Collyhurst Village

Full Travel Plan v02

September 2026

PREPARED FOR

Far East Consortium (FEC) Development Management Ltd

Full Travel Plan v02

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1. Introduction

1.1. Overview and Planning Context

Civic has been commissioned by Far East Consortium (FEC) Development Management Ltd to produce this Full Travel Plan to discharge condition 46 on the planning application (129393/VO/2021) for the Collyhurst Village residential development of 244 dwellings at Collyhurst, Manchester.

Condition 46 states:

The development hereby approved shall be carried out in accordance with the Interim Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 12 February 2021.

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 at the development;

ii) a commitment to surveying the travel patterns of residents during the first three months of the first 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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.

Condition 39(b) relates to the above conditions, which states:

The number of fast charging electric car charging points shall be reviewed annually as part of the travel plan requirements of condition 46 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

An Interim Travel Plan was written by Civic in January 2021. This was written to accompany the planning application and now, as stated in the condition, a Travel Plan is required. This document is the Full Travel Plan which updates and replaces the 2021 Interim Travel Plan.

The location of the site is shown in Figure 1.

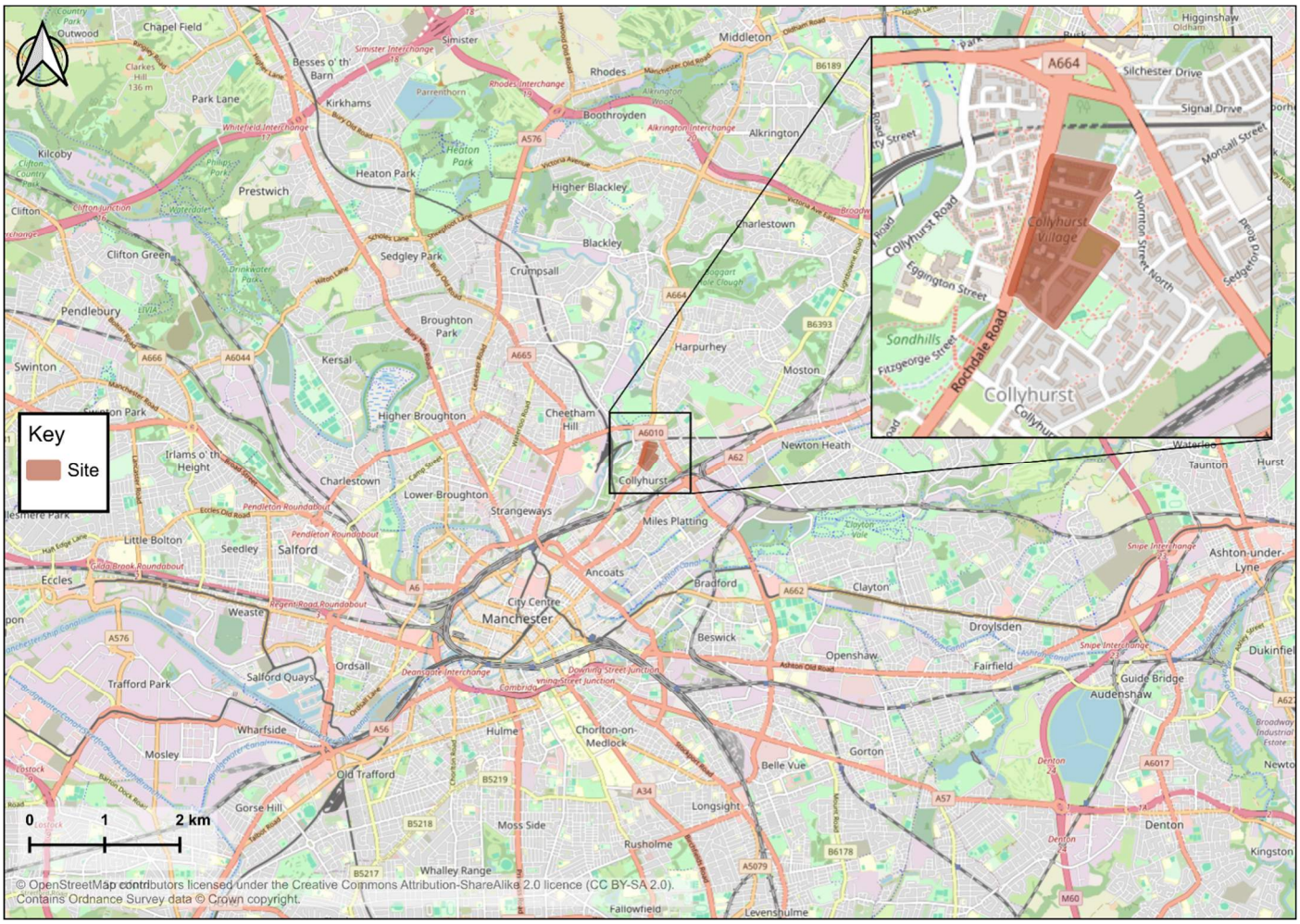


Figure 1: Site Location

The site is located in the Collyhurst region of the city, approximately 2.4km to the northeast of the city centre. It is bound by vegetation and a tram line (East Didsbury-Rochdale Town Centre, East-Didsbury-Shaw and Crompton lines) to the north, Thornton Street North and Anslow Close to the east, Shellard Road to the south, and Rochdale Road to the west. The surrounding area is predominantly residential.

When complete, the development will provide 244 dwellings, consisting of 76 apartments and 168 houses. As of August 2026, approximately 55 dwellings (23%) had been occupied. The development provides 412 cycle parking spaces and 200 car parking spaces. Car parking provision comprises one space for each house, one space per four apartments, and eight on-street visitor parking spaces.

1.2. Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use.

This Travel Plan is aimed at the development team, the marketing team, and residents of the development.

The objectives of the Travel Plan are to:

- Reduce single occupancy car journeys by residents to and from the site;
- Reduce car ownership when compared to homes in the vicinity;
- Encourage residents to travel by sustainable modes; and,
- Ensure that demand for additional car parking on site is managed such that the supply is adequate.

1.3. Travel Planning Guidance

1.3.1. National Planning Policy Framework

Paragraph 118 of the 'National Planning Policy Framework'[1] sets out that all developments which generate significant amounts of transport movement should be required to provide a Travel Plan.

Local planning authorities must make a judgement as to whether a development would generate significant amounts of movement on a case-by-case basis (i.e. significance may be a lower threshold where road capacity is already stretched or a higher threshold for a development which proposes no car parking in an area of high public transport accessibility).

In determining whether a Travel Plan will be needed for a development the local planning authorities should take into account the following considerations:

- the Travel Plan policies (if any) of the Local Plan;
- the scale of the proposed development and its potential for additional trip generation (smaller applications with limited impacts may not need a Travel Plan);
- existing intensity of transport use and the availability of public transport;
- proximity to nearby environmental designations or sensitive areas;
- impact on other priorities/ strategies (such as promoting walking and cycling);
- the cumulative impacts of multiple developments within a particular area;
- whether there are particular types of impacts around which to focus the Travel Plan (eg minimising traffic generated at peak times); and
- relevant national policies, including the decision to abolish maximum parking standards for both residential and non-residential development.

1.3.2. Manchester City Council Local Plan

The Manchester City Council (MCC) Local Plan comprises the Core Strategy, which as adopted 2012 and sets out the long-term strategic policies for Manchester's future development. In 2024, an addendum to the Core Strategy called the Places for Everyone Joint Development Plan was adopted, which partially replaces select policies.

Whilst the Core Strategy does not provide specific guidance relating to the preparation of Travel Plans, the Places for Everyone Joint Development Plan states:

Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.

[1] https://www.gov.uk/guidance/national-planning-policy-framework/9-promoting-sustainable-transport#para118

2. Management

2.1. Lifespan

The Travel Plan will continue as a formal process for five years after first occupation, which was in February 2026, after which the responsibility for monitoring and reporting will cease.

2.2. Travel Plan Coordinator

FEC as developer implement this Travel Plan, with support from Civic in carrying out monitoring of the Travel Plan. Responsibilities are:

- Delivering the actions and measures summarised in Section 5;
- Carrying out surveys and reporting on findings to MCC; and,
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for residents requiring information.

2.3. Liaison with Manchester City Council

This Travel Plan will be submitted to Manchester City Council to discharge Condition 46 of the planning approval. Thereafter, monitoring reports will be issued to MCC for review, as set out in Section 2.5.

2.4. Travel Plan Targets

The Travel Plan Target set out within the 2021 Interim Travel Plan is reproduced below.

> *The maximum percentage of residents to travel to work by single occupancy car journeys will be 20%. This is based on the mode share presented in the accompanying Transport Assessment.*

As set out in the Year 1 Travel Plan Monitoring Report, the 2026 survey results indicate that, on an average day, 12% of residents commute to work as the sole occupant of a car when account is taken of both the number of days worked per week and the number of days worked from home.

This is below the Travel Plan target of 20%, and therefore indicates that the target is currently being achieved.

2.5. Monitoring and Reporting

2.5.1. Travel Surveys

As set out within the decision notice, surveys will be carried out at the development within 3 months of first occupation, and will be repeated from time to time thereafter. The Year 1 monitoring period has just ended and results are presented at Appendix A, with future monitoring to be carried out in Year 3 and Year 5.

Surveys are emailed and/or posted to residents and a prize can be offered to encourage participation.

The first survey was carried out between 1 July and 8 August 2026 and held online, with links emailed and posted to residents. In total, 32 responses were collected from residents, equating to a response rate of 58%.

This methodology will be continued and will be produced in a way that allows year-on-year comparison, i.e., using the same questions as previous years and carrying out in the same month.

2.5.2. Monitoring Reports

After each survey, a Monitoring Report will be produced and sent to MCC for discussion. For Year 1, this is upended to this Travel Plan in Appendix A.

This report contains:

- Survey methodology and results against targets;
- An analysis on the effectiveness of the Travel Plan;
- Details of car and cycle parking use;
- Details of Electric Vehicle charging.

3. Transport Context

3.1. Pedestrian Accessibility

The site is accessible from all directions by pedestrians. Rochdale Road has 3-3.5m footways along either side, with controlled pedestrian crossing points at various points along its length. The nearest controlled crossing to the site is approximately 40m south of Paget Street, whilst others are located 50m to the south of Shellard Street, and approximately 130m to the north of the site at the junction of Rochdale Road and the A6010.

Rochdale Road has streetlighting along its length and informal crossings with dropped kerbs at junctions with side roads, some of which have tactile paving. Other streets in the vicinity of the site have 1.8m footways either side, with dropped kerbs and tactile paving at the crossing points. The junction of Thornton Street North and Paget Street benefits from having a raised table i.e. no level changes at the crossing points whilst simultaneously providing traffic calming measure.

To the east of the site, there is a network of footways through the existing residential area providing access to Queens Road, where controlled crossings for access to various retail and commercial premises, and Monsall Street which connects to Monsall Station tram stop to the east.

Access between the site and local areas by non-motorised modes has been assessed by comparison with the following widely-used threshold distances from The Chartered Institution for Highways and Transportation's (CIHT's) 'Guidelines for Providing for Journeys on Foot'[2] document, shown in Table 1.

Threshold	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 1: CIHT's Suggested Acceptable Walking Distances

Figure 2 shows a 2km walking catchment, providing an indication of the areas which can be reached within a 24-minute walk, assuming a walking speed of 1.4m/s.

[2] Guidelines for Providing for Journeys on Foot, Institution of Highways and Transportation, 2000

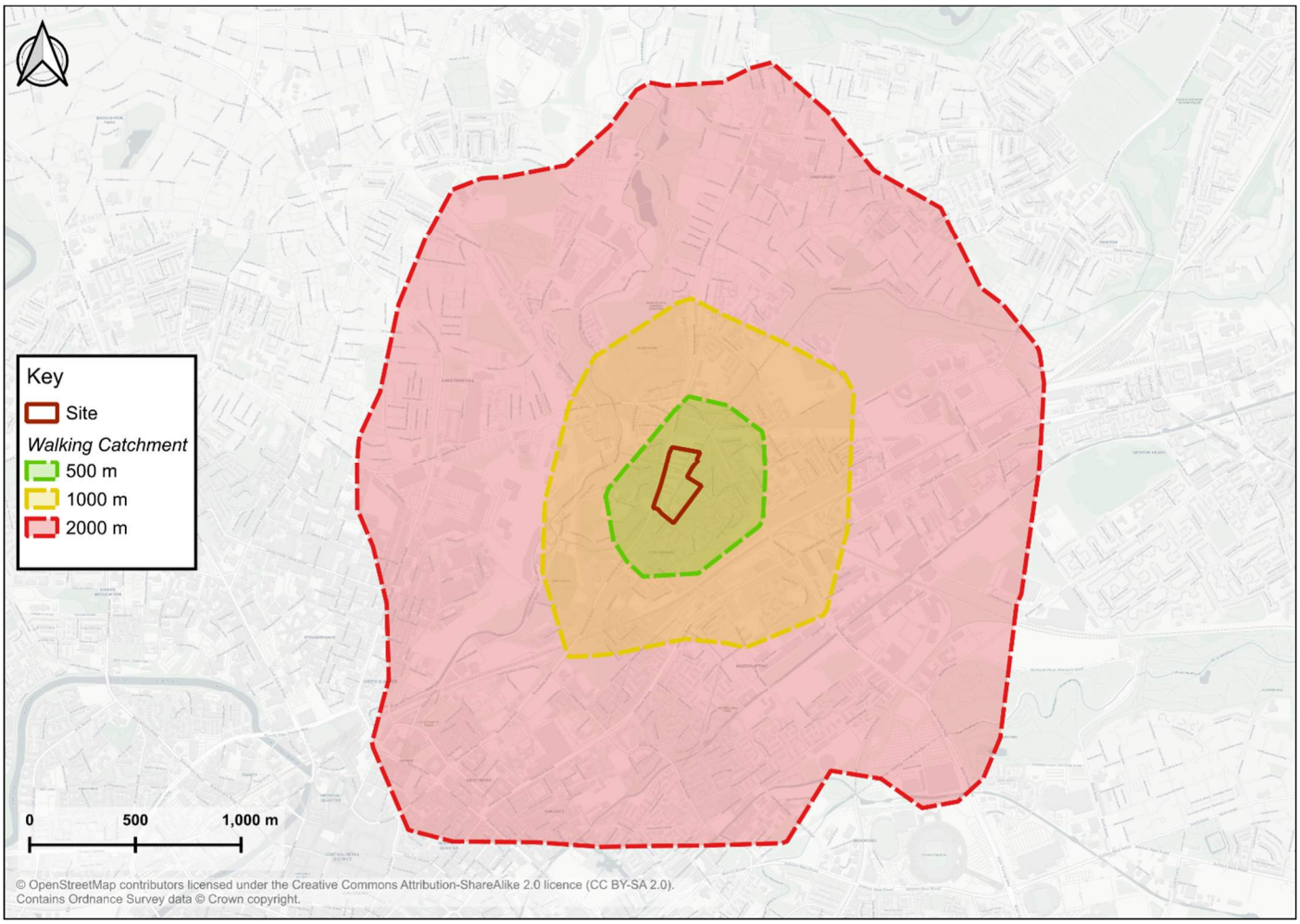


Figure 2: Walking Isodistances

A good provision of local amenities within a 20-minute walk is the subject of the aptly named ’20-minute neighbourhood’[3] movement. The amenities within walking distance of the development indicate that many daily needs can be satisfied on foot. Figure 3 contains the education, healthcare services, and other amenities including shops (supermarkets, convenience stores, food and beverages etc.) and greenspaces that are within 20 minutes of the development site. With an interlinked network of pedestrian routes in and around the site, it is concluded that the site is well located for access on foot.

[3] Z, P. (2015) The 20 Minute Neighbourhood. The Culture Vulture. [online] Available at: https://theculturevulture.co.uk/all/the-20-minute-neighbourhood/ (Accessed 7 August 2026)



Figure 3: 20-minute Neighbourhood

3.2. Cycling Accessibility

The site is very well located for access by bicycle, with Figure 4 illustrating that there are a number of dedicated cycle facilities in the vicinity of the site. Lightly segregated on-road cycle lanes are provided along Rochdale Road. In the northbound direction, the cycle lane is shared with the bus lane, while southbound provision is limited to a short section south of the junction with the A6010. Along Queens Road, on-road cycle facilities are provided to the south of Carriage Drive and shared with the pedestrian footway further north. These facilities form a section of the National Cycle Route (NCR) no. 60 which runs between Sale water park to the south-west of Manchester city centre and Harpurhey just to the north of Collyhurst. Off-road cycle paths interconnected with the nearby on-road cycling network are located within Queens Park to the north of the site, and along the Rochdale Canal to the south and east.

Many of the streets within the site are subject to a 20mph speed limit, so although they do not have specific cycle infrastructure, the traffic speed is low enough that a confident cyclist could use any of these streets to get around. To cycle to the city centre, there are incomplete cycle facilities along the length of Rochdale Road or there is a route along Collyhurst Road to the west that is signposted but with no facilities.

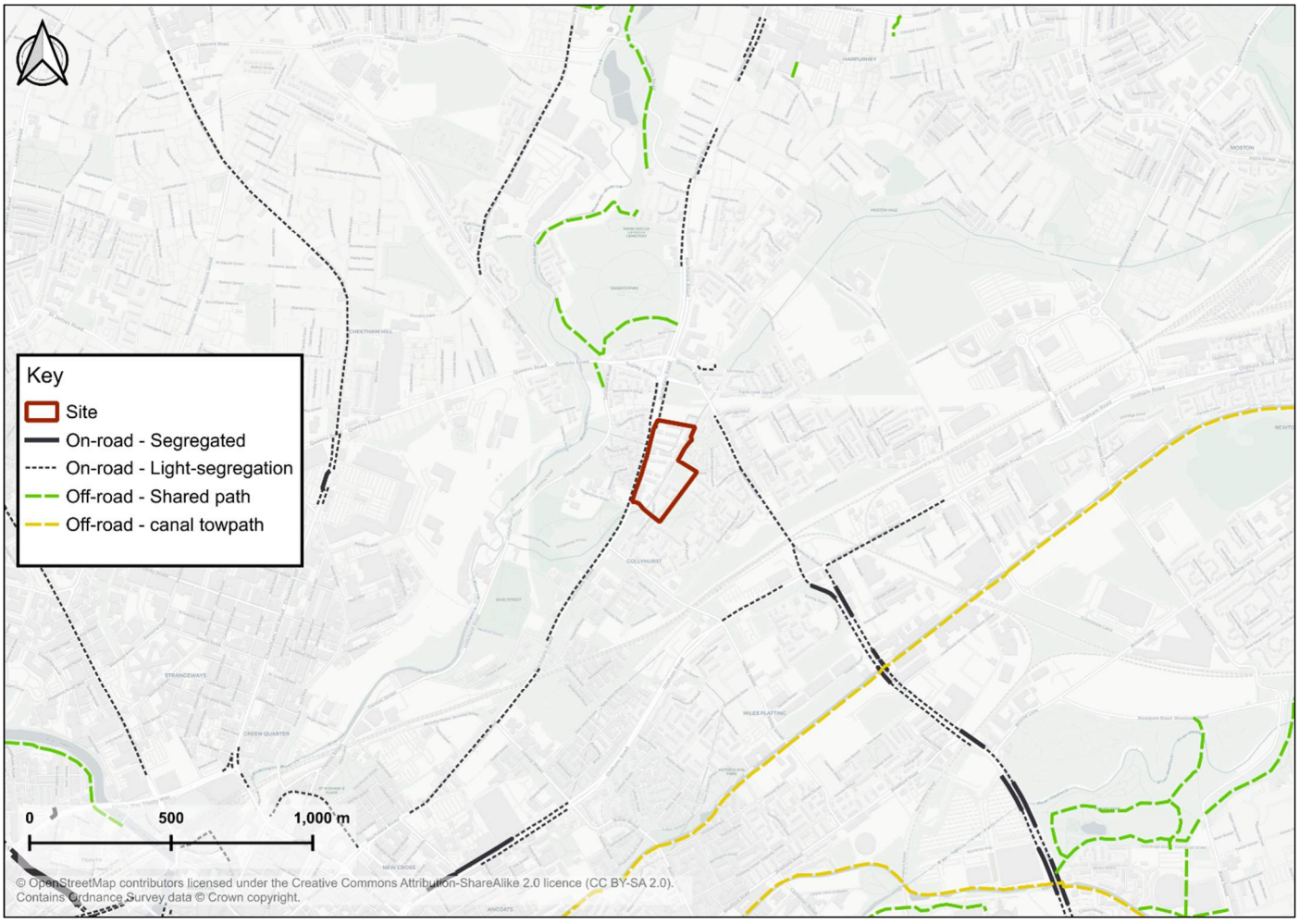


Figure 4: Cycling Facilities

Transport for Greater Manchester (TfGM) provides an interconnected network of cycle infrastructure across Manchester known as the ‘Bee Network’. Figure 5 illustrates the extent of dedicated ‘Bee Network’ cycleway connections to the site, and existing and proposed crossing points. The site is well served by these routes to places such as Manchester city centre, Middleton, and Oldham.

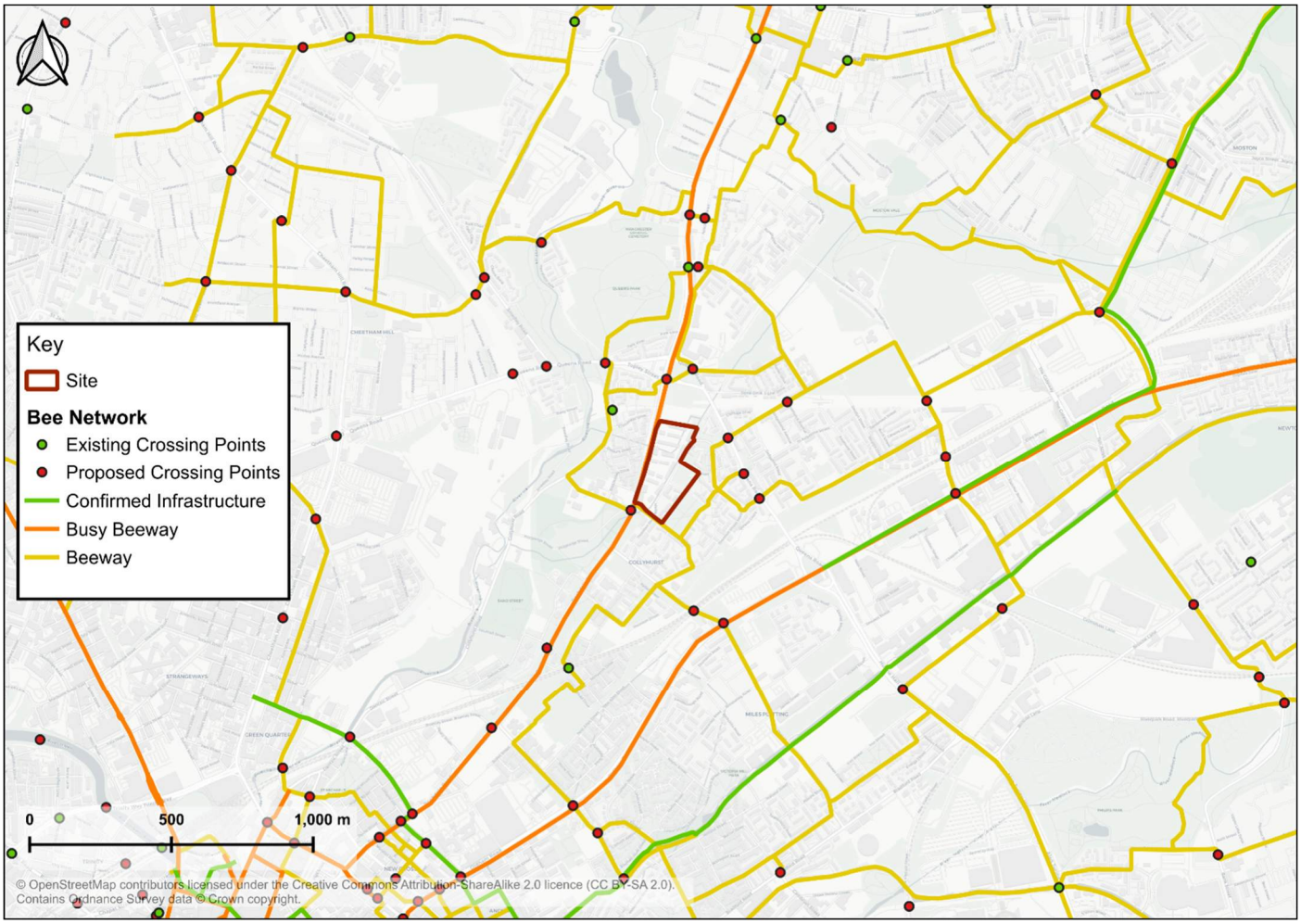


Figure 5: Bee Network

Figure 6 illustrates a 30-minute cycle isochrone around the site, equivalent to approximately 8km. This indicates that people living at the development could reach all of Manchester City Centre, Salford, including Salford Quays as well as the University of Manchester and Manchester Royal Infirmary to the south of the city centre in a reasonable cycle commute to work or study.

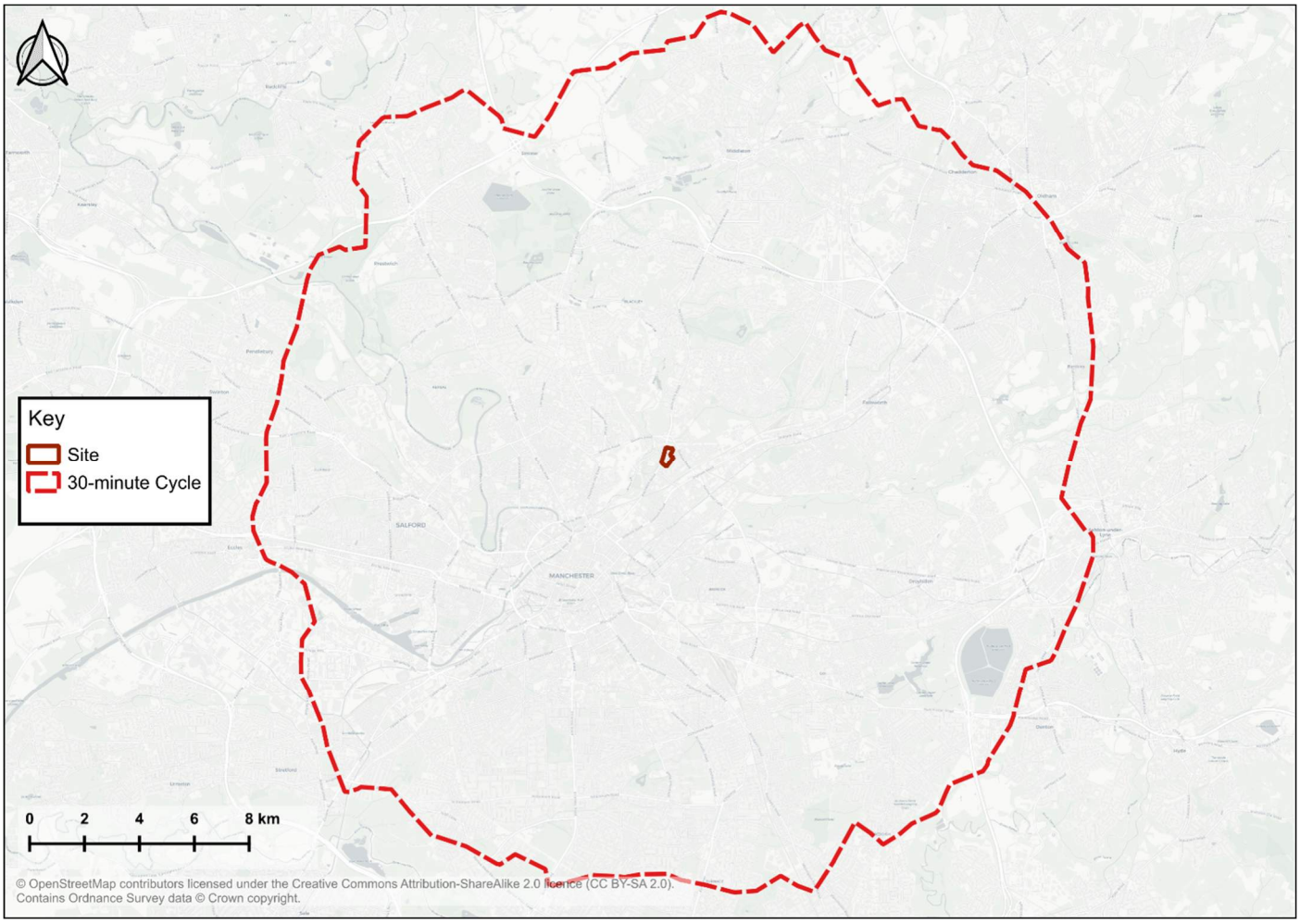


Figure 6: 30-Minute Cycling Isochrone

3.3. Access to Public Transport

3.3.1. Overview

The site benefits from good accessibility by public transport, being located within a short walk of several bus stops served by a wide range of regular, high-frequency bus services.

To assess the site's accessibility by public transport, the Greater Manchester Accessibility Levels (GMAL) dataset has been reviewed. GMAL is a tool developed by Transport for Greater Manchester (TfGM) that quantifies the level of accessibility to public transport at any given location across Greater Manchester. GMAL scores range from 1, representing very low accessibility, to 8, representing very high accessibility.

As shown on Figure 7, the site is located within an area with a GMAL score of 8. This indicates that the site benefits from very high levels of public transport accessibility, reflecting its proximity to and availability of frequent public transport services.

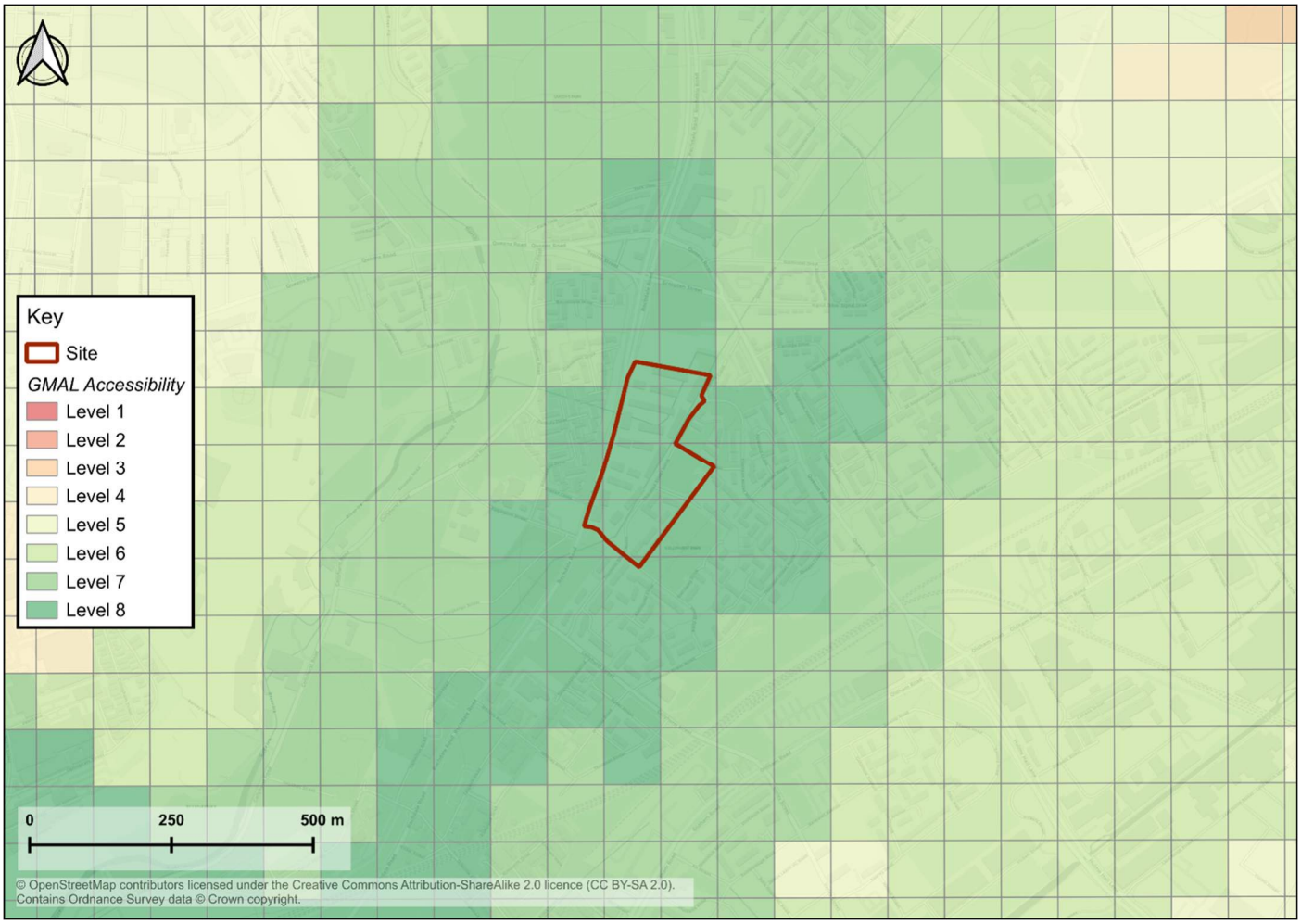


Figure 7: GMAL Accessibility

3.3.2. Bus and Tram

Key local bus stops include Rochdale Road, near Paget Street and Eggington Street (circa opposite the site for both north and southbound routes), and Queens Road, near Monsall Street (circa 180m for northbound route, and 340m walk to southbound route).

In addition, the site is situated in close proximity to the Queens Road tram stop (circa 670m walk from the site) and Monsall tram stop (circa 590m walk from the site). The Queens Road tram stop services the Green Line (Altrincham-Bury), Yellow Line (Bury-Piccadilly), and Red Line (The Trafford Centre-Crumpsall). The Monsall tram stop services the Pink Line (East Didsbury-Rochdale Town Centre), and Grey Line (East Didsbury-Shaw and Crompton).

Guidance from the IHT document “Guidelines for Planning for Public Transport in Development” indicates that ideally, a bus stop should be located within 300m from a new development, and no more than 400m. Accordingly, Figure 8 shows the locations of the bus services and stops, and tram services and stops within and near a 400m walk catchment.

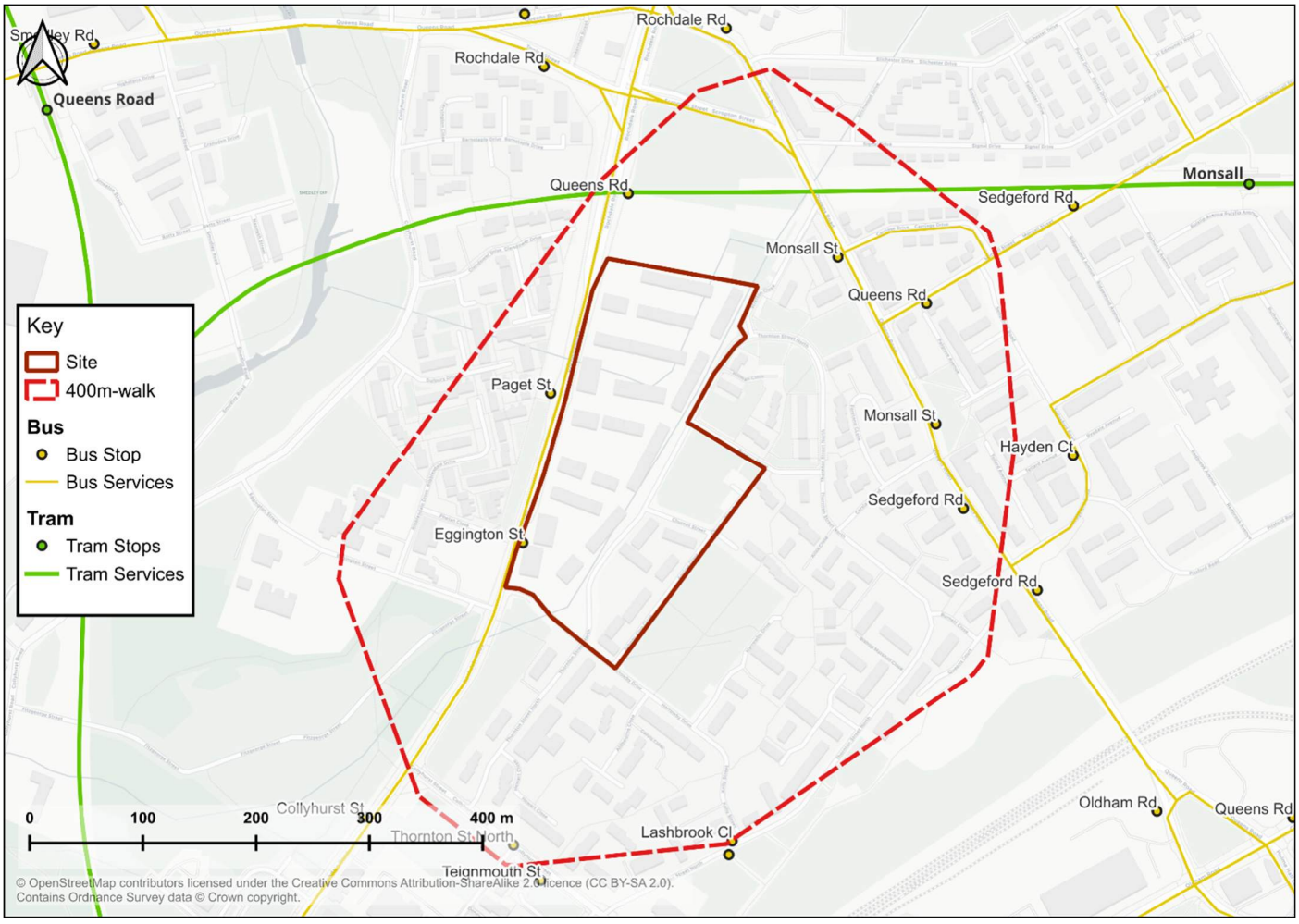


Figure 8: Local Bus and Tram Stops and Services

The details of the bus services and frequencies from the Rochdale Road bus stop (near Paget Street and Eggington Street) and the Queens Road bus stop (near Monsall Street) are set out in Table 2 and Table 3 respectively.

Table 2: Summary of Bus Services from Rochdale Road

Service No.	Route	Peak Freq. (buses per hour)				
		Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	All day
17	Manchester - Rochdale	8	8	7	7	5
18	Manchester Royal Infirmary - Manchester - Middleton - Langley	8	7	5	7	5
56	Manchester - Higher Blackley circular	3	3	2	3	-
81	Manchester - Oldham	3	3	1	2	2
112/113	Manchester - Middleton	7	5	4	5	3
117	Manchester - Greengate	3	3	3	3	2
118	Manchester - NMGH	6	5	4	5	3
119	Manchester - Higher Blackley	2	3	2	3	2
156	Manchester - North Manchester General Hospital - Higher Blackley - Middleton	3	3	2	3	2
163	Manchester - Middleton - Bury	6	7	6	7	5

Table 3: Summary of Bus Services from Queens Road

Service No.	Route	Frequency (buses per hour)				
		Mon-Fri		Sat		Sun
		Day	Eve	Day	Eve	All day
53	Cheetham Hill - Harpurhey - Gorton - Rusholme - Old Trafford - Pendleton	3	2	2	3	2
114	Manchester - Middleton (Manchester-bound only)	3	4	2	3	2
151	NMG Hospital - Collyhurst - Ashton	1	1	1	1	-

The tables above show that the site is well located to access bus services, with the nearest stops adjacent the site, with several routes along Rochdale providing at most between six and eight services per hour. The stops on Rochdale Road have shelters and seating for passengers to use while waiting for the bus. There is no real-time-information at these stops, but they do have timetable information displayed. The northbound stop on Queens Road has a shelter, seating, and timetable information whereas the southbound stop has timetable information but no shelter or seating.

The Metrolink Queens Road tram stop, which services the Green, Yellow, and Red lines provide access between Altrincham, Bury, The Trafford Centre, and Piccadilly via Manchester. There are 15 spaces for cycle storage at this stop, five stands (10 cycles) and five lockers. The Monsall tram stop, which services the Pink and Grey lines provide access between East Didsbury and Rochdale Centre via Manchester. There are five cycle stands at this stop, enough to accommodate 10 cycles.

Services run every 15 minutes for the Blue, Yellow, Pink, Red lines between 6am and 12am Monday to Thursday, 6am to 1am on Fridays and Saturdays, and 7am to 12am on Sundays and bank holidays. The Green and Grey lines also provide services every 15 minutes between 7am and 8pm Monday to Friday, and 7am to 6:30pm on Saturdays. Therefore, along sections where the tram services overlap, a combined frequency of one tram every 7.5 minutes, equating to eight trams per hour, is provided at both stops.

3.3.3. Rail

The nearest train station to the development is Manchester Victoria Station located approximately 2km (as the crow flies) to the southwest of the site. The station can be reached on foot in approximately 30 minutes, by bike in 10 minutes, or by bus in 15 minutes.

Manchester Victoria Station is the city's second largest mainline station and home to one of the nine Metrolink stops within the City Zone. The station hosts local and regional services to destinations such as Leeds, Newcastle, Liverpool, Rochdale and Huddersfield, operating across 6 platforms.

The station is staffed between the hours 6:30am to 10pm Monday to Saturday, and 8am to 10:15pm on Sundays. The station benefits from both a ticket office and ticket machines with ticket barriers. Cycle storage is available within the station (38 cycle stands). Refreshment facilities and toilets are also available.

The site is approximately 2.5km (as the crow flies) from Manchester Piccadilly, 10 minutes by bike or about 25 minutes by public transport. The city's largest mainline station has regular services to national destinations such as London, Birmingham, Sheffield, Leeds and Glasgow, as well as frequent connections to Manchester Airport and many stations within the wider Manchester area.

3.3.4. Local Highway Network

Rochdale Road along the western boundary of the development is a strategic radial route into and out of Manchester city centre. The carriageway is three lanes wide adjacent to the site, one lane in each direction for general traffic and a northbound bus lane (7am-7pm, 7-days a week). To the north it widens to six lanes at the junction with Queens Road to accommodate turning lanes and then is four lanes wide to the north of this junction. It has streetlights and a 30mph speed limit. It provides access to the M60 at junction 20 as well as passing through suburban north Manchester. Toward the city centre it provides a connection with the Manchester ring road which connects with all the radial routes around the city, one of which is the M602 leading to the M60, M62, and M6.

Queens Road A6010, to the east of the site is a local strategic route through the north of Manchester. Queens Road connects with Oldham Road to the south and with Cheetham Hill Road to the west.

Roads in the area have a 30mph speed limit and many of the residential streets in the surrounding area have 20mph speed limits, including those within the site.

3.3.5. Car Parking

Car parking is provided for residents in the surrounding area either in the form of parking courts near the houses or on-street parking. There are no parking restrictions in the area (except for at junctions).

3.4. Accessibility Summary

Given its location, the site benefits from a high level of accessibility by sustainable transport modes, particularly public transport. Bus stops on Rochdale Road and Queens Road are located immediately adjacent to the site and provide access to 13 bus services, many of which operate at high frequencies. In addition, two nearby tram stops provide access to a range of tram services, further enhancing connectivity to Manchester and the wider areas.

Large parts of Harpurhey, Cheetham, Crumpsall, and Manchester City Centre among other areas, are accessible within a 5km cycle journey, and the high-quality pedestrian and cycle infrastructure close to the site, including footways, street lighting, provide a safe and realistic opportunity for future residents to walk or cycle to and from the site.

Overall, the site is considered to be highly accessible to sustainable travel modes.

4. Development Details and Travel Plan Measures

4.1. Overview

This section sets out the Travel Plan measures identified in the Interim Travel Plan, and provides an update on their implementation. Several measures have already been delivered as part of the completed phases of the development's construction.

4.2. Travel Information

The following sections set out how the development is accessed by all available modes. When people move to a new house, there is an opportunity for travel behaviour to change. It is therefore vital that measures to support active travel options are communicated and promoted to potential residents when they first show an interest in the development.

Suggested Travel Plan communication strategy

- Sustainable travel information is provided on the developments' marketing website.

4.3. Pedestrian and Cycling Access

The development has been constructed to provide a pleasant environment for people to live in and walk through with pedestrians and cyclists able to access the site from all directions.

There is a footway surrounding the perimeter of the site and all streets within the site have footways on either side. There are streets that have no through route for vehicles but do have footways to connect through the site. Between the blocks of housing there is a network of footways that connect through the site and provide direct access from parking areas to the gardens. In some instances, these are gated and provide access for residents only rather than the general public, for example the access by the bus stop on Rochdale Road.

The parking areas and internal streets have a different surface type to the surrounding streets and footways to encourage slower vehicle speeds and make these areas for pedestrian movement as well as vehicle movement. There is a segregated cycle route for people travelling southbound on Rochdale Road adjacent to the site.

Pedestrian and cycle access routes through the site are shown in Figure 9.

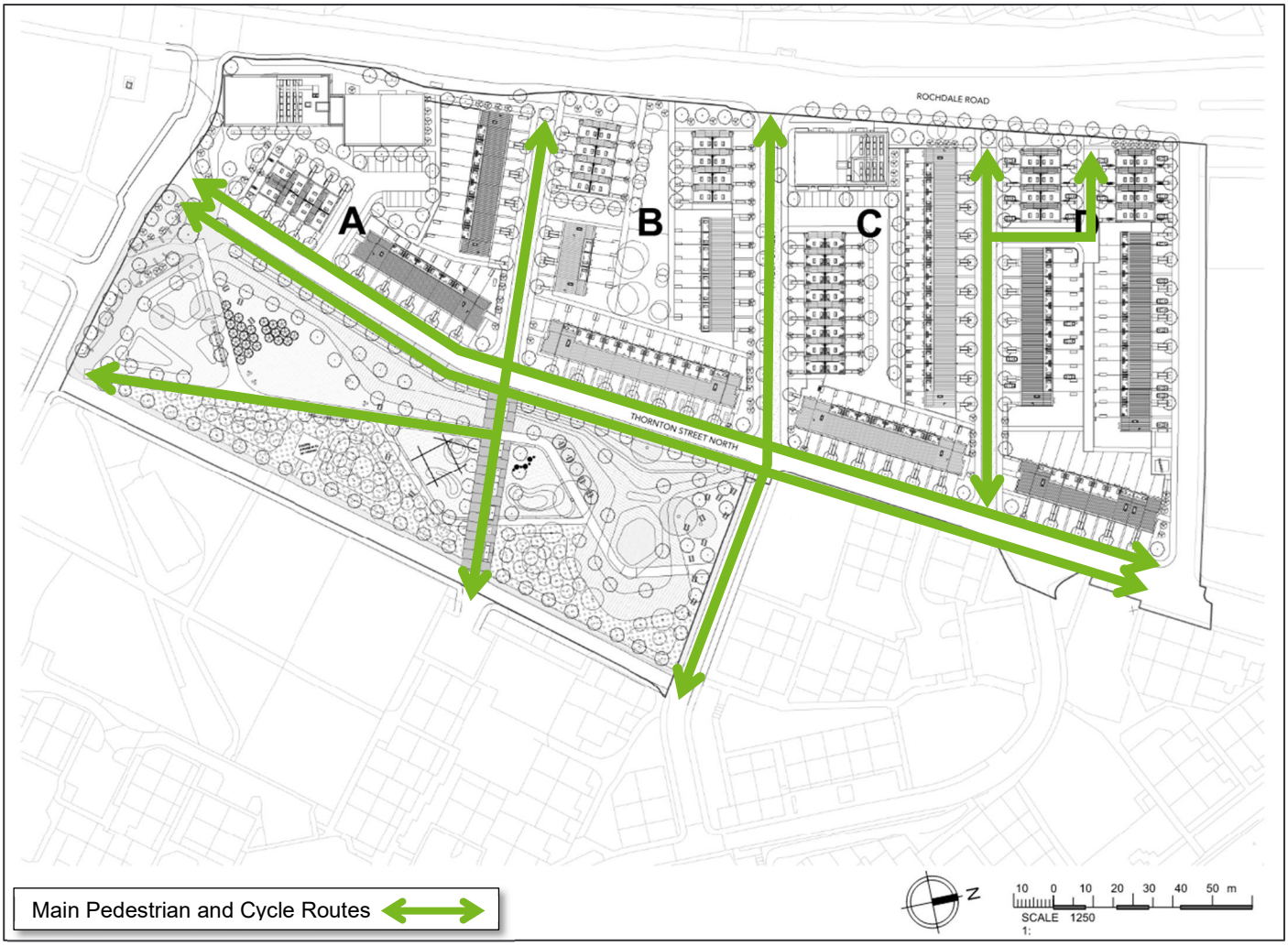


Figure 9: Pedestrian and Cycle Access

Measures to support journeys on foot:

- Permeability through the site with numerous pedestrian routes through the development for residents and local residents;
- Using continuous footways at junctions in the development to calm traffic and provide a more pleasant environment to walk in; and,
- Use of different surface materials to encourage low traffic speeds on the internal streets and in parking courts.

4.4. Cycle Parking

Once fully constructed, 412 cycle parking spaces will be provided in secure cycle stores located within gardens or driveways of the houses and in secure indoor stores on the ground floor with direct access from the street for the apartments, which is in accordance with Manchester City Council guidelines[4]. A further 15 spaces will be provided for communal use within the park landscaping.

Measures to support journeys by cycle:

- Provision of adequate, accessible, secure cycle parking for residents.
- Provision for cycle friendly streets achieved using different surface materials to encourage slower vehicle speeds and no through routes for vehicles.

[4] Manchester Residential Quality Guidance 2017 (accessed 10 August 2026) https://democracy.manchester.gov.uk/Data/Executive/20161214/Agenda/14_Appendix_Manchester_Residential_Quality_Guidance.pdf

4.5. Public Transport Access

Residents of the development are able to access the development using existing public transport services.

As noted in Section 3.3, the site has been assessed by TfGM as having a very high public transport accessibility level, rated 8, the highest rating on the Greater Manchester Accessibility Level scale. The Monsall Metrolink stop around 600m to the northeast and bus stops adjacent to the site on Rochdale Road where there are frequent services to Manchester city centre.

Measures to support journeys by cycle:

- Improved pedestrian access to bus stops on Rochdale Road by providing quality pedestrian routes through the site for residents and the local community.

4.6. Vehicle Access and Parking

Vehicle access to the site from Rochdale Road is via Paget Street, Shellard Road, and the reinstated Marston Street to the north of the site. Access from Thornton Street North is from Paget Street, but also directly into the site via two new streets that provide access to the communal parking courts and to some of the houses.

When complete, 200 car parking spaces will be provided on-site, one space for every house provided on driveways and 0.25 spaces per apartment.

All houses will have the provision of EV charging infrastructure installed, and an on-street EV charger will be provided for communal use.

Parking for the houses is located within the curtilage of each property as a driveway while the apartment parking is in communal parking courts located in the centre of the blocks. The apartment car parking will be secured by drop bollards and letting/allocation of the spaces will be managed by the social rent RP (MCC). 8 visitor spaces are located within the living streets.

There are also approximately 28 spaces provided on the east side of Thornton Street North which can be used for visitor parking.

Measures to reduce car use and the impact of car journeys:

- Sustainable travel modes promoted and supported.
- Provision of EV charging infrastructure at every house and 1 on street.

5. Summary Travel Plan Measures and Actions

Actions and Measures are summarised in Table 4 and Table 5 respectively. A review of progress to date is included in the Year 1 Travel Plan Monitoring Report at Appendix A.

Table 4: Summary of Interim Travel Plan Actions

Action	Responsibility	Timeframes
Appoint a Travel Plan Coordinator	Developer	Travel Plan Coordinator to be in the role prior to first marketing of the development and for 5 years after first occupation
Implement Travel Plan measures	As per Table 5	As per Table 5
Carry out travel surveys, target of less than 20% of residents travelling to work by single occupancy car	Travel Plan Coordinator	Surveys to start 3 months after first occupation (Year 1). Repeated in Year 3 and Year 5
Produce a Monitoring Report to review the effectiveness of the Travel Plan	Travel Plan Coordinator	Produce Monitoring Report within 2 months of the end of each survey period

Table 5: Summary of Interim Travel Plan Measures

Measure	To Support	Responsibility	Implementation
Use development website to promote sustainable travel options	Sustainable travel choice	Travel Plan Coordinator	Information available in time for marketing first units
Pedestrian permeability through the site and connections to surrounding areas and leisure routes	Walking	Developer	Construction
Using continuous footways at junctions across the scheme to naturally calm traffic and provide a more pleasant environment to walk in	Walking	Developer	Construction
Use of different surface materials to encourage low traffic speeds on the internal streets and in parking courts.	Walking	Developer	Construction
Provision of adequate, accessible, secure cycle parking for residents	Cycling	Developer	Construction
Provision of cycle friendly streets, achieved by using different surface materials to encourage slower vehicle speeds no through route for vehicles	Cycling	Developer	Construction
Improved pedestrian access to bus stops on Rochdale Road by providing quality pedestrian routes through the site for residents and the local community	Public Transport	Developer	Construction
Provision of EV charging infrastructure at every house (50% initially) and for 10% of the apartment parking spaces	Reducing impact of car use	Developer	Construction

Appendix A: Year 1 Travel Plan Monitoring Report

Collyhurst Village

Year 1 Travel Plan Monitoring Report v02

September 2026

PREPARED FOR

Far East Consortium (FEC) Development Manager Ltd

Year 1 Travel Plan Monitoring Report v02

Prepared By	Max Gillespie
Reviewed By	Emily Ingham
Report Reference	1226-11-CIV-XX-XX-R-H-40002
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Issued	Version 02 on 11 September 2026

Revisions			
Date	**Rev**	**Reason**	**Name**
14/08/2026	01	Initial Issue	Emily Ingham
11/09/2026	02	Updated with FEC information	Emily Ingham

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1. Introduction

1.1. Overview

This is the first Travel Plan Monitoring Report for the Collyhurst Village development in Collyhurst, Manchester. When complete, the development will comprise 244 dwellings, including 76 apartments and 168 houses, with 412 cycle parking spaces and 200 car parking spaces (one per house, and one per four apartments) provided.

At the time of writing, a total of 55 dwellings were occupied, all of which were houses. Between 1 July and 8 August 2026, residents were surveyed regarding their travel habits. This Monitoring Report forms an appendix of the updated Travel Plan for Collyhurst Village.

Figure 1 shows the location of Collyhurst Village.

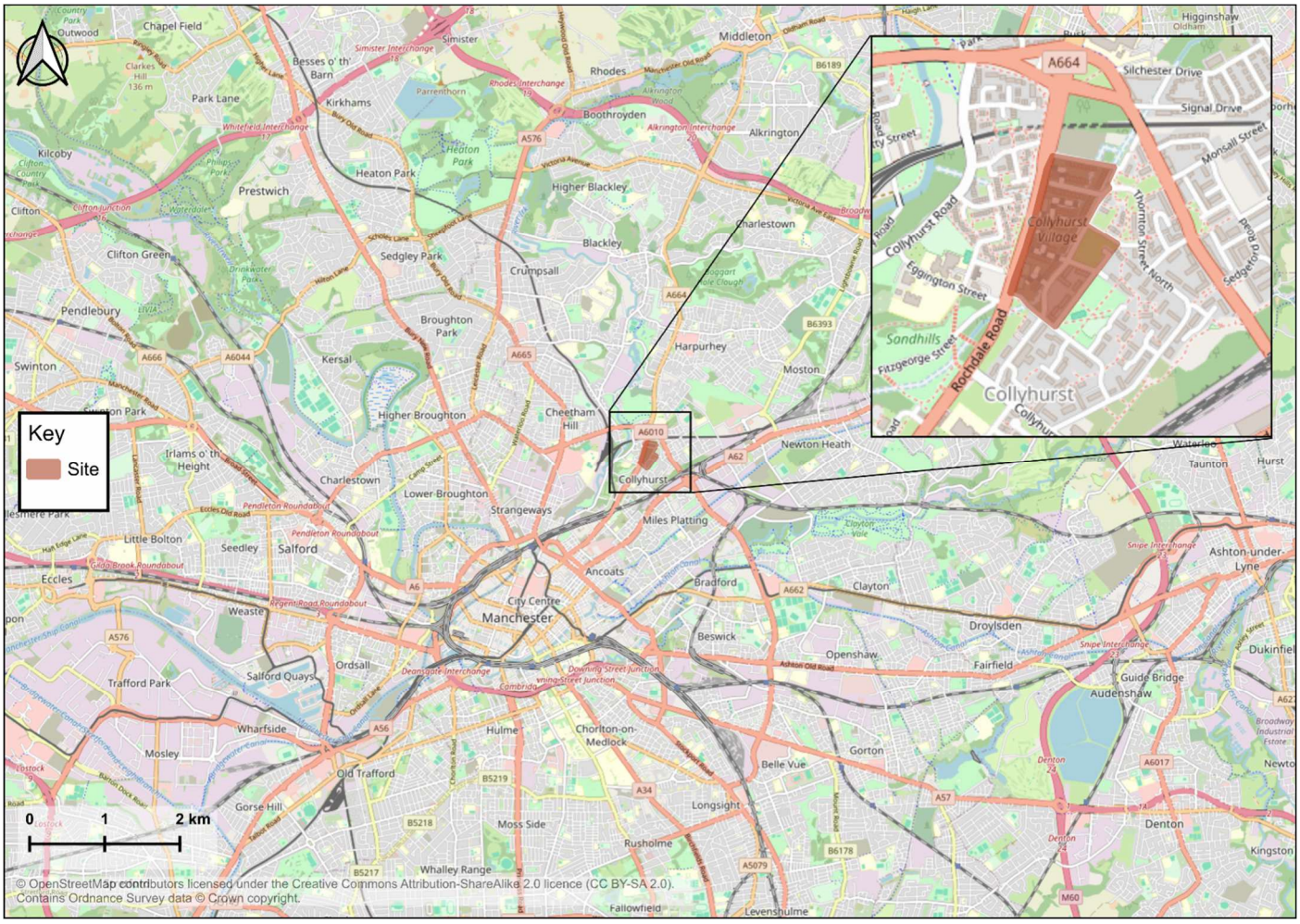


Figure 1: Site Location

1.2. Review of Travel Plan Actions

Table 1 presents the current progress of the actions and measures set out in the Travel Plan.

Table 1: Summary of Interim Travel Plan Actions

Action	Responsibility	Timeframes	Progress
Appoint a Travel Plan Coordinator	Developer	Travel Plan Coordinator to be in the role prior to first marketing of the development and for 5 years after first occupation	FEC and Civic implementing Travel Plan
Implement Travel Plan measures	As per Table 2	As per Table 2	As per Table 2.
Carry out travel surveys, target of less than 20% of residents travelling to work by single occupancy car	Travel Plan Coordinator	Surveys to start 3 months after first occupation (Year 1). Repeated in Year 3 and Year 5	Year 1 survey complete (2026), with monitoring report provided at Appendix A. To be repeated in Year 3 and Year 5.
Produce a Monitoring Report to review the effectiveness of the Travel Plan	Travel Plan Coordinator	Produce Monitoring Report within 2 months of the end of each survey period	Year 1 completed, and attached in Appendix A. To be repeated in Year 3 and Year 5.

1.3. Review of Travel Plan Measures

Table 2 presents the current progress of the actions and measures set out in the Travel Plan.

Table 2: Summary of Interim Travel Plan Measures

Measure	To Support	Responsibility	Implementation	Progress
Use development website to promote sustainable travel options	Sustainable travel choice	Travel Plan Coordinator	Information available in time for marketing first units	Complete - Sustainable travel information is provided on the development's marketing website.
Pedestrian permeability through the site and connections to surrounding areas and leisure routes	Walking	Developer	Construction	Delivered as part of development.
Using continuous footways at junctions across the scheme to naturally calm traffic and provide a more pleasant environment to walk in	Walking	Developer	Construction	Delivered as part of development.
Use of different surface materials to encourage low traffic speeds on the internal streets and in parking courts.	Walking	Developer	Construction	Delivered as part of development.
Provision of adequate, accessible, secure cycle parking for residents	Cycling	Developer	Construction	Delivered as part of development.
Provision of cycle friendly streets, achieved by using different surface materials to encourage slower vehicle speeds no through route for vehicles	Cycling	Developer	Construction	Delivered as part of development.

Measure	To Support	Responsibility	Implementation	Progress
Improved pedestrian access to bus stops on Rochdale Road by providing quality pedestrian routes through the site for residents and the local community	Public Transport	Developer	Construction	Delivered as part of development.
Provision of EV charging infrastructure at every house (50% initially) and for 10% of the apartment parking spaces	Reducing impact of car use	Developer	Construction	Under construction, each house to have EV charger

2. 2026 Travel Survey Results

2.1. Overview

Civic ran a travel survey from 1 July to 8 August 2026. An invitation to the survey was sent to all residents at Collyhurst Village by post, with a follow-up email and 2 invitations posted on the residents' app.

At the time of the survey, a total of 55 dwellings were occupied, all of which were houses.

A combination of multiple choice and free text questions were used to allow for easy analysis and sharing of personal experiences. 32 people/households responded to the survey, representing a response rate of 58%, which is particularly high for this type of survey. A prize was offered to increase participation.

Some key findings from the survey are:

- 97% of residents are currently employed, while the remaining 3% are not;
- 16% of residents who are employed commute to work 5-days a week, while 25% of residents almost always work from home.
- On an average day, which accounts for the number of days worked per week and the number of days worked from home each week, around 56% of residents work from home. For those who commute, the bus is the most popular mode of transport (19%), while only 12% travel to work by car as a single occupant, which is below the Travel Plan target of 20%; and,
- For non-work-related trips, travel is primarily undertaken by shared car (38%), bus (25%), or single-occupancy vehicle (22%), though for trips less than 5km, only 5% of residents reported travelling as the sole occupant of a car for journeys of a similar distance.

The results shown below are set out in the order in which the questions were posed, with the results presented in this section refined from the full set of questions.

The full set of questions and responses can be provided on request.

2.2. Travel to Work Questions and Performance Against Mode Share Targets

The first set of questions posed to the current residents of Collyhurst Village is based on how they travel to work, and how often, in order to understand if the development is currently meeting the Travel Plan's target of '*Less than 20% of residents travelling to work by single occupancy car*'.

It is understood that working from home is now a very popular lifestyle choice. Accordingly, the results presented in this section have been weighted to provide a more accurate representation of residents' typical travel patterns. This approach takes into account factors such as the number of days worked per week and whether residents work from home or commute to their workplace on those days.

For example, if a respondent answers that they cycle to work but they only travel to work once a week, this cannot be compared on equal footing to someone who drives alone to work five days per week.

Using the following questions allowed an analysis of the mode share for journeys to work:

- On average, how many days a week do you work?
- On average, how many days per week do you LEAVE THE HOUSE to go to work at the moment (i.e. when you are not working from home)?
- How do you travel to work (when you are not working from home)?

This method allows for the mode share for journeys to work across the week to be analysed, taking into consideration that some people might be working from home for one or more days a week.

The total number of working days reported by survey respondents in an average week was 149. Of these, 83 were working from home days, and 66 involved a trip to work. Therefore, on an average working day, approximately 56% of respondents were working from home.

To understand the journey to work mode choice on an average day, the mode choice was multiplied by the number of days the person says they leave the home to go to work. The subsequent results of the 'Mode Share on an Average Day' has been created in Figure 2.

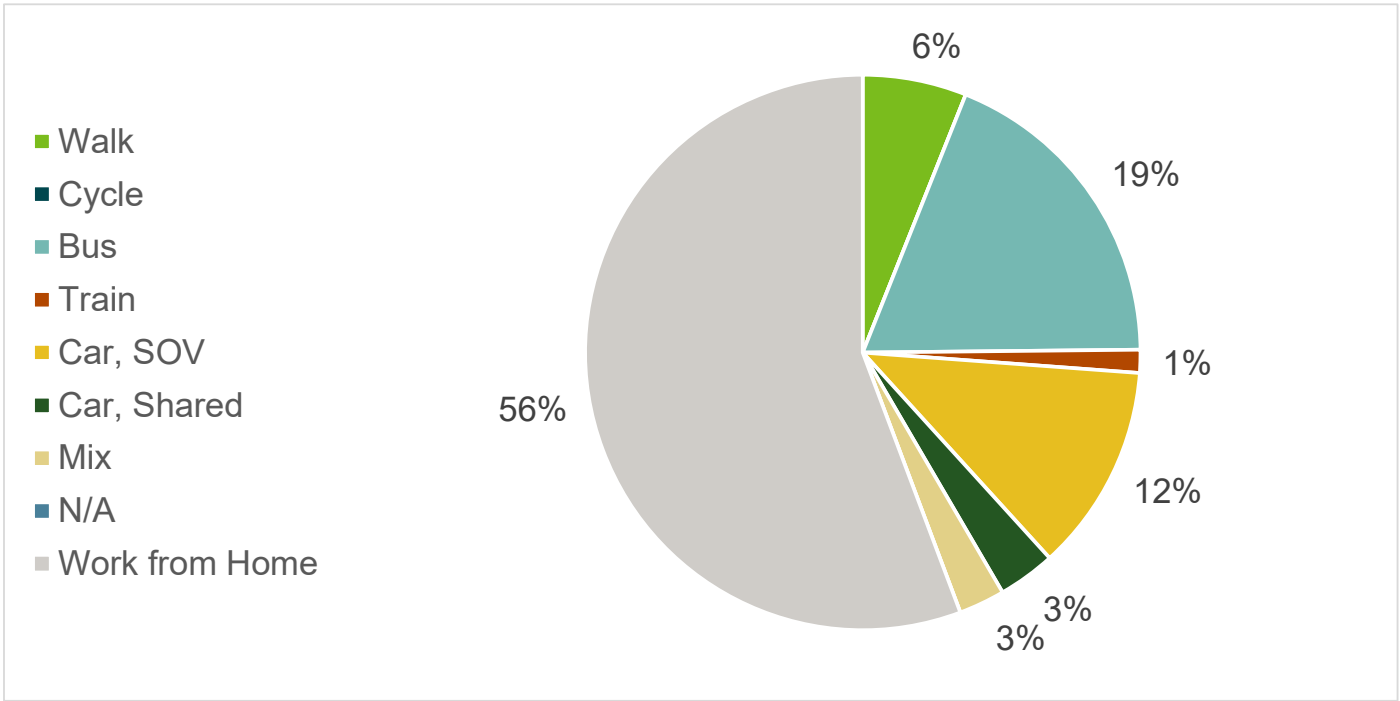


Figure 2: Travel to Work Mode Share on an Average Day by Collyhurst Village Residents

The above demonstrates that on an average day, 56% of residents work from home, 19% travel to work by bus, 6% by walking, 3% by car share or a mix of modes, and 1% by train. Of note, no resident cycles to work on an average day, whilst approximately 12% travel to work by car alone, thus satisfying the Travel Plan target.

2.3. Non-Work Travel Questions

In addition to understanding residents' travel behaviour when commuting to work, the second set of survey questions sought to gain an understanding of how residents of Collyhurst Village travel to destinations for non-work purposes i.e. gyms, healthcare facilities, leisure and social venues, schools for drop-offs and pick-ups, shopping destinations, and supermarkets.

Figure 3 illustrates the primary mode of transport used for non-work trips by residents of Collyhurst Village.

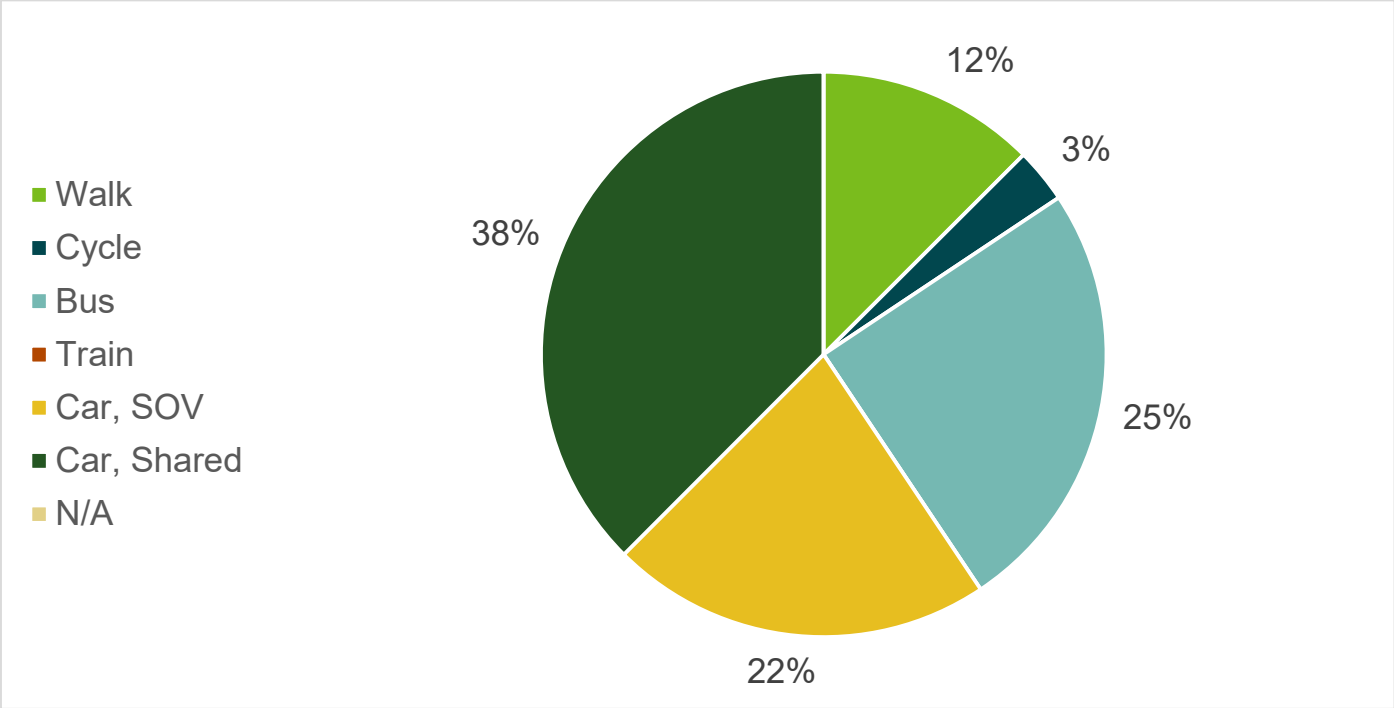


Figure 3: Primary Mode of Transport for Non-Work Trips by Collyhurst Village Residents

As shown above, non-work trips are primarily undertaken by shared car i.e. driving another adult or as a passenger (38%), bus (25%), and single-occupancy vehicle (22%).

Noting that some of these destinations may be unrealistic to travel to and from without a car for several reasons, including longer travel distances, holding heavy groceries, taking multiple children to school etc., a review of these non-work trips in close proximity to the site has been undertaken.

The survey results indicate that 62% of non-work trips are to destinations located within 5km of the site. Figure 4 illustrates the modes of transport used by Collyhurst Village residents for these non-work journeys.

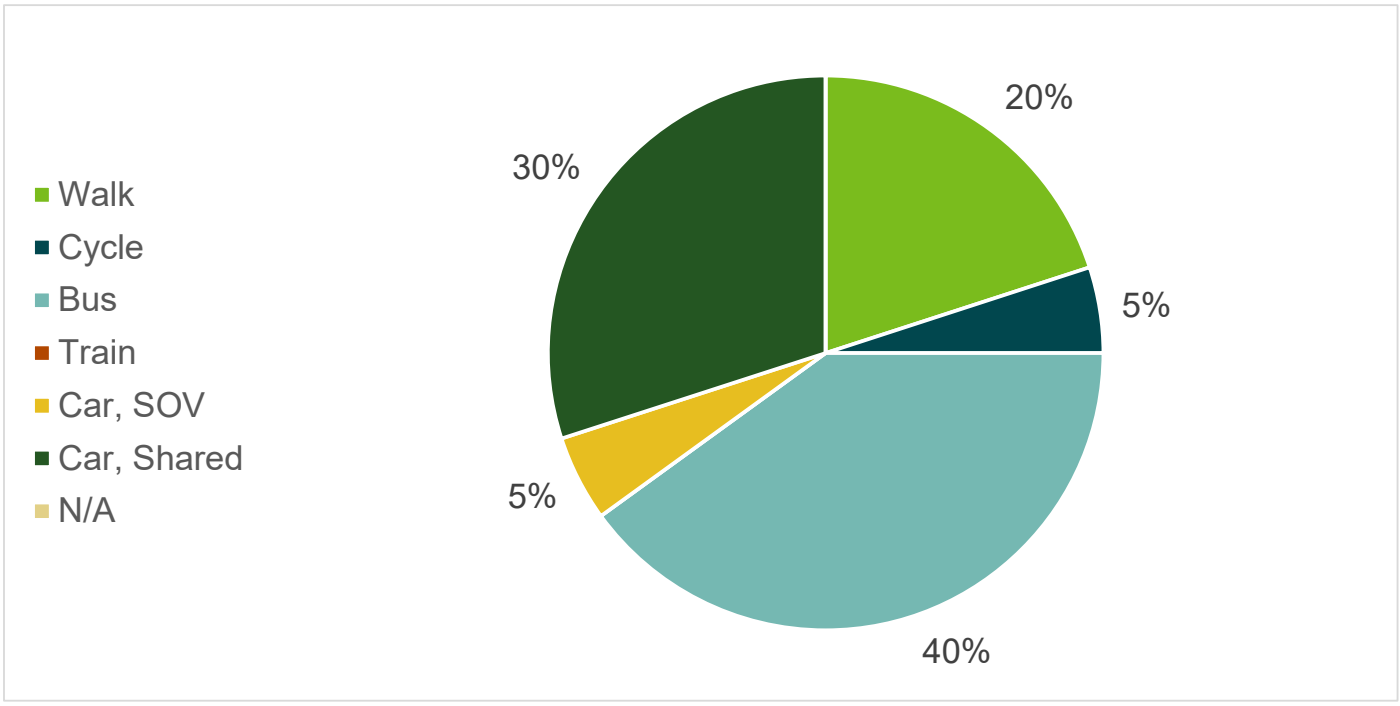


Figure 4: Mode of Transport for Non-Work Journeys < 5km by Collyhurst Village Residents

As shown above, the survey results demonstrated that residents of Collyhurst Village are highly receptive to using sustainable modes of transport for journeys to non-work destinations within 5km of the development, which reflects the high accessibility of public transport and local amenities around the site. Conversely, only 5% of residents reported travelling as the sole occupant of a car for journeys of a similar distance, indicating a relatively low reliance on private vehicle use for local trips.

2.4. Cycle and Car Ownership Questions

Finally, the survey gathered information on cycle and vehicle ownership at the development. The results indicate that, on average, each dwelling owns approximately 1.1 cycles and 0.9 vehicles.

A detailed breakdown of cycle ownership and car ownership is provided in Figure 5 and Figure 6 respectively.

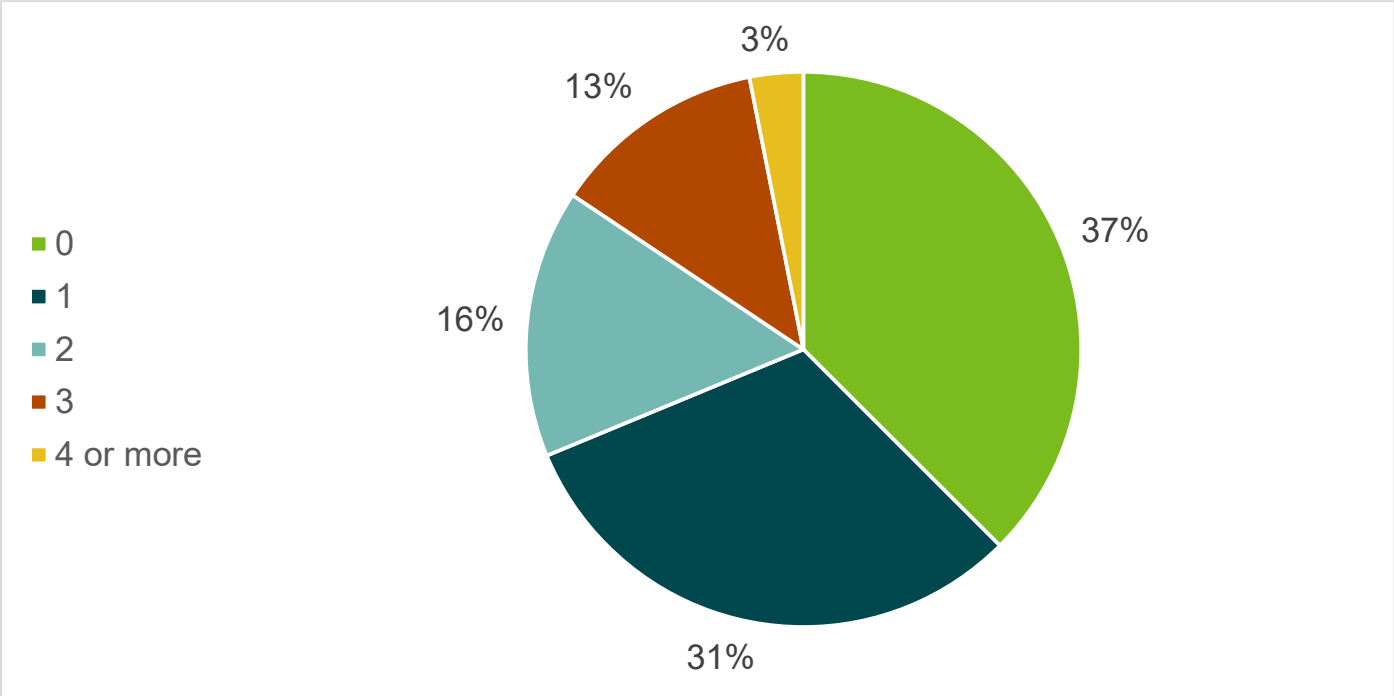


Figure 5: Cycle Ownership by Residents of Collyhurst Village

As shown above, approximately 63% of residents currently living at Collyhurst Village own at least one cycle.

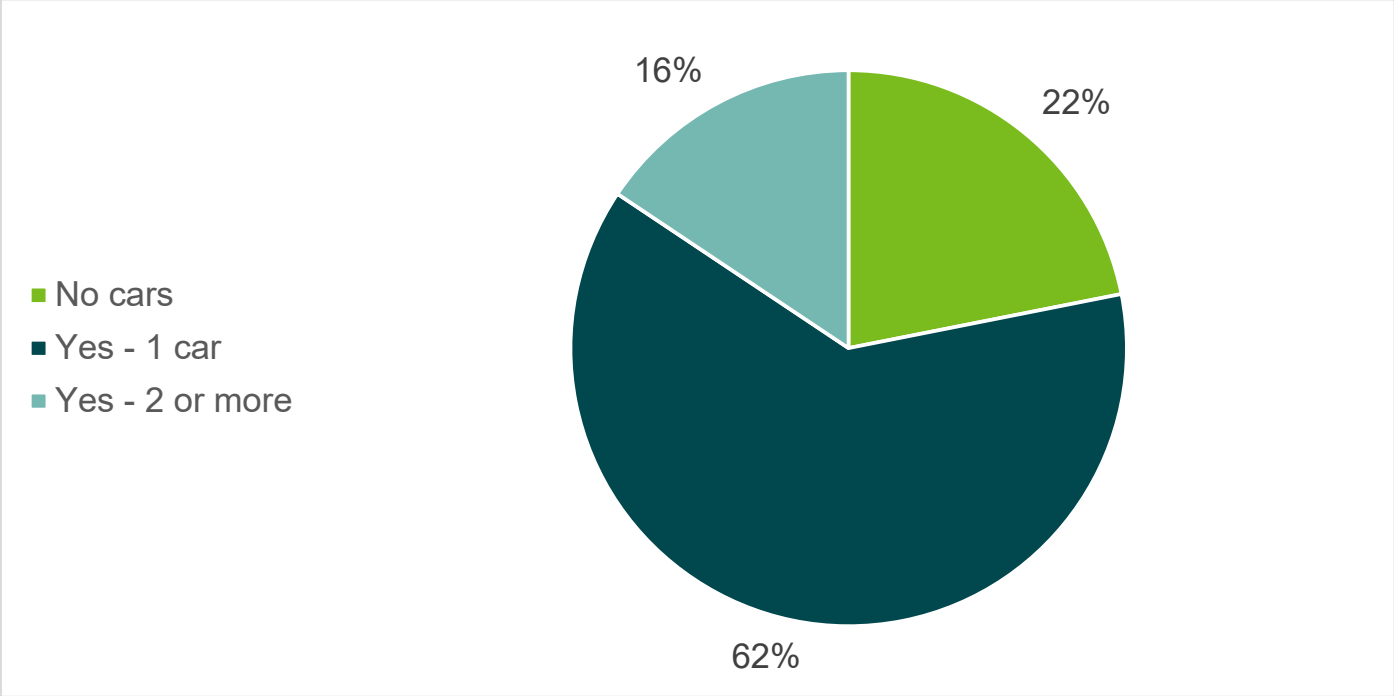


Figure 6: Car Ownership by Residents of Collyhurst Village

As shown above, the majority of current Collyhurst Village residents (76%) own one or more cars, while approximately 22% do not own a vehicle.

Whilst it is noted the surveys demonstrated that some residents of houses own one or more vehicles, the survey results indicate that a significant proportion utilise sustainable modes of transport for both commuting and non-work trips. This reflects the high degree of public transport accessibility and local amenities in the vicinity of the development.

3. EV Charge Update

As per Condition 39(b) of the planning approval, the uptake of EV chargers is to be monitored alongside the Travel Plan.

It has been advised that all houses have the provision of EV charging infrastructure installed, 10% of the spaces in the communal parking (3 spaces) will have EV charging, and 1 on-street EV charger will be provided for communal use.

4. Action Plan

As the Travel Plan target was very comfortably achieved (limit of 20% of journeys to work being by single occupancy vehicle, with only 12% of residents travelling this way), enhancements to the Travel Plan or monitoring programme are not required.

The next action is to carry out Year 3 Travel Plan surveys in July-August 2028.

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