Project: Former Belle Vue Greyhound Stadium, Manchester

Client: Countryside Properties (UK) Ltd

Document: Travel Plan (July 2025 Update)

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1 Introduction

General

Background

1.1 On behalf of Countryside Properties (UK) Ltd [Countryside], CBO Transport Ltd [CBO] prepared a Travel Plan in July 2022 for the Belle Vue Greyhound Stadium residential redevelopment, Manchester. This Travel Plan was required as part of condition 12 associated with the planning consent for the scheme (application reference 122160/FO/2018), which stated:

"Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed 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 attending or employed in the development

ii. a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time

iii. mechanisms for the implementation of these measures to reduce dependency on the private car

iv. measures for the delivery of specified travel plan services

v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objectives of reducing dependency on the private car

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

1.2 As worded, the condition related to an employment development and not the proposed residential development. As a result, the requirement to undertake a survey of travel patterns during the first three months of use of the development, together with a review within six months of first occupation, was not considered appropriate. It was therefore considered more appropriate for the Travel Plan to commit to undertaking a travel survey at 25% occupation (when there was a reasonable sample), with this being reviewed twice as part of the review process; two years after the first survey and then two years after that (i.e. to cover a period between 4 and 5 years after first occupation). The Travel Plan was therefore prepared on this basis.

1.3 The plan at **Appendix A** shows the layout of the Countryside scheme.

Update

1.4 Following on from the preparation of the above Travel Plan in July 2022, Countryside undertook the first residents travel survey between January and April 2025. This July 2025 update to the Travel Plan therefore presents the findings of this survey, as well as updated measures as a result.

1.5 As part of this update, details around bus and rail provision have also been reviewed to ensure they are still current.

Introduction to the Travel Plan

1.6 A Travel Plan is a tool to assist people to make choices about how they travel. It is not a dictate which says this is how they must travel nor does it try to preach an anti-car message. The aim of a travel plan is to make people aware of their travel choices and the benefits of making those choices. Travel Plans will often introduce measures to enhance choice but more often than not they are about making people aware of the choices they have already.

1.7 A Travel Plan is not just aimed at getting people to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change than attempts to get people to make whole scale change.

1.8 A Travel Plan puts people in touch with sources of information that they would not normally consider looking at or know where to find. The internet has made this much easier to achieve.

Structure of the Report

1.9 In light of the above, this Travel Plan (July 2025 Update) has been produced in 8 sections including this introduction.

1.10 Section 2 provides details of the accessibility of the development, whilst Section 3 presents the findings of the residents travel survey carried out between January and April 2025.

1.11 Section 4 then sets out the Travel Plan aims, objectives and targets, whilst Section 5 identifies travel measures for the development.

1.12 Section 6 then details the Travel Plan management strategy, whilst the Travel Plan's delivery, monitoring and review processes are set out in Section 7. An Action Plan for the Travel Plan is included at Section 8.

2 Development Accessibility

Development Location, Details and Access

2.1 The residential development to which this Travel Plan relates is located on the former Belle Vue Greyhound Stadium site, which is situated in the Belle Vue area on the east side of Manchester. The development comprises a total of 247 residential units, made up of 167 houses and 80 apartments with a mix of dwelling types and bedroom numbers as follows:

- 80 No. 1 and 2 bed apartments;
- 39 No. 2 bed houses;
- 106 No. 3 bed houses; and
- 22 No. 4 bed houses.

2.2 The plan at **Appendix A** shows the layout of the Countryside scheme.

2.3 With regard to vehicular access, the development is served via two simple priority junction arrangements off Kirkmanshulme Lane. The western access is located approximately 45 metres from the western site boundary opposite the egress for the Showcase Cinema site. The eastern access is located approximately 120 metres to the east of the western access.

2.4 These vehicular accesses also serve as the pedestrian and cycle accesses to the development.

2.5 This section of the Travel Plan goes on to provide details of the accessibility of the development for pedestrians, cyclists and by public transport.

Pedestrian & Cycle Infrastructure

Provision Through the development

2.6 The site accesses include 2 metre wide footways to both sides and link the development to the surrounding pedestrian network off Kirkmanshulme Lane. These footways continue throughout the development on both sides of the highway network.

2.7 With regard to cycle provision, the internal site layout is conducive to cycle use. Furthermore, the access to the development off Kirkmanshulme Lane links directly to the existing highway network, which is within a 20mph area.

2.8 This infrastructure is shown on the Development Layout Plan at **Appendix A**.

Off Site Provision

2.9 As shown in **Plan A** (Local Linkages) at **Appendix B,** the development has good accessibility for pedestrians and cyclists. Plan A at Appendix B was included in the residents welcome pack to show residents the pedestrian and cycle facilities available to them in the vicinity of the development.

Pedestrian infrastructure

2.10 Kirkmanshulme Lane includes good quality and width footways to both sides which include dropped crossings at the junctions with side roads. In addition and as shown in **Plan A** at **Appendix B,** there is a kerbed central island with tactile paving located on Kirkmanshulme Lane to the east of Scarcroft Road.

2.11 At the eastern end of Kirkmanshulme Lane and as shown in **Plan A** at **Appendix B**, the Mount Road / Kirkmanshulme Lane, A57 Hyde Road / Mount Road / Glencastle Road and A57 Hyde Road / Queens Avenue junctions include controlled pedestrian crossings on all arms. In addition and as also shown in **Plan A** at **Appendix B**, there are controlled crossings on the side arms and the A57 Hyde Road at the A57 Hyde Road / Whitwell Way, A57 Hyde Road / Tesco access and A57 Hyde Road / Wellington Street junctions. There is also a controlled pedestrian crossing on the A57 Hyde Road to the east of Parkdale Avenue and across the A57 Hyde Road at the A57 Hyde Road / Belle Vue Street. These facilities provide good quality pedestrian access on desire lines to the services and facilities along and to the north of the A57 Hyde Road.

2.12 To the west and as shown in **Plan A** at **Appendix B**, there are uncontrolled pedestrian crossing facilities provided on all arms of the A6010 Kirkmanshulme Lane / Kirkmanshulme Lane / A6010 Pottery Lane / Belle Vue Avenue junction. Whilst these do not include 'green man' facilities, as also shown in **Plan A** at **Appendix B** there is a controlled crossing provided further to the west on the A6010 Kirkmanshulme Lane, whilst controlled pedestrian crossing facilities are provided on all arms of the A57 Hyde Road / A6010 Pottery Lane.

2.13 Heading south from the site and as shown in **Plan A** at **Appendix B**, there is a kerbed central island with tactile paving located on Mount Road to the north of Stanley Grove. In addition and as also shown in **Plan A** at **Appendix B**, there are controlled pedestrian crossings on all arms of the Stanley Grove / Northmoor Road junction, which provides access to a local primary school and the wider area to the south.

Cycle infrastructure

2.14 Whilst there are no dedicated cycle provisions on Kirkmanshulme Lane, the route is within a 20mph area and is therefore considered conducive to cycle use. There are also advanced cycle stoplines provided at the Mount Road / Kirkmanshulme Lane and A57 Hyde Road / Mount Road / Glencastle Road traffic signal junctions. In addition and as shown in **Plan A** at **Appendix B**, Redgate Lane and Northmoor Road to the west and Stanley Grove to the south are also within 20mph areas and are therefore considered conducive to cycle use. These routes provide access to the facilities and areas to the south.

2.15 To the north and as shown in **Plan A** at **Appendix B**, Redgate Lane includes a traffic free cycle route to its junction with the A6010 Pottery Lane, after which TfGM identify the A6010 Pottery Lane and A57 Hyde Road as on road cycle routes. These routes provide access to the facilities and areas to the north.

Accessibility for Pedestrians

2.16 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "*Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile*".

2.17 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.

2.18 In the context of the above, **Plan B** at **Appendix B** shows key facilities that fall within and around the 2km catchment distance of the development, together with the potential walking routes to and from these facilities.

2.19 Plan B at Appendix B was included in the residents welcome pack to show residents the facilities available to them within and around the recognised 2km walking distance.

2.20 Details of the facilities shown on **Plan B** are set out below.

<u>Local Education Provision</u>

2.21 The local primary and high schools are listed below in Table 2.1. This table also lists the approximate walk distances from the development to these schools.

Table 2.1: Local School Walk Distances

School / College	Distance
All Saints Primary School	900 metres
Sacred Heart Primary School	950 metres
St Francis RC Primary School	1.1km
St James C of E Primary School	1.2km
Gorton Primary School	1.2km
Stanley Grove Primary Academy	1.2km
Old Hall Drive Academy	1.3km
Abbey Hey Primary Academy	1.5km
St Johns C of E Primary School	1.6km
Crowcroft Park Primary School	1.7km
St Richards RC Primary School	1.8km
St Agnes C of E Primary School	1.8km
St Josephs RC Primary School	1.8km
Rushbrook Primary Academy	2.0km
St Peters RC High School	600 metres
Cedar Mount Academy	1.7km
Dean Trust Ardwick	2.0km

Local Shops and Post Office

2.22 The 800m catchment takes in an Aldi foodstore and a Tesco Extra, as well as local shops in Gorton, located to the east of the development along the A57 Hyde Road corridor. In addition, Gorton Post Office is located approximately 1.0km to the east of the development.

Doctors / Health Facilities

2.23 Mount Road Surgery is located around 500 metres to the south of the development, whilst Gorton Medical Centre is around a 1.0km walk to the east.

Local employment

2.24 There are local employment opportunities around the development and within the 2km catchment.

Annie Lees Park

2.25 Annie Lees Park is situated around 500 metres to the south of the development.

Bus Stops and Railway Station

2.26 The closest bus stops to the development are situated to the east on Mount Road near its junction with Kirkmanshulme Lane and the A57 Hyde Road. In addition, there are further bus stops on the A57 Hyde Road situated to the west of Mount Road.

2.27 Details of the routes these stops serve are provided later.

2.28 In addition to these bus stops, Belle Vue railway station is situated approximately 300 metres to the east of the development.

Accessibility for Cyclists

2.29 **Plan C** at **Appendix B** shows the local on and off road cycle routes in the east Manchester area as identified by Manchester City Council and Transport for Greater Manchester in the context of the key destinations highlighted above. These routes have been identified from the interactive route map available on the Transport for Greater Manchester webpage, which can be found at:

https://tfgm.pindarcreative.co.uk/

2.30 Plan C and these website details will be included in the Residents Welcome Pack to show residents the local cycle facilities available to them.

2.31 The routes indicated on Plan C pass by other routes that are considered conducive to cycle use.

2.32 Using the above routes and considering the developments wider accessibility by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, the centre of Manchester is within the 5km distance, as are places such as Reddish, Denton and Droylsden.

2.33 In addition, Levenshulme railway station is a 3km cycle ride from the site.

Accessibility by Public Transport

Bus

2.34 The closest bus stops to the development are situated to the east on Mount Road near its junction with Kirkmanshulme Lane and the A57 Hyde Road. In addition, there are further bus stops on the A57 Hyde Road situated to the west of Mount Road.

2.35 These stops provide access to a number of buses operating in the Greater Manchester area, which at present include:

Mount Road (jct Kirkmanshulme Lane)

- The 53: Cheetham Hill — Harpurhey — Sportcity - Gorton — Belle Vue – Longsight - Rusholme — Old Trafford — Pendleton;
- The 150: Gorton — Belle Vue – Longsight - Levenshulme — Chorlton — Stretford — The Trafford Centre;

A57 Hyde Road (west of Mount Road)

- The 201: Hattersley — Hyde — Denton — Gorton – Belle Vue - Manchester;
- The 202: Gee Cross — Hyde — Haughton Green — Denton — Gorton - Belle Vue — Manchester; and
- The 203: Stockport — Reddish — Gorton - Belle Vue — Manchester.

2.36 Latest timetables for these and other services are provided at:

https://tfgm.com/plan-a-journey/schedules/bus-timetables

2.37 Or by visiting the TfGM website (now the Bee Network) homepage - https://tfgm.com/ - and typing the bus service number in the search bar, which will enable a PDF timetable to be downloaded.

Rail

2.38 Belle Vue railway station is situated approximately 300 metres to the east of the development. This station is on the Manchester – New Mills (Hope Valley) line, with services calling at Ashburys, Ryder Brow, Reddish North, Brinnington, Bredbury, Romiley and Marple.

2.39 In addition to the above, Levenshulme station is within a 3km cycle ride of the development. This station provides regular services into Manchester City Centre and Stockport. From these stations, regular services are provided across the north west.

2.40 The latest information and travel details are provided at:

www.nationalrail.co.uk.

Conclusions

2.41 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the development are of a good quality. These provisions mean the development is well placed to offer the opportunity for residents to travel by the sustainable modes.

2.42 In light of the above, it is suggested that the development's location adequately meets tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid.

3 Residents Travel Survey Findings

General

3.1 A residents travel survey was carried between January and April 2025. This survey included a questionnaire that related to resident's existing modes of travel for various purposes and how they would look upon potential measures to reduce single car occupancy trips.

3.2 A total of 29 household responses were received to this questionnaire from the 167 dwellings it was sent to, a response rate of 17%. A summary of the responses is included at **Appendix C.**

Car Ownership

3.3 Based on the responses presented in **Appendix C**, Table 3.1 below summarises car ownership at the development.

Table 3.1: Car Ownership at Development

No. of Cars	No. of Household Responses	Percentage
0	6	21%
1	16	55%
2	7	24%
Total	29	100%
Average cars per dwelling	1.03	

3.4 To give the above figures some context, Table 3.2 below presents car ownership information from the 2021 Census for households in the Belle Vue and Gorton areas (i.e. Super Output Areas Manchester 017, 020 and 023).

Table 3.2: 2021 Census Data for Car Ownership in Belle Vue and Gorton Areas

No. of Cars	Percentage
0	42%
1	43%
2	13%
3 or more	2%
Total	100%
Average cars per dwelling	0.76

3.5 The above tables show that the number of non-car households on the development is around half that of the typical trend for the area, whilst the number of 2 car households on the development is around double that of the typical trend for the area. 1 car households are within around 10% of each other.

Existing Travel Patterns: Work Trips

3.6 Based on the responses presented in **Appendix C**, Table 3.2 below summarises the baseline modes of travel for residents undertaking work related trips.

Table 3.2: Baseline Mode of Travel: Work Trips

	Car Driver	Car Pass	Car share (Dev)	Car share (Other)	Bicycle	Walk	Bus	Train
Primary / regular	46%	10%	0%	0%	0%	5%	37%	2%
Secondary / Irregular*	6%	6%	10%	0%	0%	28%	22%	28%

* Response rates to the secondary / irregular use were lower, with only 18 respondents saying they ever used a different mode of transport.

3.7 To give these figures some context, Table 3.3 below sets out the 2011 Census travel to work data for people living in the Belle Vue and Gorton areas (i.e. Super Output Areas Manchester 017, 020 and 023). Note that 2021 census data was not sued for this purpose as it was skewed by the Covid pandemic.

Table 3.3: 2011 Census Journey to Work Modal Split Data for People Living in Belle Vue and Gorton Areas

	Car Driver	Car Pass	Car share	Motor cycle	Taxi	Bicycle	Walk	Bus	Train
Percentage	43%	5%	0%	0%	1%	3%	12%	33%	3%

3.8 As can be seen from Table 3.2 and based on the responses received, car driver trips account for less than half of the primary work related trips from the development, whilst Table 3.3 shows these percentages are comparable to the surrounding area.

3.9 Table 3.2 shows the next most common mode of work related travel based on the responses received is by bus, which accounts for 37% of primary work related trips. This is slightly higher than the percentage for the surrounding area taken from the 2011 Census.

3.10 The responses received suggest residents are not cycling or car sharing to undertake work related trips, although a good percentage (10%) are car passengers (and presumably travelling with others in their household).

3.11 Considering the secondary / irregular trips when people are not driving their own cars, the percentages presented in Table 3.2 could be misleading as the response rates were notably lower to this question, with only circa 18 households saying they ever used a different mode of transport. However, the results do suggest that residents are primarily switching to walking or the train when not driving.

Existing Travel Patterns: Education Trips

3.12 Based on the responses presented in **Appendix C**, Table 3.4 below summarises the baseline modes of travel for residents undertaking education related trips.

Table 3.4: Baseline Mode of Travel: Education Trips

	Car Driver	Car Pass	Car share (Dev)	Car share (Other)	Bicycle	Walk	Bus	Train
Primary / regular	36%	14%	0%	0%	0%	7%	43%	0%
Secondary / Irregular*	0%	25%	0%	0%	0%	38%	25%	12%

* Response rates to the secondary / irregular use were lower, with only 8 respondents saying they ever used a different mode of transport.

3.13 As can be seen from the above and based on the responses received, half of the education related trips from the development are undertaken by bus or on foot.

3.14 With regard to the 36% of car drivers, it is assumed these must be students in higher education with access to a car.

3.15 Considering the secondary / irregular trips, the percentages presented in Table 3.4 must again be treated with caution given the low response rate (in this case just 8 households). However, the results do suggest that residents are switching from using the bus and driving to walking, the train and getting a lift as their secondary choice.

Existing Travel Patterns: Shopping Trips

3.16 Based on the responses presented in **Appendix C**, Table 3.5 below summarises the baseline modes of travel for residents undertaking shopping related trips.

Table 3.5: Baseline Mode of Travel: Shopping Trips

	Car Driver	Car Pass	Car share (Dev)	Car share (Other)	Bicycle	Walk	Bus	Train
Primary / regular	43%	17%	0%	0%	0%	20%	20%	0%

3.17 As can be seen from the above and based on the responses received, 60% of shopping trips are undertaken by car drivers / car passengers, with the remaining 40% being split evenly between walking and the bus.

3.18 Considering these results in more detail, 55% of the responses that stated car based trips referenced supermarkets, with 21% referencing local shops. 14% of the car based responses referred to the City Centre and Trafford Centre, with the remaining 10% not stating any destination.

3.19 With regard to walking based shopping trips, 50% of the responses referenced supermarkets, with the 40% then referring to the local area and 10% not stating any destination.

3.20 In terms of shopping trips undertaken by bus, 60% of the responses referenced the City Centre and Trafford Centre, with just 20% referring to the supermarket. 10% then referred the local area, with the remaining 10% not stating any destination.

Incentives to reduce reliance on single car occupancy trips

3.21 With regard to what would encourage people to shift modes and reduce reliance on single car occupancy trips, the survey summary at **Appendix C** shows:

Car share based

- None of the residents who responded to the car sharing based questions said they have joined any of the national car share website, whilst only 22% said they would consider doing so;
- Even if a scheme were set up specifically for the development, which would not be effective given its size, only 42% e residents who responded to the car sharing based questions said they would be more likely to use such a scheme;

Bicycle based

- Only 4% of the residents who responded to the cycling based questions said they own a bicycle;
- Only 16% of the residents who responded to the cycling based questions said measures such as a cycle buddy scheme or bicycle user group would encourage them to cycle more regularly;
- 41% of the residents who responded to the cycling based questions said a cycle training scheme, a "try a bike" scheme and/or maintenance checks would encourage them to cycle more regularly;

Walking based

- 70% of the residents who responded to the walking based questions said the plans included in the welcome pack have encourage them to walk;
- Around 60% of the residents who responded to the walking based questions said they would consider walking more regularly if specific initiatives were explored, such as a walking buddy scheme to make people feel safer, walking buses and scoot to school arrangements;

Public transport based

- Of the residents who responded to the public transport based questions, 83% said they would consider using public transport if there was help in planning their journey and that they would be interested in finding out more about bus / train travel and what help may be available to get them started.

4 Travel Plan Aims, Objectives and Targets

Aims and Objectives

4.1 The overarching aim of this Travel Plan is:

- To reduce as much as possible the number of single car occupancy trips to and from the development.

4.2 The objectives of this Travel Plan are:

- To deliver a Travel Plan that is user friendly and helpful and not long, cumbersome and driven by bureaucratic process;
- To encourage sustainable transport and increase the use of walking, cycling, bus and rail travel, as well as car sharing;
- To encourage fewer single occupancy car journeys to and from the site to assist local air quality and traffic conditions; and
- To improve access to the development by all modes and promote viable alternatives to the car.

Travel Plan Targets

4.3 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan: "action type" and "aim type" targets.

4.4 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Suitable measures, which have been reviewed following the first residents travel survey, are discussed further in Section 5.

4.5 Aim targets are aspirational and set out a target for changes in the travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys.

4.6 For this Travel Plan, the initial / indicative aim target was to reduce single car occupancy trips at the development by up to 5% over a five year period, with these targets being subject to review following the completion of the first residents travel survey.

4.7 Following the undertaking of the survey referred to in Section 3, it is clear that car based education trips are already low at 36% car driver, whilst these will not include many single car occupancy trips. It is therefore considered that these trips should be removed from any targets.

4.8 However, it is considered appropriate to retain the target of reducing single car occupancy trips by up to 5% for wok and shopping related trips over a 5 year period. This means targets of 41% car driver work trips and 38% car driver shopping trips.

5 Measures

Introduction

5.1 In order to ensure that the opportunities for modal shift can be realised a number of measures are to be implemented. This chapter therefore sets out these measures, which will be taken forward to encourage sustainable travel and reduce reliance on the private car.

Physical Measures

5.2 A number of physical measures are being implemented as part of the development. Details of these measures are listed below:

- The provision of 2 metre wide footways to both sides of all carriageways within the development;
- The provision of 2 metre wide footways to both sides of each of the site accesses, together with the cul-de-sac in the centre of the site, tying into the existing Kirkmanshulme Lane footways;
- The ability to provide cycle parking within each house curtilage;
- The provision of secure cycle parking for the apartments.

5.3 These facilities will enhance the development's accessibility and help promote additional use of sustainable transport.

'Soft' Measures Residents Welcome Pack

5.4 The original Travel Plan referenced the TPC providing all new householders within the development with travel information as part of the residents welcome pack.

5.5 As well as providing a summary of the Travel Plan, the welcome pack included the plans provided in **Appendix B** of this Travel Plan (July 2025 Update) showing local pedestrian and cycle links and the areas within walking and cycling distance of the development. The residents welcome pack also included a list of useful websites (also at Appendix B) where residents could find local cycling maps, details of local bus and rail timetables and details of car share websites and applications.

'Soft' Measures

5.6 The original Travel Plan also identified a number of 'soft' travel planning measures to assist in meeting Countryside's aims and objectives. These measures have been reviewed and updated in light of the findings of the residents travel survey detailed in Section 3.

5.7 In this context, it is clear from the results presented in Section 3 that there appears to be little interest in car share and bicycle based measures. There does, however, appear to be interest in walking and public transport based measures. The soft measures referred to below have therefore been updated to reflect this feedback.

Walking Based Measures

Walking and cycling awareness

5.8 It is important that residents are made aware of walking and cycling opportunities at an early stage to help establish a sustainable travel pattern. The plans in **Appendix B** were therefore included in the residents welcome pack to assist in identifying the areas and facilities within walking and cycling distance.

5.9 Details were also be provided for the Transport for Greater Manchester 'Active Travel' website, which provides up to date information relating to walking and cycling, as well as an interactive cycling map. These websites are available at:

https://beeactive.tfgm.com/walking/

https://beeactive.tfgm.com/cycling/

https://tfgm.pindarcreative.co.uk/

5.10 The results of the residents travel survey referred to in Section 3 show that 70% of the residents who responded to the walking based questions said the plans included in the welcome pack have encourage them to walk. This suggests the plans have been / are effective.

WhatsApp / email group for identified initiatives

5.11 The results of the residents travel survey referred to in Section 3 show that around 60% of the residents who responded to the walking based questions said they would consider walking more regularly if specific initiatives were explored, such as a walking buddy scheme to make people feel safer, walking buses and scoot to school arrangements.

5.12 The TPC will therefore issue by email to all residents a fresh leaflet setting out how, if there is sufficient interest, the following initiatives will be set up:

- General walking buddy scheme – for anyone living in the development who wishes to meet other residents in order to undertake trips on foot to local work, retail, leisure and any other destinations to increase their use of this mode and confidence to walk by removing the need to walk alone;
- School Walking Bus scheme – for parents living in the development who wishes to meet other parents in order to undertake trips on foot to school;
- Scoot to school scheme – for parents living in the development who wishes to meet other parents in order to undertake trips on foot to school

5.13 The leaflet will offer residents the opportunity to email the TPC and provide their phone number if they want to be added to a Whatsapp group for each scheme.

5.14 Once set up, it is envisaged that these groups would transfer to the residents themselves to manage.

5.15 Pending the level of uptake of any of the school related schemes, the TPC may also speak to local schools to link these schemes to the aims and objectives of individual School Travel Plans within the local catchment.

Take part in national sustainable travel events

5.16 Throughout the year a wide range of sustainable travel events take place related to walking, including walk to work day (3rd April 2026), walk to school week (20th to 25th May 2026), car free day (22nd Sep 2025), and others associated with health such as world health day (7th April 2026) or obesity awareness week (10th to 16th January 2026).

5.17 The TPC will promote these events and specific dates through the fresh leaflet referred to above in relation to the proposed walking based schemes.

Public Transport Based Measures

Public transport awareness

5.18 It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and train. It is also suggested that once a travel pattern is established it is hard to break. On that basis, making residents aware of opportunities to travel by bus and train from the outset is effective in helping to reduce their reliance on the car.

5.19 The plans in **Appendix B** were therefore provided residents with details of the nearest bus stops and routes to Belle Vue railway station.

5.20 The Residents Welcome Pack also provided details of websites such as TfGM's "journey planner" and "Bus Timetables" pages and the National Rail website, which provide current timetable information for bus and rail services. These websites are available at:

https://tfgm.com/plan-a-journey

https://tfgm.com/bus/timetables

https://www.nationalrail.co.uk

5.21 The results of the residents travel survey referred to in Section 3 show that public transport use is high at the development, with public transport use accounting for between 39% and 50% of work trips, between 37% and 43% of education trips and 20% of shopping trips.

Public transport journey planning assistance

5.22 The results of the residents travel survey referred to in Section 3 show that 83% of the residents who responded to the public transport based questions said they would consider using public transport if there was help in planning their journey and that they would be interested in finding out more about bus / train travel and what help may be available to get them started.

5.23 The TPC will therefore issue by email to all residents a fresh leaflet setting out details of the public transport services available in the local vicinity, as well as websites and apps where they can find up to date timetables and travel information.

5.24 The leaflet will offer residents the opportunity to email the TPC in order to arrange a short telephone call to assist these individuals with their journey planning.

Car Share

5.25 Car sharing is an effective 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips at a development, thereby having a positive benefit on highway operation, but it also has a cost saving benefit for participants.

5.26 There are a number of car share websites and smartphone apps on the internet. These include a more local 'Car Share GM' website - https://www.carsharegm.com - as well as other websites such as https://liftshare.com/uk, http://gocarshare.com/ or www.blablacar.co.uk. These links have been provided to new residents through the residents welcome pack.

5.27 Whilst the survey results in Section 3 show there appears to be little interest in this measure, it is important that residents continue to be aware of it as a travel option. The TPC will therefore continue to promote it as an option.

5.28 In the first instance, this will be through the fresh leaflet(s) referred to above related to walking schemes and public transport journey planning assistance.

Cycling Awareness / Schemes

5.29 Whilst the survey results in Section 3 show there appears to be little interest cycling as a mode of transport, it is important that residents continue to be aware of it as a travel option. The TPC will therefore continue to promote cycling as an important mode of travel.

5.30 In the first instance, this will be through the fresh leaflet(s) referred to above related to walking schemes and public transport journey planning assistance.

6 Management Strategy

Travel Plan Coordinator (TPC)

6.1 This Travel Plan is being implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. The temporary TPC for the development is Julie Connelly, who's contact details are as follows:

Countryside Properties (UK) Ltd
301 Bridgewater Place
Birchwood Park
Birchwood
Warrington
Cheshire
WA3 6XG
T: 01925 248 900

6.2 Once the development is fully occupied, a permanent TPC will be appointed.

6.3 Countryside is committed to maintaining someone in this position for the period of the construction of the scheme, after which it would be expected that a resident of the development or a management company would take up and be responsible for the role.

6.4 In the event that the temporary or permanent TPC leaves the post, a replacement TPC will be appointed within two months. Details of the new TPC will be provided to Manchester City Council [MCC] within one month of their appointment.

6.5 The TPC is the key decision maker on day-to-day matters of implementation of the Travel Plan. The role of the TPC is as follows:

- To ensure walking information to and from the development is provided to all residents;
- To ensure cycling information to and from the development is provided to all residents;
- To ensure information on public transport routes to travel to and from the development is provided to all residents;
- To ensure all relevant information is provided to all residents and that such information is provided through the residents welcome pack;
- Provide information for residents in the residents welcome pack to encourage them to travel, where possible, by alternative modes of transport to the private car;
- To participate in the multi-modal travel surveys of residents;
- To prepare and submit Travel Plan Monitoring and Review reports to MCC as necessary;
- To liaise with MCC and Transport for Greater Manchester [TfGM] as appropriate.

7 Delivery, Monitoring and Review

Introduction

7.1 A Travel Plan is a development specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out the process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

7.2 The TPC is responsible for co-ordinating travel surveys as well as promoting and monitoring the Travel Plan.

7.3 The TPC is taking the lead role in ensuring the delivery of the Travel Plan.

Residents Engagement

7.4 Information on the Travel Plan, for example new initiatives, will be disseminated to residents via an appropriate mechanism.

Promotion of the Travel Plan

7.5 The Travel Plan is being promoted to all residents of the development through the residents welcome pack. All residents are able to access this Travel Plan via the TPC.

7.6 The Travel Plan will also be promoted through the fresh leaflet identified in Section 5 that is to be emailed to all residents as part of the updated 'soft' measures.

Liaison with Manchester City Council

7.7 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining information regarding residents travel behaviour and collecting feedback.

7.8 The TPC will in any case, as the key point of contact, consult with MCC on a regular basis as necessary.

7.9 Findings of the travel surveys will be made available to MCC and will be submitted with a short report comparing results with targets. This information will be made available within 3 months of the survey.

Residents Travel Survey

7.10 The first residents travel survey was undertaken in January to April 2025. The survey (the results of which are included at Section 3) has provided information on the travel patterns of residents and helped identify changes to the previously identified measures to assist in meeting targets.

7.11 This survey will be repeated twice as part of the review process; in April 2027 and April 2029. The survey will be used to determine any changes in mode split and uptake of travel plan initiatives.

7.12 The questions that will form the next two travel surveys will be determined at a later stage and following the consultation evening(s) referred to in Section 5 and any measures that follow on from this consultation.

Travel Plan Monitoring and Review Report

7.13 Following the undertaking of the next two travel surveys in April 2027 and April 2029, the Travel Plan will be reviewed to determine its effectiveness. As part of this process the identified measures will be reviewed and amended, and/or new ones identified, where considered necessary and/or appropriate.

7.14 As part of this process, a Travel Plan Monitoring and Review report will be prepared and submitted to MCC. Should this review identify a need for amendments to the Travel Plan, the document will subsequently be updated in agreement with MCC.

8 Action Plan

8.1 Based on the measures identified in Section 5, Table 8.1 updates the action plan for the implementation of the Travel Plan.

Table 7.1: Initial Action Plan

Action	Purpose	Timescale	Responsibility
The provision of pedestrian footways into the development off Kirkmanshulme Lane adjoining the vehicular accesses.	Increase accessibility, encourage walking, cycling and public transport use.	Prior to first occupation / during construction of internal streets	Design team and contractor
The provision of footways around all access routes within the development.	Increase accessibility, encourage walking, cycling and public transport use	During construction of internal streets	Design team and contractor
Appointment of TPC	Effective Travel Plan Implementation	In place	Countryside
Completion of residents welcome packs.	Disseminate information to residents	Completed	Countryside and TPC
Liaison with MCC and TfGM	Information sharing / approvals	Following MCC sign off of condition and on going	TPC
Implementation of initial 'soft' measures where possible prior to survey	Effective Travel Plan Implementation	Ongoing	TPC
First Residents Travel Survey	Monitoring	Undertaken January 2025 to April 2025	TPC
Update measures & specific targets (if required)	Effective Travel Plan Implementation / Monitoring	Completed July 2025	TPC
Implementation of new measures (if required)	Effective Travel Plan Implementation	End of November 2025	TPC
Submission of revised Travel Plan taking on board the findings of the first Residents Travel Survey	Effective Travel Plan Implementation	Completed July 2025	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey April 2027/ monitoring report within 3 months of survey	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey April 2029 / monitoring report within 3 months of survey	TPC

Appendix A: Development Layout

BELL VUE GREYHOUND - ACCOMMODATION SCHEDULE

HOUSE TYPE	NUMBER	SQFT	NDSS SQFT	BED	TOTAL SQFT	Mid	End	Det	Total
Open Market									
Bourne	8	918	910	3	7344	0	4	4	8
Hollinwood	18	948	938	3	17064	0	18	0	18
Midford	8	986	977	3	7888	0	8	0	8
Witham	14	993	984	3	13902	0	0	14	14
Sankey	22	1073	1063	3	23606	0	22	0	22
Tyne	5	1058	1048	3	5290	0	0	5	5
Deame	18	1073	1063	3	19314	0	18	0	18
Winster	5	1334	1323	4	6670	0	0	5	5
Leven	3	1153	1147	4	3459	0	2	1	3
Leven SA	2	1153	1147	4	2306	0	0	2	2
Arun	14	759	751	2	10626	0	14	0	14
TOTAL =	**117**			TOTAL =	117469				117
Affordable									
Arun	25	753	715	2	18825	0	24	1	25
Bourne	13	925	910	3	12025	0	12	1	13
1 Bed Apartments	24	550	541	1	13200	0	24	0	24
2 Bed Apartments	56	766	757	2	42896	0	56	0	56
Southwick	8	1131	1122	4	9048	0	7	1	8
Southwick SA	4	1131	1122	4	4524	0	1	3	4
TOTAL =	**130**			TOTAL =	100518				130
TOTAL =	**247**			TOTAL =	217987				

Nett Area 11.68 Acres
Coverage 18,663 SQFT/Acre
Density 21.1 UPA



SITE DATA

TENURE	PFS / SIGMA / Great Places
SECURED BY DESIGN	No
BUILDING REGULATIONS	2013 Part L, Part Q
CODE FOR SUSTAINABLE HOMES	N/A
ACOUSTIC REQUIREMENTS	Boundary treatments and upgraded glazing requirements in accordance with report ref.R1522-REP01-PB
OTHER	All House Types in accordance with NDSS All houses to be provided with a fitted with a WALLPOD:EV - 7.2kW (32A) Type 2 Tethered Cable Charging Unit.

LEGEND

- FOOTPATH AND PATIOS TO BE MARSHALLS TEXTURED UTILITY 450 x 450mm BUFF CONCRETE FLAGS BUTT JOINTED, ON 50mm THICK SAND BED ON 100mm THICK LAYER OF WELL CONSOLIDATED HARDCORE.
- PARKING BAYS / DRIVEWAYS IN TRAFFICABLE BLACK BITUMEN MACADAM WEARING SURFACE TO LOCAL AUTHORITY STANDARDS. REFER TO CIVIL ENGINEERS DRAWINGS.
- MARSHALLS PRIORA PERMEABLE BRINDLE BLOCK PAVING
- DENOTES RAISED TABLE SURFACE
- SEWER EASEMENT
- EASEMENT
- HATCH DENOTES LANDSCAPING, PLEASE REFER TO SPECIALIST CONTRACTORS DRAWING
- 1800mm - 2100mm HIGH BRICK WALL, SEE NSD 9001 TYPE 1.
- 500mm DWARF WALL WITH 700mm HOOP TOP RAILING. (SEE DETAIL NSD 9002) TO BE BUILT IN IBSTOCK CALDERSTONE RUSSET.
- 1800mm - 3700mm HIGH CLOSE BOARD FENCE , SEE NSD 9102 TYPE A (TIMBERS TO COMPLY WITH BS5589 WHERE NOTED).
- 1500MM HIGH TIMBER PANEL WITH 300MM CONCRETE PANELS. (SEE NSD 9104).
- 1100mm - 1500mm HOOP TOP RAILING WITH 440 X 440 BRICK PIERS. Positions indicated on Boundary Plan. (SEE DETAIL NSD 9202-01) PIERS TO BE BUILT IN IBSTOCK CALDERSTONE RUSSETT.
- 1800mm HIGH CLOSE BOARDED GATE, SLAM TO LOCK WITH ACCESS KEY. GATES MARKED WITH AN 'X' TO BE SLAM TO LOCK WITH COMMUNAL ACCESS KEY.
- FRONT ENTRANCE DOOR, ALL DOORS TO HAVE FLUSH THRESHOLD. UNLESS NOTED OTHERWISE PROVIDE 1200 x 1200mm LEVEL PLATFORM AT ENTRANCE TO DWELLING.
- PATIO / FRENCH DOORS
- GARAGE PERSONNEL DOORS
- GARAGE DOORS
- DENOTES PLOTS WITH GABLE WINDOWS OMITTED
- DENOTES PLOTS WITH WINDOWS REQUIRING ACOUSTIC GLAZING
- DENOTES PLOTS WITH FEATURE ROOF TILE BANDING.
- BOULEVARD TREES
- INDICATIVE TREES
- NEW HIGHWAY TREES
- TREES TO BE RETAINED (REFER TO TREE SURVEY).
- ROOT PROTECTION AREA (REFER TO TREE SURVEY FOR RADIUS).
- TREES TO BE REMOVED (REFER TO TREE SURVEY).
- MINESHAFT 20m STANDOFF
- 2No. 32 AMP ELECTRIC CAR CHARGER
- 1No. 32 AMP ELECTRIC CAR CHARGER
- DETACHABLE PARKING BOLLARD

BUILDING REGULATIONS

NO GLAZING EXCEEDING 1M² TO BE INCLUDED TO ELEVATIONS WITHIN 1M OF THE BOUNDARY.

NO TWO FACING BOILER FLUES ARE TO DISCHARGE WITHIN 1.2M OF EACH OTHER.

NOTES

- PATHS GENERALLY TO BE 900mm WIDE.
- PATIOS GENERALLY TO BE 2700 x 1800mm UNLESS INDICATED OTHERWISE.
- PAVING SLABS TO BE OFFSET 10mm WHERE FOOTPATH OR PATIO IS ADJACENT TO DWELLING.
- MOWING STRIP TO BE PROVIDED WHERE TURFED AREAS ABUT HOUSE, TO CONSIST OF 150mm WIDE GOLDEN (BUFF) STONE CHIPPINGS.
- GROUND LEVEL ADJACENT TO HOUSE TO BE 150mm BELOW D.S.L. UNLESS OTHERWISE NOTED.

MATERIAL REFERENCE
5.0 = BRICK
6.1 = BRICK / RENDER
6.2 = BRICK / TILE-HANGING

0 2.5 5 10 15 25m
SCALE BAR 1:500

Rev	Date	By	Description	Chk'd
AK	23.04.18	DHB	Footpath linking apartment blocks added to Mount Road side.	
AJ	23.03.18	DHB	3x Bulk road sections added to bring house/apartment to allow TS-170	
AF	09.07.18	APC	Wall adjacent to Block C removed.	
AG	16.07.18	APC	Additional parking spaces for Block C added. Cycle stores to Apartments revised.	
AM	19.07.18	DHB	Parking spaces to plot 65 increased to 3 no.wide following planning comments	
AL	19.07.18	DHB	Cycle stores store overlooked with 25no spaces to each, car park arrangement for apt block C amended following planning comments	
AN	19.09.18	APC	Plot 65 parking spaces repositioned and car parking adjusted to suit.	
AJ	24.10.18	BLH	Plots to the terrace area (54-63) updated	
AK	24.09.18	BLH	Apartment numbering updated as per working drawings (Block C)	
AQ	31.10.18	BLH	Planning layout amended as per comments from Land Registry (No Build' Plots 66, 162, 146, 163, 134-135 & 164-167 affected)	
AT	09.01.19	BLH	Parking spaces to plot 170 to be red.	
AR	29.05.18	PHO	Parking spaces requesting 3m from Block C omitted	
AS	04.06.18	PHO	Plot 1 to be handed to be external elevation slightly to run end-on with lower BED and working chamfer into kitchen	
AT	19.06.18	PHO	Footpath to Apartment Block C realigned to run in-tandem with lower blue/red drainage drawings.	
AU	17.08.18	PHO	Planning layout updated to show revised footpath following the info provided from the apartments. Parking has been added to the shared drive area.	
AA	13.01.20	BLH	Plot 2 revised as 'GRP' Style on previous revisions , no changes to the layout has been made)	
J	02.10.01	TSW	Additional 16 way electric charging points added on the apartments.	
I	26.10.01	TSW	Parking removed between plots 55 & 56, railings extended to the works along the frontage on plots 55, 56, 57 & 58 and parking added to plot 58.	
H	31.05.01	TSW	Parking added around Substation, and railings was amended, planting 89 both locations amended. (L name, colour additional comments refused by B.red)	
N	15.07.01	SBo	Materials and drive amended to plot 159	
K	04.06.01	TSW	Decks and the stones updated as Apartments	
L	05.06.01	TSW	Apartment Block C updated to suit revised layout from Apartments EA to revise EA. Apartment footprint amended to accommodate reducing construction 40m and cycle stores amended.	
I	04.06.01	TSW	Street Statement added on plot 224. Boulevard trees added from landscape detail, Highway trees added from landscape detail, Highway trees added from landscape detail.	
M	19.06.01	TSW	PFS / Southwick SA Southwick SA updated to Leven SA Leven SA.	
N	20.01.01	TSW	Apartment color amended from Indian Yarrow to Brora and Mauve.	
O	23.01.02	TSW	Figure split into PFS & SIP areas , substitute updated to suit changes.	
P	09.05.02	DHB	Perceived Doors omitted from detached garages no parking, Crib for Storm detached Method 57 removed making overall 4900 Metres outside.	
Q	04.10.18	DHB	Updated boundaries as per Planning request	
R	04.10.18	DHB	Plots 1 & 2 updated to show revised parking and turn path.	
S	11.10.18	ACTH	Private added to the two gardens of plot using ordnance gangway. Car Charging units added to all house dwellings. Railings added around steps/bays.	
T	15.08.18	AC	All plots and access revised to suit Highways comments. Plots with up front parking positions. Footpaths added to suit.	
A	29.07.19	DHB	Siphonaire/SP added to PFS, Bks to Aurora M7 elevation, Southwick SA 4P side updated, All Bentley SP side revised, Plots 1-5, 55-70, 109-156, 170-180, 235-247 re-configured to suit road alignment and visibility splays.	
J	23.05.19	AC	EVs, Car Charger points shown to Apartment car park.	
K	29.05.19	AC	Bins shown to rear gardens and refuse strategy added to road.	
A	13.06.19	SBA	Type 47 rule updated, Plots 105-106 moved forward 1m, plot 179 moved back 1m,	
B	12.09.19	AC	Additional landscaping to the parking area of Block C Boundary to the North and East updated to a hand and kick railing. Plots 226 & 240 - 247 parkfrees adjusted slightly to widen parking spaces.	
D	21.01.19	AC	Plots 1 & 2 updated to suit	
E	15.02.19	AC	Adjustments to PTC units to remove up from parking bay, accommodation schedule updated to suit, Affordable units plots 51a, 219, 221 & 224 updated.	
C	04.02.19	AC	Bicycle to include new NSDS houses type swaps	
A	15.11.19	AC	Parking for apartments the East of the site revised to create large university space between apartment block C and the boundary with Kirkmanshulme Lane.	
A	27.08.19	AC	Plots updated on the West of the site as per discussion comments, TS House Type omitted leaving just 1No. 4 bed House type.	

COUNTRYSIDE
Places People Love

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site: **Former Belle Vue Dog Track, Kirkmanshulme Lane Gorton, Manchester**

title: **Planning Layout**

scale: @A3 **1:500** drawn by: **AC**
date: **June 2018** checked:

drawing no: **SK441-PL-01**

Certificate Number 15907 ISO 9001 ISO 14001

sheet no: **Sheet 1 of 1** revision: **AR**

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Appendix B: Information Included in Residents Welcome Pack

TRAVEL PLAN SUMMARY

Welcome

Countryside have prepared a Travel Plan as part of the development on which your home sits. This summary is aimed at providing a useful overview of this Travel Plan.

As well as this summary, your welcome pack includes plans and a list of useful websites that are linked to the Travel Plan, all of which is aimed at making you aware of, and assisting you in using, travel opportunities and modes other than the car.

The aim of the Travel Plan is to reduce car based trips by up to 5% over a 5 year period. Your participation would be welcomed to help achieve this target and could also help you in saving money and improving health.

Full details of the Travel Plan can be provided by the Travel Plan Co-Ordinator who's contact details are:

Julie Connelly, Countryside Properties (UK) Ltd, 301 Bridgewater Place, Birchwood Park, Birchwood, Warrington, WA3 6XG
T: 01925 248 900

What is a Travel Plan?

A Travel Plan is a tool to assist you in making choices about how you travel. Its aim is to make you aware of your travel choices and the benefits of making those choices, which could assist in saving money and improved health.

A Travel Plan is not just aimed at getting you to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change.

Development Accessibility

The below provides a summary of the accessibility of the area in which your home sits, the facilities that are accessible by modes other than the car and the infrastructure to assist in using these modes.

Pedestrian & Cycle Infrastructure

The site accesses include 2 metre wide footways to both sides and link the development to the surrounding pedestrian network off Kirkmanshulme Lane. These footways continue throughout the development on both sides of the highway network.

Kirkmanshulme Lane includes good quality and width footways to both sides which include dropped crossings at the junctions with side roads. There is also a kerbed central island with tactile paving located on Kirkmanshulme Lane to the east of Scarcroft Road.

At the eastern end of Kirkmanshulme Lane, the Mount Road / Kirkmanshulme Lane, A57 Hyde Road / Mount Road / Glencastle Road and A57 Hyde Road / Queens Avenue junctions include controlled pedestrian crossings on all arms. From here, there are numerous controlled crossings on the side arms of the A57 Hyde Road, as well as on the A57 Hyde Road itself.

To the west, there are uncontrolled pedestrian crossing facilities provided on all arms of the Kirkmanshulme Lane / Pottery Lane / Belle Vue Avenue junction. There is also a controlled crossing provided further to the west on the A6010 Kirkmanshulme Lane, whilst controlled pedestrian crossing facilities are provided on all arms of the A57 Hyde Road / Pottery Lane junction.

In terms of cycle infrastructure there are no dedicated provisions on Kirkmanshulme Lane. However, the route is within a 20mph area and is therefore considered conducive to cycle use.

There are advanced cycle stoplines provided at the Mount Road / Kirkmanshulme Lane and A57 Hyde Road / Mount Road / Glencastle Road traffic signal junctions. In addition, Redgate Lane and Northmoor Road to the west and Stanley Grove to the south are also within 20mph areas and are therefore considered conducive to cycle use.

To the north, Redgate Lane includes a traffic free cycle route to its junction with the A6010 Pottery Lane, after which TfGM identify the A6010 Pottery Lane and A57 Hyde Road as on road cycle routes.

Accessibility for Pedestrians / Cyclists

Plans A and B in the welcome pack show key facilities that fall within walking and cycling distance of the development. The areas, services and facilities most likely to be typically frequented are listed below, together with approximate distances from the development.

All Saints Primary School – around 900m;
Sacred Heart Primary School – around 950m;
St Francis RC Primary School – around 1.1km;
St James C of E Primary School, Gorton Primary School, & Stanley Grove Primary Academy – around 1.2km;
Old Hall Drive Academy – around 1.3km;
Abbey Hey Primary Academy – around 1.5km;
St Johns C of E Primary School – around 1.6km;
Crowcroft Park Primary School – around 1.7km;
St Richards RC Primary School, St Agnes C of E Primary School & St Josephs RC Primary School – around 1.8km;
Rushbrook Primary Academy – around 2.0km;
St Peters RC High School – around 600m;
Melland High School – around 1.7km;
Dean Trust Ardwick – around 2.0km.

Aldi Foodstore, Tesco Extra & local shops - within 800m
Gorton Post Office – around 1.0km

Mount Road Surgery - around 500m;
Gorton Medical Centre - around 1.0km.

Annie Lees Park - around 500m

Bus stops – Mount Rd (circa 300m) & A57 Hyde Rd (circa 500m);

Belle Vue Railway Station - approximately 300m
Levenshulme Railway Station - approximately 3km.

Accessibility by Public Transport

The Mount Road bus stops are currently served by the 53 & 150 buses. The A57 Hyde Road bus stops are currently served by the 201, 202 & 203 buses. Latest timetable information for these and other services can be found at: https://tfgm.com/public-transport

With regard to rail travel, Belle Vue station is on the Manchester – New Mills line, with services calling at numerous stations along the route. Levenshulme station provides regular services into Manchester City Centre and Stockport and, from these stations, regular services are provided across the north west. Latest timetable information can be found at: www.nationalrail.co.uk

Measures

A number of measures are being implemented and promoted through the Travel Plan. These measures are being implemented under the control of the Travel Plan Co-ordinator referred to earlier. They should be your first point of contact if you have any queries or if you are interested in finding out more about these measures.

Car Share

Car sharing is one of the most effective 'soft' travel planning measures. Not only is it is a proven way of reducing the number of car based trips, but it also has a cost saving benefit for participants.

Walking and Cycling Awareness / Schemes

The plan in the welcome pack identifies the areas and facilities within walking and cycling distance, whilst the useful websites list provides details of websites such as TfGM's cycling page. The welcome pack also includes details of general cycling websites which could be useful.

Bus / Train Awareness

It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and train. The Travel Plan therefore aims to make you aware of opportunities to travel by bus and train to help reduce reliance on the car.

Other Potential Measures

Other potential measures are identified in the Travel Plan for investigation following the residents travel survey. More detail on these potential measures can be provided by the Travel Plan Co-ordinator.

USEFUL WEBSITES

General

https://tfgm.com/

https://www.manchester.gov.uk/homepage/917/public_transport

Car share

Local

https://www.carsharegm.com

National websites

https://liftshare.com/uk

www.blablacar.co.uk

http://gocarshare.com/

Walking and Cycling

General and maps

https://beeactive.tfgm.com/walking/

https://beeactive.tfgm.com/cycling/

https://tfgm.pindarcreative.co.uk/

General cycling

www.sustrans.org.uk/national-cycle-network/

www.lovetoride.net

www.britishcycling.org.uk

Journey Planning

https://tfgm.com/plan-a-journey

Public Transport

Bus timetables and route maps

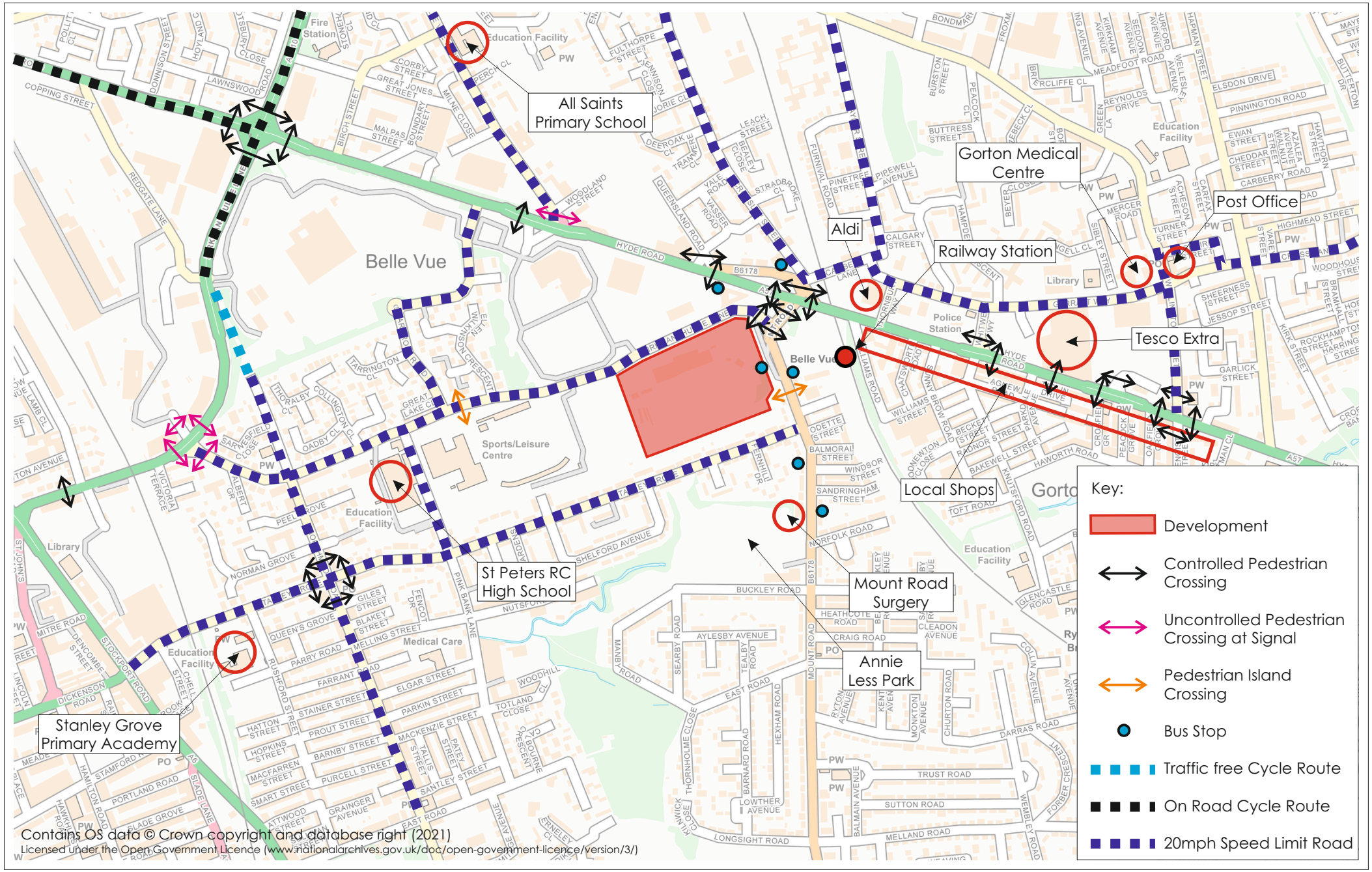
https://tfgm.com/bus/timetables

https://tfgm.com/maps

Rail

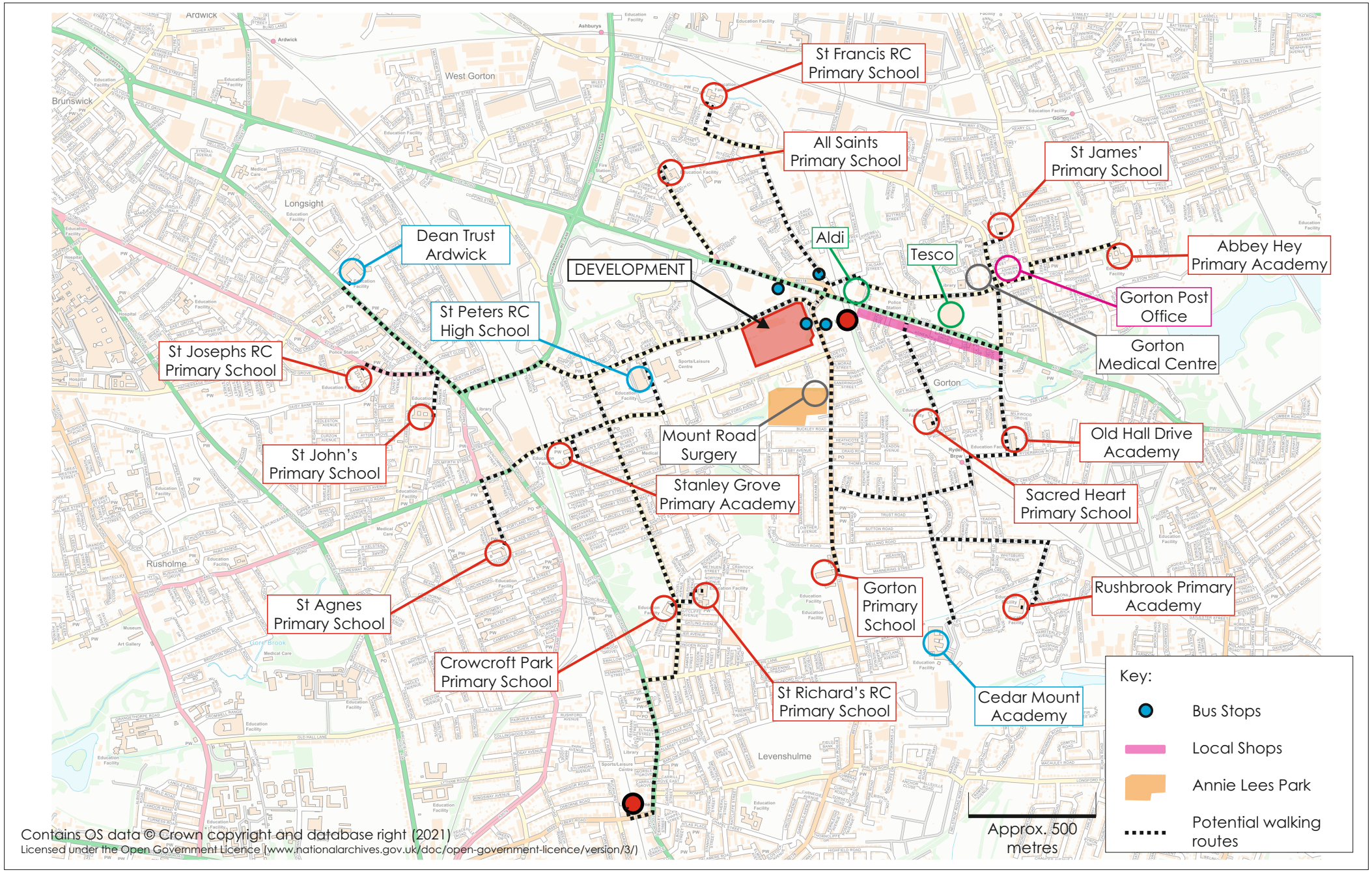
www.nationalrail.co.uk

Plan A Local Linkages



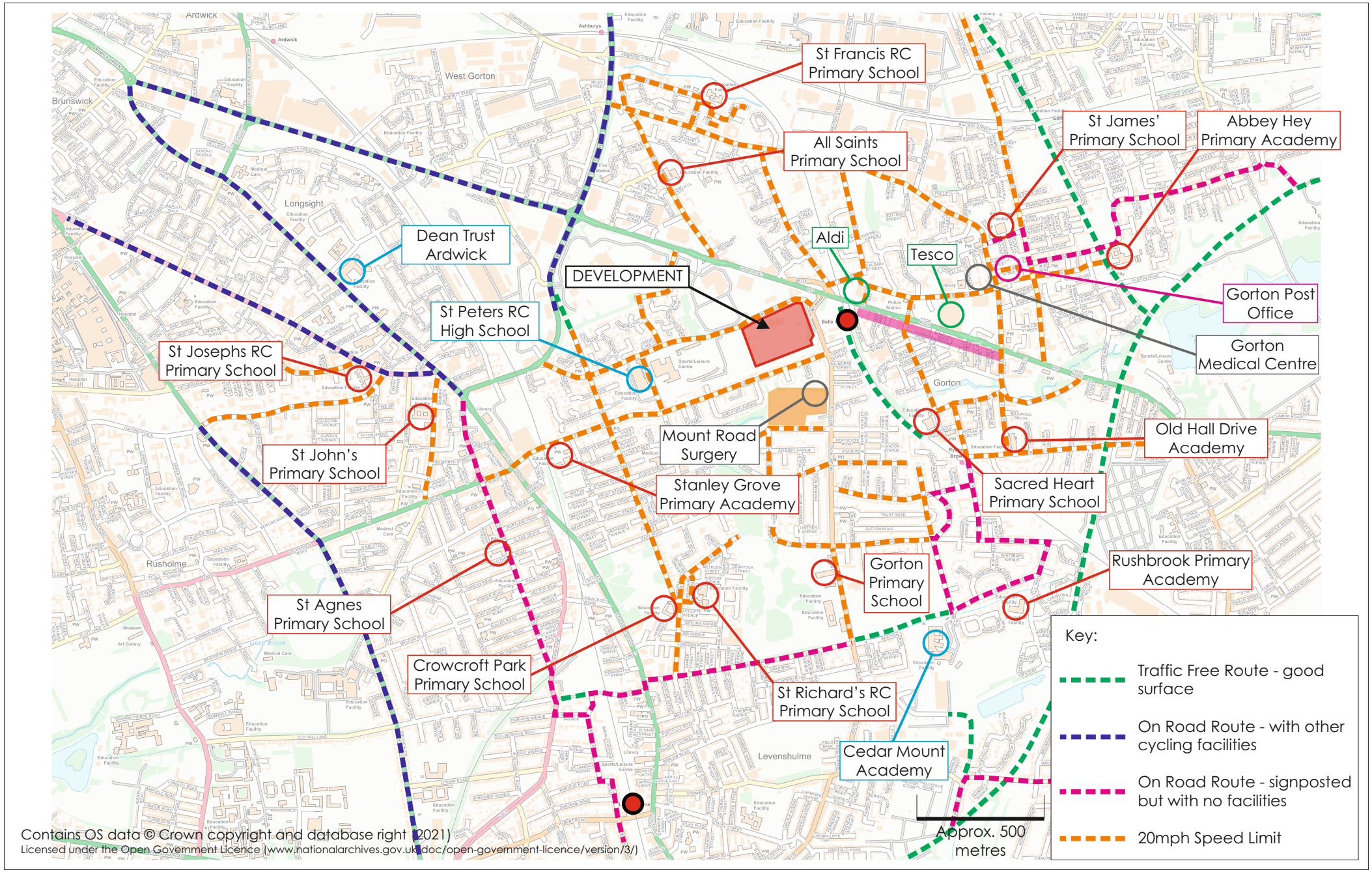
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Plan B Pedestrian Links to Key Facilities



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Plan C Cycling Links to Key Facilities



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Appendix C: Summary of Travel Questionnaire Results

BELLE VUE TRAVEL SURVEY: JAN - APR 2025

Houshold responses 29

No. of residents 79

Questions	Options	Total	Percentage
How many cars are owned by members of your household?	0	6	21%
	1	16	55%
	2	7	24%
	3	0	0%
	Total	29	100%
Can you provide a bit more information about your work patterns?	Work days	24	65%
	Work nights	6	16%
	Work shifts	4	11%
	Work weekends	3	8%
How do you usually travel to work?	Car driver	19	46%
	Car Passenger	4	10%
	Car share with other resident of development	0	0%
	Car share other	0	0%
	Cycle	0	0%
	Walk	2	5%
	Bus	15	37%
	Train	1	2%
	Total	41	100%
Do you sometimes use another mode of transport to get to work? If so which one?	Car driver	1	6%
	Car Passenger	1	6%
	Car share with other resident of development	2	10%
	Car share other	0	0%
	Cycle	0	0%
	Walk	5	28%
	Bus	4	22%
	Train / tram	5	28%
	Total	18	100%
If applicable, how do you usually travel to school / college?	Car driver	5	36%
	Car Passenger	2	14%
	Car share with other resident of development	0	0%
	Car share other	0	0%
	Cycle	0	0%
	Walk	1	7%
	Bus	6	43%
	Train	0	0%
	Total	14	100%
Do you sometimes use another mode of transport to get to school / college? If so which one?	Car driver	0	0%
	Car Passenger	2	25%
	Car share with other resident of development	0	0%
	Car share other	0	0%
	Cycle	0	0%
	Walk	3	38%
	Bus	2	25%
	Train	1	12%
	Total	8	100%
How do you usually travel to undertake shopping trips?	Car driver	21	43%
	Car Passenger	8	17%
	Car share with other resident of development	0	0%
	Car share other	0	0%
	Cycle	0	0%
	Walk	10	20%
	Bus	10	20%
	Train	0	0%
	Total	49	100%

Car Sharing

Have you joined either of the identified schemes?	Yes	0	0%
	No	29	100%
Would you consider joining either of the identified schemes?	Yes	6	22%
	No	21	78%
If a scheme was set up specifically for the development, would you be more likely to use this?	Yes	10	42%
	No	14	58%

Walking

If you don't usually walk when undertaking work, school, shopping or leisure journeys, will / have the plans included in your welcome pack help / helped encourage you to do so?	Yes	14	70%
	No	6	30%
If you don't usually walk due to personal safety fears, would you consider walking more regularly if the walk could be made safer? For example through a walking buddy scheme, which put you in touch with other residents of the development who are interested in walking more regularly?	Yes	12	60%
	No	8	40%
If you don't usually walk to school, would you consider walking more regularly if specific initiatives were explored? For example, walking buses and scoot to school arrangements?	Yes	8	57%
	No	6	43%

Cycling

If you don't already / aren't planning to cycle to work, school, retail or leisure destinations, do you own a bike?	Yes	1	4%
	No	24	96%
If you do, do you ride your bike more than once a month – for any purpose including recreation?	Yes	0	0%
	No	1	100%
Would a cycle buddy scheme or a bicycle user group, which put you in touch with other residents of the development who are interested in cycling so you didn't need to cycle alone, encourage you to cycle more regularly?	Yes	3	16%
	No	16	84%
Would a cycle training scheme, a "try a bike" scheme and/or maintenance checks encourage you to cycle more regularly?	Yes	9	41%
	No	13	59%

Public Transport

If you don't already use public transport would you consider doing so if there was help in planning your journey?	Yes	20	83%
	No	4	17%
Would you be interested in finding out more about bus / train travel and what help may be available to get you started?	Yes	19	83%
	No	4	17%