

Union Living Ltd

**UNION TOWER 2, ST JOHN'S,
MANCHESTER**

Framework Travel Plan

VN201609

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6555-P-B500-P-00-001	Ground Floor Layout
VN91382 - G101	Pedestrian Catchment Plan
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APPENDICES

Appendix A	Example Welcome Pack
Appendix B	Example Travel Questionnaire

1 TRAVEL PLAN

1.1 Introduction

1.1.1 This Framework Travel Plan has been prepared by Vectos on behalf of Union Living Ltd in support of the development of Union, Tower 2, St John's. This co-living development is part of the St John's development area located in Manchester City Centre.

1.1.2 The Proposed Development involves the construction of a new 35 storey building with one level of basement, to accommodate 372 co-living units (806 beds), 2000sqm of Co-Work space over four floors, public and private amenity space and ground floor commercial space. It will benefit from 336 cycle parking spaces for the Co-Living residents and Co-Workers as well as 12 cycle parking spaces in the public realm and has a Service Area to the north. The development will not provide any parking for its occupants.

1.2 Site Location

1.2.1 The Site comprises previously developed land. **Figure 1.1** illustrates the location of the Site within the context of Manchester city centre with the red line plan shown in **Dwg 6555-P-B500-XP-00-001**.

1.2.2 Tower 2 lies to the west of Water Street and the site includes the adjacent section of Water Street. To the west of the site is Tower 1 and Manchester Goods Yard (MGY) development site. MGY is being developed as an eleven-storey mixed use building under planning reference 121511/FO/2018, approved in December 2018.

1.2.3 The Site also lies adjacent to, or in close proximity to, a number of Listed structures and non-designated heritage assets, including the Grade I Listed Liverpool Road Station and Goods Warehouse, Grade II Listed Colonnaded Railway Viaduct, Grade II Listed Zig Zag Viaduct, Grade II Listed Victoria and Albert Hotel and the Bonded Warehouse.

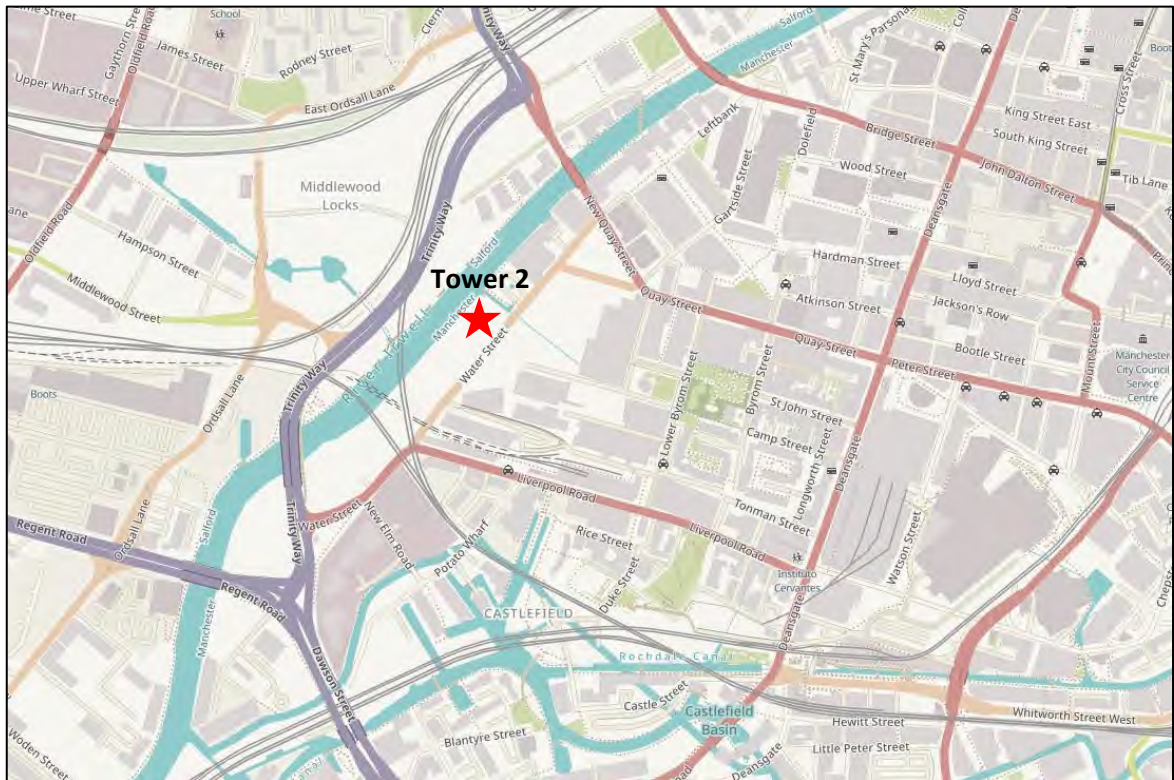


Figure 1.1. Site Location (local context)

1.2.4 St Johns includes a number of distinct areas are described in **Figure 1.2** and summarised below:

Bonded Warehouse has been reconfigured as an 'enterprise hub for small to medium sized businesses. Over six levels the aim is for the lower levels of cafes, shops and restaurants fusing together with the creative studios/event spaces, and co-working spaces above.

Old Granada Studios (OGS) incorporates a 200 bed Hotel bars and restaurants in the renovated Granada House Building on Atherton Street, the reused Granada Studios, a New Build offering workspace and unique workspace containers at the entrance to the 'M1 Arcade' for small creative businesses.

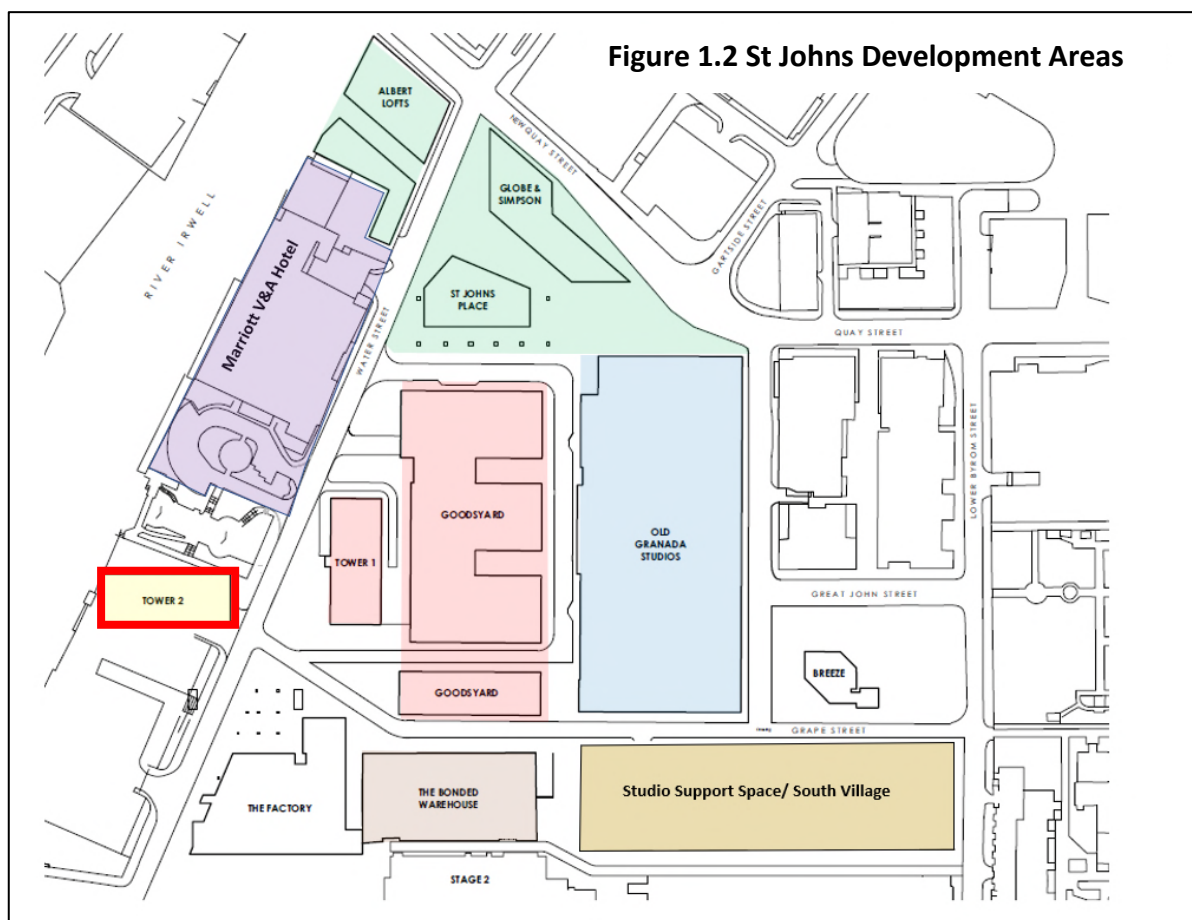
St Johns Place at the North of the Masterplan incorporates Globe & Simpson, a media/technology office building of 65,000 sq ft of workspace over nine floors, along with Albert Lofts and St Johns Place Tower. These last two buildings are expected to come forward focussed on office/commercial developments rather than previously approved residential/hotel development.

Manchester Good Yard (MGY) at the heart of St Johns will provide office space for Booking.com plus ground floor restaurants and retail opportunities. South of MGY is No. 1 Grape Street with planning approval for an office development with ancillary restaurants/retail. MGY will provide parking for between c. 345-354 parking spaces including a link to Globe & Simpson basement parking and potentially in the future to St Johns Place Basement parking.

South Village has planning permission for 65 bespoke apartments but with the demand for studio space the former Coronation Street has been reused to support studio activities.

Breeze Studios is a currently used as Studio space with no development plans.

Stage 2 is occupied by the Crystal Maze and there are no development plans at present.



1.3 The Travel Plan

1.3.1 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled "Making Residential Travel Plan Work" was published in June 2007 and is complemented by "Good Practice Guidelines: Delivering travel plans through the planning process" DfT 2009.

1.3.2 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote sustainable travel modes and reduce the reliance on travel by private car.

1.3.3 As will be described, this development is highly accessible by means other than the car and will be a car-free development. This means that the development will naturally result in sustainable transport outcomes. The Travel Plan will therefore place a greater emphasis on monitoring the provision of sustainable transport infrastructure, such as cycle parking, and providing occupants with the relevant information on the full range of sustainable travel modes.

1.3.4 The specific aims of the Travel Plan are:

- To encourage the use of alternatives to the private car by occupants;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To improve the health and well-being of occupants of the development through the promotion of travel by walking and cycling; and
- To ensure that the development is accessible to the widest possible range of services.

1.3.5 It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. With a regular turnover of occupants, it will be important to monitor the effectiveness of various Travel Plan measures so the most effective measures are prioritised toward subsequent groups of occupants.

1.3.6 This document will set out the principal strategies of the Travel Plan which will then inform the subsequent development of the operational Travel Plan.

1.4 Scope of Report

1.4.1 Following this introductory chapter, this Travel Plan comprises a further five chapters as follows:

- **Section 2** summarises the development proposals;
- **Section 3** presents an audit of the accessibility of the site by sustainable travel modes;
- **Section 4** provides information on the role of the Travel-Plan Co-ordinator and outlines the measures that the Travel Plan will adopt;
- **Section 5** provides information on the on-going targets and monitoring of the Travel Plan; and
- **Section 6** provides an Action Plan for delivery of the Travel Plan.

2 DEVELOPMENT PROPOSALS

2.1 Development Proposals

- 2.1.1 Full planning permission is being sought for the construction of a 35-storey building with one level of basement, mixed use building (Sui Generis) to accommodate 372 co-living units (806 beds), 2000sqm of Co-Work space over four floors, gym, public and private amenity space and flexible ground floor commercial space landscaping, access and other associated works.
- 2.1.2 It will benefit from 336 cycle parking spaces for the Co-Living residents and Co-Workers as well as 12 cycle parking spaces in the public realm and has a Service Area to the north. The development will not provide any parking for its occupants.
- 2.1.3 The scheme will be car-free with no car parking provided.
- 2.1.4 The scheme will include larger apartments which are considered most likely to form a primary residence and will only be available on tenancies from 6-months upwards in length. They will be attractive to new city residents who want to build a friendship and professional network so prefer co-living; to larger groups of friends who want to move in as a collective; and city corporates who want to house graduate scheme staff in the same location.
- 2.1.5 The Studios and 1 bed apartments are expected to attract more short-term demand and will be available on tenancies from 1-month. These will be targeted at businesses and institutions looking to house employees and contractors who may only be in Manchester for a short period of time and want a more social experience than a hotel or aparthotel; project workers on fixed-term contracts (particularly characteristic of the creative industries), travelling lecturers and academics, and city workers who want private space but want to be part of the wider Union community.
- 2.1.6 The Co-Work space offering of 2000sqm will be available for residents and the wider business community that will provide flexible business facilities to accommodate informal hot-desking to more formal board meetings including welcome reception, the option of a registered address with mail service, super-fast connectivity, a coffee shop, toilets, printing services, inclusive cleaning and maintenance.

2.1.7 The proposed ground floor plan and highway layout for Tower 2 is shown in **Dwg 6555-P-B500-P-00-001**. This layout provides a service area to the north of the building where large vehicles can reverse in and unload or collect waste. It is expected that regular larger vehicles would be timed to stagger their activities and most activity will happen early in the morning.

2.2 Car Parking

2.2.1 No car parking will be provided within the site for occupiers of Union Tower 2. It is expected that the majority of trips to and from the site will be made by modes other than the private car. As described in Section 3, the site is located in a highly accessible location for rail, tram, bus, cycling and walking. Therefore, providing a car-free development at this location is considered acceptable.

2.2.2 It is considered that young professionals choosing to live in the city centre will not expect to have a car parking space and will therefore choose to live in this location with the expectation of using sustainable modes of travel rather than a private car. Providing a zero-car development for these tenure types is therefore considered appropriate for this location.

2.2.3 This car-free strategy accords with Policy T2 of the Manchester City Council Core Strategy, which states that new development within the city centre, should provide *'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.'*

2.2.4 If needed, public parking is available within a short walk of the site offering the chance for occupants to lease a long-term parking space, or if short term access to a car is required, a number of Enterprise Car Club cars are also located within an easy walk of the site.

2.3 Cycle Strategy

- 2.3.1 Cycle parking demand generated by the proposed development is expected to be lower than a typical residential development due to the shorter term of tenancies. Notwithstanding this, the proposed development will provide 336 secure cycle parking spaces for use by occupants. The cycle parking spaces will be located within the basement of the building and will comprise of a two-tier rack system to maximise the provision within the available space. 326 Cycle spaces will be allocated for residential occupiers and 10 Spaces for the Co-Work occupiers. This split will be kept under review via the Travel Plan as there will be overlap between the Residential and Co-Work occupiers.
- 2.3.2 Occupants can simply go to their apartment to access shower and changing facilities, therefore no separate changing / shower provision is required for residents. Shower and changing facilities will be provided for the occupiers of the Co-Work Space.

2.3.4 Tower 2 will benefit from the cycle infrastructure improvements being delivered as part of the wider St John's regeneration works. These enhancements to the cycling experience will include:

- New 'Quiet Street' cycle markings on the Water Street carriageway to encourage cyclists to travel within the carriageway space;
- Improved cycle facilities at the New Quay Street / Gartside Street junction; and
- A new Pedestrian/Cycle crossing of the River Irwell delivered as part of the Ordsall Chord to the south.
- Increased permeability of the area for cyclists, through new public squares and traffic calmed streets.

2.4 Improvements to the Pedestrian Environment

2.4.1 The St John's Masterplan area will deliver a quality pedestrian environment. Priority will be given to pedestrians through the provision of shared streets. There will be pedestrian alleyways and courtyards which will provide access without restricting movement. A permeable street pattern will aid pedestrian movement and promote meandering. There will be pedestrian linkages to connect to the wider area and also the waterfront areas.

2.4.2 In the vicinity of the Site, there will be significant enhancements to pedestrian accessibility including:

- A new raised table crossing facility on Water Street at the south-western corner of the Site;
- A new public square (Festival Square) to the south of the Site; and
- Landscaping and street lighting to create safe and pleasant pedestrian spaces.

2.4.3 Within the wider St John's area, improvements to the pedestrian environment will include increased permeability of the area through new traffic-calmed routes and public spaces and enhanced crossing facilities at the New Quay Street / Gartside Street junction.

2.5 Servicing

2.5.1 Servicing will occur to the north of the building, where a service area will be provided.

3 SUSTAINABLE ACCESS FOR THE WIDER AREA

3.1 Introduction

3.1.1 The accessibility of the proposed development by sustainable modes is considered in detail within this section.

3.2 Accessibility by Walking

3.2.1 The St John's site is very well located for access to all the amenities of the Regional Centre on foot. Industry guidance suggests a maximum walking distance for commuting trips at 2 kilometres (about a 25-minute walk) while an 800-metre walking distance is given as the preferred maximum distance for shopping trips. A 2km walk covers all of the city centre and many nearby residential areas of Salford and Trafford such as Ordsall and Castlefield while within 800m lies the retail areas of The Avenue, King Street and St Anne's Square.

3.2.2 Given the city centre location, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Liverpool Road and Quay Street. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

3.2.3 Many local facilities are situated within the immediate vicinity of the Site, including a Sainsbury's and Tesco Local store, banking facilities and a wide range of retail, cafes and restaurants allowing occupiers and visitors to access a wide range of services and amenities without the need to travel elsewhere. The range of amenities located within a 10-minute walk of the site is given in **Dwg VN91382-G101**. Within a 20-minute walk, practically all of the city centre can be reached.

3.2.4 Water Street will be traffic-calmed with raised pedestrian crossing tables and road narrowing under the Factory where there is a dropped kerbed crossing. Pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank where a recently built footbridge offers a link across the River Irwell to Salford Central (see **Figure 3.1**). This footbridge provides a direct and accessible link from the site to the major transport hub of Salford Central which will be described in more detail later.



Figure 3.1 Irwell Pedestrian Footbridge

- 3.2.5 To the south, a replacement footbridge for Princes Bridge has been constructed and will connect St John's with Salford including the Middlewood Locks development and the Regent Road Retail Park.
- 3.2.6 Access to the River Irwell will be opened up with a riverside walkway and an aspiration to connect Spinningfields all the way south to the Trinity Islands development by Regent Road. Tower 2 provides a key link in that route.
- 3.2.7 The area will benefit from quality signage to direct pedestrians on the most appropriate route.
- 3.2.8 High quality public realm will be provided for pedestrians around the Site. There will be a core network of traffic free streets, alleys and courtyards both at ground floor and at higher levels offering quality permeability through the public realm space throughout the St John's masterplan area. This includes a new square, St John's Place to the north, Factory Square and Festival Square to the south offering high quality spaces to enjoy. On Water Street to the west there is a new raised pedestrian crossing table to help pedestrians cross Water Street.

3.3 Accessibility by Cycle

3.3.1 Cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes covering the whole of the City Centre and much of the surrounding conurbation. The extent of the 25-minute cycle isochrone is shown in **Dwg VN91382-G103**.

3.3.2 There are a number of designated cycle routes and facilities in the area as well as a network of quiet streets which are convenient for cyclists and these are shown in **Figure 3.2**.

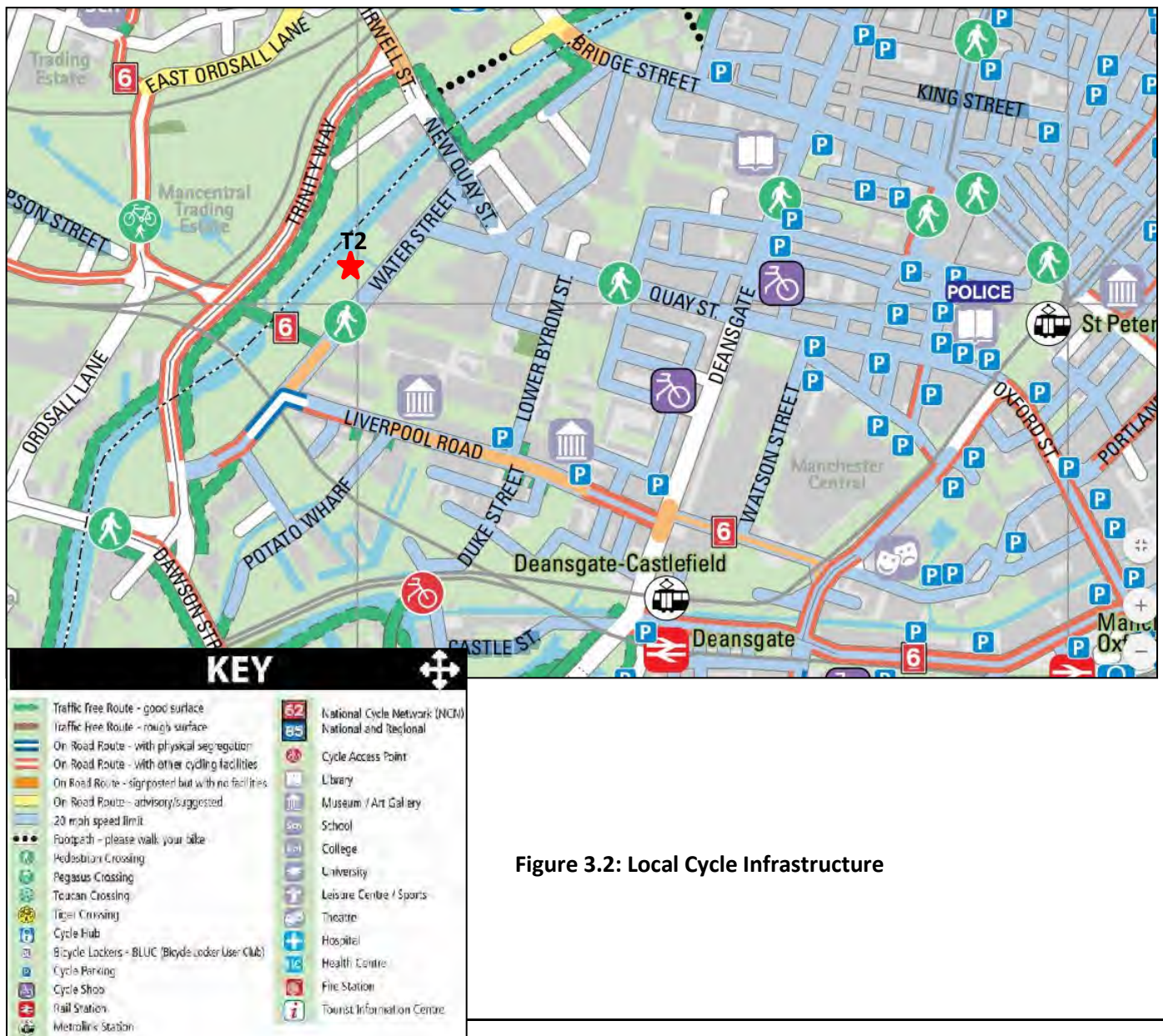


Figure 3.2: Local Cycle Infrastructure

- 3.3.3 It can be seen from **Figure 3.2** that the Site is well located in relation to existing cycle routes and facilities. The 20mph speed limit in place along surrounding roads in the city centre help to create a more cycle-friendly environment, and National Cycle Network Route 6 passes close to the Site along Liverpool Road, which provides an on-road cycle route.
- 3.3.4 Part of Water Street is also designated as an on-road route, and this will be extended past the Site as part of the St John's redevelopment works, as described in the previous chapter. There is also a traffic-free cycle route with a good surface running broadly parallel to the River Irwell, which will provide a convenient route for occupants and visitors to the proposed development.
- 3.3.5 Salford Central, Piccadilly and Victoria Rail Stations are located within a short cycle from the Site which makes it possible for multi modal journeys by bicycle and train.
- 3.4 Bee Network Proposals**
- 3.4.1 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. The network will consist of signed routes 'beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 3.4.2 There are proposals to create a network of Beeways linking the site with the rest of the City Centre as shown in **Figure 3.3**. It is expected that these will tackle issues of severance for cyclists in particular.

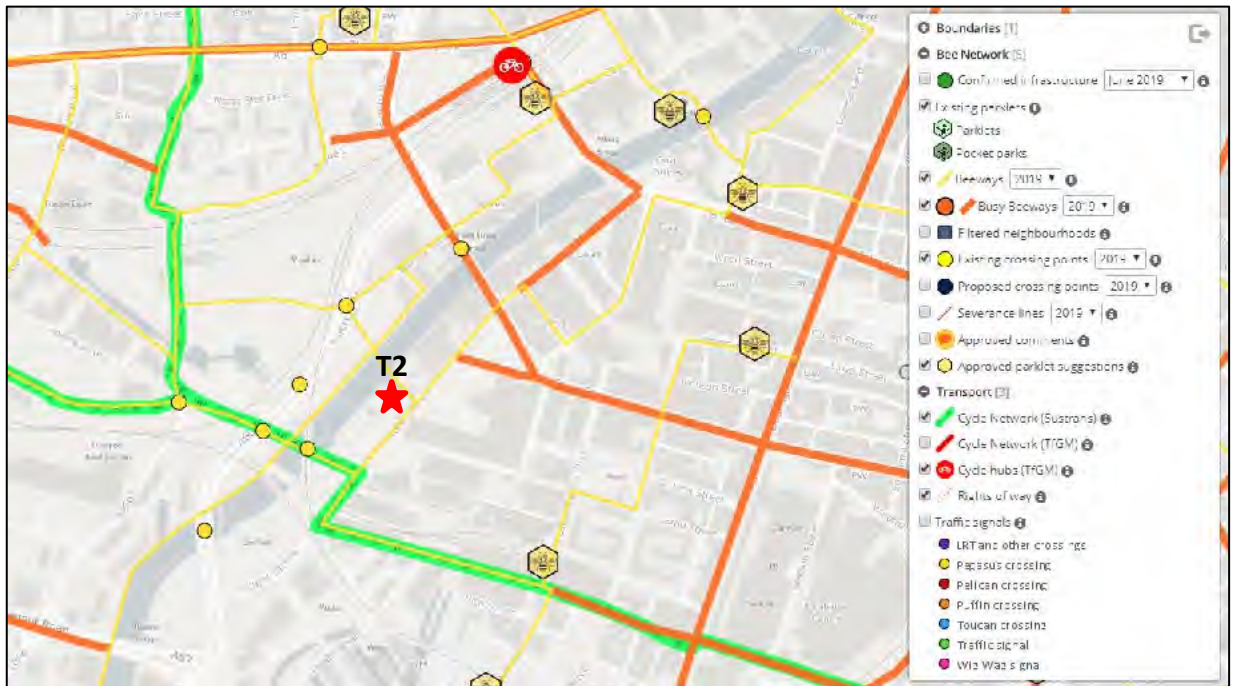


Figure 3.3. Bee Network Proposals

3.5 Enterprise Car Club

3.5.1 Enterprise Car Club operates all over Manchester and offers a low-cost alternative to owning a car. There are two Enterprise Car Club cars located on Duke Street, just a five-minute walk from the Site, and two at St Mary's Parsonage, around 8 minutes' walk from the Site. There are numerous other Enterprise Car Club locations conveniently located within the city centre. Users pay a modest up-front annual fee then an hourly charge from £5.20 per hour plus a fuel charge. There are other discounts available subject to age, usage and type of vehicle required.

3.6 Accessibility by Public Transport

3.6.1 Access by public transport represents a key mode choice to the Site. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, 'Get Me There' smart cards, Journey Planning Apps and use of the Personalised Travel Planning service.

3.7 Free Bus

- 3.7.1 The Freebus services cover most of the city centre and provide convenient access to major activity centres in the city. Its bus services cover most of the city centre and provide convenient access to major activity centres in the City. The buses are highly branded and are instantly recognisable and run on a 10 or 12 minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates.
- 3.7.2 All Freebus services connect to the main transport interchanges and the routes are shown overleaf in **Figure 3.4**. It can be seen that **Route 1** gets close to Tower 2, stopping on Gartside Street with a loop in the peak hours to serve Salford Central and at weekends it travels along Lower Byrom Street with a stop on Liverpool Road for the Museum of Science and Industry.

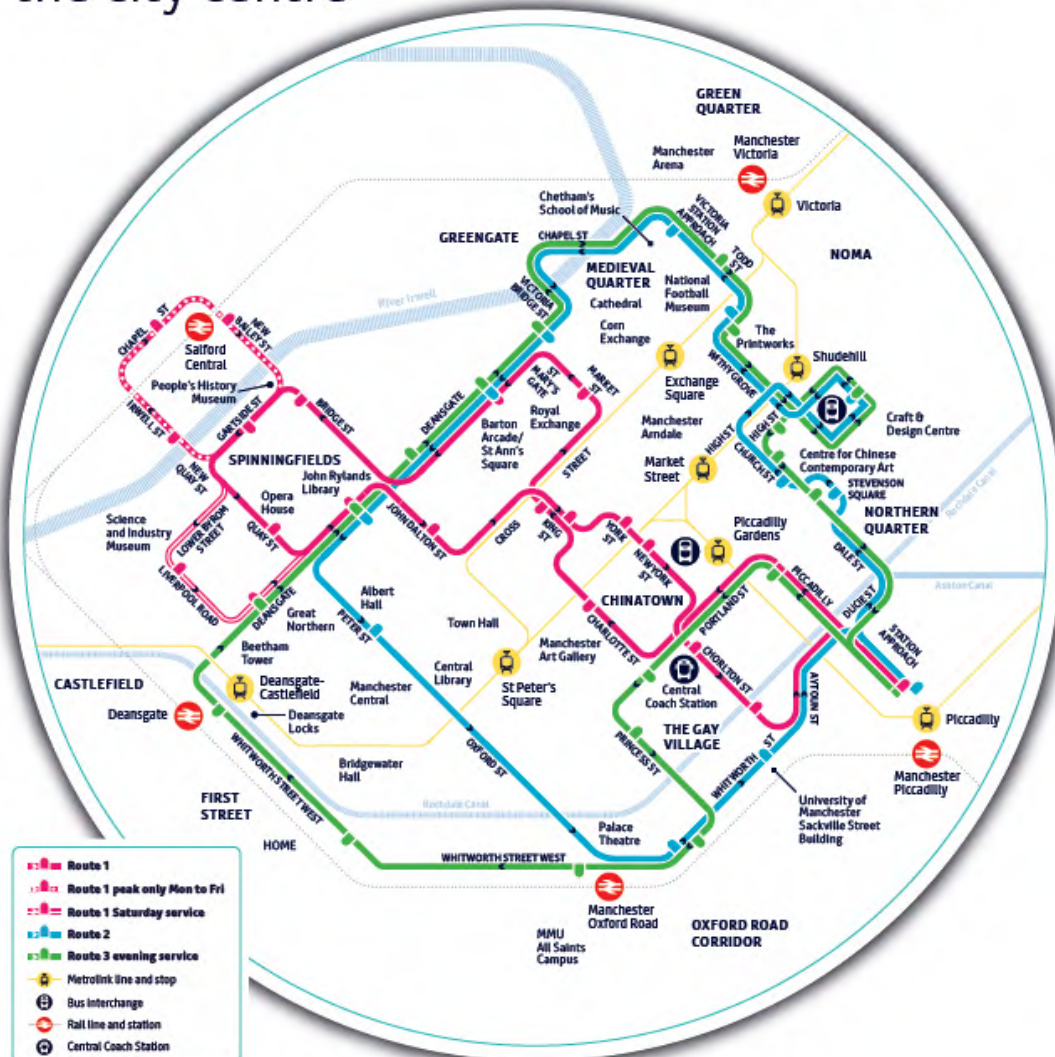
free bus routes around the city centre

Transport for
Greater Manchester

MANCHESTER
CITY COUNCIL

Salford City Council

MAYOR OF
GREATER
MANCHESTER



①

Monday – Friday
Every 10 minutes:
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

Figure 3.4: Free Bus Route Map

3.8 Scheduled Bus Services

- 3.8.1 Other significant bus services are available within a short walk of the Site. On Liverpool Road there are two bus services the 33 and 63 that serve Salford, Eccles and Brookhouse/Worsley every 15-20 minutes with evening services finishing at 23:08. There are a considerable number of bus services within 400m of the Site on Bridge Street running past every few minutes including the new Leigh Guided Busway part of the Cross City Bus package that connects Leigh, Salford and passing through the city centre along Oxford Road to terminate at Manchester Central Hospital. There are more services on Deansgate and more still just beyond a 400m walk from the Site.
- 3.8.2 The routes of all those bus services within 400m are shown in **Dwg VN201609-G102**.
- 3.8.3 It can therefore be concluded that the existing bus services operating in the vicinity of the Site provide the opportunity for many trips between the Site and the surrounding area to be made by bus. The development is therefore considered to be accessible by this mode of travel.

3.9 Accessibility by Rail

- 3.9.1 The Site is conveniently located for access to a number of rail stations. Salford Central Station is the closest, located immediately to the northwest of the development, just a 5-minute walk away. As described previously, Salford Central station is now much more accessible on foot via the new footbridge across the River Irwell from Spinningfields. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 3.9.2 Deansgate Railway Station is located to the south, a 7-8 minute walk away and its last service is at 23:31 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes. Manchester Piccadilly Station is accessible by a longer walk but is readily accessible by Fee Bus and access to further regional and national services is provided from this station. The comprehensive network by Rail for the Manchester Conurbation is given in **Figure 3.5** overleaf.



3.10 Accessibility by Metrolink

3.10.1 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are also shown in **Figure 3.5**. Deansgate Castlefield is the closest Metrolink stop for access to the Site, and this stop has been upgraded to allow for the Second City Crossing and is around an 880m walk from the site.

3.10.2 Circa. fifteen trams in each direction stop at Deansgate-Castlefield and also at St Peter's Square (1000m away) and in the peak hour, including the following services:

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change at Cornbrook);
- Altrincham;
- Eccles and Media City.

3.10.3 The Metrolink will offer excellent public transport connectivity for occupants and visitors to the Site.

3.11 Summary

3.11.1 The Site occupies a highly sustainable location, accessible by a range of sustainable travel modes, and well-placed to facilitate access on foot to a wide variety of everyday facilities, amenities, employment locations, leisure destinations and transport hubs.

4 TRAVEL PLAN MEASURES

4.1 Introduction

- 4.1.1 The objectives of the Travel Plan will be supported by a series of physical and behavioural measures for the Site. From the basis of a car-free development, the measures will look to encourage greater use of public transport, cycling and walking.

4.2 Plan Management

- 4.2.1 As the development scheme progresses towards occupation, a Travel Plan Co-Ordinator (TPC) will be appointed by the developer. At this stage of the development process, Vectos will act as Transport Coordinator until a permanent TPC is appointed:

Name: Gareth Davis, Director Vectos

Email: gareth.davis@vectos.co.uk

Tel: 0161 228 1008

- 4.2.2 Within 1 month of occupation, the TPC must provide their contact details to TfGM/MCC. The day-to-day operation and management of the plan will be carried out by the TPC who will promote, maintain, monitor and review it. It is expected that the Site management will incorporate the role of TPC into their other duties on site.
- 4.2.3 The TPC will be responsible for the preparation/ upkeep of the Final Travel Plan and will provide a liaison in implementing the plan with the local authority.
- 4.2.4 The TPC will be the first point of contact for occupants and other outside organisations in all matters regarding travel. They will maintain an up-to-date file containing all correspondence to and from occupants relating to the Travel Plan.

4.3 Travel Information Pack

- 4.3.1 In order to build on the locational advantages that the Site enjoys, it is recommended that a Travel Pack is provided to all occupants either as a hard copy or digitally. The contents of such a travel pack should include the information that informs occupants of sustainable travel options that are available to them. The following should be considered for inclusion in the pack:

- Public transport timetable information and route maps;
- Walking / cycling map of the city centre and other key local destinations; and
- Information on city centre car clubs.

- 4.3.2 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a development.

4.4 Travel Notice Boards

- 4.4.1 A community notice board will be installed within the development site. This will be available for use by the TPC to promote events within the site, show local footpath and cycle routes, advertise improvements to public transport services and publicise the Travel Plan itself.

4.5 Measures to Improve Cycling

- 4.5.1 Cycling will be encouraged with information on cycle provision, cycle maintenance and cycle maps being provided by the TPC highlighting the routes to key destinations nearby. The health benefits associated with cycling will also be promoted by the TPC.

- 4.5.2 Information on cycling in Manchester is available through the links below and would be made available in the Travel Pack:

- <http://cycling.tfgm.com/Pages/default.aspx>
- <http://www.sustrans.org.uk/>

- 4.5.3 In terms of physical measures, the site itself will encourage travel through the aforementioned cycle parking provision which includes 388 covered spaces for privately owned bicycles plus 12 externally for visitors.

4.6 Measures to Improve Take up of Walking

- 4.6.1 The 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services. An example of a bespoke 'Welcome Pack' is attached as **Appendix A** to this report and this would be amended to offer advice to occupiers.
- 4.6.2 The health benefits of walking will be particularly promoted to staff. Information on walking in Manchester is available through the TfGM website links such as gmwalking.co.uk.
- 4.6.3 The Site itself will encourage walking through the public realm improvements along the river frontage. The wider development along with traffic calming measures will ensure that occupants can easily connect with the surrounding footway network and access the wealth of amenities on foot.

4.7 Measures to Improve Public Transport Use

- 4.7.1 Public transport use will be encouraged by active promotion and publicity. The travel plan website would include links to Traveline North West for journey planning as well as TfGM's own journey planning website. Additionally, the websites for local bus operators, the Metrolink and rail services would be made available both within the Travel Pack and on the notice board within the Site.

4.8 Car Sharing

- 4.8.1 With there being no car parking on site, it is expected that the majority of occupiers would use sustainable modes of travel. Nevertheless, some may travel by car making use of the public car parking within a short walk of the site.
- 4.8.2 The TPC will promote the use of car sharing schemes for occupiers wishing to travel by this mode. They will be encouraged to join the Greater Manchester Car Share Scheme <http://www.carsharegm.com>. It is felt that utilising an existing scheme will be the most effective method of encouraging car sharing.
- 4.8.3 Prominent display areas will be provided in convenient locations within the buildings to allow potential car sharers to register an interest. As part of the travel database the TPC will be required to maintain a list of occupiers and employees who register an interest in car sharing and will be required to facilitate success of the scheme.

4.8.4 Two Enterprise Car Club cars are located on Duke Street to the South (a 600m walk).

4.9 Initiatives by Others

4.9.1 TfGM offer a range of initiatives which would support the Travel Plan principally through the Travel Choices for Business programme. These include advice to Travel Coordinators, personalised travel planning, grants for sustainable transport measures and Bike Loans to businesses that have developed a Travel Plan.

4.9.2 There are also local and national events that promote sustainable travel including Bike Week, Walk to Work week or National Liftshare Week. It would be the responsibility of the Travel Plan Coordinators to provide occupiers and employees information of these events using displays on notice boards and via emails/intranet.

5 TARGETS AND MONITORING

5.1 Targets

5.1.1 Given the highly accessible location of the Site, it is expected that occupants will rely on the excellent location and sustainable transport characteristics of the area without the need for a car.

5.1.2 Therefore, the aim of the Travel Plan is to ensure occupants have the information and opportunities to make sustainable travel choices. In practice, the Travel Plan is seeking to ensure that this occurs and any issues are addressed rather than setting targets to reduce travel by car year on year. The occupants of the development will be choosing to live in this sustainable location and their travel behaviour will reflect this.

5.2 Monitoring

5.2.1 To enable the success of the Travel Plan to be established, the Travel Co-ordinator will be responsible for on-going monitoring and annual travel surveys for a minimum period of five years. The timescale for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan.

- Early in the occupation period of the site - for example, triggered by 75% occupancy to provide the information base for the review of the plan;
- Annually undertake a survey to provide on-going information on the impact of the plan.

5.2.2 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated. An example of the Travel Survey is provided at **Appendix B**.

5.2.3 It should be noted that due to the regular turnover of short-term occupants within this co-living scheme, the same individuals are unlikely to be surveyed more than once. However, on-going monitoring with the use of findings from the travel surveys will help to identify how travel behaviour changes as each new group of occupants live in the development.

- 5.2.4 Information gathered as part of the continuous monitoring process will be compiled into a Travel Plan Progress Report. This report will be produced at intervals to be agreed with MCC and will be made available to the local authority to assist the assessment of on-going modal split.
- 5.2.5 On-site cycle facilities will be regularly monitored by the TPC who will ensure that cycle stores are being used correctly and that there are sufficient cycle spaces to meet occupants' demand.

6 ACTION PLAN

6.1.1 **Table 6.1** below provides an Action Plan for framework and timescales for implementation of the Travel Plan.

Measure	Objective	Responsibility	Timescale
Appoint TPC	Provide person responsible for Plan	Developer	Prior to first occupation
Provide community notice board	Promotion of sustainable travel	Developer	During construction
Provide cycle facilities as previously discussed	Promote cycling	Developer	During construction
Provide all new occupants with Welcome Pack	Promotion of sustainable travel	TPC	At first occupation
Carry out travel survey	Determine travel patterns	TPC	Annually
On-going monitoring	To ensure the effectiveness of the Travel Plan	TPC	Lifetime of the development

Table 6.1 – Action Plan

PLANS

APPENDIX A – Example Welcome Pack

APPENDIX B – Example Travel Questionnaire