SCP
TRANSPORT PLANNING
an RSK company

Bristow Consulting

Travel Plan

Victoria Mill, Manchester

250934

FEBRUARY 2026



SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

1.1 In October 2017, a Travel Plan was prepared by SCP on behalf of Bristow Consulting to discharge Condition 10 of the planning consent (LPA Ref: 114600/FO/2016) for the following scheme:

"change of use of the first to fifth floors of the north side of Victoria Mill from offices (Class B1) to create 80 no. residential apartments (Class C3a) comprising 65 x 2 no. bedroom units and 15 x 1 no. bedroom units and communal home working offices for residents, with associated internal and external alterations to the listed building".

1.2 Condition 10 of the planning consent states:

'10) Based on the principles outlined in the interim Travel Plan submitted to accompany this application, 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 the development

ii) a commitment to surveying the travel patterns of occupants 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'.

1.3 This was approved in January 2018 and the condition was partially discharged, with monitoring outstanding. A variation to the condition was approved in 2021 (131298/JO/2021) which stated:

'Variation of conditions 1 (specified plans), 3 (surface water drainage), 8 (cycle parking) and 11 (refuse storage arrangements) attached to planning permission referenced 119321/JO/2018 to enable the omission of cycle parking from the basement and the creation of cycle stores at floors 1-5, the omission of the waste chute to staircase, the omission of home working offices adjacent to the central stair core and the use of rooms at floors 1-5 as bin stores'.

Condition 9 of the planning consent states:

'The development hereby approved shall be occupied in accordance with the Full Travel Plan by SCP dated October 2017 previously approved on the 9 January 2018. Within six months of the first use of the development, a revised Travel Plan which takes into

account the information about travel patterns gathered in the Full Travel Plan 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'.

1.4 This revised Travel Plan provides updated information as well as the baseline monitoring outputs of the resident travel survey.

1.5 This report aligns with both national and local transport policy, in seeking to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

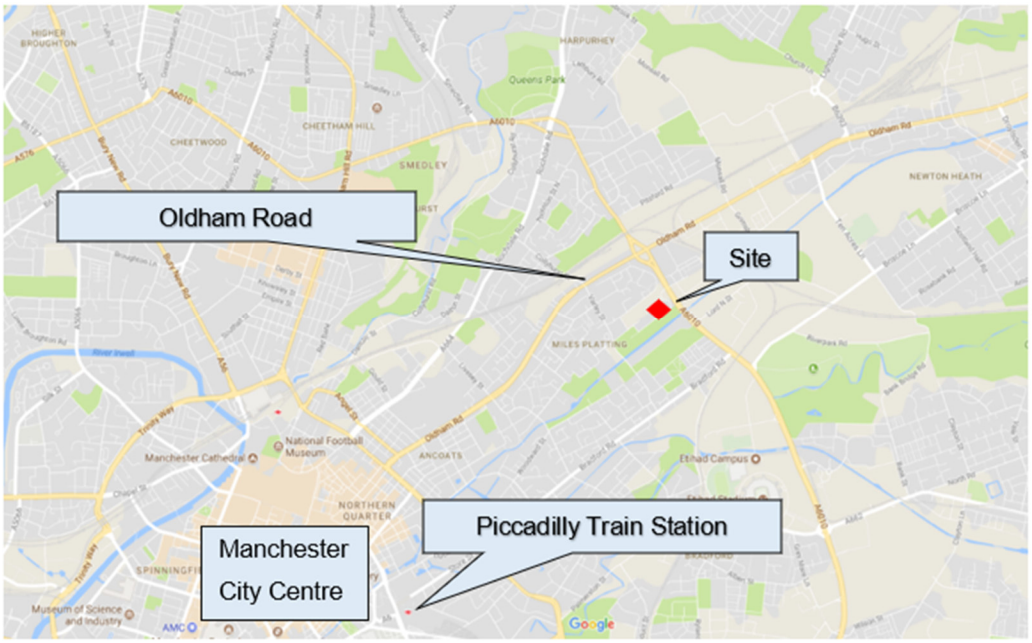
1.6 As explored further in the following sections of this travel plan, it can be seen that the site has excellent levels of accessibility by all the main non-car modes of transport. Access to the site by foot and cycle is of an excellent standard, and both bus and train connections are also available within close proximity, thereby enabling access to the site from a range of local destinations. The development therefore contributes towards the policy aims of being sustainably located.

Site location

1.7 The site lies to the north east of the City Centre just off the A62 corridor linking Oldham and the surrounding area to the City Centre. It is bounded by a mix of residential and employment areas with a local centre to the north.

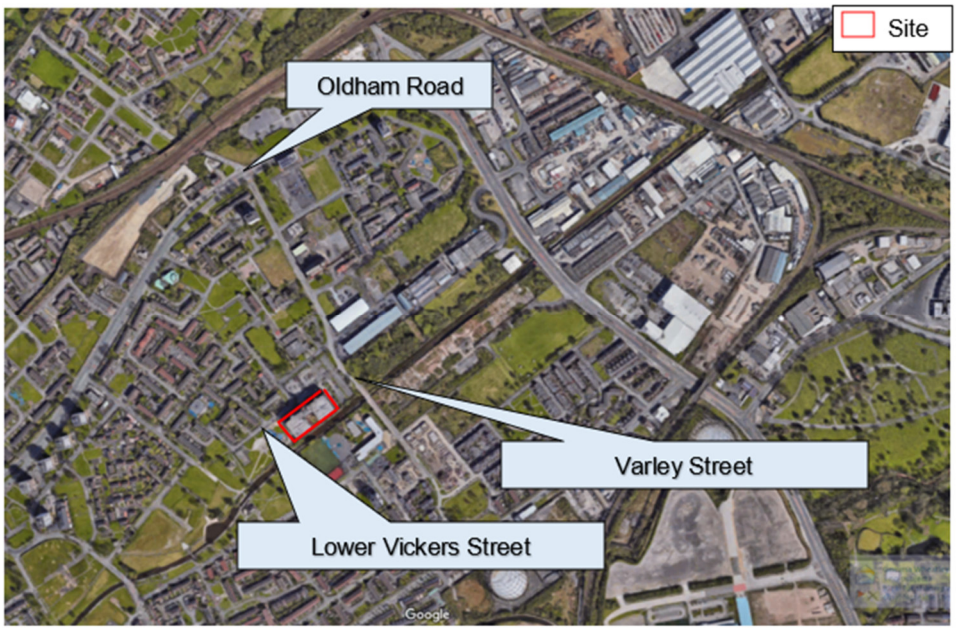
1.8 The location of the site in relation to the wider highway network is shown on **Figure 1.1** below.

Figure 1-1: Site Location - Wider Highway Network



1.9 The location of the site in relation to the local highway network is shown on **Figure 1.2**

Figure 1-2: Site Location - Local Highway Network



Site background

1.10 The site is comprised of a former cotton spinning mill. The mill complex is split into two blocks with a central circulation area and externally, a surfaced and marked out car park area.

The need for a travel plan

1.11 A travel plan is an important tool for supporting sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.

1.12 There are a number of challenges that travel plans can contribute towards meeting. These include minimising the potential increase in traffic resulting from new development and helping to reduce carbon emissions, by reducing the proportion of car trips.

1.13 In addition, there is a need to promote healthier lifestyles and travel plans can help through increased walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and is a 'living document' that needs to be regularly reviewed to ensure its effectiveness.

Travel plan benefits

1.14 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

1.15 With specific reference to a travel plan for a residential development, improvements in accessibility to a site can help promote sustainability to residents accessing the development, helping to maintain healthy lifestyles through commuting and a greener facility as a whole.

1.16 A travel plan provides benefits to all parties, including the developers, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation

2 POLICY CONTEXT

2.1 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

National policy

National Planning Policy Framework (NPPF) (December 2024 with amendments February 2025)

2.2 The revised National Planning Policy Framework was published in December 2024 and sets out the government's planning policies for England and how it is expected these will be applied. NPPF continues to encourage development through the planning system, with a presumption in favour of sustainable development. The key change in the most recent NPPF is the emphasis placed upon a vison-led approach, indeed Paragraph 109 states that "*Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places*.".

2.3 The focus of development proposals should be to create a vision for the site and identify how that will be achieved, prioritising accessibility by sustainable modes through design whilst ensuring that "*Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

2.4 Paragraph 116 identifies that *"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."*

2.5 This travel plan will demonstrate that the proposals take full advantage of existing facilities for sustainable travel locally.

Planning Practice Guidance (PPG)

2.6 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on "Travel Plans, Transport Assessments and Statements" was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.

2.7 The document states that travel plans should, where possible, be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

2.8 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.

2.9 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.

2.10 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should fit in with wider strategies for transport in the area.

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

2.11 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is entitled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process". This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

2.12 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

Regional policy

2040 Greater Manchester Transport Strategy

2.13 Moving to a regional perspective, the 2040 Greater Manchester Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:

- Integration – to allow customers to move seamlessly between modes and services;
- Inclusion – to provide accessible and affordable transport;
- Health – through promotion of walking and cycling for local trips;
- Environmental responsibility – to deliver lower emissions, and a better quality environment;
- Reliability – to give customers confidence in journey times;
- Safety and security – to reduce accidents and deaths; and
- Well maintained and resilient – to be able to withstand unexpected events and weather conditions.

2.14 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

Greater Manchester Transport Strategy 2050 and Delivery Plan (2027-2037)

2.15 The Greater Manchester Transport Strategy 2050 sets out Transport for greater Manchester's long-term goals and the evidence behind them and the supporting Delivery Plan (2027-37) explains how they will put the strategy into action.

2.16 There is currently a draft Transport Strategy 2050 and Delivery Plan open for consultation where feedback is being accepted until 11.59pm on Monday 9 March 2026. The final versions are set to be released in 2026.

Local policy

Local Transport Plan

2.17 The government requires Local Transport Plans (LTPs) to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

2.18 In terms of local planning policy, Greater Manchester's Third Local Transport Plan (LTP) (2011-2026) is in place and outlines the long term goals for the next 15 years. The government requires LTPs to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.

2.19 Greater Manchester's LTP identifies a set of strategic transport goals; they include:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities;
- To maximise value for money in the provision and maintenance of transport infrastructure and services.

Conclusion

2.20 In general, the national, regional and local transport policy documents set out above follow similar themes and promote common aims which are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of

transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

2.21 This travel plan has been developed in line with national== and local transport policy and guidance.

3 DEVELOPMENT DETAILS

Approved development

3.1 The development is a residential scheme comprising of 85 one bed and two bed apartments and associated car parking spaces. This include five additional apartments which were approved via the variation approval in 2018.

Parking

Cycle parking

3.2 The cycle parking strategy was updated in 2021, to provide 18 cycle stores per floor, for floors 1 to 5,creating a total of 90 cycle stores within the building.

Car parking

3.3 There are a total of 298 car parking spaces available which are intended for: 30 NHS, 30 Manchester Primary Care Partnership, 20 to a vacant office, 115 residential and 103 for the neighbouring western half of the Mill.

3.4 Car park spaces are not marked for residential use only and therefore residents are able to park in any available space. Therefore there is sufficient parking available for residents at Victoria Mill. There are currently 3 accessible disabled parking spaces available at the car park that are next to the NHS surgery.

4 ACCESSIBILITY

General

4.1 This chapter presents a review of the accessibility of the site by walking, cycling and public transport modes.

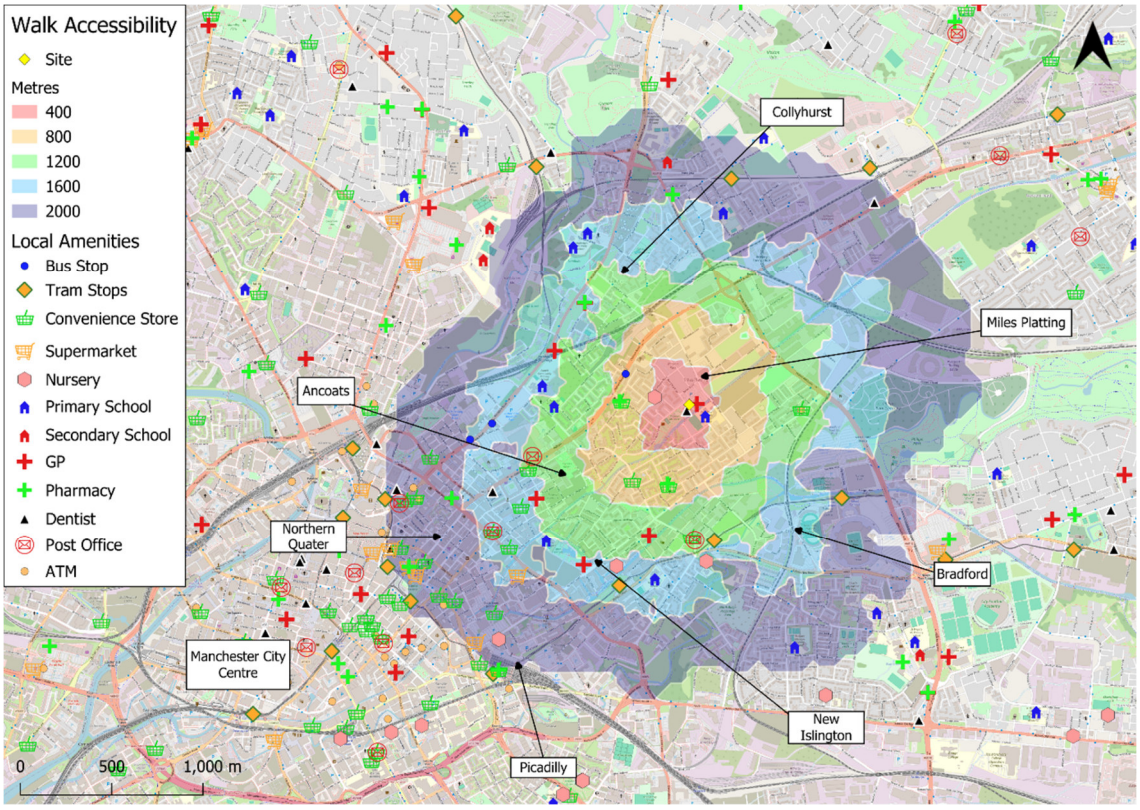
Pedestrians

4.2 The MfS states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot.

4.3 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site.

4.4 The 2km walk distance isochrones is shown on **Figure 4.1** below.

Figure 4.1 – 2km Walking Accessibility Isochrones



Source: Basemap TRACC

4.5 As can be seen from the above, all of Miles Platting, Ancoats, Collyhurst, and a large portion of Manchester City Centre are within acceptable walk distance of the site. The

above demonstrates that the site is within an easy walking distance of numerous amenities, including public transport facilities.

4.6 **Table 4.1** identifies some of the local facilities within an acceptable 2km walking distance of the site. This list is not exhaustive but is intended to give an indication of key everyday facilities close to the site.

Table 4.1 – Key Facilities

Facility	Name	Distance from Site (m)
Park	Victoria Mill Park	<50m
Nursery	WMB Winstanley Day Nursery, Winstanley Road	260m
Primary School	Park View Community School, Varley Street	350m
Convenience Store	Best-one, Naylor Street	450m
Pharmacy	Haven Pharmacy, Naylor Street	450m
Bus Stop	New Allen Street	500m
Pub	Bradford Inn, Bradford Road	650m
Café	The Lunch Box, Cambrian Street	850m
ATM	ATM (Bargain Booze), Bradford Road	1000m
Post Office	Manchester CDO Customer Service Point, Royal Mail, Oldham Road	1000m
GP	Whitley Road Medical Centre	1000m
Dentist	New Islington Medical Practice	1200m
Tram Stop	Holt Town	1200m
Supermarket	ALDI , Great Ancoats Street	1500m
Secondary School	Elden Boys' and Elden Girls' Leadership Academy, Rayburn Way	1900m

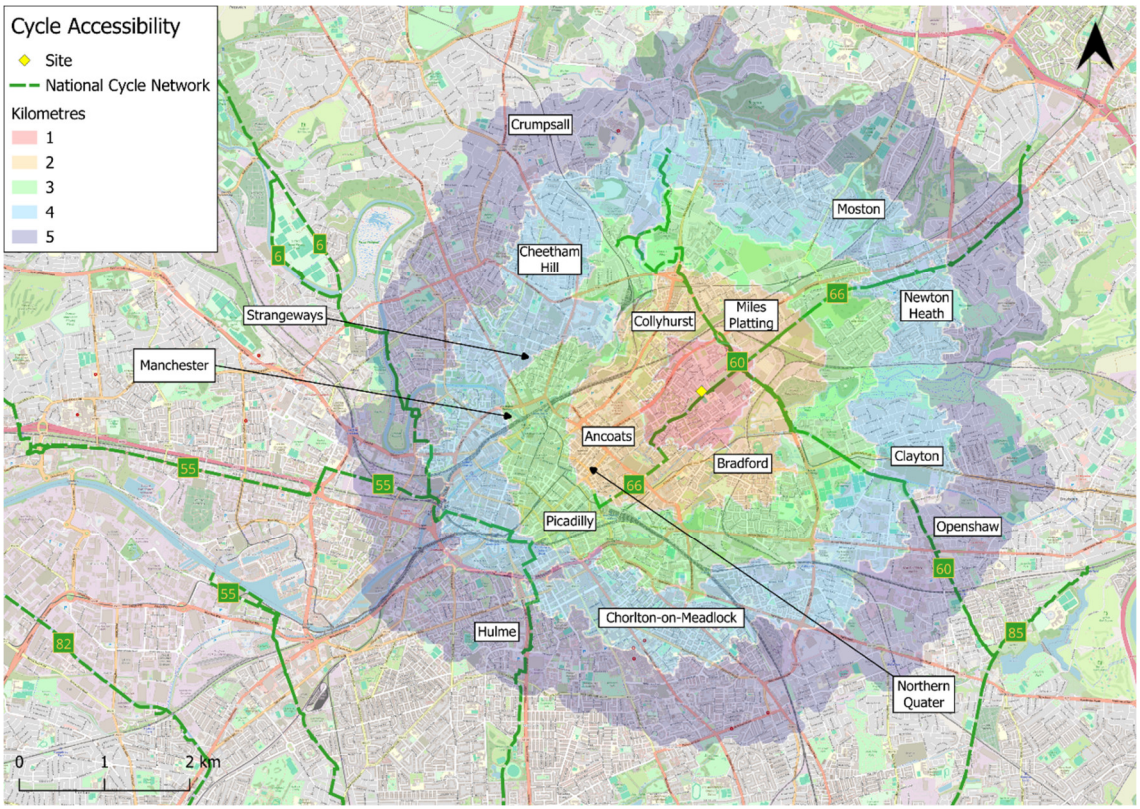
4.7 Overall, the site benefits from high levels of accessibility by foot, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

4.8 Transport policy identifies that cycling represents a realistic and healthy option to use instead of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

4.9 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 4.2** below.

Figure 4.2 – 5km Cycle Accessibility Isochrones



Source: Basemap TRACC

4.10 The plan demonstrates that the nearby areas of Ancoats, Hulme, Cheetham Hill, Piccadillly, Manchester City Centre and Newton Heath, amongst others, are all located within the 5km catchment area from the development site.

4.11 **Figure 4.2** also shows the site's proximity to National Cycle Route (NCR) 66 which can be accessed approximately 100m to the south of the site via Rochdale Canal Tow Path which runs along the opposite of side of the Rochdale Canal adjacent to the site. The route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. NCR 60 runs for 14km from North to East Manchester.

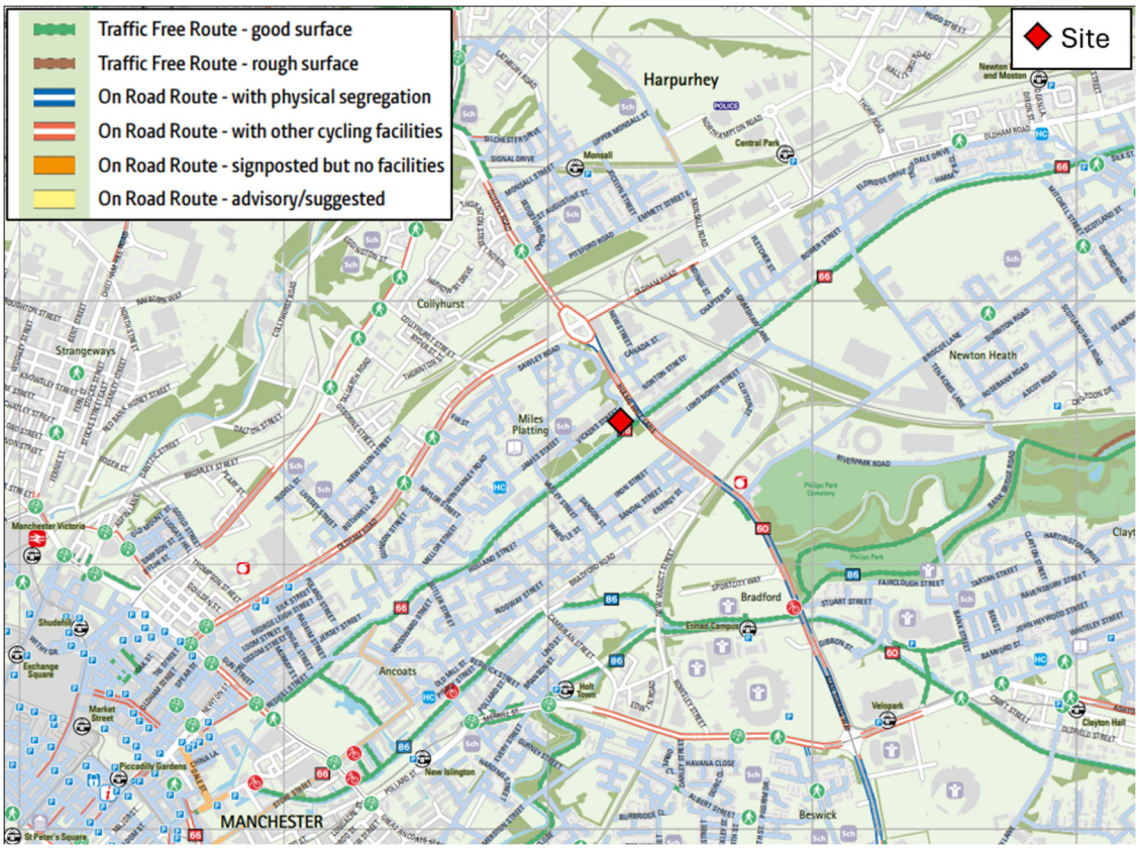
4.12 NCR 55 is also present within a 5km cycle radius of the site and can be accessed 3.6km south west of the site via Oldham Road. NCR 55 runs in sections between Stoke-on-Trent and Marple, and around Stockport, Manchester and Wigan.

4.13 NCR 6 is present approximately 3.2km to the south west of the site and can be accessed within an approximate 11-minute cycle time. NCR 6 runs in sections from London to the Lake District, passing through various locations along its route including Milton Keynes, Northampton, Leicester, Sheffield, Manchester and Lancashire.

4.14 NCR 60 runs for 14km from North to East Manchester, and can be accessed approximately 650m to the north east of the site along Hulme Hall Lane.

4.15 The Transport for Greater Manchester (TfGM) Cycle Map on the TfGM website shows existing on-road cycle routes, providing access into Manchester City Centre. The map also highlights traffic-free cycle routes as shown on **Figure 4.3** below.

Figure 4.3 – Manchester Cycle Map



Source: Transport for Greater Manchester (TfGM)

4.16 **Figure 4.3** identifies the local cycling facilities. There is an on-road cycle route which can be accessed to the east of the site on Hulme Hall Lane (A6010). This route runs south to north along the A6010 from the A6010/A635 crossroads to the Oldham Road/ Hulme Hal Lane crossroads and continues onto Queens Road/Oldham Road.

4.17 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents.

Public Transport

Bus Accessibility

4.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "*Guidelines for Planning for Public Transport in Developments*" document identifies, at section 6.20, that "*Bus stops are located to minimise passengers' walking distance to*

their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."

4.19 The closest bus stop to the site is 'New Allen Street' located along Oldham Road 500m north of the site an approximate 7-minute walk. This stop is served by a number of bus services.

4.20 **Table 4.2** provides an overview of the bus services available at the 'New Allen Street' bus stop along with the route and an average frequency for service intervals across the week.

Table 4.2 – Bus Service Summary

No.	Route	M-F		Sat		Sun	
		Start-End	Average Freq.	Start-End	Average Freq.	Start-end	Average Freq.
New Allen Street							
83	Oldham Mumps - Piccadilly Gardens	04:41- 23:56	10 mins	05:06-23:50	10 mins	06:20-23:56	20 mins
84	Uppermill - Piccadilly Gardens	05:01-00:15	10 mins	05:21-00:11	10 mins	06:32-23:26	20 mins
114	Boarshaw - Piccadilly Gardens	06:34- 22:23	20 mins*	06:47-22:23	30 mins	10:03-23:02	60 mins
181	Smallbrook Road at Wrens Nest - Piccadilly Garden	06:19-18:13	60 mins	09:02-17:00	60 mins	-	-
182	Smallbrook Road at Wrens Nest - Piccadilly Gardens	05:45-22:57	60 mins	06:27-22:58	60 mins	07:54-22:54	60 mins
722	Monsall-Charlestown (school bus)	07:30/15:44	2 services	-	-	-	-
726	White Gate – Beswick (school bus)	07:43/ 15:04-15:59	3 services	-	-	-	-

Source: Traveline

** At peak times*

4.21 Having regard to the above, prospective residents will have access to up to 30 bus services per hour which provide access at a high frequency 7-days a week into Manchester City Centre and out towards areas of Greater Manchester such as Middleton, Shaw, and Oldham.

Metrolink

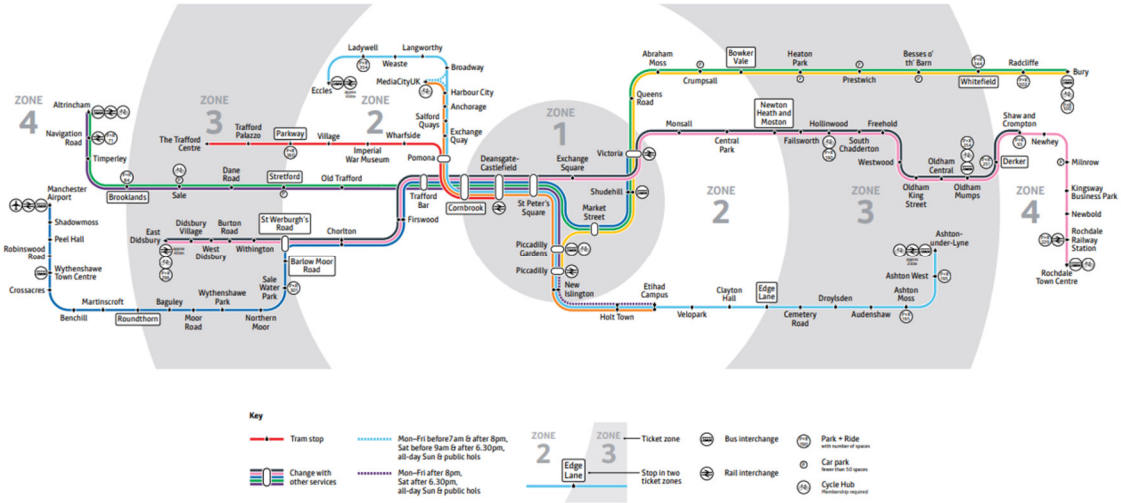
4.22 Holt Town Metrolink Station is the nearest tram stop to the site; it is located approximately 1.2km south of the site, an approximate 16-minute walk.

4.23 Holt Town tram stop provides cycle stands for 5 bikes. Accessible ticket machines are available along with customer information screens. A ramp is available for access to services along with step-free access coverage to all platforms.

4.24 Tram services from the stop run to a variety of destinations along the same line, including Media City UK, Eccles via Manchester, Ashton-under-Lyne, and the Etihad Campus. Services run from early morning to late at night every 12 minutes at peak times.

4.25 A map of the tram network in Greater Manchester is shown in **Figure 4.4** below.

Figure 4.4 – Map of Greater Manchester Tram Network.



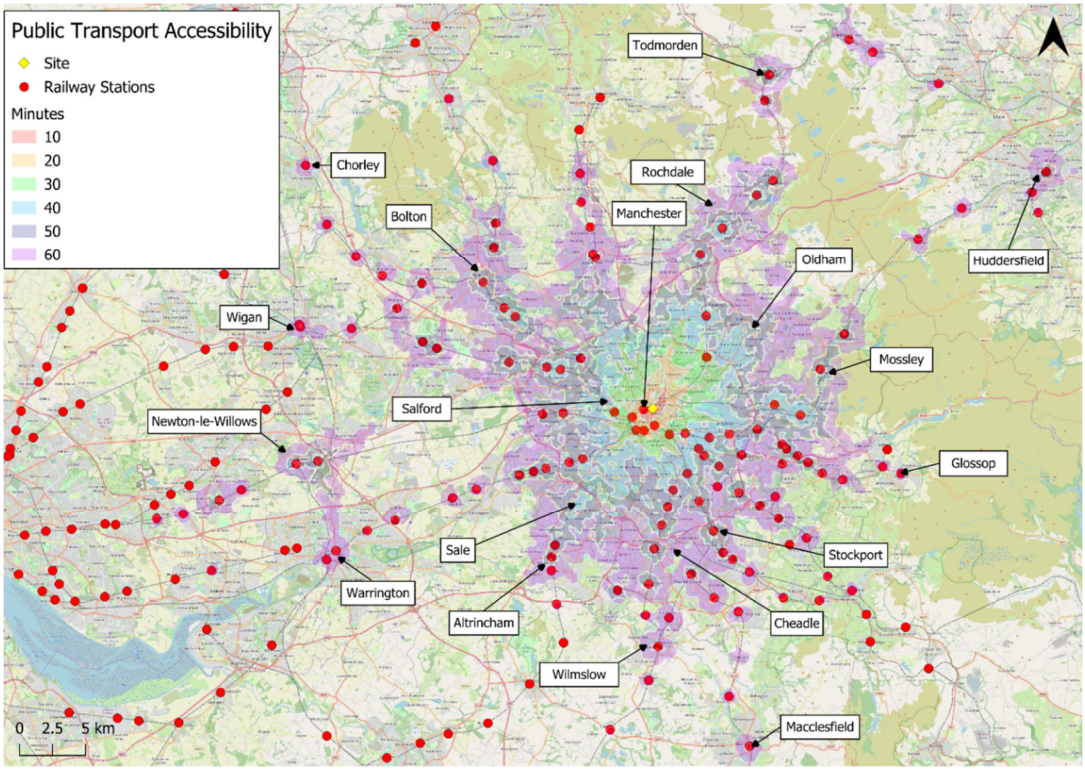
Source: Transport for Greater Manchester (TfGM)

National Rail

4.26 Manchester Piccadilly Railway Station is located approximately 2km south west of the site, equivalent to a 28-minute walking and 8-minute cycle distance. The station offers regular direct services throughout the week to London Euston, Sheffield, Birmingham New Street, Blackpool North, Liverpool and Norwich, as well as other destinations.

4.27 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 4.5** below. The figure illustrates the area that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus/tram/rail stops.

Figure 4.5 – 60 Minute Public Transport Accessibility Isochrones



Source: Basemap TRACC

Summary

4.28 Having regard to the above, it is considered that the site benefits from very high levels of accessibility by sustainable modes and has a range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be reliant on the private car.

5 TRAVEL PLAN COORDINATOR

5.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in managing and delivering a successful travel plan.

5.2 The TPC will be undertaken on an interim basis by SCP, whose name and contact details have been provided in the contacts section. They, in combination with Bristow Consulting, will be responsible for the management of the residential travel plan, thereby ensuring its successful delivery.

5.3 A TPC is not a full-time role but requires an individual with time to implement and monitor the travel plan, with the requisite communication skills to deliver information to all residents.

5.4 A list of the key components of the TPC role are provided below:

- Act as a primary point of contact for all travel related matters;
- Promote and implement the travel plan measures;
- Develop and keep travel information and resources up to date;
- Coordinate the monitoring and analysis of travel plan surveys;
- Update and take ownership of the action plan which will serve as a live document and record the issues and initiatives taken to meet the identified targets;
- Identify and develop additional active travel initiatives as required; and
- Liaise with the respective authorities and stakeholders to maximise the benefits of sustainable travel information and provisions.

5.5 The TPC will be supported in the delivery of the travel plan by the developer and sales team who will assist in the promotion of the measures delivered by the TPC and regularly report to the TPC with updates about the site.

Funding

5.6 Appropriate funding will be allocated by the developers at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

5.7 The funding will cover all costs relating to the TPC, including implementation of measures and initiatives, marketing of the travel plan along with marketing materials, and annual monitoring. The funding stream will allow the travel plan to operate for a minimum of five years. .

5.8 The funding for the travel plan is incorporated into the site's operating budget.

Contacts

5.9 Travel plan success is dependent on ownership of the plan being taken, alongside commitment to implement the contained measures. To ensure any difficulties encountered are addressed efficiently, contact details for the travel plan coordinator are identified below.

5.10 Travel Plan Coordinator:

- Name: Gemma Wheatley, Senior Associate Director, SCP Transport
- Email: Gemma.Wheatley@scptransport.co.uk
- Phone: Office - 0161 832 4400

6 BASELINE MONITORING

6.1 Travel surveys are undertaken following occupation in order to understand how residents currently travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.

6.2 The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.

6.3 A resident database has been set up which will be updated as new occupations take place, containing household details. Surveys will be disseminated to all occupied households within three months of the site reaching 50% occupation.

6.4 The survey was made available to complete via an online link / QR code, which was promoted by a postcard door-drop.

6.5 The survey contained the following data:

- Household profile, including number of occupants and children;
- Work postcodes;
- Mode of travel to work and other trip purposes;
- Reasons for transport choices; and
- Potential for change.

6.6 The initial baseline surveys were reviewed by the local authority, to ensure the questions were appropriate for the development.

6.7 The Baseline Survey was conducted from October 2025 until January 2026, in order to achieve the 30% response rate, survey participation was incentivised offering respondents the opportunity to be put into a prize draw. Along with social media posts promoting the survey, a response rate of 13% was achieved. This information was confirmed to the local authority.

6.8 The responses received from the surveys will be entered into a spreadsheet to enable modal shift to be tracked over time, as well as providing information on which measures are most likely to encourage modal shift. The findings will be used to update the travel plan and as a basis for confirmation or modification of the identified targets and measures. All data collected from the travel survey will be subject to the provisions of GDPR; no personal data will be collected, stored or passed on to a third party.

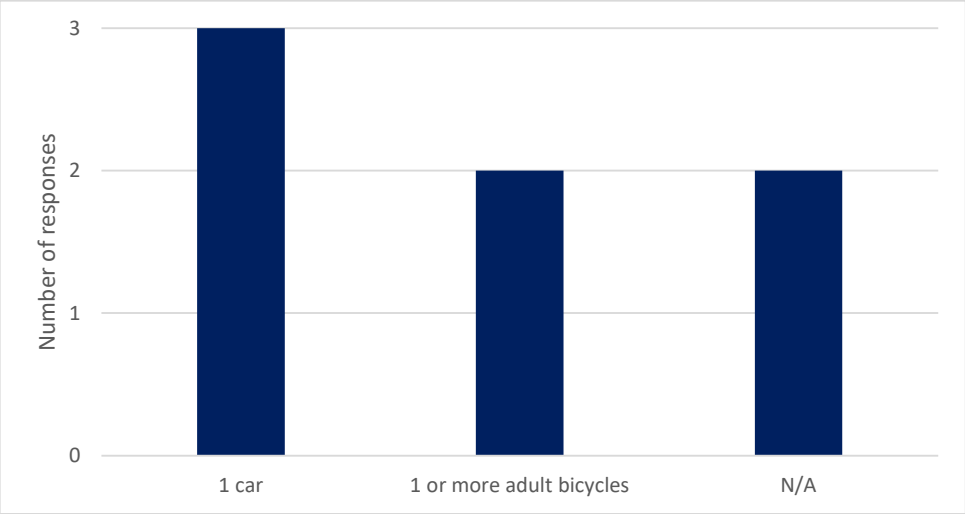
Travel Survey Results

Household Profile

6.9 In terms of the household composition, 5 respondents have two people living in the household, and the other respondent had just 1 person living in their household. Only one respondent stated that they also have a disability that affects the way they travel. All respondents indicated that those living in their household were within the 21-40 age bracket.

6.10 The travel survey asked respondents about which modes of transportation their household has access to, respondents had a multiple choice response. None of the respondents indicated they have access to motorcycles/mopeds or more than one car. Two respondents stated N/A as shown in **Figure 6.1** below.

Figure 6.1 - Types of Transport Available to Households



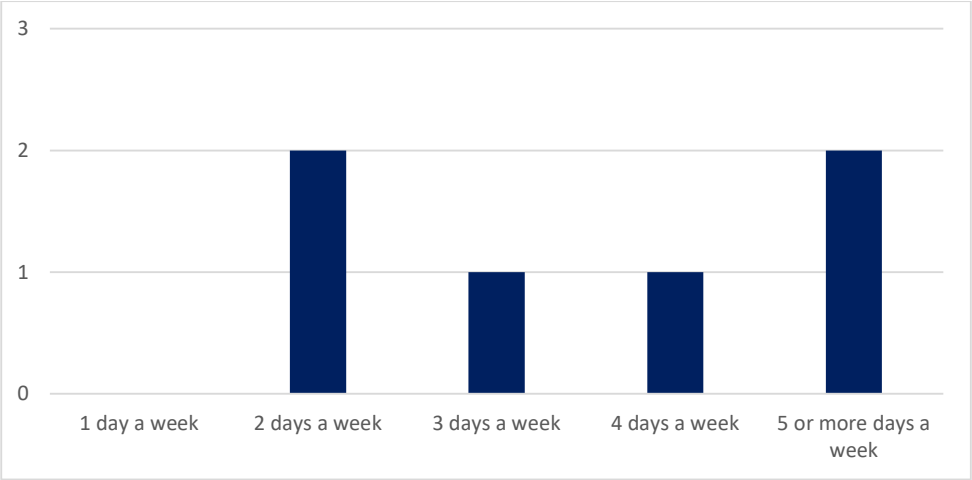
6.11 As shown in the figure above, there were three responses demonstrating that residents have access to a car and another two demonstrating access to one or more adult bicycles.

Commuting Travel Habits

6.12 The question around access was followed up by a series of questions asking respondents about their commuting habits in relation to modes and use of transport.

6.13 In terms of how frequently respondents commute to work, there are a range of responses as demonstrated in **Figure 6.2**, with all respondents commuting to work at least twice a week.

Figure 6.2 - Frequency of Commute Work



6.14 Respondents were then been asked about their typical use of transport when commuting to work. **Table 6.1** demonstrates the responses to this question.

Table 6.1 Primary Mode of Travel to Work

Mode of Travel	Count
Walk	3
Cycle	1
Car	1
Train	1

6.15 The results in **Table 6.1** show that modes of active travel (walking/cycling) are the primary modes of transport used by respondents when commuting to work.

6.16 The results of this question and the subsequent questions which asked respondents about additional modes of transport used to commute and places of work have been broken down into individual responses.

6.17 This data has been used to calculate the times and distances of respondents' commute to work which is displayed in **Table 6.2** and **Table 6.3** along with respondents' corresponding primary and additional modes of transport used in their commute.

Table 6.2 Commuting Distances and Modes of Travel

Distance of Commute to Place of Work				Modes of Transport Used to Commute	
Walk	Cycle	Car	Public Transport	Primary Modes	Additional Modes
<50m	-	-	-	**Walk**	-
1.2km	1.2km	1.4km	-	**Walk**	-
1.2km	1.2km	1.3km	-	**Walk**	Uber
2km	**2.1km**	2.1km	-	**Cycle**	Walk, Bus
5.4km	6.1km	**7.1km**	-	**Car**	Walk, Cycle
79.6km	90.4km	88.4km	**-**	**Train**	Walk, Bus

Table 6.3 Commuting Times and Modes of Travel

Time of Commute to Place of Work				Modes of Transport Used to Commute	
Walk	Cycle	Car	Public Transport	Primary Modes	Additional Modes
1 min	-	-	-	**Walk**	-
16 mins	3 mins	4 mins	-	**Walk**	-
16 mins	4 mins	4 mins	-	**Walk**	Car
29 mins	**8 mins**	6 mins	25 mins	**Cycle**	Walk, Bus
74 mins	22 mins	**15 mins**	41 mins	**Car**	Walk, Cycle
1080 mins	296 mins	70 mins	**115 mins**	**Train**	Walk, Bus

6.18 As can be seen from **Table 6.2** and **Table 6.3** respondents who work within 2km walking/cycling distance of their place of work use more sustainable active modes of travel in their commute. The tables also show that all respondents walk as an additional mode of transport for at least part of their commute.

6.19 The travel survey also asked respondents a series of questions regarding their commuting habits. Respondents were asked what time they left to go to/from work, the results of which are shown in **Table 6.4**.

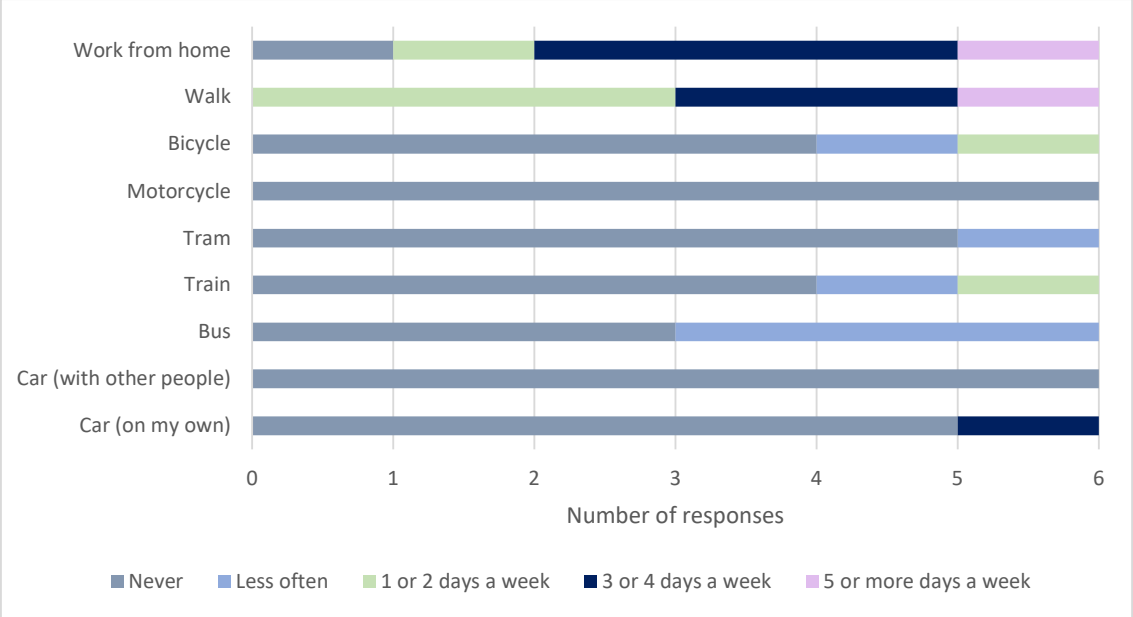
Table 6.4 – Times of Commute to/from Work

	Leave Home		Leave Work	
Time	Before 08:00	08:00-08:59	16:00-16:59	17:00-17:59
Count	2	4	2	4

6.20 Respondents were also asked if they used the same mode of travel to commute every day to which 5 respondents stated they did.

6.21 The travel survey then went on to ask respondents how often they use additional modes of travel to commute to work. These results are displayed in **Figure 6.3** below.

Figure 6.3 - Additional Modes of Travel to Work

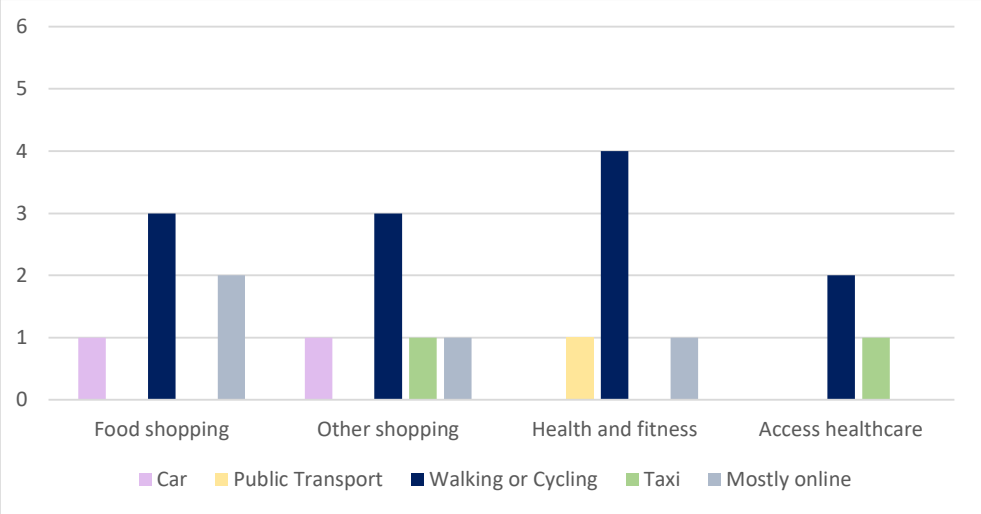


6.22 As shown in **Figure 6.3** the majority of respondents answered that they never opt to use additional modes of travel other than walking or occasionally using the bus and other forms of public transport. All respondents answered they using walking as a mode of travel to work at least 1 to 2 days a week. Alternatively, one individual revealed they use their car as a mode of travel to work for 3 to 4 days a week. In addition to this, 4 respondents revealed that they work from home at least 3 to 4 days a week, with one individual working from home 5 or more days a week.

General Travel Habits

6.23 In addition to commuting to work travel habits, the travel survey also asked respondents about their travel habits for several other trip purposes. The results of this question are shown in **Figure 6.4** below.

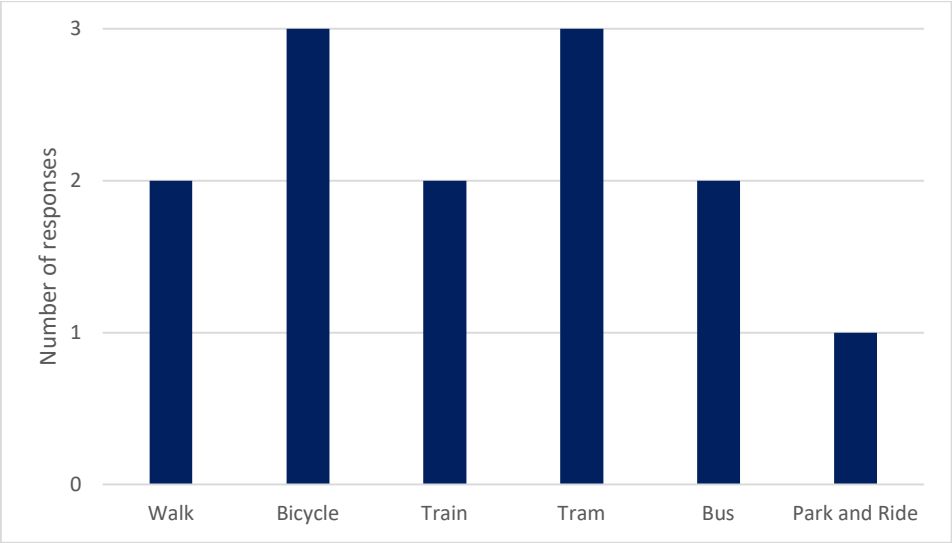
Figure 6.4 - Typical Travel Mode by Trip Purpose



6.24 As shown in **Figure 6.4** for the majority of trip purposes respondents use walking or cycling as the primary mode of transport, with four respondents stating that they walk or cycle to access health or fitness. No respondents made a trip to access education / school. One respondent noted using the car for shopping and other shopping.

6.25 Respondents were also asked about the available alternatives for them to the private car as a method of travel. Three respondents identified that they would use an alternative mode of transport as shown in **Figure 6.5** below.

Figure 6.5 - Available Alternatives to the Private Car



6.26 Respondents identified active travel and public transport as viable alternatives to the private car for respondents with bicycle and tram (3) receiving the highest response.

Summary

6.27 Following the results of the travel survey, it can be seen that travel patterns for residents of Victoria Mill consist of primarily active travel or public transport for the majority of trip purposes. It is also evident that residents also opt to use private cars or taxis when necessary, often for longer journeys. The results of this survey ultimately highlight that there is no necessary reliance on the private car for the majority of trip purposes of residents.

7 OBJECTIVES AND TARGETS

7.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.

7.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Objectives

7.3 The development of this travel plan has been prepared to achieve the following objectives:

- Minimise the total travel distance of residents through the reduction of journey lengths and frequency – particularly single occupancy car trips;
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promote walking, cycling, public transport and car sharing; and
- Promote healthy lifestyles and sustainable, vibrant communities.

Consultation/Modal split

7.4 The proposed development is located in the E02006983 Manchester Middle Super Output Area (MSOA). **Table 7.1** indicates the current modal split in the MSOA and the modal shift based on 2011 and 2021 census data.

Table 7.1 - Census 2011/2021 Modal Split

Method of Travel to Work	2011	2011 (%)	2021	2021 (%)	Modal Shift (%)
Work mainly at or from home	83	2.18%	1,464	38.82%	+36.64%
Underground, metro, light rail, tram	104	2.73%	101	2.68%	-0.05%
Train	242	6.35%	78	2.07%	-4.28%
Bus, minibus or coach	710	18.63%	308	8.17%	-10.46%
Taxi	27	0.71%	48	1.27%	0.56%
Motorcycle, scooter or moped	14	0.37%	1	0.03%	-0.34%
Driving a car or van	1,174	30.81%	961	25.48%	-5.32%
Passenger in a car or van	132	3.46%	115	3.05%	-0.41%
Bicycle	137	3.59%	123	3.26%	-0.33%
On foot	1,188	31.17%	572	15.17%	-16.00%
TOTAL	**3,811**	**100.00%**	**3,771**	**100.00%**	

Targets

7.5 The setting of targets is key to ensuring that the objectives of the travel plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of target are Aims, which consider modal share and Actions which represent milestones.

7.6 Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan without necessarily having a linked target.

7.7 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

Aims – modal share targets

7.8 Targets for the proposed development can be seen in **Table 7.2** below. This table shows the baseline Census 2021 methods of travel and sets out the initial targets for the development.

Table 7.2 – Census (2021) Baseline and 5 Year Targets for Development

Mode	Baseline	Year 1	Year 3	Year 5
Single Occupancy Vehicle	42%	40%	36%	32%
Car Share	7%	7%	7%	8%
Public transport (bus, tram, and rail)	21%	22%	23%	24%
Active travel (walking and cycling)	30%	32%	34%	36%
Total	100%	100%	100%	100%

7.9 The table above shows the one year, three year and five year targets for the site alongside the baseline. At the Census 2021 baseline, the method of travel of non single occupancy vehicles is at 58% of residents. By the end of the first year of the residential site being fully developed it is anticipated that 60% of residents will travel to work by non-single occupancy private car mode. As the green travel ethos spreads it is hoped this will increase further to 64% by year three and to 68% by year five.

Actions – milestone targets

7.10 The implementation of measures at the site have been set out in an action plan at the end of this strategy. This will be reviewed annually following the results of monitoring to identify if further measures could be introduced to promote sustainable travel. Implementation of any new measures would be set out in the action plan with specific timescales as a milestone target.

1.1 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to all residents within three months of site occupation.

1.2 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

8 TRAVEL PLAN MEASURES

8.1 The travel plan is a tool that seeks to implement measures to promote and encourage travel by sustainable modes of transport.

8.2 A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. As such, the following bespoke set of measures is proposed for the development. These are made up of 'hard' (infrastructural) measures and 'soft' (informational) measures. A third category provides for the management measures which will ensure processes are in place to deliver the travel plan.

Management measures

8.3 Travel Plan Coordinator



A travel plan coordinator (TPC) will support in the development of measures and surveys, as noted in Chapter 6.

8.4 Car share scheme



Car sharing can play an essential role in reducing the use of cars, and consequently congestion levels and CO2 emissions. As more people travel together, less car trips take place. Resultant benefits include, among others, less congestion and possible reductions in vehicle-based CO2 emissions.

Car sharing will be promoted to residents using any locally available schemes within three months of occupation of the site.

The promotion of this type of scheme is fundamental to the site because it allows two or more individuals to mutually share journeys to places of work or leisure in one car as a complete journey or as part of a journey involving sustainable modes of transport. The benefits of car sharing include:

- Cost savings on fuel and car parking charges;
- Reducing the number of cars on the highway network
- Reducing congestion and lowering journey times;
- Reduced stress;
- A reduction greenhouse emissions; and
- Increased travel choices which could include walking, cycling and public transport

8.5 Personalised Journey Planning



Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes. This initiative is most effective for those who currently travel by car and have no constraints to travel by sustainable modes.

Residents will be signposted to local journey planning websites such as the one available on the Traveline website (https://www.traveline.info/).

- The personalised journey plans could include:
  - Maps showing the location of bus stops to use at either end of the journey, along with the accompanying walk route to their origin and destination;
  - Details of how and where to buy tickets, including the current cost for travel;
  - Suggestions of how to incorporate elements of the journey to sustainable modes; and
  - Timetable information for public transport services used on their journey.

Infrastructural measures

8.6 Cycle parking

18 cycle stands are provided in cycle stores on each of the floors 1-5.

8.7 Car Club



Car clubs have the potential to be a complementary element of a site's transport strategy. Benefits that can arise from car clubs include:

- Greater choice, less hassle and reduced financial costs to the individual;
- Access to a car without having ownership;
- Increased sense of community and communal responsibility and a sense of social inclusion within the participants.

The nearest car club to the site is run by Enterprise and is located on Poland Street, 800m from the site. Membership starts from £10 per year. https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html

8.8 Alternatives to Travel



Alternatives to regular trips, such as the commute to work and supermarket visits, present the potential to reduce single occupancy trips greatly. Residents will be encouraged to consider all journeys they make and identify whether an alternative is present.

For full-time office workers, working from home even just one day per week can reduce individual traffic and personal emissions by 20%; this is made possible by high-speed internet connections, multiple points within the homes for telephone and internet, and home office space.

Similar provisions enable a vast majority of shopping goods to be ordered from the home and delivered. Home shopping represents significant opportunities for reducing the need to travel.

Working from home and internet shopping will be promoted to residents through the travel information welcome pack. To support this, broadband is being provided to all plots, as part of the residential development.

Informational measures

8.9 Travel information



To promote the different opportunities for sustainable travel to and from the development, all users of the development will be provided with access to travel information (also known as a travel information pack (TIP)). The travel information will include:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities along with walking and cycling routes within close proximity of the site;
- Information highlighting the health benefits of walking and cycling;
- Details of local bus services and rail routes;
- Information about the benefits of car sharing;
- Links to useful websites for further information, such as Sustrans, local authority transport pages, journey planning websites etc.; and,
- Information about the benefits of working from home and online shopping.

8.10 Noticeboard



A noticeboard will be provided within the development to share information within the community. This will enable the TPC to share sustainable travel information, including walking and cycling times around the local area, and details of public transport services.

This will help to raise residents' awareness of the alternative transport choices and highlight the benefits of sustainable travel associated with the development location.

Displays will be changed on a regular basis and will promote the travel plan along with the range of measures on offer.

8.11 Sustainable travel events



Throughout the year there are a number of events, for example Bike Week, that promote sustainable transport. The events help to raise awareness and encourage action on travel issues.

The TPC will promote national, regional and local transport-related events in order to raise awareness and encourage action on travel issues. The range of events will include, but not be limited to: National Walking Month, Bike Week, and Liftshare Week.

8.12 Cycling



Cycling information will be provided to residents to encourage through:

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans (https://www.sustrans.org.uk/) website and on TfGM's website (https://tfgm.com/maps);
- Promotion of the TfGM hire bike scheme (https://beeactive.tfgm.com/cycle-hire/) along with any other local cycle hire schemes;

- Provide information on local cycle proficiency 'Bikeability' courses and maintenance sessions (https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/);

9 MONITORING STRATEGY

Future Surveys

9.1 Future surveys will enable comparable data to be obtained for assessment of progress. In addition to the baseline survey questions, future surveys are required on an annual basis, at the same time of year as the baseline survey was undertaken. Surveys will be undertaken for the first five years of site operation. The TPC will be responsible for the surveys. Further questions will be asked to assess the proportion of residents who have changed their mode since living at Victoria Mill including:

- Frequency of use of non-car modes of transport and working from home patterns;
- Changes that have been made to travel patterns and reasons for those changes;
- Awareness of the travel plan, TIP and community group website page

9.2 Changes to existing travel patterns, as derived from the data, will inform the annual review process.

9.3 Surveys will be undertaken annually , at the same time of year as the baseline survey was undertaken, for the first five years of the site operation.

9.4 Travel surveys could be electronic or paper-based; the content will be designed by the TPC.

Reviewing

9.5 The TPC will undertake a review of the travel plan following each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of single occupancy vehicle usage at the site; and
- Comments received from respondents.

9.6 When reviewing the effectiveness of the travel plan, the following questions will be asked:

- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme / initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

9.7 The TPC will compare the mode share statistics obtained from each monitoring period to the targets set for the development. The TPC may choose to revise these targets in order to maintain a realistic goal for the aims and objectives of the travel plan.

9.8 The TPC will also investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards the aims and objectives of the travel

plan. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures.

9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period.

9.10 The report will be submitted to the local authority for their strategic input, along with the survey data, within three months of the monitoring period. Any proposed changes to targets will be included within the report, for the local authority's feedback and confirmation.

10 ACTION PLAN

10.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Objective / Strategy	Action	Target Date	Responsibility	Budget Indication
	Initial Setup – Prior to Occupation			
Admin	Set up travel plan working file and residents' database	Prior to first occupation	TPC	Staff time
	Upon Occupation			
Marketing	Issue access to travel information site to residents	Upon new occupations	TPC	Staff time + printing
Active travel	Promote local area cycle and walking maps and routes	Within travel information site / ongoing	TPC	Staff time
Active travel	Promote any local area cycle training and maintenance courses	Within travel information site / ongoing	TPC	Staff time
Public transport	Provide bus and rail timetables for local routes	Within 3 months of occupation / Ongoing	TPC	Staff time
Car sharing	Promote car sharing to residents, along with Manchester City Council car share scheme	Within 3 months of occupation	TPC	Staff time
Car club	Assess viability of an on-site car club	Within 3 months of occupation	TPC	Staff time
Alternatives to travel	Encourage residents to reduce the need to travel e.g. work from home / alternatives to regular journeys	Within 3 months of occupation / Ongoing	TPC	Staff time
	Baseline Monitoring			
Monitoring	Issue surveys to residents	Within 3 months occupation / upon site is 50% occupied	TPC	Staff time + printing

Monitoring	Close online travel survey	Within 1 month of issue	TPC	Staff time
Review	Review travel plan objectives and set mode share targets on the basis of survey data	Within 3 months of close of survey	TPC	Staff time
Review	Produce full travel plan document and submit to Manchester City Council	Within 3 months of close of survey	TPC	Staff time
Review	Liaise with Manchester City Council to agree final travel strategy, objectives & targets	Within 3 months of close of survey	TPC / Manchester City Council	Staff time
	Ongoing Tasks			
Active travel & public transport	Update residents with any service changes with regard to local transport on six-monthly basis	6 monthly	TPC	Staff time
Marketing	Promote national travel events e.g. Bike to Work Week, Walk to Work etc.	Annual promotion of various events	TPC	Staff time
	Annual Monitoring / Review			
Monitoring	Conduct repeat travel survey annually for a minimum of 5 years	Ongoing surveys for a minimum of 5 years	TPC	Staff time + printing
Review	Analyse responses, produce progress report and submit to Manchester City Council	Within 3 months of receipt of responses	TPC	Staff time
Marketing	Report updates to all residents	Within 1 month of analysis taking place	TPC	Staff time + printing
Monitoring	Continue regular monitoring as set out and agreed with Manchester City Council	As agreed with Manchester City Council	TPC	Staff time

11 CONCLUSION

11.1 This residential travel plan reviews the existing transport facilities at the site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

11.2 Through the delivery of the measures described within this travel plan, the objectives identified should be fulfilled. These include:

- Reduce reliance upon the car and improving awareness and usage of alternative modes;
- Promote walking, cycling, public transport and car sharing;
- Minimise the total travel distance of residents; and,
- Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

11.3 This document therefore ensures that sustainable access to the development is facilitated.