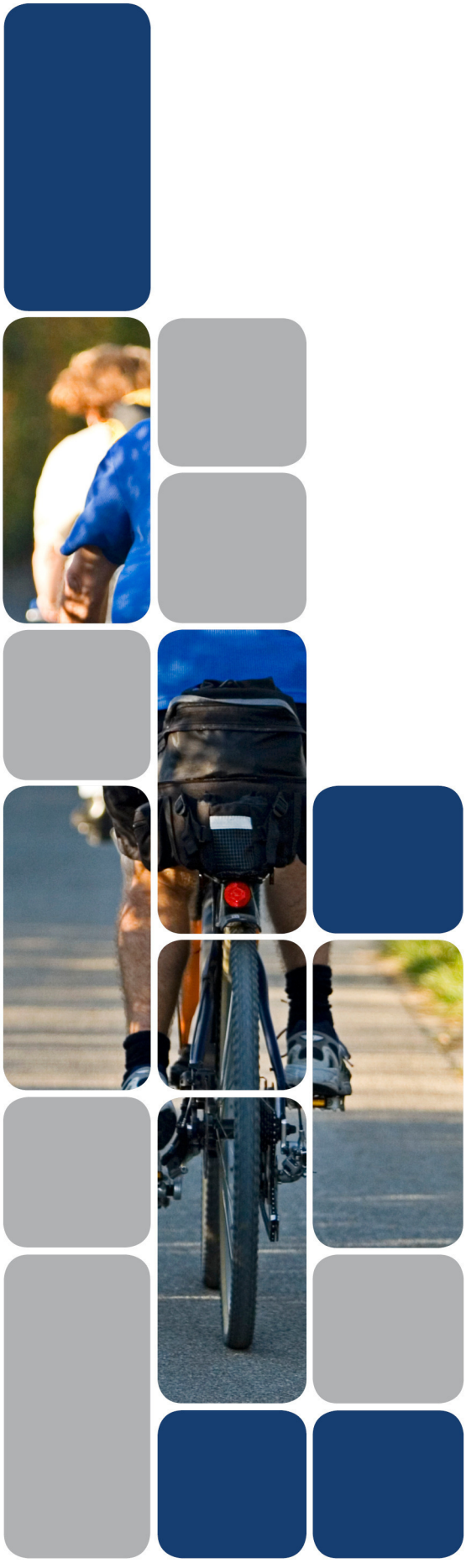


23 New Mount Street

Residential Development

Framework Travel Plan

Final Report for

Homezzz Limited

July 2018

Hydrock Ref: C10323.P1.1

DOCUMENT CONTROL SHEET

Issued by: Hydrock Consultants Limited
3 Hardman Square
Spinningfields
Manchester
M3 3EB

Tel: 0161 233 0746
www.hydrock.com

Client: Homezzz Limited

Project: 23 New Mount Street

Title: Framework Travel Plan

Status: Final

Date: July 2018

Document Production Record

Issue Number:	P1.1	Name	Signature
Prepared		Chris Rushton	
Checked		Sam Denby	
Approved		Sam Denby	

Document Revision Record

Issue number	Date	Revision Details
P1.1	30/07/18	Client Issue – Final

Hydrock Consultants Limited has prepared this report in accordance with the instructions of the above named client for their sole and specific use. Any third parties who may use the information contained herein do so at their own risk.

CONTENTS

1.0 INTRODUCTION 4
1.1 Background 4
1.2 Status of this Travel Plan 4
1.3 Scope of the Report 5
2.0 POLICY CONTEXT 6
2.1 Overview 6
2.2 National Policy 6
2.3 Local Policy 9
2.4 Other Policies / Guidelines Reviewed 10
2.5 Summary 10
3.0 SUSTAINABLE TRANSPORT 11
3.1 Introduction 11
3.2 Access on Foot 11
3.3 Access by Cycle 12
3.4 Accessibility by Public Transport 14
3.5 Access by Metrolink 16
3.6 Conclusion 18
3.7 Access by Electric Vehicles 18
3.8 Conclusions 18
4.0 DEVELOPMENT PROPOSAL 19
4.1 Introduction 19
4.2 Parking 20
5.0 TRAVEL PLAN MEASURES 21
5.1 Introduction 21
5.2 Marketing and Promotion 21
5.3 Personalised Travel Planning 22
5.4 Initiatives to Promote Car Sharing, Electric Vehicles and Car Clubs 23
5.5 Initiatives to Promote Travel by Public Transport 24
5.6 Initiatives to Promote Walking 24
5.7 Initiatives to Promote Cycling 25
5.8 Initiatives to Reduce the Need to Travel 25
6.0 TRAVEL PLAN MANAGEMENT 27
6.1 Introduction 27
6.2 Travel Plan Coordinator 27
6.3 Steering Group 27
6.4 Stakeholder Engagement 28
7.0 AIM, OBJECTIVES AND TARGETS 29
7.1 Overview 29
7.2 Travel Plan Aim 29
7.3 Travel Plan Objectives 29
7.4 Travel Plan Targets 30
7.5 Monitoring 31
7.6 Travel Surveys 31
8.0 TRAVEL ACTION PLAN AND MARKETING STRATEGY 33
8.1 Residential Action Plan 33
8.2 Marketing Strategy 33
8.3 Evaluation and Review 33

APPENDICES

Appendix A **Walking Isochrone Plan**

Appendix B **Cycling Isochrone Plan**

Appendix C **Example Travel Survey**

1.0 INTRODUCTION

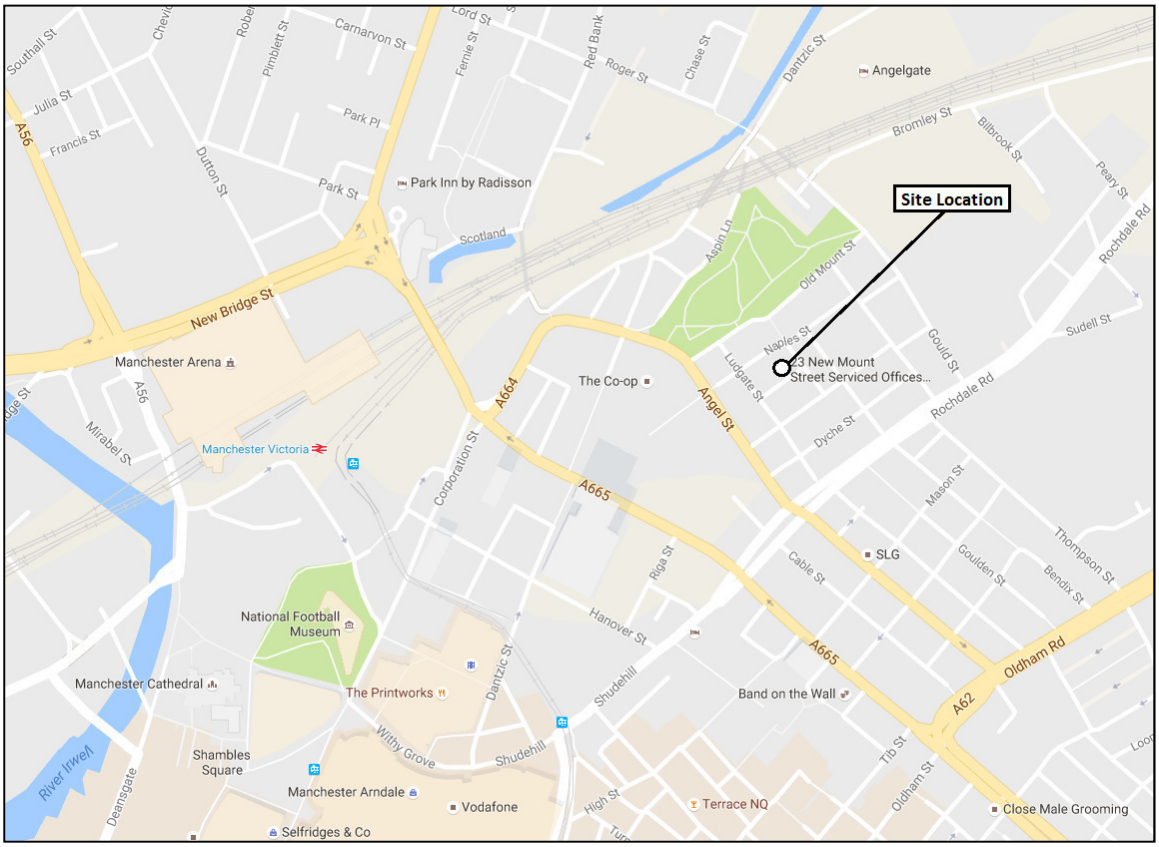
1.1 Background

1.1.1 Hydrock has been commissioned by Homezzz Limited. to develop a framework travel plan to support a planning application for planning and listed building consent for the residential development of 23 New Mount Street, located near the heart of the city of Manchester.

1.1.2 The development proposals are seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

1.1.3 **Figure 1.1** below presents the site location for reference.

Figure 1.1: Site Location



1.1.4 The current site and existing offices are situated to the north of New Mount Street. It lies to the east of Manchester Victoria railway station, and to the north of the Manchester Arndale. The offices are currently occupied with tenants.

1.2 Status of this Travel Plan

1.2.1 This travel plan is currently provided as a framework travel plan. The site is currently occupied by employment use and, as such, it has not been possible to identify the travel behaviour of future residents and visitors to the site. It is therefore not possible to develop a full travel plan at this stage.

1.2.2 A full travel plan will be developed following occupation of the site, once an initial travel survey has been undertaken and the travel behaviour of residents has been identified. This framework

travel plan will form the basis of the full travel plan for the site. A copy of the full travel plan will be provided to Manchester City Council following completion.

1.3 Scope of the Report

1.3.1 It is understood that the Greater Manchester authorities utilise iTRACE to monitor and review the progress of travel plans. It is therefore assumed that the progress of this travel plan will also be monitored using iTRACE.

1.3.2 The report comprises eight sections, including this introduction:

- Section two reviews the policies and strategies of relevance to this travel plan;
- Section three discusses the accessibility of the site, identifying how the site can be accessed using public transport, on foot and by bicycle;
- Section four outlines the development proposals;
- Section five discusses the initiatives and measures which will be implemented at the site to encourage travel by more sustainable modes;
- Details of how the travel plan will be managed are provided in section six;
- The aims, objectives and targets of the travel plan are outlined in section seven; and
- Section eight provides an action plan and marketing strategy for the travel plan.

2.0 POLICY CONTEXT

2.1 Overview

2.1.1 This section presents a review of policy and guidance relating to framework travel plans within Greater Manchester. It is important that the travel plan is produced in accordance with this guidance and that the objectives and targets are consistent with, and support, local and national policies.

2.2 National Policy

National Planning Policy Framework

2.2.1 The National Planning Policy Framework (NPPF) was published in July 2018 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.2.2

2.2.3 Paragraph 102 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 103 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.

2.2.4

2.2.5 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 110).

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

2.2.6 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is then outlined within the document.

2.2.7 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

Manual for Streets [MfS]

2.2.8 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.2.9 The Manual deals with first principles in respect of what a street is for. It outlines five principle functions, namely:

- Place;
- Movement;

- Access;
- Parking; and
- Drainage and utilities.

2.2.10 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.2.11 In new developments, Manual for Streets highlights that locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.2.12 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	**Other motor vehicles**

Making Residential Travel Plans Work

2.2.13 'Making Residential Travel Plans Work' was published by the Department for Transport in 2007 to provide guidance relating to the development and implementation of travel plans at residential sites. Good access to key service centres enables sustainable travel to be promoted from the outset, encouraging travel on foot, by bicycle and using public transport.

2.2.14 The benefits of residential travel plans are identified as:

- Helping to reduce the need to travel and to cut congestion;
- Supporting mixed community and housing objectives, including development locations, density, design and parking;
- Helping address the causes and potential impacts of climate change through reducing energy use and reducing emissions;
- Supporting social inclusion objectives, particularly through the improvement of accessibility to and from new developments;
- Encouraging integrated policy development, particularly between the Local Transport Plan and Local Development Framework;

- Providing a mechanism through which ongoing sustainability appraisal and integration can be built into planning and implementation arrangements.

2.2.15 Travel planning forms an important element of any residential development. Unlike destination travel plans, residential travel plans focus on origin-based journeys with residents having multiple destinations, different needs and travel behaviour over time. As such, an ongoing management structure needs to be put in place to support the ongoing implementation of the travel plan at the site over a prolonged period of time.

2.3 Local Policy

City of Manchester Core Strategy

2.3.1 The City of Manchester Core Strategy was adopted in July 2012. The following policies are relevant in considering the application proposals:

Policy T 1 Sustainable Transport

2.3.2 The Council aims to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel towards 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:

- 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;
- Improve pedestrian routes and the pedestrian environment; and
- Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

2.3.3 Take account of the needs of road users according to a broad hierarchy consisting of (in order of priority):

- pedestrians and disabled people;
- cyclists and public transport users;
- commercial access;
- general off-peak traffic; and
- general peak-hour traffic.

Policy T2 - Accessible areas of opportunity and need

2.3.4 The Council will actively manage the pattern of development to ensure that new development is easily accessible by walking, cycling and public transport. They aim to connect residents to jobs, town / city centres, health, leisure, open space and educational opportunities.

Greater Manchester's third Local Transport Plan

2.3.5 Greater Manchester's third Local Transport Plan [LTP] was developed by Transport for Greater Manchester [TfGM] in 2011 and encompasses the entire Greater Manchester area. The document provides a plan of how local transport will be developed and improved within Greater Manchester over the period 2011 to 2016.

2.3.6 Greater Manchester is an important driver of economic development within the region, accounting for 40% of the North West's total productivity. An extensive, safe, integrated transport network is therefore essential to support and encourage economic development within the city.

2.3.7 The LTP therefore contains both a long term strategy and short-term implementation plan to ensure that development continues and is undertaken in the most sustainable way. The key objective in relation to sustainable development is identified as:

> *"developing an integrated approach to the transport network and travel demand management that helps to support lower carbon travel across Greater Manchester"* (page 12)

2.3.8 This will, in part, be achieved through supporting the development of travel plans and encouraging travel by more sustainable modes, by informing users of the range of access options available.

2.3.9 Where possible, initiatives will be undertaken to ensure that all new developments make best use of walking, cycling and public transport. Cycle and pedestrian infrastructure will be provided at new developments to support this objective. Initiatives to encourage the use of public transport to new developments will also be provided.

2.3.10 The plan goes on to identify that town centres are well placed to benefit from the existing concentration of activity and accessibility. This should make any development in these locations ideally situated to benefit from good transport and accessibility links.

2.4 Other Policies / Guidelines Reviewed

2.4.1 Various walking distances are quoted in the Institution of Highways and Transportation's (IHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2: Suggested Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.5 Summary

2.5.1 The proposed development at New Mount Street is compliant with the main objectives and policies outlined within both national and local transport policy. The proposed development will be designed to satisfy the key objectives within NPPF by being able to promote more sustainable transport choices and reduce reliance on travel by private car.

2.5.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3.0 SUSTAINABLE TRANSPORT

3.1 Introduction

3.1.1 This chapter provides an overview of the infrastructure and facilities available to pedestrians, cyclists and public transport uses within the vicinity of the site.

3.2 Access on Foot

3.2.1 Walking is the most important mode of travel at a local level and offers the greatest potential to replace short car journeys. The IHT Guidelines for Providing for Journeys on Foot (IHT 2000) suggests that the acceptable walking distance to town centres is given as a range, from a desirable 200m to a preferred maximum of 2,000m.

3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1,000m, and the preferred maximum is 2,000m. However, the distance that people are prepared to walk depends upon many factors. There are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

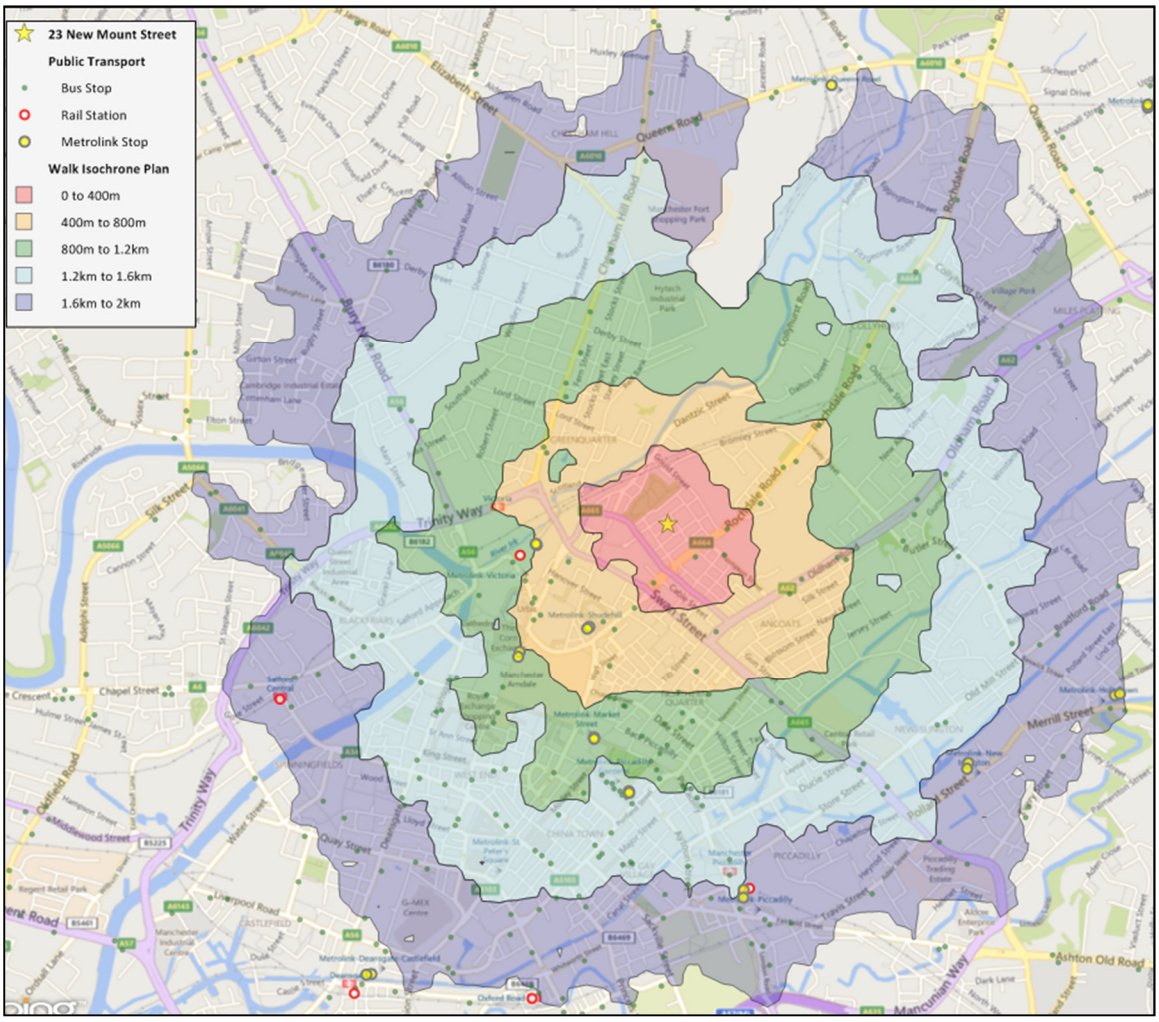
3.2.3 The site benefits from lit pedestrians footways within the vicinity of the site. The footways along New Mount Street and the roads bounding the site are reasonably sized and, with them being local roads, the traffic speeds and volumes are relatively low.

3.2.4 **Figure 3.1** shows the 2km isochrone from the site, which illustrates the areas which lie within an acceptable walking distance. A copy of the walking isochrone is provided in **Appendix A**.

3.2.5 A number of key destinations are accessible by walking and cycling from the site. Both Victoria railway station (including Metrolink) and Shudehill bus interchange are located approximately 9 and 6 minutes' walk from the site respectively.

3.2.6 The Arndale shopping centre and other city centre shops are approximately a 10-12 minute walk from the site; there are a significant number of local amenities which includes those associated with the Manchester Arndale Shopping Centre. These include restaurants, takeaways, in addition to a variety of retail and leisure facilities. Manchester Piccadilly railway station is circa 20 minutes' walk from the site, providing services to destinations across the UK, including London, Wales and Scotland.

Figure 3.1: Walk Isochrone Plan



3.2.1 The proximity of the site to the local transport network (including by bus, Metrolink and rail) provides significant opportunities to travel further afield using linked trips. This enables access to be gained to a variety of local destinations.

3.2.2 The local highway network provides footways on both sides of the carriageway, with, pedestrian road crossings, dropped kerbs and tactile paving provided at many of the major junctions within the vicinity of the site.

3.2.3 In summary, the site is located close to Manchester City Centre, which will reduce the requirement for residents to make short car journeys to access local amenities.

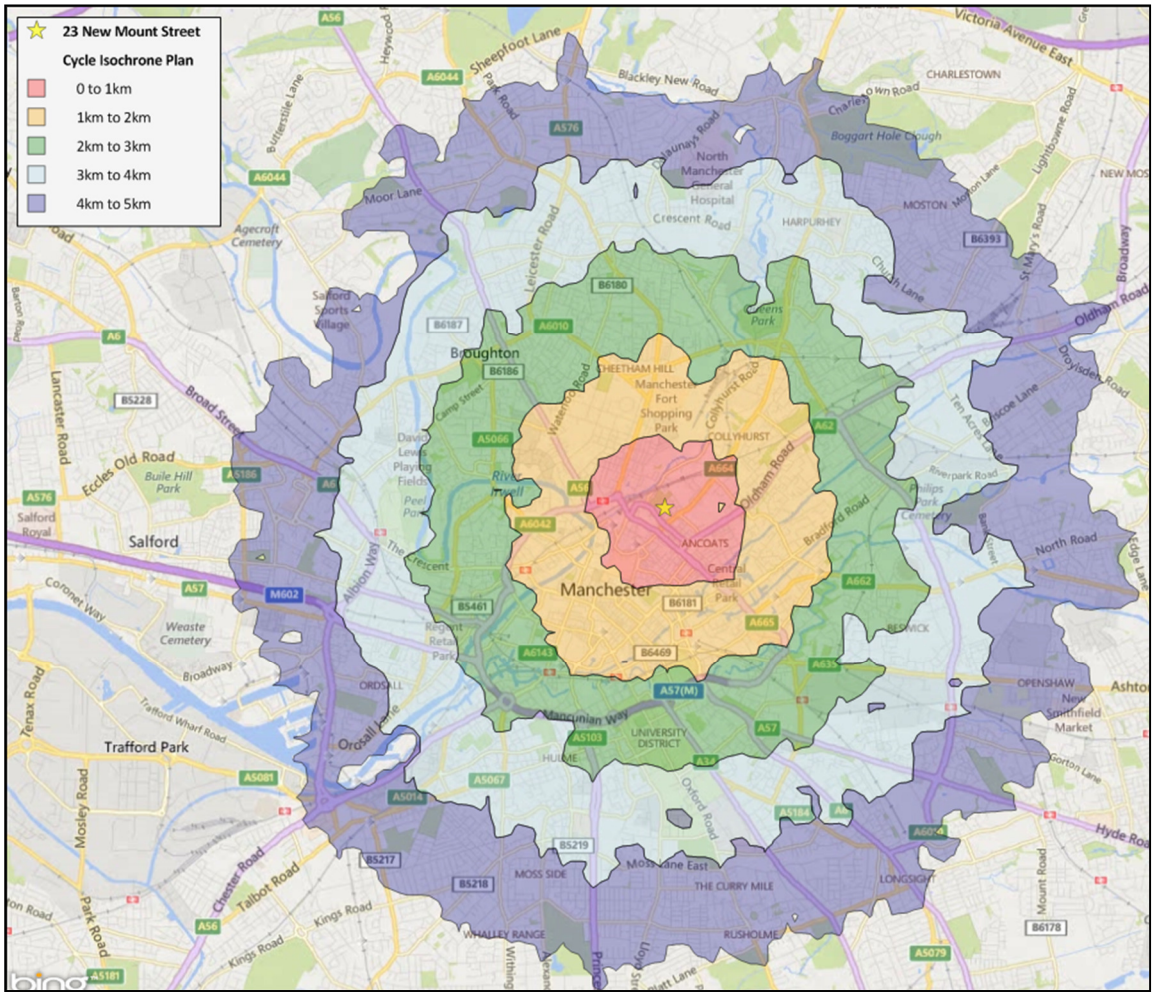
3.3 Access by Cycle

3.3.1 While there are no dedicated bicycle facilities in the immediate vicinity of the site given the relatively narrow carriageways, the local highway network is generally conducive to encouraging cycling. This provides access for cyclists to connect the development site to the wider area. There is a number of on-road and traffic-free cycle routes within the city centre, which provides sustainable links into and out of the city.

3.3.2 Additionally the general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

3.3.3 **Figure 3.2** presents an extract of the 5km cycling isochrone from the site. A copy of the cycling isochrone is provided in **Appendix B**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

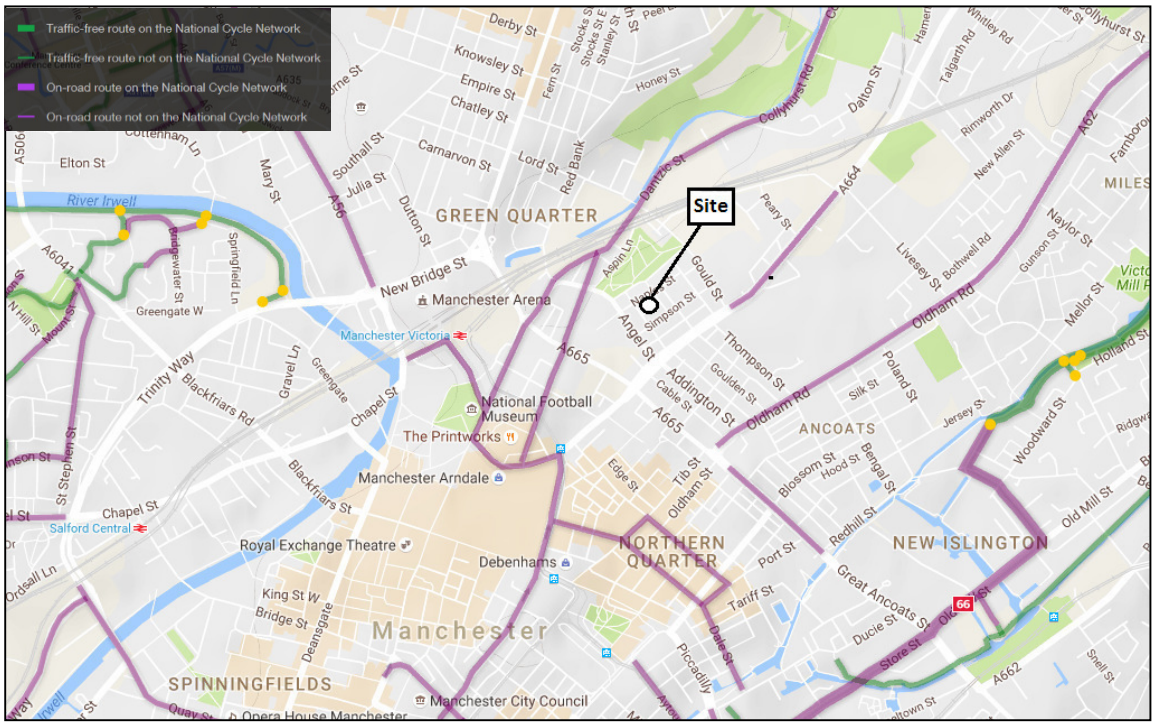
Figure 3.2: Cycle Isochrone Plan



3.3.4 As can be seen from **Figure 3.2**, the whole of Manchester City Centre and the neighbouring areas of Stretford, Old Trafford, Salford and Broughton are situated within 5km of the site. This provides access to a range of additional local facilities and residential areas.

3.3.5 **Figure 3.3** provides an extract of the Sustrans cycle map for the area surrounding the site.

Figure 3.3: Sustrans Cycle Map



3.3.6 The map illustrates that a number of existing cycling routes surrounding the site, including along A62 Oldham Road and a route heading through the city centre nearby to the development site. Cycling would therefore be a viable mode of transport for residents living at the site and commuting to work in these locations.

3.4 Accessibility by Public Transport

Bus

3.4.1 This site is accessible by bus. The nearest pair of bus stops are located circa 200m away from the proposed development site, on the A664 Rochdale Road. Department for Transport guidance states that, for bus travel to be a viable option for most people, a bus stop or station must be located within 400m of the site. The stops on the A664 Rochdale Road meet this criteria, providing access to a number of local bus services. Shudehill Interchange, a major bus interchange, is located approximately 450 metres from the site.

3.4.2 **Table 3.1** shows the services accessible from these stops, and provides a summary of the timetables of these services.

Table 3.1: Bus Timetable Summary

Service Number	Route	Monday – Friday					Saturday	
		First	AM Peak	PM Peak	Last	per day	Peak	per day
17 / 17a	Rochdale - Manchester	05:05	6	6	00:45	103	6	88
	Manchester - Rochdale	04:36	5	6	23:48	97	6	88

18	Middleton – Manchester Royal Infirmary	04:39	5	6	00:00	89	6	79
	Manchester Royal Informary – Middleton	04:32	5	6	23:38	93	6	87
42	East Didsbury – Middleton	05:57	7	6	23:40	85	6	72
	Middleton – East Didsbury	06:36	6	6	00:10	85	6	71
64	Higher Blackley – Manchester	06:30	1	1	18:05	13	1	11
	Manchester – Higher Blackley	05:52	1	1	18:30	12	1	11
81 / 81A	Holts – Manchester	05:12	9	8	23:41	112	8	99
	Manchester – Holts	05:41	8	8	00:05	113	8	100
88	Cheetham Hill – Manchester	-	0	0	-	0	0	0
	Manchester – Cheetham Hill	04:44	0	0	06:39	4	0	1
112 / 113 / 114	Middleton – Manchester	06:16	7	6	23:47	86	6	75
	Manchester – Middleton	06:24	5	6	23:44	80	6	77
118	North Manchester General Hospital – Manchester	05:17	6	6	22:43	83	6	72
	Manchester – North Manchester General Hospital	06:40	5	6	00:09	81	6	75
131	Boarshaw – Manchester	07:42	1	0	08:21	2	0	0
	Manchester – Boarshaw	17:30	0	1	17:30	1	0	0
135	Bury – Manchester	04:36	6	6	23:57	113	6	91
	Manchester – Bury	05:21	6	6	00:25	101	6	90
156	Langley – Manchester	06:37	2	2	23:02	28	2	25

	Manchester – Langley	06:57	2	2	23:19	29	2	22
162 / 163	Norden – Manchester	05:28	5	6	00:09	86	6	80
	Manchester – Norden	05:52	6	6	00:01	86	6	78
164	Hollin – Manchester	19:26	0	0	23:26	4	0	4
	Manchester - Hollin	18:51	0	0	22:51	5	0	5
X35	Walmersley – Manchester	-	0	0	-	0	0	0
	Manchester – Walmersley	16:50	0	2	18:20	4	0	0
Total			**104**	**109**	**-**	**1,595**	**106**	**1,401**

3.4.3 **Table 3.3** shows that the site is very well served by a very high frequency of buses which stop close to the site, providing access to a variety of destinations including Manchester City Centre, Rochdale, Cheetham Hill, Holts, Langley, Norden and Bury.

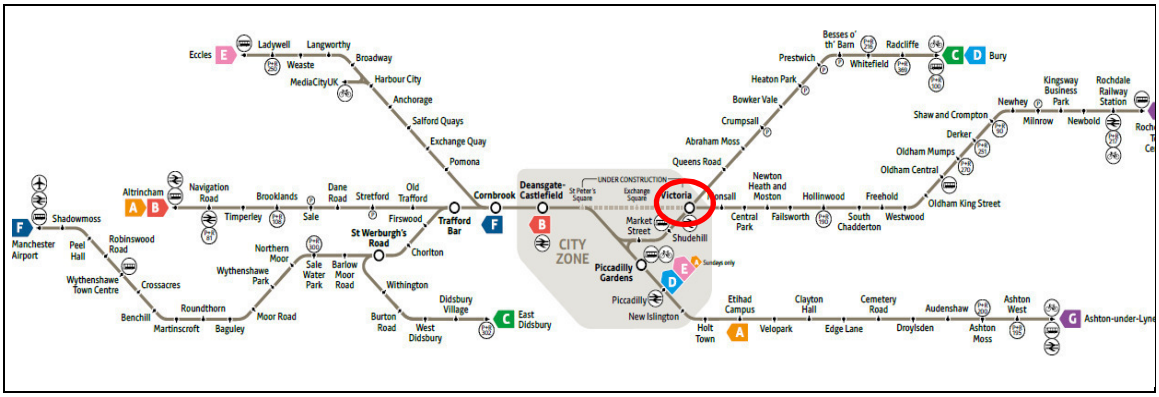
3.4.4 It is therefore concluded that the site benefits from excellent access by bus, offering an attractive mode of transport to and from the site. Given the frequency of bus services, this mode of transport is likely to provide a real alternative to car journeys for commuting and leisure purposes.

3.5 Access by Metrolink

3.5.1 The Victoria Station tram stop is located approximately 600m from the site and is therefore situated within convenient walking distance for both commuting and leisure trips. The station is operated by Metrolink and is located on the East Didsbury to Rochdale, Manchester to Bury and Altrincham to Bury lines.

3.5.2 **Figure 3.4** illustrates the map of the Metrolink network. The map illustrates that the station provides access to a variety of destinations, making travel by tram a realistic and appealing option for the site's residents.

Figure 3.4: Metrolink Network



Source: www.metrolink.co.uk

3.5.3 The station is open 24 hours a day, 7 days a week, with trams travelling between 06:01 and 23.37 on Monday to Thursday, 05:50 to 00:07 on Fridays and Saturdays, and 05:50 to 01:01 on Sundays and Bank Holidays.

3.5.4 Bicycle lockers and stands are available at the station, which are sheltered and covered by CCTV. These provide opportunities for residents to travel by bicycle to nearby Metrolink stations and travel onwards from there.

3.5.5 Given the proximity of the Metrolink station, frequency of service and network coverage, travel by tram will offer a real alternative for individuals who may be commuting to Media City, Didsbury, Manchester City Centre, Bury and Altrincham. This should encourage travel by this mode.

Rail

3.5.6 The nearest rail station (Manchester Victoria) is located approximately 600m from the site and is therefore easily accessible. This is a busy station with a large number of trains stopping per hour. It therefore provides opportunities for linked sustainable trips to more regional and national destinations.

3.5.7 A limited service between Manchester Airport and Victoria via Salford Crescent operates calling at Salford Crescent, Manchester Oxford Road, Manchester Piccadilly and Manchester Airport.

Westbound services:

- 2 trains per hour (tph) to Wigan Wallgate (via Bolton);
- 1tph to Kirkby (via Atherton);
- 1tph to Southport (via Atherton);
- 1tph to Blackpool North;
- 1tph to Clitheroe; and
- 2tph to Liverpool Lime Street (1 express, 1 stopping).

Eastbound services:

- 1tph to Blackburn via Todmorden;
- 1tph to Stalybridge (stopping);
- 1tph to Huddersfield;
- 3tph to Leeds (2 via Bradford Interchange & 1 via Dewsbury); and
- 1tph to Newcastle (express via Huddersfield, Leeds and York).

3.5.8 Manchester Piccadilly Station is circa 1.6km away from the site and is the principal rail station in Manchester and is managed by Network Rail. The station has 14 platforms, in addition to two Metrolink platforms situated within the station. The station provides connections to London Euston, Birmingham, Bristol, Southampton, South Wales, Glasgow, Edinburgh, Liverpool, Leeds, Sheffield, Newcastle and York.

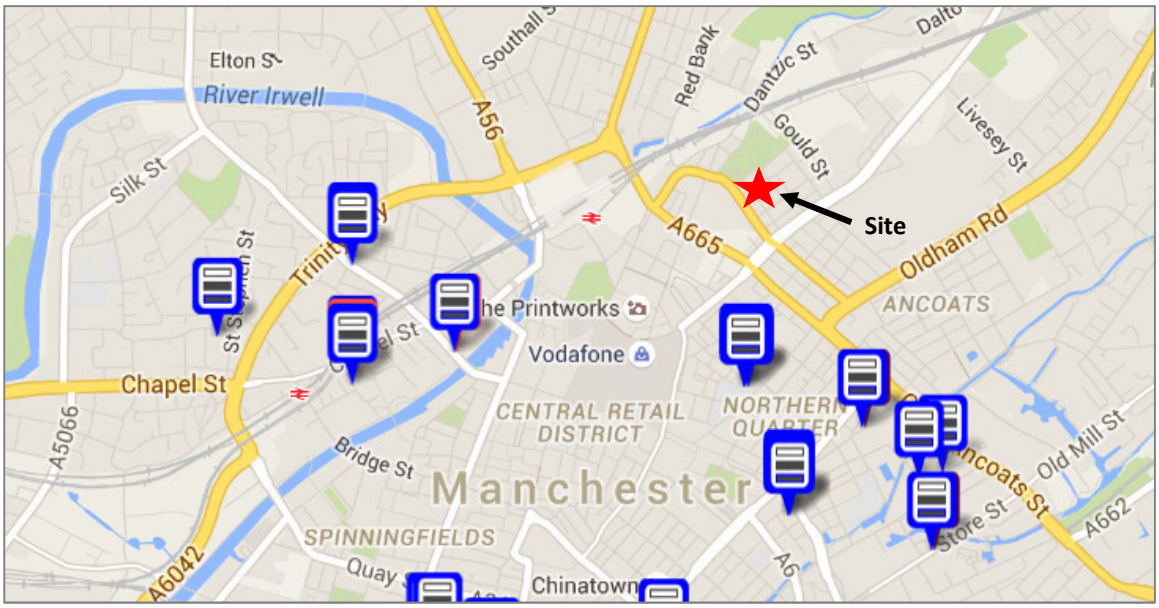
3.6 Conclusion

3.6.1 The ability to readily access wider major destinations by rail or bus provides a key advantage in providing a real alternative to car travel (e.g. for journeys to work) and as such promotes the aim of reducing car travel.

3.7 Access by Electric Vehicles

3.7.1 Electric vehicles provide an attractive alternative to petrol and diesel car use. The closest electric vehicle charging points to the site are illustrated in **Figure 3.5**.

Figure 3.5: Electric Vehicle Charging Points



3.7.2 The map illustrates that the closest electric vehicle charging points to the site are located on Church Street, Port Street, Blackfriars Street and Blackfriars Road. Each of these points are within easy access of the site and, as such, should promote travel by electric vehicles.

3.8 Conclusions

3.8.1 The site is situated in an accessible location and offers good opportunities for sustainable travel to and from the development. A number of buses stop close to the site, with Manchester Victoria and Shudehill interchanges offering excellent links by each of these modes. In addition, a number of local amenities are accessible within an acceptable walking and cycling distance of the site.

3.8.2 The proposed development is therefore compliant with the key objectives noted within current national and local policy. There are numerous sustainable transport options available for residents and visitors to the site, which reduces the need for people to travel by private car.

4.0 DEVELOPMENT PROPOSAL

4.1 Introduction

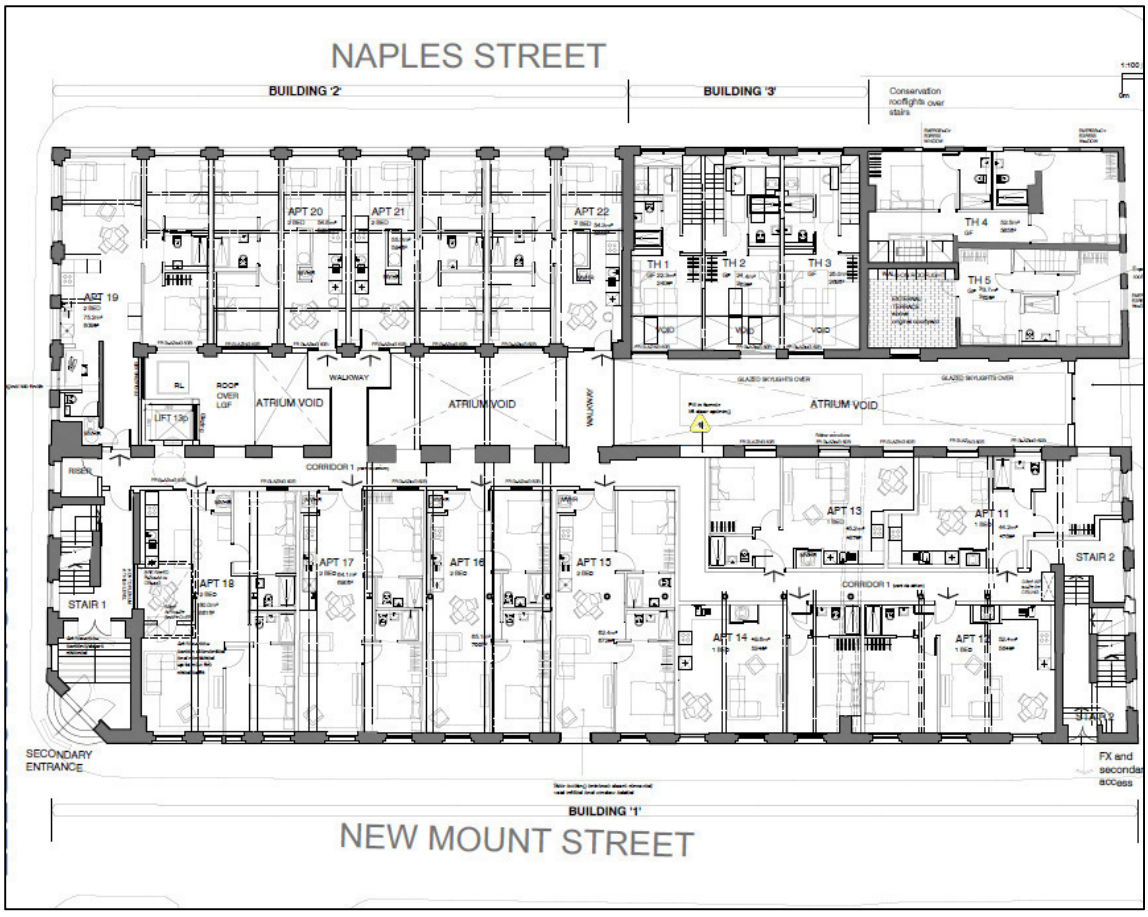
4.1.1 The application site is currently in office use, with the development proposals seeking a change in use for the 23 New Mount Street building from B1 office use to a residential development comprising of 66 residential units.

4.1.2 It should be noted that the whole of the existing building is Grade II listed. As a consequence this has had a significant influence on the site layout. The site is therefore physically constrained, making on site car parking impossible without significant intervention to the listed buildings. It should also be noted that parking regime reflects the existing office parking arrangement.

4.1.3 The main entrance to the proposed apartments will be situated on School Street, bounding the east of the site, where the original co-operative goods entrance is located. An additional entrance located on the corner of the New Mount Street / Ludgate Street priority junction is also proposed.

4.1.4 The proposed floor plan for the "ground floor" of the developments is presented in **Figure 4.1** below and **Appendix A** provides the various plans for reference.

Figure 4.1: Proposed Ground Floor Plan



4.2 Parking

Vehicle

4.2.1 As part of the application (Ref: 114920/FO/2017), the following condition was introduced:

"Condition 17) - Prior to the first occupation of the residential element of the development hereby approved, full details and implementation of the off-site car parking strategy and necessary associated off-site highways works (including provision for disabled occupants) together with incentives for car club membership shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented upon first occupation of the residential element of the scheme and thereafter retained and maintained in sit-u."

4.2.2 Since the above condition was introduced, an off-site car parking strategy has been derived. This Strategy should be read in conjunction with the Framework Travel Plan submitted to support the application.

4.2.3 Given the above, and to discharge the conditions, it was agreed that 2 no. car parking spaces, 1 no. designated for disabled users and 1 no. for car club members, to be secured via a s278 agreement, however the specifics of location etc. were not discussed. In addition, as part of the car club members scheme – 1-year free car club membership will be granted for all residential dwellings, subject to scheme eligibility.

4.2.4 The proposed development will therefore adhere to the above specifications.

Bicycle

4.2.5 Secure cycling facilities will be provided within the development. The scheme will provide a total of 66 cycle parking spaces within the development, which represents a 100% provision. Furthermore, a number of units at basement level have sufficient space within them to facilitate cycle storage internally if preferred. This is consistent with the requirements of the Manchester Residential Quality Guidance.

4.2.6 Furthermore, a bike voucher valued at £200 will be provided with each residential unit.

5.0 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 An important aspect of a successful travel plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

5.1.2 The aim of travel plan initiatives is to maximise the accessibility of the proposed development site by alternative modes of transport to the private car. It is worthy of note that the location of the site and the current provision for walking, cycling and public transport is considered to be conducive to encouraging travel by non-car modes of transport.

5.1.3 The travel plan initiatives outlined within this section will benefit residents of the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
- A pedestrian / cycle friendly environment.

5.1.4 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from residents for the travel plan; any 'sticks' will be implemented later.

5.1.5 This section provides a summary of the key initiatives contained within this travel plan. The initiatives reflect previous experience of residential travel plans, along with national government guidelines contained in the document "Making Residential Travel Plans Work".

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to residents and visitors of the development. The travel plan will be launched as soon as possible after the start of the sales period and will be continually marketed through the provision of travel information, leaflets and communication sessions.

- The travel plan and the reasons for implementing it will be communicated to ensure that residents are provided with information on the alternatives to car travel before they establish car-based travel habits.

5.2.2 The following section describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for residents of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aim and objectives of the travel plan to residents.

5.2.3 Travel notice boards will be set up in the sites' communal areas, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;

- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

5.2.4 All residents will also be issued with travel welcome packs promoting alternative transport modes. The welcome pack will provide information on all of the travel plan initiatives implemented at the site.

- All residents will be provided with a 'sustainable travel information pack' (welcome pack) as part of the sales agreement, which will include details of the public transport, walking and cycling routes between their homes and surrounding amenities.

5.2.5 In order to integrate the travel plan with the wider sustainable travel agenda, the welcome pack will be used to promote national and international initiatives such as 'Bike Week', 'In Town Without My Car Day' and 'Walk to School Week'. The Travel Plan Coordinator will be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

- The welcome pack will be used to promote national and local initiatives with respect to sustainable travel.

5.2.6 The Travel Plan Coordinator will also provide residents with information regarding the travel plan and specific initiatives contained within it, and will be the main point of contact for all travel-related queries. This will include information on journeys by public transport, cycling and on foot between the development site and local amenities, including schools, retail outlets and leisure facilities.

5.3 Personalised Travel Planning

5.3.1 A personalised travel planning service will be made available to residents on request. This service enables the Travel Plan Coordinator to plan individual journeys for recipients, and provide them with the relevant information and advice (e.g. timetable information) to enable them to undertake their journey.

5.3.2 This service will be provided by the Travel Plan Coordinator, and will be provided on a one-to-one basis. This enables the Travel Plan Coordinator to gain a thorough understanding of the individual travel requirements of participants, including their travel challenges and regular journeys. The Travel Plan Coordinator may use a web-based personalised travel planning tool, such as MyPTP, to provide this service.

5.3.3 Alternatively, the Travel Plan Coordinator will contact TfGM to investigate the viability of the Travel Choices Team visiting the site to provide the personalised travel planning service to residents. Details of the Travel Choices initiative are provided at:

http://www.tfgm.com/travelchoices/Pages/residents-ptp.html

- A personalized travel planning service will be made available to all residents at the site, either through the Travel Plan Coordinator or via the Travel Choices Team.

5.4 Initiatives to Promote Car Sharing, Electric Vehicles and Car Clubs

5.4.1 It is likely that a proportion of residents will be travelling to locations in close proximity to one another and, as such, would be making trips to and from a common destination. As such, there is potential for these individuals to share their car journey with a fellow resident.

5.4.2 In the first instance, residents will be encouraged to sign up to TfGM's workplace car share scheme:

http://www.carsharegm.com/default.aspx

5.4.3 This car share scheme is free to register on and use, if your employer is registered on the database. The scheme enables users to search for potential car share partners travelling to similar workplace destinations to themselves or travelling along the same route.

5.4.4 Should a residents employer not be registered on the database, the website provides further details on how to register new workplaces. These details will be passed onto residents to encourage their workplaces to sign up to the scheme and maximise the number of individuals registered.

5.4.5 Residents will also be encouraged to sign up and register their journey with national online car sharing services such as BlaBlaCar. This will enable residents to search for individuals making a similar trip to themselves and share their vehicle. National online car sharing services will enable users to search for car share partners further afield, outside the boundary of Greater Manchester.

- Residents will be provided with information on publically available car share schemes, including TfGM's scheme, and will be encouraged to sign up.

5.4.6 Following completion of the travel surveys, the viability of providing an electric vehicle charging point at the site will be investigated. If viable, a charging point will be provided in a communal area and will be made available to all residents.

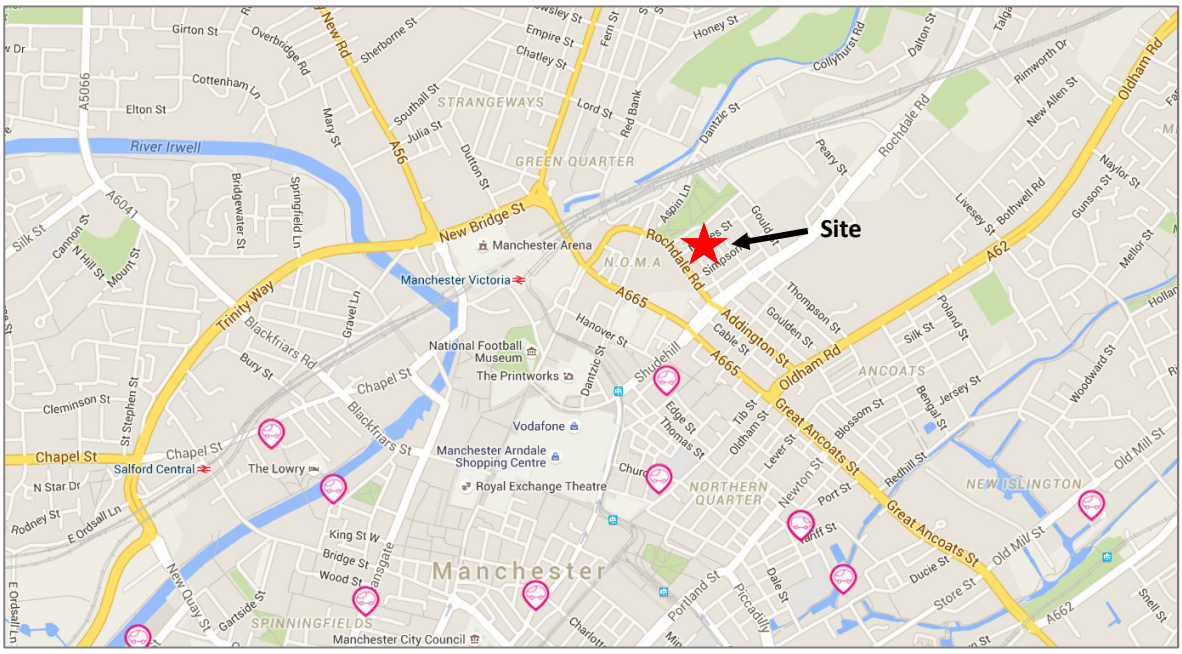
5.4.7 Should it not be viable to provide a dedicated electric vehicle charging point within the site, the charging points closest to the site (outlined in **Section 3.7**) will be promoted to residents. The Greater Manchester Electric Vehicle Charging Scheme website (http://ev.tfgm.com/) will also be promoted to residents.

- The viability of providing an electric vehicle charging point will be investigated and, if considered viable, will be provided in a communal area of the site. Should it not be viable to provide a charging point within the site, the closest charging points will be promoted to residents.

5.4.8 Details of Manchester's City Car Club scheme will be promoted to residents, to encourage them to sign up. City Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. It enables users to hire vehicles on a short-term basis (typically an hourly basis) to make short trips.

5.4.9 The closest City Car Club vehicles to the site are located on High Street, Tib Street, St Marys Parsonage and Tariff Street. **Figure 5.1** provides a map illustrating these locations.

Figure 5.1: Location of City Car Club Vehicles



5.5 Initiatives to Promote Travel by Public Transport

5.5.1 Information on the public transport services available which can be accessed by residents will be provided within the welcome pack and on the notice board. This will include timetable details and links to online journey planning websites such as Traveline.

5.5.2 The Travel Plan Coordinator will enter into discussions with public transport operators to investigate the possibility of providing discounted public transport tickets or taster tickets to residents. Should these be secured, they will be distributed and publicised to residents through the welcome packs to encourage residents to make use of these services.

- Details of local public transport operators, including timetables and route maps, will be provided within the welcome packs and notice board. Opportunities to provide discounted tickets or taster tickets will also be investigated.

5.6 Initiatives to Promote Walking

5.6.1 The welcome pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that residents are aware of the facilities available to them. These maps will be secured through the Council, where possible.

5.6.2 In addition, details of the WalkIt website (http://walkit.com) will be provided to residents. WalkIt provides an urban walking route planning tool, enabling users to search for walking routes within their local area. The website covers Greater Manchester, including the development site.

5.6.3 Residents will be encouraged to participate in local and national walking events, such as 'Walk to Work Week'. These events will be promoted on the notice board and within the welcome packs.

- A pedestrian / cycle route map and details of the WalkIt website will be provided within the welcome pack. Residents will be encouraged to participate in local and national walking events.

5.6.4 Details of local walking shops will also be provided to residents. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for residents at these stores. If secured, these details will be provided to residents via the Travel Plan Coordinator.

5.7 Initiatives to Promote Cycling

5.7.1 The welcome pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the welcome packs and on the notice boards. These maps are also available online at:

http://cycling.tfgm.com/Pages/maps.aspx

5.7.2 Details of local cycling shops will be provided to residents at the site using the travel notice board and within the welcome packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts to residents. If secured, details of these discounts will be provided to residents via the welcome pack.

- The Travel Plan Coordinator will enter into discussions with local walking and cycling retailers to investigate the potential to provide discounts to residents.

5.7.3 Details of TfGM's cycle training schemes will be provided in the welcome pack and on the notice board. These cycle training schemes are open to all adults and children within the borough, with a variety of courses available to meet the varying needs and requirements of residents. Further details of the cycling courses are available at:

http://cycling.tfgm.com/Pages/Training.aspx

5.7.4 Should sufficient demand exist to run courses within the site, the Travel Plan Coordinator will contact TfGM to organise courses on-site.

5.7.5 In addition, TfGM offer cycle maintenance courses. These courses are free to recipients, providing advice and guidance on basic cycle maintenance including repairs and safety checks. Courses are provided on a regular basis across Manchester, and will be promoted to residents to encourage them to participate.

- Details of TfGM's cycle training and maintenance schemes will be provided to residents, and residents will be encouraged to participate.

5.7.6 Details of TfGM's Cycle Hubs will be provided to residents, to encourage them to utilise these hubs when travelling around the city. Hubs are currently available in Piccadilly Gardens, Altrincham, Ashton-under-Lyme, Bolton, Bury, Eccles, Hazel Grove, Leigh, MediaCityUK, Oxford Road, Rochdale and Salford Central.

5.7.7 In addition to the cycle hubs, TfGM's BLUC cycle secure lockers will be promoted to residents.

5.8 Initiatives to Reduce the Need to Travel

5.8.1 A secure internet connection will be provided to all dwellings. The Travel Plan Coordinator will promote online services (e.g. internet shopping and online council services) to encourage residents to utilize these in preference to making a trip out of the site to access these services.

5.8.2 Popular online services will be promoted to residents through the notice boards and welcome packs. Examples of such services include online shopping and Council services.

5.8.3 Details of journey planning websites (e.g. Traveline) will also be promoted to residents to encourage them to search for alternative modes of transport to single occupancy car when travelling out of the site.

- The Travel Plan Coordinator will promote the use of online services and journey planning services to residents.

6.0 TRAVEL PLAN MANAGEMENT

6.1 Introduction

6.1.1 Key to the success of the travel plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Travel Planning Team and other sustainable travel groups. This section outlines the roles and responsibilities of key individuals and stakeholders who will manage the travel plan.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the travel plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.

6.2.2 The role and responsibilities of the Travel Plan Coordinator will include:

- To implement and promote travel plan initiatives at the site to encourage sustainable travel;
- To promote the travel plan to residents and visitors;
- To set up and manage a travel steering group, including chairing steering group meetings;
- To provide a point of contact for the Local Authority, steering group and other stakeholders on any issues relating to the travel plan;
- To monitor the success of the travel plan initiatives, including undertaking and analysing travel surveys; and
- To review the travel plan's success and prepare action plans so as to maintain the travel plan as a 'live' document.

6.2.3 The Travel Plan Coordinator will be in place six months prior to the occupation of the first dwelling, and will remain in place for a minimum period of 5 years. After this time, the responsibility for the travel plan will be passed over to the residents' sustainable travel steering group.

6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator's role will be incorporated into the responsibilities of one of the Sales Advisors based at the site. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a dedicated, full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority as soon as possible.

6.2.5 The Travel Plan Coordinator will be responsible to the Sales Manager at the site.

6.3 Steering Group

6.3.1 To support the travel plan's development, a residents' sustainable travel steering group will be set up and promoted to all residents through the welcome pack. All residents will be encouraged to join the steering group. Representatives from the Local Authority, local transport operators and other stakeholders will also be approached to join the steering group and provide feedback to the Travel Plan Coordinator / steering group as necessary.

6.3.2 The group will meet as appropriate to discuss the progress of the travel plan and to determine the impact of specific initiatives. After five years of the Travel Plan Coordinator being in post, the responsibility for implementing the travel plan will be passed over to the steering group. This will ensure the ongoing implementation of travel plan initiatives at the site.

- The Travel Plan Coordinator will seek to engage residents in the management of the travel plan, encouraging them to set up a residents steering group. When the Travel Plan Coordinator has been in post for five years, the responsibility for implementing the travel plan will be passed on to the steering group for ongoing implementation.

6.4 Stakeholder Engagement

6.4.1 Stakeholders including the Council's Travel Planning Team and local transport operators also play an important role in the successful implementation of the travel plan at the site. The Council's Travel Planning Team will be kept up-to-date with the progress of the travel plan through the annual monitoring reports. The Travel Plan Team will also be approached to gain advice and support on the implementation of specific travel plan initiatives at the site.

6.4.2 The Travel Plan Coordinator will also engage with local stakeholders to ensure the successful implementation of travel plan initiatives at the site and to integrate the travel plan into the wider area. Examples of such stakeholders include:

- Transport operators, who will be able to provide timetable information and details of any special offers and discounts available;
- Local schools to ensure synergy is created between the site's travel plan and the travel plans of neighbouring schools. This is described further within section 5 of this travel plan;
- Local suppliers including walking and cycling retailers, who may be able to provide discounts for residents at these stores; and
- Other local developers and operators of nearby sites (particularly the neighbouring site, which is currently under construction), with whom the Travel Plan Coordinator may be able to collaborate in the implementation of travel plan initiatives.

6.4.3 The Travel Plan Coordinator will draw up a full list of potential stakeholders as part of the initial phases of the travel plan's development. The Travel Plan Coordinator will attempt to engage with these stakeholders throughout the travel plan's implementation.

7.0 AIM, OBJECTIVES AND TARGETS

7.1 Overview

7.1.1 A travel plan is a long term strategy for a site to reduce the dependence of residents and visitors on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.

7.2.2 The overall aim of this travel plan is:

- to achieve a reduction in the number of single occupancy vehicle journeys to the site.

7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objectives

7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.

7.3.2 As this stage, it is not possible to derive specific objectives for residents of the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in residential developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.3.3 Travel plan guidance recognizes that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

7.4 Travel Plan Targets

7.4.1 Specific targets will be set for the site using the results of the initial travel survey, which will provide the baseline travel behaviour of residents. These will allow mode share targets to be established for the site. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.

7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided earlier within this report, in sections 2 and 4.

7.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with Manchester City Council as part of the full travel plan's development and will be inputted into Greater Manchester's iTRACE database to ensure effective ongoing monitoring.

7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the site. The targets will be revised once the results of the travel surveys are known.

7.4.6 **Table 7.1** presents the indicative travel mode targets for the site. The targets are consistent with the travel plan aim and objectives, and are based on the 2011 travel to work census data for Manchester 056 LSOA, in which the site lies.

Table 7.1: Travel Plan Targets

Mode	2011 Census	5-year Mode Share Target
Driving a car or van	29.1%	19.1%
Passenger in a car or van	3.2%	5.7%
Bicycle	1.8%	4.2%
Motorcycle	0.3%	0.3%
On foot	38.8%	39.8%
Bus, minibus or coach	17.3%	19.3%
Train / underground / metro / tram	8.4%	10.5%
Taxi	0.8%	0.8%
Other method of travel	0.3%	0.3%
Total	**100%**	**100%**

7.4.7 These targets should be achieved within the first five years of occupation of the site. Should the target be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level, or reduced further by an agreed percentage each year thereafter.

7.4.8 A travel plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the travel plan at the site. It is understood that iTrace will facilitate the monitoring and review of this travel plan.

7.4.9 Following completion of the initial survey, indicative targets will be replaced with ones that are site-specific and encourage (rather than discourage) those responsible for trying to achieve these targets.

7.5 Monitoring

7.5.1 Travel surveys will be carried out with all residents on an annual basis for a maximum of 5 years. Further details of the travel survey are provided below.

7.5.2 The findings of these travel surveys may be supplemented by observation surveys, which will be used to establish the use of parking facilities and traffic counts at the site entrances. These surveys may be carried out by an independent survey company to ensure that compatible and accurate data is gathered relating to travel to and from the site.

7.5.3 All survey data will be submitted to the Council within 3 months of the surveys being completed, for comparison against the agreed targets. Following completion and analysis of the surveys, a monitoring report will be submitted to the Council identifying whether the agreed targets have been met and for input into iTRACE. If they haven't, the monitoring report will strive to identify the actions and additional travel plan initiatives to be implemented to rectify this situation.

7.5.4 The reports will also review the progress that has achieved in implementing the travel plan measures over the preceding twelve-month period. Any progress made will be reported to the Council's Travel Plan Team and public transport operators where applicable.

7.5.5 The travel plan will then be reviewed and any further actions identified to progress and, if necessary, improve the action plan to meet the objectives and targets.

7.6 Travel Surveys

7.6.1 Following occupation of the fiftieth dwelling, an initial travel survey questionnaire will be undertaken with residents. This survey will be used to ascertain the current travel behavior of residents at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport. An example travel survey is provided in **Appendix C**.

7.6.2 Prior to undertaking the initial survey, a copy of the proposed survey will be sent to the Council's Travel Plan Team to gain agreement on its format and structure. The survey will be designed to align with the requirements of iTRACE to enable easy input and analysis. The use of a standard travel survey will enable like-for-like comparisons to be made between consecutive years' travel survey results.

7.6.3 To maximise the response rate, the travel survey will be made available in both electronic and paper formats. Paper copies of the survey will be sent to all occupied households, which will provide a link to the electronic copy of the survey.

7.6.4 Having completed the initial survey, repeat annual travel surveys will be carried out with residents at the same time of year as the initial survey for a minimum of five years. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes. The results will be monitored in iTRACE.

7.6.5 All residents will be invited to participate in the annual snapshot travel survey to identify the progress made since the previous survey and to determine what actions (if any) are necessary to ensure the travel plan targets are met.

7.6.6 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all residents to encourage participation in the survey.

8.0 TRAVEL ACTION PLAN AND MARKETING STRATEGY

8.1 Residential Action Plan

8.1.1 The purpose of this document is to develop and deliver a framework residential travel plan for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the travel plan will be reviewed in partnership with the Council's Travel Plan Team and an annual action plan prepared and agreed.

8.1.2 The action plan will be developed based on the results of the annual travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits and behavior change are achieved through the implementation of the most popular initiatives first at the site.

8.1.3 The action plan will contain an annual programme of measures designed to help achieve the travel plan targets for modal share. It will set out the tasks involved, the people responsible and target dates by which the measures will be achieved over the next 12 months. The initial action plan is provided in **Table 8.1**.

8.2 Marketing Strategy

8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact TfGM and Manchester City Council's Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.

8.2.2 Residents and visitors to the development will be provided with information on how to access the site using public transport, on foot and by bicycle. Where possible, written materials (e.g. timetables and maps) will be gained from the Council. Promotion of all modes of transport will initially be undertaken through the welcome pack and notice boards.

8.3 Evaluation and Review

8.3.1 This travel plan has been prepared in accordance with current guidance and transport policy. The overarching aim of the travel plan is to identify and introduce a package of measures for the site to promote sustainable travel choices and reduce reliance on the car.

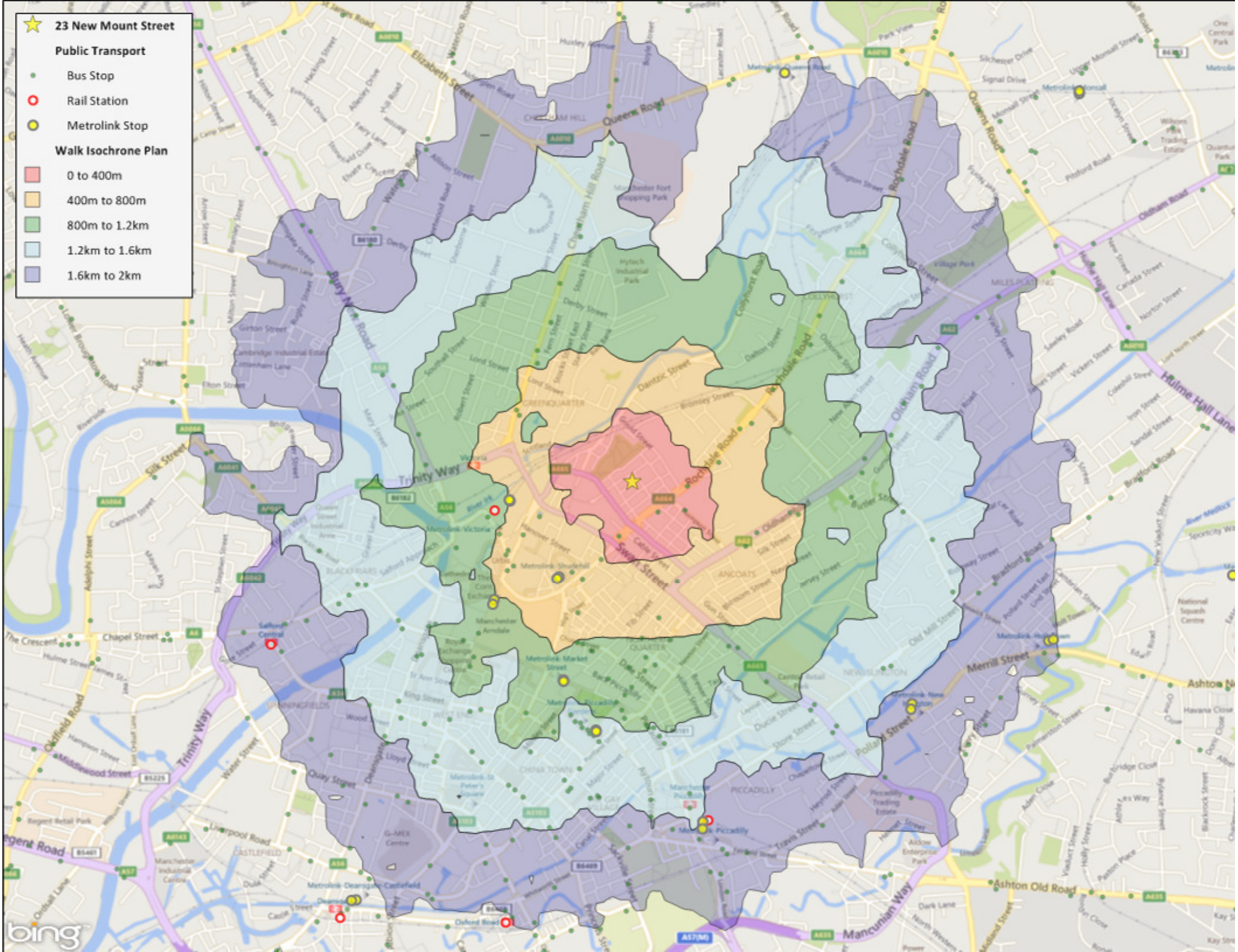
8.3.2 The monitoring of the travel plan will be used to provide information on people's travel patterns and to identify the measures which would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling. The results of the monitoring will be recorded in iTRACE to enable the success of the travel plan to be managed and enforced.

8.3.3 The travel plan is an active document which will be reviewed on a regular basis to ensure it reflects the current opportunities and local circumstances. The review of the travel plan will take place annually following completion of the travel survey, in conjunction with the Council's Travel Plan Team. A copy of the agreed, revised travel plan and monitoring report will be submitted to the Council for uploading onto iTRACE.

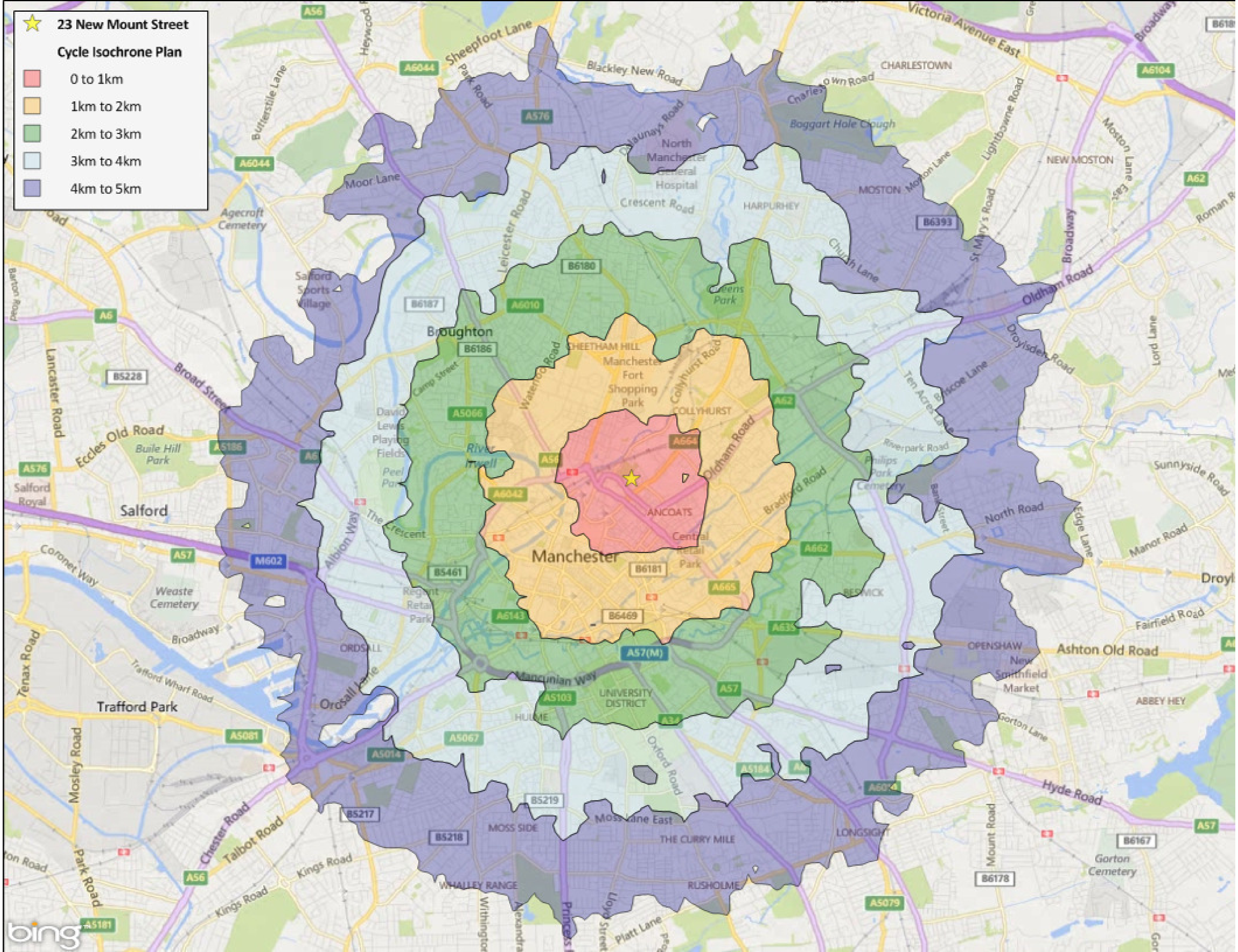
Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Provide car and cycle parking in line with the Council's standards	Prior to occupation
Develop a travel welcome pack	Prior to occupation. Updated on a regular basis.
Undertake a travel survey	Within 3 months of occupation of the 30th dwelling
Identify baseline travel information	Within 3 months of initial travel survey
Develop full travel plan in consultation with the Council	Within 4 months of initial travel survey
Finalise and adopt the travel plan	Within 6 months of initial travel survey
Implement travel plan initiatives	On-going, following adoption of the travel plan
Set up a travel plan steering group	Within 6 months of initial travel survey
Monitor the success of travel plan actions and progress towards targets. Amend travel plan, if necessary	On-going, following adoption of the travel plan
Undertake travel surveys and other monitoring activities to measure the success of travel plan and discuss findings with the Council. Review travel plan and amend, if necessary	On-going, every 12 months following adoption of the travel plan for a maximum of 5 years.

Appendix A **Walking Isochrone Plan**


23 New Mount Street
Public Transport
Bus Stop
Rail Station
Metrolink Stop
Walk Isochrone Plan
0 to 400m
400m to 800m
800m to 1.2km
1.2km to 1.6km
1.6km to 2km
Queens Road
Elizabeth Street
Rochdale Road
Oldham Road
Hulme Hall Lane
Trinity Way
Chapel Street
Sweet Street
Merrill Street
Ashton Old Road
Mancunian Way
Bury New Road
Silk Street
Bradford Road
Oldfield Road
Middlewood Street
Liverpool Road
Regent Road
Quay Street
Deansgate
Water Street
Metrolink Victoria
Metrolink Shudehill
Metrolink Market Street
Metrolink Piccadilly
Metrolink Deansgate-Castlefield
Salford Central
bing

Appendix B **Cycling Isochrone Plan**


23 New Mount Street
Cycle Isochrone Plan
0 to 1km
1km to 2km
2km to 3km
3km to 4km
4km to 5km

Appendix C **Example Travel Survey**

Travel Survey 2015

XXXX is committed to helping our residents with their travel needs, to make it easier for you to car share, walk, cycle and travel by public transport. We are keen to help reduce the stress caused by your daily journeys, save you money and help to get fitter by promoting more "active travel".

To help achieve this aim, XXXX is in the process of developing a travel plan for xxxx site. To inform this travel plan, we need to collect up-to-date information on your daily journeys, travel patterns and thoughts on alternative modes of transport, as well as journeys by car.

The survey does not take very long to complete and all completed surveys will be placed into a prize draw to win XXXX. The higher the response rate to the survey, the more tailored travel measures we will be able to provide, so please show your support by completing the survey by XXXX 2014.

If you have any queries regarding the survey, please do not hesitate to contact XXXXX on XXXX.

Thank you for your time and assistance.

Q1 What is the reason for your most common journey out of the site?

1) For work
2) For education
3) For shopping
4) For leisure
5) Other (please specify)

_____

Q2 How frequently do you make this journey?

1) Everyday
2) 2-3 times a week
3) Once a week
4) Once a month

Q3 How far do you travel to access these destinations?

1) Up to 1 mile
2) 1-2 miles
3) 3-5 miles
4) 6-10 miles
5) 11-20 miles
6) 21-30 miles
7) 31-40 miles
8) Over 40 miles

Q4 How long does it normally take you to travel to these destinations?

1) Up to 15 minutes
2) 16-30 minutes
3) 31-45 minutes
4) 46-60 minutes
5) 61-90 minutes
6) Over 90 minutes

Q5 What time do you normally leave home?

_____

Q6 What time do you normally arrive back home?

_____

Q7 How do you normally travel on your most common journey? If you use more than 1 mode of transport, please select the mode used for the longest distance.

1) Walk
2) Bicycle
3) Train
4) Bus / minibus / coach
5) Car (single occupancy)
6) Car share
7) Taxi
8) Motorcycle / moped
9) Tram

Q8 Which of the following modes do you occasionally use instead of your normal mode of transport?

1) Walk
2) Bicycle
3) Train
4) Bus / minibus / coach
5) Car (single occupancy)
6) Car share
7) Taxi
8) Motorcycle / moped
9) Tram

Q9 If you usually travel by car, what is the main reason for this?

1) Car is essential to jouney purpose
2) Convinience
3) Reliability
4) Quicker than alternatives
5) Cheaper than alternatives
6) Flexibility
7) Dropping off child/partner
8) Health reasons
9) Personal security
10) I give somebody a lift
11) Lack of alternatives
12) Other

Q10 Which of the following changes would encourage you to walk to these destinations?

1) Improved footpaths
2) Improved road crossing facilities
3) Showers, lockers and changing facilities at work
4) Discounts at walking shops
5) Help with route planning
6) Lunchtime walking group
7) Local walking group
8) Nothing
9) Other

Q11 Which of the following changes would encourage you to cycle to these destinations?

1) Improved cycle paths
2) Secure cycle parking
3) Showers, lockers and changing facilities at destination
4) Discounts at local cycle shops
5) Cycle training / safety courses
6) Help with route planning
7) Cycle purchase scheme to buy a reduced price bicycle
8) Short-term cycle hire
9) Nothing
10) Other

Q12 Which of the following would encourage you to travel by public transport to these destinations?

1) More direct routes
2) More frequent routes
3) More reliable service
4) Increased capacity
5) Cheaper tickets
6) Improved interchanges
7) Discounted tickets available
8) Improved links to station
9) Better lighting / facilities at station
10) Having my journey planned
11) Integrated ticketing (for bus / rail journeys)
12) Annual ticket loan
13) Nothing
14) Other

Q13 Which of the following would encourage you to car share?

1) Help finding a car share partner
2) Car sharing bays
3) Working regular hours
4) Being able to work the same hours as those who live close to me
5) Other

Q14 Do you have any other comments about your journey?

Q15 Gender

1) Male ☐
2) Female ☐
3) Prefer not to say ☐

Q16 Age

1) Under 25 ☐
2) 25-34 ☐
3) 35-44 ☐
4) 45-54 ☐
5) 55-64 ☐
6) Over 65 ☐

Q17 Do you have a disability which impacts on how you travel?

1) Yes ☐
2) No ☐
3) Prefer not to say ☐

Q18 If you would like to be entered into a prize draw to win XXX, please enter your details below

Name

_____

Contact details (phone number / email)

_____

_____