CIVIC ENGINEERS

605-01

Leaf Street, Hulme
Travel Plan

August 2015

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Travel Plan
August 2015

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1. Introduction 1
1.1 Background 1
1.2 Travel Plan Policy 1
2.0 SITE ASSESSMENT 2
2.1 Site Location & Connectivity 2
2.2 Highways 2
2.3 Trams 3
2.4 Trains 3
2.5 Bus 3
2.6 Walking 4
2.7 Cycling 4
2.8 Travel to Work Mode Share 4
3. DEVELOPMENT PROPOSALS 5
3.1 Travel Plan Objectives and Overall Strategy 5
To Increase Travel Awareness 5
To Contribute to Reduced Traffic Congestion & Improved Air Quality 6
To Contribute to Improved Health and wellbeing 6
4. MEASURES & ACTIONS 6
4.1 Introduction 6
5. TRAVEL PLAN MONITORING 8
5.1 Monitoring Surveys 8
5.2 Evaluation and Review 9

APPENDIX A Travel Plan Measures & Objectives

1. Introduction

This Travel Plan has been prepared to support a Planning Application for a development of the site which is bounded by Leaf Street, Princess Road, Clarendon Street and Stretford Road (A5067). The Development will be referred to as; Leaf Street.

The Development will take place on a site along Leaf Street and will consist of a total of 105 residential units including 85 1-3 bed apartments and 20 new townhouses, along with associated open space, landscaping and highway improvements. There are 21 parking spaces proposed within the redline of the site and it is proposed that additional parking is provided for on the public highway within the existing Hulme Residential Parking Scheme.

Leaf Street is located within 1 mile of Manchester City Centre.

1.1 Background

A Travel Plan is a strategy for managing the travel generated by a particular development or organisation aimed at reducing reliance on the private motor vehicle and promoting more sustainable modes of travel. Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, and additionally to reduce the need to travel overall. These are reinforced with promotion and incentives and by the management of workplace and residential parking. Travel Plans also include action to reduce the need to travel, such as telecommuting. They can focus on both commuter and business travel.

Residential Travel Plans contribute to accident reduction, enhancing local community safety, creating healthier environments for social excluded and vulnerable people. It is estimated that five out of six trips originate from home, meaning there is great potential for reducing car journeys by offering attractive sustainable travel alternatives.

1.2 Travel Plan Policy

The Department for Transport (DfT) have issued a series of guides and research papers offering detailed advice on how to develop and implement appropriate and effective Travel Plans. The most recent and relevant of these is *'The Essential Guide to Travel Planning'* published by the DfT in March 2008.

Based on guidance in *Greater Manchester's Best Practice Model SPD on Travel Plans* (April 2006) developments will require a Travel Plan if they generate any of the following:

- 500 or more vehicle movements per day
- 100 or more person trips during any peak hour (between 07-00 & 10-00 and / or 16-00 and 19-00),
- 50 or more vehicle movements in any single hour,
- more than 20 Heavy Goods Vehicle (over 7.5 tonnes) per day,
- any goods vehicle movement between midnight and 6am,
- 20 or more car parking spaces are proposed.

The development at Leaf Street includes the construction of 105 residential units with 21 on-site parking spaces and will therefore require a Travel Plan in accordance with the above guidelines.

2.0 SITE ASSESSMENT

2.1 Site Location & Connectivity

The Development address is:

Leaf Street
Hulme
Manchester
M15 5LE

OS Coordinates X 383698 and Y 396898

The site location is shown on Figure 1 below.

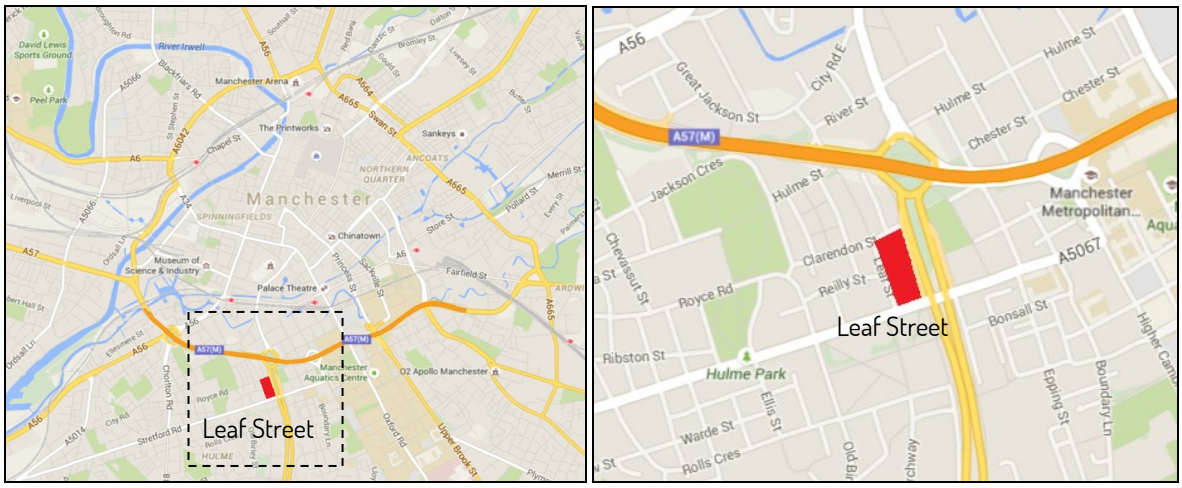


Figure 1: Site Location Plan

The site is located immediately south of Manchester City Centre and is within comfortable walking or cycling distance of the city's key facilities for the majority of able bodied adults.

As well as the amenities and destinations within the City Centre, the site is also well served by Public Transport with a bus stop located 50 meters from the site on Stretford Road and Oxford Road Train Station and Deansgate/Castlefield Tram Station both located within a 15 minute walk of the site.

2.2 Highways

The site is bounded by Princess Road (A5103), which feeds onto Mancunian Way (A57) which links to the majority of the national motorway network and provides access to most major roads offering good connections with Manchester, the Airport and the surrounding region.

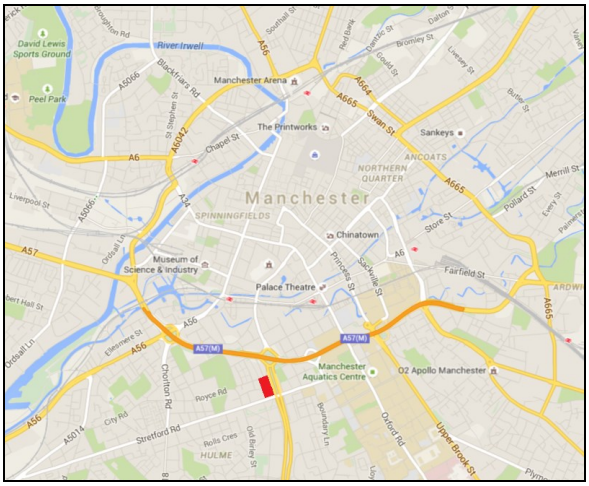


Figure 2: network of highways around Leaf Street

2.3 Trams

The site is approximately a 12 minute walk from Deansgate/ Castlefield Metrolink Station, from which services run regularly to all destinations including Manchester Piccadilly, Media City, Eccles, Manchester Victoria, Bury, Oldham, Rochdale, Ashton- Under-Lyne, East Didsbury, Manchester Airport and Altrincham.

2.4 Trains

Onward journeys by train can be made by train from Manchester's Victoria, Oxford Road or Piccadilly Stations to all major local and national rail destinations, including Manchester Airport.

2.5 Bus

A number of buses operate in the immediate vicinity of the development with 4 No. bus stops located within 250m walk of the development serving the routes as listed in Table 1 below. The locations of bus stops is shown on Figure 3 below:

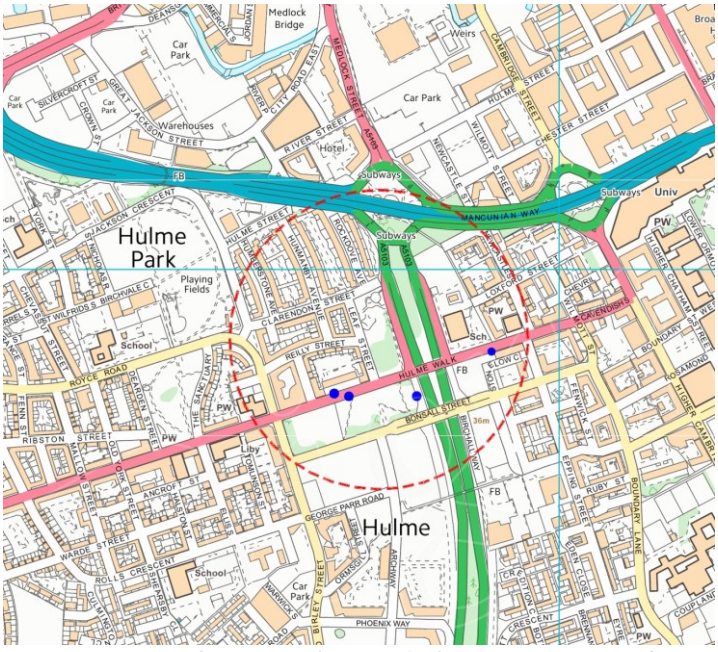


Figure 3: Location of Bus Stops (shown blue) within the vicinity of the site

The services routes and frequencies are summarised in Table 1 below:

Route		Frequency (Minutes)			
		Monday- Saturday		Sunday	
		Daytime	Evening	Daytime	Evening
256	Flixton - Manchester	10	20	30	30
53	Cheetham Hill - Salford Shopping Centre	30	60	60	60
86	Chorlton - Manchester	10	10	10	15
112/113	Middleton - Manchester	10	30	20	30
250/251	The Trafford Centre - Manchester	15	15	15	30
253/255	Partington - Manchester	30	30	30	60
263	Altrincham - Manchester	15	30	30	30
291	Trafford Park - Manchester	20 (No service Saturdays)	30 (No Service Saturdays)	No Service	No Service

Table 1: Bus Routes and Frequency

2.6 Walking

As well as the public transport facilities nearby the site is also well connected to surrounding areas by foot, with pavement access and pedestrian crossings to adjacent roads. There is also safe access by foot towards the city centre with pedestrian footways passing under the ring road, the Mancunian Way.

2.7 Cycling

According to (the now superseded) *Planning Policy Guidance 13*, the Government's key policy document on transport: "Cycling has the potential to substitute for car trips, particularly those less than 5km (3.1 miles)."

Leaf Street is within; 2.7 miles of Media City, 2.7 miles of Salford City Centre and 1 mile of Manchester City Centre, showing that cycling is a viable option as part of a household Travel Plan.

The major highway that passes the site (Stretford Road) has marked Cycle lanes, thus allowing safe passage to and from the site via bicycle.

Cycle Maps for the area can be found on the TfGM website http://cycling.tfgm.com/Pages/Cycle-Maps.aspx

2.8 Travel to Work Mode Share

Figure 5 below shows the travel to work mode share statistics of the residents within the area of Hulme taken from the 2011 Census (Super Output Area Middle Layer 'Manchester 019').

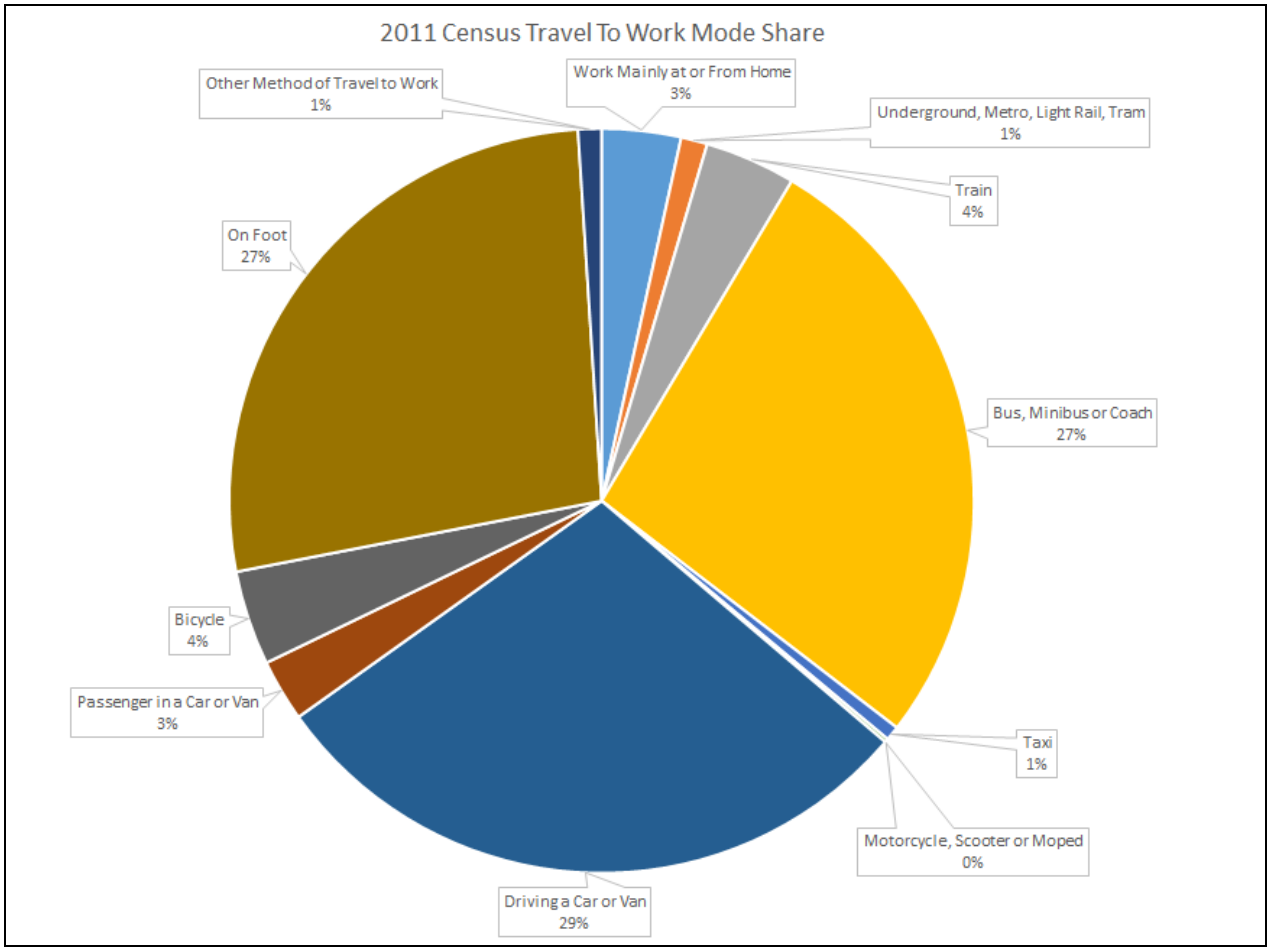


Figure 5: Travel to Work Mode Share (2011 Census)

3. DEVELOPMENT PROPOSALS

The proposals for the site include a total of 105 residential units including 85 No. 1-3 bed apartments and 20 new houses, along with associated open space, landscaping and highway improvements.

A Transport Statement has been prepared for the development which has concluded that given the limited number of car parking spaces proposed and the fact that this will naturally restrict the number of private vehicular journeys to and from the development, combined with the fact that the development will be well served by public transport, it is considered that there will be negligible impact on the transport infrastructure and facilities serving the site as a result of the development.

3.1 Travel Plan Objectives and Overall Strategy

In light of both National and local policy guidance, and the existing and proposed transport conditions of the site and wider area, the overall objectives for the Leaf Street Travel Plan are:

To Increase Travel Awareness

- Raise resident's knowledge of the implications of all forms of travel on the environment, and the health and wellbeing of individuals

To Contribute to Reduced Traffic Congestion & Improved Air Quality

- Reduce the number of single occupancy car journeys generated by the development.

To Contribute to Improved Health and wellbeing

- Increase the number of residents walking and cycling to work.

4. MEASURES & ACTIONS

4.1 Introduction

With the existing and proposed transport conditions in mind, a range of initiatives to best achieve the aims and objectives of the Travel Plan are identified below. The strategy adopted for the framework travel plan focuses on 'carrots' rather than 'sticks', since these measures are usually most effective. Sustainable travel demand can be generated through promotion and active encouragement to use the available facilities. Facilities and infrastructure measures are therefore complimented by marketing and the provision of information to residents. The proposed Travel Plan measures are summarised below:

- Promotion of Car Sharing
- Promotion of Public Transport Services
- Promotion of Walking & Cycling
- Provision of Cycle Facilities
- Provision of High Speed Broadband
- Residents Travel information Pack
- Communication Strategy
- Travel Plan Coordinator

Each measure is described below:

4.2 Promotion of Car Sharing

The use of existing online journey matching databases such as *http://www.carsharegm.com/* (aimed primarily at employees of the Greater Manchester Councils), free car share matching service at *www.nationalcarshare.co.uk*, or Liftshare, www.liftshare.com/uk/ will be promoted to residents.

These services allow users to

- Save money.
- Reduce pollution from car emissions.
- Make new friends and provide security and company in the event of a breakdown
- Reduce local congestion.
- Save time.
- Reduce the use of limited fossil fuels.

4.3 Promotion of Local Public Transport Services

Information will be made available to all residents regarding public transport initiatives and services to the site. This includes up to date service information and route maps.

Other public transport information sources for inclusion are as follows:

- Journey planning available free from public transport journey planning websites such as http://www.gmpte.com/journey_planning/
- Public transport information including bus and train timetables and ticketing information available at http://www.gmpte.com/journey_planning/
- National train travel information and real-time train information available at www.nationalrail.co.uk.
- Coach information available from National Express (www.nationalexpress.com) and Megabus (http://www.megabus.com/ or 0900 1600900).

4.4 Promotion of Walking & Cycling

Information sources will be promoted to all residents regarding initiatives and infrastructure to facilitate travel on foot and on bike to the site. This will include the following:

- Cycling maps and information, including the locations of public cycle parking facilities available online at http://cycling.tfgm.com/Pages/default.aspx
- Walking information and online walking route planner available at www.walkit.com
- Information on the health benefits of walking and cycling
- Advice on personal safety.

Other information could include the Cycle to Work scheme and the Council's Cycle Forum.

4.5 Provision of Cycling Facilities

Good quality secure and well lit provision for cycle parking that is convenient to use offers an important yet cost effective incentive to help encourage cycling at the new development.
Cycle parking for residents and/or their visitors will be provided within the new development.

4.6 Residents Travel Information Pack

A Travel Information Pack will be provided to all residents prior to the commencement of their occupation. The pack will include the following information:

- Outline the objectives of the Travel Plan including government and local authority policy. Set out environmental concerns, responsibilities and the potential benefits to the employee.
- Relevant public transport information, contact details of operators and a summary of service provision.
- Cycling details possibly including on-site provision, cycle network maps and details of cycle parking, cycling clubs, retailers and support groups.
- Details of the Travel Coordinator including their role and responsibilities and their contact details.
- Any relevant websites relating to sustainable commuting options.

4.7 Provision of High Speed Broadband

Providing high speed broadband internet connections will allow residents to work more easily from home, reducing the requirement to travel at all.

4.8 Communication Strategy

A communication and marketing strategy is important to ensure that all residents are fully aware of the sustainable transport options available to them and is essential to the success of a travel plan. A variety of marketing tools and techniques can be employed to attain maximum visibility.

This could include the distribution of information on the Travel Plan, its progress, impacts, benefits and successes to residents; and the use of newsletters, notice boards, leaflets, posters, displays, promotional events, incentives or prizes. Information on the Travel Plan could also be included in the new resident's welcome or marketing packs. Sustainable travel information should also be displayed in prominent locations within communal areas.

Manchester City Council and TfGM can provide further information on sustainable transport options and are able to provide posters, leaflets and timetables for display on notice boards or in display units in communal areas. Leaflets should also be developed to summarise the site specific sustainable travel options.

4.9 Travel Plan Coordinator

For this Travel Plan to be delivered successfully, a specific person(s) will be appointed as Travel Plan coordinator(s) to serve the community based within the new site.

The chosen person should be committed, a good communicator, have sufficient authority to move the plan forwards and be given dedicated time to work on it.

The travel plan coordinator(s) for the development will have overall responsibility for implementing and promoting the travel plan including:

- Informing all residents of their sustainable travel options.
- Encouraging visitors to the site to travel sustainably.
- Carrying out annual travel surveys.
- Ongoing liaison with Salford City Council and TfGM.
- Provision of sustainable travel information in communal areas or on any website for the development.
- Review the Travel Plan on an annual basis and each year set out an annual programme of measures.

5. TRAVEL PLAN MONITORING

Measuring the Travel Plan performance will be important to understand the changes to employees' and residents' travel patterns and assess its effectiveness in delivering agreed measures.

5.1 Monitoring Surveys

The Travel Plan coordinator will be responsible for monitoring the travel plan and agreeing how the results will be reported to the council. This could be done by a variety of survey methods including one or a combination of the following:

- A 'snapshot' modal split survey of residents, employees, occupiers, visitors and customers
- A full residents/staff/occupier travel survey questionnaire. Surveys should always be conducted at the same time each year for consistency
- Monitoring the uptake of the various season ticket and cycling incentive schemes
- Monitoring the use of cycle parking spaces

Mitigation measures must also be identified to address the sustainable travel requirements of the scheme in the event that the Travel Plan is failing to deliver its anticipated outputs or meet its targets.

Travel Plan monitoring must be undertaken within three months of initial occupation and annually thereafter. Monitoring will include travel to work surveys of all residents.

5.2 Evaluation and Review

The Travel Plan is an active document, which should be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances.

An annual review of the Travel Plan should be undertaken in conjunction with Manchester City Council.

APPENDIX A Travel Plan Measures & Objectives

APPENDIX A

605-01
Leaf St.
Travel Plan Objectives
August 2015

Objective		Action/ Measure	Timescale	Responsibility	Monitoring	Cost
Increase Travel Awareness	Raise Residents' knowledge of the implication of all forms of travel on the environment, and the health and wellbeing of individuals.	Provide information as to the implications of different modes of Transport in home user guides/resident packs.	To coincide with occupation of the development	Nominated Travel Plan Coordinator	Annual survey of residents' transport awareness and choices to be carried out.	Developer/ Operator
Contribute to Reduced Traffic Congestion	Reduce the number of single occupancy car journeys generated by the development.	Promote the use of car sharing schemes such as www.carsharegm.com, www.nationalcarshare.co.uk and www.liftshare.co.uk	To coincide with occupation of the development	Nominated Travel Plan Coordinator	Contact car sharing scheme to monitor membership	No cost
		Provide access to high speed Broadband	To coincide with occupation of the development	Nominated Travel Plan Coordinator	Homeworking questions to be included on Annual Survey Questionnaire.	Cost to be borne by resident.
		Provide information about local public transport provision to all residents.	To coincide with occupation of the development	Nominated Travel Plan Coordinator	Annual survey of residents' transport awareness and choices to be carried out.	Developer/ Operator
		Provision of a Car Club space on site or within the adjacent Streets.	To coincide with occupation of the development	Developer/ Operator	City Car Club monitor the usage of their cars.	Scheme Cost
Encourage residents to travel more sustainably and healthily	Increase the number of residents walking and cycling to work.	Provide good quality, secure and well lit provision for cycle parking for residents and their visitors.	To coincide with occupation of the development	Developer/ Operator	Travel plan coordinator to monitor quality of parking and assess the need for additional spaces	Scheme Cost
		Provide free cycle maps of the surrounding area to those who work and live within the development.	To coincide with occupation of the development	Nominated Travel Plan Coordinator	Annual survey of residents' transport awareness and choices to be carried out.	Developer/ Operator