

**PROPOSED RESIDENTIAL REDEVELOPMENT
PHOENIX WORKS, CASTLEFIELD, MANCHESTER**

Framework Travel Plan

Prepared on behalf of:

DeTRAFFORD
ESTATES GROUP

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1.0 INTRODUCTION

1.1 Preamble

- 1.1.1 Axis have been appointed by DeTrafford Estates Group to provide transport and highways advice in relation to the redevelopment of a site known as Phoenix Works at Cawdor Street / Ellesmere Street, Castlefield, Manchester.
- 1.1.2 The proposals include the development of 237 residential apartments and ancillary commercial floorspace, along with associated access and parking.
- 1.1.3 The site location is illustrated on **Plan 1.1**.

Plan 1.1 – Site Location



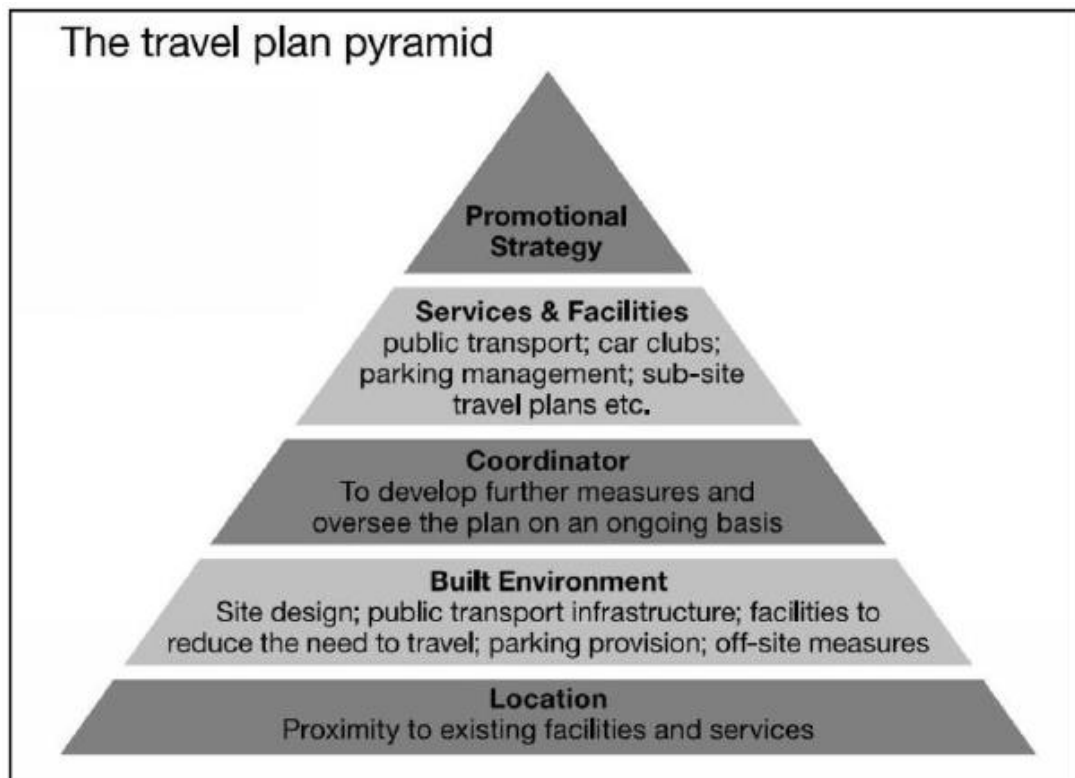
- 1.1.4 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) is Manchester City Council (MCC).
- 1.1.5 This Framework Travel Plan (FTP) has been produced to set out how future users of the development will be encouraged to limit the number of single occupancy car trips and maximise the use of sustainable travel, such as walking, cycle, public transport and car sharing.
- 1.1.6 It is an accompanying document to the planning application and can be read in conjunction with the accompanying Transport Statement, also prepared by Axis.

2.0 TRAVEL PLAN CONTEXT

2.1 Background to Travel Plans

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work' (June, 2007) introduced the concept of a 'Travel Plan Pyramid'. This helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Plan 2.1**.

Plan 2.1 – TP Pyramid from DfT's 'Making Travel Plans Work'



- 2.1.3 The use of a pyramid structure to illustrate the 5 tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows that the key to making TPs work is the location of the development and its proximity to local facilities and services essential to everyday life.

- 2.1.5 In terms of location, the site is located within the defined Manchester City Centre area and therefore benefits from being located within walking distance to surrounding land uses including employment, education, shopping, leisure, and other amenities.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.1.7 There is currently a range of high-quality pedestrian, cyclist and public transport infrastructure in place within the vicinity of the site which provides safe and efficient connections to the surrounding areas. The proposals also comprise the provision of 237 safe and secure cycle parking spaces and the car park comprises 2 spaces for Electric Vehicle Charging (EVC).
- 2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development. It is likely that a representative of the site developers will undertake the TPC role initially, however a TPC will be formally appointed once the site is fully occupied.
- 2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. The TS, which is an accompanying document to the planning application, demonstrates that the proposed parking provision would be sufficient to cater for the scale and nature of the proposed development, is in-keeping with other residential schemes within Manchester City Centre, and also accords with guidance contained within the NPPF.
- 2.1.10 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted.
- 2.1.11 Future residents at the development will be made aware of the aims of the TP and will be provided with a relevant information which sets out the travel choices and alternatives to car travel available.

2.2 Objectives and Benefits of the Travel Plan

2.2.1 The key objectives of this TP are to:

- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;
- Highlight the health and environmental benefits of using sustainable travel modes; and
- Enable people to make more informed and therefore better choices.

2.2.2 This is reiterated in Transport for Greater Manchester's (TfGM's) document, *"Transport for Sustainable Communities: a Guide for Developers"*, which states that a TP should achieve the following:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

2.2.3 There could be a large number of benefits that will be derived from the successful implementation of the TP, for future residents of the site as well as the wider community. These include:-

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

3.0 AIMS, OBJECTIVES AND TARGETS

3.1 Aims and Objectives

- 3.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 3.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:
- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - Improve the travel options for residents;
 - Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
 - Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and
 - Ensure residents are aware of the TP and its purpose.

3.2 Targets

- 3.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 3.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 3.2.3 Action targets include actions such as employing a TPC, and launching the TP.
- 3.2.4 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.
- 3.2.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after 5 years.

3.3 Initial Travel Research

- 3.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken once the site is fully occupied.
- 3.3.2 It is expected that the residential or management company will assume the role of TPC.
- 3.3.3 The TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC would also be responsible for liaising with MCC and the following duties:
- Marketing and advertising new initiatives relating to the TP;
 - Establishing and following a timeline for the implementation of the TP measures;
 - Providing travel option information to residents;
 - Monitoring of the TP as set out in Chapter 6; and
 - Evaluating progress towards the TP targets.
- 3.3.4 Travel modal split data for the middle super output areas (MSOA) within which the site is located (Manchester 059) have been obtained from the 2011 Census data, covering all travel-to-work journeys (excluding home working). This data is summarised in **Table 3.1**.

Table 3.1 – Residential Modal Split

Mode	Census Modal Share
Train	5%
Tram (Metrolink)	4%
Bus, minibus or coach	12%
Taxi	0.5%
Motorcycle, scooter or moped	0.1%
Driving a car or van	34%
Passenger in a car or van	2%
Bicycle	5%
On foot	37%
Total	100%

- 3.3.5 The census data presented in **Table 3.1** gives an initial indication of modal split at the site prior to the travel survey being carried out and without the influence of travel plan measures. The data shows that 34% of trips are undertaken by driving a car or van whilst 2% of people travel as a passenger in a car or van. Journeys by public transport counted for 21% and walking and cycling account for 37% and 5% respectively.
- 3.3.6 Using the above figures as a baseline, **Table 3.2** gives an example of the approximate modal shift that could be achieved with an effective residential TP.

Table 3.2 – Indicative Residential TP Targets

Mode	Baseline Modal Split (census data)	Year 5 Target	Modal Shift
Train	5%	6%	+1%
Tram	4%	6%	+2%
Bus, minibus or coach	12%	13%	+1%
Taxi	0.5%	0.5%	0%
Motorcycle, scooter or moped	0.1%	0.15	0%
Driving a car or van	34%	28%	-6%
Passenger in a car or van	2%	2%	0%
Bicycle	5%	7%	0%
On foot	37%	39%	+2%

- 3.3.7 The figures in **Table 3.2** are indicative only and would be considered fully when the site is fully occupied, and travel surveys have been undertaken.
- 3.3.8 Once the site is fully occupied, residents would be surveyed and targets produced to reduce single occupancy vehicle travel. When the development begins to be occupied, sustainable travel initiatives (such as those described in the following section e.g. resident travel information packs) would be implemented.
- 3.3.9 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should be sufficient time for a shift in travel patterns to occur.

4.0 ACCESSIBILITY OF THE SITE BY SUSTAINABLE MODES OF TRANSPORT

4.1 Introduction

4.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 Paragraph 103 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed 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 reduced congestion and emissions, and improve air quality and public health...”

4.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

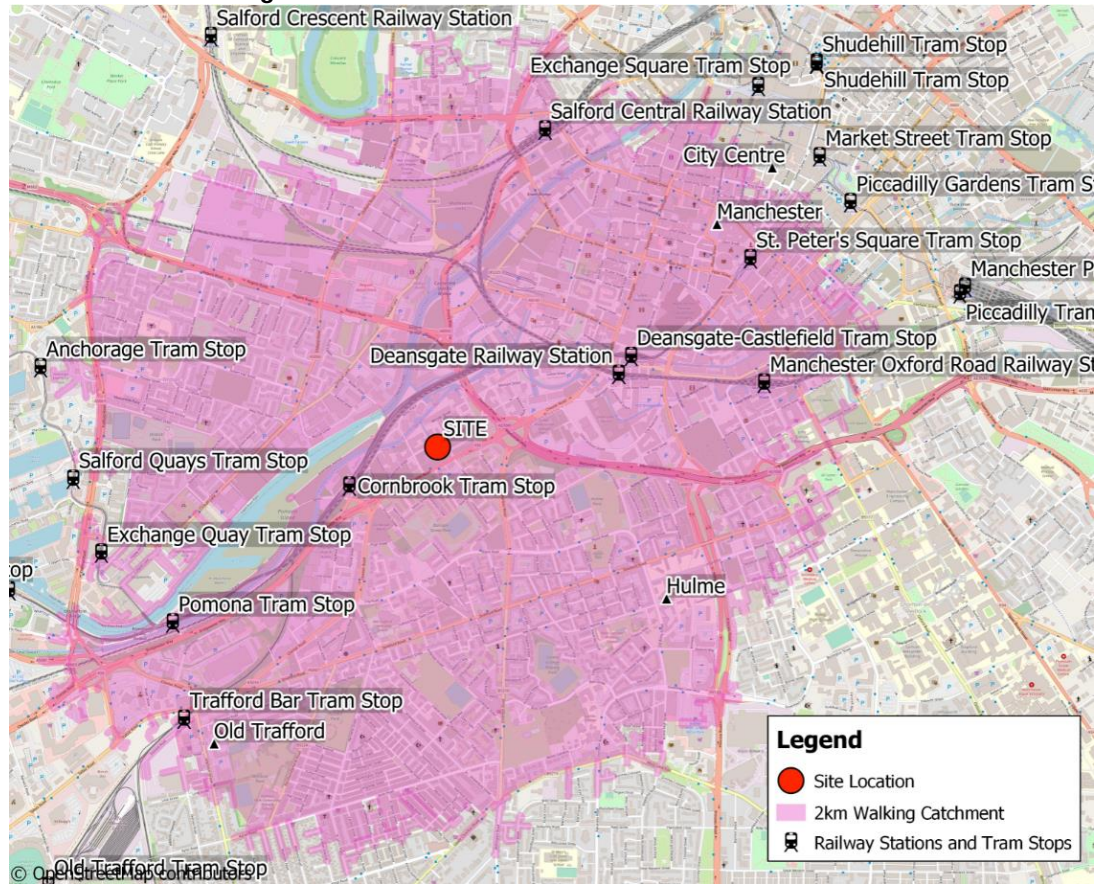
- Accessibility on foot;
- Accessibility by cycle; and
- Accessibility by public transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

4.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian 2km catchment plan has been produced and is illustrated on **Plan 4.1**.

Plan 4.1 – 2km Walking Catchment



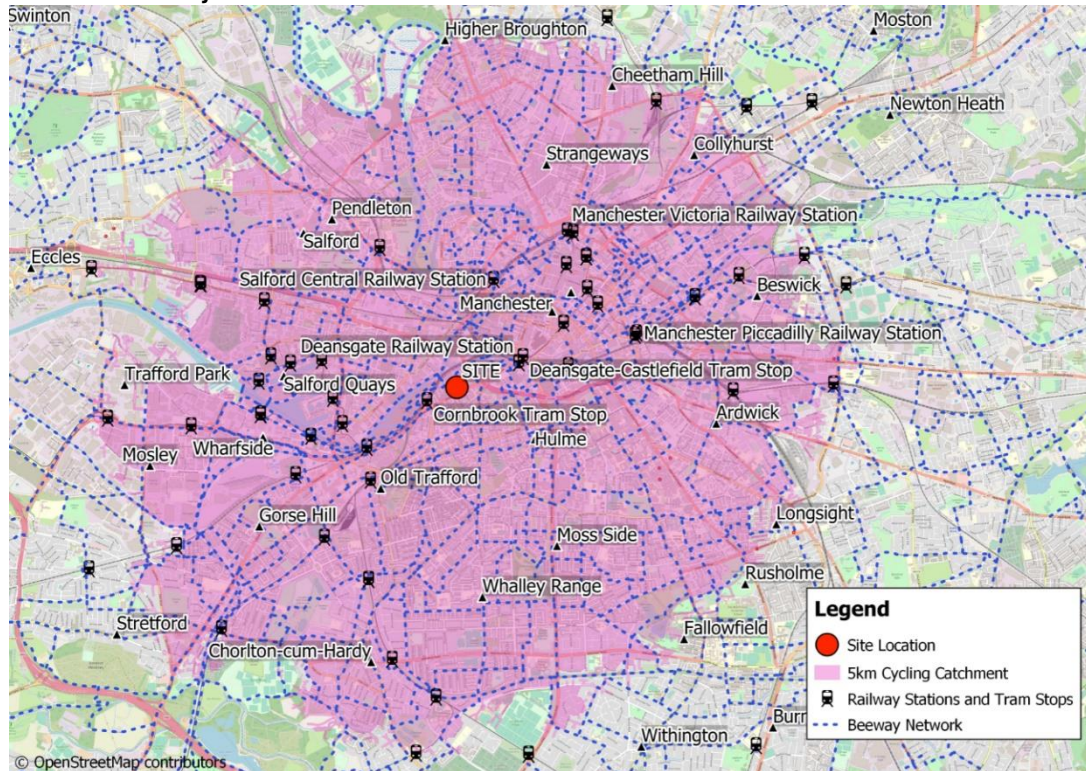
- 4.2.3 **Plan 4.1** demonstrates that the 2km catchment incorporates a large part of Manchester City Centre in addition to surrounding areas such as Hulme, Old Trafford and parts of Salford, amongst others.
- 4.2.4 The site is therefore well located in relation to local services and facilities within and around Manchester City Centre. The site is also within walking distance of numerous public transport facilities including bus stops, tram stops and railway stations. Deansgate Railway Station can be accessed within an 11-minute walk (or 850m walk distance) of the site, whilst Cornbrook tram stop is located within a circa 6-minute walk (650m walk distance) of the site.
- 4.2.5 Furthermore, the surrounding area benefits from a good level of pedestrian infrastructure including wide footways and street lighting. There are two puffin crossings over the A56 Chester Road within the vicinity of the site, located approximately 172m to the east and 85m to the west of Hulme Hall Road.

- 4.2.6 There are also signal controlled pedestrian crossing facilities over the Chester Road / Mancunian Way roundabout (also known as the 'Deansgate Interchange') and almost all of the junctions surrounding the site have dropped kerbs and other pedestrian crossing facilities. Deansgate Interchange has recently been the subject of a suite of improvements (via the Manchester and Salford Inner Relief Route Improvement Scheme (MSIRR)) that improves the safety and experience of cyclists at this location.
- 4.2.7 Natural surveillance is also provided by the surrounding residential, retail and commercial land uses which front the streets adjacent to the site, and which could also be used by prospective residents.
- 4.2.8 It can be reasonably expected that the proposed ancillary commercial floorspace within the proposed development will draw the majority of its workforce from the surrounding local areas, who will be able to commute on foot or utilise the local public transport facilities.
- 4.2.9 With regards to the above, and as might be expected for a site within the defined city centre boundary, the site is therefore highly accessibly on foot.

4.3 Accessibility by Cycle

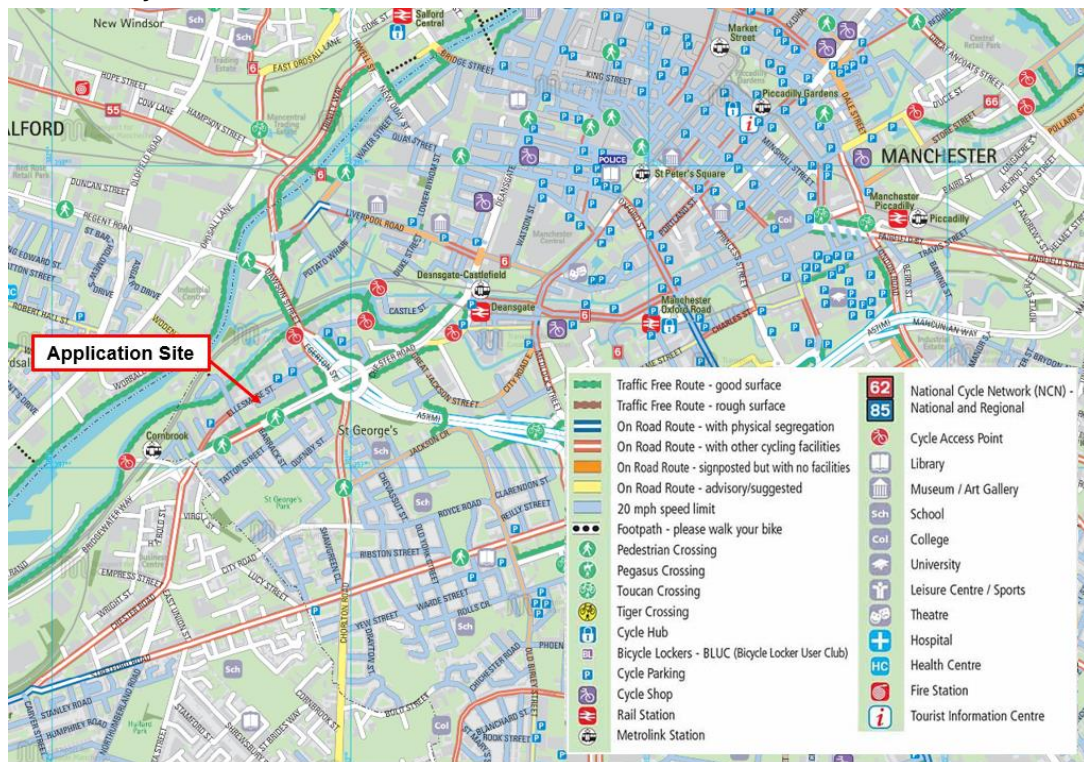
- 4.3.1 The Greater Manchester Cycling Strategy has been introduced to set out a regional approach to prioritise future investment in cycling and associated infrastructure so as to improve connectivity between key destinations within Greater Manchester.
- 4.3.2 Greater Manchester's vision is of a city *"fit for the future: a healthy, safe, sustainable city where people want to live, work and visit, and where a well-established cycling culture is integral to the region's health and prosperity"*.
- 4.3.3 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 4.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 4.2** shows a 5km cycle catchment for the site.

Plan 4.2 – 5km Cycle Catchment



- 4.3.5 As shown on **Plan 4.2**, the whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Higher Broughton, Cheetham Hill, Fallowfield, Chorlton-cum-Hardy, Trafford Park and Salford, amongst others, can also be accessed within a reasonable cycle distance.
- 4.3.6 The 5km also incorporates Greater Manchester's 'Beeway' Network which has been introduced by TfGM to encourage active travel. The plan shows that the 'Beeway' Network (shown in blue on **Plan 4.2**) provides extensive cycling connections between the site and the surrounding areas of Greater Manchester.
- 4.3.7 There are multiple other local on and off road cycle routes that surround the site, for example; along Dawson Street to the west, the A56 Chester Road, adjacent to the Bridgewater Canal and Great Jackson Street, as shown on **Plan 4.3**.

Plan 4.3 – Cycle Routes Around the Site



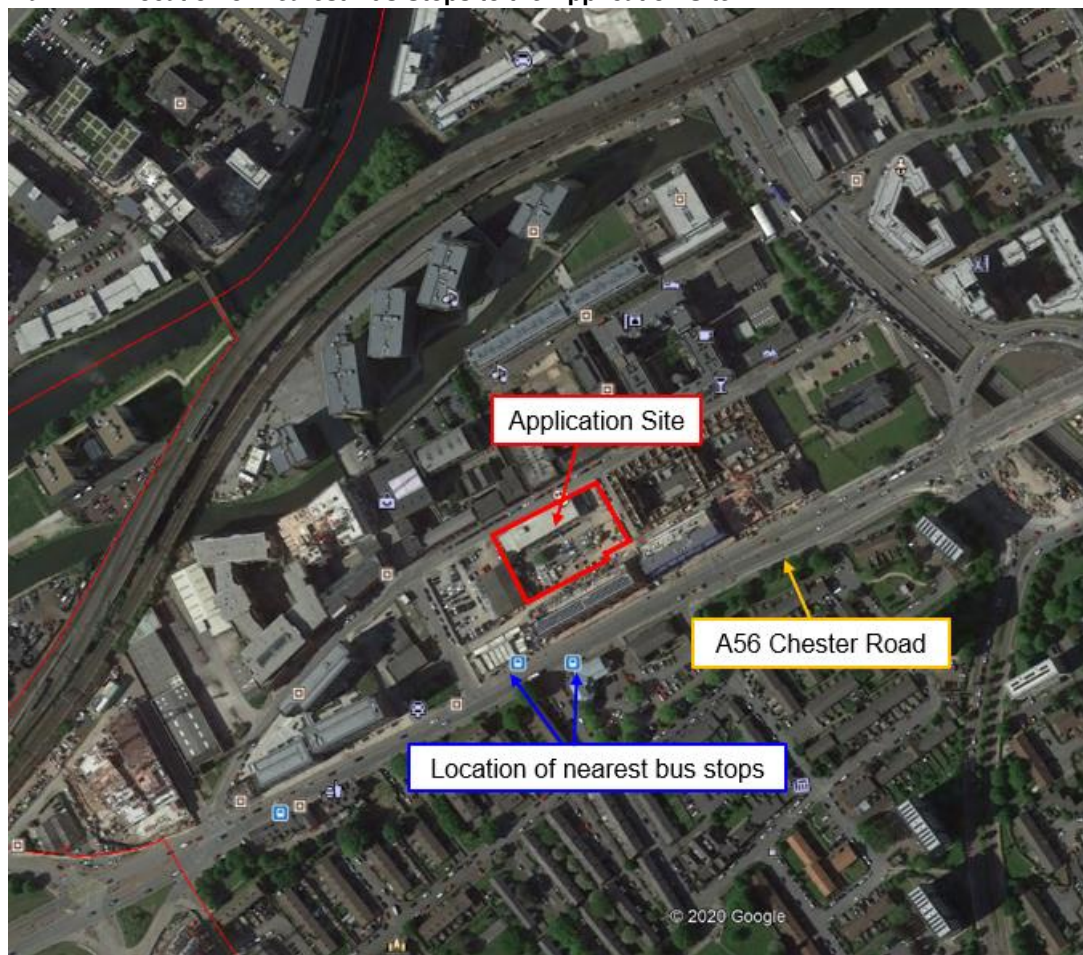
- 4.3.8 **Plan 4.3** demonstrates that there are cycle routes alongside both the Bridgewater Canal and the River Irwell that are easily accessible from the site.
- 4.3.9 Furthermore, National Route 6 is located some 950m to the east of the site on Whitworth Street West / Liverpool Road, running from Watford to Windermere and passes through Manchester along Liverpool Road approximately 600m north east of the site. There is also National Cycle Route 55 located approximately 2km to the west (Sir Matt Busby Way) and 1.2km to the north of the site (Middlewood Street); this route runs from Ironbridge to Preston.
- 4.3.10 It should also be noted that there will be 237 covered and secure cycle parking spaces provided as part of the proposed development, thereby encouraging prospective residents to utilise this mode of transport.
- 4.3.11 With regards to the above, the site is therefore considered to be very highly accessible by cycle.

4.4 Accessibility by Public Transport

Bus Accessibility

- 4.4.1 Guidance within the CIHT document “*Guidelines for Planning for Public Transport in Development*” recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.
- 4.4.2 The nearest bus stops are located immediately to the south of the site on the A56 Chester Road within a circa 250m walk distance from the site, and thereby within the CIHT’s lower 300m walk distance threshold.
- 4.4.3 The location of the nearest bus stops in relation to the application site are illustrated on **Plan 4.4**.

Plan 4.4 – Location of Nearest Bus Stops to the Application Site



- 4.4.4 **Table 4.1** details the bus services that serve the nearest stops to the application site and their typical frequencies.

Table 4.1 – Summary of Bus Service Frequencies from the A56 Chester Road

Bus Service	Route Description	Typical Frequency		
		Mon-Fri	Saturdays	Sundays / Bank Holidays
255	Partington – Carrington – Urmston – Piccadilly Gardens	30 mins	30 mins	30 mins
	Piccadilly Gardens – Stretford – Carrington - Partington	30 mins	30 mins	30 mins
X50	Piccadilly Gardens – Trafford Park – The Trafford Centre	20 mins	20 mins	30 mins
	The Trafford Centre – Trafford Park – Piccadilly Gardens	20 mins	20 mins	30 mins
Total Services per Hour		10	10	8

4.4.5 As shown in **Table 4.1**, the bus stops nearest to the site are served by 10 services per hour on Monday – Saturday and 8 services per hour on Sundays / Bank Holidays to locations such as The Trafford Centre, Manchester City Centre, Urmston and Stretford, amongst others.

4.4.6 With regards to the above, the site is therefore accessible by bus.

Rail Accessibility

4.4.7 Deansgate Railway Station is located approximately 850m to the east of the site and is the nearest railway station to the site.

4.4.8 Deansgate Railway Station provides local services within and around Manchester City Centre, including Manchester Oxford Road, Hazel Grove and Manchester Airport.

4.4.9 Deansgate Railway Station also provides frequent services to further afield destinations within the north west region, including Crewe, Liverpool Lime Street, Blackpool North and Southport.

4.4.10 Trains run throughout the day and evening, 7 days a week. A short connection from Deansgate to Manchester Oxford Road or Manchester Piccadilly Railway Stations facilitates journeys to further destinations such as London, Nottingham, Leeds, Hull and Sheffield.

4.4.11 The site is therefore considered to be well located to encourage journeys to be made by rail.

Metrolink / Tram Accessibility

4.4.12 The nearest Metrolink Stations to the site are located at Cornbrook (650m walk distance) and Deansgate-Castlefield (900m walk distance).

4.4.13 Both Cornbrook and Deansgate-Castlefield Tram Stops are interchange stations which allow passengers to transfer between other Metrolink services. Furthermore, Deansgate-Castlefield also serves as a rail interchange by integrating with National Rail services from Deansgate Railway Station.

4.4.14 The services that utilise the nearest stops to the site as set out as follows:

- Altrincham to Bury;
- Altrincham to Piccadilly;
- Ashton-under-Lyne to Eccles;
- Bury to Piccadilly;
- Manchester Airport to Victoria;
- Media City UK to Ashton-under-Lyne;
- Cornbrook to intu Trafford Centre; and
- East Didsbury to Rochdale Town Centre.

4.4.15 **Table 4.2** summarises the typical frequencies of all tram lines, as provided by TfGM. It should be noted that for tram stops which have several services running through them (such as Cornbrook and Deansgate-Castlefield), the frequency of trams will increase accordingly.

Table 4.2 – Summary of Metrolink Service Frequencies

Day	Service Frequency for All Lines
Monday to Friday	06:00 to 19:00 every 10 minutes
Saturday	06:00 to 08:00 every 20 minutes 08:00 to 20:00 every 10 minutes 20:00 to 00:00 every 20 minutes
Sunday	07:00 to 23:00 every 15 minutes

4.4.16 The TfGM website also provides a range of online tools to help users plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network, and live travel updates and disruptions.

4.4.17 Based on the above, the site is therefore highly accessible by tram.

4.5 Car Clubs

4.5.1 Car clubs are seen to be a cost-effective and sustainable tool that could also be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership.

4.5.2 Companies such as Enterprise Car Club (www.enterprisecarclub.com) offer memberships in Manchester with a variety of cars parked in designated bays at many locations around the city.

4.5.3 The nearest location, with two designated cars and parking spaces, is located on Ellesmere Street, less than 100m walk distance from the site (shown in green on **Plan 2.3**). In addition, a further two car club bays are planned on Bentinck Street, immediately to the east of the application site, as approved as part of the Sky Gardens scheme.

4.6 Accessibility Summary

4.6.1 With regards to the above, the site is well located to facilitate journeys to the site to be made by sustainable modes of transport. The surrounding area is well equipped with pedestrian and cycle infrastructure and the site is located within walking distance of a range of public transport infrastructure.

4.6.2 As such, the site is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable travel modes.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 As demonstrated by the modal split of residents in the local MSOA where the site is located, it is considered that the vast majority of users of the proposed development will travel to / from the site via sustainable modes of travel.

5.1.2 Nonetheless, this section of the FTP sets out the initiatives that could be implemented in the full Travel Plan in due course in order to further reduce residents, staff and visitors' dependency on the private car and to further encourage the use of more sustainable modes of travel.

5.1.3 The TP should contain the following measures:-

- Appoint a Travel Plan Co-ordinator (TPC);
- Encourage and Promote Sustainable Travel through a range of suitable measures; and
- Monitoring and Review Mechanisms, such as Resident Travel Surveys.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The TPC will be responsible for developing the final TP, which will be brought into action within 3 months of the first residents travel survey.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer/manage the TP and provide a liaison in implementing the plan with MCC;
- Ensure travel awareness amongst future staff and residents;
- Provide a point of contact and travel information;
- Coordinate the travel surveys;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;

- Ensure that all residents receive a resident travel information pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site; and
- Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents would be made aware of the existence of the TP and its aims.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

- 5.4.1 Resident travel information packs will be prepared and issued upon first occupation. The travel packs will be regularly updated by the TPC with the newest information available and will be made available for new site residents.
- 5.4.2 The travel packs will include, not exclusively, the following information:
- Information about the TP and its benefits, as described previously;
 - Details of the TPC;
 - Literature on the health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping;
 - Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included; and
 - A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.

5.5 Other Measures to Encourage and Promote Sustainable Travel

5.5.1 In addition to the Resident Travel Pack's, the following (not exclusive) measures will also be considered in order to encourage residents and visitors to use sustainable transport modes:

- Clear signing of pedestrian and cycle routes within and adjacent to the site;
- Promote the www.walkit.com and www.sustrans.org.uk websites for journey planning on foot and by cycle;
- Arrange cycle training and maintenance lessons through TfGM to raise confidence of residents who wish to cycle;
- Set up a residential Bicycle User Group (BUG); and
- Advertise any promotions / discounts offered by public transport operators.

5.6 Travel Surveys

5.6.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once the site is fully occupied and then every two years thereafter as part of the monitoring and review process.

5.6.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP. A typical TP questionnaire is shown in **Appendix A**.

5.6.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:

- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
- Where site users are generally travelling to/from;
- Which places are considered to be dangerous for walking or cycling, and why;

- Willingness to car share;
- Any problems there are with bus services and where a new service might be helpful; and
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.6.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to MCC within 3 months of the first survey.

6.0 PLAN MONITORING REVIEW

6.1 Preamble

- 6.1.1 The monitoring and review programme will be designed to generate information which the TP can be evaluated, revised, developed and improved, over an initial 5-year period.
- 6.1.2 The major objective of the plan is to reduce the use of single occupancy private cars by residents. In the first instance, the plan will seek to review existing residents travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Travel Plan Targets

- 6.2.1 In agreement with Travel Plan Officers from MCC and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured. The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1 – Preliminary Action Targets

Action	Target Date
Appoint TP co-ordinator and inform MCC of contact details	Prior to occupation
Provide all residents with Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to MCC	Full Occupation
Submit full TP to MCC	Within 3 months of travel survey
Agree on preliminary resident modal split targets with MCC	Within 3 months of travel survey

6.3 Monitoring

6.3.1 The monitoring would include items such as:

- Travel habits / modal split; and
- General feedback from residents.

6.3.2 Information gathered as part of the continuous monitoring process would be made available to the MCC. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between the residents, MCC and transport providers.

6.4 Plan Review

6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.

6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every two years) will provide the opportunity to gather new information regarding residents attitudes to travel and on the modal split compared to the previous years.

6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.

APPENDIX A – TYPICAL TRAVEL PLAN QUESTIONNAIRE

Draft Travel Plan Questionnaire

Date _____

- | | |
|---|---|
| <p>1 Postcode _____</p> <p>2 Gender
1 ☐ Male
2 ☐ Female</p> <p>3 Age
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44</p> <p>4 Is your work?
1 ☐ Full Time
2 ☐ Part Time</p> <p>5 What are your normal start and finish time
Start Time _____
Finish Time _____</p> <p>6 Do you have a disability that may affect your travel arrangements?
1 ☐ Yes
2 ☐ No</p> <p>7 How far do you travel to work?
1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles</p> <p>8 On your normal trip to work which form of transport did you use? (tick all that apply)
1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk</p> <p>9 How long did it take you to travel to work?
1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes</p> <p>10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?
1 ☐ Car essential to job
2 ☐ Dropping/collecting others off
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____</p> | <p>11 If you indicated car driver in Q8, would you consider car sharing?
1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No</p> <p>12 If you answered 'No' to Q11, can you explain the reasons for not car sharing?

_____</p> <p>13 Which of the following changes would most encourage you to use public transport for your journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable.
☐ Interest free loans for travel tickets/passes sold
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Pubic transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____</p> <p>14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)
1 ☐ Bus
2 ☐ Train
3 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____</p> <p>15 Do you currently have the opportunity to walk or cycle to work (or both), but chose not to do so?
1 ☐ No
2 ☐ Yes, walk
3 ☐ Yes, cycle</p> <p>16 If you answered 'Yes' to Q15 please indicate your reasons for not walking or cycling (or both)

_____</p> <p>17 Your views and ideas are important, so please add any other comments about your journey

_____</p> |
|---|---|

Thank you for your co-operation