



**Report No. J916/TP
March 2022**

TRAVEL AND EVENTS MANAGEMENT PLAN

**FORMER RILEY'S SNOOKER HALL,
KIRKMANSHULME LANE WEDDING VENUE, MANCHESTER**

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CONTROLLED DOCUMENT

<i>DTPC No:</i>		J916/TP	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	March 2022

Revision Record

<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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KIRKMANSHULME LANE WEDDING VENUE, MANCHESTER

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1. INTRODUCTION

DTPC has been appointed by Lumitekton on behalf of the applicant Waqar Ahmed to prepare a Travel Plan (FTP) associated with their proposed change of use to Wedding uses at the former Rileys Snooker Hall site, Manchester.

Development Proposal

The application has been approved and the report is to support a discharge condition for a TP to take the site forward at the operational stage on a site located in the urban area.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Travel Plan to enable the site to accord with policy to reduce car usage during its operational stage.

This TP discusses the following issues:

- Government Planning and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO₂ emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Transport White Paper (TWP)

The Transport White Paper promotes developments that enable the choice of transport access to be maximised. It requires local authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Green Transport Plans (GTPS) to employment sites, schools and other destinations.

Improvement in public transport facilities and an increase in their use is a key aim of the TWP. The TWP states that public transport has:

- Become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on our cars; and
- It aims to improve the level of service provided through the uptake of Quality Partnerships which have been given a statutory basis under which Councils can require operators to meet certain quality criteria.

In terms of rail, the Network Rail allows a tougher regulation of standards and a better promotion of integration and interchange with and between other public transport services. With regard to pedestrians, the TWP recommends that priority be given to walking by allocating additional road space to pedestrians. This can be achieved by providing wider footways, more direct and convenient routes for walking and by providing more pedestrian crossings.

A further provision of the TWP is that local authorities will be required to increase provision of secure cycle parking as well as allocating more road space for cyclists and applying speed restraints.

National Planning Policy Framework

The NPPF has been update in 2021 and sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 112. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Council's are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection • Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the site is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will provide benefits to all parties involved – public, private and community.

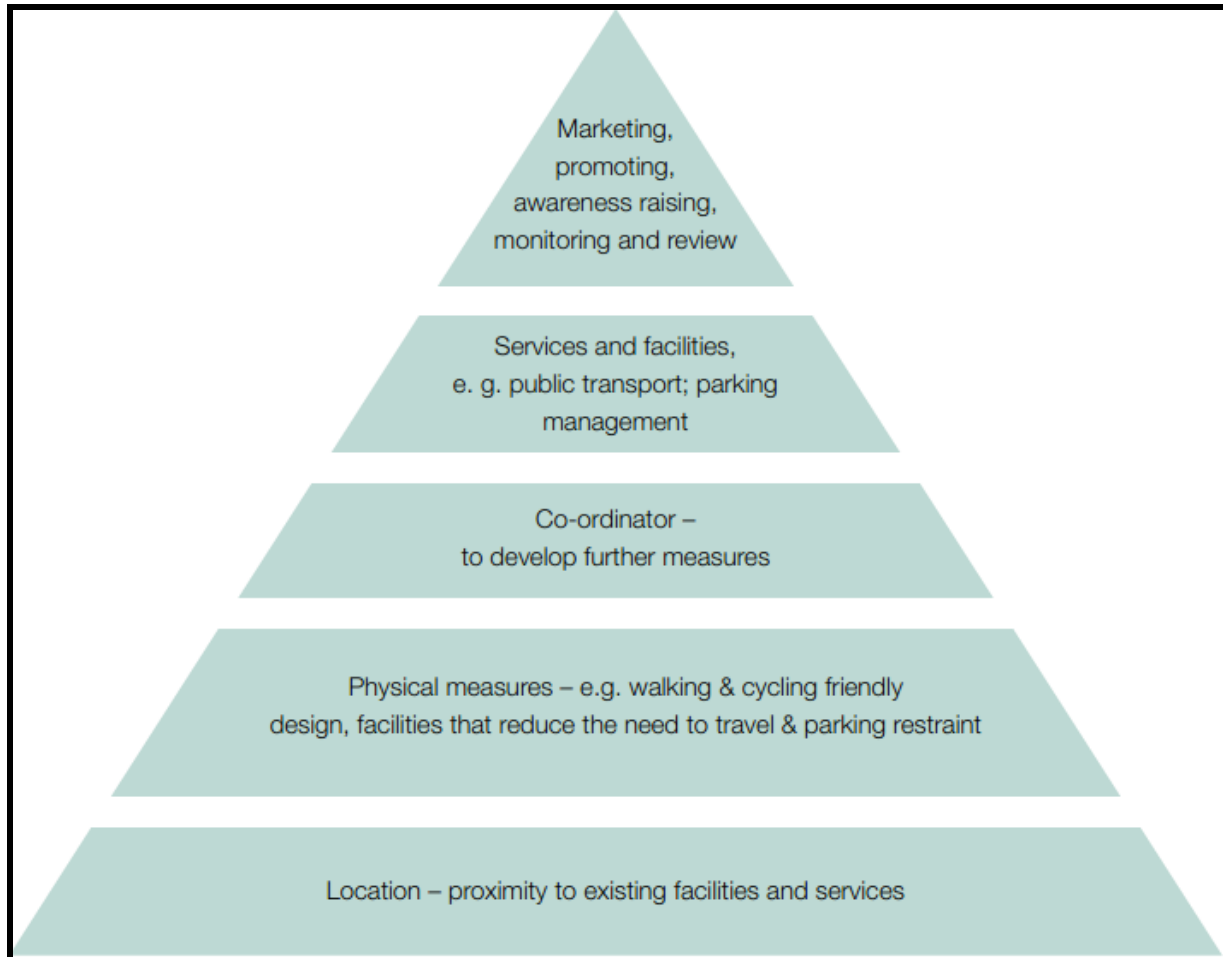
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local business communities and residents.



How the Travel Plan accords with planning policy

The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Pyramid

It can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated and to encourage staff and visitors to travel by sustainable modes of transport”.

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative
SMART Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);
An assessment of the current problems/issues for the given ‘target group’;
An action plan of measures intended to address these issues and move toward
attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a ‘living’ document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the venue by reducing the use of vehicles and carbon footprint of the business.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

1. Maximise the sustainability of trips to/from the site for all site users;
2. Increase awareness amongst site users of the alternative travel options for each event;

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of the venue.

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of the planning application. As the site has a known occupier at this stage the key management will be via on site management and the TPC for the site.

The venue operators is supportive of TP and will appoint a TPC to act on their behalf.

Implementation of the Travel Plan

Manchester Council’s Sustainable Travel Plan Officer will be informed when building will commence along with the name of the TPC and timeframes of the various agreed tasks.

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at Manchester Council the document will be launched by the nominated Site Travel Plan Co-ordinator on behalf of the operator.

They will be task to deliver guidance to enable a promotion and awareness campaign will be launched encouraging staff to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to Manchester.

To maximise success of the Travel Plan it is important that they are initiated from first use of the development. Where possible, the TPC should be appointed prior to the new events becoming available. If this is not possible, the TPC will be appointed and take the role up on the first event.

The Manchester Council's Sustainable Travel Plan Officer will be notified of the date of handover from the developer to the operator to confirm the dates that the reports need to be instigated.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

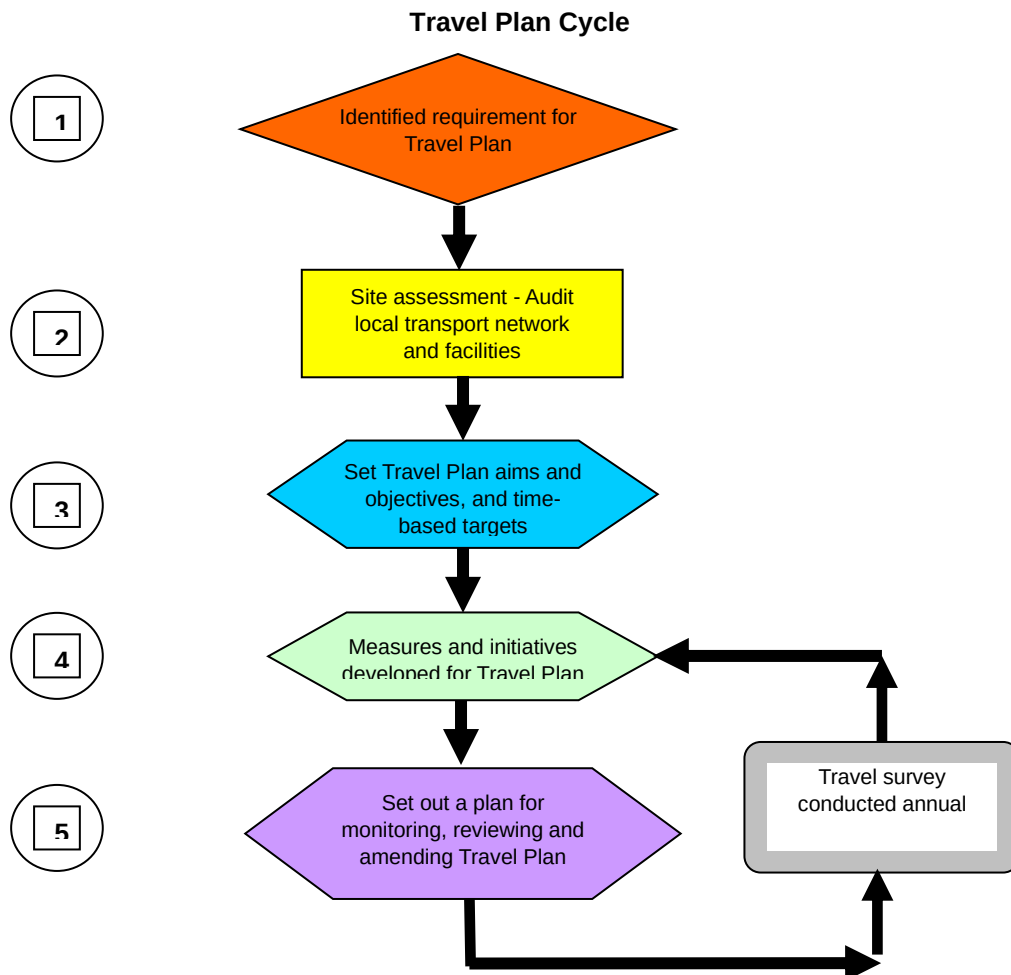
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by Manchester Travel Plan Co-ordinator and the operator appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.

A typical Travel Plan cycle comprises of the components outlined below.

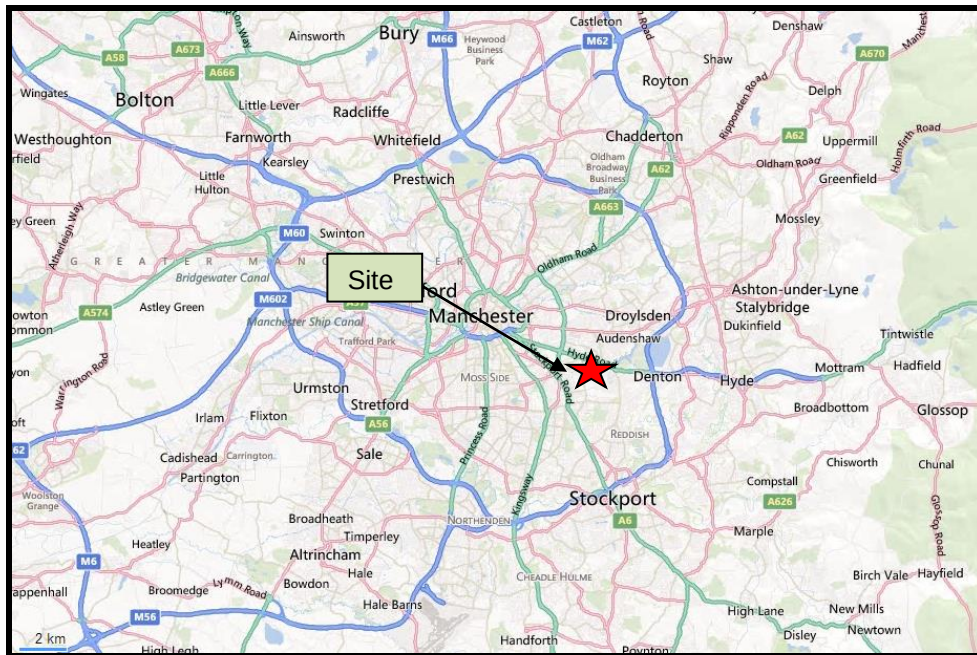


5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

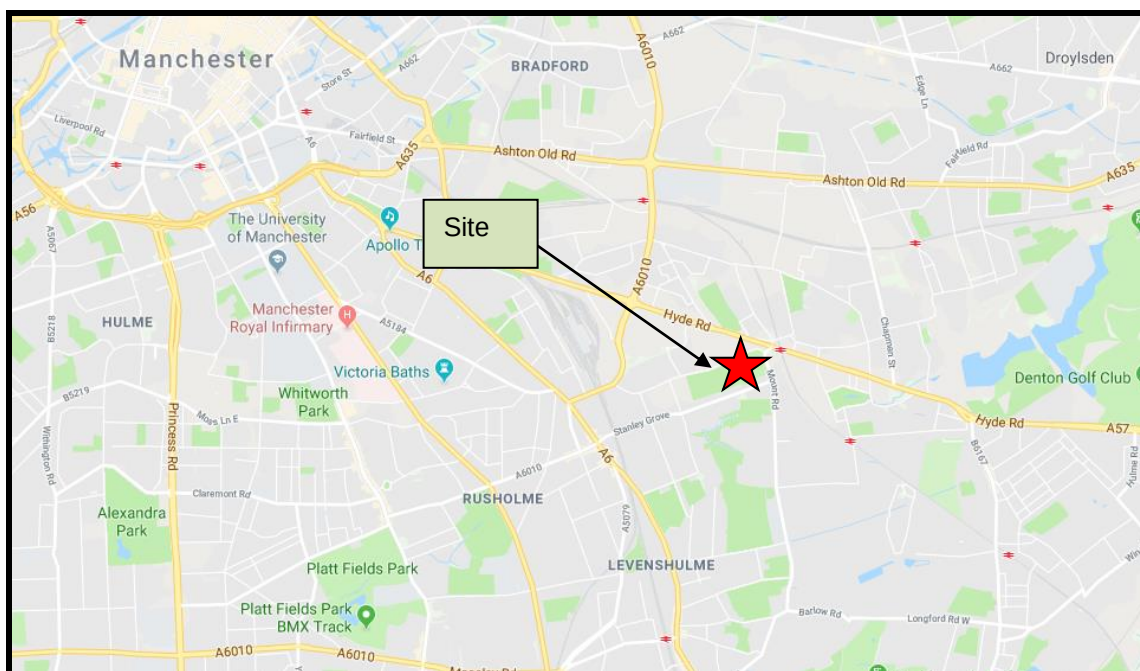
Site location context

The site forms a previously developed building previously used for a snooker hall uses to the south east of the city centre area along the A57 corridor.

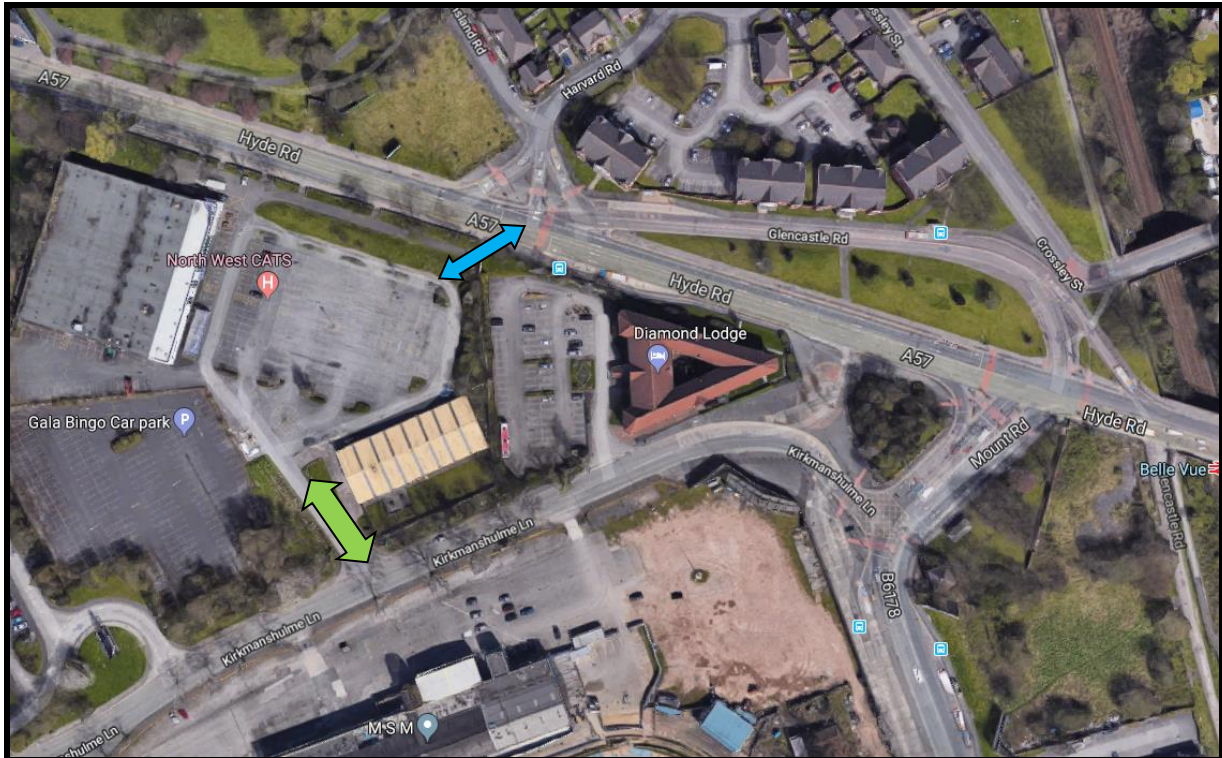
It will be accessed for vehicles from the existing access point on Kirkmanshulme Lane which will be redeveloped for Wedding use inc banquet and associated restaurant use with associated car parking and landscaping.



Wider and local area context



The site location next to the A57 and adjacent uses is shown below.



The site forms part of a mixed use area consisting of the commercial employment, leisure offers with associated parking spaces and a number of residential properties.

The above image shows the local setting and the highway network that lies around the site, the green arrows are car access and the blue arrows walk.

Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage and locally are all 30 mph.

The various site access points and adjacent highways are shown below for reference.



Exit and internal car park view to unit.



Car park are for both units.



Main car park pedestrian access A57 route.



View to and from site access.

A limited number of weekday events would generally start at 7.30pm and finish at midnight. Such weekday evening events are smaller with typically 500 guests.

Some daytime events (e.g. conferences) may occur but these would be rare and perhaps take place on bank holidays. Weekend events often start at 2pm or alternatively 7.30pm

The peak season occurs in July and August when traffic flows on the adjacent Road are expected to be lower

The size of the functions is generally lower outside the summer months.

Trip review

As shown above the normal operation of the site is outside the peak hours when background traffic movements are noticeably lower.

There is no site specific trip rate for a banqueting offer, a worst case would be to say a car occupancy rate of 2.5, all arrive by car (500/2.5) but more likely 4 arrive by car gives a range of 125-200 in movements at the start of the event, these are normally spread across 1-2 hours. The reverse happens later in the evening or the next day.

Even though the movements occur outside the peaks the site would have an Events Management Plan to further minimise any local operational issues, this will be discussed in detail in the following chapter.

Car parking and trips

Although NPPF does not set parking levels on a national basis for completeness a check of the car parking has been provided. There are no normal standards for this type of event parking and management at all stages along with the promotion and use of coach based access is the key.

Reference to the adopted UDP standards over leaf has a reference to D2 including leisure at 1:25 sqm and conference at 1:8 seats.

Taking 1900 sqm as the floor area 1:25 would equate to 76 if we use the area open to customers and not the back of house or foyer areas it reduces to 1700 sqm and therefore 68 spaces are required.

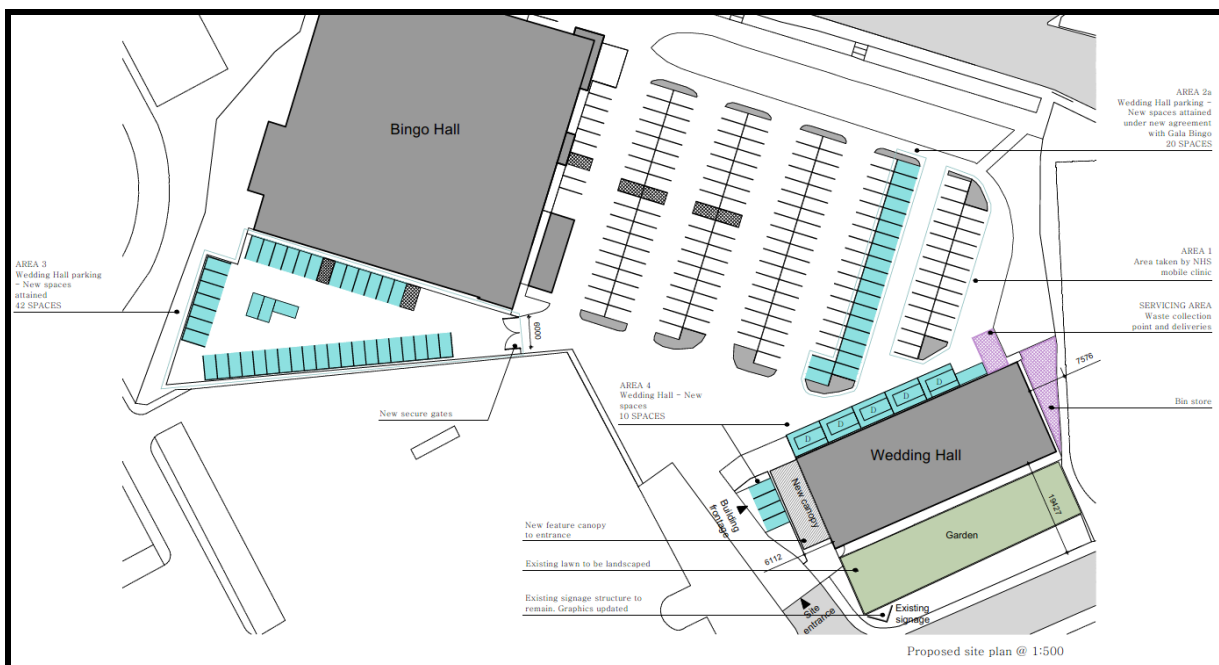
If we use the 500 capacity as the basis for the car parking at 1:8 we require 63 spaces.

We thus have a range of 63, 68 and 76 with an average of 69 spaces.

D2 - Assembly and leisure		
Cinemas and conference facilities, etc	1 space per 8 seats	
D2 including leisure	1 space per 25m ²	
Miscellaneous		
Stadia	1 space per 18 seats	

Having support other venues of a similar nature at Thornton Manor in the Wirral a number of units provided separate venues in the grounds from 60-500 with a site total of 990 guests and 180 car spaces giving a ratio of 1:5.5 for guests. These would equate to 91 spaces needed on a comparable basis.

From the above it would be reasonable to say that the car parking maximum need would range between 63 and 91 spaces giving an average of 75. The site is seeking to provide 72 spaces with the ability to accommodate min buses if needed.



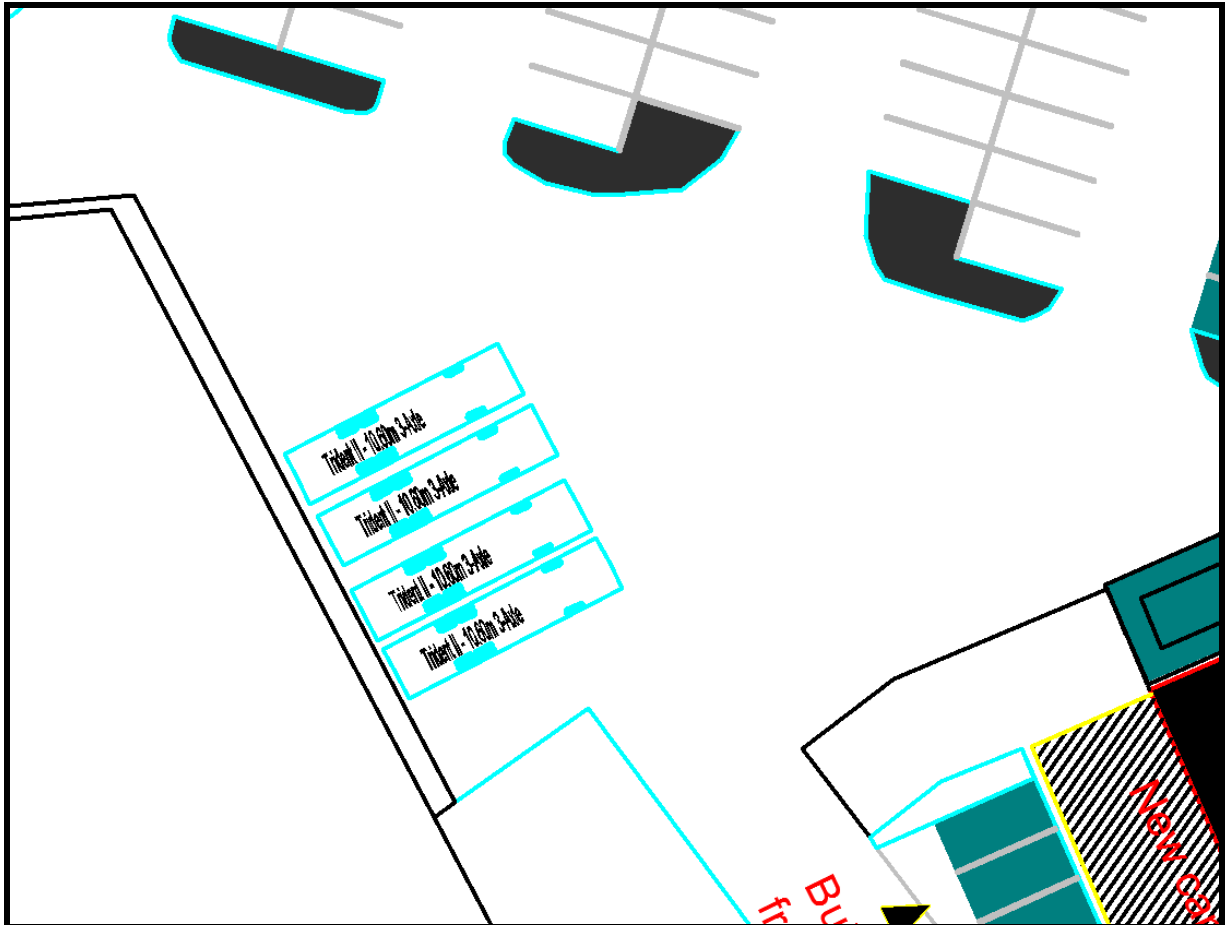
It is therefore considered that the number of parking spaces offered is acceptable.

Servicing

The servicing needs of any event will normally occur before the guests arrive and thus no conflicts should arise as these are managed deliveries etc.

Coach parking

The site has the ability to park coaches/mini buses if required, although there are a number of unrestricted lengths of parking on streets where parking can occur as well.



In reality the areas can accommodate 4 coaches.

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

Walking and cycling

The proposed development site is located within an urban area with a range of local land uses, services and facilities.

All roads in the vicinity of the site have footpaths on both sides and are well lit. This should provide a comfortable walking environment to/from the proposed development.

The residential design guide “Manual for Streets” (MfS) advises that “*walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...*” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “*the greatest potential to replace short car trips, particularly those under 2km*”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the IHT document “Providing for Journeys on Foot”

The CIHT provides about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, it also recognises a walking distance of up to two miles (3,200m) is practicable for walking. Based on the above it is considered reasonable to assume that walking is a feasible mode of travel for commuting journeys up to 3,200m. Accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km green/black edge/ 2km light green distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

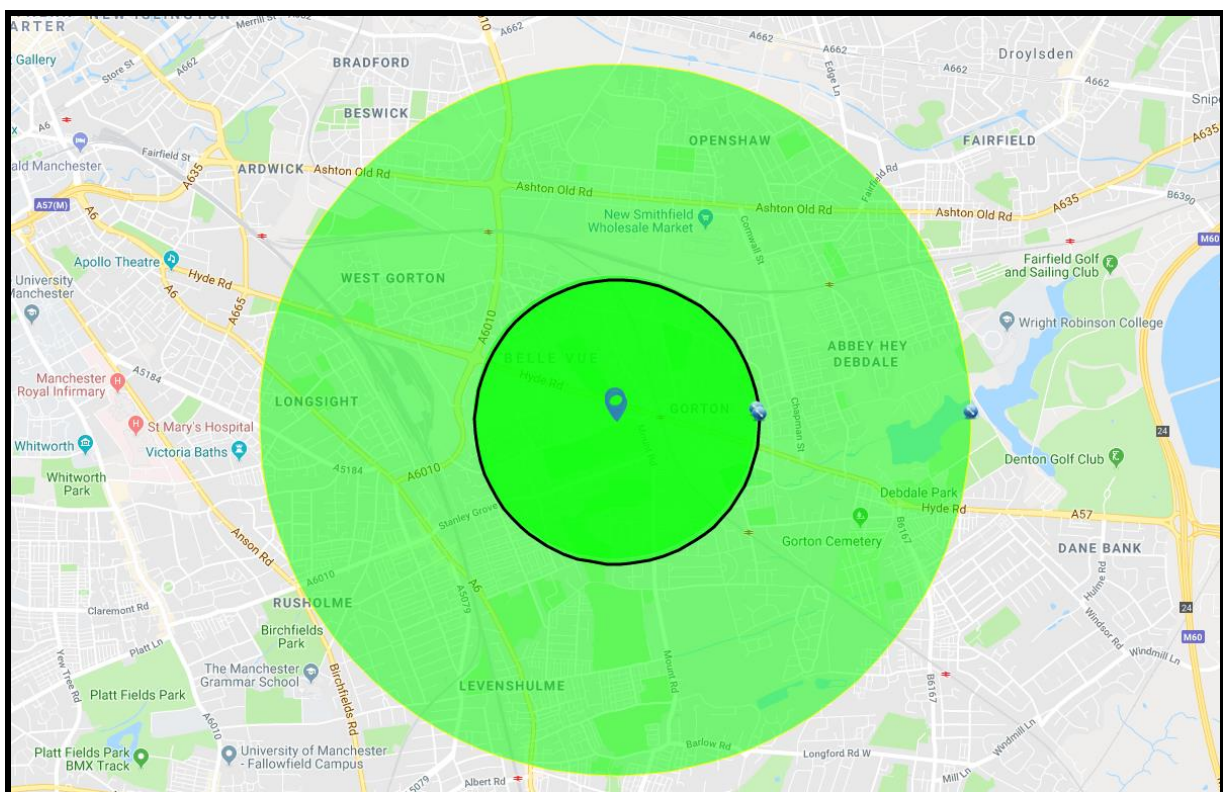
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area south of the site.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover the full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Importantly, the 0.8km distance covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot. This is shown below with the black boundary.



0.8km and 2km walk distance

The National Travel Survey: 2011 (Published December 2012, Department for Transport) sets out a number of key findings for walking used below for the accessibility review.

For other Local Amenities It is generally accepted walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

This is supported by the now superseded PPG 13 and the National Travel Survey which suggests that most walking distances are within 1.6km thus accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Clearly, there is also potential for walking to form part of a longer journey for residents and employees to and from the proposed development.

There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians.

In conclusion, the proposed application site can be considered as being accessible on foot.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"

The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken by the DfT) has identified that a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace by bicycle dependant on the topography.

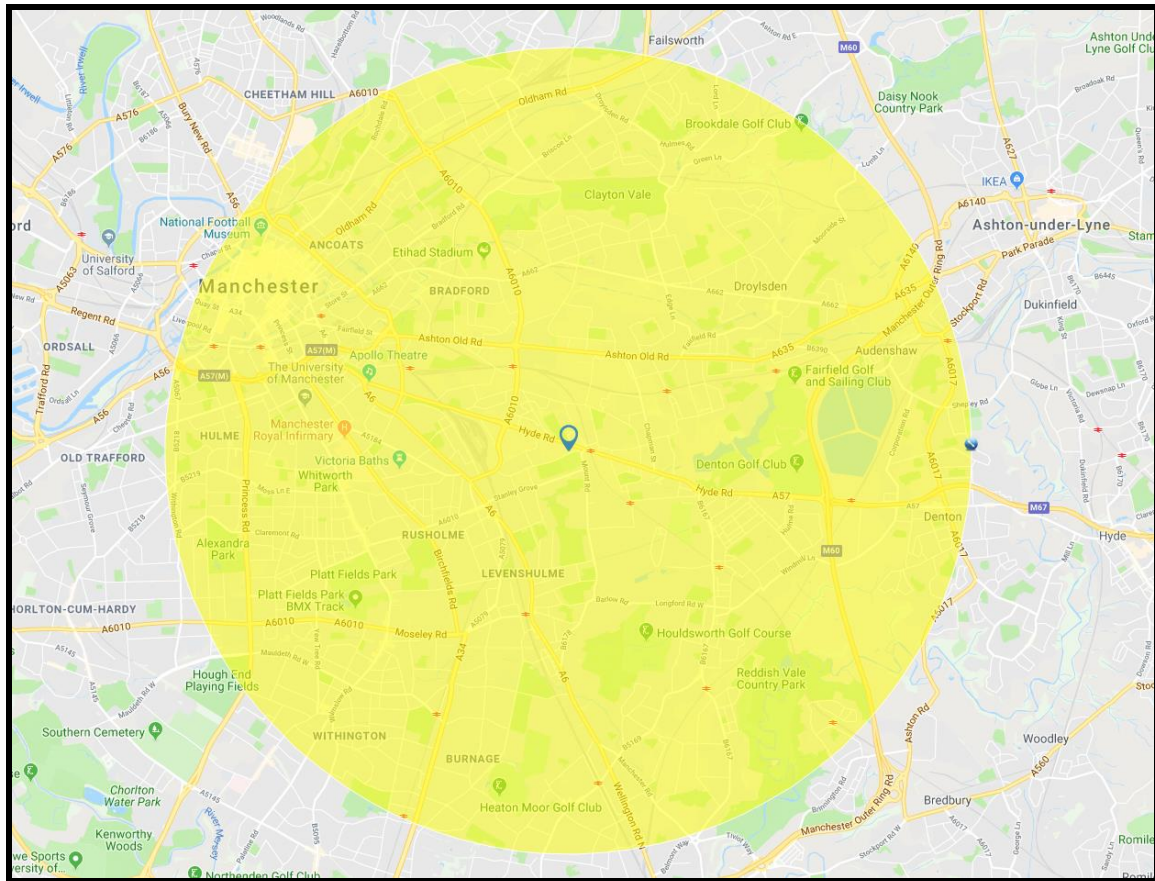
For the purposes of this report the national guidance of 5km will be used.

An acceptable and comfortable distance for general cycling trips of all types is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the DfT).

However, the same guidance also refers to commuting cycle trips of up to 8km as the maximum a commuter would cycle to work there other employment destinations available from the site but it is our judgment that commuter trips of this length would only be undertaken by cyclists who are confident enough to mix with other road users.

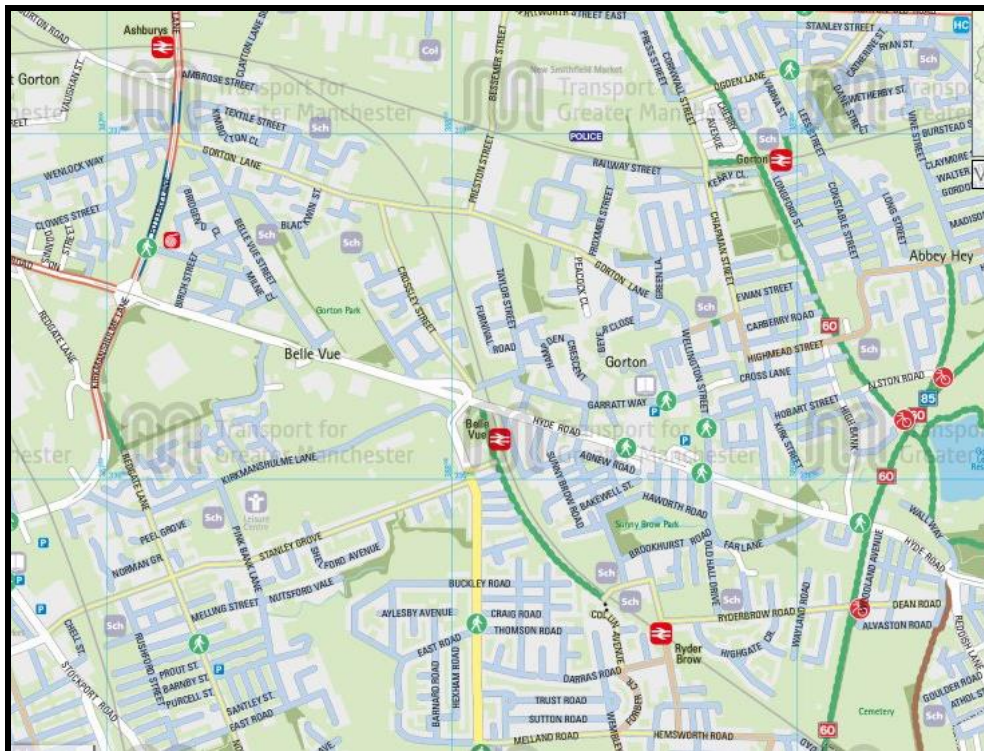
Using GIS Network Analyst software typical cycle times from the Site (with 16 mins approximating to around a 5km distance).

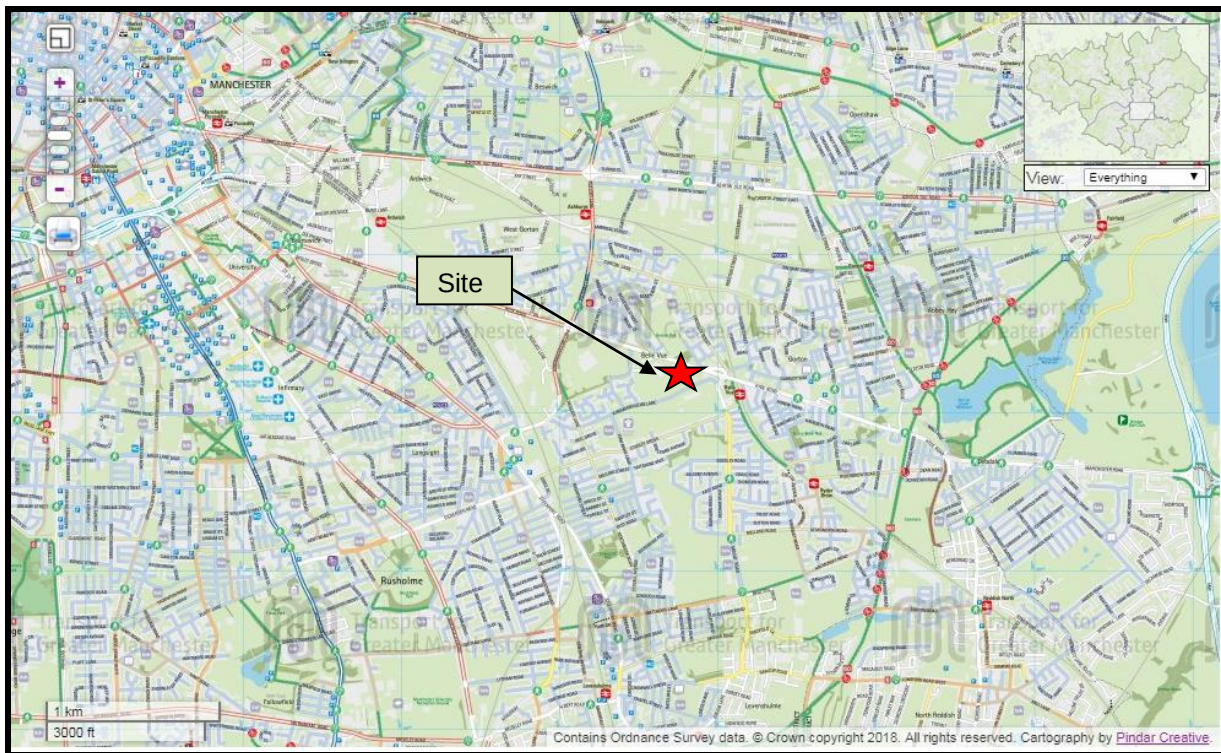
The 5 km distance is indicated below in yellow.



Cycle Catchment

The plan shows that a significant residential/employee catchment area within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.





Local cycle mapping

The mapping abstract shows that the Mount Road route has a cycle lane running in a southwards direction.

Therefore, there are good opportunities to travel by cycle and the ability to connect to the local cycle network as shown above.

In conclusion, the proposed application site can be considered as being well served by the cycle network and is accessible by cycle.

Travel by public transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work and leisure.

The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?"

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

It also says in para 5.18 that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be **slavishly adhered** to and that access to simple understandable services is more important.

It also states policies and standards for parking can depend on accessibility to public transport, with low maximum parking standards in the better served locations.

The nearest bus stops are all within 200m of the site, shown below and the local bus map.



A57 bus stops

from Hyde Rd/Belle Vue (F)

from Monday, 30 October 2017

201 *201 203 203 204 to West Gorton, Ardwick, Manchester Piccadilly
Station, Manchester

Mondays to Fridays

5am	0504 201♂ 0559 201♂	0520 203♂	0529 201♂	0540 203♂	0544 201♂	0555 203♂
6am	0606 204♂ 0634 201♂ 0658 203♂	0608 203♂ 0639 203♂	0614 201♂ 0644 201♂	0618 203♂ 0644 204♂	0624 201♂ 0648 203♂	0629 203♂ 0653 201♂
7am	0702 201♂ 0728 203♂ 0751 201♂	0708 203♂ 0731 201♂ 0756 203♂	0712 201♂ 0738 203♂	0715 204♂ 0741 201♂	0718 203♂ 0747 203♂	0722 201♂ 0749 204♂
8am	0801 201♂ 0826 203♂ 0857 203♂	0806 203♂ 0831 201♂	0811 201♂ 0836 203♂	0816 203♂ 0841 201♂	0821 201♂ 0846 203♂	0824 204♂ 0851 201♂
9am	0901 201♂ 0933 201♂	0907 203♂ 0938 203♂	0911 201♂ 0943 201♂	0917 203♂ 0948 203♂	0922 201♂ 0953 201♂	0928 203♂ 0958 203♂
10am	1003 201♂ 1032 201♂	1008 203♂ 1038 203♂	1013 201♂ 1042 201♂	1018 203♂ 1048 203♂	1022 201♂ 1052 201♂	1028 203♂ 1058 203♂
11am	1102 201♂ 1132 201♂	1108 203♂ 1138 203♂	1112 201♂ 1142 201♂	1118 203♂ 1148 203♂	1122 201♂ 1152 201♂	1128 203♂ 1158 203♂
12pm	1202 201♂ 1232 201♂	1208 203♂ 1238 203♂	1212 201♂ 1242 201♂	1218 203♂ 1248 203♂	1222 201♂ 1252 201♂	1228 203♂ 1258 203♂
1pm	1302 201♂ 1332 201♂	1308 203♂ 1338 203♂	1312 201♂ 1342 201♂	1318 203♂ 1348 203♂	1322 201♂ 1352 201♂	1328 203♂ 1358 203♂
2pm	1402 201♂ 1432 201♂	1408 203♂ 1438 203♂	1412 201♂ 1444 201♂	1418 203♂ 1448 203♂	1422 201♂ 1456 201♂	1428 203♂ 1458 203♂
3pm	1507 201♂ 1538 201♂	1508 203♂ 1540 203♂	1518 201♂ 1548 201♂	1518 203♂ 1551 203♂	1528 201♂ 1558 201♂	1529 203♂
4pm	1601 203♂ 1633 203♂	1609 201♂ 1639 201♂	1611 203♂ 1644 203♂	1619 201♂ 1649 201♂	1621 203♂ 1654 203♂	1629 201♂ 1659 201♂
5pm	1704 203♂ 1734 203♂	1710 201♂ 1740 201♂	1714 203♂ 1744 203♂	1720 201♂ 1752 201♂	1724 203♂ 1754 203♂	1730 201♂
6pm	1803 201♂ 1834 203♂	1804 203♂ 1836 201♂	1814 203♂ 1844 203♂	1815 201♂ 1846 201♂	1824 203♂ 1848 204♂	1825 201♂ 1854 203♂
7pm	1901 201♂ 1934 203♂	1907 203♂ 1942 204♂	1912 204♂ 1948 203♂	1914 201♂ 1952 201♂	1920 203♂	1928 201♂
8pm	2002 203♂ 2047 203♂	2012 204♂ 2052 201♂	2017 203♂	2022 201♂	2032 203♂	2042 204♂
9pm	2102 203♂ 2147 203♂	2112 204♂ 2152 201♂	2117 203♂	2122 201♂	2132 203♂	2142 204♂
10pm	2202 203♂ 2247 203♂	2212 204♂ 2252 201♂	2217 203♂	2222 201♂	2232 203♂	2242 204♂
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3am	0329 203FS♂					

Saturdays						
5am	0555 201					
6am	0612 203	0625 201	0642 203	0655 201	0657 203	
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	1034 203	1039 201	1044 203	1049 201	1055 203	
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3pm	1503 201	1508 203	1513 201	1518 203	1523 201	1528 203
	1533 201	1538 203	1543 201	1548 203	1553 201	1558 203
4pm	1603 201	1608 203	1613 201	1618 203	1623 201	1628 203
	1633 201	1638 203	1642 201	1647 203	1651 201	1656 203
5pm	1700 201	1705 203	1709 201	1714 203	1719 201	1724 203
	1729 201	1734 203	1739 201	1744 203	1752 201	1754 203
6pm	1804 203	1805 201	1814 203	1818 201	1824 203	1831 201
	1834 203	1844 201	1844 203	1848 204	1856 203	1857 201
7pm	1907 203	1911 201	1912 204	1919 203	1926 201	1932 203
	1942 204	1947 203	1952 201			
8pm	2002 203	2012 204	2017 203	2022 201	2032 203	2042 204
	2047 203	2052 201				
9pm	2102 203	2112 204	2117 203	2122 201	2132 203	2142 204
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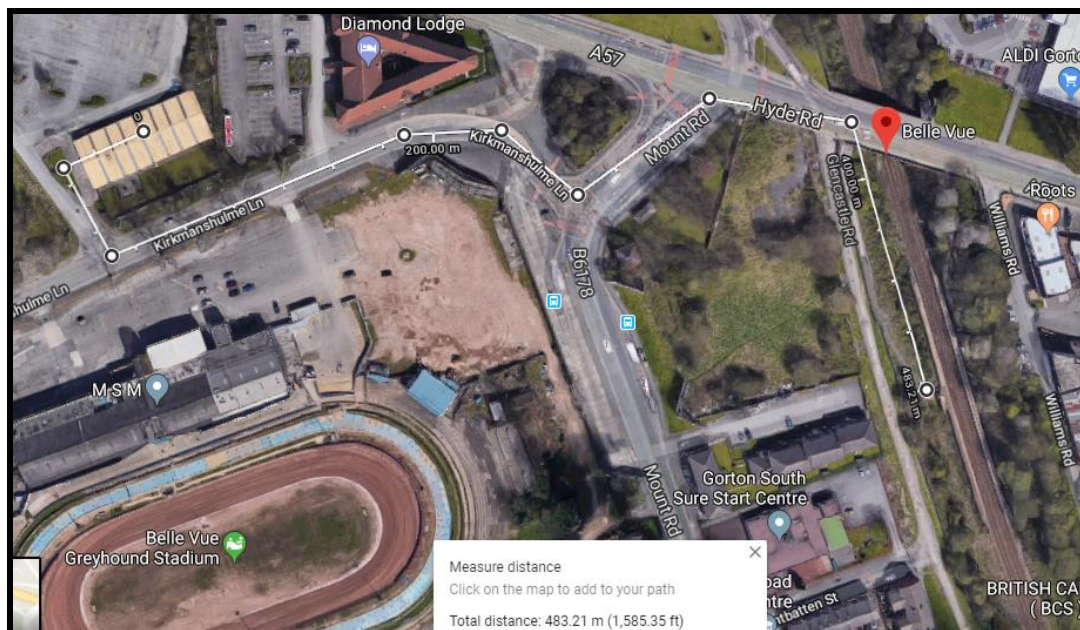
Bus route, services in the wider area.

The A56 corridor has three express bus routes into the city centre. These routes connect the site to a very wide area and neighbouring towns with a high frequency service.

The proposed development site is therefore conveniently located close to bus stops that regularly serve a number of communities in the vicinity of the site. These services provide the opportunity for guests or staff of the proposed development site to travel via public transport.

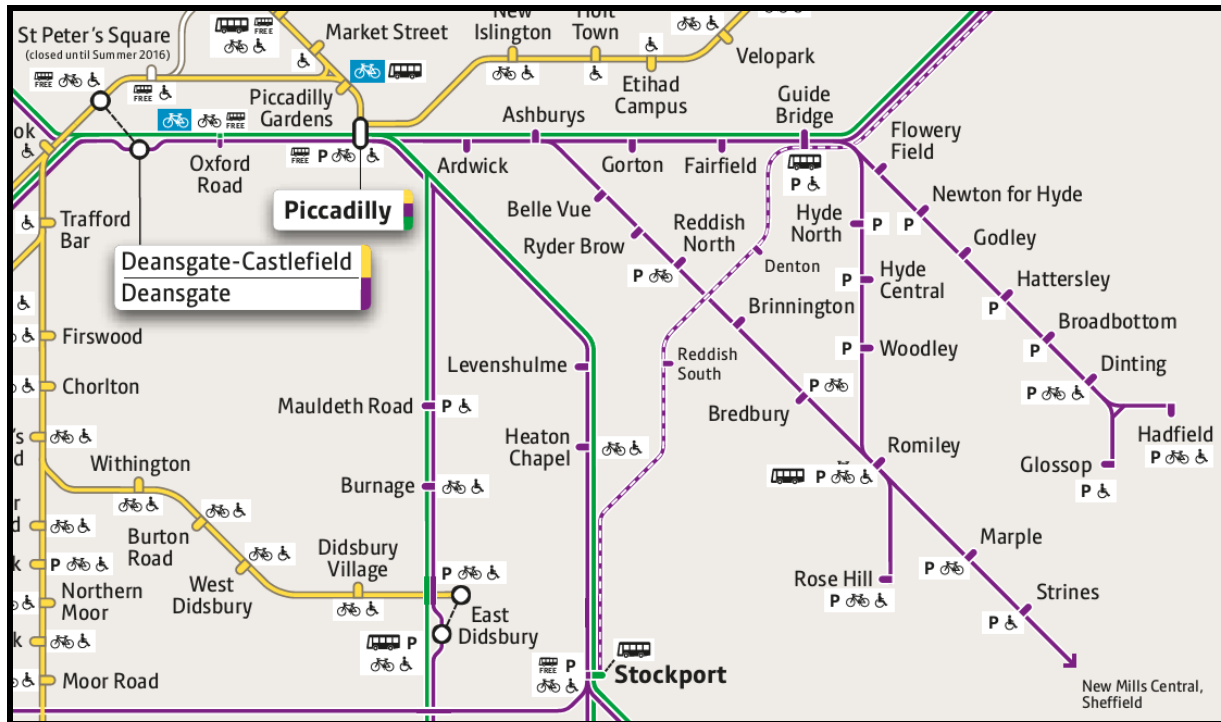
The proposed application site is therefore considered as being highly accessible by bus.

The Belle Vue road/walk/cycle/rail station hub is some 485m from the site.



Manchester to New Mills Central and Rose Hill

Manchester to Sheffield (The Hope Valley Line)



Accessibility review

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.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

The site has a GMAL of 5, indicating that the site benefits from an above average level of accessibility.

PostCode	BusScore	RailScore	MetroScore	ocalLinkScor	LocalLink	GMALScore	GMALLevel	TALTheme
M18 7BD	12	1.65	0	2.5	Yes	16.15	6	6

Guidance is set out by Transport for Greater Manchester's 'Transport for Sustainable Communities: A Guide for Developers' (2014). It states:

- Maximise accessibility
- Reduce the need to travel by car
- Make the best use of existing infrastructure
- Encourage active travel

It also states that developments should be located in and have:

'...areas with good public transport links and most accessible locations... good pedestrian and cycle links to key local facilities... to provide low carbon access for short local journeys'

It also supports restricted parking at new developments and says this as the most important method of influencing future travel behaviour. The document was produced post-NPPF and thus supports the underlying principles set out.

Private hire

As with most towns the taxi offering is supplemented by private hire vehicles pre booked for pick up and drop off, ideally suited for evening leisure trips etc.

Summary

The site is accessible in nature.

7. TRAVEL PLAN MEASURES

Overarching Measures

To achieve a change in modal split it is proposed that a number of measures designed to promote non car borne journeys are implemented. .

The following measures are focussed on those which the site promoter would be responsible for, it may be necessary to refine or modify some of the measures as part of the detailed Travel Plan following discussions and negotiations with the approving authorities.

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator must be actioned before the occupation of the new residential units takes place, ***details will need to be provided to Manchester Council as soon as the name is known.*** This will ensure that new occupiers can be made aware of the Travel Plan as soon as practically possible.

The Travel Plan Co-ordinator will new occupiers aware of the overall aim of the plan, including targets for reducing car usage by a given level over a defined period. Travel packs can be used to raise awareness of the scheme and can be provided to potential users of the site.

Enabling them to be made aware of sustainable travel measures being implemented as part of the Travel Plan. The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies).

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for potential purchasers in all matters regarding the Travel Plan,
- Liaise with the Council's Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.
- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with the council's Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues
- Promote schemes which reduce the use of the private car.

Principal Duties

- Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Designing (with support) and implementing an effective marketing and awareness campaign. (Including information, through appropriate media about how to travel to and from the site, thus promoting the concept and development of the TP)
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. review of the travel arrangements, public transport provision, cycling, walking, etc.)
2. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
 3. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
 4. Promoting the concept and development of the TP with publicity and awareness events as appropriate
 5. Keeping abreast of developing TP techniques.

Travel Pack – to encourage staff to travel sustainably

The staff will be provided with a welcome pack which will contain a variety of travel and transport related information specific to the site including:

- Walking and cycling maps, location of the local facilities such as bus stops, rail, health centres, dentist, hospital, and leisure facilities etc.
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. Maps and timetables should be included. In discussion with local leisure operators and the council it may be possible to provide discount vouchers for travelling by sustainable modes.
- Information of the car share scheme
- An offer of free local cycle training
- Discounts for purchase of new bikes and equipment from local suppliers for staff.

Wedding booking

The bride/groom/organisers will be provided with a travel details of the pack which will contain a variety of travel and transport related information specific to the site including:

- Walking and cycling maps, location of the local facilities such as bus stops, rail,.
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. Maps and timetables should be included.
- parking management/priority for multi occupancy cars, use of mini buses/providers etc

If there is an onsite notice board this could be used to provide details etc, if not consider one as part of the outside space provision.

EVENTS MANAGEMENT PLAN

As discussed previously the site benefits from an existing access points and operating times that lie outside the peak working periods.

The catchment/draw for such an activity is wide and of a sub regional scale.

All events are pre planned and details known before hand thus conflicts can be managed out at the time of booking.

Experience by the client of other events of a similar nature reveals that arrivals are based on multiple occupancy cars, mini buses and coaches given the distance that may be travelled.

The information provided by the venue at booking stage highlights the use of local coach providers and size of coach that can be accommodated. It also provides details of local wedding suppliers and caterers to minimise the need for suppliers to travel long distances.

For all events the arrivals are managed to remove any unnecessary conflicts occurring.

Access details are issued to the event organiser for issue to the attendees (please note updated information will be added to the proposed website to highlight the management plan and use of coaches etc either local or not).

Where higher numbers of guests are known to be arriving at any one time the need to use coaches or high occupancy cars is promoted.

Temporary signs will be placed using A boards at the access in question showing the name of the client/event and directing them to the parking to be used.

These are also placed in advance of the access on each approach.

For larger events the A boards are also manned by site staff and the arrivals directed as necessary, this also prevents any misuse of the wrong parking areas.

Clearly exiting activities occur over a longer time period and the need for this to be manned is reduced.

The car park will be marshalled by stewards for the activities as required.

Parking stewards will be in place in high visibility jackets 30 minutes before planned events and will be instructed to guide vehicles to spaces within the site. All attendees will be informed that egress from the site after the event will need to take place in sequence if the use of double parking is planned and that there may be some delays as a result.

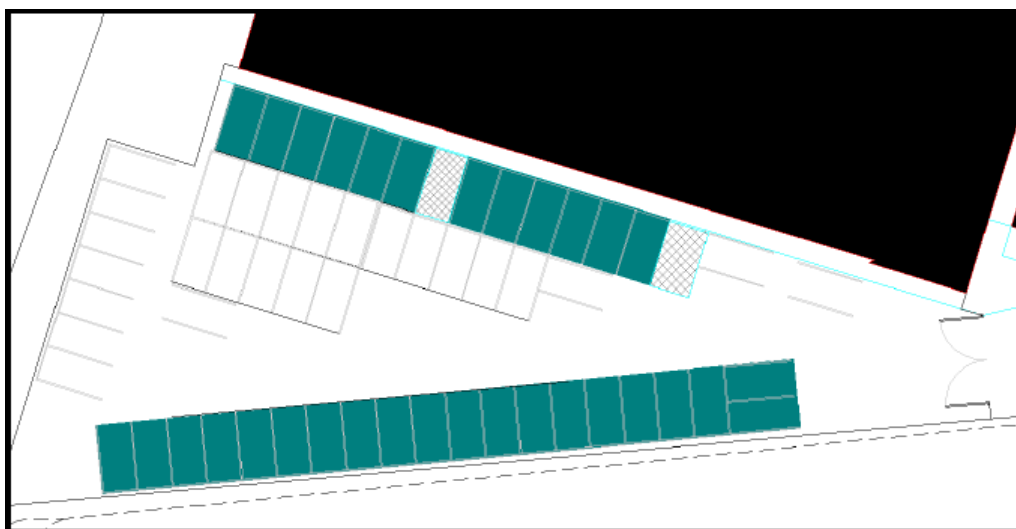
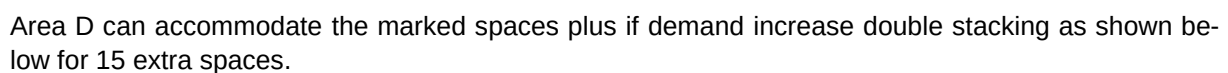
There will be a minimum of 4 no. stewards in place with one assigned to the in/out, one to the front car park/assist with mini buses and the other two within the parking areas ensuring that vehicles are properly parked. The stewards will accompany each of the last vehicles to the allocated double parked spaces to ensure that they park correctly within the allocated spaces by using the aisles.

A said temporary barriers with signage will be placed in the site access point to confirm that the car park is full but stewards will remain in attendance in the car park in case of emergency or enquiry.

Announcements and reminders will be made to attendees before and after the event to remind them of the parking arrangements.

At the end of the event Stewards will be in place to remove the temporary barrier from the site egress (the barrier will remain in place on the entrance) and to manage the exiting of the car park in a controlled manner.

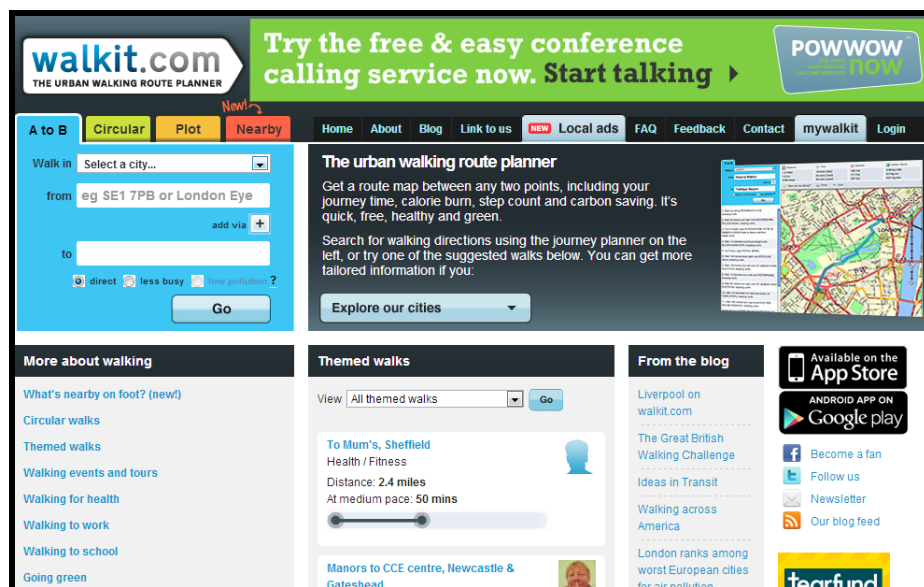
A period of training and trial and error is anticipated for the initial events this will be monitored and refinements made as necessary.



Walking

Many of the key factors in successfully supporting walking already exist in and around the site. There is already a good quality access to local services for those on foot.

Many of the key factors in successfully supporting walking already exist in and around the site, the council has promoted the use of walkit.com.



Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the site include:

- Map showing walking routes serving the area– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per staff

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their sites by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking
- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to and from the site
- Free cycle training offered to staff.
- Seek to negotiate with a local cycle supplier to gain discounts for the purchase of new bikes and equipment.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per staff.

Promotion tools to encourage cycling include Bike to Work Weeks where cyclists taking part in the scheme are provided with a free breakfast upon arrival. This can also coincide with a police tagging scheme.

Greater Manchester has the following access for cycling on the website.



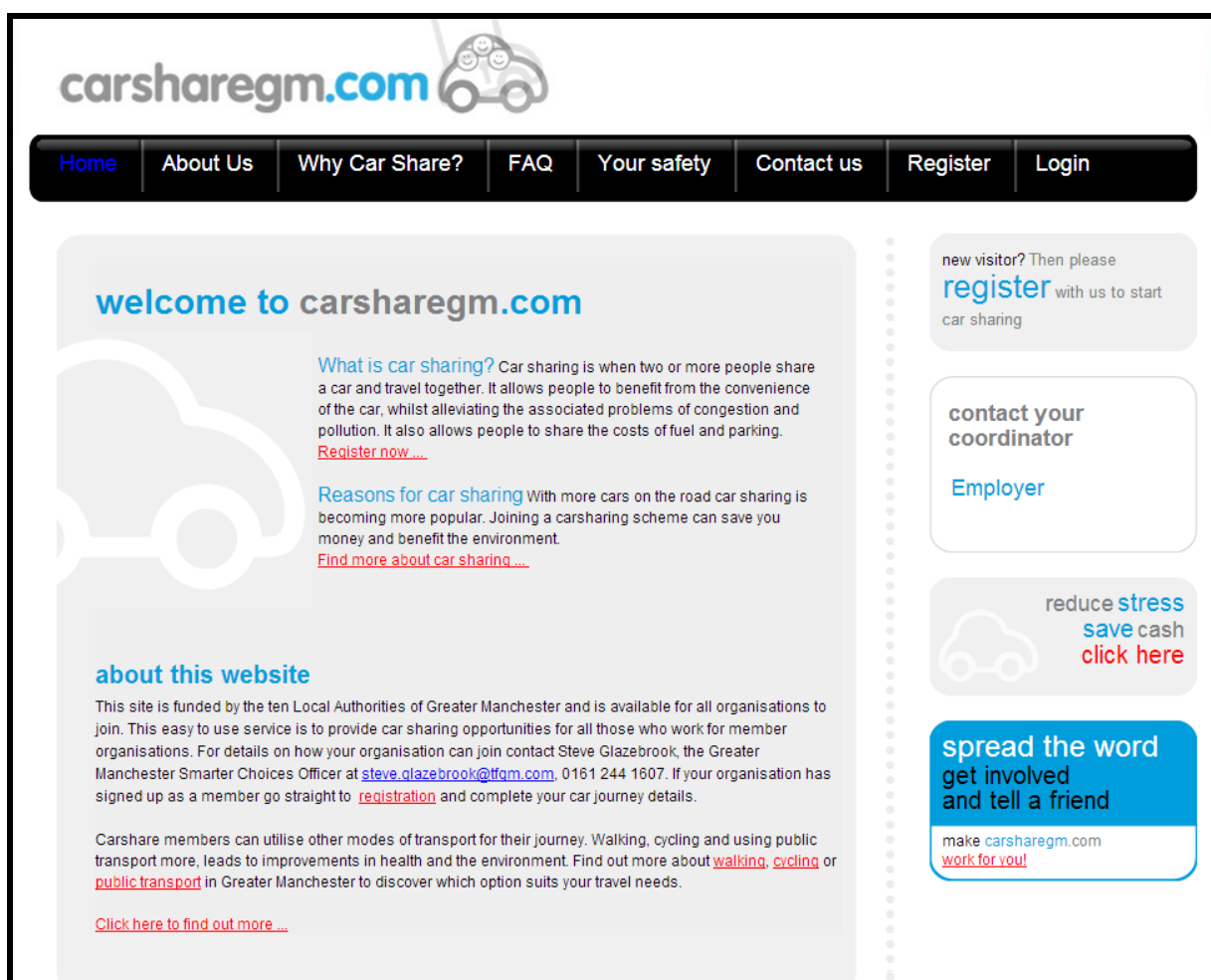
Motorcycling

The use of motorcycling will be promoted to encourage motorised transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on site or at destination.

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking
- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per staff.

Car Sharing – to reduce single occupancy car trips



The screenshot shows the homepage of carsharegm.com. At the top is a navigation bar with links: Home, About Us, Why Car Share?, FAQ, Your safety, Contact us, Register, and Login. The main content area is divided into two columns. The left column features a large graphic of a car with a person inside, and text sections: 'welcome to carsharegm.com', 'What is car sharing?' (explaining the concept and benefits), 'Reasons for car sharing' (highlighting cost savings and environmental benefits), and 'about this website' (describing the funding and how to join). The right column contains four promotional boxes: 'new visitor? Then please register with us to start car sharing', 'contact your coordinator Employer', 'reduce stress save cash click here' (with a car icon), and 'spread the word get involved and tell a friend' (with a link to 'make carsharegm.com work for you!').

It is anticipated that the scheme will be able to access the GM car share scheme delivered local via <https://liftshare.com/uk/community/wy>. The site states “Sharing a car with someone else to and from work could save you up to £900 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each”.

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly

- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

For those that do not own a car but wish to use one to reduce the carbon footprint GMPTE have the City Car Club. Details below

city car club book, jump in, drive away...

Find a car near you:

Join the club
Book a car
 About City Car Club
Car locations
 Bath
 Birmingham
 Brighton
 Bristol
 Cardiff
 Edinburgh
 Glasgow
 Huddersfield
 Leeds
 London
Manchester
 Sheffield
 Southampton
 York
 FAQs
 Green motoring
 For business
 City vans
 Our blog
 Media lounge
 Contact us

Pay as you go motoring in Manchester
Manchester hourly car hire
 Why own a car in Manchester when you can hire a locally parked City Car by the hour? City Car Club gives you all the benefits of owning a car without any of the hassles or expenses.
 Our City Cars are located in designated parking bays across the city and are available to hire for as little as 30 minutes, an hour, a day, or as long as you need.
 As a member you can book the cars online or by phone any time of the day or night, and access them with your very own smart-enabled membership card. Book, jump in, drive away – it's as simple as that!

Watch Now

Map **Sat** **Hyb**
 View larger map

Pricing details
 The price of your journey depends upon the vehicle type, the duration of your booking and the miles driven. The table below shows our rental rates. All prices are inclusive of VAT.

Vehicle type	Hourly rate	24 hour rate*	Hourly rate with Discount Card	24 hour rate* with Discount Card	Mileage charge
Compact	£5.20	£42.00 (£1.75/hr)	£4.16	£33.60 (£1.40/hr)	23p
Medium cars	£6.20	£52.00 (£2.17/hr)	£4.96	£41.60 (£1.73/hr)	23p
7 Seat	£7.20	£62.00 (£2.58/hr)	£5.76	£49.60 (£2.07/hr)	23p
Vans	£8.20	£72.00 (£3.00/hr)	£6.56	£57.60 (£2.40/hr)	27p

Call us: 0845 330 1234
Join the club
Refer a friend
Call me back
Request a car
FAQ's
 How old do I have to be to join?
 You need to have held a full driving licence for a minimum of 12 months and must be at least 19 years of age... »
 Is insurance included?
 Yes. Fully comprehensive insurance is included with a standard excess of £750... »
 How can I get into the car?
 All our cars are accessed with a smart-enabled membership card... »

Follow us:

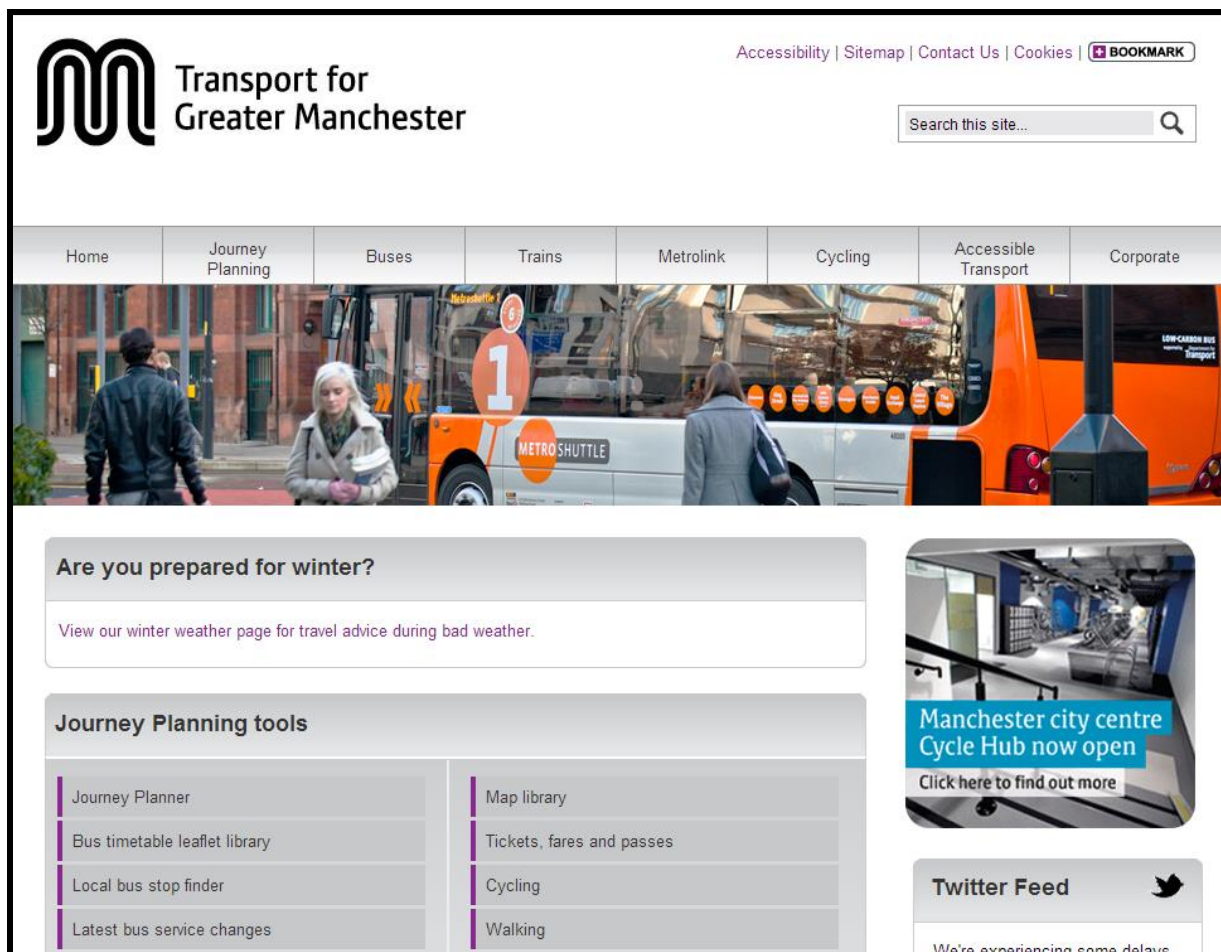
See how much you could save cost calculator

Public Transport

The site needs to be committed to promoting public transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services
- Allowing demand responsive community transport vehicles to enter the site

Information about journey routes and times can be gained from the TfGM website and provided to staff shown below



Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done though publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the site.

Communication strategy

The TP will be available for all venue booking of the development to read if they choose. However, to make sure that staff/bride/groom/organisers the TPC will need to actively communicate with the users.

The communication strategy for the TP is as follows:

- Travel information will be given to prospective staff and bookings. This would be printed information in the marking suite and/or electronic information on the sites website.
- Provided as part of pre arrival guest comms.
- The above information will include maps and timetables, details of the benefits of sustainable travel and the promotion of initiatives.

- There will be additional communication every year to highlight particular aspects of the TP to staff, for example, walking, cycling, car club or public transport. This could include incentives, competitions and/or prizes and will be carried out by the TPC.

Quick Wins

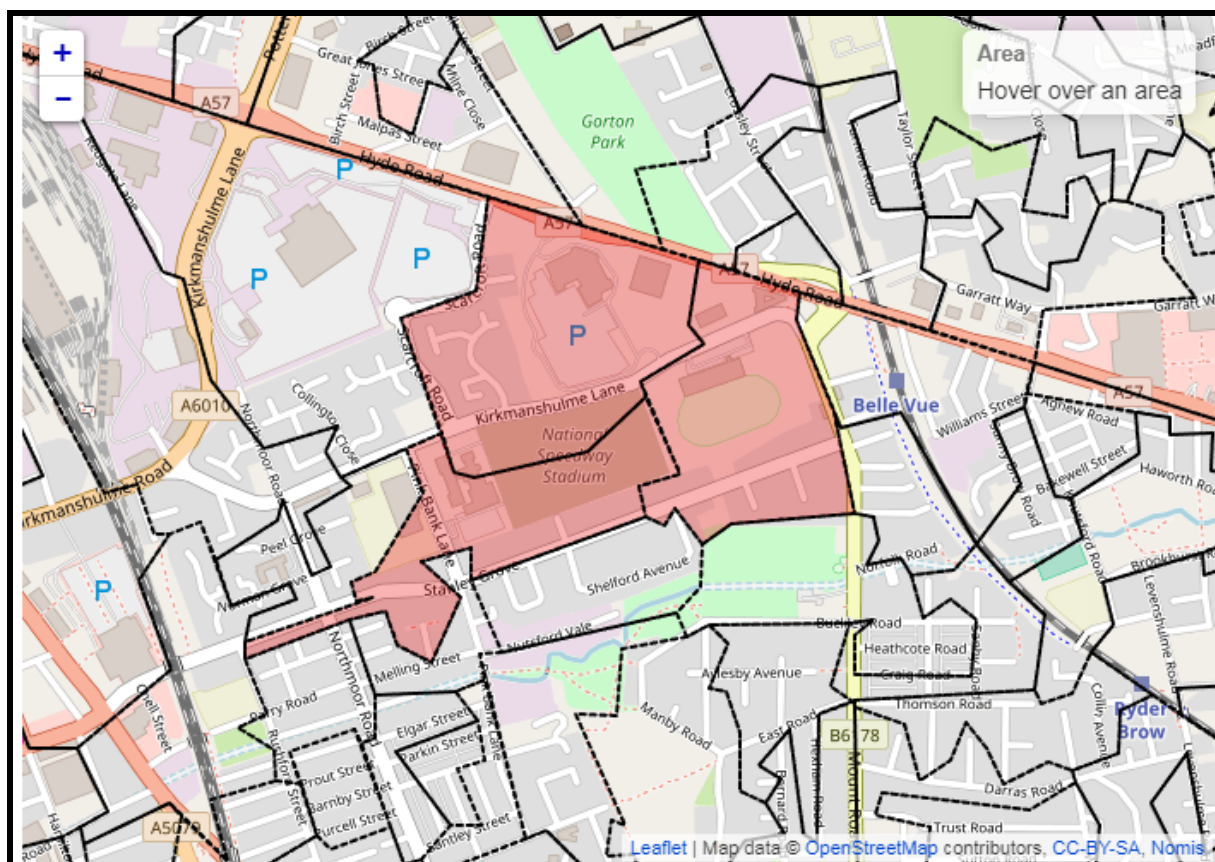
These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys. There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

- Provide all new staff with a travel pack.
- Provide wedding attendees with the travel pack and parking management details
- Making local bus and train timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

Mode split comparison

As a check of the mode splits for the area to support the parking ratios as it takes on board the sustainability credentials of the site.



Method of Travel to Work (QS701EW)	E00026256-8		Manchester	
	Output Area		Metropolitan District	
All Usual Residents Aged 16 to 74	328	%	213705	%
Work Mainly at or From Home	5	1.5	5258	2.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.5
Train	3	0.9	9962	4.7
Bus, Minibus or Coach	109	33.2	38601	18.1
Taxi	3	0.9	2777	1.3
Motorcycle, Scooter or Moped	1	0.3	794	0.4
Driving a Car or Van	138	42.1	95678	44.8
Passenger in a Car or Van	21	6.4	11805	5.5
Bicycle	7	2.1	4062	1.9
On Foot	37	11.3	25208	11.8
Other Method of Travel to Work	4	1.2	1383	0.6

Targets

The aspirational aim of the plan will be to deliver a 10% aspirational reduction on the above mode % figures.

Increases resident numbers would support improved bus services for the benefit of the wider area.

This will be refined as the first surveys are undertaken. The targets will be achieved in the 5 year review period.

The key will be to deliver walk/cycle at the potential levels to reduce vehicle use even if buses.

These targets should be achieved within the first five years of occupation of the site. Should the target be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level, or reduced further by an agreed percentage each year thereafter.

An initial survey will be undertaken of the actual trips after 6 months of first occupancy. There will then be an annual travel survey to understand how many trips the staff typically make in a day to where and by which mode.

The timeframe for achieving the targets will be 5 years after occupancy of the development.

	2011 census %	Target to match best % by end of year 5
Walking /cycle	13.4%	14.74
Bus/train/Tram	34.1%	37.51
Taxi	0.9	0.99
Motorcycle	0.3	0.33
Car (driver)	42.1	37.89

Car (Passenger)	6.4	7.04
Other/work from home	2.8	2.8
Total	100%	100%

SMART Travel Plan targets (**S**ustainable by continued use of no car modes or car share to reduce single car occupancy, **M**easurable by questionnaire on a annual basis, **A**ccessible by inclusion in reports and notified to the staff, **R**ealistic but tend towards ambitious in first instance to set the bar as high as possible, **T**ime sensitive in the 5 year period);

An assessment of the current problems/issues for the given 'target group'; undertaken as part of the TA.

An action plan of measures intended to address these issues and move toward, see above table

Attainment of the targets including a marketing and promotion strategy; refer to publicity campaign

A monitoring and review element to ensure it remains a 'living' document. By the 5 year annual reports

See action plan for the way forward.

A travel plan is not a one-off event but 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.

Following completion of the initial survey, indicative targets will be replaced with ones that are site-specific and encourage (rather than discourage) those responsible for trying to achieve these targets.

Monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

Monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics of the staff by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made. The events will also be surveyed on an ad hoc basis to gain an understanding of how attendees travelled to the venue.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes.

The Monitoring Report structure will contain the following information:

- Survey methodology and results.
- Qualitative feedback.
- Analysis on the effectiveness of the TP.
- Proposals for any future targets and initiatives, as necessary.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

Action Plan

Assumed start 2022

Pre occupation

- Appoint Travel Coordinator after start on site, notify Manchester and agreed timeframes for delivery of the plan
- Prepare the travel packs
- Negotiates discounts with local suppliers

From first event

- issue packs to all staff
- Obtain feedback from new staff as to usefulness of the welcome pack in choosing to taking up a post at the site.
- Provide reflective bands to new staff as requested
- Deliver the free cycle training

For each event/interested party provide the travel information and parking support plan.

First survey from 6 months after first event then annual reports thereafter for 5 years.

Draft annual initiatives programme.

Annual travel actions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Cycle to education week leaflet and preparation, issue			★								
Walk to education and work week leaflet and preparation, issue					★	★					
Work smart week inc work from home day						★					
Cycle to work week leaflet and preparation, Issue									★		
Travel wise and car free week										★	
Walk to education month leaflet and preparation, issue											★
Liftshare week											★
Commute smart week											★

Budget

The final approved plan will be taken forward by the operator who will need to set out and agree how:

- Promoting, encouraging and providing incentives for increasing sustainable travel.
- Costs to cover administration tasks and publicity material.
- Who will be responsible for expenditure and budget control?
- How much will be provided annually?

All funding related to the travel plan will be paid for by the operator.