



Alumni, George Leigh Street, Ancoats Forshaw Land & Property Group Travel Plan

170106/SK21686/TP01(-01)
January 2017

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CONTENTS

	Page
1 Introduction	1
2 Audit	2
3 Proposal	8
4 Management	10
5 Toolkit	13
6 Monitoring	

APPENDICES

- A NCP Correspondence
- B Draft Travel Pack
- C Draft Travel Survey

Project	Document	Rev	Description	Authorised by	Signed	Date
SK21686	TP01	-00	Draft for comment	L Speers	LGS	05/01/17
SK21686	TP01	-01	Submission	L Speers	LGS	06/01/17

1 INTRODUCTION

Background

- 1.1 SK Transport Planning Ltd (SK) has been appointed by Forshaw Land & Property Group to prepare a travel plan for a residential development located on 32 George Leigh Street in Ancoats. The site was historically occupied by two Victorian buildings and a vacant corner site. The proposal will deliver 20 apartments in the refurbished existing buildings and a new build block.
- 1.2 Consent was granted for the scheme in September 2015 (reference: 108431/FO/2015/N1) and the site is currently under construction.
- 1.3 This travel plan has been prepared to discharge planning condition 12 attached to the 2015 consent, which reads:

'Prior to the first occupation of the development hereby approved, a Travel Plan Strategy for the residents of the apartments, including the following modes, 'Car Club', the parking spaces on-site, public transport options, cycling, public car parks, and walking, shall be submitted to the City Council as local planning authority for approval in writing. The Travel Plan shall be adopted prior to the first occupation of the units, and shall be so maintained.

The Travel Plan shall outline procedures and policies that the developer and occupants of the site will adopt to secure the aims and objectives set. Additionally, it shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the plan and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented.'

Travel Plan Structure

- 1.4 The travel plan outlines policy interventions and measures that are commensurate with the scale and impact of the proposal. In summary, the following information is included in the plan:
 - Information on existing transport services to the site and travel patterns
 - Measures included within the proposal to enhance accessibility and reduce car use
 - Identification of a travel plan co-ordinator
 - Measures and resource allocation to promote the travel plan
 - Mechanisms for monitoring and reviewing the travel plan

The Process

- 1.5 A travel plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use generated from the site by supporting sustainable modes of transport and measures that will build on the good location of the site.
- 1.6 A travel plan should include a mixture of infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a travel plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site.
- 1.7 The travel plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. The travel plan outlines the accessibility of the site, infrastructure measures proposed as part of the development and management and policy measures for adoption upon occupation of the site.
- 1.8 The measures outlined in the travel plan are based on those submitted with the planning application and have been drawn from UK and local area best practice. Specifically, the measures and initiatives included in the plan acknowledge TfGM adopted residential travel plan checklist as outlined in the 2013 document 'Transport for Sustainable Communities', emerging guidance taken from TfGM's travelplan.org.uk website, and travel plan measures adopted at other city centre development sites.

Benefits

- 1.9 Travel plans result in a variety of benefits to the occupiers of a development and the wider community, including:
- Promoting active and healthy lifestyles
 - Reducing demand for parking
 - Providing sustainable and vibrant communities
 - Reducing road safety and congestion issues
 - Reducing carbon emissions and improving local air quality issues

Aims & Objectives

- 1.10 The main aims of a travel plan are to reduce the environmental effects of transport associated with developments and raise awareness of non-car means of access. In this instance the main aim of the travel plan is to outline a sustainable and deliverable strategy that will assist future residents live at the site without needing to own or use a car to meet their daily travel requirements, while facilitating occasional and casual car use.
- 1.11 A secondary aim of the travel plan is to outline an action plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the plan. To this end, the following objectives have been set for the plan:
- Roles and responsibilities
 - Existing access opportunities & likely travel patterns
 - Targets & indicators
 - Awareness raising & promotion
 - Measures to reduce car ownership levels
 - Monitoring & implementation methods

2 AUDIT

Site Location

- 2.1 As shown on figure 2.1, the site is located on the north-eastern side Manchester city centre in the Ancoats Conservation Area. The site is bounded to the north by George Leigh Street, to the east by St Michael's Church, to the south by Loom Street, and to the south by Cotton Street.
- 2.2 The site was historically occupied by two Victorian buildings and a vacant site. The existing buildings are retained and refurbished by the proposal, and a new block is proposed on the vacant land.
- 2.3 The surrounding area has benefitted from significant investment and regeneration over the past ten years and is largely characterised by refurbished and new build residential accommodation. Close to the site, on Cutting Room Square, leisure and retail facilities are provided.



Figure 2.1: Site Location

Access on Foot

- 2.4 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is generally of good condition with frequent dropped kerb and tactile paving provision. The immediate area is subject to a 20mph speed limit with suitable carriageway surfacing in place to slow vehicle speeds. On primary routes footways are in place to connect to the wider network. Signalised crossing facilities are provided on Great Ancoats Street at the junctions with Blossom Street and Lever Street. These crossings provide suitable connections to other city centre destinations to the south of the site.
- 2.5 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km.
- 2.6 Figure 2.2 shows a 2km walking catchment from the site representing a walk time of 25 minutes, using an average walking speed of 80 m/min. The walking catchments have been derived using the interactive walkit.com tool, a pedestrian journey planning system promoted by both MCC and TfGM.

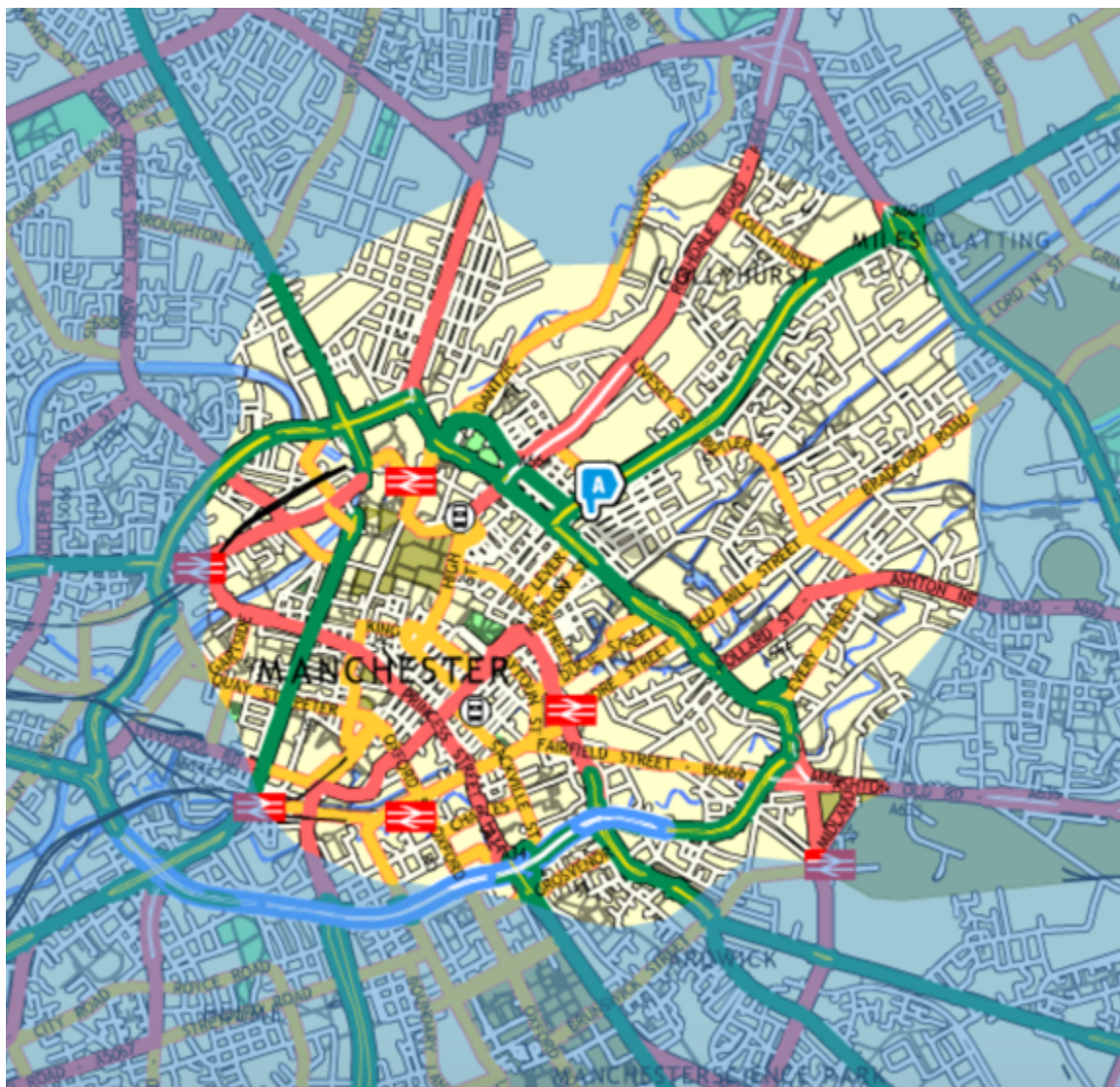


Figure 2.2: 2km Walking Catchment
[source: walkit.com 2017]

- 2.7 In addition to the facilities available in the immediate area and the Northern Quarter, the walking catchments show that site sits within 2km of the whole city centre, meaning that future residents will be able to access employment, retail, leisure and recreation destinations on foot.
- 2.8 The existing pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The proximity of the site to a key city centre destinations and local area amenities, means that journeys on foot are likely to be a significant mode choice for future residents.

Access by Cycle

- 2.9 Figure 2.3 shows the site relates well to existing cycle routes. The site sits within a 20mph zone that provides a suitable environment for cycle trips into the city centre. The roads surrounding the site, including the roads fronting the site, are form part of the Greater Manchester Cycle Network. These provide connections to marked cycle routes on Oldham Road and Great Ancoats Street. Signalised crossing facilities are provided at the Oldham Road/Great Ancoats Street junction.
- 2.10 Access can be gained via Redhill Street to the regional and national cycle network, including Regional Route 86 (Medlock Valley), National Route 66 (Rochdale Canal) and National Route 60 (Manchester Cycleway). Access can also be gained to route 60 via Hilton Street to the south of the site. These routes provide both leisure and utility connections to the wider region.
- 2.11 11 cycle stands (22 cycle parking spaces) are available at Cutting Room Square, as short

distance from the site.

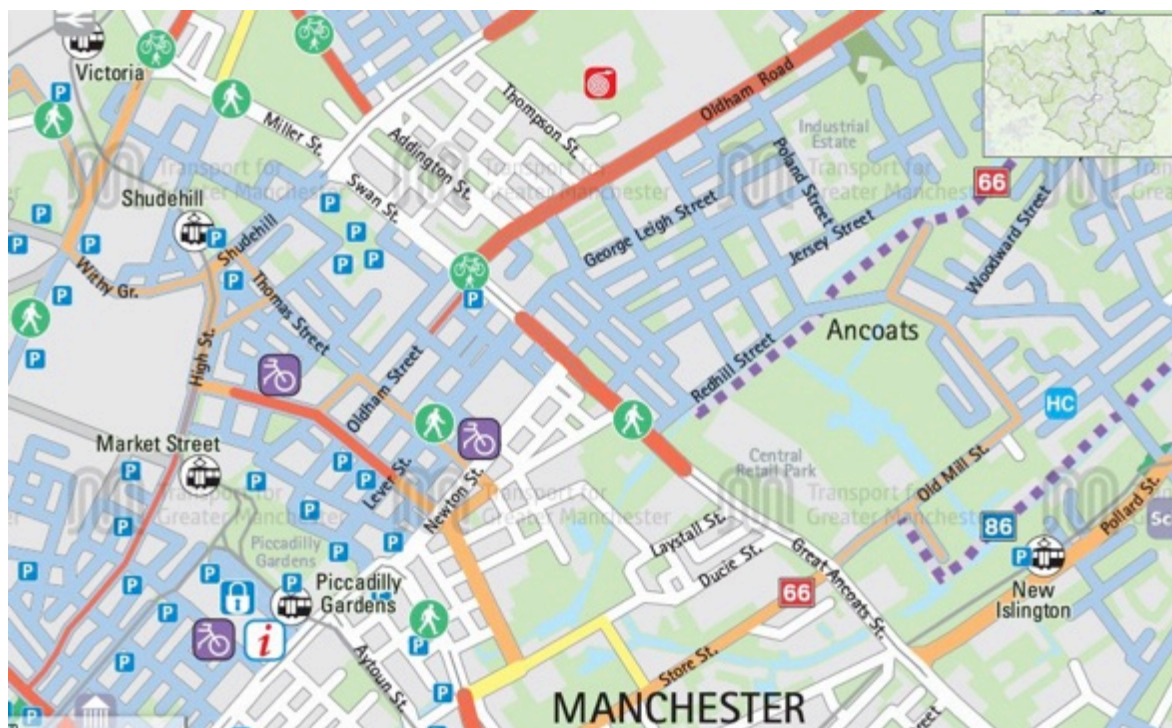


Figure 2.3: Existing Cycle Routes
[source: TfGM 2017]

- 2.12 Local Sustainable Transport Fund proposals (Access to Regional Centre Scheme) are scheduled in the local area to enhance cycle facilities in the immediate area, including the provision of a two-way cycle route on Port Street, the upgrade of the existing signalised pedestrian crossing on Great Ancoats Street (east of Port Street) to provide a toucan facility, and the introduction of 20mph speed limit on Port Street, Dean Street and Houldsworth Street.
- 2.13 In 2013 Greater Manchester was awarded £20 million Cycle City Ambition Grant funding to support proposals to improve cycling facilities throughout the region and support a 12-year cycle strategy to 2025. Velocity aims to increase bike mode share by 10% of all journeys during this period. The proposal includes the delivery of major new cycleway infrastructure and the roll out of ambitious cycle promotion and education programmes.
- 2.14 Cycling has the potential to substitute for car trips up to 5km in length, equating to a cycle journey time of 25 minutes at a leisurely pace. To provide an indication of the areas that are within a 5km cycling distance of the site TfGM promoted cyclestreets.net journey planning software has been used.
- 2.15 Table 2.1 shows typical cycle times, based on a cruising cycle speed to key destinations using cyclestreets.net. All routes have been measured using an unhurried cycle speed of 16kph.

Amenity Type	Location	Cycle Time (mins)
Education	University of Manchester	14
Employment	Spinningfields	12
Train Station	Piccadilly Station	6
City Centre	Market Street	4
Employment	Salford Quays	24

Table 2.1: Cycle Accessibility
[source: Cyclestreets.net 2017]

- 2.16 It is shown that opportunities exist for access by cycle from the site to areas of the city using existing suitable routes and the site is well placed for future access by cycle using existing local infrastructure.

Access by Public Transport

- 2.17 Existing bus stops are located within a short walk of the site on Great Ancoats Street, Lever Street, Oldham Street and Oldham Road. The bus stops are all within a five-minute walk of the site.
- 2.18 TfGM's interactive bus tool shows that the bus stops within 400m/five minutes of the site are served by over 1,450 buses per day (Monday to Friday). These services provide comprehensive coverage of city centre and regional destinations. The services also provide continuous coverage of early morning, evening and weekend periods.
- 2.19 The site is located 1km from Piccadilly Station and Victoria Station. These stations are the main rail interchanges in Manchester with existing services offering coverage of destinations across Greater Manchester region and the UK.
- 2.20 The Ordsall Chord proposal is a Network Rail led improvement scheme that is currently under construction. The scheme will introduce a new rail link to connect Manchester Piccadilly, Oxford Road and Victoria stations. This connection will remove a bottleneck to the south of Piccadilly Station to free up space on the network and allow service frequency improvements.
- 2.21 Metrolink services can be accessed at from Piccadilly Gardens Metrolink Station, Shudehill Interchange and New Islington Metrolink Station, 1km, 750m and 1km from the site, respectively. Existing Metrolink services provide high-frequency services on the Altrincham, Eccles, East Didsbury, Mediacity, Ashton, the airport, Rochdale and Bury.
- 2.22 The Second City Crossing is currently under construction to provide a second Metrolink line through the centre of Manchester. The Second City Crossing will increase the capacity, flexibility and reliability of the tram network. This scheme is part of a wider public transport improvement system across Manchester that includes the new tram line, bus priority scheme and dedicated cycle lanes.
- 2.23 Good opportunities exist for future residents to access key destinations in Greater Manchester by public transport.

Greater Manchester Accessibility Level

- 2.24 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM for use in assessing the accessibility by non-car modes of a development site. The tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 2.25 The site has a GMAL of 8, indicating that the site benefits from the highest level of accessibility.

Casual Car Use

- 2.26 The Enterprise Car Club provides a MCC/TfGM supported solution that complements the sustainable transport system and to meet occasional and casual vehicle needs of residents. The Car Club enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 2.27 Table 2.2 shows the nearest existing Enterprise Car Club vehicles to the proposal site. There are six vehicles located within a 10-minute walk of the site.

Location	Number of Vehicles	Walk Distance (m)	Journey Time (mins)
High Street M4 1BD	2	700	9
Tib Street M4 1SH	1	650	9
Ducie Street M1 2DE	1	800	10
Tariff Street M1 2FJ	2	650	8

Table 2.2: Enterprise Car Club Vehicle Locations

- 2.28 Enterprise also provides longer-term car hire solutions. Enterprise operates from The Grand in Manchester and provides a drop-off vehicle service to residents' doors. The combination of the two car hire services means that both short and long term occasional vehicle hire needs can be offered to residents in Manchester. Enterprise has confirmed that long term vehicle hire rates are offered at 50% of usual list price at the weekend to allow city centre residents to hire cars for weekend breaks, etc.

On-street Parking

- 2.29 The site sits within a controlled parking zone governed by single yellow lines (Monday to Saturday, 8am to 6pm) and several Pay and Display parking bays. The parking bays limit duration of stay during the period of the restriction to two hours to prevent long-stay parking and limit the practicability of a resident storing a car on street. There is a residents' parking scheme in operation in the area, but this is only applicable to residents of 23-57 George Leigh Street.
- 2.30 The nearest on-street parking bays to the site are located on George Leigh Street, Blossom Street and Henry Street. Additional marked out spaces are available throughout the area including two Enterprise Car Club spaces on Tariff Street and an electric vehicle charging space on Port Street.
- 2.31 Disabled on-street parking spaces are provided on Redhill Street and on George Leigh Street. MCC promotes use of standard parking bays for blue badge holding residents and visitors. Blue badge holders are permitted to park for free for an unlimited time in standard parking bays and are also allowed to park for a maximum of three hours in unmarked areas where there are no loading restrictions.

Off-street Parking Facilities

- 2.32 As shown in table 2.3, there are nearly 3,071 off-street car parking spaces within a short walk (ten minutes) of the site. These off-street car parks offer season ticket and contract lease arrangements.
- 2.33 The use of NCP car parks by residents is a key component of MCC's published central area parking strategy.

Location	Operator	Spaces	Walk Distance (m)	Walk Time (mins)
Northern Quarter	NCP	700	500	7
Printworks	NCP	777	650	9
Arndale	NCP	1383	800	10
Ice Plant	Northern Property Group	79	40	1
Flint Glass Works	Northern Property Group	125	400	5

Table 2.3: Off-street Car Parks

- 2.34 NCP has confirmed that there is capacity for residents of the site to purchase a season ticket should they wish to own a car, as shown in appendix a.

3 PROPOSAL

Layout

- 3.1 The ground floor layout is shown in figure 3.1.



Figure 3.1: Ground Floor Layout

- 3.2 The proposal seeks to refurbish the existing buildings on site and build a new block to provide a total of 20 apartments.

Pedestrian Access

- 3.3 The site has been designed sympathetically to respect the existing building forms. Pedestrian access is retained from No. 34 with two entrances on to George Leigh Street, one of which will provide direct access to an apartment. A further direct entrance will be provided to an apartment from George Leigh Street. The main entrance to the remaining apartments will be provided via a gateway and passage which runs between the two new buildings, accessed from Cotton Street. The entrance will be secured by a gate and a covered passage will link to the central courtyard.
- 3.4 The travel plan and welcome pack will include TfGM maps showing appropriate routes to key city centre destinations and public transport nodes. Other measures are proposed as part of the travel plan to encourage safe movements from the site on foot.

Cycle Access

- 3.5 Cycle parking is provided at a provision of 55% in the secured courtyard. This is more than the requirements of MCC emerging standards outlined in the document 'Residential Quality Guidance'.
- 3.6 Eleven cycle parking stands (22 spaces) are currently provided on Cutting Room Square, a short walk from the site. These can be used by visitors to the site.
- 3.7 Other measures are proposed as part of the site travel plan to facilitate future movements by cycle and TfGM maps will be provided to each household in the welcome pack.

Car Access

Resident Parking

- 3.8 The proposal includes parking on site for four vehicles accessed from Cotton Street.
- 3.9 NCP has confirmed that annual season tickets can be purchased by future residents at a discounted rate of £999 per annum in any of the nearest car parks to the site (as shown in section 2). The cost of the parking equates to an effective day rate of £2.74, compared to an average list price daily rate of £15.
- 3.10 Season tickets are also available at both Northern Property Group car parks at a cost of £900 per year in the Ice Plant and £720 per year in the Flint Glass Works.
- 3.11 Details of off-street parking operators, locations and tariffs will be provided to residents who own and need to store a car.

Resident Casual Car Use

- 3.12 The site is ideally located to allow residents to meet their daily travel requirements without needing to own a car, and it is anticipated that most residents will not own a car. However, there will be times that these residents will need to use a car. To facilitate this the applicant is committed to providing one year 'taster' membership for each household to the Enterprise Car Club.
- 3.13 Enterprise Car Club provides a MCC/TfGM supported solution that complements Manchester's sustainable transport system and to meet casual vehicle needs of residents who do not own a car. The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own and store a car.
- 3.14 Enterprise Car Club offers pay as you go motoring, with vehicles available to hire for as little as 30 minutes per trip. The vehicles are available 24/7 and members of the scheme can easily access vehicles on demand by reserving on line. The Enterprise Car Club can save motorists up to £3,500 a year on costs usually associated with fuel, insurance, servicing, MOT, cleaning and parking.
- 3.15 The recent merger of Enterprise and City Car Club now provides residents with solutions for longer term vehicle hire, for use when a resident wants to travel further afield on holiday, for example. From the Enterprise base at Piccadilly vehicles can be provided to meet longer car hire demand. The vehicles can be booked in advance and dropped off at the residence as required. Enterprise Car Club has confirmed that a 50% discount is offered to city centre residents hiring a car at the weekend.
- 3.16 Enterprise Car Club has also confirmed that it will work alongside the applicant in the promotion of Enterprise vehicle hire as a solution for residents who do not own a car. This includes a launch day for the site and the provision of material for inclusion in the travel plan and resident welcome packs.

Visitor Parking

- 3.17 The visitor parking will be accommodated in the existing on-street Pay & Display bays. Observations of existing local on-street parking demand show that, although well used, there are

spaces available throughout the area at all periods of the day. Visitors to the site can also park in the off-street car parks located close to the site.

- 3.18 Disabled parking is currently available at George Leigh Street and Redhill Street.

Transport Strategy Summary

- 3.19 The proposal site offers a strong opportunity to develop sustainable residential accommodation in the city centre. Analysis shows that the site has an exceptional level of accessibility that is commensurate with future resident movement requirements.
- 3.20 The site benefits from a good level of access to a range of transport modes, including cycle infrastructure, bus, train and tram services, and is within proximity of key city centre destinations. The GMAL calculation undertaken for the site shows that it benefits from the highest level of accessibility, with a score of 8. As such, the potential for sustainable trip making is very high and the need to own a car is very low.
- 3.21 Unlike other land uses (such as retail and employment developments), the future users of the site have a choice of living at the development in the knowledge that there is a low level of on-site parking. The choice of living at the site will be based on life style and circumstances, and should the potential resident prioritise ownership of a vehicle then it is reasonable to expect that they will not choose to live at this site.
- 3.22 A large study undertaken by TfL finds that parking is an important factor in some people's decision on where to live. In general, residents select a home location that meets their specific mobility, travel and car ownership needs. Importantly, the evidence shows that developments with more parking have higher levels of car ownership and produce more car travel than developments with less parking. This is even the case where the development is similar in all other aspects, such as resident characteristics accessibility and location. This shows that just because an area already has residential development with parking, that doesn't mean that a low level of parking at another, new development in the same location can't also be successful.
- 3.23 The surrounding area is subject to existing parking controls that will restrict opportunities for overspill parking, limit dis-amenity to other people in the city centre and reduce the impact on the operation of the highway network. The existing parking restrictions will assist in reinforcing the parking levels proposed. Contract parking is available within a 10-minute walk of the site. Residents who require space to store a vehicle will be able to organise contract parking direct with the operators.
- 3.24 It is anticipated that visitors to the site will access by non-car modes. However, should a visitor arrive by car then space is available to park a car for short periods on-street or in nearby off-street parking areas.
- 3.25 The following measures are proposed to support the development:
- A travel plan promoting non-car modes
 - Appointment of a travel plan coordinator
 - Funding of Car Club membership (one year for one household member)
 - 55% resident cycle parking provision
 - Promotion of visitor cycle parking in Cutting Room Square
 - Promotion of NCP and Northern Property Group season parking ticket arrangements
- 3.26 The location, existing connections and development proposals are forecast to result in a highly accessible development that meets local and national policy aspirations, meets the needs of future residents and removes the reliance on the private car.

4 MANAGEMENT

Travel Plan Coordinator

- 4.1 An effective travel plan needs a clear hierarchy of responsibility. The applicant (Forshaw Land & Property Group) and management company (Primo Property Management) have been involved in the development of the plan and are committed its successful implementation.
- 4.2 Forshaw Land & Property Group will continue to have a regular overseeing role in the progress of the plan and is committed to funding the resources required for its implementation. A member of the Forshaw Land & Property Group team will be involved in the annual review of the plan.
- 4.3 Travel plan coordinators play an important role in developing the plan. The travel plan co-ordinator for the site will be a member of staff from Primo Property Group, who are responsible for the property's management. The travel plan coordinator has been identified as:

Ms Ruby Jones
Primo Property Management
14 Wood Street
Bolton BL1 1DY

01204 360920

- 4.4 The travel plan coordinator will be responsible for the day-to-day running of the travel plan and will also develop, implement and monitor the travel plan's effectiveness. The coordinator will form the main point of contact for the local authority and residents. The coordinator will also be responsible for raising awareness and marketing the travel plan and surveying its effectiveness.
- 4.5 In summary, the travel plan coordinator's general role and responsibilities will include:
 - Implementing the plan measures
 - Providing a point of contact for site residents, the local community, MCC and TfGM
 - Publicising and raising awareness of local initiatives
 - Keeping up to date local public transport, walking and cycling route information on the travel notice board
 - Monitoring and surveying travel patterns
 - Annually reporting to MCC

Funding Mechanism

- 4.6 The applicant (Forshaw Group Ltd) is committed to the implementation and successful delivery of the travel plan's measures to meet the stated plan objectives. The applicant has confirmed that it will fund the cost of time for the travel plan co-ordinator to implement plan measures, respond to resident/steering group issues, and undertake the annual survey and plan review.
- 4.7 Under the current travel management arrangements, the following resources have been committed to the plan:

- Implementing plan measures: ½ day per month
- Responding to resident/MCC issues: As required
- Annual review: 1 week per year

Communication Strategy

- 4.8 Good communication is a vital component of the travel plan to ensure that students are fully aware of the options available to them. All new residents will be provided with a travel pack on arrival that will include:

1. Website links to cycle and walking route maps
2. Website links to journey planning software
3. Website links to Enterprise Car Club information and Enterprise promotional information

4. Website links to NCP car park locations and a contact at NCP
5. TfGM public transport and cycle route maps

- 4.9 A draft version of the travel pack is attached as appendix b. TfGM has confirmed it will provide free public transport and cycle route maps for inclusion with the travel pack.

5 TOOLKIT

- 5.1 The toolkit and implementation plan outlined in table 5.1 have been developed to acknowledge and complement the site's scale, location, existing available sustainable connections, the needs of city centre dwellers and the site layout. The toolkit draws measures from TfGM's current adopted residential travel plan toolkit (outlined in the document 'Transport for Sustainable Development' and on the travelplan.org.uk website).

Walking Toolkit:		
Measure	Responsibility	Timescale
Walking route information and initiatives on site travel pack	Travel Plan Co-ordinator	On occupation
Promote www.walkbudi.com and www.walkit.com	Travel Plan Co-ordinator	On occupation
Cycling Toolkit:		
Measure	Responsibility	Timescale
55% cycle parking provision	Contractor	Part of development
Promotion of Cutting Room Square cycle parking for visitors	Travel Plan Co-ordinator	On occupation
Provide cycle route map links in travel pack	Travel Plan Co-ordinator	On occupation
Promote local and national cycling events/initiatives in line with TfGM promotions, such as Adult Cycle Training	Travel Plan Co-ordinator	On occupation, on-going
Promote www.bikebudi.com or similar as promoted by TfGM	Travel Plan Co-ordinator	Within 6 months
Public Transport Toolkit:		
Measure	Responsibility	Timescale
Provide link to TfGM journey planning software in travel pack	Travel Plan Co-ordinator	On occupation
Promotion of TfGM integrated ticketing schemes in travel pack	Travel Plan Co-ordinator	On-going as each unit is occupied
Efficient Vehicle Use Toolkit:		
Measure	Responsibility	Timescale
Provide literature relating to existing Enterprise Car Club scheme and a year 'taster' membership for each household in travel pack	Travel Plan Co-ordinator	On occupation
Provide local taxi company numbers in travel pack	Travel Plan Co-ordinator	On occupation
Provide details of NCP and Northern Property Group season parking arrangements in travel pack	Travel Plan Co-ordinator	On occupation
Undertake Car Club launch event	Enterprise	6 months after occupation
Promotion and Marketing Toolkit:		
Measure	Responsibility	Timescale
Appoint travel plan co-ordinator and issue details to MCC	Contractor	Achieved
Produce draft travel packs	Travel Plan Co-ordinator	Achieved
Promote of TfGM supported initiatives and groups, such as Walk to Work Week, Better by Cycle CTC, Walking for Health, Walking Works and others, as advertised on the TfGM website travelplan.org.uk .	Travel Plan Co-ordinator	On-going

Table 5.1: Toolkit Measures

6 MONITORING

Targets

- 6.1 In line with DfT guidance, action based targets have been set for the travel plan. These targets will be based on the travel plan reaching set milestones or indicators. The following action based targets have been set for the first year of the travel plan:
- Produce travel packs for each resident
- 6.2 The mode share targets for the development will be set following the first travel survey.
- 6.3 The action based and quantifiable targets outlined above will be reviewed and reset following each annual monitoring period.

Monitoring

- 6.4 Travel surveys will be undertaken of residents within six months of first occupancy. A draft survey form is attached as appendix c. The survey will be conducted electronically using Survey Monkey. A website link to the travel survey will be provided in the travel pack issued to each household.
- 6.5 Following the first survey, travel surveys will be undertaken annually for a period of three years. After each survey period a short survey report will be issued for discussion with MCC and new targets set, if required.

Appendix A



Subject to Head of Sales Approval

Delivering a car parking solution for Alumni – Great Ancoats

5th January 2017

Subject to Head of Sales Approval



Introduction

Firstly along with NCP, I would like to thank you for the opportunity to present a parking solution for you within Manchester City Centre.

NCP are the largest commercial car park operator in the UK with over 75 years experience.

We have over 500 car parks across the UK and 100% of our energy comes from green sources so we take our environmental responsibilities very seriously.

We are passionate about parking and committed to providing an outstanding parking experience for our Customers.

I work for NCP as a Key Account Manager and my key areas are Manchester, Stockport & Chester as well as looking after large National Companies around the UK.

As your Account Manager I will be looking after your business and helping with your parking needs within the city.

I know that parking is a real issue in all city centres & this is something we can really help your business with.

I believe that parking is one of the most important parts of everyday life and my aim as your account manager is to make your journey stress free & safe but at the same time offering you the best rates for parking within the city centre & also offering you the best service with a personal touch.

Customer Control Centre

All pay stations, car entry and exit barriers are linked to our Customer Control Centre. This is a unique service within the car parking industry. The CCC is a 24/7 service, which means there is always someone available to help. The Team can control the barriers remotely should there be a problem with a ticket. They are also in direct contact with our local Operations team who can also be called on to help.

Proposal for season tickets

This is a great way to save money on your parking without the hassle of queuing to pay for your ticket afterwards.

You will receive a Yellow card which you pop in to the machine on the way in to lift the barriers and you do the same when you leave.

All of our season tickets renew automatically to save you the hassle and there is no need to remember the renewal date, I will do that for you.

The Cost of a Season Ticket

Subject to Head of Sales Approval



Car Park	Annual	Spaces Needed		Normal Day Rate	Effective Daily Rate
Manchester Northern Quarter -Residential Pass	£999	>20		£15	£2.74

Please note that the daily rate is calculated based on parking an average of 365 days per year.

I'm sure you will find all this information helpful in making your decision on the best option available for your business & I look forward to working with you in the future.

If you do have any questions before next week please don't hesitate to call me.

Kind regards

Anthony Watt
Field Sales Area Manager
National Car Parks Limited
M: **07827 89 55 77** | E: anthony.watt@ncp.co.uk | W: www.ncp.co.uk

Disclaimer

This proposal is not and should not be construed by you as a contractual or legally binding offer and NCP shall only be bound by such terms as are agreed between you and NCP in writing on the terms of our standard terms and conditions. This proposal remains subject to contract and may be amended by NCP at anytime.

Subject to Head of Sales Approval

Appendix B



Alumni, George Leigh Street: Travel Pack [DRAFT]

Welcome to your new home!

Your new home has been designed and located with sustainability in mind to help you undertake some of your day-to-day trips without needing to own or use a car. This is not only to help reduce the environmental impact of the building, but also to help keep you and your household fit and healthy, and save you some money.

To help achieve this we are producing a travel plan for the building and have produced this short travel pack to provide information you can use to find out how to move around the city. The pack also includes detailed public transport and cycle maps from Transport for Greater Manchester and information on the Enterprise Car Club. The Car Club offers you flexible driving at affordable prices for those situations when you need to use a car.

We are providing one person in each household with one years taster membership to the Enterprise Car Club so you can experience first hand the convenience and cost benefits of casual car use. After using it you'll probably find that you never need or want to own a car again! Enterprise also offer discounted long term rental rates at the weekend for city centre residents, allowing you to escape the city for more secluded parts of the country when the need arises.

We are also undertaking a travel survey so we can understand your travel needs and the things we may be able to do to help you move around in the future. It would be helpful if one member of the household could complete travel survey by using this weblink:

<https://www.surveymonkey.co.uk/r/AlumniGLS>

The surveys are completely confidential and any information you give us will not be used for any other purpose, or shared with anyone else.

If you would like to discuss any of this with us please contact the travel plan coordinator, Ruby Jones, on 01204 360920.

Useful walking information:

Walking is a free way to access destinations throughout the city. The building is connected to lots of destinations in the city centre by a very good network of footways and footpaths, with safe crossings provided at regular intervals. The pedestrian routes, particularly those along the canal network can be used just to blow off the cobwebs and get some gentle exercise!

Further route and journey planning information is available using the following websites:
www.walkit.com

Useful cycling information:

Manchester is nice and flat, which makes it easy to cycle around. The city centre benefits from a comprehensive network of suitable routes that not only connect to local destinations but can be used to travel to areas out of town. If you're looking for something a little more extreme, why not cycle to New East Manchester and try your luck at the Velodrome!

A cycle map is included in this travel pack and further route and journey planning information is available using the following websites:

www.tfgm.pindarcreative.co.uk

Useful public transport information:

You can't beat the public transport network in Manchester. Your new home is perfectly located for access to a number of bus, train and tram services. Your nearest bus stops are located a few of minutes away on Great Ancoats Street and Oldham Road. Trains can be accessed from Piccadilly and Victoria Stations, and trams stop nearby at Shudehill and New Islington.

A public transport map is included in this travel pack. You can also use **<http://www.tfgm.com/route-explorer/>** to can plan your journey properly and never have to wait in the rain again!

Useful Car Club information:

Sometimes you have no choice but to use a car. Enterprise Car Club operates a successful car club in the city centre with vehicles located near to the building on Tariff Street. The Enterprise Car Club allows you to rent a car for as little as half an hour.

Enterprise also offers longer term car hire solutions for when you fancy a weekend away from the city. Cars can be hired for a discounted rate at the weekend. A leaflet is provided in this travel pack and further details of the scheme are available using the following website:

www.enterprisecarclub.co.uk

Useful parking information:

If you do own a car and are looking for a short or long term parking solution, NCP and Northern Property Group in Manchester offer discounted contract parking arrangements at car parks within 10 minutes of your home. Locations of the nearest car parks are shown on the following websites:

www.ncp.co.uk

www.northernpropertygroup/car-parking/

Appendix C



Alumni

Resident Travel Survey [DRAFT]

Your new home has been designed with sustainability in mind to help you to undertake your daily trips without needing to use or own a car. This is to help us to reduce the environmental impact of building, but also to help to keep you and your household fit and healthy, and save you money. To help us to achieve this we are producing a travel plan for the building and we need to collect some information on your existing travel patterns and your thoughts on local infrastructure.

We would be grateful if one member of your household could complete the survey to allow us to better understand your travel patterns, needs and things we may be able to do to make your journeys easier and help you live more sustainably.

The survey will take less than five minutes to complete and all responses will be treated confidentially. Any information you give us will not be used for any other purpose or shared with anyone else.

If you would like to discuss the travel survey, travel plan, or any other travel matter, please contact:

Travel Plan Co-ordinator: Ruby Jones (Primo Property Group)

Telephone: 01204 360992

Thank you for your assistance.

1. What flat number do you live at?

2. Do you, or does anyone in your household, own a car?

☐ Yes

☐ No

3. How many cars does your household own?

☐ 1

☐ 2

☐ 3+

4. If you, or anyone in your household, owns a car where is it parked overnight?

- ☐ In one of the four building garages
- ☐ In an off-street car park (like an NCP)
- ☐ Outside on-street

5. If you work or study, where do you work or study? [Please provide full work/study location postcode]

6. How do you usually travel to work or your place of study? [Main mode of travel only]

- ☐ Car (as driver)
- ☐ Car (as passenger)
- ☐ Bus
- ☐ Tram
- ☐ Train
- ☐ Cycle
- ☐ Foot
- ☐ Other

7. If you drive to work would you consider car sharing with another resident in the building?

- ☐ Yes
- ☐ No

8. What following changes would encourage you to cycle? [Please check all that apply]

- ☐ More information on existing cycle routes
- ☐ Improved local cycle routes
- ☐ Improved cycle parking in the city centre
- ☐ None of the above, the existing cycle network in Manchester is good

9. Which of the following would encourage to use public transport? [Please check all that apply]

- ☐ More information on existing public transport routes
- ☐ More frequent bus services
- ☐ More information on season ticket arrangements
- ☐ Better routes to bus stops, tram stops and train stations
- ☐ None of the above, the existing public transport network in Manchester is good

10. Manchester has a good network of Car Club vehicles that can be hired for as little as half an hour. Are you aware of the existing Car Club network?

- ☐ Yes
- ☐ No