

McGoff Group Projects Ltd

Proposed Residential Development, Phase 2, Rochdale Road, Manchester

Travel Plan

250389

MARCH 2026



SCP GENERAL NOTES

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1 INTRODUCTION

- 1.1 This Travel Plan has been prepared by SCP on behalf of McGoff Group Projects Ltd (hereafter referred to as 'the Applicant'), in support of an application for the '*erection of a 17-storey residential apartment building (Use Class C3 (a)), with associated access, amenity, landscaping, public realm, infrastructure and other associated works. Demolition of existing vacant building on site, comprising of ground floor retail and a first floor apartment*', on land at 85 Rochdale Road, Manchester (hereafter referred to as 'the site').
- 1.2 This report sets out the developer's commitment to reducing the number of vehicular trips generated by the proposed development.

Travel Plan Approach

- 1.3 A Travel Plan is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action. Travel plans provide a way of assessing and managing access to specific sites.
- 1.4 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.5 This Travel Plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the available sustainable transport links. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

2 TRAVEL PLAN BACKGROUND

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access. The plan should continue to be implemented for the life of the development.
- 2.2 Travel plans are designed to be flexible to suit an individual site and the local characteristics. Similarly, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for those with mobility difficulties;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan should provide benefits to all parties, including the developer, the site users and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

3 POLICY CONTEXT

- 3.1 This chapter provides an analysis of the development proposals in the context of relevant national and local planning policies in relation to transport. .

National policy

National Planning Policy Framework (NPPF)

- 3.2 The National Planning Policy Framework (December 2024) (NPPF) is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set. The framework aims to streamline the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 3.3 The NPPF aims to promote sustainable transport, and ensure that transport issues are considered from the earliest stages of plan making and development proposals so that:
- The potential impacts of development on transport networks can be addressed.
 - Opportunities from existing or proposed transport infrastructure and changing transport technology and usage are realised.
 - Opportunities to promote walking, cycling and public transport use are identified and pursued.
 - The environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account.
 - Patterns of movements, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.
- 3.4 Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.
- 3.5 As stated in Paragraph 118, all developments which generate significant amounts of movement should be required to provide a travel plan, and that the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Local Policy

Manchester's Local Development Framework – Core Strategy Development Plan Document (July 2012)

- 3.6 The Core Strategy Manchester's Local Development Framework was adopted by MCC in 2012 and describes the Council's vision for Manchester in 2027 along with the planning objectives and policies which will be used to deliver that vision.
- 3.7 Objective 5 relates to transport;

“Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.”

- 3.8 There are some policies that have been set out, to help achieve this objective.

Policy T1 Sustainable Transport

- 3.9 To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses by;

- *‘Improving choice by developing alternatives to the car;*
- *Promoting regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;*
- *Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;*
- *Improving pedestrian routes and the pedestrian environment and Manchester’s cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);*
- *Contributing to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision’*

Policy T2 Accessible areas of opportunity and need

- 3.10 The Council will proactively guide development to ensure that any new proposals are:
- *‘located to ensure good access to the City’s main economic drivers;*
 - *easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities’*

Places for Everyone Joint Development Plan 2022 to 2039, Adopted March 2024

Efficient Use of Land Resources

‘Development will need to be undertaken at an appropriate density and with suitable provision for green infrastructure. Securing higher densities in the most accessible locations will help to maximise the ability of people to travel by walking, cycling and public transport, and reduce reliance on the car. Unless specified, the terms “accessible” and “accessibility” refer to being able to reach, approach or enter a location, making the most efficient use of land resources, delivering a sustainable pattern of development, reducing the need to travel by unsustainable modes and increasing the proportion of trips made by walking, cycling and public transport. In relation to places or services, it means accessible to all, inclusive of people with disabilities and particular mobility requirements. The term “access” is used in accordance with the dictionary definition “to enable the means or opportunity to approach or enter a place”.’

Policy JP-Strat1: Core Growth Area

‘Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities. Infrastructure provision will support the growth and continued capacity of the Core Growth Area.’

Policy JP-C5: Streets for All

‘Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport (as set out in Policy JP-C6 ‘Walking and Cycling’ and Policy JP-C3 ‘Public Transport’).

We will seek to ensure:

- 1. The design and management of streets will follow a Streets for All approach, including by:*
 - a. Understanding the ‘movement and place function’ of streets as the starting point for improvement;*
 - b. Ensuring that streets are welcoming for all, and respond to the needs of those with reduced mobility;*
 - c. Delivering new and improved walking and cycling routes and facilities as part of the delivery of an integrated sustainable transport network;*
 - d. Maximising the ability of pedestrians and cyclists to navigate easily, safely and without delay, and minimising barriers and obstacles to their movement;*
 - e. Providing frequent opportunities for people to rest, linger and socialise, and for children to play, particularly in streets with a high ‘place function’;*
 - f. Setting aside space for cycle parking (including for bike-sharing schemes where appropriate), high-quality public transport waiting areas, and other facilities that will support sustainable modes of travel;*
 - g. Incorporating increased levels of greenery including trees where possible;*
 - h. Offering shelter from wind and rain, and shade from the sun;*
 - i. Delivering priority for public transport and facilities for public transport users;*
 - j. Providing appropriate places and routes for servicing, deliveries and ‘drop-off’;*
 - k. Mitigating the impacts of air and noise pollution and carbon emissions from road transport;*
 - l. Ensuring the efficient movement of people and goods on streets with a high ‘movement function’ and;*
 - m. Harnessing new mobility innovations such as traffic signals technology and ULEV charging infrastructure.*

2. *Improvements to the highways network are part of a multi-modal strategy to increase public transport, cycling and walking and improve access for all;*
3. *Any new infrastructure minimises the negative effects of vehicle traffic; and*
4. *New infrastructure includes provision for utilities and digital infrastructure where required.'*

Policy JP-C6: Walking and Cycling

'In order to help deliver a higher proportion of journeys made by walking and cycling, we will support a range of measures, including:

1. *Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;*
2. *Ensuring routes are direct, easily navigable and integrated with the street and public transport network;*
3. *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;*
4. *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;*
5. *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;*
6. *Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.'*

Policy JP-C8: Transport Requirements of New Development

'We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Connectivity

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
 - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
 - *be direct, safe and convenient;*
 - *connect to nearby facilities, employment areas, public transport stops; and*
 - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*

- Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and
 - Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;
2. Ensure appropriate connectivity to the existing highway network.

Public Transport

5. Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;
6. Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access

Parking Infrastructure

9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
- i. Showers, changing facilities and lockers for cyclists and walkers
 - ii. Pool or hire bikes for use by occupiers
 - iii. Information in advance about facilities to visitors;
10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces.'

Greater Manchester Transport Strategy 2040

- 3.11 The Greater Manchester Transport Strategy 2040 focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:
- Integration – to allow customers to move seamlessly between modes and services;
 - Inclusion – to provide accessible and afford transport;
 - Health – through promotion of walking and cycling for local trips;
 - Environmental Responsibility – to deliver lower emissions, and a better quality environment;
 - Reliability – to give customers confidence in journey times;
 - Safety and security – to reduce accidents and deaths; and
 - Well maintained and resilient – to be able to withstand unexpected events and weather conditions.
- 3.12 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

Conclusion

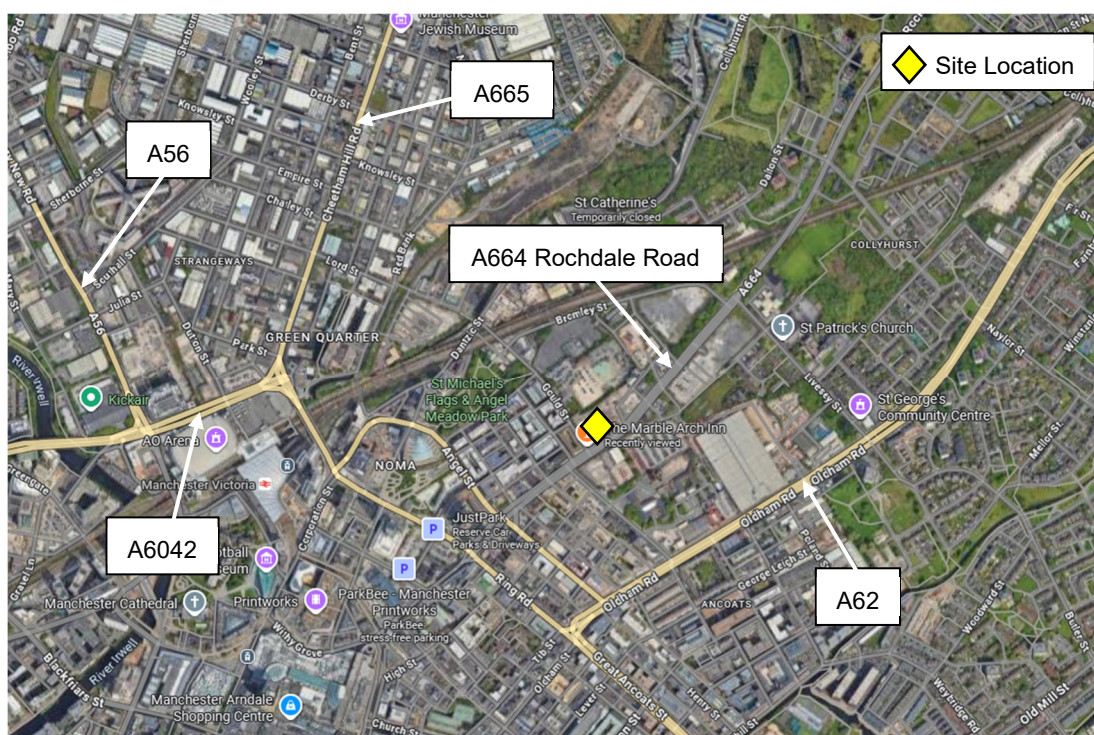
- 3.13 This travel plan has been developed in line with local and national planning policy and guidance.

4 DEVELOPMENT PROPOSALS

Site Overview

- 4.1 The site is located off the A664 Rochdale Road in Manchester City Centre. The site is bordered by the 87 Rochdale Road (phase 1) development to the north and east, Rochdale Road to the south, and the Marble Arch pub to the west.
- 4.2 The majority of the site is covered with various areas of hardstanding and is currently being utilised as a surface car park with space for circa 14 cars. The site is also occupied by 85 Rochdale Road which is currently disused, but was historically in use as a hotel, a B&B, and then a convenience store.
- 4.3 The location of the application site in relation to the wider highway network is shown on **Figure 4.1** below:

Figure 4.1 – Site Location Plan – Wider Site Context



Source: Google Maps

- 4.4 The site location in a more local context is shown on **Figure 4.2** overleaf:

Figure 4.2 – Site Location Plan – Local Context



Source: Google Maps

Local Transport Network

- 4.5 The A664 is located to the south of the site and forms a main arterial route through Manchester City Centre. The road runs north for approximately 19.8km, providing a connection into Rochdale. In the vicinity of the site, the A664 has a carriageway width of approximately 7m with bus lanes present in each direction. Footways are provided on both sides of the carriageway, measuring between 2-3m wide on the northern side and 4m wide on the southern side.
- 4.6 The A664 benefits from regularly spaced street lighting columns, and dropped kerbs are provided at most side roads. A signalised pedestrian crossing is located approximately 50m south west of the site.
- 4.7 Gould Street is present to the south west of the site and is subject to a 20mph speed limit, and Clive Street / Back St George's Road is present to the north east. Both streets provide local access to existing properties, with footways present on both sides of the carriageway along the entirety of their lengths.
- 4.8 Single yellow lines are present along Gould Street, indicating no waiting or parking between 8am and 8pm.
- 4.9 Along Clive Street, double yellow lines are in place for a short section at its junction with the A664, indicating no waiting or parking at any time. These restrictions then resume for a short length along the bend where Clive Street becomes Back St George's Road. There

are no parking restrictions on the northern side of the carriageway along the section which borders the 87 Rochdale Road development. On the southern side of Back St George's Road, double yellow lines are present approximately 10m south west of its junction with Hinton Street, and continue north east to the junction with Peary Street.

- 4.10 There is a stub of a road located mid-way across the site called Ashley Street. This currently serves as access to the surface car park. The road will be stopped up via s247 of the Town & Country Planning Act 1990 in order to facilitate the development.

Development Proposals

- 4.11 The proposals comprise the erection of 153 apartments, and will include a new area of landscaping between the Marble Arch pub and the proposed building. Landscaping with pedestrian and cycle access is also proposed to the east and north of the development, adjoining the landscaping of the adjacent phase 1 (87 Rochdale Road) scheme. The sites existing surface car park will be removed as part of the proposals, and the existing vacant retail unit located on-site will be demolished. The site will be a car free development.
- 4.12 Internal cycle storage will be located on the ground floor, accessible from within the building and externally from the eastern side of the building. Cycle parking will be provided at 70% provision for residents, comprising of 39 double stacking cycle racks providing 78 spaces, and 15 Sheffield stands providing 30 spaces, totalling 108 spaces. Overspill cycle parking provision will be available to residents in Phase 1 of the development which is currently under construction.

5 SUSTAINABLE TRANSPORT APPRAISAL

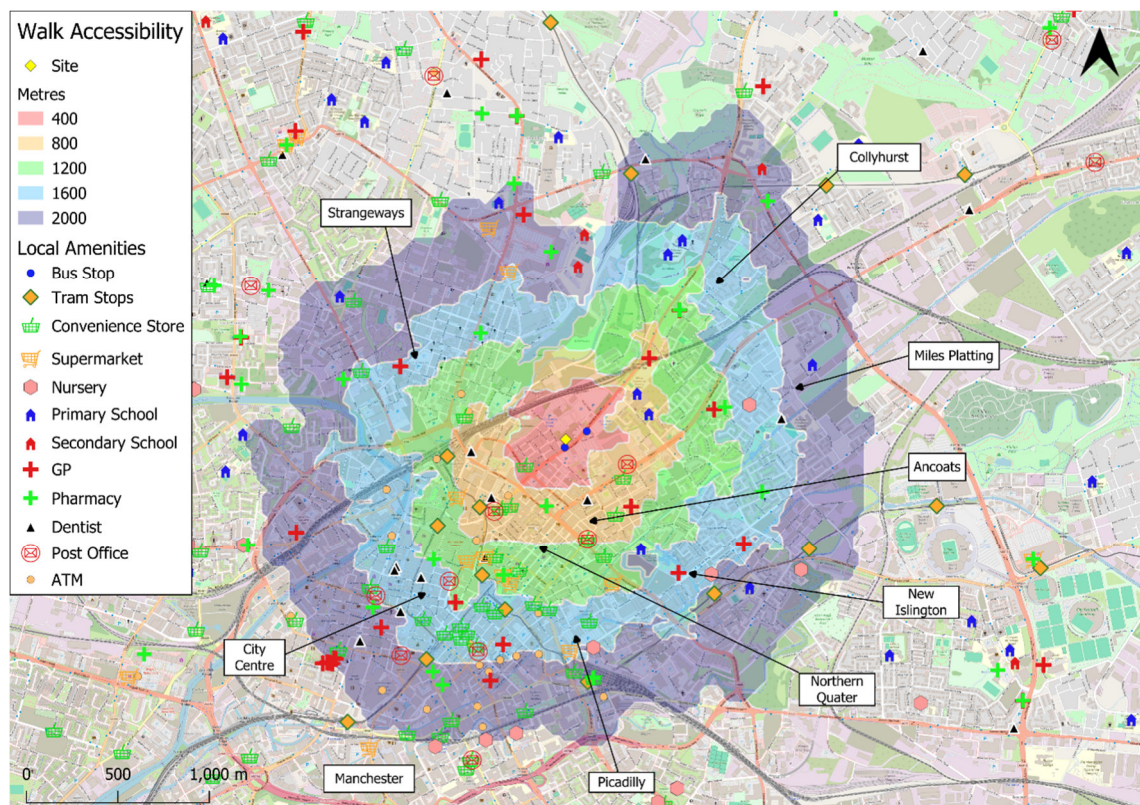
General

- 5.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

Pedestrians

- 5.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.
- 5.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.
- 5.4 The 2km walk distance isochrones is shown on **Figure 5.1** below.

Figure 5.1 – 2km Walking Accessibility Isochrones



Source: Basemap TRACC

- 5.5 As can be seen from the above, all of Ancoats, Collyhurst, and a large portion of Manchester City Centre are within acceptable walk distance of the site. The above

demonstrates that the site is within an easy walking distance of numerous amenities, including public transport facilities.

- 5.6 **Table 5.1** identifies some of the local facilities within an acceptable 2km walking distance of the site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

Table 5.1 – Key Facilities

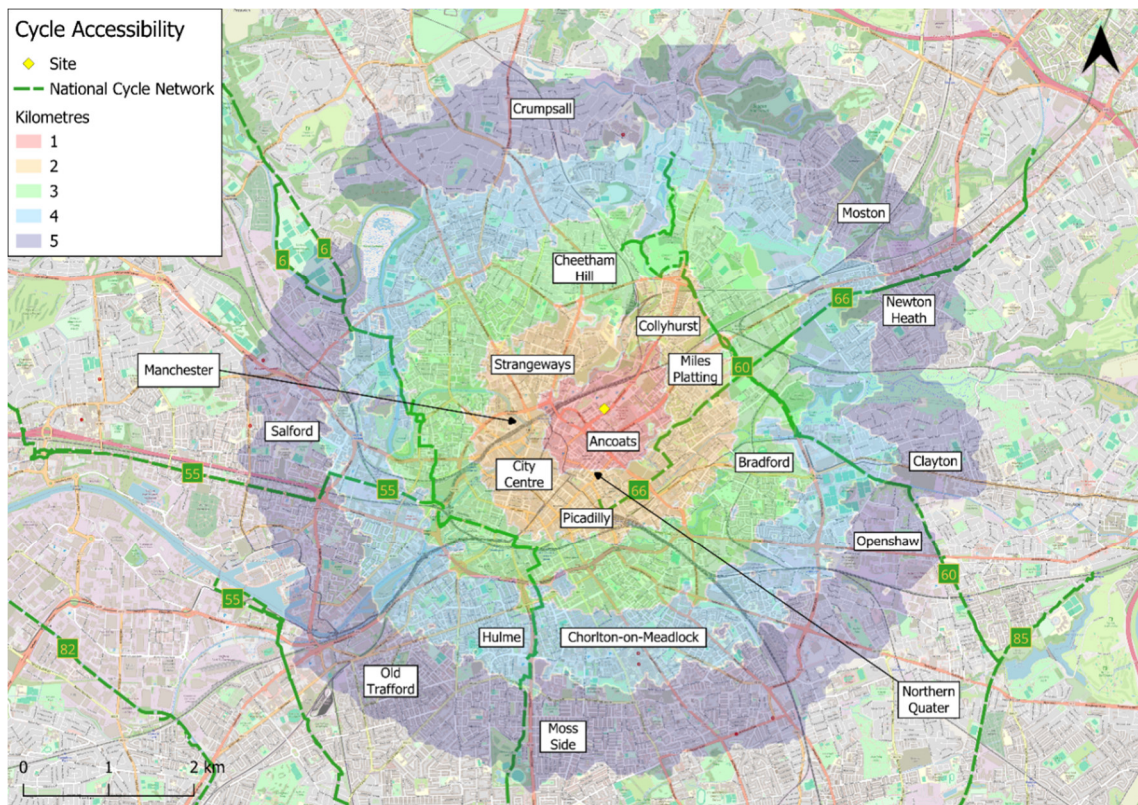
Facility	Name	Distance from Site (m)
Bus Stop	Clive Street	<50m
Pub	The Mable Arch Inn, Rochdale Road	<50m
Park	St Michael's Flags & Angel Meadow Park	100m
Convenience Store	Co-op Food - Manchester - Angel Street	230m
Primary School	Abbott Community Primary School, Livesey Street	350m
Café	Cuppello's Coffee & Juice, Oldham Road	450m
Dentist	New Cross Dental Surgery, Oldham Road	450m
ATM	Spar Free ATM, New George Street	500m
Tram Stop	Shudehill	650m
Post Office	Manchester CDO Customer Service Point, Royal Mail, Oldham Road	700m
Supermarket	Ancoats General Store, Great Ancoats Street	750m
Pharmacy	Superdrug, Manchester Arndale	850m
GP	Whitley Road Medical Centre	950m
Nursery	WMB Winstanley Day Nursery, Winstanley Road	1300m
Secondary School	Elden Boys' and Elden Girls' Leadership Academy, Rayburn Way	1400m

- 5.7 Overall, the site benefits from high levels of accessibility by foot, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

- 5.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 5.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 5.2** below.

Figure 5.2 – 5km Cycle Accessibility Isochrones



Source: Basemap TRACC

- 5.10 The plan demonstrates that the nearby areas of Ancoats, Hulme, Cheetham Hill, Piccadilly, Manchester City Centre and Chorlton-cum-Hardy, amongst others, are all located within the 5km catchment area from the development site.
- 5.11 **Figure 5.2** also shows the site's proximity to National Cycle Route (NCR) 55, present along Liverpool Street that passes 3.7km east of the site. NCR 55 runs in sections between Stoke-on-Trent and Marple, and around Stockport, Manchester and Wigan.
- 5.12 NCR 6 is also present approximately 2.6km to the west of the site and can be accessed within an approximate 11-minute cycle time. NCR 6 runs in sections from London to the Lake District, passing through various locations along its route including Milton Keynes, Northampton, Leicester, Sheffield, Manchester and Lancashire.
- 5.13 NCR 60 runs for 14km from North to East Manchester, and can be accessed approximately 3.7km to the east of the site via Ashton Canal Tow Path.
- 5.14 NCR 66 is present along Rochdale Canal approximately 1.1km to the south east of the site. The route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.
- 5.15 The Transport for Greater Manchester (TfGM) Cycle Map on the TfGM website shows existing on-road cycle routes, providing access into Manchester City Centre. The map also highlights traffic-free cycle routes as shown on **Figure 5.3** below.

Figure 5.3 – Manchester Cycle Map



Source: Transport for Greater Manchester (TfGM)

- 5.16 **Figure 5.3** identifies the local cycling facilities. There is an on-road cycle route which can be accessed from the immediate south of the site on Rochdale Road. This route runs south west to north east along Rochdale Road from the Gould Street junction to the west of the site, to Topley Street to the north. This connects onto other traffic-free and on-road cycle routes.
- 5.17 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

Bus Accessibility

- 5.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."
- 5.19 The closest bus stop to the site is 'Clive Street' located along Rochdale Road adjacent to the site (<50m walking distance). This stop is served by a great variety of bus services.

5.20 **Table 5.2** provides an overview of the bus services available at the 'Clive Street' bus stop along with the route and an average frequency for service intervals across the week.

Table 5.2 – Bus Service Summary

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-end	Average Freq.
Clive Street							
17	Norden - Shudehill	04:17-04:19 (next day)	15 mins*	04:48-05:19 (next day)	10 mins	06:25-00:19 (next day)	15 mins
17A	Rochdale - Shudehill	06:09	1 service	-	-	-	-
18	Langley - Shudehill	04:50-00:11 (next day)	15 mins*	05:04-00:06 (next day)	10 mins	07:39-00:02 (next day)	15 mins
56	Shudehill - Shudehill	06:32-18:08	35-40 mins	09:38-18:09	30 mins	-	-
81	Piccadilly Gardens - Oldham	05:55-22:54	30 mins	05:55-22:54	60 mins	07:55-22:52	60 mins
112	Piccadilly Gardens - Middleton	05:44-01:04 (next day)	15 mins*	06:30-01:03 (next day)	15 mins	07:59-23:54	30 mins
117	Piccadilly Gardens - Greengate	07:12-18:14	30 mins	09:11-18:41	30 mins	09:45-14:49	60 mins
118	Piccadilly Gardens - Higher Crumpsall	05:20-00:03	15 mins*	06:19-00:04	15-20 mins	06:47-00:04	30 mins
119	Piccadilly Gardens - Higher Blackley	08:19-23:19	30 mins*	08:58-23:19	30 mins	08:48-23:34	60 mins
156	Shudehill - Middleton	05:37-23:45	30 mins*	07:38-23:47	30 mins	07:27-22:27	30 mins
163	Piccadilly Gardens - Bury	05:17-23:57	10-15 mins*	06:16-23:57	10-15 mins	07:54-23:27	15 mins

Source: Traveline

* At peak times

5.21 Having regard to the above, prospective residents will have access to up to 30 bus services per hour which provide access at a high frequency 7-days a week into Manchester City Centre and out towards areas of Greater Manchester such as Rochdale, Bury, and Oldham.

Metrolink

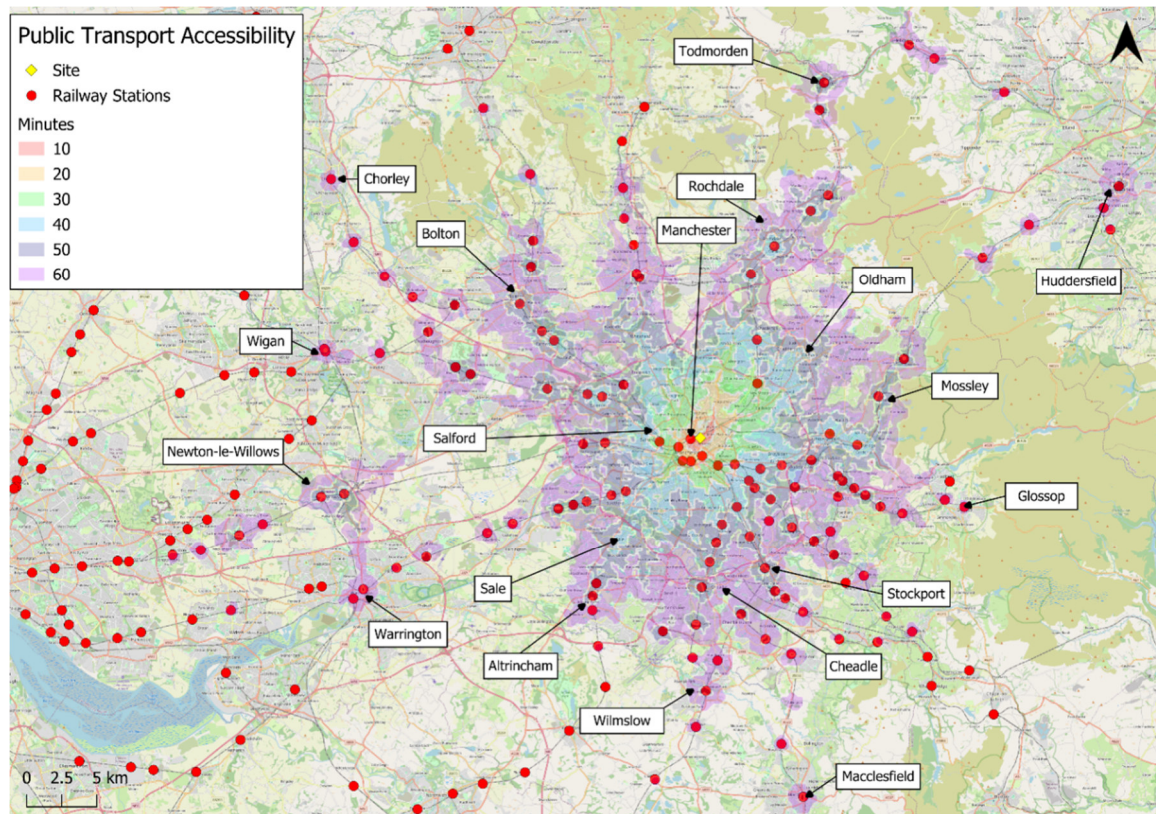
5.22 Shudehill Metrolink Station is the nearest tram stop to the site; it is located approximately 650m south west of the site, an approximate 8-minute walk.

- 5.23 Shudehill tram stop provides cycle stands for 5 bikes. Accessible ticket machines are available along with customer information screens. A ramp is available for access to services along with step-free access coverage to all platforms.
- 5.24 Tram services from the stop run to a variety of destinations along the same line, including Piccadilly, Altrincham, Manchester Airport, Victoria, and Bury. Services run from early morning to late at night every 12 minutes at peak times.

National Rail

- 5.25 Manchester Victoria Railway Station can be accessed in an approximate 12-minute walk time (or 950m walk distance) and is therefore well within an acceptable walking and cycling distance. The railway station offers regular direct services throughout the week including services to Manchester Airport, Rochdale, Leeds, Chester, Blackburn and Southport, amongst others.
- 5.26 Manchester Piccadilly Railway Station is located approximately 1.6km south of the site, equivalent to a 23-minute walking and 7-minute cycle distance. The station offers regular direct services throughout the week to London Euston, Sheffield, Birmingham New Street, Blackpool North, Liverpool and Norwich, as well as other destinations.
- 5.27 Salford Central Railway Station is located approximately 1.9km walking distance from the site, which is a 29-minute walk or 9-minute cycle time. The station offers regular services directly to Manchester, Blackburn, Huddersfield, Southport, Kikrby, Wigan, and others.
- 5.28 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 5.4** below. The figure illustrates the area that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus/tram/rail stops.

Figure 5.4 – 60 Minute Public Transport Accessibility Isochrones



Source: Basemap TRACC

Summary

- 5.29 Having regard to the above, it is considered that the site benefits from very high levels of accessibility by sustainable modes and has a range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.

6 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

- 6.1 Management of the travel plan process will be achieved through the identification of a travel plan co-ordinator (TPC). The TPC will provide a key role in delivering a successful travel plan.
- 6.2 The TPC role will be undertaken either by the site manager, whose name and contact details will be provided to the local authority as soon as the post has been filled.
- 6.3 The TPC role will be established prior to the occupation of the site and will act as the fulcrum for the development of the travel plan measures and the day-to-day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan. The TPC will form part of the delivery of the Travel Plan, which will be conditioned.
- 6.4 The TPC will exchange contact details with Manchester City Council (MCC) travel plan officers. The TPC will be responsible for setting up and launching the travel plan. The TPC will get involved in any area-wide travel initiatives, to be advised by Manchester City Council.

Funding

- 6.5 Appropriate funding will be allocated by the developer of the site, at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.
- 6.6 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan and annual monitoring. The funding stream will allow the travel plan to operate for a minimum of five years.

7 BASELINE TRAVEL SURVEY

- 7.1 Travel surveys are undertaken in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes. Repeat surveys are used to monitor ongoing travel patterns over time. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 7.2 The surveys will be produced by the travel plan coordinator (TPC) and disseminated to all residents within three months of initial occupation of the site, to collect the following data:

• Residents address
• Regular destination postcode(s)
• Typical travel patterns
• Mode of travel to destination(s)
• Measures that would encourage use of active travel modes or public transport
• Barriers to use of active modes / public transport

- 7.3 The TPC will strive to achieve a minimum 30% return rate for the residents' survey, to ensure the findings are representative of resident travel patterns.
- 7.4 The responses received from the surveys will be entered into a spreadsheet to enable modal shift to be tracked over time, as well as providing information on which measures are most likely to encourage modal shift. The findings will be used to update the travel plan and as a basis for confirmation or modification of the identified targets and measures. All data collected from the travel survey will be subject to the provisions of GDPR; no personal data will be collected, stored or passed on to a third party.

Future Surveys

- 7.5 The TPC will be responsible for the surveys and will undertake a residents' survey every year (at the same time of year) for the first five years of site operation.
- 7.6 A review will be undertaken every year following each survey, to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action plan.
- 7.7 The TPC will submit the results of the review along with the survey data to Manchester City Council for their review and discussion.

8 TRAVEL PLAN TARGETS

Objectives

- 8.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 8.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 8.3 This travel plan has been prepared to achieve the following objectives:
- Achieve the minimum number of single occupancy car movements to and from the development;
 - Reduce reliance upon the car and improving awareness and usage of alternative modes;
 - Promote walking, cycling, public transport and car sharing;
 - Minimise the total travel distance of residents;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

- 8.4 The TPC will analyse the initial travel survey questionnaires within 1 month of setting up the travel database to determine the existing travel patterns to the site.
- 8.5 In order to achieve the long-term objective of the TPs of reducing single occupancy vehicle travel over the first five years of the TP, the TPC will set realistic short-term targets every year for mode share based on the initial surveyed travel patterns.
- 8.6 Following the results of the travel surveys, the TPC will set realistic short-term annual targets in agreement with the local highway authority to increase the percentage of walk/cycle travel associated with the site. These targets will be based on the surveyed travel patterns and will be examined in light of the existing mode share usage for these types of travel.
- 8.7 The TPC will agree the annual targets with the LHA within 1 month of completion of the survey review reports. The initial travel survey results for the proportion of residents travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.
- 8.8 The agreed short-term annual targets will form the basis of the annual review and monitoring process, which alongside the assessment of the implementation of measures will gauge the effectiveness of the TP.

- 8.9 **Table 8.1** shows the initial modal share targets which have been drafted based on the existing modal split for residents for the Manchester 054 (E02006902) area, as noted in the 2011 census (Source: Office of National Statistics).

Table 8.1: Mode Share for Residents of Manchester 054 (E02006902) MSOA

Mode	Manchester 054 MSOA (2011)	5 Year Target
Single Occupancy Car	18%	15%
Car Share	2%	3%
Public Transport	27%	30%
Walk / Cycle	52%	52%
Motorcycle	0%	0%

Source: Nomis Official Labour Market Statistics (may not add up to 100% due to rounding)

- 8.10 The modal split for Manchester 054 shows that the majority of people travelling in the area which the site is located do so by walking or cycling.
- 8.11 **Table 8.1** also highlights the initial 5-year targets which cover the development site. These will be reviewed and updated as necessary after initial resident surveys at this site have been completed and returned to the TPC.
- 8.12 Car sharing and active travel mode targets have been increased to ensure that these modes of transport are embedded into the ethos of the development and to demonstrate to the local authority that these are considered to be key elements of the travel plan strategy.
- 8.13 Following the baseline surveys, the above targets will be adjusted to ensure that the targets remain realistic and achievable.

Indicators

- 8.14 The TPC will be responsible for implementing measures at the site, which are set out in an action plan later in this report. The measures will be reviewed every year following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.
- 8.15 Milestones to assess progress against the travel plan objectives and targets include:
- Issue of a welcome pack to all residents within one week of site occupation;
 - Uptake of the various measures.
- 8.16 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

9 TRAVEL PLAN MEASURES

- 9.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development.
- 9.2 Consultation with residents, for example, through travel surveys, is key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular, and as such, surveys will be undertaken within the first three months of site occupation, and measures and targets adjusted to meet the residents' needs and deliver the targets identified above.
- 9.3 The below measures have been agreed to be useful at this time; changes may be made over the course of the travel plan in conjunction with the local authority and following survey periods, to ensure that appropriate measures are in place.

Travel Awareness

- 9.4 Good accurate information on the range of services and travel options available at the site and at the time will be a critical element of a successful travel plan.
- 9.5 The TPC will issue a welcome pack to all residents when they move to the site, or prior to occupation at the purchase stage, where possible.
- 9.6 The welcome pack will include, though not exclusively, the following:
- An introduction to the travel plan, listing any key measures along with the contact details of the TPC;
 - A map showing the location of the development in relation to the local area, highlighting the nearby bus stops, metrolink stations, railway stations and key local facilities within easy walking distance of the site;
 - Public transport information, including:
 - a) A map showing the location of the site in relation to the local area, highlighting nearby bus stops, metrolink stations and railway stations;
 - b) Bus frequencies and destinations, pertaining to existing local services from nearby bus stops; and,
 - c) Tram frequencies and destinations.
 - Active travel information, including:
 - a) A map showing local cycle and walking routes;
 - b) Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
 - c) Health information;
 - Information about car sharing;
 - Information about journey planning support;
 - Information about home working; and
 - Details of local taxi firms.

Active Travel Modes

9.7 As noted above, walking and cycling are considered to play key roles in achieving the identified targets, and it is with early implementation of active travel measures that a sustained modal split tipped in favour of these modes can be achieved.

9.8 The following measures are therefore proposed:

Walking

9.9 The TPC will encourage walking as a mode of travel to and from the site by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
- Provide a map showing walking routes to key destinations, indicating distances and times at appropriate intervals to the site;
- Promote existing walking routes and information (https://www.manchester.gov.uk/info/500356/active_travel/2844/walking) to residents;
- Support residents in route planning, with dedicated personalised journey planning support for each household (see below); and
- Promote walking to work, for example, using national events such as Walk to Work Week and Clean Air Day. Further information can be found at: <https://www.livingstreets.org.uk/> and <https://www.cleanairday.org.uk/>.

Cycling

9.10 The TPC will encourage cycling as a mode of travel to and from the site by implementing the following initiatives:

- Promote the provided cycle parking to residents;
- Provide a cycling map showing local routes, along with local bike shops, and highlight any which offer discounts to residents;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the following websites:
 - a) Sustrans (www.sustrans.org.uk/),
 - b) Manchester City Council (https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling) ; and
 - c) Local Cycling Maps (<https://tfgm.com/maps/cycling-district-maps>).
- Provide information to residents on any local cycle proficiency courses (<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>);
- Set up / arrange a site-specific bicycle maintenance course for residents at the development site; and
- Promote Bike to Work Week in June (bikeweek.org.uk/).

Public Transport Information

9.11 The TPC will encourage use of public transport by implementing the following initiatives:

- Provide up-to-date public transport information including frequencies within welcome packs;

- Provide details of any discounts that can be secured for residents;
- Promote the Traveline journey planner (<https://www.traveline.info/>) to residents;
- Encourage the use of transport and travel apps such as Trainline (<https://www.thetrainline.com/>) real-time journey planning and ticket purchasing;
- Provide details of local taxi companies and promote services such as Uber (<https://www.uber.com/gb/en/ride/>) and Bolt (<https://bolt.eu/en-gb/>) as alternatives to private car use;
- Support residents in route planning, with dedicated personalised journey planning support for each household (see below); and
- Promote the sustainable travel fund to all households for purchase of public transport ticketing.

Personalised Journey Planning

- 9.12 Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes.
- 9.13 Residents will be signposted to local journey planning websites such as the one available on the Traveline website (<https://www.traveline.info/>).
- The personalised journey plans could include:
 - Maps showing the location of bus stops to use at either end of the journey along with the accompanying walk and public transport route to their destination;
 - Details of how and where to buy tickets, including the current cost for travel;
 - Timetable information for public transport services used on their journey;
 - End to end route and journey duration information for walking and cycling journeys, including off-road and on-road options (where available).

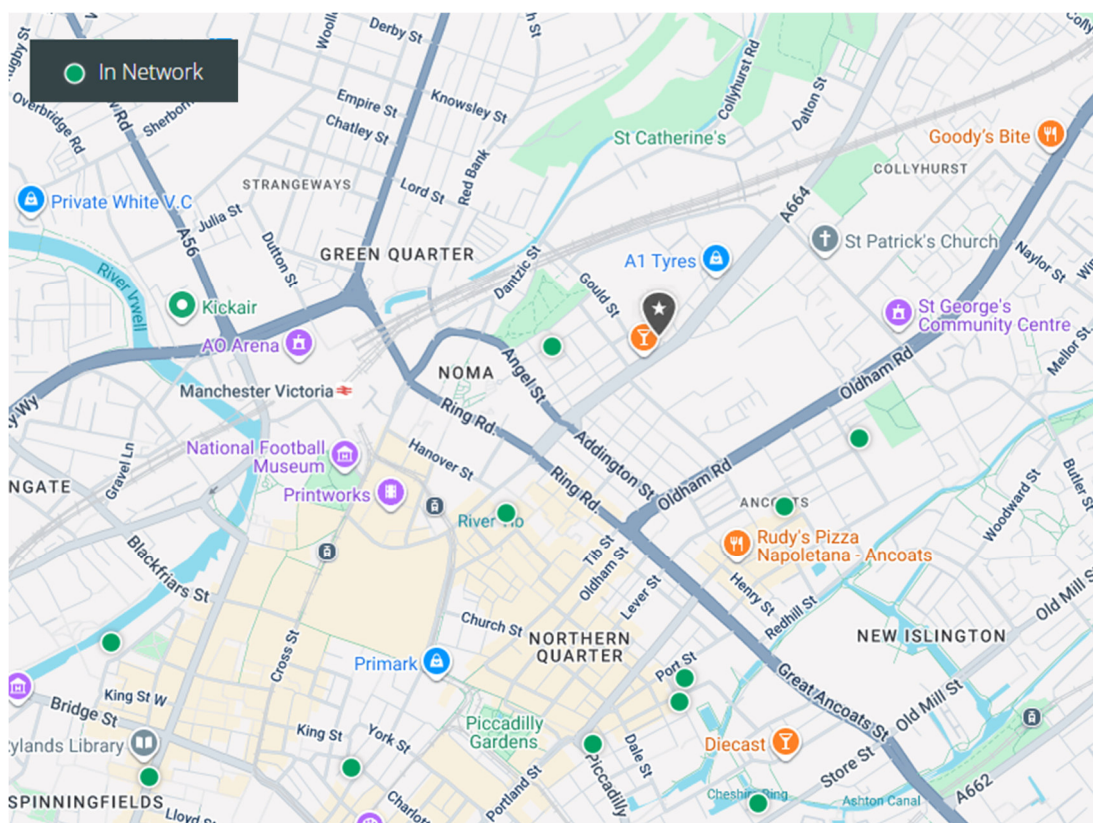
Car and Taxi Sharing Scheme

- 9.14 Car and taxi sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place.
- 9.15 The TPC will set up an informal car and taxi sharing register within 3 months of site occupation. Information about the scheme will be placed in the welcome pack; an application form will also be provided within the welcome pack for residents to complete and return to the TPC, if a car / taxi share is wanted.
- 9.16 Using the information provided in the application form, postcode mapping of interested residents' destinations will take place, to identify any similar destinations along others' routes to enable trips to be potentially combined. The TPC can then identify suitable matches of residents who may be able to share car or taxi journeys together.
- 9.17 Should sufficient demand be present, the TPC will set up a 'formal' car and taxi share scheme for residents using online software, such as Liftshare (<http://carshare.liftshare.com/>). This will be assessed after the baseline travel survey has been undertaken, should adequate interest be identified.

Car Hire

- 9.18 Enterprise Car Club operates as an hourly and daily community car hire scheme for people who want to hire a car from areas across the UK (<https://www.enterprisecarclub.co.uk/gb/en/home.html>).
- 9.19 The map overleaf shows the location of Enterprise Car Clubs within the vicinity of the site.

Figure 9.1 – Map Showing Locations of Enterprise Car Clubs



Source: Enterprise Car Club

- 9.20 There is one Enterprise vehicle located on New Mount Street, an approximate 4-minute walk from the site. There are also two Enterprise vehicles located on High Street, and one located on Blossom Street, both of which are an approximate 9-minute walk from the site.
- 9.21 In addition, the site is a 12-minute walk from the Ancoats' Mobility Hub, which provides 406 car parking spaces for residents and visitors, and 30 spaces for car club/car share schemes. Enterprise car club vehicles are available to hire at the Hub.
- 9.22 Benefits that can arise from community car clubs include:
- Greater choice, less hassle and reduced financial costs to the individual;
 - Access to a car without having ownership;
 - Increased sense of community and communal responsibility and a sense of social inclusion within the participants.

Alternatives to Travel

- 9.23 Alternatives to regular trips, such as the commute to work and supermarket visits, present the potential to reduce single occupancy trips greatly. Residents should be encouraged to consider all journeys they make and identify whether an alternative is present.
- 9.24 Working from home even just one day per week can reduce traffic by as much as 20%; this is made possible by high-speed internet connections, multiple points within the homes for telephone and internet.
- 9.25 Similar provisions enable a vast majority of shopping goods to be ordered from the home and delivered. Home shopping represents significant opportunities for reducing the need to travel.

Marketing Summary

- 9.26 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes. The following marketing tasks will be undertaken as part of the travel plan implementation:
- Development of a travel welcome pack for residents, providing a summary of the contents and key measures for implementation;
 - Welcome packs will be distributed to all residents upon occupation (or before occupation, where possible);
 - The TPC will ensure the promotion and participation in national and local events that encourage further use of sustainable modes of transport; and,
 - Updated information will be communicated to residents on a regular basis, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

10 MONITORING AND REVIEW

- 10.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

- 10.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC and of other resources; and
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective.
- 10.3 The TPC will monitor travel patterns associated with the site on a regular basis over a five-year period, with baseline surveys commencing within 3 months of initial site occupancy.
- 10.4 Following the baseline period, surveys will take place on an annual basis for the first five years of site occupation, with surveys undertaken at the same time of year upon each anniversary.
- 10.5 The TPC will agree the monitoring programme with the local authority to ensure that the monitoring procedures are appropriate.

Reviewing

- 10.6 The TPC will undertake an annual review of the travel plan following monitoring. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from residents.
- 10.7 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, in agreement with the local authority, in order to maintain a realistic travel plan goal.
- 10.8 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to Manchester City Council for their review following each monitoring period.

11 ACTION PLAN

- 11.1 The measures and initiatives summarised earlier will be implemented in order to target specific objectives of the travel plan within particular timescales. These have been included with the action plan, as set out below.

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Provide all highway and transport measures as agreed with MCC	As per planning agreements with MCC	Operator / MCC	Operator
Appointment of TPC	At least 1 month prior to operation	Operator	Salary
Exchange contact details with relevant officers	At least 1 month prior to operation	TPC	Staff time
Procure and produce information to populate welcome packs	2 weeks prior to operation / in advance of completions for dissemination at that stage	TPC	Staff time + materials
Prepare baseline travel surveys and agree with MCC	2 weeks prior to occupation	TPC / MCC	Staff time + printing
Upon Occupation			
Issue travel welcome packs to residents	Upon occupation / alongside completions	TPC	Staff time + printing
Set up travel plan working files	1 month prior to occupation	TPC	Staff time
Set up residents' database	As units occupied	TPC	Staff time
Surveys & Travel Strategy – Within 3 Months of Initial Occupation			
Issue travel surveys within 3 months of initial occupation	Within 3 months of initial occupation	TPC	Staff time
Collect travel plan surveys	Within 3 weeks of issue	TPC	Staff time
Review travel plan objectives and set mode share targets on the basis of survey data	Within 1 month of receipt of survey returns	TPC	Staff time
Produce full travel plan document and submit to local authority	Within 2 months of receipt of responses	TPC	Staff time
Liaise with MCC to agree final travel strategy, objectives and targets	Within 3 months of receipt of responses	TPC / MCC	Staff time
Within 3 Months of Occupation			
Negotiate discounts and deals with local cycle shops, public transport operators etc.	Within 3 months of occupation	TPC	Staff time
Promote local walking and cycling routes to residents	Within 3 months of occupation	TPC	Staff time

Promote local area cycle training, maintenance courses and led rides	Within 3 months of occupation	TPC	Staff time
Promote local car share schemes / informal TPC-led car share scheme	Within 3 months of occupation	TPC	Staff time
Promote existing public transport routes and railway station locations	Within 3 months of occupation	TPC	Staff time
Encourage working from home, where viable	Within 3 months of occupation	TPC	Staff time
Provide personalised journey information and online route planners to residents	Within 3 months of occupation	TPC	Staff time
Ongoing Tasks			
Update residents with any service changes with regard to local transport on six-monthly basis	6 monthly	TPC	Staff time
Promote national events e.g. Bike to Work Week, Walk to Work etc.	Annual promotion of various events	TPC	Staff time
Annual Monitoring / Review			
Conduct repeat travel survey one year after the baseline survey, every year for 5 years	For five years after baseline surveys	TPC	Staff time + printing
Analyse responses, produce progress report and submit to MCC	Within 3 months of receipt of responses	TPC	Staff time
Continue regular monitoring as set out and agreed with MCC	As agreed with MCC	TPC	Staff time

12 CONCLUSION

- 12.1 This travel plan reviews the transport facilities at the proposed development, and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 12.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Achieve the minimum number of single occupancy car movements to and from the development;
 - Reduce reliance upon the car and improving awareness and usage of alternative modes;
 - Promote walking, cycling, public transport and car sharing;
 - Minimise the total travel distance of residents;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 12.3 This document therefore ensures that sustainable access to the proposed development is facilitated.