Bennett Street, Manchester
Residential Development

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TRAVEL PLAN

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Eddisons

REPORT

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CONTENTS

1 INTRODUCTION 1
1.1 Introduction 1
1.2 Site and its Location 1
1.3 The Travel Plan 2
1.4 Residents Travel (Welcome) Pack 2
2 TRAVEL PLAN ADMINISTRATION 3
2.1 Introduction 3
2.2 Role of Travel Plan Coordinator 3
3 ACCESSIBILITY BY NON-CAR MODES 5
3.1 Introduction 5
3.2 Accessibility on Foot 5
3.3 Accessibility by Cycle 7
3.4 Accessibility by Bus 10
3.5 Accessibility by Rail / Metrolink 12
3.6 Accessibility Sharing Clubs 12
3.7 Accessibility Summary 13
4 MANAGEMENT MEASURES 15
4.1 Introduction 15
4.2 Management Measures 15
5 TRAVEL PLAN TARGETS 20
5.1 Introduction 20
5.2 Initial Targets 20
5.3 Action Plan 22
5.4 Mitigation 23
6 CONCLUSIONS 24

PLANS

Plan 1 **Site Location**
Plan 2 **800m & 2km Pedestrian Catchment**

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Kellen Homes Limited to produce a Travel Plan to formally discharge a specific planning condition contained within planning applicaiton reference no. 134504/FO/2022, which provides a residential development of 272 units on land off Bennett Street in the West Gorton area of Manchester.

1.1.2 Condition 9 of the planning consent refers to the provision of a Travel Plan and is as follows:

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

1.1.3 This Travel Plan document will set out the principal strategies that will be put in place to encourage sustainable travel to the development for the present and future residents occupying the dwellings.

1.2 Site and its Location

1.2.1 The site is located off Bennett Street, approximately 2.5 kilometres to the southeast of Manchester City Centre, around 3 kilometres to the northeast of Gorton and around 1.8 kilometres to the south of Longsight.

1.2.2 A total of 272 residential units are to be provided on the site. Vehicular access is provided into the site off Bennett Street.

1.2.3 The location of the site in relation to the surrounding area is shown on **Plan 1**.

1.3 The Travel Plan

1.3.1 The aims of the Travel Plan is as follows:

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

1.3.2 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents.

1.4 Residents Travel (Welcome) Pack

1.4.1 The principal Travel Plan measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel. This will be discussed further in Section 4 of this Plan.

2 TRAVEL PLAN ADMINISTRATION

2.1 Introduction

2.1.1 The administration of the Travel Plan will be the responsibility of the developer, or in this case Kellen Homes Limited, 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.

2.2 Role of Travel Plan Coordinator

2.2.1 Eddisons will initially act as the Travel Plan Co-ordinator on behalf of the developer. This responsibility is likely to transfer to an employee at Kellem Homes or the appointed Management Company catering for the site once the development is occupied. Essentially the co-ordinator will provide a liaison in implementing the plan with the residents and the local authority.

2.2.2 The contact details of the current Travel Plan Co-ordinator are as follows: Marty Rae, Eddisons: (Marty.Rae@eddisons.com).

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

2.2.4 The post of the Travel Plan co-ordinator will continue for a total 5 years after the completion of the first phase of the development and will be overseen by the Management Company or the developer.

2.2.5 The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site.

2.2.6 In terms of the roles and responsibilities, it is envisaged that the Travel Co-ordinator's roles will include.

- To provide a point of contact for any travel-related queries.
- Ensure travel awareness amongst residents.
- Create a travel database with information of the resident's travel patterns.

- 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.
- To promote the car sharing scheme and other travel plan initiatives.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

2.2.7 The Travel Plan Co-ordinator will become responsible for the travel plan once it has been formally agreed by the Local Authority and will be the key decision maker on day-to-day matters relating to implementation of the travel plan. Any changes in the personnel of the Travel Co-ordinator must be provided to the Local Planning Authority.

2.2.8 The duties will also include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan in not performing.

2.2.9 Annual progress reports will be prepared and submitted to the Local Authority for a period of at least 5 years.

3 ACCESSIBILITY BY NON-CAR MODES

3.1 Introduction

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

3.1.2 New proposals should 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.

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

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

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus;
- accessibility by rail/metrolink.

3.2 Accessibility on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

3.2.2 The nearest existing footways are located along both sides of Bennett Street south of the site and have a width of around 2.5 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby day to day amenities within the area.

3.2.3 The existing pedestrian provision is predominantly flat of good quality and well maintained to cater for pedestrians and mobility impaired users. The proposed access to the new development will have pedestrian links with these existing footways.

3.2.4 It is also worth noting that crossing facilities in the form of pedestrian stages and associated facilities are provided at the following locations in the vicinity of the application site;

- Bennett Street unsignalised pedestrian crossing (approximately 130 metres to the east of the site access); and
- The A57 Hyde Road signal-controlled pedestrian crossing (approximately 190 metres south from the site access)

3.2.5 A pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 2** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

3.2.6 In addition, to the pedestrian catchment plan, a review of the proximity of local facilities such as local shops/retail outlets and leisure facilities has been undertaken and the location of these is also shown in Plan 2.

3.2.7 This review indicates that areas such as West Gorton, Ardwick and Longsight can be located within 800 metres and 2 kilometres of the site, including a large selection of local amenities such as Manchester Picadilly Station, various bus stops near to the site, Manchester University, numerous employment opportunities and health facilities.

3.2.8 In addition, to the above review, **Table 3.1** provides the walking distance from the site access to a selection of amenities, services and facilities.

Local Amenity	Walking Distance
Nearest Bus Stops	**25m**
Armitage CE Primary School	**200m**
West Gorton Community Park	**390m**
One Stop	**420m**
West Gorton Medical Centre	**430m**
Cohens Chemist	**430m**
Nicholls Community Football Centre	**770m**
Ardwick Railway Station	**850m**
McDonald's	**900m**
Stockport Road Post Office	**910m**
Manchester Royal Infirmary Hospital	**1,500m**
The Manchester College	**1,600m**

Table 3.1 - Distance from Site to Local Facilities

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

3.3 Accessibility by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.

3.3.3 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass various areas of greater Manchester including the Manchester city centre, Withington, Newton Heath, Old Trafford and Levenshulme.

3.3.4 National Cycle Route 66 is located around 2.5 kilometres to the north west of the site. The route has sections from Manchester city centre to Hull via Bradford, Leeds, York, Beverley and Cottingham. There are some on-road sections but most of the route is traffic free with paths along canals and disused railway lines.

3.3.5 National cycle route 60 starts north of the site in Harpurhey, running north via Beswick and Gorton. It is located 1.9km away from the centre of the site and consists of both on and off-road cycle routes. Route 60 of the National Cycle Network runs between North and East Manchester, with its furthest south stretch forming part of the Fallowfield Loop.

3.3.6 National Cycle Route 6 is also in close proximity to the development, situated northwest of the site and runs south via Charlestown and into the city centre. It then runs further south via Hulme, Moss Side where it then turns east via Fallowfield and Levenshulme where it eventually meets cycle route 60. From the city centre route 6 heads towards Bury where the route follows much of the Irwell Sculpture Trail.

3.3.7 Bury and Accrington are linked via on-road and traffic-free sections of the old East Lancashire railway path. It is located 3.7km away from the centre of the site and is an off-road cycle route.

3.3.8 Cycle route 55 stats west of the site in Salford Quays, from here it runs south via Whalley Range where is meets cycle route 6. It is located 5km away from the centre of the site and is both an on and off-road cycle route.

3.3.9 These National Cycle Routes are displayed below in **Figure 3.1**.

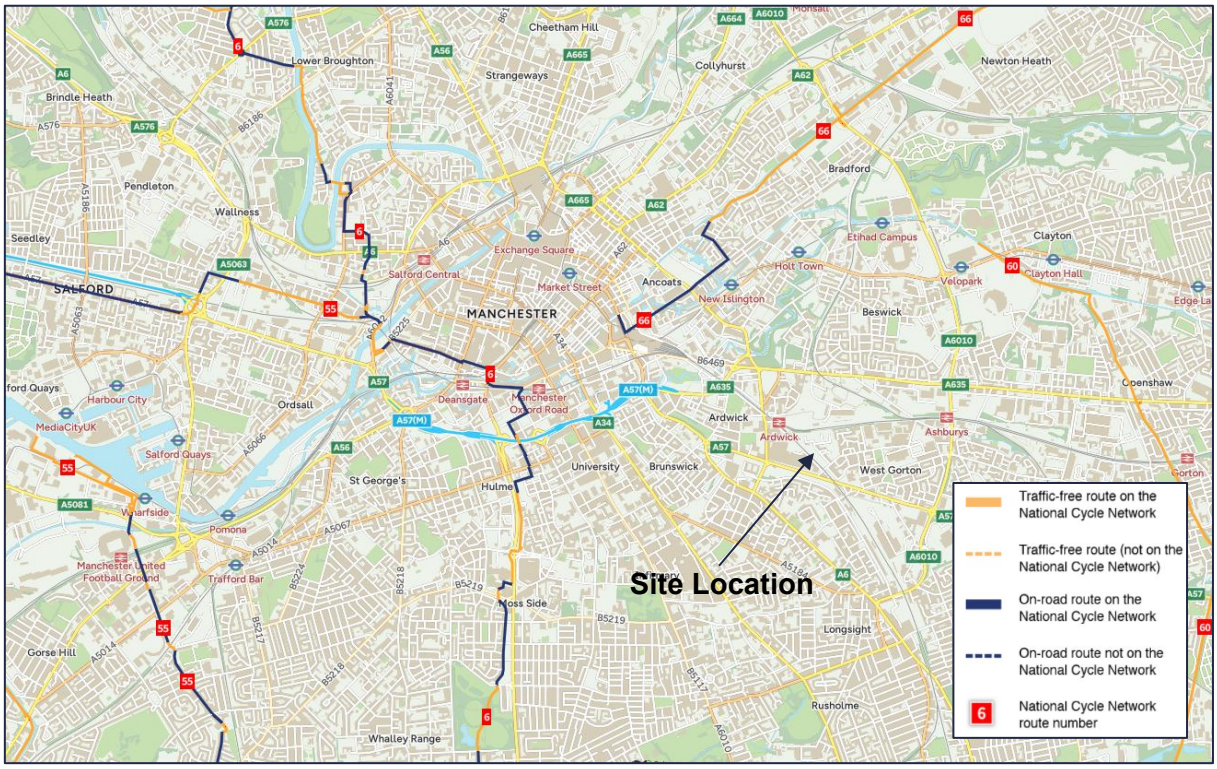


Figure 3.1 – National Cycle Network Routes (Sustrans)

3.3.10 Clearly there are various national cycle route nearby the site and Ardwick serves as a great gateway for cycling. There are also more local cycle routes and infrastructure near the site.

3.3.11 As mentioned, the Fallowfield Loop, which is a traffic free walking and cycling route connecting Chorlton-cum-Hardy to Fairfield Station utilising former railway lines and travel travels through several parks. This route is located around 2.5 kilometres to the south of the development site.

3.3.12 There are additional cycle friendly routes along Bridgewater Canal, along the Trans Pennine Trail and the Manchester airport orbital, all in a short distance from the development site.

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

3.4 Accessibility by Bus

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

3.4.2 The nearest bus stops to the site are located directly along Bennett Street adjacent to the south side of the site, approximately 25 metres from the site access. The bus stops consist of bus stop poles. Additional bus stops are located to the east along Bennett Street and to the west along the A57 Hyde Road. All the nearest bus stops to the site are shown on Plan 2.

3.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 3.2** and **Table 3.3** below.

Service	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
201	Manchester City Centre - Denton - Hyde - Hattersley	14 services	Every 10 minutes	24 services	5 services	Every 10 minutes	24 services	Every 20 minutes
202	Manchester City Centre - Haughton Green - Hyde - Gee Cross	4 services	Every 30 minutes	11 services	2 services	Every 30 minutes	11 services	Every 60 minutes
203	Manchester City Centre - Debdale Park - Reddish - Stockport	14 services	Every 10 minutes	Every 15 minutes	7 services	Every 10 minutes	Every 15 minutes	Every 15 minutes
205	Manchester City Centre - Debdale Park - Denton - Dane Bank	4 services	Every 30 minutes	11 services	1 service	Every 30 minutes	9 services	Every 30 minutes

Table 3.2 - Existing Bus Services in Vicinity of the Site

Service No	Route	Monday – Friday	
		AM	PM
727	**Ardwick - West Gorton - Gorton - Levenshulme - Burnage**	1 service	1 service
733	**Whalley Range - Moss Side - Longsight - Cheetham Hill**	1 service	1 service

Table 3.3 - Existing School Bus Services in Vicinity of the Site

3.4.4 As can be seen from **Table 3.2** and **Table 3.3**, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester City Centre, Hyde, Stockport, Denton and various schools.

3.4.5 The above services operate from around 4:28am to around 02:04am, making travel by public transport a real alternative for residents of the development.

3.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 3.4** below.

Destination	Duration
Manchester City Centre	11 minutes
Denton	18 minutes
Hyde	29 minutes
Stockport	36 minutes

Table 3.4 – Example Bus Journey Times from the Site

3.4.7 The above table demonstrates that Manchester City Centre is just an 11-minute bus journey from the site, Denton is an 18-minute journey, Hyde is a 29-minute journey whilst Speke is only a 36-minute bus journey from the site.

3.4.8 It is therefore concluded that the site is highly accessible by bus.

3.5 Accessibility by Rail / Metrolink

3.5.1 There are four train stations within 2 kilometres from the site, Ardwick Station (965m), Ashburys Station (1,126m), Manchester Picadilly Station (1,900m) and Belle Vue Station (2,000m).

3.5.2 The most accessible station from the site is Ashburys Station, located approximately a 17-minute walk away or a 4-minute cycle from the site. The station is managed by Northern Rail and has 2 platforms, offering 8 services per hour to destinations such as Manchester Picadilly, Hadfield, Marple and New Mills Central.

3.5.3 Access to Manchester Picadilly station creates opportunity for broader nationwide travel to destinations such as Liverpool, London, Birmingham, Edinburgh and Cardiff.

3.5.4 Additionally, Manchester Picadilly includes a Metrolink tram stop, linking with New Islington Tram stop both which are within the 2km pedestrian catchment.

3.5.5 The Picadilly Tram stop is approximately a 29-minute walk away from the site or a 13-minute bus journey on services 201,202 and 203. The New Islington tram stop is a 32-minute walk from the site or a 11-minute cycle.

3.5.6 From the Picadilly and New Islington tram stop there are services towards Eccles, The Etihad, MediaCityUK, Altrincham and Ashton-under-Lyne. New Islington has 5 cycle stand spaces creating opportunity for a sustainable multi-modal journey.

3.5.7 It is considered that the site is highly accessible by rail and Metrolink.

3.6 Accessibility Sharing Clubs

3.6.1 Car clubs are seen to be cost-effective and sustainable tools that could be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership. Joining a car club provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking.

3.6.2 Enterprise Car Club (www.enterprisecarclub.com) operates within Manchester and the nearest car club locations to thew site are on Ashton Old Road and Store Street which are 1.8 kilometres and 2.4 kilometres from the site respectively.

3.6.3 In addition, Peer-to-peer car sharing could be utilised by residents. Peer-to-peer car sharing is like an AirBnB for cars. You can hire a car from someone in your area, use it for your trip, and then return it back to its owner. There is no membership fee, just an hourly rental and insurance cost, and you just need to return the car with the same level of fuel, below is an example of some of the peer-to-peer car sharing providers operating in the Manchester area.

- https://www.hiyacar.co.uk/
- https://turo.com/

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

3.7 Accessibility Summary

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

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

- the site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area.
- It has been demonstrated that the site is accessible by cycle, with local and national cycle routes located within the vicinity of the site which provide the opportunity for trips to be undertaken by cycle.
- The services from the bus stops on Bennett Street and the A57 Hyde Road travelling to destinations such as Manchester city centre, Stockport and Hyde, shows that the proposed development can be considered as accessible by bus;

- The site is accessible via rail with four station a located within 2km from the site.

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

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 This section of the Travel Plan describes the measures which will be delivered through the plan by the Travel Plan Co-ordinator:

4.2 Management Measures

i) Travel Plan Co-ordinator;

ii) Residents Travel Survey

iii) Residents Travel Pack

iv) Travel awareness and information;

v) Encouraging Walking/Cycling;

vi) Encouraging Travel by Public Transport.

4.2.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator will be free to investigate other potential initiatives.

Travel Plan Co-ordinator

4.2.3 As previously detailed, a Travel Plan Co-ordinator (TPC) has been appointed to manage the day to day running of the Travel Plan and organise residents travel surveys, as set out in Section 2.

4.2.4 Eddisons (Marty.Rae@eddisons.com) will initially act as the Travel Plan Co-ordinator (TPC) for the development with responsibility transferring to a separate management company although this will be confirmed in due course.

4.2.5 Any changes to the name and contact details of the TPC will be provided to the Travel Plan Officer at the Local Authority.

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

Residents Travel Survey

4.2.7 In order to establish the travel modes of residents (once the development is occupied) a Residents Travel Survey will be undertaken.

4.2.8 The resident's travel survey will be provided to all the residents as part of their 'Welcome Pack' when they move into their property.

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

4.2.10 Repeat surveys will be used for the Travel Plan monitoring process in order to establish what may be required to further encourage travel by non-car modes.

Residents Travel (Welcome) Pack

4.2.11 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. The contents of the welcome packs could include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking/cycling routes and places of interest;

- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

4.2.12 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.

4.2.13 However, in order to build on these locational advantages, a Travel Pack will be provided for the occupants of each new dwelling.

4.2.14 The contents of the travel pack will include information relating to walking and cycling routes in the area, initiatives to encourage cycling 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.

4.2.15 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

4.2.16 All residents will be made aware of the existence of the Travel Plan.

4.2.17 As mentioned previously, Residents 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 the development.

4.2.18 Contact details for the TPC will also be provided to residents.

4.2.19 Travel Information for residents will be provided for in numerous ways, such as, websites, cycle and walking maps for the surrounding areas.

4.2.20 A “Travel” information website could be promoted to provide details of the travel options available to residents. This website is likely to be a specific ‘Travel’ page linked to the website for the development.

4.2.21 The website could hold information about the Travel Plan and the reasons for it, public transport links, bus timetables and contact information, cycle routes and pedestrian access.

4.2.22 The material displayed will be reviewed regularly by the TPC and additional information added when appropriate. This will include general information on the environmental cost/benefits of different modes of transport, the savings made through car sharing etc. All information on display is reviewed to ensure that it remains up to date and relevant.

4.2.23 It will be the responsibility of the TPC to ensure that residents are provided with information to allow ease of use of the public transport network.

4.2.24 Some helpful websites to aid residents which will also be included in the Travel Pack to assist planning their travel are:

- https://www.traveline.info
- www.nationalrail.co.uk
- www.walkit.com
- www.sustrans.org.uk
- https://tfgm.com/
- www.enterprisecarclub.com

4.2.25 The above list is a guideline as to the kind of information available but clearly, the TPC will be able to investigate other useful sources of travel information such as walking and cycling maps which are available on various websites.

4.2.26 The Travel Plan will ensure that all residents are aware of the facilities available to encourage and facilitate walking and cycling and will publicise National events such as Walk to Work month and Bike Week.

4.2.27 In addition to the above, information on existing key local services and publicity material from the Council's website and Traveline will be included.

Encouraging Walking/Cycling

4.2.28 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

4.2.29 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

4.2.30 It is recommended that residents register their bike with The National Cycle Database | BikeRegister and that a D-lock is used whenever bikes are left unattended.

Encouraging Travel by Public Transport

4.2.31 As demonstrated within this document the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester.

4.2.32 The following measures will be considered in order to encourage residents and visitors to travel by public transport:

- Distribute details of the Journey Planning tools for the North West and Manchester area i.e. www.traveline-northwest.co.uk and https://tfgm.com
- Provide up to date bus details including timetables/contact information in the welcome packs; and
- Advertise any promotions/discounts offered by public transport operators.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

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

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

5.1.4 More accurate information to establish the baseline targets, however, will be obtained from a Travel Survey which will be undertaken within one month of the development being 50% occupied.

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

5.2 Initial Targets

5.2.1 Baseline modal split targets for the proposed development will be reliant on the results of the first travel survey.

5.2.2 For the purpose of this travel plan, reference has been made to Census 'Method of Travel to Work' percentages for the middle super output area (MSOA) Manchester 018, where the site is located.

5.2.3 A summary of the modal split results and the proposed targets are provided in **Table 5.1** below:

Mode	MSOA Manchester 018	Target
Car (Driver)	30%	20%
Car (Passenger)	3%	3%
Taxi	2%	2%
Public Transport	18%	21%
Bicycle	3%	6%
Walk	19%	23%
Motorbike	0%	0%
Working From Home	23%	23%
Other	2%	2%
Total	**100%**	**100%**

Table 5.1 – Interim Targets

5.2.4 As can be seen that the largest travel mode is that of Car Driver, however, there is currently an encouraging level of travel of active travel, particularly walking, due to the accessible location of the site.

5.2.5 In summary, based on the data obtained from the CENSUS data initial minimum targets for the developments model split have been proposed as follows;

- Car Driver - Reduction of 10% to 20%.
- Public Transport - Increase of 3% to 21%.
- Bicycle - Increase of 3% to 6%.
- Walking - Increase of 4% to 23%.

5.2.6 These targets will be agreed with the local authority as part of the Full Travel Plan with any changes made during subsequent monitoring periods.

5.3 Action Plan

5.3.1 The timetable for the implementation and provision for monitoring and review is provided **Table 5.2** below:

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Kellen Homes Limited
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Kellen Homes Limited
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of targets	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1, 3 and 5	TPC

Table 5.2 – Travel Plan Action Plan and Timescales

5.3.2 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.

5.4 Mitigation

5.4.1 The Full Travel Surveys will be vital in indicating whether remedial measures need to be introduced at the site. Remedial measures will be triggered if the travel plan targets do not appear to be on track to be met within the prescribed timescales and the travel plan fails to progress towards meeting its targets between two consecutive monitoring surveys.

5.4.2 The type of remedial measures introduced will be dependent on the results of the surveys but these could include the following.

- Increased Budget for Travel Plan.
- Improved offers to encourage residents to travel by sustainable modes i.e. bus service.
- Review surveys to establish measures most likely to encourage residents to alter their travel habits in favour of sustainable modes.
- Revisions to the Travel Plan Measures.

6 CONCLUSIONS

6.1.1 This Travel Plan has considered the sites sustainable accessibility credentials in order to promote sustainable modes of travel and reduce the dependency of the private car.

6.1.2 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development. The aim of the Travel Plan is:

- to encourage residents to use sustainable modes of transport to access the site;
- reduce residential car-ownership;
- reduce the reliance on single car occupancy journeys; and
- generally, reduce traffic related pollution and noise.

6.1.3 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

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

6.1.5 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

6.1.6 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

6.1.7 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

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