



**Report No. J1368/FTP
December 2021**

**FULL TRAVEL PLAN
PROPOSED NURSERY DEVELOPMENT OF
ASHTON OLD ROAD**

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ASHTON OLD ROAD**

CONTROLLED DOCUMENT

<i>DTPC No:</i>		J1368/FTP	
<i>Status:</i>	Final	<i>Copy No:</i>	
	<i>Name</i>	<i>Signature</i>	<i>Date</i>
<i>Approved:</i>	Alan Davies	AD	Dec 2021

<i>Revision Record</i>		
<i>Rev.</i>	<i>Date</i>	<i>Summary of Changes</i>
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FULL TRAVEL PLAN

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1. INTRODUCTION

DTPC has been appointed by Merry Kidz Childcare Limited to prepare a Full Travel Plan (FTP) associated with their redevelopment to provide 51 space nursery off Ashton Old Road.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Full Travel Plan to enable the nursery to manage its future pupils and staff travel modes for the new facility.

This FTP discusses the following issues:

- Government Planning
- and Transportation Policy
- Site and Local Area
- Sustainability
- Measures and Targets
- Summary & Conclusions.

Liability of Report

This report is prepared solely in connection with the proposed development as stated above. As such, no responsibility is accepted to any third party for all or any part of this report, or in connection with any other development.

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Planning Policy Framework

The latest NPPF sets out the policy framework for sustainable development and supersedes the previous advice.

Unlike the previous version the new NPPF sets out limited advice on travel planning:

It does set out priorities for movements:

Para 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 112. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Para 113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Addressing health equity within travel plans

The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

Local government has a new role in improving health.

The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

Indicators of a healthy street environment

Source	Main health impacts that can be improved
Physical activity	Obesity Heart disease Stroke Depression Type 2 diabetes
Air quality	Cardiovascular disease Respiratory diseases
Road traffic collisions	Physical injuries Psychological trauma
Noise	Mental health Blood pressure Child development
Access and severance	Mental wellbeing Personal resilience Stress Social isolation

New local government responsibilities for public health

The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.

Councils are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesi-

ty, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

High level outcomes	Wider determinants	Health improvements	Healthcare improvements
• Healthy life expectancy • Health inequalities	• Children in poverty • Pupil absence • 16–18 year old NEET • Employment for people with a LTC • Sickness absence rate • Killed and seriously injured on the road • Violent crime • Population affected by noise • Use of green space for exercise • Social connectedness • Older people's perception of safety	• Low birth rate • Breastfeeding • Early childhood development • Childhood obesity • Wellbeing of looked after children • Diet • Adult obesity • Physical inactivity • Diabetes • Self-reported wellbeing • Falls and fall injuries in the over-65s	• Preventable deaths • Premature deaths from cardiovascular disease • Premature deaths from all cancers • Early death from respiratory disease • Suicide • Quality of life for older people • Hip fractures in the over-65s • Dementia
Health protection • Air pollution • Sustainable development plans for public sector organisations			

10 indicators to a healthy street, source Lucy Saunders.

Indicator	How it relates to health
Pedestrians from all walks of life	Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.
People choose to walk and cycle	Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.
Clean air	The health impacts of air quality include cardiovascular disease and respiratory disease.
People feel safe	People need to feel that they will be safe from injury and crime when they are on the street.
Not too noisy	Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.
Easy to cross	If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.
Shade and shelter	Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.
Places to stop	Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine.
Things to see and do	Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.
People feel relaxed	Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.

Examples of the evidence base overleaf.

Evidence for effective measures to improve health through transport		
Owner	Resource	What it is for
NICE	Public Health Guidance 8 Physical activity and the environment (January 2008)	'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities.
NICE	Public Health Guidance 13 Promoting physical activity in the workplace (May 2008)	
NICE	Public Health Guidance 17 Promoting physical activity for children and young people (January 2009)	
NICE	Public Health Guidance 25 Prevention of cardiovascular disease (June 2010)	
NICE	Public Health Guidance 31 Preventing unintentional road injuries among under-15s: road design (November 2010)	
NICE	Public Health Guidance 41 Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012)	

Policy guidance on transport and health		
Owner	Resource	What it is for
UK Faculty of Public Health	Transport & health: Position statement and briefing statement (2013)	These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
UK Faculty of Public Health	Built environment & physical activity: Position statement and briefing Statement (2013)	These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.
Public Health England & Local Government Association	Obesity and the environment: Increasing physical activity and active travel (2013)	This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.

Evidence of the health impacts of transport		
Owner	Resource	What it is for
Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group	Health on the Move 2. Policies for health promoting transport (2011)	This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.
Saunders et al, Plosone	What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013)	This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer.
British Medical Association	Healthy Transport = Healthy Lives (2012)	This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.
Mackett RL & Brown B, University College London	Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)	This report explores in detail the links between transport and its biggest health impact, physical activity.
Sustainable Development Commission	Fairness in a Car Dependent Society (2011)	This report presents the range of health inequalities that arise from car-dependent societies.

The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

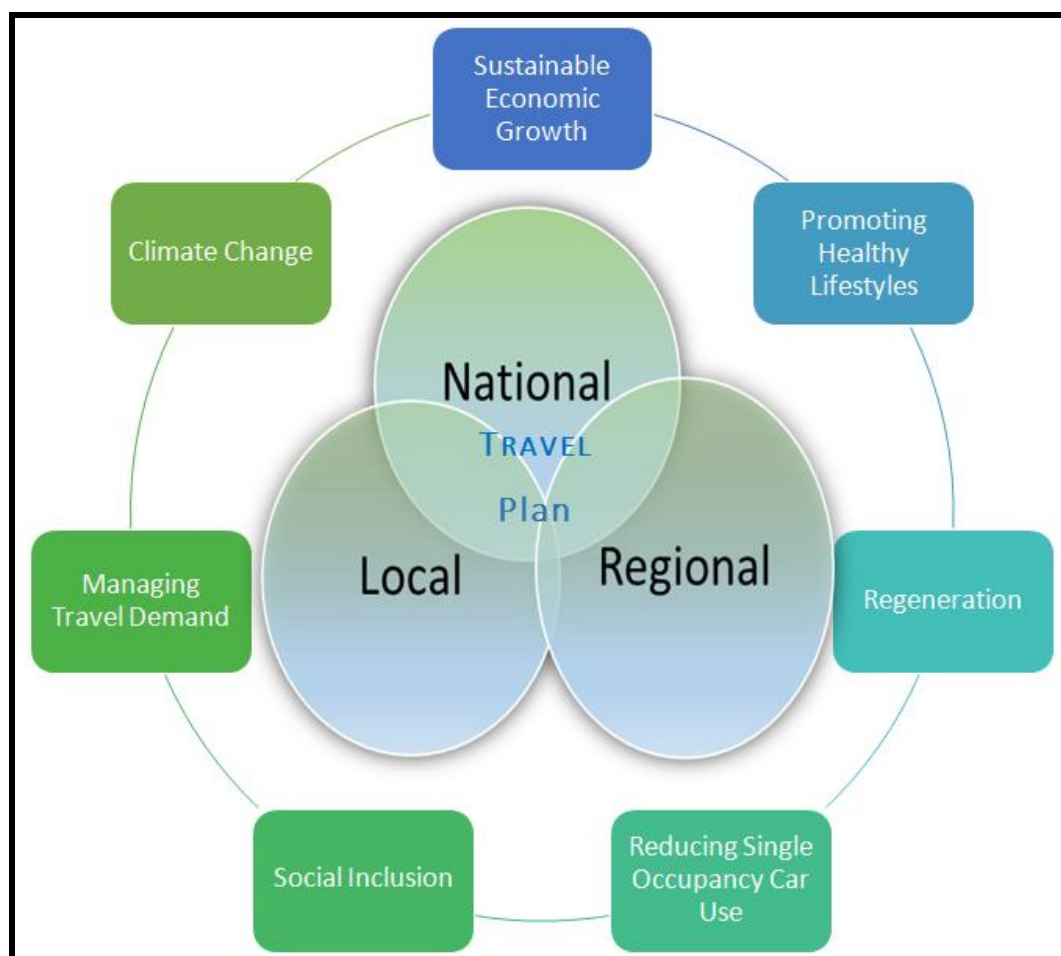
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development nursery thus reducing the need to travel in the first place.

National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.

A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to nursery users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.

A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the nursery. This will benefits to all parties involved – public, private and community.

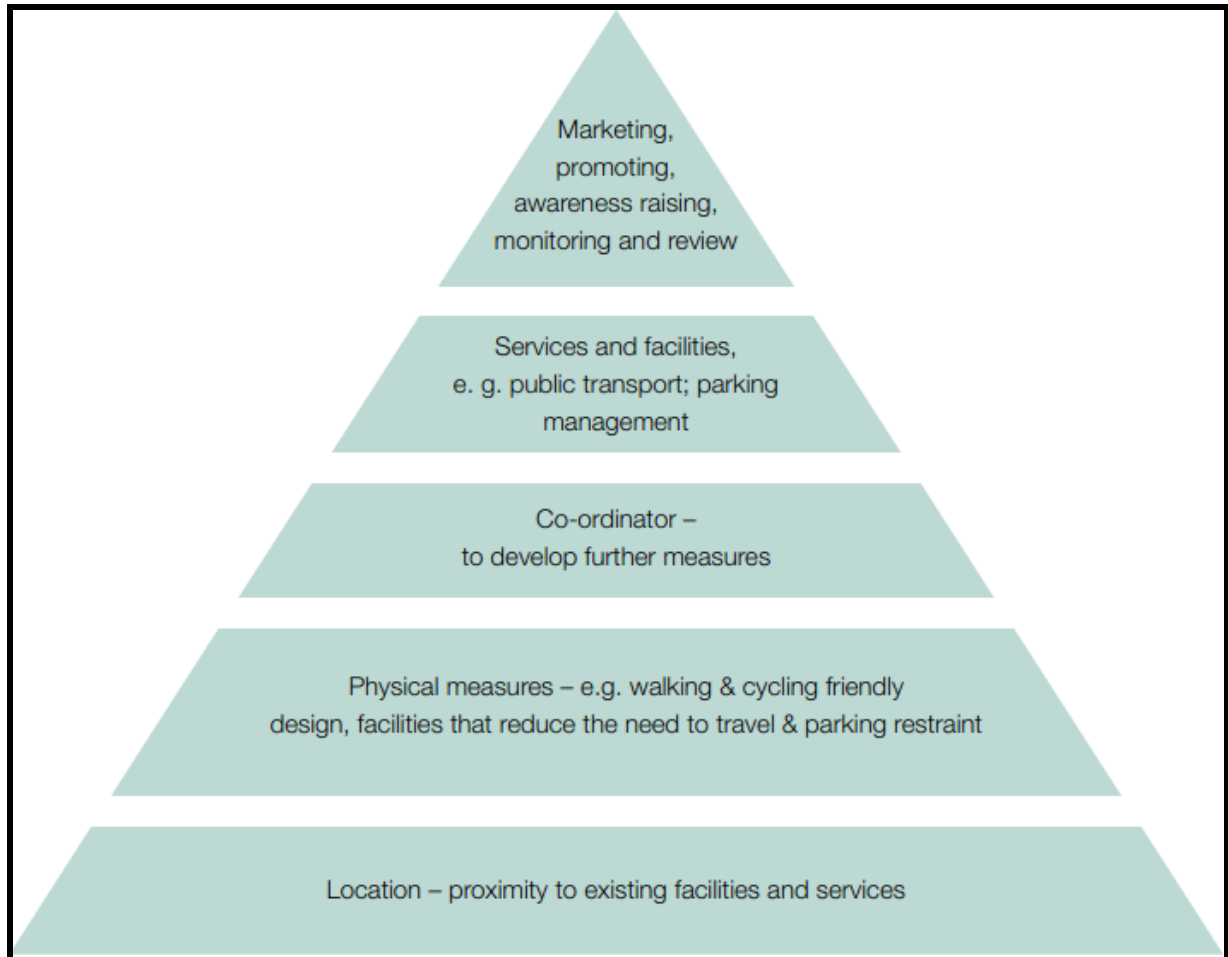
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the nursery thus meeting the access needs of occupants and staff in a new way and require partnerships between developers, local authorities, local communities and new residents.



How the Travel Plan accords with planning policy

The Nursery Travel Plan will accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.

All the measures put forward should be integrated into the design, marketing and occupation of the nursery. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



Travel Plan Triangle

It can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought. Source Dft Good Practice Guidelines: Delivering Travel Plans through the Planning Process.

At Level 1, the base of the pyramid, the **choice of location** for the development, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.

At Level 2 are all the **physical aspects** of the development that can be expected to influence travel.

At Level 3 is the input of a **site travel co-ordinator** to co-ordinate the ongoing development and management of the plan.

At Level 4 are the **services and facilities** to be delivered as part of the travel plan to help meet transport needs as appropriate.

At Level 5, the top of the pyramid, is **awareness raising, marketing and information**. These are measures designed to ensure that people know about the services and facilities provided through the travel plan and to encourage more sustainable travel.

Aims and Objectives of a Travel Plan

The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the nursery to a significantly lower level than predicated within the Transport Assessment and to encourage staff, pupils and visitors to travel by sustainable modes of transport”.

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative
SMART Travel Plan targets (**S**ustainable, **M**easurable, **A**ccessible, **R**ealistic, **T**ime sensitive);
An assessment of the current problems/issues for the given ‘target group’;
An action plan of measures intended to address these issues and move toward
attainment of the targets including a marketing and promotion strategy;
A monitoring and review element to ensure it remains a ‘living’ document.*

The aims and objectives of this Travel Plan accord with the sustainable development aspirations, and the management/operational objectives of Merry Kidz Childcare Limited.

How will the Travel Plan be managed?

This Travel Plan was prepared in support of a detailed planning application. As the nursery has a known occupier the key management will be via on nursery management and the TPC for the nursery.

Implementation of the Travel Plan

On the finalisation of the Travel Plan (following approval by the Travel Plan Officer at Manchester Council the document will be launched by the Nursery Manager as the Nursery Travel Plan Co-ordinator on behalf of Merry Kidz Childcare Limited.

The TPC is tasked to deliver guidance to enable a promotion and awareness campaign to be launched encouraging staff to review their journeys to and from nursery, and to consider the provision of accessible transport alternatives.

The TPC will be responsible for developing and managing the business's Travel Plan. This will involve undertaking the staff surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to Warrington.

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

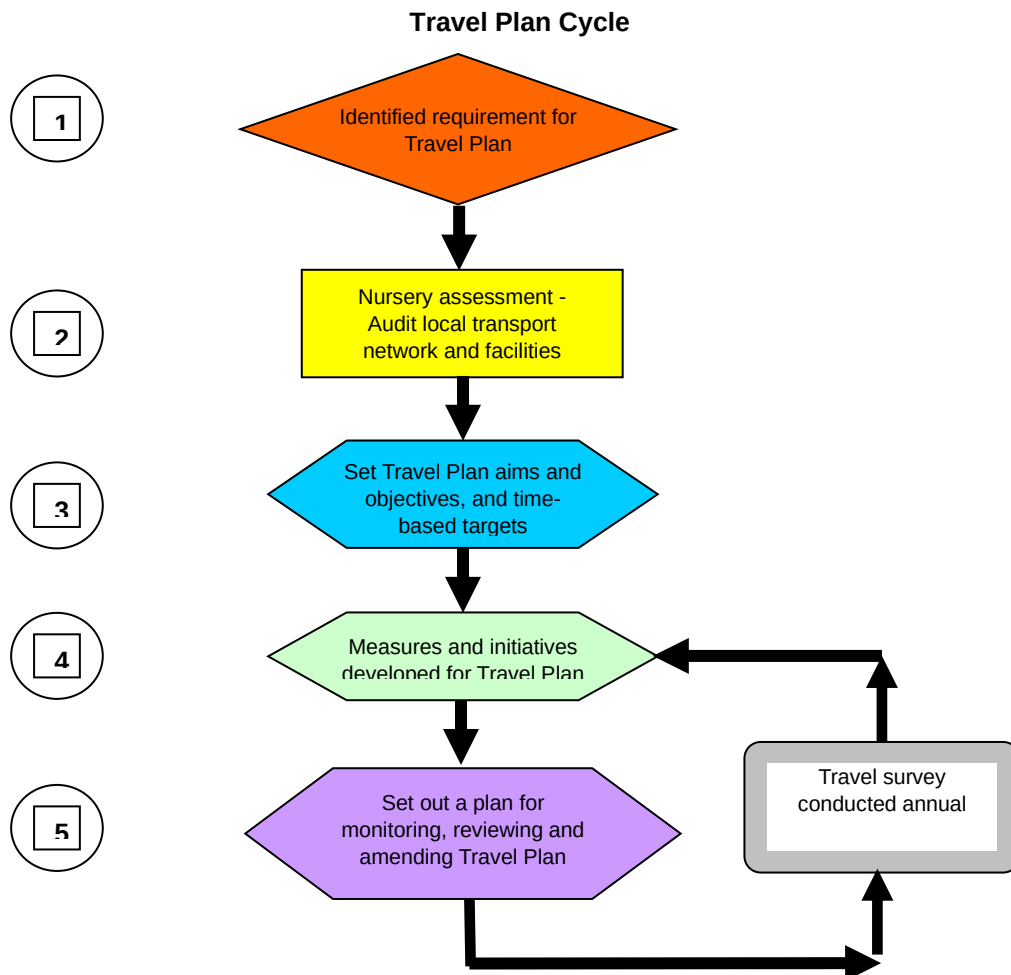
Development of a Travel Plan

A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the nursery. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.

At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion nursery user travel surveys. The Travel Plan will be annually reviewed by Manchester Travel Plan Co-ordinator and the Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the nursery.

A typical Travel Plan cycle comprises of the components outlined below.



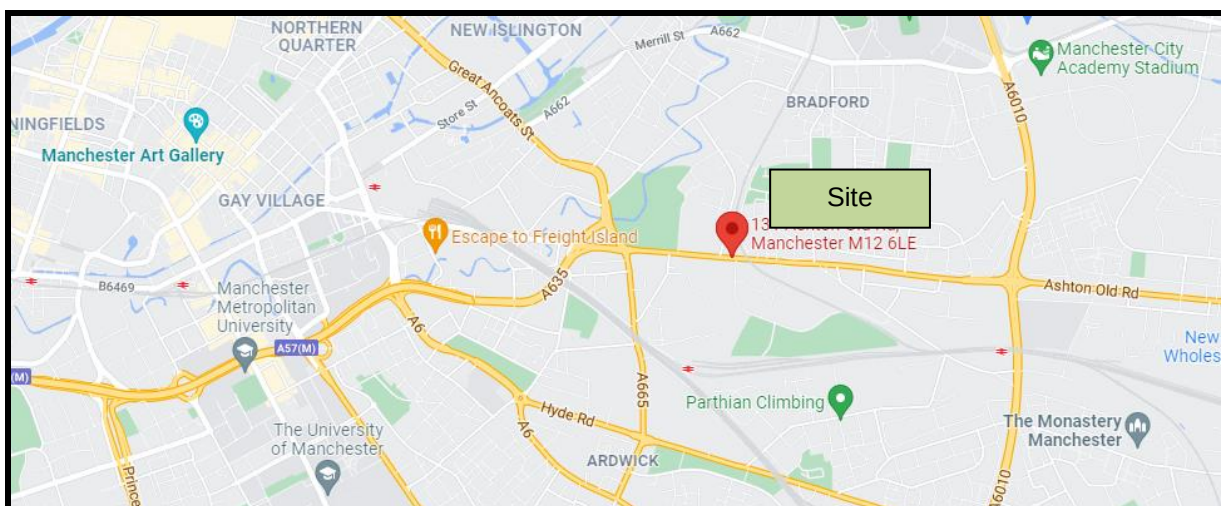
5. DESCRIPTION OF PROPOSED LOCATION AND PROPOSALS

Nursery location context

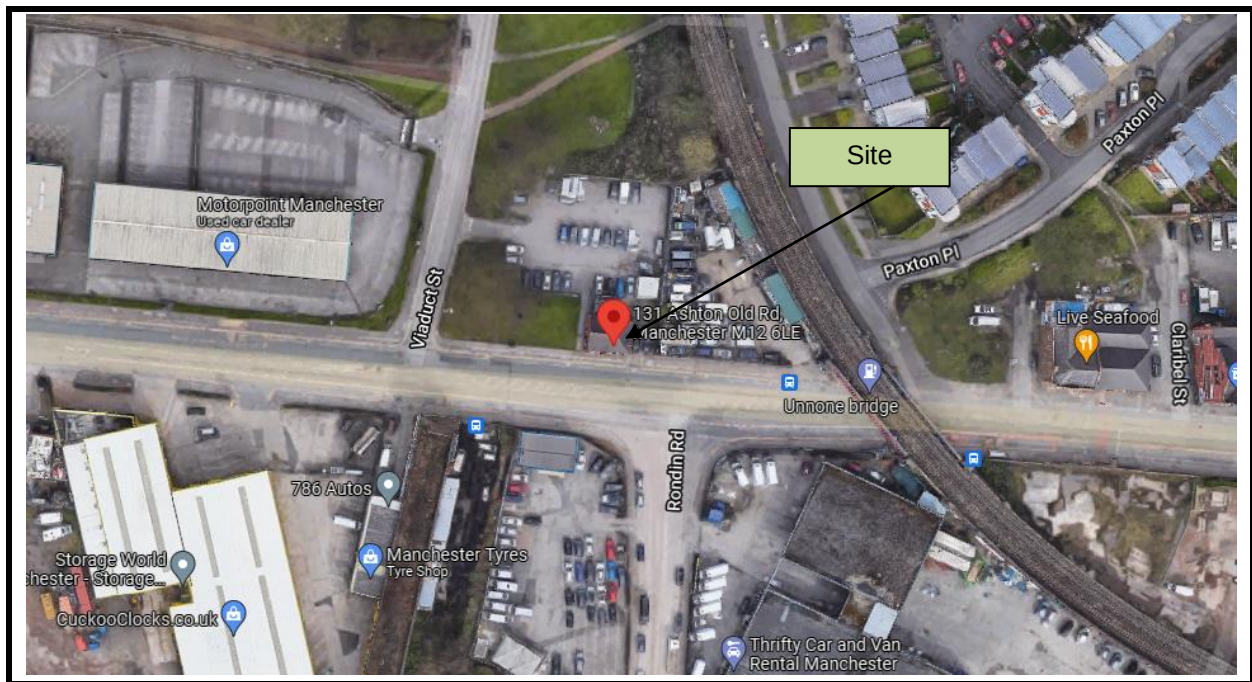
The site is located approximately 2.25km east from Manchester centre, it lies along the Ashton Old Road corridor .



1. Site location plan in relation to neighbouring areas and locally below



Local area setting and the site.



Local Highway Provision

All the roads in the area are of a standard carriageway width appropriate for their usage, with footpaths and street lighting. They serve primarily an urban catchment containing local services, employment/retail units.

Ashton Old Road is subject to a 30mph speed limit, is street lit and has footways on both sides of the carriageway. The carriageway incorporates a westbound bus lane and an eastbound cycle lane. Just to the west of the Viaduct Street junction, there is a kerbed refuge within the central hatched area which provides assistance to pedestrians wishing to cross the carriageway.

There is also a puffin crossing across Ashton Old Road located between Hughes Street and Claribel Street.

Viaduct Street is subject to a 20mph speed limit and is street lit. It has a footway on the west side and no footway on the east side. Parking is restricted by a single yellow line (Mon – Fri, 8am – 6pm) on the east side between Ashton Old Road and Markham Close and on the west side between Ashton Old Road and just to the north of the Motorpoint access.

Holly Street is subject to a 20mph speed limit and is street lit. It has a verge and footway on its east side and a shared foot/cycleway on its west side.

A footpath and a cycle path connect Holly Street and Viaduct Street under the railway viaduct. The route continues as a segregated foot/cycle path to the west of Viaduct Street running to the rear of the Motorpoint premises.

A detailed photographic record of the local access and setting is provided below for future reference



Walk route Holly Street view to and away from Ashton Old Rd junction.



View from south and north approaches to cycle way under viaduct



View west and east under viaduct route



View to and away from Viaduct Street



View north and south towards site along Viaduct Street



Site access



View left and right from site access



View to and south away from site access along verge



View left and right from Viaduct Street junction with Ashton Old Road



Site access from Ashton Old Road

Proposals

The proposed application is to provide a 51 place nursery converting no 131 and adding more floor space with associated use of the existing car park delivering 18 spaces including a disabled space and 5 electronic charging points.

It has 5 hoops/10 cycle spaces.

Full details in architects drawings

Time Range	TRICS Trip Rates		Predicted vehicle Trips Based on 51 Place Nursery	
	Arr	Dep	Arr	Dep
07:00-08:00	0.143	0.07	7	4
08:00-09:00	0.207	0.188	11	10
09:00-10:00	0.075	0.064	4	3
10:00-11:00	0.034	0.022	2	1
11:00-12:00	0.037	0.032	2	2
12:00-13:00	0.07	0.067	4	3
13:00-14:00	0.046	0.079	2	4
14:00-15:00	0.027	0.034	1	2
15:00-16:00	0.039	0.046	2	2
16:00-17:00	0.102	0.107	5	5
17:00-18:00	0.166	0.196	8	10
18:00-19:00	0.011	0.047	1	2
Total	0.957	0.952	49	49

This sets out 21 two way AM and 18 two way PM.

The Department for Transport's publication entitled "Guidance on Transport Assessment" (GTA) dated March 2007 sets out the criteria for assessing new development. At Appendix B of the GTA it is confirmed that nursery's under 500 sqm do not need to be assessed.

However, GTA does suggest that a threshold of 30 two-way trips may be appropriate for identifying the level of impact below which the need for a formal assessment may not be needed. Indeed, it is generally the HA's approach to apply the 30 two-way trips threshold as that below which operational assessments are not required for the trunk road network. It is concluded that, in the specific case of this TS, and the absence of any other guidance, the '30 two-way trip threshold' should be adopted as the basis of a materiality test of traffic impact for the study junctions.

The 21 two way trips from the proposed use are less than the 30 two way threshold the proposal would therefore have little or no discernible impact on the local network especially when distributed locally where 10 would be west and east of the site.

Car parking Policy and review

The site provides 18 spaces for staff and parents notionally split 7 staff and 11 parents. Local policy does not set out any guidance on the spaces needed.

The 2019 NPPF supporting Ministerial Statement sets out:

THE GOVERNMENT has given local planning authorities more leeway to set maximum parking standards in new developments in the final version of the updated National Planning Policy Framework (NPPF) for England. Ministry of Housing, Communities and Local Government (MoHCLG) said: "The approach to parking standards remains that minimum or maximum standards may be set locally, but with maximum standards requiring particular justification, considering the effect that limits on spaces can have on on-street parking.

"However, the text has been amended to recognise that such justification may exist in accessible locations where it is appropriate to optimise densities (in line with new policies on making effective use of land), as well as where it is necessary for managing the local road network."

The site is highly accessible in nature along a high frequency public transport corridor. It is within a short ride of dedicated cycle facilities.

The trips in/out derived provide a simple accumulation of space use across the day and suggests 6 spaces as a baseline for staff thus the 7 spaces allocated would seem reasonable.

Time Range	Predicted vehicle Trips Based on 51 Place Nursery		acc
	Arr	Dep	
07:00-08:00	7	4	4
08:00-09:00	11	10	5
09:00-10:00	4	3	5
10:00-11:00	2	1	6
11:00-12:00	2	2	6
12:00-13:00	4	3	6
13:00-14:00	2	4	5
14:00-15:00	1	2	4
15:00-16:00	2	2	4
16:00-17:00	5	5	4
17:00-18:00	8	10	2
18:00-19:00	1	2	0
Total	49	49	

For parents the drop off or pick up is short term in nature, assuming a worst case 10 minutes then each space could accommodate 6 parents, the 11 spaces have a potential capacity for 66 parents exceeding the 51 places on site. Thus, a worst case of all in one hour which is an unlikely event and all driving again an unlikely event the site can accommodate the demand.

The parking offer is therefore considered reasonable and the what if scenario of overspill is unlikely and does not need to be considered in detail.

Staff parking policy

Staff will be encouraged to car share or use alternative modes of travel via the FTP and travel pack.

7 spaces will be made available on nursery with priority for car sharers.

Staff will not be allowed to park in the designated drop off/pick up spaces and any infringement will be dealt with by the disciplinary policy.

Parent drop off/pick up

The provision will be enshrined into the parent contract as part of the child placement contract with a view to ensuring they do not park all day.

A good neighbours policy will be set out to allow encouragement and intervention to be made if local issues arise due to non compliance with the drop off/pick up policy.

6. ACCESSIBILITY BY MODE

Introduction

It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non car modes, thus assisting in meeting the aspirations of current national and local planning policy.

The accessibility of the Nursery by the following modes of transport has, therefore, been considered:

1. Accessibility on foot and cycle and public transport.

Walking and cycling

The local area has excellent facilities to promote movement of pedestrians wide footways, and street lighting.

Experience from good practice in Travel Planning development generally suggests that pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]			
Walking Distance	Local Facilities *	District Facilities**	Other
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m
* Includes food shops, public transport, primary schools, crèches, local play areas			
** Includes employment, secondary schools, health facilities, community / recreation facilities			

Importantly, the 0.8km salmon / 2km purple distance are the 10 and 25 minutes walk journeys covers other education and shopping facilities. There are, therefore, opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot.

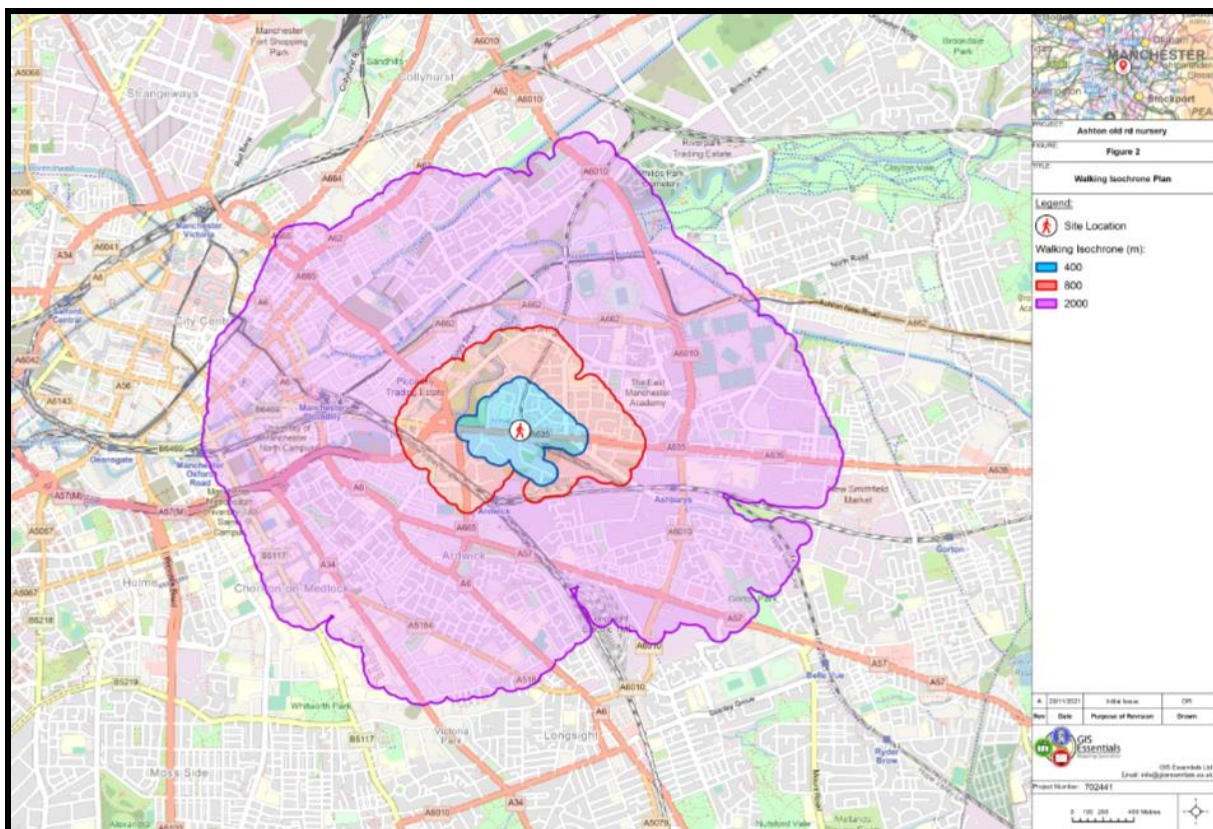
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).

Importantly, the 2km walk catchment also extends to cover a full residential and employment area. There are, therefore, significant opportunities for travel on foot.

Clearly, there is also potential for walking to form part of a longer journey for employees and parents via the bus services.

In conclusion, the proposed application site can be considered as being accessible on foot.



Walk Catchments

Clearly, there is also potential for walking to form part of a longer journey for residents to and from the proposed development.

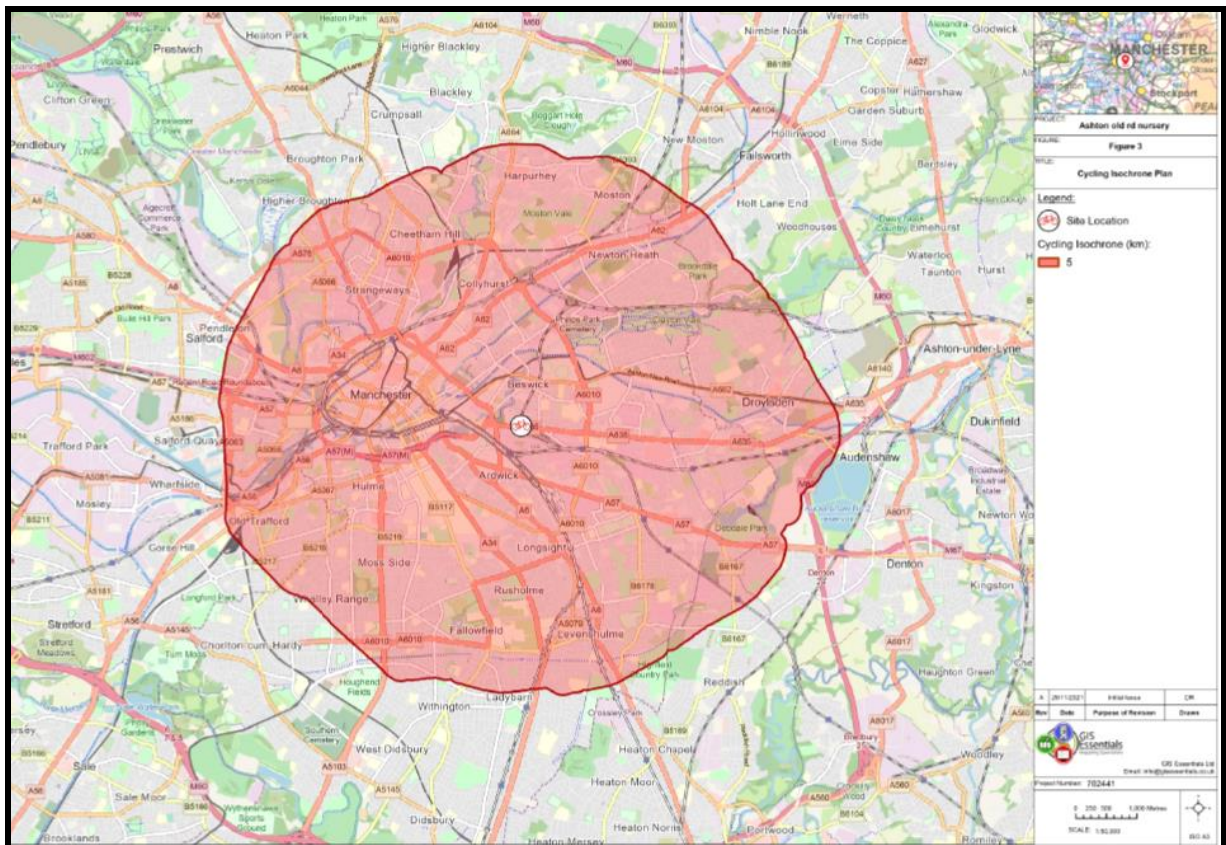
There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.

Historic Guidance and perceived good practice suggests: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport" The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that: "Most journeys are short.

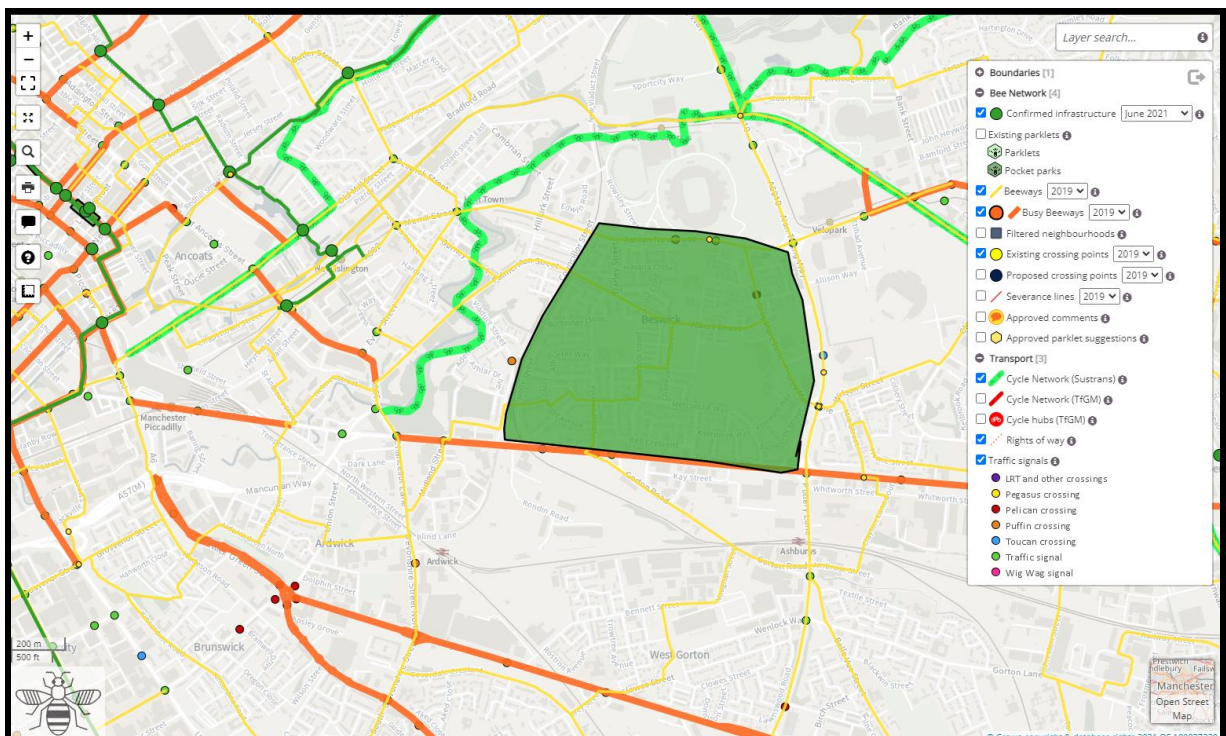
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person." (para 2.3)

The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.

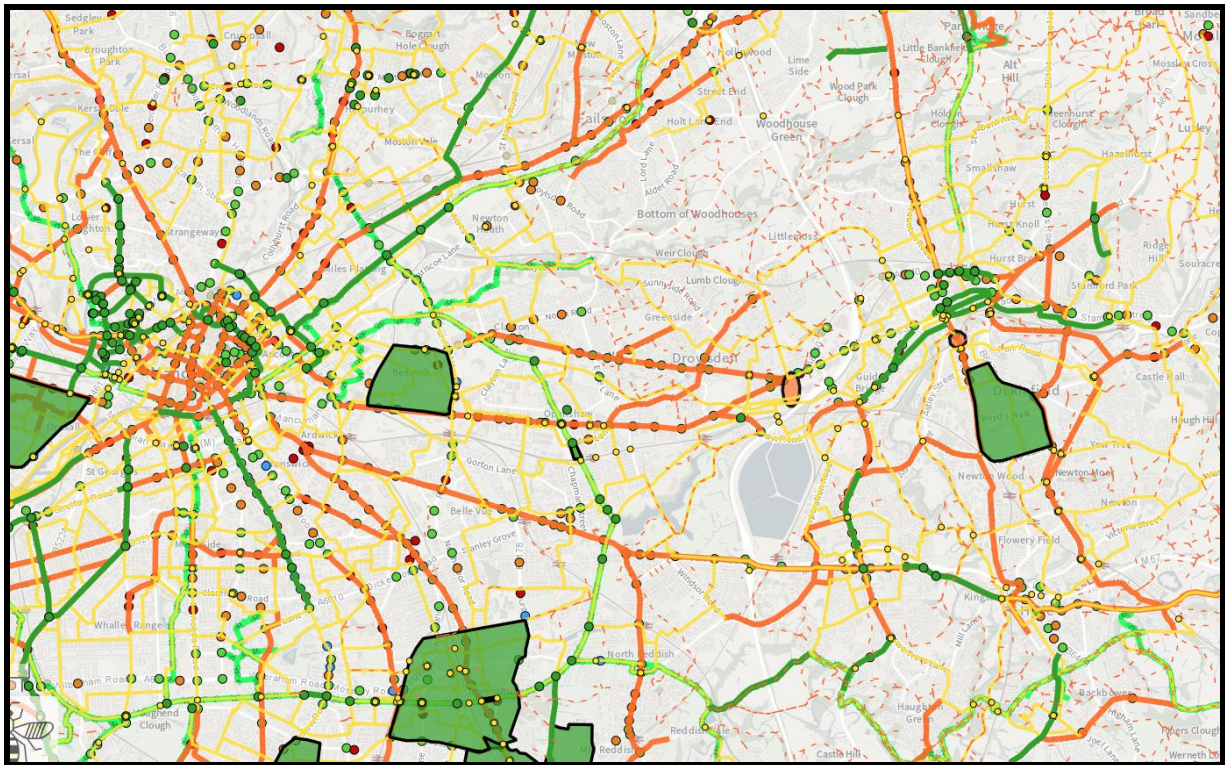
The salmon area indicates the 5 km distance. The 5km cycle journey a substantial urban area and its key local facilities.



Cycle Catchments



Local area and wider network



Therefore, there are a variety of leisure, employment and amenity attractions within the cycle catchment area.

In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

Public Transport

An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

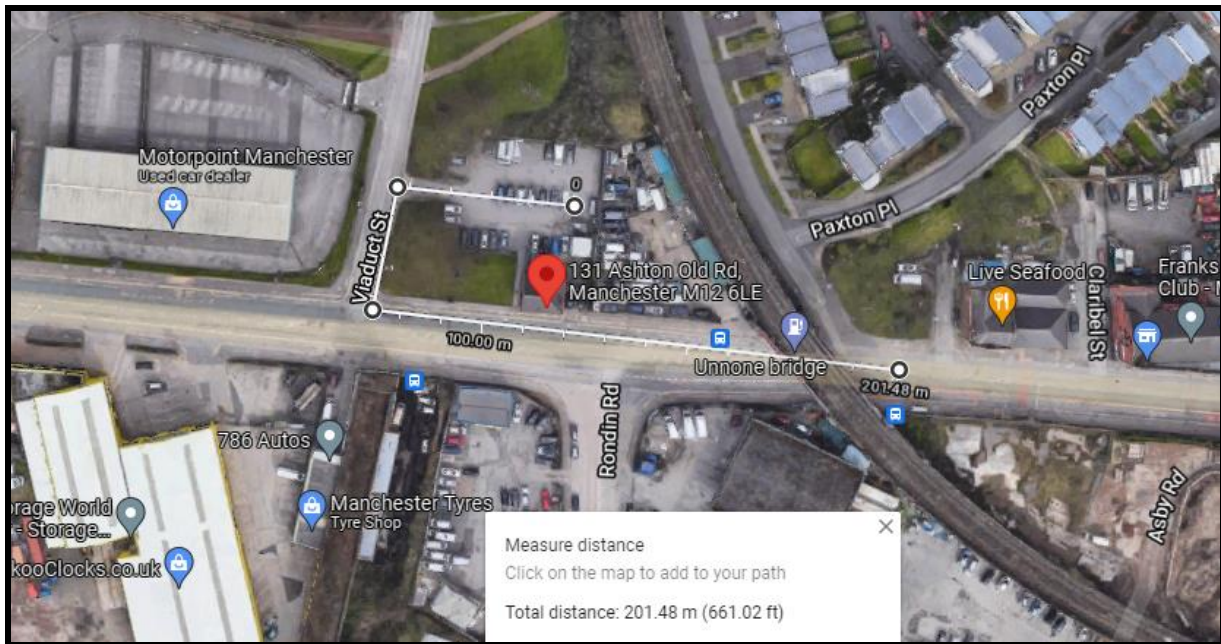
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

"What is the existing situation with respect to public transport provision in and around the development?"

What transport provision is required to ensure that the proposed development meets national and local transport policy objectives?

Are the transport features of the development consistent with the transport policy objectives, and if not, can they be changed to enable the policy objectives to be achieved?" (para 4.18).

The closest stops are well within a 200m walk from the development site and meets guidance for an urban area.



Measurements to stops



outbound stop and services below to west of site

Mondays to Fridays						
5am	0505 219A	0520 219A	0535 219A	0550 219A		
6am	0603 219A	0615 219A	0627 219A	0639 219A	0644 220A	0649 219A
	0659 219A					
7am	0707 219A	0715 219A	0722 219A	0731 219A	0741 219A	0751 219A
8am	0801 219A	0810 219A	0819 219A	0827 219A	0835 219A	0843 219A
	0850 219A	0858 219A				
9am	0906 219A	0914 219A	0922 219A	0930 219A	0939 219A	0948 219A
	0957 219A					
10am	1006 219A	1015 219A	1024 219A	1033 219A	1042 219A	1051 219A
11am	1100 219A	1109 219A	1118 219A	1127 219A	1136 219A	1145 219A
	1154 219A					
12pm	1203 219A	1212 219A	1221 219A	1230 219A	1239 219A	1248 219A
	1257 219A					
1pm	1306 219A	1315 219A	1324 219A	1333 219A	1342 219A	1351 219A
2pm	1400 219A	1409 219A	1418 219A	1427 219A	1436 219A	1445 219A
	1454 219A					
3pm	1503 219A	1512 219A	1521 219A	1530 219A	1539 219A	1548 219A
	1557 219A					
4pm	1606 219A	1615 219A	1624 219A	1634 219A	1643 219A	1652 219A
5pm	1701 219A	1710 219A	1719 219A	1724 221A	1729 219A	1739 219A
	1750 219A	1755 221A				
6pm	1802 219A	1814 219A	1821 221A	1826 219A	1838 219A	1850 219A
7pm	1902 219A	1914 219A	1926 219A	1938 219A	1953 219A	
8pm	2008 219A	2028 219A	2048 219A			
9pm	2108 219A	2128 219A	2148 219A			
10pm	2208 219A	2228 219A	2248 219A			
11pm	2308 219A	2328 219A	2358 219A			
1am	0124 219 FS					
2am	0244 219 FS					

Weekday bus services



Outbound services and times below east of the site

Mondays to Fridays						
5am	0506 219	0521 219	0536 219	0551 219		
6am	0604 219	0616 219	0628 219	0640 219	0645 220	0650 219
7am	0700 219	0708 219	0715 219	0723 219	0732 219	0742 219
	0752 219					
8am	0802 219	0811 219	0820 219	0828 219	0836 219	0844 219
	0851 219	0859 219				
9am	0906 219	0914 219	0922 219	0930 219	0939 219	0948 219
	0957 219					
10am	1006 219	1015 219	1024 219	1033 219	1042 219	1051 219
11am	1100 219	1109 219	1118 219	1127 219	1136 219	1145 219
	1154 219					
12pm	1203 219	1212 219	1221 219	1230 219	1239 219	1248 219
	1257 219					
1pm	1306 219	1315 219	1324 219	1333 219	1342 219	1351 219
2pm	1400 219	1409 219	1418 219	1427 219	1436 219	1445 219
	1454 219					
3pm	1503 219	1512 219	1521 219	1530 219	1539 219	1548 219
	1557 219					
4pm	1606 219	1615 219	1625 219	1635 219	1644 219	1653 219
5pm	1702 219	1711 219	1720 219	1725 221	1730 219	1740 219
	1751 219	1756 221				
6pm	1802 219	1814 219	1821 221	1826 219	1838 219	1850 219
7pm	1902 219	1914 219	1926 219	1938 219	1953 219	
8pm	2008 219	2028 219	2048 219			
9pm	2108 219	2128 219	2148 219			
10pm	2208 219	2228 219	2248 219			
11pm	2308 219	2328 219	2358 219			
1am	0125 219 FS					
2am	0245 219 FS					

Weekday bus services



Inbound services and times below east of the site

Mondays to Fridays						
4am	0447 219A					
5am	0517 219A	0532 219A	0547 219A	0559 219A		
6am	0609 219A	0619 219A	0628 219A	0637 219A	0647 219A	0652 219A
	0658 219A					
7am	0702 219A	0707 219A	0715 219A	0721 219A	0725 219A	0734 219A
	0742 219A	0749 219A	0754 219A	0757 219A		
8am	0805 219A	0813 219A	0821 219A	0825 219A	0829 219A	0838 219A
	0846 219A	0856 219A				
9am	0905 219A	0915 219A	0924 219A	0933 219A	0943 219A	0952 219A
10am	1001 219A	1010 219A	1018 219A	1027 219A	1036 219A	1045 219A
	1054 219A					
11am	1103 219A	1112 219A	1121 219A	1130 219A	1139 219A	1148 219A
	1157 219A					
12pm	1206 219A	1215 219A	1224 219A	1233 219A	1242 219A	1251 219A
1pm	1300 219A	1309 219A	1318 219A	1328 219A	1338 219A	1347 219A
	1356 219A					
2pm	1405 219A	1414 219A	1423 219A	1432 219A	1441 219A	1450 219A
	1459 219A					
3pm	1508 219A	1518 219A	1527 219A	1536 219A	1546 219A	1556 219A
4pm	1606 219A	1615 219A C#	1615 219A	1624 219A	1633 219A	1642 219A
	1645 219A C#	1650 219A	1659 219A			
5pm	1708 219A	1717 219A	1726 219A	1735 219A	1744 219A	1753 219A
6pm	1802 219A	1811 219A	1820 219A	1828 219A	1835 219A	1843 219A
	1852 219A					
7pm	1900 219A	1909 219A	1919 219A	1929 219A	1945 219A	
8pm	2005 219A	2025 219A	2045 219A			
9pm	2105 219A	2125 219A	2145 219A			
10pm	2205 219A	2225 219A	2245 219A			
11pm	2305 219A	2325 219A	2355 219A			
2am	0228 219 FSA					

Weekday bus services



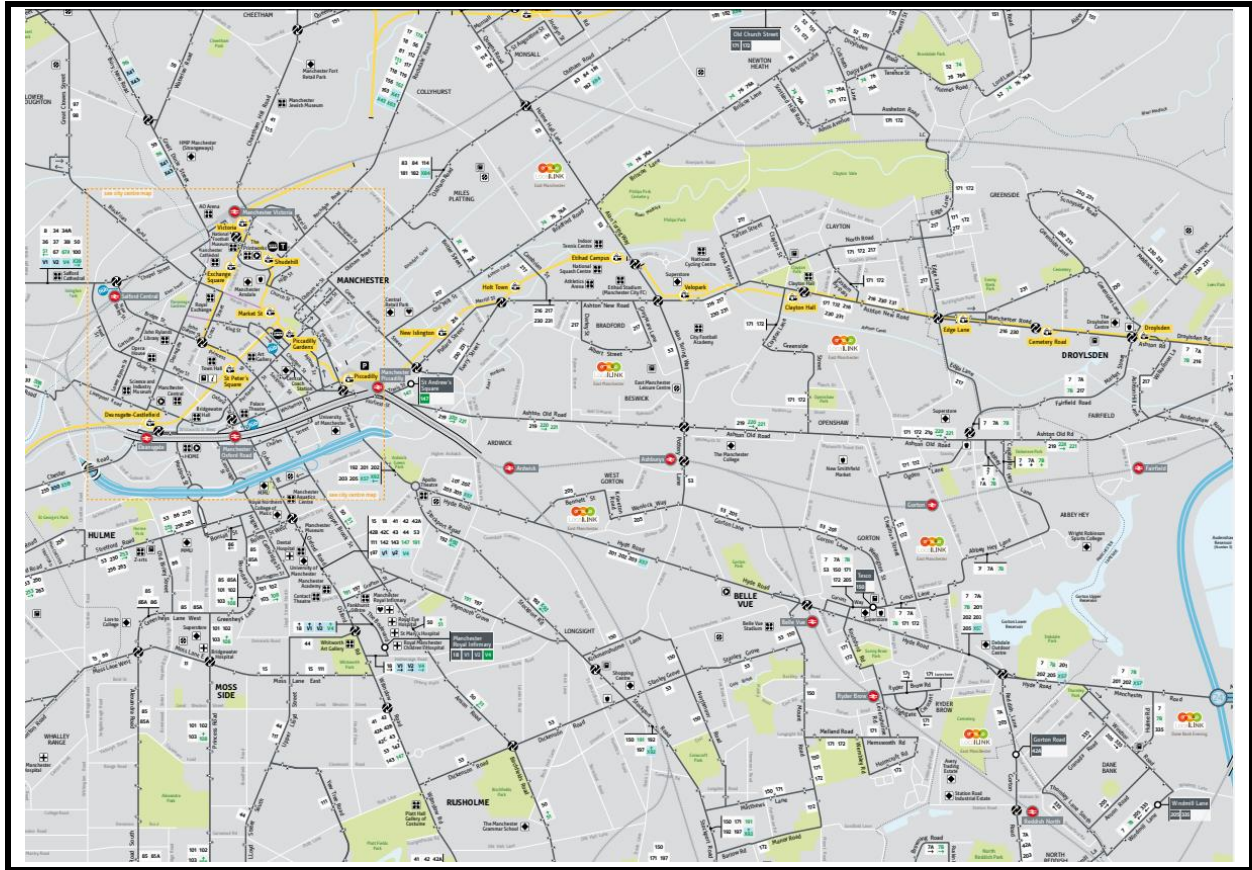
Inbound services and times below west of the site

Mondays to Fridays						
4am	0447 219A					
5am	0517 219A	0532 219A	0547 219A	0559 219A		
6am	0610 219A	0620 219A	0629 219A	0638 219A	0647 219A	0652 219A
	0659 221A					
7am	0703 219A	0708 219A	0716 219A	0722 221A	0726 219A	0734 219A
	0742 219A	0749 219A	0754 221A	0758 219A		
8am	0806 219A	0814 219A	0822 219A	0825 221A	0829 219A	0838 219A
	0846 219A	0856 219A				
9am	0906 219A	0916 219A	0925 219A	0934 219A	0943 219A	0952 219A
10am	1001 219A	1010 219A	1018 219A	1027 219A	1036 219A	1045 219A
	1054 219A					
11am	1103 219A	1112 219A	1121 219A	1130 219A	1139 219A	1148 219A
	1157 219A					
12pm	1206 219A	1215 219A	1224 219A	1233 219A	1242 219A	1251 219A
1pm	1300 219A	1309 219A	1318 219A	1328 219A	1338 219A	1347 219A
	1356 219A					
2pm	1405 219A	1414 219A	1423 219A	1432 219A	1441 219A	1450 219A
	1459 219A					
3pm	1508 219A	1518 219A	1527 219A	1536 219A	1546 219A	1556 219A
4pm	1606 219A	1615 219A C#	1615 219A	1624 219A	1633 219A	1642 219A
	1645 219A C#	1650 219A	1659 219A			
5pm	1708 219A	1717 219A	1726 219A	1735 219A	1744 219A	1753 219A
6pm	1802 219A	1811 219A	1820 219A	1828 219A	1835 219A	1843 219A
	1852 219A					
7pm	1901 219A	1909 219A	1919 219A	1929 219A	1945 219A	
8pm	2005 219A	2025 219A	2045 219A			
9pm	2105 219A	2125 219A	2145 219A			
10pm	2205 219A	2225 219A	2245 219A			
11pm	2305 219A	2325 219A	2355 219A			
2am	0228 219 FS#					

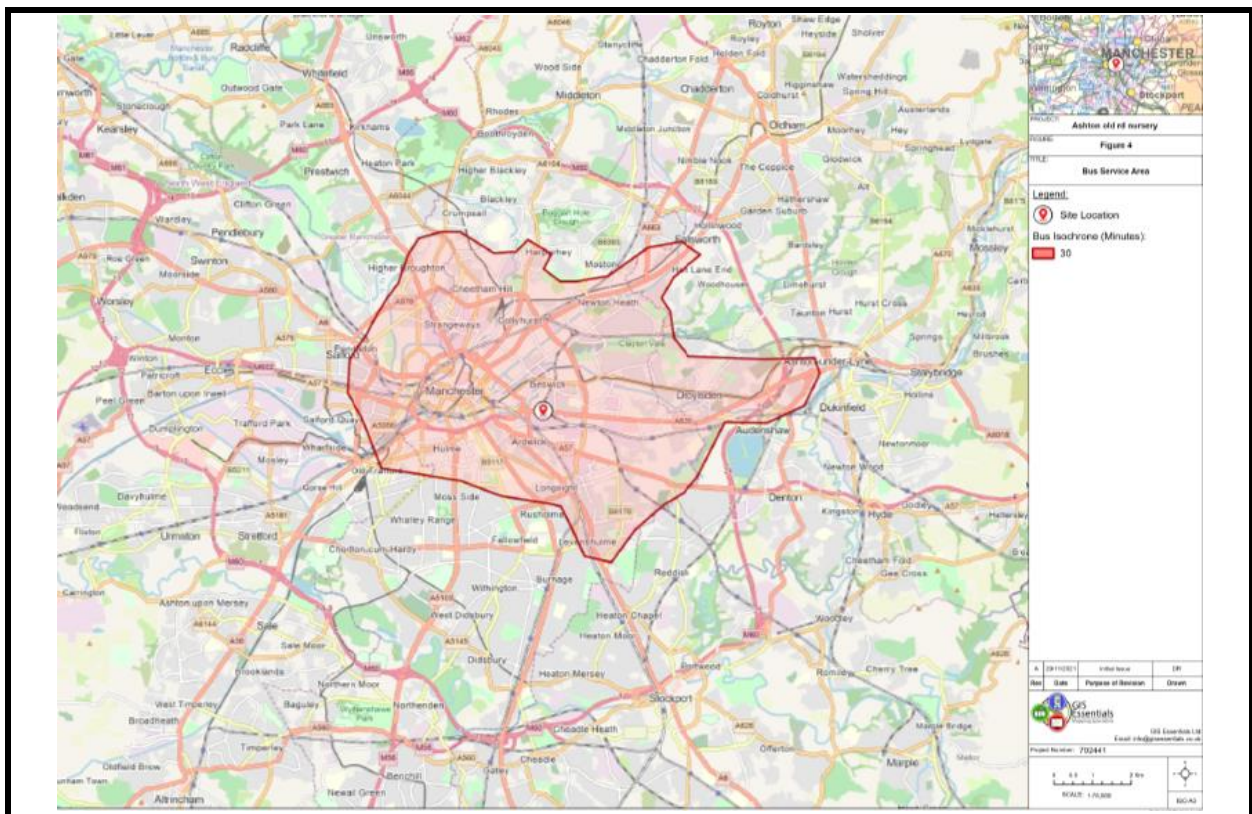
Weekday bus services

The local bus network is set out below.





The 30 minute bus catchment is shown below for staff etc.



Greater Manchester Accessibility Levels (GMAL)

Greater Manchester Accessibility Levels (GMAL) are a detailed and accurate measure of the accessibility of a point to both the conventional public transport network (i.e. bus, metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region

The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents a high level of accessibility and level 1 a low level of accessibility

PostCode	BusScore	RailScore	MetroScore	GMALScore	GMALLevel
M12 6LE	6.19	0.8	2.84	12.33	5

The site scores well for a PT corridor with high frequency bus services and cycle routes.

Accessibility Level	Range of Index Scores	Description	Map Colour
1	0 , <=0.5	Very Low	
2	>0.5 , <=2.5		
3	>2.5 , <=5.0		
4	>5.0 , <=7.5		
5	>7.5 , <=12.5		
6	>12.5 , <=17.5		
7	>17.5 , <=25.0		
8	>25	Very High	

Taxi private hire

As with most cities and urban areas door to door can be provided by taxi or private hire reducing the need to own cars etc.

In Manchester Uber is a well used service as it gives protection to the customer from a safety point of view.

Summary

In summary, the application site can be considered as having a good potential to be accessible by walk, cycle and public transport in accordance with planning policy guidance related to urban areas.

7. TRAVEL PLAN MEASURES

Travel Plan Co-ordinator

The role of the Travel Plan Co-ordinator will ensure that new pupils/parents can be made aware of the Travel Plan as soon as practically.

Posters will be used to raise awareness of the schemes and be displayed on notice boards within the building.

Each parent/staff member will be made aware of sustainable travel measures being implemented as part of the Travel Plan. This information could be provided through a newsletter.

The information provided should include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies) and be updated as new investment is made i.e. a Bicycle User Group.

The responsibilities of the TPC are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for residents/visitors and other outside organisations in all matters regarding the Travel Plan,
- Liaise with Warrington Travel Co-ordinator to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues
- To set out the management of the students arrivals and departures at the beginning and end of term etc.

Principal Duties

1. To work proactively to raise awareness of sustainable transport issues
2. To lead the development of TP (s) to include:
 - Engage advisors as necessary to gathering information about how users travel to work through regular surveys
 - Liaising with senior management to secure support and funding for the plan, and keep abreast of proposals which will affect travel.
 - Setting up and co-ordinating relevant steering / working groups
 - Acting as a point of contact for those requiring information
 - Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. drop off management, review of the business travel arrangements, public transport provision, cycling, walking, etc.)
3. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
4. Working with advisors to formulate and implement a comprehensive pick up and drop off management strategy

5. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
6. Drawing into the TP other initiatives that could support it (such as Internet / Intranet development)
7. Promoting the concept and development of the TP with publicity and awareness events as appropriate
8. Keeping abreast of developing TP techniques.

Walking

Many of the key factors in successfully supporting walking already exist in and around the nursery where there are already a good quality access to the nursery for those on foot.

Campaigning to promote the benefits of walking can be achieved through running healthy walk weeks.

Ideas for promoting walking to and from the accommodation include:

- Map showing walking routes– which may also be useful for visitors
- Walking could also be encouraged as part of a longer journey such as to public transport connections.

The greatest potential involves encouraging walking as part of longer journey such as to public transport connections.

Cycling

Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their nursery by working in partnership with local authorities and cycling groups such as Sustrans (www.sustrans.org.uk).

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking as demand grows
- Provide lockers, access to changing/drying facilities and showers for staff?

In order to further encourage the use of cycling the following measures could also be implemented:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to the home
- Cycle user groups will ensure that the voice of cyclist is heard and will help liaise with the Council as required. BikeBudi and local BUG groups should be investigated

Promotion tools to encourage cycling include Bike to Work Weeks this can also coincide with a police tagging scheme.

Motorcycling

The use of motorcycling will be promoted to encourage motorise transport used that has less impact on the environment than cars, takes less road space and reduces the scale of parking needed either on nursery or at destination.

Consideration would be given when forward planning to:

- Increase the provision of safe, secure parking for each unit

- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per staff member.

Public Transport

The nursery needs to be committed to promoting public transport through:

- Advertising current timetables and routes
- Advertise local proposals and amendments to services
- Allowing demand responsive community transport vehicles to enter the nursery

Information about journey routes and times can be gained from the GM website and provided to staff.

Publicity Campaign

Raising awareness of the sites intentions of its Travel Plan can be done through publicity campaigns and by running campaigns in conjunction with national campaigns, such as 'Bike to Work Week' in advance of occupation.

Issuing travel information to staff and visitors can outline the different methods of travel that are available to and from the nursery.

Quick Wins

These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys.

There are a number of measures that will be taken in the short term in order to promote sustainability.

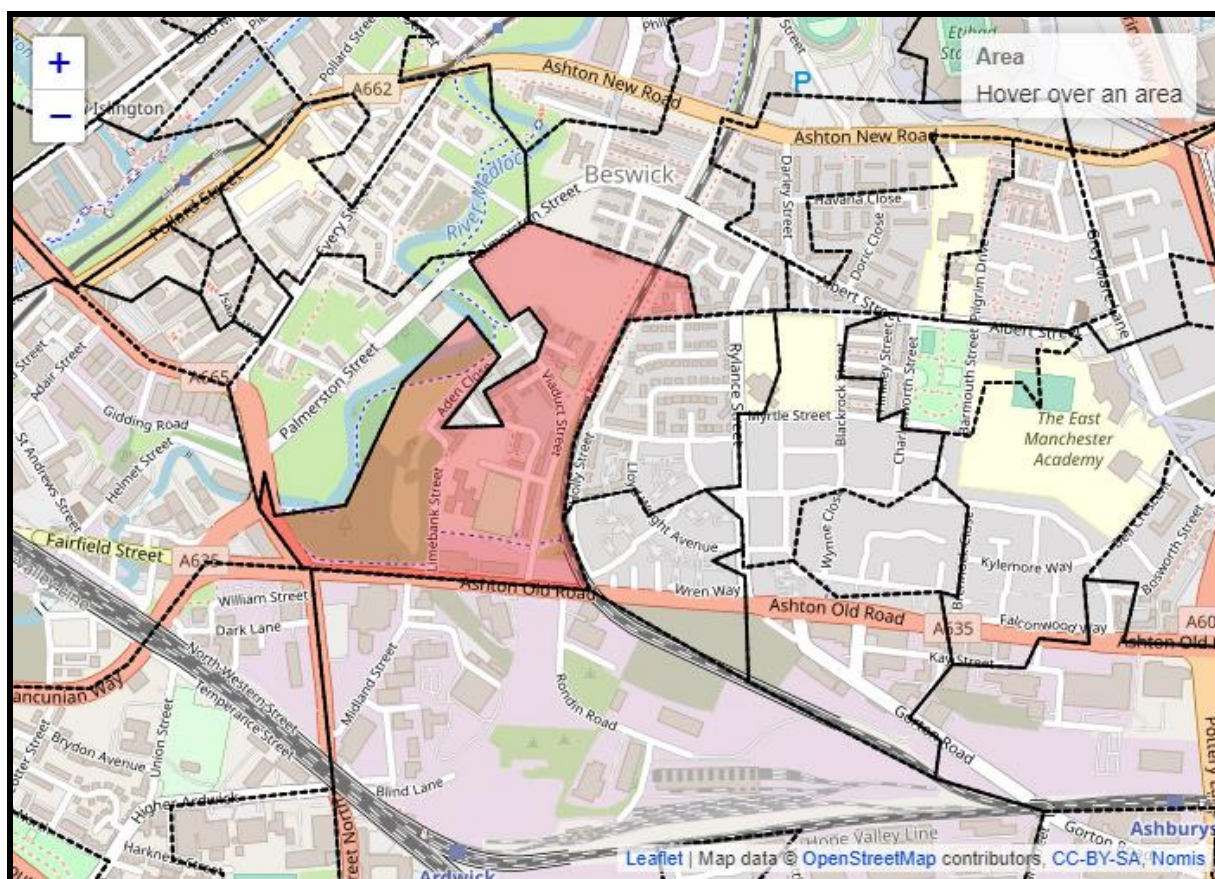
These include:

- Provide all new staff with a travel pack.
- Making local bus and train timetables accessible to all via the newsletter.
- Encourage participation in the initiative through campaigns issued by the TP Coordinator Support and encourage participation in national initiatives such as Bike Week with information issued by the TP Coordinator
- Promote health aspect of not using a car, i.e. benefits of brisk walks or cycling with information issued by the TP Coordinator

2. TARGETS / MONITORING

Mode split comparison

In order to understand more fully the potential trip generation for all modes reference has been made to the 2011 census data.



Method of Travel to Work (QS701EW)	E00025791		Manchester	
	Output Area		Metropolitan District	
All Usual Residents Aged 16 to 74	108	%	213705	%
Work Mainly at or From Home	2	1.9	5258	2.5
Underground, Metro, Light Rail, Tram	2	1.9	1102	0.5
Train	2	1.9	9962	4.7
Bus, Minibus or Coach	34	31.5	38601	18.1
Taxi	0	0.0	2777	1.3
Motorcycle, Scooter or Moped	0	0.0	794	0.4
Driving a Car or Van	40	37.0	95678	44.8
Passenger in a Car or Van	9	8.3	11805	5.5
Bicycle	2	1.9	4062	1.9
On Foot	17	15.7	25208	11.8
Other Method of Travel to Work	0	0.0	1383	0.6

The car travel mode shows an average of 37% by car and the wider area 44% suggesting car use may be lower.

This shows that the potential for walk is good and that this will most probably be combined a shared trip with Public Transport. Cycling is lower than the wider area and given the topography would probably be able to increase in level and be in combination with train.

As indicated previously the sites ability to achieve high walk, cycle and bus use is not limited by topography, these are the key area of focus as part of a non car mode share changes.

Targets

As the development is yet to be constructed, it is not possible to undertake any travel surveys and provide a definitive set of targets. Travel Plans rely on the surveys to provide a base level of modal split.

However it is possible to provide an indication of potential targets below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	RV following surveys	-1%	-2%	-2%	-5%
Car Share		+0.5%	+0.5%	+0.5%	+1.5%
Public Transport		+0.5%	+0.5%	+0.5%	+1.5%
Cycle		-	+0.5%	+0.5%	+1%
Foot		-	+0.5%	+0.5%	+1%

The initial modal split targets above aim for a 5% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking and cycling.

The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving occupancy.

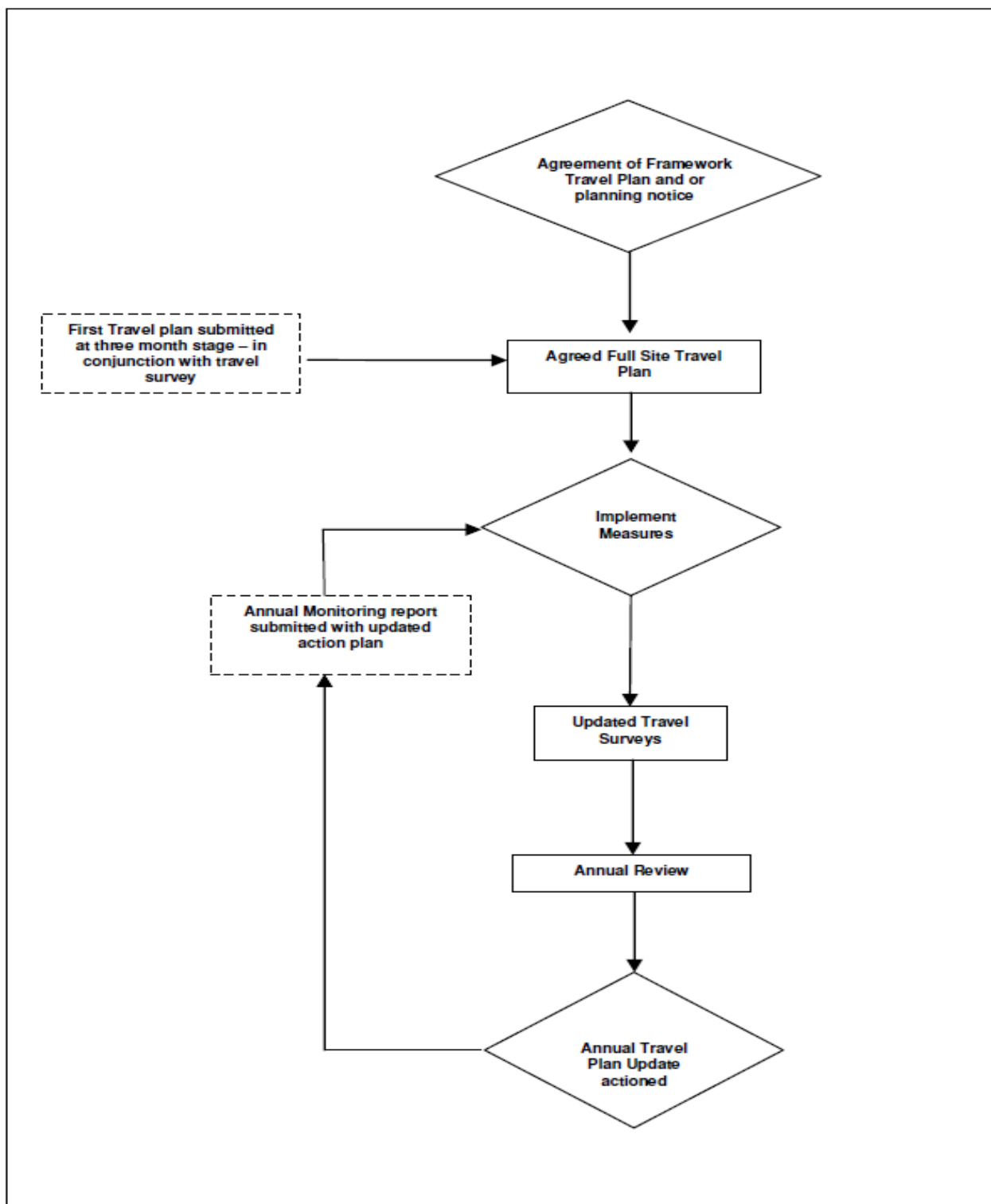
Monitoring

It is essential that travel plans are monitored so that its effectiveness can be determined. The monitoring is useful for the TPC to understand how travel behaviour is changing year on year.

Monitoring of the travel plan will be undertaken through an annual survey to gauge the travel characteristics by mode and trip type. Ideally these should be undertaken in the same month each year for comparisons to be made.

The TPC will prepare an annual report detailing progress of the plan which will be issued to the local authority. This will detail progress between the reports, any issues arising, changes in local network and service that could help or detract from the plan. A summary of the results and the survey outcomes.

An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.



Assumed start 2022:

- Appoint Travel Coordinator.
- Prepare the welcome packs for new staff and parents
- Provision of cycle parking

Task	Timeframe
Appoint TPC and inform Highways of contact details	1 month before occupation
TPC to assimilate information / travel packs	Upon appointment of TPC and for 2022 occupancy
TPC to distribute information packs	At completion
Travel Surveys to be undertaken	3 months After occupancy is achieved
Final Travel Plan documents to be submitted to Highways	No later than 3 months after surveys unless agreed with Highways.
18 month monitoring report submitted to Highways	18 months after submission of Final Travel Plan with new travel survey and mode shift review/target setting.

Actions to be undertaken in each year set out with funding as required, details of the way the plan will be communicated to visitors, parents and stakeholders to be provided beyond the travel pack set out above.

Annual initiatives programme.

Annual travel actions	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov
Cycle to education week leaflet and preparation, issue			★								
Walk to education and work week leaflet and preparation, issue					★						
Work smart week inc. work from home day					★						
Cycle to work week leaflet and preparation, issue						★					
Travel wise and car free week									★		
Walk to education month leaflet and preparation, issue										★	
Liftshare week										★	
Commute smart week											★

Budget

The final approved plan has an agreed budget allocated to the TPC to allow action for:

- Promoting, encouraging and providing incentives for increasing sustainable travel, see above annual initiatives.
- Covers the administration tasks and publicity material.
- TPC will be responsible for expenditure and budget control.

All funding related to the travel plan will be paid for by the operator.

Budget management and spend is agreed in liaison between TPC the Travel Plan Coordinator and the developer.