

Crab Tree Lane, Openshaw

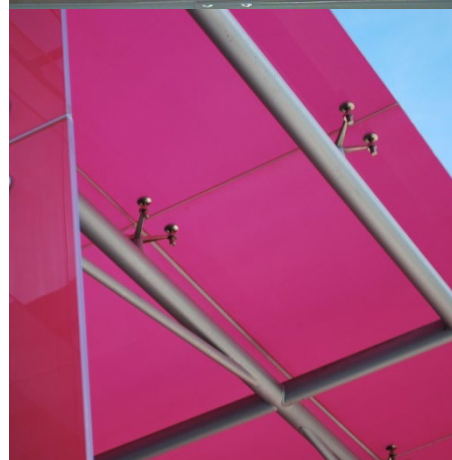
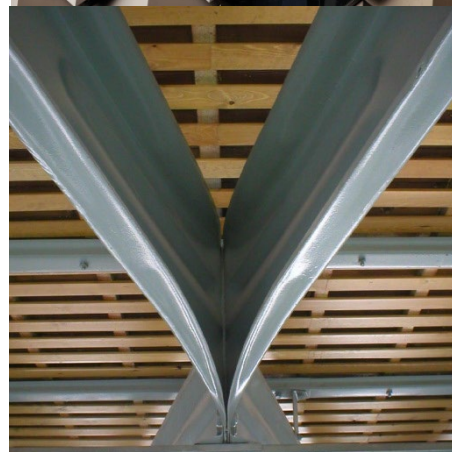
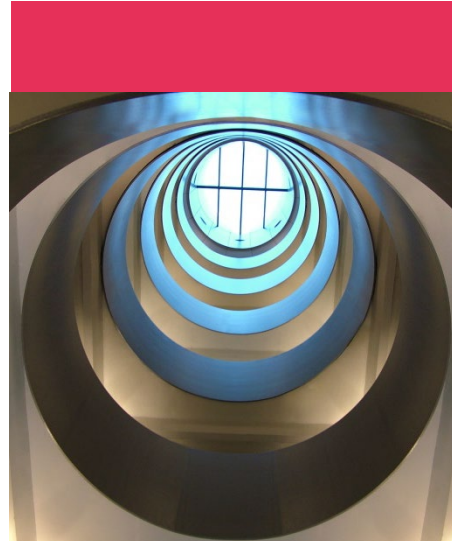
Interim Travel Plan

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Plans

- Plan 079548-CUR-00-XX-DR-TP-06001-P01 – (Accessibility) Indicative Walking Catchment**
Plan 079548-CUR-00-XX-DR-TP-06002-P01 – (Accessibility) Indicative Cycle Catchment
Plan 079548-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

- Appendix A – Proposed Layout**

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by MCI Developments to provide transport and highways advice in relation to a planning application for 115 dwellings on land to the east of Crabtree Lane in Openshaw to the east of Manchester city centre.
- 1.1.2 The proposed scheme will provide a mix of 1/ 2-bedroom apartments and 2/ 3/ 4-bedroom houses on brownfield land.
- 1.1.3 The proposed site layout is included in **Appendix A**.

1.2 What is a Travel Plan?

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

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

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

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

1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Assessment (TA) (document reference: **079548-CUR-00-XX-RP-TP-001**), prepared to consider the development proposals from a traffic and transportation perspective.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

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

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

- 1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

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

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

2.1.3 Sustrans' 'Walking and Cycling Index 2021' illustrates some of the benefits of walking, wheeling, and cycling for people in Greater Manchester.

Everyone benefits when more people walk, wheel and cycle

Every year, walking and cycling in Greater Manchester:



Prevents

2,612

serious long-term
health conditions



Creates

£483.7 million

in economic benefit for
individuals and the region



Saves

48,000 tonnes

of greenhouse gas emissions

Walking, wheeling and cycling help to tackle the climate emergency

Every day, walking
and cycling in Greater
Manchester takes up to

**300,000 cars
off the roadⁱⁱⁱ**

However,

490.6 million

journeys up to three miles
are driven in Greater
Manchester each year

If **80%** of these journeys
were walked or cycled it
could save approximately

160,000 tonnes

of greenhouse gas emissions^{iv}

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019.

2.2.2 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

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

2.2.3 The Greater Manchester Combined Authority (GMCA) has developed a co-ordinated Clean Air Plan to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

- **The GM-wide Clean Air Zone** – from 30th May 2022 a daily charge was due to be applied to non-compliant vehicles (initially heavy goods vehicles and buses; coaches, vans and minibuses were to follow on 1st June 2023; some motorcaravans, taxis and private hire vehicles would be eligible in 2022 and some in 2023) travelling on local roads within all areas of Greater Manchester. Private cars, motorbikes and mopeds won't be affected. HGVs and buses would be charged £60 a day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628/A57 in Tameside;
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

2.2.4 As of the time of writing, the CAZ has not been implemented. The CAZ was delayed in February 2022, with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester.

2.2.5 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.

2.2.6 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to

be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.7 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester’s ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.8 (remove if not within MCC bounds) In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.

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

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

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

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

- 2.2.11 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, yet activity levels are generally low across the UK:

"In 2019, 28% of adults were obese, and a further 36% were overweight but not obese. Taking overweight and obesity together, the highest prevalence was in the West Midlands and South West (both 69%) and North West (68%)."

Source: Health Survey for England 2019, NHS Digital.

- 2.3.2 NHS Guidance is for adults to do some type of physical activity every day, for a total of "at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week". **Figure 2.1** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

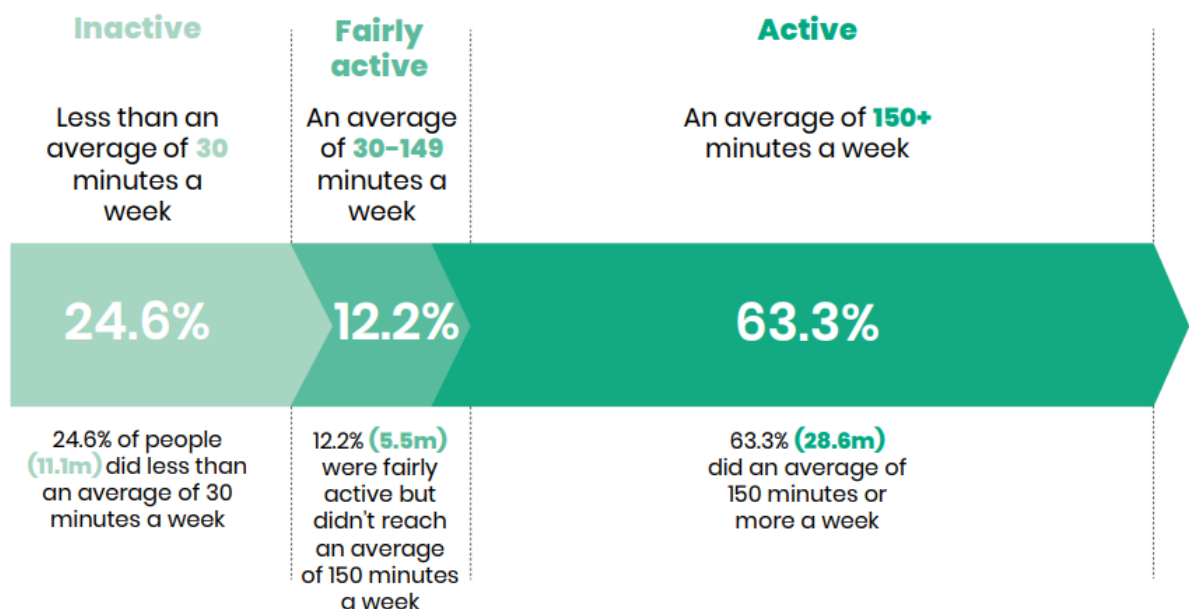


Figure 2.1 – Activity Levels for Adults

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

- 2.3.3 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air

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

- 2.3.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.2** below:

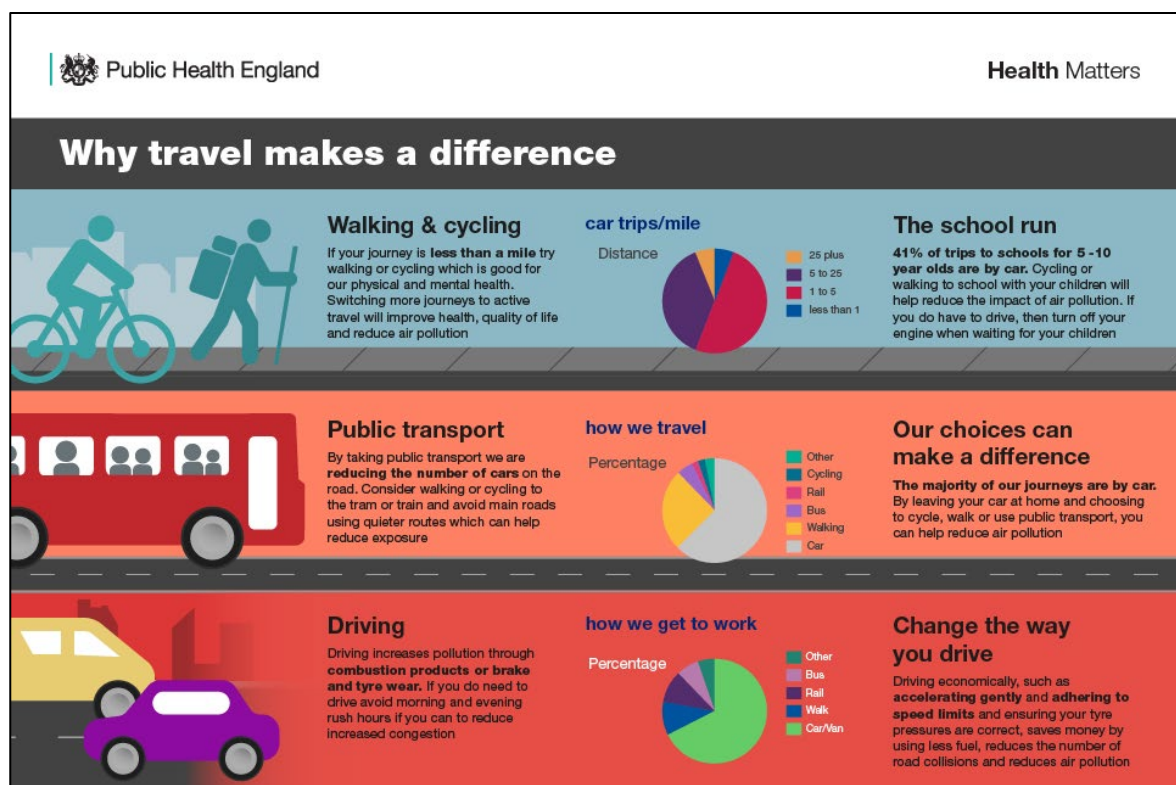


Figure 2.2 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

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

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

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future users. They must be communicated correctly:

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

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

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

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

- **Customer Experience** - Providing customers with a safe and seamless travel experience
- **Services** – Turn up and go frequencies on major routes

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

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

2.6.5 The Mayor of Greater Manchester announced on 16th June that, subject to agreement with central government and bus operators, all bus tickets within Greater Manchester will be capped from 1st September 2022: £2 for an adult single and £1 for a child single with a £5 multi-operator daily cap.

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

2.7 Travel Plan Aims and Objectives

2.7.1 Considering the above benefits and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage future site users to use sustainable modes of transport.

2.7.2 The aims of this ITP will be supported with the following objectives:

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

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located on Crabtree Lane in Openshaw immediately to the east of the existing Clayton Industrial Estate. It is situated approximately 5.5km east of St Peter's Square in Manchester City Centre, 2km east of the Etihad Campus and 5.2km west of Ashton-under-Lyne.
- 3.1.2 The A662 Ashton New Road is situated 220m to the north of the site, separated by the Ashton Canal, with the A635 Ashton Old Road located approximately 720m to the south of the site. Both routes run on an east/west alignment and connect Openshaw with Manchester city centre to the west and Ashton-under-Lyne to the east.
- 3.1.3 **Figure 3.1** below and **Plan 079548-CUR-00-XX-DR-TP-06001-P01** to the rear of the report show the site in a regional context relating to the surrounding highway network.

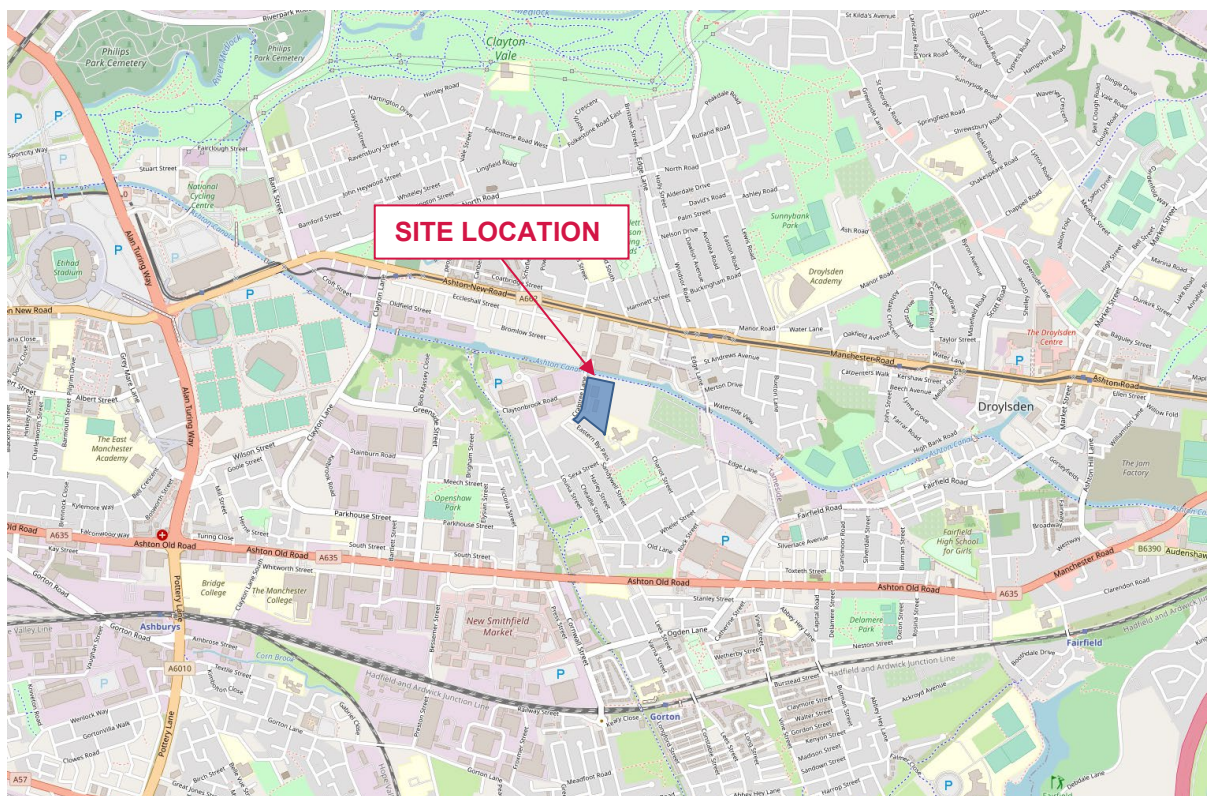


Figure 3.1 – Location Plan in Relation to the Regional Highway Network

(Source: OpenStreetMap)

- 3.1.4 In a more local context, the site is bound by Ashton Canal to the north, brownfield land and the Higher Openshaw Community School to the east, several residential properties, Eastern By-Pass and a stretch of green space to the south, and Crabtree Lane, a mast and an industrial estate to the west.

3.1.5 **Figure 3.2** below and **Plan 079548-CUR-00-XX-DR-TP-06002-P01** to the rear of the report show the site in a local context relating to the local highway network.



Figure 3.2 – Site location in relation to the Local Highway Network
(Source: OpenStreetMap)

3.2 Surrounding Highway Network

Crabtree Lane (south of the canal)

- 3.2.1 To the south of the Ashton Canal, Crabtree Lane extends for approximately 180m in a southerly direction along the full site frontage. There are bollards at both the southern and northern ends of the road.
- 3.2.2 Crabtree Lane is currently unadopted and not publicly maintained. there is however, a “Field Footpath” which runs along Crabtree Lane which connects Eastern by-pass in the south to the Ashton Canal.
- 3.2.3 The road ranges from 9m to 11m in width with dense, overgrown vegetation along both sides of Crabtree Lane.
- 3.2.4 There are no footways on either side of the road for the majority of its length, however, the road is well-lit by regular streetlights on both sides.
- 3.2.5 A pedestrian footbridge is provided at the northern extent of Crabtree Lane facilitated continues access on foot and bicycle to the north of the site.

Crabtree Lane (north of the canal)

- 3.2.6 As noted, there is a bridge allowing pedestrians access across the Ashton Canal to the northern side of Crabtree Lane which extends approximately 200m to the north terminating at a priority-controlled junction with Ashton New Road. Figure 2.3 confirms that this length of Crabtree Lane is adopted.
- 3.2.7 The pavements are typically 2m wide on both sides of the road. There are some dropped kerbs, but no tactile paving except at the junction with Ashton New Road.
- 3.2.8 The road is subject to a 20mph speed limit and benefits from streetlighting along both sides.

Claytonbrook Road

- 3.2.9 Claytonbrook Road is an adopted highway that provides access to the wider Clayton Industrial Estate and is approximately 7.5m wide with 2m wide pavements on both sides.
- 3.2.10 There are footways and streetlighting provided along the full length of the road, which is also subject to a 20mph speed limit.

Louisa Street

- 3.2.11 Louisa Street extends for approximately 680m in a south-easterly direction between the junctions with Claytonbrook Road and Ashton Old Road.
- 3.2.12 There is extensive on-street parking on the eastern side of the road, with single and double yellow lines along most of the western side.
- 3.2.13 The road varies slightly between a width of 6.5m to 7.5m, with pavements of approximately 2m wide. There are dropped kerbs, but limited tactile paving.

A635 Ashton Old Road

- 3.2.14 The road is approximately 12m wide with at least one lane in each direction and a central reservation.
- 3.2.15 The footways range between 2m and 4m in width with dropped kerbs and tactile paving at crossings.
- 3.2.16 The road is well-lit by streetlights at regular intervals.
- 3.2.17 There is a pedestrian crossing to the east of the Louisa Street/ Ashton Old Road junction with push-button operated traffic lights, dropped kerbs and tactile paving.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

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

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' (2000) suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 079458-CUR-00-XX-DR-TP-06003-P01** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 Future residents of Crab Tree Lane could access the neighbouring industrial estate, a primary school, Sandywell Millennium Green, a large Aldi supermarket, pub, chemist, and a Subway within a 500m walk.

- 4.2.4 Located within a 500m – 1000m walk residents could access more residential properties, primary schools, a playing field, post office, petrol and EV charger station, convenience stores and supermarkets, restaurants and hot food takeaways, a place of worship, and Lime Square Retail Park.
- 4.2.5 Within 1000m – 2000m of the site residents could further access more residential areas, schools, supermarkets, restaurants, takeaways, places of worship, parks, the National Cycling Centre, Gorton rail station, a veterinary clinic, pharmacy, bowling and boxing clubs, and New Smithfield Market.
- 4.2.6 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.
- 4.2.7 20-minute neighbourhoods are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *“local facilities within walking distance, generally considered to be no more than a 10-minute walk (800m radius)”*.
- 4.2.8 Neighbourhoods with at least 40 dwelling per hectare are or can become 20-minute neighbourhoods, according to Sustrans’ Walking and Cycling Index 2021. This development will provide 115 dwellings within an approximately 1.95 hectare area. This equates to 55 dwellings per hectare, so the development is compatible with the 20-minute neighbourhood concept.
- 4.2.9 As part of the development proposals, the pedestrian infrastructure along Crabtree Lane will be enhanced and improve connectivity to the wider built-up area.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 079548-CUR-00-XX-DR-TP-06004-P01** presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network Routes available within these ranges.
- 4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport’s walking and cycling statistics. This equates to an average of 3.38 miles/ 5.43km per trip, which is rounded to a 5.5km catchment.
- 4.3.4 8km (5-miles) is considered the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance,

expressing “the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”

- 4.3.5 Within 5.5km of the site residents could cycle to all Openshaw, Failsworth, Longsight, Gorton, Reddish, and parts of Manchester City Centre, including the Northern Quarter, Gay Village and Manchester Piccadilly rail station. The 8km catchment encompasses the rest of Manchester City Centre including all major transport links as west as Salford Central, along with Levenshulme, Cheetham Hill, Moston, Ashton-under-Lyne and Dukinfield.
- 4.3.6 In close proximity to the site, off Claytonbrook Road, residents could access NCN Route 60, an inaly traffic-free route between East Manchester and North Manchester. Within 5.5km of the site, Route 60 can be used to access NCN Routes 66 – Manchester to Spurn Head in Yorkshire, via Bradford, Leeds, York, and Kingston upon Hull – and 6 – which runs in sections from London to Preston. Residents could also access the still under construction NCN Route 55 within the larger 8km catchment, running in sections from Ironbridge to Preston.
- 4.3.7 Low speed limits along the surrounding roads, along with existing cycle infrastructure allows easy cycle access along the traffic-free Ashton Canal Tow Path to Manchester Piccadilly and the rest of the City Centre.
- 4.3.8 The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

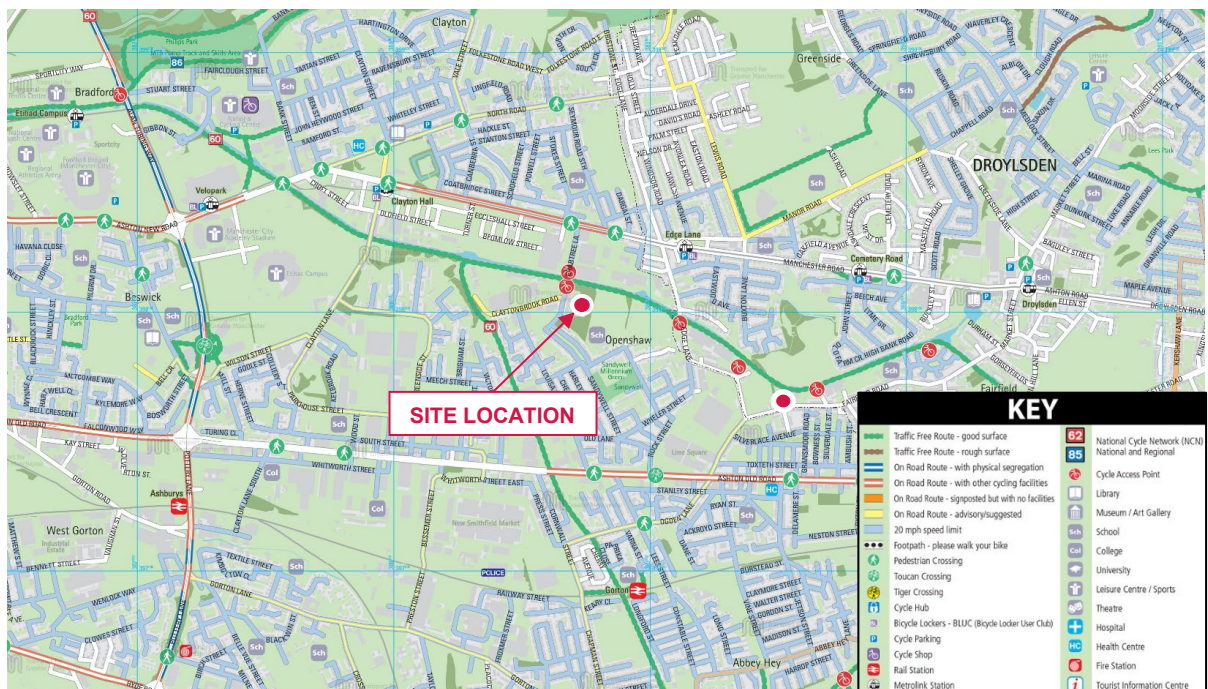


Figure 4.1 – Local Cycle Network (Source: TfGM)

- 4.3.9 The local cycle network shown above is also a part of Greater Manchester’s cycling and walking infrastructure proposal, named the “Bee Network”. The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. There are no proposed Bee

Network improvements in the vicinity of the site as it is already well-served by traffic-free section of NCN Routes and the traffic-free route along Ashton Canal.

4.3.10 The site is therefore ideally placed to take advantage of the cycle connections around East Manchester and in summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

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

4.4.2 **Plan 79493-CUR-00-XX-DR-TP-06002-P01** to the rear of this report demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site. These include:

- 20 minutes – Openshaw, Clayton, Droylsden;
- 40 minutes – Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Central, Manchester Victoria, Moston, Ashton-under-Lyne, Fairfield, Ashburys; and
- 60 minutes – Lostock, Bolton, Mills Hill, Greenfield, Broadbottom, Hazel Grove, Romiley, Stockport, Levenshulme, Macclesfield, Wilmslow, Gatley, Manchester Airport, East Didsbury, Trafford Park, Stretford, Warrington Central, Eccles.

4.4.3 The National Model Design Code – Part 2 (DLUHC, 2021) states: “Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].” These distances are also cited in the CIHT document ‘Planning for Walking’ (2015).

4.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.2** below:



Figure 4.2 – Public Transport Network in the vicinity of the Site

(Source: TfGM)

Bus Accessibility

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

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 4.4.6 The nearest bus stop to the site is located at a c. 430m walk north of the site. The walking distance is slightly over the recommended 400m distance; however, the walking time to these bus stops would be less than 6 minutes from the site (assuming a walking speed of 80m/min) and the stops are within the 500m ‘Desirable’ walking distance for commuting trips.

- 4.4.7 **Table 4.4** details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
216	Manchester – Clayton – Ashton – Stalybridge	10 mins	10 mins	15 mins
230	Manchester – Clayton – Droylsden – Ashton	30 mins	30 mins	Hourly
231	Manchester – Clayton – Droylsden – Hartshead – Ashton	30 mins	30 mins	Hourly
704	Harpurhey – Newton Heath – Clayton – Wright Robinson College	Once per day	-	-
713	Newton Heath – Gorton – St Peter’s High School	Once per day	-	-

Table 4.3 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.8 These stops provide frequent access to Manchester City Centre, East Manchester, and areas of Greater Manchester, as well as larger public transport interchanges across the town (such as Piccadilly Gardens) all 7 days of the week.

- 4.4.9 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on

Stagecoach and Transdev's websites: <https://www.stagecoachbus.com/timetables>,
<https://www.transdevbus.co.uk/rosso/services>.

4.4.10 It is considered that the site is accessible by bus.

Rail Accessibility

4.4.11 The Gorton rail station is located at a c. 1,650m walk from the site. This lies outside the DLUHC recommended distance; however, it is within the 2,000m 'Preferred Maximum' walking distance for commuting trips, as defined by the CIHT, and is accessible by cycle.

4.4.12 There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from Lees Street. There is a ticket office which is manned part-time. There is no cycle storage, but Northern Rail offers space for up to two bikes on all trains for no extra charge on a first-come, first-serve basis.

4.4.13 A summary of rail services from Gorton rail station is outlined in **Table 4.5**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Piccadilly to Hadfield Calling at: Manchester Piccadilly, Ashburys, Gorton, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, Hadfield.	Hourly	Hourly	Hourly
Manchester Piccadilly to Rose Hill Marple Calling at: Manchester Piccadilly, Ashburys, Gorton, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley, Romiley, Rose Hill Marple.	Hourly	Hourly	No services

Table 4.4 – Summary of Rail Services calling at Gorton

4.4.14 The trains that service Gorton rail station run regularly 7 days a week to a number of different locations and residential areas within East Manchester and Greater Manchester; this provides access for residents of the site and is a viable alternative to private car use.

4.4.15 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/stations/GTO>.

Metrolink (Light Rail) Accessibility

- 4.4.16 The nearest Metrolink station is Edge Lane, located c. 800m walk from the site – within the DLUHC recommended distance. There is step-free access to all platforms in the form of ramps. Edge Lane is on the edge of Zone 2 of the Metrolink network.
- 4.4.17 The following service calls at this station: **Blue Line** – Eccles to Ashton-under-Lyne. All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 4.4.18 The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-schedule>.
- 4.4.19 Users can change at Piccadilly, St Peter's Square and Cornbrook to access the entire Metrolink network, including accessing additional services to East Didsbury, Rochdale, Manchester Airport and the Trafford Centre, as shown in the Metrolink map in **Figure 4.3**.

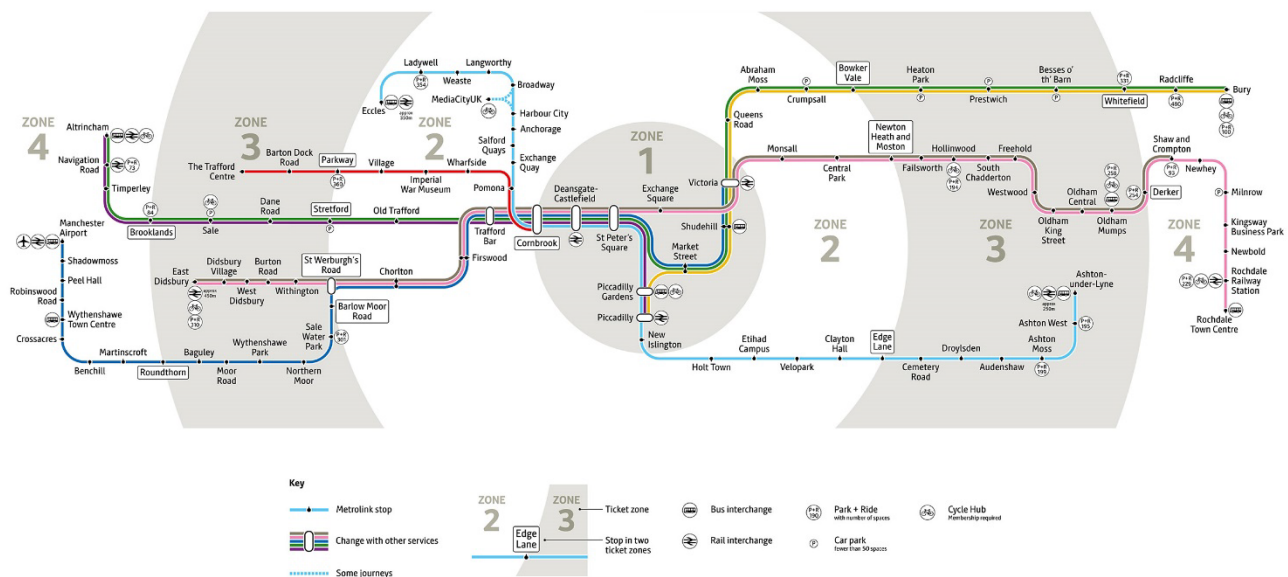


Figure 4.3 – TfGM Metrolink Network Map
(Source: TfGM, 2022)

- 4.4.20 In summary, it is considered the site is accessible by Metrolink.

4.5 Summary

- 4.5.1 In summary, it is considered the site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.
- 4.5.2 This is further evidenced by the Greater Manchester Accessibility Levels (GMAL) tool which is a measure of the accessibility of a point to both the conventional public transport network (i.e. bus,

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

- 4.5.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 5.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 5.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

- 5.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 5.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff / residents incorporating a survey, events and then advice to staff / residents on sustainable travel choices.
- 5.2.3 Additional responsibilities of a TPC are further detailed in **Section 7** of this report.

5.3 Production of Welcome Packs

- 5.3.1 A vital initiative of the TP is likely to be the distribution of the Travel Plan Welcome Packs for all residents and other site users.
- 5.3.2 Residents could receive the Welcome Pack when they complete purchase of an apartment/ house. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health and environmental benefits of travelling by walking, cycling, and public transport;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

- 5.3.3 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to users.

5.4 Measures to Encourage Walking

- 5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.4.2 It has been demonstrated within **Section 4** of this ITP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. There will be 2.0m-wide footways throughout the internal road network and Crabtree Lane with dropped kerbs and tactile paving at junctions.
- 5.4.3 The following measures will be provided in order to encourage residents and other site users to walk:
- Promote / raise awareness of the health benefits of walking;
 - Clear signing of pedestrian routes within and adjacent to the site to main destinations and bus stops;
 - Providing new pedestrian signage from the site to the main destinations and bus stops;
 - General lighting to be installed within the site to provide a safe and secure environment;
 - Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
 - Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups; and
 - The www.plotaroute.com website for journey planning on foot.
 - Consider setting up a social walking / 'walking buddy' group if there is enough interest;
- 5.4.4 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, and the implementation of a "walking buddy" scheme could also be considered.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the site is conducive to cycling. Secure and sheltered cycle parking will be provided for every dwelling.
- 5.5.2 The following measures will be provided in order to encourage residents and other site users to cycle:
- Raise awareness of the health benefits of cycling;
 - Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:

- Provision of signage in and around the site;
- Engage with the Council to ensure appropriate standards of cycleways adjacent to the Site;
- Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) infrastructure with the provision of safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Good security at cycle parking facilities;
- Provide an on-site puncture repair kit;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops; and
 - Marketing campaigns such as “National Bike Week”.

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

5.6 Measures to Encourage Public Transport

5.6.1 It has been demonstrated throughout **Section 4** of this ITP that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester.

5.6.2 The following measures will be provided in order to encourage users to travel by public transport:

- Provision of new and improved inter-connecting footways and cycle links crossings to surrounding public transport infrastructure as part of the development;
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - TfGM’s online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, i.e. by phoning 0871 200 223 and the Traveline website at www.traveline-northwest.co.uk; and
 - A map showing local bus and rail stations in the vicinity of the site.

- 5.6.3 Additional measures such as offering limited time discount tickets, and the TPC assisting residents and other site users with their journey planning to the site could be considered.

5.7 Measures to Encourage Car Sharing / Shared Transport

- 5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 5.7.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Residents will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables or destinations.
- 5.7.3 It is envisaged that this would need to be regularly maintained / revised.
- 5.7.4 There are car sharing organisations which offer a matching service. Residents would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme, therefore users would need to work for an employer that has signed up to the scheme to benefit from this.
- 5.7.5 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure, for example. This scheme could be promoted by the Travel Plan Coordinator (TPC).
- 5.7.6 It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use. The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

5.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 5.8.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 5.8.2 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.

- 5.8.3 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

“Demand for EV charging is growing. But the number of public EV charging points isn't keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers”

- 5.8.4 To support the wider aims of the Council, all 115 dwellings will have access to an EV charging point.
- 5.8.5 Further to this, the TPC will promote the benefits of purchasing electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

Off-Site

- 5.8.6 In addition to the proposed EV charging facilities onsite, there are many EV charging points nearby in East Manchester and throughout Greater Manchester.
- 5.8.7 There are over 140 chargers in the Be.EV network with more due to be installed in 2022. EV owners can sign up for an account online, after which they can operate charging points using a card or a smartphone application. Be.EV members benefit from slightly reduced rates.
- 5.8.8 The ZapMap website and app can be used by EV drivers to view publicly accessible chargers on all networks in the vicinity of their home, place of work, and other destinations and assist with journey planning to ensure residents are never far from a charging point.

5.9 Reducing the Need to Travel

- 5.9.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:
- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
 - Provision of equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work from home; and

- Equipping the site with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection

- 6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.
- 6.2.2 In order to understand travel habits, travel surveys will be distributed to all residents within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of work;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents to travel more sustainably.
- 6.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.4 Firstly, questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.
- 6.2.5 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of residents. Residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

6.3 Data Analysis and Modal Split Targets

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

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

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

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

6.3.4 To provide an indication of potential targets, an example, using travel to work data from the 2011 Census for the Manchester 017 Middle Super Output Area, is provided in **Table 6.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing (2011 Census)	Short Term	Medium Term	Long Term	Total Target
Car Driver	44%	-2%	-4%	-4%	-10%
Car Share	5%	+1%	+1%	+1%	+3%
Public Transport	35%	+1%	+1%	+1%	+3%
Cycle	3%	-	+1%	+1%	+2%
Foot	11%	-	+1%	+1%	+2%

Table 6.1 – Example of Potential Targets

6.3.5 There will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

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

- 6.3.7 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.
- 6.3.8 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Additionally, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.
- 7.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

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

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

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

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with the operator (or any future owner of the site if transacted prior to completion). Following construction and full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.
- 7.2.3 At this point, the day-to-day responsibility will shift from the operator (or any future owner of the site if transacted prior to completion) to the appropriately appointed TPC.
- 7.2.4 Notwithstanding, adequate consultation and support from the management within the development is required to ensure the smooth implementation of the TP.

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

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the TP and detect trends in change against targets and report to the relevant parties (i.e. MCC and TfGM); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

7.2.6 A TPC will be nominated for the development approximately a month before occupation of the development. It is likely that the TPC role will be fulfilled by a member of the management company.

7.3 Monitoring and Evaluation

7.3.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

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

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

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

7.3.4 Monitoring reports will be provided to officers at Manchester City Council every two years following the receipt of the baseline surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming monitoring period. In addition, survey results would be circulated to all users upon the completion of surveys.

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

8.0 Action Plan

8.1 Introduction

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

Action	Target Date	Responsibility
Implementation of Site Infrastructure	During construction phase.	MCI Developments Ltd or any future owner of the site if transacted prior to completion
Appoint TPC	One month before occupation.	MCI Developments Ltd or any future owner of the site if transacted prior to completion
Implement TP Initiatives	To be started once TPC is appointed, ongoing throughout development lifespan.	TPC
Produce Welcome Pack	First occupation of the development.	TPC
Undertake Initial Travel Surveys	Within three months of occupation or upon reaching 50% occupancy.	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys.	TPC in conjunction with MCC / TfGM
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC / TfGM.	TPC
Undertake Follow-Up Travel Surveys and Present Monitoring Report	Every year following baseline survey, with monitoring to be carried out for a period of at least five years.	TPC

Table 8.1 – Action Plan

Plans

Plan 079548-CUR-00-XX-DR-TP-06001-P01 – (Accessibility) Indicative Walking Catchment

Plan 079548-CUR-00-XX-DR-TP-06002-P01 – (Accessibility) Indicative Cycle Catchment

Plan 079548-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Public Transport Catchment

079548 Crab Tree Lane, Openshaw

Interim Travel Plan



Appendix A – Proposed Layout

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
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T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
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T. 01624 624 585
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Dublin

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Edinburgh

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Kendal

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K Village
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kendal@curtins.com

Leeds

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78-80 East Street
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17-19 Whitworth Street West
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Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
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