

Green Travel Plan

Introduction

The proposed development within Moston, Manchester is for 12 apartments and 8 Houses and ancillary communal external areas.

A travel and management plan is important to this development to ensure that access to the site by walking, cycling and public transport is promoted. Some of the necessary data can only be produced when data has been gathered from the actual use of the new development. It should in any event be considered as a dynamic document that will evolve over a period of time, with input from those managing the scheme and the wider community.

Aims and objectives of the Travel and Management plan

This Travel and Management plan provides a framework within which sustainable transport objectives will be delivered. The main aims and objectives are to:

- reduce the need to travel (to and from the site)
- reduce the number of vehicles attending the site, particularly single occupancy vehicles,
- reduce the costs associated with on-site parking provision and congestion,
- improve the safety and security of people who travel to the site,
- promote the increased use of cycling, walking and public transport and therefore healthier living,
- promote integration between different transport modes,
- make positive changes to attitudes in relation to the use of alternative transport modes,
- provide clear information to residents and visitors on the alternative modes of transport to and from the site,
- improve accessibility for non-car users and the disabled.

Site Location

The site is located on the former St Lukes, social club on Sulby Street, Moston, Manchester

The site is located within convenient reach of:

- Bus stops on Kenyon Lane.
- Moston railway station Hollinwood Avenue, Moston.
- Regular bus services to Manchester and all surrounding areas.

- Local public houses, Kenyon Lane host a large variety and cafés, takeaways, shops, stores and other local amenities.
- Ample free parking available in surrounding side roads.

The development includes:

- 8 car parking on drives for Houses
- 8 car parking bays including
- 1 disabled space
- 100% EV Charges
- Plus a drop off area

Rented

Jigsaw have collected data from their existing housing schemes across the country that demonstrates only 35% of rented residents are car owners. Therefore with 12nr rented flats at Sulby Street, we can assume there will be **6 cars** for rented tenants.

Shared Ownership and Outright Sales

Shared ownership tenant car ownership figures from around the country show that around 60% of tenants will have a car. We have no recorded instance of shared ownership tenants having 2 cars.

Therefore:

No shared ownership flats

No Outright sale flats

Employed Staff

To assist with deciding the number of car parking spaces required for staff on site, a 12 unit housing scheme will typically employ the following staff:

Cleaning staff	x	1 (once a week)
Total		1

However, not all employed staff will be car owners, particularly cleaning staff, and with good transport links, we anticipate that some staff will be employed locally and will travel to work using public transport. However to be safe, assume at peak times there would be **1 car**.

Deliveries/Collection

The volume of deliveries to the scheme will be minimal and will only comprise of a small van delivering goods and the local pharmacy delivering medicines and supplies on an ad-hoc basis.

There will be a refuse collection 1 times a week which has to be borne in mind in relation to access.

Visitors

Throughout the day there will be visitors but these would be expected outside of the busy staff hours.

Conclusion

These estimates are based upon experience learnt by Jigsaw from previous schemes across the country. We have taken the 'worst case' scenario for car usage and this clearly indicates there is adequate car parking provision on site.

Travel Plan Co-ordination

The responsibility for implementing the travel plan will be carried out by Jigsaw who will assume the role of Travel Plan Co-ordinator.

Staff Travel Survey

As part of the operational phase a staff travel survey will be undertaken within the first six months of the site being occupied. It will provide both qualitative and quantitative information on travel patterns and attitudes relating to travel behaviour. The data will be used to establish objectives and targets. It will also provide valuable information for developing initiatives that are likely to be successful and prioritise initiatives for implementation. This will be administered by the Travel Plan co-ordinator

It will include the following:

- arrival / departure times
- origin of journey
- days of travel
- distance of travel
- mode of transport
- location of parking
- willingness to use alternative forms of transport
- incentives that would encourage the use of alternative forms of transport
- any transport issues / concerns staff have

Visitor Travel Survey

A full visitor travel survey will be undertaken within the first six months of the site being occupied. This will be administered by the Travel Plan co-ordinator as detailed above

It will include the following:

- frequency of use
- origin of journey
- days / times of travel
- distance of travel
- mode of transport
- willingness and interest in using alternative forms of transport
- any local transport issues / concerns that need to be considered further

The results from the visitor travel survey will be analysed and used to produce the Final Travel Plan.

Resident Travel Survey

A resident travel survey will be undertaken within the first six months of the site being occupied. This will be administered by the Travel Plan co-ordinator as detailed above

It will include the following:

- extent of car ownership
- frequency of car useage
- days / times of travel
- distance of travel
- modes of transport used other than cars
- willingness and interest in using alternative forms of transport
- any local transport issues / concerns that need to be considered further

The results from the resident survey will be analysed and used in the production of the Final Travel Plan.

Public Transport

The site is located in Bentley on the edge of Doncaster town centre and very close to bus stops which are on bus routes to Doncaster and Pontefract and also close to the railway station, making the site highly accessible from public transport.

Implementation of future measures

Once the site is occupied there are many measures that will be introduced to encourage staff and visitors to use sustainable means of travel to and from the site. We have highlighted what measures we believe contribute to achieving our Aims and Objectives as detailed above.

Measure

- The Travel Plan co-ordination group will be responsible for implementing the measures as detailed in this Travel Plan document.

To meet the following Aim(s) and Objective(s):

Promote the increased use of cycling, walking and public transport and therefore healthier living.

Promote integration between different transport modes.

Make positive changes to attitudes in relation to the use of alternative transport modes.

Provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site.

Measure

- A Travel Plan Welcome Pack will be given to all residents when they sign up to their tenancies and move into the property, this will include information such as local road maps, shop locations, bus stop locations, train stations, etc, will be updated by the travel co-ordinator on a regular basis.

To meet the following Aim(s) and Objective(s):

Promote the increased use of cycling, walking and public transport and therefore healthier living.

Promote integration between different transport modes.

Make positive changes to attitudes in relation to the use of alternative transport modes.

Provide clear information to employees, customers and visitors on the alternative modes of transport to and from the site.

Reduce the number of vehicles attending the site, particularly single occupancy vehicles.

Improve the safety and security of people who travel to the site.

To meet the following Aim(s) and Objective(s):

Promote the increased use of cycling, walking and public transport and therefore healthier living.

Make positive changes to attitudes in relation to the use of alternative transport modes.

Measure

- Provision of priority car parking spaces for those who share cars

To meet the following Aim(s) and Objective(s):

**Reduce the number of vehicles attending the site, particularly single occupancy vehicles.
Reduce the costs associated with on-site parking provision and congestion.**

Measure

- Signage for pedestrians and cyclists to the site from key locations

To meet the following Aim(s) and Objective(s):

**Reduce the number of vehicles attending the site, particularly single occupancy vehicles.
Reduce the costs associated with on-site parking provision and congestion.
Improve accessibility for non-car users and the disabled.**

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Objectives and Targets

Using the initial travel surveys (to be completed within the first 6 months of the scheme opening) we will calculate the existing modal split. We will then use the travel survey information after two years and five years to calculate the modal shift. Using the above measures we think a reasonable target would be to see a 2% shift after two years and a 5% shift after five years from car driver/car passenger to other forms of transport.

Monitoring and Evaluation

Once the final Travel Plan has been established it will be monitored in use and a review will take place every twelve months. This will provide an opportunity to review each of the measures included within the Final Travel Plan and measure how successful they have been during the preceding period. It will highlight what is working well in terms of environmental savings and the areas which need to be further developed or need reconsidering. It will also identify what is working well for staff and for visitors.