# Powerleague, Manchester Nicholls, Padel Courts

## Powerleague Fives Limited

### Travel Plan

Ref: 101548-DCE-XX-XX-RP-T-5001

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# Powerleague, Manchester Nicholls, Padel Courts

# Travel Plan

DATE: May 2025

REPORT REF: 101548-DCE-XX-XX-RP-T-5001

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## DOCUMENT CONTROL SHEET

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| Approved for release by | Joe Manson | Associate Director | 23/05/2025 |

| Issue | Revision | Status | Date |
|---|---|---|---|
| 1 | P01 | Rev 00 | 23/05/2025 |

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# Contents

1. Background and Context ..... 2
1.1. Introduction ..... 2
1.2. Site Location ..... 2
1.3. Report Structure ..... 3
2. Travel Plan Aims and Objectives ..... 4
2.1. Developers Commitment to Travel Planning ..... 4
2.2. Travel Plan Vision ..... 5
2.3. Travel Plan Aims and Objectives ..... 5
3. Site Accessibility ..... 6
3.1. Introduction ..... 6
3.2. Pedestrian Access ..... 6
3.3. Cycle Access ..... 8
3.4. Public Transport ..... 10
3.5. Summary ..... 12
4. Travel Plan Measures ..... 13
4.1. Introduction ..... 13
4.2. Travel Plan Coordination ..... 13
4.3. Active Travel Measures ..... 14
4.4. Cycle to Work Schemes ..... 15
4.5. Public Transport Measures ..... 15
4.6. Reducing the Need to Travel ..... 16
4.7. Car Sharing ..... 16
4.8. Car Clubs ..... 16
5. Implementation, Management, Monitoring and Review ..... 17
5.1. Introduction ..... 17
5.2. Action-type Targets ..... 17
5.3. Aim-type Targets ..... 17

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# 1. Background and Context

## 1.1. Introduction

1.1.1. Dice Consulting Engineers Ltd (Dice) has been appointed by Powerleague Fives Limited to prepare a Travel Plan in support of the expansion of the existing Powerleague development at Manchester Nicholls which includes six new padel courts.

## 1.2. Site Location

1.2.2. The site is situated at the Nicholls Community Football Centre on Ford Street in Ardwick, Manchester. It is generally bordered by commercial units to the north and south, Dalberg Street to the west—which currently provides vehicular access to the site—and existing playing fields to the east.

1.2.3. The approximate site location is shown in **Figure 1.1**.

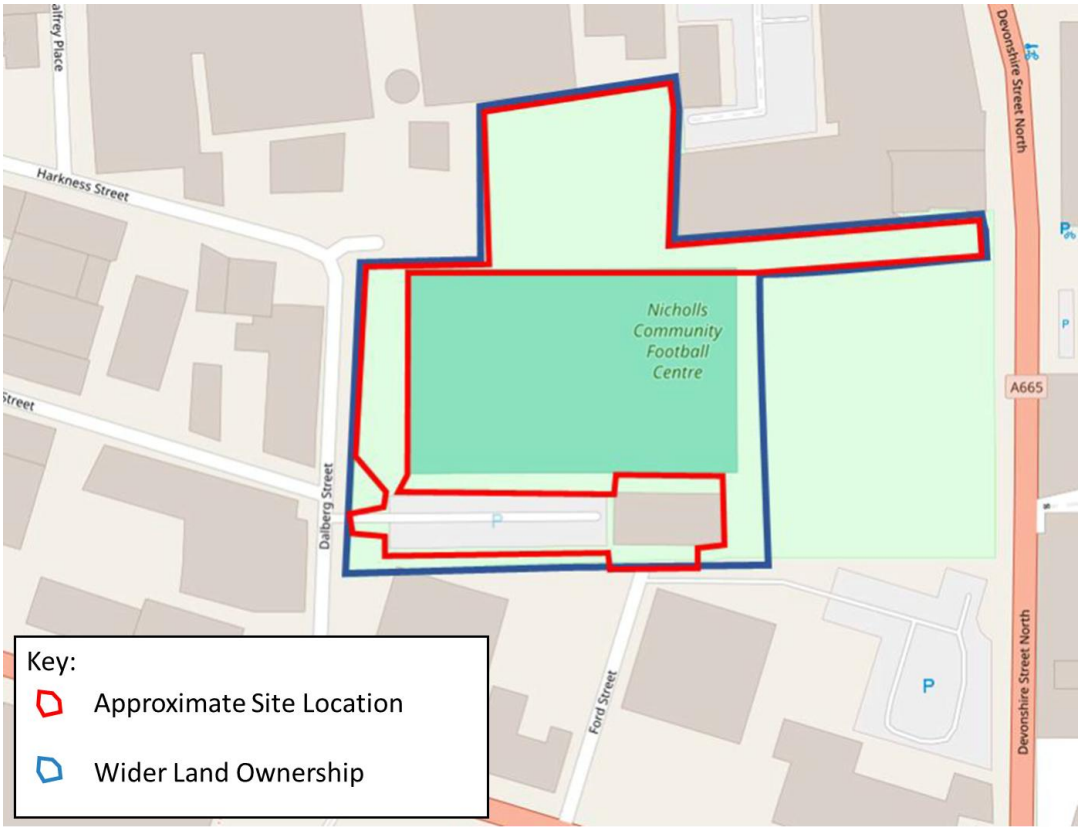



Figure 1.1 Site Location Plan

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## 1.3. Report Structure

1.3.1. Following this introductory section:

- **Section 2** describes the vision for this Travel Plan and sustainable travel at the site, what the TP aims to achieve and what the underlying objectives are;
- **Section 3** details the accessibility of the development site, focusing on the means by which staff can access the site by non-car modes of travel;
- **Section 4** outlines the measures that could be implemented to facilitate travel behaviour change towards sustainable modes; and
- **Section 5** proposes a monitoring and reporting regime that clearly sets out how the success of the Travel Plan will be monitored against the targets and how the results of the monitoring exercise will be recorded, presented and used.

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# 2. Travel Plan Aims and Objectives

## 2.1. Developers Commitment to Travel Planning

2.1.1. The Applicant recognises that by developing a TP, sustainable travel patterns can be established from the outset and maintained over time, minimising the impact that the development has upon the local environment and ensuring visitors are able to make informed journey choices.

2.1.2. Travel Plans can offer a wide range of benefits not only to businesses but also to their employees, members, and the wider community. From a recruitment perspective, a workplace located in an accessible area can attract a broader pool of potential employees, while a convenient and safe commute can play a key role in staff retention. Similarly, a sports centre that is easily accessible to customers is likely to see increased patronage and business growth.

2.1.3. The promotion of sustainable travel options from an early stage provides a cost-effective mechanism by which occupiers can minimise the level of car-based trips generated by a development, which in turn reduces the impact a development has on local traffic levels, air quality and road safety.

2.1.4. The individual benefits to be derived through the use of sustainable travel options for commuting range from financial savings through reduced fuel consumption, improved health through increased use of active travel modes (walking and cycling), and greater choice in the travel options available.

2.1.5. By submitting this TP, the Applicant lays out the measures needed in order to achieve these goals.

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## 2.2. Travel Plan Vision

2.2.1. The vision for this Travel Plan is to:

*"Make the development a place where staff can be fully informed when choosing travel modes for undertaking both a regular commute and one-off journeys, and in doing so reduce their reliance upon the private car and the resultant impact on the local environment."*

## 2.3. Travel Plan Aims and Objectives

2.3.1. To achieve this vision, the aims of this Travel Plan are to:

- Maximise the quality of the site to potential staff by highlighting the accessibility of the site by a range of travel options; and
- Minimise the effect the development has on the environment and local highway network by promoting the use of these sustainable travel options.

2.3.2. As a result, the objectives of the TP are to:

- Identify the range of travel options available to the site;
- Identify the mechanisms required to maximise the use of sustainable travel modes amongst staff and users; and
- Identify the mechanism by which the success of this Travel Plan can be monitored and reported upon.

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# 3. Site Accessibility

## 3.1. Introduction

3.1.1. This section of the Travel Plan describes the existing infrastructure that will facilitate and encourage staff and visitors to walk, cycle or use public transport, rather than to travel by car.

## 3.2. Pedestrian Access

3.2.1. The Institution for Highways and Transportation (IHT) offers guidance on walking distance by journey purpose, this is summarised in **Table 3.1** below.

| Criteria | Town Centres | Commuting / School | Elsewhere |
|---|---|---|---|
| **Desirable** | 200m | 500m | 400m |
| **Acceptable** | 400m | 1000m | 800m |
| **Preferred Maximum** | 800m | 2000m | 1200m |

Table 3.1: Walking Distances by Journey Type

3.2.2. As **Table 3.1** shows, a 1.2km catchment is the preferred maximum walking distance for 'commuting / school'. A 1.2 km walking catchment around the site encompasses industrial zones near the Hope Valley Railway Line and the Manchester–Crewe Line, as well as residential areas within Ardwick and Chorlton-on-Medlock. **Figure 3.1** below illustrates the extent of this 1.2 km walking catchment from the site. It should be noted that within 1km of the site, approximately 11,600 people reside.

3.2.3. **Figure 3.1**, below, illustrates a 2km walking catchment from the site.

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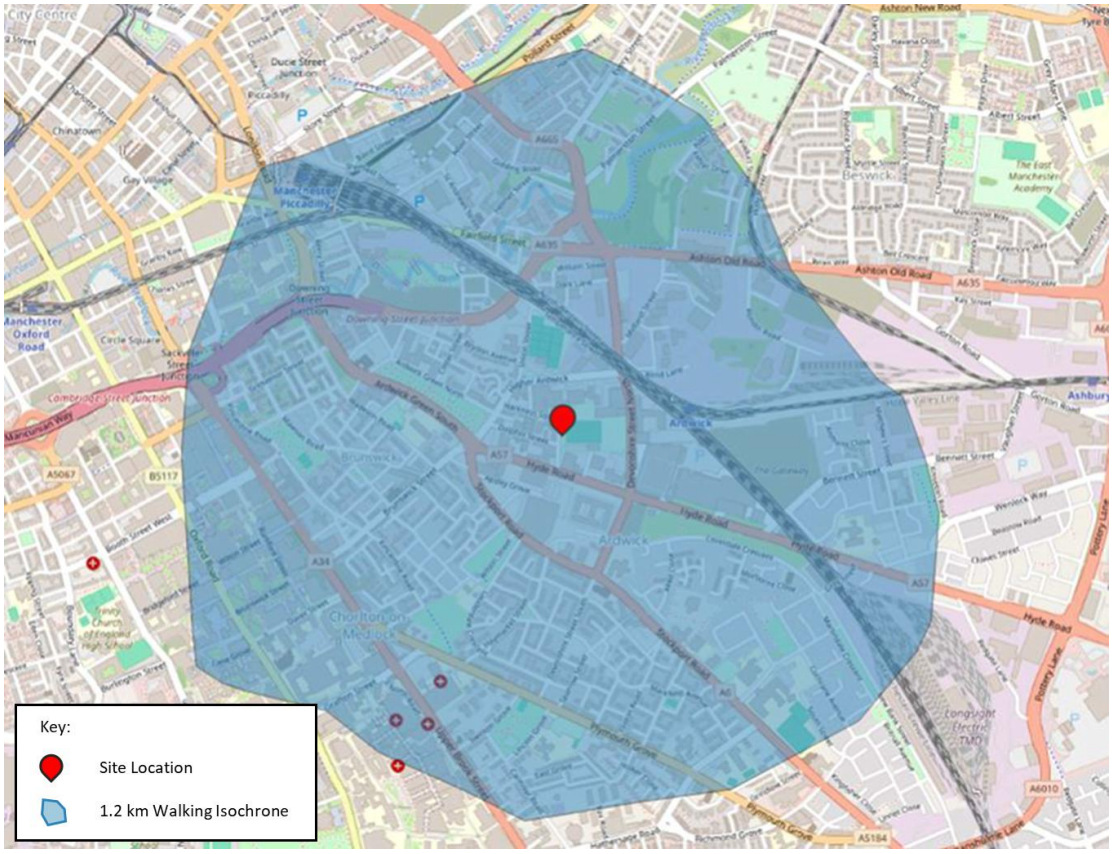



Figure 3.1: 2km Walking Catchment

3.2.4. Pedestrian access to the site is primarily taken from Dalberg Street along the western boundary. A secondary pedestrian access is available on the southern boundary, directly onto Ford Street. Continuous footways are present on both sides of Dalberg Street, which connect to the pedestrian infrastructure along the A57 to the south of the site.

3.2.5. Approximately 250 metres west of the Dalberg Street/A57 junction, signal-controlled pedestrian crossings are located at each arm of the A6 roundabout, facilitating safe pedestrian movement across this busy intersection. Beyond this point, a network of established pedestrian routes extends outward from the site, linking to additional pedestrian crossings and providing safe, convenient access to the wider surrounding area. **Figure 3.2** demonstrates the abundance of pedestrian crossings in the surrounding streets.

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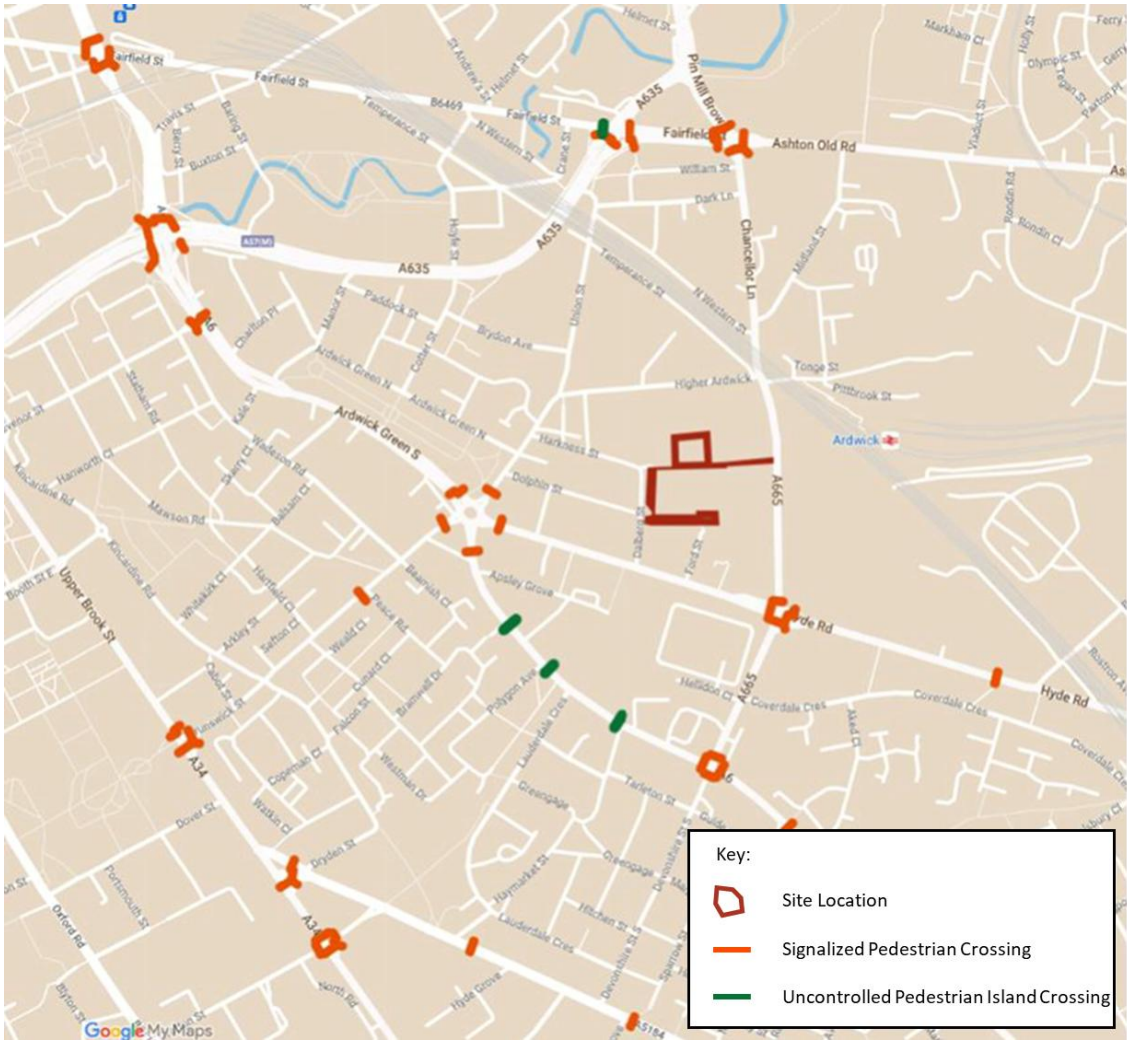



Figure 3.2: Pedestrian crossing facility

3.2.6. Walking is anticipated to be an attractive mode of travel for users of the courts and staff, particularly for those residing in nearby areas. This is supported by the availability of a range of pedestrian routes connecting the site to surrounding residential and commercial areas, as well as to nearby public transport hubs.

## 3.3. Cycle Access

3.3.1. Cycling presents a viable alternative to car travel, particularly for journeys up to 5 km, and can also form part of longer multimodal trips in conjunction with public transport. As such, cycling plays a significant role in reducing reliance on private car use.

3.3.2. A 5 km cycling catchment from the site encompasses the entirety of Manchester City Centre and a substantial portion of the city's central area. This catchment includes a residential

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population of approximately 361,000, with significantly more commuting into the area for work.

3.3.3. The site currently provides 30 cycle parking spaces for staff and visitors, supporting active travel and encouraging sustainable transport choices.

3.3.4. Figure 3.3 illustrates a 5km cycle catchment from the site

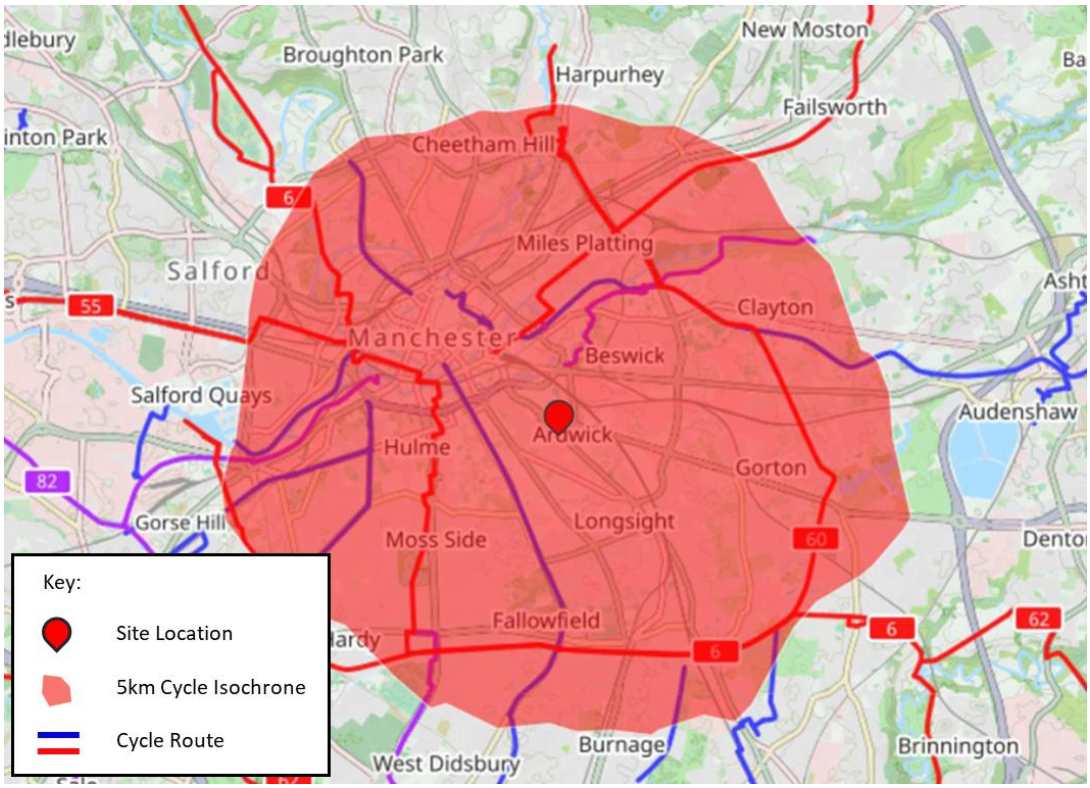



Figure 3.3: 5km cycle catchment

3.3.5. As illustrated in **Figure 3.3**, a variety of on-road cycling routes are available in the vicinity of the site, including designated cycle lanes accessible to the west and north. Notably, a segregated southbound cycle route runs along Wilmslow Road, offering a safer and more comfortable option for cyclists.

3.3.6. From Manchester City Centre, a network of cycle routes radiates outward to the east, west, and north, facilitating safer and more direct travel across the city. **Figure 3.4**, an extract from the Greater Manchester Cycle Map, highlights the cycle infrastructure near the site. It identifies both Hyde Road and Stockport Road, located to the south, as designated 'On Road Routes'.

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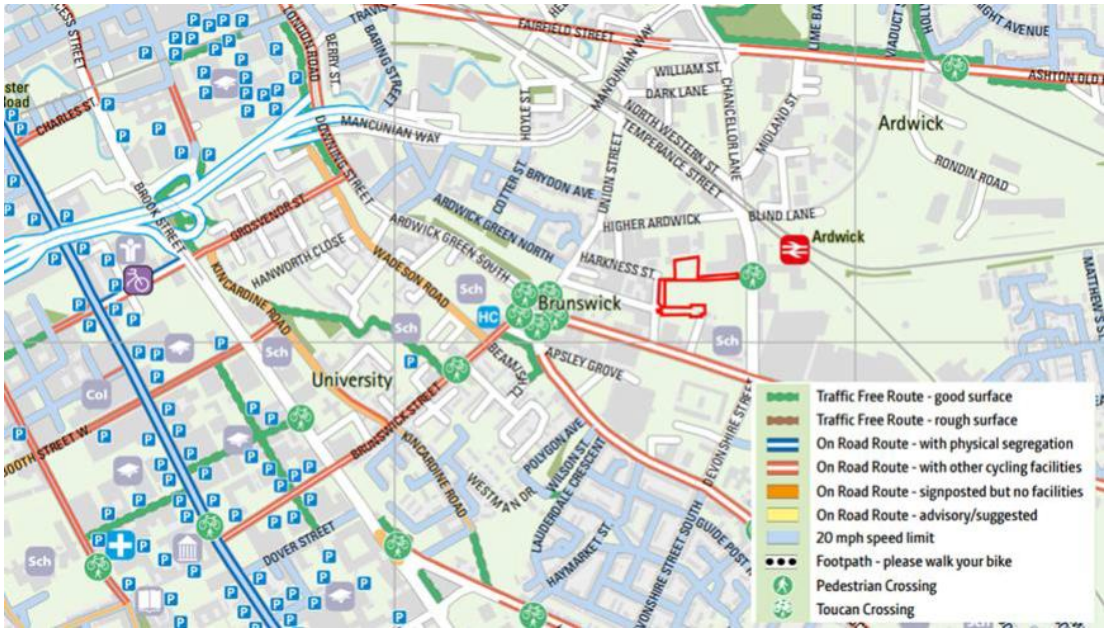



Figure 3.4: Greater Manchester Cycle Map

3.3.7. Beryl cycle hire bikes now operate within Manchester City Centre. These provide a cheap and flexible method of transport within the city centre. Bikes may be hired from and parked at Higher Ardwick Road, approximately 220m west of the site. This mode of transportation may be used in combination with other modes to facilitate a sustainable and flexible journey.

3.3.8. Cycling is considered to be an attractive travel option for users of the proposed pitches, particularly given the site's proximity to established cycle infrastructure and the broad range of residential areas located within a short cycling distance.

## 3.4. Public Transport

**Bus Services**

3.4.1. The nearest bus stops to the site are located on Hyde Road and Stockport Road, immediately to the south. These four stops are equipped with shelters and timetable information, and are situated in well-lit, easily accessible areas.

3.4.2. Figure 3.5 illustrates the locations of the bus stops in proximity to the site.

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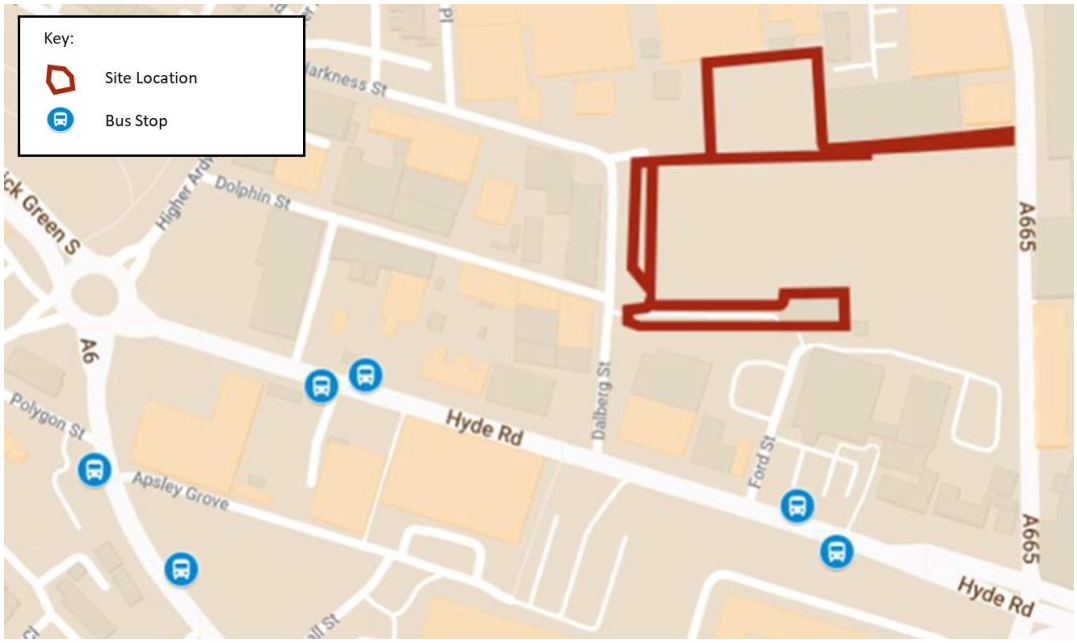



Figure 3.5: Bus Stop Locations

Table 3.1: Bus Service Summary

3.4.3. **Table 3.2** summarises the services available and the destinations and frequencies of these bus services.

| Service | | Frequency | | |
|---|---|---|---|---|
| | | Monday – Friday | Saturday | Sunday |
| Bridge Street Services | | | | |
| 201/201N | Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Hyde Bus Station, Godley Station, Hattersley | 05:08-23:57, Friday-01:20 | 10 mins, 05:28-01:18 | 30 mins, 06:54-23:37 |
| 202 | Manchester Piccadilly, Ardwick, Belle Vue, Denton Crown Point, Haughton Green Terminus, Hyde Bus Station, Gee Cross | 06:11-23:46 | 30 mins, 07:11-23:46 | 60 mins, 08:46-23:46 |
| 203 | Manchester Piccadilly, Ardwick, Belle Vue, North Reddish, Stockport | 05:38-23:52 | 15 mins, 05:33-00:04 | 15 mins, 05:33-00:04 |
| 205 | Manchester Piccadilly, Ardwick, Gorton Shopping Centre, Dane Bank | 05:36-23:42 | 30 mins, 06:56-23:42 | 30 mins, 08:08-23:41 |

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| Mansfield Bus Station | | | | |
|---|---|---|---|---|
| 192 | Manchester Piccadilly, Longsight, Heaton Chapel, Stockport, Heaviley, Stepping Hill Hospital, Hazel Grove Park & Ride | 05:02-02:29, Friday-3:39 | 3-15 mins, 05:12-03:39 | 5-10 mins, 06:07-00:00 |

Table 3.2: Bus Service Summary

3.4.4. As can be seen in **Table 4.2**, there are regular bus services available within a walkable of the site, Monday – Sunday, which offer services to a range of local and regional destinations.

3.4.5. This high level of provision make travel to or from the site a practical method that staff or users may use to travel to or from the site.

**Rail Services**

3.4.6. The closest railway station to the site is **Ardwick Station**, located approximately 900 metres away—equivalent to an 8-minute walk or a 2-minute cycle. However, service at this station is limited to just two trains per day. The nearest station offering frequent and comprehensive services is **Manchester Piccadilly**, which can be reached in approximately 19 minutes on foot or 10 minutes by bus.

3.4.7. Manchester Piccadilly provides access to three modes of public transport: **train**, **tram (Metrolink)**, and **bus**. The rail network connects to a wide range of regional and national destinations, including Norwich, Stoke-on-Trent, Manchester Airport, Sheffield, Buxton, London, York, and Hull, as well as numerous local stops.

3.4.8. The Metrolink system at Manchester Piccadilly includes:

- The **Purple Line**, running to Altrincham
- The **Yellow Line**, serving Bury
- The **Blue Line**, providing services to MediaCityUK, Ashton-under-Lyne, Eccles, and the Etihad Campus

3.4.9. Manchester Piccadilly Station is fully equipped with a ticket office, ticket machines, toilets, secure cycle parking, and a range of passenger amenities to support multi-modal travel.

## 3.5. Summary

3.5.1. The site is well located to take advantage of existing sustainable transport characteristics, in particular the cycle links and bus services available in very close proximity to the site. As such travel by sustainable transport is a realistic and practical possibility for staff and users.

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# 4. Travel Plan Measures

## 4.1. Introduction

4.1.1. The key to successful travel planning is to identify the most suitable modes of transport that are realistic and practical for staff to adopt, before making these modes as attractive as possible. There is no single solution to any one person's transport needs. Different people will respond to different measures, whilst some may not react to any. A range of measures is therefore proposed, which staff can pick and choose from as they consider appropriate.

4.1.2. The following section will first discuss Travel Plan management and coordination before highlighting the range of measures that will be delivered as part of this TP, which will be delivered by the Travel Plan Coordinator. These measures and the anticipated timescales are summarised in the Action Plan at Appendix A.

## 4.2. Travel Plan Coordination

4.2.1. A Travel Plan Coordinator (TPC) will be appointed/nominated at the site, by the appointed site management company. The role of TPC will be part time, with an appropriate amount of time/resource made available to ensure the delivery of the measures set out within this report. Upon appointment the TPC will make themselves known to officers at Manchester City Council.

4.2.2. Certain elements of the role will be ongoing, with a time limited requirement to submit an annual update/monitoring report to the Council.

4.2.3. The TPC will be responsible for the overall delivery of this Travel Plan, in pursuit of the identified aims and objectives of the strategy. The role of the TPC will include (but not be limited to):

- Preparation and distribution of information on the travel choices available at the site, to be disseminated to staff and visitors
- Engagement with the individual business occupiers, to gain their support for the Travel Plan, and to encourage them to implement their own initiatives as appropriate
- Engagement with relevant local stakeholders, including the Council and bus operators
- Delivery of annual monitoring/reporting in line with the methodology identified within this Travel Plan
- Responding to travel issues / questions

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4.2.4. The principal task of the TPC will be to ensure that the available travel options are effectively promoted to all staff at the development. This will primarily be achieved through a range of marketing techniques, which will ensure that staff (and prospective staff) and visitors have easy access to relevant and up to date travel information.

4.2.5. The TPC will be responsible for preparing a Sustainable Travel Guide, which will be made available to all staff. This guide, which will be reviewed and updated as appropriate, will provide staff with a summary of their local travel choices, along with details of where further information and tools can be accessed online. It will also be used to encourage staff to consider the use of sustainable travel options, by highlighting the various benefits this can have.

4.2.6. In the interim, and until an appointment is made, contact details of the interim Travel Plan Coordinator are as follow:

- Joe Manson – Dice Consulting Engineers
- E: joe@diceconsult.co.uk

4.2.7. Appropriate funding will be allocated by the end user, to cover the costs involved in administering the travel plan over the plan period.

4.2.8. The funding will cover all costs relating to the TPC, implementation of measures and initiatives, marketing of the travel plan and annual monitoring, as set out in this document. The funding stream will allow the travel plan to operate for a minimum of three years.

4.2.9. Information will be included within the guide on the following measures:

## 4.3. Active Travel Measures

4.3.1. A summary of local walking and cycling routes will be provided, along with promotion of the benefits associated with the increased use of active travel options. This will include:

4.3.2. A summary of walking/cycling times/distances to key local areas

4.3.3. Details of online journey planning tools and maps, including:

- The Bee Network journey planner
- The CycleStreets.net journey planning tool
- The Sustrans website, for further details on the local routes
- The Beryl cycle network website which operates within the city centre.

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## 4.4. Cycle to Work Schemes

4.4.1. The implementation of a Cycle to Work scheme within a workplace can help to significantly reduce the cost of buying a bike and associated equipment. An individual can purchase a bike through a salary sacrifice arrangement, with payments staged over an agreed period of time.

4.4.2. The TPC will work with the end occupier to set up a Cycle to Work scheme (if they don't already have one in place), including advice on how this can be achieved.

## 4.5. Public Transport Measures

4.5.1. A summary of local public transport options will be provided, along with promotion of the use of public transport as an alternative to the car. This will include:

- The location of the nearby bus stops;
- A summary of local bus services, including their route and frequency;
- Details of where information on timetables can be obtained, including:
    - Bus operators websites;
    - The Bee Network Website
    - Smartphone apps, provided by local bus operators;
- Details on journey planning tools, including:
    - The Traveline online journey planning tool;
    - Smartphone apps, provided by local bus operators.
- Advice on ticketing options, including ways to save money when travelling by public transport. Information provided will include:
    - Details of the Nottinghamshire County Council website, where information on multi-modal/ integrated ticketing options is provided;
    - Details of First Bus website, where details of operator specific ticketing options can be found.
- The TPC will work with the end occupier to set up a salary sacrifice scheme for the purchase of public transport season tickets (if they don't already have one in place), including advice on how this can be achieved.

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## 4.6. Reducing the Need to Travel

4.6.1. Sometimes reducing the need for travel can be the most effective measure at minimising private car travel. Some measures that could be considered to support this include:

- Operating flexible working practices e.g. working from home, option to amend working times to align with public transport, video conferencing etc.);
- Local recruitment of staff;
- Local sourcing of raw materials / produce; and
- Fleet management / coordination of deliveries.

## 4.7. Car Sharing

4.7.1. Car sharing is when two or more people share a journey by car and travel together. It allows people to take advantage of the benefits of using the car, whilst at the same time reduces the overall number of vehicle trips made, and subsequently the impact on the environment. On a personal level, car sharing allows individuals to significantly reduce the cost of travelling by car. It is possible to register on car sharing schemes even if you don't have a car and are hoping to find a match to drive you to your destination.

4.7.2. A great deal of car sharing is arranged informally; however, to assist staff that wish to make more formal arrangements to find a lift, the Liftshare car share scheme (https://liftshare.com/uk/) will be promoted within the travel information guide.

4.7.3. A site-wide lift sharing database will be set up, to allow employees to commute with those with similar travel patterns

4.7.4. A public display area will also be maintained, providing customers with information relating to greener driver methods, car sharing, and park and share provision

## 4.8. Car Clubs

4.8.1. Manchester is home to a number of car sharing schemes/companies, including Enterprise Car Club, Co Wheels, and Turo.

4.8.1. Each of these services can allow an individual to principally rely on public transport, whilst occasionally using a car when necessary.

4.8.2. Details of local schemes will be provided to all staff.

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# 5. Implementation, Management, Monitoring and Review

## 5.1. Introduction

5.1.1. When delivering a Travel Plan, it is important to monitor its progress and success. One easy way of understanding the impact of the TP is to consider the number of vehicular trips being generated from the site. A monitoring strategy has been set out below, which details how the success of the Travel Plan will be recorded and reported to the Local Planning Authority / Local Highway Authority.

**Travel Plan Targets**

5.1.2. Targets are essential to ensure everyone involved in the Travel Plan process knows what needs to be done and to enable progress to be assessed. Targets should be SMART (see below) and can take the form of 'aim-type' targets and 'action-type' targets:

- Specific;
- Measurable;
- Achievable;
- Realistic;
- Time-bound

## 5.2. Action-type Targets

5.2.1. Definition - Action-type targets refer to qualitative objectives related to the implementation of specific measures, rather than numerical outcomes.

5.2.2. Application - The action-type targets relevant to this Travel Plan are detailed in Section 4, where individual measures have been set out. An Action Plan in **Appendix A** outlines roles, responsibilities, and timescales associated with each measure.

## 5.3. Aim-type Targets

**Planning Condition Requirements**

5.3.1. Condition 7 of the site's planning approval sets the following requirements:

- Conduct a survey of travel patterns among staff and visitors within the first three months of the Padel Courts' operation, and periodically thereafter.
- Submit a revised Travel Plan to the Council within six months of the first use of the courts, incorporating data from the initial surveys.

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**Definition and Baseline**

5.3.2. Aim-type targets are quantifiable goals against which the Travel Plan's success can be evaluated. Establishing a baseline is a prerequisite for setting these targets. The Padel Courts opened on 3 March 2025, and a baseline survey was carried out on 1 May 2025 from 16:50 to 19:30, capturing travel data from 72 users.

**Baseline Survey Results and Targets**

5.3.3. The results of the initial survey, along with future modal share targets, are summarised below:

Table 5.1: Multimodal targets and results of transport survey

| Mode | Results % | Target % |
|---|---|---|
| Underground, metro, light rail or tram | 0% | 0% |
| Train | 0% | 0% |
| Bus, minibus or coach | 0% | 1% |
| Taxi | 15% | 15% |
| Motorcycle, scooter or moped | 0% | 0% |
| Car/ van driver without passengers | 29% | 26% |
| Car/ van river with passengers | 24% | 24% |
| Passenger in a car or van | 24% | 24% |
| Bicycle | 0% | 1% |
| On foot | 8% | 9% |

**Modal Shift Target**

5.3.4. The baseline will be used to assess future progress. A key aim-type target is a 10% reduction in single-occupancy car trips, with corresponding increases in walking, cycling, and public transport use.

**Ongoing Monitoring and Reporting**

5.3.5. To ensure consistent evaluation of progress, the May survey will be repeated every two years over a five-year period, with the final survey taking place in 2029. Surveys will be conducted at the same time of year to minimise the impact of seasonal variation on travel patterns.

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# Appendix A

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| Action | When | Responsibility |
|---|---|---|
| Appoint Travel Plan Coordinator | Three months prior to first occupation | Powerleague |
| Identify full Travel Plan budget | Three months prior to first occupation | TPC |
| Prepare and distribute Sustainable Travel Guide | Prior to show home opening | TPC |
| Offer free personalised journey plan to each household | Ongoing throughout delivery period | TPC |
| Provision of cycle parking facilities | Through design | Powerleague |
| Baseline Multi Modal Count | 12 months following first occupation | TPC |
| Annual Multi Modal and Reporting | Annual for 2 years following first occupation (3 years total) | TPC |

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