



Far East Consortium

MEADOWSIDE - MOUNT YARD

Full Travel Plan





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Full Travel Plan

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1 INTRODUCTION

1.1 OVERVIEW

1.1.1. WSP have been appointed by Far East Consortium (FEC) to prepare a Travel Plan for Mount Yard. This is in relation to planning application 124120/JO/2019 “*Variation of planning condition 3 (specified plans) of planning permission 116366/FO/2017 to increase the height of buildings at plots 2 and 3 by 1.1 m, amendments to the façade treatment of plots 2 and 3, increase in the height of plot 4 by 0.278m, amendments to the façade treatment of building at plot 4, increase in height of plot 5 by 1m together with elevational alterations, alteration to podium to plot 4.*”

1.1.2. Condition 46 of this planning permission states:

“The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017. 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 residents during the first three months of use of the development and thereafter from time to time*
- iii) mechanism 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 use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (iii) above shall be submitted to and approved in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved in writing by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.”

1.2 BACKGROUND

1.2.1. Under planning condition 46 of the planning permission, the development of the completed residential blocks (Plot 2 The Gate, Plot 3 The Stile and Plot 5 Mount Yard) must be pursuant to policies T1, 42 and DM1 of the Manchester Core Strategy adopted in 2012 to assist the promotion of the use of sustainable forms of travel for residents through the means of a Travel Plan.

1.2.2. The residential development is a key part of Manchester’s N.O.M.A. regeneration scheme, which is extending the city centre northwards with a mixture of commercial and residential space. When completed, MeadowSide will provide 756 homes located across four buildings. Building number four, The Peak, is still to be completed.

1.3 SCOPE AND METHODOLOGY

- 1.3.1. The Local Highway Authority (LHA) at Manchester City Council (MCC) was consulted on 31st January 2023 to present and agree on the proposed scope of this document. This can be found in Appendix A.
- 1.3.2. The scope of this Travel Plan is to establish the baseline travel conditions of residents of Mount Yard and to identify the necessary measures to promote sustainable and active modes of travel to and from the site. The Travel Plan concludes with marketing and monitoring strategies to record and encourage the use of sustainable modes of transport.
- 1.3.3. The summary of the scope and methodological process of this Travel Plan is seen below:
- An introductory section highlighting the benefits of a Travel Plan and their requirements;
 - A policy review section that sets out the key national and local transport policies that are relevant to Meadowside;
 - A review of existing transport infrastructure and connectivity of active travel and public transport provision within the vicinity of the site;
 - A management plan which contains details and analysis of the Travel Plan Questionnaire;
 - A description of the outcomes and objectives of the Travel Plan, including modal share targets and a detailed action plan to reduce dependence on the private car;
 - A review of relevant Travel Plan measures to promote sustainable travel to the site; and
 - A review of measures to promote sustainable travel from the site and its associated communication, marketing, and monitoring strategy in achieving this.

1.4 PURPOSE OF A TRAVEL PLAN

- 1.4.1. A Travel Plan (TP) is a site-specific strategy and action plan for managing multi-modal access and travel to a site or development which focuses on promoting travel by sustainable and active modes of transport. Travel Plans are concerned with changing the travel behaviours of site users to reduce the number and length of motorised journeys and increase travel by walking, cycling and public transport.
- 1.4.2. This is a site-specific TP for Mount Yard which outlines the following:
- Analysis of resident travel surveys that have been undertaken;
 - Methods proposed to reduce the number of residents travelling to and from the site by car, with reference to the issues identified through analysis of the resident travel surveys; and
 - The measures that will be used to monitor the TP in its objective to reduce the volume of private car trips to the site.

1.5 TYPE OF TRAVEL PLAN

- 1.5.1. In reference to 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (GPG) by the Department for Transport (DfT) 2009, there are five types of Travel Plans, which include: Full; Interim; Framework; Statement; and Area-wide plans.
- 1.5.2. As stated above, a Full Travel Plan (FTP) is appropriate in order to discharge planning condition 46, which requires the submission of a FTP in order to capture a comprehensive baseline travel situation which includes all residents of Mount Yard.

- 1.5.3. Appropriate travel measures and targets have been identified in later stages of this FTP which aim to improve the uptake of sustainable transport modes from Mount Yard and to discourage the use of private vehicle for both work and leisure trips.
- 1.5.4. The management and coordination of these measures, in addition to raising awareness to residents of the FTP, will be the responsibility of the designated Travel Plan Coordinator for Mount Yard.
- 1.5.5. The contents of this FTP follows national guidance outlined in the GPG with a commitment to assist in delivering an effective FTP for the site.

2 POLICY REVIEW

2.1 INTRODUCTION

- 2.1.1. The following section of the report sets out the key national and local traffic and transport policies that are relevant to Mount Yard. Later sections of the report demonstrates how the proposals accord with these policies.

2.2 NATIONAL POLICY

National Planning Policy Framework, 2021

- 2.2.1. In March 2012 the National Planning Policy Framework (NPPF) was first published (updated in July 2021) to set out central Government's planning policies for England and how these are expected to be applied. The NPPF revoked and replaced several documents, including Planning Policy Guidance Note 13: Transport (January 2011).
- 2.2.2. Section 9 of the NPPF, entitled '*Promoting Sustainable Transport*', outlines the Government's planning policies to ensure that sustainable transport choices are available for promoting sustainable development. Paragraphs 110, 111, 112 and 113 state the following:
- 2.2.3. Paragraph 110.
- "In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:*
- a) Appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) Safe and suitable access to the site can be achieved for all users; and*
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 2.2.4. Paragraph 111.
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe"*
- 2.2.5. Paragraph 112.
- "Within this context, applications for development should:*
- a) Give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) Address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) Create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) Allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) Be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

2.2.6. Paragraph 113.

“All developments that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a TS or transport assessment (TA) so that the likely impacts of the proposal can be assessed.”

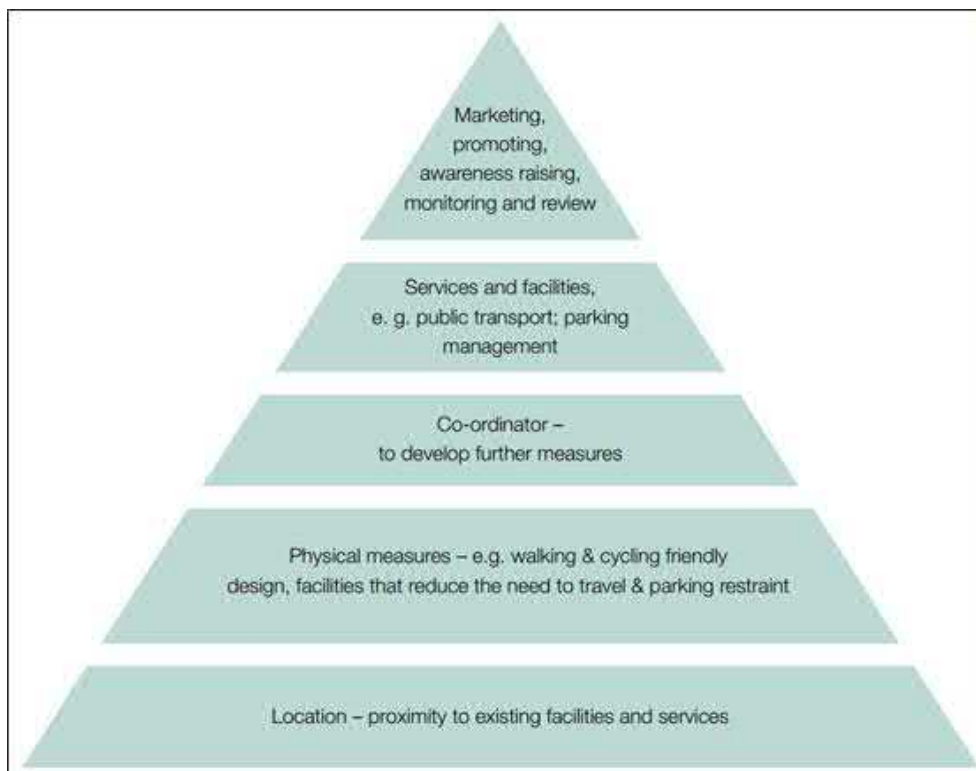
2.2.7. Paragraph 92 details the role of the planning system in creating healthy and inclusive communities, a matter that is underpinned by modes of transport in and near localities.

2.2.8. Paragraphs 154 and 155 highlight the importance of new developments providing solutions which support reductions in greenhouse gas emissions and levels of traffic congestion.

Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (DfT, 2011)

2.2.9. The GPG outlines that the development of Travel Plans can be viewed as pyramid of activities and actions, which form the foundations of this ITP. The Travel Plan Pyramid is shown in **Figure 2-1**, which is referred to as the ‘Pyramid’ throughout this report.

Figure 2-1 - GPG Travel Plan Pyramid



Smarter Choices – Changing the way we Travel (DfT, 2004)

- 2.2.10. As part of this strategy, the final report of the research project ‘The influence of Soft Factor Interventions on Travel Demand’ found that soft intervention measures had a significant impact on travel choices across the country following 24 case study interview locations in England and Scotland.
- 2.2.11. The report found with the low intensity application of soft measures such as Travel Plans, traffic levels had been reduced, on average, by 4%. For every £1 spent on soft measures, it was found that this would bring a benefit of £10 on average across the country.

2.3 REGIONAL POLICY

Travel Plan Toolkit (TfGM, 2023)

- 2.3.1. The Transport for Greater Manchester Travel Plan Toolkit¹ provides detailed information regarding the requirements of Travel Plans that are implemented within the Greater Manchester region. This includes:
- The reason for the Travel Plan (if voluntary or as part of a planning condition) accompanied by a description of the travel / transport issues faced by the site;
 - Survey results which will be used to set objectives and targets which are to be clearly defined;
 - A timetable of implementation; and
 - Assigning responsibility to the Travel Plan Coordinator to ensure proper monitoring and reviewing takes place.

Greater Manchester Fourth Local Transport Plan (LPT4) (GMCA, 2017)

- 2.3.1. The Greater Manchester Local Transport Plan comprises two documents; *The Greater Manchester Transport Strategy 2040*, which gives a long-term strategic view of how the transport system will need to evolve, and an accompanying *five-year Delivery Plan*, which gives more specific detail of what objectives are planned in the short term.
- 2.3.2. The aim of both documents is to establish a “fully integrated, high-capacity transport system for Greater Manchester, with travelling customers at its heart”.
- 2.3.3. To support the ongoing Travel Planning documents and processes set up by both public and private developers and their Travel Plan coordinators (TPC), TfGM and its partners will look to focus on evolving Travel Planning tools over the coming years to improve accessibility to ‘real time’ information for all travellers.
- 2.3.4. A single portal for travel information is planned to provide multi-modal travel information to help travellers to make informed decisions on their journeys.
- 2.3.5. By allowing travelling customers to make excellent travel choices it is hoped that it will allow them to:

¹ TfGM Travel Plan Toolkit: <https://travelplankit.tfgm.com/>

“move seamlessly between services and modes of transport on a single, high quality, easy-to-use network; maximising choice and supporting low-car lifestyles, made possible by integrated land use and transport planning.”

2.4 LOCAL POLICY

Manchester’s Local Development Framework Core Strategy, Development Plan Document (Manchester’s Core Strategy 2012 – 2027), 2012

- 2.4.1. This Core Strategy outlines the importance of a comprehensive and sustainable transport system as a means of:
- Attracting a growing, stable population;
 - Supporting existing and new businesses;
 - Ensuring good access to employment;
 - Improving residential health; and
 - Addressing the issue of climate change to contribute to the sustainable economic growth of the city.
- 2.4.2. As part of the ‘Citywide Challenges’ identified within the strategy it is noted that to meet some of the key challenges in Manchester, the level of congestion on the road and improvements to the reliability of public transport must be addressed.
- 2.4.3. The ‘Spatial Principles’ of the strategy identified in **Policy SP1** state that as part of the key principles in guiding the strategic development of Manchester to 2027 new development will
- “Maximise the potential of the City’s transport infrastructure, in particular promoting walking, cycling and use of public transport.”*
- 2.4.4. Within Policy T2 of the document the Council states that it will actively manage the pattern of development to ensure new developments include appropriate Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues
- 2.4.5. As stated in the introduction, under planning condition 46 of the planning permission the development of the completed residential blocks (Plot 2 The Gate, Plot 3 The Stile and Plot 5 Mount Yard) must be pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy adopted in 2012 to assist the promotion of the use of sustainable forms of travel for residents through the means of a Travel Plan.
- 2.4.6. **Policy T1 Sustainable Transport** states that the Council will support proposals that improve choice by developing alternatives to the car. This will be addressed through the analysis of the travel survey questionnaire distributed to residents by gaining a greater understanding of resident’s reasoning for their travel choice.
- 2.4.7. **Policy T2** states that the Council will actively manage the pattern of development to ensure that new development is:
- easily accessible by walking, cycling and public transport connecting residents to jobs, centres, health, leisure, open space and educational opportunities; and
 - Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

2.4.8. **Policy DM1 Development Management** states all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document and includes:

- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes; and
- Vehicular access and parking.

2.4.9. The travel plan questionnaire and development of the FTP will identify accessibility issues among residents and whether they present serious barriers to using sustainable modes of transport, in addition to information regarding vehicular use among residents.

Guide to Development in Manchester, Supplementary Planning Document (SPD) and Planning Guidance, 2007

2.4.10. The SPD recognises Travel Plans as a means to reduce the needs of travel by car by encouraging walking, cycling and public transport use. It notes that during the planning stage:

“Consideration should be given to the proximity of the development to existing travel facilities and services, site layout, suitable density, cycling and pedestrian facilities and the potential for parking restraint.”

2.4.11. Furthermore, it is noted that public transport should be easy to use and that:

“Workplaces should be located near residential areas to support the Council's sustainability development strategy, in particular reducing the need to travel.”

2.5 SUMMARY

2.5.1. From the national, regional and local policy described above, it is acknowledged that it is crucial to consider accessibility by all modes of transport to Mount Yard. It is also evident that effective Travel Planning from the outset will have benefits for both the existing and all future site users.

2.5.2. The site is well located for existing active travel infrastructure and public transport provision. The site also offers the opportunity to enhance and promote the existing provision and increase the potential for sustainable travel to and from Mount Yard.

2.5.3. The location of Mount Yard meets the national and local sustainable travel guidance. The following sections will explore in further detail the existing travel behaviour of users of the site and the sustainability of the location. Further detail will be given as to how sustainable travel behaviours can be encouraged from the outset of occupation.

3 BENEFITS OF A TRAVEL PLAN

3.1 BENEFITS OF A TRAVEL PLAN

3.1.1. Whilst this document does not suggest there are specific issues with any of the below topics which need to be addressed, there are still numerous benefits that can arise from implementation of a Travel Plan at the development. The potential benefits are addressed in the following sections.

3.1.2. Benefits for residents include further improvements to the following:

Safety, Health and Wellbeing

- Further improvements to road safety in the local area by reducing vehicle traffic from/to the site;
- Contribution to healthier lifestyles of residents by increasing active travel;
- Further improve social inclusion by reducing reliance on car travel for residents; and
- Contribute to sustainable and vibrant communities in the local area by reducing car use.

Accessibility

- Provide even greater choice of travel to residents for greater flexibility, improved mobility and meeting access needs;
- Assist with identifying and removing any possible barriers to walking and cycling;
- Further reduce the pressure on the local highway capacity and parking availability, especially at peak times.

3.1.3. Benefits for the local environment include the following:

- Contribute to a reduction in traffic congestion in the local area, particularly at peak times;
- Reduce carbon emissions by lowering vehicle numbers and lowering congestion; and
- Contribute to air quality and noise pollution targets by reducing the volume of car trips to the site and congestion to the site.

3.1.4. Other benefits include:

- Corporate responsibility;
- Increase in travel choices;
- A more accessible site;
- Financial savings (both corporate and personal); and
- Better time management.

4 EXISTING DEVELOPMENT

4.1.1. The existing development consists of three occupied residential apartment blocks in the vicinity of St Michael's Flag and Meadowside Park, with a further apartment block to be completed. The three occupied residential apartment blocks are:

- Plot 2 Gate;
- Plot 3 Stile; and
- Plot 5 Mount Yard

4.1.2. A breakdown of the existing uses of the apartment blocks in use is provided in **Table 4-1** below.

Table 4-1 – Existing Residential Blocks Information

	Plot 2 Gate	Plot 3 Stile	Plot 5 Mount Yard
1-bed apartments	38	28	40
2-bed apartments	156	28	80
3-bed apartments	6	30	11
Townhouses	0	0	5
Cycle parking	112		130
Car parking	0	0	28

5 TRANSPORT INFRASTRUCTURE AUDIT

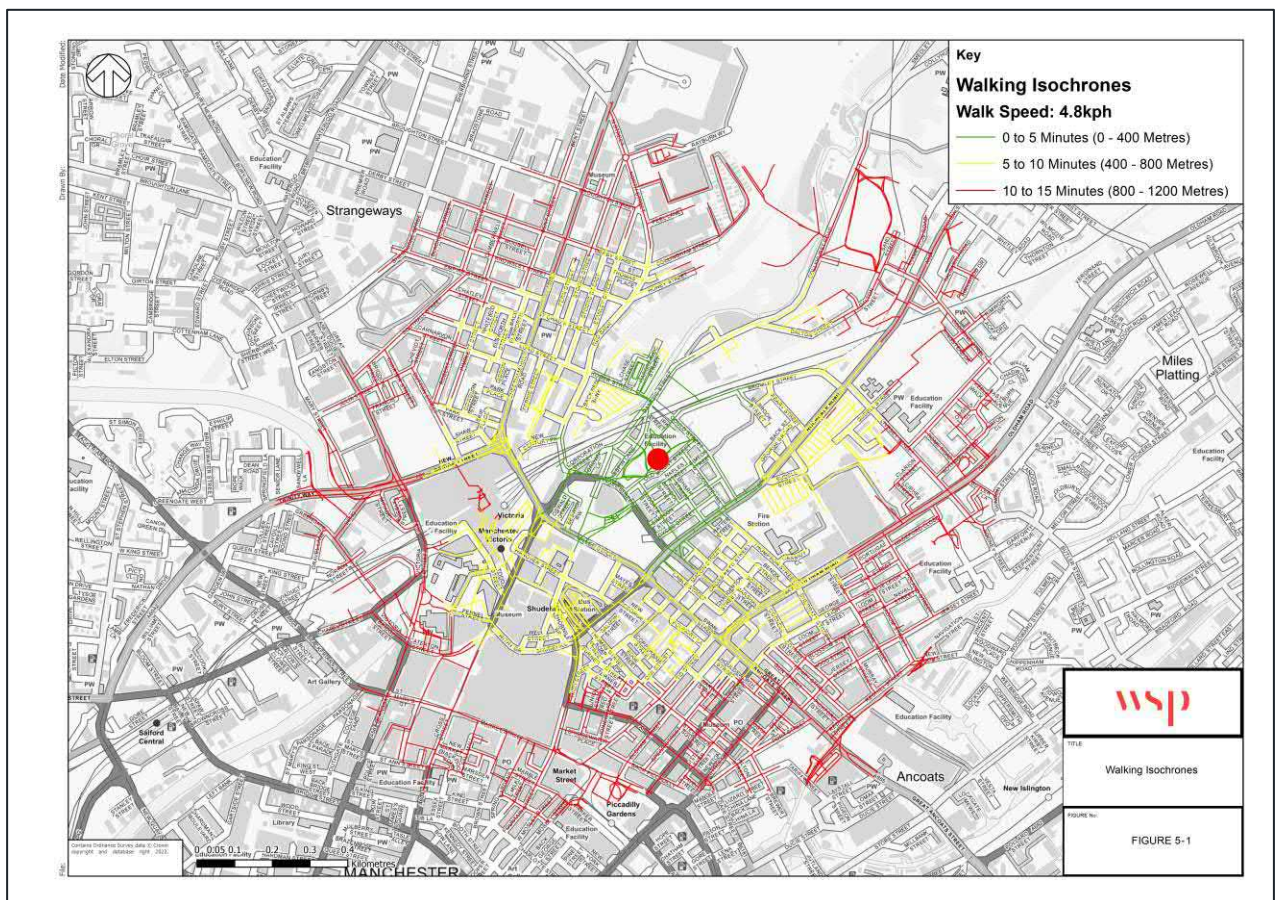
5.1 INTRODUCTION

- 5.1.1. This section of the Travel Plan assesses the accessibility of Mount Yard by sustainable modes of travel and reviews how the site location lends itself to sustainable travel. A central transport objective of the FTP development proposals is to reduce reliance on the private car and encourage the use of sustainable modes of travel.

5.2 PEDESTRIAN ACCESSIBILITY

- 5.2.1. The Institution of Highways & Transportation (IHT) publication 'Guidelines for Providing for Journeys on Foot' outlines the preferred maximum walking distance for commuting from an origin point, by persons without a mobility impairment, as 2000m. With an average walking speed of 1.4m/s, 2000m constitutes a 24-minute walk.
- 5.2.2. The pedestrian accessibility isochrones shown in **Figure 5-1** have been modelled using Geographical Information System (GIS) software and illustrates the area surrounding the site which is within a 1200m/15-minute walk from the centre of the proposed development.

Figure 5-1 - Walking Accessibility Isochrones



- 5.2.3. The pedestrian isochrones show that a significant majority of the city centre is accessible within 10-15 minutes providing the site with a high level of accessibility to multiple employment, retail, transport and leisure facilities.
- 5.2.4. Key transport networks that can be accessed within a 15-minute walk from the site which provide connectivity to local, regional and national destinations include:
- Victoria Train and Metrolink Station;
 - Bus connections along Rochdale Road; and
 - Close proximity to Shudehill Bus Station.

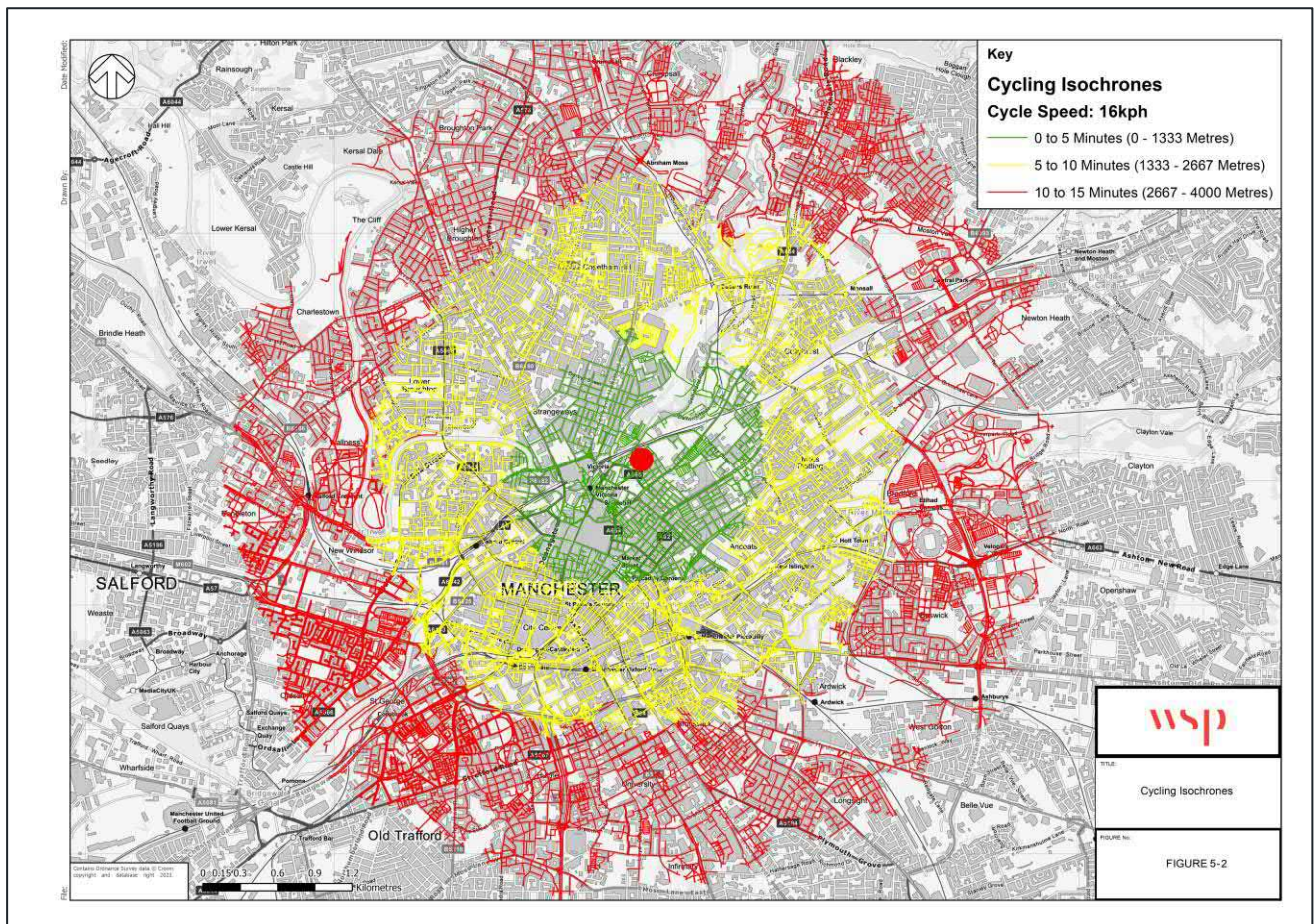
5.3 CYCLING ACCESSIBILITY

- 5.3.1. Planning Policy Guidance 13 – Transport (PPG13) states:

“Cycling also has potential to substitute for short car trips, particularly those less than 5km and to form part of a longer journey by public transport.”

- 5.3.2. Whilst the PPG13 has been superseded by the NPPF, the identified acceptable 4,000m cycling distance is still considered applicable in the absence of any updated guidance.
- 5.3.3. The cycling isochrones shown in **Figure 5-2** illustrates the area surrounding the site and the existing cycling provision.

Figure 5-2 - Cycling Accessibility Isochrones

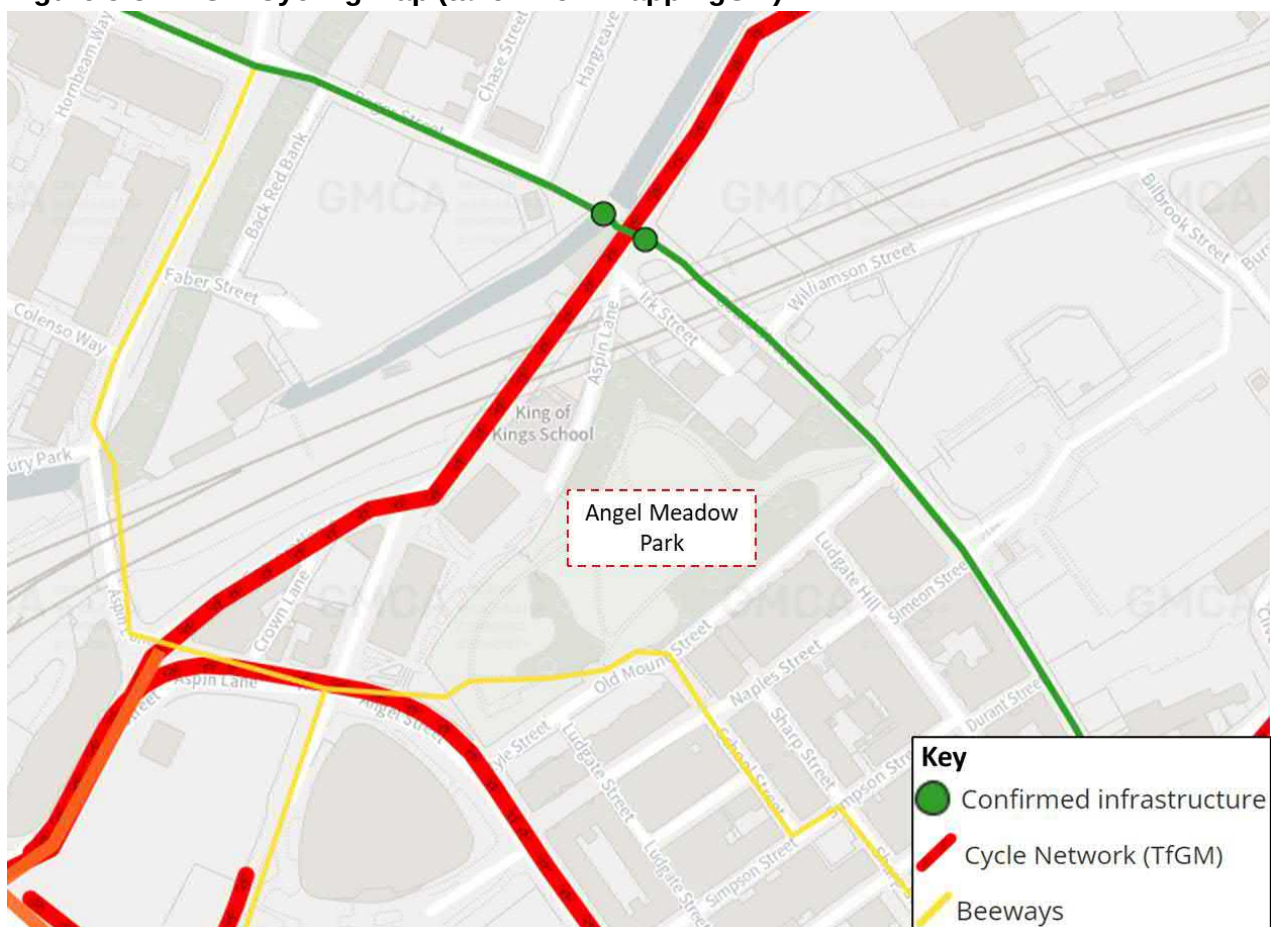


- 5.3.4. The cycling isochrones show that the site provides key connectivity to local neighbourhoods within the vicinity of the site and wider locations across Greater Manchester including:
- The extent of Manchester City Centre being accessible within a five-minute cycle from Mount Yard,
 - Key local neighbourhoods including the Green Quarter, Northern Quarter, Collyhurst and New Islington; and
 - Areas between a 10-15-minute cycle journey from Mount Yard including Salford, Trafford and the University of Manchester.
- 5.3.5. The cycling isochrones are indicative that Mount Yard is accessible by bicycle from various parts of Manchester City Centre and Greater Manchester.

5.4 CYCLING INFRASTRUCTURE

- 5.4.1. Cycling provision within the Mount Yard consists of 130 parking cycle parking spaces located in the basement.
- 5.4.2. The existing cycling provision around the site consists of an advisory cycle lane in the northbound and southbound carriageways of Angel Street to the northwest of Mount Yard. This is shown in **Figure 5-3**.

Figure 5-3 - TfGM Cycling Map (taken from MappingGM)



5.4.3. Various cycling infrastructure is present in the vicinity of Mount Yard, including

- To the north of Mount Yard Gould Street has been designated as confirmed infrastructure that will become part of the future Bee Network;
- School Street, and parts of Angel Street and Dantzic Street, are designated beeways since 2019;
- Rochdale Road a designated 'Busy Beeway'; and
- TfGM Cycle Network across Dantzic Street, Corporation Street, Angel Street and sections of Rochdale Road.

5.5 PUBLIC TRANSPORT ACCESSIBILITY: BUS²

5.5.1. Guidance published by the IHT 'Planning for Public Transport in Developments' (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five-minute walk.

5.5.2. A series of bus services run within the vicinity of Mount Yard along Rochdale Road. These provide accessibility from the site to various locations within Greater Manchester. These have been documented in **Table 5-1**.

Table 5-1 – Bus Services

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
17/17a	Go North West	Manchester – Rochdale	6 per hour	4 per hour	4 per hour
		Rochdale - Manchester	6 per hour	4 per hour	4 per hour
18	Go North West	Manchester – Middleton	6 per hour	5 per hour	4 per hour
		Middleton - Manchester	6 per hour	5 per hour	4 per hour
56/156	Stagecoach	Manchester – North Manchester General Hospital – Higher Blackley Circular	2 per hour	2 per hour	1 per hour
81	First Manchester	Manchester – Oldham	2 per hour	1 per hour	1 per hour
		Oldham - Manchester	2 per hour	1 per hour	1 per hour

² Bus timetables were retrieved in March 2023. Service routes and frequencies may change in the future.

No.	Operator	Route	Frequency (Mon – Fri)	Frequency (Saturday)	Frequency (Sunday)
112/113	Stagecoach	Manchester – Middleton	4 per hour	3 per hour	2 per hour
		Middleton - Manchester	4 per hour	3 per hour	2 per hour
117	Stagecoach	Manchester – Middleton	2 per hour	2 per hour	1 per hour
		Middleton - Manchester	2 per hour	2 per hour	1 per hour
118/119	Stagecoach	Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
		Manchester – North Manchester General Hospital	4 per hour	4 per hour	2 per hour
163	Diamond	Manchester – Bury	5 per hour	5 per hour	4 per hour
		Bury - Manchester	5 per hour	5 per hour	4 per hour

- 5.5.3. A total of 14 bus routes run nearby the site with most services reaching frequencies of at least four per hour during weekdays and Saturdays. Key bus routes with high frequencies provide connections from Manchester City Centre to Middleton (41, 18, 112, 113, 117), and Bury (135, 163). These services provide the site with an alternative to private car journeys from a range of local destinations.
- 5.5.4. Other services also connect the site to Oldham (81) and South Manchester (41). These services are also likely to provide a good alternative to private car journeys given the various local centres that these services pass through such as Moston and Withington respectively.
- 5.5.5. Shudehill Interchange is also seven-minute walk from Mount Yard which provides free bus services around the City Centre and provides connectivity to wider parts of Greater Manchester by bus.

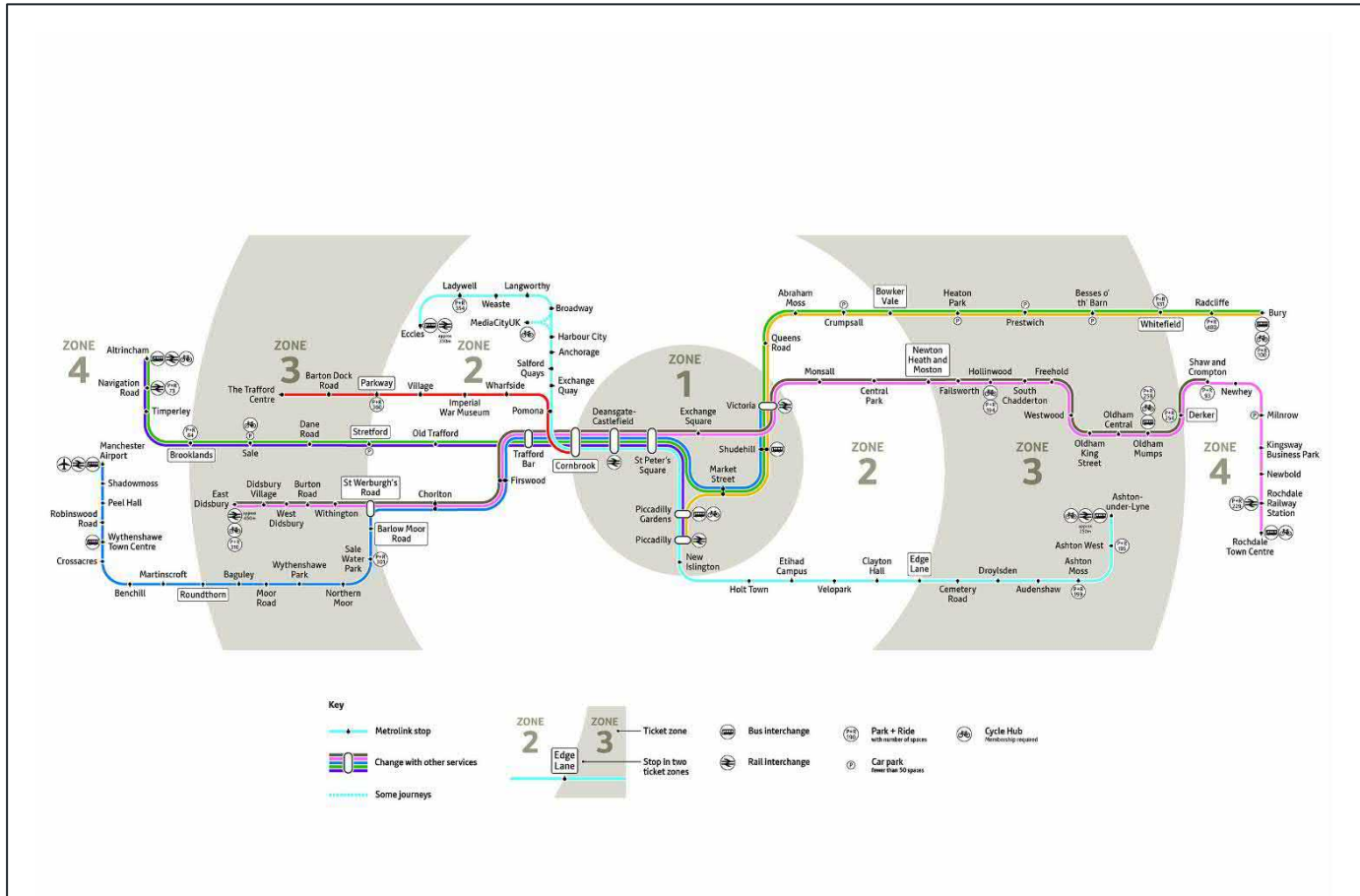
5.6 PUBLIC TRANSPORT ACCESSIBILITY: METROLINK³

- 5.6.1. Mount Yard is located near to Manchester Victoria Metrolink Stop, which is approximately six minutes on foot from Mount Yard.

³ Metrolink timetables were retrieved in March 2023. Service routes and frequencies may change in the future.

5.6.2. The map of the existing Metrolink network is shown in Figure 5-4 and highlights the extent of locations across Greater Manchester that are accessible via Metrolink.

Figure 5-4 - Metrolink Network Map



5.6.3. Frequent services are available at this stop and are identified in **Table 5-2** below.

Table 5-2 – Metrolink Services

Route	Route	Frequency	First / Last Weekday Service
Green	Altrincham – Bury	5/hr (Mon-Sun)	05:37/23:01
Green	Bury – Altrincham	5/hr (Mon-Sun)	05:55/23:01
Yellow	Manchester Piccadilly - Bury	5/hr (Mon-Sun)	05:37/23:37
Yellow	Bury – Manchester Piccadilly	5/hr (Mon-Sun)	05:55/23:25
Pink	East Didsbury – Rochdale Town Centre	5/hr (Mon-Sun)	05:21/23:45
Pink	Rochdale Town Centre – East Didsbury	5/hr (Mon-Sun)	05:32/23:32

Route	Route	Frequency	First / Last Weekday Service
Blue	Manchester Airport – Manchester Victoria	5/hr (Mon-Sun)	05:50/ 23:14
Blue	Manchester Victoria – Manchester Airport	5/hr (Mon-Sun)	05:46/23:10
Brown	East Didsbury – Shaw and Crompton	5/hr (Mon-Sun)	05:50/ 23:14
Brown	Shaw and Crompton – East Didsbury	5/hr (Mon-Sun)	05:59 / 22:59

5.7 PUBLIC TRANSPORT ACCESSIBILITY: RAIL⁴

5.7.1. In addition to Manchester Victoria Metrolink stop, Manchester Victoria train station is also a six-minute journey on foot and is accessible by bicycle and bus. **Table 5-3** identifies the key local, regional, and national destinations that can be accessed by train from Victoria Station.

Table 5-3 – Rail Services

Destination	Frequency	Provider
Local Routes		
Rochdale	5 per hour	Northern
Wigan Wallgate	3 per hour	Northern
Stalybridge	2 per hour	Transpennine Express / Northern
Salford Crescent	5 per hour	Northern
Regional Routes		
Liverpool Lime Street	1 per hour	Transpennine Express
Leeds	4 per hour	Transpennine Express / Northern
Blackburn	3 per hour	Northern
Clitheroe	1 per hour	Northern
Southport	1 per hour	Northern

⁴ Rail timetables were retrieved in February 2023. Service routes and frequencies may change in the future.

Destination	Frequency	Provider
Chester	1 per hour	Northern
Kirkby (Merseyside)	3 per hour	Northern
National Routes		
York	2 per hour	Transpennine Express
Newcastle	1 per hour	Transpennine Express

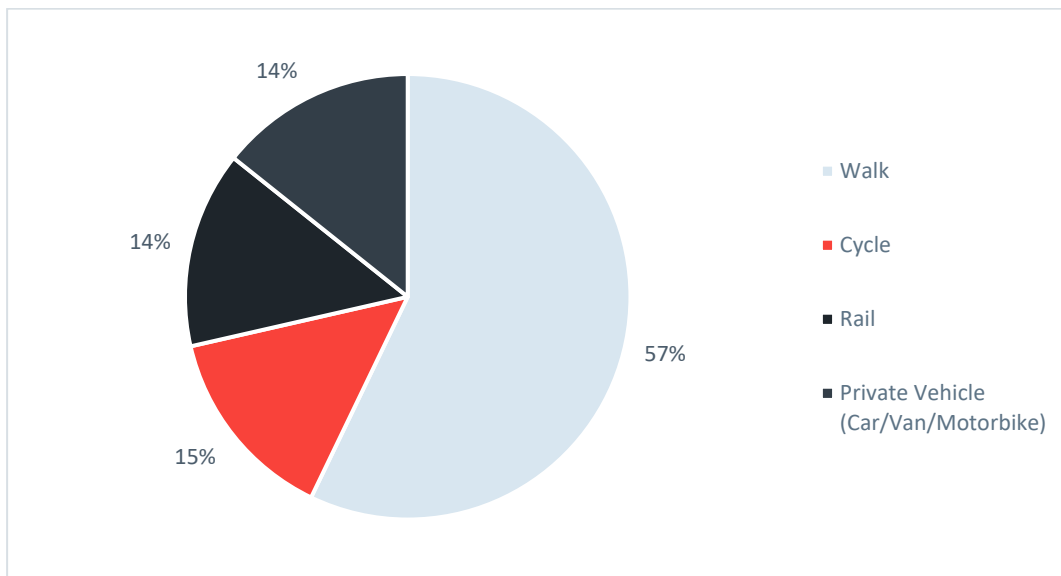
6 MANAGEMENT PLAN

6.1 TRAVEL SURVEYS

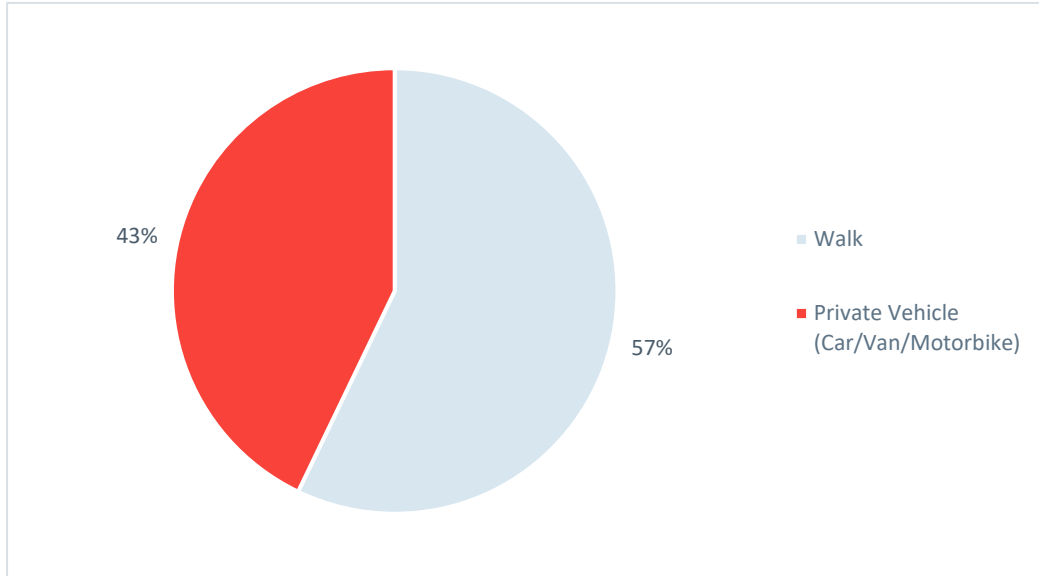
- 6.1.1. The travel surveys were undertaken by residents of Mount Yard and was distributed to residents via the property management app Spaciable.
- 6.1.2. A copy of the travel surveys can be seen in **Appendix C**.

6.2 ANALYSIS OF TRAVEL PLAN SURVEYS

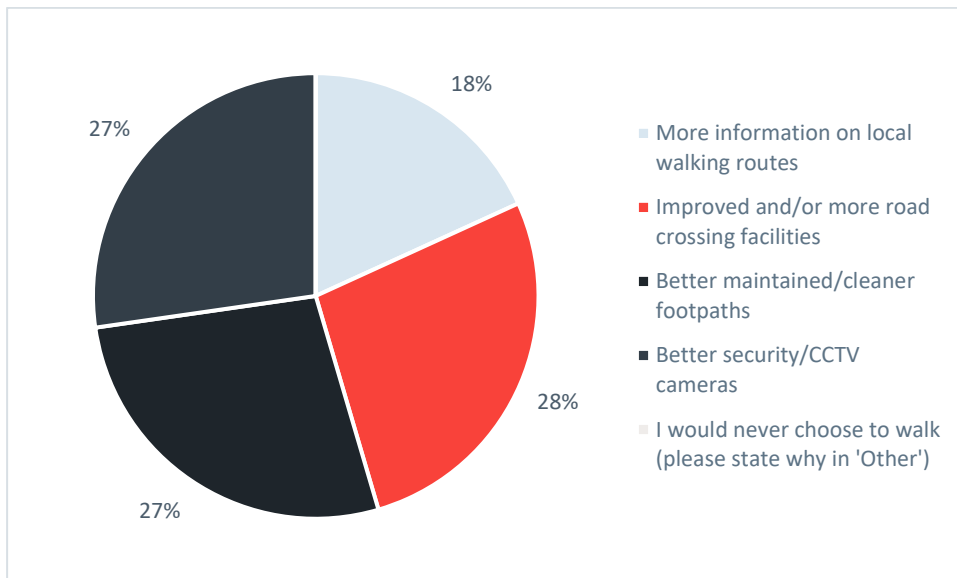
- 6.2.1. The results from Mount Yard travel surveys are shown as follows, with analysis on a question-by-question basis.
- 6.2.2. **Question 2** asked residents what forms of transport they routinely have access to at home. The results showed that:
 - Over 57% of respondents routinely have access to a car / van;
 - 43% of respondents stated 'none of the above';
 - 29% of respondents stated they routinely have access to a bicycle; and
 - 14% of respondents who stated 'Walking' in Other.
- 6.2.3. **Question 3** asked residents if they consider themselves to have any form of mobility impairment which affects their choice of travel in which all respondents stated that they did not.
- 6.2.4. **Question 4** and **Question 5** asked residents what their most frequently used method of travel is to work and leisure respectively. The results of **Question 4** identified that walking was the most frequently used method of travel to work with 57% respondents, followed by private vehicle, rail, and cycle with 14% each. No respondents chose bus, Metrolink or E-scooter as their most frequently used method of travel to work.



- 6.2.5. The results of **Question 5** identified that only walking and private vehicle were used as a frequent method of travel for leisure purposes, with no respondents selecting Metrolink, bus, rail, cycling or E-scooter.

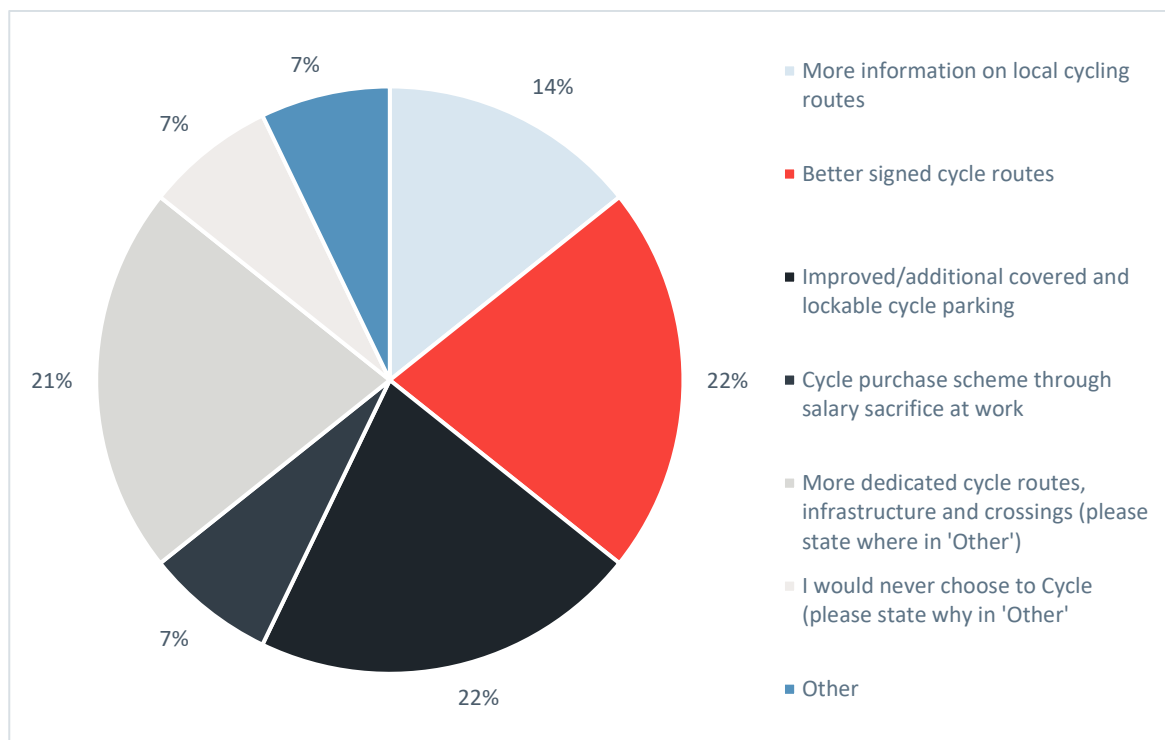


- 6.2.6. **Question 6** and **Question 7** asked residents which mode of transport they sometimes use but less than once per week to travel to work and leisure respectively. The results of Question 6 showed private vehicle use was selected by the highest proportion of respondents, followed by bus and rail.
- 6.2.7. The results of **Question 7** showed that walking was selected by over 50% of respondents, followed by rail and private vehicle.
- 6.2.8. **Question 8** asked residents what measures they believed would improve travel to and from MeadowSide via Foot. The results are shown below.

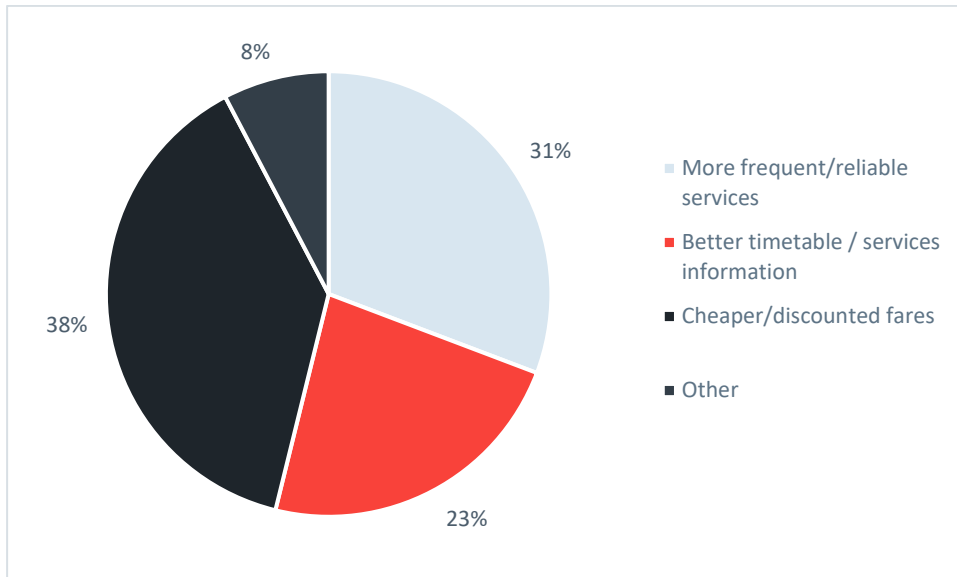


- 6.2.9. The results showed that 'Better security / CCTV cameras', 'Better maintained / cleaner footpaths' and 'Improved and / or more road crossing facilities' were selected by the most respondents as measures to improve travel to and from MeadowSide via Foot, followed by 'More information on local walking routes'. The measure 'Improved footpaths in the local area' was not selected by residents.

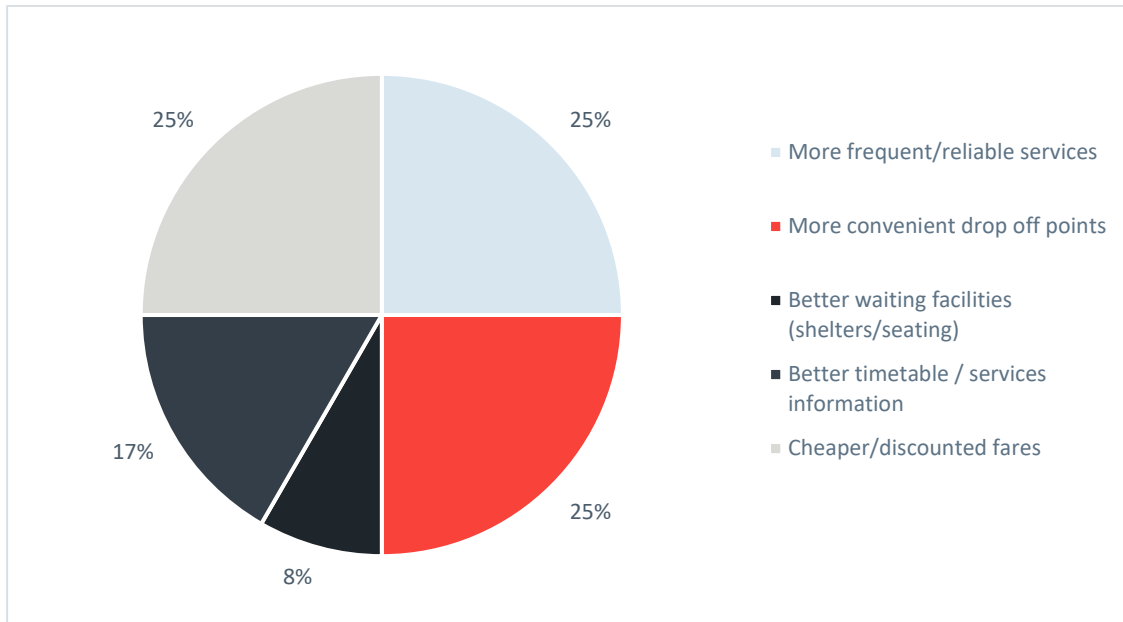
- 6.2.10. **Question 9** asked residents if they have access to a bicycle. The results showed that 29% of residents had access to a bicycle, while 79% did not have access.
- 6.2.11. **Question 10** asked residents if they are aware of the cycle hire scheme that has recently been implemented across parts of Manchester, Salford and Trafford. The results showed 85% of respondents were aware of the scheme, while 15% were not aware.
- 6.2.12. **Question 11** asked residents whether they were a regular user of the cycle hire scheme. 85% of respondents stated that they were not a regular user of the scheme, while 15% stated they were an occasional user.
- 6.2.13. **Question 12** asked residents what measures they believed would improve travel to and from MeadowSide by cycling. The results are shown below.



- 6.2.14. It can be identified that the respondents regarded 'Better signed cycle routes', 'Improved / additional covered and lockable cycle parking' and 'More dedicated cycle routes, infrastructure and crossings' as measures that would improve travel to and from MeadowSide by cycling the most.
- 6.2.15. **Question 13** asked residents what the main barrier is to travelling by Metrolink. The results indicated that the cost of Metrolink fares was the most common barrier selected by 71% of respondents, followed by 'Have to change Metrolinks' selected by 57%. 'Lack of accessible information for timetables / destinations' was selected by 43%, followed by 'Journey time' and 'lack of Metrolinks from nearby stations'.
- 6.2.16. **Question 14** asked residents what measures they believed would improve their travel to and from MeadowSide by Metrolink. The results are shown below.



- 6.2.17. It is identified that 'Cheaper / discounted fares' was the measure selected by the highest proportion of respondents at 38% that would improve their travel to and from MeadowSide by Metrolink, while 'Better timetable / services information' was selected the lowest at 23%.
- 6.2.18. **Question 15** asked residents if they were aware of the free buses that operate across Manchester City Centre. 100% of respondents were aware of the free buses.
- 6.2.19. **Question 16** asked residents if they were regular users of the free buses that operate across Manchester City Centre. 57% of respondents stated that they were not users, while 43% of respondents stated they were occasional users.
- 6.2.20. **Question 17** asked residents if they were aware of the 'Our Pass' scheme which provides free bus travel for 16–18-year-olds across Greater Manchester. 100% of respondents stated that they were over 18 years of age and ineligible to use it.
- 6.2.21. **Question 18** asked residents what the main barrier is to travel by bus. The results indicated that 'journey time' (71%) and 'lack of buses from nearby stops' (43%) were the most selected barrier to bus travel. In addition, 'lack of information on nearby services' and 'cost of bus fares' were both selected by 29% of respondents while 'Have to change buses' was selected by 14%.
- 6.2.22. **Question 19** asked residents what measures they believed would improve their travel to and from MeadowSide by Bus. The results are shown below.

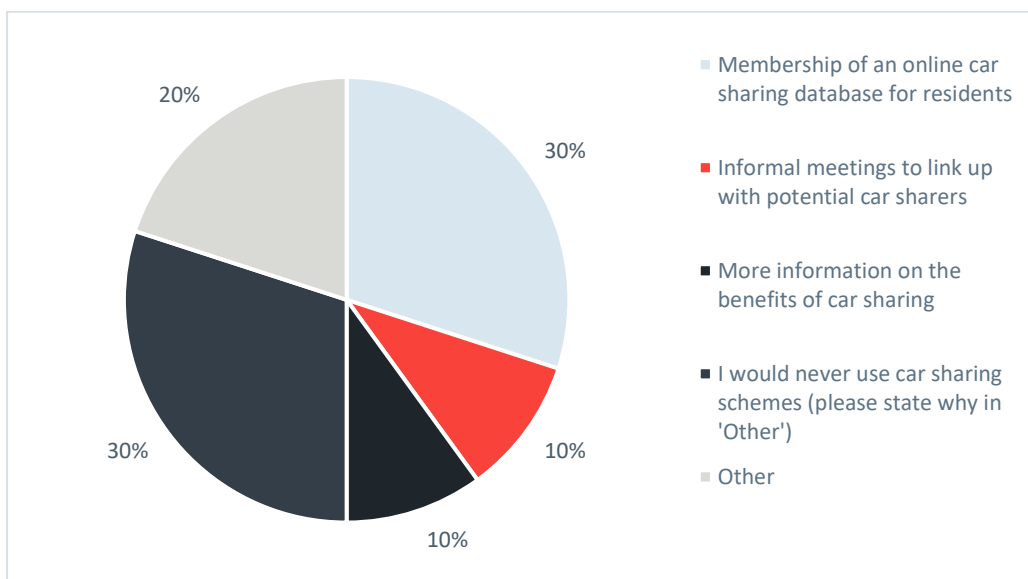


6.2.23. It can be seen that 'Cheaper / discounted fares', 'Better waiting facilities', 'more convenient drop off points' and 'More frequent / reliable services' were selected by the highest proportion of respondents, with 'Better waiting facilities (shelters / heating)' was selected the lowest.

6.2.24. **Question 20** asked residents what the main barrier is to travel by train. The results indicated that 'cost of train fares' was the most significant barrier and was selected by 43% of respondents. This was followed by 'lack of trains from nearby stations' selected by 29% of respondents each. 'Lack of accessible information for train timetables / destinations' was selected as a barrier by 14%.

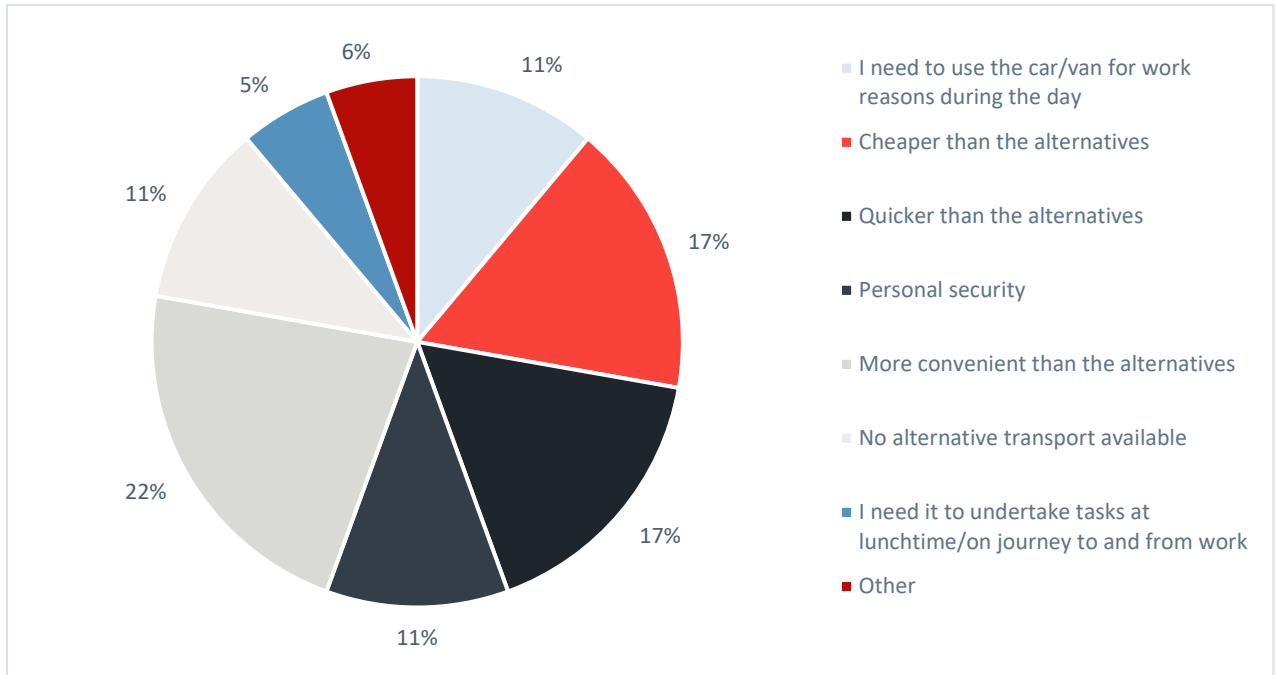
6.2.25. **Question 21** asked residents what measures they believed would improve their travel to and from MeadowSide by train. The results indicated that out of the proposed measures, 'more frequent / reliable services' and 'Cheaper / discounted fares' were selected by 71% of residents, followed by 'Better timetable / services information' by 29%.

6.2.26. **Question 22** asked residents what measures they believed would improve their travel to and from MeadowSide via Car Sharing. The results are shown below.



6.2.27. It is identified that 'Membership of an online car sharing database for residents' was selected by the highest proportion of respondents, with 30% of respondents stating that they would never use car sharing schemes. These reasons under 'Other' were mostly omissions of uninterest in such schemes.

6.2.28. **Question 23** asked residents if they travelled to work or leisure by car / van why they did so. The results are shown below.



6.2.29. It can be seen that 'More convenient than the alternatives' was the reason most selected by respondents as to why they use a private vehicle for leisure and work travel selected by 22% of residents, followed by 'Quicker than the alternatives' and 'Cheaper than the alternatives' selected by 17% of residents.

6.2.30. **Question 24** provided residents with an opportunity to provide suggestions about how journeys to and from MeadowSide could be improved. A response was made to this question and stated better pedestrian crossings at Dantzic Street and Angel Street junction are needed.

7 OUTCOME OBJECTIVES AND TARGETS

7.1 AIM OF THE TRAVEL PLAN

- 7.1.1. The aim of this FTP is to reduce reliance on the private car and achieve a lasting shift towards the use of sustainable travel modes to access Mount Yard, such as walking, cycling and public transport. The method for achieving this is through the provision of a package of measures to influence the travel behaviour of residents.
- 7.1.2. The aims of this FTP are in line with local, regional, and national policy which are to encourage the use of sustainable transport and to maximise the potential to cycle to and from Mount Yard.

7.2 NEW TRAVEL PLAN TARGETS

- 7.2.1. Travel plans should include targets in which the success of the plan can be monitored and assessed over time. These targets should be ambitious but also realistically achievable for the residents of The Stile. Following the results of the travel surveys, the following quantifiable targets have now been set for the FTP:
- 10% reduction in the number of residents using single occupancy vehicle trips as their main mode of travel to and from Mount Yard;
 - 5% increase in the number of residents using public transport as their main mode of travel to and from Mount Yard;
 - 5% increase in the number of residents using active modes of travel (i.e., walking and cycling) as their main mode of travel to and from Mount Yard.
- 7.2.2. The following non-quantifiable objects have also been set for the FTP:
- Include updated information regarding sustainable modes of transport available to city centre users in travel packs that will be distributed to residents. This will include information regarding the free buses that operate across Manchester City Centre, the cycle hire scheme and timetables for public transport;
 - Prepare and distribute updated travel packs to encourage uptake of sustainable transport modes for work and leisure purposes;
 - To contact relevant car sharing organisations to provide information to residents on the benefits of car sharing;
 - To highlight the health benefits of active travel to residents; and
 - To investigate incentives which are likely to encourage sustainable alternative modes of travel to and from Mount Yard.

7.3 FUTURE MONITORING

- 7.3.1. In line with the strategy set out in the Framework Travel Plan submitted for the development, a survey will be conducted every two years. Each new survey will require the completion of new Action Plan measures on a two-year cycle and establishment of baseline mode shares.
- 7.3.2. This process will ensure that objectives and targets will be continually reviewed and amended accordingly to reflect new baseline mode shares and associated targets and Action Plan measures.

8 TRAVEL PLAN MEASURES

8.1 INTRODUCTION

- 8.1.1. In order for a FTP to be successful in persuading people to use sustainable and active modes of travel in favour of the car, it is necessary to introduce a varied mix of incentives, a combination of hard and soft measures. The measures considered in this FTP are described below.
- 8.1.2. An annual budget will be allocated to develop and bring forward the identified measures within this FTP. Whilst initial measures have been identified for each travel mode, the TPC will oversee all modes of transport.

8.2 WALKING MEASURES

- 8.2.1. The following measures should be considered upon full adoption of this FTP to encourage and promote walking from Mount Yard:
- Any common areas travelled to by residents to be produced into maps which also include potential deterrents to walkers along the route;
 - The TPC to liaise with the Highways Authority to ensure that the key pedestrian desire lines identified are appropriately maintained, as well as reporting maintenance requirements;
 - Put up signs showing the direction and distance or time it takes to walk to the site from key local areas (e.g. transport hubs, neighbourhood centres or key amenities in Manchester City Centre);
 - To establish an Active Travel User Group; and
 - Actively promote online resources including:
 - Internal newsletter
 - <https://www.verywellfit.com/tips-for-walking-to-work-3435887> 10 tips for walking to work.

8.3 CYCLING MEASURES

- 8.3.1. The following measures should be considered upon full adoption of this FTP to encourage and promote walking from Mount Yard:
- Any common areas travelled to by residents which are suitable for cycling to be produced into cycling maps which will include potential deterrents to cyclists on the route;
 - The TPC to liaise with the Highways Authority to ensure that the key cycling desire lines are identified and appropriately maintained, as well as to report maintenance requirements;
 - Put up signs showing the direction and distance or time it takes to cycle to the site from key local areas (e.g. transport hubs or neighbourhood centres);
 - To establish an Active Travel User Group; and
 - Actively promote online resources including:
 - Internal newsletter
 - TfGM website for cycling: <https://beeactive.tfgm.com/cycling/>
 - Journey planner for cycling trips in Manchester: <https://manchester.cyclestreets.net/>

8.4 PUBLIC TRANSPORT MEASURES

- 8.4.1. The following measures should be considered upon full adoption of this FTP to encourage and promote public transport use from Mount Yard:
- Public transport information updates to be provided to all residents when, for example, there have been changes to public services or new services are being introduced which would benefit them;
 - Educating residents on the importance of using public transport as an alternative to the car for the array of benefits that this can bring, including health and environmental benefits; and
 - Actively promote useful websites or collation of material from such websites that have been provided to residents, such as:
 - TfGM Homepage: <https://tfgm.com/>
 - TfGM website for Metrolink information: <https://tfgm.com/public-transport/Metrolink/Metrolink-schedule>
 - TfGM website for bus information: <https://tfgm.com/public-transport/bus>

8.5 CAR SHARING MEASURES

- 8.5.1. The following measures should be considered upon full adoption of this FTP to encourage and promote the use of car sharing on journeys made by car from Mount Yard:
- Provide a car share database for residents, where they can view offers and requests for lifts from their colleagues.
 - Advertising campaign involving regular car sharers in which they mount a small sticker to their vehicle to advertise that they are willing to car share with fellow residents. This will spread awareness throughout the site by publicising this scheme;
 - Promoting the benefits of car sharing associated with financial savings, social benefits associated with getting to know people etc;
 - Providing incentives for the uptake of car sharing, for example, providing a free car wash at a local garage once a month for residents that are proven to car share often.

8.6 ACTION PLAN

- 8.6.1. As part of the FTP process, the package of measures adopted to increase sustainable and active travel like those considered above have been defined in the Action Plan. The Action Plan will be the mechanism for working towards achieving the target indicators for each mode of transport aligned with delivering the aim of the FTP.
- 8.6.2. The Action Plan created for Mount Yard illustrates the implementation programme for the proposed measures, including the roles and responsibilities, timescales for delivery (date of completion), and how each action will be evaluated. The communication and marketing tools used to promote each measure are also be provided in the Action Plan.
- 8.6.3. Table 8-1 shows the expected actions, responsibilities, timescales, and indicators of the Action Plan.

Table 8-1 – Action Plan

Action Plan			
Action	Responsibility	Timescale	Indicator / Success
Management, Monitoring and Review			
Travel Plan Co-ordinator (TPC) assumes role	Leah Parkinson	On-going after FTP completion	Appointment of TPC
Annual Review	TPC	12 months after FTP completion	Update Full Travel Plan accordingly
Measures and Initiatives			
TPC liaison with residents via emails, Spatiable app etc.	TPC	On-going after FTP completion	Residents aware of Travel Plan and encouraged to engage
Personalised Travel Planning advice	TPC	On-going as required after FTP completion	Residents provided with personalised Travel Planning advice as required
Programme of sustainable travel events distributed to residents	TPC	On-going after FTP completion	Residents aware of events and encouraged to engage
Negotiation and provision of incentives to support and encourage walking, cycling, public transport and car sharing	TPC	On-going after FTP completion	Incentives made available to all, increase in number of residents walking, cycling, using public transport and car sharing
Liaison with MCC and TfGM regarding pedestrian and cycle desire lines and routes	TPC	On-going after FTP completion	Potential improvements identified, increase in number of walking and cycling trips
Monitoring of on-site cycling facilities and associated discussions with users	TPC	On-going after FTP completion	Improvement of cycling facilities as required
Resident car sharing user groups set up and promoted	TPC	In line with FTP completion	Increase in number of individuals car sharing

9 COMMUNICATION, MARKETING AND MONITORING

9.1 FULL TRAVEL PLAN

- 9.1.1. A Full Travel Plan is the finalised document that facilitates and monitors targeted changes in travel behaviour of residents of Mount Yard, with the implementation programme for the proposed measures outlined in the Action Plan.
- 9.1.2. Residents will also be invited to suggest ideas for measures to be added to the FTP to promote and increase active and sustainable travel. The FTP process aims to give the residents shared input and ownership of the Plan.

9.2 TRAVEL PLAN CO-ORDINATOR

- 9.2.1. Appointing a Travel Plan Co-ordinator (TPC) is a requirement of a FTP. The TPC implements the travel measures and sustains interest and participation in the FTP.
- 9.2.2. It is proposed that the TPC role will be held by **Leah Parkinson** who will operate in liaison with the relevant officers at MCC.
- 9.2.3. The details of which the TPC can be contacted by are shown below:
- Email: LeahParkinson@zenithmanagement.co.uk
- 9.2.4. The TPC for the development will be available to residents and their contact details will be provided when requested. The TPC will be responsible for the day-to-day management of the FTP. Specific responsibilities of the TPC include:
- Liaise with residents to explain the objectives and benefits of the Travel Plan, which includes bringing an awareness of the travel strategy, encouraging participation where possible and advising on sustainable travel access options;
 - Distribute, collect, and analyse travel surveys for residents in line with an agreed timetable
 - Actively encourage residents to cycle, walk and use public transport when appropriate, and ensure they are aware of all sustainable transport options;
 - Be the point of contact and on-going liaison with outside bodies including MCC and TfGM; and
 - Acquire supporting information such as public transport timetables and cycle maps to be distributed to residents.

9.3 MARKETING STRATEGY

- 9.3.1. A communication and marketing strategy has been developed to support the Full Travel Plan to ensure:
- Awareness of the Travel Plan amongst residents at the site;
 - Promotion of the package of measures contained in the Action Plan; and
 - Provision of travel information from the outset and consistently throughout the lifespan of the FTP and an awareness of the sustainable and active travel options available.
- 9.3.2. The communication and marketing strategy communicates the FTP to all residents to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.

- 9.3.3. The communication and marketing strategy should be effective in keeping the FTP visible and relevant to residents. The strategy will be the responsibility of the Travel Plan Coordinator. Key aspects of the strategy include:
- Maintaining confidence in the FTP among residents. This can be achieved by monitoring the effectiveness of the measures and amending them when problems are encountered;
 - Regularly communicating with residents to remind them of the FTP;
 - Making the TPC easily contactable for residents to resolve issues with changing modes of travel;
 - Ensuring all travel information available is up to date;
 - Developing a successful feedback procedure for the purpose of developing the FTP that will consider the views of all residents; and
 - Regular updates from TPC.

9.4 MARKETING MATERIAL

- 9.4.1. The TPC must identify the most effective way of conveying messages to residents, whether this is for example electronically via email or website, or via noticeboards. This would ideally be communicated to residents through the Spaciable App.
- 9.4.2. Further to this, the platform used to promote and communicate the FTP should be accessible to all.

9.5 MONITORING STRATEGY

- 9.5.1. The monitoring strategy will advise on the effectiveness of the FTP measures and inform where any additional actions might be taken. A monitoring strategy that regularly tracks progress of the measures in achieving the SMART targets enables proportionate and appropriate adjustments to the FTP.
- 9.5.2. The monitoring strategy would consist of a resident travel survey, a database of evidence, regular progress reports and updates to the FTP.

10 SUMMARY

- 10.1.1. WSP have been appointed by Far East Consortium to prepare a Full Travel Plan for Mount Yard within the MeadowSide development under planning condition 46 of the planning application 124120/JO/2019.
- 10.1.2. Stakeholder engagement has been undertaken with Manchester City Council (MCC) who, acting as the Local Highway Authority, have actively engaged and have contributed to the production of this Travel Plan.
- 10.1.3. This is a site-specific TP for Mount Yard which outlines the following:
- Methods proposed to increase the number of residents travelling to and from the site by active and sustainable modes of travel;
 - An appropriate survey given to residents of Mount Yard which identifies travel patterns to and from Mount Yard; and
 - The measures that will be used to monitor the effectiveness of the Travel Plan in its objective to decrease the volume of private car trips from the site.
- 10.1.4. Whilst this document does not suggest there are specific issues with any of the topics which need to be addressed, there are still numerous benefits that can arise from implementation of a Travel Plan at the development. The potential benefits are addressed in Section 3.
- 10.1.5. A thorough review and assessment of the accessibility of the site by sustainable modes of travel and how the site location lends itself to sustainable travel has been undertaken. Ultimately a central transport objective of the FTP is to reduce reliance on the private car and encourage the use of sustainable modes such as walking, cycling and public transport from residents. This has found that the site is highly accessible by active travel and public transport.
- 10.1.6. The aim of the Travel Plan is to increase the use of sustainable travel modes to access the development, such as walking and public transport. The method for achieving this is throughout the provision of a package of measures to influence the travel behaviour of residents of Mount Yard.
- 10.1.7. The aims of this FTP are in line with local, regional, and national policy which are to encourage the use of sustainable transport and to maximise the potential to walk or cycle to and from development site.
- 10.1.8. This FTP has identified a series of objectives, interim targets and an initial package of measures that can be adopted to encourage residents to use sustainable modes of transport. This is based on the results of the Travel Plan Survey identified in the Management Plan and will be implemented by a designated Travel Plan Coordinator.
- 10.1.9. The purpose of the Travel Plan Survey is to understand residents' travel habits of Mount Yard and deliver a series of tailored measures to improve public transport and active travel options and accessibility.
- 10.1.10. A full assessment of the answers is supplied in Chapter 6.
- 10.1.11. A series of travel plan targets have been set following the results of the Travel Plan Survey. These targets include:

- Include updated information regarding sustainable modes of transport available to city centre users in travel packs that will be distributed to residents. This will include information regarding the free buses that operate across Manchester City Centre, the cycle hire scheme and timetables for public transport;
- Prepare and distribute updated travel packs to encourage uptake of sustainable transport modes for work and leisure purposes;
- To contact relevant car sharing organisations to provide information to residents on the benefits of car sharing;
- To highlight the health benefits of active travel to residents; and
- To investigate incentives which are likely to encourage sustainable alternative modes of travel to and from Mount Yard.

10.1.12. The following quantifiable targets have also been set for the FTP:

- 10% reduction in the number of residents using single occupancy vehicle trips as their main mode of travel to and from Mount Yard;
- 5% increase in the number of residents using public transport as their main mode of travel to and from Mount Yard; and
- 5% increase in the number of residents using active modes of travel (i.e., walking and cycling) as their main mode of travel to and from Mount Yard.

10.1.13. As part of the FTP process, the package of measures adopted to increase sustainable and active travel like those considered above have been defined in an Action Plan. The Action Plan will be the mechanism for working towards achieving the target indicators for each mode of transport aligned with delivering the aim of the FTP.

10.1.14. The Action Plan created for Mount Yard will illustrate the implementation programme for the proposed measures, including the roles and responsibilities, timescales for delivery (date of completion), and how each action will be evaluated. The communication and marketing tools used to promote each measure have also been provided in the Action Plan.

10.1.15. A communication and marketing strategy (e.g. part of the existing weekly newsletter) will be developed to support the Full Travel Plan to ensure:

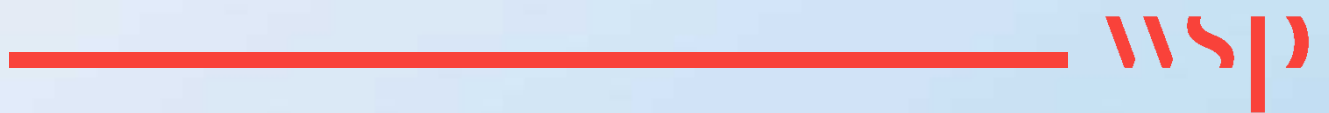
- Awareness of the Travel Plan amongst residents of Mount Yard;
- Promotion of the package of measures contained in the Action Plan; and
- Provision of travel information from the outset and consistently throughout the lifespan of the FTP and an awareness of the sustainable and active travel options available.

10.1.16. The communication and marketing strategy communicates the FTP to all residents to raise awareness of its contents. This publicises its outcome objectives, targets and the package of measures being delivered.

10.1.17. A monitoring strategy will advise on the effectiveness of the FTP measures and inform where any additional actions might be taken. A monitoring strategy that regularly tracks progress of the measures in achieving the SMART targets enables proportionate and appropriate adjustments to the FTP.

Appendix A

SCOPE



124120/JO/2019 ANGEL MEADOW FULL TRAVEL PLAN SCOPE

Introduction

This Technical Note presents the proposed scope to discharge Condition 46 for Plots 2, 3 and 5 of the planning application 124120/JO/2019 “Variation of planning condition 3 (specified plans) of planning permission 116366/FO/2017 to increase the height of buildings at plots 2 and 3 by 1.1 m, amendments to the façade treatment of plots 2 and 3, increase in the height of plot 4 by 0.278m, amendments to the façade treatment of building at plot 4, increase in height of plot 5 by 1m together with elevational alterations, alteration to podium to plot 4.”

Condition 46 of planning application 124120/JO/2019 states:

“The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 17 May 2017.

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/staff during the first three months of the first use of the building 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, including monitoring and review of cycle provision.*

Within six months of the first use of each phase, a Travel Plan for that phase which takes into account the information about 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.

Reason – To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

Full Travel Plan Scope

It is proposed that individual Full Travel Plans for Plots 2, 3 and 5 will be produced. These will include:

- 1 Introduction** – An overview to the background and methodology of the Travel Plan.
- 2 Benefits of a Travel Plan** – A summary of benefits for residents.
- 3 Development Description** – A brief description of the residential development.
- 4 Transport Infrastructure Audit** – A review of the active travel and public transport provision within the vicinity of the site.
- 5 Management Plan** – Details and analysis of the Travel Plan Questionnaire and Travel Plan Co-Ordinator.
- 6 Outcome, Objectives, and Targets** – A description of the aim of the Travel Plan, its objectives, and modal share targets.
- 7 Travel Plan Measures** – Description of measures to promote sustainable travel to the site accompanied by a detailed action plan to reduce dependency on the private car.
- 8 Communication, Marketing, and Monitoring** – A description of the communication, marketing and monitoring strategy.
- 9 Summary**

Poltz Faggiani, Alberto

From: Andy Connell <andy.connell@manchester.gov.uk>
Sent: 31 January 2023 15:36
To: Poltz Faggiani, Alberto
Cc: Leanne Chapman
Subject: Travel Plan Scoping Proposal - Angel Meadow Plots 2, 3 and 5

Follow Up Flag: Follow up
Flag Status: Flagged

Alberto, further to your emails to Andy Crompton and my line manager Richard Thomas on 26th January 2023 I can confirm that the proposed travel plan scoping is acceptable to us provided that you can confirm that the following will be undertaken:

- Resident/staff survey within three months of the first use of each plot
- Submission of the respective travel plans to us for approval within six months of the first use to each plot

Regards,

Andy Connell.
Traffic Engineer, Highways Service, Neighbourhoods Directorate
(Working Times Monday to Thursday 0700 - 1600)

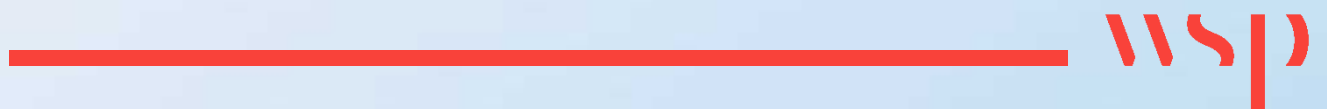
Works mobile: 07949 611265
E-mail: andy.connell@manchester.gov.uk
Web: <http://www.manchester.gov.uk>

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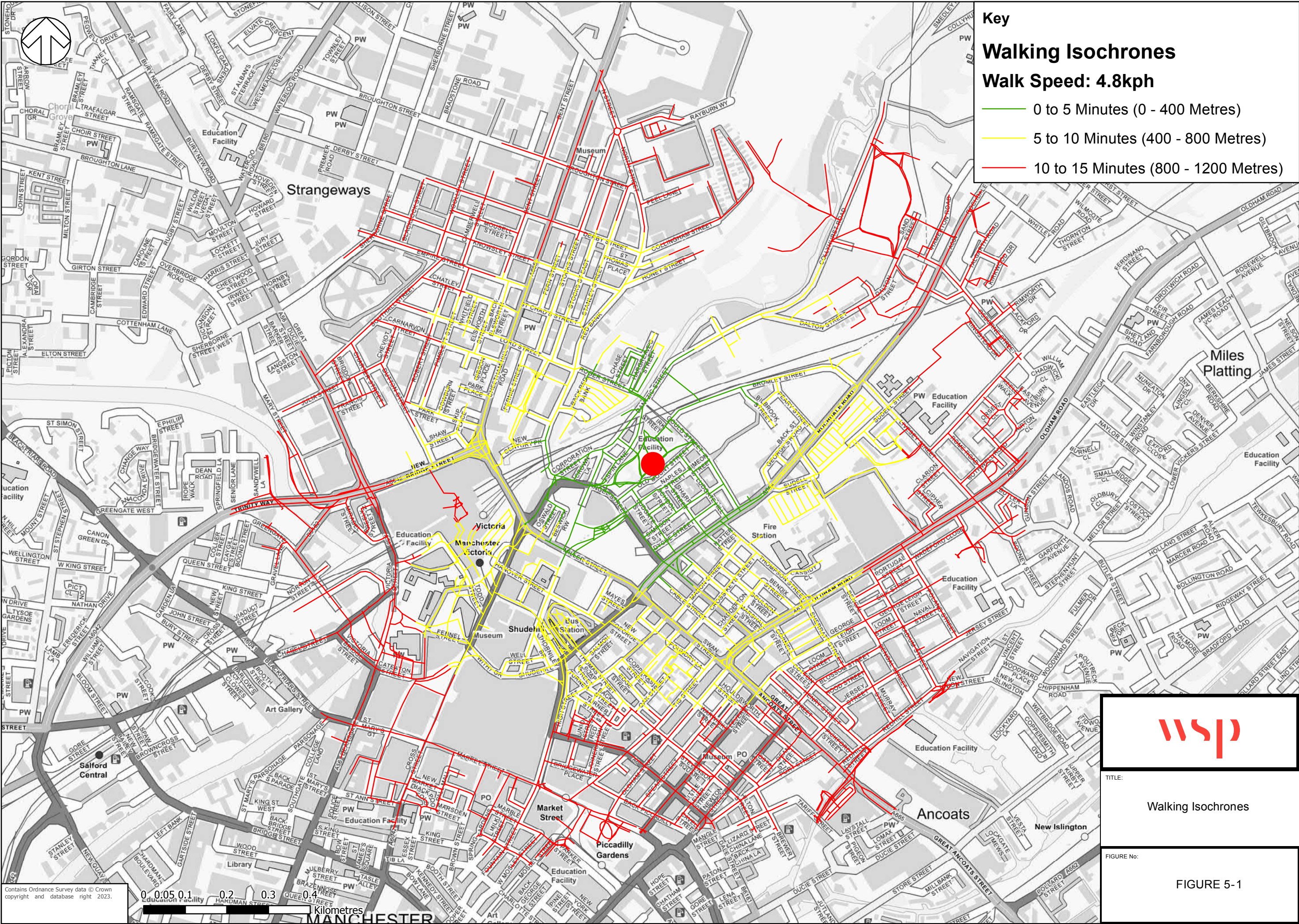
This footnote also confirms that this email message has been swept for the presence of computer viruses.

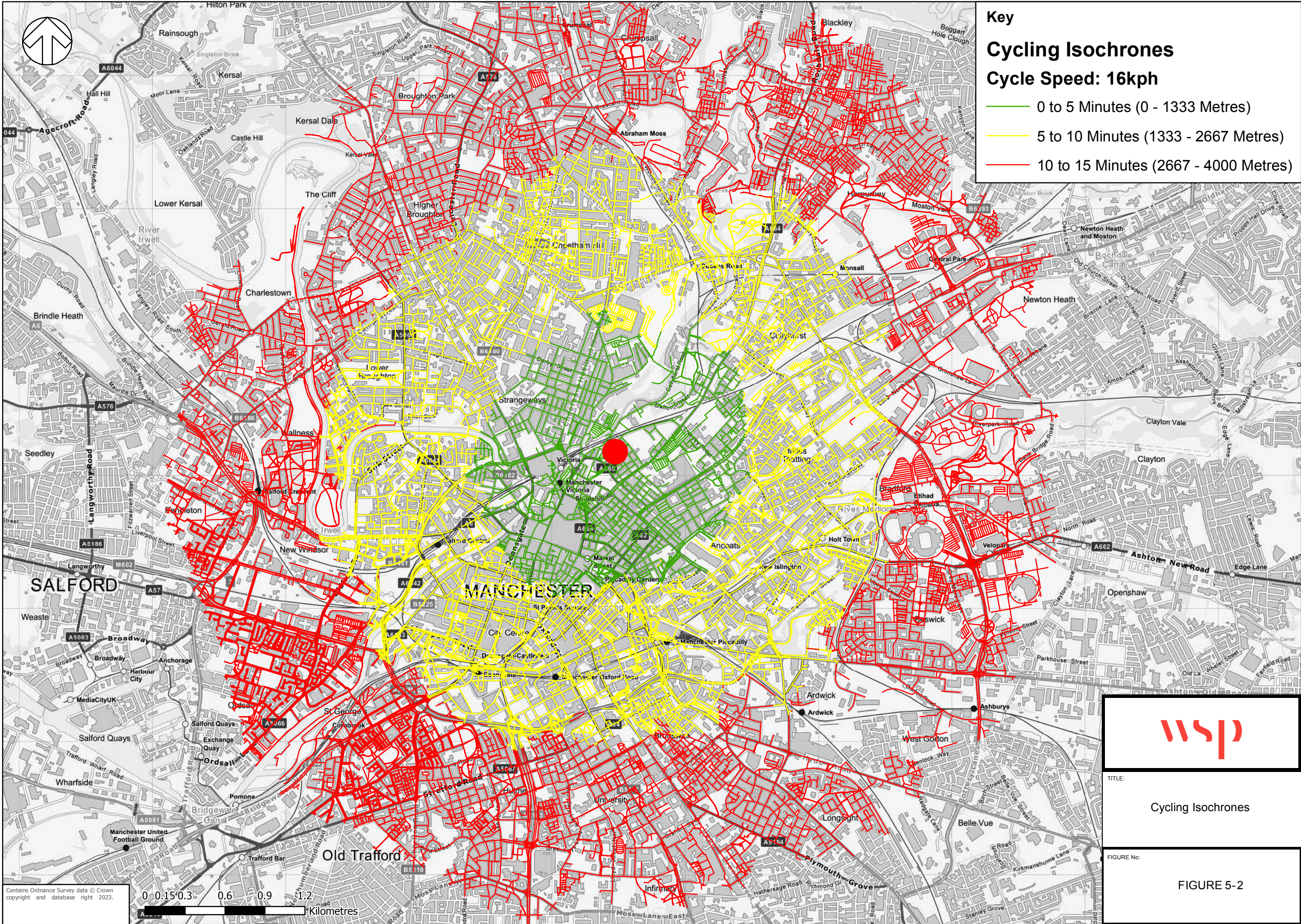
Appendix B

ACCESSIBILITY ISOCHRONES



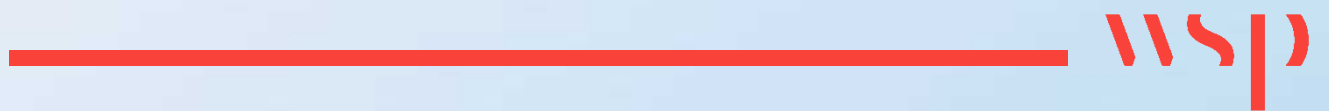
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Appendix C

TRAVEL PLAN SURVEY



Mount Yard, Travel Plan Survey

The purpose of this Travel Plan Survey is to understand travel habits of existing residents of Mount Yard and to deliver a series of tailored measures to improve public transport and active travel options.

All completed surveys will be entered in a prize draw to win a £100 voucher.

The survey will take approximately 7 minutes to complete.

* Required

1. Name and Email Address (please provide to be included in the prize draw). *

2. Which of the following forms of transport do you routinely have access to at home? (please tick all that apply) *

☐ Bicycle

☐ E-Scooter

☐ Car/Van

☐ Motorcycle

☐ None of the above

☐ Other

3. Do you consider yourself to have any form of mobility impairment which affects your choice of travel? *

☐ Yes

☐ No

4. What is your most frequently used method of travel to work? *

- ☐ Walk
- ☐ E-Scooter
- ☐ Cycle
- ☐ Tram (Metrolink)
- ☐ Bus
- ☐ Rail
- ☐ Private vehicle (Car/Van/Motorbike)
- ☐ Other

5. What is your most frequently used method of travel for leisure? *

- ☐ Walk
- ☐ E-Scooter
- ☐ Cycle
- ☐ Tram (Metrolink)
- ☐ Bus
- ☐ Rail
- ☐ Private vehicle (Car/Van/Motorbike)
- ☐ Other

6. In addition to your primary mode of travel, which of the following do you sometimes use but use less than once per week to travel to work? (Please tick all that apply). *

☐ Walk

☐ E-Scooter

☐ Cycle

☐ Tram (Metrolink)

☐ Bus

☐ Rail

☐ Private vehicle (Car/Van/Motorbike)

☐ Other

7. In addition to your primary mode of travel, which of the following do you sometimes use but use less than once per week to travel for leisure? (Please tick all that apply). *

☐ Walk

☐ E-Scooter

☐ Cycle

☐ Tram (Metrolink)

☐ Bus

☐ Rail

☐ Private vehicle (Car/Van/Motorbike)

☐ Other

8. We are looking to understand more about your reasons for using sustainable modes of travel and how these might be improved. Please indicate **any** of the following which you feel may improve travel to and from MeadowSide via **Foot**. *

- ☐ More information on local walking routes
- ☐ Improved and/or more road crossing facilities
- ☐ Better maintained/cleaner footpaths
- ☐ Better security/CCTV cameras
- ☐ Improved footpaths in the local area (please state where in 'Other')
- ☐ I would never choose to walk (please state why in 'Other')
- ☐ Other

9. Do you have access to a bicycle? *

- ☐ Yes
- ☐ No
- ☐ Yes, an electric bicycle

10. Are you aware of the cycle hire scheme recently implemented across parts of Manchester, Salford and Trafford? *

- ☐ Yes
- ☐ No

11. Are you a regular user of the cycle hire scheme? *

- ☐ Yes
- ☐ No
- ☐ Occasional user
- ☐ No, but would like to

12. Please indicate **any** of the following which you feel may improve your travel to and from MeadowSide via **Cycle**. *

- ☐ More information on local cycling routes
- ☐ Better signed cycle routes
- ☐ Improved/additional covered and lockable cycle parking
- ☐ Improved or new lockers and showers/changing facilities at work
- ☐ Cycle purchase scheme through salary sacrifice at work
- ☐ Bicycle User Group
- ☐ Cycle training
- ☐ More dedicated cycle routes, infrastructure and crossings (please state where in 'Other')
- ☐ I would never choose to Cycle (please state why in 'Other')
- ☐ Other

13. What is the main barrier to travel of using the tram? (Please tick all that apply). *

- ☐ None
- ☐ Lack of accessible information for tram timetables / destinations
- ☐ Journey time
- ☐ Cost of tram fares
- ☐ Have to change trams
- ☐ Lack of trams from nearby stations to required destinations
- ☐ Unable to put bicycle on tram
- ☐ Other

14. Please indicate **any** of the following which you feel may improve your travel to and from MeadowSide via **Tram**. *

- ☐ More frequent/reliable services
- ☐ More convenient drop off points
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the tram (please state why in 'Other')
- ☐ Other

15. Are you aware of the free buses that operate across Manchester City Centre? *

- ☐ Yes
- ☐ No

16. Are you a regular user of the free buses that operate across Manchester City Centre? *

- ☐ Yes
- ☐ No
- ☐ Occasional user
- ☐ No, but would like to

17. Are you aware of the '**Our Pass**' scheme which provides free bus travel across Greater Manchester for 16 -18 year olds? *

- ☐ I am over 18 and ineligible to use it
- ☐ I am between 16 and 18 and use it
- ☐ I am between 16 and 18 and do not use it

18. What is the main barrier to travel of using the bus ? (Please tick all that apply). *

- ☐ None
- ☐ Lack of information on nearby bus routes
- ☐ Journey time
- ☐ Cost of bus fares
- ☐ Have to change buses
- ☐ Lack of buses from nearby stops
- ☐ Unable to put bicycle on bus
- ☐ Other

19. Please indicate **any** of the following which you feel may improve your travel to and from MeadowSide via **Bus**. *

- ☐ More frequent/reliable services
- ☐ More convenient drop off points
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the bus (please state why in 'Other')
- ☐ Other

20. What is the main barrier to travel of using the train? (Please tick all that apply). *

- ☐ None
- ☐ Lack of accessible information for train timetables / destinations
- ☐ Journey time
- ☐ Cost of train fares
- ☐ Have to change trains
- ☐ Lack of trains from nearby stations to required destinations
- ☐ Difficulty of putting bicycle on train
- ☐ Other

21. Please indicate **any** of the following which you feel may improve your travel to and from MeadowSide via **Train**. *

- ☐ More frequent/reliable services
- ☐ More convenient station locations
- ☐ Better waiting facilities (shelters/seating)
- ☐ Better timetable / services information
- ☐ Cheaper/discounted fares
- ☐ Better security/CCTV
- ☐ Interest free loans **from work** for travel passes
- ☐ I would never choose to use the train (please state why in 'Other')
- ☐ Other

22. Please indicate **any** of the following which you feel may improve your travel to and from MeadowSide via **Car Sharing**. *

- ☐ Membership of an online car sharing database for residents
- ☐ Informal meetings to link up with potential car sharers
- ☐ More information on the benefits of car sharing
- ☐ I would never use car sharing schemes (please state why in 'Other')
- ☐ Other

23. If you travel to work or leisure by car/van, why do you travel to work by car/van?

- ☐ I have to carry bulky/heavy items with me
- ☐ I need to use the car/van for work reasons during the day
- ☐ Cheaper than the alternatives
- ☐ Quicker than the alternatives
- ☐ Personal security
- ☐ More convenient than the alternatives
- ☐ No alternative transport available
- ☐ I do not like travelling by public transport
- ☐ I have health/mobility problems and need to travel by car/van
- ☐ I need it to undertake tasks at lunchtime/on journey to and from work
- ☐ I am given a lift by someone else
- ☐ Other

24. Do you have any other suggestions about how journeys to and from MeadowSide could be improved?

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