Proposed Residential Development,

No.1 Castlefield, Ellesmere St, Manchester

Framework Travel Plan



Document Control

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1 Introduction

Background

1.1 Rappor has been instructed by Kirindolam 8 Ltd to prepare a Framework Travel Plan [FTP] to support a planning application relating to the proposals for the creation of 592 residential units, at No.1 Castlefield, Ellesmere Street.

1.2 The FTP should be read in conjunction with the Transport Statement which has accompanied the planning submission.

Site Location

1.3 The application seeks full planning permission for the redevelopment of the site through the erection of two residential blocks, Block A and Block B, providing 592 residential units with supporting amenity spaces, car and cycle parking, landscaping, and other associated works.

1.4 The site is located within the south-western boundary of Manchester City Centre, within the Castlefield / St George's area. It is bounded by Trentham Street, Ellesmere Street, Castlefield Locks, metrolink / railway line and a small area of the Bridgewater Canal.

1.5 The site's city-centre location benefits from strong sustainable transport accessibility, including proximity to Cornbrook Metrolink Station, local bus services, the Bridgewater Canal corridor and the wider city centre walking and cycling network.

1.6 The scheme has evolved through pre-application engagement with Manchester City Council and seeks to deliver a high-quality and sustainable residential development in a highly accessible urban location.

1.7 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



Source: Google Images ©

Travel Plan Status

1.8 This FTP document has been prepared by Rappor, on behalf of Kirindolam 8 Ltd.

1.9 A full Travel Plan will be developed for the scheme following occupation of the site, and once an initial travel survey has been undertaken to establish the travel behaviour of residents. This FTP will form the basis of the full Travel Plan for the development.

1.10 This FTP will be provided to the Highways Officer at Manchester City Council following completion.

1.11 This FTP sets out specific measures that are to be implemented by Kirindolam 8 Ltd, to influence travel patterns to assist in the delivery of sustainable transport.

Travel Plan Objectives

1.12 A Travel Plan is a long-term strategy for a site to reduce the dependence of residents on travel by private car. The FTP reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those residents;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs and avoid a worsening of air quality (environmental, financial, health, etc.); and
- Contain and continually review car parking demand.

Developer Commitment

1.13 The client recognises the importance of reducing the potential negative transport-related impacts of the development as far as possible and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use, where possible.

1.14 To this end, Kirindolam 8 Ltd is content to work in partnership with other relevant stakeholders, in committing to, and implementing the measures contained within this FTP to provide residents with the facilities and information they require to make sustainable travel choices.

Scope

1.15 This report comprises **eight sections**, including this introduction, and is set out as follows:

- **Section 2** considers the transport policy and accessibility context;
- **Section 3** assesses the sustainability of the site;
- **Section 4** outlines the development proposals;

- **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
- **Section 6** outlines how the Travel Plan will be managed and communicated;
- **Section 7** outlines the aim, objectives and targets of the Travel Plan; and
- **Section 8** outlines the Travel Action Plan and Marketing Strategy.

2 Transport Policy Context

Preamble

2.1 To assess the proposals and develop a transport access strategy for the development, it is necessary to review both local and national transport planning guidance.

2.2 The following sections outline the relevant policy and guidance documents in respect of the development.

National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied through plan-making and decision-taking. The Framework is a material consideration in the determination of planning applications and promotes the achievement of sustainable development.

2.4 The current NPPF was published in August 2026 and provides the national policy framework for planning decisions, supporting sustainable growth, the efficient use of land and infrastructure, and the delivery of development in appropriate locations.

2.5 The NPPF seeks to ensure that developments provide safe and suitable access for all users and that opportunities to promote walking, cycling and public transport are identified and pursued wherever practical. Development proposals should support sustainable travel choices, improve accessibility and minimise conflicts between motor vehicles and vulnerable road users.

2.6 Priority should be given to walking, cycling and public transport movements, whilst ensuring developments are accessible to all users, including those with disabilities and reduced mobility. Transport considerations should be integral to the design and layout of development from the earliest stages of the planning process.

2.7 Development proposals should provide safe and suitable access to the site for all users and should not result in unacceptable impacts on highway safety or the operation of the transport network. Development should only be prevented or refused on transport grounds where there would be an unacceptable impact on highway safety, or where the residual cumulative impacts on the transport network would be severe.

2.8 The NPPF also promotes the efficient use of land and infrastructure and seeks to ensure that development contributes towards sustainable, accessible and well-connected communities. Transport assessments should therefore demonstrate that development proposals are appropriately located, accessible by a range of transport modes and capable of operating safely without materially detrimental impacts on the surrounding transport network.

2.9 Having regard to the above objectives, this Travel Plan considers the accessibility of the site by all transport modes and assesses the extent to which the proposed development accords with national transport planning policy.

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

2.10 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

2.11 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets [MfS]

2.12 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.13 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

2.14 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.15 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.16 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

Guidelines for Providing for Journeys on Foot

2.17 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.1 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Regional Policy – Greater Manchester local Transport Plan

2.18 The Greater Manchester Transport Strategy 2040, published in February 2017 and adopted in January 2021, sets out Transport for Greater Manchester's [TfGM's] sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Maximising accessibility by sustainable modes.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
- Maximising opportunities to provide additional public transport.
- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.

2.19 The emerging Greater Manchester Transport Strategy 2050, currently under consultation, is expected to build upon the objectives of GMS2040, further prioritising sustainable travel, decarbonisation and integrated transport networks across the city-region.

Bee Network

2.20 The Bee Network is Greater Manchester's integrated transport system, bringing together bus, Metrolink, active travel and, in due course, rail services under a unified network. It represents the delivery mechanism for the objectives set out within the Greater Manchester Transport Strategy 2040.

2.21 Bus services are now operated under a franchised model by Transport for Greater Manchester (TfGM), enabling coordinated routes, fares and service standards, and improving integration between transport modes.

2.22 The continued expansion of the Bee Network, alongside investment in walking and cycling infrastructure, will enhance sustainable connectivity across the city-region. The application site is well placed to benefit from these improvements due to its proximity to key public transport infrastructure, including Cornbrook Metrolink Station.

Places for Everyone

2.23 The Places for Everyone [PfE] plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Councils decision to withdraw from this plan.

2.24 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Manchester.

2.25 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.26 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable.

Greater Manchester 'Our Five-Year Transport Delivery Plan 2021-2026'

2.27 Our Five-Year Transport Delivery Plan sets out the shorter-term measures, schemes and development work needed to achieve the Our Network vision.

2.28 Our Five-Year Transport Delivery Plan (2021–2026) details what Greater Manchester wants to achieve in the next five years as the first steps towards delivering our vision for transport. It sets out the practical actions planned to deliver the Greater Manchester Transport Strategy 2040 and achieve the ambitions of the Greater Manchester Combined Authority (GMCA) and the Mayor.

2.29 Over the next five years focus is on tackling climate change, improving air quality, supporting recovery from the Covid-19 pandemic, tackling social exclusion and helping to deliver expected housing and employment growth. Our focus will therefore be on investing in walking, cycling and public transport networks; better integrating our existing transport system; and developing major sustainable transport schemes for delivery in the medium and long term.

2.30 This will deliver the Our Network plan to create a world-class, modern, integrated and reliable transport system. In summary, some of the main programme includes:

Our Bus:

a) Bus priority measures
b) Bus rapid transit
c) Introduction of quality bus transit corridors
d) Town centre interchange development in Bury
e) Upgrades/renewals

Our Metrolink:

f) Enhanced passenger facilities and access to stops
g) New stops to support spatial growth priorities
h) Network capacity and resilience
i) Upgrades/renewals

Our Rail:

j) Completion up to 4 access for all rail station upgrades
k) 2 new rail stations
l) Enhanced passenger facilities and access to stations

Our Streets:

m) Next tranche of £1.5bn Bee Network beyond the £160m TCF allocation
n) Town centre and streets schemes
o) Schemes that unlock delivery of the existing land supply and new sites
p) Upgrades/renewals

Our Integrated Network:

q) Electric bus fleet and associated depot investment
r) Electric vehicle charging infrastructure
s) Future mobility zone

Manchester Core Strategy and Parking Standards

2.31 The Manchester Core Strategy 2012–2027 was adopted in July 2012 and forms the key document within Manchester's Local Plan. It was updated in March 2024 following adoption of Places for Everyone and provides the strategic planning framework against which development proposals are assessed.

2.32 Policy T1: Sustainable Transport supports the delivery of sustainable transport improvements and seeks to reduce the need to travel by private car. It encourages walking, cycling and public transport use as part of a wider approach to managing travel demand and supporting sustainable growth. The 2024 Core Strategy Addendum confirms that part of Policy T1 has been replaced by Places for Everyone Policy JP-C1, although the general principle of promoting sustainable transport remains relevant.

2.33 Policy T2: Accessible Areas of Opportunity and Need seeks to ensure that new development is located where it is accessible by walking, cycling and public transport, connecting residents to employment, centres, health, leisure, open space and education

opportunities. The policy also requires new development within the City Centre to provide a level of car parking which reflects the highly accessible nature of the location and the realistic requirements of users.

2.34 The Core Strategy recognises that parking is required for many developments, but states that provision should complement the Council's commitment to sustainable transport, including reducing emissions and congestion. The car parking standards set out in Appendix B of the document are identified as maximum standards, while cycle and disabled parking standards are minimum standards. The Council also notes that alternative levels of parking may be appropriate having regard to site-specific circumstances, including the accessibility of the location.

2.35 Appendix B confirms that maximum car parking standards do not apply to the City Centre, where each development is considered on a case-by-case basis. It also states that car parking standards may be reduced further where justified by the accessibility of the site.

Manchester Electric Vehicle Charging Strategy 2024–2035

Manchester City Council's Electric Vehicle Charging Strategy 2024–2035 identifies that for residential developments with allocated parking, the strategy recommends one EV chargepoint, minimum 7kW, per dwelling. Where residential parking is unallocated, a minimum of 10% of spaces should be provided with EV chargepoints, with cable ducting provided to all spaces.

3 Sustainable Accessibility

Overview

3.1 This section will consider the context of the site in terms of accessibility via sustainable modes of transport, including walk, cycle and public transport.

3.2 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that across Britain about '80% of journeys shorter than 1 mile (or 1.6km) are made wholly on foot'.

3.3 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods" should have a range of facilities available within 800m. However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

3.4 Current research supports the concept of '20-Minute Neighbourhoods', where commuters can access employment, retail, health, education, and leisure opportunities within a 20-minute sustainable journey from their home.

3.5 Details of the main existing travel mode commute trips obtained from 2011 Census Data for commuter trips in the Manchester 059 Castlefield super output 'middle' area (E02006916) is shown in **Table 3.1** below.

Table 3.1: Existing Travel Modes to Work (Manchester 059 – Castlefield)

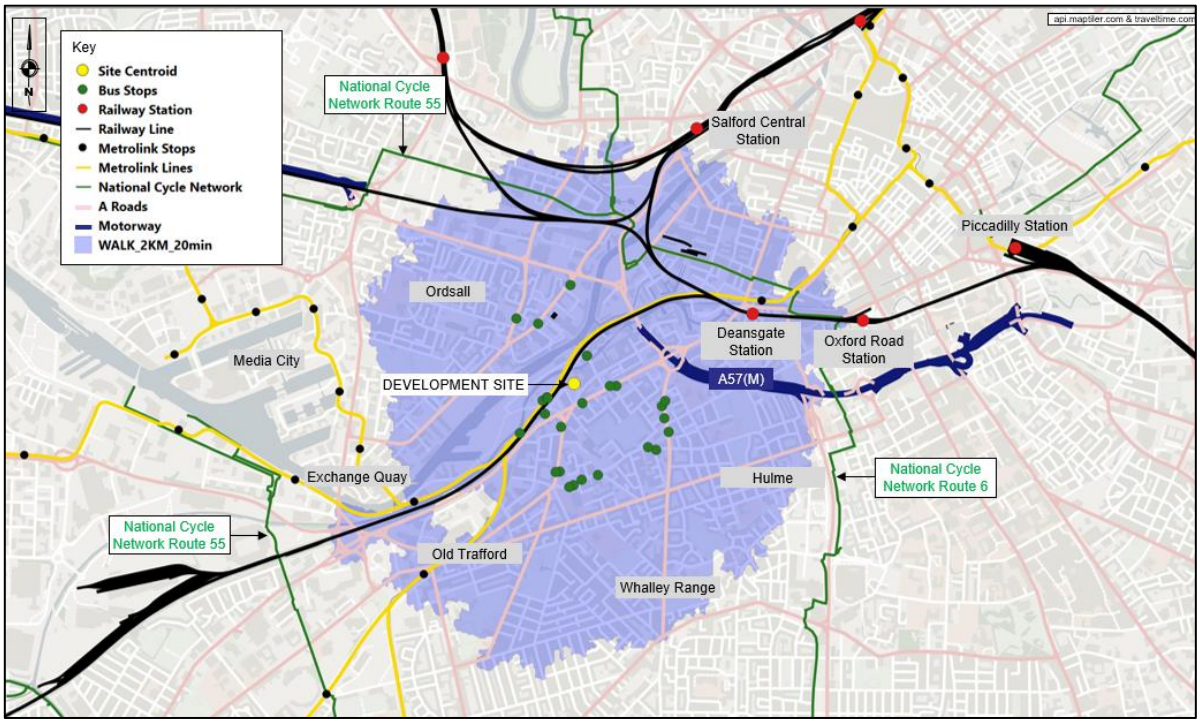
Mode	Existing Percentage %
Work mainly at or from home	5%
Underground, metro, light rail, tram	5%
Train	3%
Bus, minibus or coach	28%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	27%
Passenger in a car or van	5%
Bicycle	4%
On foot	20%
Other method of travel to work	1%

Source: Nomis

Accessibility on Foot

3.6 A 20-minute (circa 2km) walking catchment is presented in **Figure 3.1** below.

Figure 3.1: Walking Catchment



Source: TravelTime.com

3.7 As demonstrated in **Figure 3.1**, the site is located within a highly accessible city centre area, with a significant proportion of Manchester city centre, Castlefield, Hulme, Old Trafford, Ordsall, Deansgate and Cornbrook located within a 20-minute walk of the site.

3.8 The site benefits from strong pedestrian connections to a range of local services, employment areas, public transport nodes and leisure destinations. Cornbrook Metrolink Station is located within a short walking distance of the site, while Deansgate Station, Deansgate-Castlefield Metrolink stop and Manchester city centre are also accessible on foot.

3.9 The surrounding pedestrian network includes footways on local streets including Ellesmere Street, Trentham Street, Dinton Street and Chester Road, providing connections towards the Bridgewater Canal corridor, Castlefield, Deansgate and Hulme.

3.10 In summary, the site is accessible on foot and is located within walking distance of a wide range of local amenities, public transport services and city centre destinations. This will reduce the requirement for residents and visitors to make short journeys by private car.

Cycling

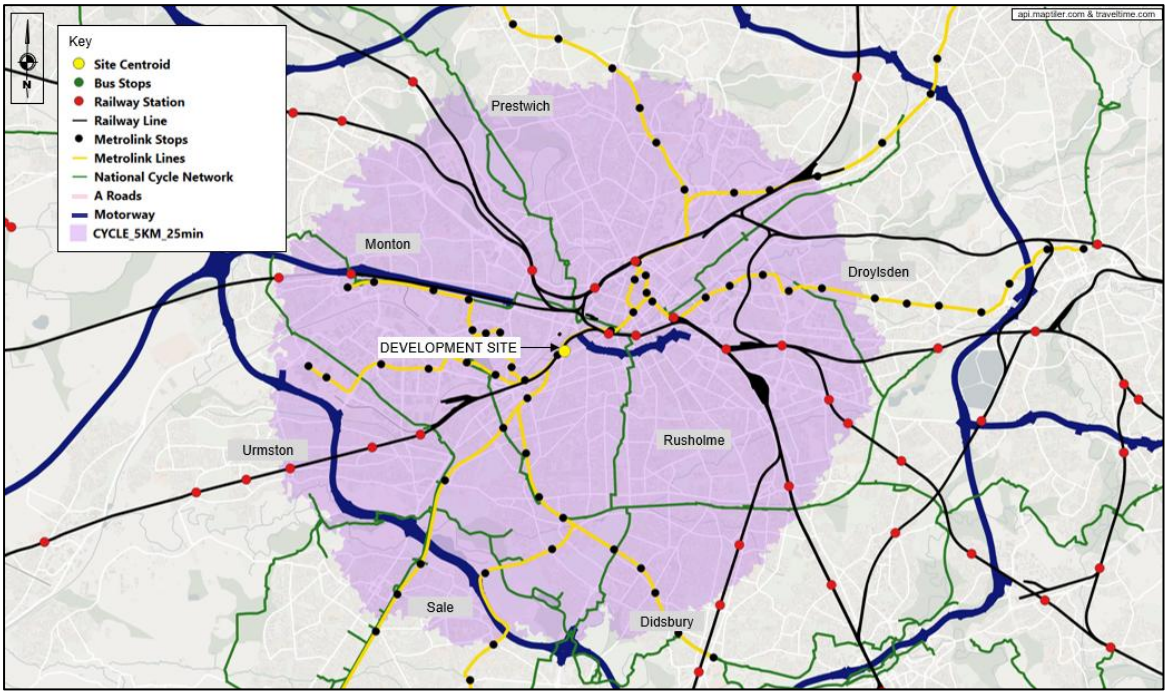
3.11 As stated within 'Cycle Infrastructure Design - Local Transport Note [LTN] 1/20', there has been recent growth in cycling, and therefore travel behaviour in the UK, with LTN 1/20 stating:

"there is significant potential for change in travel behaviour and that more people cycle for everyday journeys where acceptable conditions are provided. Two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

3.12 The site is located within an established urban area with access to a range of cycle infrastructure, including routes along the Bridgewater Canal corridor, Chester Road and wider connections towards Manchester city centre. The general topography surrounding the site is relatively flat, which should assist in encouraging cycling for local journeys.

3.13 Given the above, a 25-minute (circa 5km) cycling catchment is presented in **Figure 3.2** below.

Figure 3.2: Circa 25-minute cycling (5km) Catchment



Source: TravelTime.com

3.14 As demonstrated in **Figure 3.2**, a wide area is accessible by bicycle within 25 minutes of the site. This includes Manchester City Centre, Salford, Ordsall, Hulme, Old Trafford, Rusholme, Didsbury, Sale, Urmston and Prestwich.

3.15 The catchment also includes a number of railway stations, Metrolink stops and bus corridors, providing opportunities for linked cycle and public transport journeys. This includes access towards Cornbrook, Deansgate-Castlefield, Deansgate, Oxford Road and Piccadilly, as well as wider Metrolink routes through the city centre and towards Salford Quays, Trafford, South Manchester and East Manchester.

3.16 There are a number of national, regional and local cycling routes in close proximity to the site.

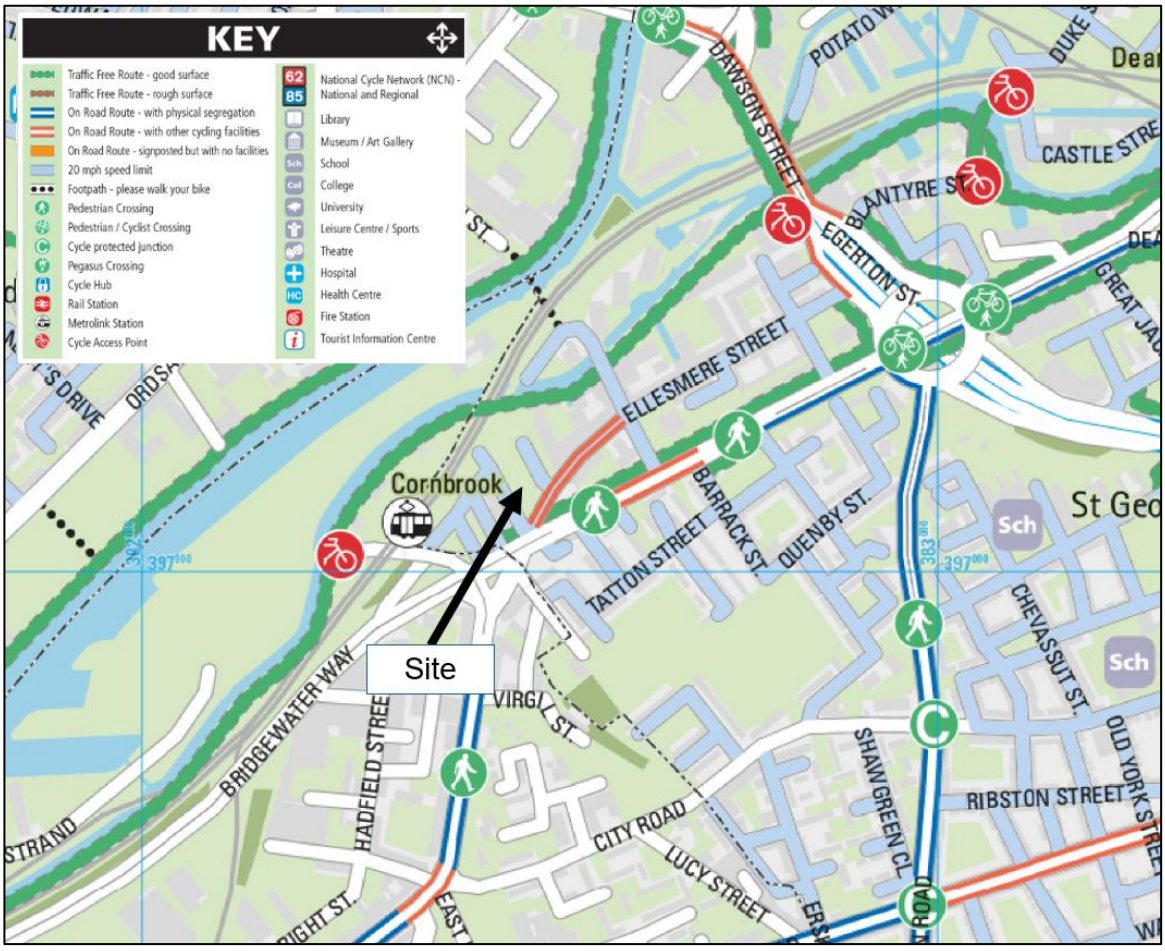
3.17 **National Cycle Network Route 55** is located to the west and north of the site and provides a strategic cycle connection across Greater Manchester. In the vicinity of the site, this route provides links towards MediaCity, Salford and onward connections to the wider cycle network.

3.18 **National Cycle Network Route 6** is located to the east of the site and provides north-south cycle connectivity through Manchester, including connections towards Hulme and Manchester city centre. The route provides access to a wider network of local and strategic cycle routes within the city.

3.19 The site is also located close to local cycle routes and canal-side connections, including the Bridgewater Canal corridor, which provides opportunities for traffic-free and low-traffic cycle movements. A shared cycle route is also provided along Chester Road, offering a cycle connection towards Cornbrook, Hulme and the wider Manchester cycle network.

3.20 **Figure 3.3** shows a map of the available nearby mapped cycle routes.

Figure 3.3: Nearby cycle routes



Source: TfGM

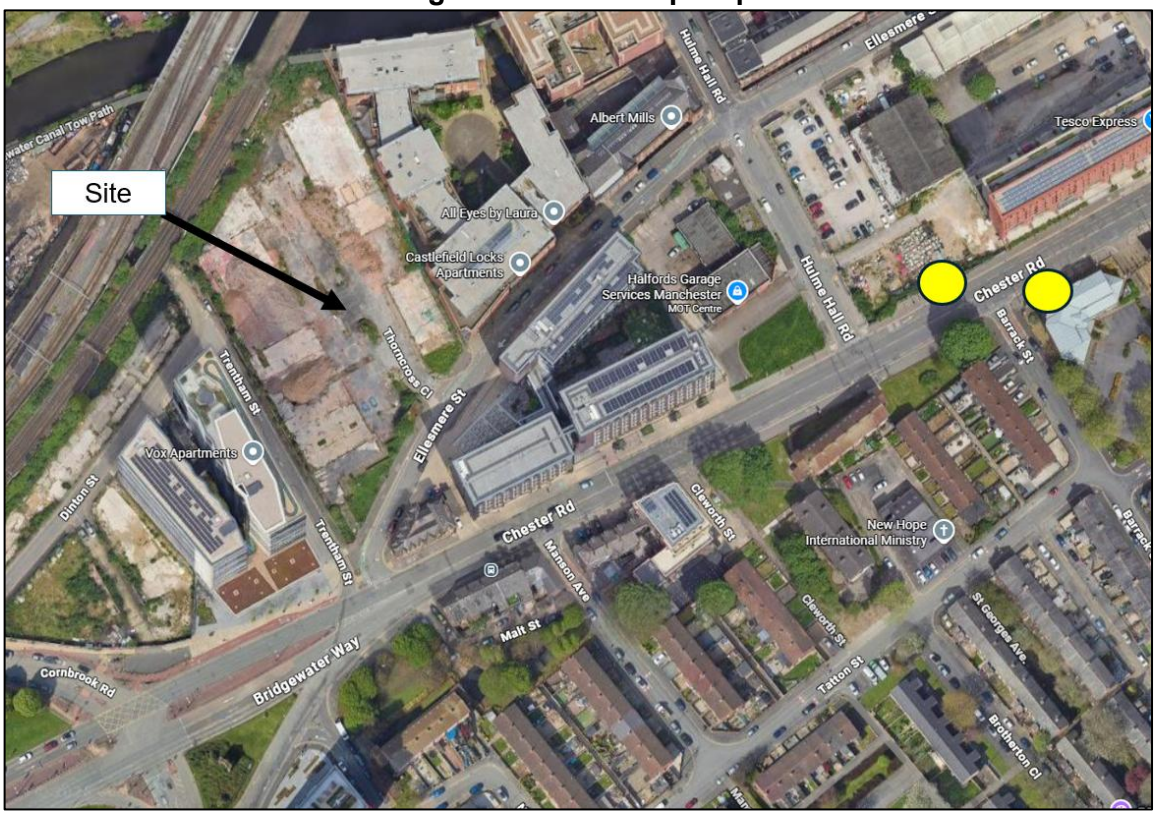
3.21 In summary, cycling would therefore be a viable mode of transport for residents to and from the site.

Public Transport

Access by bus

3.22 There are a number of bus stops located within walking distance of the development, as illustrated in **Figure 3.4**. The nearest bus stops are located on Chester Road and provide access to services operating along the Chester Road corridor.

Figure 3.4: Bus Stop Map



Source: Google Maps

3.23 The Chester Road bus corridor provides direct connections towards Manchester city centre and destinations to the west and south-west of the city. Service 255 operates between Partington, Flixton, Stretford, Old Trafford, Hulme and Manchester, serving the Chester Road corridor in the vicinity of the site.

Table 3.2: Nearby Bus Services

Service	Route
255	Partington – Carrington – Flixton – Urmston – Stretford – Old Trafford – Hulme – Manchester

3.24 The service operates at a regular frequency throughout the day, with services generally running approximately every 30 minutes during the daytime Monday to Saturday, with a reduced but regular service on Sundays and public holidays.

3.25 The availability of bus services within walking distance of the site provides residents with an alternative to private car travel for local and city centre journeys.

3.26 Based on the above, it is therefore concluded that the site benefits from good access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys.

Access by Rail

3.27 Rail services are accessible from a number of railway stations within the surrounding area. The closest key stations include Deansgate, Oxford Road, Salford Central and Manchester Piccadilly, all of which are accessible by walking, cycling, Metrolink or short public transport journeys from the site.

3.28 These stations provide access to a wide range of local, regional and national rail services, including connections across Greater Manchester and onward routes towards destinations including Liverpool, Leeds, Birmingham, London and Manchester Airport.

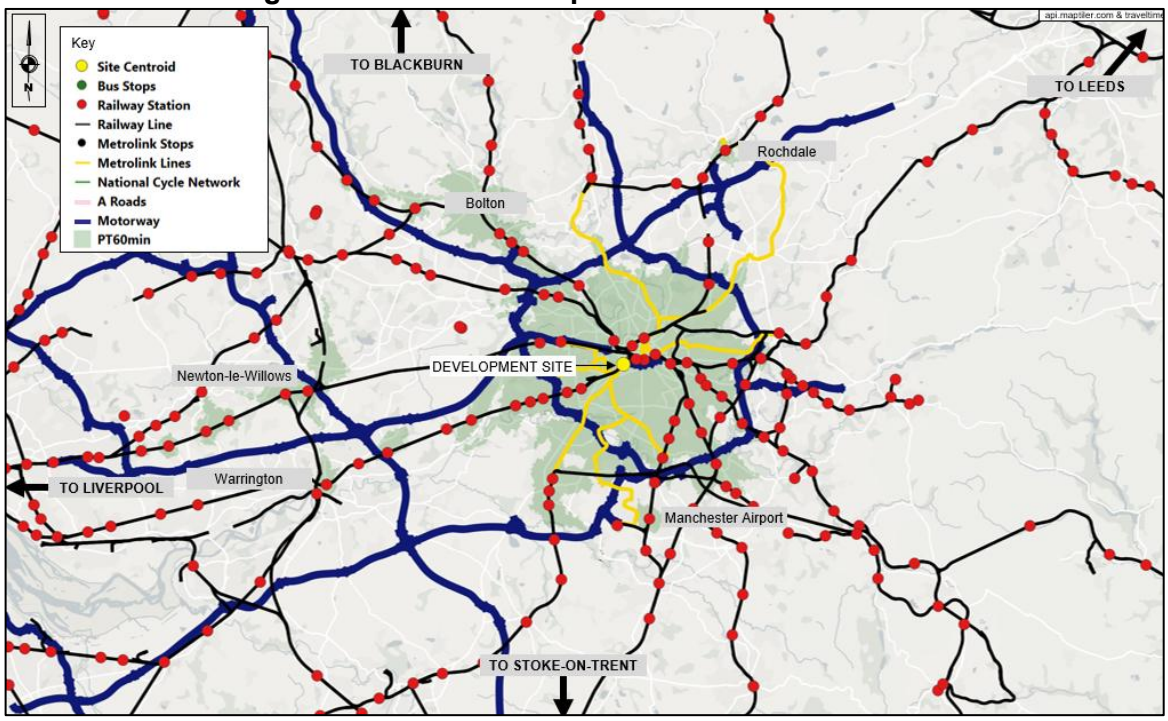
Access by Metrolink

3.29 The site benefits from excellent access to the Metrolink network, with Cornbrook Metrolink Station located within a short walking distance of the site. Cornbrook acts as a key interchange on the Metrolink network and provides access to multiple routes across Greater Manchester.

3.30 From Cornbrook, services are available towards Manchester city centre, Salford Quays, Trafford Park, Altrincham, East Didsbury and Manchester Airport. This provides residents with a high-quality public transport option for local and cross-city journeys.

3.31 A 60-minute public transport catchment area is presented in **Figure 3.5** below.

Figure 3.5: Public Transport 60 minute Catchment



Source: TravelTime.com

Conclusion

3.32 In summary, the site is highly accessible by public transport, with bus services available on Chester Road, Cornbrook Metrolink Station located within a short walking distance and a number of key rail stations accessible within the surrounding area.

3.33 The proposed development site is located in a highly accessible city centre location within Greater Manchester and is well placed to make use of existing public transport links, alongside pedestrian and cycle routes.

4 Development Proposal

Overview

4.1 The proposed development consists of two residential blocks, Block A and Block B, comprising a total of 592 residential units.

4.2 The development proposals comprise the following:

4.3 **Block A**: A 46-storey plus basement level building, comprising 436 residential units, broken down as follows:

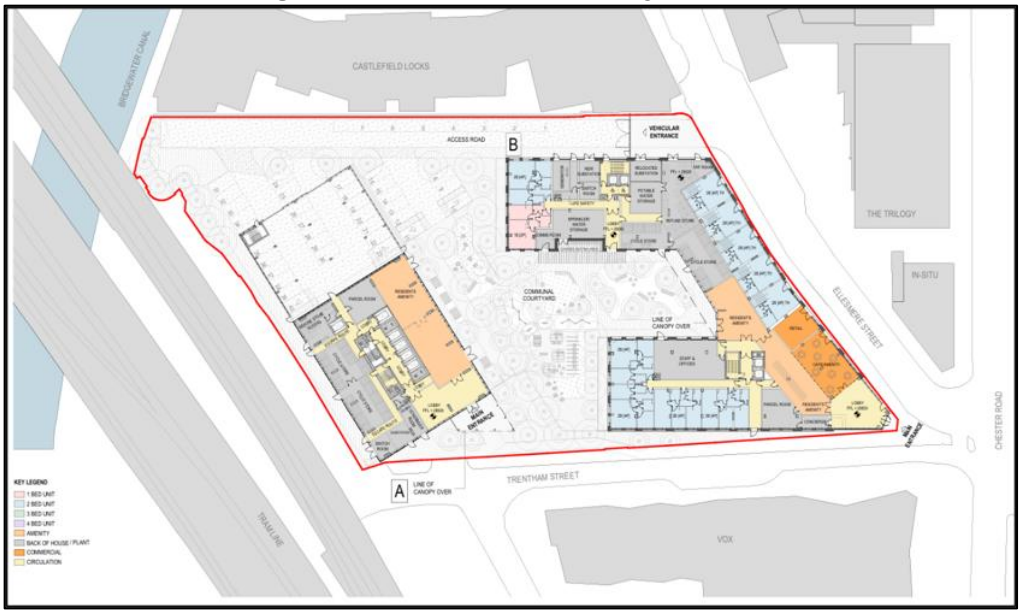
- 172 x 1-bedroom units;
- 258 x 2-bedroom units; and
- 6 x 3-bedroom units.

4.4 **Block B**: A 9-storey building, comprising 156 residential units, broken down as follows:

- 21 x 1-bedroom units;
- 96 x 2-bedroom units;
- 21 x 3-bedroom units;
- 13 x 4-bedroom units; and
- 5 x 2-bedroom townhouses.

4.5 The proposed site layout is illustrated in **Figure 4.1** below, with a copy of the full plan located at **Appendix A**.

Figure 4.1: Proposed Site Layout Plan



Source: Denton Corker Marshall

Parking

Car

4.6 The proposed development will provide 40 car parking spaces within the internal car park, including 4 accessible parking spaces. This equates to a parking ratio of approximately 6.8% when assessed against the proposed 592 residential units.

4.7 The level of car parking provision reflects the highly accessible location of the site, with residents able to access Cornbrook Metrolink Station, bus services on Chester Road, local walking and cycling routes, and Manchester city centre without reliance on a private car. The parking provision is therefore considered appropriate in this location and is consistent with Manchester City Council's approach of managing car parking provision in accessible urban locations.

4.8 In accordance with Manchester City Council's Electric Vehicle Charging Strategy 2024–2035, 10% of the proposed car parking spaces will be provided with active EV charging provision. This equates to 4 EV charging spaces based on the proposed 40 parking spaces. The remaining parking spaces will be provided with passive EV provision, including appropriate ducting, to allow future installation as demand requires.

Cycle

4.9 Secure cycle parking will be provided within the development for residents. A total of 359 secure cycle spaces are proposed across the site, comprising cycle stores within Block A and Block B. The cycle stores will include two-tier cycle racks and will be located to provide convenient access for residents.

4.10 In addition to the secure residential cycle parking, there is a commitment to provide a number of cycle spaces within the site's public realm. This could include provision for publicly accessible cycle parking and/or shared cycle facilities, such as Starling Bank Bikes, to support short-stay cycle parking and encourage sustainable travel by residents, visitors and the wider community.

5 Travel Plan Measures

Introduction

5.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

5.2 The aim of Travel Plan measures is to maximise the accessibility of the development site by alternative modes to the private car, although there is substantial evidence to suggest that the location of the site and the current infrastructure in place is highly conducive to encouraging travel by non-car modes through the adequate provision of attractive walking and cycling routes and the availability of frequent bus, tram and rail services. The initiatives may benefit residents at the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
- Improved site accessibility;
- Reduction in required car parking provision; and
- A pedestrian / cycle friendly environment.

5.3 A combination of ‘carrots’ (those initiatives which encourage travel by non-car modes of transport) and ‘sticks’ (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. ‘Carrots’ will be implemented before ‘sticks’ to ensure that support is gained from residents for the Travel Plan; any ‘sticks’ will be implemented later.

5.4 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Travel Plans along with national and local government guidelines.

Marketing and Promotion

5.5 From the outset, sustainable travel will be promoted to residents of the development. During the marketing period of each phase of development, sustainable travel will be promoted to potential residents of the site and will form a part of the marketing and sales material provided to new residents.

5.6 The Travel Plan and the reasons for implementing it will be communicated to ensure that residents are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.7 The following describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices.

5.8 It is important that there is a central source of information for all queries relating to sustainable travel for residents at the development. The Travel Plan Coordinator [TPC] is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the site.

5.9 The person responsible for appointing the TPC is as follows:

- Contact: Neil Bayliss-Rowe, Rappor
- Address: Beehive Lofts, Waulk Mill, Bengal Street, Ancoats, Manchester, M4 6LN
- Telephone: 07833864751

5.10 The TPC will also have the responsibility for the submission of the Travel Plan to Manchester City Council.

5.11 An annual budget will be allocated to assist the TPC and will be paid for by the developers. The budget will be used to promote the sustainable credentials of the site. The developer will be required to set aside a sufficient budget to support the implementation of the Travel Plan measures and initiatives.

5.12 Travel information will be provided electronically and via the welcome pack, and will include the following:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.13 All residents will also be issued with travel 'Welcome Packs' promoting alternative transport modes. Further details on the contents of the 'Welcome Packs' are provided throughout this section.

5.14 The Welcome Pack will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.

5.15 TfGM provides a broad range of information on travel across the city, including details on public transport services, cycling and walking options, road network updates, and city-wide transport planning initiatives. The website serves as a central resource for journey planning, service status updates, and guidance on sustainable travel throughout Greater Manchester. The website can be found at the following link: https://tfgm.com/

5.16 The website can be included and continually marketed through leaflets and communication sessions.

5.17 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will also be provided electronically and a travel calendar will be developed for inclusion within the welcome packs.

5.18 The Welcome Pack will be used to promote national and local initiatives with respect to sustainable travel.

5.19 The Travel Plan Coordinator will also provide residents with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

Initiatives to Promote Walking

5.20 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that residents are aware of the facilities available to them.

5.21 Residents will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted electronically and within the Welcome Packs.

5.22 Details of local walking shops will also be provided to residents. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for residents at these stores. If secured, these details will be provided to all residents by the Travel Plan Coordinator.

5.23 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot. Any school and/or workplace Travel Plan initiatives relevant to the site, such as walking buses, will be promoted and residents encouraged to participate to encourage the integration of Travel Plan measures with those of nearby school and employment sites, to encourage an increase in walking journeys to and from these destinations.

Initiatives to Promote Cycling

5.24 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding employment areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and electronically. Cycle route maps are also available online at:

- https://tfgm.com/maps/cycling-district-maps and
- Find a route on the National Cycle Network - Walk Wheel Cycle Trust

5.25 Details of local cycling shops and mobile cycle repairs will be provided to residents at the site within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to residents via the Welcome Pack and electronically.

Initiatives to Promote Travel by Public Transport

5.26 Information on the cost, timetables and services available which could be used by residents will be provided within the Welcome Pack and electronically. This will include details and links to online journey planning websites.

5.27 The availability of any public transport discount tickets provided by TfGM will be investigated and promoted at the site and residents will be encouraged to apply.

5.28 Information about public transport routes and ticketing can be found: https://tfgm.com/tickets-and-passes

Initiatives to Promote Car Sharing

5.29 It is likely that a proportion of residents may work at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. Therefore, there is potential for these individuals to share their car journey with a fellow resident of the development.

5.30 All residents will be encouraged to sign up and register their journey with national online car sharing services.

Initiatives to Reduce the Need to Travel

5.31 Details of journey planning websites, such as Traveline, will be promoted at the site to make residents aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.

6 Travel Plan Management

Introduction

6.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator [TPC], MCC's Highway Development Management Team, and other sustainable travel groups.

Travel Plan Coordinator

6.2 The responsibility for managing and implementing the travel plan lies with the TPC. Following appointment, the contact details for the TPC will be provided to MCC.

6.3 The role and responsibilities of the TPC include:

- To implement and promote various travel plan initiatives at the site to promote sustainable travel.
- To promote the Travel Plan to residents.
- Monitoring the success of the travel plan initiatives, including undertaking and analysing travel surveys.
- Reviewing the travel plan's success and preparing action plans.

6.4 A site-wide TPC will be appointed within 6 months of occupation of the first dwelling. As outlined previously, as this Framework document will act as an overarching document for subsequent Travel Plans to be produced it is unknown at this stage whether the site-wide TPC will remain in place for entire length of the Travel Plan period.

6.5 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, the Travel Plan Coordinator role will be incorporated into the responsibilities of the developer, who will be responsible for appointing a Travel Plan Coordinator.

Stakeholder Engagement

6.6 Stakeholders including MCC's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the travel plan at the site.

6.7 MCC's Highway Development Management Team will be kept up-to-date with the progress of the travel plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific travel plan initiatives at the site.

6.8 The TPC will also engage with MCC to secure / confirm timetable information and details of any special offers and discounts available.

7 Aims, Objectives and Targets

Overview

7.1 A travel plan is a long-term strategy for a site to reduce the dependence of residents on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

Travel Plan Aim

7.2 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.

7.3 The overall aim of this travel plan is:

- *to achieve a reduction in the number of single occupancy vehicle journeys to the site.*

7.4 This will be achieved by maximising the accessibility of the development by alternative modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

Travel Plan Objectives

7.5 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.

7.6 As this stage, it is not possible to derive specific objectives for residents of the site which relate to daily travel patterns, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in residential developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Advocate means of travel that are beneficial to the health of residents at the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.7 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

Travel Plan Targets

7.8 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of residents. These will allow mode share targets to be established for the site.

7.9 A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

7.10 Targets will reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report.

7.11 Travel plan guidance recommends that 'SMART' targets are set that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.12 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with MCC as part of the full travel plan development and will be inputted into the Council's database to ensure effective ongoing monitoring.

7.13 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site.

7.14 **Table 7.1** presents the indicative travel mode targets for the residents of the site. These targets are consistent with the travel plan objectives and the main mode 2011 Census Data for commuter trips in the Manchester 059 Castlefield super output 'middle' area (E02006916).

Table 7.1: Indicative Travel Plan Targets

Mode	Existing Percentage %	Target Percentage %
Work mainly at or from home	5%	7%
Underground, metro, light rail, tram	5%	6%
Train	3%	5%
Bus, minibus or coach	28%	30%
Taxi	1%	1%
Motorcycle, scooter or moped	1%	1%
Driving a car or van	27%	19%
Passenger in a car or van	5%	5%
Bicycle	4%	7%
On foot	20%	20%
Other method of travel to work	1%	1%

Source: Nomis

7.15 Targets will be revised once the results of the baseline travel surveys are known and will aim to be achieved within the first five years of occupation of the site.

7.16 Following completion of the baseline survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.

7.17 For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.

7.18 A travel plan is not a one-off event, but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plan.

7.19 This monitoring process may include repeat surveys after one year of the initial survey being completed, and then during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.

7.20 Residents will be invited to participate in the annual snapshot travel survey to be undertaken every year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

Monitoring

7.21 Travel surveys of all users of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.

7.22 All survey data will be submitted to MCC within three months of the survey being completed for comparison against agreed targets, and a monitoring report submitted to MCC identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional travel initiatives are to be taken to rectify this situation.

7.23 The travel plan will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

Travel Surveys

7.24 A baseline travel survey questionnaire will be undertaken with residents, following full occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.

7.25 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

7.26 This travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.

8 Travel Action Plan & Marketing Strategy

Action Plan

8.1 The purpose of this document is to develop and deliver a suitable travel plan for submission to MCC. Thereafter, at every annual anniversary following completion of the initial survey, the travel plan will be reviewed in co-operation with MCC's Highway Development Management Team and an annual action plan prepared and agreed.

8.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.

8.3 The action plan will contain an annual programme of measures designed to help achieve the travel plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

Marketing Strategy

8.4 Council Travel Plan Teams are typically able to provide posters, leaflets and timetables which can be distributed to all residents electronically. The TPC will contact MCC and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the development. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.

8.5 Residents of the development will be provided with information on how to access the development by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the development. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

Evaluation and Review

8.6 This travel plan has been prepared in accordance with current guidance and transport policy. The objective of the travel plan is to identify up-front measures to promote sustainable travel choices and reduce reliance on the car.

8.7 The monitoring of the travel plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

8.8 The travel plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the travel plan will take place annually following completion of the travel survey. A copy of any revised travel plan will be submitted to MCC.

8.9 An outline action plan for the production and ongoing monitoring and review of the travel plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)

Appendix A – Proposed Site Layout



Key

- Planning application boundary
- Highway adoption boundary
- BLDG — Proposed building
- P01 — Concrete pavers - type 01
- P02 — Concrete pavers - type 02
- P03 — Concrete pavers - type 03
- P04 — Concrete pavers - type 03
- Macadam surfacing
- Proposed edge
- Proposed fence with gates
- Proposed furnitures
- Proposed play equipments
- Proposed boulders
- Proposed pergola
- Proposed architectural pergola
- Proposed wind mitigation screen
- Proposed tree in hard landscape
- Proposed tree in soft landscape
- Indicative location of structural cells for tree planting.
- Proposed grass
- Proposed buffer planting
- Proposed shrub planting
- Improved native scrub
- Proposed climber planting up standalone 4m tall post and wire structure

Notes

1. All dimensions in mm, unless otherwise stated.
2. Scaling from drawing if printed incorrectly may lead to errors.
3. All information outside red line boundary shown for contextual purpose only.
4. All hatch patterns are indicative only unless stated otherwise. This drawing is to be read in conjunction with all re-form landscape architecture documentation AND all relevant documentation from the design team.
6. Levels information on this drawing illustrates the design intent. The contractor is to check and verify all levels and dimensions against site survey information.
7. Any discrepancies in the design information are to be brought to the attention of re-form landscape architecture, in writing, prior to commencement of construction works.
8. All proprietary products shall be installed in strict accordance with manufacturers written instructions.
9. Refer to other consultants' drawings and specifications for the following design information:
   - Foundation details
   - Base course and/or sub bases design & specification
   - Waterproofing of any element
   - Levels & Drainage design and infrastructure
   - Lighting and ducting
   - Existing & proposed utilities
10. Plant quantities are to suit site areas in accordance with scheduled plant densities.
11. Any proposed plant substitution shall be agreed with the landscape architect prior to ordering.

0m 5m 10m 15m

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