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VICTORIA PARK PROBATION CENTRE

TRAVEL PLAN

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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Britannia Victoria Limited to provide transport and highways advice in relation to a development at the former Victoria Park Probation Centre in Manchester.

1.1.2 The works comprise the redevelopment of the site to accommodate residential use. The scheme would comprise 37 apartments (mix of 1 and 2-bed units), 31 houses (mix of 3 and 4-bed properties, plus a 6-bed property), and 4 maisonettes (1 and 2-bed units).

1.1.3 The apartments have 18 car parking spaces associated (c. 49% provision), the maisonettes have 2 car parking spaces associated (50% provision), the houses have 32 car parking spaces associated (100% provision at an average of 1 space per property, with the exception of the 6-bed property which comprises 2 parking spaces), plus 1 visitor space.

1.1.4 All of the parking spaces (for the houses, maisonettes, and apartments) would be equipped with electric vehicle (EV) charging facilities.

1.1.5 Cycle parking spaces will be provided in the secure cycle store at a 1:1 ratio for the apartments (37 spaces provided). Each of the houses would have access to a secure bike store within their gardens, appropriately sized to accommodate up to 2 bicycles and the maisonettes would have capacity to store 1 bicycle inside.

1.1.6 The site layout is included in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by Department for Levelling Up, Housing and Communities (DLUHC) 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*, DLUHC, 2021.

1.2.2 In essence, a Travel Plan 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 In 2023, Curtins provided transport planning input to the proposals, with the following documents submitted to accompany the planning application:

- Transport Statement (Curtins Ref: 082328-CUR-XX-XX-T-TP-00001-P07); and
- Interim Travel Plan (Curtins Ref: 082328-CUR-XX-XX-T-TP-00002-P06).

1.3.2 The development was granted planning consent (planning reference: 135848/FO/2022) at Manchester City Council (MCC)'s planning committee meeting on 6th July 2023. The case officer's report includes the following planning condition:

"8. a) 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 the 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 objective of reducing dependency on the private car

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

1.3.3 As such, this full Travel Plan has been prepared to discharge part a) of Condition 8. A full Travel Plan is the second stage of the Travel Plan process. It includes a detailed list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.4 Further to the planning consent, the intention is to submit a Non-Material Amendment (NMA) to alter the southern access road from private to adopted. The proposed site layout is included in **Appendix A** to the rear of the report, and it is noted that the NMA proposals would not require any alterations to the contents of the Travel Plan.

1.3.5 Transport for Greater Manchester (TfGM) endorses the need for Travel Plans 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 Travel Plan 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

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

- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
- National Planning Practice Guidance, DCLG (now DLUHC), 2014;
- 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.

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

1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.5 **Section 6** outlines the strategy for Travel Plan targets.

1.4.6 **Section 7** 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.

1.4.7 **Section 8** 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 Travel Plan can be categorised under three main headings:

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

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

2.1.3 Most car journeys are within cycling distance, and many could be walked[1]. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km[2]:

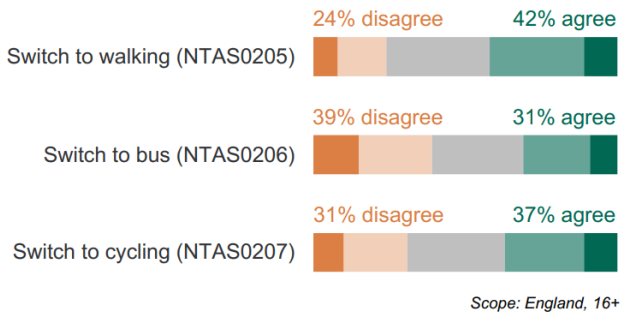


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions[3]. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the

[1] Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis
[2] Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1
[3] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively[4].

2.2.3 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government[5] has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

2.2.4 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.5 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives which will then be considered by the UK Government. The UK Government has expressed the possibility of retaining a charging zone within central Manchester and Salford. It appears highly unlikely a charging zone will now extend to all of Greater Manchester.

2.2.6 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.

2.2.7 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.

2.2.8 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.2** below:

[4] Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf
[5] Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

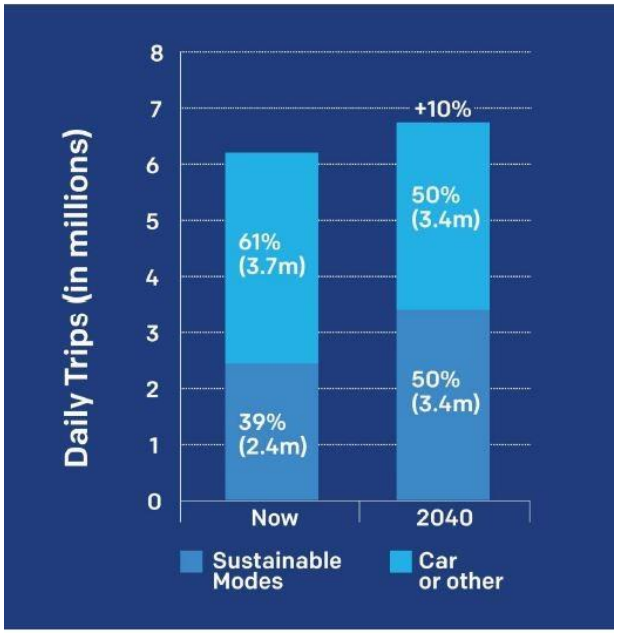


Figure 2.2 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

2.2.9 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.

2.2.10 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *"Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive."* Transport is one the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets
Objective 2 – Climate adaptation and resilience
Objective 3 – Health and wellbeing
Objective 4 – Inclusive, zero carbon and climate resilient economy

2.2.11 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.12 The Manchester Climate Change Framework: 2022 Update found that the city "is not currently on track to stay within our carbon budget and are at risk of missing our first milestone: to reduce the city's direct emissions by 50% by 2025."

2.2.13 Encouraging people to make smarter choices in the way they travel can considerably 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.

2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries[6]. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.

2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air[14]. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.

2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at https://cleanairgm.com/data-hub/forecast-and-alerts/.

2.3.5 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*[7]. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance[8], a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

[6] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[7] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[8] Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

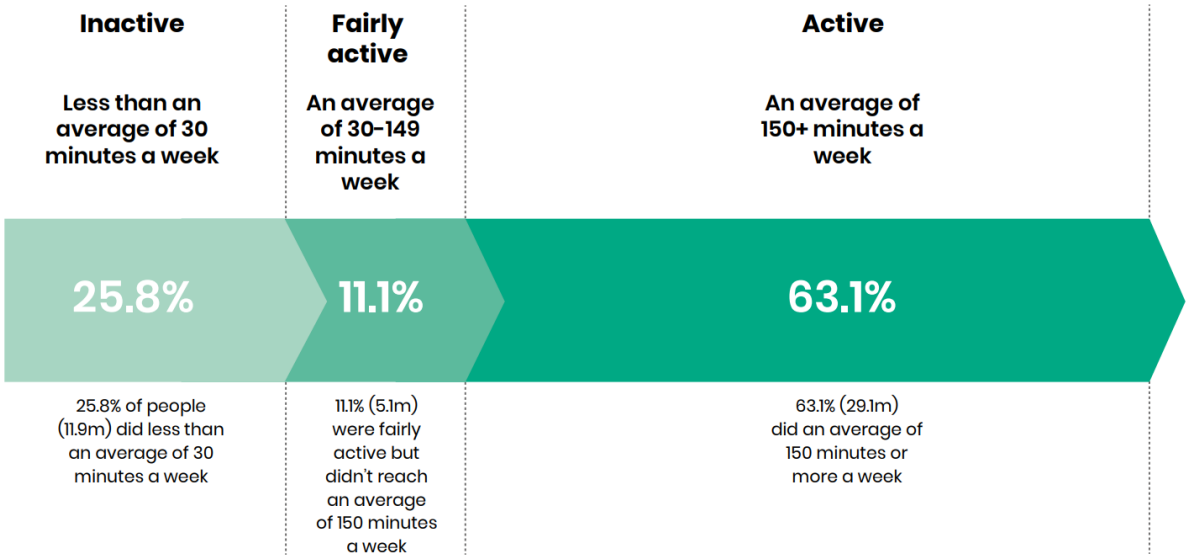


Figure 2.3 – Activity Levels for Adults

2.3.6 This has contributed to poor health in much of the adult population[9]:

> *"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]*
>
> *The prevalence of … diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.*
>
> *The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."*

2.3.7 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 2.4** below:

[9] NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021

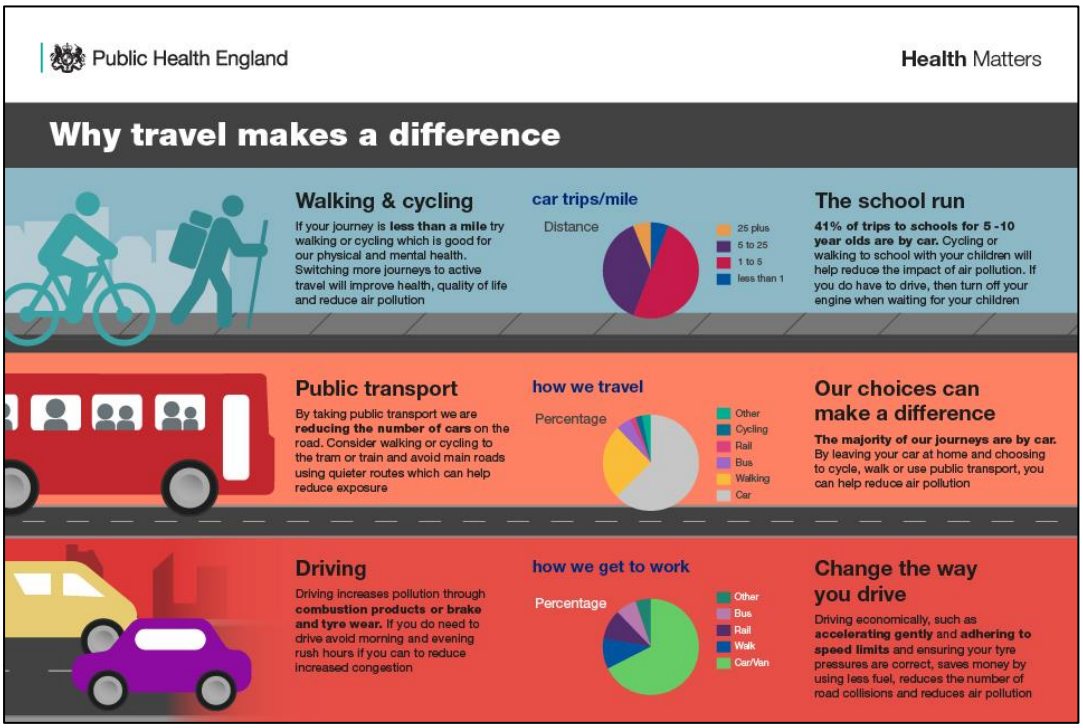


Figure 2.4 – The Impact of Travel Behaviour on Public Health

2.3.8 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being "staggering"[10].

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.
Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.
In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

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 as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)[11], with further indirect costs estimated at £8.2 billion (in 2002 prices)[12].

[10] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292
[11] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[12] Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

2.4.2 As illustrated by **Figure 2.5** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken[13].

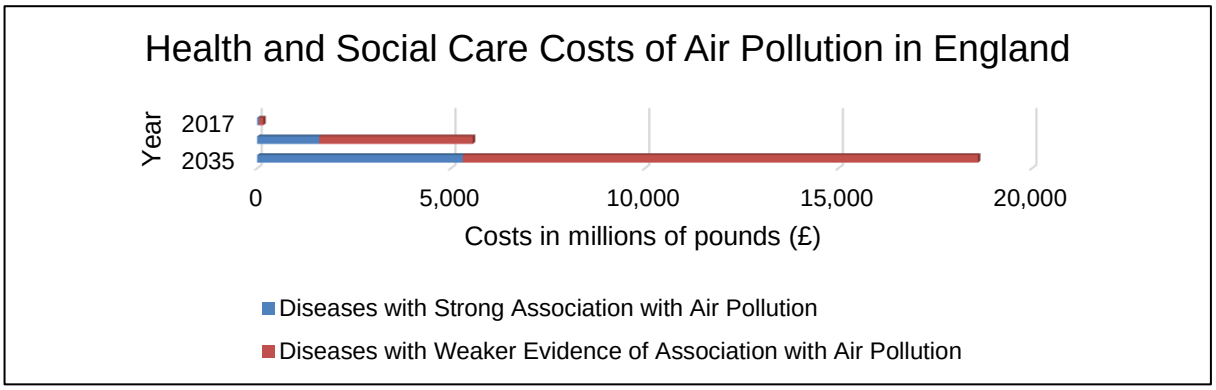


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)[14].

2.4.4 Every £1 spent on cycling brings £5.50 of social benefits[15] – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects[16].

2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions[17]. Cycle parking delivers five times higher retail spend than the same area of car parking[18]. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter[19].

2.4.6 Individuals can also benefit financially from travelling to and from a site with a Travel Plan 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, Travel Plan 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.

[13] Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution and https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs
[14] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[15] Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf
[16] Eddington Transport Study (2006)
[17] Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf
[18] Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf
[19] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

2.4.7 Living Streets claims the benefits of walking and exercise for business include[20]:



2.4.8 An effective Travel Plan can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

> *"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."*

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

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the future residents of the development. 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.

2.6.2 For example, in Greater Manchester, TfGM have long been developing plans to make journeys by bus quicker, cheaper, greener, more reliable, more accessible, and more attractive. This would bring mutual

[20] Living Streets (undated). Walking Works [Online]. Available at: https://www.livingstreets.org.uk/products-and-services/projects/walking-works

benefits to bus users (more attractive bus journeys) and also to TfGM by bringing buses under local control (easier to run and manage).

2.6.3 The outcome of this is a Bus Service Improvement Plan, published in October 2021 on behalf of the GMCA. In the coming years, buses would be part of an integrated public transport network, known as the 'Bee 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. The first Bee Network buses will start running in parts of Greater Manchester from September 2023 in Bolton, Wigan, and parts of Bury, Salford and Manchester. In March 2024, buses in Oldham, Rochdale, and parts of Bury, Salford and north Manchester will join the Bee Network. By January 2025. all Greater Manchester buses will be under local control.

2.6.4 New low bus fares have now been extended to September 2024, meaning that people in Greater Manchester will pay no more than:

- £2 for an adult single fare, £1 for a child.
- £5 to travel all-day by any bus, £2.50 for a child.
- £21 to travel by any bus for seven days, £10.50 for a child.

2.6.5 Bus franchising is envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester. A new range of bus and Metrolink tram tickets (Bee AnyBus + Tram) is also being introduced from 24 September and will be up to 20% cheaper compared to paying separately for bus and tram journeys.

2.6.6 In March 2023, Greater Manchester signed a new Trailblazer Deeper Devolution Deal with the government. This sets out a roadmap to fully integrate local rail services into the Bee Network by 2030. So far, this has included:

- Contactless touch-in/touch-out travel on local train services.
- A stations charter looking at land value and regeneration opportunities across central Manchester.
- Looking at wider opportunities for the integration of rail services, stations, co-branding and making fares simpler.

2.6.7 The Bee Network will also include the UK's largest cycling and walking network, connecting every area and community in Greater Manchester with 1,800 miles of safe routes and 2,400 new crossings. Hire bikes and e-bikes are available in areas of Manchester, Salford and Trafford.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

2.7.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective TP1 –** To increase the level of walking to and from the site;
- **Objective TP2 –** To increase the level of cycling to and from the site;
- **Objective TP3 –** To increase the level of public transport use to and from the site;
- **Objective TP4** – To encourage car sharing and shared transport to reduce single occupancy car travel;
- **Objective TP5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel; and
- **Objective TP6 –** To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located c. 4km to the south-east of Manchester City Centre, and is bound to the north by Daisy Bank Road, to the west by Laindon Road, to the east by residential dwellings and Merwood Grove / Ayton Grove, and to the south by supported living accommodation (recently approved for change of use to residential accommodation for over 55s, MCC planning reference: 134076/FO/2022).

3.1.2 **Figure 3.1** below shows the site in a local context relating to the local highway network.

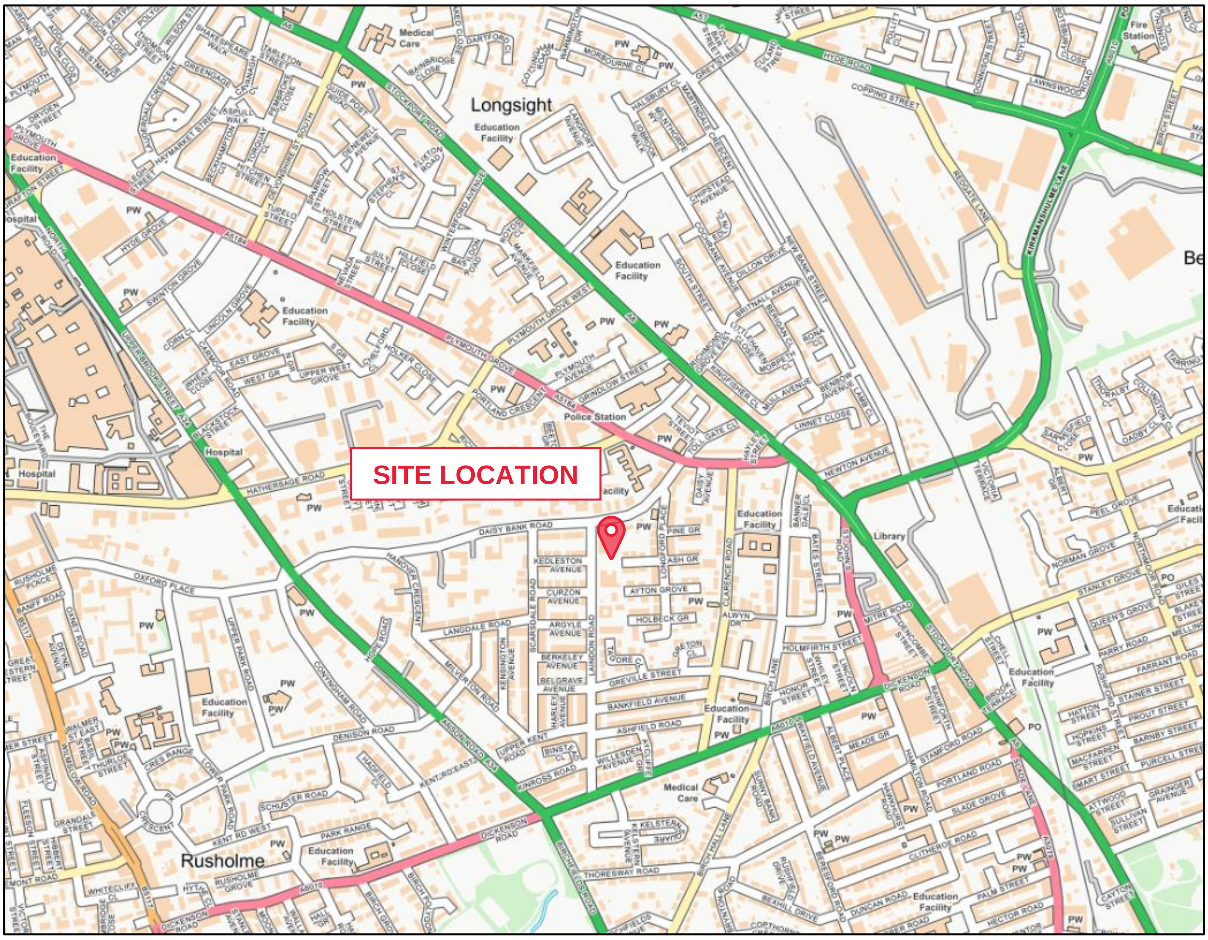


Figure 3.1 – Site Location in Relation to the Local Network
(Source: OS Maps, 2022)

3.1.3 The site is located midway between two major A-roads providing connectivity beyond the region. To the west of the site lies the A34, which extends between Manchester City Centre, the Mancunian Way ring road, East Didsbury, the M60 Manchester Outer Ring Road linking to the M56 motorway, and further south towards Wilmslow. Whereas to the east lies the A6, which extends between Manchester City Centre, Stockport, the M60 Manchester Outer Ring Road, and further south towards Buxton.

3.2 Existing Use and Access Arrangements

3.2.1 The former use of the site was the Victoria Park Probation Centre, which comprises two buildings to the north and south of the site, and a car park in between both buildings, accessed off Laindon Road. The northern section of the site facing Daisy Bank Road comprises trees and vegetation. The car park comprises c. 30 marked parking bays, 3 of which are designated as disabled parking bays.

3.2.2 Information from Her Majesty's Prison and Probation Service's website indicates that the probation office was formerly open on Mondays to Fridays between 09:00 – 17:00 (with the exception of Tuesdays, where the opening hours were extended to 19:00), and closed on weekends and Bank Holidays. It is also stated that prior booking was required for visitors to use the disabled parking bays.

3.2.3 At the time of writing, the site is unoccupied and the probation centre is no longer in occupation, but the buildings remain onsite.

3.2.4 The majority of the northern and western perimeter of the site (with the exception of the car park access and a pedestrian access to the southern building) is separated from the carriageway by a brick wall. There are also a mixture of brick walls and metal fences forming a boundary between the site and the residential dwellings / streets to the east and south.

3.2.1 The above arrangement includes a single vehicular access off Laindon Road, and a separate pedestrian access c. 20m to the south of the car park access. There is a car park barrier across the vehicular access to prevent unauthorised entry.

3.3 Surrounding Highway Network

Laindon Road

3.3.1 To the west of the site, Laindon Road comprises a two-way single carriageway with an average width of c. 6m. The road extends for c. 500m in a north-to-south alignment between Daisy Bank Road and the A6010 Dickenson Road.

3.3.2 Laindon Road is well-lit, with street light columns at regular intervals on both sides of the carriageway. The road is subject to a 20mph speed limit, with speed bumps located at regular intervals. There are no parking restrictions along the carriageway, therefore on-street parking occurs.

3.3.3 There are footways measuring c. 2.5m-3m wide along both sides of the carriageway, although instances of on-street parking (partially on the footway and partially on the carriageway) can be observed. There are no dropped kerbs for crossing at the junction between Laindon Road and Daisy Bank Road; however, there is a raised table near the junction which provides a level crossing point for pedestrians.

Daisy Bank Road

3.3.4 To the north of the site, Daisy Bank Road extends for c. 775m between a signalised junction with the A34 Upper Brook Street / Anson Road and Oxford Place to the west, and a priority junction with the

A5184 Plymouth Grove to the east. In the vicinity of the site, the carriageway width is c. 7.5m, however the usable width of the carriageway is reduced due to the presence of on-street parking.

3.3.5 Similar to Laindon Road, Daisy Bank Road does not comprise any parking restrictions, and there are cars parked along both sides of the carriageway. The road is also subject to a 20mph speed limit.

3.3.6 Pedestrian infrastructure exists in the form of c. 2.5m-wide pavements along both sides of the carriageway. Similar to Laindon Road, on-street parking on Daisy Bank Road (partially on the footway and partially on the carriageway) can be observed. There is adequate street lighting at regular intervals.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 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. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 Notwithstanding the existing travel patterns to the site with attendees walking or travelling by car only, the accessibility of the development is considered in this context for the following modes of travel:

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

4.2 Pedestrian Accessibility

4.2.1 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *"the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less."*

4.2.2 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) 'Preferred Maximum' walking distance of 2.0km in 'Providing for Journeys on Foot' (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.

4.2.3 In addition, 20-minute neighbourhoods have risen in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *"local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)".*

4.2.4 The 800m and 2km walking catchments are considered further below.

4.2.5 The 800m walking catchment primarily comprises of the surrounding residential areas, with the presence of some local facilities such as places of worship, schools, and a supermarket / local shops located along the A34 Anson Road and A6010 Dickenson Road. There are also a number of bus stops that can be accessed within this walking distance, namely those along the A5184 Plymouth Grove and A6 Stockport Road.

4.2.6 Additional services and facilities that are accessible within this catchment includes Birchfields Park, convenience stores, GP surgery, cafés, Longsight Library, community centres, a pharmacy, and other local shops.

4.2.7 Further afield but within a 2,000m walking distance of the site lies the Dean Trust Ardwick High School, large Asda and Lidl supermarkets, Longsight Market, the wider Oxford Road corridor to the west of the site, which provides access to the Curry Mile, Whitworth Park, some of the University of Manchester campus buildings, Platt Fields Park, Armitage Sports Centre, Manchester Royal Infirmary, and Denmark Road Sports Centre.

4.2.8 To the south, this walking catchment includes the Manchester Grammar School and residential neighbourhoods; whereas to the east lies Crowcroft Park, Belle Vue Stadium, schools, and the Longsight high street along the A6 comprising restaurants, hot food takeaways, and many more local shops. To the north of the site, this walking catchment includes most of Ardwick, with more local shops, schools, and the Alstom Transport Traincare Centre.

4.2.9 The site is located within an established residential area, where there are good quality pedestrian facilities along the surrounding roads as discussed in **Section 3.3**. It is considered that the site is situated within an accessible area, with a number of complimentary land uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document *'Planning for Cycling'* (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being

less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.

4.3.5 The 5.5km catchment encompasses all of Manchester City Centre within the inner ring road, and includes additional areas such as Ancoats, New Islington, and Beswick to the north, Openshaw, Debdale, Gorton and Reddish to the east, Levenshulme, Heaton Chapel, and Burnage to the south, and Hulme, Old Trafford, and Chorlton to the west.

4.3.6 The 8km catchment extends further north to Cheetham Hill and Newton Heath, east to Droylsden, Audenshaw, and Denton, south to Stockport and Didsbury, and west to Stretford and Salford Quays.

4.3.7 There are two routes on the NCN within close proximity of the site. Route 6 further to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton.

4.3.8 The 'Fallowfield Loop' to the south of the site also forms part of Route 6, and can be accessed via Moseley Road. The Fallowfield Loop is a fully off-road cycle path / pedestrian and horse-riding route from Chorlton through Fallowfield and Levenshulme, to Gorton and Fairfield in Manchester.

4.3.9 20mph speed limits along the surrounding roads, together with existing cycle infrastructure along the A34, the Oxford Road corridor (which comprises segregated cycle lanes), and the A6, allows easy cycle access to Manchester city centre. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

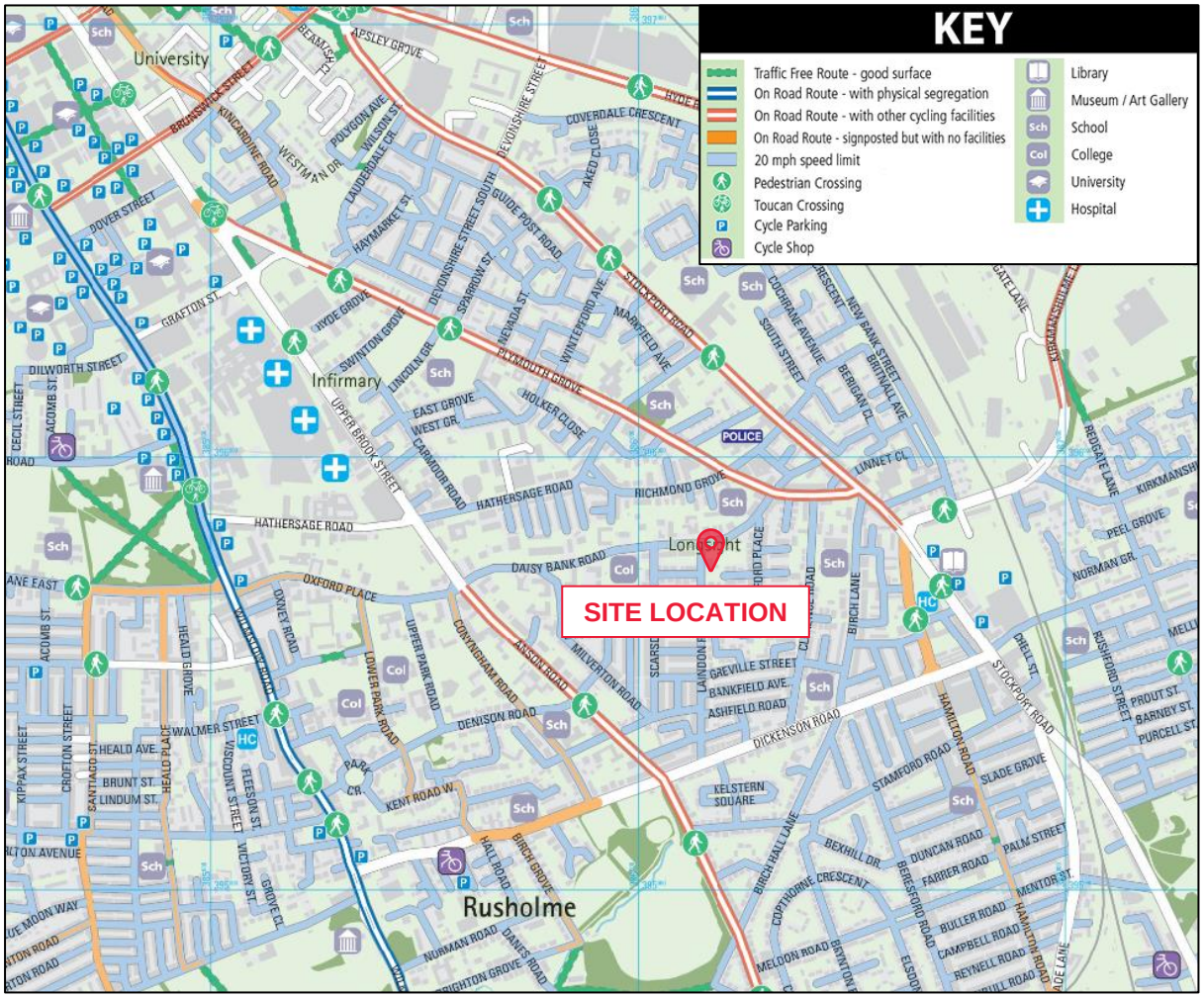


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2022)

4.3.10 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 signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

4.3.11 A Bike Hire Scheme, also part of the Bee Network, is being rolled out in Manchester as part of a public trial. There are currently no docking stations in the immediate vicinity of the site, with the closest docking station located along Oxford Place (c. 900m to the west of the site). Notwithstanding, since August 2022, an expansion has been underway, introducing more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.

4.3.12 These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme will operate within the following zone:

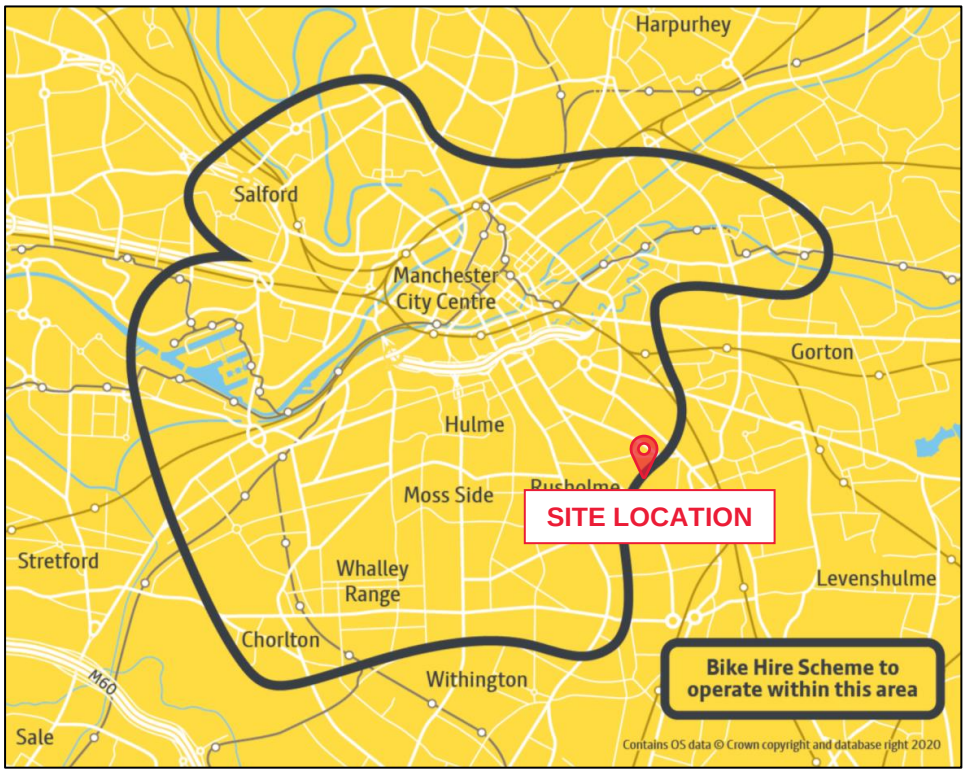


Figure 4.2 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

4.3.13 The site is therefore well placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

4.4.1 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.

4.4.2 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 an 'excellent' GMAL rating of 5 and is considered appropriately situated to take advantage of existing public transport infrastructure in the vicinity of the site.

4.4.3 Accessibility by bus and rail are considered in further detail within the subsections below, with a local public transport network map included in **Figure 4.3**:

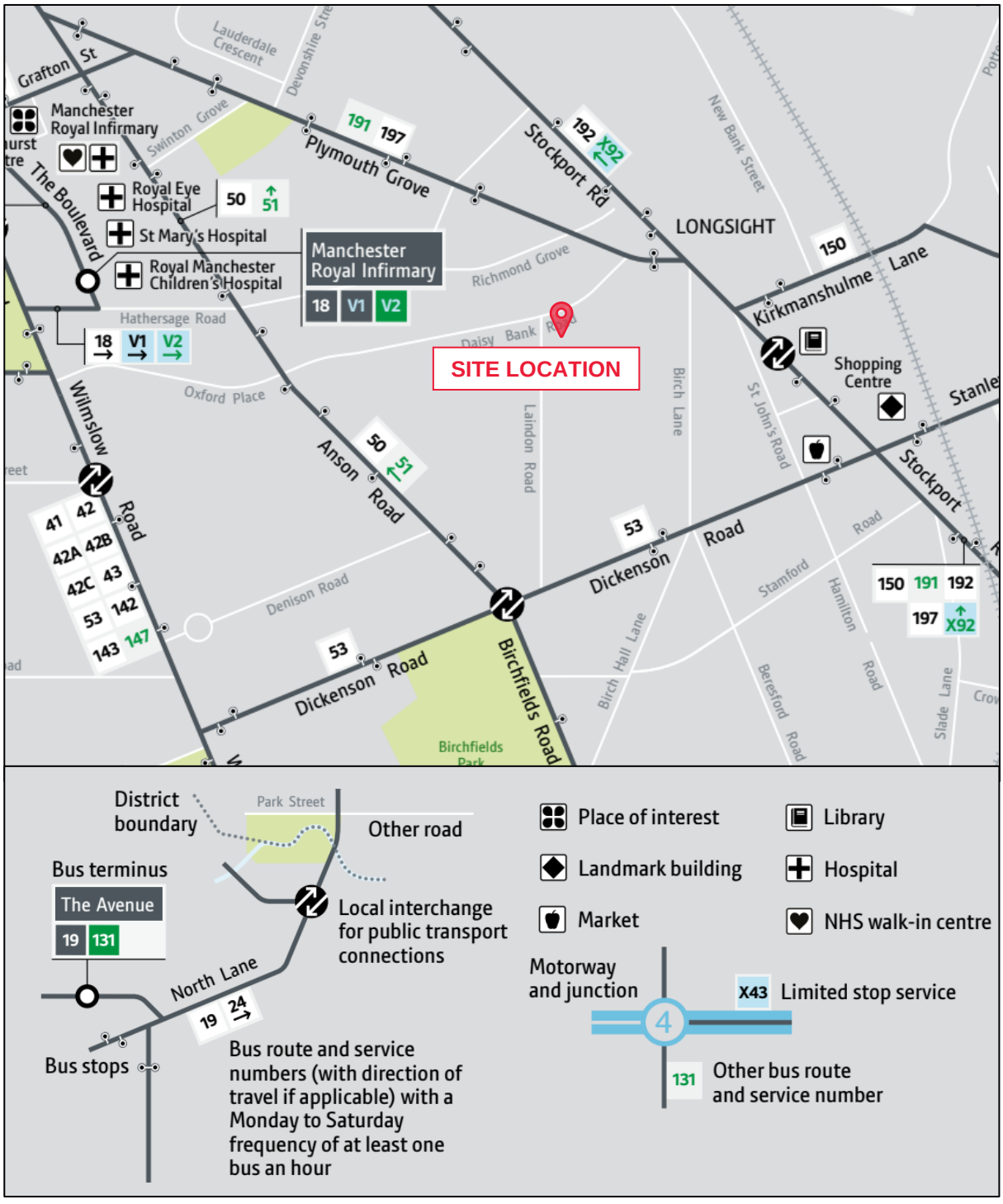


Figure 4.3 – Local Public Transport Network

(Source: Transport for Greater Manchester, 2022)

Bus Accessibility

4.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These times and distances are also cited in the CIHT document *'Planning for Walking'* (2015), while a distance of up to 500m is quoted as a maximum walking distance to bus services in the CIHT document *'Buses in Urban Developments'* (2018).

4.4.5 The nearest bus stop is located approximately 400m to the north-east of the site along the A5184 Plymouth Grove, with northbound and southbound services. There are also additional stops further to the north-east along the A6 Stockport Road (450m), to the south-west along the A34 Anson Road (550-600m), and to the south along the A6010 Dickenson Road (500-600m).

4.4.6 **Table 4.1** details the services that call at these stops, and their associated frequencies:

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From A5184 Plymouth Grove:						
191	Hazel Grove – Heaviley – Stockport – Manchester City Centre	06:53	17:23	30 mins, AM and PM peak only	No Service	No Service
	Manchester City Centre – Stockport – Heaviley – Hazel Grove	16:36	18:23	30 mins, PM peak only	No Service	No Service
197	Stockport – Heaton Moor – Burnage – Manchester City Centre	06:01	22:42	20 mins	30 mins	Hourly
	Manchester City Centre – Burnage – Heaton Moor – Stockport	06:45	23:18	20 mins	30 mins	Hourly
From A6 Stockport Road:						
192	Hazel Grove – Heaviley – Stockport – Manchester City Centre	04:42	01:59	5 mins	10 mins	10 mins
	Manchester City Centre – Stockport – Heaviley – Hazel Grove	05:06	02:32	5 mins	10 mins	10 mins
From A34 Anson Road:						
50	East Didsbury – Burnage – Birchfields – Salford – The Lowry	04:39	00:25	12 mins	12 mins	15 mins
	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	05:04	00:47	12 mins	12 mins	15 mins
51	East Didsbury – Burnage – Birchfields – Salford – The Lowry	07:42	08:44	10 mins, AM peak only	No Service	No Service
From A6010 Dickenson Road:						

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
53	Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill	05:13	23:17	30 mins	30 mins	Hourly
	Cheetham Hill – Higher Crumpsall – Old Trafford – Pendleton	05:40	23:56	30 mins	30 mins	Hourly

Table 4.1 – Summary of Bus Service Frequencies

4.4.7 These stops provide access to various destinations in and across Greater Manchester.

4.4.8 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: https://tfgm.com/public-transport/bus.

4.4.9 Overall, the site is well served by bus, with an average of one bus every 20 minutes from stops closest to the site (on the A5184 Plymouth Grove). The average bus service frequency increases considerably when taking into account other bus stops that are located an additional c. 1-2 minutes' walk from the site.

Rail Accessibility

4.4.10 The nearest train stations are Levenshulme (2.3km south of the site), Belle Vue (2.4km east of the site), Manchester Piccadilly (3.1km north of the site), and Manchester Oxford Road (3.4km north of the site). All of the above stations are located over the recommended walking distance by CIHT, however they are accessible by cycle or by public transport (i.e. bus service 192 along the A6 provides access to both Manchester Piccadilly and Levenshulme, whereas bus service 50 along the A34 stops near Manchester Oxford Road). These stations can be access within a 10–15-minute cycle or a 20–25-minute bus ride.

4.4.11 The trains that call at Levenshulme and Belle Vue are primarily commuter services, which also call at larger stations such as Manchester Piccadilly, New Mills Central, and Stockport.

4.4.12 Manchester Piccadilly is the primary station in Manchester and third-busiest station in the UK outside of London. It hosts high-frequency, long-distance, intercity, and cross-country services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Reading, Southampton, and Bournemouth; regional services to destinations in Northern England including Liverpool, Leeds, Sheffield, Newcastle, and York; and local commuter services around Greater Manchester.

4.4.13 Manchester Oxford Road also hosts frequent services to many of the above destinations. **Figure 4.4** below demonstrates the combined train and Metrolink network across Greater Manchester:

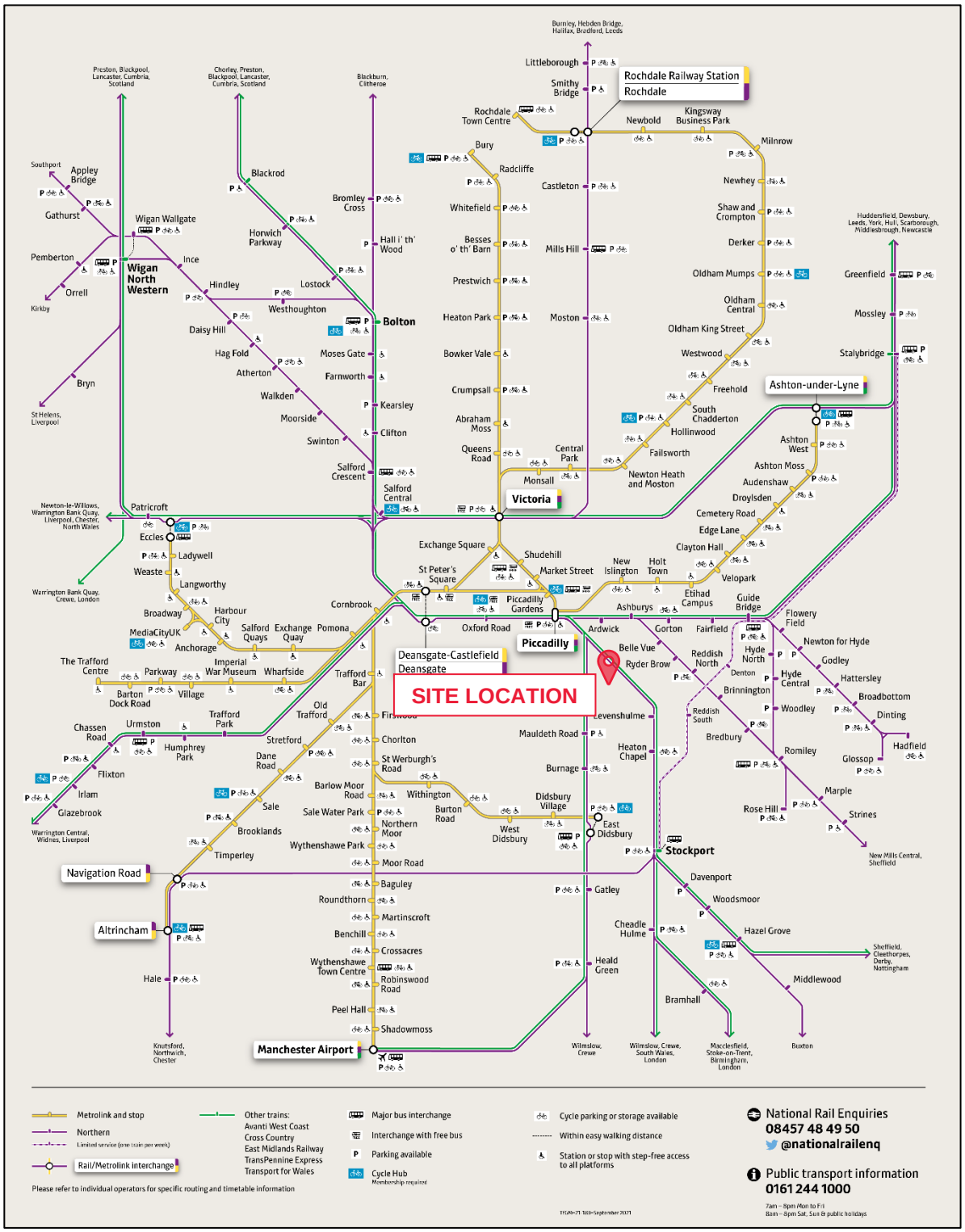


Figure 4.4 – Greater Manchester Rail and Metrolink Network
(Source: Transport for Greater Manchester, 2021)

4.4.14 Access to the above stations is of benefit to future residents at the site, and is a viable alternative to private car use, as part of a multi-modal journey. Based on the above, it is considered that the site is accessible by rail.

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 A series of measures and initiatives have been developed to encourage active and sustainable travel, reduce single occupancy car travel to and from the site, and minimise the overall number of car trips generated by the development.

5.1.2 This section of the Travel Plan sets out the initiatives that will be implemented for the development. The initiatives below are in line with the aims, objectives, and benefits set out in Section 2 of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

5.2.1 At least one month before occupation of the development, a Travel Plan Coordinator (TPC) will be appointed. 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 7** of this report.

5.2.2 The contact details of the TPCs will be provided to all residents, and would be forwarded directly to the team at Manchester City Council.

5.3 Provision of Travel Information in Welcome Packs

5.3.1 Welcome Packs can be important in influencing travel patterns from the outset; therefore it is envisaged that Welcome Packs will be supplied to all residents at the development.

5.3.2 The contents of the Welcome Packs will include:

- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
- The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
- Details of TfGM's online journey planning resources: https://tfgm.com/plan-a-journey;
- Maps showing local walking / cycling routes and places of interest;
- Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes;
- Contact details of the Travel Plan Co-ordinator (TPC);
- Details of local taxi companies; and
- Details and links to Liftshare registration.

5.3.3 The information contained with the Welcome Pack will be updated periodically by the TPC.

5.4 Measures to Encourage Walking

5.4.1 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.

5.4.2 It has been demonstrated throughout **Section 4** of this Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services and transport interchanges on foot. The following measures will be provided in order to encourage residents to walk:

- Promote / raise awareness of the health, wellbeing and other benefits of walking;
- Promote walking resources provided within the Welcome Pack, such as:
  - The Greater Manchester Walking websites at https://gmwalking.co.uk/ and https://beeactive.tfgm.com/walking/ which provides resources on routes, tips, local walking groups; and
  - The https://www.plotaroute.com/ website for journey planning on foot.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be secure and covered cycle parking provided as part of the development.

5.5.2 To encourage residents to cycle, the following measures will be provided:

- Promote / raise awareness of the health, wellbeing and other benefits of cycling;
- Promote cycling resources provided within the Welcome Pack, such as:
  - The TfGM website at https://beeactive.tfgm.com/ which comprises local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport;
  - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
  - Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/;
  - The Bike Hire Scheme website https://beeactive.tfgm.com/cycle-hire/;
  - Details of local cycle shops; and
  - The https://www.cyclestreets.net/ website for journey planning by bike.

5.6 Measures to Encourage Public Transport Use

5.6.1 It has been demonstrated throughout **Section 4** of this Travel Plan that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage residents to travel by public transport:

5.6.2 The following measures will be provided in order to encourage residents to travel by public transport:

- Promote public transport resources provided within the Welcome Pack, such as:
  - TfGM's online journey planning resources: https://tfgm.com/plan-a-journey;
  - The Traveline Journey Planning tool, by accessing the Traveline website at https://www.traveline.info/ or by phoning 0871 200 2233; and
  - A map showing local bus and rail stations in the vicinity of the site; and
  - Links to up-to-date bus and rail details including timetables / route maps.

5.7 Measures to Encourage Use of Car Sharing and Electric Vehicles (EVs)

Car Sharing

5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

5.7.2 https://liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. It is considered that car sharing would be an attractive facility for residents who do not own a car, but require occasional use.

5.7.3 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Electric Vehicles (EV)

5.7.4 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.

5.7.5 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.

5.7.6 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

"Demand for EV charging is growing. But the number of public EV charging points isn't keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with

approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers"

5.7.7 All of the parking spaces (for the houses, maisonettes, and apartments) would be equipped with electric vehicle (EV) charging facilities.

5.7.8 Further to this, the TPC will promote the benefits of purchasing electric vehicles which are provided on the TfGM website https://electrictravel.tfgm.com/. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

5.7.9 It is considered that the provision of EV charging facilities would encourage residents who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys once the development is occupied.

6.2 Data Collection

6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Notwithstanding, at the time of writing, it is possible to estimate travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.

6.2.2 It is noted that initial data from the 2021 Census has been published at the time of writing, although the Journey to Work breakdown is contained within a Topic Summary (TS061 – Method used to travel to work) rather than detailed origin – destination data (WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level), which has been used in the 2011 Census).

6.2.3 Data from the 2021 Census has not been included as it is only a high-level overview without the option to filter by location of usual residence.

6.2.4 The middle super output areas (MSOA) of Manchester 022 where the site is located has been used as the place of residence. The mode of travel to work data extracted from the output area from the 2011 Census is summarised in **Table 6.1**:

Method of Travel to Work	Manchester 022	%
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	25	1%
Train	73	2%
Bus, minibus, or coach	1,136	36%
Taxi	29	1%
Motorcycle, scooter or moped	5	0%
Driving a car or van	934	30%
Passenger in a car or van	158	5%
Bicycle	186	6%
On foot	610	19%
Other method of travel to work	10	0%
Total	**3,166**	**100%**

Table 6.1 – Method of Travel to Work

6.2.5 **Table 6.1** shows that the mode share for car drivers in the area is c. 30%, whereas the mode share of public transport users is higher at 39%. This is followed by 19% of residents travelling to work on foot, 6% cycling, and 5% car sharing.

6.2.6 In order to understand more accurate travel habits, a snapshot survey will be undertaken within six months following occupation to discharge part b) of Condition 8 outlined in **Section 1.3** above. Recipients will be encouraged to participate, and the surveys will extract the following key information:

- Place of work;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage residents to travel more sustainably.

6.2.7 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

6.2.8 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents will be sent this link in the early stages of occupation and get directed to an internet-based survey. A sample of this survey has been included in **Appendix B** to the rear of this report.

6.2.9 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be summarised. Residents would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

6.3 Data Analysis and Travel Plan Targets

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

6.3.2 The following **Table 6.2** summarises the current resident modal split based on findings from the 2011 Census data:

Travel Mode	2011 Census Modal Split	Mode Shift Target
By Car, as a Single Occupant	30%	**- 5%**
By Car, Lift Sharing	5%	+ 1%
Walk	19%	+ 1%
Cycle	6%	+ 2%
Public Transport	39%	+ 1%
Other	1%	+/- 0%

Table 6.2 – Modal Shift Targets

6.3.3 Targets will be set following the receipt of the baseline travel survey, which will be arranged six months following occupation to discharge part b) of Condition 8 outlined in **Section 1.3** above, and would be published in a revised Travel Plan once the development is occupied. New modal split targets for different modes of travel could then be set in future Travel Plan updates to influence travel behaviour. Targets should be realistic and achievable when considering the Travel Plan initiatives as detailed throughout **Section 5** of this Travel Plan.

6.3.4 Targets can be used inform the Travel Plan initiatives to reduce car usage and encourage uptake of certain modes of sustainable travel. For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised by the TPC.

7.0 Monitoring and Review

7.1 Introduction

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

7.1.2 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 though the Planning Process.* DfT, 2009.

7.1.3 It is clear from the above that a Travel Plan document should be considered as the starting point of the process. The implementation of a Travel Plan is an ongoing requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the Travel Plan will lie with Britannia Victoria Limited. Following construction and occupation, the baseline travel surveys would need to be distributed and a revised Travel Plan would need to be submitted.

7.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

7.2.3 At this point, the day-to-day responsibility will shift from Britannia Victoria Limited to the appropriately appointed TPC.

7.3 Travel Plan Coordinator (TPC)

7.3.1 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 Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council and TfGM); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.2 A TPC will be nominated at least one month before occupation of the development.

7.4 Monitoring and Evaluation

7.4.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."

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

7.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPC. Apart from receiving regular updates from residents, and liaising with Manchester City Council and TfGM on transport-related matters, the main monitoring process will involve resident travel surveys as described in **Section 6** above.

7.4.3 The results of each survey will 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.

7.4.4 Following the baseline travel surveys, further surveys will be carried out bi-annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include three surveys: the baseline travel survey and two follow-up surveys.

7.4.5 Monitoring reports will also be provided to officers at Manchester City Council / TfGM, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

8.0 Action Plan Update

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

No.	Action	Target Date	Responsibility	Status
1	Implementation of Site Infrastructure	During construction phase.	Britannia Victoria Limited	Pending construction.
2	Appoint TPC	One month prior to first occupation.	Britannia Victoria Limited	Pending further progress on development.
3	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development lifespan.	TPC	Pending, to be progressed once TPC is appointed.
4	Produce Welcome Pack	Upon occupation of the development.	TPC	Pending, to be progressed once TPC is appointed.
5	Undertake Baseline Travel Survey	Within six months of first occupation.	TPC	Pending, to be progressed once development is occupied.
6	Decide Targets	Within one month of undertaking the baseline travel survey.	TPC	Pending, to be progressed once surveys are undertaken.
7	Update Interim Travel Plan to a Full Travel Plan	Within three months of setting modal split targets.	TPC	Completed (this document) to partially discharge planning condition.
8	Distribute Travel Survey Results to Manchester City Council / TfGM	Within three months of each travel survey.	TPC	Pending, to be progressed once surveys are undertaken.
9	Undertake Follow-Up Travel Surveys	Bi-annually as part of a five-year monitoring schedule (total two follow-up surveys).	TPC	Pending, to be progressed in due course.
10	Present Monitoring Reports	As requested by Manchester City Council / TfGM during the five-year monitoring schedule.	TPC	Pending, to be progressed in due course.

Table 8.1 – Action Plan

8.1.2 As a Travel Plan is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from Britannia Victoria Limited and Manchester City Council.

8.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on a periodic basis as part of the monitoring and review process.

Appendix A – Site Layout

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HARD LANDSCAPING KEY

- 25MM MACADAM TOPPING ON SUB BASE TO ENGINEERS DETAILS
- 200x100x60MM TEGULA FUSION SILVER ON SUB BASE TO ENGINEERS DETAILS
- 100x100x50 TEGULA SETTS CHARCOAL ON SUB BASE TO ENGINEERS DETAILS
- GRAVEL STABILISER GRIDS ON GEOTEXTILE ON SUB BASE TO ENGINEERS DETAILS



EXTERNAL WORKS
1:200@A1

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IMPORTANT NOTES:

REVISION	DATE	DESCRIPTION
C	29/08/23	AMENDED ROAD LAYOUT TO COMMENTS FROM HIGHWAYS
B	09/08/23	ADDED DIMENSIONS TO PRIVATE ROAD. AMENDED FINISHES TO MATCH SPEC.
A	03/08/23	AMENDED FFL

CLIENT: BRITTANIA GROUP
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT
ADDRESS: VICTORIA PARK, MANCHESTER
DRAWING TITLE: EXTERNAL WORKS
SCALE: 1:200@A1
DATE: AUGUST 2023
DRAWING NO: A662_T_101C

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Appendix B – Sample Travel Survey

Britannia Group

Building the Future Since 1986

Laindon Road, Victoria Park - Travel Survey

Following on from the recent completion of Laindon Road, Victoria Park, 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 live and work at 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.

The information provided will be treated as confidential and processed in accordance with the Data Protection Act 2018.

*** 1. What is your workplace postcode?**

(Please include it in full i.e., M20 3FU)

*** 2. How do you typically travel from home for work?**

If you use multiple modes of transport (i.e. walk and bus), please pick the longest leg (in time) of your journey.

- ◯ By car (as driver, single occupant)
- ◯ By car (as driver, with passenger/s)
- ◯ By car (as passenger)
- ◯ Bus
- ◯ Taxi
- ◯ Motorbike or powered two-wheeler
- ◯ Other (please specify):
- ◯ Train
- ◯ Metrolink/Tram
- ◯ Bicycle
- ◯ On foot
- ◯ N/A, I work from home

*** 3. Approximately how far do you typically travel from home for work?**

If you work in a hybrid pattern (i.e., work from home some days, travel to work on others), please select an answer corresponding to your working patterns for the majority of your working week.

- ◯ Up to 1 mile
- ◯ Over 1 mile and up to 3 miles
- ◯ Over 3 miles and up to 5 miles
- ◯ Over 5 miles and up to 10 miles
- ◯ Other (please specify)
- ◯ Over 10 miles and up to 20 miles
- ◯ Over 20 miles
- ◯ N/A, I do not travel for work as I work from home

*** 4. 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	○	○	○	○	○
Lack of alternatives	○	○	○	○	○

*** 5. If your usual mode of transport was unavailable, how would you travel?**

Please select a different mode than that in Q3.

- ○ By car (as driver, single occupant)
- ○ By car (as driver, with passenger/s)
- ○ By car (as passenger)
- ○ Bus
- ○ Taxi
- ○ Motorbike or powered two-wheeler
- ○ Other (please specify):

  [ ]

- ○ Train
- ○ Metrolink/Tram
- ○ Bicycle
- ○ On foot
- ○ Work from home

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

[ ]

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

[ ]

8. Do you have any other comments about your travel patterns?

[ ]

Thank you for completing the survey.

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