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Oldham Road Phase 2

Travel Plan Framework

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Client Name: One Manchester

Client Address: Lovell House
Archway 6
Hulme
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Site Address: A62 Oldham Road
Newton Heath
Manchester
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Control Sheet

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Appendix A – Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of One Manchester to provide transport and highways advice in relation to the residential development adjacent to the A62 Oldham Road in Newton Heath (the Site).

1.1.2 One Manchester received planning consent for a residential development comprising 100 apartments (with ground floor commercial floorspace) and 39 houses on land off the A62 Oldham Road in Newton Heath, Manchester (Manchester City Council (MCC) planning ref: 125990/FO/2020). Curtins provided a Transport Assessment and Interim Travel Plan (ITP) in 2020 to accompany this planning application.

1.1.3 A drop-in application was subsequently approved to amend the layout of two houses on the corner of Newton Street with Holyoak Street (MCC planning ref. 133849/FO/2022) into a cottage apartment with two 2-bed units. Updated transport documents were not required as part of this application.

1.1.4 One Manchester delivered what came to be known as Phase 1 of the Site, comprising 37 dwellinghouses and 2 cottage apartments as per the original consent and drop-in application. These units occupy the eastern side of the Site and are now occupied.

1.1.5 The development proposals for the remainder of the scheme were then revised, with a new application submitted in 2023. Notably, the proposals for the land known as Phase 2 of the development were amended from delivering 100 apartments to 28 dwellinghouses and six apartments. Furthermore, additional land had also been acquired – the parcel that was previously occupied by the Rosedale Building, bound by Oldham Road to the north, Dulverton Street to the east, and Old Church Street to the south / west. This became the Site of Phase 3 of the development and proposed the construction of 75 apartments. This application was supported by a Transport Statement and ITP produced by Curtins (MCC planning ref. 138730/FO/2023) and approval was granted in December 2024, subject to a number of conditions (see **Section 1.3**). Following approval, construction of Phase 2 began shortly after.

1.1.6 **Figure 3.1** below provides an indication of the extents of each Phase.

1.1.7 The development quantum for each of the three phases is detailed below:

- Phase 1 occupies the eastern side of the Site, One Manchester has delivered the 37 dwellinghouses and 2 cottage apartments as per the original consent and drop-in application, with construction completed and the first residents having moved in at the time of writing;
- Phase 2 of the development is located between Phase 1 and 3 in the centre of the Site, comprising 28 dwellinghouses and six apartments. Phase 2 is currently under construction; and
- Phase 3 of the development comprises 75 apartments, located on the acquired parcel of land to the west of Phase 1 and 2. Construction is yet to begin for this phase.

1.1.8 The total development also provides a 100% car parking provision for all of the dwellinghouses and c. 38% car parking for the apartments (31 spaces, including 5 disabled spaces). At Phase 2, six parking spaces will be allocated, representing a 100% provision for the six apartments.

1.1.9 A total of 132 secure cycle spaces will be provided across the development, comprising a 100% provision for the dwelling-houses and c. 94% for the apartments (100% provision will be provided for the six apartments at Phase 2).

1.1.10 The Site is within the administrative area of MCC as the Local Highway Authority (LHA) and as the Local Planning Authority (LPA).

1.1.11 The Site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

> *"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."*

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 Purpose of the Report

1.3.1 This Travel Plan Framework (TPF) is the second stage of the TP process, following the production of the ITP (document ref.: **82864-CUR-XX-XX-T-TP-00002**) upon planning submission. This document has been prepared to discharge planning condition 24 imposed by MCC, which reads as follows:

"Prior to the first occupation of each phase of the development, a Travel Plan Framework for the relevant phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. In this condition, a Travel Plan means a document which includes:

- *The measures proposed to be taken to reduce dependency on the private car by those living at the development;*
- *a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time;*
- *mechanisms for the implementation of the measures to reduce dependency on the private car;*
- *measures for the delivery of specified travel plan services; and*

[1] Ministry of Housing, Communities and Local Government (2024). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

- *measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first occupation of each phase of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be implemented in full at all times when the development hereby approved is in use."

1.3.2 In the future, a full Travel plan would need to be submitted within six months of first occupation, as outlined in the planning condition.

1.3.3 This TPF includes a list of potential measures that could be implemented to affect modal choice, a management strategy for producing a full TP in the future as well as capturing any updates in the surrounding highway network and existing situation around the Site since the last documentation. This TPF pertains to Phase 2 of total development only.

1.3.4 Transport for Greater Manchester (TfGM)[2] 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, stating that 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."*

1.3.5 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2024; and
- National Planning Practice Guidance, DCLG (now MHCLG), 2014.

1.4 Structure of the Report

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 TP.

[2] Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBSVa9O42aqgYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** considers the Site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** sets out key aims and objectives for the TP process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.5 **Section 6** outlines the strategy for TP targets.

1.4.6 **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 TP progresses.

1.4.7 **Section 8** concludes the report by providing an Action Plan that summarises the key actions to be completed as part of the travel planning process.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

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

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

2.1.3 Most car journeys are within cycling distance, and many could be walked[3]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[4]:

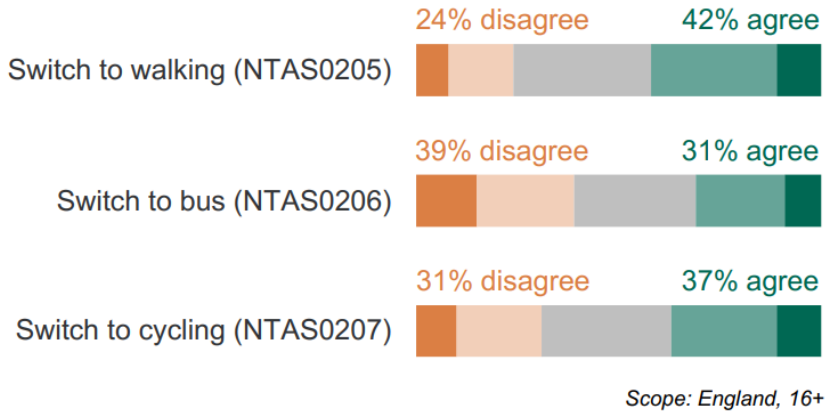


Figure 2.1 – Willingness to Switch Mode of Travel

[3] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[4] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1

2.1.4 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Manchester[5].

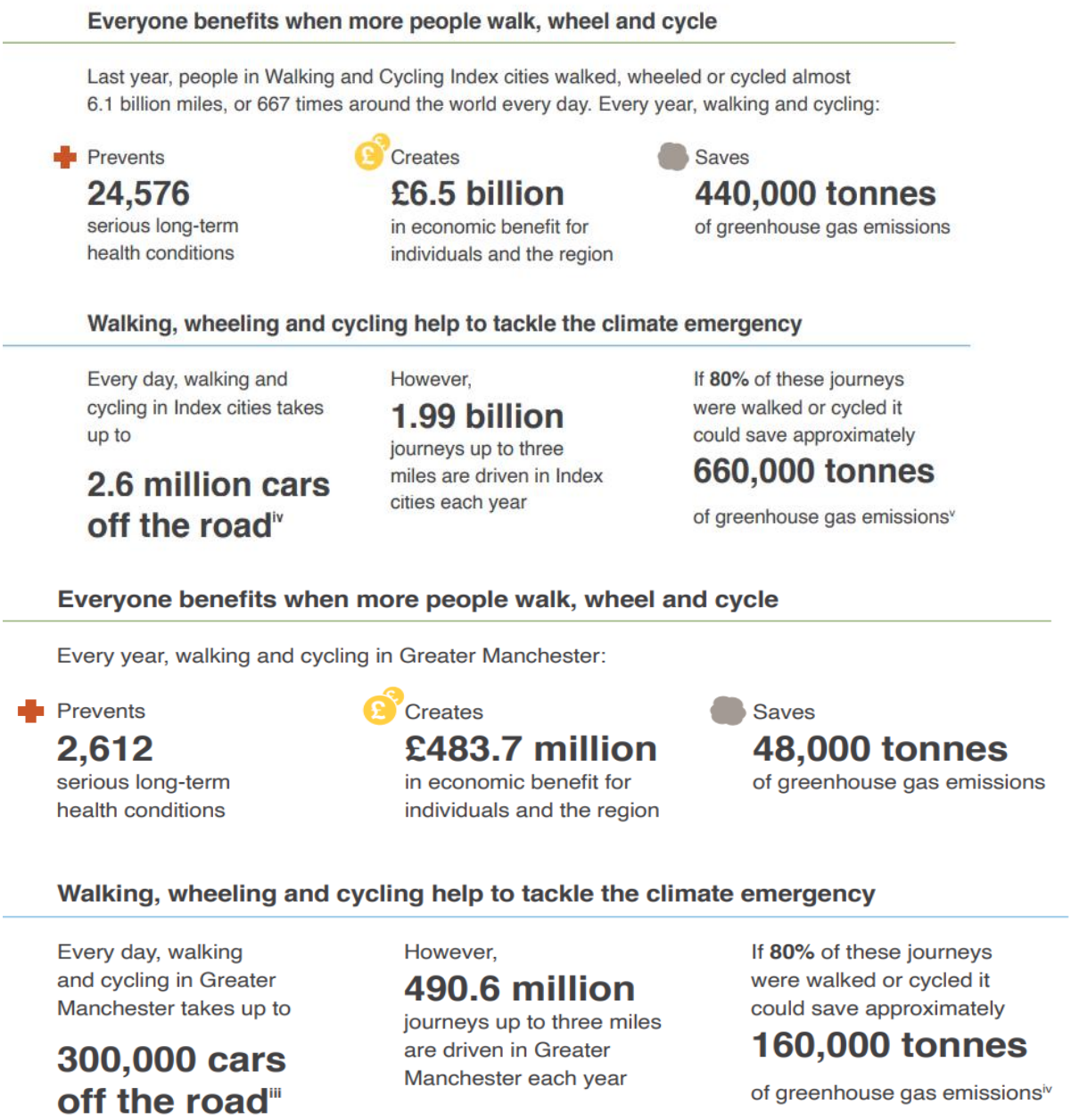


Figure 2.2 – Benefits of Active Travel for Greater Manchester / Index Cities

[5] Sustrans (2022). Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf OR Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf

2.1.5 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year[6].

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[7]. 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. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[8].

2.2.3 The introduction of capped £2 single fares in Greater Manchester in September 2021 reduced fares by an average of 17%[9] - indicating singles were previously approximately £2.41. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72 20 years prior, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.

2.2.4 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO2 levels 4.5 times higher than World Health Organisation (WHO) guidelines[10].

2.2.5 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three[11]. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.

[6] Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fecd2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf
[7] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[8] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[9] TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf
[10] Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: https://uk-air.defra.gov.uk/library/annualreport/
[11] Central Office of Public Information and Imperial College London (2022).

2.2.6 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[12] 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."*

2.2.7 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.8 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

2.2.9 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.

2.2.10 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.3** below:

[12] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

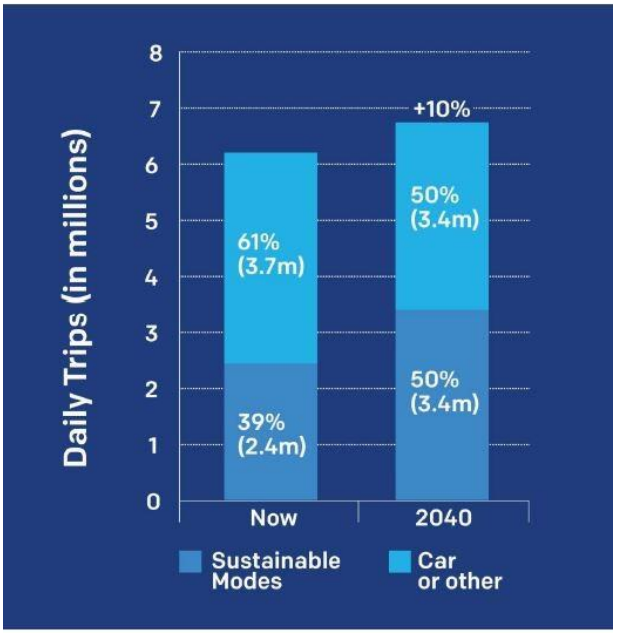


Figure 2.3 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.11 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.12 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development 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, and activity levels across the UK could still be improved.

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries[13]. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air.[14] Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

[13] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to be 'moderate' or above at https://cleanairgm.com/data-hub/forecast-and-alerts/.

2.3.5 Within Greater Manchester, 1,200 premature deaths are linked to air pollution in the region annually.[14]

2.3.6 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"*[14]. **Figure 2.4** below demonstrates that although most adults (63%) meet this guidance[15], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

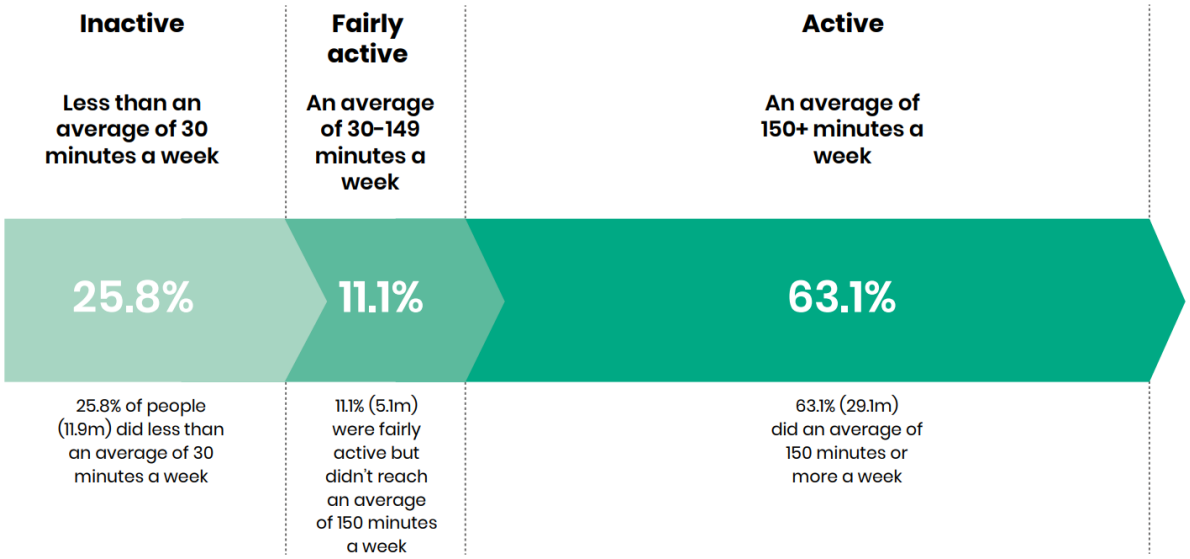


Figure 2.4 – Activity Levels for Adults

2.3.7 This has contributed to poor health in much of the adult population[16]:

[14] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[15] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports
[16] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021

> *"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]*
>
> *The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.*
>
> *The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."*

2.3.8 The UK Chief Medical Officers[14] further state:

> *"If physical activity were a drug, we would refer to it as a miracle cure, due to the great many illnesses it can prevent and help treat."*

2.3.9 Poor air quality is the largest environmental risk to public health in the UK[17]. Road transport contributes to a third of all nitrogen dioxide (NO2) and an eighth of all 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.

2.3.10 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 are shown in **Figure 2.5** below:

[17] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution

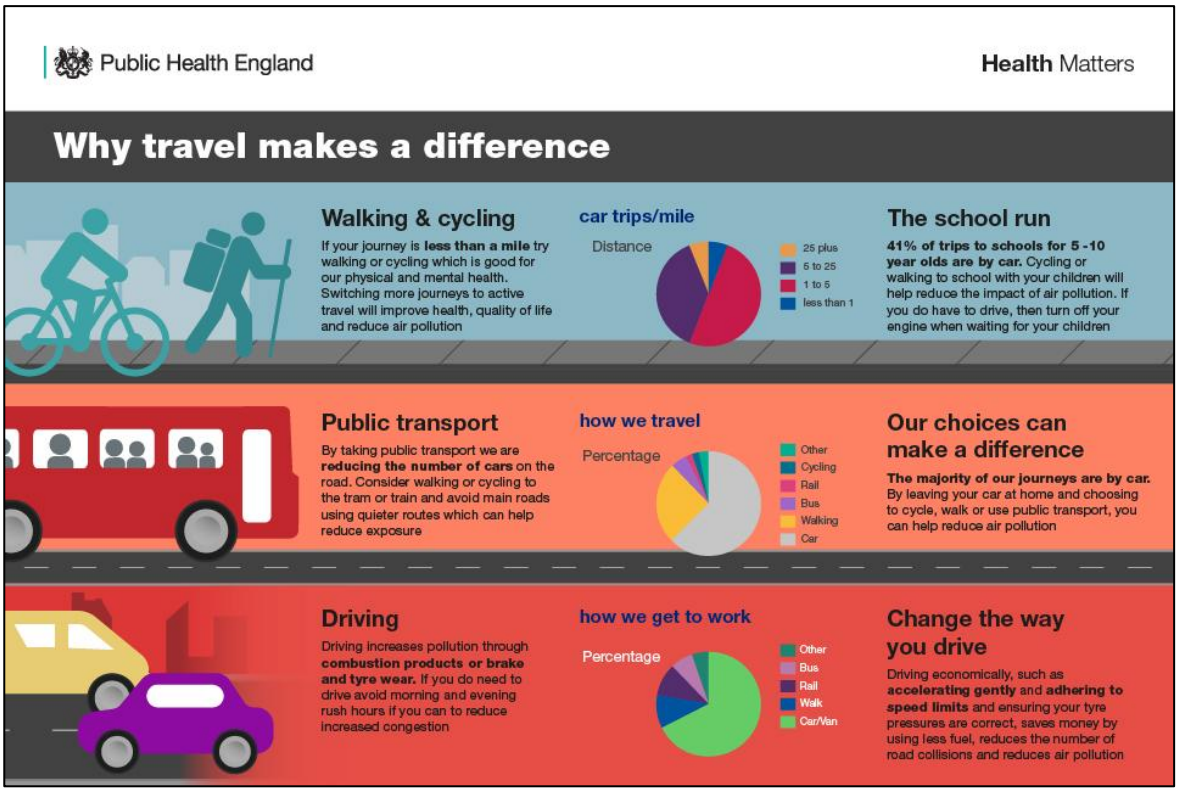


Figure 2.5 – The Impact of Travel Behaviour on Public Health

2.3.11 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being "staggering"[18].

> *Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.*
>
> *Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.*
>
> *In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.*

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly

[18] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292

cost the NHS up to £1 billion per annum (in 2006-07 prices)[19], with further indirect costs estimated at £8.2 billion (in 2002 prices)[20].

2.4.2 As illustrated by **Figure 2.6** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[21].

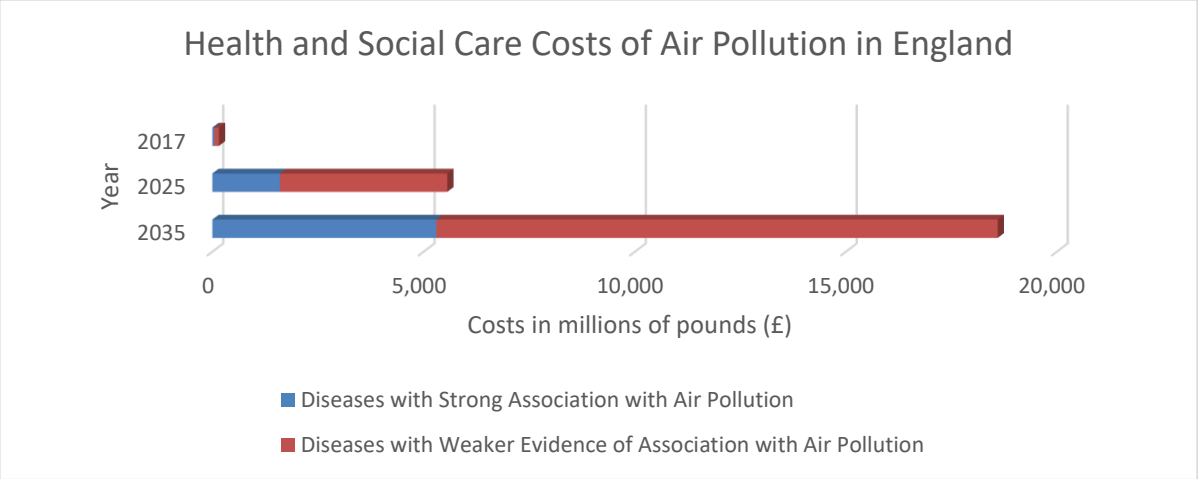


Figure 2.6 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[22].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[23] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[24].

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[25]. Cycle parking delivers five times higher retail spend than the same area of car

[19] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[20] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.
[21] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[22] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[23] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[24] Eddington Transport Study (2006)
[25] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

parking[26]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[27].

2.4.6 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.

2.4.7 An effective TP can help encourage residents 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 wellbeing through the interaction with other people[28]:

> *"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."*

2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at older ages[29].

2.6 TPF Plan Aims & Objectives

2.6.1 Considering the above benefits and the end users, this TPF aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport. The TPF also aims to achieve the following benefits:

- A healthier and happier population;
- Improved local air quality and reduced impact on climate change through low and zero carbon travel choices;
- A reduction in financial wastage for residents; and
- Increased accessibility to the Site for residents and their visitors alike.

2.6.2 The aims of this TPF will be supported with the following objectives:

[26] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[27] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[28] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- **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 encourage car sharing; 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 c. 1.5km to the south-west of Failsworth town centre, c. 5.5km to the north-east of Manchester city centre, and c. 8km to the south-west of Oldham town centre. More locally, the Site is bordered to the north by the A62 Oldham Road, to the east by Phase 1 of the Site, which has been constructed, to the south by a Lidl superstore, and to the west by Phase 3 of the Site and then Old Church Street.

3.1.2 **Figure 3.1** below shows the Site in a local context relating to the local highway network as well as the borders of the three phases of the development.

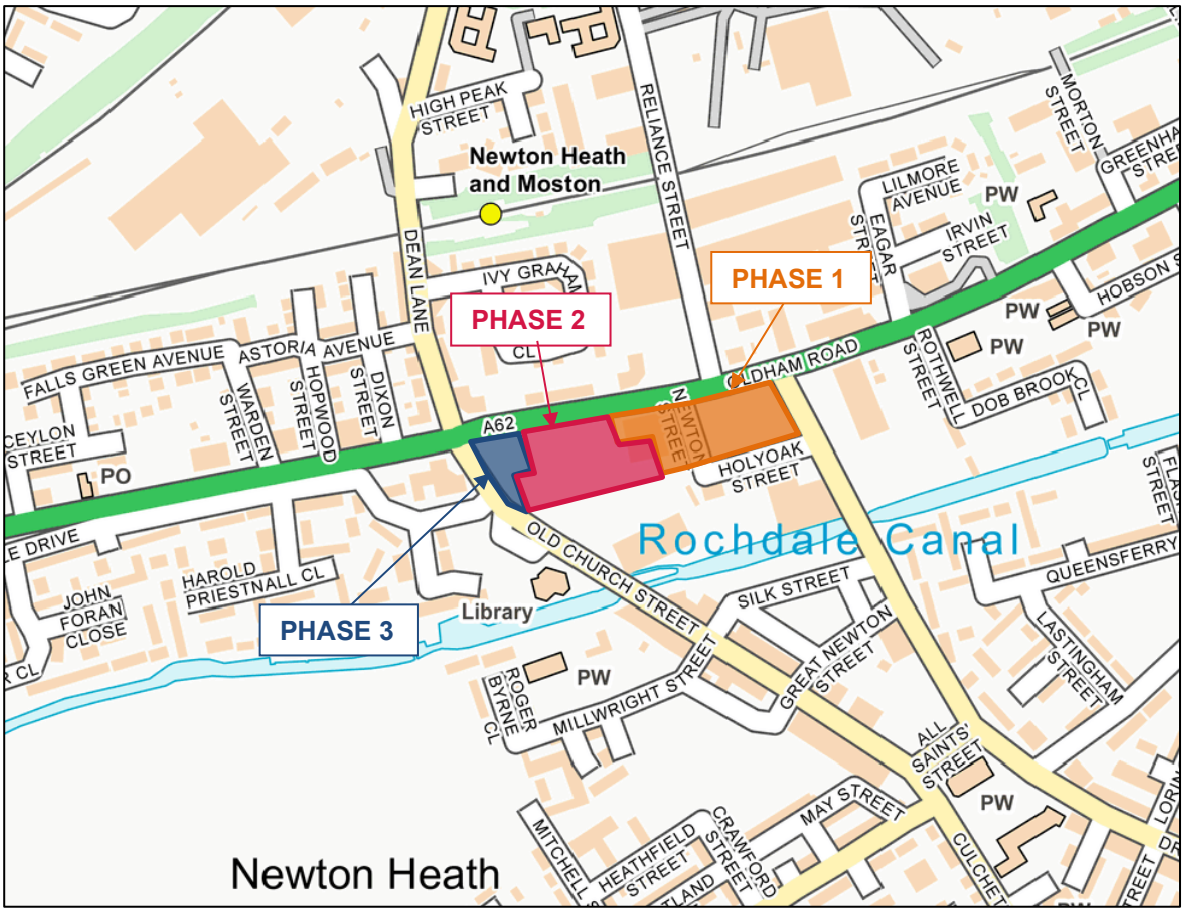


Figure 3.1 – Site Location in Relation to the Local Network
(Source: OS Maps)

3.2 Existing Use

Phase 2 of the Site is currently under construction. Phase 1 of the Site has been constructed and is occupied, whilst Phase 3 is yet to begin construction.

3.3 Existing Access Arrangements

Vehicular Access

3.3.1 Land occupied by Phase 2 is accessed off Newton Street, which, in turn, can be accessed from the A62 Oldham Road or Holyoak Street.

Pedestrian and Cycle Access

3.3.2 Phase 2 of the Site is currently inaccessible for pedestrians and cyclists as the development is under construction. Site construction staff enter the Site on foot via Newton Street.

3.4 Surrounding Highway Network

A62 Oldham Road

3.4.1 Forming the northern boundary of the Site, the A62 Oldham Road extends for a length of c. 7km between Manchester city centre and Failsworth in a north-easterly direction, eventually continuing as the A62 Manchester Road into Oldham Town Centre.

3.4.2 In the vicinity of the Site, the A62 Oldham Road comprises a two-way, single carriageway with an average width of c. 13m with two lanes in each direction. Where appropriate, the road also widens to accommodate turning lanes. At signalised junctions, there are also advanced cycle stop lanes.

3.4.3 There are footways of c. 3m wide along both sides of the carriageway, complete with dropped kerbs at key locations to facilitate safe crossing of the road. At the four-arm signalised junction between the A62 / Dean Lane / Old Church Street, there are also dropped kerbs with tactile paving and signalised crossing facilities. There are also guard rails to channel pedestrians. Whereas at the A62 / Droylsden Road junction, there are dropped kerbs and uncontrolled crossing facilities. There are central refuge islands for pedestrians to cross the road in two stages. It can be observed that the footways are well-maintained and in good condition.

3.4.4 The road is bordered by a variety of terraced houses, local shops and bus stops, as such it is well-lit with street lighting columns at regular intervals. The bus stops in the vicinity of the Site comprise infrastructure such as a shelter with seating, timetable information, and raised kerbs to assist boarding and alighting. These stops host bus services to Manchester city centre (discussed further in **Section 4** below).

3.4.5 The A62 Oldham Road is subject to a speed limit of 30mph which is enforced using speed cameras. This is signed to make road users aware. Parking restrictions are present along the entire road in the form of double yellow lines (no waiting at any time) and single yellow lines at bus stops (no stopping except buses). There are also several “Keep Clear” markings at the A62 / Reliance Street priority junction to the north of the Site to prevent blocking.

Old Church Street

3.4.6 Forming the western boundary of the Site, Old Church Street commences at the signalised junction with the A62 Oldham Road and Dean Lane and extends for c. 450m towards the southeast and continues as Culcheth Lane through Newton Heath. The road comprises a single, two-way carriageway with an average width of c. 6m throughout.

3.4.7 Footway provision on Old Church Street has an average width of c. 1.5-2m and is available on both sides of the carriageway, complete with dropped kerbs and some tactile paving where minor roads meet the main street. To the west of the Site and in the vicinity of the Old Church Street bus turning circle there is also a raised table with tactile paving across the carriageway. Further raised tables are located at the junctions with Millwright Street and Silk Street, and with Great Newton Street.

3.4.8 Old Church Street is well-lit, and the footways are well-maintained and in good condition. The road is subject to a speed limit of 20mph and comprises speed humps to ensure low vehicular speeds. The road primarily comprises parking restrictions in the form of double yellow lines.

3.4.9 The bus turning circle to the west of the Site comprises a shelter with seating and timetable information on notice boards. Buses towards the Trafford Centre, Chorlton, Pendleton, Failsworth, and other destinations call here at frequent intervals throughout every day of the week. There is also a bus stop with a flag and pole arrangement along the western boundary of the Site.

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. 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 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'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

CIHT Category	Town Centers (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 has been considered. Distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT have been considered for commuting trips; which are a good approximation for trips associated with the development.

4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

4.2.1 To assist in summarising the accessibility of the Site by foot, distances of 500m, 1,000m and 2,000m have been considered. These are a good approximation for trips associated with the scheme. The catchment area for pedestrians is illustrated in **Figure 4.1**:

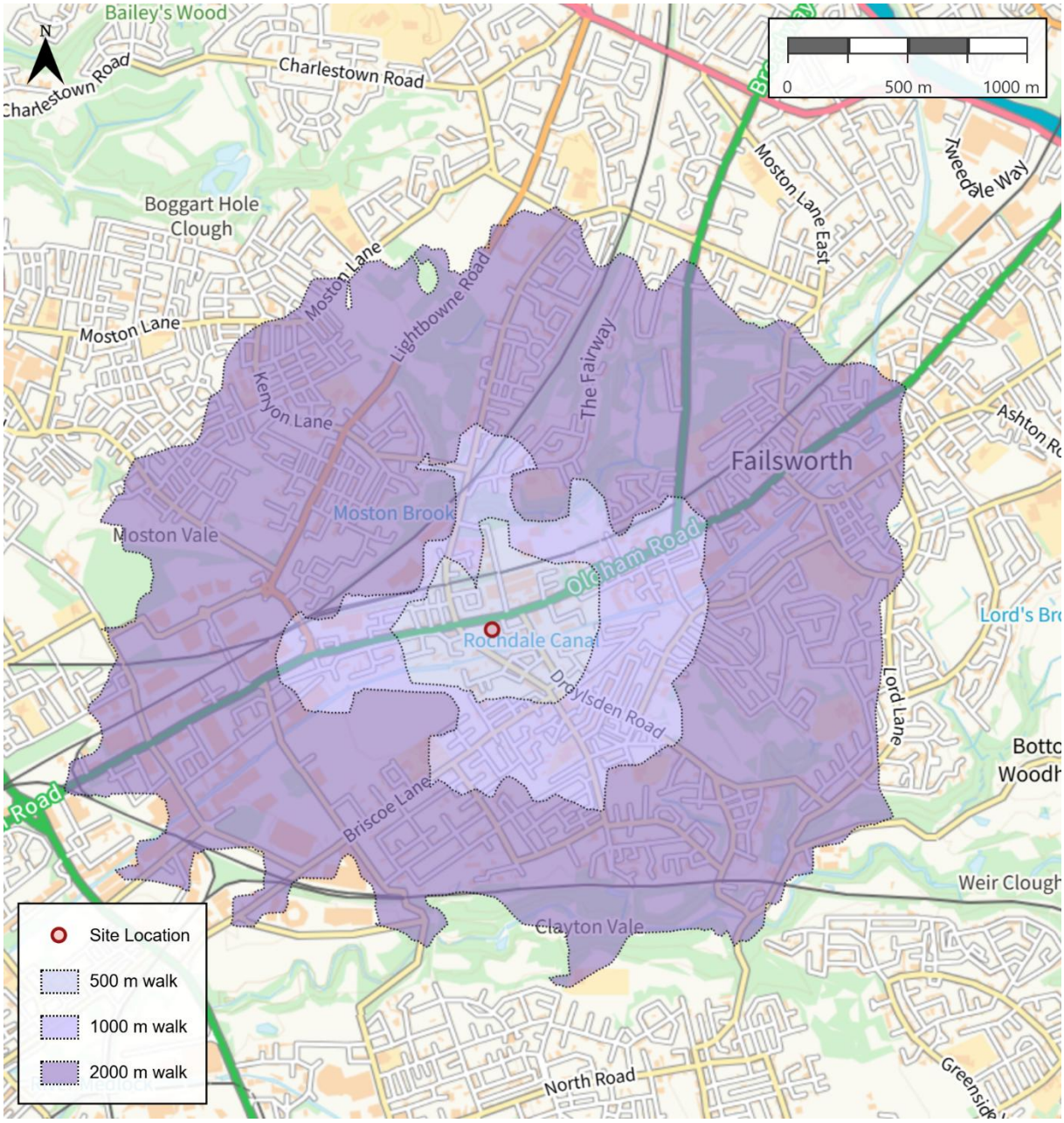


Figure 4.1 – Walking Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.2.2 Within the 500m walking catchment there are a range of services and facilities. For instance, there are numerous supermarkets located nearby the Site, with Lidl situated immediately to the south of the development. Other nearby supermarkets include Farmfoods and Asda. The 500m walking catchment also comprises medical facilities such as Newton Heath Health Centre, 'Well – Newton Heath' Pharmacy

and Newchem Chemist. Several places of worship are located nearby the Site, including Heathfield Church, Kingdom Hall of Jehovah's Witnesses and Ebenezer Baptist Church. Additional services include Newton Heath Working Men's Club, Garside Garden Centre, and Brighter Beginnings Nursery.

4.2.3 Key transport links such as Newton Heath and Moston Metrolink stop can be accessed within the 1,000m walking distance catchment, which provides regular services to areas such as Manchester city centre and Oldham. Leisure facilities such as Failsworth Fitness 24/7 Gym, Orford Road Community Park, and Brookdale Park are located within 1km of the Site, in addition to several educational facilities. These include Briscoe Lane Academy, Christ the King RC Junior and Infants School, Co-op Academy Broadhurst, St Wilfrid's Primary School, amongst many others. Further facilities within 1,000m include Brookdale View Care Home, Droylsden Road Family Practice, Morrisons Supermarket, The Railway Pub, Newton Heath Job Centre and Greater Manchester Police HQ.

4.2.4 Within a walking distance of 2,000m there is an abundance of educational, leisure and medical facilities, as well as numerous industrial plots along Oldham Road, which could provide employment opportunities to future residents of the Site. There are also several pubs, parks and further transport links located within this catchment.

4.2.5 The development has good pedestrian access to green space. Most notably, Clayton Vale is located approximately 1.8km south of the development, which provides walking and cycling opportunities for nearby residents and future residents of the development. Additional green spaces nearby the Site include Moston Vale and Lower Memorial Park.

4.2.6 It is considered that the Site is situated within an accessible area, with several complementary land uses within walking distance.

4.3 Accessibility by Cycle

4.3.1 Cycling is a cost-effective, 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, this report considers 5.5km and 8km cycle catchments for the Site, along with the National Cycle Network (NCN) 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. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the

average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document *'Planning for Cycling'* (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.

4.3.5 In order to assist in assessing the accessibility of the Site by cycle, **Figure 4.2** presents 5.5km and 8km cycle catchments for the Site, along with the National Cycle Network Routes available within these ranges.

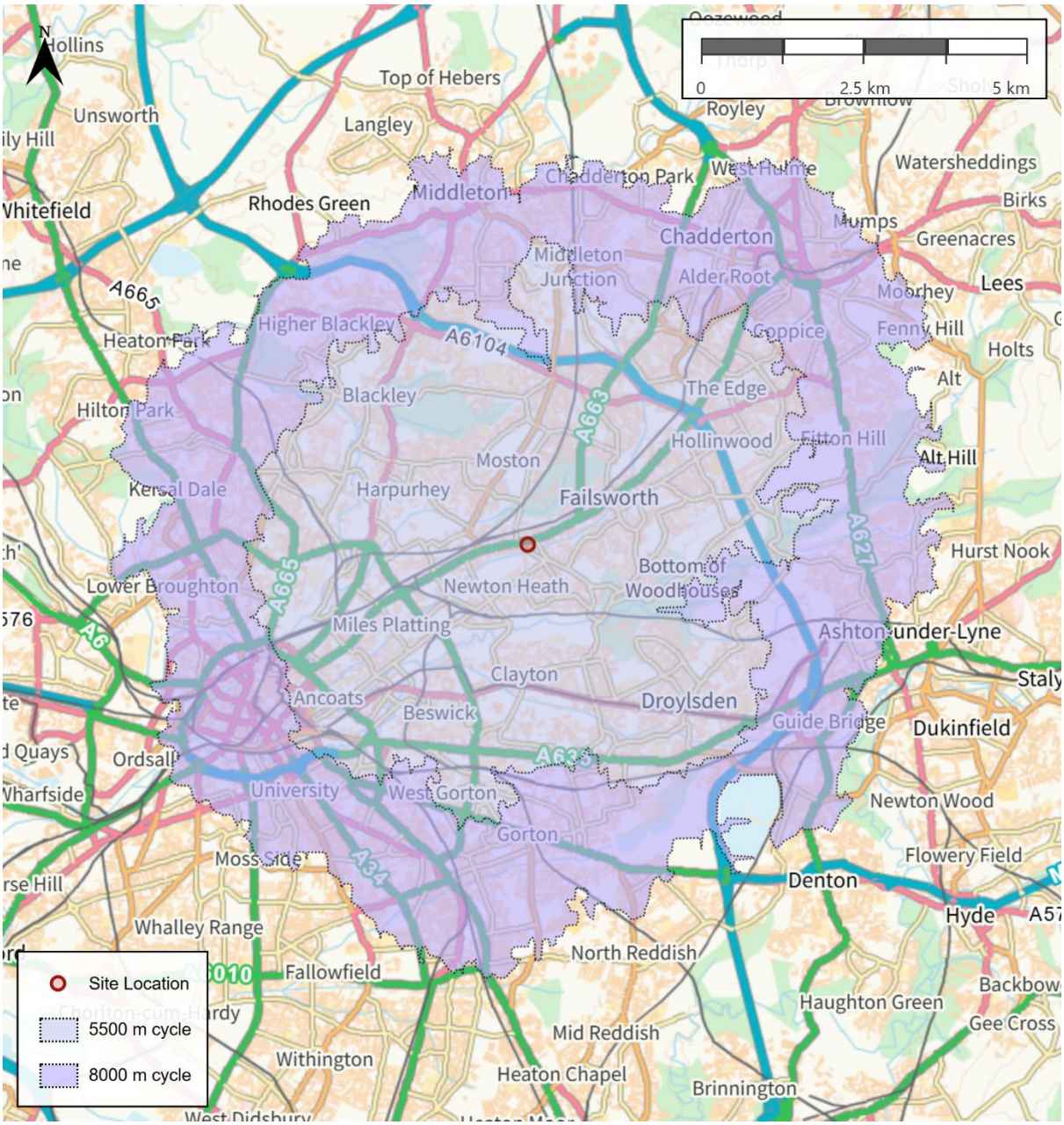


Figure 4.2 – Cycling Catchment
(Source: Ordnance Survey, Valhalla multi-modal routing engine provided by Interline)

4.3.6 The 5.5km catchment encompasses Moston to the north, Hollinwood and Littlemoss to the east, Droylsden to the south, and Manchester city centre to the west, including major transport links, employment opportunities, educational facilities, shopping centres, bars, restaurants, leisure centres and tourist attractions. Whereas the 8km catchment extends further to Chadderton to the north, Ashton-under-Lyne to the east, Levenshulme to the south, and Salford city centre to the west.

4.3.7 Route 66 on the National Cycle Network (NCN) is situated approximately 200m south of the development. The route runs along an east – west alignment, connecting the Site to many nearby residential areas whilst providing access to Manchester Piccadilly and Failsworth Town Centre, as well

as an abundance of other key facilities. Route 66 mostly runs along Rochdale Canal Tow Path and is therefore mostly free of any vehicular traffic, providing opportunities for future residents to travel by bicycle.

4.3.8 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of the Site. The local cycle network within the vicinity of the Site is reproduced in **Figure 4.3**:

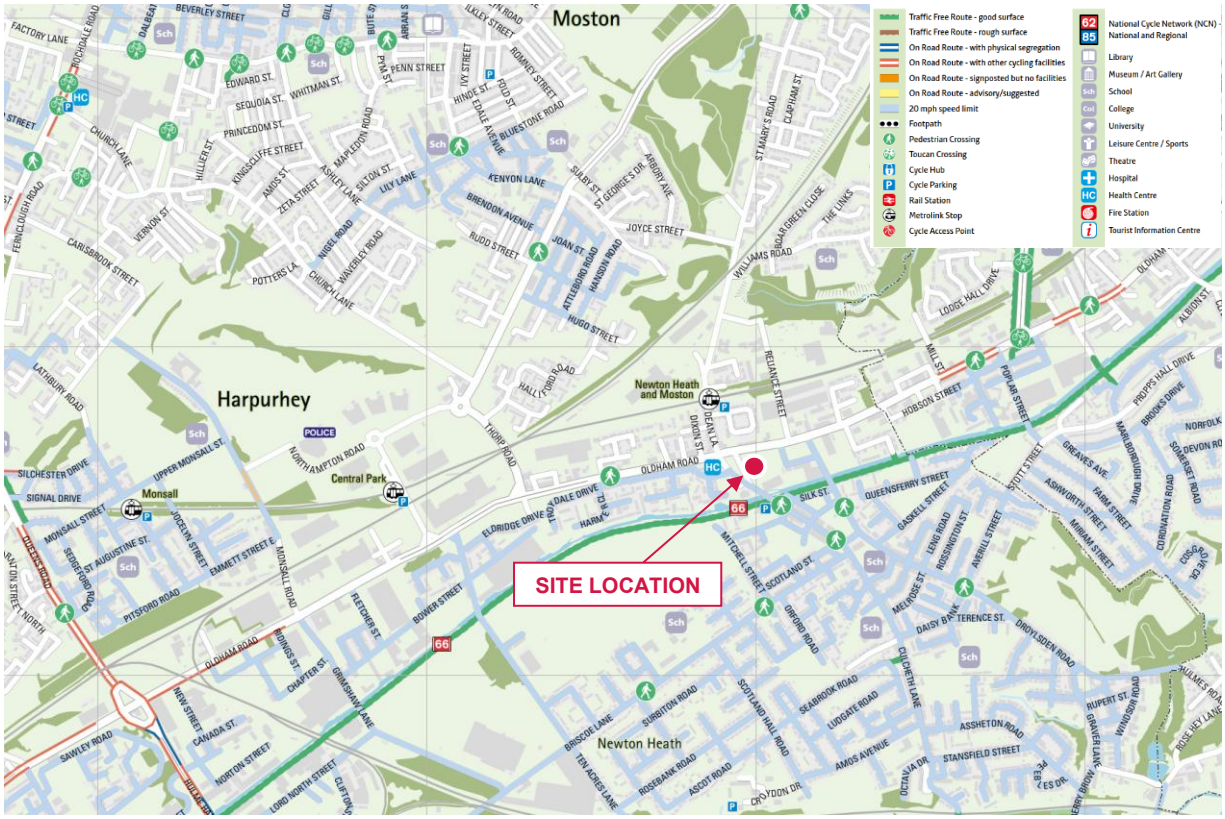


Figure 4.3 – Local Cycle Network
(Source: TfGM, 2026)

4.3.9 Route 86 can be accessed approximately 1.8km south of the development. The route runs along an east – west alignment for approximately 5km, connecting Clayton Vale to Ancoats via The Etihad Campus. The cycle route is mostly off-road, running through Clayton Vale and along the River Medlock. Due to the location and connectivity of the route, it is considered a viable option for both leisure and commuting trip purposes.

4.3.10 Route 60 is just over 1.5km east of the development and can be accessed via route 66. It runs along a north – south alignment, connecting to areas such as The Etihad Campus, Openshaw, Gorton and Reddish. The route eventually terminates at Stockport to the south, and Blackley to the north. The route comprises a combination of both on road and off-road links and notably consists of a segregated cycle lane in the vicinity of the Site, along the A6010.

4.3.11 The Site is therefore well placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a realistic mode of travel to and from the Site for commuting and / or for leisure pursuits.

4.4 Accessibility by Public Transport

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 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 an 'excellent' GMAL rating of 7 and is considered appropriately situated to take advantage of existing public transport infrastructure in the vicinity of the Site.

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

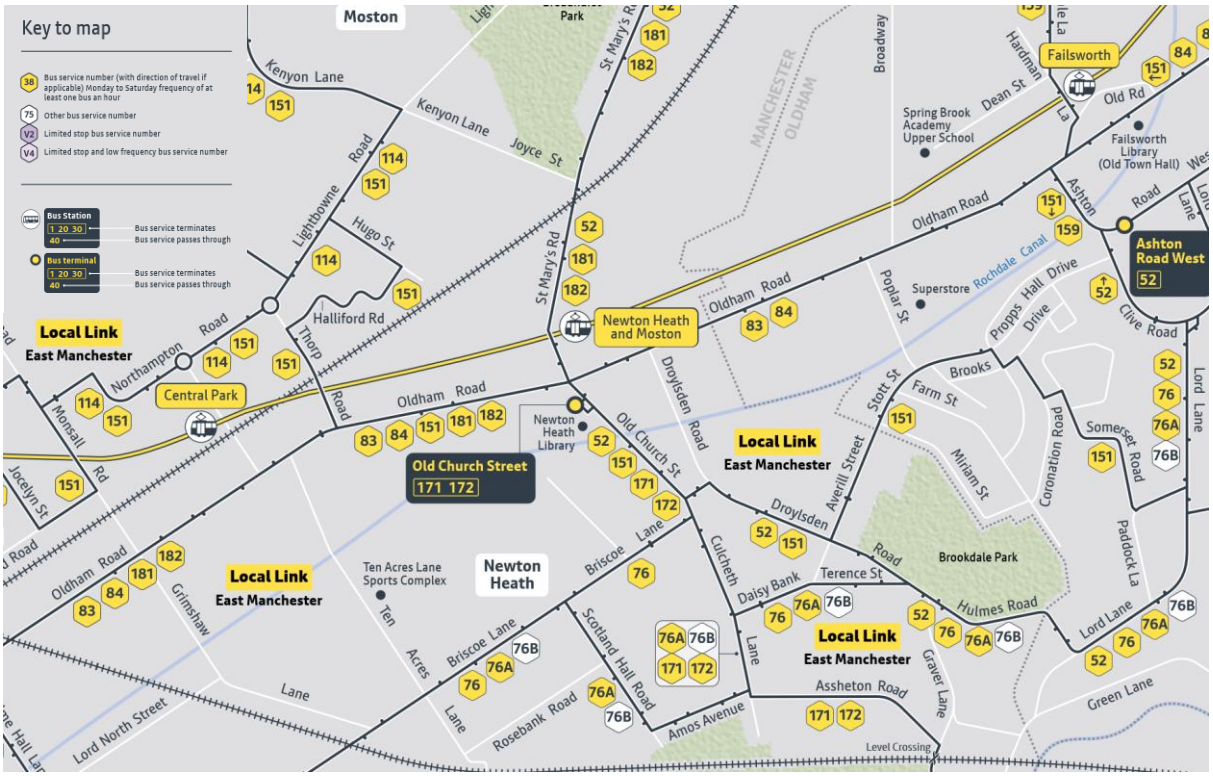


Figure 4.4 – Local Public Transport Network
(Source: Transport for Greater Manchester, 2026)

Bus Accessibility

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

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

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 The nearest bus stop is located directly to the west of the Site along Old Church Street, with northbound and southbound services. There are also additional stops to the north of the Site along the A62 Oldham Road (c. 75m walk from the centre of the Site).

4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Old Church Street:						
52	Failsworth - Newton Heath - Moston - The Trafford Centre	06:11	23:06	30 mins	30 mins	Hourly
	The Trafford Centre - Moston - Newton Heath - Failsworth	05:44	22:42	30 mins	30 mins	Hourly
151	Higher Crumpsall - Moston - Failsworth - Ashton-under-Lyne	06:41	19:34	Hourly	Hourly	-
	Ashton-under-Lyne - Failsworth - Moston - Higher Crumpsall	07:14	19:54	Hourly	Hourly	-
688 (school bus)	Ryder Brow - Openshaw - Clayton - Newton Heath - Monsall	N/A	16:07	1 only	-	-
	Queens Park - Moston - Newton Heath - Clayton - Ryder Brow	07:32	N/A	1 only	-	-
704 (school bus)	Abbey Hey - Droylsden - Newton Heath - Moston - Harpurhey	N/A	16:05	1 only	-	-
	Harpurhey - Moston - Newton Heath - Droylsden - Abbey Hey	07:18	N/A	1 only	-	-
708 (school bus)	New Moston - Moston - Newton Heath - Harpurhey - Plant Hill	07:44	N/A	1 only	-	-
	Plant Hill - Harpurhey - Newton Heath - Moston - New Moston	15:50	N/A	1 only	-	-
709 (school bus)	Miles Platting - Holt Town - Newton Heath - Moston	07:57	N/A	1 only	-	-
	Moston - Failsworth - Newton Heath - Miles Platting	15:14	N/A	1 only	-	-
711 (school bus)	Monsall - Newton Heath - Moston - Higher Blackley	07:40	N/A	1 only	-	-
	Higher Blackley - Moston - Newton Heath - Monsall	N/A	15:16	1 only	-	-
713 (school bus)	Newton Heath - Droylsden - Clayton - Gorton - Belle Vue	07:37	N/A	1 only	-	-
	Belle Vue - Gorton - Droylsden - Clayton - Newton Heath	N/A	16:11	1 only	-	-
724 (school bus)	Moston - Newton Heath - Holt Town - Chorlton upon Medlock	07:11	N/A	1 only	-	-
	Chorlton upon Medlock - Newton Heath - New Moston - Moston	N/A	15:46	1 only	-	-

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
726 (school bus)	White Gate - Moston - Newton Heath - Sportcity - Beswick	07:20	N/A	1 only	-	-
	Beswick - Newton Heath - Moston - Charlestown - White Gate	N/A	16:11	1 only	-	-
From A62 Oldham Road:						
83	Piccadilly Gardens - Failsworth - Oldham - Oldham Mumps	05:31	23:46	10 mins	10 mins	20 mins
	Oldham Mumps - Oldham - Failsworth - Piccadilly Gardens	04:33	23:48	10 mins	10 mins	20 mins
84	Piccadilly Gardens - Failsworth - Oldham - Lees - Uppermill	05:18	23:33	10 mins	10 mins	20 mins
	Uppermill - Lees - Oldham - Failsworth - Piccadilly Gardens	04:49	00:04	10 mins	10 mins	20 mins

Table 4.3 – Summary of Bus Service Frequencies

4.4.8 These stops provide access to various destinations in and across Greater Manchester, providing access to a variety of key employment, leisure and educational destinations.

4.4.9 It is noted that the provision of bus services will change during different seasons in the year and 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 TfGM's website: https://tfgm.com/ways-to-travel/bus.

4.4.10 Overall, the Site is well served by bus. During peak periods, there are up to 13 buses utilising each stop every hour, providing excellent potential for future residents of the Site to travel by bus.

Rail Accessibility

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

4.4.12 The closest rail station to the development is Moston, located approximately 3km north of the development. This is outside the preferred maximum walking catchment but is within the cycle catchment.

4.4.13 There is step-free access across the whole station in the form of ramps to the platforms, which, in turn, can be accessed from the main road (A6104 Hollinwood Avenue). There is no ticket office, but there are storage spaces for c. 10 bicycles.

4.4.14 A summary of rail services from the station is outlined in **Table 4.4**:

Destination	Mon – Fri first train	Mon – Fri last train	Peak Service Frequency	
			Mon – Sat	Sun / Hols
Moston – Manchester Victoria	06:03	23:03	30 mins	1 per 2 hours
Moston – Bolton	06:03	23:03	30 mins	1 per 2 hours
Moston – Salford Central	06:03	23:03	30 mins	-
Moston – Rochdale	05:57	23:42	30 mins	60 mins

Table 4.4 – Summary of Rail Services calling at Moston

4.4.15 The trains that service Moston run regularly on Mondays to Sundays, allowing residents to change at busier stations such as Rochdale and Manchester Victoria in a journey time of less than 60 minutes (excluding walking and waiting times).

4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail times 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/travel/timetables.

4.4.17 Access to the above station is of benefit to future residents at the Site, and is a viable alternative to private car use, as part of a multi-modal journey. Based on the above, it is considered that the Site is accessible by rail.

Metrolink (Light Rail) Accessibility

4.4.18 The closest Metrolink stop to the development is Newton Heath and Moston, located approximately 550m north of the Site. The stop is located within an acceptable walking distance from the development.

4.4.19 Newton Heath and Moston has regular services to areas such as East Didsbury, Rochdale Town Centre, Failsworth and Shaw via the Pink Line. Users can also change at Victoria or St Peter's Square station to access additional services to Piccadilly, Bury, Eccles, Altrincham, or Manchester Airport, as shown in the Metrolink map in **Figure 4.5** below.

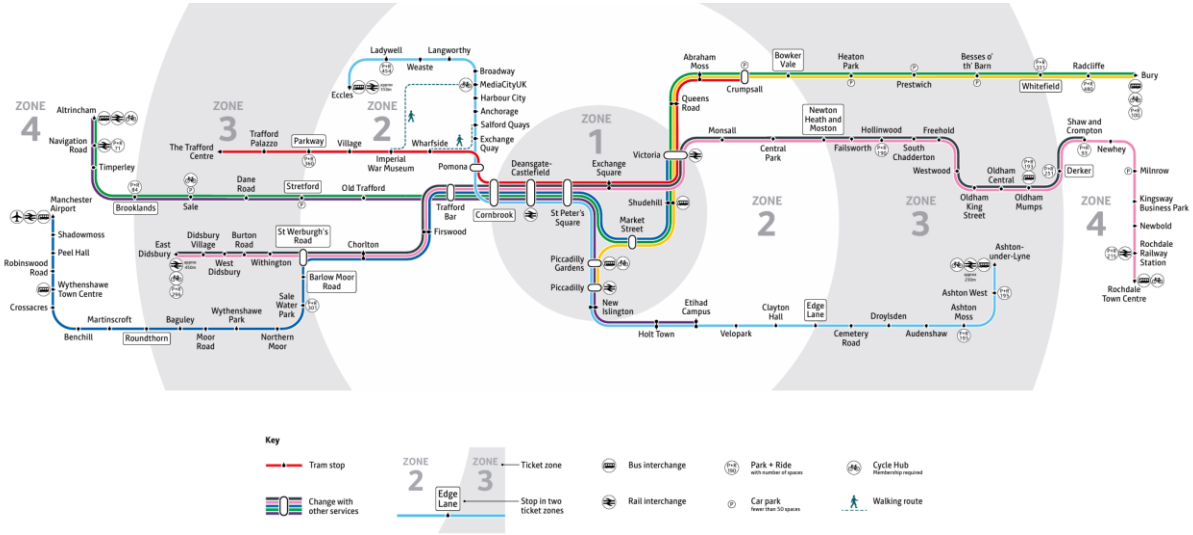


Figure 4.5 – TfGM Metrolink Network Map
(Source: TfGM, 2026)

4.4.20 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.

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

4.4.22 It is considered the Site is accessible by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the Site is accessible by sustainable modes of transport, with a large number of public transport opportunities within acceptable walking distance of the Site. Furthermore, the surrounding area exhibits good levels of pedestrian and cycling infrastructure.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 A series of measures and initiatives have been developed to encourage active and sustainable travel, reduce single occupancy car travel to and from the Site, and minimise the overall number of car trips generated by the development.

5.1.2 This section of the TPF sets out the initiatives that could be implemented in a full TP 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 Provision of Travel Information in Welcome Packs

5.2.1 Welcome Packs can be important in influencing travel patterns from the outset; therefore, it is envisaged that Welcome Packs will be supplied to all residents at the development.

5.2.2 The contents of the Welcome Packs will include:

- Introduction to the TP concept detailing the aims, objectives and aspirations;
- The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of TfGM's online journey planning resources: https://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;
- Contact details of the Travel Plan Coordinator (TPC); and
- Details and links to Liftshare registration.

5.2.3 The information contained with the Welcome Pack will be updated periodically by the TPC.

5.3 Measures to Encourage Walking

5.3.1 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.

5.3.2 It has been demonstrated throughout **Section 4** of this TPF that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage residents to walk:

- Promote / raise awareness of the health, wellbeing and other benefits of walking;
- Promote walking resources provided within the Welcome Pack, such as:

- The TfGM website at https://activetravel.tfgm.com/ which comprises details of walking and cycling routes;
- The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; and
- The www.plotaroute.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this TPF that there is an existing good level of cycle infrastructure in the surrounding area. There is also secure and covered cycle parking for 2no. cycles provided in the rear garden of all dwelling-houses and a 100% cycle parking provision provided in cycle enclosures within the apartment building for the six apartments, accessed off the public realm.

5.4.2 To encourage residents to cycle, the following measures will be provided:

- Promote / raise awareness of the health, wellbeing and other benefits of cycling;
- Promote cycling resources provided within the Welcome Pack page, such as:
  - The TfGM website at https://activetravel.tfgm.com/ which comprises details of walking and cycling routes;
  - Cycle information, including route maps and useful tips and guidance, on the Walk Wheel Cycle Trust website https://www.walkwheelcycletrust.org.uk/;
  - The TfGM website at tfgm.com/cycling-and-walking comprising local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; and
  - The www.cyclestreets.net website for journey planning by bike.

5.5 Measures to Encourage Public Transport Use

5.5.1 It has been demonstrated throughout **Section 4** of this TPF that the Site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage residents to travel by public transport:

- Promote public transport resources provided within the Welcome Pack, such as:
  - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
  - The Traveline Journey Planning tool, by accessing the Traveline website at www.traveline-northwest.co.uk; and
  - A map showing local bus stops and rail stations in the vicinity of the Site.

5.6 Measures to Encourage Use of Car Sharing and Electric Vehicles (EVs)

Car Sharing

5.6.1 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 would be encouraged on an informal basis.

5.6.2 Lift Share – 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. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.

5.6.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Electric Vehicles (EVs)

5.6.4 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. 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 and commissioning the UK's first fleet of electric refuse vehicles.

5.6.5 EV charging has been provided to all of the dwellinghouses, as well as EV charging provided for all six spaces dedicated to the six apartments in Phase 2, representing a 100% provision.

5.6.6 Furthermore, the TPC will promote the benefits of running electric vehicles which are provided on the TfGM website https://electrictravel.tfgm.com/.

5.6.7 It is considered that the provision of EV charging facilities would encourage residents who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any TP, providing a focus for the overall process and a measure against which the TP 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 TP once developed.

6.2 Data Collection

6.2.1 As the development is currently under construction, it is not possible to undertake any travel surveys of future residents. Notwithstanding, at the time of writing, it is possible to estimate travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.

6.2.2 The middle super output areas (MSOA) of Manchester 011 where the Site is located has been used as the place of residence. The mode of travel to work data extracted from the output areas is summarised in **Table 6.1**:

Method of Travel to Work	Manchester 011	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	11	0%
Train	33	1%
Bus, minibus, or coach	710	25%
Taxi	27	1%
Motorcycle, scooter or moped	15	1%
Driving a car or van	1,381	49%
Passenger in a car or van	227	8%
Bicycle	97	3%
On foot	324	11%
Other method of travel to work	5	0%
Total	**2,830**	**100%**

Table 6.1 – Method of Travel to Work

6.2.3 **Table 6.1** shows that the mode share for car drivers in the area is c. 49%. This is followed by 27% of residents travelling to work by public transport, 11% on foot, 8% car sharing, 3% by bicycle, and the remainder by other modes.

6.2.4 In order to understand more accurate travel habits, a travel survey will be undertaken within six months following occupation. This survey will be made available to residents digitally through an online survey service such as SurveyMonkey or Microsoft Forms. Residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.

6.2.5 Recipients will be encouraged to participate, and the surveys will extract the following key information:

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

6.2.6 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.

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

6.3 Data Analysis and Travel Plan Targets

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

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

Travel Mode	2011 Census Modal Split	Mode Shift Target
By Car, as Driver	49%	**- 10%**
By Car, as Passenger	8%	+ 1%
Walk	11%	+ 2%
Cycle	3%	+ 2%
Public Transport	27%	+ 5%
Other	2%	+/- 0%

Table 6.2 – Modal Shift Targets

6.3.3 Initial targets will be set following the receipt of the baseline travel survey and, following this, adjusted modal split targets for different modes of travel could then be set in future TP updates to influence travel behaviour. Targets should be realistic and achievable when considering the TP initiatives as detailed throughout **Section 5** of this TPF.

6.3.4 Targets can be used inform the TP initiatives to reduce car usage and encourage uptake of certain modes of sustainable travel. For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised by the TPC.

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 TPF. It also sets out the next steps with regards to converting this TPF into a Full TP.

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 though 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 TP will lie with One Manchester. Following construction and occupation, this TPF will need to be updated to a Full TP. This will involve the distribution of baseline 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 One Manchester to the appropriately appointed TPC.

7.3 Travel Plan Coordinator (TPC)

7.3.1 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 identifying trends in relation to the targets and reporting the findings to 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.

7.3.2 The TPC has been named as:

Jon Sharp
Jon.Sharp@casey.co.uk
Contracts Manager
Casey

7.3.3 Contact details for Jon Sharp will be made available internally to residents and externally to MCC.

7.4 Monitoring and Evaluation

7.4.1 Monitoring and review are of central importance to the progression of the TP. 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 though the Planning Process. DfT, 2009.

7.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC and TfGM on transport-related matters, the main monitoring process will involve resident travel surveys as described in **Section 6** above.

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

7.4.4 Following the baseline travel surveys, further surveys will be carried out bi-annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include three surveys: the baseline travel survey and two follow-up surveys.

7.4.5 Monitoring reports will also be provided to officers at MCC / TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

8.0 Action Plan

8.1 Introduction

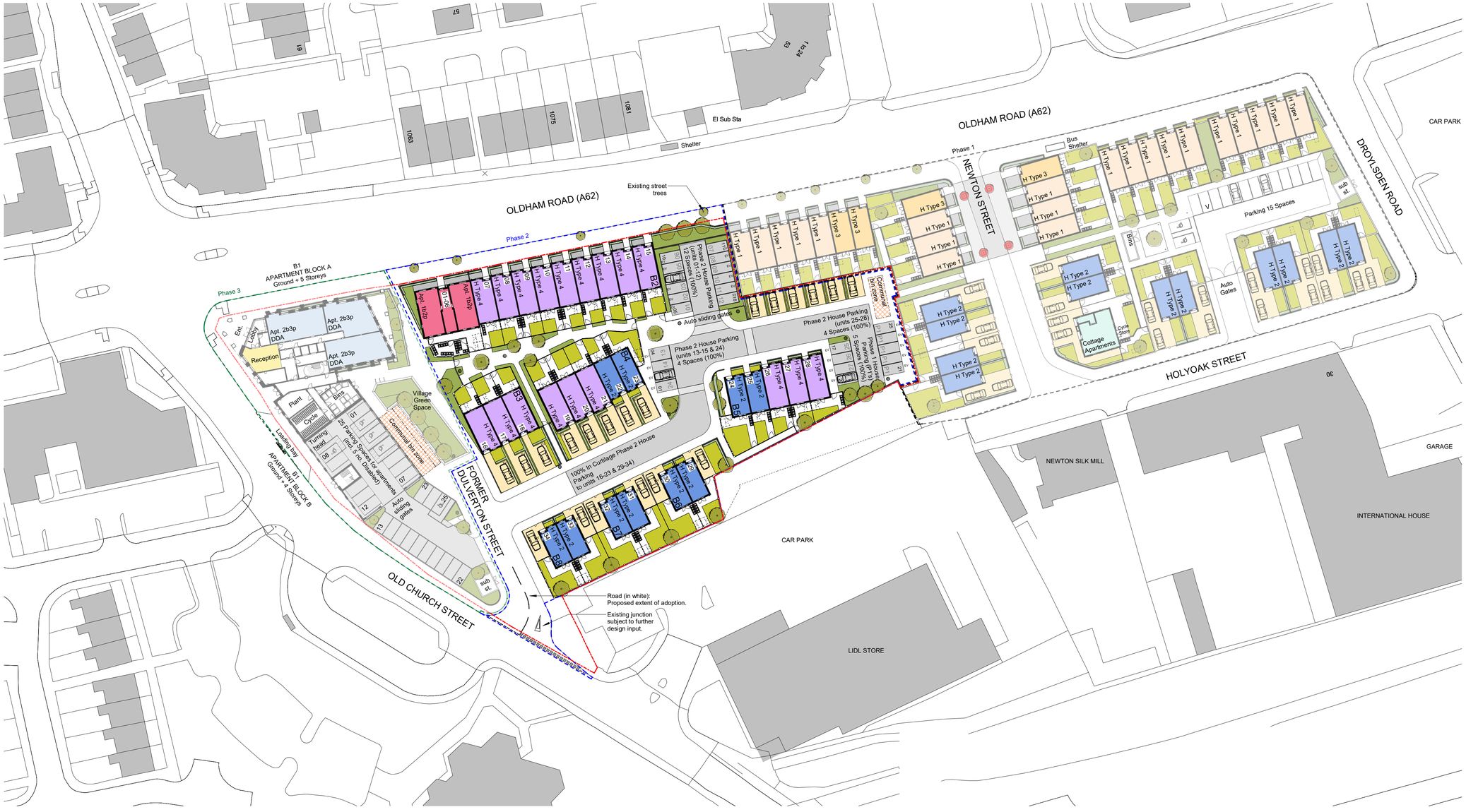
8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the TP process:

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

Table 8.1 – Action Plan

Appendix A – Site Layout

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1 Proposed Site Plan
1 : 500

Type 1 3b4p - 2.5 Storey 95.1m² (39.9m2/floor + 15.3m2loft)		21 no.
Type 2 2b3p - 2 Storey 70 m² (35m²/floor)		22 no.
Type 3 3b5p - 3 Storey 106.6m² (35.5m²/floor)		04 no.
Type 4 3b4p - 2 Storey 87m² (43.5m²/floor)		18 no.
Cottage Apartments 2b3p 61.5m² gf / 63.5m² ff		02 no.
Corner Plot Apartment 1b2p 50m²		06 no.
Phase 3 Apartment 1b2p 50m²		41 no.
Phase 3 Apartment 2b3p 61m²		34 no.
	Houses	65 no.
	Apartments	83 no.
	Total	148 no.

PHASING BREAKDOWN

PHASE 3 - 75 HOMES			
HOUSES	00		
APARTMENTS	75		
1B 2P		41	54.6%
2B 3P		34	45.4%
TOTAL		**75**	100%

PHASE 2 - 34 HOMES		
HOUSES	28	
APARTMENTS	06	
TYPE 1		-
TYPE 2		10
TYPE 3		-
TYPE 4		18
Apt. 1B 2P		06
TOTAL		**34**

PHASE 1 - 39 HOMES		
HOUSES	37	
APARTMENTS	02	
TYPE 1		21
TYPE 2		12
TYPE 3		04
TYPE 4		-
Apt. 2B 3P		02
TOTAL		**39**

PHASE BREAKDOWN		
HOUSES	65	
APARTMENTS	83	
PHASE 1		39
PHASE 2		34
PHASE 3		75
TOTAL		**148**

OVERALL SPLIT			
1B 2P	Apartment	47	31.7%
2B 3P	Apartment	36	24.3%
2B 3P	House	22	14.9%
3B 4P	House	39	26.4%
3B 5P	House	04	2.7%

PHASING KEY
- Phase 1 (shown faded out)
- Phase 2
- Phase 3

- Driveway
- Soft landscape
- Low level planters
- Road

EV 7.3kW Electric Vehicle Wall AC Charger

0 5m 20m
1:500 10m 40m

N

CLIENT
One Manchester

STRUCTURAL ENGINEER
Curtins Consulting

SERVICES ENGINEER
TBC

CONSULTANT
Wilkinson Cowan Partnership Ltd

KEY PLAN



NOTES:
DO NOT SCALE. FIGURED DIMENSIONS ONLY TO BE TAKEN FROM THIS DRAWING. CHECK DIMENSIONS ON SITE AND REPORT DISCREPANCIES TO THE ARCHITECT.

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No.	Date	Comments	Drawn	Checked
C1	01-05-2025	Issued For Construction	TLB	ADV
T2	25-03-2025	Building Control Issue	JHW	TLB
T1	05-07-2024	Issued For Tender	JGE	ADV
I1	01-12-2023	First Issue	JHW	JTU

Revisions

Issue Status
Construction

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architecture
interiors
planning

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Project
Residential Development
Phase 2 & 3
Newton Heath, Manchester

Drawing Title
Phase 2
Proposed Site Plan

Drawn	Date	Scale @ A1	Alt. Ref.
JHW	30/11/2023	1:500	

tp bennett Project No.	Series	Zone	Drawing Number	Rev.
T8170	G	0	020	C1

BIM Model Ref: T8170-TPBS-ST-ZZ-M3-A-00001-S0-P01

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