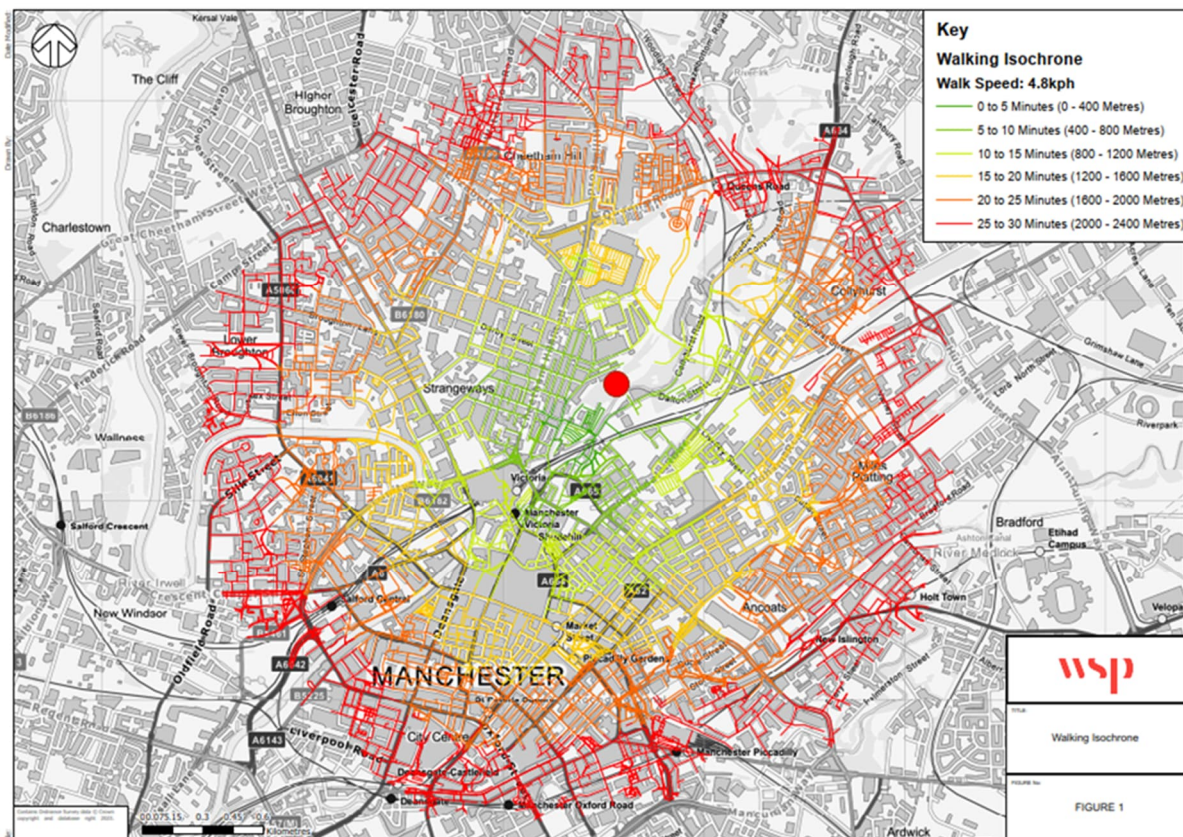
4.1.1. This section of the Framework Travel Plan assesses the accessibility of the site by sustainable modes of travel and reviews how the site location lends itself to sustainable travel. Ultimately a central transport objective of the development proposals is to reduce reliance on the private car and encourage the use of sustainable modes.

4.2 PEDESTRIAN ACCESSIBILITY

4.2.1. The Institution of Highways & Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' outlines the preferred maximum walking distance for commuting from an origin point, by persons without a mobility impairment, as 2000m. With an average walking speed of 1.4m/s, 2000m constitutes a 24-minute walk.

4.2.2. The pedestrian accessibility isochrones shown in **Figure 4-1** have been modelled using Geographical Information System (GIS) software and illustrates the area surrounding the site which is within a 2400m/30-minute walk from the centre of the proposed development. This is further than the IHT guidelines due to the city centre location of the site and the significant amenities available within a 30-minute walk. The origin point has been taken as the centre of the Application 4, the difference between the isochrone output between the two sites is minimal at this scale of analysis.

Figure 4-1 - Walking Accessibility Isochrones

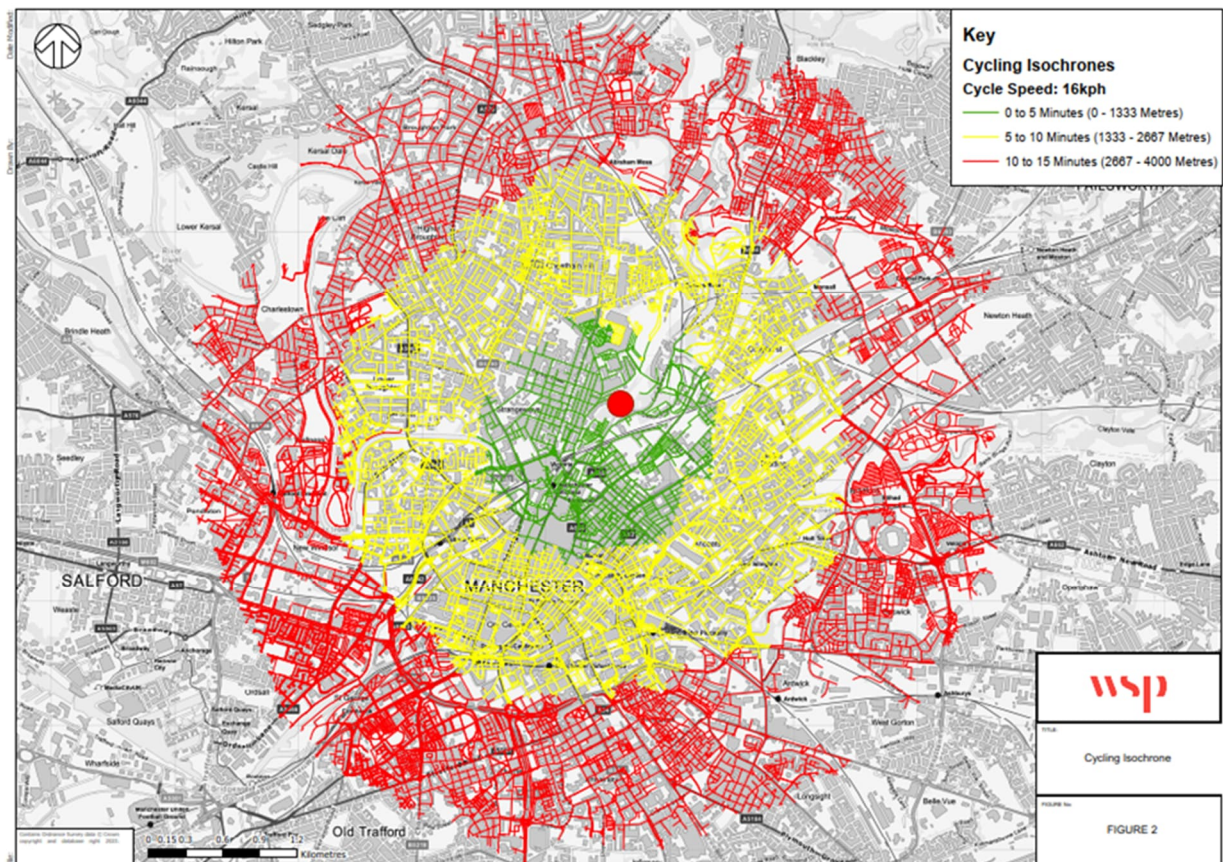


- 4.2.3. The pedestrian isochrones show that the site provides key connectivity to local and national transport networks including:
- Victoria Rail and Metrolink Station;
 - Exchange Square, Shudehill and Market Street tram stops;
 - Shudehill Bus Station and;
 - Bus connections to the wider Greater Manchester region from Rochdale Road and Cheetham Hill Road.
- 4.2.4. Within the application sites, a high quality network of walking and cycling routes are proposed, promoting active travel as the mode of choice for short and medium distance journeys both within the site and off-site. This will include the 'climate loop', a high quality circuit around the application 4 and 5 sites which allows for both leisure travel and local trips (e.g. home to local shops) and also connects to the wider walking and cycling network.

4.3 CYCLING ACCESSIBILITY

- 4.3.1. Planning Policy Guidance 13 – Transport (PPG13) states:
- “Cycling also has potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport.”*
- 4.3.2. Whilst the PPG13 has been superseded by the NPPF, the identified acceptable 5km cycling distance is still considered applicable in the absence of any updated guidance.
- 4.3.3. The cycling isochrones shown in
- 4.3.4.
- 4.3.5.
- 4.3.6. Figure 4-2 illustrates the area surrounding the site and the existing cycling provision. The origin point has been taken as the centre of the Application 4 site, the difference between the isochrone output between the two sites is minimal at this scale of analysis.

Figure 4-2 - Cycling Accessibility Isochrones



4.3.7.

4.3.8.

4.3.9.

4.3.10. Figure 4-2 indicates that the 4km isochrone, which is equivalent to a 15-minute journey, covers a significant extent of Greater Manchester, including areas such as Trafford, Hulme, Salford and Monsall.

4.3.11. It is therefore evident that the site is highly accessible in terms of cycling across the Greater Manchester region.

4.4 CYCLING INFRASTRUCTURE

4.4.1. As part of a programme of works to improve cycling access to the Greater Manchester region, the Bee Network of cycling and walking routes is planned, with 1,800 miles of routes and upgrades in the region. These will give priority to cyclists and pedestrians along primary routes (Busy Beeways), as well as a series of quiet ways through the local suburban areas. Additionally, 2,400 crossings will be upgraded to provide better connectivity across major streets to reduce severance. The routes to be upgraded surrounding the site are shown below.

4.4.2. The provision and quality of local cycling infrastructure in the local vicinity of the site will help determine the extent to which trips will be made by active modes of travel rather than private vehicle to and from the site.

4.4.3. **Figure 4-3** identifies the local cycling infrastructure in the vicinity of the site.

Figure 4-3 - Local Cycling Infrastructure



4.4.4. Key cycling infrastructure includes:

- Dantzic Street / Collyhurst Road a designated route of TfGM's cycle network;
- Confirmed Bee Network Infrastructure (as of 2021) across Lord Street, Roger Street and Gould Street; and
- Existing Beeways implemented in 2019 across Cheetham Hill Road and the section of Red Bank below the junction of Red Bank, Lord Street and Roger Street.

4.5 PUBLIC TRANSPORT ACCESSIBILITY: BUS

4.5.1. To demonstrate the site's accessibility by public transport, an audit has been undertaken of the existing bus services and facilities in the local area. Given the city centre location, buses provide a convenient form of travel to and from the site.

4.5.2. **Table 4-1** identifies the bus stops in the vicinity of the site located along Cheetham Hill Road.

Table 4-1 – Cheetham Hill Road Bus Stops

Bus Stop	Direction	Distance from Site (Mins)
Park Place	Northbound / Southbound	6
St Chad's Church	Northbound / Southbound	6
Derby Street	Northbound Only	9
Elizabeth Street	Northbound / Southbound	12

4.5.3. **Table 4-2** identifies the bus stops in the vicinity of the site located along Rochdale Road.

Table 4-2 – Rochdale Road Bus Stops

Bus Stop	Direction	Distance from Site (Mins)
Rochdale Road / Angel Street	Northbound / /Southbound	7
Gould Street	Northbound Only	6
Moorhead Street	Southbound	8
Peary Street / Livesey Street	Northbound / /Southbound	8
Osborne Street	Northbound / /Southbound	12
Whitley Road	Southbound Only	13

4.5.4. **Table 4-3** summarises the existing bus services and their frequencies that are accessible from the existing stops in the vicinity of the site across Cheetham Hill Road and Rochdale Road.

Table 4-3 – Local Bus Services

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
Cheetham Hill Road					
41	Go North West	Sale - Middleton	1 per hour	1 per hour	1 per hour
		Middleton - Sale	1 per hour	1 per hour	1 per hour
135	Go North West	Manchester - Bury	6 per hour	6 per hour	6 per hour
		Bury - Manchester	6 per hour	6 per hour	6 per hour
Rochdale Road					
17/17a	Go North West	Manchester – Rochdale	6 per hour	4 per hour	4 per hour
		Rochdale - Manchester	6 per hour	4 per hour	4 per hour
18	Go North West	Manchester – Middleton	6 per hour	5 per hour	4 per hour
		Middleton - Manchester	6 per hour	5 per hour	4 per hour

56/156	Stagecoach	Manchester – North Manchester General Hospital – Higher Blackley Circular	2 per hour	2 per hour	1 per hour
81	First Manchester	Manchester – Oldham	2 per hour	1 per hour	1 per hour
		Oldham - Manchester	2 per hour	1 per hour	1 per hour
112/113	Stagecoach	Manchester – Middleton	4 per hour	3 per hour	2 per hour
		Middleton - Manchester	4 per hour	3 per hour	2 per hour
117	Stagecoach	Manchester – Middleton	2 per hour	2 per hour	1 per hour
		Middleton - Manchester	2 per hour	2 per hour	1 per hour
118/119	Stagecoach	Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
		Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
163	Diamond	Manchester – Bury	5 per hour	5 per hour	4 per hour
		Bury - Manchester	5 per hour	5 per hour	4 per hour

4.5.5. A total of 14 bus routes run nearby the site with most services reaching frequencies of at least four per hour during weekdays and Saturdays. Key bus routes with high frequencies provide connections from Manchester City Centre to Middleton (41, 18, 112, 113, 117), and Bury (135, 163). These services provide the site with an alternative to private car journeys from a range of local destinations.

4.5.6. Infrequent services also connect the site to Oldham (81) and South Manchester (41). These services are still likely to provide a good alternative to private car journeys given the various local centres that these services pass through such as Moston and Withington respectively.

4.6 PUBLIC TRANSPORT ACCESSIBILITY: TRAM

4.6.1. The Application 4 and 5 sites are both in close proximity to Manchester Victoria Tram Stop, which is approximately 12 minutes on foot from the centre of the both application sites. Frequent services are available at this stop and are identified in **Table 4-4** below.

Table 4-4 – Manchester Victoria Tram Services

Line	Route	Frequency	First / Last Weekday Service
Green	Altrincham – Bury	5/hr (Mon-Sun)	05:59/23:47
Green	Bury – Altrincham	5/hr (Mon-Sun)	05:48/23:12
Yellow	Manchester Piccadilly - Bury	5/hr (Mon-Sun)	05:58/23:24
Yellow	Bury – Manchester Piccadilly	5/hr (Mon-Sun)	05:48/23:24
Pink	East Didsbury – Rochdale Town Centre	5/hr (Mon-Sun)	05:50/23:14
Pink	Rochdale Town Centre – East Didsbury	5/hr (Mon-Sun)	05:55/22:43
Blue	Manchester Airport – Manchester Victoria	5/hr (Mon-Sun)	05:50/ 23:14
Blue	Manchester Victoria – Manchester Airport	5/hr (Mon-Sun)	05:32/23:10
Brown	East Didsbury – Shaw and Crompton	5/hr (Mon-Sun)	05:50/ 23:14
Brown	Shaw and Crompton – East Didsbury	5/hr (Mon-Sun)	05:59 / 22:59

4.7 PUBLIC TRANSPORT ACCESSIBILITY: RAIL

- 4.7.1. In addition to Manchester Victoria Tram stop, Manchester Victoria train station is also a 12-minute journey on foot. This is also accessible by bicycle and bus. **Table 4-5** identifies the key local, regional and national destinations that can be accessed by train from Victoria. All frequencies have been gathered from weekday timetables as of March 2023.

Table 4-5 – Rail Destinations

Destination	Frequency	Provider
Local Routes		
Rochdale	5 per hour	Northern
Wigan Wallgate	3 per hour	Northern
Sallybridge	2 per hour	Transpennine Express / Northern
Salford Crescent	5 per hour	Northern
Regional Routes		
Liverpool Lime Street	2 per hour	Transpennine Express
Leeds	4 per hour	Transpennine Express / Northern

Blackburn	3 per hour	Northern
Clitheroe	1 per hour	Northern
Southport	1 per hour	Northern
Chester	1 per hour	Northern
Kirkby (Merseyside)	3 per hour	Northern
National Routes		
York	2 per hour	Transpennine Express
Newcastle	1 per hour	Transpennine Express

- 4.7.2. Manchester Victoria train station provides regular local services to destinations within Greater Manchester including Rochdale, Wigan and Salford, in addition to regular regional routes including Leeds and Blackburn. National connectivity is also provided to York and Newcastle

It is evident that the site is accessible to various destinations by rail with frequent services to destinations within Greater Manchester and the wider northwest region.

5 OUTCOME OBJECTIVES AND TARGETS

5.1 AIM OF THE TRAVEL PLAN

- 5.1.1. The aim of the Travel Plan is to reduce reliance on the private car and achieve a lasting shift towards the use of sustainable travel modes to access the development, such as walking, cycling and public transport. The method for achieving this is through the provision of a package of measures to influence the travel behaviour of residents of the development.
- 5.1.2. The aims of this FrTP are in line with local, regional, and national policy which are to encourage the use of sustainable transport and to maximise the potential to cycle and walk to and from development site. This policy can be seen in the corresponding Transport Assessment that accompanies this document.
- 5.1.3. This FrTP is a provisional document that covers the substantive element of a Full Travel Plan (FTP). Specifically, this means the FrTP will identify outcome objectives, interim targets, and an initial package of measures.
- 5.1.4. The FTP for the development, when produced, will streamline and improve upon the elements in the FrTP based on residents travel surveys and consultation.

5.2 OBJECTIVES

- 5.2.1. To achieve the aim of this FrTP in line with national, regional, and local transport aspirations, the following objectives have been set:
 - Identify and manage deterrents to walking and cycling that prevent residents using active modes;
 - Identify the predominant destination locations of residents, and origin locations of other users of the site, and use this information to complete an accessibility audit;
 - Promote walking and cycling by emphasising the benefits of sustainable and active modes, such as healthier lifestyle choice;
 - Promote existing public bus services and identify any gaps in provision;
 - Ensure that future demand for car parking within the development does not exceed car parking provision;
 - Create a sustainable community by making residents, employees and visitors aware of the FrTP and inviting their contributions to develop the FTP; and
 - Undertake resident travel surveys as part of the development of the FTP.

5.3 INTERIM TARGET

- 5.3.1. Given the accessible location of the proposed development and the extent of existing active travel and public transport infrastructure, it can be expected that a large proportion of residents will be travelling to and from the site by sustainable modes of transport.
- 5.3.2. Specific SMART (Specific, Measurable, Agreed, Realistic, Time-based) targets will be developed for each mode of transport. These can be adapted upon receipt of travel survey information as part of the FTP to accommodate staff and visitor needs.
- 5.3.3. Targets will be set out upon completion of the travel survey. However, these would emphasise the need to travel to the site by sustainable forms of transport. These include:
 - Set percentage increase in trips by active modes of travel;

- Set percentage increase in public transport trips for those visiting the site from the wider Greater Manchester area; and
- Where car trips are made to the site, a set percentage increase in car sharing (where appropriate e.g. school staff travel), and a corresponding percentage decrease in single occupancy vehicle trips.

6 MANAGEMENT PLAN

6.1 FULL TRAVEL PLAN

- 6.1.1. A Full Travel Plan (FTP) is the finalised document that facilitates and monitors targeted changes in travel behaviour of residents.
- 6.1.2. An FTP establishes resident travel patterns by carrying out tailored travel surveys. Accordingly, it is proposed that an FTP for each individual building plot would be undertaken following occupation of each plot, and that this could be secured by planning condition at this stage. This applies to both the Application 4 and Application 5 proposals.
- 6.1.3. The travel survey will include questions relating to an individual's reasons for choosing their current mode of transport; how they may prefer to travel; what would encourage them to travel by sustainable modes of travel; what could be done to change their travel behaviour; and if there are any barriers that exist to the respondent's regular travel work.
- 6.1.4. The travel survey will also take into account resident travel patterns for both work and leisure purposes.
- 6.1.5. The travel survey will ensure measures are applicable and effective for encouraging walking, cycling, and sustainable travel, to and from the site amongst residents.
- 6.1.6. Residents will also be invited to suggest ideas for measures to be added to the FTP to promote and increase active and sustainable travel. The FTP process aims to give the residents shared input and ownership of the Plan.
- 6.1.7. In line with the above, the following actions will be undertaken to convert this Framework Travel Plan to a Full Travel Plan for each building plot:
- Undertake travel surveys and produce a survey analysis;
 - Produce the FTP after occupation of each building plot. This includes revising the SMART targets as necessary.
 - Confirm site specific Action Plans of measures that will be informed by the survey results to deliver the targets and objectives. The Action Plans will put forward the set of measures in a responsibility and monitoring mechanisms; and
 - Confirm specific dates (month / year) when ongoing travel surveys and reviews of the Full Travel Plans and Action Plans will be undertaken.

6.2 TRAVEL PLAN CO-ORDINATOR

- 6.2.1. Appointing a Travel Plan Co-ordinator (TPC) is a requirement of the travel planning process. The TPC implements the travel measures and sustains interest and participation in the FTP.
- 6.2.2. It is proposed that the TPC role will be held by an individual at FEC (or an alternative appointed by FEC).
- 6.2.3. The TPC for the development will be available to residents and their contact details will be provided when requested. The TPC will be responsible for the day-to-day management of the FTP. Specific responsibilities of the future TPC could potentially include:
- Produce and distribute Travel Packs to new residents and provide details of the FTP;

- Liaise with residents to explain the objectives and benefits of the Travel Plan, which includes bringing an awareness of the travel strategy, encouraging participation where possible and advising on sustainable travel access options;
- Distribute, collect, and analyse travel surveys for residents, in line with a timetable agreed in the FTP;
- Actively encourage residents to cycle, or to walk and use public transport when appropriate, and ensure they are aware of all sustainable access options;
- Be the point of contact and on-going liaison with outside bodies including MCC and TfGM; and
- Acquire supporting information such as public transport timetables and cycle maps to be distributed to residents and employees.

6.3 TRAVEL PLAN QUESTIONNAIRE

- 6.3.1. In order to facilitate the production of the future FTPs, a draft TP Questionnaire is appended to this FrTP at Appendix B. The intention is that this would be distributed to new residents post-occupation of individual building plots on the site.
- 6.3.2. The purpose of the Travel Plan Questionnaire is to understand resident's baseline travel habits and thus inform the delivery of a series of tailored measures to improve public transport and active travel options and accessibility.

7 TRAVEL PLAN MEASURES

7.1 INTRODUCTION

- 7.1.1. In order for a FrTP to be successful in encouraging people to use sustainable and active modes of travel in favour of the car, it is necessary to introduce a varied mix of incentives, a combination of hard and soft measures. The measures considered in this FrTP are described below.

7.2 PHYSICAL MEASURES

- 7.2.1. Key improvements being brought forward as part of the development proposals include:
- Within application 5:
 - Improved north-south connectivity which will include an attractive walking and cycling route provided along Dantzic Street that providing connectivity to the city centre; and
 - Within application 4:
 - Improved east-west connectivity between Roger Street and Gould Street via Union Bridge in the form of a local walking and cycling route.
 - A network of local active travel routes within the site to provide localised access to the key routes mentioned above.
 - Within both applications:
 - Cycle parking provided for residents and visitors at or above local policy requirements.
- 7.2.2. It is difficult to be prescriptive about specific FTP measures given that detailed information about resident travel characteristics are not known yet. Notwithstanding this, an annual budget will be allocated to develop and bring forward the identified measures within the FTP.

7.3 WALKING MEASURES

- 7.3.1. The following measures will be considered in the FTP for each individual development plot to encourage and promote walking:
- Travel Welcome Packs distributed to residents that will include information and advice regarding safe pedestrian and cycle routes. This can include desire lines being mapped on plans showing safe and comfortable routes to and from various nearby transport drop off points, such as bus stops and Metrolink stops.
 - Identifying any common areas travelled to by residents which are suitable for walking and produce walking maps specific to those routes and identify areas along walking routes which are deterrents to potential walkers;
 - The TPC could liaise with the Highways Authority to ensure that the key pedestrian desire lines identified are appropriately maintained, as well as to report maintenance requirements;
 - Signage showing the direction and distance or time it takes to walk to the site on key walking routes (e.g. transport hubs);
 - Setting up an Active Travel User Group amongst residents of each plot;
 - Ongoing promotion of walking and promotion of online resources including:
 - Internal newsletter
 - Community Notice Board

- <https://www.verywellfit.com/tips-for-walking-to-work-3435887> 10 tips for walking to work.

7.4 CYCLING MEASURES

7.4.1. The following measures will be considered in the FTP for each individual development plot to encourage and promote cycling:

- Travel Welcome Packs distributed to residents that will include information and advice regarding safe cycling routes. This can include desire lines being mapped on plans showing safe and comfortable routes to and from various transport drop off points such as railway stations and nearby cycle parking facilities;
- Identifying any common areas travelled to by residents which are suitable for cycling and produce cycling maps specific to those routes and identify areas along cycling routes which are deterrents to potential cyclists;
- The TPC could liaise with the Highways Authority to ensure that the key cycling desire lines identified are appropriately maintained, as well as to report maintenance requirements;
- Signage showing the direction and distance or time it takes to cycle to the site from key local areas (e.g. transport hubs or neighbourhood centres);
- Setting up an Active Travel User Group amongst residents of each plot;
- For employees working on-site at the non-residential uses, joining a *Cycle to Work* scheme that provides tax-free bicycles and gear to cyclists;
- Ongoing promotion of cycling and promotion of online resources including:
 - Internal newsletter
 - Community Notice Board
 - TfGM website for cycling: <https://beeactive.tfgm.com/cycling/>

7.5 PUBLIC TRANSPORT MEASURES

7.5.1. The following measures will be considered in the FTP for each individual development plot to encourage and promote public transport:

- Travel Welcome Packs distributed to residents will include information on public transport accessibility, including bus, Metrolink and rail station locations, timetables and route maps;
- Providing public transport information updates to all residents when, for example, there are changes to public services or new services are being introduced which would benefit them; and
- Educating residents on the benefits of using public transport as an alternative to the car for the array of benefits that this can bring, including health and environmental benefits.
- Investigate subsidies for bus / tram tickets for new residents;
- Promotion of useful websites or collation of material from such websites that will be provided to residents, such as:
 - TfGM website for Tram information: <https://tfgm.com/public-transport/tram/tram-schedule>

7.6 CAR SHARING MEASURES

- 7.6.1. Car sharing scheme target would be journeys to work amongst employees at the site (e.g. school, non-residential uses). The following measures will be considered in the FTP for each individual plot to encourage and promote the use of car sharing on those journeys made by car:
- Measures to raise the profile of car sharing such as providing promotional literature in the Travel Welcome Packs;
 - Provide a car share database for employees, where they can view offers and requests for lifts from fellow on-site employees;
 - Promoting the benefits of car sharing associated with financial savings, social benefits associated with getting to know people etc;
 - Guaranteed free public transport ticket to return home for car shares in case of an emergency.
- 7.6.2. If suitable the above scheme could be expanded across residents at the site, i.e. seeking to pair potential car sharers who drive from the site to work in other locations.

7.7 ACTION PLAN

- 7.7.1. As part of the FTP process, the package of measures adopted to increase sustainable and active travel like those considered above will be defined in an Action Plan. The Action Plan will be the mechanism for working towards achieving the target indicators for each mode of transport aligned with delivering the aim of the FTP.
- 7.7.2. The Action Plan created for each individual development plot will illustrate the implementation programme for the proposed measures, including the roles and responsibilities, timescales for delivery (date of completion), and how each action will be evaluated. The communication and marketing tools used to promote each measure will also be provided in the Action Plan.
- 7.7.3. **Table 7-1** shows the expected actions, responsibilities, timescales, and indicators of the Action Plan.

Table 7-1 – Action Plan

Action Plan			
Action	Responsibility	Timescale	Indicator / Success
Management, Monitoring and Review			
Travel Plan Co-ordinator (TPC) assumes role	TBC	To be appointed before completion of Full Travel Plan	Appointment of TPC
Undertake baseline travel surveys	TPC	3 months from full occupation of each individual plot	Surveys undertaken within timescales

Produce Full Travel Plan	TPC	6 months from full occupation of each individual plot	Full Travel Plan produced and approved by FEC / WSP
Annual Review for up to five years	TPC	12 months after FTP completion	Update Full Travel Plan accordingly
Measures and Initiatives			
Production and distribution of Travel Welcome Packs (TWP)	TPC	Upon full occupation of each individual plot	TWP produced and distributed to all residents
TPC liaison with residents via emails, social media, etc	TPC	On-going after FTP completion	Residents aware of Travel Plan and encouraged to engage
Personalised travel planning advice	TPC	On-going as required after FTP completion	Residents provided with personalised travel planning advice as required
Resident cycling and car sharing user groups set up and promoted	TPC	In line with FTP completion	Database in place, increase in number of residents walking, cycling and car sharing
Programme of sustainable travel events distributed to residents	TPC	On-going after FTP completion	Residents aware of events and encouraged to engage
Negotiation and provision of incentives to support and encourage walking, cycling, public transport and car sharing	TPC	On-going after FTP completion	Incentives made available to all, increase in number of residents walking, cycling, using public transport and car sharing
Liaison with MCC and TfGM regarding pedestrian and cycle desire lines and routes	TPC	On-going after FTP completion	Potential improvements identified, increase in number of walking and cycling trips
Monitoring of on-site cycling facilities and associated discussions with users	TPC	On-going after FTP completion	Improvement of cycling facilities as required

8 COMMUNICATION, MARKETING AND MONITORING

8.1 MARKETING STRATEGY

- 8.1.1. A communication and marketing strategy will be developed to support the Full Travel Plans to ensure:
- Awareness of the Travel Plan amongst residents at each building plot;
 - Promotion of the package of measures contained in the Action Plan; and
 - Provision of travel information from the outset and consistently throughout the lifespan of the FTP and an awareness of the sustainable and active travel options available.
- 8.1.2. The communication and marketing strategy communicates the FTP to all residents to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.
- 8.1.3. The communication and marketing strategy should be effective in keeping the FTP visible and relevant to residents. The strategy will be the responsibility of the Travel Plan Coordinator and will be fully developed on completion of the FTP. Key aspects of the strategy include:
- Maintaining confidence in the FTP among residents. This can be achieved by monitoring the effectiveness of the measures and amending them when problems are encountered;
 - Regularly communicating with residents to remind them of the FTP;
 - Making the TPC easily contactable for residents to resolve issues with changing modes of travel;
 - Ensuring all travel information available is up to date;
 - Developing a successful feedback procedure for the purpose of developing the FTP that will consider the views of all residents; and
 - Regular updates from TPC and stakeholders such as MCC and TfGM.

8.2 MARKETING MATERIAL

- 8.2.1. Publicity material within the Travel Packs and made available by the TPC could include:
- Contact details of the TPC;
 - Sustainable and active travel advice and information;
 - A list of further travel resources, online or offline;
 - Questionnaires, letters, and leaflets relevant to the objectives of the Travel Plan; and
 - Quarterly resident newsletters and bulletins providing updates on the FTP, updated travel information, and success stories, etc.
- 8.2.2. The TPC must identify the most effective way of conveying messages to residents, whether this is for example electronically via social media, email or website, or via noticeboards in community facilities.
- 8.2.3. Further to this, the platforms used to promote and communicate the FTP should be accessible to all.

8.3 MONITORING STRATEGY

- 8.3.1. A monitoring strategy will advise on the effectiveness of the FTP measures and inform where any additional actions might be taken. A monitoring strategy that regularly tracks progress of the measures in achieving the SMART targets enables proportionate and appropriate adjustments to the FTP.

- 8.3.2. The monitoring strategy might consist of a resident travel survey, a database of evidence, regular progress reports and updates to the FTP.

9 SUMMARY

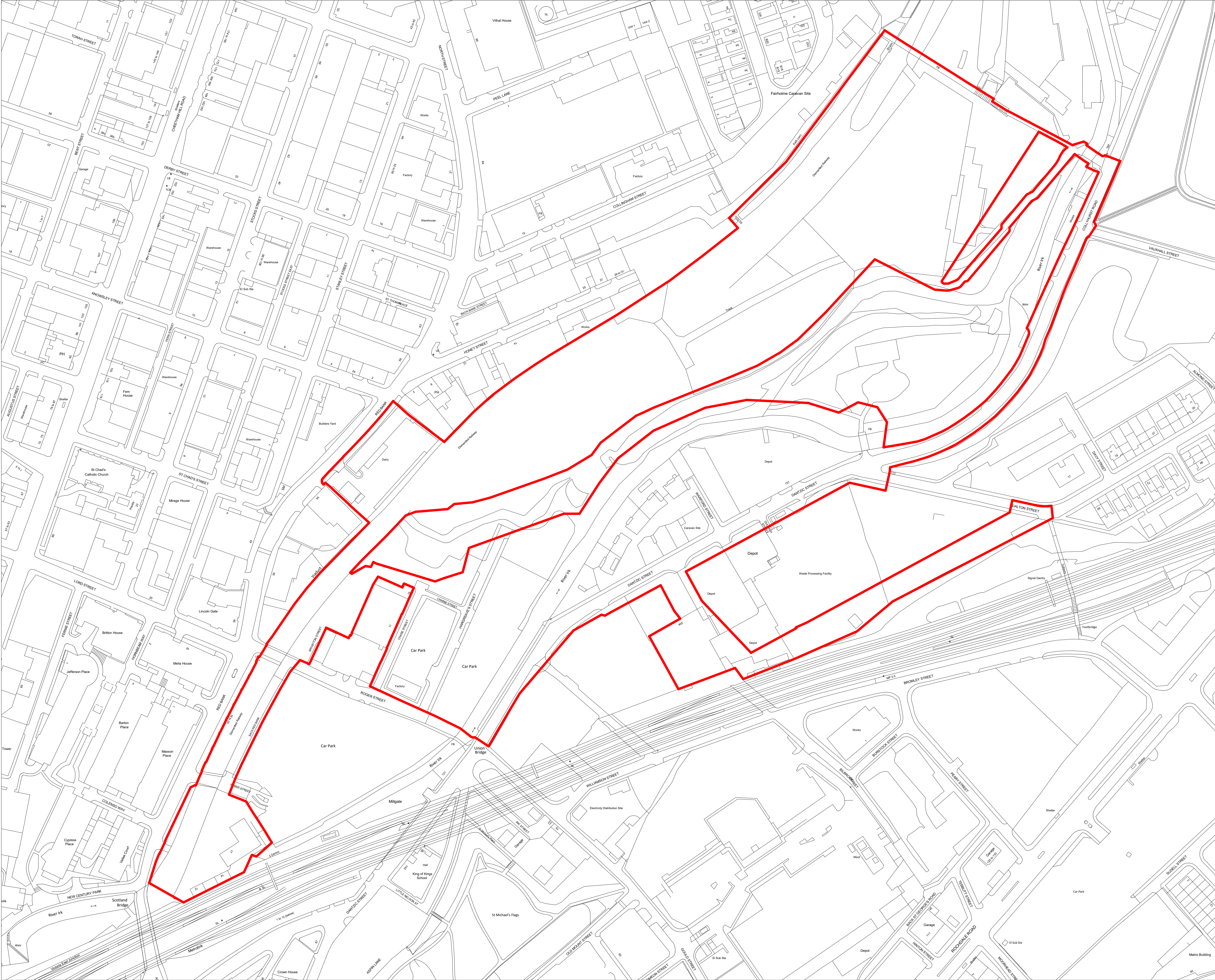
- 9.1.1. WSP have been appointed by FEC to prepare a Travel Plan in support of the two planning applications for residential-led development at Red Bank and Dantzic Street.
- 9.1.2. This is located in an area to the north of Manchester City Centre and Victoria Station and the proposals are an area part of the wider Victoria North initiative (formerly referred to as 'Northern Gateway'), an area with the potential to deliver approximately 15,000 new homes over the next 15-20 years, along with a range of employment, social, community, cultural and ancillary uses.
- 9.1.3. This is a site-specific Framework Travel Plan (FrTP) which outlines the following:
- Methods proposed to increase the proportion of residents travelling to and from the application sites by sustainable modes of travel;
 - Timescales for surveying residents travel patterns following occupation of each individual building plot, and timescales for developing Full Travel Plans for each individual building plot; and
 - The measures that will be used to monitor the effectiveness of the Full Travel Plans in their objective to increase the volume of private car trips to the sites.
- 9.1.4. It is proposed that this FrTP will be extended to a Full Travel Plan for each individual building plot, within six months of full occupation of each individual building plot.
- 9.1.5. A thorough review and assessment of the accessibility of the site by sustainable modes of travel and how the site locations promote sustainable travel has been undertaken. The review and assessment has found that the site is highly accessible by active travel and public transport.
- 9.1.6. The aim of the Travel Plan is to increase walking, cycling and public transport as a mode share of travel to and from the application sites and achieve a lasting shift towards the use of sustainable travel modes to access the development. The method for achieving this is through the provision of a package of measures to influence the travel behaviour of residents of the application sites.
- 9.1.7. The aims of this FrTP are in line with local, regional, and national policy which are to encourage the use of sustainable transport and to maximise the potential to walk or cycle. The policy background can be seen in the associated Transport Assessment.
- 9.1.8. This FrTP is a provisional document that covers the substantive element of a Full Travel Plan. The FrTP identifies outcome objectives, interim targets, and an initial package of measures.
- 9.1.9. The Full Travel Plans for each individual building plot, when produced, will streamline, and improve upon the elements in the FrTP based on resident travel surveys and consultation. This consultation will primarily be via a Travel Plan Questionnaire, the purpose of which will be to understand resident travel habits on a building by building basis, and deliver a series of tailored measures to improve public transport and active travel options and accessibility.
- 9.1.10. A full assessment of the answers received will support the conversion of this FrTP to the Full Travel Plans as set out in the Action Plan (Chapter 7).
- 9.1.11. In order for an FrTP to be successful in encouraging people to use sustainable and active modes of travel in favour of the car, it is necessary to introduce a varied mix of incentives, including a combination of hard (e.g. infrastructure) and soft (e.g. informational) measures.

- 9.1.12. As part of the Full Travel Plan process, the package of measures adopted to increase sustainable and active travel like those considered above will be defined in an Action Plan. The Action Plan will be the mechanism for working towards achieving the target indicators for each mode of transport aligned with delivering the aim of the Full Travel Plan.
- 9.1.13. The Action Plan created for the two application sites illustrates the implementation programme for the proposed measures, including the roles and responsibilities, timescales for delivery, and how each action will be evaluated. The communication and marketing tools used to promote each measure are also provided in the Action Plan.
- 9.1.14. The communication and marketing strategy is intended to communicate the Full Travel Plan to all residents to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.
- 9.1.15. A monitoring strategy will advise on the effectiveness of the Full Travel Plan measures on a building by building basis, and inform where any additional actions might be taken. A monitoring strategy that regularly tracks progress of the measures in achieving the SMART targets enables proportionate and appropriate adjustments to the Full Travel Plan.

Appendix A

LOCATION PLANS





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Do not scale from this drawing. Verify all dimensions on site.
Drawing should be read in conjunction with information from
all other design consultants and contractors. All drawings in
digital format are for reference only, paper copies are
available on request.

0 25 75m

1

FOR APPROVAL

Legend:

- Outline planning application boundary
- Areas within applicant's ownership

P1	AE	04/04/23
Rev	Details	Date

MACCREANOR LAVINGTON

Proj. No. 524
Sheet Name Red Bank, Manchester
Site Location Plan

Proj. No. 524
Sheet Name Red Bank, Manchester
Site Location Plan

Status FOR PLANNING
Client FEC

CDE ID RDB-MLM-00-RF-DR-AR-111001
Scale 1:1250
Size A1
Rev P1



Application boundary

Appendix B

DRAFT QUESTIONNAIRE



Red Bank and Dantzic Street - Draft Travel Plan Questionnaire

The purpose of this Travel Plan Questionnaire is to understand travel habits of existing residents and to deliver a series of tailored measures to improve public transport and active travel options.

* Required

1. Which of the following forms of transport do you routinely have access to at home? (please tick all that apply) *

- ☐ Bicycle
- ☐ E-Scooter
- ☐ Car/Van
- ☐ Motorcycle
- ☐ None of the above
- ☐ Other

2. Do you consider yourself to have any form of mobility impairment which affects your choice of travel? *

☐ Yes

☐ No

3. What is your most frequently used method of travel to work? *

☐ Walk

☐ E-Scooter

☐ Cycle

☐ Tram (Metrolink)

☐ Bus

☐ Rail

☐ Private vehicle (Car/Van/Motorbike)

☐ Other

4. What is your most frequently used method of travel for leisure? *

- ☐ Walk
- ☐ E-Scooter
- ☐ Cycle
- ☐ Tram (Metrolink)
- ☐ Bus
- ☐ Rail
- ☐ Private vehicle (Car/Van/Motorbike)
- ☐ Other

5. In addition to your primary mode of travel, which of the following do you sometimes use but use less than once per week to travel to work? (Please tick all that apply). *

☐ Walk

☐ E-Scooter

☐ Cycle

☐ Tram (Metrolink)

☐ Bus

☐ Rail

☐ Private vehicle (Car/Van/Motorbike)

☐ Other

6. In addition to your primary mode of travel, which of the following do you sometimes use but use less than once per week to travel for leisure? (Please tick all that apply). *

☐ Walk

☐ E-Scooter

☐ Cycle

☐ Tram (Metrolink)

☐ Bus

☐ Rail

☐ Private vehicle (Car/Van/Motorbike)

☐ Other

7. We are looking to understand more about your reasons for using sustainable modes of travel and how these might be improved. Please indicate **any** of the following which you feel may improve travel to and from your home address via **Foot**. *

- ☐ More information on local walking routes
- ☐ Improved and/or more road crossing facilities
- ☐ Better maintained/cleaner footpaths
- ☐ Better security/CCTV cameras
- ☐ Improved footpaths in the local area (please state where in 'Other')
- ☐ I would never choose to walk (please state why in 'Other')
- ☐ Other

8. Do you have access to a bicycle? *

- ☐ Yes
- ☐ No
- ☐ Yes, an electric bicycle

9. Are you aware of the cycle hire scheme recently implemented across parts of Manchester, Salford and Trafford? *

- ☐ Yes
- ☐ No

10. Are you a regular user of the cycle hire scheme? *

- ☐ Yes
- ☐ No
- ☐ Occasional user
- ☐ No, but would like to

11. Please indicate **any** of the following which you feel may improve your travel to and from your home address via **Cycle**. *

- ☐ More information on local cycling routes
- ☐ Better signed cycle routes
- ☐ Improved/additional covered and lockable cycle parking
- ☐ Improved or new lockers and showers/changing facilities at work
- ☐ Cycle purchase scheme through salary sacrifice at work
- ☐ Bicycle User Group
- ☐ Cycle training
- ☐ More dedicated cycle routes, infrastructure and crossings (please state where in 'Other')
- ☐ I would never choose to Cycle (please state why in 'Other')
- ☐ Other

12. What is the main barrier to travel of using the tram? (Please tick all that apply). *

- ☐ None
- ☐ Lack of accessible information for tram timetables / destinations
- ☐ Journey time
- ☐ Cost of tram fares
- ☐ Have to change trams
- ☐ Lack of trams from nearby stations to required destinations
- ☐ Unable to put bicycle on tram
- ☐ Other

13. Please indicate **any** of the following which you feel may improve your travel to and from your home address via **Tram**. *

- ☐ More frequent/reliable services
- ☐ More convenient drop off points
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the tram (please state why in 'Other')
- ☐ Other

14. Are you aware of the free buses that operate across Manchester City Centre? *

- ☐ Yes
- ☐ No

15. Are you a regular user of the free buses that operate across Manchester City Centre? *

- ☐ Yes
- ☐ No
- ☐ Occasional user
- ☐ No, but would like to

16. Are you aware of the '**Our Pass**' scheme which provides free bus travel across Greater Manchester for 16 -18 year olds? *

- ☐ I am over 18 and ineligible to use it
- ☐ I am between 16 and 18 and use it
- ☐ I am between 16 and 18 and do not use it

17. What is the main barrier to travel of using the bus ? (Please tick all that apply). *

- ☐ None
- ☐ Lack of information on nearby bus routes
- ☐ Journey time
- ☐ Cost of bus fares
- ☐ Have to change buses
- ☐ Lack of buses from nearby stops
- ☐ Unable to put bicycle on bus
- ☐ Other

18. Please indicate **any** of the following which you feel may improve your travel to and from your home address via **Bus**. *

- ☐ More frequent/reliable services
- ☐ More convenient drop off points
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the bus (please state why in 'Other')
- ☐ Other

19. What is the main barrier to travel of using the train? (Please tick all that apply). *

- ☐ None
- ☐ Lack of accessible information for train timetables / destinations
- ☐ Journey time
- ☐ Cost of train fares
- ☐ Have to change trains
- ☐ Lack of trains from nearby stations to required destinations
- ☐ Difficulty of putting bicycle on train
- ☐ Other

20. Please indicate **any** of the following which you feel may improve your travel to and from your home address via **Train**. *

- ☐ More frequent/reliable services
- ☐ More convenient station locations
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the train (please state why in 'Other')
- ☐ Other

21. Please indicate **any** of the following which you feel may improve your travel to and from your home address via **Car Sharing**. *

- ☐ Membership of an online car sharing database for residents
- ☐ Informal meetings to link up with potential car sharers
- ☐ More information on the benefits of car sharing
- ☐ I would never use car sharing schemes (please state why in 'Other')
- ☐ Other

22. If you travel to work or leisure by car/van, why do you travel to work by car/van?

- ☐ I have to carry bulky/heavy items with me
- ☐ I need to use the car/van for work reasons during the day
- ☐ Cheaper than the alternatives
- ☐ Quicker than the alternatives
- ☐ Personal security
- ☐ More convenient than the alternatives
- ☐ No alternative transport available
- ☐ I do not like travelling by public transport
- ☐ I have health/mobility problems and need to travel by car/van
- ☐ I need it to undertake tasks at lunchtime/on journey to and from work
- ☐ I am given a lift by someone else
- ☐ Other

23. Do you have any other suggestions about how journeys to and from your home address could be improved?

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