



ARCH DESIGNS TRAVEL PLAN

FORMER PUBLIC CONVENIENCE, LIGHTBOWNE ROAD, MOSTON.

1. INTRODUCTION

1.1 This statement outlining details of the proposed Travel Plan, is prepared to secure the discharge of Condition 11 of planning permission ref. 130021/FO/2021, granted subject to conditions on 16th December 2021, for Change of use of former public convenience to create 1 x office unit (Class E) together with part retrospective elevational and roof alterations, including new shop front and access ramp at Former Public Convenience, Lightbowne Road,, Moston, Manchester, M40 0DF. Condition 16 the permission reads:

Condition 16

Notwithstanding details submitted, a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;*
- (2) A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;*
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and*
- (4) Measures for the delivery of specified travel plan services; and 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 (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To reduce dependency on the car travel and to promote alternative means of transport, pursuant to policies DM1 and SP1 of the Core Strategy



ARCH DESIGNS

2. EXISTING CONDITIONS

Site Location

2.1 The site comprising a single storey building lies in the north-east corner of Broadhurst Park close to the junction of Lightbowne Road and Nuthurst Road, Moston. The site fronts onto Lightbowne Road (B6393), a busy dual carriageway running through the park and serving communities of Moston and surrounding areas. To the immediate rear, the site abuts a children play area forming part of the park. To the front beyond Lightbowne Road, lies the south-western part of Broadhurst Park.

2.2 There is neither on-site car parking nor a vehicular access available to the site. However pedestrian access to the sides and rear of the building can be gained via the existing pathway around the building.

2.3 Although there is a business premises located on the opposite side of the junction on Nuthurst Road, the wider area within which the site lies, is predominantly residential in character.

3. HIGHWAY PROVISION

3.1 The site fronts onto Lightbowne Road and lies in close proximity of the junction of Lightbowne Road with Nuthurst Road. Lightbowne Road (B6393) is a dual carriageway providing connections to the surrounding communities on both sides of the road. A quality public transport service runs along Lightbowne Road. Highway works undertaken recently by the Council restricts parking in front of the site on both sides of the Lightbowne Road. There are wide footpaths along both sides of the carriageway.

3.2 Nuthurst Road runs along the north-eastern side of the Broadhurst Park adjacent to the site. It is a wide single carriageway road which provides connections to Saint Mary's Road to the east and Moston Lane to the north. Although there is unrestricted on-road parking available on both sides of Nuthurst Road adjacent to the park and residential area, however double yellow lines restrict parking directly on the crossroads and approximately 10-25m along the junction approaches on Lightbowne Road and Nuthurst Road. There are wide footways along both sides of the carriageway.

3.3 Saint Mary's Road runs along the southern boundary of the Broadhurst Park to the rear of the site. It is a wide single carriageway road and provides connections to Nuthurst Road to the north-east. There are no parking restrictions on both sides of the carriageway. There are wide footways along both sides of the road and adequate street lighting.



ARCH DESIGNS

4. ACCESSIBILITY BY MODES OF TRANSPORT

4.1 The site lies within easy walking distance of the public transport services providing excellent and efficient linkage opportunities within Moston and surrounding communities.

Buses

4.2 The site is located within a walking distance of a number of high frequency bus services available on the adjacent roads such as Lightbowne Road, Nuthurst Road and St Mary's Road. The following bus services operate frequently within approximately 50 to 100 metres of the site.

Service no.	Route	Weekday	Saturday
116	Middleton-Blackley-Harpurhey-Moston circular	0930 & every hour Until 1430	-
117	Manchester-Collyhurst-Moston-New Moston-Greengate	0728 & every 30 mins until 1835	0926, 1026 & every 30 mins Until 1856
52	The Trafford Centre-Eccles-Pendleton-Moston-Failsworth	0536 & every 30 mins until 1929 & then every hour until 2223	0727 & every 30 mins until 1253 & every hour until 2223

Manchester Metrolink

4.3 In addition to the bus services, the site is located within the walking catchment area of the Manchester Metrolink LRT with the nearest LRT stop located at Newton Heath and Moston. The Metrolink Station is situated at Dean Lane, Manchester, approximately 1km from the site. The table below summarises the service frequency from Newton Heath and Moston Metrolink Station.



ARCH DESIGNS

Victoria to Newton Heath and Moston

Monday to Saturday: First 06.08 every 12 minutes
Last 23.44

From the above public transport, it is clear that the site is afforded with a high degree of public transport accessibility.

Taxis

4.4 Taxies are readily available to be hailed on local roads through the Private Hire operators in the area

Pedestrian Access

4.5 Pedestrian access to the site is provided by the existing adopted highway network with wide footpaths on both sides of the roads.

Cycle Access

4.6 The site can be reached safely by bicycle using the highway network providing connections to the residential/commercial development in the area.

Summary

4.7 From a sustainable transport perspective, the site affords a location that is:

- Accessible by public transport through high frequency services with significant catchment areas located within walking distance of the bus stops.
- Accessible by walking/cycling through the combination of pedestrian footways and highway network.



ARCH DESIGNS

5. PROPOSED DEVELOPMENT

5.1 Planning permission has been granted to extend and convert the former public convenience into an office (Use Class E). It is anticipated that the approved single office unit would be operated by a single person to carry out a website design business and that due to the nature of the proposed use; few customers would visit the site on daily basis. The site would not provide any on-site car parking for staff or visitors.

6.0 TRANSPORT IMPACT

Traffic Generation

6.1 The building will be used as a single office unit (Use Class E) to carry out a website design business. The office will be operated by a single person who according to the applicant, will travel to the office by using public transport. Given the nature of the business, it is anticipated that the majority of trade will be generated by online customers and that very few customers would visit the office on daily basis. It is therefore highly unlikely that the proposed use would result in the generation of a significant number of vehicular trips to site. On balance, it is considered that the proposed use would neither create a high frequency of the vehicular trips to the site nor would have a detectable impact upon parking demand in the area.

6.2 In this respect the comments made by the Council's Highway Services as stated in the planning officer's report are worth noting. The Highway Services point out that:

"In comparison to the former use, the level of trips generated is not anticipated to be dissimilar and as such no highways concerns are expected.

Further, in comparison to the previously proposed retail units it is anticipated that trip generation would be lower. The office use is unlikely to produce as many trips as retail units and delivery movements are anticipated to be much lower".

6.3 From the above, it is abundantly clear that in terms of the traffic/trip generation, the proposed use would have little adverse impact on the operational efficiency and safety of the existing transport networks. However further restrictive measures need to be considered to help improve/enhance the situation and achieve the sustainable transport objectives including reducing car usage, increasing use of walking, cycling etc.



ARCH DESIGNS

7.0 AIMS AND OBJECTIVES OF THE TRAVEL PLAN

7.1 Taking into account the sustainable location of the site with easy access by alternative modes of transport including walking and cycling, the aims and objectives of the Travel Plan must therefore be:

- To help reinforce the current sustainable transport activities
- To promote the use of alternative modes of transport to the single occupancy car.
- To promote the benefits of using the alternate transport modes
- To minimise the environmental impact by reducing the use of single occupancy vehicles.

Range of travel options

7.2 The range of travel options that can readily be promoted for journey to and from the site are:

- Public Transport through conventional bus services, accessibility services including Manchester Metrolink,
- Car sharing where feasible,
- Use of taxis sharing journeys.
- Walking and
- cycling

7.3 In addition, the travel plan should also consider the sustainable travel measures which would help the Travel Plan Coordinator implement the progress and promote the travel plan to staff/visitors visiting the site.

8.0 TRAVEL PLAN MEASURES

8.1 The site is situated in close proximity of the public passenger transport network and within easy walking and cycling distance from the surrounding residential and business areas. As such the site is placed in an ideal location to encourage visitors/staff to use the sustainable transport modes. Measures to encourage visitors/staff to use public transport, car sharing, walking and cycling whilst visiting the site need to be introduced and enforced. Driving to the site should be discouraged as far as practically possible.

8.2 To encourage sustainable travel, it is considered that the following specific measures should be adopted.



ARCH DESIGNS

a) Mitigating single occupancy car use (Promoting Public Transport)

8.3 Although measures to encourage visitors/staff to use public transport, car/taxi sharing, walking and cycling whilst visiting the site would be secured, however, there would still be some single occupancy car users who would visit the site in cars. As part of the Travel Plan, these people will be actively encouraged by the Management of the site to refrain from parking near the site. Information with regard to the parking restrictions currently imposed on the adjacent roads to the site will be conveyed to the visitors. This, it is considered, would help reduce the number of people driving to the site. Furthermore, those who would need to drive to the site, car sharing will be actively encouraged.

b) Promote Walking

8.4 The staff/visitors will be advised and encouraged to travel on foot to the site. The health benefits of walking together with good practice guidance on safer walking will be promoted through the distribution of an information pack including leaflets. Those who live within walking distance will be encouraged to walk.

c) Promote Cycling

8.5 The staff/visitors will be advised and encouraged to travel to the site by using cycles. In order to promote access by using cycle, cycle storage space will be provided within the site/inside the building. If required, cycle storage space will be increased in the future. The health benefits of cycling will be promoted through the distribution of an information pack including leaflets.

d) Car Sharing

8.6 Emphasis will be placed on car sharing which will be promoted rigorously. Staff/visitors will be encouraged to have access to a shared vehicle.



ARCH DESIGNS

e) Encouraging car parking away from the site

8.7 Due to the restricted on-road parking close to the site, users of the cars will be advised to park their cars far away from the site in an un-restricted parking location. The users of the cars will be discouraged to park their cars on the restricted or prohibited parking space on highways.

Benefits of the Travel Plan

8.8 In addition to the above mentioned measures, the Travel Plan needs to be explained to the visitors/staff in order to gain their understanding and support for the scheme. The benefits that travel plan will bring to the site will be promoted and will include:

- Wider choice of travel options
- A better environment from reduced car use;
- Availability of travel information;
- Continuous development of road safety skills for the visitors/staff; and
- Opportunities to improve health through walking and cycling.
-

9. Travel Plan Coordinator

9.1 To ensure that the Travel Plan is adequately implemented and its progress monitored, the Management of the site will appoint a Travel Plan Coordinator on the commencement of the approved development. The duties of the Coordinator will include;

- Setting up, implementing, progressing and promoting the Travel Plan measures including use of public transport;
- Preparing and keeping updated a travel information pack for the benefit of staff/visitors
- setting up and maintaining the travel information on notice boards displayed on the building;
- Acting as a liaison person between the site Management and the Local Authority;
- Keeping all staff/visitors to the site fully aware of the Travel Plan and its benefits; and
- Monitoring the progress of the Travel Plan



ARCH DESIGNS

9.2 The Management of the site will take responsibility for the management and funding of the Travel Plan, implementation of its stated measures and monitoring in the long term. The Management will ensure that necessary funding and resources are available to promote and implement the Travel Plan.

10. MONITORING

10.1 In order to check the effectiveness of the Travel Plan in meeting its aims/objectives, careful monitoring of the Travel Plan is necessary. It will measure the overall effect of the Travel Plan to see if it is having any effect on the way that staff/visitors are travelling. In addition it will measure the effectiveness of specific measures to ensure that they are contributing to meeting objectives.

10.2 When measuring the overall effect of the Travel Plan, it will be necessary to conduct a follow-up travel survey of staff/visitors visiting the site. This will include undertaking a survey during the first three months of the development and thereafter from time to time. The survey will assess for example;

- How do the staff/visitors presently travel?
- Has the travel patterns changed since the last survey was carried out?
- Has the travel patterns changed as a result of the implementation of the Travel Plan?

10.3 Once the data has been collected, it will be analysed and compared to previous survey results to determine the mode split. If there is a significant increase in car trips to the site, the reasons for this will be investigated further and actions taken along the lines set out in the Travel Plan. The findings of the surveys and monitoring process will be passed on to the Management and the Local Authority for consideration. Taking into account the findings of the survey with regard to travel pattern of the visitors, the Travel Plan, if necessary, will be revised and submitted to the local planning authority for approval.



ARCH DESIGNS

11. Travel Information

11.1 In order to mitigate/discourage single occupancy car use and promote sustainable travel, a travel information pack will be prepared. The information pack will be given to all staff/visitors to the site

11.2 Visitors will be encouraged to pass on the information to their family and friends in order that they consider using the sustainable means of access when they visit the site. They will also be asked to make them aware of the car parking limitations/difficulties on the site and to encourage them to use alternative means of access. The information pack will contain:

- Timetables for bus services that are within acceptable walking distances of the site
- Timetables for the nearest Manchester Metrolinks;
- Local Cycle/walking routes;
- Telephone number for local taxi companies;
- Information with regard to health benefits of walking/ cycling;
- Leaflets containing information regarding the use of sustainable means of access, raising awareness of the parking restrictions/difficulties on the adjacent roads to the site, benefits of walking/cycling etc.