

Snell Street, Manchester

Travel Plan

230505/SK22324/TP01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
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1 Introduction & Background to the Development

Background

- 1.1 SK has been appointed by Penrose Manor Limited to prepare a Travel Plan for a residential development on Snell Street in the New Islington area of Manchester.
- 1.2 In 2021 Manchester City Council (MCC) granted planning permission for the development of nine dwellings (houses) on the site (ref: 130168 / FUL / 2021).
- 1.3 The Travel Plan has been prepared to discharge Condition 33 attached to the planning permission. The Planning Conditions read:

"Prior to the first occupation of the development, a travel plan shall be submitted for approval 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 living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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.

Within six months of the first occupation of the development, a Travel Plan in which takes into account the information on travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use."

- 1.4 This current version of the Travel Plan has been prepared to discharge the first part of the Planning Condition. The Travel Plan will be updated within six months of occupation once the travel surveys have been undertaken.

Consented Development

- 1.5 The development will construct nine dwellings on the site (houses). The landscape layout is attached as Appendix A.
- 1.6 Each property has a driveway with space for one car and access to each driveway will take the form of a crossover arrangement. Each driveway will include an Electric Vehicle (EV) charging point.
- 1.7 Cycle storage is provided externally to the front of each dwelling.
- 1.8 Bin storage areas are provided at the front of each dwelling. Service activity will continue to be gained from kerbside on Snell Street.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 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.
- 2.2 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives,

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.

2.3 Paragraph 113 of NPPF states that:

‘All developments that will generate a significant amount of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that likely impacts of the proposal can be assessed.’

2.4 The development is not significant in scale and will not generate a significant level of movement, but notwithstanding this a Travel Plan has still been prepared to accord with the requirements of the planning permission. The measures to be adopted in a Travel Plan are commensurate with the low scale of impact from the development.

2.5 The Travel Plan outlines the existing accessibility of the site, infrastructure measures proposed as part of the development, management, and policy measures for adoption upon occupation of the site to promote use of existing infrastructure, and any initiatives that may be offered as part of the Plan. The Travel Plan also sets out measures that will be used to manage and monitor the Plan over time.

2.6 The Travel Plan draws on the following guidance and best practice:

- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- Manchester City Council (2012), Manchester’s Local Development Framework: Core Strategy Development Plan
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Department for Transport (2007), Guidance on Transport Assessment
- Department for Transport (2008), Delivering Travel Plans through the Planning Process
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Travel Plan Pyramid

2.7 The Department of Transport¹ (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.’

2.8 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. These measures include pedestrian 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 *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 5 and 6 of the Plan.

¹ Department for Transport (2007), Making Residential Travel Plans Work

- 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 / budget details.



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.

Travel Plan Objectives

- 2.19 The aim of the Travel Plan will be achieved through the delivery of the following objectives:

- Objective 1:** to provide travel information packs to households.
- Objective 2:** to investigate measures to promote the use of alternative modes of travel.
- Objective 3:** to periodically evaluate the transport needs of residents.
- Objective 4:** to periodically update residents to make sure they have all relevant travel information.

3 Site Location & Local Highway Network

Site Location

- 3.1 The site location is shown on Figure 3.1. The site is sustainably located in the New Islington area, a short walk to the city centre and the New Islington tram stop.

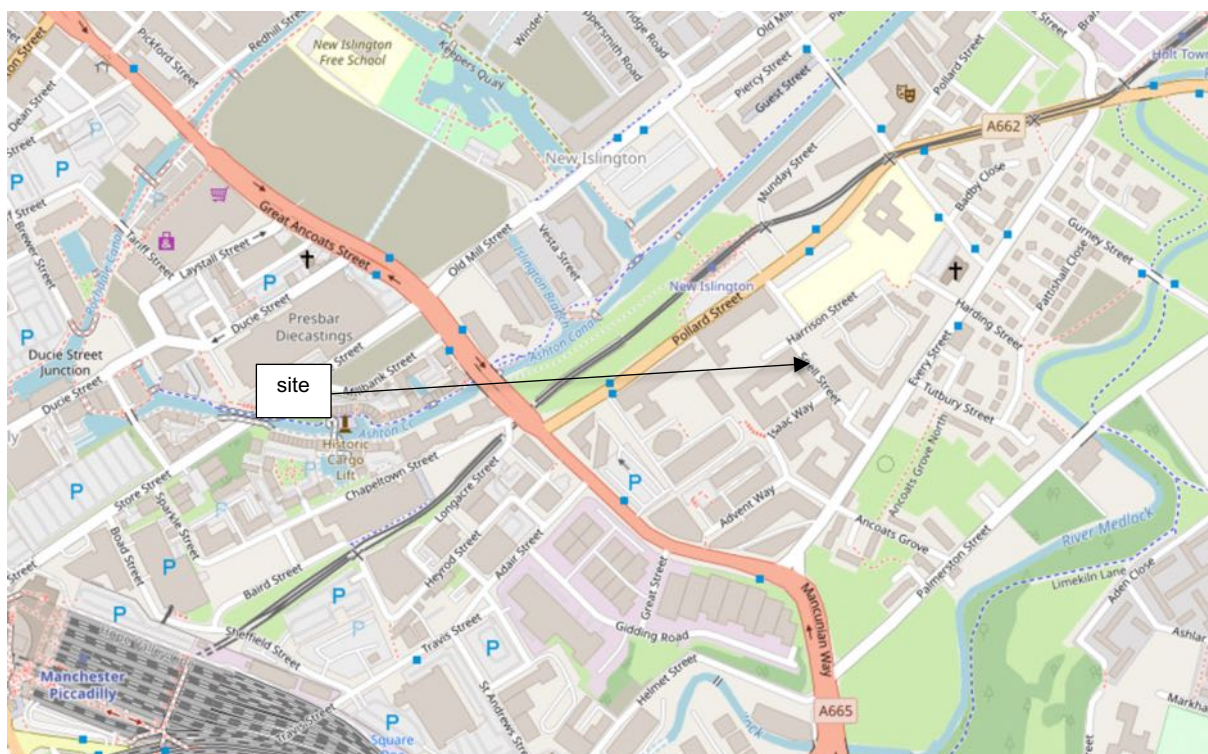


Figure 3.1: Site Location
[source: ISO4]

Local Highway Network

- 3.2 Snell Street is a residential access road that routes north-south past the site between Harrison Street and Oswald Street. The road is subject to a 20mph speed limit and street lighting is present.
- 3.3 Traffic Regulation Orders in the form of a single yellow line is present on either side of the carriageway edge. The single yellow line is in force between 8am and 6pm Monday to Friday and 8am to 12.30pm on a Saturday. Snell Street is also within the Etihad Stadium Event Day Controlled Parking Zone (E3) with parking restricted between 10am and 10pm.
- 3.4 Road safety data was presented in the planning application. This showed that there were no accidents on Snell Street during the five-year period assessed. There were also no accidents at the junctions of Snell Street / Every Street or Snell Street / Harrison Street during this period.

4 Accessibility Audit

Pedestrian Access

- 4.1 Snell Street is a 20mph residential street with footways on either carriageway edge. The pedestrian route characteristics remain the same through the areas to the north of the site and

they provide a good provision for connections to the New Islington tram stop. Travelling south of the site towards the city centre pedestrian crossings are provided at the signalised junction of Every Street / Isaac Way and Every Street / Great Ancoats Street.

- 4.2 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km (25-minute walk time). TfGM promotes 15-Minute City principles whereby residents can access a range of amenities and services within a 15-minute walk of their home.
- 4.3 Figure 4.1 shows 15-minute and 25-minute walk catchments from the site.

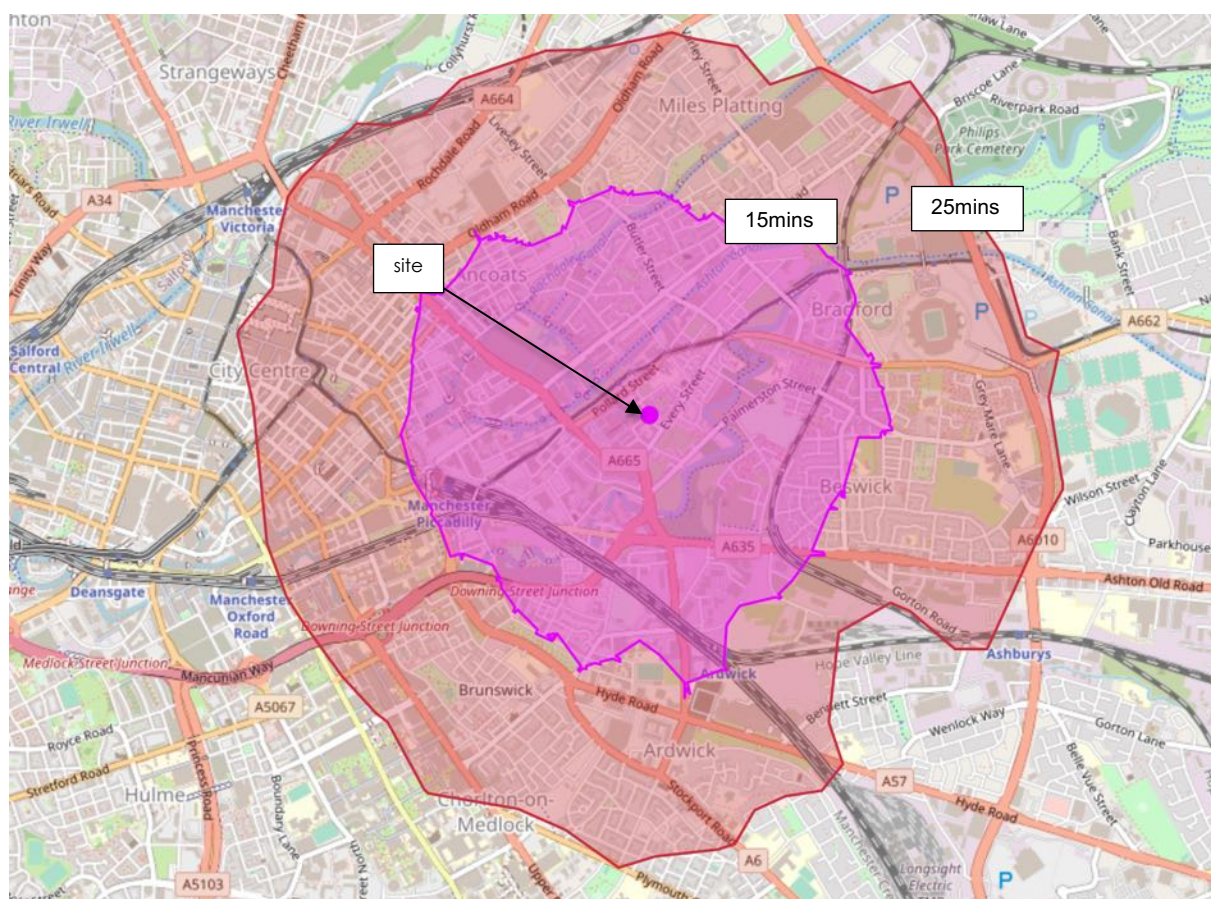


Figure 4.1: 15- & 25-Minute Walking Catchments
[source: ISO4]

- 4.4 Figure 4.1 shows that the site is within a 15-minute walk of the north western areas of the city centre, including Cutting Room Square, Ancoats, the Northern Quarter and Piccadilly Station. Access can be gained to core areas of the city centre within a 25-minute walk, including Oxford Road and Victoria Stations.

Cycle Access

- 4.5 Figure 4.2 shows the existing cycle network serving the site.

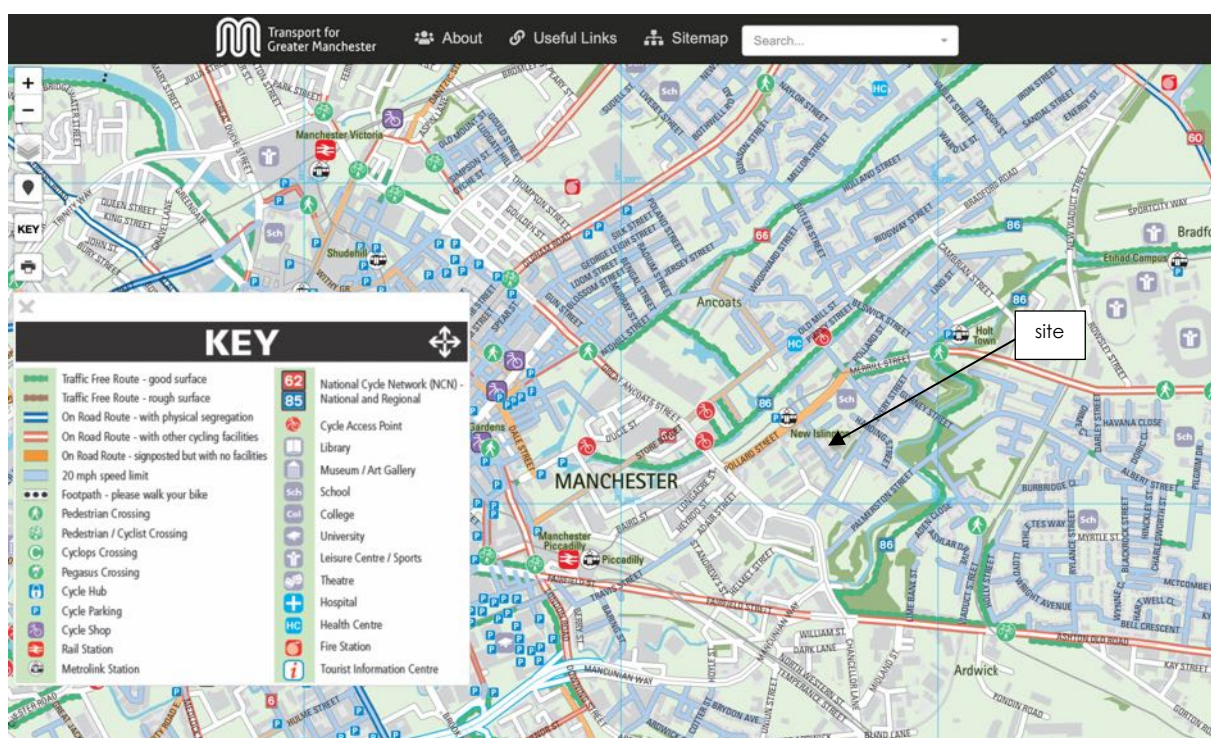


Figure 4.2: Existing Cycle Network
[source: TfGM]

- 4.6 Figure 4.2 shows that Snell Street and the surrounding streets are 20mph routes that are identified as suitable for use by cyclists. These routes provide access to the wider network, including on-road routes with such as Pollard Street, and the segregated routes along the Ashton Canal and the River Medlock, which forms Route 86 of the National Cycle Network, and the Rochdale Canal which forms Route 66 of the National Cycle Network.
- 4.7 Figure 4.3 shows that the streets surrounding the site are Bee Network routes and that there are proposed improvements on routes close to the site.



Figure 4.3: Bee Network
[source: MappingGM]

- 4.8 Salford and Manchester Councils launched a [public bike hire scheme](https://beryl.cc/scheme/greater-manchester) in 2022. This provides a low-cost public bike hire scheme across parts of both cities and covers the site location².

² <https://beryl.cc/scheme/greater-manchester>

- 4.9 The site is well placed for access to the Greater Manchester Cycle Network, which provides good connections from the site to key destinations in the local area and across Manchester.

Public Transport Access

- 4.10 Figure 4.4 shows the public transport network serving the site.

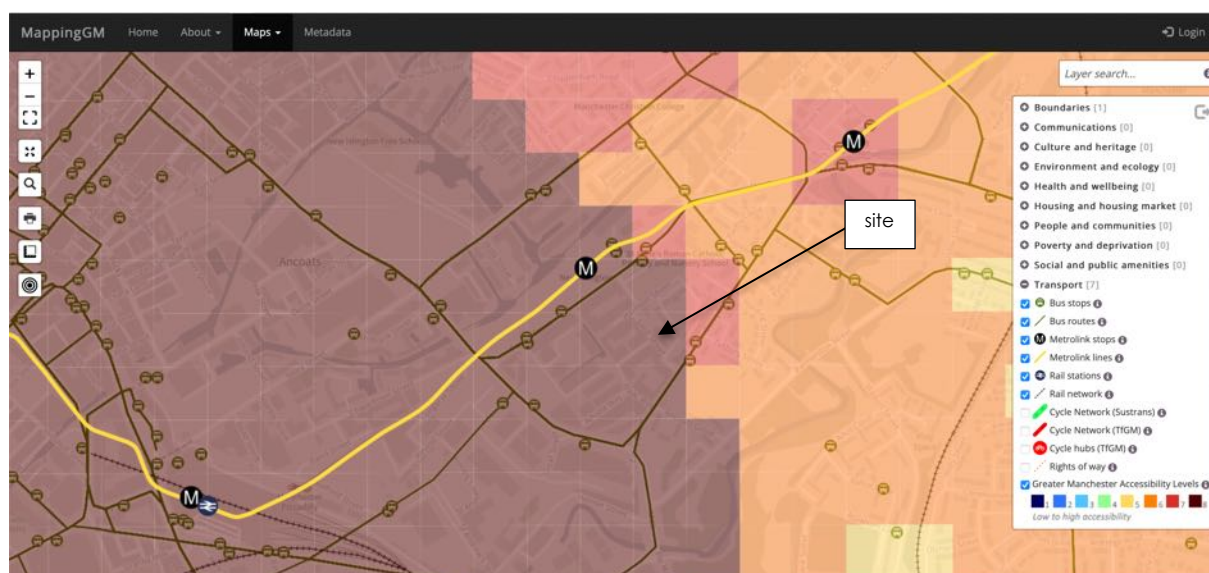


Figure 4.4: Public Transport Network
[source: TfGM]

- 4.11 The nearest bus stops to the site are located on Every Street, less than a one-minute walk. Access can also be gained to bus stops on Pollard Street in a three-minute walk and Great Ancoats Street in a four-minute walk. Table 4.1 shows typical daytime routes and frequencies available from these stops.

No.	Route	Typical Daytime Bus Frequency (per hour / each direction)		
		Weekday	Saturday	Sunday
216	Manchester – Ashton – Stalybridge	5	5	4
230	Ashton – Droylsden – Piccadilly	2	2	1
231	Ashton – Droylsden – Piccadilly	2	2	1

Table 4.1: Public Transport Network
[source: TfGM]

- 4.12 Access can also be gained to tram services from the New Islington tram stop, a three-minute walk from the site. The tram network provides frequent services to the city centre and across the Greater Manchester region.
- 4.13 Piccadilly Station is within a 15-minute walk of the site where access can be gained to mainline train services.
- 4.14 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 TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.15 Figure 4.4 shows that the site has a GMAL of 8. This is the highest level of accessibility in Greater Manchester and is the same as found across the core areas of the city centre.
- 4.16 The assessment shows that the site benefits from an exceptional level of accessibility by public transport.

Casual Car Use

- 4.17 There may be occasions when non-car owning households require access to a car. To facilitate this casual demand [Enterprise Car Club](#)³ vehicles are located across the city.
- 4.18 The initiative enables members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to use or even own a car.
- 4.19 The nearest Car Club vehicle to the site is located a five-minute walk away from the site off Old Mill Street near the Chips building in New Islington.

5 Travel Plan Management

Travel Plan Co-ordinator

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its successful implementation. The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 5.2 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator for the site is:

Name: Tom O'Brien
 Email: tom@colbreprojects.com
 Phone: 01706 228 090

- 5.3 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.
- 5.4 In summary, the Travel Plan Co-ordinator's main responsibilities are:
 - Implementing the Plan measures
 - Providing a point of contact for residents, the local community and the Council
 - Preparing and issuing the travel packs
 - Monitoring and surveying travel patterns
 - Reporting to the Council

Future Management & Handover Arrangements

- 5.5 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 MCC within three months to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Promotion & Marketing Measures

- 6.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively.
- 6.2 The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan. The following measure will be used to promote and market the Travel Plan:
 1. Preparation and issue of travel packs for each household
- 6.3 Copies of the Travel Plan will be made available to residents on request.

³ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Travel Packs

- 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 when they move into their new home.
- 6.5 A travel pack has been prepared for residents and is attached as Appendix B. This provides the following information:
1. Travel Plan Co-ordinator contact details
 2. Information on TfGM on-line and phone app journey planning software
 3. Information on TfGM cycle and walking routes
 4. Information on TfGM bus routes and frequencies
 5. Details of current TfGM local initiatives
 6. Links to further resources, such as cycle retailers, etc

Journey Planning Software Promotion

- 6.6 Residents will be encouraged via the travel pack to familiarise themselves with the journey planning websites and phone apps promoted by TfGM. The [TfGM](#)⁴ website is the current version of the journey planning software.
- 6.7 Other mode specific journey planning software is also be promoted, and these are set out in the relevant sections below.

Information Dissemination

- 6.8 Residents will be asked to supply an email address that can be used by the Travel Plan Co-ordinator to disseminate and circulate progress updates, travel information, service changes and new initiatives.

Walking Measures

- 6.9 Walking is simple, free and the easiest ways to get more active and feel healthier. Section 4 shows that the site is well located for access on foot to local amenities and public transport nodes.
- 6.10 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of walking using the travel pack and periodic Travel Plan email updates.
- 6.11 Information on local walking routes is provided in the travel pack. The travel pack also includes details of on-line and phone app journey planning software that is available from [TfGM](#)⁵. In addition, website links are provided to the [GMWalking](#)⁶ website which provides resources on routes and local walking groups.
- 6.12 The NHS Active 10 tracker app to set daily goals for journeys so that users can set challenges. Bigger challenge with the Coach to 5km phone app. Both are available from this [NHS website](#)⁷.

Cycling Measures

- 6.13 Cycling is an excellent mode of travel which is healthier, cheaper, and more enjoyable than driving. Cycling has the following benefits:
1. Builds physical strength and develops healthy bones and muscles.
 2. Lowers blood pressure and reduces the risk of heart attacks, strokes and diabetes.
 3. A moderate cycle ride burns 400 calories per hour and is a great way to control weight.

⁴ <http://my.tfgm.com/>

⁵ <http://www.tfgm.com/>

⁶ <https://gmwalking.co.uk>

⁷ <https://www.nhs.uk/better-health/get-active/>

- 6.14 Section 4 shows that the site relates well to existing and proposed cycle routes. Cycle storage is provided in curtilage for each household.
- 6.15 Information on local cycling routes is provided in the travel pack. The travel pack also includes details of on-line and phone app cycle maps and journey planning software that is available from TfGM. In addition, the travel pack includes website links to [Sustrans](http://www.sustrans.org.uk/)⁸, who provide information on local and national routes, and [Cycling UK](http://www.cyclinguk.org/)⁹, who provide information on local cycling groups, cycle tips and routes.
- 6.16 TfGM offer [free cycle training and maintenance](https://tfgm.com/cycling/training)¹⁰ sessions for adults for beginners and experienced cyclists and provides safety tips and advice on the [TfGM](https://tfgm.com/)¹¹ website.
- 6.17 Information on the [bike hire scheme](https://beryl.cc/scheme/greater-manchester)¹² is provided to residents via the travel packs.
- 6.18 Bikes and equipment can be purchased from [The Manchester Bike Hire](http://www.manchesterbikehire.co.uk/)¹³, [Harry Halls Cycles](https://www.harryhallcycles.co.uk/)¹⁴ and [Evans Cycles](https://www.evanscycles.com/)¹⁵. Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes.

Public Transport Measures

- 6.19 Section 4 shows that the site benefits from a very good level of accessibility by public transport, with the site being located close to bus, tram, and train services.
- 6.20 The travel pack includes a plan showing the location of the nearest public transport nodes and a summary of bus services available.
- 6.21 The travel pack includes information relating to website bus service information available on TfGM. The [TfGM](https://tfgm.com/)¹⁶ website provides journey planning, ticket prices and time table information.
- 6.22 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives.

Sustainable Vehicle Measures

- 6.23 Information on the [Enterprise Car Club](https://www.enterpriseclub.co.uk/gb/en/home.html)¹⁷ will be provided to residents in the travel packs.
- 6.24 The travel pack will include information on on-line food retail facilities that serve the area, such as [Sainsburys](https://www.sainsburys.co.uk/)¹⁸, [Tesco](http://www.tesco.com/)¹⁹ and [Ocado](http://www.ocado.com/)²⁰.

7 Monitoring & Review Mechanisms

Data Collection & Analysis

- 7.1 Monitoring resident travel patterns is useful 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 In line with the requirements of the Planning Condition a travel survey will be undertaken within six months occupation of the development.
- 7.3 A copy of the travel survey is attached as Appendix C. The survey will be undertaken electronically using [Survey Monkey](https://www.surveymonkey.co.uk/r/SnellStreet)²¹, with the survey web link provided in the travel pack.

⁸ www.sustrans.org.uk/

⁹ www.cyclinguk.org/

¹⁰ <https://tfgm.com/cycling/training>

¹¹ <https://tfgm.com/>

¹² <https://beryl.cc/scheme/greater-manchester>

¹³ <http://www.manchesterbikehire.co.uk/>

¹⁴ <https://www.harryhallcycles.co.uk/>

¹⁵ <https://www.evanscycles.com/>

¹⁶ <http://my.tfgm.com/>

¹⁷ <https://www.enterpriseclub.co.uk/gb/en/home.html>

¹⁸ <https://www.sainsburys.co.uk/>

¹⁹ <http://www.tesco.com/>

²⁰ <http://www.ocado.com/>

²¹ <https://www.surveymonkey.co.uk/r/SnellStreet>

Residents will be offered incentives for completion in the form of the chance to enter a prize draw to win a £50 shopping voucher.

- 7.4 Following the first (baseline) surveys, a monitoring survey will be undertaken at Year 2. Following the survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of the 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 (Year 0)	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 3 months of occupation	Travel Plan Co-ordinator
Update Travel Plan	Update Travel Plan with survey data and define targets	Within 6 months of occupation	Travel Plan Co-ordinator
Monitoring survey	Data to be used to establish progress of the Plan and review success of measures	Year 2	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out progress of the Plan	3 months after survey	Travel Plan Co-ordinator

Table 7.1: Monitoring Schedule

Targets

- 7.5 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.
- 7.6 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.
- 7.7 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator.
 - Provide contact details of Travel Plan Co-ordinator to the Council.
 - Provide the travel pack to all new households.
 - Undertake the baseline travel survey within 3 months of occupation.
 - Update the Travel Plan and submit to the Council within 6 months of occupation.
 - Undertake monitoring travel survey (2 years after baseline survey).
 - Prepare a monitoring report and issue to the Council within 3 months of the monitoring survey.
- 7.8 The Outcome Target for the Travel Plan is to reduce the number of single occupancy car trips by 5%. The Outcome Targets are set out in Table 7.2.
- 7.9 The Outcome Target will be refined following the receipt of the baseline survey data.

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

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

Table 7.2: Travel Plan SMART Targets

8 Action Plan, Timescales & Funding

Budget & Funding

- 8.1 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.
- 8.2 The budget cost estimates for each measure is set out in Table 8.1 using the following criteria:
- Minimal Cost – organisation/encouragement measures that involve information that is readily available and small amounts of Travel Plan Co-ordinator time.
 - Low Cost – measures that will involve small costs up to £500, such as external meetings and preparing email newsletters.
 - High Cost – measures from £500 which will need funding to implement.

Timescales

- 8.3 Table 8.1 also provides timescales for each measure using the following time periods:
- Quick Wins (Q) – to be undertaken prior to occupation
 - Short (S) – to be undertaken within 12 months of occupation
 - Long / Ongoing (O) – on-going elements which may be regularly undertaken throughout the Plan's life.

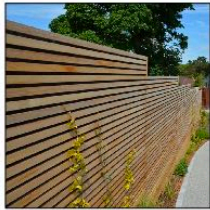
8.4 The actions set out in the Action Plan will start within six months of first occupancy or when 60% occupancy has been reached, whichever is sooner.

Action Plan

Element	Measure	Cost	Category	Timescale	Responsibility
Marketing	Prepare travel packs	Minimal	Q	As part of Travel Plan	Travel Plan Co-ordinator
	Issue travel packs	Minimal	Q	As part of Travel Plan	Travel Plan Co-ordinator
	Set up & maintain resident email database	Minimal	O	On occupation of each unit	Travel Plan Co-ordinator
	Produce regular email newsletters	Low	O	At least once a year	Travel Plan Co-ordinator
Walking	Provide pedestrian access to each dwelling	High	Q	Prior to occupation	Developer
	Prepare promotional material setting out walking benefits/information email newsletter	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
Cycling	Provide space for cycle storage within each curtilage	High	Q	Prior to occupation	Developer
	Prepare promotional material setting out cycling information email newsletter	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
	Promote cycle providers / retailers	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
	Promote TfGM cycle training	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
Public Transport	Prepare promotional information for public transport update email newsletter	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
	Distribute details of journey planning resources	Minimal	O	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
	Check for service changes	Minimal	O	At least once a year	Travel Plan Co-ordinator
Sustainable Vehicles	Prepare promotional car share email newsletter	Low	S	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
	Distribute details of local on-line food retailers	Minimal	O	As part of travel packs / on-going as part of email newsletters	Travel Plan Co-ordinator
Monitoring	Monitoring action plan as set out in Section 7 Table 7.1				

Table 8.1: Action Plan

Appendix A



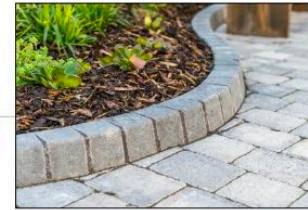
Timber Hit&Miss Fencing



Tobermore Natural Pavers



Quadruple Recycling store



Tobermore Tegula Edging



Tobermore Tegula Pavers

© Space Face Ltd
NOTE: Do Not Scale From This Drawing
Rev C Landscaping Date 21-04-2022 Drawn GF

LEGEND - SOFT WORKS

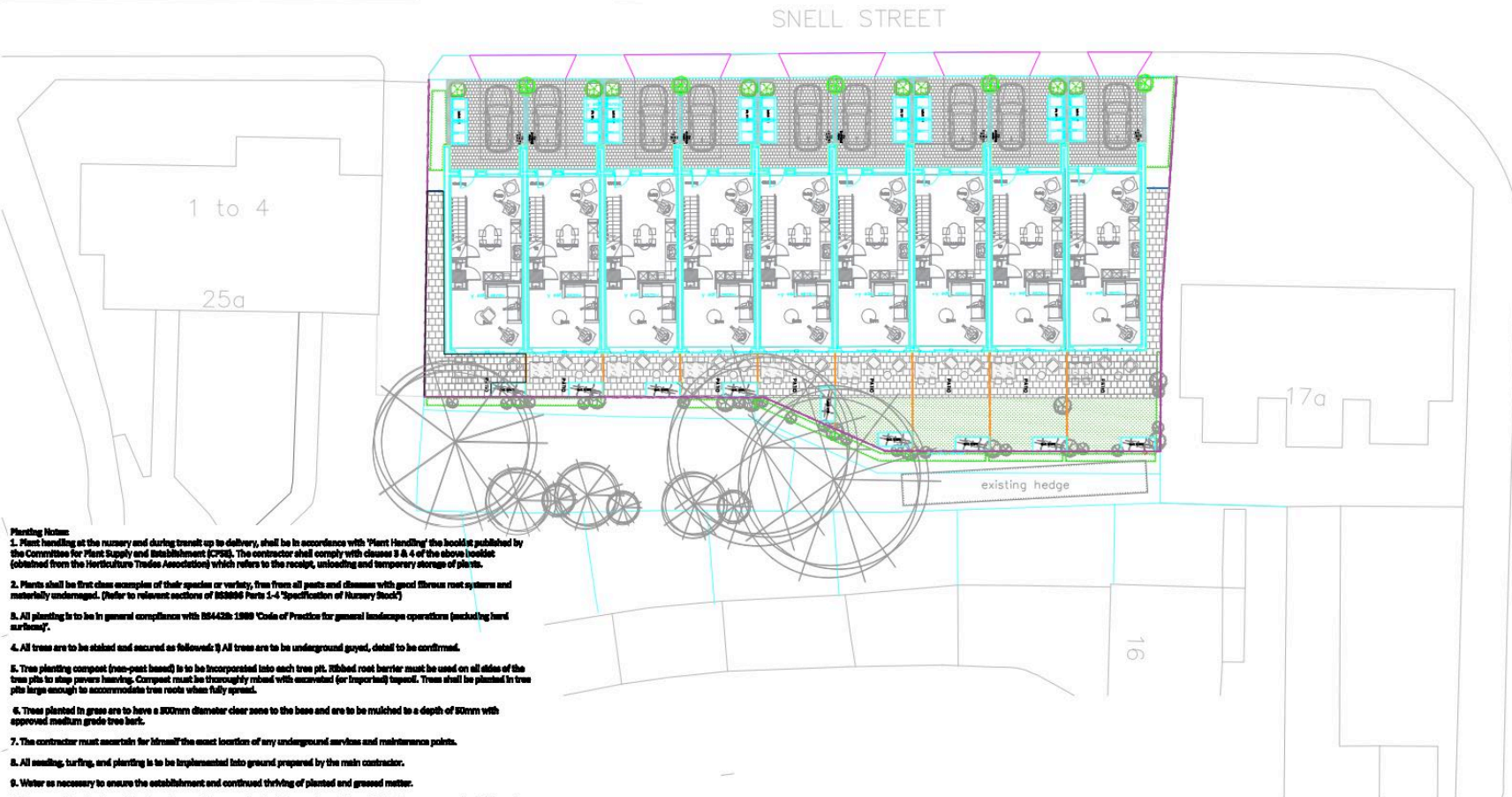
- Existing trees to be retained
Refer to Arboricultural Impact Assessment prepared by Lally Tree Management for further details
- Proposed Tree Planting 10No
Trees to be Prunus Avium Pleno (or similar size blossom) 12-14cm girth
- Proposed Ornamental Shrub Planting
Formal shrub beds to be planted at 3-5L shrubs low planting to not exceed 1000mm in height
- Proposed Turf
Lawn turf to be laid in rear gardens

LEGEND - HARD WORKS

- Concrete Drop Kerb
Drop kerb to access each property
- Driveways and pedestrian access
Tobermore Tegula Paver 175 x 140 mm
- Patios & paths
Tobermore Natural coloured pavers
450x450mm rear patios and side paths
- Masonry Gate Posts & Low Brick Walls
1800mm high gate posts and brick walls to front drives in matching bricks to break down the street edge and provide robust frontage to each dwelling

LEGEND - BOUNDARY TREATMENTS

- 2100mm High Wall
Rear & side boundary fencing 2100mm high done in 4800mm horizontal length of quality 50x25mm treated batten with no printed text facing out hit&miss for privacy
- Side boundary
Masonry Walls 2100mm in matching bricks to provide robust frontage on Gable dwellings and incorporating recessed gate done in matching batten fencing 1800mm high horizontal lengths of quality 50x25mm treated batten with no printed text facing out.
- 1800mm High Wall
Plot separating gardens and roof screening hit and miss fencing 1800mm high done in 4800mm horizontal length of quality 50x25mm treated batten with no printed text facing out hit&miss for privacy



Planting Notes

1. Plant handling at the nursery and during transit up to delivery, shall be in accordance with 'Plant Handling' the booklet published by the Committee for Plant Supply and Establishment (CPSE). The contractor shall comply with clauses 3 & 4 of the above booklet (obtained from the Horticulture Trades Association) which refers to the receipt, unloading and temporary storage of plants.
2. Plants shall be first class examples of their species or variety, free from all pests and diseases with good fibrous root systems and materially undamaged. (Refer to relevant sections of BS6842 Parts 1-4 'Specification of Nursery Stock')
3. All planting is to be in general compliance with BS4422:1989 'Code of Practice for general landscape operations (excluding hard surfacing)'.
4. All trees are to be staked and secured as follows: (i) All trees are to be underground guyed, detail to be confirmed.
5. Tree planting compost (tree-plant brand) is to be incorporated into each tree pit. Ribbed root barrier must be used on all sides of the tree pits to stop pavers leaching. Compost must be thoroughly raked with excavator (or imported) before. Trees shall be planted in tree pits large enough to accommodate tree roots when fully spread.
6. Trees planted in grass are to have a 300mm diameter clear zone to the base and are to be mulched to a depth of 80mm with approved medium grade tree bark.
7. The contractor must ascertain for himself the exact location of any underground services and maintenance points.
8. All weeding, turfing, and planting is to be implemented into ground prepared by the main contractor.
9. Water as necessary to ensure the establishment and continued thriving of planted and grassed matter.
10. Carry out all work when soil and weather conditions are suitable: (i) Do not plant during periods of frost or strong winds. Plant only during the following periods - bare root deciduous trees and shrubs: Late October to late March - Container grown plants: At any time if ground water and weather conditions are favourable. Ensure that adequate watering and weed control is available.
11. All areas of ornamental shrub planting & hedging are to be mulched to a consolidated depth of 75mm using an approved ornamental grade bark mulch.

Workmanship and Maintenance Generally All works will be subject to the following British Standards :- BS4422:1989 'General Landscape Operations' - BS3098: Part 1: 1990 'Specification for Trees and Shrubs' - BS3098: Part 2: 1991 'Specification for Ground Covers' - BS3097: 2011 'Trees in Relation to Construction'.

PROPOSED LANDSCAPE LAYOUT
DWG: SF104-BFF
DATE: 09.12.21
SCALE: 1:200 © A2 DRAWN: GF

Space
Face

Appendix B

Snell Street: Resident Travel Pack



Welcome to your new home!

Your new home is located in the vibrant neighbourhood of New Islington that is located not far from all that City Centre has to offer. The location means that you can work and play in the city and can travel on foot or bike to lots of exciting places. You are also close to major public transport stations for the times you need to travel further afield.

Travel Plan & Travel Plan Co-ordinator

A Travel Plan is a strategy document that is put together to help promote sustainable travel and help to reduce single occupancy car trips. Travel Plans have the following benefits:

1. Improved health and wellbeing
2. Money savings
3. Reduced traffic congestion
4. Increased physical activity and fitness
5. Improved air quality
6. Reduced carbon emissions

We are preparing a Travel Plan for the development which will set out how you can move around sustainably, the measures we are going to use to help do this, and how we will monitor and manage the strategy over time. We have appointed a Travel Plan Co-ordinator who will be your main point of contact for all things travel related.

Tom O'Brien
tom@colbreprojects.com

We will be preparing a Travel Plan and when this is ready we would be happy to email you a copy if you would like to see what we are going to do. Please let the the Travel Plan Co-ordinator know if you would like a copy of the document when it is ready.

Getting going

TfGM maintains a website that provides a one-stop shop of invaluable information on travel. This includes route maps, journey planning software, information on ticket arrangements and handy tips. The TfGM website can be accessed using this link:

<http://my.tfgm.com/>

To get you going we recommend that you familiarise yourself with these handy journey planning websites and phone apps so that you can you plot your journeys and find out the quickest ways to travel around:

<https://tfgm.com/plan-a-journey>

<https://beeactive.tfgm.com>

<https://www.traveline.info/>

Keep in touch

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.

Help us to help you

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. Any information you give us will only be used to analyse the general travel trends of the staff in the building and will not be used for any other purpose. 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.co.uk/r/SnellStreet>

Snell Street: Resident Travel Pack



Walking

Walking is the cheapest and most sustainable form of travel. Most people of relatively fair health will be able to incorporate some walking as part of a daily routine and this can have very real impacts on health and wellbeing.

NHS advice states that a brisk walk can lead to lots of physical and mental health benefits. Your home is a 15-minute walk of the north western areas of the city centre, including Cutting Room Square, Ancoats, the Northern Quarter and Piccadilly Station. Access can also be gained to core areas of the city in a 25-minute walk, including Market Street, Exchange Square, Deansgate, Oxford Road Station and Victoria Station.

If you fancy a challenge you could use the NHS Active 10 tracker app to set daily walking. You could set yourself a bigger challenge with the Couch to 5km phone app. Both phone apps are available from this website:

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

Details of how to plan your walking trip and to get tips on walking can be found on these websites:

<https://tfgm.com/walking>

<https://beeactive.tfgm.com>

<https://gmwalking.co.uk>

Cycling

Cycling is an excellent mode of travel which is healthier, cheaper and more enjoyable than driving. Cycling provides the following benefits:

1. Builds physical strength and develops healthy bones and muscles.
2. Lowers blood pressure and reduces the risk of heart attacks, strokes and diabetes.
3. A moderate cycle ride burns 400 calories per hour and is a great way to control weight.

There is a space to store a bike at the rear of your house.

The local area provides a suitable environment for cycle trips. The streets around Snell Street have 20mph speed limits and are Bee Network routes. They provide access to the wider network such as on-road cycle routes on Pollard Street and segregated routes along the Ashton Canal, the River Medlock (Route 86 of the National Cycle Network) and the Rochdale Canal (Route 66 of the National Cycle Network). TfGM will be improving some of the local routes as part of the Bee Network improvements across the city.

The plan overleaf shows that cycle parking is provided at key destinations across both cities. Journey planning information and cycle tips and information is available using the following websites:

<https://beeactive.tfgm.com>

<https://tfgm.com/cycling/maps>

www.sustrans.org.uk/

www.cyclinguk.org/

There are plenty of cycling events and activities across the region including the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester. TfGM provide information on cycling across Greater Manchester:

www.tfgm.com/cycling

Not been on a bike for a while? Don't panic TfGM provides adult cycle training lessons to get you back in the groove.

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

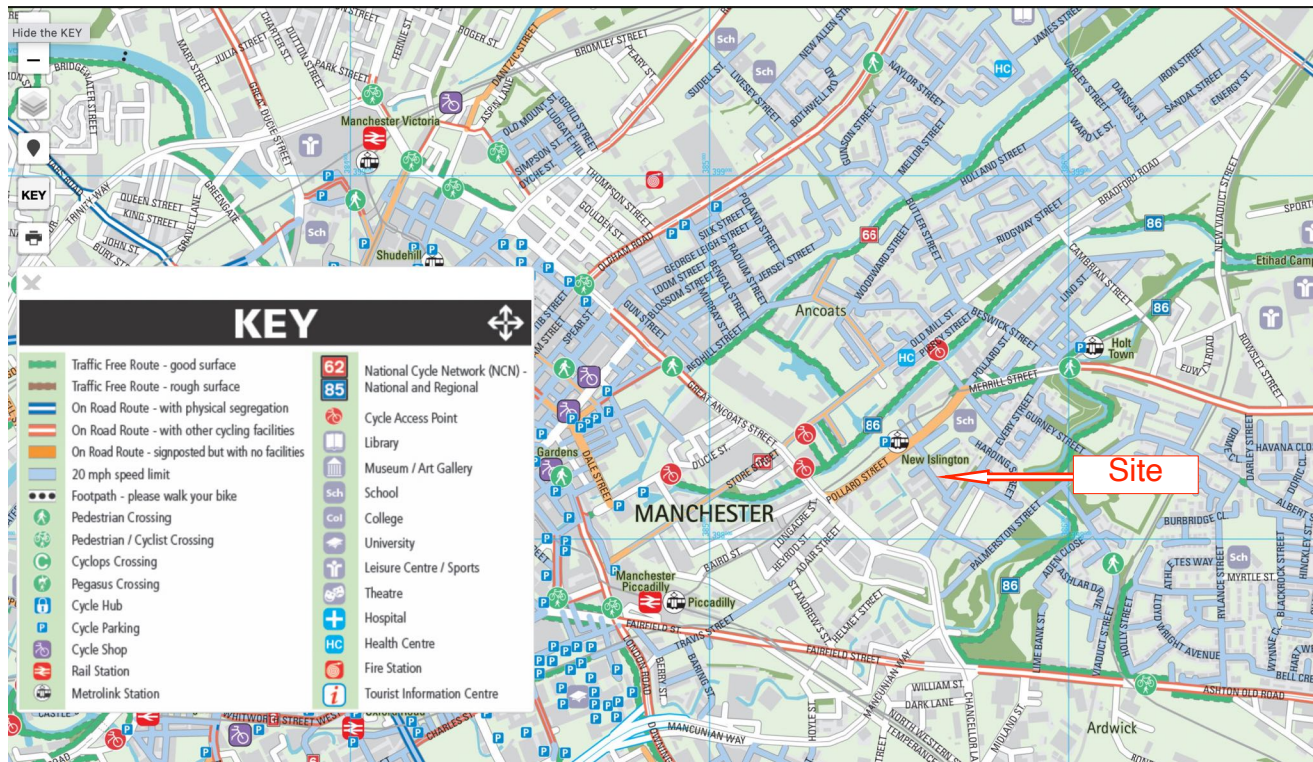
If you're not ready to commit to buying your own bike you could hire one to try it out first. Your home sits within TfGM's Beryl Bike Hire Zone. Information on how to hire a Beryl Bike and the zone that the bikes can be ridden on is provided below.

<https://beeactive.tfgm.com/cycle-hire>

Snell Street: Resident Travel Pack



Cycle Map



Public Transport

The nearest bus stops to the site are located on Every Street (1-minute walk away), Pollard Street (3-minute walk away), and Great Ancoats Street (4-minute walk away). The table below shows the buses stopping locally and a plan overleaf shows the locations of the bus stops.

The nearest tram stops to the site run from the New Islington Metrolink Station (3-minute walk away). The tram network provides frequent services to the city centre and across Greater Manchester.

Piccadilly Station is a 15-minute walk from your home and this can be used to access mainline train services across the region and the UK.

You can find more information on routes, ticketing arrangements and service timetables by using this website:

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

No.	Route	Typical Daytime Bus Frequency (per hour / each direction)		
		Weekday	Saturday	Sunday
216	Manchester – Ashton – Stalybridge	5	5	4
230	Ashton – Droylsden – Piccadilly	2	2	1
231	Ashton – Droylsden – Piccadilly	2	2	1

Snell Street: Resident Travel Pack



Public Transport Continued

You don't need to wait in the rain if you plan your bus journey using these websites and phone-apps:

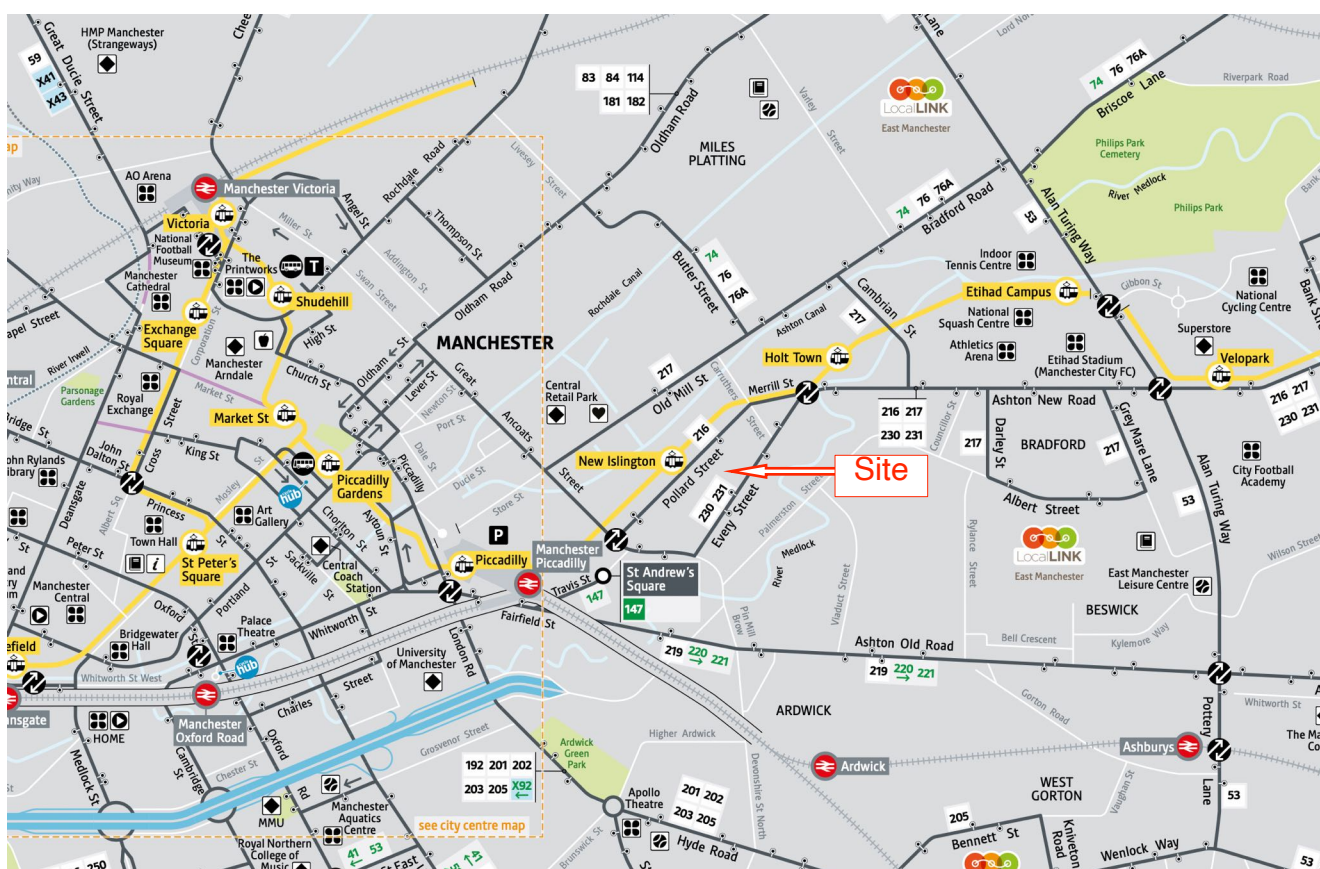
<https://www.traveline.info/>

<https://tfgm.com/plan-a-journey>

Access can also be gained to the Free Bus Service that circles the cities providing convenient and frequent connections to numerous destinations. The Free Bus Service stops Piccadilly Station.

<https://tfgm.com/public-transport/bus/free-bus>

Public Transport Map



Snell Street: Resident Travel Pack



Car Club

We understand that there are occasions when you need the use of a car. Enterprise car club vehicles are located across the city. The nearest car to the site is located off Old Mill Street near the Chips Building in New Islington. Vehicles can be hired for as little as 30 minutes and both schemes offer favourable annual membership costs and 'pay as you go' rates for car hire. The links can be used to find out further details of both schemes.

<http://www.enterprisecarclub.co.uk/>

Car Sharing

You may own a car, but hopefully the information we have provided in this pack will help you to reduce the need to use a car for many of your daily trips. If you do need to use your car then you could consider making your trip more sustainable by sharing with another person. The website below 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 so that you can get involved. If you provide us with a contact email address we will provide details throughout the year of any other events and initiatives that you can get involved with.

The Big Pedal - March

www.bigpedal.co.uk

National Walking Month/Walk to Work Week - May

www.livingstreets.org.uk

Work Wise/National Home Working Day - May

www.workwiseuk.org

Bike Week - June

www.bikeweek.org.uk

Cycle to Work Day - September

www.cycletoworkday.org

World Car Free Day - September

www.worldcarfree.net

GM Walking Festival - October

<https://gmwalking.co.uk/festival/>

Road Safety Week - November

www.roadsafetyweek.org.uk

Appendix C



Snell Street, Manchester

Resident 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 will not be used for any other purpose other than the Travel Plan. Any contact details you provide will only be used to give you updated on the Travel Plan and local travel services.

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?

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5+

* 3. How many cars does your household own?

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5+

* 4. How many bikes does your household own?

☐ 0

☐ 1

☐ 2

☐ 3

☐ 4

☐ 5+

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

☐ Yes

☐ No

☐ Rather not say

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

☐ Yes

☐ No

☐ Rather not say

* 7. Where do you work or study? [Please provide full work/study location postcode]

* 8. For each person in your household, what is their main mode of travel for work/study journeys?

Please choose the mode used for the largest part of the journey for each person in your household

	Work/Study Mainly at Home	Walk	Cycle	Bus	Tram	Train	Taxi	Motorcycle or Powered 2 Wheeler	Car Driver (Alone)	Car Driver (With Passengers)	Car Passenger	Other
Person 1 (you)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 4	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 6	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

* 9. If your usual mode of travel to work/study was unavailable what alternative would you use?

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

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

- ☐ Yes ☐ No

11. If you currently travel by car to work/study what would encourage you to use an alternative mode of travel? [Please only answer this question if you currently use a car]

- | | |
|--|---|
| ☐ More information on existing cycle routes | ☐ More information on walking routes |
| ☐ Improved local cycle routes | ☐ Improved pedestrian routes and crossings |
| ☐ More information on bus services and ticketing arrangements | ☐ None of the above |
| ☐ Direct bus services that connect me to my destination | |

12. If you currently travel to work/study by car, what are your reasons for doing this? [Please only answer this question in your currently use a car]

- | | |
|---|--|
| ☐ To save time | ☐ Convenience |
| ☐ It is my only option | ☐ Caring responsibilities |
| ☐ To carry things | ☐ Mobility issues |
| ☐ To save money | ☐ None of the above |
| ☐ Security concerns | |

13. 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