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1.0 Introduction

This report has been written on behalf of X1 Developments Ltd and X1 Lettings for the new apartment building located on Great Ancoats Street, Manchester with vehicular access at the rear of the site from Advent Way.

In preparing this Travel Plan, reference has been made to the National Planning Policy Guidance (PPG13). The objectives stated in this guidance are to:

- Promote more sustainable transport choices for residents and the local community
- Promote accessibility to shopping, leisure facilities, schools and services by public transport, walking and cycling.
- Reduce the need to travel, especially by car.

In respect of this and in accordance with best practice formulated as part of the Department for Transport's *'Making Travel Plans Work'* issued in September 2005, this Travel Plan details a package of measures aimed at promoting sustainable travel, with an emphasis on reducing unnecessary single occupancy car travel. It takes into account the size of the development, the anticipated end-user group and considers the range of journeys that could be undertaken by such residents.

The key initiatives and travel management mechanisms proposed in this document include:

- Appointment of a Travel Coordinator
- The promotion of walking, cycling (mobility permitting) and public transport and realistic alternatives to the car where appropriate.
- Maintaining the availability and awareness of relative up-to-date travel information
- The promotion of, and assistance with, local car-sharing schemes.

This document will set out the principle strategies of the Travel Plan that will evolve as the development is open and residents are occupying the dwellings. The formal Travel Plan document will be submitted to and agreed with the local planning authority within 6 months of the occupation of the residential dwellings.

2.0 General Description

The development is a residential building containing 111 apartments with a mixture of 1 bedroom, 2 bedroom and 3 bedroom apartments. The ground floor of the apartment block contains a car park, gym, ancillary and service areas.

At the highest point of the building there are a total of 9 storeys including ground floor, however, the building steps up with a smaller footprint at the 7th and 8th floors.

3.0 The Site

3.1 Site Location

The site fronts onto Great Ancoats Street, Manchester with vehicular access at the rear of the site from Advent Way.

3.2 Accessibility by Foot

PPG13 states that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometers. Provision for pedestrians within the vicinity of the proposed development is excellent. The development on Great Ancoats Street is located less than 1 kilometer from local amenities at Central Retail Park and Urban Exchange. The development is well connected by public transport links to the City Centre and wider area. As the development is conveniently located on the boarder of the City Centre this provides good opportunities for employment within the area. The core trips that will be made by residents of the development will be to and from work and also to local shops and public transport.

3.3 Accessibility by Cycle

PPG3 emphasises that cycling has the potential to replace short car journeys, particularly those under 5 kilometers. It has been demonstrated that a wide area can be accessed by foot; therefore, in turn an even wider area of Manchester could be accessed by cycle, based on journeys under 5 kilometers. The development has 112 cycle spaces – 74 located in the car park and 38 in a bike store located at the front of the building.

3.4 Accessibility by Vehicle

The development has 40 parking spaces available in a secure ground floor parking area. Four parking spaces are allocated for disabled parking and two spaces will have electric car charging facilities. Vehicle access to the car park is on Advent Way/Isaac Way off Every Street. Additional car parking is available at other car parks within the vicinity including the Ibis Hotel adjacent to the development. Public parking is available at Adair Street and Sheffield Street, there are also on street spaces within walking distance of the development. Residents at the development will be encouraged to join the Enterprise Car Club and offered a free trial. The Enterprise Car Club will enable residents to pick up cars from a number of locations around Manchester City Centre. Two electric cars will be available at the development for use by residents. The scheme is well connected to the regional transport network being located on Great Ancoats Street, a major route into Manchester City Centre, and also connecting to the Mancunian Way (A57). The M602 and M60 can also be reached from the A57 to connect to the wider regional motorway network.

3.5 Accessibility by Public Transport

The development is located within walking distance of major tram, rail and bus routes therefore provides a good alternative to both short and long distance journeys. Manchester Piccadilly Rail Station is located a short walk from the development providing local and national services across the UK and there is a tram stop situated on Pollard Street.

4.0 Travel Plan Measures

In order to reduce unnecessary single occupancy car travel the initiatives developed for this scheme include both a number of measures implemented at the design stage and a series of post-completion management measures.

4.1 Reducing the Requirement for Travel

The City Centre location of the development provides good access to local amenities and leisure, retail attractions and employment opportunities within walking distance or by public transport therefore minimising the requirement for car-ownership. In addition residents will be encouraged to join and make use of the Enterprise Car Club and electric cars available onsite. The quantity of cycle storage available onsite will encourage the use of cycling as a suitable means of transport to access the wider area of Manchester.

4.2 Site Design

The development consists of pedestrian friendly environment that is suitable for people with limited mobility, achieved with the following;

- Dedicated pedestrian entrance off Great Ancoats Street
- Level access pedestrian entrance
- Easily accessible cycle storage on the ground floor
- Allocated disabled car parking spaces

4.3 Encouraging the use of Sustainable Transport

There are a number of measures that have been introduced and can be tailored to the specific requirements of the residents following an initial survey of their travel patterns and preferences;

Cycle Provision

With respect to the age and mobility levels of the scheme's anticipated residents, cycling is likely to be a popular mode of transport. Therefore the development has 100% cycle parking availability in accordance with Manchester City Council's planning departments requirements in order to encourage the use of cycles by residents.

Cycle storage is located on the ground floor in the car park and a cycle store at the front of the building. The cycle parking is well lit and covered by CCTV. Cycle usage will be monitored and residents will be allocated specific cycle parking.

Travel Packs

This will form part of the welcome pack issued to all new residents of X1 Eastbank and will include up to date information regarding the following;

- Site-specific public transport information - explaining what buses serve the site and what services can be taken to access specific facilities
- An offer of a visit from a personal travel adviser who can help provide information about sustainable travel that is specifically geared to the journey needs of the household
- A map showing local walking and cycling routes in relation to local facilities.
- Information about the travel plan and any other services provided to support sustainable

- travel, such as home shopping delivery, local taxi service etc
- Information will be issued as to the procedures and booking options to use the two on-site Hybrid Electric cars
- Information on Manchester's Car Club scheme operated by **Enterprise Car Club**. There are a number of club vehicles available to hire in Manchester City Centre. Car clubs give people access to low-emission vehicles on a pay-as-you-go basis. All vehicles are available to use from reserved bays 24/7, 365 days a year for as little as 30 mins or as long as required. More information available at; www.enterprisecarclub.co.uk/vehicles/city/manchester/
- Feedback survey to gather early information about perceived transport choices, the impact of the travel plan and ways of improving the travel plan.

The 'Welcome Pack' also includes contact details for the Travel Plan coordinator.

Plan Administration

The administration of the Travel Plan will be the responsibility of X1 Lettings. Following occupation of the development X1 Lettings will be required to designate a Travel Coordinator for the development who will provide a liaison with the residents and the local authority in the implementation of the plan. The position of Travel Coordinator is written into the designated person's job description and their responsibilities clearly defined.

Details of the nominated Travel Coordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies. Similarly, the Coordinator will be advised of appropriate contact personnel at the development.

The Travel Coordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from staff relating to the Transport Plan.

The role of the Travel Plan coordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to Manchester City Council.

In order to ensure the long-term continuation of the Travel Plan and an ongoing commitment, this post of the Travel Plan coordinator will continue for the life of the residential development and will be overseen by X1 Lettings. Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties.

Such schemes are to be advertised as part of the initial welcome pack and awareness is to be maintained through the Travel Plan Coordinator.

5.0 Objectives and Monitoring

5.1 Objectives

The objectives of this Travel Plan have been identified as follows;

- To reduce the number and length of journeys by car
- To establish walking, cycling and the use of public transport and car sharing as feasible and realistic alternative methods of traveling for the residents of the development
- To be ongoing and adaptive, monitoring impacts and learning from experience and above all proactive
- To create awareness of the benefits, in terms of sustainable travel and also raise awareness of the responsibility to the local and wider environment and community

In order to set the targets further information will have to be obtained in order to establish data against which to measure the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their destination by non-car mode). The main source of baseline information will come from the residents travel survey, which will be completed 6 months post full occupation of the units, with informal reviews completed every two years thereafter.

The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include time scale.

Potential Targets

Targets will include the following:

- **Car trips per household** - targets set on the basis of predicted trip rates for the development.
- **Uptake of alternatives** - Targets for bus patronage, registration and participation in car share scheme, cycle counts and pedestrian counts.
- **Car ownership and mode of travel** - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.
- **Travel Plan awareness targets** - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

5.2 Monitoring

To enable the success of the Travel Plan, the Travel Coordinator will be responsible for ongoing monitoring and regular travel surveys to an agreed timetable. An initial timetable is indicated later in this document.

Monitoring is to take place through a number of surveys to be completed after 6 months of first full occupation, in addition to snap shot surveys that are to be completed every 2 years. These surveys are to be carried out at the same time of year to ensure a fair test.

Following first full occupation of the scheme the initial survey will determine the following;

- Levels of car ownership at the development
- Preferred mode of transport

- Frequency of trips
- Destinations

Following analysis of the results of the surveys, targets regarding the number of car trips undertaken and the transport modal-split will be considered and formulated by the travel coordinator to ensure continuous improvement.

After a further 2 years of occupation the survey should be repeated with all residents to identify changes to travel habits. The results would allow X1 Lettings /Travel coordinator to identify travel patterns, demand and modal split and thus allowing the Travel Plan to be adapted to suit the needs and demands of the residents as necessary.

By repeating the survey over time, it will be possible to identify the level of success in persuading fewer people to use cars and which alternative modes of transport are proving the most successful. Regular consultation with the residents and the local authority to ensure that the Travel Plan is meeting its objectives and targets is essential.

Initial Timetable

Task	Timeframe
Appointment of Travel Co-coordinator	<i>Complete</i>
Issue of Travel information in Welcome Packs	When residents move into the property
Initial Travel Surveys	Carried out within 3 months of full occupancy
Review of Survey and Travel Plan Performance issued for review	Within 6 months of full occupancy
2 year monitoring survey and review of report	2 years after submission of final travel plan

6.0 Conclusions

The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors to the development.

The aim of the Travel Plan is;

- To encourage all residents to use sustainable modes of transport to access the site and local amenities.
- Reduce the reliance on single car occupancy journeys
- Generally reduce traffic related pollution and noise.
- Encourage residents to join the Enterprise Car Club
- Encourage residents to use the on site Hybrid Electric Cars

A wide range of measures and actions will be used to encourage, public transport use, cycling and walking and car sharing. The Travel Plan coordinator will ensure the Travel Plan is implemented and is operating effectively.

A detailed site audit will be undertaken as detailed above which will then inform specific targets for future monitoring. The Travel Plan coordinator X1 Lettings will be responsible for monitoring the success of the plan.

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