



CBO
TRANSPORT

Project: Former Belle Vue Greyhound Stadium, Manchester

Client: Countryside Properties (UK) Ltd

Document: Travel Plan



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Countryside Properties (UK) Ltd [Countryside] to prepare a Travel Plan for the Belle Vue Greyhound Stadium residential redevelopment, Manchester. This Travel Plan is required as part of condition 12 associated with the planning consent for the scheme (application reference 122160/FO/2018), which states:
- "Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:*
- i. the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development*
 - ii. a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time*
 - iii. mechanisms for the implementation of these measures to reduce dependency on the private car*
 - iv. measures for the delivery of specified travel plan services*
 - v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objectives of reducing dependency on the private car*
- b) Within six months of the first occupation (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."*
- 1.2 As worded, the condition relates to an employment development and not the proposed residential development. As a result, the requirement to undertake a survey of travel patterns during the first three months of use of the development, together with a review within six months of first occupation, is not considered appropriate. It is therefore considered more appropriate for the Travel Plan to commit to undertaking a travel survey at 25% occupation (when there is a reasonable sample), with this being reviewed twice as part of the review process; two years after the first survey and then two years after that (i.e. to cover a period between 4 and 5 years after first occupation). This Travel Plan has therefore been prepared on this basis.
- 1.3 The plan at **Appendix A** shows the layout of the Countryside scheme.

Introduction to the Travel Plan

- 1.4 A Travel Plan is a tool to assist people to make choices about how they travel. It is not a dictate which says this is how they must travel nor does it try to preach an anti-car message. The aim of a travel plan is to make people aware of their travel choices and the benefits of making those choices. Travel Plans will often introduce measures to enhance choice but more often than not they are about making people aware of the choices they have already.
- 1.5 A Travel Plan is not just aimed at getting people to switch totally from car travel to travel by another mode. It is just as much aimed at making small changes – i.e. cycle during nice weather, use the bus/train one or two days a week etc. In fact these small changes are often more effective at achieving long term change than attempts to get people to make whole scale change.
- 1.6 A Travel Plan puts people in touch with sources of information that they would not normally consider looking at or know where to find. The internet has made this much easier to achieve.

Structure of the Report

- 1.7 In light of the above, this Travel Plan has been produced in 7 sections including this introduction.
- 1.8 Section 2 provides details of the accessibility of the development.

- 1.9 Section 3 sets out the Travel Plan aims, objectives and targets, whilst Section 4 identifies travel measures for the development.
- 1.10 Section 5 then details the Travel Plan management strategy, whilst the Travel Plan's delivery, monitoring and review processes are set out in Section 6. An Action Plan for the Travel Plan is included at Section 7.

2 Development Accessibility

Development Location, Details and Access

- 2.1 The residential development to which this Travel Plan relates is located on the former Belle Vue Greyhound Stadium site, which is situated in the Belle Vue area on the east side of Manchester. The development comprises a total of 243 residential units, made up of 163 houses and 80 apartments with a mix of dwelling types and bedroom numbers as follows:
- 80 No. 1 and 2 bed apartments;
 - 39 No. 2 bed houses;
 - 104 No. 3 bed houses; and
 - 24 No. 4 bed houses.
- 2.2 The plan at **Appendix A** shows the layout of the Countryside scheme.
- 2.3 With regard to vehicular access, the development is served via two simple priority junction arrangements off Kirkmanshulme Lane. The western access is located approximately 45 metres from the western site boundary opposite the egress for the Showcase Cinema site. The eastern access is located approximately 120 metres to the east of the western access.
- 2.4 These vehicular accesses also serve as the pedestrian and cycle accesses to the development.
- 2.5 This section of the Travel Plan goes on to provide details of the accessibility of the development for pedestrians, cyclists and by public transport.

Pedestrian & Cycle Infrastructure

Provision Through the development

- 2.6 The site accesses include 2 metre wide footways to both sides and link the development to the surrounding pedestrian network off Kirkmanshulme Lane. These footways continue throughout the development on both sides of the highway network.
- 2.7 With regard to cycle provision, the internal site layout is conducive to cycle use. Furthermore, the access to the development off Kirkmanshulme Lane links directly to the existing highway network, which is within a 20mph area.
- 2.8 This infrastructure is shown on the Development Layout Plan at **Appendix A**.

Off Site Provision

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

Pedestrian infrastructure

- 2.10 Kirkmanshulme Lane includes good quality and width footways to both sides which include dropped crossings at the junctions with side roads. In addition and as shown in **Plan A** at **Appendix B**, there is a kerbed central island with tactile paving located on Kirkmanshulme Lane to the east of Scarcroft Road.
- 2.11 At the eastern end of Kirkmanshulme Lane and as shown in **Plan A** at **Appendix B**, the Mount Road / Kirkmanshulme Lane, A57 Hyde Road / Mount Road / Glencastle Road and A57 Hyde Road / Queens Avenue junctions include controlled pedestrian crossings on all arms. In addition and as also shown in **Plan A** at **Appendix B**, there are controlled crossings on the side arms and the A57 Hyde Road at the A57 Hyde Road / Whitwell Way, A57 Hyde Road / Tesco access and A57 Hyde Road / Wellington Street junctions. There is also a controlled pedestrian crossing on the A57 Hyde Road to the east of Parkdale Avenue and across the A57 Hyde Road at the A57 Hyde Road / Belle Vue Street. These facilities provide good quality pedestrian access on desire lines to the services and facilities along and to the north of the A57 Hyde Road.

- 2.12 To the west and as shown in **Plan A** at **Appendix B**, there are uncontrolled pedestrian crossing facilities provided on all arms of the A6010 Kirkmanshulme Lane / Kirkmanshulme Lane / A6010 Pottery Lane / Belle Vue Avenue junction. Whilst these do not include 'green man' facilities, as also shown in **Plan A** at **Appendix B** there is a controlled crossing provided further to the west on the A6010 Kirkmanshulme Lane, whilst controlled pedestrian crossing facilities are provided on all arms of the A57 Hyde Road / A6010 Pottery Lane.
- 2.13 Heading south from the site and as shown in **Plan A** at **Appendix B**, there is a kerbed central island with tactile paving located on Mount Road to the north of Stanley Grove. In addition and as also shown in **Plan A** at **Appendix B**, there are controlled pedestrian crossings on all arms of the Stanley Grove / Northmoor Road junction, which provides access to a local primary school and the wider area to the south.

Cycle infrastructure

- 2.14 Whilst there are no dedicated cycle provisions on Kirkmanshulme Lane, the route is within a 20mph area and is therefore considered conducive to cycle use. There are also advanced cycle stoplines provided at the Mount Road / Kirkmanshulme Lane and A57 Hyde Road / Mount Road / Glencastle Road traffic signal junctions. In addition and as shown in **Plan A** at **Appendix B**, Redgate Lane and Northmoor Road to the west and Stanley Grove to the south are also within 20mph areas and are therefore considered conducive to cycle use. These routes provide access to the facilities and areas to the south.
- 2.15 To the north and as shown in **Plan A** at **Appendix B**, Redgate Lane includes a traffic free cycle route to its junction with the A6010 Pottery Lane, after which TfGM identify the A6010 Pottery Lane and A57 Hyde Road as on road cycle routes. These routes provide access to the facilities and areas to the north.

Accessibility for Pedestrians

- 2.16 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that "Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile".
- 2.17 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.
- 2.18 In the context of the above, **Plan B** at **Appendix B** shows key facilities that fall within and around the 2km catchment distance of the development, together with the potential walking routes to and from these facilities.
- 2.19 Plan B at Appendix B will be included in the residents welcome pack to show residents the facilities available to them within and around the recognised 2km walking distance.
- 2.20 Details of the facilities shown on **Plan B** are set out below.

Local Education Provision

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

Table 2.1: Local School Walk Distances

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

Local Shops and Post Office

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

Doctors / Health Facilities

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

Local employment

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

Annie Lees Park

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

Bus Stops and Railway Station

- 2.26 The closest bus stops to the development are situated to the east on Mount Road near its junction with Kirkmanshulme Lane and the A57 Hyde Road. In addition, there are further bus stops on the A57 Hyde Road situated to the west of Mount Road.
- 2.27 Details of the routes these stops serve are provided later.
- 2.28 In addition to these bus stops, Belle Vue railway station is situated approximately 300 metres to the east of the development.

Accessibility for Cyclists

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

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

- 2.30 Plan C and these website details will be included in the Residents Welcome Pack to show residents the local cycle facilities available to them.
- 2.31 The routes indicated on Plan C pass by other routes that are considered conducive to cycle use.
- 2.32 Using the above routes and considering the developments wider accessibility by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, the centre of Manchester is within the 5km distance, as are places such as Reddish, Denton and Droylsden.
- 2.33 In addition, Levenshulme railway station is a 3km cycle ride from the site.

Accessibility by Public Transport

Bus

- 2.34 The closest bus stops to the development are situated to the east on Mount Road near its junction with Kirkmanshulme Lane and the A57 Hyde Road. In addition, there are further bus stops on the A57 Hyde Road situated to the west of Mount Road.
- 2.35 These stops provide access to a number of buses operating in the Greater Manchester area, which at present include:

Mount Road (jct Kirkmanshulme Lane)

- The 53: Cheetham Hill — Harpurhey — Gorton — Rusholme — Old Trafford — Pendleton;
- The 150: Gorton — Levenshulme — Chorlton — Stretford — The Trafford Centre;

A57 Hyde Road (west of Mount Road)

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

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

<https://tfgm.com/public-transport>

Rail

- 2.37 Belle Vue railway station is situated approximately 300 metres to the east of the development. This station is on the Manchester – New Mills (Hope Valley) line, with services calling at Ashburys, Ryder Brow, Reddish North, Brinnington, Bredbury, Romiley and Marple.
- 2.38 In addition to the above, Levenshulme station is within a 3km cycle ride of the development. This station provides regular services into Manchester City Centre and Stockport. From these stations, regular services are provided across the north west.
- 2.39 The latest information and travel details are provided at:
www.nationalrail.co.uk.

Conclusions

- 2.40 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the development are of a good quality. These provisions mean the development is well placed to offer the opportunity for residents to travel by the sustainable modes.
- 2.41 In light of the above, it is suggested that the development's location adequately meets tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid.

3 Travel Plan Aims, Objectives and Targets

Aims and Objectives

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

Travel Plan Targets

- 3.3 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan: "action type" and "aim type" targets.
- 3.4 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Suitable measures are discussed further in Section 4 and will be reviewed and agreed following the residents travel surveys.
- 3.5 Aim targets are aspirational and set out a target for changes in the travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys.
- 3.6 For this Travel Plan, the initial / indicative aim targets are to reduce single car occupancy trips at the development by up to 5% over a five year period. These targets may be subject to review following the completion of the first residents travel survey.

4 Measures

Introduction

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

Physical Measures

- 4.2 A number of physical measures are being implemented as part of the development. Details of these measures are listed below:
- The provision of 2 metre wide footways to both sides of all carriageways within the development;
 - The provision of 2 metre wide footways to both sides of each of the site accesses, together with the cul-de-sac in the centre of the site, tying into the existing Kirkmanshulme Lane footways;
 - The ability to provide cycle parking within each house curtilage;
 - The provision of secure cycle parking for the apartments.
- 4.3 These facilities will enhance the development's accessibility and help promote additional use of sustainable transport.

'Soft' Measures

- 4.4 Set out below are a number of 'soft' travel planning measures which will assist in meeting Countryside's aims and objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Residents welcome pack

- 4.5 The TPC will provide all new householders within the development with travel information as part of the residents welcome pack. This pack will include the summary travel plan, information and plans provided in **Appendix B** of this Travel Plan.

Car share

- 4.6 Car sharing is one of the most effective and popular 'soft' travel planning measures. Not only is it a proven way of reducing the number of car based trips at a development, thereby having a positive benefit on highway operation, but it also has a cost saving benefit for participants.
- 4.7 Given the scale of the development, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet. These include a more local 'Car Share GM' website - <https://www.carsharegm.com> - as well as other websites such as <https://liftshare.com/uk>, <http://gocarshare.com/> or www.blablacar.co.uk. These links would be provided to new residents through the residents welcome pack.

Walking and cycling awareness / schemes

- 4.8 It is important that residents are made aware of walking and cycling opportunities at an early stage to help establish a sustainable travel pattern. The plans in **Appendix B** will be included in the residents welcome pack to assist in identifying the areas and facilities within walking and cycling distance.
- 4.9 Details will also be provided for the Transport for Greater Manchester 'Active Travel' website, which provides up to date information relating to walking and cycling, as well as an interactive cycling map. These websites are available at:

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

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

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

Public transport awareness

- 4.10 It is not always apparent to residents who are new to an area just what their travel options are and the opportunities that exist to travel by bus and train. It is also suggested that once a travel pattern is established it is hard to break. On that basis, making residents aware of opportunities to travel by bus and train from the outset will prove effective in helping to reduce their reliance on the car.
- 4.11 The plans in **Appendix B** provide residents with details of the nearest bus stops and routes to Belle Vue railway station.
- 4.12 The Residents Welcome Pack will also provide details of websites such as TfGM's "journey planner" and "Bus Timetables" pages and the National Rail website, which provide current timetable information for bus and rail services. These websites are available at:
- <https://tfgm.com/plan-a-journey>
- <https://tfgm.com/bus/timetables>
- <https://www.nationalrail.co.uk>
- 4.13 The TPC will also make residents aware of these services, websites and applications to assist planning their journey by these modes.

Take part in national sustainable travel events

- 4.14 Throughout the year a wide range of sustainable travel events take place including bike to work week, walk to work day, walk to school week, car free day, and others associated with health such as world health day or obesity awareness week. The TPC will endeavour to promote these events within the development.

Measures to educate residents to travel more sustainably

- 4.15 Travel information will be provided as part of the residents welcome pack.
- 4.16 As well as providing a summary of this Travel Plan, the welcome pack will include the plans provided in **Appendix B** of this Travel Plan which show local pedestrian and cycle links and the areas within walking and cycling distance of the development. The residents welcome pack will also include a list of useful websites (also at Appendix B) where residents can find local cycling maps, details of local bus and rail timetables and details of car share websites and applications.
- 4.17 The TPC will liaise with Manchester City Council and Transport for Greater Manchester to ensure the most readily available and effective information is provided to residents.

Setting up / identifying 'buddy' schemes

- 4.18 Pending the findings of the first residents travel surveys the TPC will investigate the interest in walking and cycling buddy schemes. If appropriate, the TPC will set up a scheme that caters for any identified need.
- 4.19 Again pending the findings of the first residents travel survey, the TPC will also investigate the potential for a bicycle user group within the development, and research other clubs and groups in the area, to help provide opportunities for future residents to cycle as part of a group and not individually.

Providing skills and incentives

- 4.20 Pending the findings of the first residents travel survey, the TPC will review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School travel

- 4.21 Pending the findings of the first residents travel survey, the TPC will review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

5 Management Strategy

Travel Plan Coordinator (TPC)

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

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

- 5.2 Once the development is occupied, a permanent TPC will be appointed.
- 5.3 Countryside are committed to maintaining someone in this position for the period of the construction of the scheme, after which it would be expected that a resident of the development or a management company would take up and be responsible for the role.
- 5.4 In the event that the temporary or permanent TPC leaves the post, a replacement TPC will be appointed within two months. Details of the new TPC will be provided to Manchester City Council [MCC] within one month of their appointment.
- 5.5 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan. The role of the TPC will be as follows:
- To ensure walking information to and from the development is provided to all residents;
 - To ensure cycling information to and from the development is provided to all residents;
 - To ensure information on public transport routes to travel to and from the development is provided to all residents;
 - To ensure all relevant information is provided to all residents and that such information is provided through the residents welcome pack;
 - Provide information for residents in the residents welcome pack to encourage them to travel, where possible, by alternative modes of transport to the private car;
 - To participate in the multi-modal travel surveys of residents;
 - To prepare and submit Travel Plan Monitoring and Review reports to MCC as necessary;
 - To liaise with MCC and Transport for Greater Manchester [TfGM] as appropriate.

6 Delivery, Monitoring and Review

Introduction

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

Travel Plan Co-ordinator

- 6.2 The TPC will be responsible for co-ordinating travel surveys as well as launching, promoting and monitoring the Travel Plan.
- 6.3 The TPC will take the lead role in ensuring the delivery of the Travel Plan.

Residents Engagement

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

Promotion of the Travel Plan

- 6.5 The Travel Plan will be promoted to all residents of the development through the residents welcome pack. All residents will be able to access this Travel Plan via the TPC.

Liaison with Manchester City Council

- 6.6 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining information regarding residents travel behaviour and collecting feedback.
- 6.7 The TPC will in any case, as the key point of contact, consult with MCC on a regular basis as necessary.
- 6.8 Findings of the travel surveys will be made available to MCC and will be submitted with a short report comparing results with targets. This information will be made available within 3 months of the survey.

Residents Travel Survey

- 6.9 As set out in the Introduction and as worded, the condition relates to an employment development and not the proposed residential development. As a result, the requirement to undertake a survey of travel patterns during the first three months of use of the development, together with a review within six months of first occupation, is not considered appropriate.
- 6.10 The first residents travel survey will therefore be undertaken upon occupation of 50% of the development or 12 months after first occupation, whichever occurs sooner. However, this date may be reviewed, in conjunction with MCC, if this point in time does not allow a representative sample to be collected.
- 6.11 The survey will provide information on the travel patterns of residents and help identify changes to the identified measures if required to assist in meeting targets. The survey will be repeated twice as part of the review process; two years after the first survey and then two years after that (i.e. to cover a period between 4 and 5 years after first occupation). The survey will be used to determine any changes in mode split and uptake of travel plan initiatives.
- 6.12 The questions that will form the travel survey will be determined at a later stage as the development becomes occupied. This travel survey will be shared with MCC prior to the first surveys and any subsequent changes agreed.
- 6.13 Notwithstanding the above, an example residents travel survey showing the types of questions to be included in the survey is provided at **Appendix C**.
- 6.14 The residents travel survey will aim to ascertain how residents travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Travel Plan Monitoring and Review Report

- 6.15 Within six months of the first residents travel survey (undertaken at 25% occupation / 12 months after first occupation) being completed, a revised Travel Plan which takes into account the information about travel patterns gathered through the first residents travel survey will be submitted to MCC. This date may be reviewed, in conjunction with MCC.
- 6.16 Following on from the above, the travel survey undertaken after 2 years and the travel survey undertaken after 4 years, and based on their findings, the Travel Plan will be reviewed to determine its effectiveness. As part of this process the identified measures will be reviewed and amended, and/or new ones identified, where considered necessary and/or appropriate.
- 6.17 As part of this process, a Travel Plan Monitoring and Review report will be prepared and submitted to MCC. Should this review identify a need for amendments to the Travel Plan, the document will subsequently be updated in agreement with MCC.

7 Action Plan

- 7.1 Based on the measures identified in Section 4, Table 7.1 below sets out an initial action plan for the implementation of the Travel Plan. It should be noted that this is very much the starting point of an implementation programme which must be reviewed as the scheme progresses.

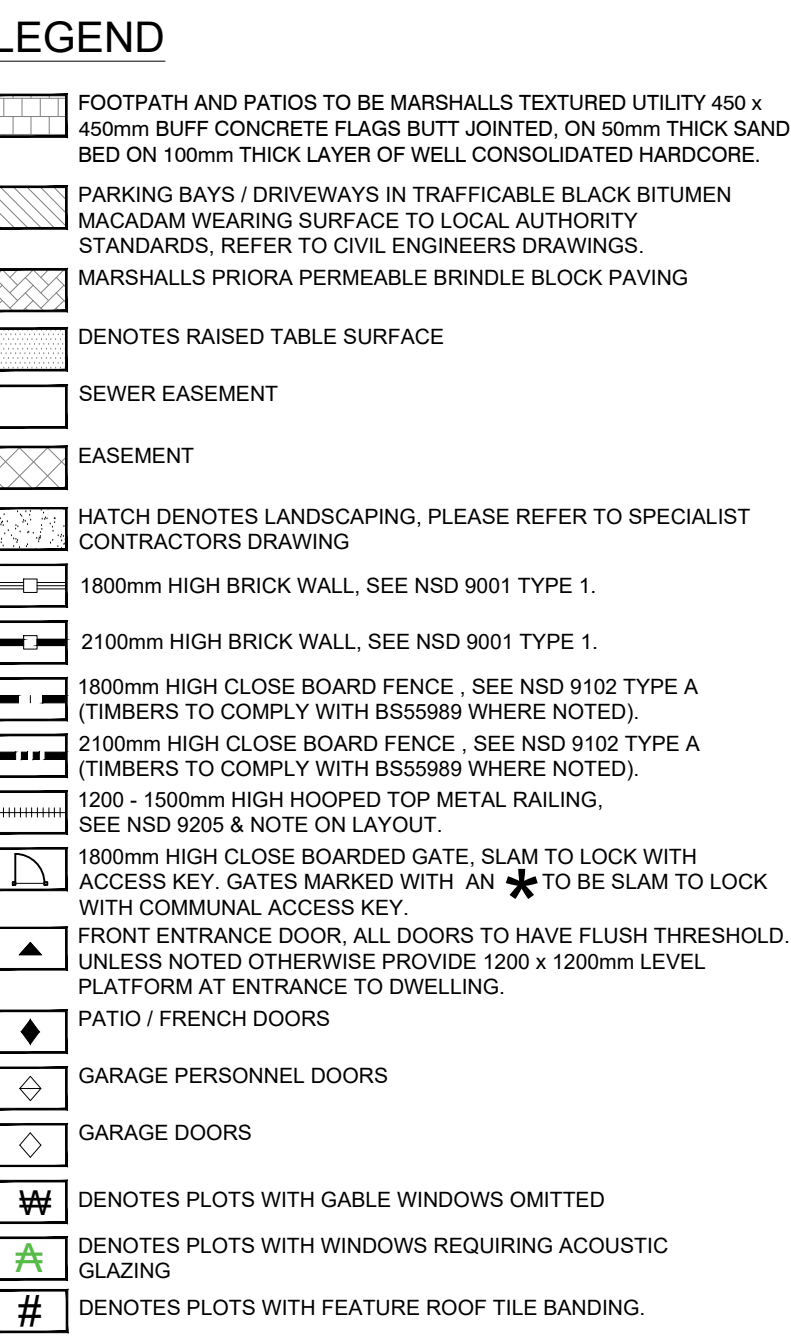
Table 7.1: Initial Action Plan

Action	Purpose	Timescale	Responsibility
The provision of pedestrian footways into the development off Kirkmanshulme Lane adjoining the vehicular accesses.	Increase accessibility, encourage walking, cycling and public transport use.	Prior to first occupation / during construction of internal streets	Design team and contractor
The provision of footways around all access routes within the development.	Increase accessibility, encourage walking, cycling and public transport use	During construction of internal streets	Design team and contractor
Appointment of TPC	Effective Travel Plan Implementation	Already in place	Countryside
Completion of residents welcome packs.	Disseminate information to residents	Prior to first occupation	Countryside and TPC
Liaison with MCC and TfGM	Information sharing / approvals	Following MCC sign off of condition and on going	TPC
Implementation of initial 'soft' measures where possible prior to survey	Effective Travel Plan Implementation	0 – 3 months after first occupation	TPC
First Residents Travel Survey	Monitoring	At 50% occupation / one year after occupation / to be agreed with MCC	TPC
Update measures & specific targets (if required)	Effective Travel Plan Implementation / Monitoring	3 months after first survey	TPC
Implementation of new measures (if required)	Effective Travel Plan Implementation	3 – 6 months after first survey	TPC
Submission of revised Travel Plan taking on board the findings of the first Residents Travel Survey	Effective Travel Plan Implementation	Within 6 months of first residents survey being completed	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey 2 years after first survey / monitoring report within 3 months of survey	TPC
Updated Travel Survey / Travel Plan Monitoring and Review Report	Monitoring	Survey 2 years after second survey / monitoring report within 3 months of survey	TPC



Appendix A: Development Layout

Affordable										
Arun	25	753	715	2	18825	0	24	1	25	
Boume	13	925	910	3	12025	0	12	1	13	
1 Bed Apartment:	24	550	541	1	13200	0	24	0	24	
2 Bed Apartment:	56	765	757	2	42096	0	56	0	56	
Southwick	8	1131	1122	4	9048	0	7	1	8	
Southwick SA	4	1131	1122	4	4524	0	1	3	4	
TOTAL =	130				100518				130	
TOTAL =	247				217987					
Nett Area	11.05 Acres									
Coverage	16.963 SQFT/Acre									
Density	21.1 UPA									



- BOULEVARD TREES**
-  **INDICATIVE TREES**
- NEW HIGHWAY TREES**
- TREES TO BE RETAINED (REFER TO TREE SURVEY)
-  **ROOT PROTECTION AREA (REFER TO TREE SURVEY FOR RADIUS)**
- TREES TO BE REMOVED (REFER TO TREE SURVEY)
-  **MINESHAFT 20m STANDOFF**
-  **2No. 16 AMP ELECTRIC CAR CHARGER**
-  **1No. 16 AMP ELECTRIC CAR CHARGER**
-  **DETACHABLE PARKING BALLARD**

BUILDING REGULATIONS

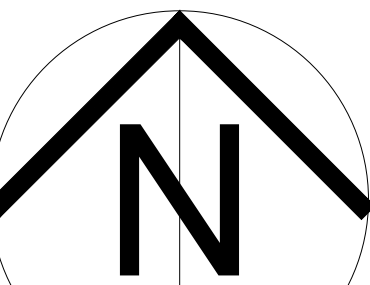
NO GLAZING EXCEEDING 1M² TO BE INCLUDED TO ELEVATIONS WITHIN 1M OF THE BOUNDARY.

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

NOTES

- PATHS GENERALLY TO BE 900mm WIDE.
- PATIOS GENERALLY TO BE 2700 x 1900mm UNLESS INDICATED OTHERWISE.
- PAVING SLABS TO BE OFFSET 10mm WHERE FOOTPATH OR PATIO IS ADJACENT TO DWELLING.
- MOWING STRIP TO BE PROVIDED WHERE TURFED AREAS ADJUT HOUSE, TO CONSIST OF 150mm WIDE GOLDEN (BUFF) STONE CHIPPIINGS.
- GROUND LEVEL ADJACENT TO HOUSE TO BE 150mm BELOW S.S.L. UNLESS OTHERWISE NOTED.

MATERIAL REFERENCE
 1.0 = BRICK
 1.1 = BRICK / RENDER
 1.2 = BRICK / TILE-HANGING



SCALE BAR 1:500

[illegible]

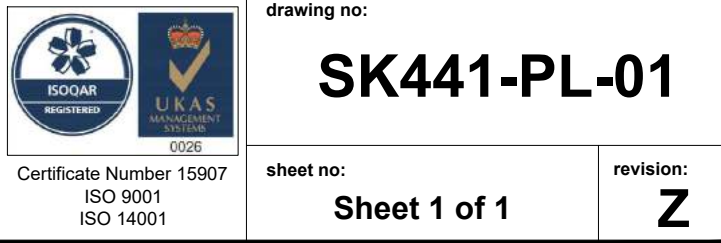
COUNTRYSIDE
Places People Love

Countryside Properties (UK) Limited
Partnerships North
301 Bridgewater Place, Birchwood Park, Birchwood
Warrington WA3 6XX
Tel: 01925 248900 Fax: 01925 248991
www.countryside-properties.com

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

Planning Layout

scale: 1:500
drawn by: AC
date: June 2018
checked:



SITE DATA	
TENURE	PFS / SIGMA / Great Places
SECURED BY DESIGN	No
BUILDING REGULATIONS	2013 Part L, Part Q
CODE FOR SUSTAINABLE HOMES	N/A
ACOUSTIC REQUIREMENTS	Boundary treatments and upgraded glazing requirements in accordance with report ref R1022-08 P10-P18
OTHER	All House Types in accordance with NDS All houses to be provided with a fitted with a WALLPOC-EV - 7.2kW (32A) Type 2 Tethered Cable Charging Unit.



Appendix B: Information to be Included in Residents Welcome Pack



TRAVEL PLAN SUMMARY

Welcome

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

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

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

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

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

What is a Travel Plan?

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

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

Development Accessibility

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

Pedestrian & Cycle Infrastructure

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

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

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

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

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

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

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

Accessibility for Pedestrians / Cyclists

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

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

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

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

Annie Lees Park - around 500m

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

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

Accessibility by Public Transport

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

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

Measures

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

Car Share

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

Walking and Cycling Awareness / Schemes

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

Bus / Train Awareness

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

Other Potential Measures

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

USEFUL WEBSITES

General

<https://tfgm.com/>

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

Car share

Local

<https://www.carsharegm.com>

National websites

<https://liftshare.com/uk>

www.blablacar.co.uk

<http://gocarshare.com/>

Walking and Cycling

General and maps

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

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

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

General cycling

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

www.lovetoride.net

www.britishcycling.org.uk

Journey Planning

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

Public Transport

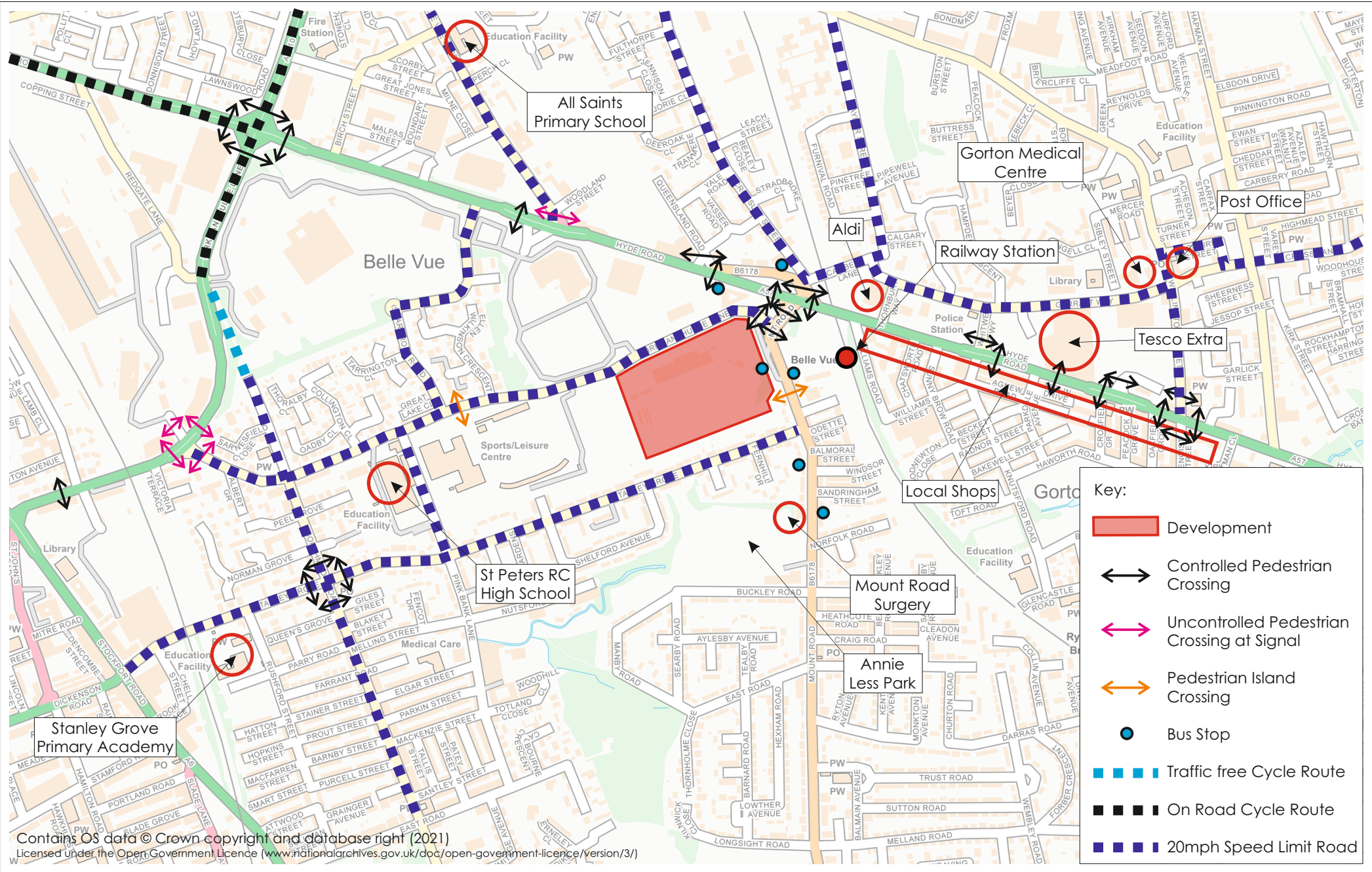
Bus timetables and route maps

<https://tfgm.com/bus/timetables>

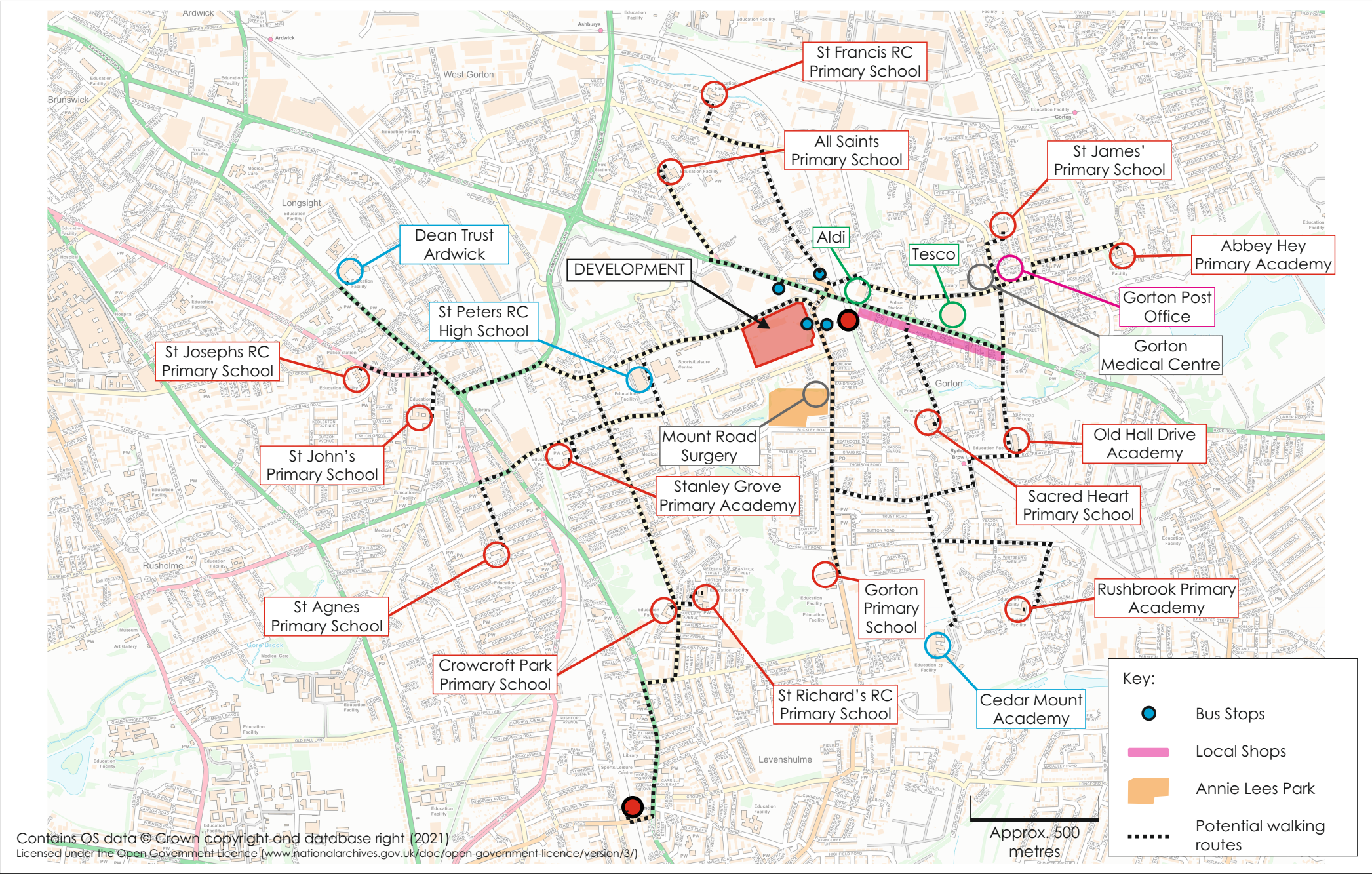
<https://tfgm.com/maps>

Rail

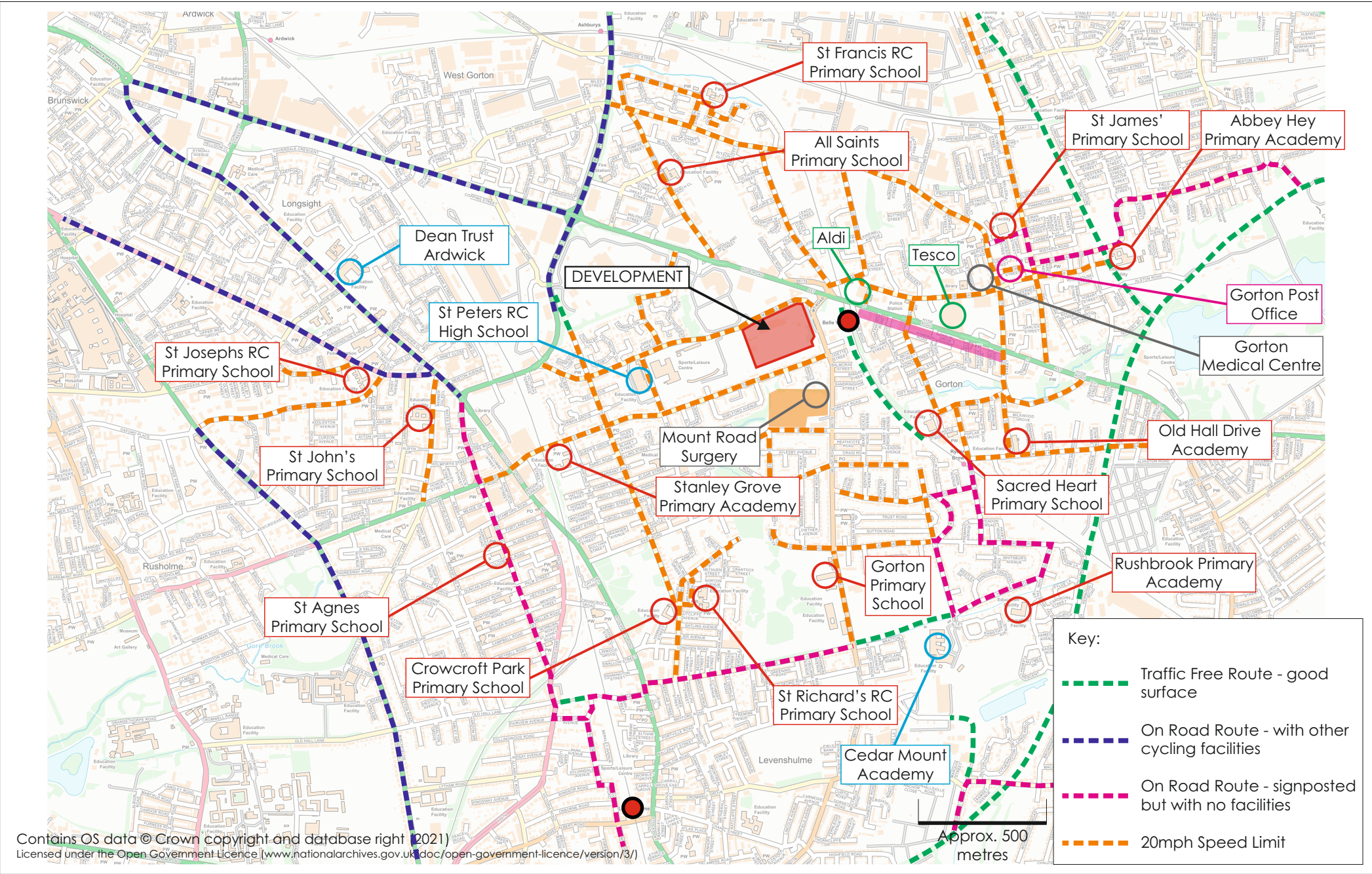
www.nationalrail.co.uk



Plan B Pedestrian Links to Key Facilities



Plan C Cycling Links to Key Facilities





Appendix C: Example Residents Travel Survey



Travel Plan Questionnaire

A Travel Plan is operational at the Former Belle Vue Greyhound Stadium development. The aim of the Plan is to help give you the residents of the development a greater choice in the way you travel to and from home.

As part of this process, it would assist us greatly if you could complete this short questionnaire. It will help us target measures which are likely to have the most benefit. We want to hear from everyone who lives in the development even if you don't think the Plan will be a benefit to you.

Name / Address (optional)	
How many people live in your home?	
How many cars are owned by members of your household?	

About your work (each person)		
What is your current employment status?	Unemployed	
	Employed	
	Work from Home	
Can you provide a bit more information about your work patterns? (Tick your typically work pattern)	Work days	
	Work nights	
	Work shifts	
	Work weekends	

How you travel (each person)		
How do you usually travel to work? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to work? If so which one? Tick Bus or Train if these form the main parts of your journey acknowledging that you will undertake parts of the journey on foot or by bike (or possibly get a lift).	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	

If applicable, how do you usually travel to school / college?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Do you sometimes use another mode of transport to get to school / college? If so which one?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
How do you usually travel to undertake shopping trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of where you usually shop		
How do you usually travel to undertake other leisure trips?	Car driver	
	Car Passenger	
	Car share with other resident of development	
	Car share other	
	Cycle	
	Walk	
	Bus	
	Train	
Please provide details of the destinations to which the above answer relates		

Sustainable Travel Options

Car sharing is a great way to save money and meet new people. There are a number of car share initiatives operating in Greater Manchester or nationally as set out in the useful website list within your residents welcome pack.

Have you joined either of the identified schemes?	Yes	
	No	
Would you consider joining either of the identified schemes?	Yes	
	No	
If a scheme was set up specifically for the development, would you be more likely to use this than one of the schemes identified in the welcome pack?	Yes	
	No	

Walking. As shown in the plan in your welcome pack, there are a number of key destinations within or around a 2km walk of the development using safe and direct routes.

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

Cycling is a great way to travel (particularly on dry summer days) and get fit. There are also a number of routes available around the development as shown on the plan in your welcome pack.

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

Public Transport. As shown in the plans in your welcome pack, bus stops and Belle Vue Railway Station are within walking distance and provide local services, whilst Levenshulme Railway Station is also accessible by bicycle.

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

Thank you for spending the time completing the questionnaire.