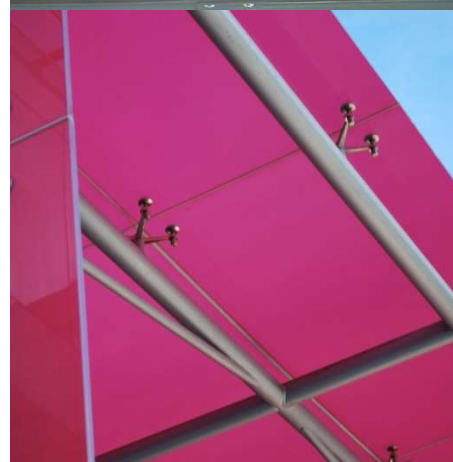
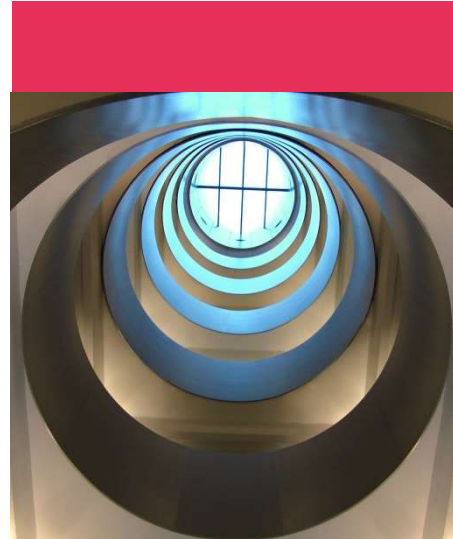


GMP SOCH Building, Openshaw

Full Travel Plan

Curtins Ref: 66645-CUR-00-XX-RP-TP-003
Revision: V02
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Client Name: Greater Manchester Police (GMP) Estates



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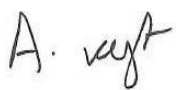
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Appendix A – Travel Survey Questionnaire

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Greater Manchester Police (GMP) Estates to provide traffic and transportation advice in relation to a development of a parcel of land to the west of the existing Openshaw Police Station.
- 1.1.2 The development proposals were submitted (Manchester City Council (MCC) Planning Reference: 118695/FO/2017) for the *“Erection of a three storey mixed use office and storage building (Sui Generis) with associated single storey outbuildings (including stores, kennels, and plant), new vehicular ramped access from Bessemer Street with associated car parking and landscaping”*.
- 1.1.3 The application was approved in March 2018, followed by a separate variation of conditions (MCC Planning Reference: 121402/JO/2018) described as follows:

“Variation of planning conditions 2, 8, 13 , 19, 20 and 24 to allow alteration to the emergency access route, reconfiguration of car parking layout and lighting, removal of canopy to building, alteration to boundary treatment, alterations to landscaping and removal of storage container together with submission of further information in respect of condition 4 (drainage), condition 5 (ground conditions and condition 27 (bats) associated with planning permission 118695/FO/2017 | Greater Manchester Police Lawton Street Manchester M11 2NS”.
- 1.1.4 Since then, the application for variation of conditions has been approved (subject to conditions) in November 2018, and the SOCH Building has been completed and is fully operational at the time of writing.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities & Local Government (MHCLG) (formerly DCLG – the Department for Communities and Local Government) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: *National Planning Policy Framework*, MHCLG, 2019.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 Condition 18 of the planning consent states:

“Prior to the first use of the development hereby approved, details of a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those living at the development;*
- ii. a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time;*
- iii. mechanisms for the implementation of the measures to reduce dependency on the private car;*
- iv. measures for the delivery of specified Travel Plan services; and*
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

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

1.3.2 In September 2020, Curtins prepared a Framework Travel Plan (FTP) (**Document reference: 66645-CUR-00-XX-RP-TP-002**) to discharge the first element of the above condition. Since then, the development has been completed and is fully operational, therefore this full Travel Plan has been prepared to discharge the second element of the condition.

1.3.3 A full Travel Plan is the second stage of the Travel Plan process. It includes a list of measures (tailored according to results from travel surveys) that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.4 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. According to TfGM’s document ‘Transport for Sustainable Communities: a Guide for Developers’, a TP should achieve:

- *“A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options.”*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

1.3.5 This document has been written in accordance with the above statement and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2019;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** discusses the findings from the travel survey and provides a snapshot of existing travel patterns.

1.4.4 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.5 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.

1.4.6 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses. **Section 9** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under three main headings:

- Environmental Benefits;
- Health Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport also show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.3 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.4 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

2.2.5 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester’s ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.”*

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.7 Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: *Health Survey for England*, DoH, 2016.

- 2.3.2 In 2018, Public Health England published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.3 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

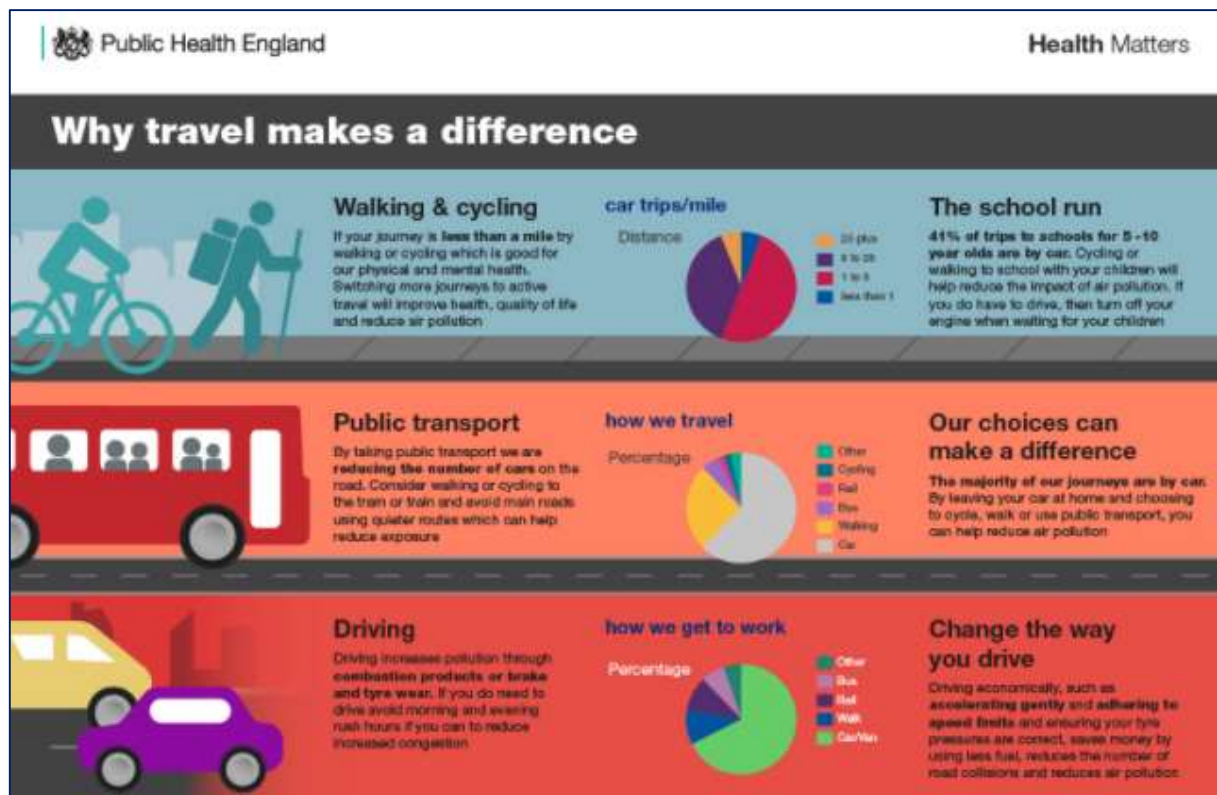


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on staff. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

- 2.5.2 As part of the 2021 Greater Manchester mayoral election, the elected Mayor (Andy Burnham) made a pledge to bring buses under local control to be run by Transport for Greater Manchester (TfGM), on behalf of the Greater Manchester Combined Authority (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price-capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services.

- 2.5.3 Over time, the benefits of bus franchising to passengers would be:

- **Simpler fares and ticketing** – Passengers will be able to use their tickets on all Greater Manchester's buses and hop-on and hop-off between services. Prices would be capped so no one would pay more than a certain amount for daily journeys;
- **Integration** – Passengers can change between buses and trams, or buses and cycling or walking;
- **Accessibility** – Every bus will be accessible and have audio and visual announcements by 2024;
- **Simple travel information** – Buses will have better, clearer on-board travel information so people know where they are going and where they need to get off. There will be a 'one-stop shop' for travel information and customer support;
- **Single identity** – Local control will allow GMCA to develop a single identity for the transport network, which is attractive, clearly recognisable and easy for passengers to navigate and understand; and
- **Local accountability** – The bus network will be locally accountable and run for the benefit of its passengers. GMCA will set performance targets around punctuality, reliability and standards and take action if they are not met.

- 2.5.4 Bus franchising is also envisaged to boost Greater Manchester's economy, and is the first step in improving transport across Greater Manchester. The Mayoral Pledge also includes extension of the Metrolink network, integrating trains and train stations into the Bee Network, delivering 500 miles of the walking and cycling routes of the Bee Network by 2024, and guarantee that everyone in Greater Manchester is within easy reach of these routes by 2030.

2.6 Travel Plan Aims & Objectives

2.6.1 Considering the above benefits and the end users, this TP aims to minimise the number of car trips generated by the development and encourage staff to use sustainable modes of transport.

2.6.2 The aims of this TP will be supported with the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site; and
- **Objective 4** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located within the administrative boundary of Manchester City Council (MCC), being situated in Openshaw, approximately 3 miles east of Manchester City Centre. A location plan of the wider site owned by GMP is provided in **Figure 3.1** below.

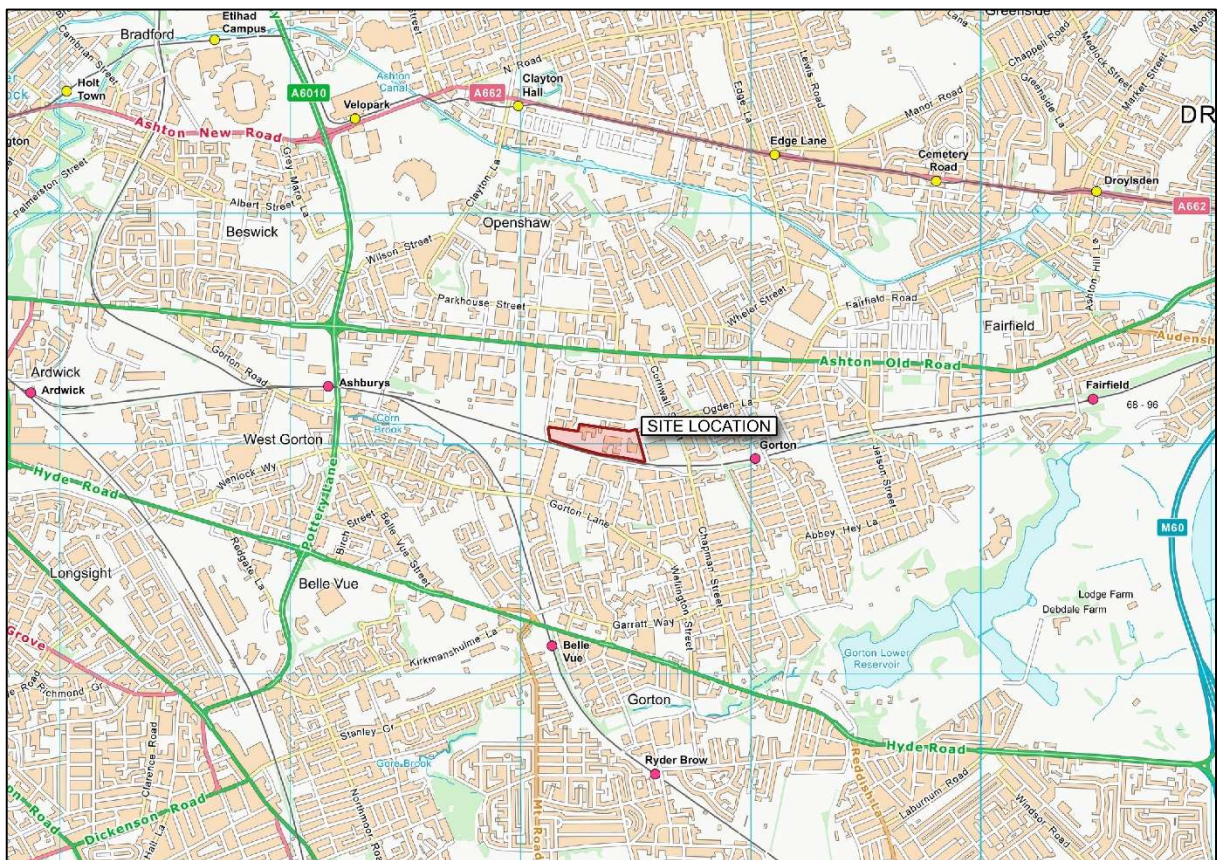


Figure 3.1 – Site Location

(Source: OS Maps)

3.2 Existing Use

- 3.2.1 The eastern portion of the site comprises an operational Police Station, whereas the western portion of the site comprises the new Special Operations Central Headquarters (SOCH) Building, which provides offices and training facilities.
- 3.2.2 There are currently 420 employees in total at the SOCH Building, however due to the shift patterns of police work, not all 420 employees would be on site at any one time. Greater Manchester Police (GMP) have stated that there can be up to 160 people on site at any one time, including staff and visitors.
- 3.2.3 There is also an on-site gym and kitchen (with a microwave and cooker) facilities.

- 3.2.4 Historically, the western portion of the site formerly operated as an informal car park accommodating c. 71 parked vehicles, and storage for container units. Prior to the development, it was also noted that parking within the overall police station site was constrained and that demand outstripped supply. The internal roads within the site were regularly parked on and the informal overspill parking area in the western part of the site regularly reached capacity.

3.3 Existing Access Arrangements

Site Access Requirements

- 3.3.1 Due to the secure and sensitive nature of operations on site, there are certain access requirements on site. This includes a policy of operations vehicles only within the SOCH secure building fence line, and an emergency rapid deployment ramp needs to be available onto Bessemer Street.

Vehicular Access

- 3.3.2 The main access to the facilities and parking for the entire site is taken from Lawton Street, comprising two single lane gated roads, one serving as ingress and the other as egress, with footways provided on the northern and southernmost sides of the access. This access formerly operated as the only access for emergency vehicles.
- 3.3.3 Notwithstanding, as part of the development and build of the SOCH Building, a new emergency access was created onto Bessemer Street. This access is one-way and exit only, and allows emergency vehicles to respond to emergencies much quicker at c. 36 seconds (0:36) as opposed to the previous 1 minute 43 seconds (1:43) (gauged by drive time from the site onto the A635 Ashton Old Road). This measurement was undertaken by Curtins on 30th November 2017 under legal speed limits and obeying traffic signals and junctions.
- 3.3.4 This exit is shown in **Figure 3.2** below, captured from within the site looking out onto the emergency access.



Figure 3.2 – View of Emergency Access onto Bessemer Street, Captured from Within the Site

- 3.3.5 Vehicle routing to and from the site is circuitous. There are right turn prohibitions in place along Ashton Old Road eastbound. Accessing the site from the west requires turning left onto Dakley Street / South Street / Westlake Street, allowing drivers to cross the A635 Ashton Old Road onto Widnes Street. Vehicles are then required to turn left onto Whitworth Street East / Press Street which provides access to Lawton Street.
- 3.3.6 All vehicles (except for emergency vehicles) exiting the police station are required to head east on Lawton Street towards the junction with Cornwall Street, turning left onto Cornwall Street to route northwards towards Ashton Old Road, where vehicles can then head west into Manchester City Centre. Whereas emergency vehicles can use the exit-only link onto Bessemer Street and exit onto Ashton Old Road via Whitworth Street East.

Pedestrian and Cycle Access

- 3.3.7 Pedestrian and cycle access into the site would be taken in a similar manner to the vehicular access from Lawton Street. Due to the nature of the new access onto Bessemer Street being used for emergencies only, pedestrians and cyclists are prohibited from using this link.

3.4 Existing Parking Provision

Car Parking

- 3.4.1 No changes have been made to the existing parking allocated to the Police Station on the eastern portion of the site. On the western portion of the site and for the SOCH Building, there are 115 parking spaces for operations vehicles, including 4 disabled bays. There are also 27 bays for emergency vehicles.

- 3.4.2 There are two electric vehicle (EV) charging bollards provided as shown in **Figure 3.3** below, with an additional three duct runs provided for future installation in the car park if needed.



Figure 3.3 – Electric Vehicle (EV) Charging Bollards

- 3.4.3 GMP have stated that dog handlers have their own vehicles with cages, whereas other staff leave operational vehicles onsite.

Cycle Parking

- 3.4.4 There is an existing cycle shelter located at the canopy adjacent to the Police Station on the eastern portion of the site which has capacity for c. 8 bicycles, shown in **Figure 3.4** below. Whereas there is a new cycle shelter with 4 Sheffield hoops (equivalent to space for 8 bicycles) located directly next to the SOCH Building's pedestrian access gate to the east of the site, shown in **Figure 3.5** below. Both shelters are covered.



Figure 3.4 (left) – Cycle Parking for Existing GMP Police Station

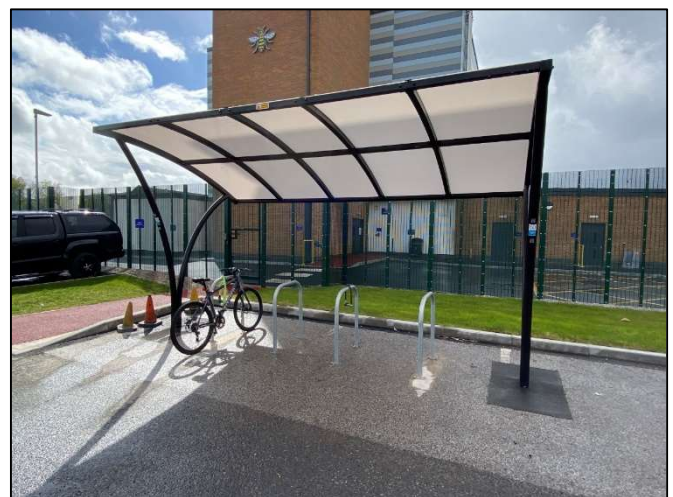


Figure 3.5 (right) – Cycle Parking for SOCH Building

- 3.4.5 There are also various facilities for staff available onsite, such as 16 showers (14 regular, 2 disabled) with associated changing facilities, shown in **Figure 3.6** below. All staff in operations also get their own double lockers (of which there are 381 in total), shown in **Figure 3.7**.



Figure 3.6 (left) – Shower and Changing Facilities



Figure 3.7 (right) – Double Lockers

- 3.4.6 Additionally, there is an air pump on the wider site that is used for bikes.

3.5 Surrounding Highway Network

- 3.5.1 An indicative plan of the surrounding network can be found in **Figure 3.8** below:

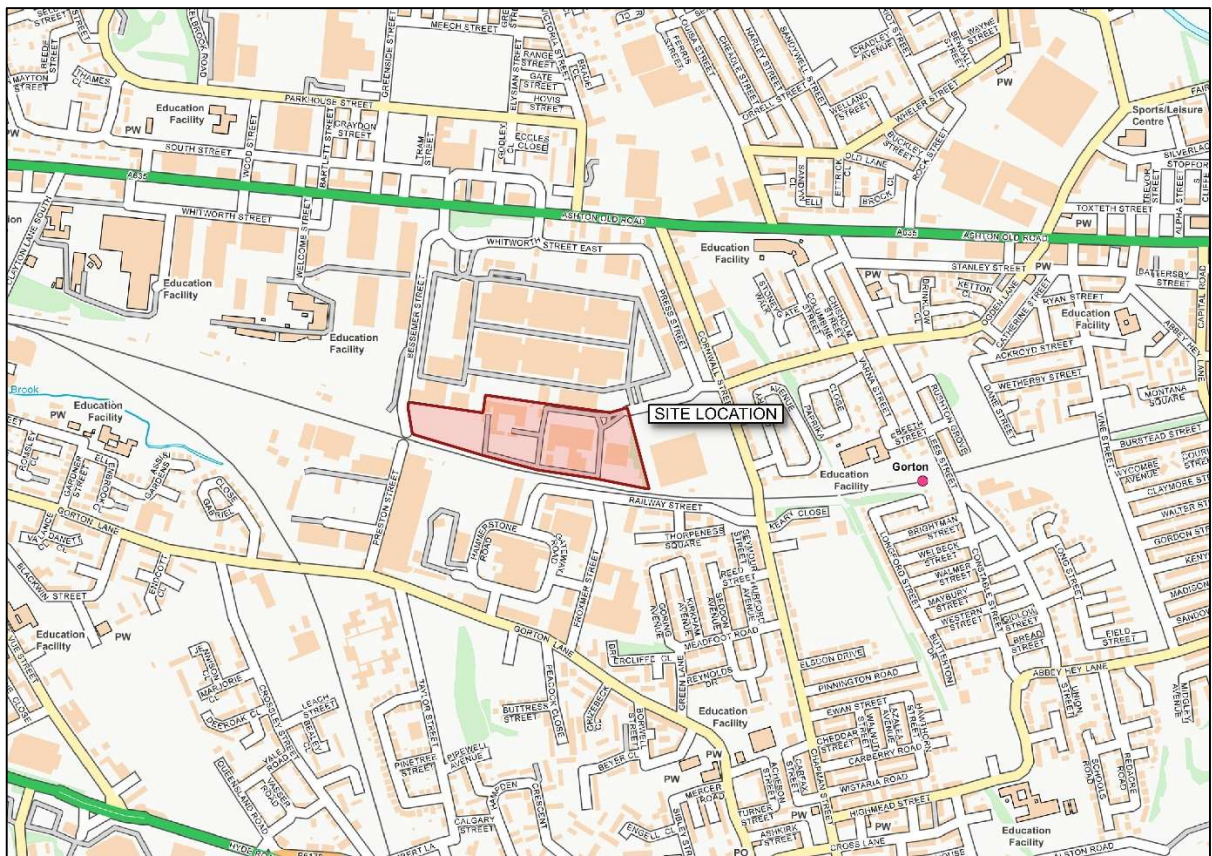


Figure 3.8 – Site Location in Relation to the Local Highway Network
(Source: OS Maps)

Lawton Street

- 3.5.2 Lawton Street commences at the police station access gates and terminates approximately 150m to the west of the site, at a four-arm junction with Cornwall Street (north and south) and Ogden Lane (east).
- 3.5.3 Lawton Street is a single lane two-way road with a typical carriageway width of approximately 8m. The road is subject to a 20mph speed limit with footways and street lighting provided along both sides of the carriageway.
- 3.5.4 On-street parking is permissible although is not well utilised. Lawton Street provides access to commercial properties and the police station, which provide internal car parks. The absence of on-street parking was confirmed during the site visit on 30th November 2017.

Cornwall Street

- 3.5.5 Cornwall Street runs in a north / south alignment to the east of the site. It provides the most convenient exit route from the existing police station to one of the key arterial routes from / to Manchester City Centre, Ashton Old Road.

- 3.5.6 Cornwall Street terminates approximately 300m to the north of the junction with Lawton Street at a one-way priority junction with Ashton Old Road. To the south, approximately 250m south of the junction with Lawton Street, Cornwall Street runs over the railway line to terminate at a three-arm mini-roundabout with Railway Street and Chapman Street.
- 3.5.7 Cornwall Street is a single lane, two-way road with a typical carriageway width of 6.5m. To the north of the site, it becomes a one-way road for approximately 35m, from the junction with Whitworth Street East to the priority junction with Ashton Old Road, where Cornwall Street terminates. There is a 'no entry' regulation in place from Ashton Old Road and a 'left turn only' when accessing Ashton Old Road from Cornwall Street.
- 3.5.8 The road is subject to a 20mph speed limit with footways and street lighting provided on both sides of the carriageway.
- 3.5.9 To the south of the site, Cornwall Street provides access to residential properties whilst to the north provides access to some commercial units. On-street parking is restricted by single yellow markings along both sides of the carriageway.

Ashton Old Road / A635

- 3.5.10 Ashton Old Road runs in an east / west alignment as one of the key arterial routes accessing Manchester City Centre from / to the east.
- 3.5.11 In the vicinity of the site, Ashton Old Road is a dual lane, two-way road with a typical width of 12m. The road is subject to a 30mph speed limit with footways and lighting along both sides of the carriageway.
- 3.5.12 In the vicinity of the junctions with Cornwall Street and Whitworth Street East, Ashton Old Road benefits from dedicated cycle waiting areas on traffic lights and pedestrian refuge islands complete with dropped kerbs and tactile paving to facilitate crossing.
- 3.5.13 Ashton Old Road provides access to a mixture of commercial, industrial and residential properties. On-street parking is restricted, with double yellow lines situated along both sides of the carriageway.
- 3.5.14 There are bus stop facilities at various points along Ashton Old Road with the closest within 600m from the site's access gates.

Bessemer Street

- 3.5.15 Bessemer Street runs in a north / south alignment to the west of the site, linking Gorton Lane with Ashton Old Road via Whitworth Street East.
- 3.5.16 Bessemer Street is a single lane, two-way road with a typical width of 6.7m. The road is currently subject to a 20mph speed limit with 1.70m footways on both sides. Street lighting is provided on both sides of the road.

- 3.5.17 Bessemer Street provides access for a number of industrial properties. There are no restrictions to on-street parking. However, during the site visit, no vehicles were observed parked on the street.
- 3.5.18 To the south of the site, Bessemer Street crosses the railway via two underbridges. At this point, the carriageway narrows down to 5.4m and the alignment of the road changes at this point.
- 3.5.19 Due to the alignment of the road beneath the railway bridges and the limited forward visibility, vehicle speeds are physically slowed on the approach to, through and from the bridges. It was also noted on-site that those drivers who are familiar with the route tend to sound their horns when approaching the features to warn oncoming drivers of their approach.

Whitworth Street East / Press Street

- 3.5.20 Whitworth Street East runs in an east/west alignment from Ashton Old Road, running for approximately 350m up to a right turn, changing to a north/south alignment and becoming Press Street.
- 3.5.21 Whitworth Street East and Press Street are single lane, one-way roads with a typical width of 5.50m. Whitworth Street East has a footway and street lighting along its southern side whilst Press Street has footways and lighting along both sides. In the vicinity of the junction with Ashton Old Road, Whitworth Street East becomes a two-way road after the junction with Bessemer Street. The carriageway widens up to 10m and footways are provided on both sides.
- 3.5.22 Both streets provide access to a number of commercial and industrial facilities and are subject to a 20mph speed limit.
- 3.5.23 There are Traffic Regulation Orders (TROs) in the form of double yellow line markings (no waiting at any time) along both sides on both streets.

4.0 Travel Surveys

4.1 Introduction

- 4.1.1 Given the nature of the site and its operations, the SOCH building does function under a high level of terrorist threat. On this basis, the building is a high secure unit.
- 4.1.2 Notwithstanding this, there are no staff travel requirements; other than some dog-handling officers needing to maintain their own vehicles. It is therefore important to fully understand existing travel patterns to and from the site. In order to obtain such travel data, Curtins liaised with GMP throughout the preparation of the travel surveys to determine areas of importance regarding existing travel patterns.
- 4.1.3 The travel survey for staff was collected via the SurveyMonkey website. The survey was launched on 26th April 2021, and 54 responses have been obtained at the time of writing. It is noted that the impact of social distancing and lockdown measures according to Government guidance amidst the COVID-19 situation has affected the number of responses received, and possibly the modal splits (i.e. staff who previously used public transport might have chosen to drive to work during the survey period for safety reasons).
- 4.1.4 A response tally of 54 staff is equivalent to a 12.8% response rate.
- 4.1.5 The survey intended to gain information from participating staff regarding current and future travel habits, as well as individual opinions on travel to and from the site.

4.2 Survey Design

- 4.2.1 **Appendix A** contains the survey questionnaire that was and will continue to be distributed in order to fully understand staff travel habits. These surveys extracted the following key information:
- Place(s) of residence;
 - Distance of travel to the site;
 - Usual mode of travel and reason for modal choice;
 - Whether additional journeys for work are required of staff after arriving onsite;
 - Any barriers to travelling by sustainable modes; and
 - Initiatives that could encourage more sustainable modes of travel.

4.3 Data Analysis

- 4.3.1 The first question asked was 'What is your home postcode?'. Staff who responded were generally spread out across different locations in Greater Manchester, and also in the North West, such as Huddersfield, Glossop, Cheshire West, Warrington, Rossendale, Blackpool, the Wirral, and Southport. For General Data Protection Regulation (GDPR) purposes, full postcodes will not be included in this report.

4.3.2 The second question asked was whether staff worked full-time, part-time, temporarily, or voluntarily. An overwhelming majority (98.15%) of staff reported that they worked full-time, with only 1 respondent (1.85%) working part-time.

4.3.3 The third question asked for travel distances between their home address and the SOCH Building. **Figure 4.1** below shows the results, where over 75% of staff were travelling over 10 miles to work:

Approximately how far do you travel to the S.O.C.H Building?

Answered: 54 Skipped: 0

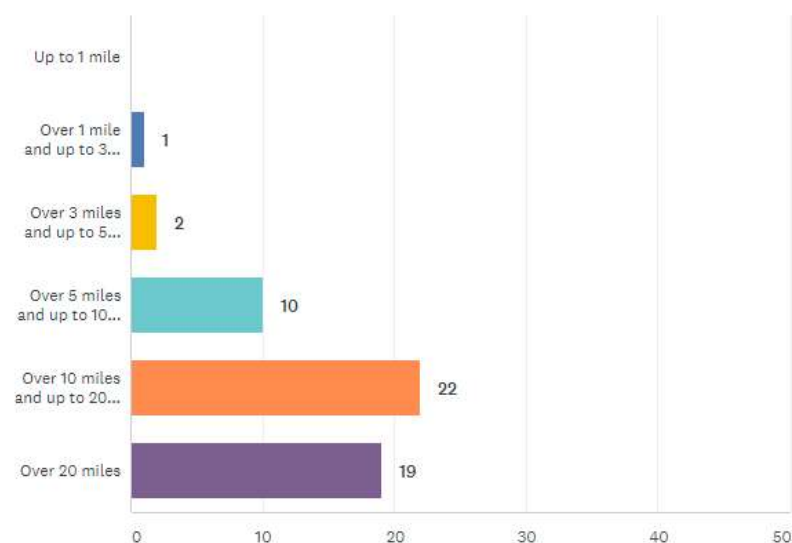


Figure 4.1 – Response to Question on Travel Distance

4.3.4 The fourth question asked was related to the mode of travel to the site, with the results presented in **Table 4.1** as follows:

Mode of Travel	Staff	
	Total	%
By car (as driver, single occupant)	41	75.93%
By car (as driver, with passenger/s)	8	14.81%
By car (as passenger)	0	0%
Bus	0	0%
Taxi	0	0%
Motorbike or powered two-wheeler	2	3.70%
Train	1	1.85%
Metrolink / Tram	0	0%
Bicycle	2	3.70%

Mode of Travel	Staff	
	Total	%
On foot	0	0%
Total	54	100%

Table 4.1 – Existing Modal Split

4.3.5 **Table 4.1** demonstrates that an overwhelming majority (90%) of staff surveyed drove to the site, a small portion of which were car sharers, followed by smaller numbers of cyclists and motorcyclists (7.5% in total), and one train passenger. It can also be seen that bus and tram patronage was very low, and none of the staff walked to work.

4.3.6 The fifth question presented several factors that would influence travel decisions, such as convenience, health considerations, childcare / caring responsibilities, and respondents were asked to rank if they 'Strongly Disagree', 'Disagree', are 'Neutral', 'Agree', or 'Strongly Agree' with each factor. The results are shown in **Figure 4.2** below:

Why do you travel this way? Please indicate the extent to which you agree to the statements below:

Answered: 54 Skipped: 0

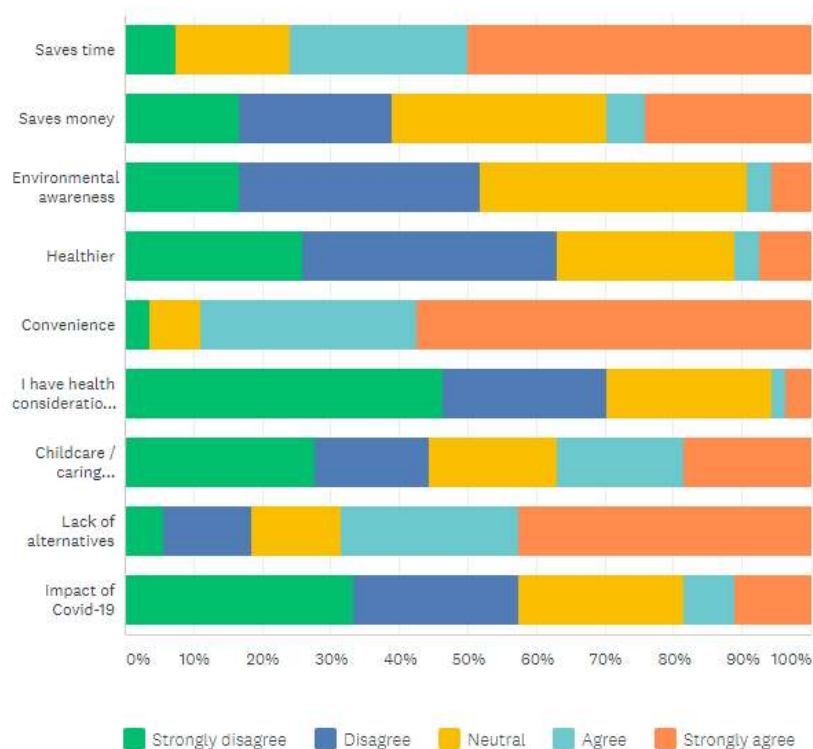


Figure 4.2 – Response to Question on Factors Influencing Travel Decisions

4.3.7 **Figure 4.2** demonstrates that the main factors which influence staff to travel the way they do are convenience, timesaving, and that there was a lack of alternatives. Staff also mentioned that health

considerations were not a strong deciding factor in their chosen mode of travel, nor was the impact of COVID-19, indicating that staff would likely travel using the same modes if the pandemic had not occurred. This is expected of a site of this nature, as there are limited opportunities for police officers to work from home.

- 4.3.8 There was an even split between staff who did and did not factor in childcare / caring responsibilities. Most notably, the environmental, health, and financial impacts of their travel choices were not heavily factored in choosing how to travel to work.
- 4.3.9 The sixth question gathered if staff needed to travel again for work after they had arrived at the SOCH journeys. 41% (22 respondents) reported that they needed to do so, 37% (20 respondents) reported that they did not need to do so, whereas 22% (12 respondents) reported that they were required to make additional journeys occasionally.
- 4.3.10 The seventh question was an open-text response, where staff could comment their views on whether there were any particular barriers which make it difficult for them to use more environmentally friendly travel options. Common themes within the comments received were:
- Difficulties with travel time and distance;
 - Required to transport a police dog / required to go on operational deployments;
 - Public transport or walking / cycling not being an option when working shifts or extended hours;
 - Insufficient electric vehicle charging points;
 - Inadequate direct public transport links, or unreliable public transport;
 - Train times are not suitable, a member of staff has asked their line manager for a later start time to allow use of trains but this has been refused;
 - Shelter for bicycles is not good enough as they are open at the front and sides, therefore bicycles will still get wet, causing increased wear and rust;
 - Not owning a suitable bike;
 - Childcare responsibilities;
 - Roads too dangerous and busy for cycling; and
 - Weather.
- 4.3.11 These comments have been addressed where possible (i.e. the Cycle to Work scheme will continue to be promoted to staff who choose not to cycle because they do not own a suitable bike), however other comments such as deficiencies in cycle parking, electric vehicle charging points, and requests for more flexible working hours have been forwarded to the TPC to be addressed.
- 4.3.12 The eighth question asked staff for their ideal mode of travel to work, ignoring any commitments or barriers. The results are shown in **Figure 4.3** below:

Ignoring any commitments or barriers to certain modes of travel, how would you like to get to travel to/from the S.O.C.H Building? Please pick the option you prefer the most, even if it is the same as your current method of travel:

Answered: 54 Skipped: 0

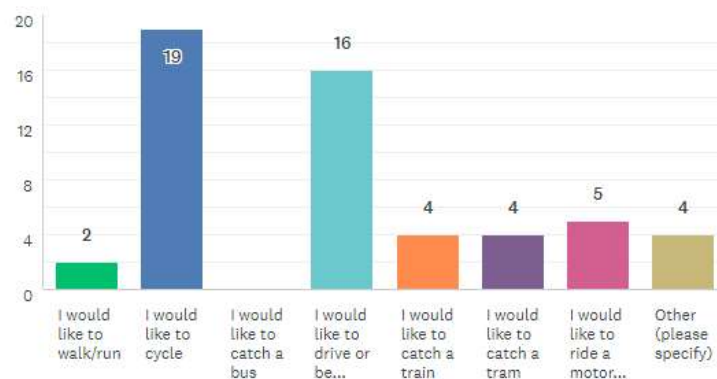


Figure 4.3 – Response to Question on Ideal Mode of Travel

4.3.13 Although there are still some staff who would like to drive or be driven, there is a high number of staff that would like to cycle to work, followed by riding a motorcycle, using the train / tram, and walking to work. Those who selected the 'Other' category reported that they would want to drive an electric vehicle or purchase an electric bike via the Cycle to Work scheme, or use multiple modes of travel such as cycling and boarding the train / tram. This presents the opportunity for measures within the TP to be catered towards removing barriers for potential cyclists.

4.3.14 The ninth question asked if staff were likely to be encouraged to travel by more sustainable modes. The results are shown in **Figure 4.4** below:

On a scale from 1 - 5, how likely would you be encouraged to travel by more sustainable modes such as walking, public transport, cycling or lift sharing?

Answered: 54 Skipped: 0

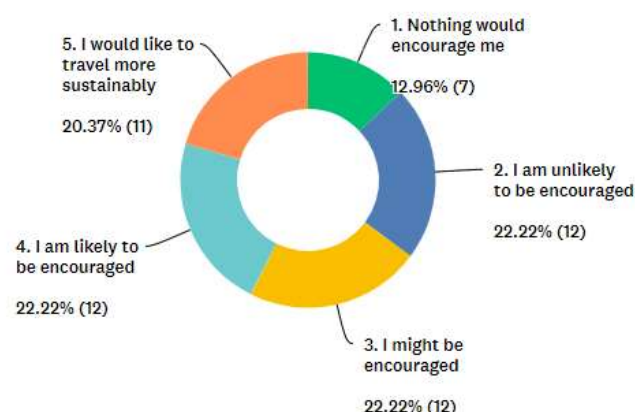


Figure 4.4 – Response to Question on Likelihood of Being Encouraged to Travel Sustainably

4.3.15 **Figure 4.4** shows that there is a good proportion of staff (c. 65%) that are likely to be encouraged to travel sustainably. As such, it is important that the measures within this TP are marketed appropriately and that staff are aware of the opportunities available to them.

4.3.16 The tenth question was an open-text response, where staff could comment their views on whether there were any particular incentives that would encourage them to travel more sustainably. Suggestions received include:

- A Cycle to Work Scheme with a higher price limit to allow for purchase of an electric bike;
- Offering a low-rate deal / other financial incentives for police and emergency service workers for purchase of electric vehicles;
- Safer cycling routes;
- Better bike storage facilities;
- More electric vehicle charging points;
- Flexi-time to allow for use of public transport;
- Wider availability of tram services;
- Financial incentives for fuel; and
- Provision of bus pass.

4.3.17 These suggestions have been passed onto the TPC to be addressed, however it is noted that more promotion is required regarding police officers receiving free travel on the bus and Metrolink.

4.3.18 The last question allowed staff to add any other comments regarding their travel patterns. Comments received include:

- GMP does not allow staff to plug their electric vehicles in at work;
- There was less of an impact on the environment when staff paraded out of other stations during COVID-19 as there were less miles travelled and less time stuck in traffic;
- The building seems to be accommodating more and more people, which causes a concern in the event of a COVID-19 cluster;
- There are no viable alternatives for staff to travel to the site;
- COVID-19 has given staff the opportunity to work agile, which has shown huge benefits for those not performing an operational role;
- As COVID-19 restrictions are coming to an end and the rest of the staff are coming to SOCH in a full-time capacity, personal parking is extremely limited and needs to be looked at urgently; and
- A covered motorcycle shelter is required.

4.3.19 These comments have also been passed onto the TPC to be addressed.

4.4 Summary and Next Steps

- 4.4.1 Although it was suggested earlier that the impact of social distancing and lockdown measures according to Government guidance amidst the COVID-19 situation could have potentially affected the modal splits, responses from the travel survey indicated otherwise, as staff reported that the impact of COVID-19 was not a strong deciding factor in their travel choices.
- 4.4.2 Notwithstanding, many staff have expressed their desire to travel more sustainably, especially by cycle. This presents an opportunity for the TP to address these needs and draw attention to the environmental, health, and financial impacts of their travel choices. All comments and suggestions have also been forwarded to the TPC to be addressed.
- 4.4.3 It is proposed that surveys are undertaken annually. The results and analysis of the surveys will be sent to Manchester City Council within one month from the collection of all survey results. Further information regarding this commitment is provided in **Section 9** of this Travel Plan.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

5.1.2 The accessibility of the development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

5.2 Pedestrian Accessibility

5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Suggested Acceptable Walking Distances

5.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered. These are a good approximation for trips associated with the development.

5.2.3 Due to the surrounding area comprising of residential areas, there is an existing high pedestrian footfall. The site is served by a high-quality pedestrian network consisting of footways with street lighting and signalised / unsignalised crossing facilities with dropped kerbs and tactile paving where necessary.

5.2.4 Within 500m of the SOCH Building lies the New Smithfield Market / Wholesale Market for daily food needs, along with other smaller industrial units surrounding the market.

- 5.2.5 Within 1,000m of the SOCH Building, the restaurants and hot food takeaways in the vicinity of the site and also along the A635 Ashton Old Road can be accessed. The residential areas to the east of the site are also within this walking distance.
- 5.2.6 Most notably, the bus stops along Ogden Lane hosting services to Didsbury and Chorlton, along with the west and eastbound bus stops along the A635 Ashton Old Road with services to Manchester City Centre, are also within a 1,000m walking distance.
- 5.2.7 Within 2,000m of the SOCH Building, there are additional facilities that can be accessed along the A635 Ashton Old Road, such as convenience stores, restaurants, hot food takeaways, local shops, public houses and open spaces. Staff can also access the residential areas of Openshaw to the north, Abbey Hey and Debdale to the south-east, and Gorton to the south. This includes green spaces, a pharmacy, medical centre, gym, supermarkets and many retail / food and drink outlets, schools, community facilities, and public houses.
- 5.2.8 Most notably, the Gorton rail station is within a 1,200m walk of the site. Rail services that call at Gorton can provide access to key interchanges such as Manchester Piccadilly in under 15 minutes.
- 5.2.9 It can be concluded that walking could be a feasible and a sustainable mode of travel for future staff of the site.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5 miles) cycling catchment has been considered for the site based on a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 5.3.2 The 8km catchment extends as far as Clayton Vale, Failsworth and Moston to the north, Droylsden, Denton and Dukinfield to the east, Abbey Hey, Gorton, Levenshulme, Burnage and Reddish to the south, and Cheetham Hill, Hulme, and Rusholme to the west. The catchment also encompasses all of Manchester City Centre, hence including all major transport links.

5.3.3 Existing cycle-friendly infrastructure such as low vehicular speed limits, advisory on-road routes and connections to traffic-free, off-road cycle routes on the National Cycle Network (Routes 60 and 85 / Fallowfield Loop) allow for direct access to surrounding residential areas. The local cycle network within the vicinity of the site is reproduced in **Figure 5.1**:

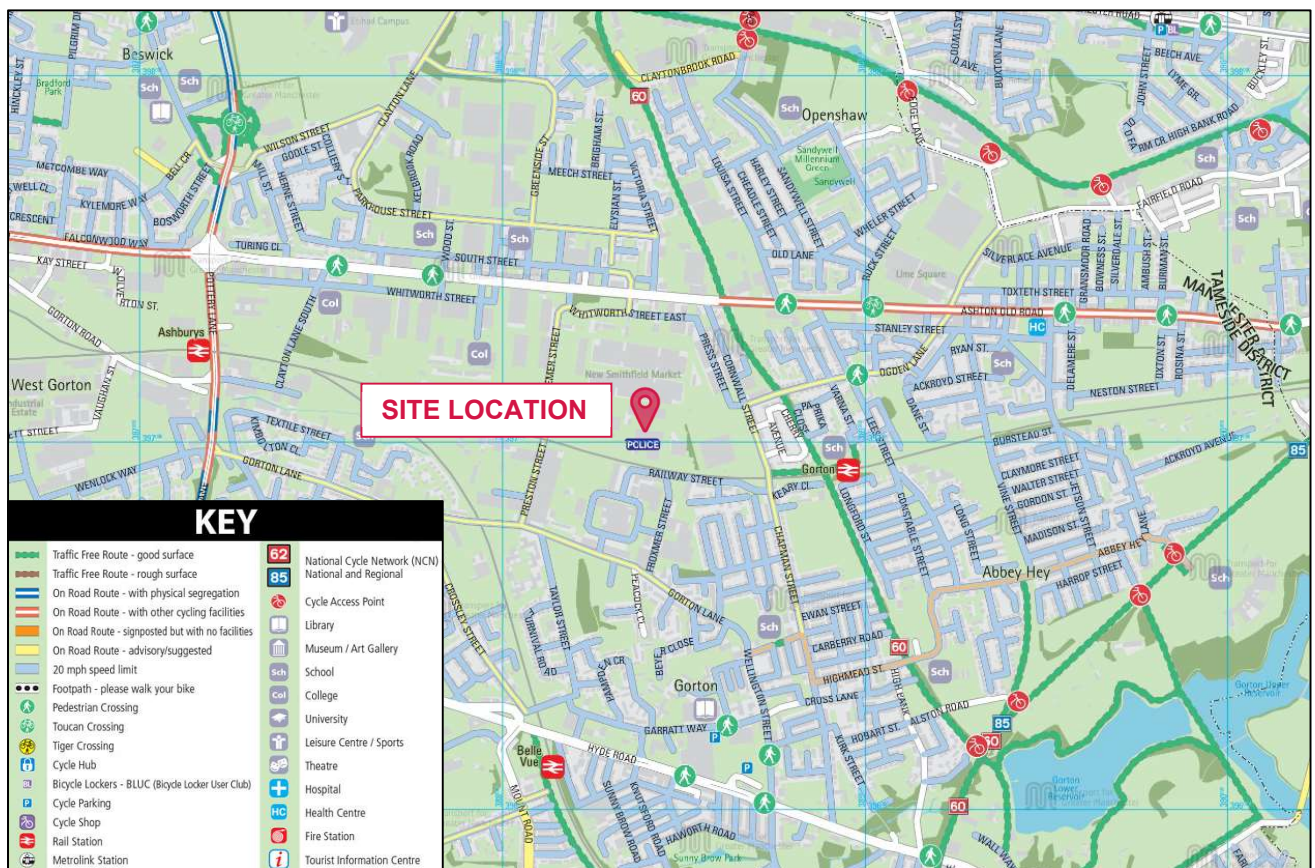


Figure 5.1 – Local Cycle Infrastructure

(Source: TfGM)

5.3.4 As shown in **Figure 5.1** above, to the east of the site lies Route 60 which be accessed from Cornwall Street. The route runs between north and east Manchester via Harpurhey, the Etihad Campus, Openshaw, Gorton, and Reddish North, with its furthest southern stretch forming part of the Fallowfield Loop. In turn, the Fallowfield Loop (Route 85 / The Manchester Cycleway) is an 8-mile-long off-road cycle path, pedestrian and horse-riding route from Chorlton-cum-Hardy through Fallowfield and Levenshulme to Gorton and Fairfield in Manchester. A map of the Fallowfield Loop is shown in **Figure 5.2** below:



Figure 5.2 – Fallowfield Loop

(Source: Manchester City Council)

5.3.5 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises routes that mark the most direct and pleasant way to navigate an area on foot or by bike (known as "Beeways"). The site is not located near areas with confirmed Bee Network improvements, however there are existing "Beeways" around the perimeter of the site which allow staff to benefit from better safety and quality of commute. **Figure 5.3** indicates the Bee Network in the vicinity of the site:

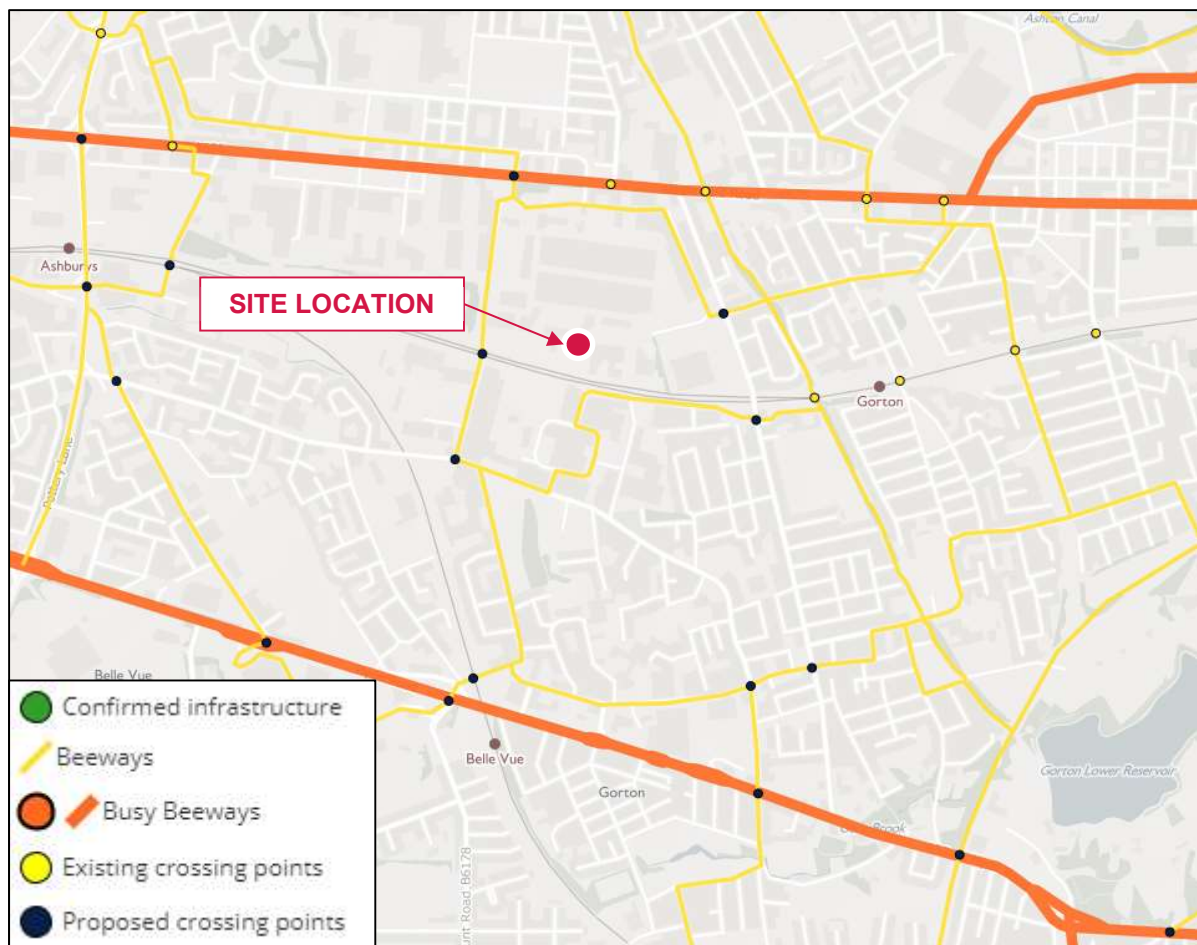


Figure 5.3 – Bee Network in the vicinity of the Site

(Source: MappingGM)

- 5.3.6 It can be concluded that the site is accessible by cycle to a wide range of established residential areas, along as day-to-day facilities and amenities.

5.4 Public Transport Accessibility

- 5.4.1 Public transport infrastructure in the vicinity of the site is very good with opportunities for bus travel along key routes such as the A635 Ashton Old Road; in addition to the Gorton station offering heavy rail options.
- 5.4.2 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

- 5.4.3 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 5, which is considered as a good level of accessibility.
- 5.4.4 Accessibility by bus and rail are considered further below, with a local public transport network map included in **Figure 5.4**:



Figure 5.4 – Local Public Transport Network

(Source: TfGM)

Bus Accessibility

- 5.4.5 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 5.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

- 5.4.6 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services. However, guidance from the CIHT does state that these distances should not be followed slavishly.
- 5.4.7 Within c. 600m to the north-east of the SOCH Building lies a pair of bus stops along Ogden Lane. The west and eastbound bus stops along the A635 Ashton Old Road can also be accessed within a 900 – 1,000m walk from the SOCH Building. Although these bus stops lie beyond the recommended walking distances in **Table 5.2**, they are accessible within a 14-minute walking journey (at an average walking speed of 1.2m/s).
- 5.4.8 **Table 5.3** details the services that call at these stops, and their associated frequencies. Frequencies listed are for trips in both directions unless otherwise stated with an asterisk (*).

Service	Route	Peak Frequency		
		Weekday	Saturdays	Sun/Hols
From Ogden Lane:				
171	Newton Heath – Droylsden – Gorton – Burnage – East Didsbury	Hourly	Hourly	-
172	Newton Heath – Droylsden – Gorton – Didsbury – Chorlton	Hourly	Hourly	Hourly
From A635 Ashton Old Road (171 and 172 as above, with the addition of:)				
219	Manchester City Centre – Stalybridge – Hadfield – Glossop	Every 10 mins	Every 15 mins	Every 10 mins
220*	Manchester City Centre – Ardwick – Dukinfield – Stalybridge	1 in the AM	-	-
221	Manchester City Centre – Audenshaw – Broadbent Fold	4 in the AM 3 in the PM	-	-

Table 5.3 – Summary of Bus Service Frequencies

- 5.4.9 These stops provide frequent access to residential areas across Greater Manchester throughout all 7 days of the week. These buses also connect to key interchanges such as the Manchester Piccadilly rail station, therefore providing opportunities for multi-modal travel. Overall, the site is well served by bus.

Rail Accessibility

- 5.4.10 The closest rail station to the development is Gorton, located c. 1,200m towards the east of the site. There is step-free access across the whole station, which is staffed part-time on weekdays and Saturdays. There are also accessible ticket machines and ramps along the footbridge. Additionally, there are shelters at both platforms.
- 5.4.11 All passenger services are operated by Northern Rail. **Table 5.4** shows the frequencies of regular train services that run from Gorton:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to New Mills Central and Rose Hill (calling at, but not limited to: Manchester Piccadilly, Ashburys, Gorton, Fairfield, Guide Bridge, Hyde North, Hyde Central, Woodley, Romiley, Rose Hill Marple, and New Mills Central)	Hourly in both directions	Hourly in both directions	Hourly in both directions
Manchester to Hadfield and Glossop (calling at, but not limited to: Manchester Piccadilly, Ardwick, Ashburys, Gorton, Guide Bridge, Flowery Field, Newton for Hyde, Godley, Hattersley, Broadbottom, Dinting, Glossop, and Hadfield)	Every 2 hours in the PM (outbound) Hourly (inbound)	Every 2 hours in the PM (outbound) Hourly (inbound)	Hourly in both directions

Table 5.4 – Summary of Rail Services calling at Gorton

- 5.4.12 The trains that service Gorton rail station regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for future staff. More locally, the above services provide access to key interchanges such as Manchester Piccadilly in under 15 minutes.
- 5.4.13 Trains operated by Northern Rail generally have capacity for up to two bicycles. Customers are encouraged to reserve their bicycles in advance, where this facility is available. Bike reservations in the carriage at first come first serve, and are free as is the carriage of the bicycle.
- 5.4.14 It is considered the site is accessible via rail.

5.5 Summary

- 5.5.1 The site can be seen to be accessible by multiple modes of sustainable transport such as walking, cycling and public transport, and through multi-modal trips where necessary. The surrounding area especially exhibits good levels of pedestrian infrastructure and public transport networks.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Taking into account the location of the site and its accessibility via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site. The measures are in line with the aims and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 A Travel Plan Coordinator (TPC) has been appointed for the SOCH Building. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.

- 6.2.2 The TPC has been named as:

Rob Hayes (GMP Sustainability Manager)

- 6.2.3 Contact details for Rob are made available internally to staff, and also externally to Manchester City Council (MCC).

6.3 Marketing and Promotional Measures

- 6.3.1 Providing easily accessible information on travel options can be important in influencing travel patterns. It is envisaged that relevant elements of the Travel Plan will be supplied to all staff at the site electronically (via a Travel Page on the staff intranet) or physically on notice boards that are currently available at each floor opposite the lifts and stairs. Examples of information that will be provided 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;
- Details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
- 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).

6.4 Measures to Encourage Walking

6.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.4.2 It has been demonstrated throughout **Section 5** of this TP that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. Notwithstanding, findings from the travel survey in **Section 4** demonstrate that not many staff live within close proximity of the site. Therefore, it is envisaged that walking could be encouraged as part of a multi-modal trip (i.e. walking + using public transport).

6.4.3 Existing measures to encourage walking include:

- Provision of showers, changing facilities, and lockers (detailed in **Section 3.4** above); and
- A social GMP walking group has been set up.

6.4.4 The following additional measures will be provided in order to encourage staff to walk:

- Continue to raise awareness of the health benefits of walking; and
- Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Local pedestrian routes, including public footpaths;
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups;
 - The www.plotaroute.com website for journey planning on foot; and
 - Marketing campaigns such as 'Walk to Work Week'.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 5** of this TP that there is an existing good level of cycle infrastructure in the surrounding area. Findings from the travel survey in **Section 4** also indicate that many staff would be keen to cycle to work if there were no barriers to cycling.

6.5.2 Existing measures to encourage cycling include:

- Provision of secure cycle parking facilities (detailed in **Section 3.4** above);
- Provision of showers, changing facilities, and lockers (detailed in **Section 3.4** above);
- A social GMP cycling group has been set up;
- GMP is involved in the Cycle2Work scheme that staff can benefit from; and
- There is an air pump on the wider site that is used for bikes.

6.5.3 The following additional measures will be provided in order to encourage staff to cycle:

- Continue to raise awareness of the health benefits of cycling; and
- Continue to promote the Cycle2Work scheme;
- Providing an air pump and puncture repair kit on the SOCH Building site;
- Provide additional Sheffield stands next to the ones recently fit on the SOCH Building site;
- Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
 - The Manchester Bike Hire website www.manchesterbikehire.co.uk;
 - Details of local cycle clubs / forums; and
 - Marketing campaigns such as "National Bike Week".

6.6 Measures to Encourage Use of Public Transport

6.6.1 It has been demonstrated throughout **Section 5** of this TP that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. Findings from the travel survey in **Section 4** indicate that public transport is not a viable option for some staff due to inadequate direct links. It is envisaged that public transport could be encouraged as part of a multi-modal trip (i.e. walking or cycling + using public transport).

6.6.2 Existing measures to encourage use of public transport include:

- Police have free travel on buses and the Metrolink.

6.6.3 The following additional measures will be provided in order to encourage staff to travel by public transport:

- Regularly review and update information (if necessary) provided within the Travel Page / notice boards, such as:
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Up-to-date bus and rail details including timetables / contact information.

6.7 Measures to Encourage Car Sharing and Use of Electric Vehicles

6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day.

- 6.7.2 As existing, GMP has an internal car sharing scheme that is accessible via the staff intranet. Prospective car sharers can search for matches on their own by indicating if they are looking for a car share or willing to offer a car share, and filtering via location and time of departure. This scheme would continue to be promoted by the Travel Plan Coordinator (TPC).
- 6.7.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the environmental, social, and economic benefits of car sharing through advertising in the Travel Page and advertising on notice boards around the site.
- 6.7.4 As existing, there are also two electric vehicle (EV) charging bollards provided onsite (shown in **Section 3.4** above), with an additional three duct runs provided for future installation in the car park if needed.
- 6.7.5 It is envisaged that the provision of EV charge points and infrastructure would encourage future staff to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.
- 6.7.6 Findings from the travel survey in **Section 4** indicate that staff are requesting for more EV charge points to be made available. It is the responsibility of the TPC to make arrangements to increase the availability of EV charge points.

7.0 Targets

7.1 Introduction

7.1.1 This section sets out some targets and provides an overview of what the above measures are seeking to achieve, and how these will be evaluated or measured to demonstrate success or a need to adjust to ensure future positive outcomes.

7.2 SMART Targets

7.2.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to existing staff. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

7.2.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of this Travel Plan:

- Short Term Target – within one year;
- Medium Term Target – for between 1 – 3 years; and
- Long Term Target – more than 3 years.

7.3 Modal Shift Targets

7.3.1 The following **Table 7.1** illustrates the proposed staff modal split targets:

Travel Mode	Current Modal Split	Staff Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	76%	- 1.0 %	- 2.0 %	- 2.0 %	- 5.0 %
By Car, Lift Sharing	15%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	0%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Cycle	4%	+ 0.5 %	+ 1.0 %	+ 1.0 %	+ 2.5 %
Bus	0%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Train / Tram	2%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Other	4%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 7.1 – Staff Modal Shift Targets

7.3.2 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single occupant, whilst increasing the proportion who travel by more sustainable modes such as cycling, and using train / tram / bus.

7.3.3 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 6** of this report.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the Travel Plan.

8.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Travel Plan Coordinator (TPC)

8.2.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Organising and distributing Travel Surveys;
- Keeping all relevant databases, information, and administration up to date;
- Promoting individual measures / initiatives in the TP and instigate marketing campaigns when appropriate;

- Liaising with external stakeholders at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3 Monitoring and Evaluation

- 8.3.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the TPC. Apart from receiving regular updates from staff and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 4** above.
- 8.3.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.
- 8.3.3 Monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the first surveys, within one month of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all staff upon the completion of surveys.
- 8.3.4 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process.

9.1.2 The following phrases have been used to give a general indication of timescales for the actions following the adoption of this Travel Plan:

- Short Term Action – within one year;
- Medium Term Action – for between 1 – 3 years; and
- Long Term Action – more than 3 years.

Action	Target Date	Responsibility
Produce Marketing Material (i.e. Travel Page / Notice Boards) to Promote Existing TP Initiatives	Short term action, ongoing review to make sure information is up to date	TPC
Address Comments Raised in Travel Surveys	Short term action	TPC
Distribute Travel Survey Results to Staff	Short term action	TPC
Implement new TP Initiatives, such as:		
• Providing an air pump and puncture repair kit on the SOCH Building site	Short term action	TPC
• Provide additional Sheffield stands next to the ones recently fit on the SOCH Building site	Medium term action	TPC
• Increase provision of EV charge points	Medium term action	TPC
Undertake Repeat Travel Surveys	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC
Present Annual Monitoring Report	Within one month of each travel survey phase	TPC

Table 9.1 – Action Plan

66645 GMP SOCH Building, Openshaw

Full Travel Plan



Appendix A – Travel Survey Questionnaire

Following on from the recent opening of the S.O.C.H Building at the Openshaw Complex, we need your views to help us progress and develop the site Travel Plan. Developing a Travel Plan will help provide environmental, financial and health benefits for all those who work and visit the site.

Please complete this short anonymous survey to help us continue shape our plans for travel in the future. It should take around 5 minutes to finish.

Please respond with what best fits your situation and travel habits today, accepting that Covid-19 might be influencing how you travel. You can provide any comments on whether Covid has affected how you travel in the last question, should you wish.

The information provided will be treated as strictly confidential.

*** 1. What is your home postcode? Please write your full postcode (e.g. M20 5GQ):**

*** 2. Do you normally work:**

- | | |
|---|---------------------------------|
| ☐ Full-time | ☐ Temporary |
| ☐ Part-time | ☐ Voluntary |
| ☐ Job Share | |
| ☐ Other (please specify): | |

*** 3. Approximately how far do you travel to the S.O.C.H Building?**

- | | |
|--|--|
| ☐ Up to 1 mile | ☐ Over 5 miles and up to 10 miles |
| ☐ Over 1 mile and up to 3 miles | ☐ Over 10 miles and up to 20 miles |
| ☐ Over 3 miles and up to 5 miles | ☐ Over 20 miles |

*** 4. How do you typically travel to the S.O.C.H Building? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.**

- | | |
|--|--|
| ☐ By car (as driver, single occupant) | ☐ Motorbike or powered two-wheeler |
| ☐ By car (as driver, with passenger/s) | ☐ Train |
| ☐ By car (As passenger) | ☐ Metrolink/Tram |
| ☐ Bus | ☐ Bicycle |
| ☐ Taxi | ☐ On foot |
| ☐ Other (please specify): | |

* 5. Why do you travel this way? Please indicate the extent to which you agree to the statements below:

	Strongly disagree	Disagree	Neutral	Agree	Strongly agree
Saves time	☐	☐	☐	☐	☐
Saves money	☐	☐	☐	☐	☐
Environmental awareness	☐	☐	☐	☐	☐
Healthier	☐	☐	☐	☐	☐
Convenience	☐	☐	☐	☐	☐
I have health considerations or a disability	☐	☐	☐	☐	☐
Childcare / caring commitments	☐	☐	☐	☐	☐
Lack of alternatives	☐	☐	☐	☐	☐
Impact of Covid-19	☐	☐	☐	☐	☐

* 6. Once at the S.O.C.H Building, do you need to travel again for work?

- ☐ Yes
 ☐ Occasionally
 ☐ No

7. Are there any particular barriers which make it difficult for you to use more environmentally friendly options? If so, please write them in the box below:

* 8. Ignoring any commitments or barriers to certain modes of travel, how would you like to get to travel to/from the S.O.C.H Building? Please pick the option you prefer the most, even if it is the same as your current method of travel:

- ☐ I would like to walk/run
☐ I would like to cycle
☐ I would like to catch a bus
☐ I would like to drive or be driven
☐ I would like to catch a train
☐ I would like to catch a tram
☐ I would like to ride a motorbike/powered 2-wheeler
☐ Other (please specify)

* 9. On a scale from 1 - 5, how likely would you be encouraged to travel by more sustainable modes such as walking, public transport, cycling or lift sharing?

- ☐ 1. Nothing would encourage me
- ☐ 2. I am unlikely to be encouraged
- ☐ 3. I might be encouraged
- ☐ 4. I am likely to be encouraged
- ☐ 5. I would like to travel more sustainably

10. Are there any particular incentives that would encourage you to travel in a more sustainable way? If so, please write them in the box below:

11. Do you have any other comments about your travel patterns, including comments on the effect of Covid-19?

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