

PJ LIVESEY HOLDINGS LIMITED

**PROPOSED RESIDENTIAL DEVELOPMENT,
NELL LANE, WEST DIDSBURY, MANCHESTER**

Residential Travel Plan

VN81200

January 2019

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CONTENTS

1	TRAVEL PLAN.....	1
1.1	Introduction.....	1
1.2	Site Location and Existing Situation.....	1
1.3	About a Travel Plan.....	2
1.4	Relevant Guidance	2
1.5	Budget Requirements	3
1.6	Travel Plan Aims	3
1.7	Travel Plan Benefits	4
1.8	Plan Administration	5
1.9	Scope of This Report	5
2	DEVELOPMENT PROPOSALS.....	6
2.1	Development Scale and Location	6
2.2	Proposed Access Strategy	6
2.3	Parking	6
3	ASSESSMENT OF ACCESS BY NON-CAR MODES	7
3.2	Accessibility on Foot	7
3.3	Accessibility by Cycle	11
3.4	Accessibility by Bus	13
3.5	Accessibility by Metrolink	15
3.6	Accessibility by Rail.....	17
4	RESIDENTIAL ACTION PLAN.....	18
4.1	Introduction.....	18
4.2	‘Welcome Pack’	18
4.3	Travel Information	19
4.4	Promotion of Travel Plan	19
4.5	Walking Measures	19
4.6	Cycling Measures	20
4.7	Public Transport Measures.....	23
4.8	Car Sharing Scheme	24
4.9	Car Club	25
4.10	Motorcycles and other Powered Two Wheelers.....	25
5	TRAVEL PLAN TIMETABLE	26
6	TRAVEL SURVEYS AND MONITORING STRATEGY	27
6.2	Continued Monitoring.....	27

APPENDICES

Appendix A Proposed Development Plan

Appendix B Example Travel Survey

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1 TRAVEL PLAN

1.1 Introduction

1.1.1 Vectos have been instructed by PJ Livesey to prepare a Residential Travel Plan for the site located off Nell Lane, within the Siemens Campus in West Didsbury, Manchester.

1.1.2 As part of planning consent (Ref: 117303/FO/2017) Condition 21 relates to travel planning, as such this Residential Travel Plan will discharge the following condition:

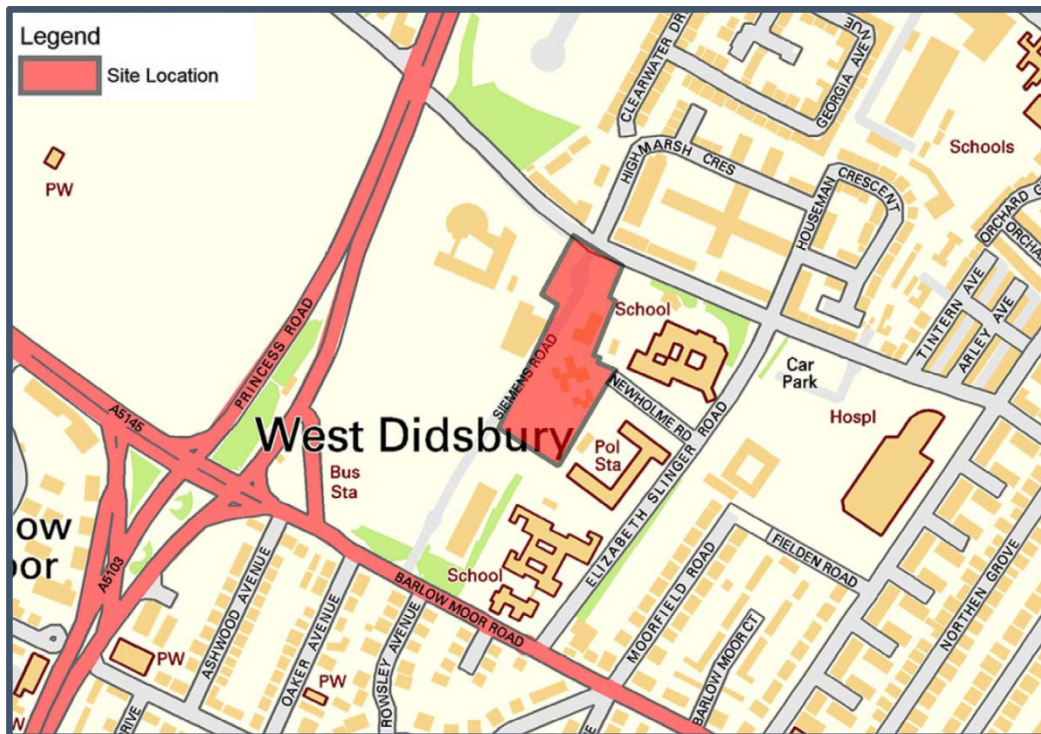
"21) Prior to the first occupation of any part of the development, a residential Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review process shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter."

1.1.3 The proposed residential scheme consists of the following:

- Housing provision for 95 dwellings (50 apartments and 45 houses).
- Site access junction provided off Nell Lane.

1.2 Site Location and Existing Situation

1.2.1 The application site is located within West Didsbury – a suburban area of Manchester, and is bound by Princess Road to the west, Nell Lane to the north, existing properties to the east and Barlow Moor Road to the south. **Plan 1** shows the strategic location of the proposed application site in relation to West Didsbury.



Plan 1 - Site

Location

1.3 About a Travel Plan

- 1.3.1 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote and encourage the travel choices that are available to residents.
- 1.3.2 This Residential Travel Plan (RTP) will set out details of potential measures that could be used for a residential part of the development.

1.4 Relevant Guidance

- 1.4.1 The Department for Transport (DfT) produced guidance on the preparation of Residential TP's in the "Overarching Principles on Travel Plans, Transport Assessments and Statements", which was published by the DfT in 2014.
- 1.4.2 The 2014 DfT guidance document provides the following definition of a Travel Plan:

“Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)” (paragraph 003).

1.4.3 This document will set out the principle strategies of the TP and will continue to evolve through the life of the Plan.

1.5 Budget Requirements

1.5.1 A sufficient budget has been allocated to enable the provision of the role of the Travel Plan Co-ordinator and towards the day to day running of the Travel Plan, in addition to the travel plan surveys/audit, publicity material, marketing and monitoring.

1.5.2 Budget requirements for the provision of the Travel Plan Co-ordinator will be monitored as the Travel Plan evolves jointly with the local planning authority.

1.6 Travel Plan Aims

1.6.1 The Travel Plan will represent a long-term strategy for reducing the dependence of residents on travel by private car. The aims of the strategy are:

- To encourage residents to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.6.2 The principle measures outlined in the Travel Plan are as follows;

- Residents Welcome Packs;
- Improving Travel Awareness;
- Creation of a travel database;
- Ensuring the availability of travel information;
- Provision of Cyclist Facilities;
- Walking Measures;
- Marketing and awareness;
- Promoting Sustainable Travel.

1.7 Travel Plan Benefits

Benefits to residents

1.7.1 Residents who chose to travel by more sustainable transport such as walking, cycling or public transport, can benefit from the following:

- Reduced travel costs associated with expenditure on fuel and car insurance;
- Reduced stress levels related to driving. Driving during peak hours can be nerve-racking;
- Reduced journey times. Cycling is often considered the fastest mode of transport over distances of up to 5km;
- Reduce congestion on local roads around the residential site benefiting also local community;
- Improved access to key services;
- Improved health and well-being. People who regularly walk or cycle to work can enjoy improved health conditions such as high cholesterol, high blood pressure, stiffness and joint and muscular pain;
- Reduced carbon footprint. Walking and Cycling is the greenest modes of travel.

1.8 Plan Administration

- 1.8.1 The administration of the Travel Plan will be the responsibility of the Travel Plan Co-ordinator, who will be appointed at least 3 months prior to the first occupation of the development. Upon appointment, the Travel Plan Co-ordinator must provide their details to Transport for Greater Manchester (TfGM).
- 1.8.2 The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters related to travel. He/she will maintain an up-to-date file containing all correspondence to and from residents relating to the Travel Plan.
- 1.8.3 The Travel Plan Co-ordinator will ultimately be appointed by the developer prior to the first occupation of the site, however, in the meantime the interim Travel Plan Co-ordinators details are as follows:

Mr Richard Wilshaw
PJ Livesey Holdings Limited
Beacon Road
Trafford park
Manchester
M17 1AF
Tel: 0161 873 7878
Email: Richard.wilshaw@pjlivesey.co.uk

1.9 Scope of This Report

- 1.9.1 This report presents the framework for the Travel Plan Strategy. In the following sections the report presents the following:

- The Development Proposals
- Assessment of Access over the wider area
- Travel Plan Policy Guidance, Aims and Benefits
- Travel Plan Measures
- Travel Surveys
- Target Setting
- Travel Plan Implementation Administration and Monitoring

2 DEVELOPMENT PROPOSALS

2.1 Development Scale and Location

2.1.1 An illustrative Masterplan is attached as **Appendix A**. In summary, the proposed development consists of:

- 95 residential units comprising 50 apartments and up to 45 houses.

2.2 Proposed Access Strategy

2.2.1 The Masterplan identifies a residential development with vehicular and pedestrian accesses to the site proposed from Nell Lane.

Residential Vehicular Access – Nell Lane

2.2.2 Access to the residential units is to be provided via an existing Nell Lane / Highmarsh Crescent crossroads, approximately 240 metres east of the junction with Princess Road. The proposed layout is presented in **Appendix A**.

2.2.3 A visibility splay of 2.4 metres by 43 metres can be achieved at the site access which is based on guidance within the Manual for Streets 2 (MfS2) for a 30mph road.

2.3 Parking

2.3.1 It is proposed that the residential units be served by 182 car parking spaces.

2.3.2 For the proposed 50 apartments it is proposed to provide 72 secure cycle parking spaces and cycle storage for the houses will be provided at 200%. Houses without integral garages will have external bike stores provided in the rear gardens.

3 ASSESSMENT OF ACCESS BY NON-CAR MODES

3.1.1 It is important to locate developments where the need for travel will be minimised and the use of sustainable transport modes can be maximised.

3.1.2 In this regard the accessibility of the proposed development by the following modes of travel has been considered:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by Metrolink;
- Accessibility by rail.

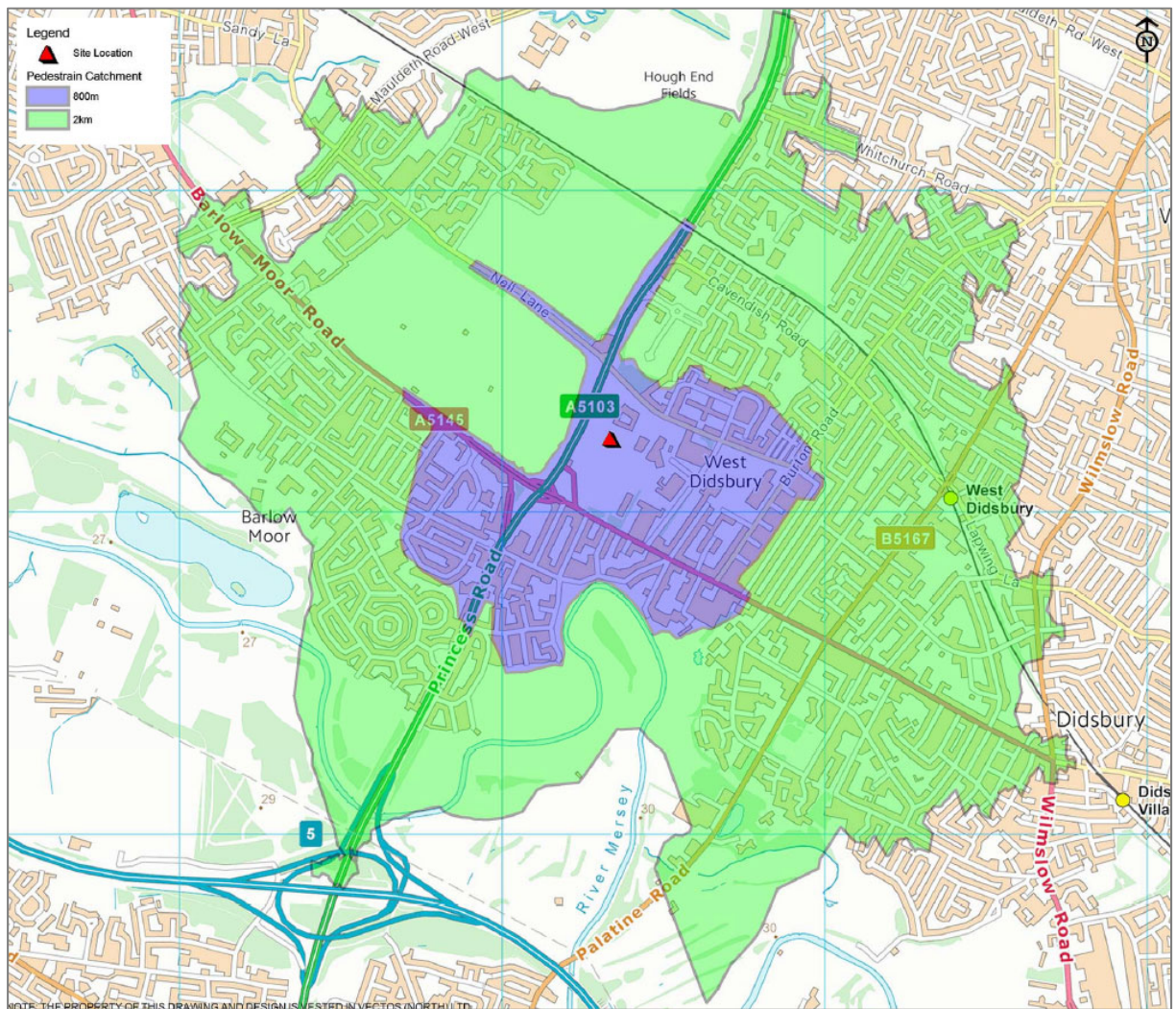
3.2 Accessibility on Foot

3.2.1 Walking is the most important mode of travel at the local level, offering the greatest potential to replace short car journeys. Walking also marks the start and end of every journey.

3.2.2 The Chartered Institution of Highways and Transportation document '*Providing for Journeys on Foot*' (2000) provides guidance on what are considered to be acceptable walking distances. It states that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres is the preferred maximum.

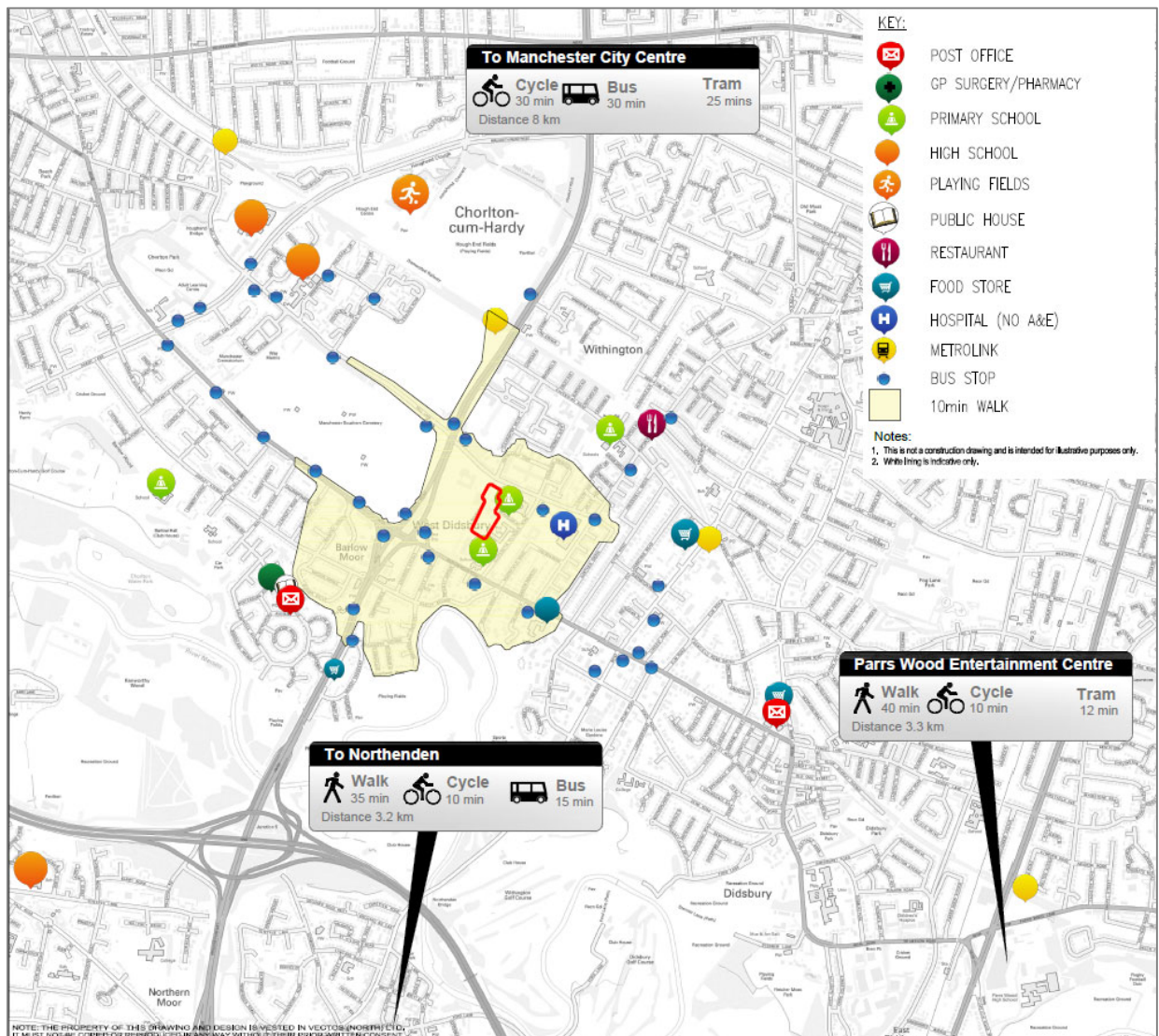
3.2.3 The walking distance to town centres for pedestrians without mobility impairment, which may be used for planning and evaluation purposes, has a preferred maximum of 800 metres. However, it recognises that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made.

3.2.4 It further states that some 80% of walking journeys in urban areas are less than a mile long and that the average length is one kilometre (0.6 miles) and that this differs little by age or by sex.



Plan 2 - 800m and 2km Pedestrian Catchment

- 3.2.5 With regard to the guidance and local context, a plan showing 800 metres and 2km pedestrian walking distances from the site is presented in **Plan 2**. Distances have been measured from the edge of the site boundary using the most convenient pedestrian access point. The plan illustrates that the wider area with the residential areas of Withington, Didsbury and Chorlton-cum-Hardy are within acceptable walking distances to the site.
- 3.2.6 Many key amenities are located with a 2km catchment from the site including Spire Healthcare Hospital, Birches School, Cavendish Primary School, convenience food stores, GP surgeries and post offices. The local facilities plan is shown in **Plan 3** below.



Plan 3 – Local Facilities Plan

- 3.2.7 The predominant walking routes to and from the site will be via Princess Road, Barlow Moor Road and Nell Lane. A 2m footway will be provided throughout the adjacent site on both sides of Siemens Road connecting to existing footways along Nell Lane (to the north) and Barlow Moor Road (to the south). This link will provide a high quality, low traffic environment that connects to existing footways radiating out into the surrounding residential areas.
- 3.2.8 Nell Lane benefits from a 2m footway which connects to footways available along Princess Road to the west and Burton Road and other residential roads to the east. There are uncontrolled and signalised pedestrian crossings at the Nell Lane / Princess Road junction.

- 3.2.9 There is a footway present along the both side of Barlow Moor Road connecting to Princess Road to the west and residential properties to the east, where The Manchester College Fielden Campus is also located. A zebra crossing is present on Barlow Moor Road across the entrance of the Bus Station.
- 3.2.10 To the west of the site at the signalised junction of Barlow Moor Road / Princess Road there are pedestrian crossing facilities available to enable pedestrian movements between the residential areas to the south and west of the site.
- 3.2.11 There is a good standard of a shared footway/cycleway present along eastern sides of the Princess Road carriageway. Dropped kerbs are provided at crossing points and tactile paving is present at junctions.
- 3.2.12 Street lighting is provided along all roads within the vicinity of the site, aiding pedestrian security and promoting road safety.
- 3.2.13 The location of a number of key local destinations are shown in **Plan 3** with the walking distances to and from the centre of the site shown in **Table 3.1** below. The distances are measured from the approximate centre of the development site via the most direct route.

Key destination	Name / Location	Name / Location
Local Shops	Burton Road Shops	700m
	Didsbury Village Shops	1.8km
Bus Stop	Nell Lane	320m
	Princess Road	190m
	Barlow Moor Road	340m
Primary School	Birches School	500m
Secondary School	Loreto High School Chorlton	1.3km
GP Surgery	Withington Community Hospital	570m
Police Station	West Didsbury Police Station	1.3km
Metro Station	Burton Road and Withington Metro Stations	1.2km
Manchester City Centre	Brown Street, Manchester	546m

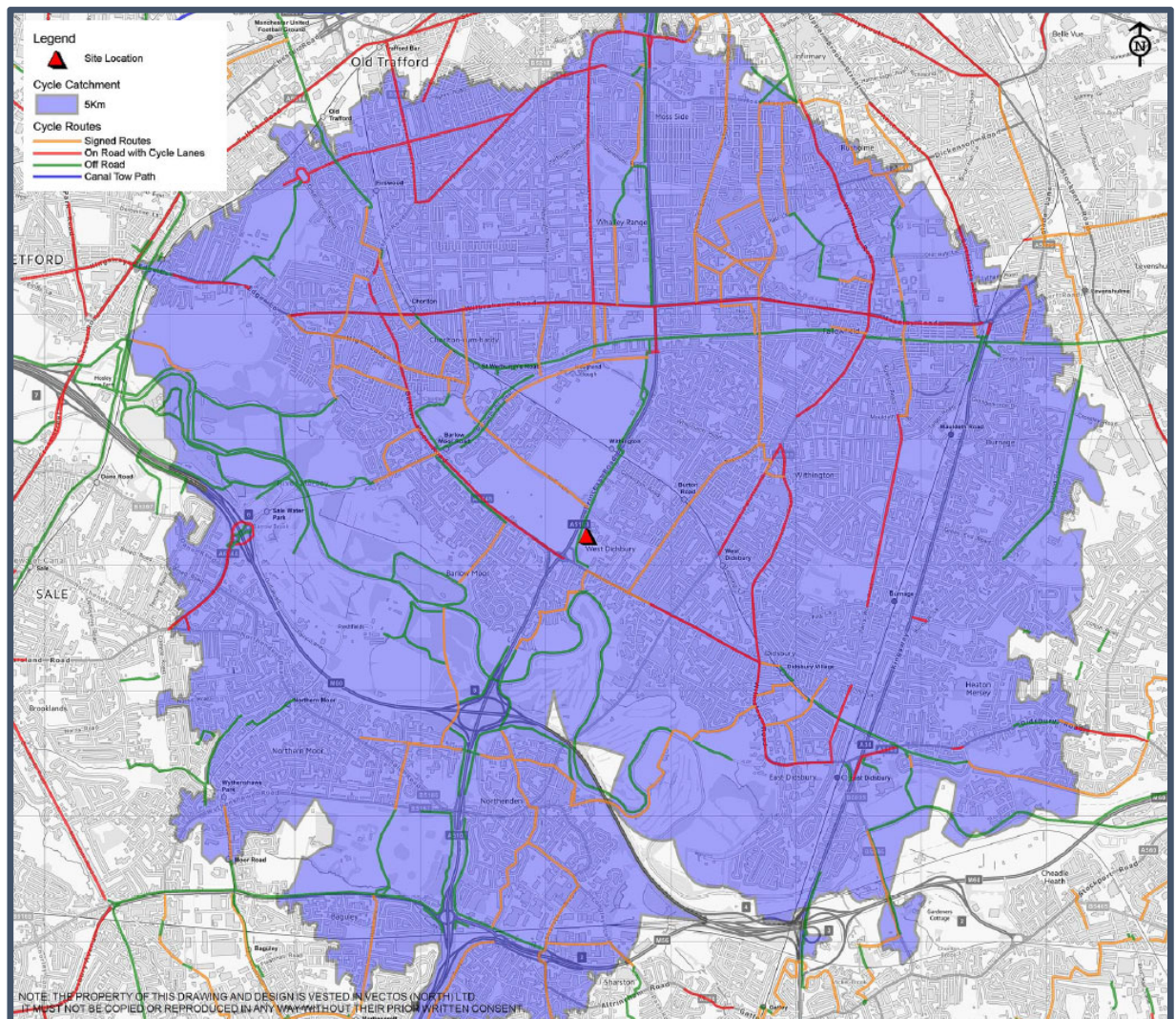
Table 3.1 - Walking Distances to Local Facilities

- 3.2.14 In general terms, it is considered that the existing pedestrian infrastructure in the vicinity of the development site is considered to be very good, thus provide an excellent opportunity for trips to be undertaken on foot.

3.3 Accessibility by Cycle

- 3.3.1 The IHT and Department for Transport (DfT) document '*Cycle Friendly Infrastructure: Guidelines for Planning and Design*' (1996) provides a guide on suggested cycle speeds associated with cyclists of varying confidence and ability.
- 3.3.2 Using a leisurely speed of 12kph, a catchment of 5km would be available within approximately 25 minutes cycle time. The cycle accessibility of the site has therefore been assessed on the basis of a 5km catchment.

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Plan 4 – 5km Cycling Catchment

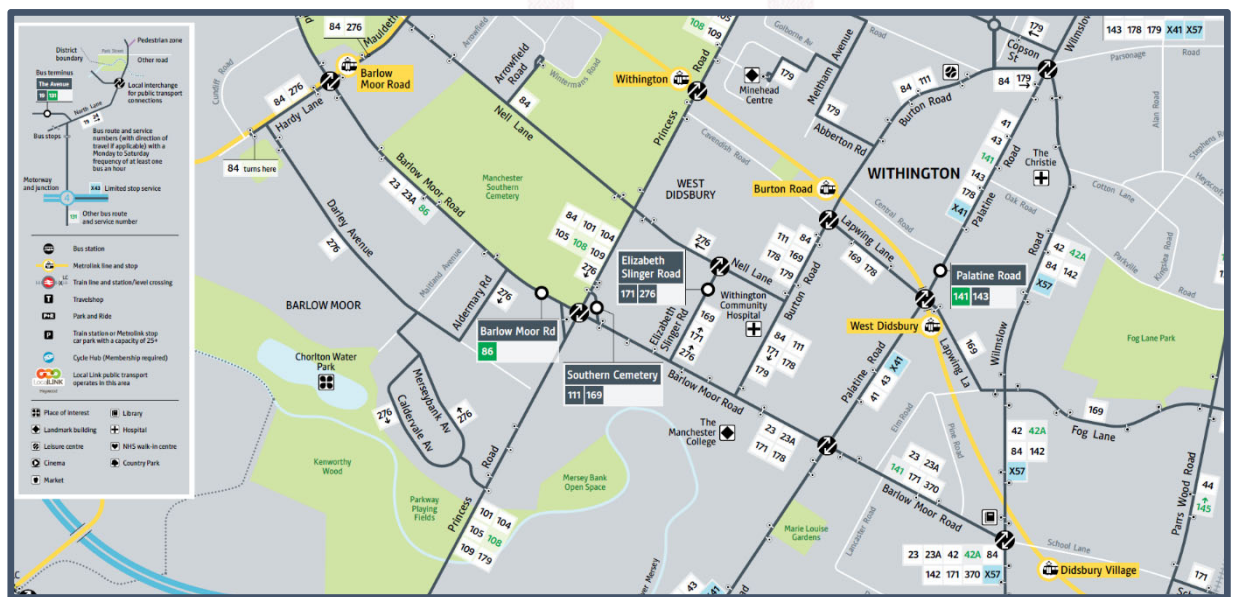
- 3.3.3 **Plan 4** illustrates the areas which fall within a 5-kilometre cycling distance of the site. Areas contained within this boundary line are considered to be within an acceptable cycling distance. The catchment encompasses among others all of Didsbury, Withington, Chorlton-cum-Hardy, Fallowfield, Northenden and Northern Moor. The catchment also includes Manchester Oxford Road, Victoria Park, Longsight, Hulme, Cheadle and Heaton Chapel.
- 3.3.4 The topography of West Didsbury is conducive to cycling as it is reasonable flat throughout. This makes cycling a suitable and an attractive alternative to the private car.

- 3.3.5 As part of the proposed development 72 secure cycle parking spaces will be provided for the proposed apartments which significantly exceeds Manchester Parking Standards. Cycle parking facilities for proposed houses will be incorporated into the design of the various units at a ratio of 200%.
- 3.3.6 There is Regional Route 85 route which takes the form of a 3m wide shared footway / cycleway running along the eastern side of Princess Road. The route connects with National Cycle Route (NCR) 6 to the north and National Cycle Route 62 to the south. The Regional Route 85 bypass the Princess Road / Barlow Moor Road signalised junction via the Southern Cemetery Bus Station before entering the Barlow Moor Road. The route via Rowsley Avenue, Borrowdale Crescent and Mersey Crescent is an on-road route before continuing as 3m wide shared footway / cycle along Princess Road. There are advance stop lines located on Barlow Moor Road at the junction with Princess Road.
- 3.3.7 National Route 6, which is located about 2km north from the site, is currently 576 km long and passes through Watford, Luton, Milton Keynes, Sheffield, Manchester, Blackburn and Preston. NCR 6 will connect to London and Threlkeld in Cumbria when complete. The nearest connection to this long distance route is via Framley Road to the north of the site.
- 3.3.8 National Route 62 can be accessed via a Regional Route 85 some 1.5km south of the site, where Princess Road connects with M60 Motorway via Junction 5. National Cycle Route (NCR) 62 links Fleetwood with Selby and has an overall distance of 336km. This route provides a mixture of on road and traffic free cycling. Cyclists can enjoy traffic free section between Fleetwood and Lytham St. Annes; Southport and Speke; Widnes and Altrincham; Sale; Hadfield and Bentley.
- 3.3.9 To summarise, it is considered that proposed development site and the surrounding area can be accessed by bike using a number of routes catering for a range of cycle abilities. It is therefore considered that cycling could be promoted as part of an overall sustainable travel mode.

3.4 Accessibility by Bus

- 3.4.1 The IHT document '*Guidelines for Planning for Public Transport in Developments*' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.

- 3.4.2 The nearest bus stops to the proposed residential part of development are situated on Nell Lane, 170m west from the existing site access and therefore accords with the above guidelines. The buses that serve these stops are numbers 194 and 276, which provide services to destinations such as Longsight, Wythenshawe and Trafford General Hospital.
- 3.4.3 Other bus stops are located on Barlow Moor Lane to the south of the site. Eastbound and westbound bus stops benefit from a bus shelter, seating and timetable and includes yellow bus carriageway markings. The buses that serve these stops are numbers 23, 23A, 86 and 270.



Plan 5 – Local Bus Services

Service No	Route	Frequency/hour
Nell Lane		
194	Longsight – Burnage – East Didsbury – Didsbury - Wythenshawe	2 per day
276	Trafford General Hospital – Stretford – Chorlton – West Didsbury	30-60 mins
Barlow Moor Road		
23	Stockport - Chorlton – Stretford – Urmston – Davyhulme –Trafford Centre	30 mins
23A	Stockport - Chorlton – Stretford – Lostock – Davyhulme –Trafford Centre	30 mins
86	Manchester – Brooks Bar - Chorlton	10 mins
270	Baguley – Wythenshawe – Southern Cemetery – Chorlton – Trafford Park	4 in AM Peak
179	Wythenshawe Hospital – Withington – Burnage – Stockport	60 mins
Southern Cemetery		
111	Manchester – Withington – Southern Cemetery	10 min
169	Chorlton – Levenshulme – Gorton – Droylesden – Ashton-under-Lyne	30min
Princess Road		
84	Manchester – Chorlton – Didsbury – Heaton Chapel – Reddish	30 mins
99	Manchester – Southern Cemetery – Baguley – Brooklands - Sale	60 mins
101	Manchester – Northenden – Newall Green - Wythenshawe	10 mins
104	Manchester – Wythenshawe – Wythenshawe Hospital	30 mins
105	Manchester – Wythenshawe – Woodhouse Park – Manchester Airport	30 mins
108	Timperley – Northern Moor – Moss Side – Manchester	30 mins
109	Manchester – Moss Side – Northern Moor – Wythenshawe Hospital	30 mins

Table 3.2 – Local Bus Services in the vicinity of the site

3.4.5 **Table 3.2** demonstrates that there are frequent bus services within the vicinity of the site which provide options for access to Manchester City Centre and the surrounding area of the site.

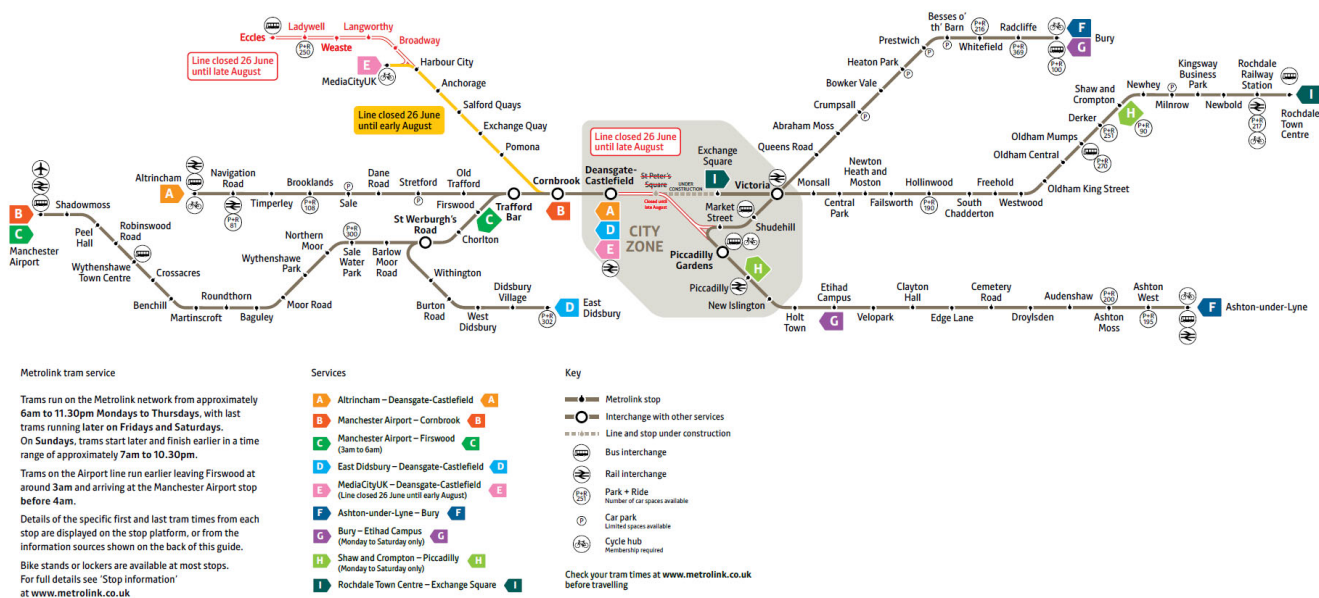
3.5 Accessibility by Metrolink



3.5.1 The nearest Metrolink tram stop is Withington, which is located within 12-minute walk from the proposed development site as shown in **Plan 5**. A 1km walk to the tram station is an acceptable walking distance for public transport services.

3.5.2 Withington station is situated on the Southern Manchester Line (SML) running from Manchester City Centre to Didsbury. It serves Line C, which operates with 12-minute frequency throughout the day Monday to Sunday including Bank Holidays, providing a connection to Bury and East Didsbury. Journey duration between West Didsbury and Manchester Market Street is approximately 20 minutes (7 stops) and therefore is considered to be an attractive alternative to single occupancy car. Withington station provides 5 cycle stands and 5 cycle lockers facilitate access via cycle.

3.5.3 Services to stations on other lines require changes at Cornbrook station or at Market Street Station. **Plan 6** shows the Metrolink Route Map.



Plan 6 – Metrolink

3.5.4 Another Metrolink station is located around 1.8km to northwest from the site at the Barlow Moor Road/Mauldeth Road junction northeast from the site. Barlow Moor Road station services Line F, which provides a connection between Cornbrook and Manchester Airport. Line F runs with 12-minute frequency Monday to Sunday. Journey to the Crossacres from this station takes 19 minutes (9 stops) and requires additional 10-minute bus journey from to reach Manchester Airport.

3.6 Accessibility by Rail

3.6.1 In addition to Metrolink and bus services, Burnage Railway Station which is located 2 miles to the west of the site, offers frequent rail services which provide even greater accessibility by public transport for those residing or visiting the application site from further afield.

3.6.2 The rail service provided at Burnage station travel on the Manchester to Crewe Northern. This is a 30 min service which operates via Manchester Airport, Wilmslow, Styal, Heald Green, Gatley, East Didsbury and Mauldeth Road. **Table 3.3** shows the train services.

Destination	Frequency	Duration
Crewe	30 min	54 minutes
Manchester Piccadilly	30 min	9 minutes

Table 3.3 - Rail Services from Burnage Rail Station

4 RESIDENTIAL ACTION PLAN

4.1 Introduction

4.1.1 This section of the Travel Plan outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures which include awareness initiatives and infrastructure provision as set out earlier is the core of the Plan.

4.1.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

4.1.3 The following sections will review the possible package of measures.

4.2 ‘Welcome Pack’

4.2.1 A ‘Welcome Pack’ will be provided to residents on the first occupation of each dwelling. The pack will include information contained in the Accessibility Section of this Travel Plan.

4.2.2 The ‘Welcome Pack’ will also include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contacts for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:

- Walking and cycling routes in the area and approximate walking and cycling times to key public transport services and local facilities;
- Health and financial benefits associated with use of sustainable forms of transport;
- Site-specific information on public transport (e.g. location of nearby bus stops / railway and tram stations and which services are available from them, timetables, destinations and offers);
- Travel Plan Coordinator contact details, links to a useful website with appropriate public transport information, car share schemes eg. blablacars.co.uk etc.

4.2.3 In addition, the ‘Welcome Pack’ will provide details on personalised journey planners which are available, for example: www.traveline-northwest.co.uk/journeyplanner/enterJourneyPlan.do

4.3 Travel Information

4.3.1 Travel Information will be emailed/posted to residents on-site. This will include information relating to sustainable transport and will notification of any significant changes in public transport services or other sustainable transport related information.

4.3.2 The Travel Plan Co-ordinator may also send literature to residents to advertise sustainable travel related events to residents, including:

- National Walking Month (May). More info at www.livingstreets.org.uk/national-walking-month
- Bike Week (June). More info at www.bikeweek.org.uk
- European Mobility Week (September). More info at www.mobilityweek.eu/home/
- Liftshare Week (October). More info at www.liftshare.com/liftshareweek/

4.4 Promotion of Travel Plan

4.4.1 Information on the Travel Plan will be provided to residents via email/post. Residents will be made aware of the existence of Travel Plan and a copy of the plan will be forwarded to the relevant persons at MCC/TfGM.

4.5 Walking Measures



4.5.1 Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Residents will be encouraged to increase the amount of walking they do every week and enjoy the health benefits.

4.5.2 The 'Welcome Pack' will include information on suggested walking routes from the site to the Didsbury and the surrounding areas, including Metrolink stops and local bus stops. This will include information on where footways are street lit, and suggested safe crossing points.

4.5.3 Residents will be provided with information on WalkBUDi scheme (www.walkbudi.com) through information contained within the 'Welcome Pack'. The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way so they can walk together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people. The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

4.5.4 It will be the responsibility of the Travel Plan Co-ordinator to ensure the WalkBUDi scheme (or similar) is adequately publicised.

4.5.5 Walk to work month will be promoted and shall be scheduled to take place in each year.



4.6 Cycling Measures



4.6.1 Cycling to work is also a great way for residents to get regular exercise, with the added benefit of a guaranteed arrival time! In general terms, most people cycling to work are likely to work within 5-8 kilometres of the proposed development site, although few residents would be willing to travel further.

4.6.2 There are safe on-road cycle routes in the vicinity of the site, which were described in more detail **Section 3** of this report.

4.6.3 A wide range of initiatives are proposed as part of this Travel Plan aimed to increase cycling to and from the site. These include the following measures:

- Cycling facilities (cycle parking)
- Provision of information (providing information regarding the safest, easiest and most pleasant cycle routes to/from residential site)
- Raising awareness campaign - promoting schemes and events and encouraging residents to get actively involved (cycling training, Bike Week)
- Training and support

Cycling Facilities

4.6.4 Cycle parking is essential to enable residents to cycle to work or other destinations. To encourage the use of bicycles the development will include the provision of cycle parking facilities within the residential areas along within individual properties where applicable.

4.6.5 The availability of cycle parking on site, and in the vicinity of the site, will be promoted within the 'Welcome Pack'.

Provision of Information

4.6.6 In order to promote cycling and influence travel choices among new residents, is essential to provide adequate information relating to cycling and other sustainable forms of transport.

4.6.7 The Travel Plan Co-ordinator will establish contact with the cycling officers at Manchester City Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to residents.

4.6.8 Residents will be provided with information on safe and sustainable cycling routes in the area which will be included in the 'Welcome Pack'. The Travel Plan Co-ordinator will order free paper copies of cycle maps by contacting TfGM at cycling@tfgm.com. TfGM cycle maps include information on cycle routes as well as on bike parking, cycle services and shops. Residents will also be encouraged to download a pdf version of the map at:

<http://cycling.tfgm.com/Pages/maps/districts/Manchester.pdf>



4.6.9 The following cycle journey planning websites will be promoted:

- www.cycling.tfgm.com
- www.cyclingmapsonline.co.uk
- www.cyclestreets.net
- www.ctc.org.uk
- www.sustrans.org.uk
- www.britishcycling.org.uk
- www.google.co.uk/maps

Raising Awareness Campaigns

4.6.10 The health, financial and environmental benefits of cycling will be promoted within the “Welcome Pack”.

4.6.11 The Bike Week – national awareness event will be promoted by the Travel Plan Co-ordinator. Residents will be encouraged to register at <http://bikeweek.org.uk> and take part in the Bike Week Challenge.

4.6.12 In addition to the above, residents will also be provided with information on the BikeBUDI scheme via the ‘Welcome Packs’.

4.6.13 Residents will also be encouraged to join Britain’s biggest social network for cyclists - <http://www.goskyride.com>. Cycling with other people is more fun, socialising with like-minded riders, and will motivate and build riding confidence among novice cyclist. [GoSkyRide.com](http://www.goskyride.com) allows cyclists to create groups and organise their own rides.

Training and Support

4.6.14 The residents will be made aware of a range of FREE training courses offered by TfGM aimed to help people cycle more such as:

- Learn to Ride
- Road Rider Ready
- On the Road
- Urban Cycling Skills
- Ride Leader Training
- Easy Maintenance
- Safe Urban Driver Training

4.6.15 All courses are led by experts and take place across Greater Manchester and are FREE. The cycle training courses can be booked via Eventbrite using the following link:

www.eventbrite.co.uk/o/better-by-cycle-3612440303

4.7 Public Transport Measures



4.7.1 There are many benefits associated with the use of public transport, which will be promoted among new residents of the site. The benefits of public transport usage are as follows:

- Better access to town centre areas which are often traffic-restricted;
- Reduced stress level associated with driving a car. Public transport users are able to relax, read or work;
- Money saving as there is no need to pay for car parking spaces and fuel;
- Safer journey compared to car use;
- More environmental friendly – it is estimated that buses only need to carry 3-8 people to break even with a car on CO2 emissions (*Source: <http://www.treehugger.com/corporate-responsibility/how-many-people-need-to-ride-the-bus.html>*);

- Takes the least amount of space compared to other modes of transport thus helps to reduce congestion and reduce pollution;
- Public transport with dedicated facilities such as tram rails or bus lanes are usually is quicker than driving a car.

4.7.2 Given the proximity of the proposed residential site to an excellent bus, Metrolink and train services, public transport offers an excellent alternative to a car. In order to encourage public transport, residents will be provided with public transport maps and timetables within the 'Welcome Packs'. Additionally, journey planning websites will be promoted, such as:

- www.metrolink.co.uk
- www.tfgm.com/buses
- www.traveline-northwest.co.uk/journeyplanner
- www.nationalrail.co.uk
- www.thetrainline.com/buytickets

4.7.3 Travel Plan Co-ordinator will try to negotiate with the local public transport operator to offer free trial daily or weekly tickets for residents.

4.8 Car Sharing Scheme



4.8.1 The Travel Plan Co-ordinator will promote the use of a car sharing scheme and residents will be encouraged to join the National Car Share Scheme

<http://www.nationalcarshare.co.uk>

4.8.2 The Travel Plan Co-ordinator will use the website to gauge residents' interest for forming a car sharing group and will help to organise this should there be sufficient interest.

4.8.3 In order to raise awareness of car sharing schemes and highlight benefits of lift sharing, the Liftshare Week organised by www.liftshare.com will be promoted in the 'Welcome Pack'. This event takes place in October each year.



4.9 Car Club

- 4.9.1 Once the development is 50% occupied, and the travel survey has been completed, the Travel Plan Co-ordinator will investigate whether other organisations in the area have established a car club that residents could join.

4.10 Motorcycles and other Powered Two Wheelers



- 4.10.1 Travelling by a motorcycle is cheaper than by car and is a more environmentally friendly option. Motorcycles take up less road space and therefore reduces congestion. The health, social and environmental benefits of riding a motorcycle will be promoted to the residents within the 'Welcome Pack'.

5 TRAVEL PLAN TIMETABLE

5.1.1 **Table 5.1** below shows the schedule for the implementation and upkeep of the Travel Plan.

Travel Plan Actions	Start Date	Responsibility
Appoint a permanent Travel Plan Co-ordinator	Prior to Occupation	Developer
Provide secure cycle parking	Prior to Occupation	Developer
Contact with officers from TfGM to agreed formal Travel Plan document	Prior to Occupation	TPC
Prepare walking and cycling maps	Prior to Occupation	TPC
Collate information to be provided in 'Welcome Pack'	Prior to Occupation	TPC
Distribution of 'Welcome Pack'	First occupation of each dwelling	TPC
Undertake resident travel survey	Upon 50% occupation of the development	TPC
Update of the Travel Plan Information	When required	TPC
Travel Plan measures promoted throughout development via email/post	When required	TPC
Check information provided on noticeboard regarding pedestrian, cycle and public transport is up-to-date. In particular check that any timetable information provided is current; Check that bicycle parking is well maintained; Action any feedback received from residents over preceding period.	Ongoing	TPC
Check that details of the sustainable travel events are up to date and they are promoted suitably	May, June, October each year	TPC

Table 5.1 - Travel Plan Schedule

6 TRAVEL SURVEYS AND MONITORING STRATEGY

- 6.1.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring on-going monitoring and travel surveys.
- 6.1.2 The aim of the Travel Plan is to ensure residents have the information and opportunities to make sustainable travel choices. In practice, the Travel Plan is seeking to ensure that this occurs and any issues are addressed rather than setting targets to reduce travel by car year on year. The residents of the development will be choosing to live in this sustainable location and their travel behaviour will reflect this.
- 6.1.3 As such, it is considered appropriate to undertake a resident's survey upon occupation of 50% of the residential units (circa 48 units) or 12 months after first occupation whichever is first, to record their travel patterns. The results of this survey will seek to identify any issues for residents that need any improvement to maximise the success of the Plan.
- 6.1.4 This survey will seek to identify any issues for residents that need any improvement. The survey results and Travel Plan outcomes will be shared with Manchester City Council and TfGM. A draft copy of the survey is presented as **Appendix B**.
- 6.1.5 Should any specific issues arise relating to aspects of the Travel Plan then the Travel Plan Co-ordinator will be able to respond accordingly to explore solutions to meet resident's needs.
- 6.2 Continued Monitoring**
- 6.2.1 As well as collecting 'hard' analytical data through a residential travel survey annually for five years, 'soft' data in the form of general feedback and correspondence will also be helpful to monitor the continued success of the Travel Plan and ensure that facilities provided for residents are appropriately maintained.
- 6.2.2 The Travel Plan Co-ordinator will represent a point of contact for residents to ensure that any comments, concerns or grievances they have regarding the Travel Plan and sustainable transport matters are heard and addressed appropriately.

APPENDICES

Appendix A

Proposed Development Plan

REVISIONS

Rev	Date	Description
RevA	- 28.07.17	Issued for planning
RevB	- 16.10.17	Plots 01-08 moved away from boundary 1m following comments received from Planning Officer. Western boundary line extended to include landscaped area
RevC	- 04.01.18	Type 2C added following Secure By Design review
RevD	- 19.11.18	House Types changed between plot 22 to 33. 4no. plots added. Vehicular access amended to suit.

- Type 1 - 2L, 3B
- Type 2 - 3L, 3/4B
- Type 2B - 2L, 3/4B
- Type 2C - 3L, 3/4B
- Type 2D - 2L, 3B
- Type 2E - 3L, 3/4B
- Type 3 - 2L, 3B
- Type 4 - 2L, 4B
- Type 5A - 3L, 5B
- Type 5B - 3L, 5B
- Type 5C - 2L, 3/4B
- Type 6 - 3L, 5B
- Type 12 - 2L, 3/4B

WARNING

Critical Dimensions required by Consultants/ Contractors/ Subcontractors must not be scaled from this drawing. Dimensions required are to be obtained from the drawing office

Proposed House Type
Site Plan

121-01 - 1002 - D

Scale 1:500 @A1 Date 06.07.17
Drawn RL Checked RL

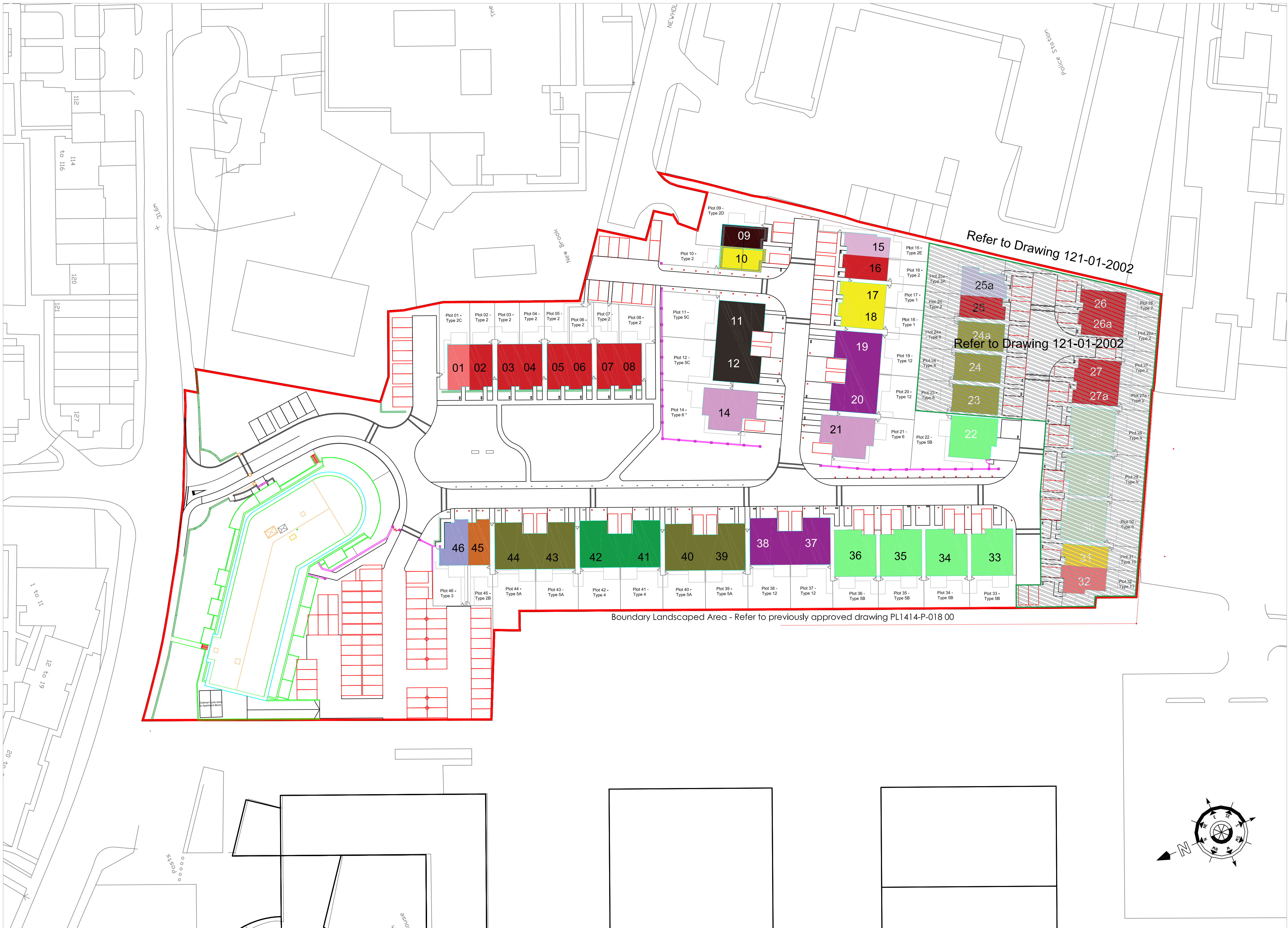
Siemens Campus
Nell Lane
West Didsbury
Manchester, M20 2UR

P.J.Livesey Living Space (6) Ltd
Ashburton Park
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Appendix 2

Example Travel Survey

RESIDENTIAL TRAVEL SURVEY

This is a short survey to help us understand the travel patterns of your household.

The data collected will be used by your development's Travel Plan Co-ordinator, in consultation with Manchester Council, to improve your travel choices across wider area.

This survey forms part of the requirements of the planning permission given for the development.

When completed, please return this survey to:

.....

.....

By// 20.....

Section A - About You

1. What is Your Address

2. Number of individuals in your household (Please mark below)

1		2		3		4		5+	
---	--	---	--	---	--	---	--	----	--

3. Are any members of your household disabled? Yes/No

4. How many individuals in your household go to work full time education /?

5. How many vehicles does your household own?

6. What is your employment status? Please tick only one.

Employed Full-time	Employed Part-time	Student Full-time	Student Part-time	Unemployed	Other (Please specify)
☐	☐	☐	☐	☐	

7. How many bicycles does your household own?

Section B - About Your Travel Plans

8. What is the Postcode of your place of Work, Education or daily Travel Destination?

9. How often does your household travel by each of the following modes? (Tick all that apply)

	Every Day	More Than Once a Week	Once a Week	Once a Fort-night	Once a Month	Once a Quarter	Never
Bus	☐	☐	☐	☐	☐	☐	☐
Car alone	☐	☐	☐	☐	☐	☐	☐
Car with Other Person(s)	☐	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐	☐
Motorcycling	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Tram	☐	☐	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐	☐	☐
Taxi	☐	☐	☐	☐	☐	☐	☐
Work from Home	☐	☐	☐	☐	☐	☐	☐

Section C – Increasing Choice

10. Can you readily find a Cycle Parking space? Yes/No
11. Do you feel confident riding a bicycle? Yes/No
12. Are you aware of the Cycle Training programme? Yes/No
13. Would you be prepared to use a Car Club? Yes/No/Already Use
14. Would you be interested in Car Sharing? Yes/No/Already Participate
15. Your views and ideas are important, so please add any other comments you have.

Thank you for your time