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P01	Draft	AF	AH	AH	AF	01 December 2025
P02	Planning Issue	AF	AH	AH	AF	01 December 2025

Plant Hill Road, Manchester – Travel Plan Statement

1.0 Introduction

Curtins has been appointed by Irwell Valley Developments Limited (IVDL) to provide travel planning services for Plant Hill Road, a small residential development in Higher Blackley, Manchester.

Permission was granted, subject to conditions, for the application in December 2023, which has the following description:

“Erection of 12 x 3 storey dwellinghouses (Class C3) with associated landscaping, parking and boundary treatment following demolition of existing police station.”

Condition 10 states:

“a) 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 residents and those [attending or] employed in the development*
- ii) a commitment to surveying the travel patterns of residents 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.*

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use”

The condition will be discharged in two stages: this Travel Plan Statement (TPS) has been prepared to discharge part a); following occupation (which is expected to begin in late February), travel surveys of residents will be undertaken, and a Travel Plan Statement Update prepared to discharge part b).

This TPS sets out the existing situation, aim of the TPS, the initiatives and targets proposed to meet the aim, how the TPS will be monitored and review, and a summary of the actions to be undertaken.

2.0 Existing Situation

Figure 1 below shows the site location.

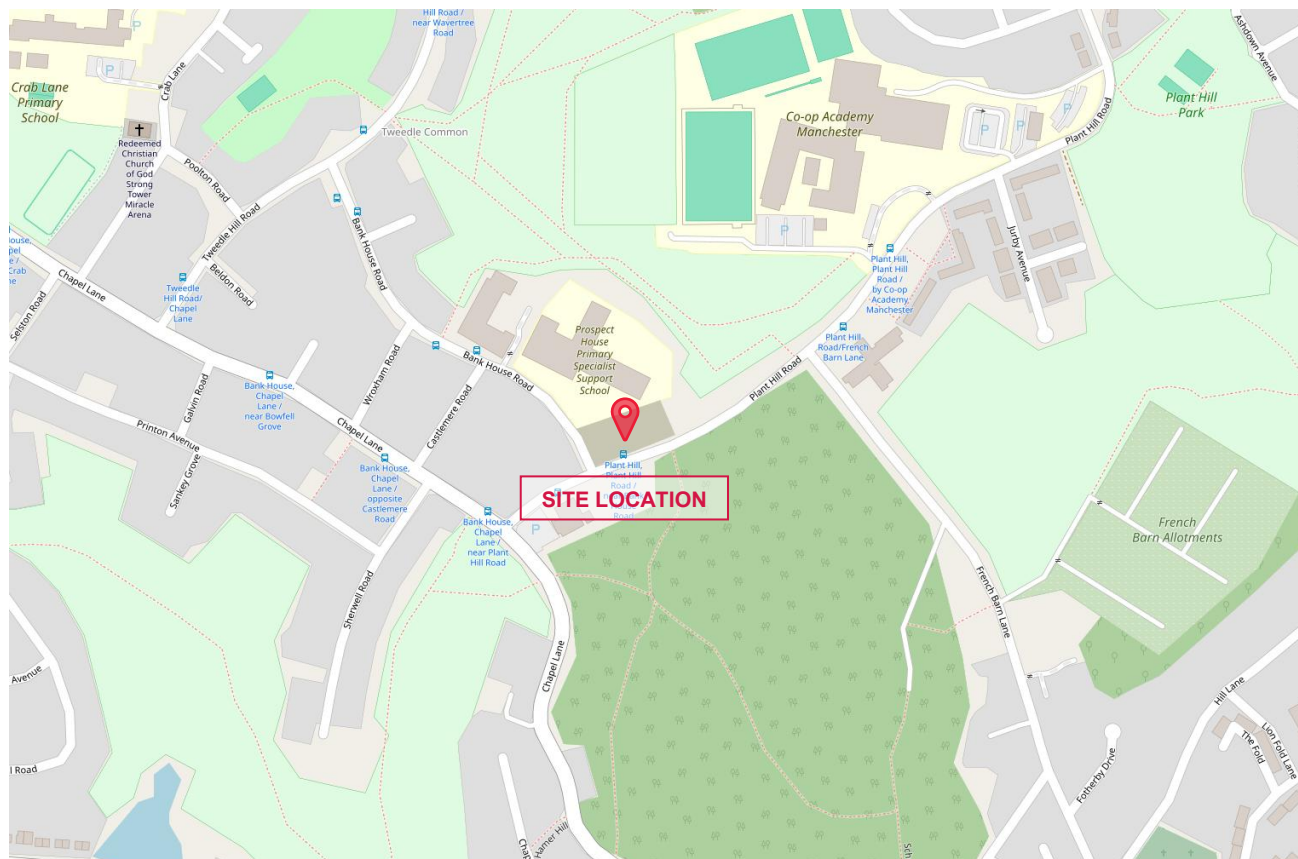


Figure 1 – Site Location
(Source: OpenStreetMap, 2025)

The site, formerly occupied by a police station, is accessed from Plant Hill Road and Bank House Road.

It is immediately adjacent to Prospect House Specialist Support Primary School, and within close proximity of a nurse, Co-op Academy, and Crab Lane Primary School. There are various other uses within walking distance. It is a c. 20-minute walk (or 5-minute bus ride) from North Manchester General Hospital.

There are several bus stops within a c. 150m / 2-minute walk, which provide access to the following routes:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
41	Middleton – Higher Blackley – North Manchester General Hospital – Manchester – Northenden – Sale	Hourly	Hourly	Hourly
56	Manchester — North Manchester General Hospital — Higher Blackley circular	Every 30 mins	Every 30 mins	—
115	Middleton — Moston — Harpurhey — Blackley circular	Hourly (limited hours)	Hourly (limited hours)	—
116	Middleton — Blackley — Harpurhey — Moston circular	Hourly (limited hours)	Hourly (limited hours)	—
156	Middleton — Higher Blackley — North Manchester General Hospital — Manchester	Every 30 mins	Every 30 mins	Hourly

Table 1 – Summary of Nearby Bus Services

3.0 Aim

This TPS aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles – by maximising the level of walking, cycling and public transport use, and encouraging those who drive to car share and / or use an Ultra Low or Zero Emission vehicle.

4.0 Initiatives

The site is located in an accessible area to encourage travel by sustainable modes.

The following initiatives will be provided in order to further achieve the aim:

- Welcome Packs will be provided to all residents ahead of or upon move in. These will:
 - Summarise the health, environmental, and social benefits of travelling by foot, cycle and public transport;
 - Provide local travel information, including maps, public transport timetables, and journey planning resources;
 - Raise awareness of car ownership costs, highlight the social and economic benefits of car sharing, provide a link to Liftshare registration (<https://liftshare.com/uk>), and provide a link to Transport & Environment's interactive online calculator (<https://www.transportenvironment.org/discover/how-clean-are-electric-cars/>), which provides information on the carbon impact of various types of cars when considering a new vehicle purchase;
 - Detail the initiatives provided; and
 - Provide contact details for the Travel Plan Co-ordinator (TPC).
- Secure storage for two cycles will be provided in each rear garden.

Additional measures, such as offering travel vouchers (redeemable against items such as public transport tickets / passes, bikes, and cycling accessories), will be explored if the travel surveys demonstrate that the above are not sufficient to meet the targets set.

5.0 Aim and Targets

The Travel Plan targets are:

1. A reduction in the proportion of trips undertaken by single-occupancy car drivers between the baseline survey and follow-up surveys; or
2. An equivalent or lower proportion of work trips undertaken by single-occupancy car drivers, as against the 2011 Census.

Table 2 below summarises the method of travel to work for residents of the Manchester 001E Lower Super Output Area at the time of the 2011 Census (see dataset QS701EW):

Method of Travel to Work	Number	Modal Split
Work mainly at or from home	10	2%
Underground, metro, light rail, tram	11	2%
Train	4	1%
Bus, minibus or coach	122	21%

Method of Travel to Work	Number	Modal Split
Taxi	7	1%
Motorcycle, scooter or moped	4	1%
Driving a car or van	292	51%
Passenger in a car or van	41	7%
Bicycle	12	2%
On foot	58	10%
Other method of travel to work	9	2%
Total	570	100%

Table 2 – Method of Travel to Work (2011 Census)

Compliance against these targets will be determined via the travel surveys. The surveys would seek the following key information:

- Place(s) of work / education;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage residents to travel more sustainably.

It is expected that the travel surveys will be shared with residents by post, with a follow-up to maximise the response rate.

Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

6.0 Monitoring and Review

IVDL will hold the overall responsibility for the TPS.

The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The TPC's duties include:

- Being the main point of contact for and proactively liaising with residents and the LHA;
- Implementing and promoting sustainable travel initiatives;
- Undertaking the travel surveys, analysing the results to determine trends and compliance against the targets, and identifying any additional or amended initiatives necessary to meet the targets (with the developer / landowner responsible for providing support and funding, if necessary); and
- Preparing Monitoring Reports (to be shared with the LHA upon request).

IVDL will support the TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended.

The TPC has been named as:

Steve Parlby
Asset Sustainability Manager

steve.parlby@irwellvalley.co.uk
IVDL

The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

The monitoring period will extend for two years. The baseline travel survey will be undertaken within three months of first occupation, or upon reaching full occupancy, whichever is sooner. A follow-up survey will be undertaken annually for the two-year period.

7.0 Action Plan

The Action Plan is as follows:

1. Upon first occupation, Curtins / IVDL will share Welcome Packs with all residents.
2. Within three months of first occupation, or upon reaching full occupancy, whichever is sooner, Curtins / IVDL will share travel surveys with all residents.
3. Dependent on the results, the TPC and IVDL may propose remedial actions to ensure compliance with the targets.
4. Curtins will then prepare a Travel Plan Statement Update, to be shared with MCC to discharge Condition 10b).
5. The TPC will undertake annual follow-up travel surveys for a two-year period. Dependent on the results, the TPC and IVDL may propose remedial actions to ensure compliance with the targets.
6. The TPC will prepare a Monitoring Report, to be shared with MCC, upon request.

088472 Plant Hill Road, Manchester
Travel Plan Statement

Curtins

Appendix A – Approved Site Layout



Notes

Jennings Design Associates take no responsibility for any dimensions obtained by scaling from this drawing. If no dimension is shown the recipient must ascertain the dimension specifically from the Architect or by site measurement. Supplying this drawing in digital form is solely for convenience and no reliance may be placed on digital data. All data must be checked against hard copy. Dimensions must be checked on site. Any discrepancies must be reported to the Architect immediately. This drawing is copyright of Jennings Design Associates

KEY

- Existing trees / Hedges
- Proposed trees
- 2.4mm x 4.8m parking bay
- Electric vehicle charging point
- 240L Bin
- Indicates site boundary taken from PDF copy of HM Land Registry
- 2 no Cycle Spaces

Accommodation Schedule	
Unit Type	No.
3B5P House 104.4m ²	12
Total Units	
Car Parking Spaces	12
Site Area (ha)	0.18
Units Per Ha	67

E	Annotations added	29.09.23	DR
D	Amendments to parking following planners comments	28.10.22	DH
C	Minor Amendments to gardens 6/7	07.03.22	DH
B	Minor Amendments added	10.02.22	DH
A	5G Mast annotated on site	20.01.22	DH
Rev	Description	Date	By

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Client:	Irwell Valley		
Project:	Plant Hill Road, Manchester		
Project Status:	PL - Planning		
Scale:	@ Original Size	Date:	Drawn By:
1:200	A2	10.11.2021	DH
			Checked By:
			TK

Project Number	Drawing Number		Rev
1227	A	DR	007
Description	Proposed Site Plan Option 2		E



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