J000664-TP01
February 2026

Partial demolition of existing buildings, conversion of retained building and new development to accommodate 53 residential dwellings

188 Wilmslow Road, Fallowfield, Manchester, M14 6LJ

Interim Travel Plan

Prepared on behalf of:

Views Holdings Limited

FOCUS TRANSPORT PLANNING

Suite 3, Pentland House,
Village Way, Wilmslow,
SK9 2GH
Company no: 11465973

0161 8264631
www.focustp.co.uk

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1.0 INTRODUCTION

1.1 Development Scheme and Planning Context

1.1.1 This Travel Plan has been prepared by Focus Transport Planning Limited (Focus TP) on behalf of Views Holdings Limited to support a full planning application for the redevelopment of the former USDAW site, 188 Wilmslow Road, Fallowfield, to enable the delivery of 53 residential units with associated hard and soft landscaping, parking and access arrangements.

1.1.2 The application scheme involves the partial demolition of site buildings to enable the delivery of 42 houses and the refurbishment of Oakeley Villa to provide 11 apartments (i.e. a total of 53 affordable residential units), along with 43 car parking spaces.

1.1.3 The strategic location of the development site is illustrated in **Figure TP1** to this report, with the local context given by an aerial view of the site provided in **Figure TP2**.

1.1.4 The planning application for the redevelopment scheme is supported by a Transport Statement (Focus report ref: J000664-TS01) which considers the key transport impacts of the application proposals on the immediate local transport network. The Transport Statement includes for a review of site accessibility, site connections & servicing, and concludes:

> ***"Overall, it is considered that the proposed development represents a practical and sustainable approach for the Langley Road site, which would result fewer vehicle movements to/from the site when compared to its extant use, therefore resulting in an improvement in operation of the immediate local highway. The location of the site, within a short walk of key local shops and services and adjacent to a major bus corridor, offers excellent opportunities for use of alternative travel modes to the private car for a range of 'everyday' journeys. The proposals are therefore considered appropriate to meet key transport planning policy objectives set out in NPPF and local guidance re: encouraging sustainable development.***
>
> ***"Based on the review of issues set out in this report, Focus TP would therefore have no hesitation in commending the scheme to the Council with respect to highways and transport matters. It is considered that the***

proposals can meet the defined vision for the site of meeting housing & regeneration needs in Manchester and delivering development that is highly accessible via a range of travel modes, and which would not give rise to severe transport network impacts."

1.1.5 This document represents a framework for the development, implementation and operation of a Travel Plan for the proposed redevelopment to build on the main sustainable development principles of the application proposals and to encourage / maximise travel to the site by alternative travel modes to the private car.

1.2 General Travel Plan Objectives

1.2.1 A Travel Plan is a general term for a package of measures and initiatives tailored to the requirements of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the private car. It involves the development of a set of mechanisms, initiatives and targets that together enable organisations and individuals to reduce the impact of their travel and transport on the local environment.

1.2.2 Travel Plans are about helping to achieve equity. They are not anti-car but rather seek to ensure access opportunities for all - whether a person is disabled, has no access to the private car, or would simply prefer to travel on foot, cycle or public transport. Travel Plans can be developed either specifically to address issues associated with individual buildings or development sites, or to form part of a wider strategy involving Local Authority initiatives and other surrounding developments. This Travel Plan concentrates on those measures that can be delivered specifically at the redevelopment site and aims to ensure that all residents are fully appraised of the wide range of sustainable travel options that are available to them.

1.2.3 Views Holdings Limited is committed to promoting sustainable transport solutions where appropriate and practical. It is within this context that this Travel Plan is produced.

1.3 Travel Plan Policy / Guidance

1.3.1 Travel Plans are secured through a policy framework that extends from the national through to local level when dealing with new development proposals. Key Travel Plan policy and guidance relevant to the application scheme is set out in the following paragraphs.

National Policy / Guidance

1.3.2 The National Planning Policy Framework (NPPF – December 2024) states that "all developments that will generate significant amounts of movement should be required to provide a Travel Plan" (NPPF para 118), with the Guidance on transport assessment, 'Travel plans, transport assessments and statements in decision-taking' guidance stating that a Travel Plan should "identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate" (NPPG – Travel Plans, Transport Assessments and Statements para 011). The guidance also notes that "Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation" (NPPG – Travel Plans, Transport Assessments and Statements para 003).

1.3.3 Specific guidance for the preparation of Travel Plans has been prepared by the Department for Transport (DfT) and is set out in the document "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009). This document outlines the various types of Travel Plan, and identifies that the preparation of an Interim Travel Plan is most appropriate in cases where full travel plans cannot be produced, in this case owing to the travel characteristics of site users being unknown. Indeed, the DfT Good Practice Guidelines provides the following definition of Interim Travel Plans within paragraph 2.12 (page 20):

> ***"Under a few circumstances it may not be possible to complete a full travel plan, although this should be the aim. In such circumstances the developer can prepare and submit an interim travel plan, covering all substantive elements, to be completed at an agreed time. These plans should include outcome targets for maximum allowable levels of car trips and the key elements, as set out in Table 5.1. Some aspects of the travel plan and some measures may be provisional. Nevertheless, the interim plan should set out a timeframe for completion of the full travel plan once the position is apparent."***

1.3.4 This Interim Travel Plan therefore sets out the overarching principles for encouraging sustainable transport for journeys to / from the Application Site and defines core Travel Plan responsibilities for the site developer. It is proposed that this Interim Travel Plan will be developed into a Full Travel Plan following opening of the development and the collection of baseline travel trends.

Regional Policy: Greater Manchester Places for Everyone Joint Development Plan 2022 to 2037

1.3.5 Places for Everyone (PfE), adopted December 2024, is a long-term plan of nine Greater Manchester districts including Manchester, for jobs, new homes, and sustainable growth. Policy JP-Strat14: A Sustainable and Integrated Transport Network strives to ensure that *"half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods"*. The preparation of Travel Plans to support planning applications, as required in Policy JP-C8, will assist in achieving this.

Regional Policy: Greater Manchester Transport Strategy 2040

1.3.6 The Greater Manchester Transport Strategy (GMTS2040) sets out the approach for dealing with highways and transport matters across Greater Manchester up to 2040 and has been developed in line with current Local Transport Plan guidance and best practice re: the creation of Sustainable Urban Mobility Plans. The GMTS2040 focuses principally on creating a co-ordinated transport for the Greater Manchester area that ultimately seeks to meet the vision of "World-class connections that support long-term sustainable economic growth and access to opportunity for all". A key output from meeting this vision is to reduce the reliance on car travel for journey making with Greater Manchester, with an ultimate target of providing 'the right mix' of travel options and in so doing reduce car use to 50% or less of daily trips (a net zero growth in motor vehicle traffic between 2017 – 2040). Key principles under-pinning the strategy are to deliver:

- *Walking & Cycling* – a comprehensive network of on and off-road walking and cycling routes to key local destinations and for leisure.

- *Public Transport* – A fully integrated high-capacity public transport system to support a rapidly growing City Region.
- *Highways* – A reliable and resilient multi-modal highway network that supports efficient movement of people of goods to, from and across Greater Manchester.

1.3.7 Policies within the GMTS2040 seek to prioritise the delivery of new development that is accessible by sustainable transport modes. A key element is to deliver 'connected neighbourhoods' which are based on the following principles:

- Local neighbourhoods to be safer and more pleasant to walk and cycle around, with the impact of traffic on local roads reduced and a year-on- year reduction in collisions.
- Achieve the Right Mix vision, by making walking and cycling the natural choice for short journeys.
- Ensure that town centres are attractive and well connected - and that interchanges are easier to access, in order to increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities.

1.3.8 GMTS2040 recognises that such neighbourhood-focused policies, should be supported by development that seeks to meet the concept of 'Streets for All', thereby delivering streets and places that:

- Feel like welcoming and healthy places to spend time.
- Represent attractive and inclusive walking environments.
- Ensure a safe and connected cycling experience.
- Support reliable, integrated and accessible public transport network.
- Allow goods to reach their destinations on time, with minimal impact on local communities.

Local Policy: Manchester's Local Development Framework - Core Strategy Development Plan Document

1.3.9 The Council's Core Strategy (adopted July 2012) also sets out a number of relevant supporting policy objectives for delivering sustainable new development including (Policy T2):

- ***New development to be located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections***
- ***New development to be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities***
- ***New development proposals to be supported by proportionate Traffic Impact Assessments and Travel Plans for all major application schemes and for any proposals where there are likely to be access or transport issues.***

1.4 Travel Plan Structure

1.4.1 In light of the national and local Travel Plan policy / guidance outlined above, it is proposed that this Travel Plan is developed via a pyramid framework of measures and actions. The principles of this Travel Plan pyramid approach are illustrated in **Figure TP3**, with DfT guidance noting that the process should be built 'from the ground up', with each new layer building on the last.

1.4.2 In order to satisfy the general objectives / benefits identified within key guidance documents, three distinct areas for action have been identified to be pursued within this Travel Plan:

- 'Physical' travel measures to be provided on-site by the developer;
- Tailored day-to-day 'operational' measures to encourage the take-up of sustainable travel options;
- Future management and monitoring of the implementation and take-up of Travel Plan initiatives.

1.4.3 The remaining sections of this report therefore consider the following matters, which are designed to build towards the identification of an effective Travel Plan approach for the residential redevelopment of the Application Site:

- Review of site location & accessibility audit;
- Description of the proposed development;
- Key action framework for the delivery of the Travel Plan;
- Details of plan administration;
- Travel Plan initiatives to be implemented;
- Monitoring and enforcement measures.

2.0 SITE LOCATION AND ACCESSIBILITY AUDIT

2.1 Overview

2.1.1 The location of a development site underpins all aspects of accessibility, in particular its relationship with complementary land uses and the range of practical travel mode options available to site users. This section of the Travel Plan report effectively examines Tier 1 of the Travel Plan Pyramid – 'Site location and proximity to existing facilities and services' and identifies the extent to which the site can be considered to enjoy a good baseline level of accessibility by sustainable modes of transport.

2.2 Site Location and Existing Conditions

2.2.1 The Application Site represents the former USDAW building and grounds situated to the north-west corner of the junction of Langley Road with A6010 Wilmslow Road in Fallowfield. A plan illustrating the strategic location of the site is provided as **Figure TP1** in terms of the Manchester suburbs of Fallowfield, Rusholme and Moss Side all lying to the south of the City Centre.

2.2.2 The site currently consists of the former *Union of Shop, Distributive and Allied Workers (*USDAW) Head Office and associated car parking. Details of the layout of the immediate local highway network to the Application Site are illustrated in **Figure TP2** to this report. This plan illustrates that the site is bounded by the A6010 Wilmslow Road to the east, beyond which lies the University of Manchester Fallowfield Campus and Langley Road to the south, which serves terraced properties along its southern side. To the west and north the site is bounded by Platt Fields Park.

2.3 Available Sustainable Transport Connections

2.3.1 The Application Site's location in Fallowfield is considered to offer good opportunities for new residential development that would meet the key sustainable development objectives outlined within national planning policy guidance. The

proposed redevelopment would need to adhere to key planning and transport related sustainability objectives set out in national and local planning policy, viz:

- Reducing the need to travel, especially by private car;
- Ensuring accessibility to a range of sustainable travel options.

2.3.2 The Application Site is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from the proposed redevelopment to be made by a range of sustainable alternative travel options to the private car. The site is located within a short walk of excellent public transport connections to and from the City Centre and employment / education opportunities and is also within an easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities.

2.3.3 The nature of local sustainable transport connections available within the immediate catchment of the Application Site and a review of the site's accessibility are summarised in the paragraphs below.

Accessibility to Local Facilities (Walking & Cycling)

2.3.4 The Application Site location is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot. The surrounding highway network to the Application Site is conducive to walking with footways on all surrounding highway links and numerous signal-controlled crossing points of Wilmslow Road, including a toucan crossing south of Langley Road and controlled crossing facilities at the Wilmslow Road / Moseley Road junction.

2.3.5 The Institute of Highways and Transportation (IHT, now CIHT) Document 'Providing for Journeys on Foot' identifies suitable preferred maximum walk distance of 800m to town centres, and 2km for commuting to work and school. **Figure TP4** to this report illustrates relevant local walk catchments as measured from the proposal site. This analysis demonstrates that the majority of the suburb of Fallowfield, including food retail stores, restaurants, take-aways, cafes and pubs, medical centre, post office, sport centre and bus stops are all located within a 0.8km walk of the Application Site.

Accessibility by Cycle

2.3.6 National planning guidance also notes that cycling has the potential to substitute for short car trips – particularly those of less than 5km or which could form part of a longer journey by public transport. **Figure TP5** to this report illustrates 2km and 5km cycle catchments from the Application Site and demonstrates that such a travel distance would allow for practical cycle access to education and employment opportunities, Manchester City Centre to the north, Stockport to the east, Didsbury to the south and Chorlton to the west.

2.3.7 Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure TP6** to this report, identifies local cycling infrastructure available to the Application Site, such as a northbound cycle lane / southbound shared used footway/cycleway at the Application Site frontage to Wilmslow Road. This cycle infrastructure forms part of the Oxford Road and Wilmslow Road cycleway, which provides dedicated cycle infrastructure for the majority of the route between Didsbury and Manchester City Centre, including bus stop bypasses and early release cycle signals.

2.3.8 Additionally, the Fallowfield Loop off-road cycle path is accessible circa 400m south of the Application Site. This cycle route, which follows the route of the former Fallowfield Loop railway line, connects Chorlton in the west with Fairfield in the east, via Whalley Range, Levenshulme and Gorton. The Fallowfield Loop forms part of National Cycle Route 6.

Public Transport Connections

2.3.9 The Application Site is located adjacent to the A6010 Wilmslow Road, a major bus corridor running between central Manchester to the north and Didsbury to the south. This route provides high frequency connections between the Application Site and the City Centre to the north.

2.3.10 A multiple service hub stop with substantial sheltered waiting facilities for northbound services is available at the site frontage to Wilmslow Road. Additional services are accessible from stops on Moseley Road, circa 350m from the Application Site.

2.3.11 Details of the available services and frequencies from these immediate stops are summarised in **Table TP2.1**.

2.3.12 **Figure TP7** provides an extract of the Transport for Greater Manchester public transport route map for Manchester. This identifies that the above local stops are served by the following routes and service frequencies:

Table TP2.1: Bus Services Available from Local Bus Stops

Service	Route	Mon-Fri / Sat / Sun Daytime Frequency (single direction stated)
Wilmslow Road		
41	Middleton - North Manchester General Hospital - Manchester - Northenden - Sale	20 mins / 20 mins / 30 mins
42	Manchester - MRI - Rusholme - Didsbury – Stockport	30 mins / 30 mins / 60 mins
42A	Manchester - Rusholme - Didsbury – Heaton Chapel - Reddish	30 mins / 30 mins / 60 mins
42B	Manchester - Didsbury – Cheadle - Bramhall – Woodford	60 mins / 60 mins / 60 mins
42C	Manchester - Didsbury – Cheadle – Heald Green – Handforth Dean	60 mins / 60 mins / None
43	Manchester – West Didsbury - Wythenshawe - Manchester Airport	10 mins / 10 mins / 15 mins
142	Manchester – Rusholme – Didsbury – East Didsbury	10 mins / 10 mins / 10 mins
143	Manchester – Rusholme – Fallowfield – West Didsbury	10 mins / 10 mins / 10 mins
147	Piccadilly Train Station – MRI – West Didsbury	30 mins / None / None
Wilbraham Road / Moseley Road		
150	Trafford Centre - Stretford - Chorlton - Levenshulme - Gorton	30 mins / 30 mins / 60 mins

2.3.13 Review of this information highlights that local bus stops provide access to highly frequent services connecting to key destinations including Manchester City Centre, Didsbury, Chorlton, Stockport and the Trafford Centre. A number of buses also provide frequent connections throughout the night / early morning.

2.3.14 The above listed bus services accessible from the Wilmslow Road stops also provide access to/from city centre free bus routes, which operate 10-20minute frequency circular routes around the city. The free bus routes provide access to key city centre destinations including Piccadilly, Victoria and Deansgate Railway Stations and Metrolink stations at Deansgate, and Piccadilly/Shudehill transport interchanges.

2.4 Greater Manchester Accessibility Level (GMAL)

2.4.1 Greater Manchester Accessibility Levels (GMAL) provide a measure of the accessibility of a point to public transport opportunities. The calculation takes account walk access and service availability. The GMAL calculation for the Application Site (M14 6LJ) is provided in **Table TP2.2**.

Table TP2.2: Greater Manchester Accessibility Level (GMAL) Output

PostCode	M14 6LJ
BusScore	17.10
RailScore	0
MetroScore	0
LocalLinkScore	0
LocalLink	No
GMALScore	17.10
GMALLevel	6

2.4.2 Review of **Table TP2.2** identifies that the Application Site has a GMAL level of 6, which indicates a high level of public transport accessibility.

Summary

2.4.3 Overall, it is concluded that the Application Site represents an appropriate location for new residential development, being located within easy walking distance of a range of everyday local facilities such as shopping and leisure opportunities in Fallowfield.

2.4.4 The Application Site is also located adjacent to excellent public transport connections to and from the City Centre and education and employment opportunities, with access to these destinations supported by excellent cycle

connections. Such locational characteristics should assist in meeting the sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic and parking impact associated with the new development.

3.0 REVIEW OF THE DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 This section of the report has been prepared in reference to Tier 2 of the Travel Plan Pyramid 'Sustainable site design – parking restraint, suitable density and amenity' and sets out those key site elements that will be delivered as part of the application scheme to help promote sustainable travel.

3.2 Development Proposals

3.2.1 The application scheme involves the partial demolition of site buildings to enable the delivery of 42 houses and the refurbishment of Oakeley Villa to provide 11 apartments, along with 43 car parking spaces. The illustrative masterplan is provided at **Appendix TP1**.

3.3 Highway Access Arrangements

3.3.1 The primary vehicle access to the Application Site would be taken from a new side road connection to Langley Road circa 115m to the east of its junction with Wilmslow Road.

3.3.2 In addition to this main development access point, it is proposed that a small car park, accommodating 10 spaces, would be located to the eastern end of the site in the location of the current car park. It is proposed that the access would be gated, with gates set back 5m from the Langley Road carriageway. The access junction would be relocated circa 35m to the west of the Langley Road / Wilmslow Road junction.

3.3.3 All existing vehicle access points off Langley Road to the former USDAW site would be closed and reinstated as footway.

3.4 Pedestrian and Cycle Access

3.4.1 It is proposed that the existing site access off Wilmslow Road to the north-east corner of the site (currently gated and locked shut) would be opened for pedestrian and cycle access to the Application Site.

3.4.2 Pedestrian access would also be afforded via a gated access to Langley Road located a short distance to the west of the small car park junction proving convenient access to the apartments and houses on the eastern side of the site.

3.4.3 Cycle access to the site would be supported via the provision of secure cycle stores within the curtilage of each property (adjacent to bin store or rear garden area) and apartment building basement.

3.5 Car Parking

3.5.1 A total of 43 parking bays are proposed at the site, comprising 1 per house. Parking spaces accessed via the main (western) site access would be provided with one space to the front of each property (33 spaces), with spaces off the eastern access provided in a car park arrangement a short walk from properties (10 spaces).

3.5.2 This level of provision represents 1 space per house and no spaces for the apartments.

4.0 IMPLEMENTATION OF THE TRAVEL PLAN – KEY ACTION FRAMEWORK

4.1.1 It is envisaged that the development of the Interim Travel Plan into a full Travel Plan and its implementation under the terms of a formal planning condition will ultimately be delivered at the proposal site over a number of key stages. These stages are considered further in the remaining sections of this document and cover the identification of base travel trends to the site (from the analysis of questionnaire data to be collected following opening of the proposed development), to the implementation of Travel Plan measures / initiatives, and the monitoring of the effects of the Plan.

4.1.2 The identified key stages for the development of the Travel Plan are as follows:

- Preliminary assessment of travel behaviour of residents (to be undertaken within the first six months of occupation of the site or the occupation of the 30th dwelling on site (whichever is soonest));
- Plan Administration through the selection and appointment of the Travel Plan Coordinator, i.e. Tier 3 of the DfT Travel Plan Pyramid 'Implementation & development of the Travel Plan';
- Formulation and agreement of the final Travel Plan measures and targets to produce a Full Travel Plan tailored to reflect the results of the Travel Survey, i.e. Tier 4 of the DfT Travel Plan Pyramid 'Services and facilities'. This 'revised' Travel Plan should be submitted to MCC for approval within six months of opening of the development and should include the results of the resident travel survey;
- Monitoring of the effectiveness of the Full Travel Plan as appropriate on a regular basis, i.e. Tier 5 of the DfT Travel Plan Pyramid 'Marketing & promotion, awareness raising, monitoring and review'.

4.1.3 **Figure TP8** to this report identifies the key intermediate stages of this implementation programme.

5.0 PLAN ADMINISTRATION

5.1 Overview

5.1.1 The development and implementation of a Travel Plan for the Application Site will be the responsibility of the developer, View Holdings Limited. Measures included in **bold & underlined** text within the remaining sections of this report represent commitments which will be pursued at the site by the developer and / or any subsequent long-term building management organisation.

5.1.2 The management and development of the Travel Plan process will be achieved through **the identification of a suitable person to undertake the Travel Plan Co-ordinator (TPC) role**. General experience in the operation of Travel Plans suggests that in order to ensure successful implementation and allocation of resources, the role of TPC should be adopted by a suitable senior member of staff and therefore it is proposed that the site manager will take on the position of site TPC. Details of the Travel Plan Coordinator will be provided to MCC and included within the Full Travel Plan to be submitted to MCC within one month following the initial resident travel survey exercise.

5.1.3 The TPC role will act as the focus for the development of Travel Plan measures and the day to day operation of the Plan. Upon launch of the Travel Plan, the TPC will act as the main contact for all Travel Plan issues and will be responsible for implementing Plan measures, involving new residents, maintaining a database, monitoring the effects of implementation and acting on the results of the Plan review process. The range of duties and responsibilities for the TPC is set out in the sections below.

5.2 Duties and Responsibilities of the Travel Plan Coordinator

5.2.1 The TPC will act as the main liaison between the residents and MCC with respect to Travel Plan matters. The TPC will also act as the first point of contact for residents in all matters regarding travel and the management of physical travel measures within the development curtilage.

5.2.2 The key roles and responsibilities of the TPC will be as follows:

- Managing the development and implementation of the Travel Plan. This includes the preparation of the Full Travel Plan following the initial resident travel survey exercise;
- Reviewing physical infrastructure provision on site and ensuring that it is fit for purpose and delivered to an appropriate standard;
- Liaising with residents regarding all on site travel issues;
- Co-ordinating the necessary travel survey exercises, including the initial Travel Plan questionnaire to be completed by residents within six months of occupation of the site or the occupation of the 30th dwelling on site (whichever is soonest);
- Liaising with public transport operators, Transport for Greater Manchester (TfGM) & MCC officers to ensure up-to-date public transport / general sustainable travel information is available;
- Promoting resident involvement in car sharing;
- Monitoring the operation of the Travel Plan and undertaking a regular review of progress for submission to the MCC Travel Plan Co-ordinator.

5.2.3 **The TPC will be able to delegate some duties to other suitable nominated staff, as required, but would retain overall responsibility for all matters relating to the operation of the Travel Plan.** A schedule of duties is provided in **Appendix TP2** to this framework document. This schedule effectively represents an 'Action Plan' for the development of the Travel Plan at the Application Site.

5.3 Key Travel Plan Administration Tasks

5.3.1 As part of the on-going operation of the Travel Plan, the following key administrative tasks will need to be undertaken by the TPC:

- Inform MCC of the contact details of the TPC at the time of preparation of the Full Travel Plan and the updating of this information should / when the TPC role be transferred to an alternative staff member within the lifetime of the Plan.

- Develop and manage a key contacts file of appropriate personnel at organisations such as MCC, TfGM, Public Transport Operators, etc.

- Undertake an initial travel survey of all residents within 6 months of the initial opening of the site or the occupation of the 30th dwelling on site (whichever is soonest). Update travel surveys should then be undertaken annually for the first 5 years of the Full Travel Plan operation.

- Make new residents aware of the existence of the Travel Plan.

- Maintain a Travel Plan noticeboard within a communal resident area to include up-to-date travel information, timetables, maps and details of travel initiatives such as Bike Week, Walk to Work Week, etc.

- Set up and run a Travel Plan focus group, where residents can meet to discuss all aspects of the Travel Plan, including new measures / initiatives and Travel Plan progress.

6.0 FORMULATION AND AGREEMENT OF THE FULL TRAVEL PLAN

6.1 Introduction

6.1.1 The aims of Tiers 4 & 5 of the Travel Plan pyramid are to establish the measures and initiatives to be implemented on the Application Site to reduce the level of dependency on the private car and to determine how the Full Travel Plan operation / effectiveness can be promoted and monitored.

6.1.2 The following section of this Travel Plan document outlines those physical and operational measures to be implemented at the Application Site.

6.1.3 **The measures proposed within this document represent a package of initiatives that will be progressed for implementation by the TPC to support the Application Site. Many of these measures will subsequently be tailored to reflect resident requirements following opening of the development, as informed by regular monitoring of travel patterns through surveys.**

6.1.4 The Travel Plan is proposed to be delivered as part of a three-stage process:

- Physical site works - which would be provided by the site developer as part of the delivery of the Application Site;
- Tailored 'operational' measures which would be introduced to improve accessibility / encourage sustainable travel patterns;
- Monitoring of the implementation and success of Travel Plan initiatives.

6.2 Physical Travel Plan Measures

6.2.1 The development at the Application Site will include a number of key 'physical' transport measures. These measures relate to general transport facilities provided to encourage sustainable travel movements, and will include:

- **Provision of covered cycle parking for each dwelling** within secure cycle stores/garden area as appropriate;

- **Provision of Travel Plan Noticeboards / Timetable Carousels** within resident communal areas. Copies of cycle maps and public transport information will be obtained from MCC / TfGM for inclusion on the Noticeboards;

- **Provision of suitable signage** throughout the site and appropriate walking links to the wider higher network including the reopening of the pedestrian / cycle connection to Wilmslow Road at the north east corner of the site.

6.2.2 It is the responsibility of the TPC to ensure that sustainable transport facilities within the curtilage of the development site will be properly maintained and are fit for purpose.

6.3 Operational Travel Plan Measures

6.3.1 In addition to the basic physical transport facilities, the management of resident travel through day-to-day initiatives at the Application Site will also help meet Travel Plan objectives. The management of travel issues will be achieved through the development of a package of 'operational' measures to complement the physical travel infrastructure provided on site.

6.3.2 The package of operational Travel Plan measures which will be implemented and managed by the TPC at the proposed development are set out in the paragraphs below.

Provision of Information

6.3.3 **Provision and distribution of a Welcome Pack to all residents at the Application Site**. The pack should contain a summary of travel information and associated measures / incentives to assist residents in making informed decisions regarding their travel habits. Potential content should be as follows:

- Key contacts, including the details of the Travel Plan Coordinator;

- Demonstration of the Application Site's accessibility and available local sustainable connections to local shops and services;

- A map identifying the location of the Application Site in the context of:
  - Local shops and services
  - The city centre
  - Local bus stops / train stations
  - Medical services (hospitals, doctors, dentists, pharmacies)
  - Key crossing points on the local highway network
  - Cycle routes

- Details of relevant TfGM travel initiatives and public transport timetables / ticketing including details of the free bus around Manchester City Centre and Metrolink services;

- Local taxi ranks and private hire phone numbers

6.3.4 **Provision of relevant local information, such as directions to the City Centre, bus stops, train stations, etc.** on the Travel Plan Noticeboard.

6.3.5 **Liaison with MCC / TfGM and local public transport operators to ensure up-to-date public transport information is available for display** at the on-site Travel Plan Noticeboard.

Encouraging Walking and Cycling

6.3.6 **Provide information / maps about the local footpath / cycle network and local shops and services within a suitable catchment distance of the Application Site.**

6.3.7 **Provide information regarding the health benefits of walking, such as details of the NHS 'Walking for Health' initiatives.**

6.3.8 **Promotion of suitable sustainable travel campaigns to encourage the use of walking and cycling**, via the promotion of literature and events. Example information includes details on walking initiatives e.g.: "National Walking Month" (www.livingstreets.org.uk) and bike week (https://www.cyclinguk.org/bikeweek).

A schedule of events to be pursued at the Application Site will be identified in liaison with MCC / TfGM.

6.3.9 Investigation of opportunities for providing items to residents to assist with walking and cycling, such as:

- Local 'AtoZ' street map
- Personal alarms for lone / vulnerable pedestrians
- Water bottles
- Reflective vests / wristbands
- Pedometers
- Lights

6.3.10 **Provision of a puncture repair facility with basic cycle supplies on site.** The TPC should ensure that this is appropriately stocked at all times.

6.3.11 **Organisation of a Bicycle User Group (BUG) for the Application Site to enable cyclists to discuss issues and identify areas for enhancement of facilities on site.** The BUG will also enable residents to share cycling tips including safe cycling routes. The TPC should also investigate opportunities for amalgamating the Application Site BUG with any similar local group.

6.3.12 **Ensure links to the most recent version of the Manchester City Centre cycle maps are available (**https://tfgm.com/cycling-district-maps) as well as links to cycle journey planning tools such as (cyclestreets.net).

6.3.13 **Provide links to cycle training and information on starting to cycle** (https://beeactive.tfgm.com/cycling/)

6.3.14 **Provide links to Community Cycle Clubs** – local cycle clubs can offer 'learn to ride' sessions and led cycle rides. Information is available via the TfGM Bee Network website (https://beeactive.tfgm.com/cycle-and-stride/).

6.3.15 **Provide information concerning the health benefits of cycling, and direct residents to other key cycling information sources** such as www.sustrans.org.uk, and www.loveyourbike.org, etc.

Encouraging Increased Use of Public Transport

6.3.16 **Provide local public transport route maps** (Manchester North & South Bus Maps / Manchester City Centre Bus Map / Metrolink System Map / City Centre Free-Bus Map / North West Rail System Map) for the Manchester City Centre area are available to all site users (as produced by TfGM at the time of site opening).

6.3.17 **Promote information relating to the TfGM website for access to online public transport information** (http://www.TfGM.org.uk), including its online journey planner https://my.tfgm.com/#/planner/), National Rail website for on-line rail journey planner (http://www.nationalrail.co.uk) and live train departure board information for Northern Rail (http://www.journeycheck.com/northernrail or (https://ojp.nationalrail.co.uk/service/ldbboard/dep/Manchester_Piccadilly) for Manchester Piccadilly Station.

6.3.18 **Provide information relating to the National Express website for bus travel** (https://www.nxbus.co.uk). The website provides information on tickets and timetables and features a journey planning tool.

6.3.19 **Promote the TfGM Bee Network travel app** which can be used to:

- Plan any journey and see expected arrival times using public transport (bus, tram and train) and active travel (walking, wheeling or cycling). The journey planner will also show Park and Ride options.
- Get live departure times for local bus, tram and train stops and stations.
- Track your bus live on map and see live locations for all buses from a stop near you.
- Buy tram tickets, Bee Bus tickets, and Bee AnyBus + Tram travelcards, using Google and Apple Pay.
- See travel alerts for tram, bus, train and road and get major incident alerts.
- Rate your journey.

- Get contact information and access the non-emergency Greater Manchester Police Live Chat service.

Encouraging Efficient Car Use

6.3.20 **Provide information on the true cost of owning and running a car such as the www.thisismoney.co.uk/money/cars/article-1633412/Calculator-True-cost-running-car.html**

6.3.21 **Promote information encouraging residents to investigate car sharing via websites such as Liftshare.com/uk or kinto-join.co.uk for opportunities to share regular journeys.**

6.4 Plan Implementation

6.4.1 The development of the Travel Plan at the Application Site will be funded and operated by the developer.

6.4.2 Measures identified within sections 6.2 and 6.3 to this report should be available at the date of the occupation of the first dwelling on the Application Site where possible.

6.4.3 A suitable Travel Plan operating budget will be set aside to assist the delivery of the Travel Plan over the initial five-year period post opening of the Application Site. This budget will be utilised for promoting, encouraging and providing incentives for visitors to choose sustainable travel to / from the Application Site.

6.4.4 The funds could also be used for covering typical travel plan administration tasks such as the design and production of publicity material, maintenance of on-site sustainable travel infrastructure, on-site public pedestrian areas, cycle storage areas), personalised travel planning and the production of site-specific travel information for inclusion within the travel information board/information screen.

6.4.5 Monitoring of the use of the Travel Plan operational budget will be carried out by the TPC, with details of annual spending on travel initiatives and current budget position recorded within the Travel Plan Progress Report provided to MCC / TfGM (see section 7.3 to this report).

7.0 IDENTIFYING TARGETS AND MONITORING PROGRESS

7.1 Introduction

7.1.1 In order to gain an understanding of the influence / impact of the Travel Plan and to measure the Plan's progress in encouraging sustainable travel patterns, monitoring of travel trends at the Application Site will be undertaken at regular intervals. Information on travel mode choice for a variety of trip purposes will therefore be regularly surveyed by the site TPC as part of a monitoring package.

7.1.2 **Travel questionnaire surveys of residents will be organised by the TPC at set intervals following the Full Travel Plan implementation, with results being submitted to MCC / TfGM within 1 month of survey completion, as part of a Survey Review Report (**see Section 7.3 of this Travel Plan Framework**).**

7.1.3 It is proposed that the initial Travel Survey exercise is undertaken within six months of the site first opening or the occupation of the 30th dwelling on site (whichever is soonest) and will include questionnaire surveys and a facilities audit. The surveys will be undertaken using a Travel Questionnaire, to be supplied to every resident on the Application Site. The results of this initial Travel Survey exercise will be used to set targets and compile the Full Travel Plan for submission to MCC.

7.1.4 Further resident travel surveys will be undertaken annually, every 2 years thereafter for the first five years of the Full Travel Plan operation at the Application Site.

7.1.5 The following key parameters will be considered for inclusion within the scheduled monitoring:

- Changes in recorded travel mode split. The final questionnaire survey details should be confirmed with MCC/TfGM prior to the undertaking of each survey to ensure that it complies with MCC/TfGM's requirements.
- Review of use of car and cycle parking facilities on site.

7.1.6 A suitable survey budget will be set aside to fund the monitoring surveys over the initial five-year period of operation of the Full Travel Plan. This budget will cover the costs of core tasks / initiatives such as organising and analysis of questionnaires (either paper based or e-mail survey) and the production of a simple Travel Plan Progress Report.

7.2 Travel Plan Targets

7.2.1 As the Application Site is not occupied at present, it is not possible to collect baseline travel data regarding travel trends, and accordingly it is difficult to set targets for the Full Travel Plan.

7.2.2 To this end, it will be necessary to undertake a full survey of travel behaviour within six months of first occupation of the Application Site or at the occupation of the 30th dwelling on site (whichever is soonest) in order to establish a baseline position. Following this initial survey, the TPC will identify suitable targets to be included in the Full Travel Plan for submission and agreement with officers at MCC / TfGM.

7.2.3 Section 1 to this report identifies that the key objectives of a Residential Travel Plan are to reduce car journeys to / from the development and to encourage increased use of a wider range of more sustainable travel modes. Targets for the Travel Plan at the Application Site will therefore be focussed on this key objective, and will be designed to be 'SMART', i.e.

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**elevant; and
- **T**ime-bound.

7.2.4 The travel survey could be undertaken via email or on paper with a suggested survey questionnaire provided in **Appendix TP3**.

7.3 Review Procedure

7.3.1 Review of the operation of the Full Travel Plan will be undertaken by the TPC every two years for a period of 5 years following agreement of the Full Travel Plan in discussion with MCC / TfGM officers and informed by the results of the monitoring survey programme. This review will assess the progress of the Travel Plan with respect to targets and consider the take up / effectiveness of individual measures. The annual review may identify areas within the Travel Plan which require changes or modification.

7.3.2 Progress towards targets will be monitored via regular update surveys (see section 7.1), with short term targets acting as a guide to the progress of Travel Plan initiatives.

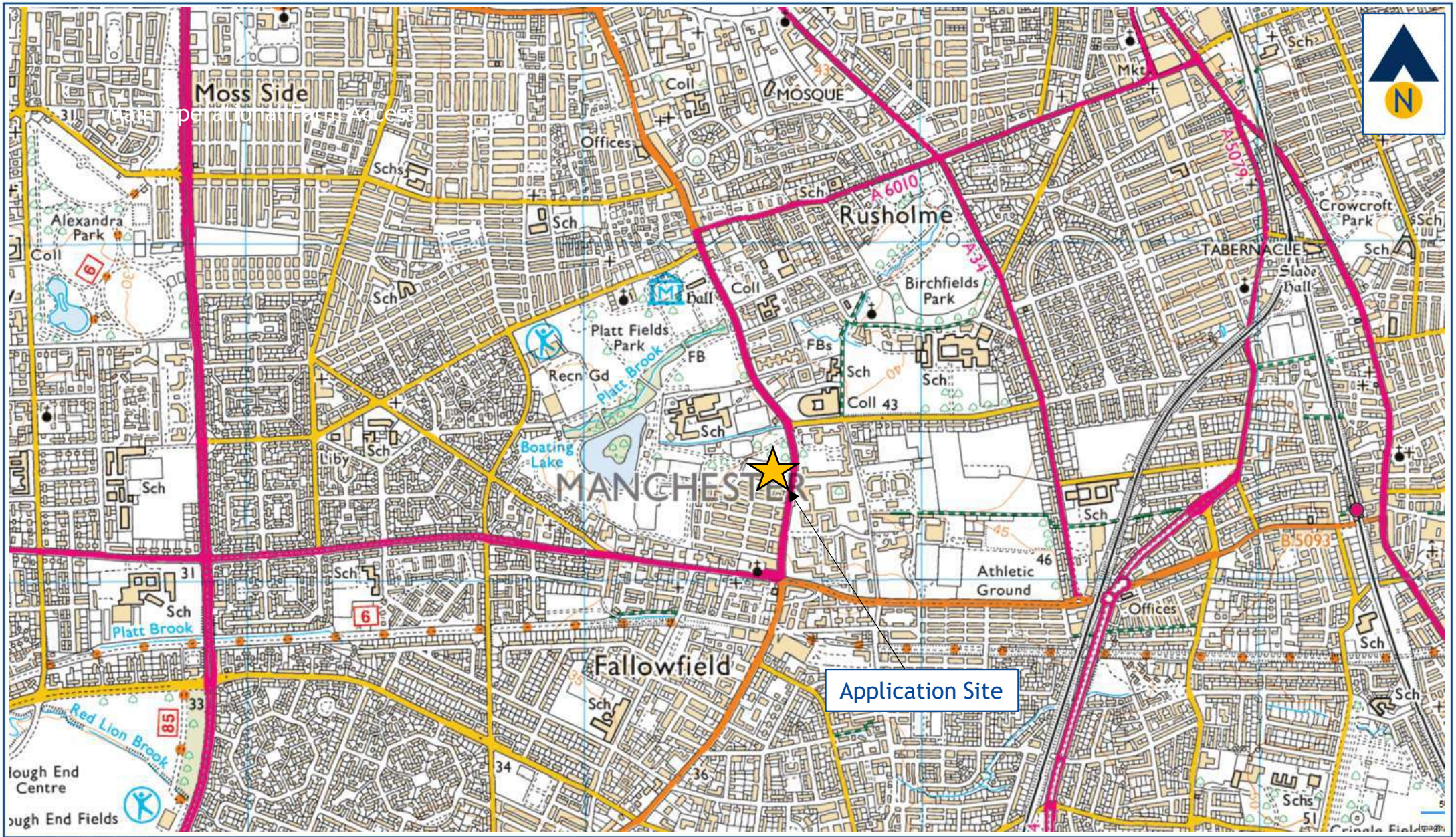
7.3.3 Should it become clear that targets will not be achievable, or indeed have already been achieved, then they should be reviewed in conjunction with MCC / TfGM and new objectives set.

7.3.4 To assist the review process, **the TPC will prepare a brief Travel Plan Progress Report for submission to MCC / TfGM officers. This document will be prepared following the monitoring surveys** and record the following:

- The results of the most recent travel surveys with respect to targets;
- The general effectiveness of current initiatives within the Travel Plan;
- The current position of the Travel Plan operational budget;
- Those measures within the Travel Plan which are proposed to be continued into the next year / those measures to be dropped; and,
- Details of any new travel initiatives to be provided at the Application Site.

7.3.5 The Travel Plan Progress Report will include an action plan for the next 2 years and will include any revised mode share targets. The Action Plan will summarise a programme of measures designed to help achieve the travel plan targets on travel modal share and will also set out the tasks involved, who will be responsible for implementation and the dates by which the measures will be achieved. The Action Plan will be reviewed in line with the monitoring survey schedule.

FIGURES



FOCUS TRANSPORT PLANNING

Figure TP1 **Site Location: Strategic Context**

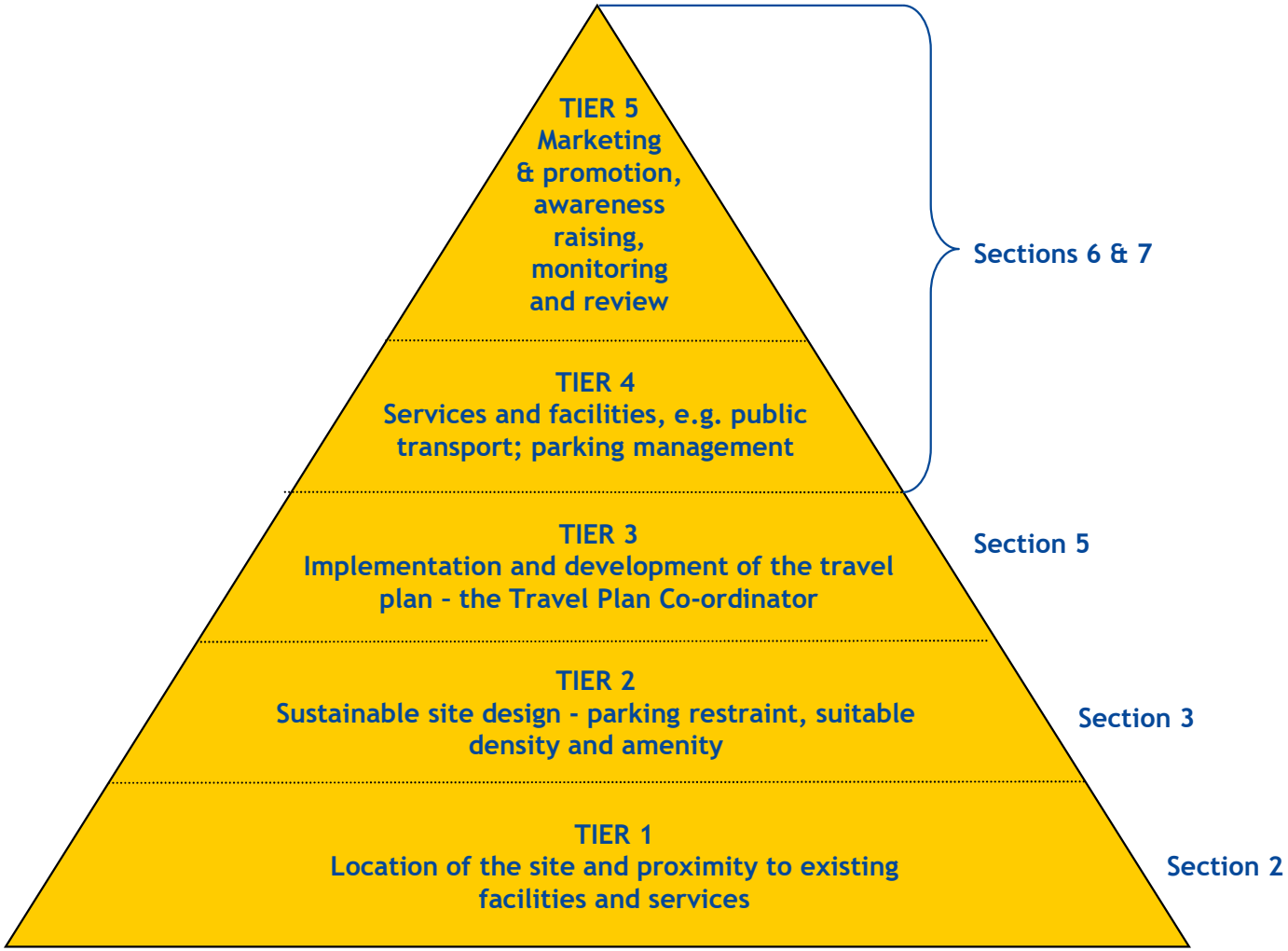
J000664 188 Wilmslow Road, Fallowfield, Manchester February 2026



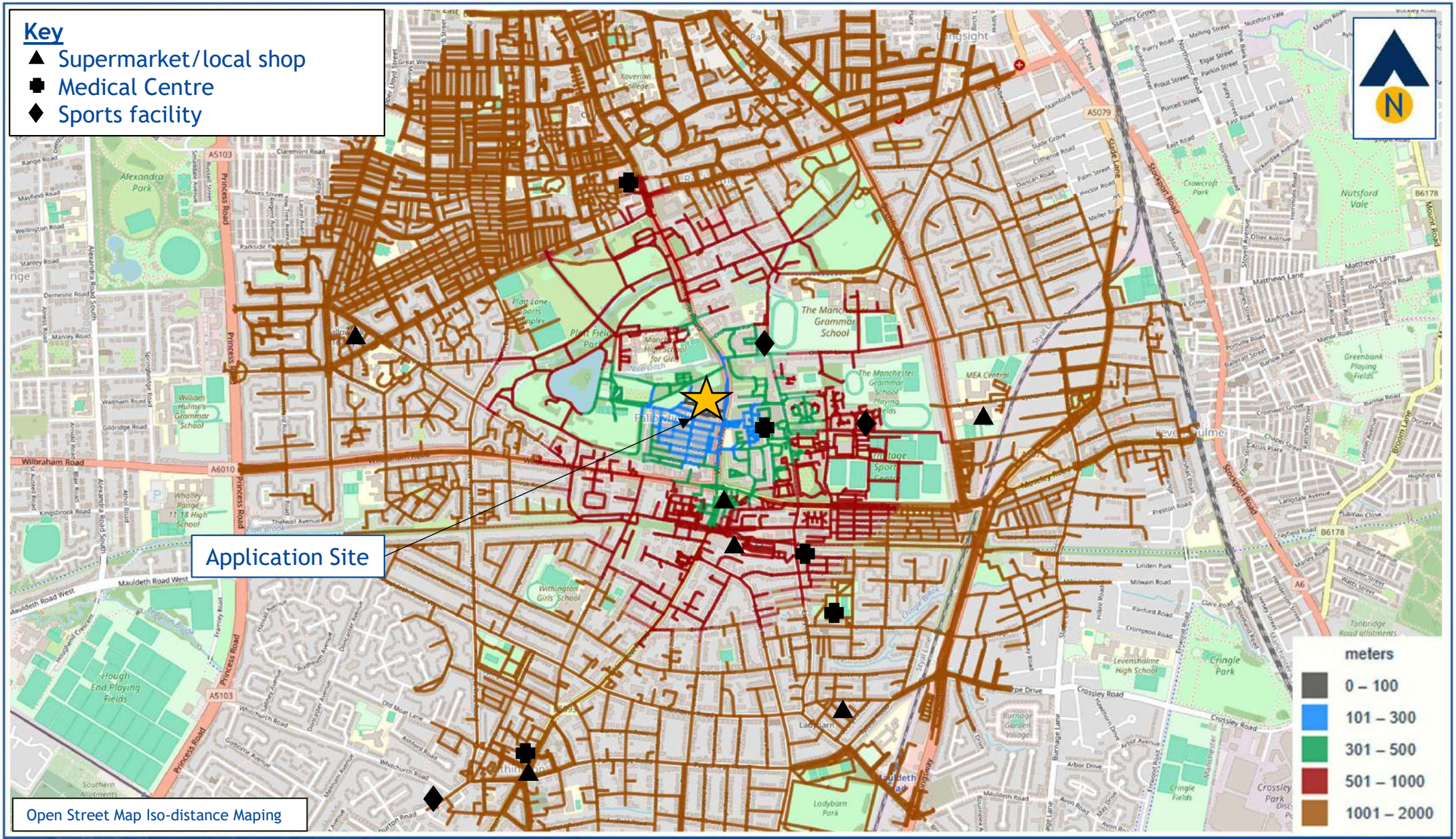
FOCUS TRANSPORT PLANNING

Figure TP2 **Site Location: Local Context**

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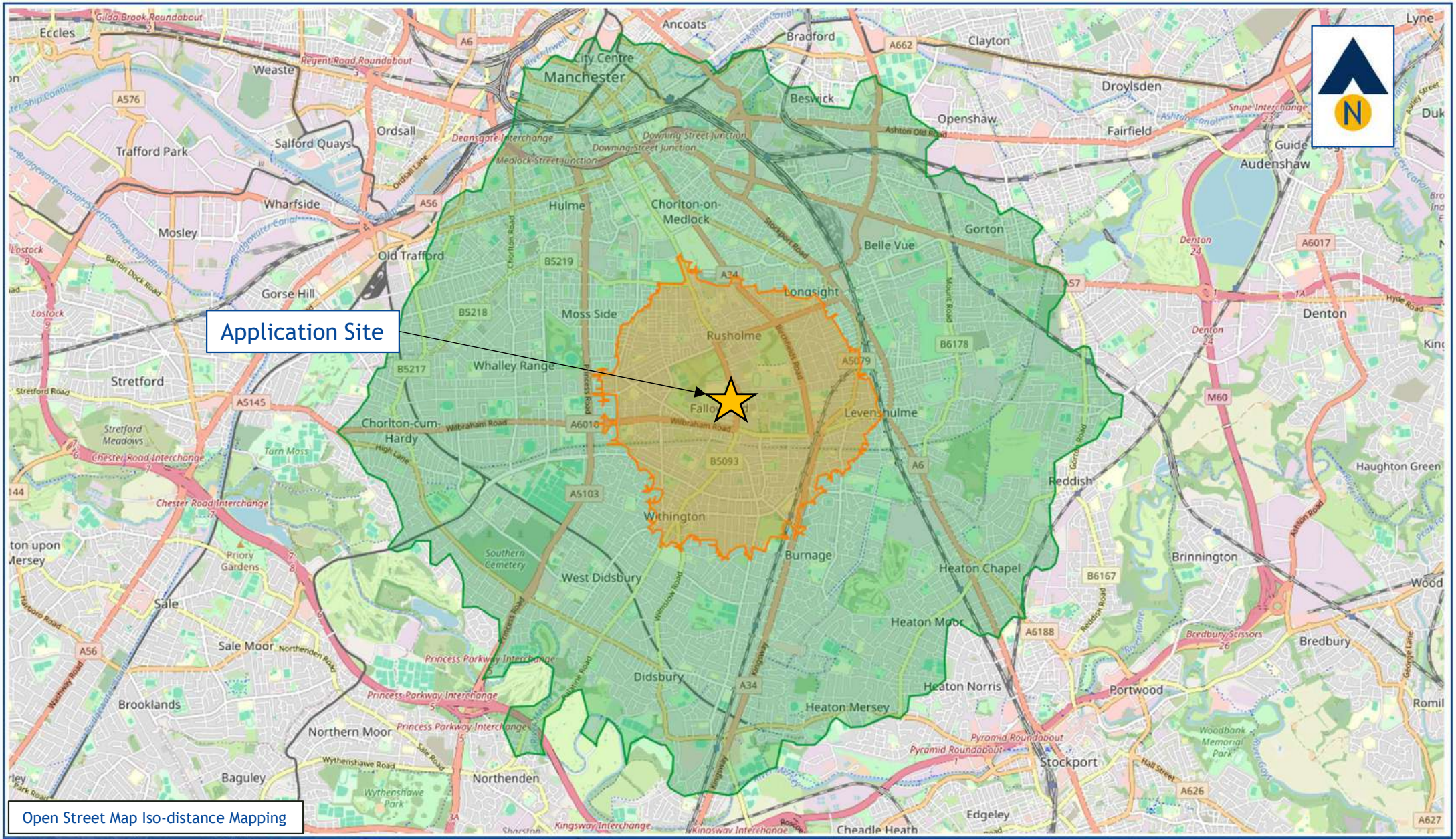
Travel Plan Pyramid *(Adapted from DfT 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', April 2009)*



FOCUS TRANSPORT PLANNING

Figure TP4 **2km Local Walk Catchment to / from the Application Site**

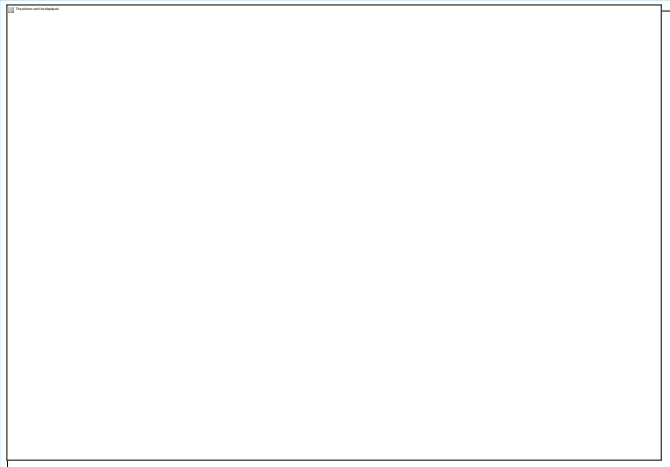
J000664 188 Wilmslow Road, Fallowfield, Manchester February 2026



FOCUS TRANSPORT PLANNING

Figure TP5 **2km & 5km Cycle Catchment to / from the Application Site**

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Extract from TfGM Cycle Map

FOCUS TRANSPORT PLANNING

Figure TP6 **Available Cycle Facilities in the vicinity of the Application Site**

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Extract from TfGM Public Transport Map

FOCUS TRANSPORT PLANNING

Figure TP7 **Available Local Public Transport Connections in the vicinity of the Application Site**

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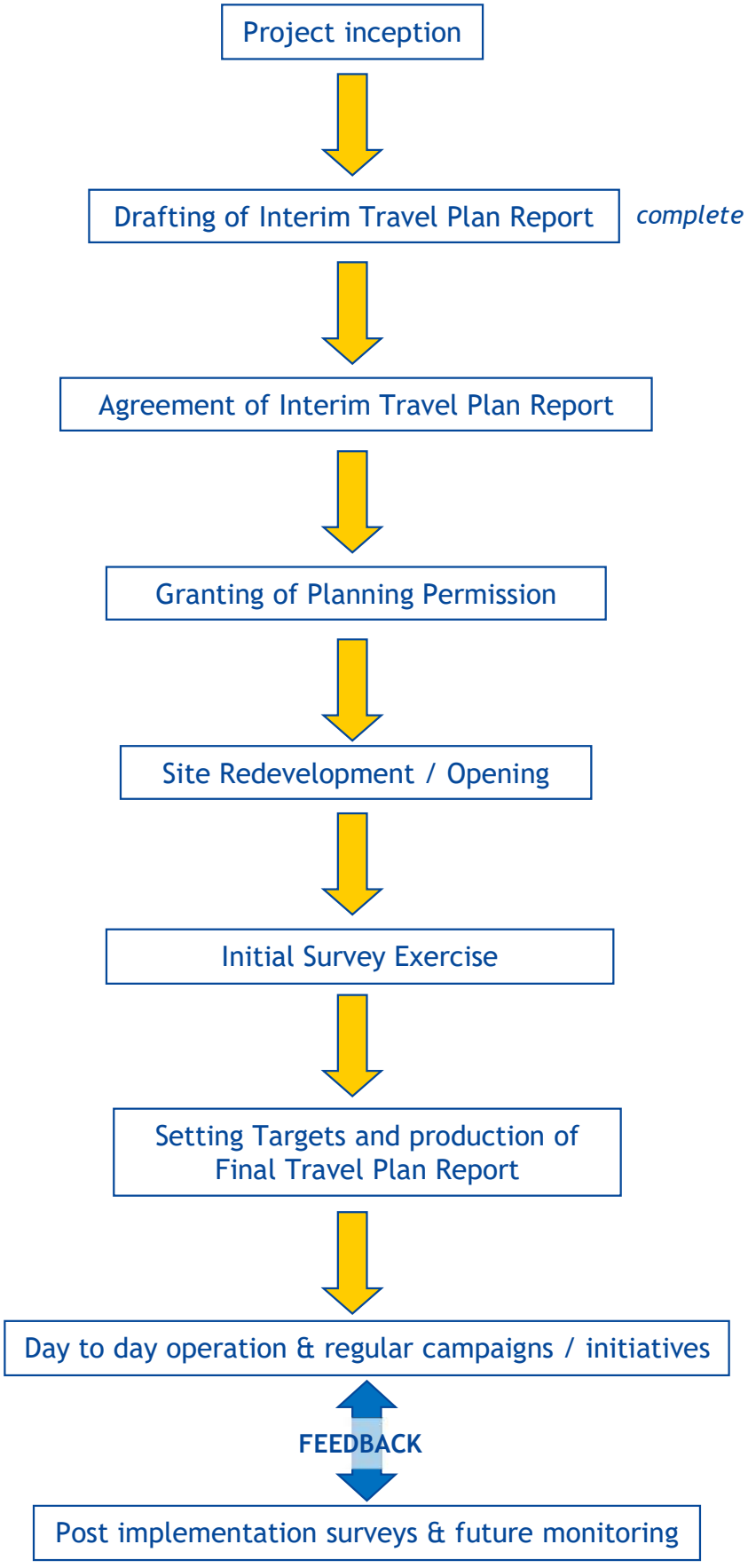


Figure TP8 **Travel Plan Implementation Programme**

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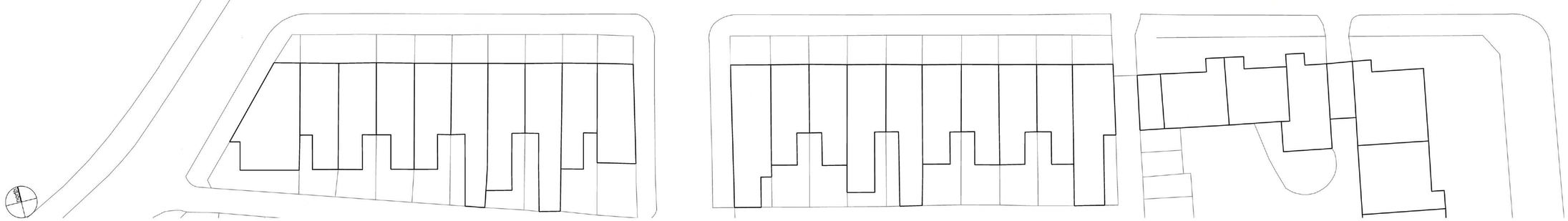
APPENDICES



APPENDIX TP1

WILMSLOW ROAD

LANGLEY ROAD



nick moss architects

29 Bow Lane
Manchester
M2 4FW

www.nickmossarchitects.com

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revisions + notes:

	TYPE A	21 No.
	TYPE B	11 No.
	TYPE C	10 No.
	TYPE D	8 No.
	TYPE E	3 No.
	TOTAL	53 No.

0m 25m 50m

project:
188 WILMSLOW ROAD
job number:
0406
title:
PROPOSED SITE PLAN - GROUND FLOOR
scale:
1:500 @ A3 or 1:250 @ A1
status:
INFORMATION
drawing number: issue:
AL(05)010 D4



APPENDIX TP2

PROPOSED RESIDENTIAL DEVELOPMENT
FORMER USDAW SITE, 188 WILMSLOW ROAD, FALLOWFIELD, MANCHESTER

SCHEDULE OF TPC DUTIES / ACTION PLAN

SETTING UP

Task	Implementation Date	Responsible	Comments	Completed?
Appoint TPC	3 months prior to first occupation	Site Developer/ Operator		
Provide TPC contact details to MCC / TfGM Officers	3 months prior to first occupation	TPC		
Confirm internal walking / cycling connections and all proposed off-site works have been installed	3-4 weeks prior to opening	TPC		
Set up Travel Plan working file	3-4 weeks prior to opening	TPC	This will also be very useful when completing annual reports	
Delegate Travel Plan duties (where relevant)	3-4 weeks prior to opening	TPC		
Contact MCC / relevant public transport operators	1-2 weeks prior to opening	TPC	Obtain relevant public transport timetables and maps	

LAUNCH

Task	Implementation Date	Responsible	Comments	Completed?
Circulate the Travel Plan objectives to all residents in the Travel Plan Welcome Pack	Upon occupation of each dwelling	TPC		
Prepare Travel Plan Noticeboard	1-2 weeks prior to opening	TPC	Contact MCC /TfGM officers for posters and leaflets and search internet	
Purchase puncture repair kit & 'track pump' to support cycle parking area.	2 weeks prior to first occupation on site	TPC		

INITIAL RESIDENT SURVEY TO INFORM FULL TRAVEL PLAN (POST OCCUPATION)

Task	Implementation Date	Responsible	Comments	Completed?
Undertake initial resident travel survey	Post Occupation	TPC	Resident Surveys to be undertaken after 6 months occupation of the Application Site or the occupation of the 30th dwelling (whichever is soonest)	
Prepare and submit Full Travel Plan for agreement with MCC / TfGM	Within 1 month of survey	TPC	Within 1 month of completion of initial travel survey	

ON-GOING DUTIES

Task	Implementation Date	Responsible	Comments	Completed?
Liaise with MCC / TfGM officers where appropriate	As required	TPC		
Provide promotional Travel Data and health campaign information on display and keep up-to-date	Review every 3 months	TPC		
Promote and support national and local campaigns	Review annually	TPC	Particularly Walking Month and Bike to Work Week	
Check on-site cycle facilities	Formal review every 3 months	TPC	Contact building management if repairs / improvements required	
Organise and attend Travel Plan focus group	At least every 3 months	TPC	Liaise with other local groups for potential collaboration	
Organise and attend Bicycle User Group	At least every 3 months	TPC	Liaise with other local groups for potential collaboration	

ONGOING MONITORING OF FULL TRAVEL PLAN
(every 2 years for a 5 year period after agreement of the Full Travel Plan)

Task	Implementation Date	Responsible	Comments	Completed?
Monitor travel patterns	As per survey schedule	TPC	Use the budget available for monitoring and updating the Travel Plan	
Submit survey review report to MCC / TfGM Officers	1 month after survey	TPC		
Undertake Travel Plan Audit and modify where appropriate	1 month after survey	TPC	Include recommendations / modifications in a Travel Plan Progress Report	
Update Travel Plan Noticeboard to reflect survey results	1 month after survey	TPC		



APPENDIX TP3

FORMER USDAW SITE AT 188 WILMSLOW ROAD, FALLOWFIELD
RESIDENT TRAVEL QUESTIONNAIRE

This travel survey is being undertaken amongst all residents of the Application Site development in Fallowfield, to gain an understanding of the travel patterns for residents living on the site. This information will be used to help set targets in the Full Travel Plan and to gauge the effectiveness of measures to be promoted in the Full Travel Plan.

The survey should be completed during the week commencing {*insert date*}. Please complete the survey based on your general travel habits on the basis of a typical journey. Once completed please return your survey form in the pre-paid envelope or e-mail a scan or photo of the completed form to emaill address to be provided.

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. What is your home address?

   …….

2. Are you:

Male……...	O
Female……..	O

3. How many other residents live at your property?

	Under 16	Over 16
No more……	O	O
One more…….	O	O
Two or more……..	O	O

4. Do you or anyone else in your household have a disability which affects travel arrangements?

Yes…….	O
No……..	O

5. How many cars & bicycles are kept at the household?

	Cars	Bicycles	Motorbike
None……..	O	O	O
One…….	O	O	O
Two…….	O	O	O
Three…….	O	O	O
More than three……..	O	O	O

6. What mode of transport does your household primarily use to:

	Travel to work?			Travel for education / childcare			Travel for Shopping		
	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3
Walk	O	O	O	O	O	O	O	O	O
Cycle	O	O	O	O	O	O	O	O	O
Bus	O	O	O	O	O	O	O	O	O
Train	O	O	O	O	O	O	O	O	O
Car (Driver)	O	O	O	O	O	O	O	O	O
Car (Pass)	O	O	O	O	O	O	O	O	O
Motorbike	O	O	O	O	O	O	O	O	O
Work at Home	O	O	O	O	O	O	O	O	O
Don't make trip	O	O	O	O	O	O	O	O	O

7. What alternative travel mode could you use for these journeys, <u>if your current mode of transport was unavailable?</u>

	Travel to work?			Travel for education / childcare			Travel for Shopping		
	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3
Walk	O	O	O	O	O	O	O	O	O
Cycle	O	O	O	O	O	O	O	O	O
Bus	O	O	O	O	O	O	O	O	O
Train	O	O	O	O	O	O	O	O	O
Car (Driver)	O	O	O	O	O	O	O	O	O
Car (Pass)	O	O	O	O	O	O	O	O	O
Motorbike	O	O	O	O	O	O	O	O	O
Work at Home	O	O	O	O	O	O	O	O	O
Could not make trip	O	O	O	O	O	O	O	O	O
Don't make trip	O	O	O	O	O	O	O	O	O

8. What is your main reason for choosing your mode of travel for these journeys? (Please choose only one option for each option).

	Travel to work?			Travel for education / childcare			Travel for Shopping		
	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3	Adult1	Adult2	Adult3
Cheapest	O	O	O	O	O	O	O	O	O
Healthiest	O	O	O	O	O	O	O	O	O
Convenience	O	O	O	O	O	O	O	O	O
Quickest	O	O	O	O	O	O	O	O	O
Safety	O	O	O	O	O	O	O	O	O
Group Travel	O	O	O	O	O	O	O	O	O
Could not make trip	O	O	O	O	O	O	O	O	O

9. Roughly how far would you estimate, in miles, is your journey for each of the identified main reasons for travel?

	Adult 1	Adult 2	Adult 3
Travel for Work	……	……	…..
Travel for Education / Childcare	……	……	…..
Travel for Shopping	……	……	…..

10. On moving into your property, you would have received a copy of a Travel Welcome Pack, which outlines the range of local travel opportunities available in the immediate vicinity of your new home. Did you find this welcome pack:

Very useful O
Quite useful O
Not very useful O
Not at all useful O

11. Do you have any comments on the contents of the Welcome Pack?

……
……
……

12. Do you have any comments or ideas that you would like to tell us about your existing / future travel patterns?

……
……
……

Thank you for completing this survey.

Please return the completed form in the pre-paid envelope or e-mail a scan or photo of the completed form.

Should you have any queries regarding the survey or how we will use the data collected, please do not hesitate to contact us email address to be supplied.