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Didsbury Point

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Travel Plan V1.1

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Travel Plan V1.1

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1. Introduction

1.1 Commission

Civic Engineers has been commissioned by Southway Housing Trust to produce this Travel Plan to accompany a planning application for a residential development with provision for healthcare facility at ground floor level at a site in the West Didsbury area to the south of Manchester City Centre.

1.2 Development Proposals

The development proposals in the West Didsbury area of Manchester include the following:

- 76 Residential Units.
- GP Surgery with pharmacy.
- 76 cycle parking spaces with double stacks configuration for residents in a cycle store
- 8 internal cycle parking spaces for healthcare staff
- 10 external cycle parking spaces for visitors
- 25 Car parking spaces for the healthcare offer
- 35 Car parking spaces for the residential
- A private landscaped communal courtyard.

1.3 Purpose of Report

A Travel Plan is a strategy for managing the trips generated by a development, aimed at reducing reliance on the private motor vehicle and promoting more sustainable modes of travel. Travel Plans typically combine measures to support walking, cycling, public transport and car sharing, and where appropriate, reduce the need to travel at all. These measures are encouraged by active promotion and management of parking areas.

This Travel Plan is aimed at residents and staff at the development, but could also help visitors to the development, including patients, access the development by sustainable modes.

Travel Plans can help reduce costs, increase productivity, improve the well-being of staff and will reflect positively on an organisation's commitment to social and environmental responsibility.

2. Travel Plan Management

This section sets out how the Travel Plan will be implemented, managed, and monitored. A summary of the required actions is provided in Table 2.

2.1 Travel Plan Coordinator

Effective co-ordination of the Travel plan will be key to its success. Working collaboratively with project stakeholders, Southway Housing Trust (SWHT) will actively communicate, monitor and report on progress towards the objectives outlined in the Plan. Resource will be allocated as necessary to implement and promote the plan and activities will include:

- Provision of Information on sustainable travel options to all staff, prospective staff and residents
- Carry out surveys and reporting on findings
- Promoting the benefits of travelling by sustainable modes
- Display of sustainable travel information in communal areas and in social media and web based platforms used to promote and manage the development.
- Review the effectiveness and scope of the plan on a regular basis.

2.2 Liaison with Manchester City Council

SWHT will liaise with MCC as the Local Planning Authority to discuss travel survey findings and best practice. Monitoring will allow the TPC and MCC to identify whether the Travel Plan is successful.

2.3 Targets

For the purpose of providing a baseline from which to set targets for this Travel Plan, the mode split for the residential component of the development has been taken from travel to work data collected for the Office for National Statistics, Nomis Census Data, 2011¹. The Middle Super Output Area (MSOA), Manchester 039 was queried to find out what modes people use to travel to work².

For staff travelling to work at the development the 2011 census data was also used, but this time to query how people who work in this MSA travel to work³.

To get a baseline mode share for patients travelling to the Medical Centre the TRICS database was queried. This is not ideal because it includes all trips taken to and from developments, meaning that it also includes staff at the development, there is however no other source to obtain data on patient-only travel until the first travel survey is carried out as part of this Travel Plan. The modes used in the TRICS analysis is not the same as the mode categories used in the census, so some assumptions must be made. In this instance the assumption is that bus/tram passengers identified by TRICS will be split evenly between the two modes. The assumption has been made that half of the 'multi vehicle occupants' are drivers and the other half are passengers, in reality there could be one driver and four passengers, but this split is not provided. Another limitation of the TRICS data is that

¹ Nomis Official Labour Market Statistics, 2011. <https://www.nomisweb.co.uk/> (accessed 27th September 2021)

² 2011 Census. QS701EW – Method of travel to work. MSA Manchester 039

³ 2011 Census. WU03EW – Location of usual residence and place of work by method of travel to work (MSA level)

because it uses data from nationwide surveys local nuances are not picked up on, like in this instance 8% of people travelling by rail when there is not a rail station nearby. The assumptions made here are for the purposes of setting a target, these should be reviewed and amended if needed after the first Travel Plan survey.

The baseline mode share can be seen in Table 1.

Table 1: Baseline Mode Share

Mode	Baseline Mode Share		
	Residents' travel to work	Staff travel to work	Patients travel to Medical Centre
Car (driver)	59% (target 50%)	68% (target 60%)	41% (target 30%)
Car (passenger)	3%	3%	11%
Walk	7%	9%	26%
Bus	22%	14%	6%
Tram	0%*	0%*	6%
Rail	2%	1%	8%
Bicycle	7%	4%	2%
Other	0%	1%	0%

**trams not operational on the Didsbury line at the time of the 2011 census when travel to work data was collected.*

With this baseline data targets can be set for the Travel Plan. Since the aims of the Travel Plan are to reduce single occupancy car journeys and encourage sustainable modes of travel, the targets should reflect this. Therefore, the targets relate to reducing the number of car journeys and not to achieve a set mode share for any of the sustainable modes. The targets should be reviewed after the first travel survey and adjusted if necessary.

The targets are included in the table.

2.4 Monitoring and Reporting

Monitoring the Travel Plan performance will be important to understand its effectiveness in meeting the agreed targets.

Annual Surveys

Each year people working and living at the development will be surveyed to ascertain how they are travelling to work. This will assist in understanding if the target is being met (see section 2.3).

The survey should also ask people how they could be encouraged to travel by sustainable modes, which can feed into the development of future measures.

Surveys should be carried out 3 months after people move to the development and should be repeated each year for the lifespan of the Travel Plan. This should be in the same month each year to allow year-on-year comparison, as month/seasons/time of school year impacts on how people travel. The survey can form part of a wider survey.

Annual Monitoring Reports

Within 2 months of the end of the survey period each year a Monitoring Report will be produced and sent to MCC for discussion. This will contain:

- Number of employees
- How many of the apartments are occupied
- Travel survey methodology and results
- Analysis of qualitative survey responses
- An analysis on the effectiveness of the Travel Plan
- Proposals for changes/additions to agreed measures

2.5 Mitigation

If Travel Plan targets are not being met, it will be the responsibility of SWHT in the role of Travel Plan Coordinator to identify an action plan for the following twelve months. The action plan would be agreed with MCC and would contain a programme of measures and tasks and the timescale(s) for delivery. Appropriate mitigation measures, could include:

- Implementing any measures set out in this Travel Plan that have not been fully instigated
- Offering additional incentives to travel by sustainable modes, including funding for involvement in events
- Promotion of sustainable travel events such as Bike Week or National Lift Share Week
- Additional marketing of Travel Plan initiatives to staff, patients and residents via leaflets, emails, and social media
- Additional personalised travel planning to seek to overcome individual perceived difficulties in travelling by sustainable modes.

2.6 Communication Strategy

The sustainable transport options for travelling to and from the development should be clearly promoted to staff and residents at the development. Options include:

- Development website, home user guide, newsletters, email to employees, newsletters to residents and posters around the development can all be used to promote sustainable travel options, initiatives, and the benefits
- Engaging with residents before they move in about car-free lifestyles and sustainable transport aspirations.

The Travel Plan Coordinator will produce a sustainable travel information pack for staff and for residents.

3.4 Pedestrian Access

The site is accessible to pedestrians from the north and west, those who are walking from public transport stops will access the site from the west along The Boulevard.

The Boulevard has footways that are around 4.5m wide, although in places there is planting so the clear width is around 2 metres, the footways around the roundabout on The Boulevard are also about 2m wide. Crossing points at the roundabout and to the east of the site are uncontrolled, however they do have dropped kerbs and tactile paving to assist those with limited mobility, visual impairment, or those with pushchairs to cross.

To the west the junction with Princess Road has signal controlled crossing on two arms, these crossings have tactile paving and dropped kerbs. The footway along the western side of Princess Road is around 2.5 metres wide and on the eastern side around 3.5 metres wide and widening to the north, where it is a shared path with cyclists. Both Princess Road and the Boulevard have street lighting.

Elsewhere near the site the footways are a minimum of 1.8m wide and the local junctions have dropped kerbs, some also have tactile paving. Analysis using google streetview shows that there are frequent incidents of cars parking on the pavements which would make the area less accessible, particularly to people with pushchairs or people who need mobility aids.

The desirable, acceptable, and preferred maximum walking distances for commuting or trips associated with residential and health developments are 500 metres, 1 kilometre and 2 kilometres, respectively. Figure 2 shows these isodistances.

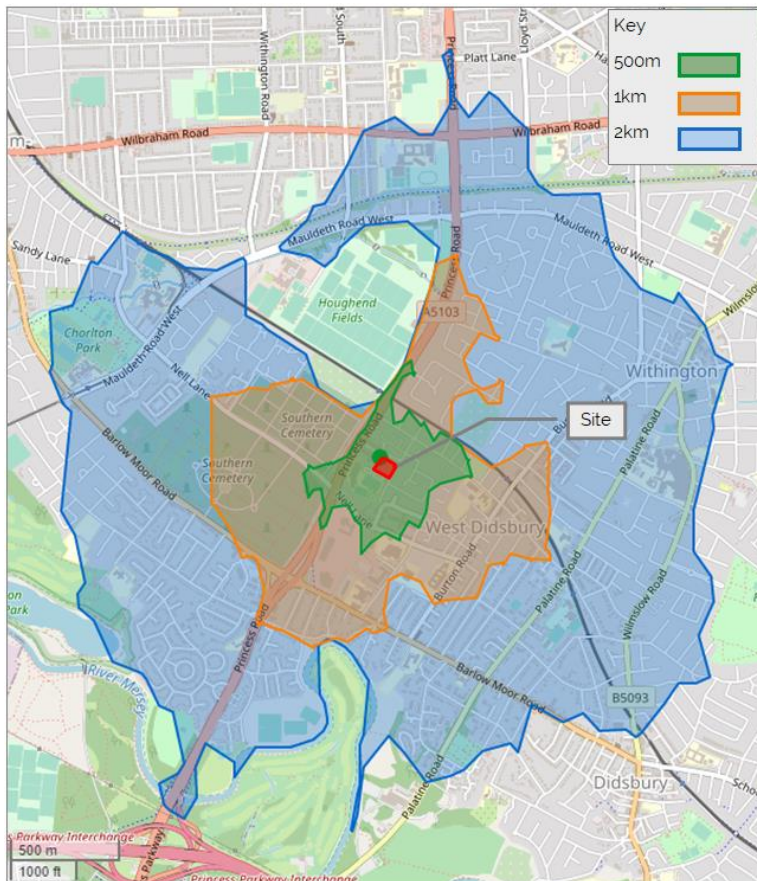


Figure 2: Walking Isodistance

Within a 2-kilometre walking distance of the development lie West Didsbury and Withington. Within this area there is also access to public transport (discussed below), schools, shops, and parks.

3.5 Cycle Access

Transport for Greater Manchester (TfGM) have partnered with British Cycling to inspire more people to cycle and to promote enjoyable, safe and responsible cycling. They have committed to the target of increasing the total number of journeys made by bike across the city region from 2% today to 10% by 2025. This will be achieved through an investment program upgrading cycle routes, raising awareness, and by creating cycle hubs at bus, train and Metrolink stops.

The Website: <http://cycling.tfgm.com/> gives information on upcoming events and cycling initiatives within Greater Manchester, including the Bee Network, which will see £163M invested in walking and cycling routes. The nearest Bee Network route is proposed on Barlow Moor Road, beginning at the tram stop and heading west. There will be more added to the network in the future too but their locations unknown now. The website also contains maps of cycle routes in and around greater Manchester. Figure 3 shows an extract of the Manchester cycle map.

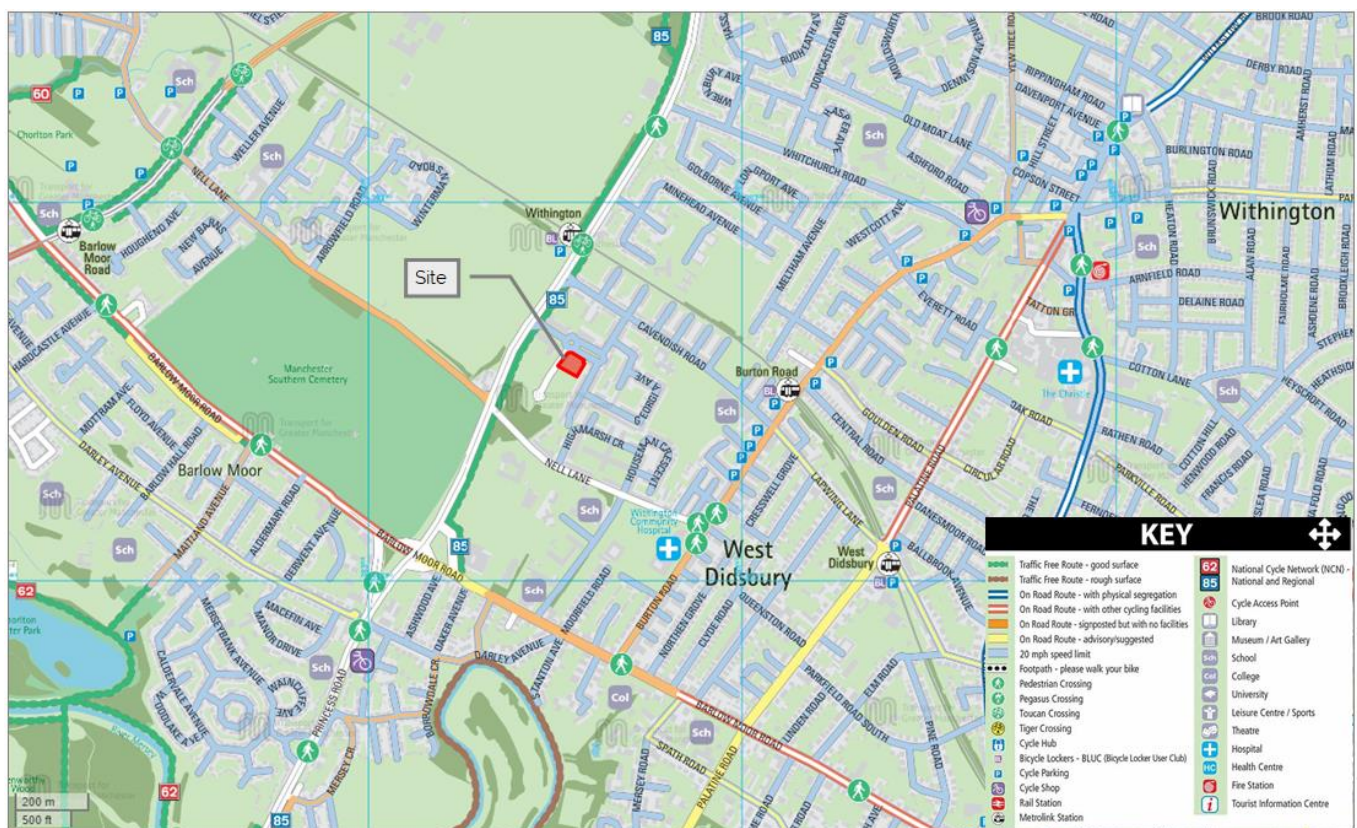


Figure 3: Extract from TfGM Cycle Route Map

Figure 3 illustrates that there are several dedicated cycle facilities around the site including a traffic free route along Princess Road to the north and south, this is part of the local route 85, which connects with National Cycle Route (NCR) 6 in the north that continues to the city centre. To the south route 85 continues to Wythenshaw.

Elsewhere near the site there are on road routes on Burton Road and Barlow Moor Road. Many of the streets in West Didsbury are subject to a 20mph speed limit, so although they do not have specific cycle infrastructure the traffic speed is low enough that a confident cyclist could use these streets to get around.

There are currently three cycle stand to the north of the site on The Boulevard, with space for six cycles.

Figure 4 illustrates a 30-minute cycle isodistance around the site, equivalent to approximately 8km. This covers Manchester City Centre, Salford Quays, and Wythenshawe as well as the University of Manchester and Manchester Royal Infirmary.

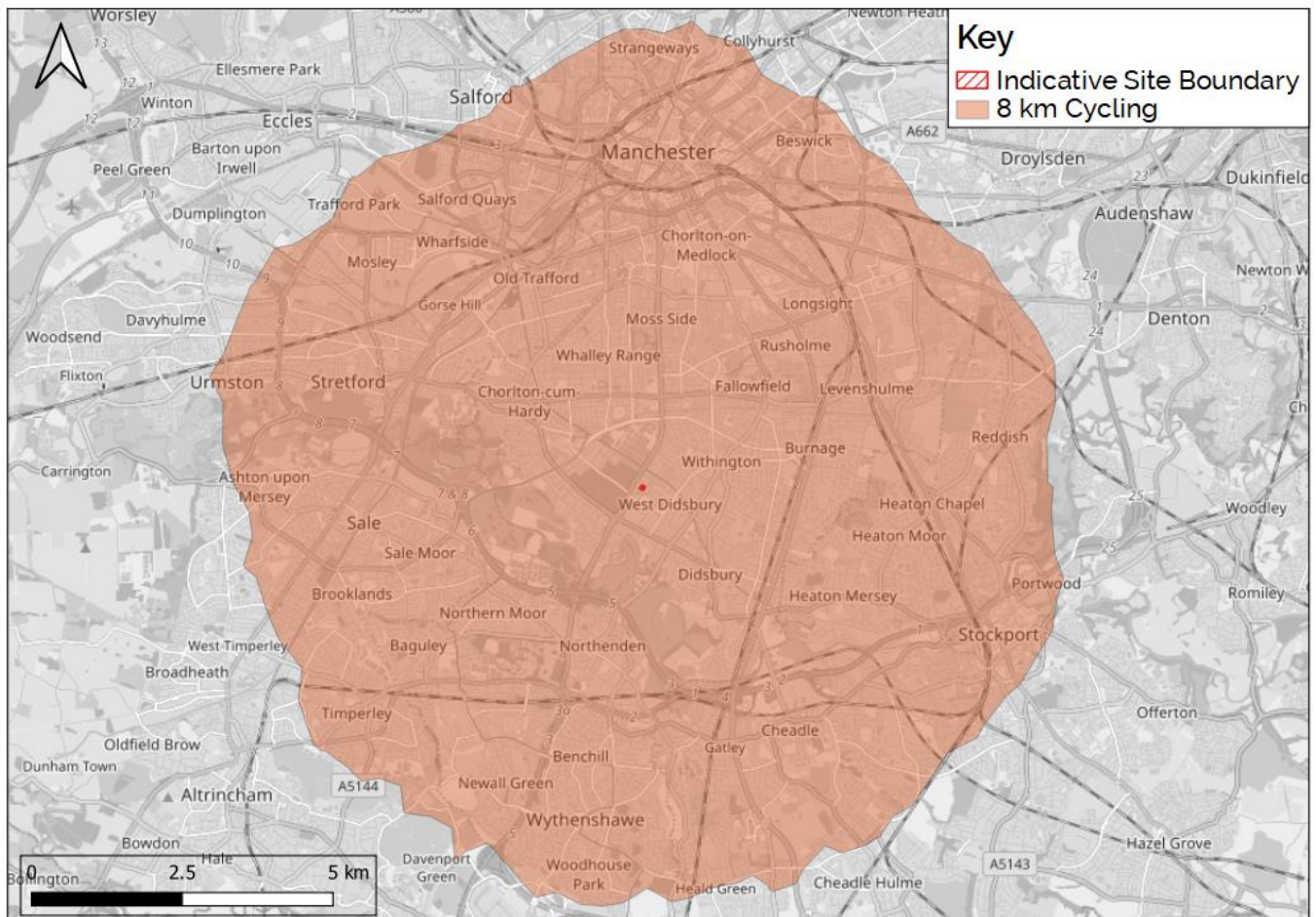


Figure 4: Cycling Isodistance

3.6 Bus Access

Figure 5 shows the locations of the bus stops within a 5-minute walk (400m) of the site.

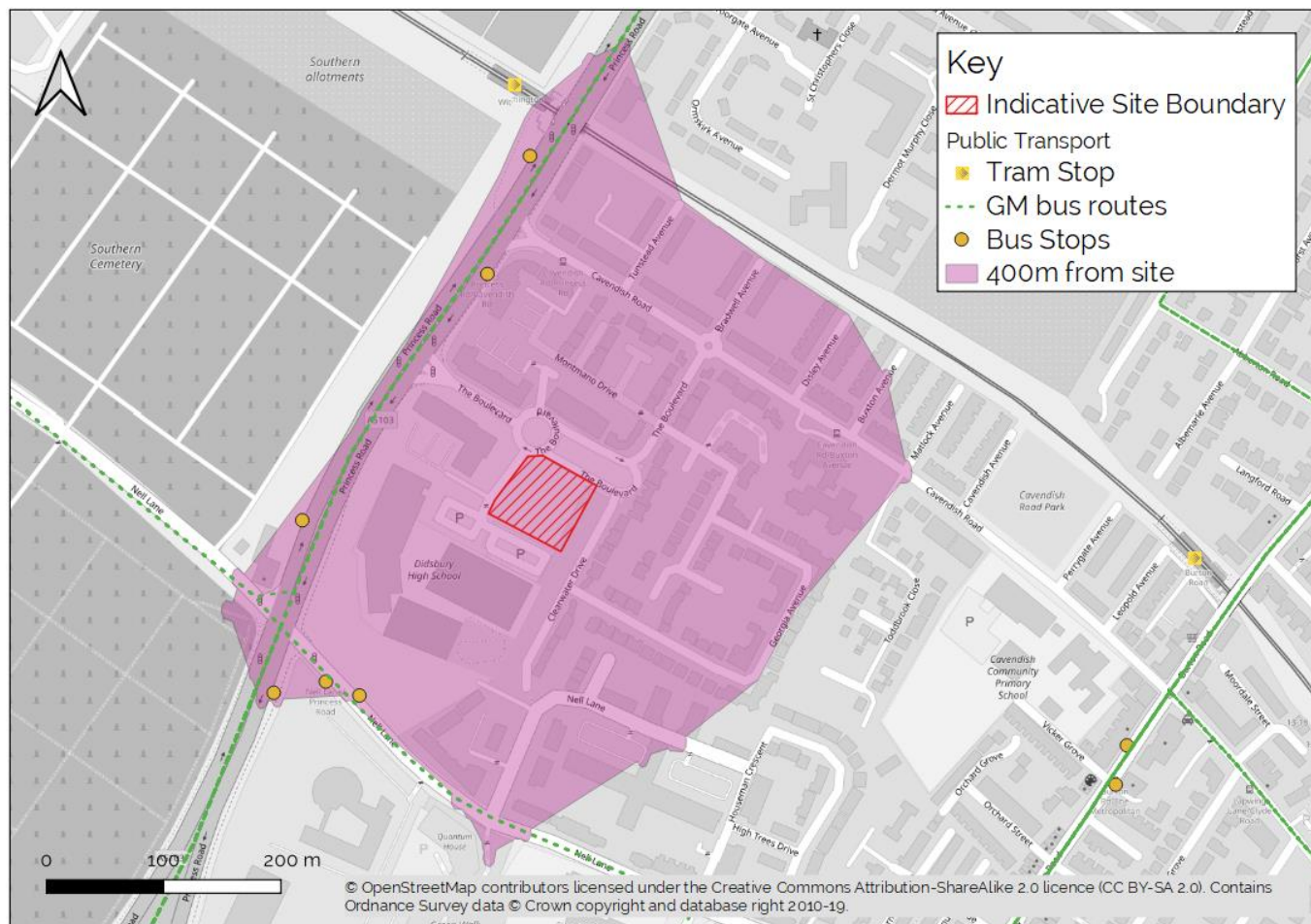


Figure 5: Bus and Tram Stop Locations

There is a bus stop to the north on Princess Road, opposite Southern Cemetery, which has bus services to Chorlton, Wythenshawe, and Manchester Airport. Another bus stop is located on Princess Road adjacent to Southern Allotment, this stop has services to Piccadilly Gardens, St Georges, and Moss Side. These bus stops can be accessed by exiting the site on to The Avenue, going west on The Boulevard and going north on Princess Road. Both stops are within a 400-metre walk from the site.

The bus stop opposite Southern Cemetery serves bus numbers 101, 102, 103, 720 and 758 which have 6-7 buses an hour to Piccadilly gardens. The bus stops adjacent to Southern Allotment serves buses 101, 102, 103 and 758 which have 2 buses an hour to Chorlton and Manchester Airport and 3 buses an hour to Wythenshawe.

3.7 Metrolink

The closest Metrolink stop to the site is Withington tram stop, located approximately 400m to the north of the site on Princess Road. Another stop near the site is Burton Road, approximately 800m east of the site. Withington and Burton Road are both served by the pink Metrolink line, providing services between Rochdale, Shaw and Crompton via the city centre, and East Didsbury. During peak times, services on the pink line run at 12-minute intervals to Rochdale or Shaw and Crompton, meaning at 6-minute intervals to the city centre, and at 6-minute intervals to East Didsbury.

3.8 Local Highway Network

The site is well located to access the local and strategic highway network.

The Avenue runs along the western boundary of the site. It has a 2-way carriageway with a width of around 7m, and there are footways on both sides of the street. The junction between The Avenue and The Boulevard is a roundabout.

The Boulevard runs along the northern boundary of the site, here it has a 2-way carriageway divided by private gardens in the centre. To the west the narrowest point of the carriageway is around 9.5m, widening towards the signalised junction with Princess Road where there are two lanes for turning south and one for turning north. To the east The Boulevard turns northward at the junction with Clearwater Drive until it meets Cavendish Road, here the carriageway is around 7m wide.

Cavendish Road is a residential street that connects to Princess Road to the west and Burton Road to the east. The carriageway is around 7m wide. The junction with Princess Road is priority-controlled and is left in left, out only. At its junction with The Boulevard and Bradwell Avenue there is a mini roundabout. There are speed cushions at regular intervals along the street and road humps outside the Cavendish Community Primary School to calm traffic.

Princess Road (A5103) is a strategic radial route into and out of Manchester city centre. Princess Road is a dual carriageway A-road. To the south of the junction with The Boulevard, Princess Road has six lanes and to the north it has four. It has streetlights and a 30mph speed limit. To the north it provides access to the A57 at the junction with Medlock Street as well as passing through suburban south Manchester. Toward the city centre it provides a connection with the Manchester ring road which connects with all the radial routes around the city, one of which is the A57 Regent Road leading to the M602, M62 and M6.

Kingsway A34, to the east of the site is a local strategic route through the south of Manchester. Kingsway connects with the M60 to the south and with Moseley Road to the north.

Strategic routes in the area have a 30mph speed limit and many of the residential streets in the surrounding area have 20mph speed limits.

3.9 Traffic Regulation Orders

To understand what off-site parking opportunities are available and what the impact this might have on the road network a review of the Traffic Regulation Orders (TRO) surrounding the site has been carried out. The following figure illustrates the TROs which are currently enforced within a 5-minute walk of the development.

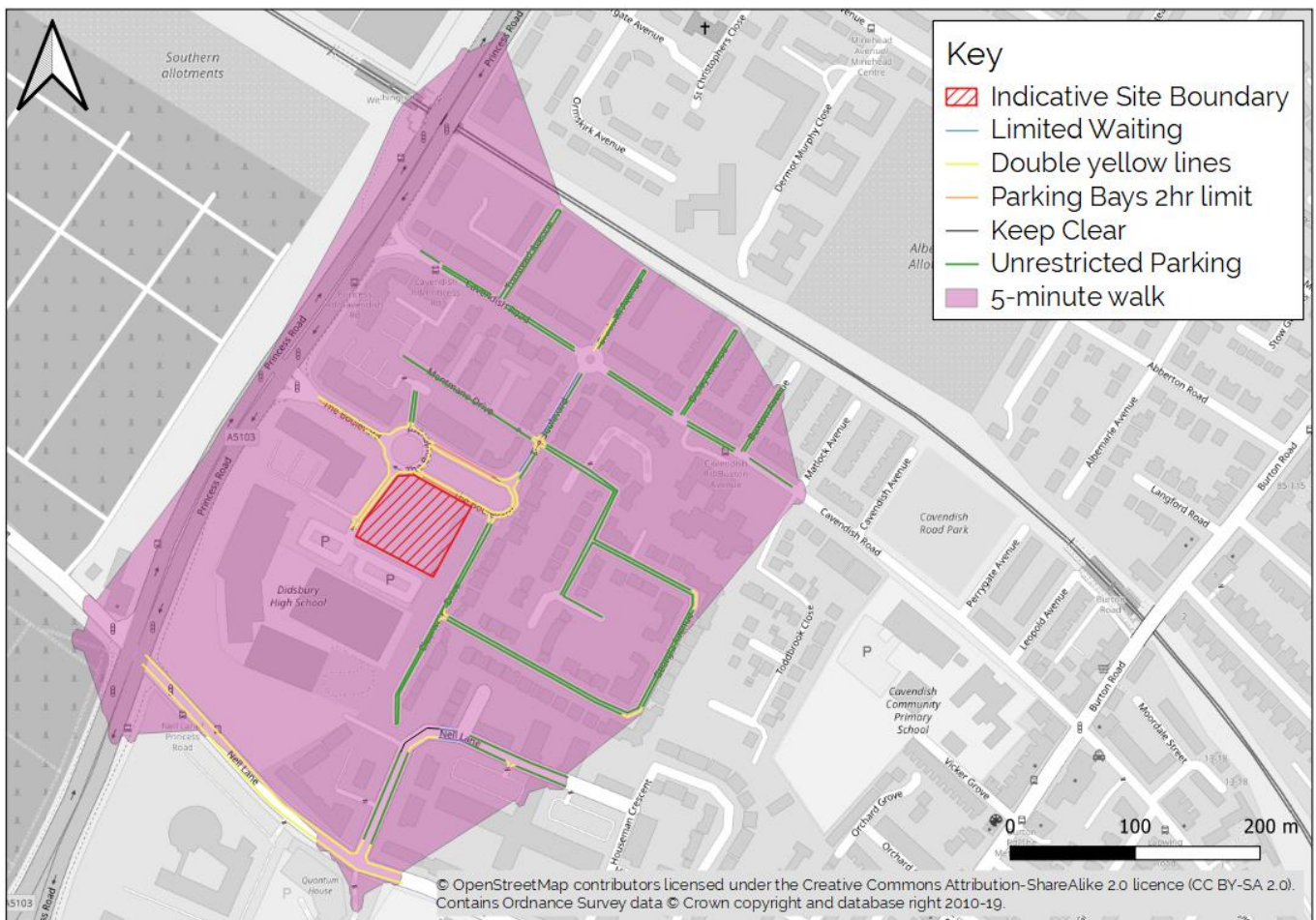


Figure 6: TROs within a 5-minute walk of the site

Figure 6 demonstrates that most of the streets within a 5-minute walk of the site are covered by existing TROs. There is unrestricted parking on most of the streets within 5-minutes' walk of the site. However, from google earth it is clear there is a lot of illegal fly parking due to the high demand for parking by residents.

3.10 Car Parking

There are no public car parks within 1km of the proposed development. Car parking is provided for the residents in the surrounding area either in the form of parking courts near the houses or on street parking. For the most part this is a sufficient provision because there are no residents parking schemes that require permits in the area. There are parking restrictions The Boulevard and The Avenue, some time limited parking bays can be found on The Boulevard and elsewhere in the area there is unrestricted parking but there are also many instances of pavement parking.

According to MCC, Blue badge holders are entitled to:

- Park for up to three hours on a single or double yellow line as long as there are no loading restrictions;
- Park without time limit at a pay and display parking bay (free of charge) and, without time limit on a designated on-street accessible bay; and,
- Park on resident parking permit bays without a time limit.

3.11 Car Clubs

Enterprise operate a car club in Manchester, with a vehicle located at the Siemens offices off Princess Road, about 500m walk from the site. Members to the car club can rent this vehicle, or any other vehicle in the Enterprise Car Club network⁴.

⁴ Enterprise Car Club locations in Manchester
<https://www.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>

4. Proposed Development

4.1 The Development

The development proposals include the following:

- 76 Residential Units.
- GP Surgery with pharmacy.
- 76 cycle parking spaces with double stacks configuration for residents in a cycle store
- 8 internal cycle parking spaces for healthcare staff
- 10 external cycle parking spaces for visitors
- 25 Car parking spaces for the healthcare offer
- 35 Car parking spaces for the residential
- A private landscaped communal courtyard.

The development proposals are included within Appendix A.

Measures to reduce the need to travel:

- Home design to include space for home working
- High speed internet to facilitate home working and studying
- Consideration of delivery point for parcel delivery when residents are out – this avoids the need for people to drive to the shops or a delivery depot

4.2 Pedestrian Access

Pedestrians can access the site from The Avenue. A new footway will be created along the western frontage of the development. The existing footway along The Boulevard to the north will be improved.

There is an uncontrolled pedestrian crossing with dropped kerbs, tactile paving, and an island at the junction of The Avenue and The Boulevard which provides access to the development walking from the west on The Boulevard.

Measures to support journeys by walking or wheeling:

- Communicate benefits of walking
- Provide information about local walking routes in the residents' travel pack

4.3 Cycle Access and Cycle Parking

A total of 94 cycle storage spaces are proposed for the development.

76 are on double stack stands for use by residents, in a dedicated cycle store within the main building. This provides one space for every apartment. The cycle store can be accessed from The

Boulevard separate from development's main entrance and provides easy access to the internal building.

There are four cycle stands (eight cycle storage spaces) underneath the staircases in the car park assigned to the staff of the GP surgery.

There are five sheffield stands close to the main entrance on The Avenue, which will accommodate 10 cycles for visitors to the development

Measures to support journey by cycle:

- Showers, lockers, and changing facilities for staff at the Medical Centre included in the design
- Provide a pool bike(s) for staff to borrow for free
- Explore provision of pool bike(s) for residents
- Cycle mechanic to visit the site annually to fix cycles
- Promote the free cycle training currently offered by TfGM

4.4 Public Transport Access

Residents of the proposed development will be able to access the development using existing public transport services. As noted in Section 3.6, there are bus services that run near the site along Princess Road. Pedestrians can access the stops on Princess Road with a 5-minute walk by going on The Avenue, going west on The Boulevard and north on Princess Road to access services northbound towards Manchester City Centre and services southbound towards Wythenshawe and Manchester Airport.

The Withington tram stop is located off Princess Road approximately 400m from the site. The route to the stop is the same as for that to the bus stops mentioned above as they are near one another.

Measures to support journeys by public transport:

- Fund free or discounted public transport tickets for staff at the Medical Centre
- Provide information on public transport options in the residents' travel pack and travel plan information for staff

4.5 Vehicle Access and Parking

60 car parking spaces (including four disabled spaces) will be provided on-site as follows:

- Ambulance/taxi/pick up-drop off space on The Avenue
- 4 on-street spaces on The Avenue for visitors to the development
- 21 spaces in the two-storey car park for use by healthcare staff and visitors
- 35 spaces in the two-storey car park for use by residents (a provision of 46%)
- A total of four disabled parking spaces in the two-storey car park located next to the building entrances. The car parking provision is discussed in detail in the Car Parking Strategy in the Transport Statement.

Measures to support fewer single occupancy private vehicle journeys:

- Explore accommodating a car club vehicle in one of the on-street bays

- Promote car clubs, including Enterprise car club, which has a vehicle nearby (see Section 3.11)
- Encourage car sharing through communications, both for staff of the Medical Centre and residents.

5. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 2 and Table 3.

Table 2: Summary of Travel Plan Actions

Action	Responsibility	Timeframe
Appoint Travel Plan Coordinator	Southway Housing Trust (SWHT)	6 months prior to development completion
Review Travel Plan Measures	Travel Plan Coordinator	Prior to development completion
Implement Travel Plan Measures	See Table 3 of individual measures	
Carry out travel surveys and other monitoring exercises	Travel Plan Coordinator	Within 3 months of occupation, repeated annually for lifespan of Travel Plan

Table 3: Summary of measures

Measure	Responsibility	Timeframe
Residential		
Promote the benefits of travelling by sustainable modes	Travel Plan Coordinator	Ongoing
Display sustainable travel information in communal areas and in social media and web based platforms used to promote and manage the development.	Travel Plan Coordinator	Ongoing
Explore provision of pool bike(s)	Developer	Before Occupation
Explore accommodating a car club vehicle on site	Developer	Before Occupation
Promote the use of the existing car club nearby	Travel Plan Coordinator	Ongoing
Cycle mechanic to come to the site annually to fix residents' cycles	Travel Plan Coordinator	Ongoing
Promote the free cycle training currently offered by TfGM	Travel Plan Coordinator	Ongoing

Measure	Responsibility	Timeframe
Home design includes space for home working	Developer	Construction
High speed internet will be provided to facilitate home working and studying	Developer	Construction
Consideration of delivery point for parcel delivery when residents are out – this avoids the need for people to drive to the shops or drive to a delivery depot	Developer	Construction
Encourage car sharing through communication	Travel Plan Coordinator	Ongoing
GP Surgery		
Produce a travel pack for staff containing sustainable travel information and communicating the funded measures in place	Travel Plan Coordinator	Ongoing
Showers, lockers, and changing facilities for staff included in the design	Developer	Construction
Provide a pool bike(s) for staff to borrow for free	Healthcare operator	Before Occupation
Fund free or discounted public transport tickets	Healthcare operator	Before Occupation
Explore accommodating a car club vehicle in one of the on-street bays and/or promote the existing car club nearby	Developer/ Healthcare operator	Before Occupation
Encourage car sharing through communication	Travel Plan Coordinator	Ongoing

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