

**Ancoats Dispensary,
Old Mill Street, Ancoats**

TRAVEL PLAN

Report prepared for
Great Places Housing Group

April 2021

Report Reference 1743/2/B



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Travel Plan

Ancoats Dispensary, Old Mill Street, Ancoats

Client: Great Places Housing Group

Report Ref: 1743/2/B

Status: Final

Date: April 2021

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Travel Plan

Ancoats Dispensary, Old Mill Street, Ancoats

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1 Introduction

- 1.1 Great Places Housing Group has submitted a planning application for a residential development at the former Ancoats Dispensary, Old Mill Street, Ancoats, Manchester (henceforth referred to as the Site). This Travel Plan (TP), supports the planning application.

1.2 Overview

- 1.2.1 The Site is part of the former Ancoats Hospital and is a Grade II listed building. The proposed development comprises the restoration of the existing dispensary building to provide 39 apartments.
- 1.2.2 Figure 1.1 shows the location of the Site in the context of the local highway network.
- 1.2.3 The TP is informed by a separate Transport Statement (TS) prepared and submitted in support of the planning application. There is consistency between the TP and the corresponding TS report.
- 1.2.4 The access strategy for the development is founded on the fundamental principle of encouraging travel by residents of the Site to be made by sustainable travel mode choices. The TP provides the context and means of achieving the development access strategy. The TP proposals ensure that, from the outset, sustainable travel choices are available for occupants of the development.
- 1.2.5 The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development.

1.3 Travel Plan Objectives

- 1.3.1 The TP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.
- 1.3.2 The key objectives of the TP are to:
- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
 - Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
 - Widen choice of travel mode for all those travelling to/from the Site.
- 1.3.3 It is imperative that the TP measures are effective and efficient.



1.3.4 The 2014 Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.3.5 PPG states that Travel Plans are a way of *"mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."* (Reference ID: 42-002-20155306)

1.4 Scope of Travel Plan

1.4.1 It is established and acknowledged that there are two broad types of TP:

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The development is for residential use, and hence this TP is an 'origin' TP.

1.4.2 The outcomes approach is an established TP approach and is adopted for this TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the developer to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

1.4.3 The underlying purpose of a residential TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.



2 Policy Context

- 2.1 A holistic approach is adopted for the desired access strategy. Due cognisance is taken of a range of relevant policy documents and considerations that represent current national and local policies, including National Planning Policy Framework (NPPF) and Manchester City Council (MCC) Core Strategy.

2.2 NPPF: Achieving Sustainable Transport

- 2.2.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these should be applied.

- 2.2.2 Paragraph 7 of NPPF sets out that:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs."

- 2.2.3 In paragraph 10, NPPF makes it clear that:

*"So that sustainable development is pursued in a positive way, at the heart of the Framework is a **presumption in favour of sustainable development**."*

2.3 NPPF: Promoting Sustainable Transport

- 2.3.1 The Government's commitment to sustainable development is emphasised in NPPF. Paragraph 102 advises development promoters to consider transport issues from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*



- d) *the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and*
- e) *patterns of movement, streets, parking and other transport considerations are integral to design of schemes, and contribute to making high quality places."*

2.3.2 This is expanded in paragraph 103, which states:

"The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making."

The proposed development respects and reflects this NPPF transport sustainability related objective.

2.3.3 NPPF states in paragraph 108 that:

"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;*
- b) *safe and suitable access to the site can be achieved for all users; and*
- c) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated."*

2.3.4 NPPF makes it clear in paragraph 109 that:

*"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on **highway safety**, or the **residual cumulative impacts on the road network** would be **severe**."* (AHA emphasis).

2.3.5 NPPF offers specific transport advice with respect to development proposals. In paragraph 110, NPPF sets out that 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, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

2.4 MCC Core Strategy

2.4.1 Policy DM 1 states:

"All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

...

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.*

...

- Vehicular access and car parking.*

..."

2.4.2 Policy SP 1 states:

" The key spatial principles which will guide the strategic development of Manchester to 2027 are:

- The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.*

...

- New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport. The extension to*



the Metrolink network through the Oldham and Ashton lines will create key corridors for new development.

Core Development Principles

Development in all parts of the City should:-

...

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.*
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision."*

2.4.3 Policy T 1 states:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.*
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- ...*
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*
 - 1. pedestrians and disabled people*
 - 2. cyclists, public transport,*
 - 3. commercial access,*
 - 4. general off peak traffic,*
 - 5. general peak time traffic.*

2.4.4 Policy T2 states:

The Council will actively manage the pattern of development to ensure that new development:-

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*



- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites ...
- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.
- ...
- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.



3 Existing Conditions: Key Information

3.1 Site Location

- 3.1.1 The location of the Site is indicated on Figure 1.1 in the context of the local highway network. The Site is located within the northern edge of the city centre, within a 2km (25 minute) walk of a large number of employment opportunities and amenities within Manchester city centre. The proposed access strategy is for trips by residents to be undertaken by sustainable transport modes, and the Site location provides excellent opportunity for this to be achieved.

3.2 Accessibility by Walk

- 3.2.1 It is established and acknowledged that 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.
- 3.2.2 The National Travel Survey (NTS) of 2019 confirms that 26% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 80% of journeys are carried out on foot.
- 3.2.3 The NTS establishes that:
- (i) 80% of all trips under 1 mile (1.6km) are made by foot,
 - (ii) The average walk trip is 17 minutes which equates to a distance of about 1.36km,
 - (iii) Walking accounts for 26% of all trips and 3% of distance travelled,
 - (iv) Education and Shopping trips account for 39% of all walk trips,
 - (v) 71% of people undertake a walk of 20 minutes or more at least once a week,
 - (vi) The average shopping trip is 16 minutes and 25% of shopping trips are made by foot.
- 3.2.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).
- #### 3.2.5 Shops and Food stores
- 3.2.5.1 Review of Figure 2.1 shows that Great Ancoats Street is within a 400m-800m (5-10 minute) walk and there are numerous shops and amenities along both sides of the road. There is a Co-Op



food store on Blossom Street, which is within an 800m (10 minute) walk of the Site and a row of shops on Bollington Road that includes a convenience store and is also within a 10 minute walk.

- 3.2.5.2 The Northern Quarter is located within a 1200m-1600m (15-20 minute) walk and contains numerous shops and food stores.

3.2.6 Education

- 3.2.6.1 There are also schools within a practical walk of the Site. The nearest primary school to the Site is St Anne's Roman Catholic Primary School on Carruthers Street. It is located circa 450m from the Site. This equates to a circa 5-6 minute walk. The walk route to St Anne's primary benefits from:

- (i) Continuous footway
- (ii) Tactile paving
- (iii) Pedestrian crossing facilities
- (iv) Street lighting.

- 3.2.6.2 New Islington Free School is located within a 500m walk of the Site and Park View Community School is within a 1200m (15 minute) walk of the Site.

3.2.7 Leisure & Recreation

- 3.2.7.1 There is a children's playground to the east of Chippenham Road within an 800m (10 minute) walk of the Site. Ancoats Green and Victoria Mill Park are located within a 1200m (15 minute) walk of the Site.

- 3.2.7.2 There are numerous sports facilities at Sportcity and which is within 2000m (25 minute) walk of the Site. The facilities at Sportcity which are open to the public include:

- (i) Athletics facilities
- (ii) Squash courts
- (iii) Tennis courts
- (iv) Velodrome
- (v) Fitness centre
- (vi) Philips Park recreational area.



3.2.8 Health

- 3.2.8.1 New Islington Medical Practice is a circa 145m walk distance from the Site, which equates to a 1-2 minute walk. The practice is part of New Islington Primary Care Centre which also includes a dentist and pharmacy.

3.2.9 Transport

- 3.2.9.1 There are bus stops on Old Mill Street and Great Ancoats Street that are within a 100m of the Site. Shudehill bus interchange is within a circa 1500m of the Site.
- 3.2.9.2 New Islington Tram Stop is located next to Pollard Street to the south of the Site and is within a 300m walk of the Site. The New Islington stop is located on the Ashton-under-Lyne to Eccles Metrolink line.
- 3.2.9.3 Manchester Piccadilly rail station is within a 1200m (15 minute) walk of the Site; Manchester Victoria train station is located within 2000m (a 25 minute walk) of the Site.

3.2.10 The Bee Network

- 3.2.10.1 The Greater Manchester Bee Network is a proposal to create a cycling and walking infrastructure network to connect communities across Greater Manchester, making it easy to undertake journeys without using a car. It has been developed in collaboration with all 10 Greater Manchester local authorities and co-ordinated by Transport for Greater Manchester.
- 3.2.10.2 Figure 2.2 presents the proposed Bee Network in the vicinity of the Site and Figure 2.3 shows the section of this network that have already been confirmed as Beeways. There are proposals for an extensive network of Beeways in the vicinity of the Site.
- 3.2.10.3 Review of Figure 2.3 shows that Rochdale canal tow path to the north of St Vincent Street is a confirmed Beeway. This part of the network continues to westward to the A665 Great Ancoats Street. Improvements to this route are under construction at the time of writing. The improvements include;
- Better quality surface,
 - Improved headroom under a low bridge at Butler Street to the east of the Site,
 - Improvements to stepped accesses to the towpath.
- 3.2.10.4 Figure 2.3 also confirms that routes connecting New Islington Metrolink stop to Great Ancoats Street, Pollard Street, and Rochdale canal towpath are confirmed Beeway infrastructure. These



routes form part of the Manchester Northern and Eastern Gateway Route, which has been allocated Bee Network funding (Tranche 5), and is presently under development. It is understood that the route will include an improved bridge crossing of Ashton Canal, improving connectivity between the Site and New Islington Metrolink stop.

3.2.11 Summary

- 3.2.11.1 It is clear that there are a range of amenities within a practical walk of the Site, providing good opportunity to undertake walk journeys to/from the proposed residential development.

3.2.12 Proposed Walk Measures

- 3.2.12.1 Measures to promote walking as part of the development proposals are outlined in Section 6.1, Chapter 6.

3.3 Cycle

- 3.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

- 3.3.2 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)

- 3.3.3 Figure 2.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 2.4 highlights that a large part of the city centre of Manchester is within a 10 minute cycle ride. All of the city centre, west Gorton, Clayton and parts of Failsworth, Crumpsall and Rusholme are within a 25 minute cycle ride. This provides very good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes, including work, education, shopping and leisure.

3.3.4 Cycle Routes

- 3.3.4.1 Figure 2.5 presents the cycle routes in the vicinity of the Site. National Cycle Route 66 runs along Old Mill Street to the north of the Site. The provides a connection to Manchester Piccadilly rail station to the west, and to Miles Platting, Newton Heath and Failsworth to the east. The majority of the route to the east of the Site utilises Rochdale Canal Towpath and is traffic-free.



- 3.3.4.2 National Cycle Route 60 runs to the east of the Site along the A6010. National Route runs between the northernmost edge of Houldsworth Golf Course in Reddish and Harpurhey to the north.
- 3.3.4.3 Also shown on Figure 2.5 is part of National Cycle Route 6, to the west of the Site in the centre of the city. National Cycle Route 6 is a long distance route that links London to the Lake district, passing through numerous towns and cities, including Manchester city centre. It also connects with National Cycle Route 60 at North Reddish.
- 3.3.4.4 Figure 2.6 presents the Transport for Greater Manchester cycle routes in the vicinity of the Site. Review of Figure 2.6 shows an existing cycle lane connecting Old Mill Street to Reddish Street to the north. There is also an existing canal towpath to the south of the Site.
- 3.3.4.5 The Site is within a 20mph zone and therefore provides a good environment for cycling in the immediate vicinity of the Site.

3.3.5 Proposed Cycle Measures

- 3.3.5.1 Measures to promote cycling as part of the development proposals are outlined in Section 6.2, Chapter 6.

3.4 Accessibility by Public Transport

- 3.4.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus, Metrolink and rail.

3.4.2 Bus

- 3.4.2.1 There are existing bus stops on Old Mill Street that are less than a 100m walk from the Site. There are also bus stops on Great Ancoats Street within a 400m (5 minute) walk of the Site. There are bus stops on Every Street and Butler Street within an 800m (10 minute) walk of the Site. The services that call at stops within a 5 minute walk of the Site are set out below:

Service	Route	Mon-Fri	Frequency	
			Saturday	Sunday
216	Manchester - Ashton	10-15 min	15-20 min	15-30 min
217	Wythenshawe hosp - Ashton	60 min	60 min	60 min
230	Manchester - Littlemoss/Ashton	30-60 min	30-60 min	60 min
231	Manchester - Littlemoss/Ashton	30 min	30 min	60 min.



3.4.2.2 In addition to the 217 bus service, the 709 bus calls at the stops Old Mill Street. The 709 is a school service that operates that runs between Ancoats and St Matthews High School. This service operates 1 trip from Ancoats to the school in the morning and 1 return trip in the evening.

3.4.2.3 The additional services that call at stops within a 10 minute walk of the Site are set out below:

Service	Route	Mon-Fri	Frequency	
			Saturday	Sunday
74/76	Manchester - Oldham	15 min	-	-

3.4.2.4 In addition, the Y4 bus service calls at the stops on Every Street within a 10 minute walk of the Site. The Y4 is a school bus service that operates between St peter's High School and Moss Side. The service operates 1 trip to the school in the morning and 1 return trip in the afternoon.

3.4.2.5 Piccadilly Gardens and Shudehill bus interchanges are with a 1600m (20 minute) walk of the Site. There are numerous bus services available from Piccadilly and Shudehill to a variety of destinations in Greater Manchester.

3.4.2.6 There is a free bus service operating around the Manchester city centre. The service operates with 3 routes and these are set out below:

Route 1

Monday to Friday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Salford Central Station, Spinningfields, St James Square, to Piccadilly Rail Station.

Saturday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Museum of Science & Industry, St James Square, to Piccadilly Rail Station.

Sunday and Public Holidays: Piccadilly Rail Station, St Mary Gate, Spinningfields, St James Square, to Piccadilly Rail Station.

Route 2

Piccadilly Rail Station, Stevenson Square, Shudehill Interchange, Victoria Rail Station, Oxford Street, to Piccadilly Rail Station.

Route 3

Piccadilly Rail Station, Oxford Road Rail Station, Deansgate Castlefield Metrolink Station, Spinningfields, Victoria Rail Station, Shudehill Interchange, to Piccadilly Rail Station.



- 3.4.2.7 A copy of the route map is included in Appendix A.
- 3.4.2.8 Route 1 operates with a 10 min frequency between 0700 and 1915 on Mondays to Fridays. On Saturdays it operates with a 10 min frequency between 0820 and 1915 and on Sundays it has a 12 min frequency and operates between 1100 and 1800.
- 3.4.2.9 On Mondays to Fridays, Route 2 operates with a 10 minute frequency between 0630 and 1910 and then with a 20 minute frequency between 1910 and 2330. It operates between 0830 and 1930 on Saturdays with a 10 minute frequency, reducing to a 15 minute frequency between 1930 and 2330. On Sundays, the service operates between 1000 and 1900 with a 12 minute frequency.
- 3.4.2.10 Route 3 operates in the evenings only. It has a 20 minute frequency between 1930 and 2330 on Mondays to Fridays. On Saturdays it operates with a 15 minute frequency between 1930 and 2330.
- 3.4.2.11 All three free bus services call at Piccadilly rail station within a 1200m (15 minute) walk of the Site.

3.4.3 Metrolink

- 3.4.3.1 The nearest Metrolink station to the Site is New Islington which is within a 300m walk of the Site of the Site.
- 3.4.3.2 New Islington tram stop is on the Eccles/ Media City UK – Ashton-Under-Lyne tram line.
- 3.4.3.3 The frequency of the services calling at the New Islington Metrolink stop are as follows:

Day	Frequency
Monday-Friday	06:00-19:00 every 10 mins 19:00-00:00 every 20 mins
Saturday	06:00-08:00 every 20 mins 08:00-20:00 every 10 mins 20:00-00:00 every 20 mins
Sunday	07:00-23:00 every 15 mins.

- 3.4.3.4 Review of the above shows that residents of the Site will benefit from a frequent Metrolink service only a short walk from their homes. Whilst the New Islington stop is on the Eccles-Ashton-under-



Lyne Metrolink line, there will be opportunity to change trams to access other parts of the network.

3.4.4 Rail

3.4.4.1 Manchester Piccadilly rail station is located within a 1200m (15 minute) walk of the Site and Manchester Victoria is within a 2000m (25 minute) walk of the Site. Both stations are also connected to the Greater Manchester Metrolink network, proving residents of the Site the opportunity to travel to/from these stations by tram. Cycle storage is also available at both stations.

3.4.4.2 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Manchester Airport	19-22	3-5
Stalybridge	4	1
Huddersfield	32-42	1
Dewsbury	53-59	1
Leeds	72	1
Wigan	28-32	1
Preston	36-60	1-2
Stockport	7-13	8-9
Glossop	37	2
Macclesfield	21-33	1
Stoke-on-Trent	37-55	1
Sheffield	50	1-2
New Mills	30	2
Liverpool Lime St	51-62	1-3.

3.4.4.3 Other destinations available from Manchester Piccadilly include Birmingham, Edinburgh, Glasgow and London.

3.4.4.4 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Victoria are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Rochdale	13-20	3-4
Dewsbury	42-70	2
Salford Central	3	4



Salford Crescent	6	4
Bolton	19	1
Blackburn	51	1
Clitheroe	75	1
Huddersfield	27-31	1
Leeds	55-86	2-3
Wigan Wallgate	36-45	1-2
Chester	60-69	1-2
Liverpool Lime St	40	1
Stalybridge	14	1.

3.4.4.5 It is clear from the above that the residents of the Site will have very good opportunity to undertake journeys to a range of destinations by train.

3.4.5 Proposed Public Transport Measures

3.4.5.1 Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Section 6.3, Chapter 6.



4 Objectives & Outcomes

- 4.1 The underlying objectives of the TP are to:
- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
 - Promote accessibility to the development by sustainable modes of transport.
- 4.2 A key objective is that the TP measures are effective and efficient.
- 4.3 Specific outcomes sought from the development TP are to:
- Achieve the minimum number of car traffic movements to/from the development,
 - Manage car parking,
 - Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
 - Reduce the need for travel to/from the Site.
- These outcomes are consistent with the underlying objectives of the TP (refer para 4.1).
- 4.4 As explained in para 1.4.1, this TP is an 'origin' TP.
- 4.5 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the commencement of people residing at the Site. Thus, emphasis is placed on achieving, from the outset, a development 'culture' oriented to offering sustainable transport choices that are attractive to residents.
- 4.6 The TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.



5 Targets & Indicators

5.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

5.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for this TP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The TP provides a mechanism for implementing the above SMART criteria.

5.3 The proposed development comprises 39 apartments. There is no on-site parking provision. 1 on-street disabled visitor space is proposed, subject to a Traffic Regulation Order. The absence of resident parking and the excellent accessibility of the Site by non-car modes will influence the modal split of journeys undertaken to/from the proposed development.

5.4 The Transport Statement includes an estimate of the modal split of proposed development resident, as follows;

Mode	Trip Rate (0700-1900, 2-way)	Estimated Trips	Modal Split
Tram ⁽¹⁾	1.184	46	30.4%
Train	0.068	3	2.0%
Bus	0.652	25	16.6%
Taxi	0.136	5	3.3%
Motorcycle	0.034	1	0.7%
Car (passenger)	0.239	9	6.0%
Cycle	0.223	9	5.9%
Walk	1.358	53	35.1%
Total		151	100%



- 5.5 The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development.
- 5.6 In order to achieve the TP objectives and outcomes in the context of the development access strategy, it is proposed that the TP target relates to car ownership among residents of the proposed development. The proposed development TP target is: **resident car ownership will be zero.**
- 5.7 There is no need, or requirement, to set associated TP targets for other mode choices. This is because the limiting of car ownership in itself requires alternative more sustainable modes to be selected.
- 5.8 The TP promotion of sustainable travel choices, and facilitating sustainable transport measures provided with the development, provides a basis for it being concluded that the TP target complies with the SMART criterion of being 'realistic'.
- 5.9 A specified timescale is required to provide the context for aiming to achieve the TP targets. This is in accordance with the SMART criterion of 'time bound'. The initial TP target timescales are set out below. This can be kept under review with the Council on an ongoing basis as part of the TP monitoring and review regime. The TP sets a timescale of from initial occupation and ongoing for 5 years.
- 5.10 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:
- Pedestrian movements to/from the development,
 - Cycle movements to/from the development.



6 Management Strategy

6.1 Pre-Occupation

PPG highlights that:

"Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new Site rather than retrofitted after occupation." (Reference ID: 42-003-20140306)

6.2 Travel Plan Co-Ordinator (TPC)

6.2.1 A TP must have an appointed Travel Plan Coordinator (TPC). It is the responsibility of the developer of the Site to ensure that the TPC is appointed and remains in post.

6.2.2 It is a good practice requirement that the TPC is appointed and in-post prior to first occupation. This is necessary so that there is someone responsible for undertaking tasks prior to first occupation, to ensure that sustainable travel choices and information are available and people made aware of this. The TPC acts as the promoter of the TP to the residents, and provides a key point of contact.

6.2.3 The TPC will be appointed by the developer three months in advance of first occupation, to produce induction packs and work with the sales staff.

6.2.4 It is further required that the TPC details are provided in writing to the local authority 3 months prior to first occupation. The details to be provided include:

- Name,
- Telephone contact number,
- Email contact details,
- Date of taking up post.

6.2.5 There are a range of tasks that the TPC should undertake prior to first occupation, and this is why the TPC must be in post some months beforehand. Prior to first occupation the TPC will work in partnership with the local authority and others to undertake the following:

- Manage the implementation of measures set out in the TP,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce marketing material for residents and for the residential lettings team, eg residents Travel Packs



- Set up appropriate management arrangements, eg contact arrangements with local authority.

6.2.6 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the new residents before their travel habits are set.

6.2.7 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 8),
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Arranging other travel/monitoring surveys,
- Monitoring and review of TP,
- Preparation of annual Monitoring & Review report for submission to the Council,
- Liaison with the residents, local authority and other key stakeholders.

6.2.8 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

6.3 Financial Arrangements

6.3.1 It is the responsibility of the developer to ensure that the TPC is appointed and remains in post. This will be a requirement of all sale agreements with residential developer(s).

6.3.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that the developer must identify a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

6.4 Community Interaction

6.4.1 The management strategy of the TP will include liaison with other interested parties and relevant bodies, eg local authority, local residents, bus operators, to seek to work with and support travel initiatives being developed for the wider community.



7 Measures to Encourage Sustainable Travel

7.1 Walk

- 7.1.1 The existing pedestrian infrastructure near the Site is described in Chapter 3.
- 7.1.2 Promotional literature will be arranged by the TPC and included in the Travel Pack, to encourage walking, and emphasising the health benefits.
- 7.1.3 The TPC will prepare and arrange for distribution of maps showing local amenities and walking routes. This will include among other things promotion of the Greater Manchester Beeways and other pedestrian infrastructure, which will provide encouragement for residents to walk to local facilities.

7.2 Cycle

- 7.2.1 Information about the existing cycle infrastructure and opportunities is provided in Chapter 3.
- 7.2.2 Secure covered cycle parking will be provided as part of the proposed development, at a ratio of 1 space per apartment. Residents of the development will have opportunity to park cycles within the proposed development, and similarly for their visitors.
- 7.2.3 Ancoats Mobility Hub is a project being developed for a site circa 600m from the proposed development, on George Leigh Street. The Mobility Hub will include cycle hire opportunities. This may include e-bike hire. Residents will be kept informed of the range of facilities available at the Mobility Hub through the Travel Pack and other promotional activities.
- 7.2.4 Awareness of cycling as a travel choice, for essential (eg work) as well as other journey purposes (eg leisure) is to be promoted to residents by the TPC from the outset, and indeed in advance, of their taking up occupation of the new dwellings.
- 7.2.5 Promotional literature will be arranged by the TPC, and included in the Travel Pack, to encourage cycling and emphasise the health benefits. The TPC will prepare and arrange for distribution of maps showing local amenities and cycling routes. This will include among other things promotion of the Greater Manchester Beeways and other national cycle routes, which will provide encouragement for residents to undertake journeys by cycle.

7.3 Public Transport

- 7.3.1 The information and marketing aspects of the opportunity to make journeys by public transport to/from the development are important, and are discussed in Chapter 8. The Induction Pack



prepared by the TPC, and issued to all new residents will include information on bus, Metrolink and rail services. This will include bus stop locations, routes & destinations, and frequency of services.

7.4 Car Share

- 7.4.1 As residents at the proposed development will not own a car, they may be able to utilise car share schemes as passengers in order to undertake journeys, eg to work.
- 7.4.2 The TPC will identify a car share scheme to be promoted to residents. For example, Car Share GM is an established car share platform operated by TfGM. The car share scheme matches up car drivers and passengers who travel on similar routes at similar times. There is no fee for registering or using the website. There is no cost to the developer. This proposal has the advantage of the 'pool' of potential car sharers being able to also include existing residents of Manchester, and indeed residents at other locations that may share a route for journey to work with residents of the development.
- 7.4.3 The car share scheme will be promoted by the TPC through a variety of means (refer Chapter 8), including for example sales literature, Induction Packs, online resources.
- 7.4.4 In order to maximise this potential, the strategy is that, from initial occupation:
- Car Share GM is to be promoted to residents;
 - Information about this scheme is to be included in Induction Packs;
 - The benefits of car sharing are to be highlighted in the Induction Pack. This is to provide information to appeal to the widest range of reasons for deciding to car share.

7.5 Car Club

- 7.5.1 Enterprise Car Club operates within Manchester at several locations within and around the city, including on Lampwick Lane within a 100m walk of the main building entrance. The Enterprise Car Club website or mobile app can be used to book a car for as little as 30 minutes or up to 7 days. The proximity of the car club may encourage prospective tenants who have previously relied on car travel to give up car ownership in order to live at the proposed development. The Travel Pack will include information on the car club including vehicle locations, costs, and benefits of joining.
- 7.5.2 The Ancoats Mobility Hub project includes proposals to provide up to 30 car club spaces. The Mobility Hub site is located on George Leigh Street, circa a 600m walk from the proposed development. Residents will be kept informed of car club opportunities available at the Mobility Hub through the Travel Packs and other promotional initiatives.



7.6 Work at Home

- 7.6.1 The development will include provision of infrastructure for broadband service to be delivered to the new apartments. The Travel Pack will highlight to residents the benefits of working at home.

7.7 Car Ownership

- 7.7.1 The proposed development is for affordable rent, and this has an influence on car ownership and parking demand. The development will be managed by Great Places Housing Group, who manage a substantial portfolio of housing for affordable rent, and have reported a recent shift in attitude to car ownership within affordable housing. Great Places are to agree a local lettings policy with Manchester City Council which would allow the properties to be marketed and let to 'non car owners' on first let and this would be encouraged on subsequent lets. Great Places Housing Group own a large housing stock holding within the Ancoats and New Islington area that has parking provision, including the new proposed development, Downley Drive which is located within a 400m (5 minute) walk of this site. Prospective tenants who rely on a car or van (e.g. For work) would be offered alternative accommodation within the area, that would be more suited to their circumstances and requirements.

7.8 Summary

- 7.8.1 Suitable infrastructure is provided as part of the proposed development, enable trips to be undertaken by sustainable transport modes. This is to be complemented by a comprehensive Travel Pack to be issued to residents with information promoting, walk, cycle and public transport, and more sustainable car use, encouraging and achieving sustainable travel choices for people living at the development.



8 Marketing Strategy

- 8.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:
- Raise awareness of sustainable travel options,
 - Promote individual measures and initiatives,
 - Disseminate travel information from the outset of first occupation, and indeed in advance of occupation (through the residential sales and marketing literature), and on an ongoing basis.
- 8.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC. Information will be provided by a variety of means including:
- At the residential sales marketing suites,
 - Occasional promotional initiatives,
 - Residents Induction 'Travel Pack',
 - Website/social media.
- 8.3 It is the responsibility of the TPC to set up and oversee arrangements for every new household to receive an Induction 'Travel Pack' prior to their residency commencing.
- 8.4 The Induction Packs will be prepared and kept up-to-date by the TPC, who will maintain a stock. These can be available in hard copy and/or electronic format.
- 8.5 The objective of the Induction pack is twofold: to inform and to promote. The latter aspects of the Induction Pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. It is anticipated that the TP Induction Pack will include items such as, but not exclusively:
- TP objectives,
 - TPC: description of role and contact details,
 - Walk: health benefits of walking,
 - Cycle: health benefits of cycling, sources of cycle route information,
 - Public Transport: information about bus, Metrolink and rail services,
 - Car share/Car club: information about the financial benefits/incentives, and the environmental benefits. Details of registering,
 - Information sources: eg residential sales office, websites, social media, etc.



- 8.6 Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include, inter alia, encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events. Similarly events/promotional activities will be aimed at promoting public transport and car sharing.
- 8.7 Social media is a key component of the TP marketing & information strategy. Social media is an increasingly important marketing tool, and social media opportunities and techniques are rapidly evolving. The TPC will promote the TP objectives and measures through the use of social media and/or other online marketing techniques. The TP will monitor the evolving use of social media as a tool to assist in achieving the TP aims, and devise an appropriate online marketing strategy.



9 Monitoring & Review

- 9.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.
- 9.2 Key points about the TP monitoring and review regime are that this:
- Is essential to ensure that the TP objectives are being met,
 - Assesses the effectiveness of the TP measures and provides opportunity for review,
 - Must be done over time, and hence requires action and resources.
- 9.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.
- 9.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.
- 9.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.
- 9.6 Monitoring of the TP is to be by residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- 9.7 The questionnaire survey methodology must be submitted to the local authority for approval prior to first occupation.
- 9.8 The residential questionnaire travel surveys will be undertaken:
- First survey within 9 months of first occupation of 20 of the apartments
 - Subsequently, annually on the anniversary of the initial survey until 5 years after first occupation of the development.
- 9.9 Details of the questionnaire content will be discussed and agreed with the local authority, but may include, inter alia, the following:



- Residents' work journey distance and/or location,
 - Travel mode choice,
 - Time taken for journey,
 - Number of car owners and cars per household,
 - Resident parking habits if a car is owned,
 - Any barriers (perceived/real) to particular modes of travel,
 - Number of primary school children who walk to school,
 - Factors influencing willingness to consider/change of travel mode choices.
- 9.10 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:
- Pedestrian movements to/from the development,
 - Cycle movements to/from the development.
- 9.11 Data collected from all the surveys will comply with the Data Protection Act. Residents will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.
- 9.12 The residential travel surveys will not only provide information about residents' travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode. This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy.
- 9.13 An annual 'Monitoring & Review' report will be prepared by the TPC and submitted to the local authority. This will set out the way in which the TP has been operated throughout the year, providing, inter alia:
- A record of key information collected throughout the year, including results of monitoring surveys (refer para 9.6) and analysis (if applicable),
 - A record of TP initiatives introduced/operated during the year, and information about initiatives considered but not implemented (if applicable),
 - A record of promotional activities,
 - Assess efficacy of TP measures that have been pursued throughout the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the TP target.



10 Action Plan & Budget

- 10.1 It is essential that key tasks in connection with the TP are commenced (and some completed) prior to first occupation. This is so that TP measures are in place prior to the travel habits of the residents being set. It is also important that there is ongoing TP activity that seeks to influence the modal choice of residents to achieve the residential TP target of: **resident car ownership will be zero.**

10.2 Action Plan

- 10.2.1 Key elements of the Action Plan for the development's TP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

Prior to occupation:

- Residential TPC appointed by the developer 3 months prior to first occupation. TPC contact information to be provided to local authority 3 months prior to first occupation,
- TPC establishes contact with relevant Council officer,
- Resident Induction Travel Pack prepared by TPC and stock readied for distribution to each household prior to taking up residence at the Site,
- Tenancy agreements to include clause committing tenants to not owning a car or van whilst resident at the Site,
- TPC to prepare and provide information for residential sales marketing team, and to hold an induction meeting for sales staff, informing them about the TP and the TP measures,
- Provisional date for peak hours vehicle traffic count survey, based upon residential sales projections. This will need to be kept under ongoing review in the light of actual sales and occupancy data,
- TPC to liaise with bus operators,
- Car share scheme arrangements, and in particular promotional strategy, to be established by TPC.

Upon occupation and subsequently:

- Each new household to have been provided with an Induction Pack prior to moving in. TPC to ensure suitable arrangements in place,
- TPC to consider arranging an online TP resource, Twitter feed, etc.
- Promotional activities to residents, by a variety of means (and ongoing),

Within 9 months of occupation of 20 apartments:

- Questionnaire Travel Survey to be undertaken and subsequently analysed,
- Ongoing monitoring, by a variety of means, of TP indicators,



- Ongoing promotional activities arranged by the TPC,

Annually, within 1 month of anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Subsequent residential questionnaire travel surveys:

- Annually until 5 years after first occupation of the development.

10.2.2 Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. An Annual Monitoring & Review report is to be prepared by the TPC and submitted to the Council.

10.3 Funding/Budget

10.3.1 The residential developer is responsible for the appointment of the TPC and other monetary aspects of the funding of the TP.

10.3.2 A sufficient revenue budget must be identified by the developer to employ the residential TPC for a period of 5 years after first occupation of the development, and commencing minimum 3 months prior to first occupation. The budget is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

10.4 Summary

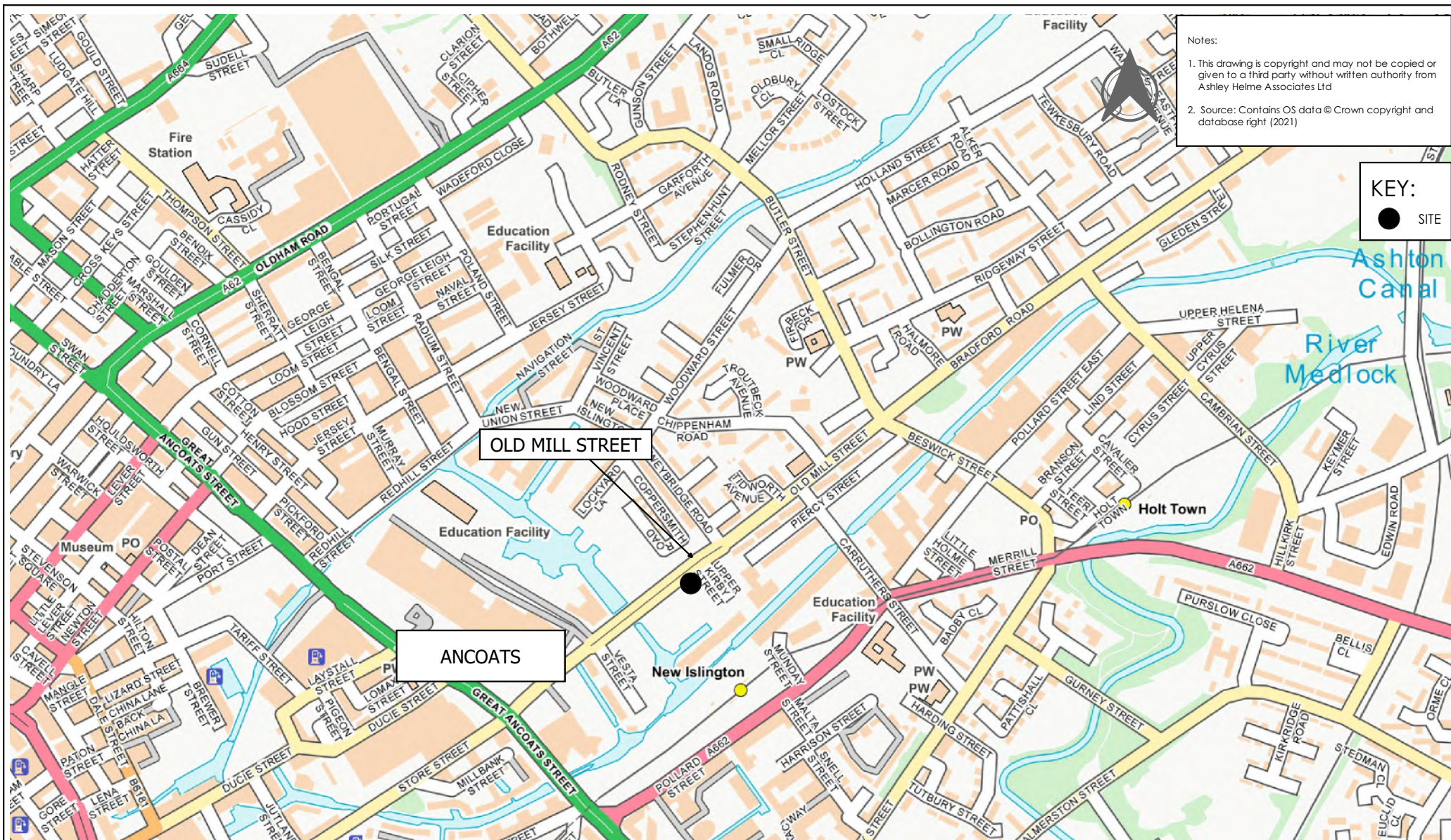
10.4.1 Table 10.1 presents a summary of the proposed residential TP measures with associated timescale, responsibility and funding/budget information.



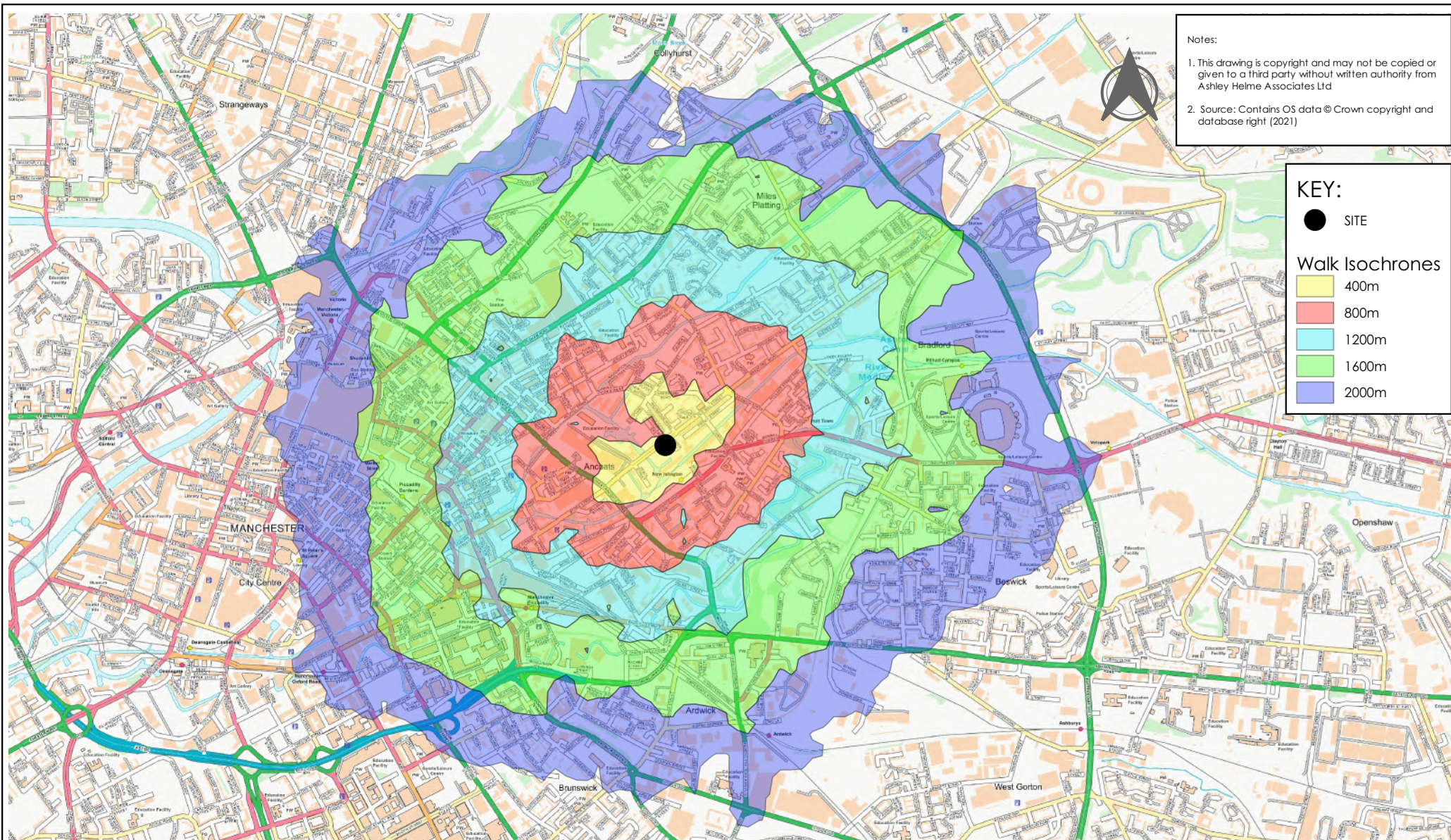
11 Conclusions

- 11.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice and experience, and the 2014 national guidance (PPG).
- 11.2 This TP report is prepared to support the planning application for 39 apartments.
- 11.3 The TP will be managed and operated by the Travel Plan Coordinator (TPC) to be appointed by the residential developer(s), and to be in post 3 months prior to first occupation of a dwelling at the Site.
- 11.4 The outcomes approach is adopted for the TP. The proposed access strategy is that resident journeys to/from the Site are undertaken by sustainable transport modes, and no off-street car parking is proposed as part of the development.
- 11.5 A residential TP target is set of: **resident car ownership will be zero.**
- 11.6 Chapter 10 sets out the Action Plan and Funding/Budget arrangements for the TP. This summarises identified measures that are proposed, and indicates the timing for the measures. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

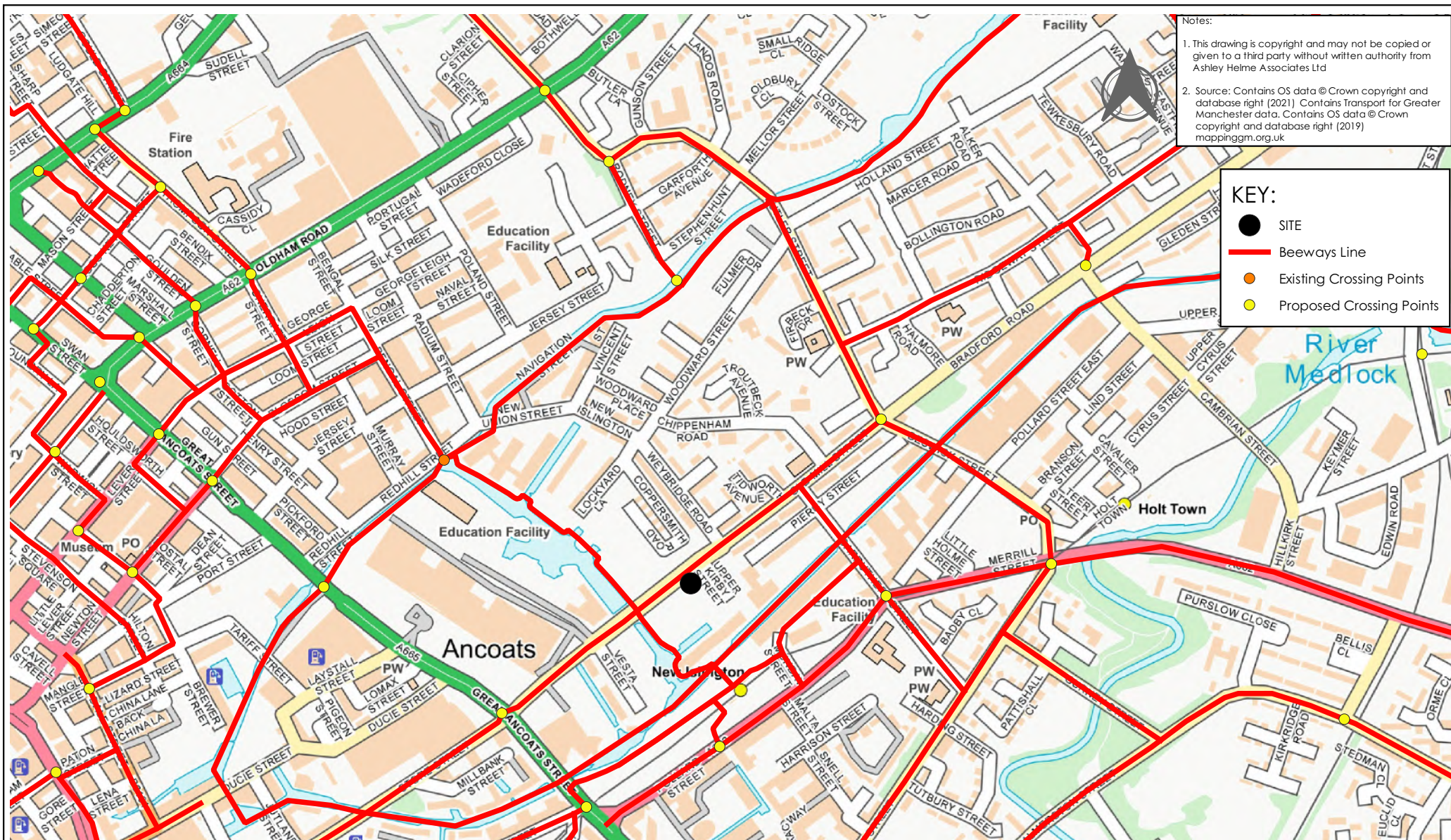
Figures



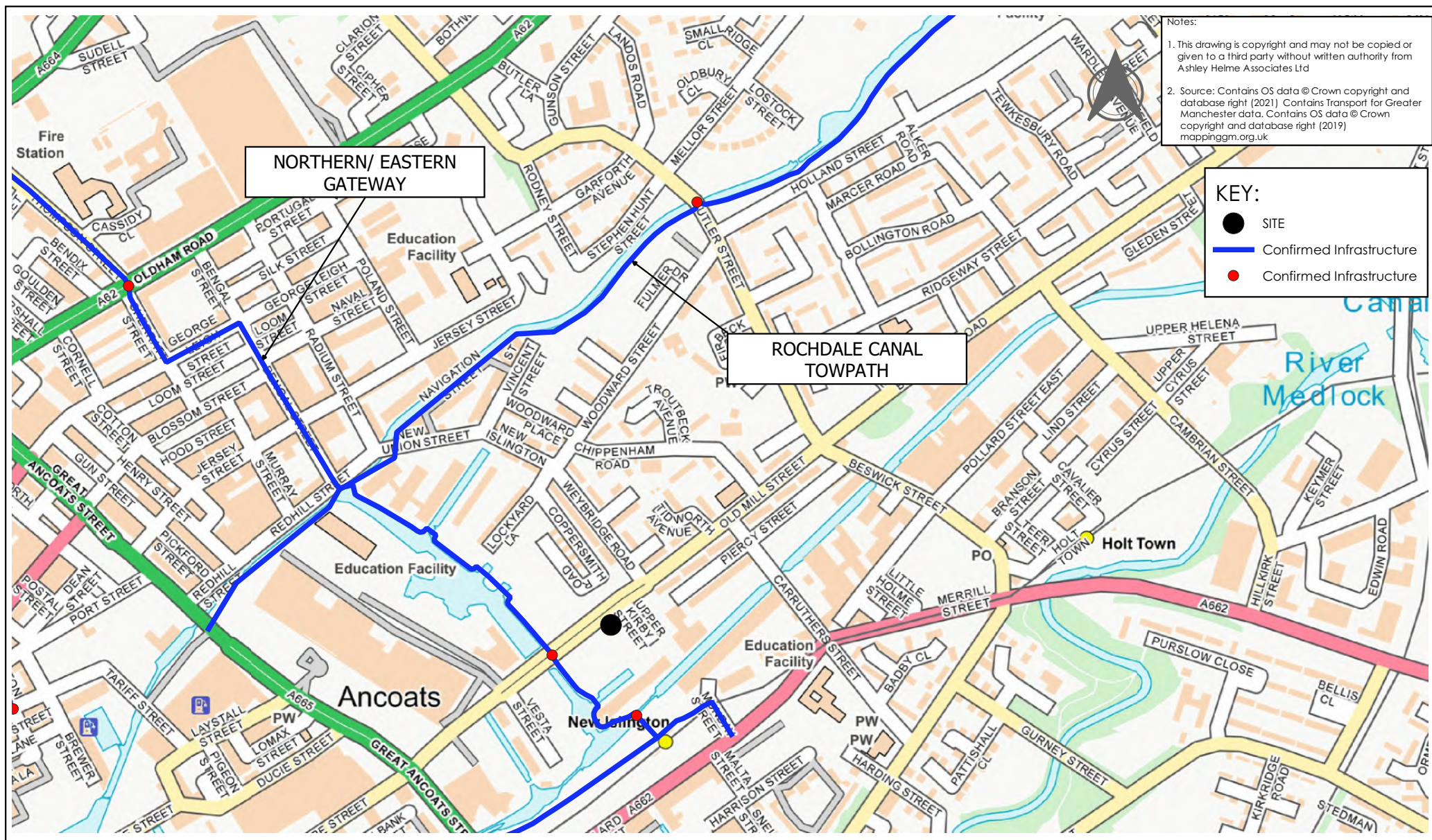
Project: ANCOATS DISPENSARY	Title: LOCATION PLAN	FIGURE 1.1		 ASHLEY HELME ASSOCIATES
Client: GREAT PLACES		Date: FEBRUARY 2021	Scale: NTS	



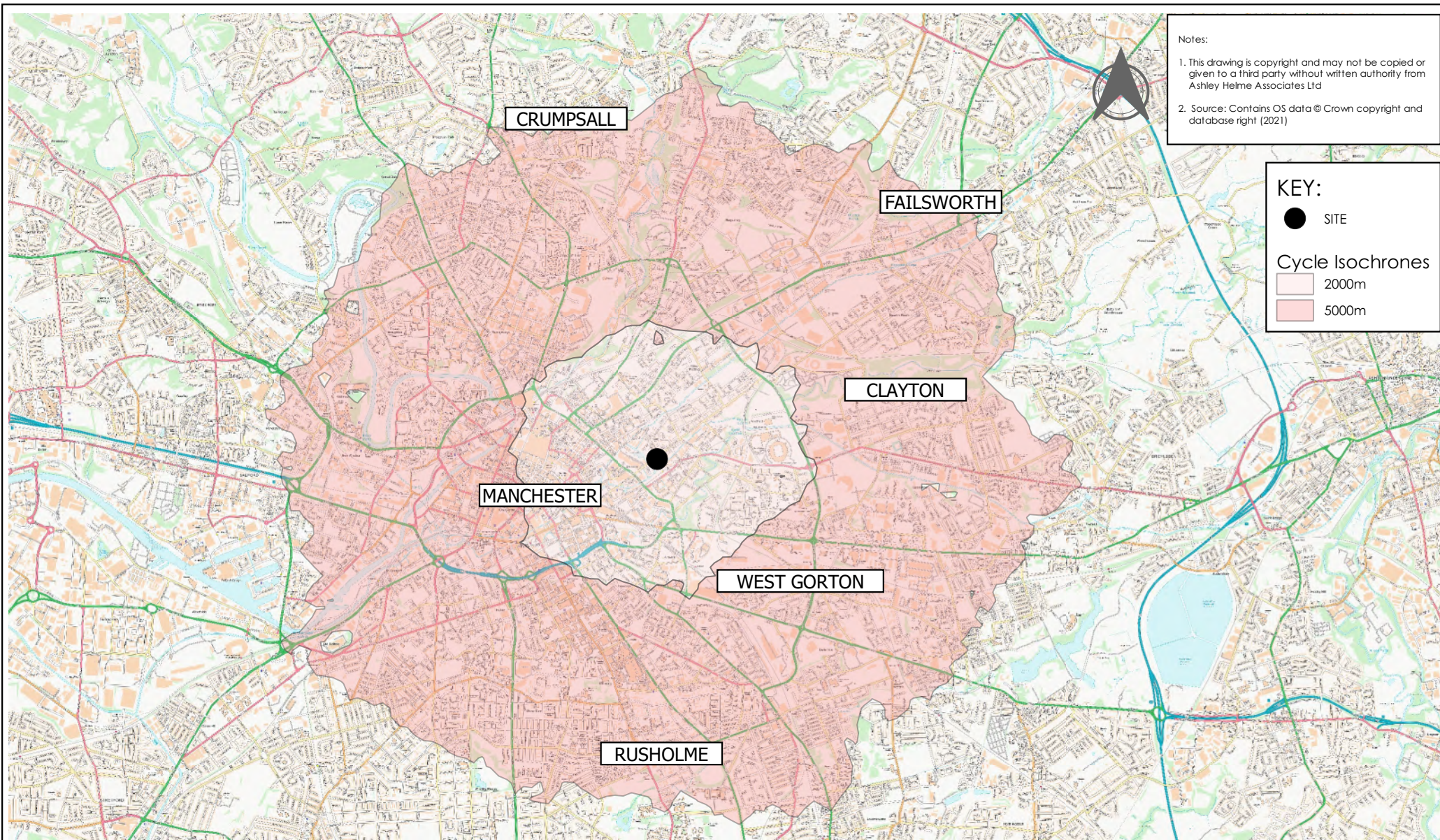
Project: ANCOATS DISPENSARY	Title: WALK ISOCHRONES	FIGURE 3.1		 ASHLEY HELME ASSOCIATES
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



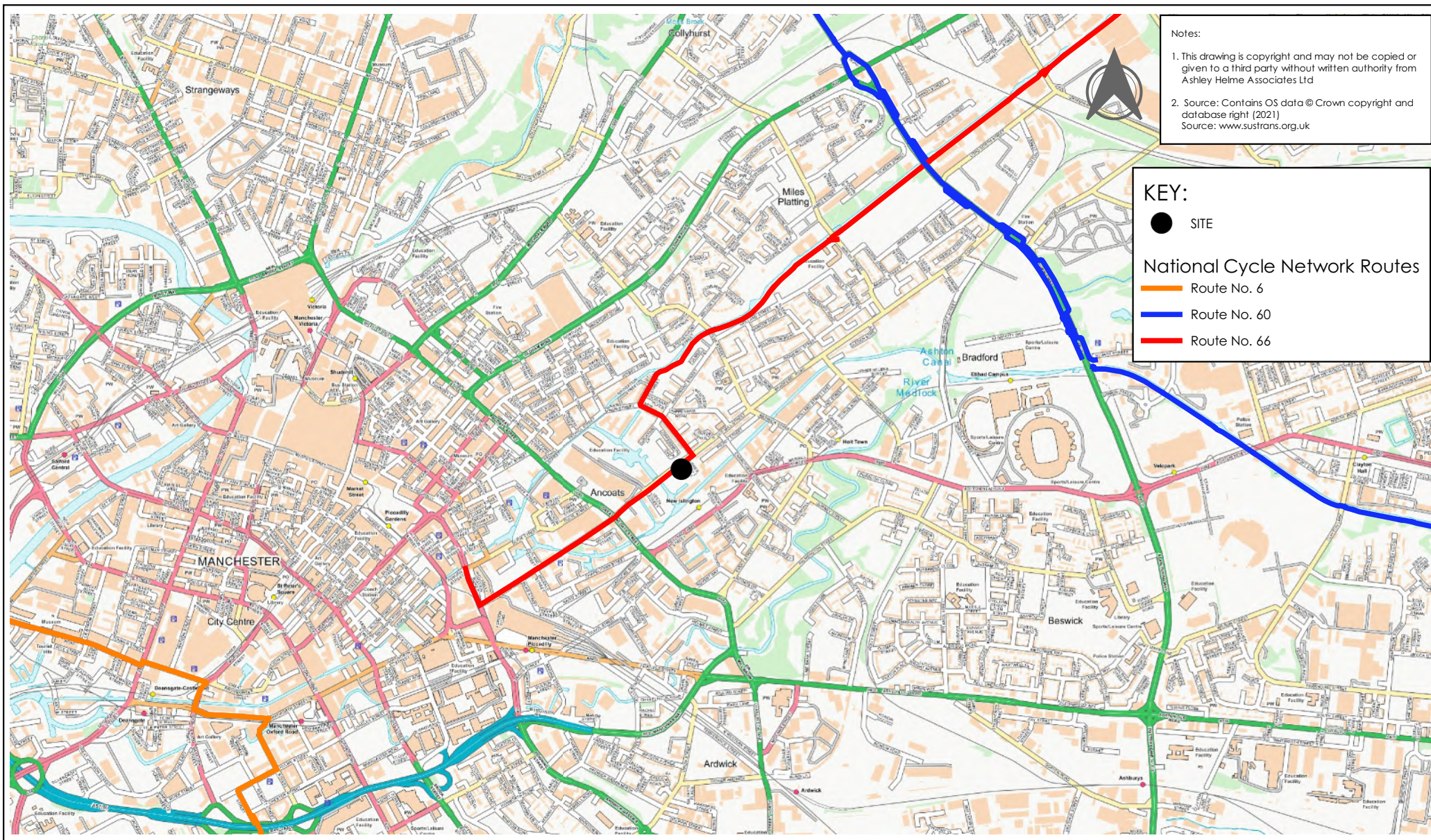
Project: ANCOATS DISPENSARY	Title: THE BEE NETWORK (WITH CROSSING POINTS)	FIGURE 3.2		
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



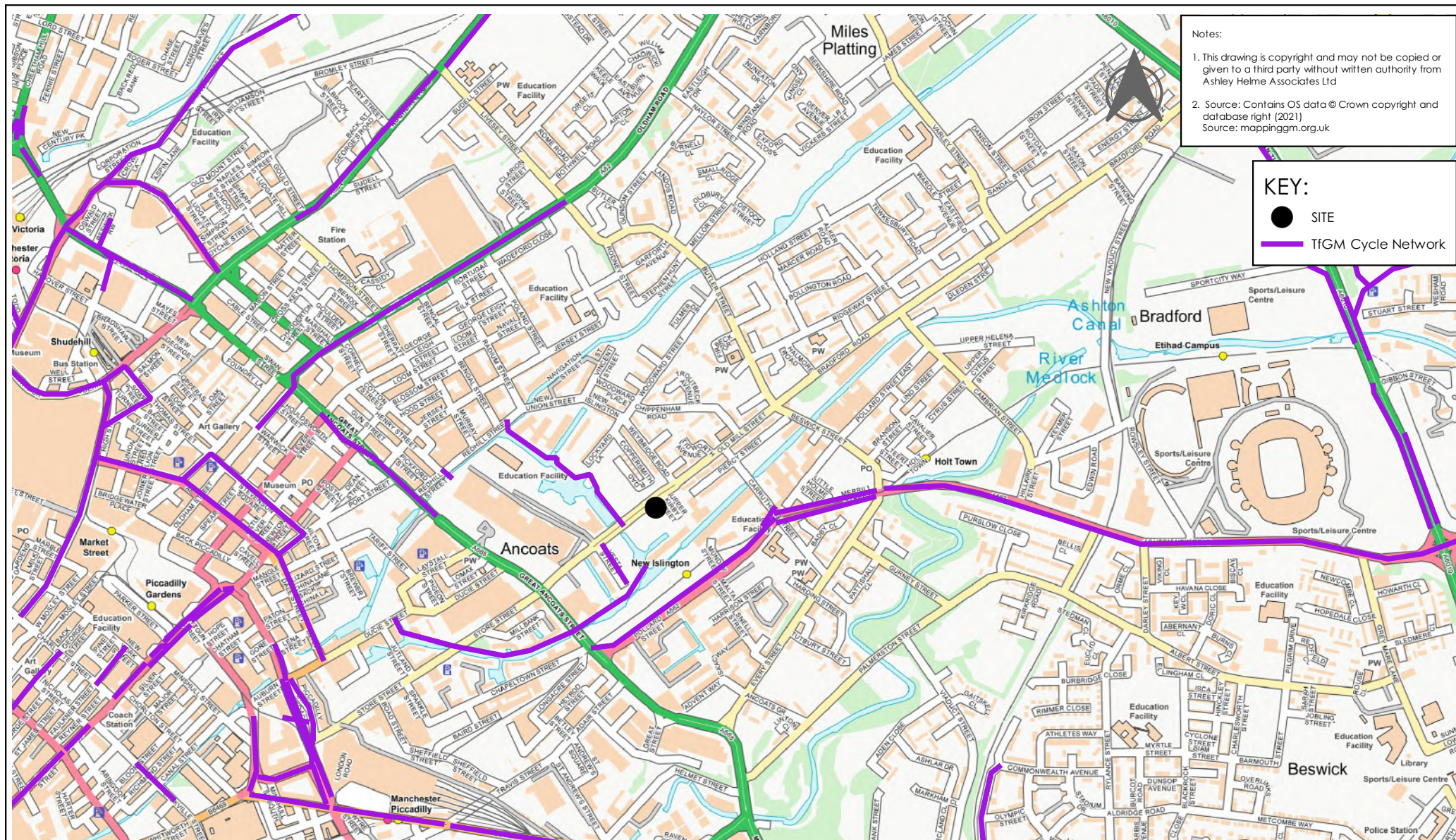
Project: ANCOATS DISPENSARY	Title: THE BEE NETWORK CONFIRMED INFRASTRUCTURE	FIGURE 3.3	
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS



Project: ANCOATS DISPENSARY	Title: CYCLE ISOCHRONES	FIGURE 3.4		
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS	



Project: ANCOATS DISPENSARY	Title: CYCLE ROUTES (NATIONAL CYCLE NETWORK)	FIGURE 3.5	
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS



Project: ANCOATS DISPENSARY	Title: CYCLE ROUTES (TFGM CYCLE NETWORK)	FIGURE 3.6	
Client: GREAT PLACES		Date: APRIL 2021	Scale: NTS

Tables

MEASURE	TIMESCALE	RESPONSIBILITY	FUNDING/ BUDGET
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Walk/ Cycle/Public Transport			
Resident Welcome/ Induction Pack prepared to highlight sustainable travel options including promotion of the Greater Manchester Beeways	Prior to first occupation	TPC	TPC staff time/ Developer funding
Provision of bus, Metrolink and rail timetable information to residents as part of the residential Induction Pack	Prior to first occupation	TPC	TPC staff time

Car Share			
Car share opportunities and promotional strategy to be established including promotion of Car Share GM	Prior to first occupation	TPC	TPC staff time

Management			
Residential TPC to be appointed	3 months prior to first occupation	Developer	Developer funding. Sufficient revenue budget for 5 years from first occupation
TPC establishes contact with relevant Council officer	Prior to first occupation	TPC	TPC staff time

Monitoring and Review			
Preparation of Annual Monitoring and Review report to Council	Within 1 month of first year's anniversary of first occupation, then annually for 5 years from first occupation	TPC	TPC staff time/ Developer funding
Questionnaire travel survey to be undertaken and subsequently analysed	Within 9 months of occupation of 30% of the development, biennially until 5 years after first occupation	TPC	TPC staff time/ Developer funding
Ongoing monitoring of TP indicators	Start within 9 months of occupation of 30% of the development	TPC	TPC staff time/ Developer funding

Table 10.1 RESIDENTIAL TP ACTION PLAN SUMMARY

Promotion and Marketing			
Resident Welcome/ Induction Pack prepared	Prior to first occupation	TPC	TPC staff time/ Developer funding
Local letting policy to include 'suitable for non- car owners'	Prior to first occupation and ongoing	TPC	TPC and lettings team staff time
TP lettings marketing information	1 month from TPC appointment	TPC/lettings team	TPC staff time/ Developer funding
Induction meeting for sales staff	Prior to first occupation	TPC	TPC staff time
Each household to be issued with Welcome/ Induction pack	Upon first occupation	TPC/lettings team	Developer funding
Promotional activities to residents by a variety of means	Upon first occupation and ongoing	TPC	TPC staff time/Developer funding

Table 10.1 RESIDENTIAL TP ACTION PLAN SUMMARY

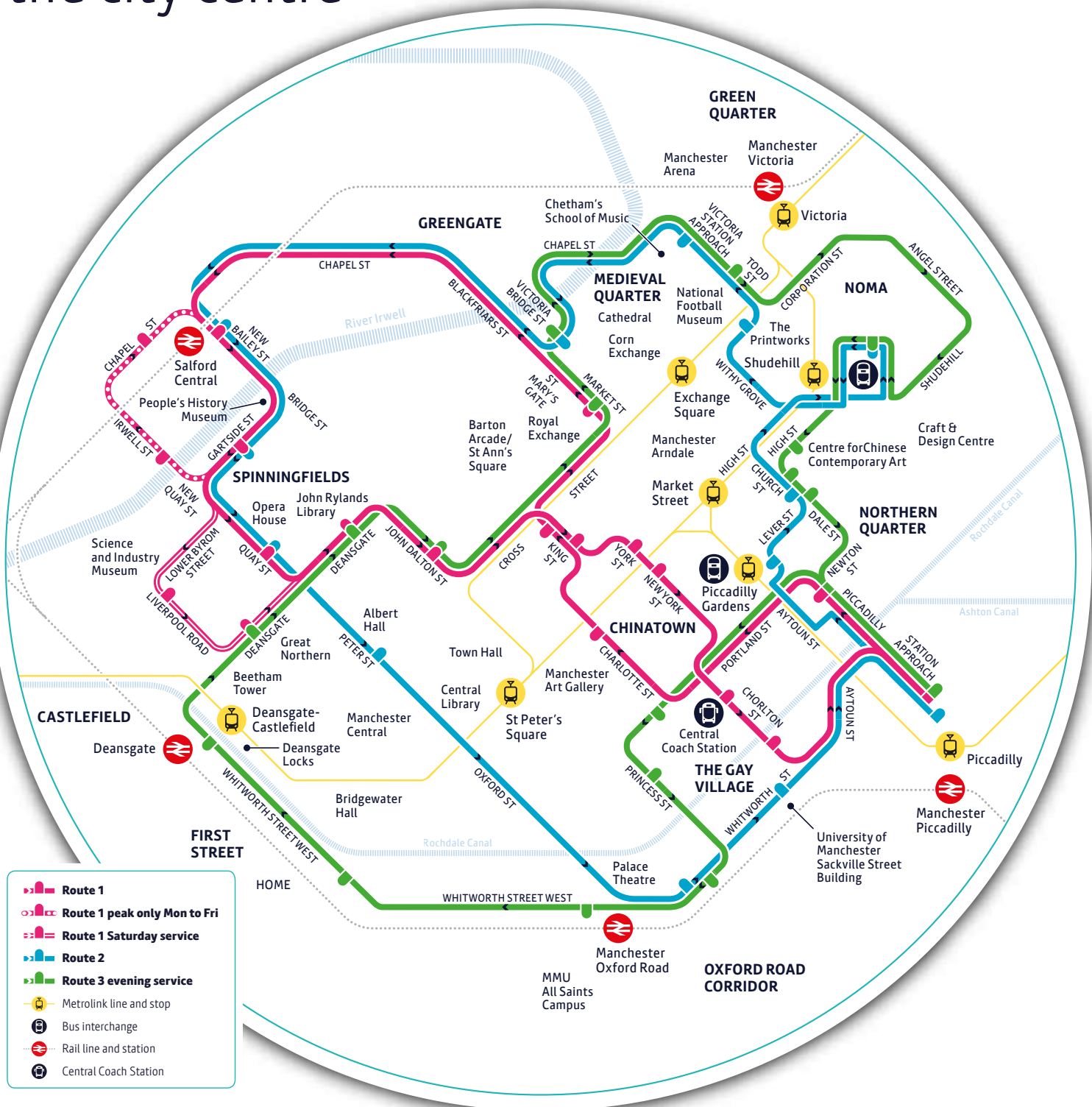
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CITY COUNCIL

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1

Monday – Friday

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7am – 7:15pm

Peak route only:

7am – 9am and 4pm – 7:15pm

Saturday

Every 10 minutes:

8:20am – 7:15pm

Sunday and public holidays

Every 12 minutes:

11am – 6pm

2

Monday – Friday

Every 10 minutes:

6:30am – 7:10pm

Every 20 minutes:

7:10pm – 11:30pm

Saturday

Every 10 minutes:

8:30am – 7:30pm

Every 15 minutes:

7:30pm – 11:30pm

Sunday and public holidays

Every 12 minutes:

10am – 7pm

3

Monday – Friday

Every 20 minutes:

7:30pm – 11:30pm

Saturday

Every 15 minutes:

7:30pm – 11:30pm