



Kampus Manchester

KAMPUS, Manchester City Centre

Travel Plan

February 2021



Kampus Manchester

KAMPUS, Manchester City Centre

Travel Plan

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CONTENTS

1	INTRODUCTION	1
1.1	Preamble	1
1.2	Overview of the Travel Planning Process	1
1.3	Report Structure	3
2	EXISTING CONDITIONS	4
2.1	Site Location	4
2.2	Model Split	4
3	SUSTAINABLE ACCESSIBILITY	6
3.1	Pedestrian Accessibility	6
3.2	Cycle Accessibility	7
3.3	Public Transport Services	8
4	OBJECTIVES, BENEFITS AND INDICATORS	11
4.1	Objectives	11
4.2	Benefits	11
4.3	Indicators	11
5	TARGETS	13
5.1	Objectives	13
5.2	Targets	13
6	TRAVEL PLAN MANAGEMENT	14
6.1	Overview	14
6.2	Lifespan	14
6.3	Travel Plan Coordinator	14
6.4	Funding	15
6.5	Liaising with Stakeholders	15
7	TRAVEL PLAN MEASURES	16
7.1	Overview	16
7.2	Travel Survey	16
7.3	Kampus App	16
7.4	Promotion and Marketing	16
7.5	Travel Database	16
7.6	Encouraging Walking	17
7.7	Encouraging Cycling	17

7.8	Promoting Public Transport	18
7.9	Promoting Car Sharing and Car Hire	18
7.10	Kampus Car Club	18
8	MONITORING AND REVIEW	19
8.1	Overview	19
8.2	Monitoring Strategy	19
8.3	TP Review	19
9	TIMETABLE AND ACTION PLAN	20
APPENDICES		
APPENDIX A - TRAVEL SURVEY QUESTIONNAIRE		

1 Introduction

1.1 Preamble

- 1.1.1 This Travel Plan has been prepared by Mode Transport Planning ('Mode'), on behalf of Kampus Manchester, for the Kampus development.
- 1.1.2 Kampus is a new neighbourhood created in Manchester City Centre. The mixed-use development provides 500 residential homes along with mix commercial and leisure uses.
- 1.1.3 The approved planning applications for the new build and tower buildings (Ref:112034/FO/2016/C2) and listed buildings (Ref:115570/FO/2017) have conditions (Nos.21 and 18 respectively) attached which state:

'In this condition a travel plan means a document that includes the following:

- i. the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development*
- ii. a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time*
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv. measures for the delivery of specified travel plan services*
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car*

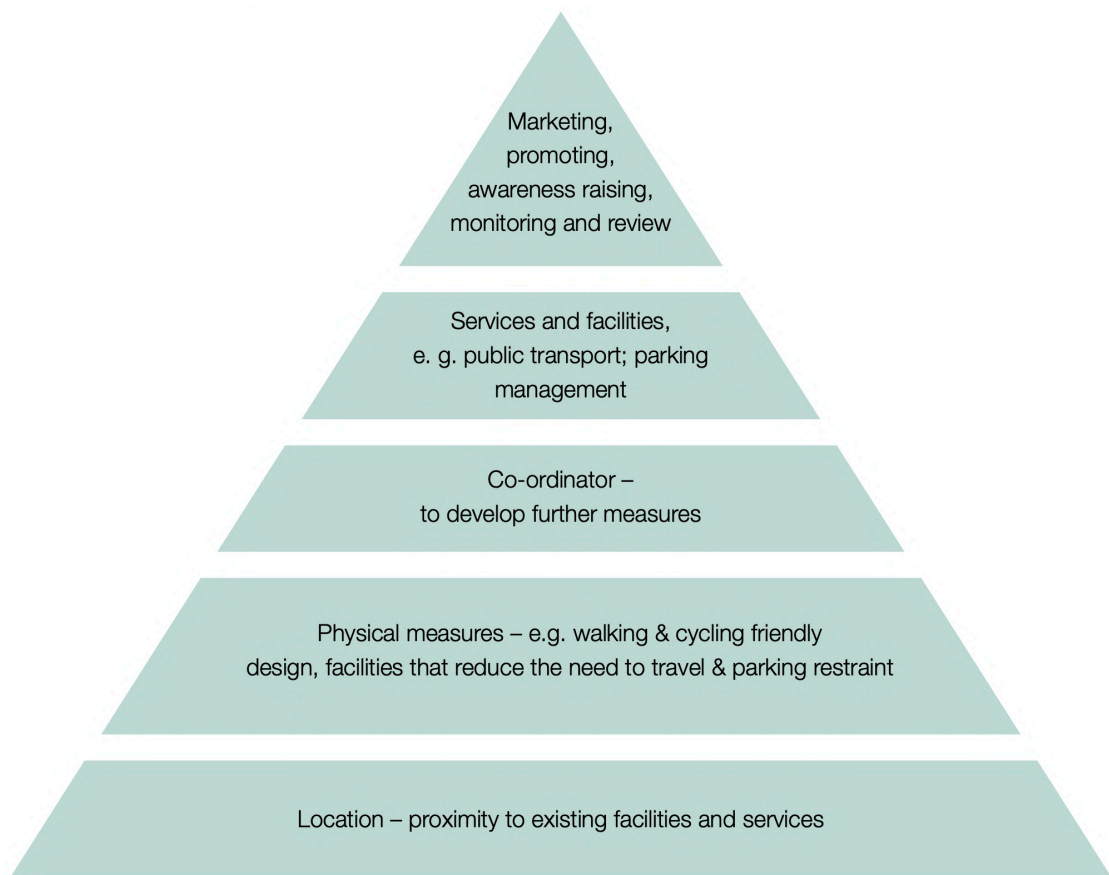
Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.'

- 1.1.4 This Travel Plan (TP) has been prepared for implementation by the Kampus management company, in accordance with the planning conditions.

1.2 Overview of the Travel Planning Process

- 1.2.1 A TP is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.
- 1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.
- 1.2.3 A successful TP can be established by the Travel Plan Pyramid shown in [Figure 1.1](#).

Figure 1.1: Travel Plan Pyramid (Source: Department of Transport)



1.2.4 This TP forms the starting point in providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.5 The key objectives of the TP will be taken forward by a TPC who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to residents on sustainable modes of travel to and from the site; and
- Provide information to residents on the alternative sustainable modes of travel.

1.3 Report Structure

1.3.1 Following this introduction, the Travel Plan has been structured as follows:

- Chapter 2 presents the existing conditions and current modal split;
- Chapter 3 sets out the sustainable travel connections for the site;
- Chapter 4 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 5 sets out the provision TP targets;
- Chapter 6 sets out the management strategy for the TP, including the TPC details;
- Chapter 7 identifies the measures and initiatives;
- Chapter 8 outlines how the plan can be monitored and reviewed; and
- Chapter 9 presents an action plan for the implementation and delivery of the plan

2 Existing Conditions

2.1 Site Location

2.1.1 The development site is located on Chorlton Street in Manchester City Centre, with the existing Manchester Metropolitan University (MMU) buildings to the east and south, Chorlton Street to the west and the Rochdale Canal to the northwest of the site.

2.1.2 The site location in the context of the city centre is shown in [Figure 2.1](#).

Figure 2.1: Site Location (source: Google Maps)



2.2 Model Split

2.2.1 To provide a forecast modal split anticipated at the proposed development, the journey to work data for the population of the site area has been reviewed. The modal split from the 2011 Census for 'Manchester 055' Middle Super Output Area (MSOA), has been examined and is summarised in [Table 2.1](#).

Table 2.1: 2011 Census Travel to Work Data - Modal Split (MSOA: Manchester 055)

Method of Travel	Percentage
Metro, tram, light rail	4%
Train	12%
Bus, minibus or coach	11%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	19%
Passenger in a car or van	2%
Bicycle	2%
On foot	50%
Total	100%

It should be noted that Manchester's Metrolink Network has improved since Census 2011 data was release, with several new Metrolink Lines

- 2.2.2 As shown in Table 2.1, currently 21% of people travel to work by car or van, of which 19% are drivers. The census data also shows that 79% of people travel to work using non-car modes, including 12% by train, 4% by tram, 11% by bus, 2% by bicycle and 50% on foot.
- 2.2.3 A more accurate and specific modal split will be established once the first travel surveys have been completed, as detail in Chapter 7.

3 Sustainable Accessibility

3.1 Pedestrian Accessibility

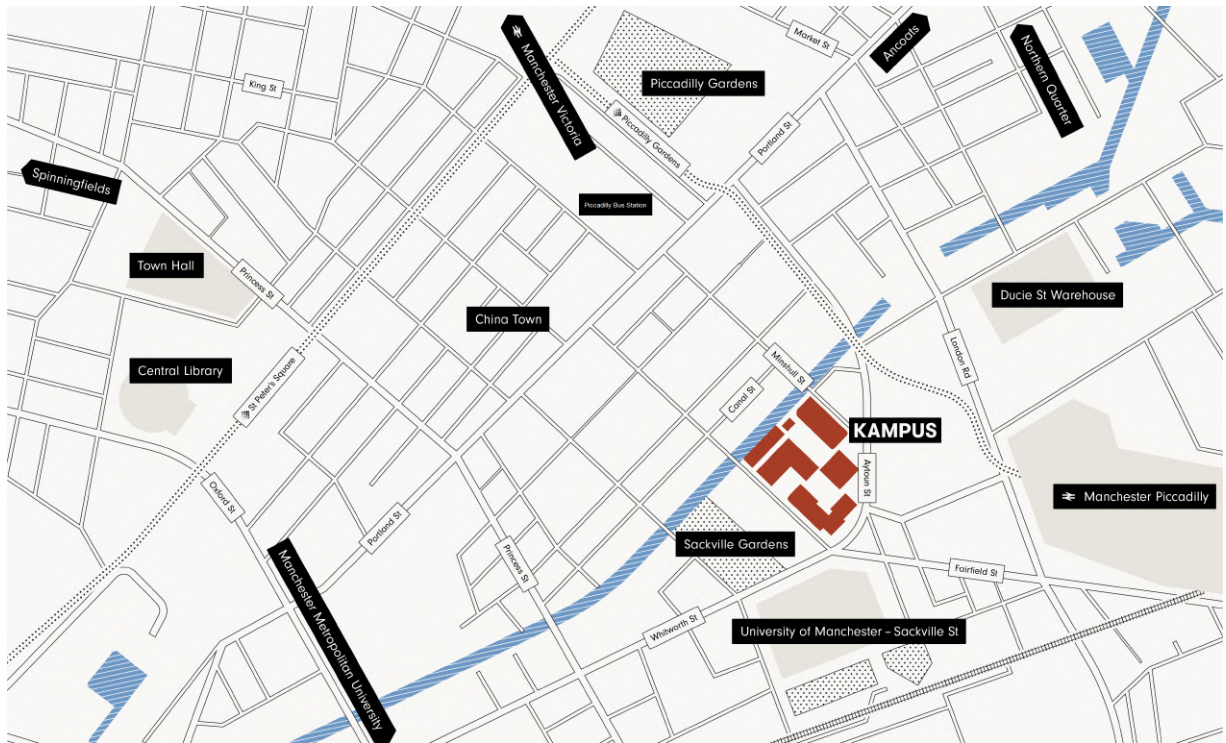
3.1.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document '*Guidelines for Providing for Journeys on Foot (2000)*', are shown in [Table 3.1](#).

Table 3.1: CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

3.1.2 The CIHT guidelines shown in [Table 3.1](#) suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1km is considered an acceptable walking distance and 2km is the preferred maximum walking distance. [Figure 3.1](#) presents some of the main local amenities in walking distance to site.

Figure 3.1: Local Amenities



3.1.3 [Table 3.2](#) provides an indication of the distances and approximate walking times to local bus stops, stations and a selection of other local amenities. The distances have been measured from the centre of the site, and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 3.2: Local Amenities – Distance and Walking Times

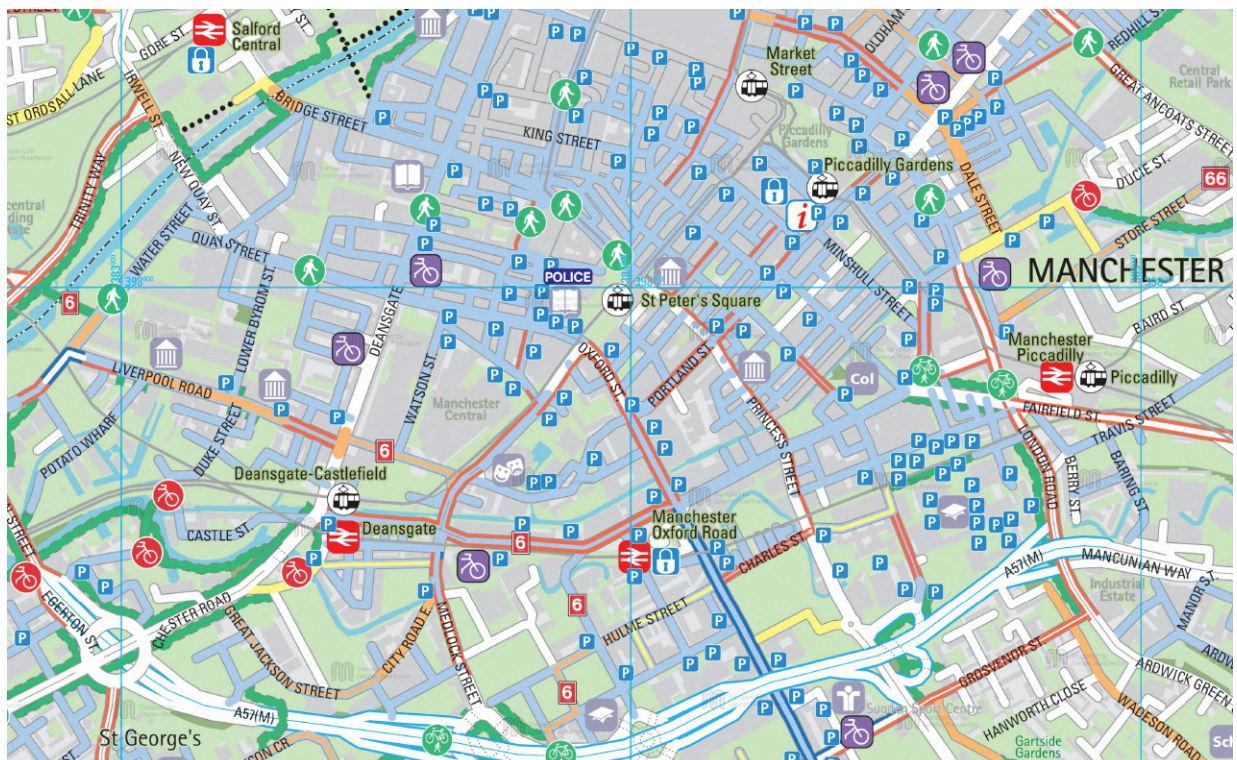
Local Amenity	Distance	Average Walking Time
Bus Stops on Chorlton Street	30m	<1 minute
Bus Stops on Chorlton Street	150m	2 minutes
Bus Stop on Aytoun Street (A6)	155m	2 minutes
Piccadilly Railway Station	350m	4 minutes
Piccadilly Tram Station	350m	4 minutes
Sainsbury Local	350m	4 minutes
Piccadilly Gardens	500m	6 minutes
Tesco Express	514m	6 minutes

3.1.4 As summarised in Table 3.2, the site is well positioned in Manchester City Centre, with bus stops located on Chorlton Street and Aytoun Street within a **2-minute** walk of the site. Piccadilly Railway Station and Piccadilly Tram Station are located within a **4-minute** walk from the site, where various retail and food units are also located. Piccadilly Gardens is located within a **4-minute** walk from the site, where banks, a post office and a variety of shops, bars and restaurants are located. Additional tram and bus services are also available from Piccadilly Gardens.

3.2 Cycle Accessibility

3.2.1 Figure 3.2 shows the local cycle routes and other travel related facilities.

Figure 3.2: Cycle and Travel Facilities (source: TfGM)



3.3 Public Transport Services

Local Bus Services

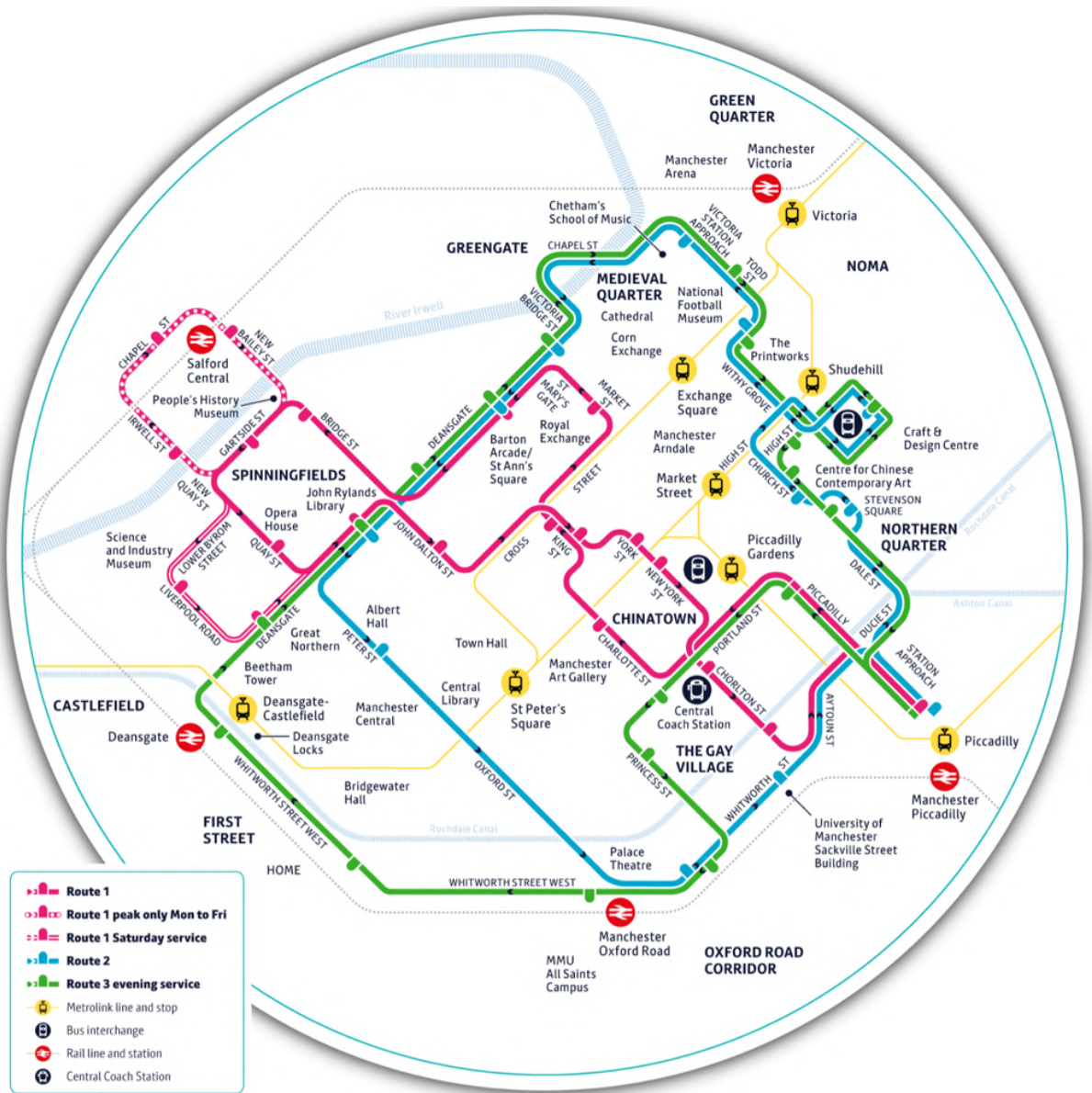
- 3.3.1 The nearest bus stops are located 30m and 150m from the site on Chorlton Street and served by 1 free bus, X41 red express, X43 witch express, X56 and X57 bus service. Bus stops are also located on Aytoun Street approximately 155m from the site, served by 201, 202, 203, 205 and 219 bus service
- 3.3.2 Piccadilly Bus Station at Piccadilly Gardens is also located approximately 500m from the site providing regular frequent bus services to a range of destination across Greater Manchester and locations further afield such as Blackburn, Oldham and Tameside.
- 3.3.3 Details of the local bus services from the bus stops on Chorlton Street and Aytoun Street are shown in Table 3.3.

Table 3.3: Local Bus Service – Routes and Frequency

Service No.	Route	Weekday			Weekday	
		AM Peak	PM Peak	Inter Peak	Saturday	Sunday
1 free bus service	Manchester Circular	10mins	10mins	10mins	10mins	12mins
X41 Red Express	Accrington, Haslingden & Ramsbottom to Manchester	40mins	Hourly	Hourly	Hourly	Hourly
X43 The Witchway	Burnley to Rawtenstall & Manchester	30mins	30mins	15mins	30mins	30mins
X56 / X57	Sheffield, Glossop, Hollingworth and Manchester	Hourly	Hourly	Hourly	Hourly	Hourly
201	Hattersley, Hyde, Gorton and Manchester	10mins	10mins	10mins	10mins	30mins
202	Gee Cross, Hyde, Gorton, Manchester	30mins	30mins	30mins	30mins	Hourly
203	Stockport, Reddish, Gorton and Manchester	10mins	10mins	10mins	10mins	15mins
205	Dane Bank, Gorton and Manchester	20mins	20mins	20mins	20mins	30mins
219	Stalybridge, Ashton-under-Lyne, Audenshaw, Openshaw and Manchester	10mins	10mins	10mins	10mins	15mins

- 3.3.4 Figure 3.3 shows the routes of the free bus services which operate within the Manchester City Centre.

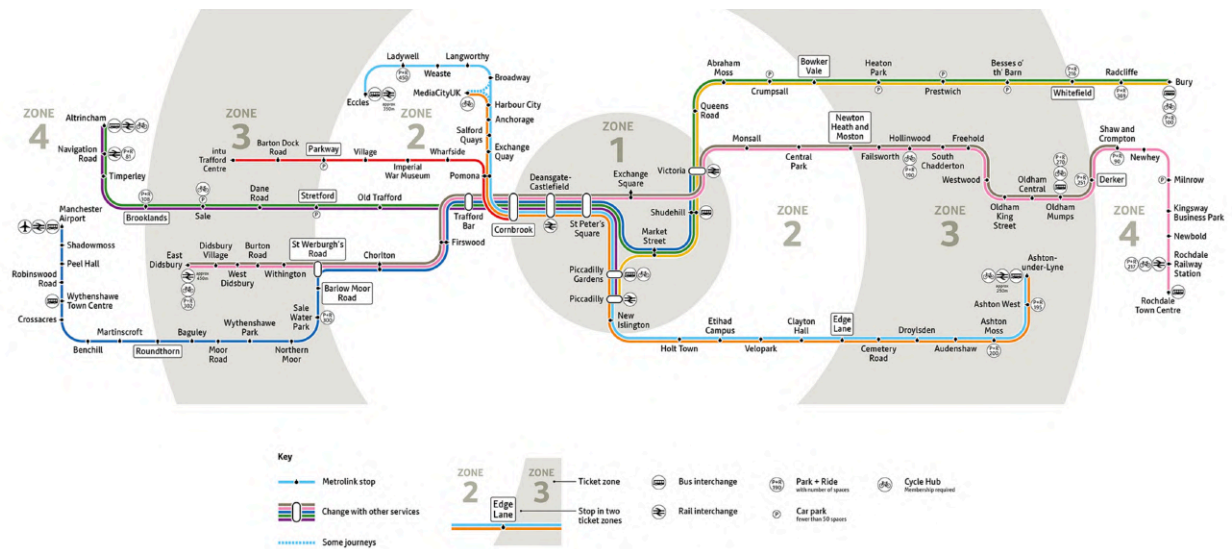
Figure 3.3: Free Bus Services Route Map (source: TfGM)



Metrolink Services

- 3.3.5 The nearest Metrolink Station is located at Piccadilly Railway, approximately 350m from the site, and is served by the Orange Line (Ashton-under-Lyne – Media City), Light Blue Line (Ashton-under-Lyne – Eccles), Yellow Line (Bury – Piccadilly) and the Purple Line (Altrincham – Piccadilly).
- 3.3.6 Market Street station, adjacent to Piccadilly Gardens, is served by the Green Line (Bury – Altrincham), Yellow Line (Bury – Piccadilly) and the Dark Blue Line (Manchester Airport – Victoria). Figure 3.4 presents the Greater Manchester Metrolink Tram network.

Figure 3.4: Metrolink Tram Network (source: TfGM)



- 3.3.7 The trams services available operate on a 12-minute frequency throughout the day. The tram stops in vicinity of the site have step-free access to all platforms, help points and security camera coverage.

Rail Services

- 3.3.8 Piccadilly Train Station is located approximately 350m from the site. Piccadilly Train Station provides regular and frequent train services to local destinations within Greater Manchester and destinations throughout the UK such as Liverpool, Leeds, Birmingham and London.

4 Objectives, Benefits and Indicators

4.1 Objectives

4.1.1 This TP is targeted at combating over-dependency on cars by boosting and encouraging alternatives to private car use. In order to do this, the TP has the following broad objectives:

- To instil a culture of sustainable travel behaviour amongst residents and workers on the site;
- To deliver ease of access to key facilities by enabling walking, cycling, public transport and car sharing to employment, education, health, shopping and leisure facilities;
- To promote healthy lifestyles and raise awareness about the benefits of utilising sustainable travel opportunities; and
- To design the development using best practice urban design principles that open up the permeability of the development, encouraging walking and cycling as the first choice for local trips.

4.2 Benefits

4.2.1 By meeting the objectives, the TP will bring about the following benefits:

Resident Benefits

- Health benefits associated with walking and cycling, including reduced levels of stress;
- The opportunity to save money using alternative modes of travel to the car; and
- Improved quality and reliability of journeys to and from work.

Occupier Benefits

- An improved compliance with the planning context;
- A demonstration of any environmental credentials; and
- An incentive to retaining residents.

Wider Community Benefits

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling; and
- A contribution towards overall reduction in travel emissions.

4.3 Indicators

4.3.1 The, now superseded, Good Practice Guidelines: Delivering Travel Plans through the Planning Process highlights the importance of establishing clear indicators to monitor travel behaviour at the site. This information can subsequently be used to identify where the greatest potential for mode shift may lie and to inform the implementation strategy for the TP over the coming year. A number of indicators will be measured at the proposed development.

4.3.2 The responsibility for measuring these indicators lies with the TPC, with support from Manchester City Council, and could include the following:

- Percentage of trips made by residents and workers on foot;
- Percentage of trips made by residents and workers by bicycle;
- Percentage of trips made by residents and workers using public transport; and
- Percentage of trips made by residents and workers car sharing and registered with a car sharing database

5 Targets

5.1 Objectives

5.1.1 The objectives will be realised through the achievement of **SMART** targets, which are:

- **S** – Specific: stating exactly what needs to be achieved;
- **M** – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
- **A** – Achievable: targets that can be achieved within the TP duration;
- **R** – Realistic: targets that can be achieved by the proposed TP measures; and
- **T** – Time-related: to be achieved by a set deadline.

5.2 Targets

5.2.1 Individual modal share targets, for all units are outlined in [Table 5.1](#). Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as residents and workers.

Table 5.1: Provisional Modal Share Targets

Mode of Travel	Mode Share Targets by Timescales			
	Year 1	Year 2	Year 4	Year 5
Single Occupancy Vehicle (SOV)	19%	18%	16%	14%
Sustainable Travel Modes	81%	82%	84%	86%

5.2.2 The targets outlined in [Table 5.1](#) aim to achieve a **5%** mode shift from SOV trips to sustainable travel modes (and corresponding 5% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of the initial baseline resident travel questionnaire survey. At this stage, these are interim percentages based on the modal split derived from census data. The mode share targets are subject to change on this basis.

5.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as the results of ongoing monitoring data become available.

5.2.4 All data collected will be in accordance with local authority standards, to ensure the TP is being accurately monitored and that targets are being met.

6 Travel Plan Management

6.1 Overview

- 6.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in **Chapter 9**.

6.2 Lifespan

- 6.2.1 The TP will continue as a formal process for 3 years after first occupation. After this period the responsibility for monitoring and reporting will cease.

6.3 Travel Plan Coordinator

Role and Responsibilities

- 6.3.1 Emma Baxter of Kampus Manchester has been nominated as the Travel Plan Coordinator (TPC).
- 6.3.2 As TPC, Emma Baxter will act as a liaison point for residents and workers for any issues relating to the TP. The role will also include liaising with the local authority and public transport operators, where required.
- 6.3.3 The roles and responsibilities of the TPC will include:
- Administer and manage the TP and provide a liaison with the Manchester City Council when implementing the plan;
 - Ensure travel awareness amongst residents and workers;
 - Provide a point of contact to discuss travel information and options;
 - Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
 - Ensure the availability of the most up to date travel information.
- 6.3.4 The TPC will be responsible for conducting annual travel surveys. The TPC will submit these results to Manchester City Council and together they will inform the relevant targets and measures for the TP document.

Contact Details

- 6.3.5 The details for the TPC are presented in **Table 6.1**.

Table 6.1: Travel Plan Coordinator Details

Travel Plan Coordinator Details	
Name:	Emma Baxter – Kampus Manchester
Telephone Number:	07912 841 608
Email Address	emma.baxter@kampus-mcr.co.uk

6.4 Funding

- 6.4.1 The TP will be funded by Kampus Manchester who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

6.5 Liaising with Stakeholders

- 6.5.1 It will be necessary for the TPC to liaise with Manchester City Council and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.
- 6.5.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

7 Travel Plan Measures

7.1 Overview

- 7.1.1 This section of the report outlines the specific physical and management measures which should be undertaken as part of the TP.

7.2 Travel Survey

- 7.2.1 Initial Travel Survey's will be undertaken within 3 months of first occupation, as required in the planning condition. The Resident Travel Survey results will provide a valuable 'baseline' against which the success of the TP, in reducing car journey and increasing journey by walking, cycling and public transport, will be measured.
- 7.2.2 A Travel Survey questionnaire is attached in [Appendix A](#). The survey will be undertaken using an appropriate digital format.

7.3 Kampus App

- 7.3.1 The Kampus Residents App has been created for all residents to access. The app will be at the heart of the community enabling people to get involved as much or as little as they like – from sharing recommendations, planning and signing up for events to connecting with your neighbours of similar interests there are few better ways to immerse yourself in Kampus Life.
- 7.3.2 In addition to enabling residents to communicate, notify of any maintenance problems and access discounts from local partners, the App will provide residents with:
- Travel information, including links to local timetables and public transport routes;
 - Information on walking and cycling;
 - Community events being hosted by Kampus; and
 - Notifications of deliveries.

7.4 Promotion and Marketing

- 7.4.1 The following methods could be used as a means of disseminating information to residents and workers as well as promoting events / campaigns / promotions:
- Resident newsletters (where possible);
 - E-groups and forums; and
 - Other means of promoting the TP will also be investigated, which might take the form of mailings.

7.5 Travel Database

- 7.5.1 The TPC will produce and maintain a travel database of the travel characteristics of the residents and workers. The TPC will obtain travel data through Travel Surveys which will be undertaken on an annual basis during the 3-year period.
- 7.5.2 The survey would request details of the following (this is not an exhaustive list):
- Reasons for travel;
 - Mode of travel;

- Car ownership;
- Reasons for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Resident profile, including age, gender etc.

7.5.3 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

7.6 Encouraging Walking

7.6.1 In order to encourage walking at the site, the TPC will ensure that residents and workers have received information and advice concerning safe pedestrian routes to and from the site. Residents and workers will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental benefits.

7.6.2 Walking routes can be planned via the following links:

<https://www.google.co.uk/maps>

<https://my.tfgm.com/#/planner/>

7.7 Encouraging Cycling

7.7.1 In terms of proposed operational measures, the TPC's role will include the promotion of cycling to residents and workers, including providing details of the local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/repair.

7.7.2 Cycle journeys and routes can be planned via the following links:

<https://www.cyclestreets.net, cycle.travel/map>

<https://my.tfgm.com/#/planner/>

<https://www.sustrans.org.uk>

7.7.3 In addition to planning journeys and routes, there are a number of initiatives in Manchester to encourage and support cycling in the city centre and beyond. These are as follows:

- Transport for Greater Manchester offer a range of cycle riding and maintenance sessions for beginners and experienced cyclists <https://tfgm.com/cycling/training>
- The Ride Social website, provided by British Cycling, lets you organise bike rides or join other peoples' for free <https://www.letsride.co.uk/social>
- The cycling charity Cycling UK can offer a variety of training and mentoring opportunities to help less experienced cyclists build their confidence to travel on the road network <http://www.cyclinguk.org/courses-and-training>

7.8 Promoting Public Transport

- 7.8.1 The promotion of walking and cycling will encourage many residents and workers to adopt these modes, but for those travelling further from the site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.
- 7.8.2 The TPC will therefore ensure that up-to-date public transport frequency information is available to residents and workers to maximise the potential use of these modes.

- **Bus Service** - Bus journeys and ticketing information can be accessed via the following links:
<https://my.tfgm.com/#/planner/>
<https://systemonetravel.co.uk/>
<https://www.gonorthwest.co.uk/fares/>
<https://www.diamondbuses.com/tickets/>
<https://www.stagecoachbus.com/tickets>
- **Metrolink Service** - Tram journeys and timetables can be accessed at <https://tfgm.com/public-transport/tram>
- **Rail Services** - Rail journeys can be planned at <http://www.nationalrail.co.uk> or using the National Rail Enquiries app.

7.9 Promoting Car Sharing and Car Hire

- 7.9.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private mileage and car parking demand.
- 7.9.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:
- Reduced travel costs – drivers and passengers can split the costs of travel;
 - Improved access – to areas which aren't accessible through public transport;
 - Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
 - Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
 - Reduced pollution – cutting congestion will also help to reduce pollution; and
 - Reduced Carbon Dioxide emissions – which in turn will help to reduce the development of global warming.
- 7.9.3 Residents and workers will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:
- <https://liftshare.com/uk>
 - <https://www.enterprise.co.uk/en/home.html>

7.10 Kampus Car Club

- 7.10.1 A car club is available for residents in the development to join and use. The car club will be accessible via the Kampus Residents App.

8 Monitoring and Review

8.1 Overview

8.1.1 Monitoring of the Travel Plan includes the following key roles led by the TPC:

- To provide feedback to allow the Travel Plan to be developed; and
- To measure the level of success in meeting identified targets of this TP using key performance indicators

8.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

8.2 Monitoring Strategy

8.2.1 A Monitoring Report will be submitted to the Local Planning Authority, Manchester City Council, to illustrate to what extent the agreed 'outputs' and 'outcomes' in the TP have been achieved. Once submitted, the Local Planning Authority will provide written comments on the report, which may lead to modifications to the original measures if required.

8.2.2 The success of a TP should be assessed in terms of the effect the implemented measures have had on the achievement of the TP targets.

8.2.3 The monitoring programme will begin with the initial baseline resident travel questionnaire survey, to be undertaken within 3 months of first occupation. Further surveys will be undertaken on an annual basis for 3-years.

8.2.4 The surveys undertaken will also confirm the numbers surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

8.3 TP Review

8.3.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date. The TPC will then prepare a monitoring report which will summarise the results of the annual travel surveys, assess the results against the TP targets to provide an indication of the success of the TP, and identify measures which could potentially be included in the future.

8.3.2 The re-issue of the travel questionnaire will provide the opportunity for residents to gather new information regarding attitudes to travel and on the modal split in comparison to the previous years.

9 Timetable and Action Plan

9.1.1 A Timetable and Action Plan is outlined in [Table 9.1](#). This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 9.1: Travel Plan Action Plan

Activity	Description	Frequency for Review	Deadline for Completion After Occupation	Lead
Appoint Travel Plan Co-ordinator	Lead person identified to co-ordinate the development and implementation of the Travel Plan	Annual	Complete	Kampus Manchester
Baseline assessment of modes of travel and preferences and questionnaires	Engagement with residents and workers through questionnaires in order to provide a baseline assessment.	Annual	Within first 3 months following first occupation	TPC
Analysis of Baseline Information	Analysis of survey information in order to identify trends, make recommendations and develop action plan.	Annual	12 months	TPC
Develop Action Plan	Information used to identify initiatives which are set out in a detailed action plan	Annual	12 Months	TPC
Sign Off Plan	Formal approval of Travel Plan and its activities by MCC	One-off sign off	Within 6 months of initial occupation	TPC
Review, Update and Report	Review travel plan, including results of surveys and questionnaires. Update action plan as required and submit progress report to MCC	Annual	For 3-year period, post occupation	TPC

APPENDICES

APPENDIX A - Travel Survey Questionnaire

Resident Travel Survey

Kampus Manchester is committed to the use and promotion of sustainable transport for residents, and we are constantly looking for ways to enhance the sustainable travel opportunities.

To assist in this process the following questionnaire seeks to understand how residents currently travel to and from work, and how we can address your needs/concerns regarding sustainable modes of travel.

This questionnaire will only take a few minutes to fill in. We do not require any personal details.

1. How far do you typically travel to work?

- ☐ Less than 2km
- ☐ Between 2km and 5km
- ☐ More than 5km

2. How do you usually travel to work?

- ☐ Car as driver (Please answer Question 3 and 4)
- ☐ Car as passenger
- ☐ Motorcycle
- ☐ Train
- ☐ Bus
- ☐ Taxi
- ☐ Bicycle
- ☐ Walk
- ☐ Other (please specify) _____

3. If you drive, why do you usually travel to work by car?

- ☐ Essential to use a car during the working day
- ☐ Dropping off/collecting children
- ☐ Get a lift
- ☐ Health reasons
- ☐ Personal security
- ☐ Cost
- ☐ Lack of an alternative
- ☐ Reliability
- ☐ Other (please specify) _____

4. If you drive, where do you usually park?

- ☐ On-Site
- ☐ On the local highway
- ☐ Other (please specify) _____

5. Which of the following (if any) would encourage you to CAR SHARE for your journey to work?

(Please tick all that apply)

- ☐ Help in finding a suitable car share partner
- ☐ Alternative lift home if let down by the car sharer
- ☐ Parking permit for car sharers
- ☐ Other (please specify) _____

6. Which of the following (if any) would encourage you to use the BUS or TRAIN for your journey to work?

(Please tick all that apply)

- ☐ More reliable service
- ☐ More direct routes
- ☐ More frequent services
- ☐ Cleaner/smarter buses/trains
- ☐ Cheaper fares
- ☐ Annual season ticket loan
- ☐ Improved or more frequent park and ride service
- ☐ Better quality waiting environments at bus stops
- ☐ Better security at bus, train stations
- ☐ Cleaner/smarter bus, train stations
- ☐ Easier access to timetable information
- ☐ Having my journey planned for me
- ☐ Frequent shuttle bus to train station
- ☐ Other (please specify) _____

7. Which of the following (if any) would encourage you to CYCLE for your journey to work?

- ☐ Improved cycle path/lanes on the journey to work
- ☐ Improved and secure cycle parking
- ☐ Improved changing facilities, showers and lockers at work
- ☐ Improved street lighting
- ☐ Interest free loan to purchase a bicycle
- ☐ Discount at cycle shops
- ☐ Cycling refresher course
- ☐ Map of cycle routes
- ☐ Other (please specify) _____

8. Which of the following (if any) would encourage you to WALK for your journey to work?

- ☐ Better quality footpaths
- ☐ Safer routes
- ☐ Improved road safety
- ☐ Availability of a walking partner
- ☐ Walking maps
- ☐ Financial incentives
- ☐ Improved road crossing facilities
- ☐ Other (please specify) _____

Thank you for your time. Please return your completed survey to the Travel Plan Coordinator



keep up with mode:



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