

Proposed Residential Development
Old Mill Street, Manchester

November 2023

TRAVEL PLAN FRAMEWORK

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PLANS

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Urban Splash to produce a Transport Statement to assist the Local Planning Authority's determination of a planning application for a residential development at Old Mill Street in the New Islington area of Manchester.

1.1.2 Planning Practice Guidance '*Travel Plans, Transport Assessments and Statements*' advises that '*The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers.*'

1.1.3 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 sets out the aims and benefits of Travel Plans. Section 3 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.4 Section 6 discusses targets for reducing trips by the private car while Section 7 details the monitoring of the Travel Plan.

1.3 The Travel Plan

1.3.1 The aims of the Travel Plans are as follows:

- to encourage residents and visitors to use alternatives to the private car,
- to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4 Residents Travel Pack

1.4.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

1.5 Plan Administration

1.5.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Urban Splash. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.5.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Manchester City Council (MCC).

1.6 Development Site and It's Location

1.6.1 The development site is located on the edge of the designated Manchester City Centre boundary. The location of the site is shown on **Plan 1**.

1.6.2 The Site is part of the wider New Islington development area. The application site is currently undeveloped. The site was previously occupied by employment users, but these uses have now ceased operation and the site is currently vacant.

1.6.3 The site is bounded by Lampwick Lane to the west and to the east lies residential properties located down Piercy Street. Old Mill Street lies to the north, and to the south by commercial buildings.

1.6.4 The surrounding area is largely residential, with commercial/industrial buildings located along the southern bank of the Ashton Canal.

1.7 Development Proposals

1.7.1 The application proposals are for residential development of 40 residential apartments, comprising of 20 x 1 bedroom studios and 20 x 2 bedroom apartments. In addition, on the ground floor of the unit, it is proposed to provide amenity unit with a gross floor area of 86 sqm and a retail/leisure unit with gross floor area of 86 sqm.

1.7.2 The proposed site layout is shown in **Plan 2**.

1.7.3 As part of the proposals a total of 5 parking spaces including 1 mobility impaired space will be provided at the rear of the building. These spaces will be residents on the proposed development only.

1.7.4 The car parking allocation for this development is considered appropriate by the applicants based on their experience of providing residential development in the New Islington area which is in a sustainable location and is sufficient to cater for the likely demand at the site.

1.7.5 Pedestrian access into the site will be provided from Old Mill Street at the front of the building, whilst an additional access is provided from the car parking at the rear of the building. These link with the existing facilities located on the surrounding highway network.

2 TRAVEL PLAN AIMS AND BENEFITS

2.1.1 The overall aim of the Travel Plan is to ensure residents are aware of all their travel choices and encourage them to use sustainable modes, where possible, in order to reduce travel by the private car. The aims include;

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services (where applicable).

2.1.2 The guidance identifies a number of benefits that Travel Plans can bring to new development, not only to the developer, but to the local authority and ultimately the end-users of the site. Some of these include;

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
- Making the site more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling.
- Improved travel choice, quality and affordable access to services for all users.

3 TRAVEL PLANNING POLICY AND GUIDANCE

3.1 Travel Planning Policy

3.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

3.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *“Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site”*.

3.2 Travel Planning Guidance

3.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

3.2.2 The document, entitled ‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’ sets out an overview of the process and delivery of Travel Plans and states that *“A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”*

3.2.3 The DfT document entitled “Making Residential Travel Plans Work” states that Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas” and goes on to say:

“Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas”.

3.2.4 The DfT's '*Making Residential Travel Plans Work*' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 3.1** below;

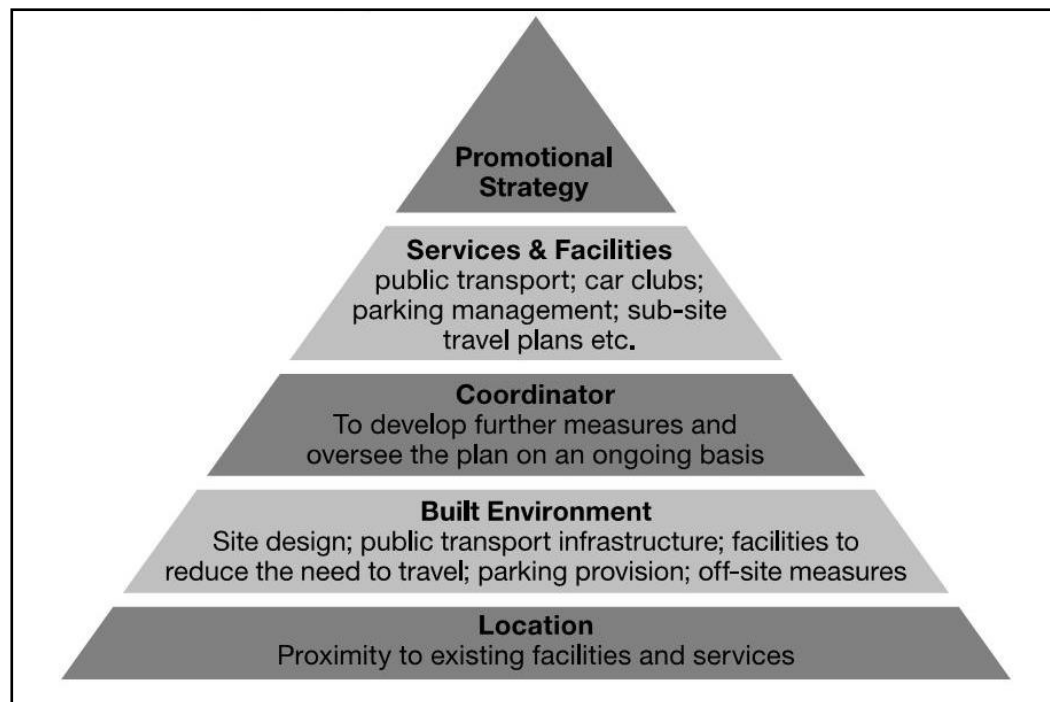


Figure 3.1 – The Travel Plan Pyramid

3.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that “good practice” is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

- 3.2.7** The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 3.2.8** The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 3.2.9** As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 3.2.10** The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

‘Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.’

4.1.3 One of the core principles of the NPPF is to *‘actively manage patterns of growth to make the fullest use of public transport, walking and cycling and focus significant development in locations which are or can be made sustainable.’*

4.1.4 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.5 The accessibility of the proposed site has been considered by the following modes of transport:

- access on foot;
- access by cycle;
- access by bus;
- access by rail.
- access by Metrolink.

4.2 Access on Foot

- 4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.
- 4.2.2 Existing footways are provided along Lampwick Lane, Old Mill Street and Ashton Canal Tow Path. These link to the wider pedestrian network.
- 4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

- 4.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

- 4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that *‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’.*
- 4.2.7 Section 3.1 of the CIHT guidance ‘Planning for Walking’ mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:
- ‘A brisk 20 minute walk each day could be enough to reduce an individual’s risk of an early death.’*
- 4.2.8 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.9 In light of the above, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3**.
- 4.2.10 The 2,000-metre pedestrian catchment illustrates that most of New Islington, including the primary shopping area in Manchester city centre, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.
- 4.2.11 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Table 4.2** below:

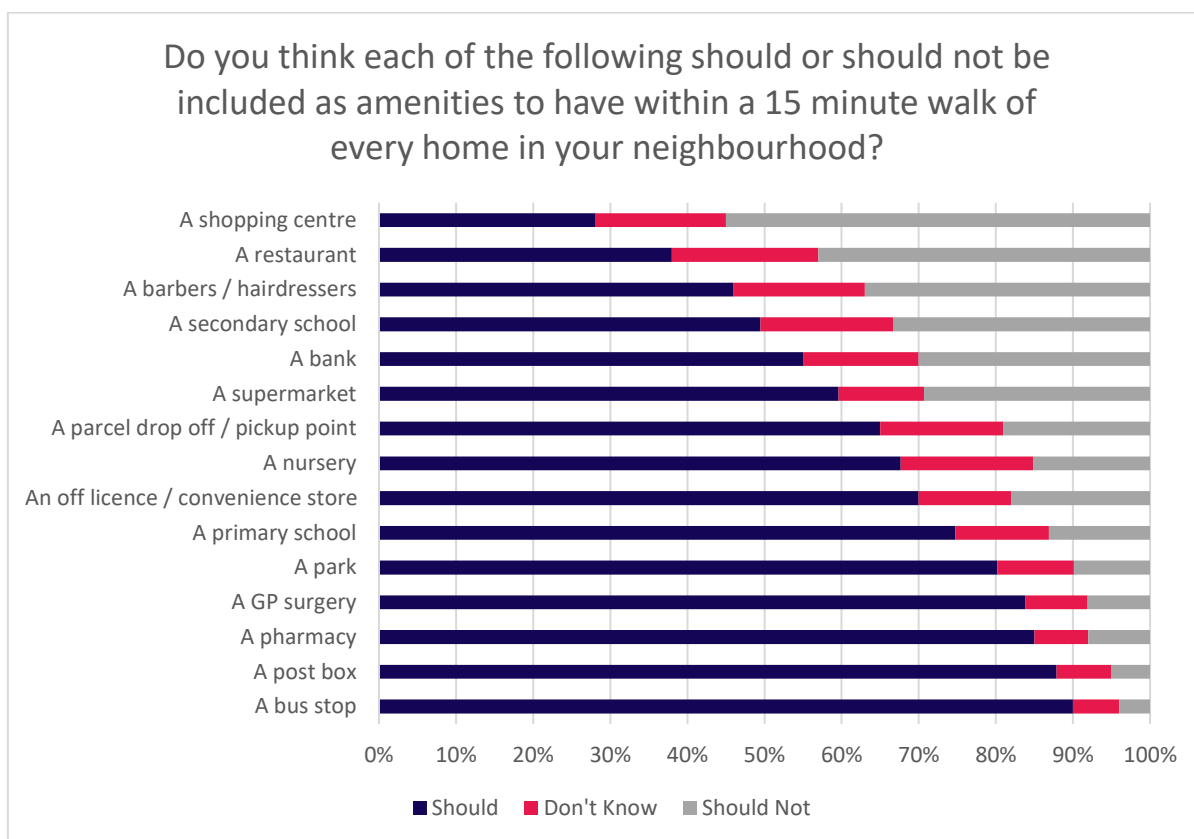


Table 4.2 YouGov Poll Results (Source YouGov)

4.2.12 Table 4.2 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.13 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.14 As can be seen in **Plan 3**, the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

4.2.15 **Table 4.3** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
K's Chemist	165m	1,600m	YES
New Islington Green	220m	1,600m	YES
Cotton Field Park	305m	1,600m	YES
Pollen Bakery	355m	1,600m	YES
Kodiak Barbell Club	485m	1,600m	YES
Co-op Academy New Islington	495m	3,200m	YES
Londis	500m	1,600m	YES
ALDI	615m	1,600m	YES
Proper Gym	650m	1,600m	YES
Rudy's Pizza	905m	1,600m	YES

Table 4.3 Distance from Site to Local Facilities

4.2.16 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

- 4.3.1** An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2** A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester, Salford, Fallowfield, Longsight, Ancoats, Crumpsall and Failsworth.
- 4.3.3** National Cycle Route 66 starts at Piccadilly station to the southwest of the site. From here it runs northeast to Failsworth via Bradford and Newton Heath. It is both an on and off-road cycle route and is located just outside the site.
- 4.3.4** National Cycle Route 60 starts in Clayton to the southeast and runs south to North Reddish via Gorton. It is an on-road cycle route and is located approximately 1.9km from the centre of the site.
- 4.3.5** National Cycle Route 6 is located in Lower Broughton, northwest of the site. From here it runs south towards the centre of Manchester then further south via Hulme and Moss Side. In Chorlton it goes east via Fallowfield and Levenshulme. This route is both a on and off-road cycle route and is located approximately 1.8km from the centre of the site.

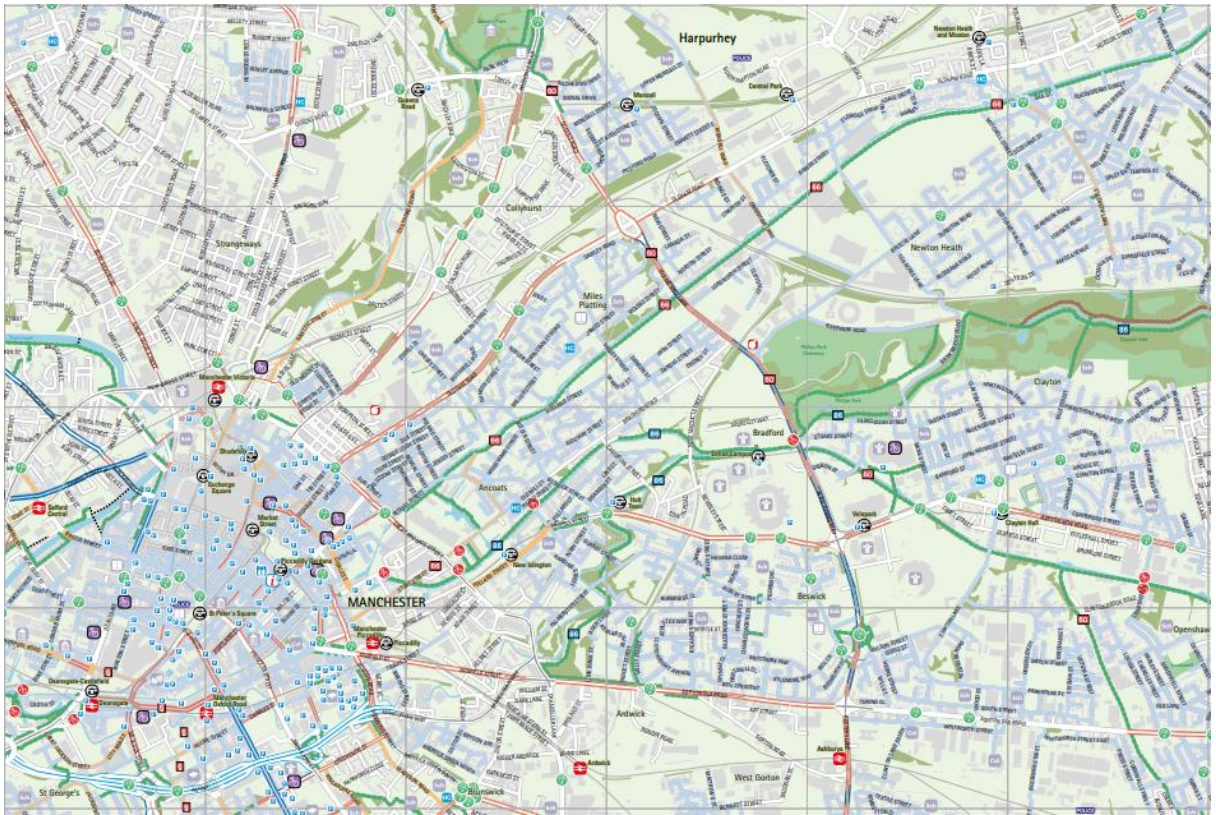


Figure 4.1- TFGM Cycle Map

4.3.6 Above is a map taken from TFGM (Transport for Greater Manchester) - [22-0348 MANCHESTER 8 Cycle map leaflet 48pp A1 Oct-2022 PROOF.pdf \(ctfassets.net\)](#). This Map shows that within the vicinity of the site the cycle routes, parking and bike hire hubs around the site and in the centre of Manchester.

4.3.7 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest bus stop to the site is located around 208 metres to the northeast of the site. This stop consists of a bus stop pole and provides access to bus the number 216 service. Around 405 metres to the southwest of the site along Great Ancoats Street a stop consisting of a bus stop pole and timetable provides service 230 and 231. All the nearest bus stops to the site are shown on **Plan 3**.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.4** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
216	Manchester – Ashton	16 services	10 mins	20 services	-	-	-	20 mins
230	Ashton/Littlemoss - Manchester	1 service	30 mins	8 services	-	30 mins	8 Services	-
231	Manchester - Ashton via Littlemoss	9 services	10 mins	6 services	1 service	30 mins	5 services	-

Table 4.4 Existing Bus Services Operating in the Vicinity of the Site

4.4.4 As can be seen from **Table 4.4**, the nearest bus stops to the site provides various services throughout the day to destinations such as Ashton-under-Lyne and Droylsden.

4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 5:00am to around 00:00pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.6 However, numerous other bus services which provide direct access to destinations in Greater Manchester and further afield, are also available further away from the application site at Piccadilly Gardens bus station which is approximately 1.4 kilometres away (18-minute walk). Manchester Piccadilly Gardens is also accessible via Metrolink tram services at the New Islington and Holt Town stops, located near the application site, making travel by bus an alternative to travelling by car for commuting trips.

4.4.7 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Ashton-under-Lyne	25 mins
Droylsden	13 mins
Manchester Piccadilly Gardens	6 mins

Table 4.5 Example Bus Journey Times from the Site

4.4.8 The above table demonstrates that Ashton-under-Lyne is just a 25-minute bus journey from the site and Droylsden is just a 13-minute bus journey.

4.4.9 It is therefore concluded that the proposed development site is accessible by bus.

4.5 Access by Rail

4.5.1 The nearest train station located to the site is Manchester Piccadilly which is located 1.1km to the southwest. This train station can be accessed by a 14-minute walk of a 4-minute cycle. This station has 228 cycle parking spaces. This train station is managed by Network Rail and has 14 platforms, offering 30 services per hour to destinations such as London and Chester.

4.5.2 A summary of the services calling at Manchester Piccadilly include:

- **Northern trains** local services to Alderley Edge, Barrow-in Furness, Blackpool, Chester, Crewe, Dinting, Glossop, Liverpool, Manchester Airport, Marple, Stockport, Sheffield and Wigan;
- **Transpennine trains**– regional/national services to Carlisle, Cleethorpes, Doncaster, Edinburgh, Glasgow, Leeds, Scarborough, Sheffield, and York;
- **East Midlands Trains** - regional/national services to Liverpool, Nottingham, Norwich and Sheffield;
- **Cross Country trains** - Long distance services to Birmingham, Bristol, Bournemouth and Paignton; and
- **Avanti Trains** - Long distance services to Birmingham and London.

4.5.3 Manchester Oxford Road, Manchester Victoria and Ardwick train station are all located within the 2km pedestrian catchment.

4.5.4 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Access by Metrolink

4.6.1 New Islington Metrolink stop is the closest tram stop to the site and can be accessed via a 3-minute walk. This stop provides trams to Ashton-under-Lyne, Media City and Eccles with trams running every 12-minutes from 06:00am to 00:00.

4.6.2 Manchester Piccadilly tram stop is located within the train station. It can therefore be accessed via a 14-minute walk or a 4-minute cycle. Trams from Piccadilly station provide access to Altrincham and Bury, running every 12-minutes.

4.6.3 It is therefore concluded that the proposed development site is accessible by Metrolink.

4.7 Accessibility Summary

4.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

4.7.2 The following conclusions can be drawn from this section of the report:

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Manchester city centre.
- it has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- the services from the bus stops on Great Ancoats Street and Carruthers Street, travelling to destinations such as Ashton-under-Lyne and Droylsden, shows that the proposed development can be considered as accessible by bus;
- The site is accessible via rail with Manchester Piccadilly, Manchester Victoria, Manchester Oxford Road and Ardwick all located within the 2km pedestrian catchment.

4.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be implemented:

- Appointment of Travel Plan Co-ordinator;
- Resident's Travel Pack;
- Travel Awareness and Information;
- Promotion of Lift Share Scheme;
- Encouraging Walking/Cycling;
- Encouraging Home Working and Delivery Services, and
- Encouraging Travel by Public Transport.

5.2 Appointment of Travel Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the housebuilder or developer at least one month before the first properties being occupied.

5.2.2 The TPC will be responsible for all aspects of the Travel Plan.

- Their primary functions will be as follows;
- Liaison with the local planning and highways authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

- 5.2.3 The role of the TPC will also be to develop and manage the Travel Plan for the site.
- 5.2.4 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing. Annual progress reports will be prepared and submitted to Manchester City Council.
- 5.2.5 Details of the nominated TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

5.3 Resident's Travel Pack

- 5.3.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.
- 5.3.2 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus service will encourage choice of public transport as a primary means of travel for the development.
- 5.3.3 However, in order to build on these locational advantages, it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.
- 5.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.
- 5.3.5 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

5.3.6 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

5.3.7 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan framework.

5.4 Travel Awareness and Information

5.4.1 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

5.4.2 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

5.5 Car Sharing Services

5.5.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register car share schemes such as the following;

- Liftshare <https://liftshare.com/uk>
- Bla Bla Car <https://www.blablacar.co.uk/>
- Enterprise Car Club <https://www.enterprisecarclub.co.uk/gb/en/home.html>
- Co Wheels <https://www.co-wheels.org.uk/>
- Karshare <https://help.karshare.com/hc/en-gb>
- Hiyacar <https://www.hiyacar.co.uk/>
- Getaround <https://uk.getaround.com/>

- 5.5.2** The car share, car club and peer to peer car club allow users to register their details and provides them with options for travelling by car without having to own their own vehicle.

5.6 Encouraging Walking/Cycling

- 5.6.1** Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.
- 5.6.2** Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

6 TRAVEL PLAN TARGETS

6.1 Introduction

6.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

6.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

6.1.3 In order to set the targets further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

6.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Manchester City Council and included in the final Travel Plan for the development.

6.2 Potential Targets

6.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration, and participation in the car share services, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

- Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

7 TRAVEL PLAN MONITORING

7.1 Introduction

7.1.1 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site in line with DfT best practice;

- A full Residents travel survey: A travel survey will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.
- Snap Shot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

7.2 Frequency of Monitoring

7.2.1 The full residential travel survey will be conducted once every two years until full occupation and the snap-shot survey will be undertaken annually with the results reported to Manchester City Council in the form of a monitoring report (annual progress report). The initial survey will be undertaken when the development reaches 50% occupancy and will be used to inform baseline travel data and targets.

7.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

7.2.3 The residents survey will be posted to all the residents either via a hard copy in the mail or an electronic link to an online survey via email.

7.2.4 A person will go and door knock on the addresses who have not sent their survey back and an on the spot survey will be undertaken. This method seeks to ensure maximum response rate and therefore provide the most realistic travel data. This method may be revised year on year if a more efficient data collection method is devised.

7.3 Monitoring Reporting and Review

7.3.1 Information gathered as part of the continuous monitoring process will be made available to Manchester City Council to assist the assessment of on-going modal split.

7.3.2 Future strategies for further delivering plan objectives can be considered in partnership with Travel Plan Officers.

7.3.3 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

7.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to the local authority.

7.3.5 The monitoring measures outlined below incorporate both the collection of general feedback and correspondence following the opening of the development.

7.3.6 Actions are:

- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
- Monitor the take-up of the car sharing scheme; and

- Record comments received from residents relating to the operation and implications of the Plan.

7.3.7 Information gathered through the monitoring process will be recorded for the input to the annual progress report. The information will be sent to Selby District Council at regular intervals.

7.4 Action Plan

7.4.1 **Table 7.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

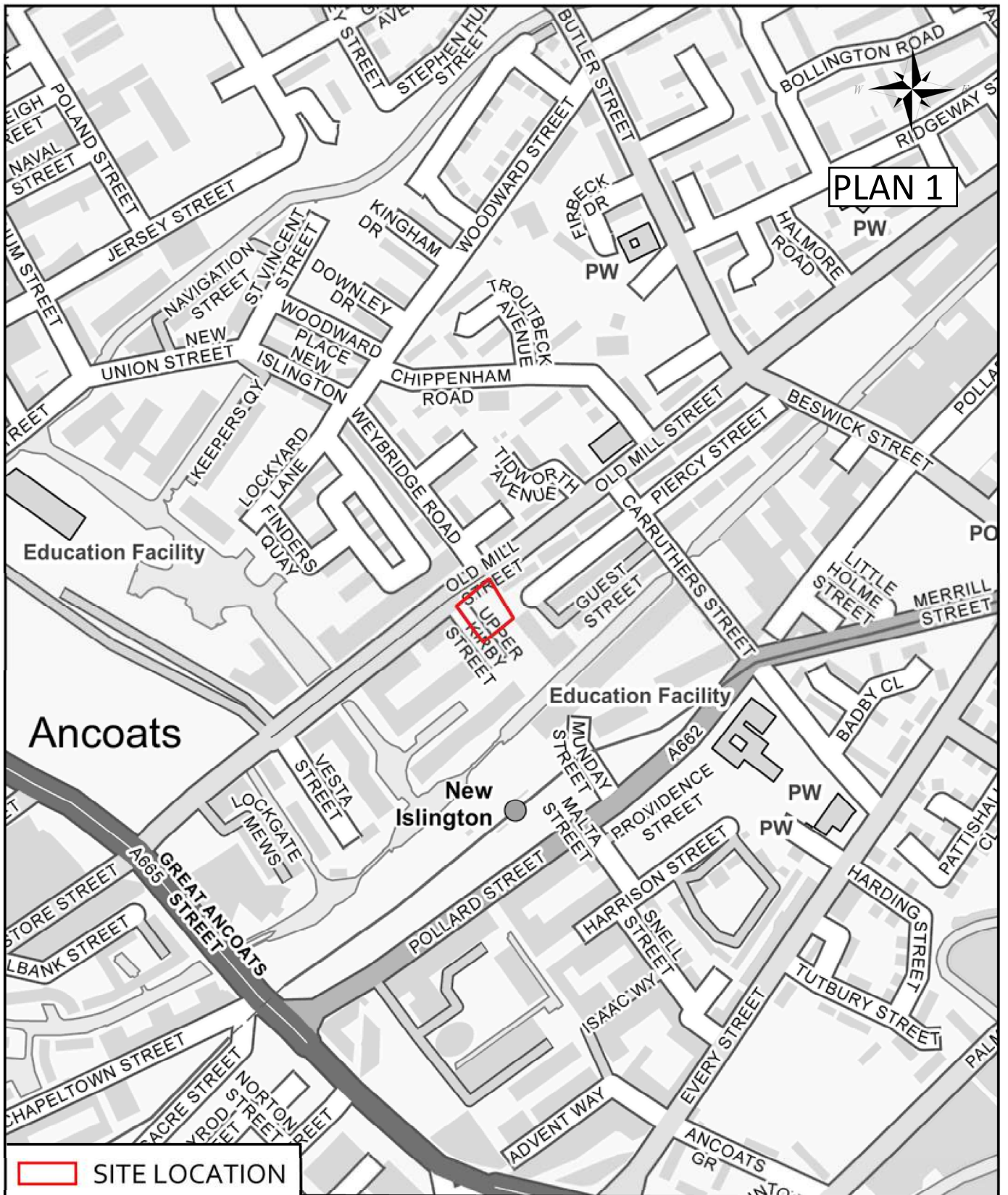
Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 7.1 - Travel Plan Action Plan

7.4.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

- 7.4.3** The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

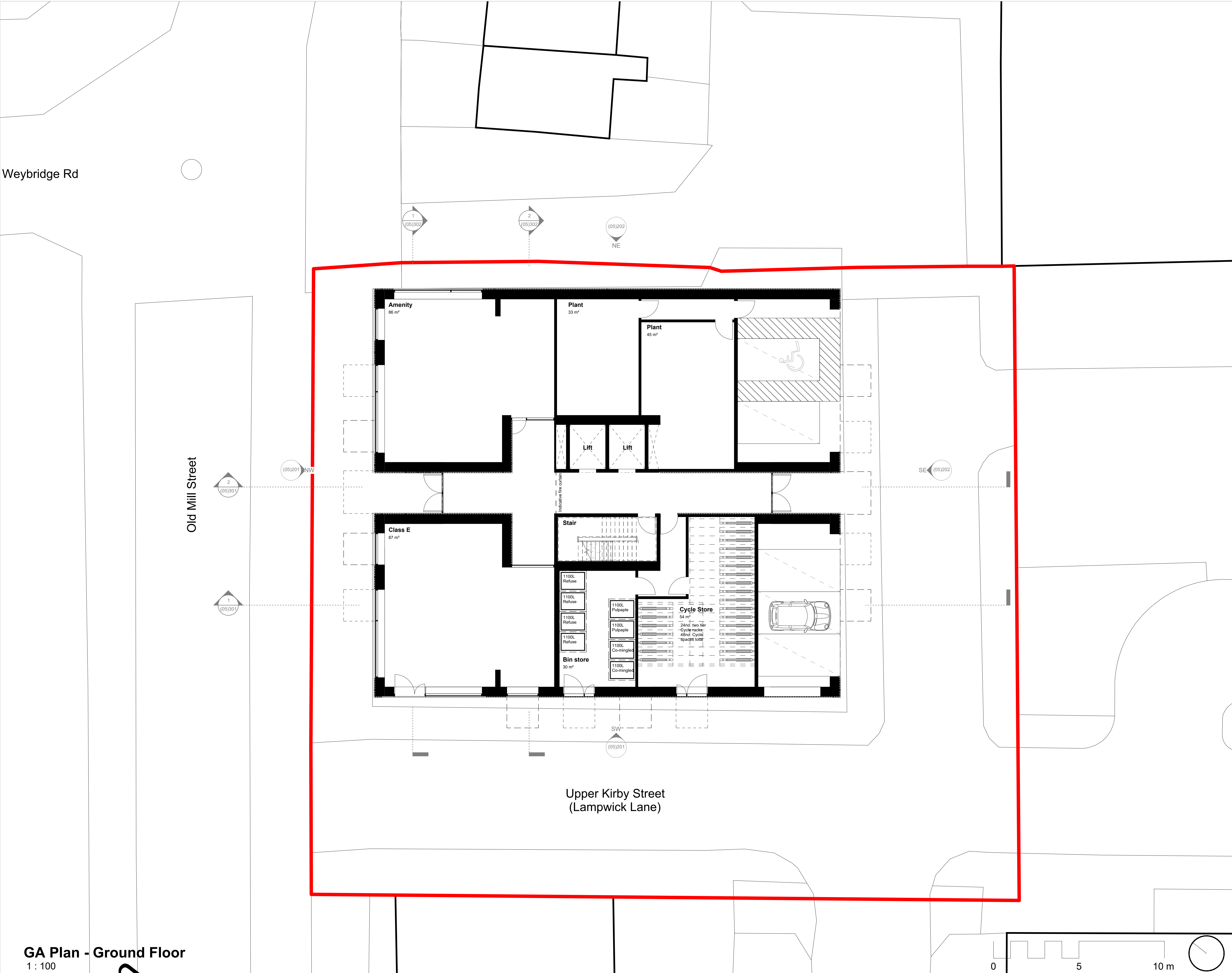
PLANS



CLIENT:					URBAN SPLASH		Eddisons 340 Deansgate Manchester M3 4LY	
DRAWING TITLE:					OLD MILL STREET, MANCHESTER SITE LOCATION		Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning	
DRAWN:					DATE:		DRAWING NUMBER:	
LG					30.08.23		4167-01	
CHECKED:					DATE:		REVISION:	
TSB					30.08.23		-	
SCALES:					NTS @ A4			



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Notes & Key

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Revisions

Date	Rev	By	Description
23/11/23	-	JB	Planning Issue

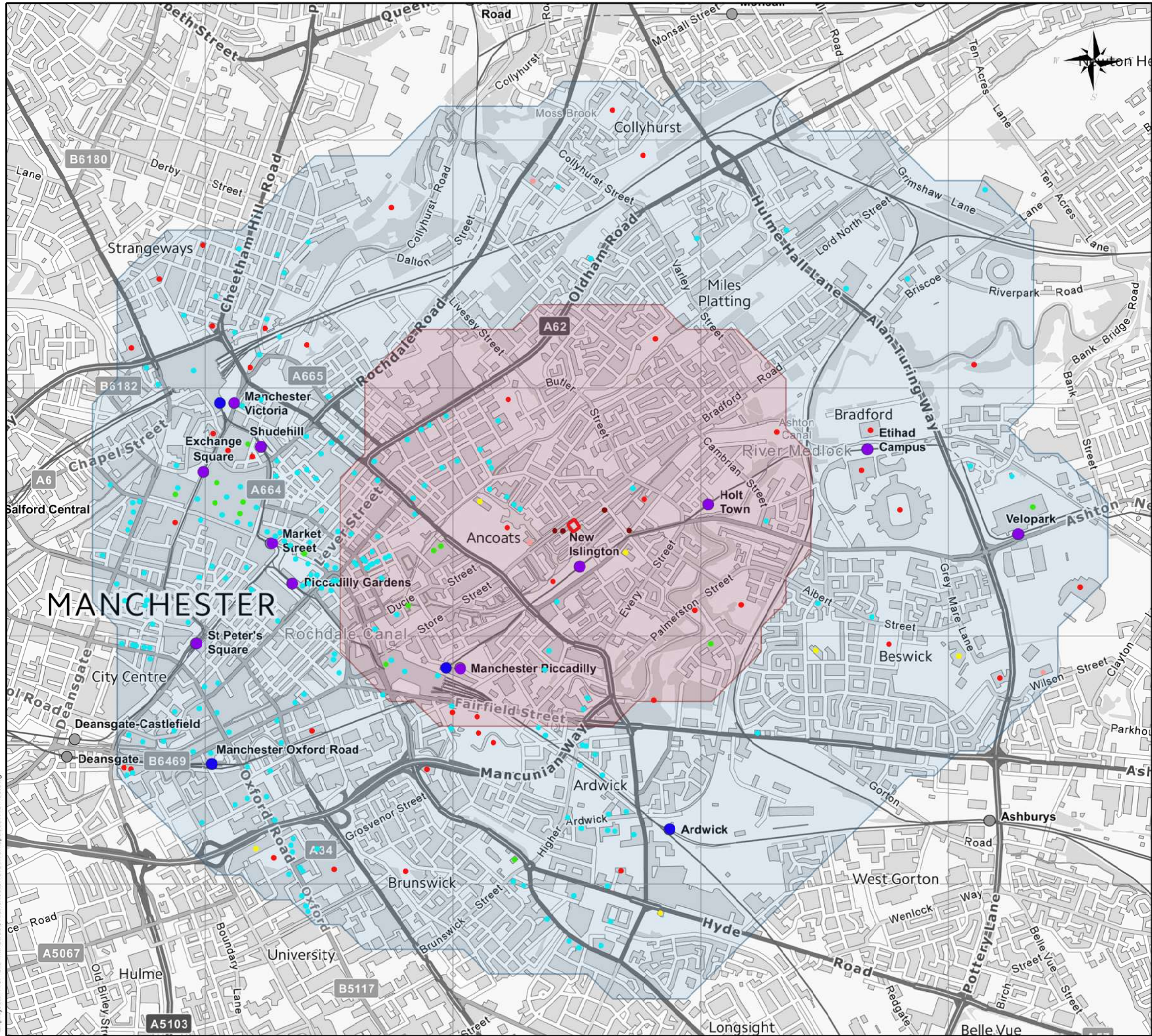
Location Key

PLANNING

Project	GHA No.
Old Mill Steet	2450
Client	
Urban Splash	
Drawing Title	
GA Plan - Ground Floor	
Drawing No.	Revision
2450-GHA-ZZ-00-DR-A-(05)100	-
Scale	Date
Scale - 1 : 100@A1	23/11/23
Checked	SP

Glenn Howells Architects

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NOTES

PLAN 3

Site Location

800m Pedestrian Catchment

2km Pedestrian Catchment

Train Station

MetroLink

Nearest Bus Stops

Retail

Education

Cafe/Takeaway/Public House

Medical/Healthcare

Sport/Leisure

REV	DETAILS	DRAWN	CHECKED	DATE
CLIENT:				
URBAN SPLASH				
PROJECT:				
OLD MILL STREET, MANCHESTER				
DRAWING TITLE:				
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES				
SCALES:				
NTS @ A3				
DRAWN:	LG	CHECKED:	TSB	DATE: AUG 23
Eddisons 340 Deansgate Manchester M3 4LY Email: info@crofts.co.uk Tel: 0161 837 7380 Web: www.eddisons.com/services/transport-planning				
DRAWING NUMBER:				REVISION:
4167-03				-

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