Proposed Residential Development
Chain Road, Blackley (Phase 2)

**March 2026**

# RESIDENTIAL FULL TRAVEL PLAN

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# REPORT

| | |
|---|---|
| **DOCUMENT:** | Residential Full Travel Plan |
| **PROJECT:** | Proposed Residential Development, Chain Road, Blackley (Phase 2) |
| **CLIENT:** | Great Places/Terra Nova |
| **JOB NUMBER:** | 3511 |
| **FILE ORIGIN:** | Z:\projects\3511 Chain Road, Blackley\Docs\Reports\3511.01 Full Travel Plan (Phase 2).docx |

# DOCUMENT CHECKING:

| | | | |
|---|---|---|---|
| **Primary Author:** | SM | **Initialled:** | SM |
| **Contributor** | LG | **Initialled:** | LG |
| **Review By:** | TR/MTC | **Initialled:** | TR |

| Issue | Date | Status | Checked for Issue |
|---|---|---|---|
| 1 | 05-03-26 | First Draft | TR/MTC |
| 2 | | | |
| 3 | | | |
| 4 | | | |

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# 1 INTRODUCTION

## 1.1 Introduction

1.1.1 Eddisons have been instructed by Great Places/Terra Nova to produce a Travel Plan to formally discharge a specific planning condition contained within planning permission reference 131891/FO/2021 which provides a residential development of approximately 32 dwellings on land off Chain Road in Blackley, Manchester.

1.1.2 Condition 35 of the planning consent refers to the provision of a Travel Plan and is as follows:

*'Prior to the first occupation of the development, a travel plan framework 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 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 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 have 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)".*

## 1.2 Background

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

1.2.2 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2.3 This document forms the full Travel Plan for Phase 2 of the development and sets out the principal strategies that will be put in place to encourage sustainable travel. Its formulation is on-going and dynamic, in accordance with the above Travel Plan guidance and best practice.

## 1.3 Development Site

1.3.1 The development site is located in Higher Blackley, a suburb around 7km north of Manchester city centre. The site is a broadly rectangular area of land, bounded by residential development to the west, Chain Road to the north-east and Victoria Avenue to the south.

1.3.2 Outline planning permission was granted for a residential development providing 32 dwellings with associated access and parking.

1.3.3 A full Travel Plan for Phase 1 of the development (12 houses) was submitted in January 2025. This report focuses on Phase 2 of the development (20 apartments).

## 1.4 Appointment of a Travel Plan Co-ordinator

1.4.1 Details of the nominated Travel Co-ordinator are provided in Section 3. Essentially this co-ordinator will provide a liaison in implementing the plan with the scheme's residents and Manchester City Council (MCC), the local planning authority.

1.4.2 The role and duties of the Travel Co-ordinator are also discussed further in Section 3.

## 1.5 Travel Plan Objectives

1.5.1 The key objectives of the Travel Plan are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national, regional and local policies;
- Improve accessibility of the site by sustainable modes of transport and address traffic and parking issues; and
- Widen choice of travel mode for all those travelling to/from the site; and
- Provide a timetable for implementation.

# 2 TRAVEL PLAN GUIDANCE

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

2.1.2 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans.

2.1.3 The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

2.1.4 The guidance explains how "we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment" and identifies that "The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life".

2.1.5 The document sets out an overview of the process and delivery of Travel Plans and states that "a travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.1.6 The Guidance states that "Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use…" and;

2.1.7 "A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".

2.1.8 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises "needs to address all the journeys that may be made to and from a site".

2.1.9 The guidance also specifies that "It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks".

2.1.10 Further guidance is contained within a DfT document entitled "Making Residential Travel Plans Work" published in June 2007. The document states that:

2.1.11 "A residential Travel Plan is a package of measures designed to reduce car use originating from new housing by supporting alternative forms of transport and reducing the need to travel in the first place".

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

2.1.13 This document will form the full Travel Plan for the development .

# 3 PLAN ADMINISTRATION

3.1.1 The administration of the Travel Plan (once implemented) will be the responsibility of the developer, in this case Great Places/Terra Nova, or whoever succeeds them in relation to these proposals. The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the site.

3.1.2 Eddisons will initially act as the Travel Plan Co-ordinator on behalf of the developer. Essentially the co-ordinator will provide a liaison in implementing the plan with the residents and the local authority.

3.1.3 The contact details of the current Travel Plan Co-ordinator are as follows: Sam Mcloughlin, Eddisons: (Sam.Mcloughlin@eddisons.co.uk).

3.1.4 The Travel Plan Co-ordinator will be the first point of contact for residents and other outside organisations in all matters regarding travel.

3.1.5 The post of the Travel Plan Co-ordinator of the residential development will be overseen by the housing management company or developer (in this case Great Places/Terra Nova).

3.1.6 Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack will form part of a Buyers Information Pack.

3.1.7 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

# 4 ACCESSIBILITY BY NON CAR MODES

## 4.1 Introduction

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

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

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

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

4.1.4 The accessibility of the proposed development has already been considered within the Transport Statement that accompanied the planning application and has been considered to be acceptable by the local highway authority, Manchester City Council (MCC). It is therefore considered that the adoption of the Travel Plan will be particularly effective.

# 5 MANAGEMENT MEASURES

## 5.1 Introduction

5.1.1 The following Travel Plan measures will be considered:

i) Appointment of a Travel Plan Co-ordinator

ii) Residents Travel Pack

iii) Travel awareness and Information

iv) Travel Information Display Areas

v) Promotion of Car Share Scheme

vi) Encouraging Walking/Cycling

vii) Cycle Users Group

viii) Residents Travel Survey

## 5.2 Management Measures

Travel Plan Co-ordinator

5.2.1 Eddisons (Sam.Mcloughlin@eddisons.co.uk) will initially act as the Travel Plan Co-ordinator (TPC) for the development. The TPC will be responsible for all aspects of the Travel Plan.

5.2.2 His or her primary functions will be as follows;

- Liaison with the local planning and highways authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and

- Maintenance of all necessary systems, data and paperwork. we management company although this will be confirmed in due course.

5.2.3 The brief of the Travel Plan Co-ordinator is shown in **Appendix 1**.

**Residents Travel Survey**

5.2.4 In order to establish the travel modes of residents (on occupation) a Residents Travel Survey has been undertaken.

5.2.5 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.

5.2.6 A copy of the Residential Travel Survey is presented in **Appendix 2**.

**Residents Travel Pack**

5.2.7 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

5.2.8 The proposed development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of local bus services will encourage choice of public transport as a primary means of travel for the development.

5.2.9 The current residents Travel Pack can be seen at **Appendix 3.**

5.2.10 The contents of the travel pack include information relating to walking and cycling routes in the area and links to the provision of up to date bus and rail timetable information in addition an identification of the location of nearby amenity facilities.

5.2.11 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. The packs will continue to be distributed to new residents as they move in.

**Travel Awareness and Information**

5.2.12 Residents will be made aware of the existence of the Travel Plan.

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

**Promotion of Car Share Scheme**

5.2.14 The Travel Plan Co-ordinator will promote the use of car sharing by encouraging residents to register on the most appropriate car share website. It allows users to register their details, where they are travelling to in the area if they are offering a lift or need a lift to their destination.

5.2.15 The website can be found at the following location www.liftshare.com.

5.2.16 The Travel Plan Co-ordinator will also investigate the viability of establishing a Car Sharing Club for the residential development, however, it is likely that the promotion of the car share scheme will be more beneficial to local residents.

**Encouraging Walking/Cycling**

5.2.17 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites:

***Free Journey Planner:***

https://www.traveline.info/

***Walking Routes and Initiatives*:** http://www.livingstreets.org.uk/walk-with-us & http://www.walk4life.info/

***Online Cycle Route Planner:***

http://www.sustrans.org.uk/ncn/map

***Bus Timetables, Leaflets and Maps:***

http://www.traveline.info/

***Bus Stop Finder:***

https://www.nextbuses.mobi/WebView/BusStopSearch/Index

***Rail Travel Information:***

www.thetrainline.com & www.nationalrail.co.uk/

**Cycle User Group**

5.2.18 The Travel Plan coordinator will consider setting up a 'Cyclist Forum' for regular cyclists at the site. This will be an effective way to monitor cyclist provision and facilities and could extend to organising group rides in the area and rides along recognised routes to promote cycling to others.

# 6 EXISTING TRAVEL PATTERNS

6.1.1 To better understand the existing travel patterns of residents at the Chain Road development, travel surveys were undertaken during the months of January and February 2026. This section of the Travel Plan assesses the key results from the survey, which will input in to the measures and targets of the Travel Plan.

6.1.2 The surveys were conducted through an online survey tool called Survey Monkey. A total of 3 households completed the survey.

## 6.2 Reasons for Mode Choice

6.2.1 Interestingly, none of the three respondents are car drivers. The responses to other questions are, however, summarised below.

## 6.3 Alternatives to Car Travel

6.3.1 The survey also asked what measures would encourage residents to travel by cycle for journeys in their local area. Figure 6.1, below, summarises the results.

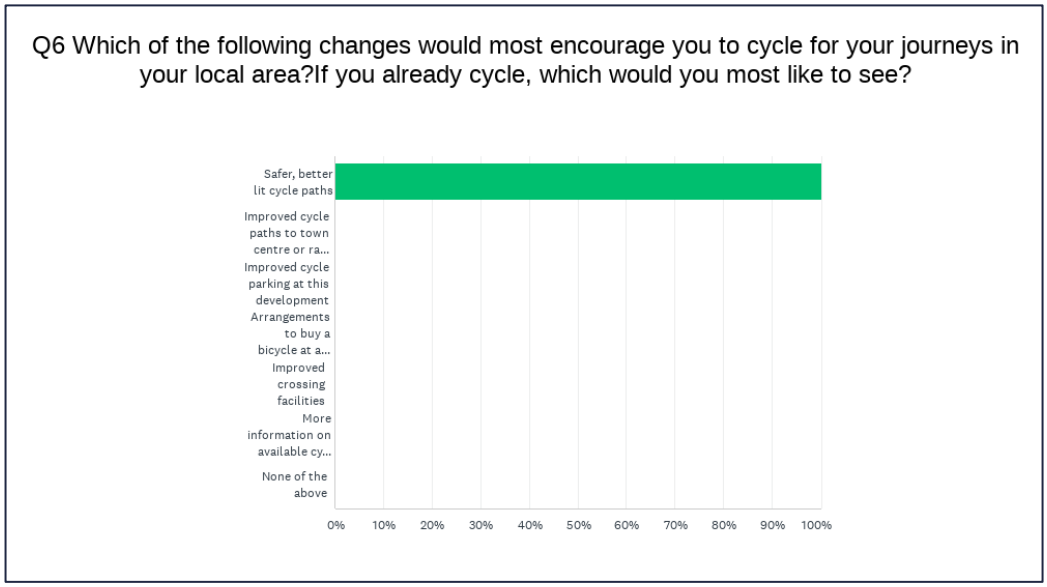


**Figure 6.1 – Measures to Encourage Travel by Cycle**

6.3.2 As can be seen from Figure 6.1, safer, better lit cycle paths was the most common measure to encourage travel by cycle.

6.3.3 With regard to public transport, the survey also asked what measures would encourage residents to use public transport for journeys in their local area. Figure 6.2, below, summarises the results.

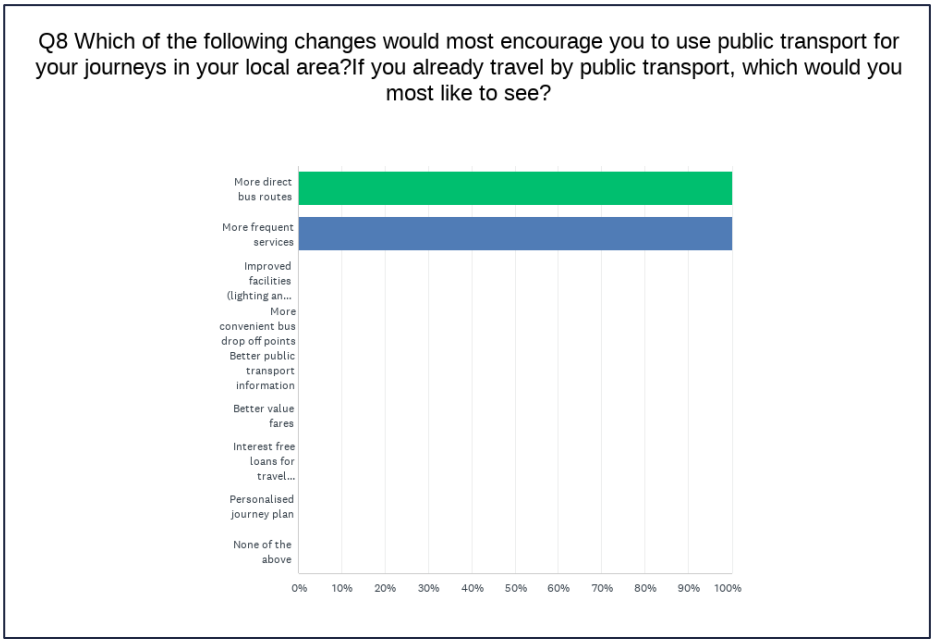


**Figure 6.2 – Measures to Encourage Travel by Public Transport**

6.3.4 As can be seen from Figure 6.2, the most common answers were more direct bus routes and more frequent services.

6.3.5 In terms of journeys by foot, the survey also asked what measures would encourage residents to walk for journeys in their local area. Figure 6.3, below, summarises the results.

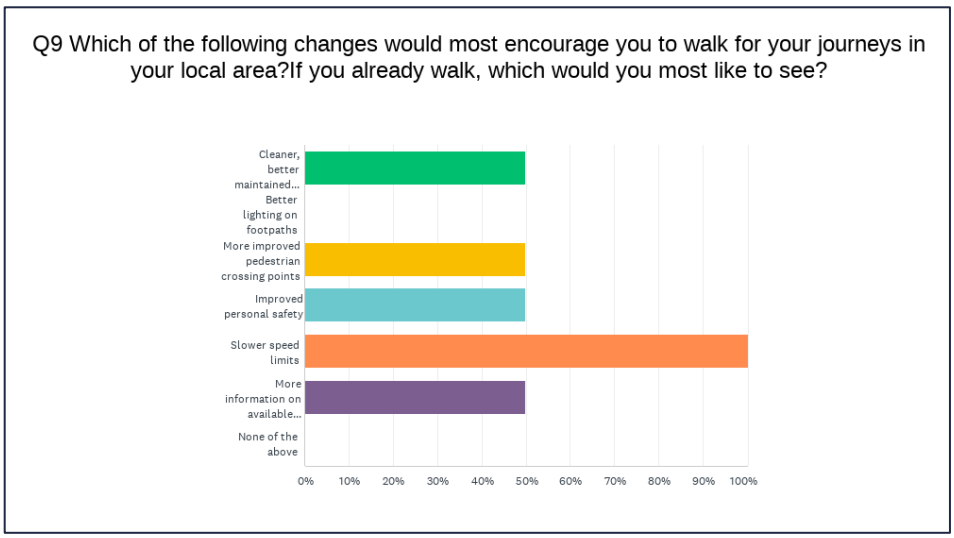


**Figure 6.3 – Measures to Encourage Travel by Foot**

6.3.6 As can be seen from Figure 6.3, slower speed limits were the most popular answer from residents, whilst cleaner, better maintained footpaths, more improved pedestrian crossing points, improved personal safety and more information on available walking routes closely followed.

# 7 TRAVEL PLAN TARGETS

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

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

7.1.3 A Residents Travel Pack, including the initial Residents Travel Survey, has been prepared and distributed to the dwellings currently occupied. The results of the Travel Survey have been analysed and used to establish the existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode).

7.1.4 For the purpose of this full travel plan, reference has been made to Census 'Method of Travel to Work' percentages for the middle super output area (MSOA) Manchester 001, where the site is located.

7.1.5 A summary of the modal split results and the proposed targets are provided in **Table 7.1** below:

| Mode | MSOA Manchester 001 | Target |
|---|---|---|
| **Car (Driver)** | 53% | 48% |
| **Car (Passenger)** | 8% | 8% |
| **Public Transport** | 23% | 24% |
| **Bicycle** | 2% | 4% |
| **Walk** | 7% | 9% |
| **Motorbike** | 1% | 1% |
| **Work Mainly from Home** | 6% | 6% |
| **Other** | 0% | 0% |
| **Total** | 100% | 100% |

**Table 7.1 Modal Split**

7.1.6 As can be seen that the largest travel mode is that of Car Driver, however, there is currently an encouraging level of travel by public transport due to the accessible location of the site.

7.1.7 In summary, based on the data obtained from the residents travel survey, initial minimum targets for the developments model split have been proposed as follows;

- Car Driver - Reduction of 5% to 48%.
- Public Transport - Increase of 1% to 24%.
- Bicycle - Increase of 2% to 4%.
- Walking - Increase of 2% to 9%.

7.1.8 These targets will be agreed with MCC as part of this Full Travel Plan with any changes made during subsequent monitoring periods. A copy of the travel survey is contained within **Appendix 2**.

## 7.2 Action Plan

7.2.1 **Table 7.2** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

| Action | Target Date | Indicator/Measured by | Responsibility | Progress |
|---|---|---|---|---|
| Appointment of TPC | TPC appointed at least one month prior to first occupation of site (Phase 2) | Appointment of TPC by target date | Great Places/Terra Nova | Complete |
| Production of Residents Travel Pack | Before Occupation (Phase 2) | Resident travel survey | Great Places/Terra Nova/TPC (handover) | Complete |
| Complete initial travel surveys | Within 3 months of the development reaching 100% occupancy (Phase 2) | Receipt of survey results | TPC | Ongoing |
| Submit Full Travel Plan | Within 3 months of the development reaching 50% occupancy (Phase 2) | Submission to Manchester City Council | TPC | Complete |
| Agree Travel Plan Targets | 3 months after initial travel survey undertaken | Receipt of written agreements of target from Manchester City Council (MCC) | TPC/MCC | Ongoing |

| | | | | |
|---|---|---|---|---|
| Year 1 – Annual Monitoring Report and Target Review | 1 year from submission of full Travel Plan | Results of multimodal snap shot surveys conducted and submission of monitoring report | TPC | Travel Plan to be revised as necessary |
| Year 2 – Annual Monitoring Report and Target Review | 2 years from submission of full Travel Plan | Results of multimodal snap shot surveys conducted and submission of monitoring report | TPC | Travel Plan to be revised as necessary |
| Year 3 – Annual Monitoring Report and Target Review | 3 years from submission of full Travel Plan | Results of multimodal snap shot surveys conducted and submission of monitoring report | TPC | Travel Plan to be revised as necessary |
| Achieve target car driver travel to work mode split | 3years after initial travel survey | Residents travel surveys conducted in years 1, 2 and 3 | TPC | Travel Plan to be revised as necessary |

**Table 7.2 – Travel Plan Action Plan and Timescales**

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

# 8 CONCLUSIONS

8.1.1 This Travel Plan has detailed the proposals associated with the new residential development at Chain Road in Blackley to promote sustainable modes of travel and reduce the dependency of the private car.

8.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

8.1.3 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

8.1.4 The information contained within the Travel Plan and details of sustainable modes of transport will be accessible to residents and visitors at the development.

8.1.5 The site has been demonstrated to be accessible and it should, therefore, be expected that the adoption of this Travel Plan will be particularly effective.

# APPENDICES

# APPENDIX 1

## Travel Plan Coordinator Brief

**BRIEF OF APPOINTMENT OF TRAVEL CO-ORDINATOR**

The appointment for the role of Travel Co-ordinator is proposed to last for the life of the development.

In terms of the roles and responsibilities, the Travel Co-ordinator will be expected to:

- Ensure travel awareness amongst residents.
- Creation of a travel database with information of the current and historic travel patterns of residents.
- Ensure the availability of the most up to date travel information.
- Ensure that all residents receive a Welcome Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

Any changes in the personnel of the Travel Co-ordinator must be provided to the local planning authority.

# APPENDIX 2

## Residents Travel Survey

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As part of the monitoring process for the Chain Road Residential Travel Plan, we are currently conducting a Residents Travel Survey.

We would be grateful if one member of your household could complete this brief survey to help us better understand your travel patterns, needs and how we may be able to assist with your travel requirements.

The survey can be completed online at https://www.surveymonkey.com/r/ChainRoad or alternatively the paper survey can be completed and sent to Eddisons (details below).

It will take about five minutes to complete and all responses will be treated confidentially.

If you have any queries about the survey, or for guidance on how to complete it, please do not hesitate to contact:

Travel Plan Coordinator: **Sam Mcloughlin**
[redacted]
Address:340 Deansgate, Manchester, M3 4LY

SCAN ME

**Scan For Travel Survey**

**Thank you in advance for your cooperation.**

**1 Home Address/Postcode?** [ ]

**2 How many cars does your household own?** [ ]

**3 For each person in your household (over 17 years of age), please identify the main reason for the journeys they make during a typical week?** (Monday-Friday)

Please tick ONE answer for each person in your household.

| | Work | Education | Other | Not Applicable |
|---|---|---|---|---|
| **Person 1 (you)** | [ ] | [ ] | [ ] | [ ] |
| **Person 2** | [ ] | [ ] | [ ] | [ ] |
| **Person 3** | [ ] | [ ] | [ ] | [ ] |
| **Person 4** | [ ] | [ ] | [ ] | [ ] |
| **Person 5** | [ ] | [ ] | [ ] | [ ] |
| **Person 6** | [ ] | [ ] | [ ] | [ ] |

**4 For each person in your household, what is their usual mode of travel to make these journeys?**
Please tick ONE mode for each person in your household.

| | Car Driver (alone) | Car Driver (with family member) | Car Driver (with other) | Car Passenger | Bus | Train | Cycle | Walk | Motorcycle | Other |
|---|---|---|---|---|---|---|---|---|---|---|
| **Person 1 (you)** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| **Person 2** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| **Person 3** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| **Person 4** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| **Person 5** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |
| **Person 6** | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] | [ ] |

**5 If you have indicated 'Car driver' in Q4, what are the main reasons for doing so?**

[ ] Car essential to job
[ ] Give a lift to others in the area
[ ] Health reasons
[ ] More convenient than alternative
[ ] Cost
[ ] Reliability
[ ] Comfort
[ ] No alternatives available
[ ] Other (please specify)_____

**6 Which of the following changes would most encourage you to cycle for journeys in your local area?** If you already cycle, which would you most like to see?

[ ] Safer, better lit cycle paths
[ ] Improved cycle paths to town centre or rail station
[ ] Improved cycle parking at this development
[ ] Arrangements to buy a bicycle at a discount
[ ] Improved crossing facilities
[ ] Improved cycle parking at local facilities
[ ] More information on available cycle routes
[ ] None of the above
[ ] Other (please specify) _____

**7 If applicable, please confirm your place of work/education postcode?**

_____

**8 Which of the following changes would most encourage you to use public transport for your journeys in your local area?**

If you already travel by public transport, which would you most like to see?

[ ] More direct bus routes
[ ] More frequent services
[ ] Improved facilities (lighting and bus shelters)
[ ] More convenient bus drop off points
[ ] Better public transport information
[ ] Better value fares
[ ] Interest free loans for travel tickets/bus passes
[ ] Personalised journey plan
[ ] None of the above
[ ] Other (please specify) _____

**9 Which of the following changes would most encourage you to walk for journeys in your local area?** If you already walk, which would you most like to see?

[ ] Cleaner, better maintained footpaths
[ ] Better lighting on footpaths
[ ] More improved pedestrian crossing points
[ ] Improved personal safety
[ ] Slower speed limits
[ ] More information on available walking routes
[ ] None of the above
[ ] Other (please specify) _____

**10 Which of the following changes would most encourage you to car share?** If you already car share, which would you most like to see?

[ ] More help finding car share partners
[ ] Free taxi home if let down by car driver
[ ] More information regarding car sharing
[ ] None of the above
[ ] Other (please specify) _____

# APPENDIX 3

## Residents Travel Pack

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CHAIN ROAD
BLACKLEY

# INSIDE THIS PACK


**PG. 1**

Introduction and links to Residents Travel Survey

**PG. 2**

Details of your local area and nearby amenities

**PG. 3**

Information surrounding local cycle and walking routes

**PG. 4**

All you need to know surrounding schools and public transport

**PG. 5**

Information regarding car sharing and travel apps

**PG. 6**

Details surrounding train & bus passes and contact details


# RESIDENTS TRAVEL PACK

WORKING TOWARDS A GREENER PLANET

great places HOUSING GROUP

# WELCOME TO YOUR NEW HOME!

Great Places would like to encourage you to travel sustainably travel to and from your new home.

The location of your new home along Chain Road makes travelling sustainably much easier than you think, with many options on how to reach nearby areas and amenities!

This Residents Travel Information Pack has been produced to assist with sustainable travel and to inform you just how easy it is to leave your car at home!

Cutting down on car travel not only saves you money but has amazing environmental benefits. Why not do your bit for our planet!

# RESIDENTS TRAVEL SURVEY

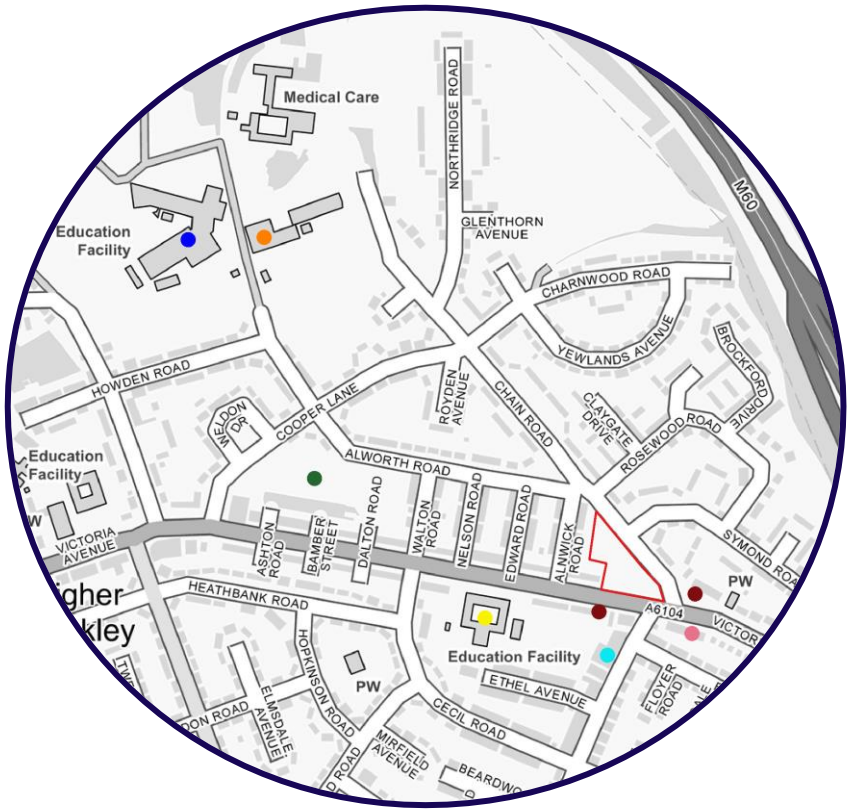
SCAN ME

To better understand people's travel patterns, we are currently conducting a Residents Travel Survey for every house.

We would be grateful if one or more members of your household could complete this quick and easy survey to help us assist with your travel requirements.

The survey can be completed online at https://www.surveymonkey.com/r/ChainRoad or scan the QR code!

It will take roughly 5-minutes to complete, and all answers will be completely anonymous.




# YOUR LOCAL AREA

- **E-ACT Blackley Academy Primary School**
  Walking = 2 mins
  Cycling = 2 mins
- **Nearest Bus Stops (Hill Lane)**
  Walking = 1 mins
  Cycling = 1 mins
- **Blackley Recreation Ground**
  Walking = 6 mins
  Cycling = 2 mins
- **Unique Enterprise Convenience Store**
  Walking = 2 mins
  Cycling = 1 mins
- **Cohens Chemist**
  Walking = 1 mins
  Cycling = 1 mins
- **Our Lady's Sports Centre**
  Walking = 9 mins
  Cycling = 2 mins
- **Our Lady's Roman Catholic High School**
  Walking = 10 mins
  Cycling = 3 mins

# AMENITIES

There is a local convenience store (Unique Enterprise) that is around a 2-minute walk from Chain Road

The nearest post office is located to the east of your new home, being around a 4-minute walk

There is a bus stop located just a 1-minute walk away along Victoria Avenue which provides access around Manchester.

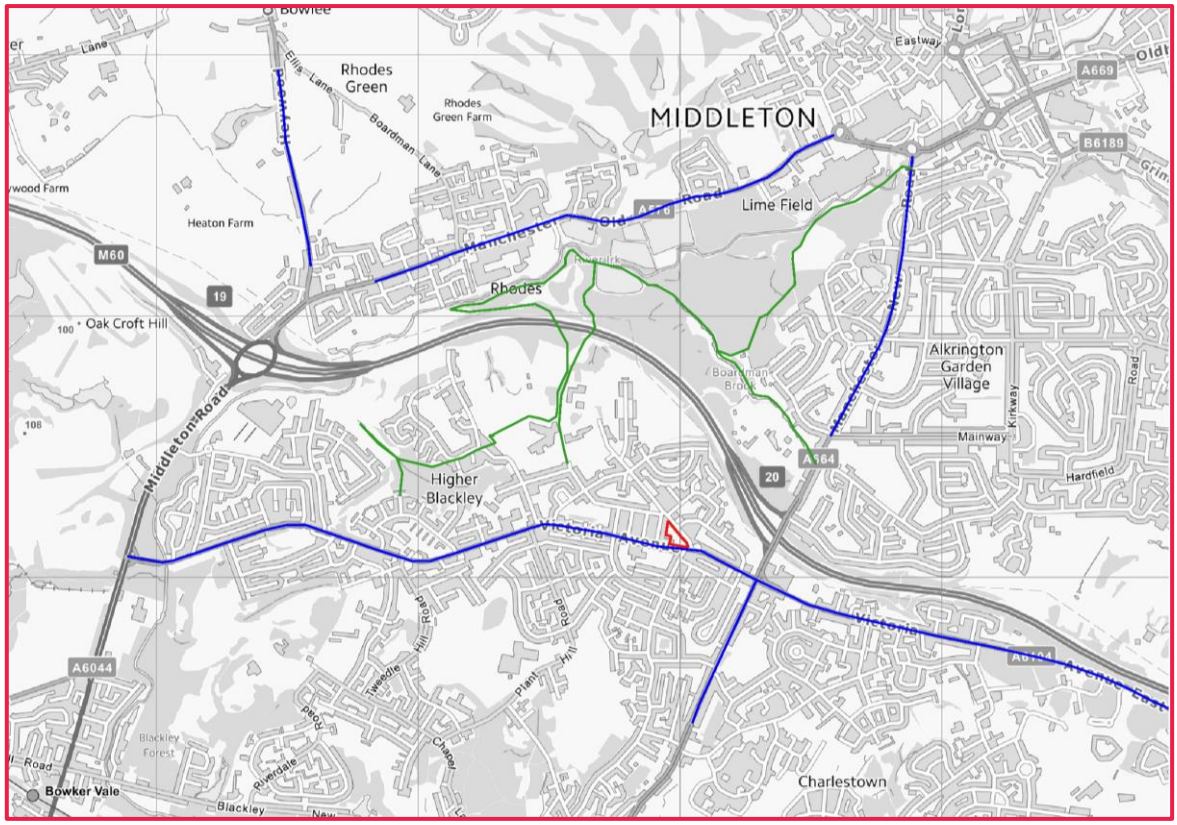
The nearest Pharmacy to Chain Road is located to the southeast, being a 1-minute walk

There is a gym located just a 9-minute walk away from your new home.

The closest park to Chain Road is located just a 6-minute walk west from your new home

# WALKING
# & CYCLING ROUTES

Below is a map of Cycle Path and Public Footpaths surrounding your new home!




Public Footpaths
Cycling Routes

National Cycle Routes National Cycle Route 60 is located approximately 2.5 kilometers to the south of the site, running between North and East Manchester.

Public Rights of Way are shown in green above and provide safe and convenient footpaths around the Middleton area.

More information regarding nearby Public Footpaths and nearby Cycle Routes can be found on the Transport for Greater Manchester website.

# CYCLE SCHEME

Cyclescheme is the UK's number one provider of tax-free bikes for the Government's Cycle to Work initiative. Either speak directly to your employer about this service, visit the Cycle Scheme website or contact your Travel Coordinator for more details.

# GETTING TO SCHOOL

Your new home at Chain Road is located close to numerous schools and nurseries including E-ACT Blackley Academy, Meade Hill School, Our Lady's Roman Catholic High School, Tiddlywinks Nursery Higher Blackley and Ducklings Pre-School and Nursery.

Walking & cycling times to the nearest primary and secondary school can be found below

### E-ACT Blackley Academy Primary School

There are suitable walking routes to the nearest primary school, which is roughly a 2-minute walk

### Our Lady's Roman Catholic Secondary School

There are suitable walking routes to the nearest secondary school, which is around a 10-minute walk or a 3-minute cycle.

# PUBLIC TRANSPORT

Another alternative to driving is using public transport! This means a stress-free journey and a saving in petrol and parking costs.

### Bus

The local bus services are available within a short walk of Chain Road along Victoria Avenue. From here you catch the bus to Middleton in 8-minutes, Cheetham Hill in 14-minutes and Manchester City Centre in 22-minutes.
**Bus routes & timetables can be found in this pack!**

### Train

The nearest train station is Manchester Victoria, located to the northeast of your home.
The station can be accessed via a 10-minute walk followed by an 18-minute bus journey on the 17 service.
From Victoria, trains run every 2-minutes to destinations including Leeds, Liverpool, Chester and Newcastle.

**National Rail Contact Details**

0345 6050600 (Textphone)

03457 484950 (24/7 except Christmas Day)

# CAR SHARING

Car sharing is an effective means of reducing the number of cars on the road, especially for commuting trips to work

One of the most popular services is Liftshare (more information can be found on their website)

Car sharers do not need to work for the same company, or even be based in the same building. The car share scheme matches up car drivers and passengers who travel at similar times… and it's completely free!

# ECO DRIVING

Although driving a car is the least sustainable choice of travel, sometimes it's a necessity, so here are 7 eco-driving tips that can really make a difference:

1. Service your car regularly to maintain engine efficiency.

2. Check your tyre pressures regularly (and before long journeys), under-inflated tyre's use more fuel as they increase rolling resistance.

3. Lose any unnecessary baggage, extra weight means extra fuel.

4. Combine short trips, cold starts use more fuel, so it pays to combine your errands.

5. Drive Smoothly, accelerate gently and read the road ahead to avoid unnecessary braking.

6. Cut down on the air-con, air-conditioning increases fuel consumption at low speeds (the effects are less noticeable at higher speeds)

7. Stick to the speed limits, the faster you go the greater the fuel consumption (cruising at 70mph uses up to 9% more fuel than at 60mph and up to 15% more fuel than at 50mph)

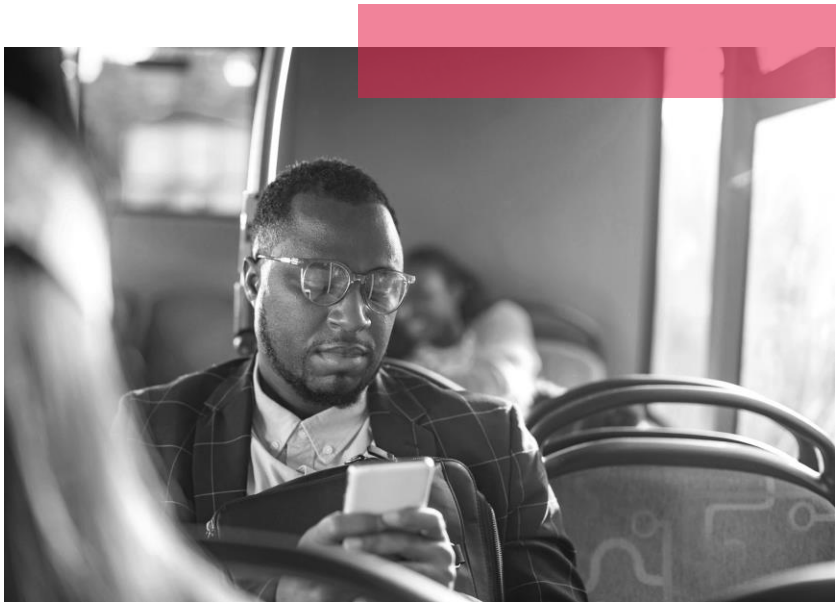
# APPS

Useful sustainable travel apps for smartphones and tablets

**Bus Checker**

**Bee Network**

**Walkmeter**



# NATIONAL RAILCARDS

For £30* a year (£20 for a Disabled Persons Railcard), National Rail offer a variety of Railcards, giving discounts for train travel, including

- **16-25 Railcard** – for 16–25-year-olds, or mature students (26+) and in full time education
- **Two Together Railcard** – for two names people travelling together
- **Family & Friends Railcard** – or those for those travelling with children aged 5-15 (up to 4 adults and 4 children can travel on one card);
- **Senior Railcard** – for those aged 60 and over; and
- **Disabled Persons Railcard** – for those who have a disability that makes travelling by train difficult could qualify for a Disabled Persons Railcard, giving the user 1/3 off rail fares for them and a friend.

More information can be found at the Railcard website.

*Price subject to change

# BUS PASSES

There are also a selection of bus passes available

- **National Free Bus Pass** – for those at the State Pension age, you're entitled to a bus pass that allows free off-peak travel on local buses anywhere in England.
- **Disabled Persons Free Travel Bus Pass** – eligible disabled people are entitled to free off-peak travel on local buses anywhere in England.

For more information visit the Manchester City Council website.

# CONTACT DETAILS

If you would like to discuss the Residents Travel Pack, any queries about the survey or for guidance on how to complete it, or just any Transport Planning queries please do not hesitate to contact the Eddisons Travel Plan Coordinator

**Name:** Sam Mcloughlin

[redacted]

**Address:** 340 Deansgate, Manchester, M3 4LY

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