

Affordable Residential Development

Louisa Street, Manchester

Travel Plan

240305/SK22231/TP01(-01)

Contents

	Page
1 Introduction	1
2 Travel Plan Process	2
3 Site Location	4
4 Accessibility Audit	5
5 Management Structure	11
6 Measures Toolkit	11
7 Monitoring Plan	15
8 Action Plan	17

Appendices

- A Site Layout
- B Travel Pack
- C Travel Survey

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22231	TP01	00	First Draft	L Speers	LGS	05/12/2023
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1 Introduction

Background

- 1.1 SK has been instructed by Westchurch Homes Ltd to prepare a Travel Plan for an affordable residential development off Louisa Street in Openshaw, Manchester.
- 1.2 The development was granted planning permission in June 2023 for the construction of 71 dwellings (29 town houses and 42 apartments), with associated amenity space and parking (ref: 134775/FO/2022). The scheme will provide 100% affordable housing. The landscape layout is attached as Appendix A.
- 1.3 Vehicle access to the site is provided from a priority junction on Louisa Street. The access layout has been designed to achieve visibility splays of 2.4m x 33m and to provide a 5.5m road width with 2m footways on both sides. Dropped kerbs and tactile paving is provided at the access junction.
- 1.4 Pedestrian access is provided at the vehicle access junction and also via a segregated pedestrian route through to the park to the south of the site.
- 1.5 Internally a new section of road is provided to adoptable standard which incorporates a turning head suitable for service vehicle use. The road is 5.5m wide with 2m footways on both sides.
- 1.6 The Transport Statement prepared for the planning application shows that the car ownership level for the area is lower than found in other parts of the Manchester authority area, with houses having a car ownership level of 61% and apartments having a car ownership level of 41%.
- 1.7 The parking for the development reflects the lower car ownership level and provides 41 spaces for the town houses and 27 spaces for the apartments. Seven of the apartment parking spaces are to disabled standard. Each dwelling has access to an EV charging point, as shown on the plan in Appendix A.
- 1.8 A secure cycle store is provided for the apartments with space for 42 bikes (100% provision). Cycle storage is provided for each town house, with space for two spaces per house (58 bikes/200% provision).

Planning Condition

- 1.9 The Travel Plan has been prepared to discharge Part A of Planning Condition 9. The Condition reads:

“a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

 - i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development
 - ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
 - iii) mechanisms for the implementation of the measures to reduce dependency on the private car
 - iv) measures for the delivery of specified travel plan services
 - v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.”
- 1.10 As per the Condition, within three months of occupation travel surveys will be undertaken and the Plan will be updated for submission to discharge the remainder of the Planning Condition and submitted to Manchester City Council (MCC).

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following guidance and best practice:
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2008), Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - Ministry of Housing, Communities & Local Government (2021), Planning Practice Guidance
 - Ministry of Housing, Communities & Local Government (2023), National Planning Policy Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 The glossary of NPPF¹ describes a Travel Plan as:
- "A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed."
- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 The development proposes entirely affordable housing in an area with a good level of accessibility and with low car ownership. The level of intervention set out in the Travel Plan is commensurate with the small scale of development and low level of impact.

Travel Plan Pyramid

- 2.7 The Department of Transport (DfT) states that it is helpful to:
- "... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment."²
- 2.8 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 2.9 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel.

¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

² Department for Transport (2007), Making Residential Travel Plans Work

These measures include pedestrian and cycle access arrangements, car parking provision, and cycle parking proposals that will be delivered to serve a development. This information is as set out above in Section 1 and also in Section 6.

- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding commitments.

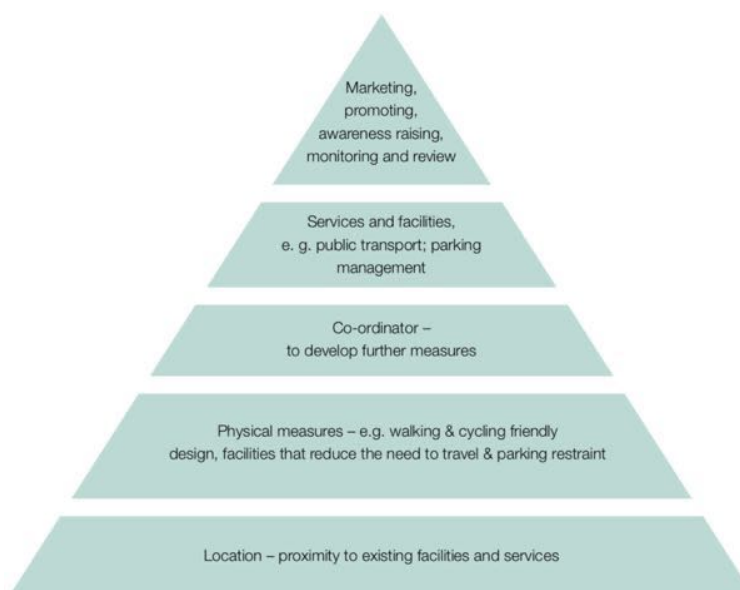


Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

- 2.14 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The aims of the Travel Plan are to:

Aim 1: To maximise trips by active/sustainable modes of travel.

Aim 2: To reduce the number of single occupancy private car trips.

3 Site Location

Site Location

- 3.1 Figure 3.1 shows that the site is located in an established residential area to the north of Ashton Old Road (A635). The site is bounded to the north by existing commercial and residential premises, to the west by the Fallowfield Loop (National Cycle Network Route 60), to the south by parkland, and to the east by Louisa Street.
- 3.2 The site relates well to existing local amenities, including primary schools, open space provision and retail facilities on Ashton Old Road. Access can also be gained bus and train services.

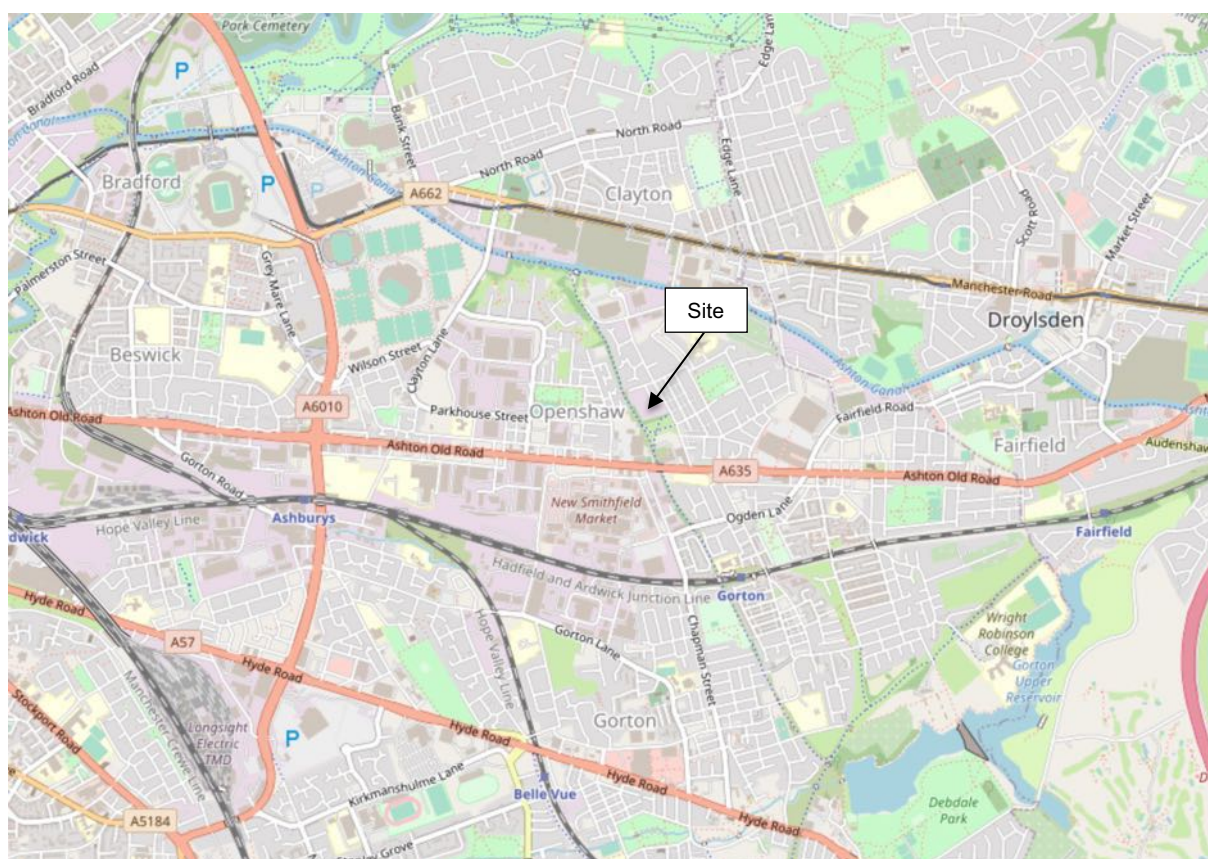


Figure 3.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Highway Network

- 3.3 Louisa Street is a residential type of street with street lighting and a 20mph speed limit. The carriageway outside the site is 7m wide with 2m footways on both sides. Along the site frontage single yellow line controls are in place. To the south of the site double yellow line controls are in place on the western side of the road to the junction with Ashton Old Road. There are no parking controls on the western side of the road to the north of the site as far as Sexa Street, and the entire length of the eastern side of the road. Parking activity from local residents and commercial uses is present on street. Dropped kerbs are provided at the side road junctions with Louisa Street southwards towards Ashton Old Road.
- 3.4 To the south of the site Louisa Street provides access to the south to Ashton Old Road via a ghost island junction. A controlled pedestrian crossing is provided on Ashton Old Road to the east of Louisa Street junction.
- 3.5 Ferris Street is a service route that provides access to the northern part of the site, other commercial premises north of the site, and the rear of the residential properties fronting Louisa Street. Ferris Street is gated at the northern end.

4 Accessibility Audit

Active Travel Networks

- 4.1 Louisa Street is a 20mph road and lit, therefore providing a suitable environment for pedestrians and cyclists. The footways on Louisa Street are 2m wide with dropped kerb provision at side road junctions. Controlled crossings are provided on Ashton Old Road.
- 4.2 Access can also be gained to segregated footpaths to the south of the site that provide access to Route 60 of the National Cycle Network (the Fallowfield Loop). Travelling north of the Fallowfield Loop provides access to the Ashton Canal tow path.
- 4.3 Figures 4.1 and 4.2 shows the [cycle network](#)³ serving the site. This shows that the streets surrounding the site are all traffic calmed and so provide a good basis for connections to the formal network, which includes Route 60 (the Fallowfield Loop), the Ashton Canal towpath and routes on Ashton Old Road.
- 4.4 As part of Bee Network Initiative, the Fallowfield Loop has been recently upgraded. The Fallowfield Loop is a 14km long off-road path used by pedestrians, cyclists and horse riders that runs from Chorlton-cum-Hardy through to Fallowfield to Gorton and Fairfield. The works included street lighting and improvements to access points to make the route usable for people of all mobility levels throughout the year.

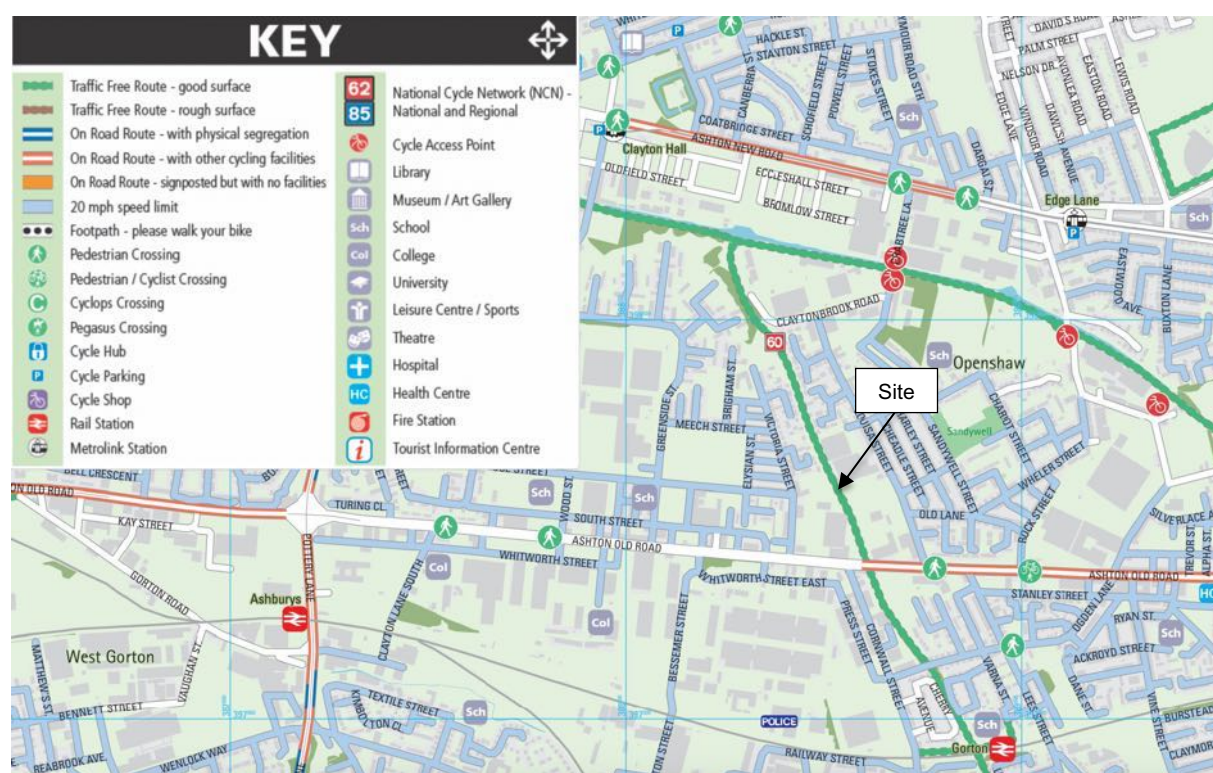


Figure 4.1: Cycle Network
[source: TfGM]

- 4.5 Figure 4.2 shows the Fallowfield Loop alignment from [MCC's website](#)⁴.

³ <https://tfgm.pindarcreative.co.uk>

⁴ https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling



Figure 4.2: Fallowfield Loop Alignment
[source: MCC]

- 4.6 The audit confirms that the site is well located in relation to active travel routes.

Public Transport Network

- 4.7 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area⁵.

⁵ <https://tfgm.com/maps>



Figure 4.3: Public Transport Map
[source: TfGM]

- 4.8 The nearest bus stops to the site are located on Ashton Old Road (400m/5-minute walk). The nearest bus stops benefit from shelters, seating, and bus boarder facilities.
- 4.9 Details of these services is provided in Table 4.1 and timetables are available from the [TfGM website](https://tfgm.com/bus/timetables)⁶.

No.	Route	Weekday (buses per hour / each way)			Weekend (buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
171	East Didsbury – Openshaw – Newton Heath	1	1	-	1	-
172	Southern Cemetery – Burnage – Gorton – Newton Heath	1	1	1	1	1
219	Ashton – Audenshaw – Manchester	6	6	3	6	6
220/221	Stalybridge – Beswick – Manchester	2	-	-	-	-

Table 4.1: Bus Services
[source: TfGM]

⁶ <https://tfgm.com/bus/timetables>

- 4.10 Table 4.1 shows that there are typically eight buses per hour (each-way) serving the area. These services provide frequency services to a range of destinations across Greater Manchester. Services are available in the evening and at the weekend.
- 4.11 Access can also be gained train services at Gorton train station, a 10-minute walk from the site, which can be used to access [mainline trains](#)⁷. The station is served by trains running between Glossop and Marple, and Manchester with a frequency of two trains per hour (each way).
- 4.12 [Metrolink tram services](#)⁸ can be accessed at Edge Lane tram stop, a 15-minute walk from the site. Tram services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.

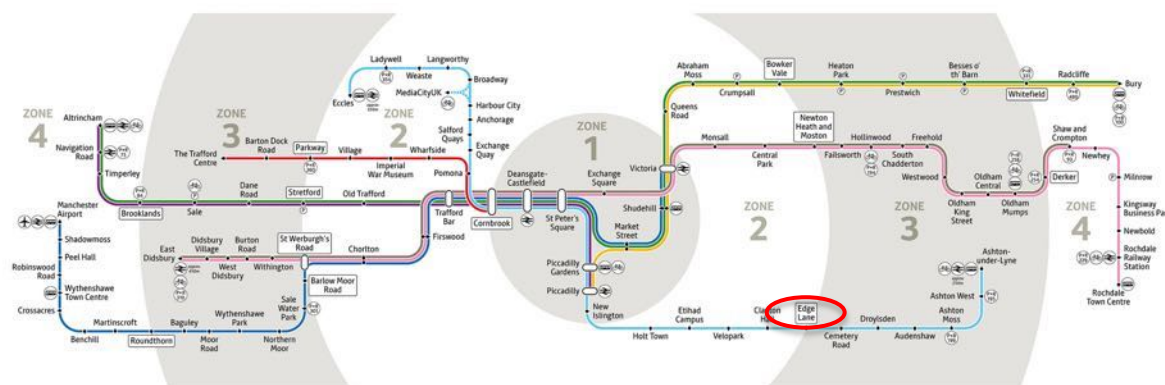


Figure 4.4: Tram Network
[source: TfGM]

Accessibility Assessment

- 4.13 One of the principal factors to be considered when assessing the suitability of a site for residential development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.2.⁹

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting / Education	2000	25
Local Centre / Local Retail	800	10
Other	1200	15

Table 4.2: CIHT Walk Distances
[source: CIHT]

⁷ <https://tfgm.com/public-transport/train>

⁸ <https://tfgm.com/public-transport/tram>

⁹ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

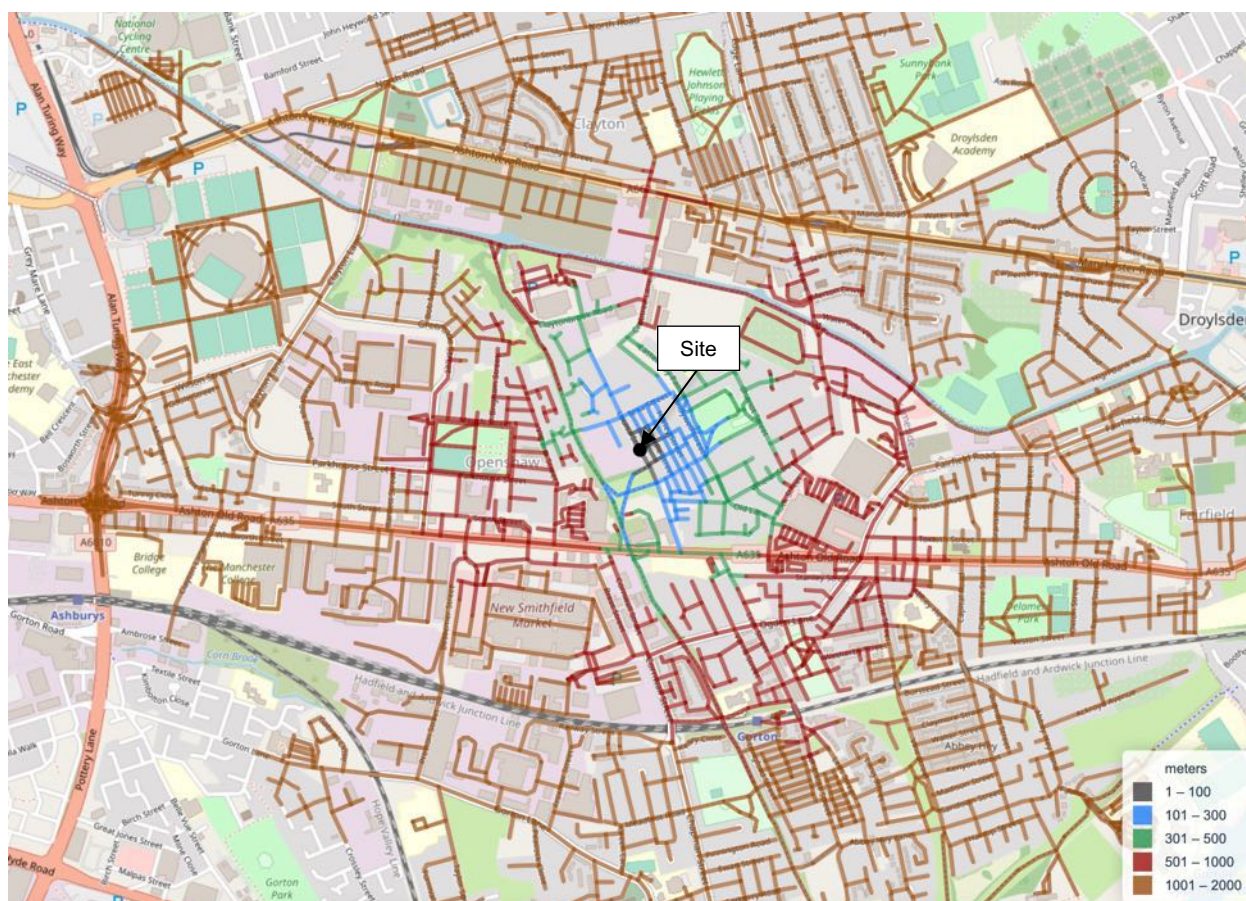


Figure 4.5: 2km Walking Catchment

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.14 Figure 4.5 shows that the site is 500m away from Higher Openshaw Community School, Morrisons and Lidl on Ashton Old Road, Openshaw Park, Matalan and Varna Community School. Lime Square Medical Centre, Farmfoods, Lidl, a gym, and other local centre uses on Ashton Old Road are within 800m of the site. The Manchester College, New Smithfield Market, the National Cycling Centre, and the centre of Droylsden are within 2km of the site. The assessment confirms that the site is well located for access to amenities and services.
- 4.15 DfT states that the majority of utility trips are under 4.8km, though a trip distance of up to 8km is not uncommon for some commuters¹⁰. Figure 4.6 shows a 5km and 8km cycling catchment from the site.

¹⁰ Department for Transport (2020), Cycle Infrastructure Design (LTN 01/20)

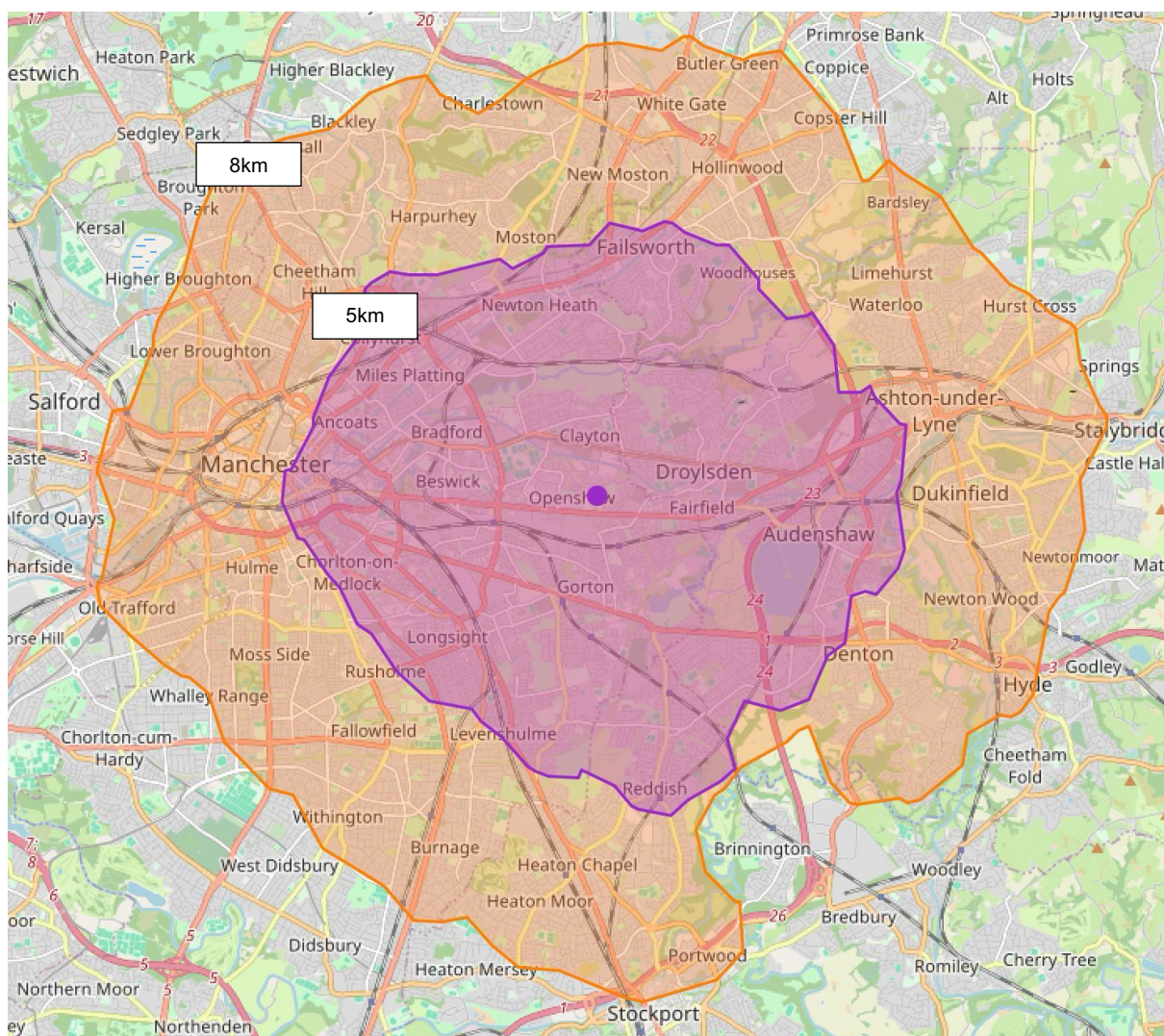


Figure 4.6: 5km & 8km Cycling Catchment

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.16 Figure 4.6 shows that the site is within a 5km cycle of Manchester city centre, Droylsden, Audenshaw, Failsworth and Levenshulme. The site is within an 8km cycle of Stockport, Salford, and Old Trafford.

Greater Manchester Accessibility Level

- 4.17 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM¹¹. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.18 The site has a GMAL of 5, which is a good level of accessibility by public transport for a site in a suburban location.

¹¹ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

5 Management Structure

Applicant Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant (Westchurch Homes Ltd) has been closely involved in the development of the Travel Plan and is committed to its successful implementation.
- 5.2 Westchurch Homes Ltd will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

Travel Plan Co-ordinator

- 5.3 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator for the site will be:

Name: Paul Sinclair

Email: paul.sinclair@westchurchhomes.co.uk

- 5.4 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.
- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:
 - Implementing the Plan measures.
 - Providing a point of contact for residents and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel packs.
 - Providing regular updates to residents on changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Periodically reporting to the Council.
- 5.6 Should the Travel Plan Co-ordinator at the site change then the applicant will provide the Council with the replacement's full contact details in a timely manner.

Handover Arrangements

- 5.7 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to SCC within three months to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

- 6.1 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.
- 6.2 The measures set out in the Travel Plan will be clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.
- 6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Promotional Materials	Periodic distribution of materials/updates to residents.
Travel Packs	Preparation and issue of travel packs for residents.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.
- 6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. Information on on-line and phone app journey planning software.
 3. Information on cycle and walking routes.
 4. Information on bus routes and frequencies.
 5. Information on bus ticketing arrangements.
 6. Information on the building's delivery arrangements.
- 6.6 A travel pack has been prepared and is attached as Appendix B. This will be issued to households when they move into their home.
- 6.7 The Travel Plan Co-ordinator will also periodically distribute information and travel updates to residents. Residents will be asked to provide an email address for the updated.

Journey Planning

- 6.8 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](#)¹²
 - [Public transport maps](#)¹³
 - [Active Travel route software](#)¹⁴
 - [Walking and cycling route maps](#)¹⁵
 - Links to [Google Play](#)¹⁶ and [Apple Store](#)¹⁷ Bee Network app
- 6.9 Details of the journey planning resources will be provided to households in the travel packs.

Active Travel Measures

- 6.10 Table 6.2 summarises the active travel measures that will be used.

¹² <https://tfgm.com/plan-a-journey>

¹³ <https://tfgm.com/maps>

¹⁴ <https://beeactive.tfgm.com>

¹⁵ <https://tfgm.pindarccreative.co.uk>

¹⁶ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁷ <https://apps.apple.com/gb/app/bee-network/id1669705230>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide pedestrian and cycle infrastructure at the site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used to maintain interest in active travel.

Table 6.2: Active Travel Initiatives

6.11 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

- 6.12 The Travel Plan Co-ordinator will provide information on the benefits of active travel via the travel packs.
- 6.13 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.
- 6.14 The development provides 2m footways on the internal site route and tactile paving/dropped kerbs at the site access junction. Recognising the low car ownership level in the area the development provides a high level of cycle parking with a rate of 200% for the townhouses and 100% for the apartments.
- 6.15 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.
- 6.16 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](https://beeactive.tfgm.com)¹⁸, [GMWalking](https://gmwalking.co.uk)¹⁹, [Sustrans](http://www.sustrans.org.uk/)²⁰ and [Cycling UK](http://www.cyclinguk.org/)²¹.
- 6.17 TfGM provides [cycle training sessions](https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/)²² for adults and family groups. This scheme will be promoted to residents.
- 6.18 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include [TfGM's Bike Libraries](https://beeactive.tfgm.com/cycling/bike-libraries/)²³ lending scheme.

¹⁸ <https://beeactive.tfgm.com>

¹⁹ <https://gmwalking.co.uk>

²⁰ www.sustrans.org.uk/

²¹ www.cyclinguk.org/

²² <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²³ <https://beeactive.tfgm.com/cycling/bike-libraries/>

- 6.19 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by residents to set themselves personal walking challenges, such as the [NHS Active 10](#)²⁴ app and [TfGM's 10 for 10 Challenge](#)²⁵.

Public Transport Measures

- 6.20 Table 6.2 shows the measures that will be used to encourage site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.2: Public Transport Initiatives

- 6.21 Section 4 shows that the site is well located for access to frequent bus services on Cheetham Hill Road and train / tram services at Victoria station. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.
- 6.22 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available to residents using information from [TfGM ticketing information](#)²⁶.
- 6.23 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²⁷
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)²⁸
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)²⁹
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.
- 6.24 The Travel Plan Co-ordinator will be responsible for periodically reviewing the TfGM database to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will then update residents that have provided an email address.

Sustainable Vehicle Measures

- 6.25 Table 6.3 shows the measures that will be used to encourage sustainable vehicle use.

²⁴ <https://www.nhs.uk/better-health/get-active/>

²⁵ <https://beeactive.tfgm.com/10-for-10/>

²⁶ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁷ <https://tfgm.com/get-on-board>

²⁸ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁹ <https://www.northernrailway.co.uk/tickets/flexi>

Initiative	Description
EV charging infrastructure	EV charging facilities are provided at the site.
Car sharing	Residents will be provided with information on car sharing.
Home deliveries	Residents will be provided with home deliveries.

Table 6.3: Sustainable Car Vehicle Initiatives

- 6.26 The level of parking at the site has been set to acknowledge the low car ownership of the community, which is in part driven by the good level of accessibility of the site and also the fact that the development will provide entirely affordable accommodation.
- 6.27 The plan in Appendix A shows that each dwelling has access to an EV charging point.
- 6.28 Car sharing is a very useful way of adopting sustainable travel practices by reducing single occupancy car trips and reducing the number of vehicles generated from the site as people share a common journey. Residents will be provided with information on the benefits of car sharing and details of car sharing software that can be used to find people to travel with, such as [Liftshare](https://liftshare.com/uk)³⁰.
- 6.29 The travel pack will include information on on-line food retail facilities that serve the area, such as [Sainsburys](https://www.sainsburys.co.uk/)³¹, [Tesco](http://www.tesco.com/)³² and [Ocado](http://www.ocado.com/)³³.

7 Monitoring Plan

Baseline Surveys

- 7.1 Monitoring resident travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Initial travel surveys will be undertaken within three months of first occupation. The surveys will gather the following information:
1. Usual mode of travel for all residents in the household
 2. Household car and cycle ownership
 3. Reasons for mode choice
 4. Initiatives that would encourage a change in mode
- 7.3 The surveys will be undertaken using [Survey Monkey](https://www.surveymonkey.com)³⁴. A travel survey questionnaire has been developed and is attached as Appendix C. The [weblink to the travel survey](#) will be distributed to residents via the travel packs³⁵.
- 7.4 To incentivise completion of the survey, respondents will be offered the opportunity to enter a prize draw to win a £50 High Street Shopping Voucher (such as [Love to Shop](https://www.highstreetvouchers.com/gifts/love2shop-gift-vouchers)³⁶).
- 7.5 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within six months of first occupation of the development in line with the requirements of the planning condition Part B.

Monitoring Surveys

- 7.6 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the

³⁰ <https://liftshare.com/uk>

³¹ <https://www.sainsburys.co.uk/>

³² <http://www.tesco.com/>

³³ <http://www.ocado.com/>

³⁴ <https://www.surveymonkey.com>

³⁵ <https://www.surveymonkey.com/r/LouisaStreet>

³⁶ <https://www.highstreetvouchers.com/gifts/love2shop-gift-vouchers>

Council for discussion. The monitoring report will be issued within three months of each survey period.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 3 months of occupation (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey data and targets finalised	Within 6 months of occupation	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Baseline Travel Patterns

- 7.7 Resident travel patterns will be collected as part of the data collection strategy set out above. For the time being, preliminary travel patterns have been set as per the mode share used in the Transport Statement submitted with the planning application. Table 7.2 will be updated when resident travel survey data has been collected.

Mode	Share
Public Transport	32%
Car Driver	38%
Other Sustainable Modes (incl. car passengers)	30%

Table 7.2: Resident Mode Share
[source: SK Transport Statement]

Targets

- 7.8 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.9 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.10 The following Output Targets have been set for the Travel Plan:
- Provide the travel pack to all new households on occupation.
 - Undertake the baseline travel surveys within 3 months of occupation.
 - Prepare monitoring report and submit to Council within 6 months of occupation.
 - Undertake monitoring travel surveys in line with Monitoring Plan.
 - Adopt measures in line with Action Plan.
- 7.11 The Outcome Target for the Travel Plan is to reduce the number of single occupancy car trips by 5% and increase sustainable trips (walking, cycling, public transport and car sharing) by 5%.
- 7.12 The initial travel surveys at the site that will be undertaken within three months of occupation will allow a more targeted approach to the Outcome Target and the setting of a final quantifiable target. The targets will be reviewed once the initial surveys have been undertaken and the targets broken down by mode share for discussion with the Council.

Provision of Travel Packs

Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The travel packs will be provided to individual households.
Timebound	Ongoing.

Resident Surveys

Specific	Resident travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Reduce the Number of Single Occupancy Car Trips & Increase Sustainable Trip Making

Specific	Reduce the number of residents travelling alone in a private car and increase sustainable trip making.
Measurable	Verified using the baseline and monitoring surveys. Updated, quantifiable targets to be set following baseline surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Table 7.3: Travel Plan SMART Targets

8 Action Plan

- 8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.
- 8.2 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. The applicant has confirmed that it will fund the costs associated with the operation and implementation of the Travel Plan. The operator will also fund the Travel Plan Co-ordinator's costs. This funding will not only be made available for the measures identified in this version of the Travel Plan, including allowance for additional time spent by the Travel Plan Co-ordinator and for additional measures identified going forward.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Already achieved
	Provide Contact Details	SK	Already achieved
Monitoring	Prepare Survey Questionnaire	SK	Already achieved
	Baseline/Year 1 Surveys	SK	Within 3 months of occupation
	Travel Plan Update	SK	Within 6 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of survey
Communications	Prepare Travel Packs	SK	Already achieved
	Distribute Travel Packs	Travel Plan Co-ordinator	On occupation
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Provide Development Infrastructure	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Promote TfGM Cycle Training	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Maintain Momentum	Travel Plan Co-ordinator	On-going – periodic email updates
Public Transport	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Provide Ticketing Arrangement Information	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Regular Review	Travel Plan Co-ordinator	On-going – periodic email updates
Sustainable Vehicles	Provide EV charging infrastructure	Applicant	Prior to occupation
	Promote Car sharing	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates
	Promote Home deliveries	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic email updates

Table 8.1: Action Plan

Appendix A



No of trees - 45
Area of ornamental shrubs - 83.6 m²
Area of bulbs - 22.6m²
Length of native hedge mix - 164.2 lin m
Length of Beech hedge - 143.6 lin m
Length of ornamental hedges (Box, Hebe and Laurel) - 309.7 lin m
Area of grass - 2336 m²

Granite sett rumble strip

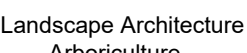
Scale Bar 1:200
0 4m 8m 12m 16m 20m

Shrub	Species	Height	Pot Size	Density	Number of Plants	Area
Abbreviation	Species	1m	2m	4m ²	17	10.42m ²
AJO	<i>Acacia jordanica</i> 'Variegata'	40-60cm	5L	4m ² / 9	9	2.004m ²
BVC	<i>Bergenia cordifolia</i>	25-30cm	3L	6m ² / 148	148	22.39m ²
BLB	<i>Berberis ligularis</i> 'Blue Blue'	40-60cm	5L	4m ² / 22	22	3.69m ²
CSA	<i>Cornus alba</i> 'Spaethii'	60-80cm	8L	4m ² / 8	8	1.7642m ²
EEL	<i>Elaeagnus x ebbingei</i> 'Limeglitz'	40-60cm	5L	4m ² / 8	8	1.7642m ²
ELB	<i>Elaeagnus argentea</i>	40-60cm	5L	4m ² / 12	12	2.1168m ²
HMP	<i>Hebe pinguifolia</i> 'Page'	30-40cm	3L	6m ² / 43	43	6.6835m ²
HNT	<i>Hypericum x rosarianum</i> 'Tricolor'	30-40cm	3L	6m ² / 16	16	2.5536m ²
HRV	<i>Hebe 'Vander'</i>	30-40cm	3L	6m ² / 16	16	2.5536m ²
HRE	<i>Hebe albicans</i> 'Red Edge'	30-40cm	3L	6m ² / 19	19	2.9844m ²
LAV	<i>Lavandula angustifolia</i> 'Vera'	30-40cm	3L	6m ² / 47	47	7.3648m ²
MAH	<i>Malva sylvestris</i> 'Apricot'	30-40cm	3L	6m ² / 12	12	2.1168m ²
SLR	<i>Scilla japonica</i> 'Rubella'	30-40cm	3L	4m ² / 5	5	1.1900m ²
SSS	<i>Senecio 'Sunshine'</i>	30-40cm	3L	4m ² / 14	14	2.1447m ²
					Total 523 No.	20.053m²

Abbreviation	Species	Density	Mix Species Contribution	Number of Plants
CROCHBP	<i>Crocus chrysanthus</i> 'Blue Pearl'	25/m ²	20%	113 -
CROCHCB	<i>Crocus chrysanthus</i> 'Cream Beauty'	25/m ²	10%	57 -
CROCHSB	<i>Crocus chrysanthus</i> 'Snow Bunting'	25/m ²	30%	169 -
NARTT	<i>Narcissus 'Tete a Tete'</i>	25/m ²	40%	226 -
		Total : 100%		Total : 565 No.

8 No. Vivara pro woodstone bat box available
from www.nhbs.com

Amends to latest layout, BNG calls updated	April 23	JW	J
Amends to latest layout, BNG calls updated	Jan 23	KR	I
Amends to latest layout, BNG calls updated	Sept 22	JW	H
Amends to latest layout, BNG calls updated	Sept 22	JW	G
Amends to latest layout, BNG calls updated	Sept 22	JW	F
Amends to latest layout, Hard landscape added	Sept 22	JW	E
BNG calculations added	Sept 22	JW	D
Amends to Ecologist recommendations	Sept 22	JW	C
Clients comments	Aug 22	JW	B
Clients comments	Aug 22	JW	A
Copyright reserved	Date	Drawn	Rev



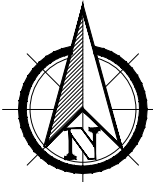
Trevor Bridge Associates Ltd
Ashton Old Baths
Stamford Street West
Ashton-under-Lyne
Lancs OL8 7FW

Tel: 0161-804 2099
e-mail: info@trevorbridge.co.uk

Project
LOUISA STREET WORKS, OPENS HAWK

WESTCHURCH HOMES LIMITED

Date Aug 22		Scale(s) 1:200 @ A0	Dwg no 6989.01	Rev J
Dwn JW	Chkd			



Depot

FERRIS STREET

STREET

LOUISA STREET

EVCP Future Provision

- Position of outlet point for EVCP
- Position of communal 4 point outlet 'App or Card Payment' charging column, inc. duct to feeder pillar.
- Position of communal 2 point outlet 'App or Card Payment' charging column, inc. duct to feeder pillar.
- Position of Feeder Pillar

NOTE: Outlet points for EVCP's will be defined by a plastic cover plate to each plot. For the apartments, there will be provision for 4no. '4 point outlet' communal charging columns. These are proposed to be paid for by residents, as required, via 'app/card' payment.
Reference each House type working drawing for the exact positioning of the EVCP outlet.

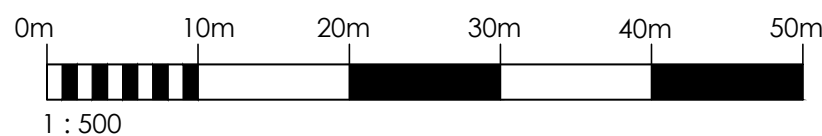
F	22.08.23	SL	Extract information for EVCP specification shown on drawing.
E	22.05.23	SL	1m high railings inc. gates, to front of properties, fronting main access road, as indicated. Plot access paths adjacent to car parking space to rear of each of Plots 1 - 8 shown.
D	04.05.23	SL	Parking spaces revised to inc: 6 x 3M min. spaces and 7no. M4 (2) size spaces for the Apartments; 6 x 3.6M. Retractable bollards shown to parking spaces: Plots 01 - 08. EVCP's reconfigured to suit revised parking spaces. Raised traffic table highlighted. Communal refuse store adjacent to Plot 20, moved to location closed to traffic table. 1M high railings between parking spaces for Plots 1 - 29.
C	12.04.23	SL	Additional EVCP's shown to communal parking area to ensure all parking spaces have access to an EVCP outlet.
B	09.01.23	SL	Revised apartments refuse stores: Position and reconfiguration. Parking spaces adjacent to the refuse store fronting apartments No.'s 30 - 35, repositioned. Revised site boundary along Ferris Street and to the rear of Plot 27
A	26.09.22	SL	Revised parking arrangements for Plots 1 - 8. Amended communal refuse store provision for Apartments and appropriate re-configuration of Apartment allocated parking spaces.
Rev.	Date	By	Description



Project:
LOUISA STREET
OPENSHAW

Drawing Title:
EVCP PLAN

Drawn: SL	Checked:	Scale: 1:500 @ A2	Date: 24.08.2022
Job No: 1020	Drawing No: EVCP01	Rev: F	



1 : 500

QUANTUM:EV

EV OPENCHARGE

Type 2, Mode 3 Charging Socket(s)
(IP65) Standard Configuration:
3.6kW or 7.2kW

ROLEC

EV Charging

MANUFACTURED IN THE UK
OCPP COMPLIANT

The QUANTUM:EV OPENCHARGE pedestal is a sophisticated and robust EV charging point, providing a combination of durability and impeccable design for all locations. This ultra-modern OCPP-compliant pedestal can offer a simple pay-to-charge solution via the EV driver's smartphone and/or RFID card (no authentication through any chosen OCPP back office management system). Available in 7kw, 22kw or 44kw versions, providing Mode 3 fast charging in 3.6kW or 7.2kW sockets, this unit features a built in OCPP antenna and Ethernet connection.

PRODUCT FEATURES

- Mode 3 and 22kw or 44kw charging
- Available in 7kw, 22kw & 44kw versions
- 4.6kW, 9.2kW & 18.4kW (3.6kW) charging speeds
- Type 2 and 3 (Mode 3) charging sockets (w/ security hatchlocks)
- OCPP 1.6 compliant (can require software updates)
- Remote firmware updates
- Built-in RFID (no cash)
- Photoeye controlled LED anomaly lighting head
- Built-in AC/DC surge protection (min)
- Built-in AC/DC surge protection (max)
- Built-in LED charging status indicator (red/green)
- Built-in LED status indicator (red/green)
- EV driver Pay-to-Charge smartphone integration
- OCPP 1.6 compliant under the Remote Charging Scheme
- IP Rated, UV stabilised, fire retardant, AFD impact & corrosion resistant

Changepoint Management

Offer charging control at time of installation, with a secure access code to the charging point. This allows the user to manage the charging point's operation and status via a mobile app or web interface.

ROLEC:EV

WALLPOD

Intelligent EV charging unit

DATA SHEET

ROLEC CHARGING COLUMN FOR COMMUNAL PARKING AREAS

ROLEC CHARGING UNIT FOR INDIVIDUAL PLOT USE

Appendix B

Louisa Street: Travel Pack



Welcome to your new home!

Your new home is located in the middle of an existing community which means you are not far from local shops and services, and can also access Droylsden town centre and Manchester city centre easily. The added bonus of this is that you can access many destinations easily by active (walking, cycling or wheeling) or sustainable (tram, bus or train) travel modes.

We have prepared a Travel Plan for the development. A Travel Plan is a strategy document that is put together to help promote active and sustainable travel modes, to set out initiatives that will help you travel actively/sustainably and outline how we will monitor and manage the strategy over time. The Travel Plan's objectives are to:

- Increase the number of residents using active / sustainable travel modes.
- Reduce the number of residents travelling in a car on their own.

We have appointed a Travel Plan Co-ordinator who will be your point of contact for all things travel related and who can help you explore alternative ways of getting around. The Travel Plan Co-ordinator is Paul and can be contacted by email here - paul.sinclair@westchurchhomes.co.uk.

We would be happy to email you a copy of the Travel Plan if you would like to see what we are going to do. Please contact the Travel Plan Co-ordinator for further details.

Why travel this way?

For your mind:

- A 20-25 minute brisk walk daily can add 7 years to your life.
- A moderate cycle ride can burn 400 calories per hour.
- Builds your stamina making everyday movement easier and giving you more energy.
- Helps your core muscles and glutes.
- Boosts your immune system.

For your body:

- Walking and cycling releases endorphins, putting you in a better mood and can reduce anxiety.
- Daily walks can improve your memory and the way your mind works.
- A nice walk can help you sleep better, giving you more energy during the day.
- Helps to focus on your breathing, calming your nervous system.

For a better place to live and work:

- 250 million car trips every year in Greater Manchester are less than 1km – that's a 10 minute walk or 4 minute cycle.
- Air pollution is linked to a range of serious health conditions and contributes to early deaths across the region.
- The more journeys undertaken by active modes the more cars are removed from our roads, helping clean our air and making a nicer, more attractive place for people to grow up, get on and grow old.

For your pocket and time:

- Not only will you spend less on petrol, you might also save money on gym or fitness centre fees, leaving you with more cash in your pocket.
- By the time you've sat in your car in crawling traffic, found somewhere to park and then walked from the car park, it's often quicker by foot or on your bike.
- On foot and by bike is the most reliable way to travel as it takes exactly the same time everyday.

We have prepared this travel pack to make sure you are familiar with the local area, to give you some ideas of the different ways you can travel and to set out the resources available to make your journeys easier.

Help us to help you

We would like to keep in touch with you about the progress of the Travel Plan and we would also like to be able to send you updates on any changes to local travel routes. If you would like us to do this please email the Travel Plan Co-ordinator to provide us with a contact email address confirming that you are happy for us to keep in touch in this way. The email address you provide will be kept securely and will not be used for any other purpose.

We are undertaking a short travel survey so we can understand your current travel patterns and your thoughts on travel routes and initiatives. A link to the survey is provided below and we would appreciate it if you could take 5 minutes to complete the form on-line. If you complete the survey you can enter into a prize draw with the opportunity to win a £50 High Street Shopping Voucher. If you would prefer to complete a paper copy of the survey please contact the Travel Plan Co-ordinator.

<https://www.surveymonkey.com/r/LouisaStreet>

Louisa Street: Travel Pack

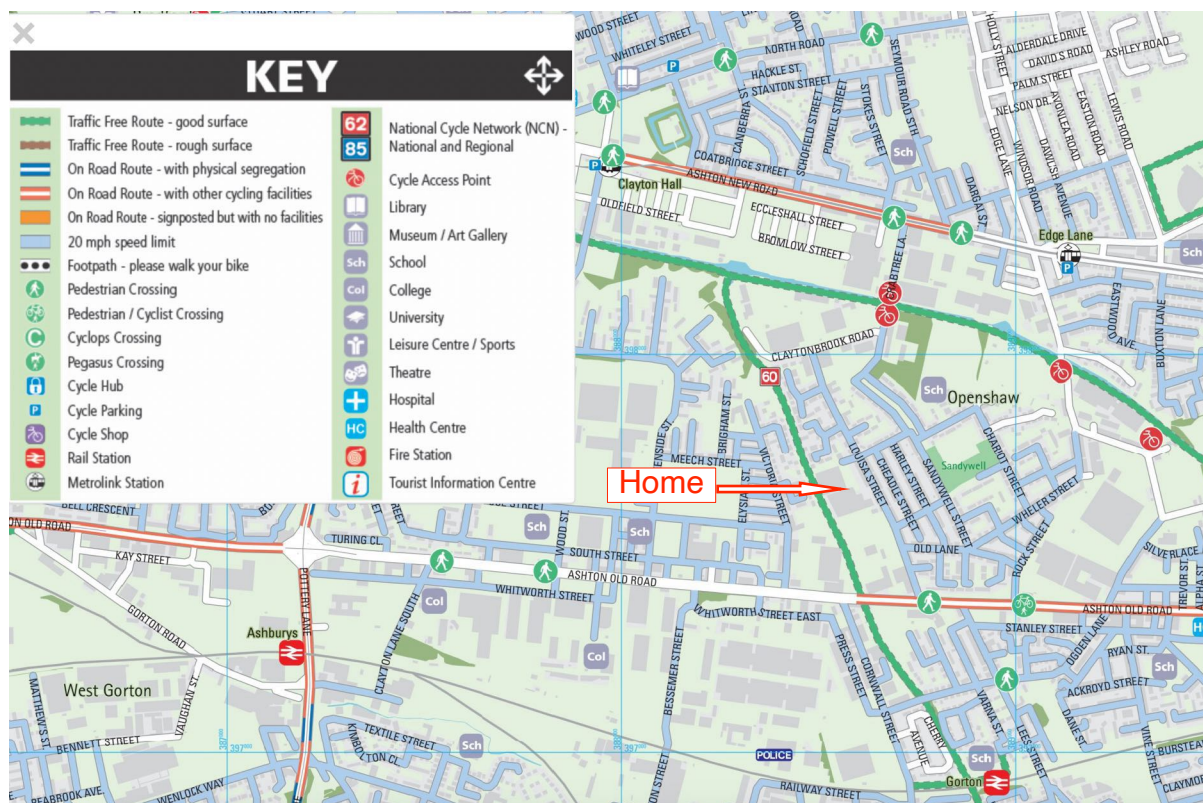


How to plan your journeys

TfGM maintains a journey planner - <https://tfgm.com/plan-a-journey> - that allows you to explore the different options available for your commute. It includes public transport times and active travel options. You can also use the following to get live journey time updates - <https://tfgm.com/travel-updates> - and travel alerts - <https://tfgm.com/travel-updates/travel-alerts>.

A new phone app has been launched that is a handy resource for planning journeys in Greater Manchester and buying tickets. You can download the phone app by searching for 'Bee Network' in the Apple Store (<https://apps.apple.com/gb/app>) or Google Play (<https://play.google.com/store/games>).

Active Travel (Walking & Cycling)



Walking and cycling are the cheapest and most sustainable form of travel. NHS advice states that a 20 minute of activity per day can lead to lots of physical and mental health benefits. The following destinations are within a 20 minute active travel trip of your home and walking/cycling to these destinations could help you keep fit and healthy:

- Varna Community School - 4 minute walk or 2 minute cycle
- Higher Openshaw Community School - 5 minute walk or 2 minute cycle
- Morrisons/Lidl - 7 minute walk or 3 minute cycle
- Openshaw Park - 8 minute walk or 3 minute cycle
- Lime Square Medical Centre - 8 minute walk or 3 minute cycle
- The Manchester College - 20 minute walk or 10 minute cycle
- Droylsden Town Centre - 20 minute walk or 10 minute cycle

The Bee Network is TfGM's vision for an integrated transport system which will join together buses, trams and trains as well as walking and cycling. Tips and information on walking and cycling yourself happy can be found here - <https://beeactive.tfgm.com/walking/> and here - <https://beeactive.tfgm.com/cycling/>. You can find walking and cycling maps here - <https://tfgm.pindarcreative.co.uk>.

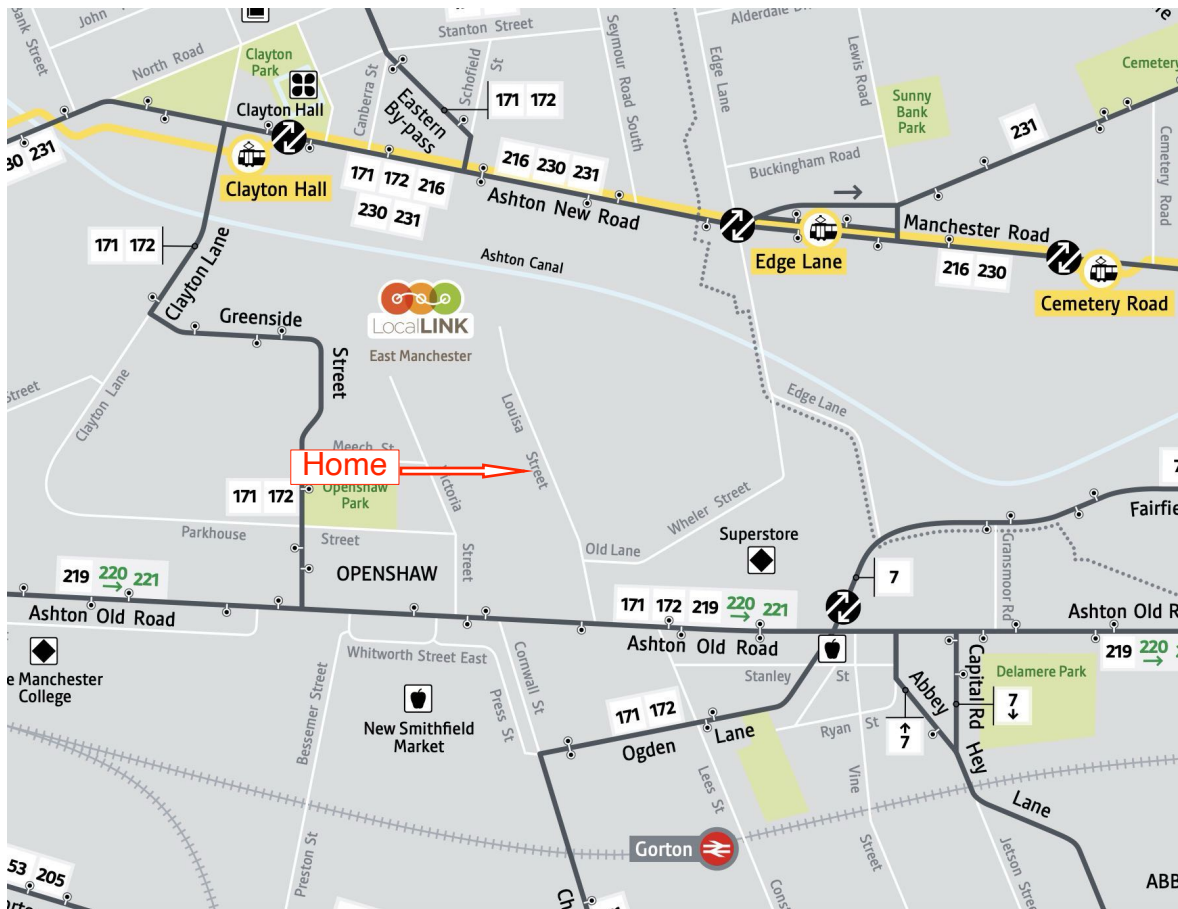
Free cycle training sessions are available from TfGM for different levels, including one-to-one coaching for building more confidence - <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>.

If you are not ready to buy a bike you can use TfGM's Bike Library lending scheme - <https://beeactive.tfgm.com/cycling/bike-libraries/>.

If you fancy a challenge you could use the NHS Active 10 tracker app to set daily walking challenges - <https://www.nhs.uk/better-health/get-active/> - or join TfGM's 10 for 10 Challenge - <https://beeactive.tfgm.com/10-for-10/>.

Louisa Street: Travel Pack

Travelling by public transport



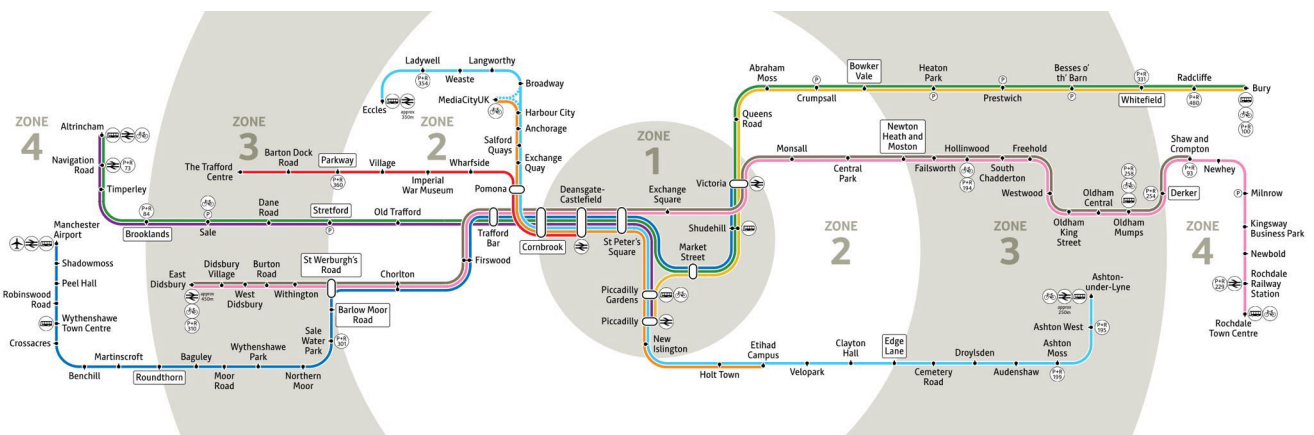
You can plan your journey here - <https://tfgm.com/plan-a-journey> - or by using the Bee Network phone app. If you would need live route information this can be found here - <https://tfgm.com/travel-updates>.

You can find information on accessible transport options and help when you travel by public transport here - <https://tfgm.com/accessibility>.

The nearest bus stops to your home are located a 5 minute walk away on Ashton Old Road. Routes 171 and 172 run between East Didsbury/Southern Cemetary and Newton Heath with 2 buses per hour (each way) during the day and 1 bus per hour (each way) in the evening. Route 219 routes between Ashton and Manchester with 6 buses per hour (each way) during the day and 3 buses per hour (each way) in the evening.

Access can be gained to Gorton train station, a 10 minute walk from the site. The station is served by trains to Manchester and Glossop, with 2 trains per hour (each way).

Edge Lane Tram Station is a 15 minute walk from the site, which provides frequent trams between Manchester and Ashton.



Louisa Street: Travel Pack



Public transport tickets

Various cost effective ticket options are available and information on these can be found here - <https://tfgm.com/tickets-and-passes/find-a-ticket>.

The following ticketing options incentives are currently offered in Greater Manchester:

- **[Bus Travel](#)**

Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.

- **[Tram Travel](#)**

The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.

- **[Train Travel](#)**

The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Sustainable car use

Electric vehicle charging points are provided at the site.

If you do need to use your car then you could consider making your trip more sustainable by sharing with another person. Car sharing offers the following benefits:

- Saving money by sharing the cost of your commute with another person.
- Shared journeys are less stressful and introduce like-minded sharers to make new friends.
- Reduce the per person carbon emissions of your commute.
- Making better use of the College parking areas and making it easier to find a space.

This website allows you to find people to car share with: <https://liftshare.com/uk>

Home deliveries

The following websites can be used so that you can do your food shopping on-line:

<https://www.sainsburys.co.uk/>

<http://www.tesco.com/>

<http://www.ocado.com/>

Dates for your diary

There are local and national sustainable travel campaigns happening throughout the year. We have provided details of some of these below so that you can see what is going on across the UK. Keep an eye on the travel noticeboard for any events we may hold as part of these campaigns.

The Walk and Wheel - March <https://bigwalkandwheel.org.uk>

National Walking Month / Walk to Work Week - May www.livingstreets.org.uk

Bike Week - June www.bikeweek.org.uk

World Car Free Day - September www.worldcarfree.net

GM Walking Festival - October <https://gmwalking.co.uk/festival/>

Appendix C



Louisa Street, Openshaw

Travel Survey

We would be grateful if **one** member of your household could complete this travel survey to allow us to better understand your travel patterns, needs and opinions on travel choices.

The survey will take less than five minutes to complete and all responses will be treated confidentially. Any information you give us via the survey will be used to understand travel patterns at the building for the Travel Plan we are preparing. The survey data we use in the Travel Plan will be anonymised.

Once you have completed the survey you have the opportunity to enter a prize draw with the chance to win a £50 High Street Shopping Voucher.

Thank you for your assistance.

1. We would like to keep in touch with you regarding travel matters and the progress of the Travel Plan. If you would be happy for us to do this please provide us with an email address.

* 2. How many people live in your home?

☐ 1

☐ 3

☐ 5+

☐ 2

☐ 4

* 3. How many cars does your household own?

☐ 0

☐ 2

☐ 4+

☐ 1

☐ 3

* 4. How many bikes does your household own?

☐ 0

☐ 2

☐ 4

☐ 1

☐ 3

☐ 5

* 5. Do you have a mobility issue or disability that impacts on the way you travel?

☐ Yes

☐ Rather not say

☐ No

* 6. Do you have a child care or other caring responsibility that impacts on the way you travel?

☐ Yes

☐ Rather not say

☐ No

* 7. For each person in your household, please identify the main reason for the journeys they make during a typical week? (Monday-Friday)

	Work	Education	Shopping	Leisure	Other	Not Applicable
Person 1 (you)	☐	☐	☐	☐	☐	☐
Person 2	☐	☐	☐	☐	☐	☐
Person 3	☐	☐	☐	☐	☐	☐
Person 4	☐	☐	☐	☐	☐	☐
Person 5	☐	☐	☐	☐	☐	☐
Person 6	☐	☐	☐	☐	☐	☐

* 8. If you work or study, where do you work or study? [Please provide full work/study location postcode]

* 9. For each person in your household, what is their main mode of travel for journeys to work/study? Please tick ONE mode for each person in your household

	Work mainly at home	Car Driver (alone)	Car Driver (with passengers)	Car Passenger	Bus	Train	Tram	Walk	Bike	Motorbike or Powered 2 Wheeler	Taxi	Other
Person 1 (you)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 4	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 6	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

* 10. How long does your journey to work or place of study usually take?

- ☐ 0 - 5 minutes
- ☐ 5 - 10 minutes
- ☐ 10 - 15 minutes
- ☐ 15 - 20 minutes
- ☐ 20 - 30 minutes
- ☐ 30+ minutes
- ☐ I don't travel to work/study

* 11. If your usual mode of travel to work/study was unavailable what alternative would you use? [Please answer this for the person completing the survey only]

- | | | |
|---|-----------------------------|--|
| ☐ I would work/study at home | ☐ Bus | ☐ Foot |
| ☐ Car (as driver on your own) | ☐ Tram | ☐ Motorbike or other powered two-wheeler |
| ☐ Car (as driver with passengers) | ☐ Train | ☐ Taxi |
| ☐ Car (as passenger) | ☐ Cycle | |
| ☐ Other (please specify) | | |

12. If you currently drive to work/study would you consider car sharing with another resident that lives nearby? [Please only answer this question if you currently drive to work]

- ☐ Yes ☐ No

13. If you currently travel to work/study by car, what are your main reasons for doing this? [Please check all that apply]

- | | |
|---|--|
| ☐ To save time | ☐ Security concerns |
| ☐ It is my only option | ☐ Convenience |
| ☐ To carry things | ☐ Caring responsibilities |
| ☐ To save money | ☐ Mobility issues |
| ☐ Other (please specify) | |

14. If you currently travel by car to work/study what would encourage you to use it less? [Please check all that apply]

- | | |
|--|--|
| ☐ More information on existing cycle routes | ☐ Direct bus services that connect me to my destination |
| ☐ Improved local cycle routes | ☐ More information on walking routes |
| ☐ More information on bus services and ticketing arrangements | ☐ Improved pedestrian routes and crossings |
| ☐ Other (please specify) | |

15. Do you have any additional comments on the site or the Travel Plan?

16. Once you have completed the survey you can enter our prize draw with a chance to win a £50 High Street Shopping Voucher. A single winner will be drawn at random. If you would like to enter the prize draw please provide us with your name and email address.

Name

Email Address