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Environmental Standards Statement

Planning Evidence

Date: 13/01/2026

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Revision Record

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1.0 Executive Summary

This Environmental Standards Statement refers to the mixed use development of amenity space and apartments at Polygon St. in Ardwick, Manchester.

The summary document identifies the key parameters which demonstrate that the development has been designed and constructed in accordance with sound environmental criteria to deliver a sustainable development, in accordance with the aspirations of Manchester City Council, when planning permission was granted.

The development achieved initial planning permission in May 2014 (104391/FO/2014/N2) and subsequent amendments were granted permission in December 2020 (128340/FO/2020) and February 2022 (132590/FO/2021).

Construction is due to complete in Q1 2026.

The key criteria used to define the environmental credential of the development are as follows:

- Management
- Health and Well-being
- Energy
- Transport
- Water
- Materials
- Waste
- Land Use and Ecology
- Pollution

2.0 Introduction

Crookes Walker Consulting (CWC) has been commissioned to summarise the sustainability performance of the mixed use development at Polygon Street, Ardwick, Manchester, to assist in complying with the planning requirements of the scheme.

The development is a building of six storeys containing amenity space and communal areas at Ground Floor level and 45 apartments on the upper floors.



Details of the final design attributes, construction specifications and characteristics of the scheme have been collated with input from various members of the Client and Design teams.

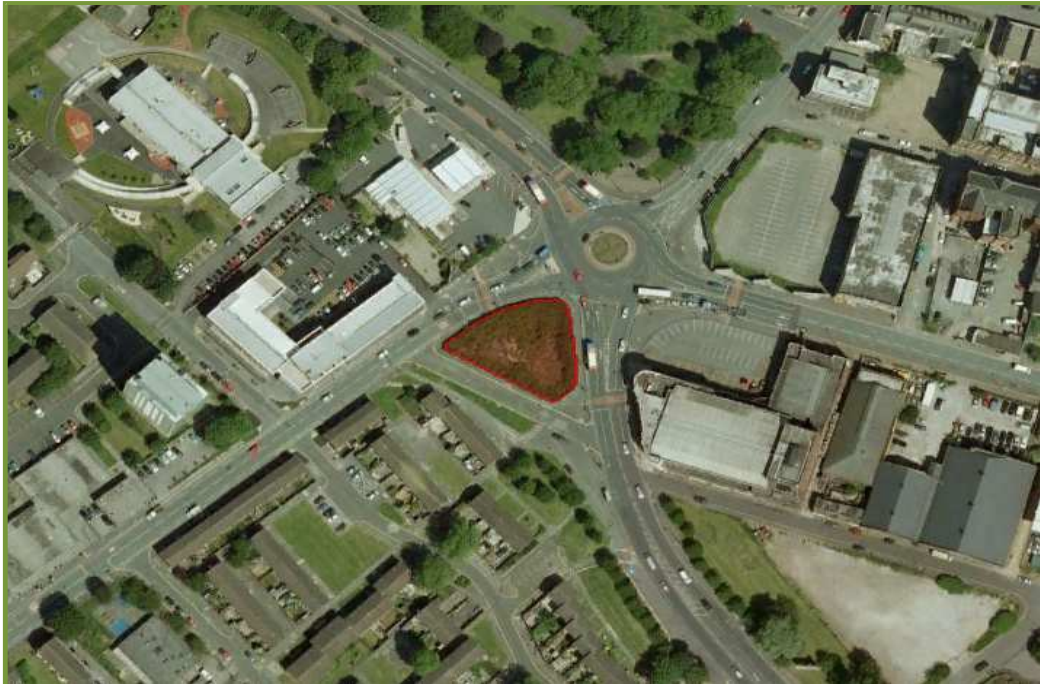
3.0 Contributing Parties

The Client and design teams have assisted in the preparation of this report as follows:

Employer
GGC Polygon Manchester Hawksford House, 15 Esplanade, St Helier, Jersey, JE1 1RB
Development Manager
Cert Property Limited 4th Floor, Hilton House, 26-28 Hilton St, Manchester, M1 2EH
GWB Consultants Limited 35 Westgate, Huddersfield, West Yorkshire, HD1 1PA
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Workspace Design and Build Limited 70 Spring Gardens, Manchester M2 2BQ
Architect
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Crookes Walker Consulting Limited Suite 9A, BLOC, 17 Marble St, Manchester M23AW
Building Control
Building Consents 17c Church Street Frodsham Cheshire, WA6 6PN
Fire Consultant and EWS1
BB7 2 Jordan Street, Manchester, M15 4PY
Principal Designer
Project Four Safety Solutions Blackfriars House, St Mary's Parsonage, Manchester, M3 2J

4.0 Development Context

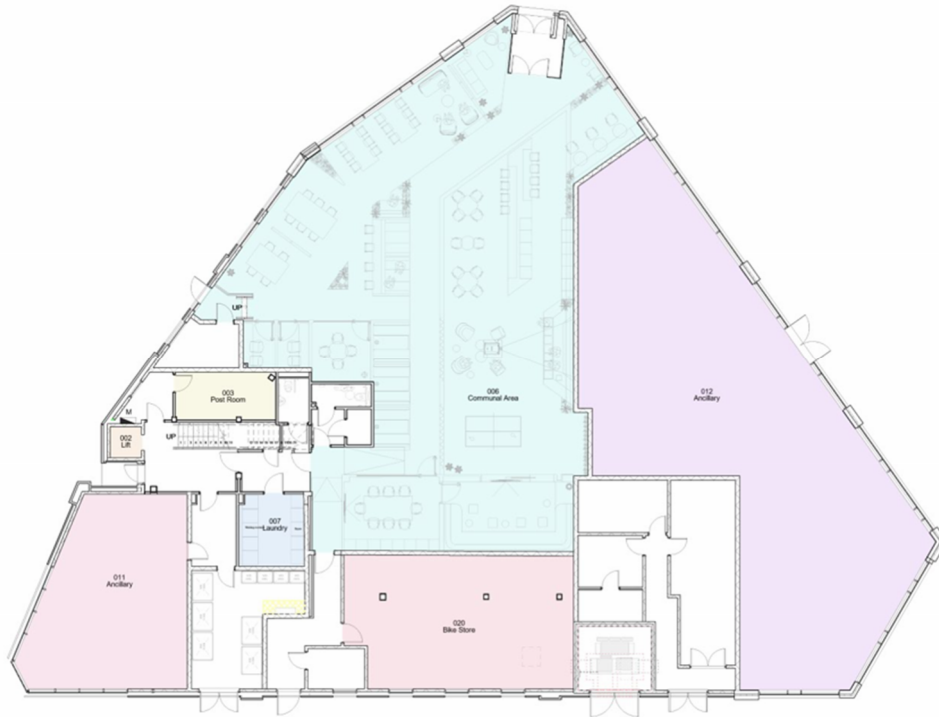
The development site at Polygon Street, Ardwick, was previously an unoccupied plot adjacent to a number of arterial roads leading into central Manchester (see below). The site lies immediately to the southeast of the city centre.



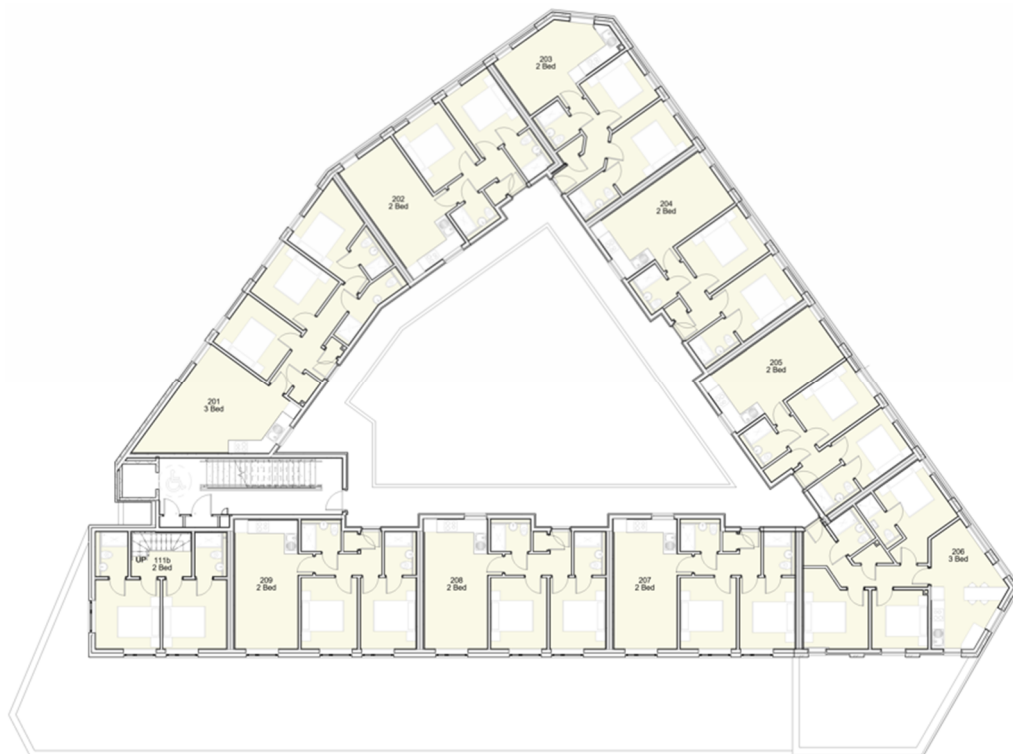
The development includes the construction of a six storey mixed use development, comprising amenity and communal space at Ground Level and forty five residential units above, over five upper floors.



4.1 Ground Floor Plan



4.2 Second Floor Plan



5.0 Sustainability Review

The following section outlines the key sustainability benefits built into the development.

5.1 Management

Sustainable Procurement

- Cert Property and GWB Consultants Ltd have implemented a procurement process to ensure that contractors working on the development have accreditation and quality systems which prioritise sustainable practices in the procurement, management and construction of the building.

Responsible Construction Practices

- The principal contractor has operated a compliant environmental management system; and has adopted best practice pollution prevention policies and procedures

Stakeholder Participation

- A building user guide will be issued to all stakeholders providing an overview of the building and its environmental strategy, building services and controls, Health and Safety procedures, access to transport and local amenities
- A building management team will be employed to actively manage the site to ensure it is run effectively, efficiently and maintained in accordance with the needs of the materials, fixtures and fittings

5.2 Health and Wellbeing

Visual Comfort and Indoor Air Quality

- All light fittings have been provided with LED lamps to minimise energy consumption and include presence detection lighting controls to avoid wastage and light pollution
- Use of extensive glazing with opening lights has been provided to allow natural light into the apartments and control natural ventilation via opening windows
- Decorative finishes, paints and adhesives have been selected to have low volatile organic compounds. Details of these are included within the O&M manuals.

Water Quality

- Water systems have been designed to comply with the HSE's "Legionnaires' disease - The control of legionella bacteria in water systems" Approved Code of Practice and Guidance

Safety and Security

- After consultation with Secure by Design, a suitably qualified security contractor has been appointed to design and install a comprehensive security system to secure the site and provide peace of mind to the residents. Facilities include, CCTV, door access control, parcel storage.

5.3 Energy

Reduction of CO₂ Emissions

- The proposed approach to emissions reduction at this site has been achieved through a fabric led energy strategy, in accordance with the principles of the Energy Hierarchy
- The buildings have been specified with a high standard of insulation and detailing to limit heat loss from thermal bridging and through uncontrolled ventilation by creating good airtightness and mechanical ventilation with heat recovery (MVHR)
- Utilising an 'all-electric' primary energy strategy to take advantage of the de-carbonisation of the National Grid
- A review of Low and Zero Carbon (LZC) technologies was undertaken and Photovoltaic (PV) panels were identified as the most appropriate technology for the site. A 80 Panel PV array has been installed to offset grid supplied electricity to the development resulting in a 36.8kW_{peak} generation facility
- Energy and Carbon performance which exceeds statutory requirements. The average Design Energy Rating (DER) exceeds the Target Energy Rating (TER) by 20%. See Appendix 1 for the full details of Apartment ratings.
- The Predicted Energy Performance and Carbon Emissions for the Apartments are summarised in Appendix 1 and are calculated using the parameters noted below:
 - I. Window and rooflight U value 1.4 W/m².K (g value = 0.76)
 - II. Door U value 1.7 W/m².K
 - III. Use of Accredited Construction Details to limit thermal bridging
 - IV. Design air permeability 5.0 m²/m².K
 - V. MVHR ventilation
 - VI. Space heating from electric panel heaters with integrated programmer and thermostat
 - VII. Water heating from cylinder in apartment with immersion element
 - VIII. PV array (80 No. 460W panels) generating 36.8 kWp

- IX. 100% low energy LED lighting

Energy Monitoring

- A Building Management System (BMS) with electricity sub-meters is installed to monitor energy use

External Lighting

- All external light fittings, incorporate LED low energy light sources
- External light fittings are controlled through a time switch and daylight sensor, to prevent operation during daylight hours.

Energy Efficient Equipment

- The Lamona LAM 3451 Fan Oven has been selected as a highly efficient “A” rated domestic appliances.

5.4 Transport

Public Transport and Travel

- This site is well served by public transport
- On-site car parking is not provided, thereby encouraging building users to use alternative means of transport
- The building is in very close proximity to a number of transport nodes;
- The public transport links benefit from a high frequency of services
- Cycle parking facilities have been provided to encourage and facilitate residents cycling
- A compliant travel plan has been provided, as part of the design stage of the building which will consider all types of travel relevant to the building type and users to encourage transport modes other than the car. (Refer to Appendix 2).

Proximity to Amenities

- This site is located within close proximity (less than 500m) to a number of local amenities, including:
 - a post box
 - cash machine
 - food and grocery shop

5.5 Water

Water Consumption and Monitoring

- The buildings is provided with efficient water fixtures and controls to limit water usage through the use of low flow showers, low volume baths, dual flush WCs and high quality domestic appliances
- Removal of planting schemes which require irrigation.
- A leak detection system, capable of detecting a major water leak on the incoming mains water supply within the building has been provided.

5.6 Materials

Materials Lifecycle Impacts

- Materials used within external walls, windows, roof, upper floor slab and floor finishes/coverings have been selected in order to reduce their environmental impact throughout their lifecycle
- At least 80% of all materials used in external hard landscaping and boundary protection achieve an A or A+ in terms of environmental impact (BRE Green Guide rating).

Responsible Sourcing

- Responsibly sourced materials have been specified for key building elements (i.e. from suppliers and manufacturers who operate an environmental management system)
- All timber used on the project has been responsibly sourced in accordance with the UK Government's Timber Procurement Policy (FSC sourced timber, for example)
- The building has been specified with thermal insulation which has a low embodied environmental impact relative to its thermal properties
- All insulating materials have been responsibly sourced.

Designing for Robustness

- Adequate protection has been provided for exposed elements of the building and landscape, therefore minimising the frequency of replacement and maximising materials operational life expectancy

5.7 Waste

Construction and Operational Waste Management

- A site waste management plan has been implemented to reduce the generation of construction waste
- In excess of 80% of non-hazardous construction waste generated by the project has been diverted from landfill

- Within the construction site there has been a dedicated space for waste segregation and storage of operational recyclable waste to optimise recycling rates
- Residents are provided with waste facilities which provide segregated containers to encourage and facilitate recycling

5.8 Land Use and Ecology

Ecological Value of the Site

- The scheme is on a previously developed, brown field plot which has been of low ecological value
- The development includes the planting of trees to the perimeter of the scheme and central communal planting which will achieve a Biodiversity Net Gain, improve the plant species richness and aesthetic appeal of the site.
- Bat and Bird boxes have been provided to encourage and facilitate nesting within the development

5.9 Pollution

Impact of Refrigerants and Nitrogen Oxide (NOx) Emissions

- Gas fired boilers have been omitted from the development to reduce pollution and improve air quality
- No Refrigerants have been used within the development for Air Conditioning purposes

Surface Water Management

- This site is at low risk of flooding
- A site specific Flood Risk Assessment (FRA) has been provided to inform the drainage strategy
- Attenuation is provided to reduce the impact of heavy rainfall on the below ground drainage installation.

Reduction of Night Time Light Pollution and Noise Attenuation

- The external lighting strategy has been designed to reduce unnecessary light pollution, energy consumption and nuisance to neighbouring properties
- All external lighting (except for safety and security lighting) has automatic lighting controls to switch off the lighting scheme between 23:00 hr and 07:00 hr
- A suitably qualified acoustic consultant has been appointed to complete a noise impact assessment to ensure the development does not adversely affect surrounding users, whilst providing an acceptable internal noise environment for the users

Appendix 1 – Predicted Energy and Carbon Performance

Block Compliance WorkSheet: Polygon St Manchester

User Details

Assessor Name: Paul Byrne
Software Name: Stroma FSAP

Stroma Number: STRO011431
Software Version: Version: 1.0.5.60

Calculation Details

Dwelling	DER	TER	DFEE	TFEE	TFA
Apt 101	20.09	23.08	32.6	35.8	67.5
Apt 102	21.92	28.98	36.6	38.7	38.1
Apt 103	21.56	27.45	36.5	38.7	42.7
Apt 104	19.91	25.69	32.9	35.1	46
Apt 105	20.08	27.75	32.3	33.8	38.3
Apt 106	21.19	26.58	35.8	38.8	46.6
Apt 107	18.42	21.06	30.7	32.1	74.3
Apt 108	21.34	26.25	36	38.3	48.2
Apt 109	21.34	26.25	36	38.3	48.2
Apt 110	19.9	25.47	32.9	35.5	48
Apt 111	21.99	23.83	39	38.9	65.2
Apt 201	20.09	23.08	32.6	35.8	67.5
Apt 202	20.05	25.4	32.6	34.9	48.4
Apt 203	21	26.6	34.9	37.5	45.6
Apt 204	19.81	25.05	32.1	34.3	49.4
Apt 205	20.23	25.53	33	35.3	48.4
Apt 206	19.46	22.9	31.8	32	58.6
Apt 207	21.34	26.25	36	38.3	48.2
Apt 208	21.34	26.25	36	38.3	48.2
Apt 209	19.9	25.47	32.9	35.5	48
Apt 301	20.09	23.08	32.6	35.8	67.5
Apt 302	20.05	25.4	32.6	34.9	48.4
Apt 303	21	26.6	34.9	37.5	45.6
Apt 304	19.81	25.05	32.1	34.3	49.4
Apt 305	20.23	25.53	33	35.3	48.4
Apt 306	19.46	22.9	31.8	32	58.6

Block Compliance WorkSheet: Polygon St ManchesterCont...

Dwelling	DER	TER	DFEE	TFEE	TFA
Apt 307	21.34	26.25	36	38.3	48.2
Apt 308	21.34	26.25	36	38.3	48.2
Apt 309	19.9	25.47	32.9	35.5	48
Apt 310	19.12	20.92	33.2	34.8	84.2
Apt 401	20.09	23.08	32.6	35.8	67.5
Apt 402	20.05	25.4	32.6	34.9	48.4
Apt 403	21	26.6	34.9	37.5	45.6
Apt 404	19.81	25.05	32.1	34.3	49.4
Apt 405	20.23	25.53	33	35.3	48.4
Apt 406	19.69	23.07	32.2	32.6	58.6
Apt 407	18.01	20.03	29.2	31.1	93.2
Apt 408	18.01	20.03	29.2	31.1	93.2
Apt 409	16.49	18.96	26.1	27.5	93.2
Apt 501	24.39	25.67	41.1	44.5	67.5
Apt 502	24.31	27.93	41.1	43.5	48.4
Apt 503	25.17	29.09	43.2	45.9	45.6
Apt 504	24.09	27.59	40.6	42.9	49.4
Apt 505	24.5	28.06	41.4	43.9	48.4
Apt 506	23.76	25.61	40.5	41.3	58.6

Calculation Summary

Total Floor Area	2487.30
Average TER	24.54
Average DER	20.51
Average DFEE	34.01
Average TFEE	36.12

Block Compliance WorkSheet: Polygon St ManchesterCont...

Compliance	Pass
% Improvement DER TER	16.42
% Improvement DFEE TFEE	5.84

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Appendix 2 – Travel Plan



Approved Residential Redevelopment at Cameron House

Brunswick Street, Manchester

Initial Full Travel Plan

Prepared for

GGC Polygon Manchester Ltd

**July 2023
2875-01-TP-01**



Document Control

Revision	Date	Prepared By	Reviewed / Approved By
2445-01-TP-01	03-07-2023	AB	LK

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APPENDICES

Appendix A – Travel Information Pack

Appendix B – Staff and Resident Travel Plan Questionnaires



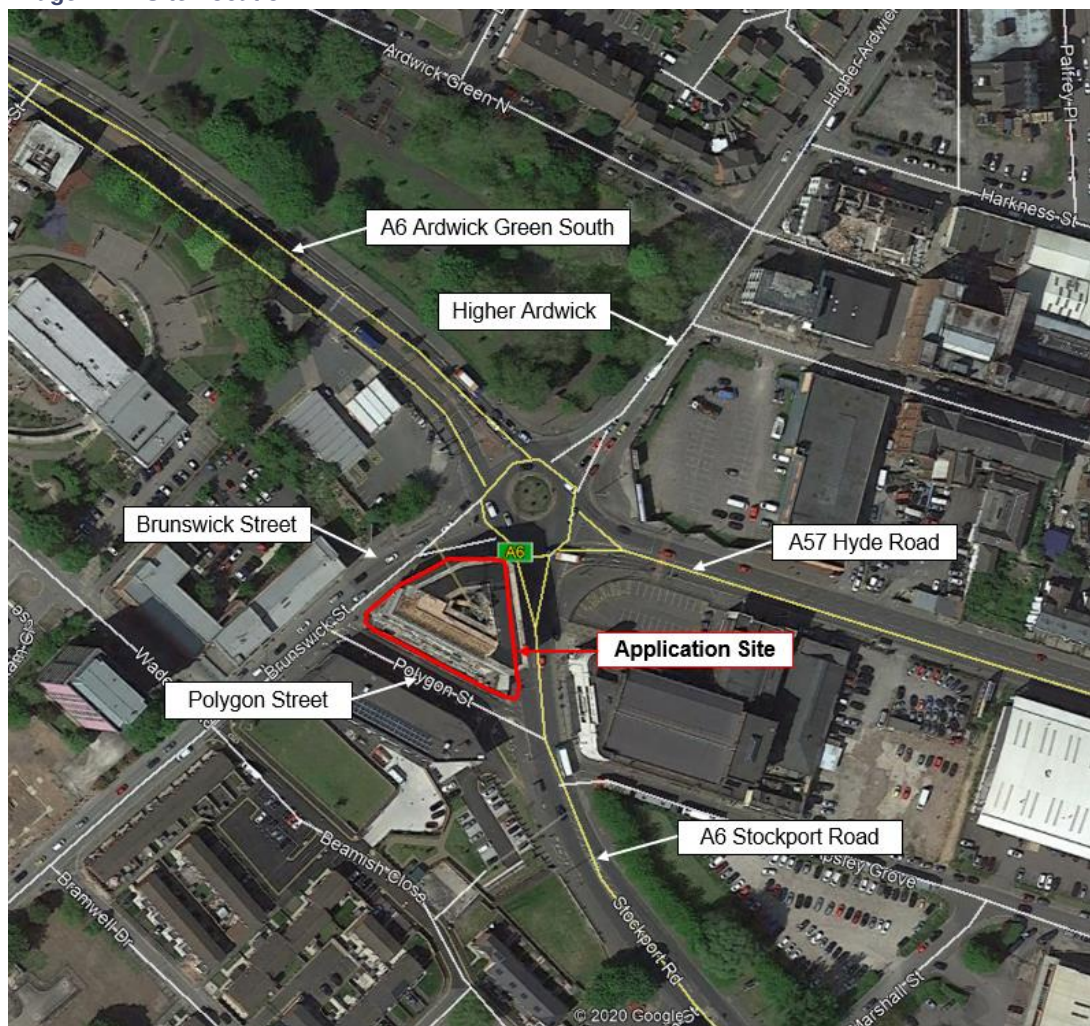
1.0 INTRODUCTION

1.1 Preamble

1.1.1 Axis have been appointed by GGC Polygon Manchester Limited to provide highways and transport advice in relation to an approved residential-led mixed-used redevelopment of land bound by Polygon Street, Stockport Road and Brunswick Street, in Ardwick, Manchester.

1.1.2 The site location is shown on **Image 1.1**.

Image 1.1 – Site Location



1.1.3 A planning application for a mixed-use scheme comprising 39 dwellings and 577m² gross floor area (GFA) of A1 retail / storage use was later submitted to and approved by Manchester City Council (MCC) on 19th May 2014 under application reference 104931/FO/2014/N2. The permission was renewed in January 2019.

1.1.4 In October 2020, a new planning application was submitted under application reference 128340/FO/2020 which was essentially an amendment to application 104931/FO/2014/N2. This scheme was approved by MCC on 18th December 2020, allowing for a scheme which comprises the provision of commercial floorspace (circa 218m² GFA), residential amenity space and car and cycle parking provision on the ground floor, alongside an additional 6 apartments on the upper floors (i.e. 45 apartments in total).

1.1.5 On 9th February 2022, planning permission was granted for an amendment to approved application 128340/FO/2020, comprising an increase in the commercial floorspace and ancillary residential amenity space provision on the ground floor, in replacement of the previously approved on-site car parking provision (reference 132590/FO/2021). This is the most recently approved application at the site.

1.1.6 Condition 9 of permission 132590/FO/2021 reads as follows:

“Before the development hereby approved is first occupied a 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 living, visiting and working at the development

ii) a commitment to surveying the travel patterns of occupants and their visitors during the first three months of use of the development and thereafter from time to time

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

iv) measures for the delivery of specified travel plan services

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

Within six months of the first use of the development, 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.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007)."

- 1.1.7 This initial Full Travel Plan (TP) has been prepared prior to the occupation of the site and a revised Full TP will be prepared and submitted within six months of the first use of the development once the travel surveys have been undertaken of staff and visitors (during the first three months of use). This document should not therefore be read as a final document, but one which will be developed following the occupation of the development.
- 1.1.8 This TP document does however contain a Travel Information Pack (TIP) which has been prepared in accordance with the requirements of Condition 9(i). The TIP comprises a suite of documents which will be given to all prospective staff, residents and visitors of the approved development upon occupation, detailing the sustainable travel options available to them.



2.0 TRAVEL PLAN CONTEXT

2.1 Background to Travel Plans

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work' (June, 2007) introduced the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Image 2.1**.

Image 2.1 – TP Pyramid from DfT's 'Making Residential Travel Plans Work'



- 2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the location of the development and its proximity to local facilities and services essential to everyday life.

- 2.1.5 In terms of location, the site is located within walking and cycling distance of a considerable portion of Manchester City Centre, alongside all of the amenities located within it, including those relating to employment, education and leisure.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which is again linked to the existing level of provision to facilitate sustainable travel.
- 2.1.7 Good quality foot/cycleways and pelican crossings are provided on the local highway network, and the site is located within close proximity to bus, tram and rail services, all of which provide opportunities for prospective staff, residents and visitors to access the surrounding amenities and employment destinations.
- 2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development. The TPC for the approved development will be Alex Bannister (Senior Transport Planner, Axis).
- 2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Due to the highly sustainable location of the site, the proposed development does not provide any on-site car parking provision, except for two accessible parking bays which will be located to the south of the site, along Polygon Street. Influencing travel choice in a positive manner is the key aim of this document.
- 2.1.10 The top layer of the pyramid relates to how the TP will be promoted. The key measures within this TP are to ensure that all staff, residents and visitors will be made aware of the aims of the TP and the travel choices available as alternatives to car travel.

2.2 Objectives and Benefits of the Travel Plan

- 2.2.1 The key objectives of this TP are to:
- i) Minimise the total travel distances travelled, through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - ii) Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport, ensuring that this continues into the future;



- iii) Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;
 - iv) Highlight the health, environmental and local community benefits of using sustainable travel modes; and,
 - v) Enable people to make more informed and therefore better choices.
- 2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP, for future staff, residents and visitors of the site as well as the wider community. These include: -
- i) Improved health and fitness through increased levels of walking and cycling;
 - ii) Increased flexibility offered through wider travel choices;
 - iii) The social aspects of sharing transport with others; and,
 - iv) Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced both on and off-site.



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 105 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focussed on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduced congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following:

- i) Accessibility on foot;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport.

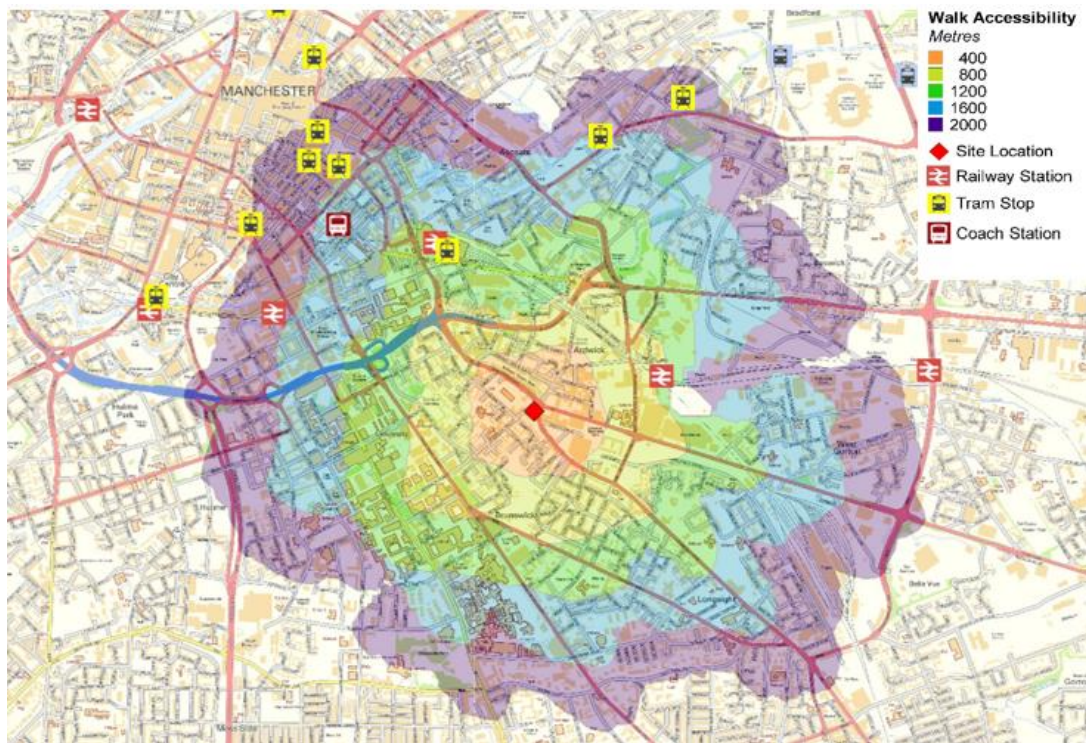
3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.



Image 3.1 – 2km Walking Catchment



- 3.2.3 **Image 3.1** demonstrates that the site is within walking distance of a considerable portion of Manchester City Centre and all of the employment, education and leisure-related amenities contained within it. In addition, numerous bus stops, tram stops and railway stations are located within walking distance of the site.
- 3.2.4 Manchester Piccadilly Railway Station and tram stop can be accessed within a 15-minute walk (1km) of the site, whilst the National Express Coach Station is located within a 20-minute walk from the site located on Chorlton Street. In addition, Piccadilly Gardens interchange can be accessed within a 25-minute walk from the site, demonstrating that the site is well located for the utilisation of public transport within the city centre.
- 3.2.5 There are also a number of existing retail land uses located adjacent to the site along Polygon Street that could be used by prospective residents of the proposed development. These include a fast-food takeaway, a local grocery store and a health store.
- 3.2.6 It can be reasonably expected that the proposed retail uses will draw the majority of its workforce from the surrounding local areas, who will be able to utilise these public transport facilities.

- 3.2.7 Furthermore, the surrounding area benefits from a good level of pedestrian infrastructure including wide footways and street lighting.
- 3.2.8 There are also pelican crossings situated across all five arms of the nearby Apollo roundabout, including one immediately adjacent to the application site on Stockport Road. These crossings are well-located to provide convenient access to / from Manchester Piccadilly Railway Station and Manchester City Centre. Natural surveillance is also provided by the surrounding residential, retail and commercial land uses which front the streets adjacent to the site.
- 3.2.9 With regards to the above, the site is therefore highly accessibly on foot.

3.3 Cycle Accessibility

- 3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.
- 3.3.2 In order to determine the accessibility of the site by cycle, **Image 3.2** shows a 5km cycle catchment from the centre of the site.

Image 3.2 – 5km Cycle Catchment

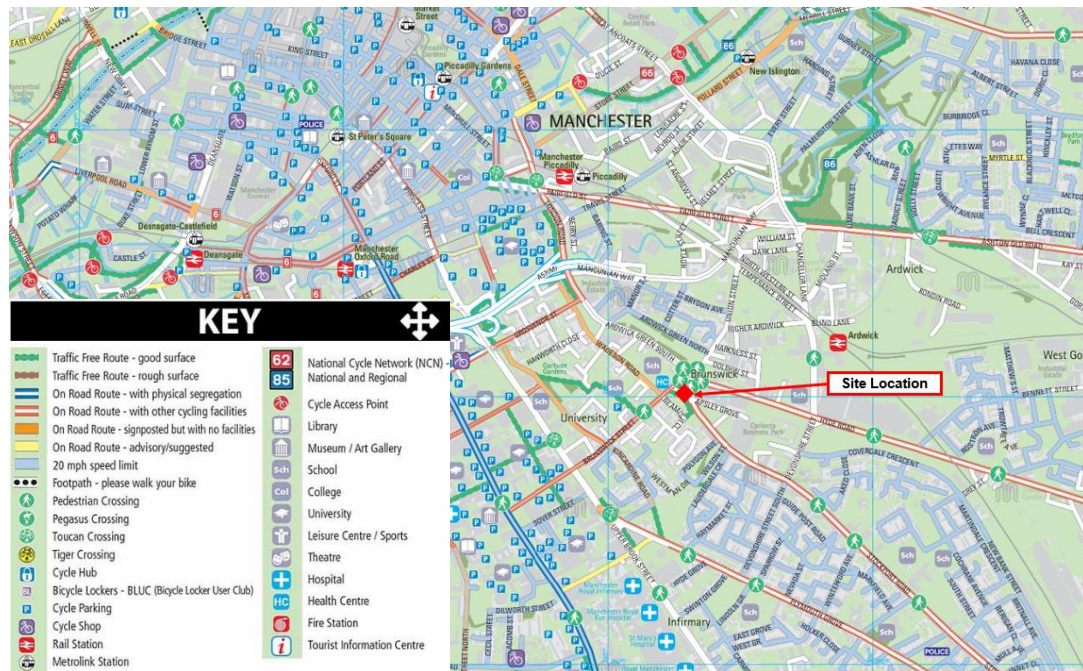


- 3.3.3 The above image shows that the whole of Manchester City Centre can be accessed within the 5km cycle catchment. Furthermore, the areas of Rusholme, Gorton and

parts of Salford, amongst others, can also be accessed within a reasonable cycle distance.

- 3.3.4 **Image 3.3** illustrates the local cycle routes and facilities located close to the site from the Transport for Greater Manchester (TfGM) online Cycle Map.

Image 3.3 – TfGM Online Cycle Map



- 3.3.5 There are a number of on-road cycle routes around the site on Brunswick Street, Stockport Road and Hyde Road. The cycle route on Brunswick Street runs in a north-east / south-west direction past the site and connects with Oxford Road adjacent to Manchester University. Along Stockport Road, there are cycle route facilities up to the junction with Plymouth Grove West, whilst the cycle route along Hyde Road commences from the Apollo roundabout and terminates where the road meets Pottery Lane to the east.
- 3.3.6 There are also cycle route facilities along Ardwick Green South towards Manchester city centre. This route passes under the Mancunian Way and onto London Road. From here, the route passes Manchester Piccadilly Railway Station and connects with Route 66 of the National Cycle Network (NCN).
- 3.3.7 Route 66 is a largely traffic-free route which commences at Manchester Piccadilly Railway Station and runs alongside the Rochdale Canal, utilising canal towpaths and disused railways. Route 66 crosses Route 60 of the NCN at Miles Platting, near to

Phillips Park. Route 60 is made up of a combination of on-road and traffic-free sections along its length and commences from Cheetham Hill and travels in a southerly direction to Ravensthorpe, passing through Openshaw and Fallowfield. This route provides further connections to Routes 6 and 62 of the NCN.

3.3.8 Wadeson Street, to the south-west of the site, is classified as an on-road signed cycle route. This route provides a connection towards Manchester City Centre by connecting to Sackville Street via a good quality traffic-free route between these two roads, which also passes under the Mancunian Way. Further to this, there are also many advisory traffic-free and on-road cycle routes available within close proximity to the site, including local routes which form part of the NCN network. These advisory routes provide good quality links throughout the area and make up parts of Greater Manchester's cycle routes.

3.3.9 With regards to the above, the site is therefore well located to encourage prospective staff, residents and visitors to access the site by bicycle.

3.4 Accessibility by Public Transport

Accessibility by Bus

3.4.1 Guidance within the CIHT document "*Guidelines for Planning for Public Transport in Development*" recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m. The nearest bus stops to the site are situated on Stockport Road, located only 50m from the development site, and are therefore well within the CIHT's lower 300m walk distance threshold.

3.4.2 Details of the bus services and maximum frequencies which serve these stops are summarised in **Table 3.1**.

Table 3.1 – Bus Services and Frequencies, Stockport Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
192	Manchester – Hazel Grove	Every 5 minutes	Every 5 minutes	Every 5 minutes

3.4.3 Other bus stops can be found on Hyde Road within 150m of the site. These bus stops serve the following routes:-



Table 3.2 – Bus Services and Frequencies, Hyde Road

Service	Route	Maximum Frequency of Services		
		Monday - Friday	Saturday	Sunday
201	Manchester - Hyde/Hattersley	Every 10 minutes	Every 10 minutes	Every 30 minutes
202	Manchester – Hyde/Gee Cross	Every 30 minutes	Every 30 minutes	Every 1 hour
203	Manchester – Stockport via Reddish	Every 10 minutes	Every 10 minutes	Every 15 minutes
205	Manchester – Hyde/Gee Cross	Every 20 minutes	Every 20 minutes	Every 30 minutes

- 3.4.4 A review of **Table 3.1** and **Table 3.2** shows that there is a very high frequency of bus services stopping very close to the site, which provide convenient access to locations such as Hyde, Stockport, Longsight and Hazel Grove, amongst others.

Accessibility by Rail and Tram

- 3.4.5 Manchester provides an extensive network of train services that serve both the local area and destinations further afield. The development site is within a 15 minute walk from Manchester Piccadilly, which is a major gateway station in the north-west.
- 3.4.6 Manchester Piccadilly provides local services to East Didsbury, Eccles, Salford and Ashton-Under-Lyne on a 30-minute frequency during the day and an hourly frequency in the evening. Manchester Piccadilly also provides frequent services to London, Birmingham, Newcastle and Edinburgh at a 30 minute frequency or better, as well as numerous other destinations across the country.
- 3.4.7 In addition, Manchester Victoria Railway Station is the second largest railway station serving Manchester City Centre, located within a circa 2.6km walk distance from the application site. It provides local services to north and east Manchester and also provides frequent services to Huddersfield, Wigan and Blackburn at a 30-minute frequency or better, as well as services to Southport and Kirkby at an hourly frequency. A direct connection to Victoria Railway Station can be made when utilising the Bury Metrolink tram line from Piccadilly Railway Station.
- 3.4.8 All Metrolink trams currently operate services every 12 minutes. The nearest Metrolink stop to the site is Manchester Piccadilly. This stop is directly served by the

Altrincham – Piccadilly service, the Ashton-under-Lyne – Eccles service, the Bury – Piccadilly service, and the Ashton-under-Lyne – MediaCityUK service.

- 3.4.9 The TfGM website provides a range of online tools which help users to plan their journeys via tram, such as live arrival / departure times, up to date maps of the Metrolink network, and live travel updates and disruptions.

3.5 Accessibility Summary

- 3.5.1 Overall, the site is considered to be extremely well located in terms of its accessibility by all of the major non-car modes of transport.
- 3.5.2 Moreover, the Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measures of the accessibility of a point to public transport infrastructure, and ranks accessibility from 1 (very low) to 8 (very high). GMAL identifies the site to be in level 6 and therefore confirms the sustainable credentials of the site.

4.0 AIMS, OBJECTIVES AND TARGETS

4.1 Introduction

- 4.1.1 The TP must have targets and objectives that are quantifiable and measurable over time, as means of assessing whether the methods implemented to influence travel behaviour amongst staff have been successful. These must be ambitious enough to provide an incentive for the hospitals to make every effort to achieving significant changes in travel patterns, yet still be realistic and achievable.

4.2 Aims and Objectives

- 4.2.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for staff, residents and visitors. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 4.2.2 In doing so, the TP would also achieve the following objectives:
- i) Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - ii) Improve the travel options for staff, residents and visitors;
 - iii) Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
 - iv) Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and,
 - v) Ensure staff, residents and visitors are aware of the TP and its purpose.

4.3 Targets

- 4.3.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**imely.
- 4.3.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 4.3.3 Action targets include actions such as employing a TPC, and launching the TP.



4.3.4 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.

4.3.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips.

4.4 Initial Travel Research

4.4.1 It is important that, where possible, TP targets and measures are tailored to meet the operational requirements of residents, with the principle goal being to introduce practical measures aimed at improving the accessibility of the site by non-car borne trips. This objective is best achieved through reference to information collected on existing travel patterns of residents and visitors at the approved development, which can then be analysed to identify and establish baseline conditions, understand the propensity for future travel change and to assist in the selection / refinement of TP measures.

4.4.2 In accordance with condition 9 of permission 132590/FO/2021, a survey into the travel patterns of occupants and their visitors will be undertaken during the first three months of use of the development and therefore from time to time.

4.4.3 The results of the surveys would be analysed in detail and included within a revised version of this TP. The revised TP would also include appropriate mode split targets based on the travel surveys, alongside measures aimed at encouraging the use of sustainable transport alternatives to the private car.

4.4.4 The TPC will be responsible for undertaking the initial travel surveys and updating the TP. The TPC would also be responsible for liaising with MCC and the following duties:

- i) Marketing and advertising new initiatives relating to the TP;
- ii) Establishing and following a timeline for the implementation of the TP measures;
- iii) Providing travel option information to residents, including a programme of sustainable travel campaigns and events;
- iv) Monitoring of the TP as set out in Chapter 6; and
- v) Evaluating progress towards the TP targets.

- 4.4.5 At the time of writing this TP, the approved development is undergoing construction and thus is currently unoccupied. Until the travel surveys have been undertaken, 2011 Census ‘travel to work’ data for the local middle super output area (Manchester 018) have been used to set preliminary mode-share targets. The Census-based resident mode share (i.e. ‘out moves’) and workplace population mode share (i.e. ‘in moves’) is summarised in **Table 4.1**.

Table 4.1 – 2011 Census Mode Share Percentages – MSOA Manchester 018

Mode	Census Modal Share	
	Resident Population	Workplace Population
Train	1%	2%
Underground, metro, light rail or tram	2%	9%
Bus, minibus or coach	31%	20%
Taxi	1%	0%
Motorcycle, scooter or moped	0%	1%
Driving a car or van	31%	48%
Passenger in a car or van	3%	4%
Bicycle	4%	6%
On foot	26%	11%
Total	100%	100%

- 4.4.6 The census data presented in **Table 4.1** gives an initial indication of baseline modal split in the local area, prior to the site-specific travel survey being carried out and without the influence of TP measures.
- 4.4.7 The Census data for the local area shows that 31% of resident trips are undertaken by driving a car or van whilst 4% of people travel as a passenger in a car or van. Resident journeys by public transport count for approximately 34%, and walking and cycling account for 26% and 4%, respectively.
- 4.4.8 In terms of the workplace population, 48% of journeys are undertaken by driving a car or van, 31% are undertaken by public transport and walking and cycling accounts for 11% and 6% of journeys, respectively.
- 4.4.9 Using the above figures as a baseline, **Tables 4.2** and **4.3** give an example of the approximate modal shift that could be achieved with an effective site-specific TP.

Table 4.2 – Indicative TP Targets (Resident Population)

Mode	Baseline Modal Split (census data)	Year 5 Target	Modal Shift
Train	1%	3%	+2%
Underground, metro, light rail or tram	2%	5%	+3%
Bus, minibus or coach	31%	5%	+4%
Taxi	1%	1%	0%
Motorcycle, scooter or moped	0%	0%	0%
Driving a car or van	31%	16%	-15%
Passenger in a car or van	3%	3%	0%
Bicycle	4%	6%	+2%
On foot	26%	30%	+4%

Table 4.3 – Indicative TP Targets (Workplace Population)

Mode	Baseline Modal Split (census data)	Year 5 Target	Modal Shift
Train	2%	4%	+2%
Underground, metro, light rail or tram	9%	12%	+3%
Bus, minibus or coach	20%	24%	+4%
Taxi	0%	0%	0%
Motorcycle, scooter or moped	1%	1%	0%
Driving a car or van	48%	33%	-15%
Passenger in a car or van	4%	4%	0%
Bicycle	6%	8%	+2%
On foot	11%	15%	+4%

- 4.4.10 The figures in **Tables 4.2** are indicative only and would be considered fully when the travel surveys have been undertaken (during the first three months of use of the approved development).
- 4.4.11 When the development begins to be occupied, sustainable travel initiatives (such as those described in the following section e.g. Resident Travel Information Packs) would be implemented.
- 4.4.12 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should be sufficient time for a shift in travel patterns to occur.



5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 This TP contains a number of measures that will be implemented at the site, aimed at minimising the reliance on the private car and maximising the demand for sustainable travel use. This TP contains the following measures:

- i) Appoint a Travel Plan Co-ordinator (TPC);
- ii) Encourage and Promote Sustainable Travel through a range of suitable measures;
- iii) Produce and distribute Resident Travel Information Packs; and
- iv) Undertake Resident Travel Survey.

5.2 Travel Plan Co-ordinator

5.2.1 The TPC for the approved development will be Alex Bannister (Senior Transport Planner, Axis).

5.2.2 The TPC will act as a liaison point for any issues relating to the TP and will be responsible for developing the revised TP, which will be brought into action following the first resident travel survey, which will be undertaken within 6 months of the first occupation of the site.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- i) Administer/manage the TP and provide a liaison in implementing the plan with MCC;
- ii) Ensure travel awareness amongst future staff and residents;
- iii) Provide a point of contact and travel information;
- iv) Coordinate the travel surveys;
- v) Ensure the availability of the most up to date travel information;
- vi) Ensure that all residents receive a Resident Travel Information Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site; and
- vii) Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents and staff will be made aware of the existence of the TP and its aims.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will be fundamental to the implementation and success of the TP.
- 5.3.3 The following measures and initiatives will be implemented at the site in order to raise awareness of the TP and encourage the uptake of more sustainable modes of travel:
- i) Offering bespoke travel planning advice and information for staff and residents to meet their individual needs;
 - ii) Obtaining and distributing up to date promotional material such as local bus and cycle maps, walking / cycling events, sustainable transport events (such as National Bike Week) and any discounts being offered by public transport operators on season tickets, fares etc.;
 - iii) Create an online sustainable transport forum (i.e. via Facebook or similar) for staff and residents to allow information and issues to be shared and discussed;
 - iv) Encourage residents to sign up to the 'WalkBUDi' and 'BikeBUDi' schemes which offers a journey matching service for those who would like a walking / cycling partner to help build confidence, find new routes etc.;
 - v) Display Travel Noticeboards in staff welfare areas which also provide up to date public transport information and travel campaign literature, such as "walk your way to health" (www.whi.org.uk), cycling and national cycle week (www.sustrans.org.uk, www.bikeweek.org.uk) and national lift share day (www.liftshare.org/nlsd.asp);
 - vi) Set up residential and staff Bicycle User Groups (BUGs);
 - vii) Arrange cycle training and maintenance lessons through TfGM to raise confidence of residents and staff who wish to cycle;
 - viii) Offer an interest free cycle loan system to staff of the commercial premises via the DfT Cycle to Work loan scheme. This scheme allows for businesses to purchase new bicycles and bicycle equipment for staff and reclaim the VAT on this purchase. Staff can then effectively repay the costs of the purchase through a suitable 'salary sacrifice' agreement.

5.4 Staff and Resident Travel Information Packs

5.4.1 Staff and Resident Travel Information Packs will be prepared and issued by the TPC prior to their first occupation of the building and will include:

- i) Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included;
- ii) Information about the TP and its benefits, as described previously;
- iii) A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc;
- iv) Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping; and
- v) Promotion of a car sharing scheme via www.liftshare.com/uk to allow residents to find drivers or passengers to share lifts with.

5.4.2 A sample Travel Information Pack is contained in **Appendix A** and will be made available as part of the handover pack to all new staff and residents of the approved development.

5.5 Travel Surveys

5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted in the first 3 months of the first occupation of the site and then thereafter from time to time (circa once every two years).

5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey circa once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP. Examples of a staff and resident TP questionnaire have been included in **Appendix B**.

5.5.3 The travel survey will be used to show how people travel to the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle



or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:

- i) How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
- ii) Where site users are generally travelling to/from;
- iii) Which places are considered to be dangerous for walking or cycling, and why;
- iv) Any problems there are with bus services and where a new service might be helpful;
- v) Would they use the car club space on-site if more information or further incentives were to be offered; and
- vi) How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.5.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to MCC after the travel surveys have been undertaken and within 6 months of the first occupation of the site.

6.0 PLAN MONITORING REVIEW

6.1 Preamble

- 6.1.1 The monitoring and review programme will be designed to generate information which the TP can be evaluated, revised, developed and improved, over a 5-year period following the last occupation of the site.
- 6.1.2 The major objective of the plan is to effect a reduction in the use of single occupancy private cars by staff, visitors and residents. In the first instance, the plan will seek to review existing residents and visitor travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Preliminary Action Targets

- 6.2.1 In agreement with Travel Plan Officers from MCC and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured. The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1 – Preliminary Action Targets

Action	Target Date
Appoint TP co-ordinator and inform MCC of contact details	Complete – details included in this TP
Provide all staff and residents with Travel Information Packs	Issued upon first occupation – sample Travel Information Pack contained in this TP document
Undertake travel survey and report results to MCC	Within 3 months of the first occupation and every 2 years thereafter
Submit full TP to SCC	After the first travel survey and within 6 months of the first occupation of the site.
Agree on preliminary resident modal split targets with MCC	Within 6 months of the first occupation of the site.

6.3 Monitoring

- 6.3.1 The monitoring would include items such as:
- i) Travel habits / modal split; and
 - ii) General feedback from staff and residents.

- 6.3.2 Information gathered as part of the continuous monitoring process would be made available to the MCC. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between the staff and residents, MCC and transport providers.

6.4 Plan Review

- 6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.
- 6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (approximately every two years) will provide the opportunity to gather new information regarding staff, residents' and visitors' attitudes to travel and on the modal split compared to the previous years.
- 6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period and will be shared with the local planning authority and local highway authority.
- 6.4.4 The TP will be run and funded for a minimum of 5-years post last occupation of the site, after which the responsibility for the maintenance and review of the TP would be handed over to an individual staff or resident volunteer or a group of staff or resident volunteers.

Appendix A – Travel Information Pack





SONA, ARDWICK



SUSTAINABLE TRAVEL INFORMATION PACK

Keep fit, save money & travel actively



INTRODUCTION

What is a Travel Plan?

A Travel Plan is a package of measures aimed at encouraging the use of more sustainable modes of travel, where possible, and monitors its progress to achieving this.

This Travel Information Pack has been specifically designed for you, to provide you with everything you need to know about the travel options that are available to you from your new home.

It will help you get a running start on more sustainable ways of travelling within and around Manchester City Centre.

The information and incentives we are providing to you is tailored to the travel options available in our area and will allow you to make the best travel decisions possible.



Source: TfGM



There are many benefits which can be achieved through changing your travel habits. These include:

- ✓ Improved Health and Fitness
- ✓ Reduced Costs
- ✓ Time Savings
- ✓ Reduced Traffic Congestion
- ✓ Improved Quality of the Environment

What travel options are available to you?

- Walking
- Cycling
- Public Transport
- Car Sharing
- Car Club

CONTACT YOUR TRAVEL PLAN COORDINATOR FOR DETAILS:

Alex Bannister (Senior Transport Planner, Axis)

alexbannister@axis.co.uk

0344 8700 007





WALKING

Walking is a free, reliable and simple way to travel and a simple way to introduce exercise into your daily routine.

SONA is within walking distance of Manchester City Centre which provides a full range of services, facilities and amenities, including shops, restaurants, schools, health services, banks, and much more.

All of these can be accessed by the good quality and well-lit footways on all roads surrounding the site, along with pedestrian crossing facilities.



VISIT: WWW.GMWALKING.CO.UK

GM Walking provides a hub of information “to help you walk, stroll, amble, mooch and connect”.

Walking Routes

Find a walking route to help explore your local area or somewhere new in Greater Manchester

Walking Groups

Find a walking group and connect with others in your local area or somewhere new in Greater Manchester

Resources

An area of information where you can find ideas and examples of how to increase walking in your community or area of work.

Why walk?

Walking has many advantages. Not just for you but the environment too.

.....

Health:

➤ Physical

➤ Mental



.....

Finance:

➤ Save

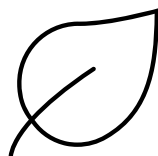


.....

Environment:

➤ No pollution

➤ Fewer cars

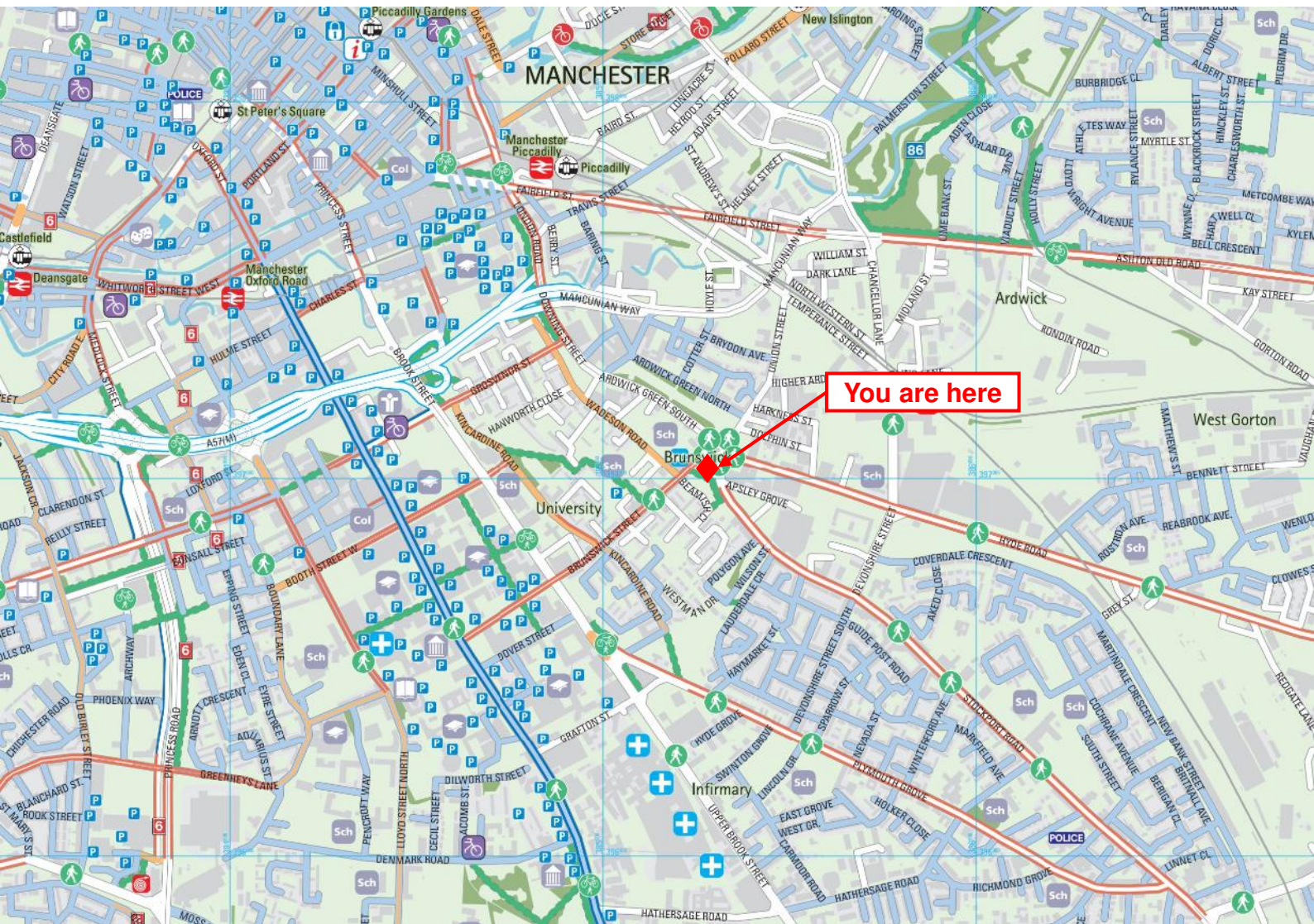


Specialist walk journey planning assistance is available at <http://www.walkit.com>. This service will let you know how many calories you can burn on your journeys and how much CO₂ you are saving by not using a vehicle.



WALKING

The map below shows some of the local cycle routes and facilities in the surrounding area. These routes provide high quality cycle infrastructure that allow for trips further afield.



	Traffic Free Route - good surface		National Cycle Network (NCN) -
	Traffic Free Route - rough surface		National and Regional
	On Road Route - with physical segregation		Cycle Access Point
	On Road Route - with other cycling facilities		Library
	On Road Route - signposted but with no facilities		Museum / Art Gallery
	20 mph speed limit		School
	Footpath - please walk your bike		College
	Pedestrian Crossing		University
	Pedestrian / Cyclist Crossing		Leisure Centre / Sports
	Cyclops Crossing		Theatre
	Pegasus Crossing		Hospital
	Cycle Hub		Health Centre
	Cycle Parking		Fire Station
	Cycle Shop		Tourist Information Centre
	Rail Station		
	Metrolink Station		



Useful Links

Transport for Greater Manchester (TfGM) online Cycle Map

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

This map shows on and off-road routes, cycle parking and cycle shops to aid route planning

Greater Manchester Cycling Campaign

<https://www.gmcc.org.uk/>

Campaign for safe cycling infrastructure throughout Greater Manchester to make cycling convenient and pleasurable, so more people can choose to cycle

We are Cycling UK

<http://www.cyclinguk.org/>

Independent experts who offer a range of impartial advice, guides, reviews, inspiration and routes to help you experience the joy of cycling. Go Cycling UK also have community projects and a network of thousands of clubs, groups and events.

Love your Bike

<http://www.loveyourbike.org/>

A campaign based in Greater Manchester which aims to promote cycling and to help make it an attractive, accessible and fun way to get around.

Sustrans

<http://www.sustrans.org.uk/>

Information on the National Cycle Network, which is a UK-wide network of traffic-free paths for everyone

Cycle Streets

<https://www.cyclestreets.net/>

A journey planner which lets you choose routes based on how busy or quiet the route is

We recommend that you visit the TfGM website (<https://activetravel.tfgm.com/cycling/>) for a range of online resources, including information relating to the benefits of cycling, cycling courses, locations of Cycling Hubs and the Bee Network bike hire scheme, amongst other things!

Why cycle?

Cycling has many advantages that are similar to walking:

.....

Health:

➤ Physical



➤ Mental

.....

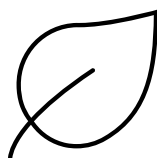
Finance:

➤ Save



Environment:

➤ No pollution



➤ Fewer cars

Love to cycle:

Cycling provides a good opportunity to exercise and maintain good all-round health.

As a low impact exercise, cycling is a healthy form of exercise that doesn't put too much stress on your joints.

Cycling helps to prevent problems such as lung disease, obesity, type 2 diabetes and helps with your mental health.

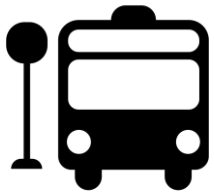
Cycling regularly can help clear your head and keep your stress levels low.

It is a good hobby that is easy to pick up and enjoy.



The AA estimate that an average car costs 41p per mile to run. Cycling is free to do and there are many cheap bikes for sale.

Cycling daily would save you a lot of money and could improve your health considerably.



BUS

The nearest bus stops to you are:

- Apollo Theatre Bus Stops, located along Stockport Road (50m walk distance)
- Apollo Bus Stops, located along Hyde Road (150m walk distance)

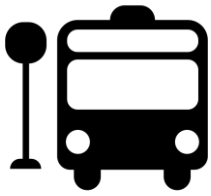
Service	Bus Stop	Route	Maximum Frequency of Services		
			Monday - Friday	Saturday	Sunday
192	Stockport Road	Manchester – Hazel Grove	Every 5 minutes	Every 5 minutes	Every 5 minutes
201	Hyde Road	Manchester - Hyde/Hattersley	Every 10 minutes	Every 10 minutes	Every 30 minutes
202	Hyde Road	Manchester – Hyde/Gee Cross	Every 30 minutes	Every 30 minutes	Every 1 hour
203	Hyde Road	Manchester – Stockport via Reddish	Every 10 minutes	Every 10 minutes	Every 15 minutes
205	Hyde Road	Manchester – Hyde/Gee Cross	Every 20 minutes	Every 20 minutes	Every 30 minutes



Further information and timetables can be found at: <https://tfgm.com/bus/timetables>. Here you can access public transport timetables, live service updates and journey planning tools.

WHY TAKE THE BUS?

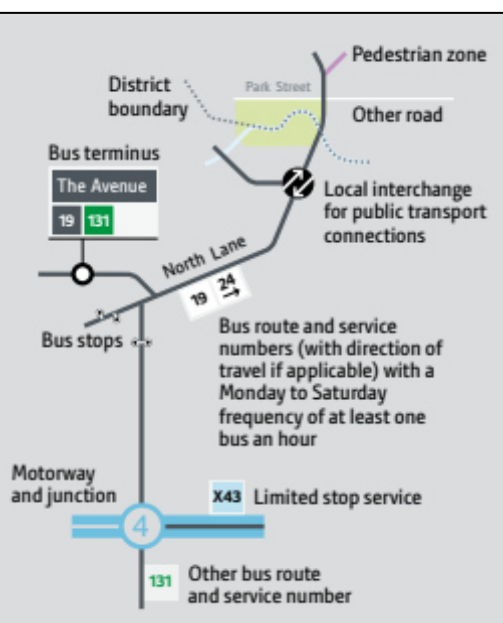
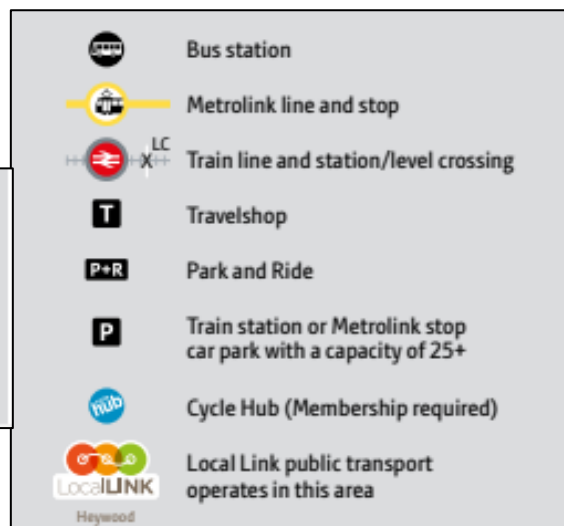
- ✓ No need to find a parking space at your destination or pay the parking charges.
- ✓ Availability of season tickers can make bus travel cheaper than driving a car.
- ✓ The walk to / from the bus stop allows you to incorporate physical activity into your routine, providing many health benefits.



Transport for Greater Manchester Public Transport Network (Manchester South)



Visit: <https://tfgm.com/public-transport/network-maps-region>





TRAIN

Manchester Piccadilly Railway Station

Manchester Piccadilly is your nearest railway station, which is approximately a 15-minute walk away. It is a major gateway station to the north-west and provides services to the following destinations:

- East Didsbury;
- Eccles
- Salford
- Ashton-Under-Lyme
- London
- Birmingham
- Newcastle
- Edinburgh

USEFUL LINKS:

<https://www.thetrainline.com/>
<https://www.nationalrail.co.uk/>

Both websites allow you to plan journeys via train travel, purchase tickets and provide live service information and up to date safety measures that are in place.



***Save money with a
railcard!***

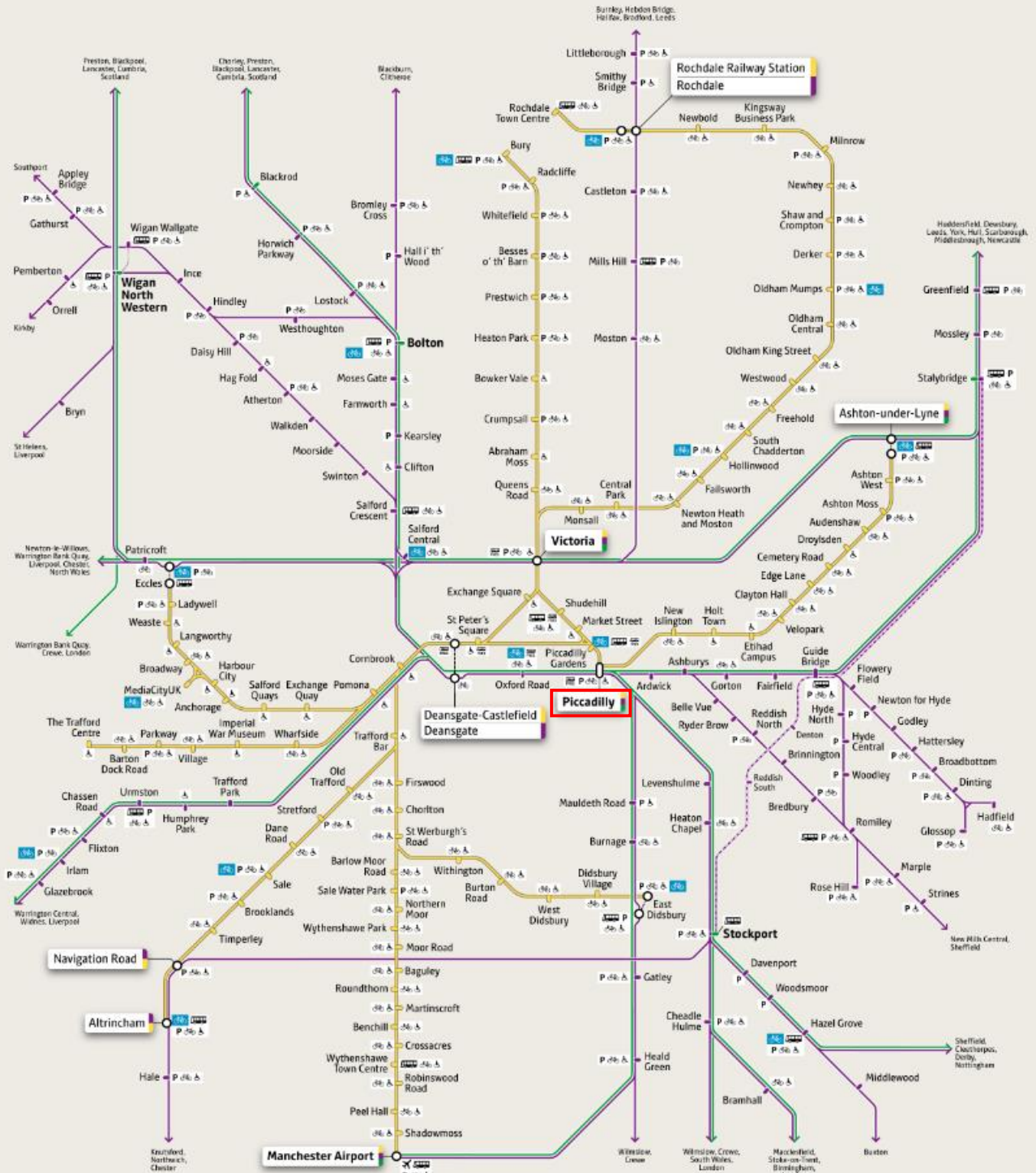
Visit the [**railcard.co.uk**](https://www.railcard.co.uk)
website for more
information and how to
apply.



Greater Manchester Train Network Map



Visit: <https://tfgm.com/public-transport/train/network-map>



- Metrolink and stop
- Northern
- Limited service (one train per week)
- Rail/Metrolink interchange
- Other trains: Avanti West Coast, Cross Country, East Midlands Railway, TransPennine Express, Transport for Wales
- Major bus interchange
- Interchange with free bus
- Parking available
- Cycle Hub (Membership required)
- Cycle parking or storage available
- Within easy walking distance
- Station or stop with step-free access to all platforms

National Rail Enquiries
08457 48 49 50
@nationalrailenq

Public transport information
0161 244 1000

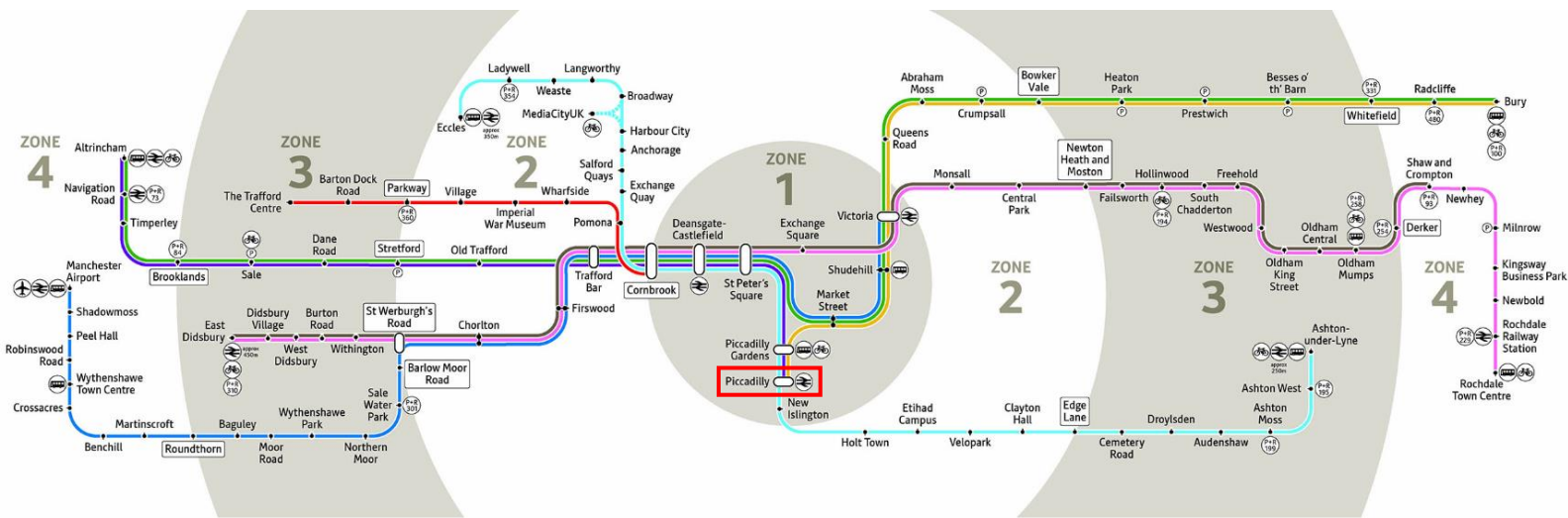
7am - 8pm Mon to Fri
8am - 8pm Sat, Sun & public holidays



METROLINK

Manchester Piccadilly is your nearest Metrolink stop.

Manchester Piccadilly is directly served by the Altrincham – Piccadilly line, the Ashton-under-Lyne – Eccles line, the Bury – Piccadilly line, and the Ashton-under-Lyne – MediaCityUK line.



All lines run every 12 minutes. Stops served by more than one line will have trams arriving more frequently.

Visit <https://tfgm.com/public-transport/tram> to find a range of tools to help plan your journey, see live arrival / departure times, and live travel updates.





CAR SHARING



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If it is not possible for you to avoid using a car you can still save money and help the environment by sharing a car.

.....

Finance:

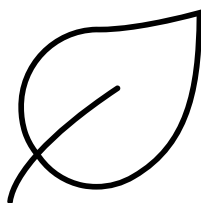
- Save on petrol and parking fees



.....

Environment:

- Less pollution
- Fewer cars



What is car sharing?

When two or more people are heading towards the same location, they can share a single car. This reduces the number of cars on the road.

You can sign up online to see if there are people that you could share a car with:

www.liftshare.com/uk

Alternatively, talk to your Travel Plan Co-ordinator for help in establishing a car share.

You don't need to own your own car.

Driving a car on your own is one of the most unsustainable forms of transport and the cost of running your own car is probably higher than you think. To work out the true cost of running your car, visit <http://www.thisismoney.co.uk/cost-of-your-car-calculator>.



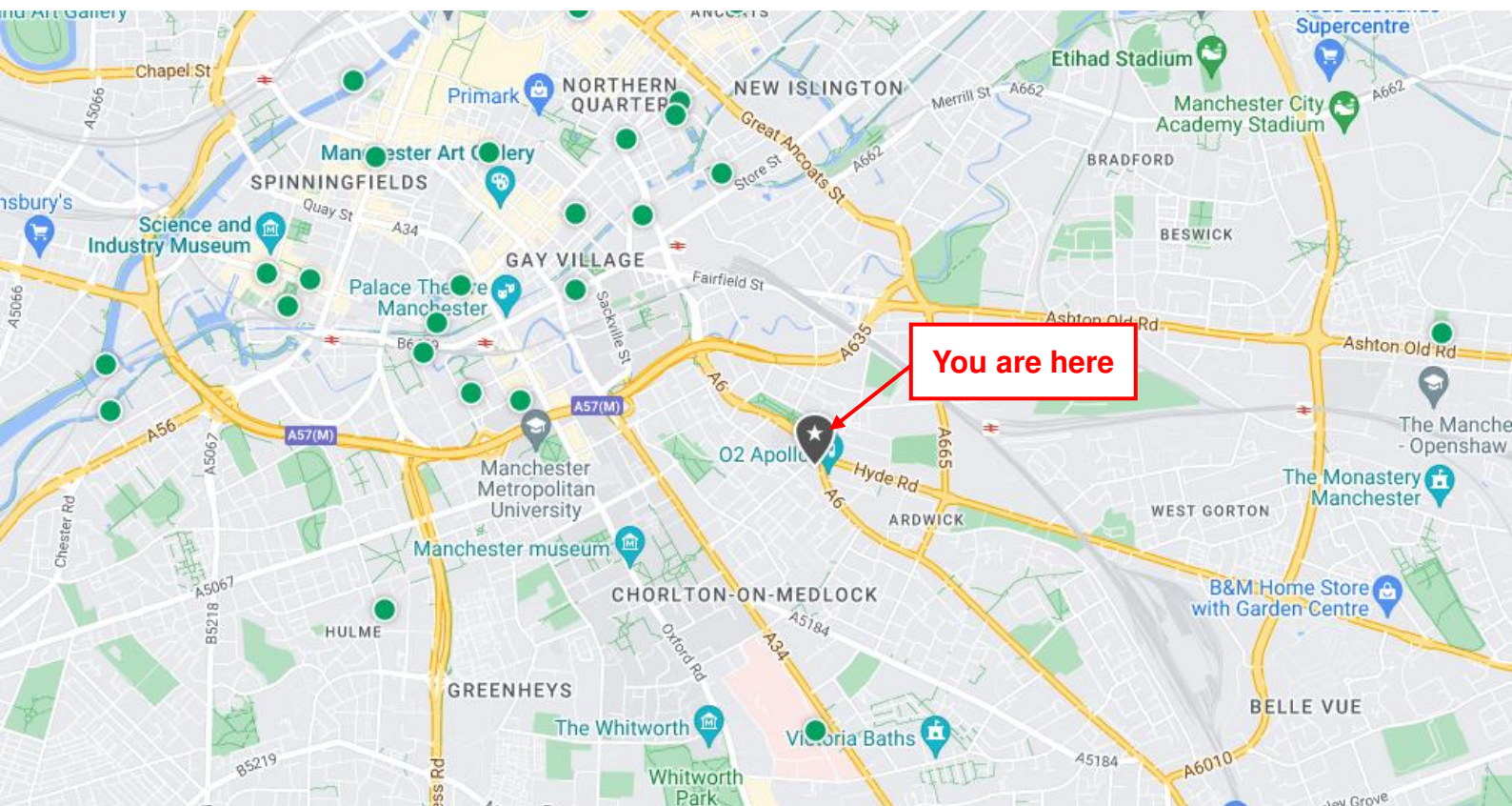
CAR CLUB



Car clubs are a sustainable and cheaper alternative to car ownership.

The map below shows all of the car club bays that can be accessed within 1 mile. More information and how to rent a car can be found here:

<https://www.enterpriseclub.co.uk/gb/en/home.html>



Enhanced Plan

Lower rental rates unlocked by a higher membership fee. **For frequent users.**

Hourly rate – £4.60
Monthly membership fee – £20
Annual membership fee – N/A

Standard Plan

Pay standard rental rates with monthly or annual membership. **For casual users.**

Hourly rate – £6.10
Monthly membership fee – £7
Annual membership fee – £60

Under 22 Plan

For those aged between 19-21 with 1 years' driving history. **For young users.**

Hourly rate – £7.10
Monthly membership fee – £6
Annual membership fee – N/A

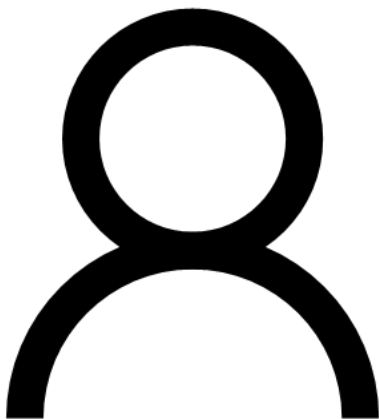


***1st year membership fee (also receive £10 driving credit) - £60-£10
Manchester residents joining promocode – MAN10***

YOUR TRAVEL PLAN CO-ORDINATOR

The contact details of the Travel Plan Co-Ordinator (TPC) for SONA are detailed below. Their role is to help with your sustainable travel options, providing you with further information for your specific travel needs.

If you have any concerns or queries or would like to report any travel-related issues, please contact the TPC who will aim to address any issues or relay them to Manchester City Council.



Your TPC is:

Alex Bannister, Senior Transport Planner, Axis



alexbannister@axis.co.uk



0344 8700 007

Appendix B – Staff and Resident Travel Plan Questionnaires



SONA, ARDWICK

STAFF TRAVEL SURVEY

This travel survey is being undertaken amongst all staff to gain an understanding of their travel patterns. This information will be used to enhance and develop the Travel Plan for the SONA development, which will seek to improve accessibility by alternative modes of transport to the private car and reduce carbon emissions.

The survey should be completed during the week commencing
Please complete the survey based on your general travel habits on the basis of a normal day.

Once completed please pass your survey form back to

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. Please tick the circle which represents your current employment status:

Full-time ☐

Part-time ☐

If part-time, how many hours

.....

2. Please write your home post-code below.

This information will be treated with the strictest confidentiality / data protection measures.

.....

3. What time do you normally leave for work? (to the nearest quarter hour)

.....

4. What time do you normally arrive home from work? (to the nearest quarter hour)

.....

5. What mode of transport do you primarily use to get to work? Please tick **one** answer.

Car (driver)	☐
Car (passenger)	☐
Walk	☐
Cycle	☐
Bus (general service)	☐
Bus (park and ride service)	☐
Train	☐
Motorbike	☐
Other (please specify).....	

6. If you indicated car (driver) in Q5 above, what are the main reasons for doing so?
Tick more than one answer if applicable

Convenience	☐
Speed of journey / time constraints	☐
Disability make it only option	☐
Live too far away	☐
No public transport option	☐
Cheapest option	☐
I am a passenger and car share	☐
I need to drop other people off / pick them as part of a wider journey en-route	☐
Concerns about highway safety	☐
Concerns about personal safety	☐
Too much to carry	☐
I need my car to carry out site visits from COCH during my shift	☐
Other (please specify).....	

7. Approximately how far do you travel to work?

Less than 1 mile	☐
Between 1 and 2 miles	☐
Between 2 and 5 miles	☐
Between 5 and 10 miles	☐
Between 10 and 20 miles	☐
Over 20 miles	☐

8. Approximately how long does it take you to travel to work?

0 - 10 minutes	☐
10 - 20 minutes	☐
20 - 30 minutes	☐
30 - 45 minutes	☐
45 - 60 minutes	☐
60 minutes +	☐

9. Do you travel to / from work with anyone else?

Yes ☐
No ☐

10. Would you be interested in taking part in a car sharing scheme with other staff to travel to work?

Yes ☐
No ☐
Already do ☐

11. If you already car share, how many people do you normally travel with?

1 ☐
2 ☐
3 ☐
4 ☐
5+ ☐

12. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?

Walk ☐
Cycle ☐
Bus (normal service) ☐
Bus (park & ride) ☐
Train ☐
Car Club ☐
Car (Driver) ☐
Car (Passenger) ☐
Motorbike ☐
Could not use any other mode ☐

Other (please specify)

13. Which of the following initiatives would encourage you to car share?

(Please indicate the most important option with a *)

I already car share ☐
Same sex driver / passengers ☐
More certainty of available car share partners on my shifts ☐
Better backup options (for example guaranteed lift home) ☐
An easier to use system / database of car sharers ☐
A guaranteed parking spot within the site ☐
Reduced parking costs ☐
I would never car share ☐

14. Which of the following initiatives would encourage you to use public transport to travel to work?

(Please indicate the most important option with a *)

- | | |
|---|-----------------------|
| I already use public transport | ☐ |
| More direct bus routes | ☐ |
| More frequent bus services | ☐ |
| Interest free season ticket loans provided by work | ☐ |
| Up-to-date Public transport information available at work | ☐ |
| Easy access low floor buses | ☐ |
| I would never use public transport to travel to work | ☐ |

15. Which of the following initiatives would encourage you to walk / cycle to work?

(Please indicate the most important option with a *)

- | | |
|--|-----------------------|
| I already walk or cycle | ☐ |
| More dedicated cycle / walking routes | ☐ |
| Interest free loan to purchase a bicycle | ☐ |
| Quality information on the local network | ☐ |
| Safe crossing points on local roads | ☐ |
| Improved security and lighting | ☐ |
| Better, more secure / covered cycle parking facilities | ☐ |
| Better shower, changing and locker facilities | ☐ |
| I would never walk / cycle to work | ☐ |

16. Linked to Q15, do you currently have the opportunity to walk or cycle to work, but choose not to?

- | | |
|-----|-----------------------|
| Yes | ☐ |
| No | ☐ |

If yes, why?

.....

.....

.....

.....

.....

Thank you for completing this survey.

Please return it to your Travel Plan Coordinator, Alex Bannister via alexbannister@axis.co.uk.

This information will help us improve travel choices to and from the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.

SONA, ARDWICK

RESIDENT TRAVEL SURVEY

We would be grateful if one member of your household could complete this survey to help us better understand your travel patterns, needs and how we may be able to further assist in providing you with greater opportunities to utilise more active and sustainable modes of travel.

Survey data will be treated with strict confidentiality, with the results being used solely for the purpose of the Travel Plan.

1. Including yourself, how many people live at your property?

2. In total, how many cars / vans are owned by household members? Please tick one answer.

0	
1	
2	
3	
4 or more	

3. In total, how many bicycles are owned by adult household members (16+ years old)? Please tick one answer.

0	
1	
2	
3	
4 or more	

4. How do you usually travel to and from your home for the following activities? Please tick one answer for each journey type.

Journeys to Work

Walk	
Cycle	
Bus	
Rail	
Car (alone)	
Car Share (driver or passenger)	

Other (please specify) _____

Journeys to Shopping

Walk	
Cycle	
Bus	
Rail	
Car (alone)	
Car Share (driver or passenger)	

Other (please specify) _____

Journeys to Education

Walk	
Cycle	
Bus	
Rail	
Car (alone)	
Car Share (driver or passenger)	

Other (please specify) _____

Journeys to Leisure

Walk	
Cycle	
Bus	
Rail	
Car (alone)	
Car Share (driver or passenger)	

Other (please specify) _____

Journeys to Health Services

Walk	
Cycle	
Bus	
Rail	
Car (alone)	
Car Share (driver or passenger)	

Other (please specify) _____

5. If you usually travel by car / van for the majority of your journeys, what are the main reasons for doing so? Please tick up to 3 answers that are most applicable.

Live too far away from facilities to walk or cycle	
Time constraints	
Concerns about road safety	
Concerns about personal safety	
Too much to carry	
Lack of alternative	
Reliability	
Cost	
Other	

Other (please specify) _____

6. If you usually travel by car / van for the majority of your journeys, would you consider using a different mode of travel 1-2 days per week? Please tick your answer.

Yes	
No	
Not applicable	

7. If you answered 'Yes' to Question 6, please tick what different mode(s) of travel you would use.

Walk	
Cycle	
Bus	
Train	
Car Share (driver or passenger)	
Other	

Other (please specify) _____

8. Below are some ideas for reducing the number of single occupancy car journeys to and from Brook View. Please tick those ideas which, if implemented, would encourage you to walk, cycle, car share and/or use public transport.

Help finding car share partners who have similar travel patterns	
Cycle training sessions (i.e. Bikeability)	
Cycle maintenance workshops	
Help finding a walking and / or cycle buddy	
Subsidised / discounted tickets for public transport	
Personalised journey planning	
More information on public transport services and timetables	
An online forum for residents to share travel information, such as walking and cycling routes, availability to car share etc.	

9. Please leave any further comments you may have below in relation to transport / travel within your local area.

Thank you for completing this survey.

Please return it to your Travel Plan Coordinator, Alex Bannister via alexbannister@axis.co.uk.

This information will help us improve travel choices to and from the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.