

87 Rochdale Road
Transport Statement
210902/SK22128/TS01(-01)

Contents

	Page
1 Introduction	1
2 Existing Situation	1
3 Proposal	6
4 Accessibility Impact	7
5 Traffic Impact	15
6 Suitability for Low Car Living	17
7 Conclusions	21

Appendices

- A Site Layout
- B Access Layout, Swept Paths & Traffic Regulation Order Proposals
- C Interim Travel Plan

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1 Introduction

- 1.1 SK has been instructed to prepare a Transport Statement (TS) to accompany a planning application for the development of 237 dwellings at 87 Rochdale Road in Manchester. The site is located to the northeast of the city centre boundary and in the southern-most area of the Manchester Northern Gateway Strategic Regeneration Framework (SRF). The proposed layout is attached as Appendix A.
- 1.2 The TS assesses the traffic, transport, safety, and accessibility impact of the proposal. The assessment has been prepared in accordance with the following guidance:
- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

2 Existing Situation

Site Location

- 2.1 Figure 2.1 shows that the site is located to the northeast of the expanded city centre boundary. The site is bounded to the north by the recently consented MCR scheme, to the east by Clive Street, to the south by Rochdale Road (A664) and to the west by Gould Street.



Figure 2.1: Site Location
[source: JMA 2021]

- 2.2 Figure 2.2 shows the site in relation to the city centre and also other areas that form the Manchester Northern Gateway SRF area. Figure 2.2 shows that the site is located at the southern extremity of the SRF area.



Figure 2.2: Site Location & SRF Area
[source: Northern Gateway SRF 2019]

- 2.3 The site is currently occupied by commercial buildings and a surface car park with space for circa 115 cars. The commercial uses typically active at the site largely relate to vehicle maintenance facilities, such as A1 Tyres. Access to the site is provided from a priority crossover arrangement onto Rochdale Road (A664).
- 2.4 The recently consented MCR scheme will develop 1,202 apartments to the north of the site, off Gould Street in New Town. The apartments will be served by 100 parking spaces (a provision of 8%), including 10 disabled spaces.

Northern Gateway SRF

- 2.5 The Manchester Northern Gateway SRF¹ sets out an opportunity to create integrated and sustainable neighbourhoods within the extended city centre. The SRF seeks to develop a balanced mix of housing for each stage of life and to meet different resident needs. Page 115 of the SRF states that New Town is a well-connected neighbourhood at the heart of the extended city centre. The site is at the southern extremity of the New Town area, adjacent to other city centre regeneration areas that have the same level of accessibility to the city centre.
- 2.6 Page 14 states that the southern area of the SRF area is suitable for high density apartment development due to the closeness to the city centre and major public transport nodes. The SRF seeks to develop medium density housing in the northern areas.
- 2.7 Figure 2.3 shows that the site sits within the area that the SRF states is served by existing major public transport nodes and while the SRF sets out a programme to improve public transport for the area, this infrastructure is not required to serve the southern areas which include the area within which the proposal site sits.

¹ MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework

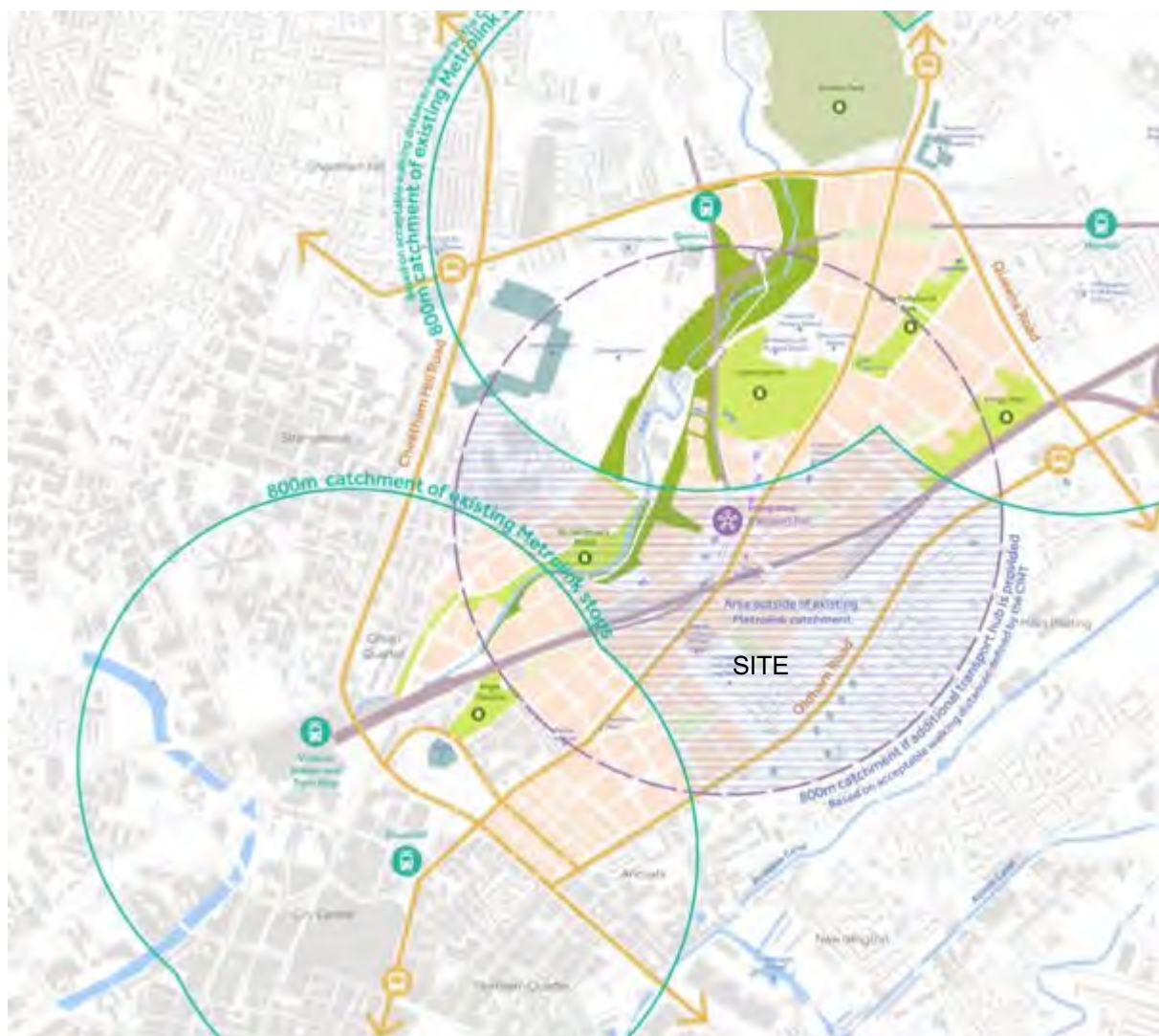


Figure 2.3: Accessibility Context
[source: Northern Gateway SRF 2019]

- 2.8 The SRF states that the southern areas residential accommodation will operate in line with that found in adjacent areas of the city centre (such as New Cross and Great Ancoats). This is due to the fact that the majority of daily trips will be orientated towards city centre destinations and the high level of accessibility by public transport using city centre nodes. Based on this page 49 of the SRF supports lower level of car parking in areas of the SRF like New Town. This is like the treatment of apartment developments in adjacent area such as New Cross and Angel Meadows.

Local Highway Network

- 2.9 The site is bounded by Gould Street, Clive Street and the A664. Access is currently provided to the site from a priority arrangement on the A664. The A664 is part of the Key Route Network (KRN) providing a connection into Manchester city centre from the north. Near the site the A664 is 7.3m wide with bus lanes on the nearside lane in each direction and footways of 2-3m on the north side and 4m on the south side. A controlled crossing is in place just to the southwest of the site.
- 2.10 Gould Street and Clive Street serve a local access function to existing premises. Gould Street is subject to a 20mph speed limit. Footways are provided along both sides of each street.
- 2.11 Figure 2.4 provides details of the extent of adoption on the streets surrounding the site.

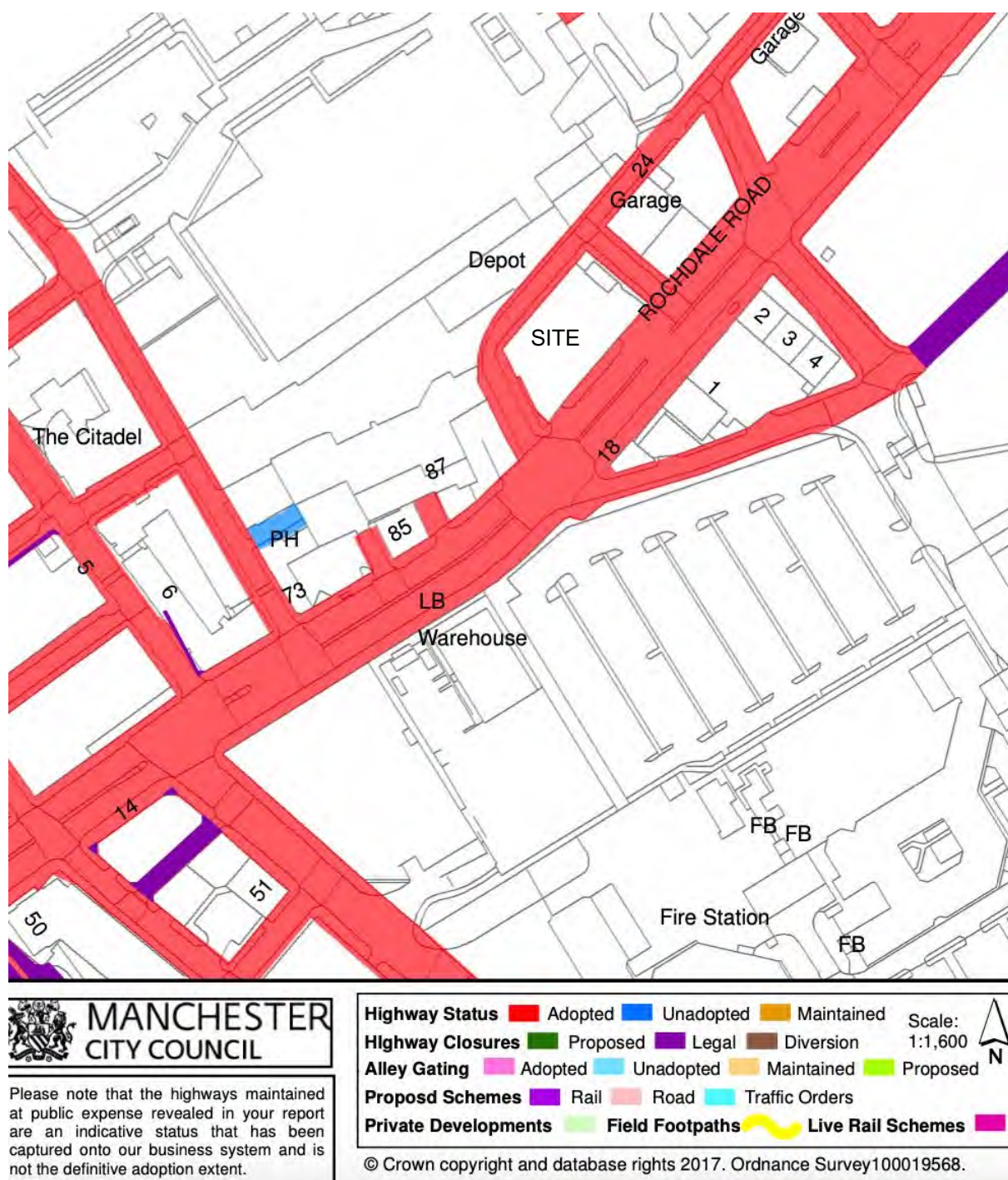


Figure 2.4: Adopted Highway Extent
[source: MCC 2021]

Parking Controls (Traffic Regulation Orders)

- 2.12 Parking is controlled by double yellow line markings on Clive Street at the junction with the A664. From the junction protection zone parking is unrestricted for a short length and then double yellow lines are in place on the bend in the road. Broadly at the point where Clive Street becomes Back St George's Road parking is unrestricted for the full length of the site on the northern carriageway edge. The southern carriageway edge is uncontrolled until double yellow lines are in place on approach to the junction with Hilton Street, from this point eastwards double yellow lines are in place. There are no loading restrictions on the double yellow lines on either Clive Street or Back St George's Road.

- 2.13 The roads are currently used for parking by the surrounding commercial premises (including activity associated with the existing uses on the site) and there is anecdotal evidence from MCC that some of the parking may be associated with commuters, due to the proximity to central city centre uses. Single yellow line controls are in place on Gould Street.
- 2.14 MCC has previously advised that the Council is considering the introduction of a Resident Parking Zone (RPZ) that will cover this area of the Northern Gateway.

Public Car Parks

- 2.15 Table 2.1 shows that there are nearly 3,000 parking spaces available within a 10-minute walk of the site, excluding the surface car park forming the site and the MCR site.

Location	No. of Spaces	Distance (m)	Walk Time (mins)
Shudehill	777	700	9
Hanover Street	145	700	9
Riga Street	84	650	8
Miller Street	64	800	10
Unicol	54	800	10
Arndale	1487	800	10
Cable Street	88	550	7
Beswick Row	140	800	10

Table 2.1: Public Car Parks

Existing Site Traffic Flows

- 2.16 The site currently provides surface parking with space for 115 cars, and commercial buildings, one of which is in operation as a tyre service facility. The existing site uses generate traffic on to the surrounding highway network.

Road Safety

- 2.17 The TfGM accident database has been reviewed for the most recent five-year period of available data, up to December 2020. The locations and severities of accidents are shown in Figure 2.5.

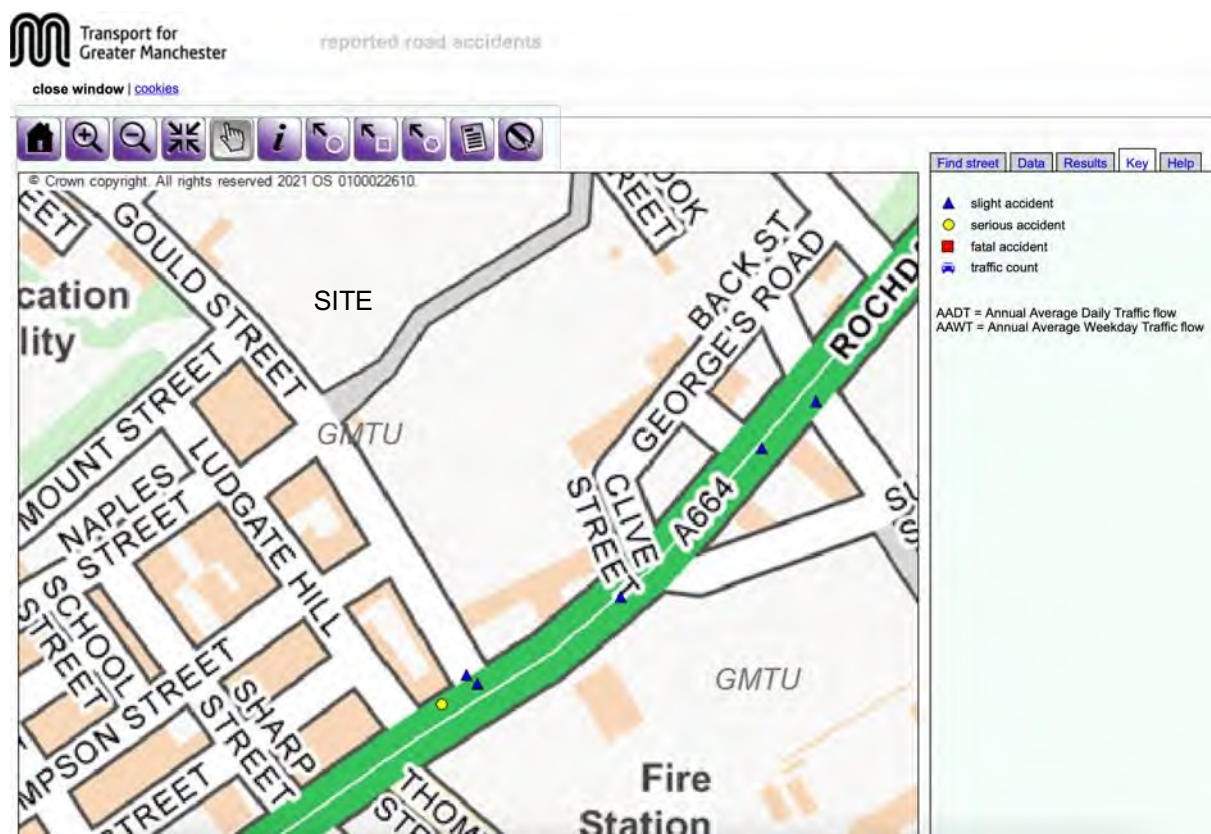


Figure 2.5: Accident Locations - Five Years to December 2020
[source: TfGM/GMTU Accident Database 2021]

- 2.18 Figure 2.5 shows that there has been one accident on the A664 to the southwest of the Clive Street junction. The accident occurred in 2019 and was classified as slight.
- 2.19 There have been two accidents at the junction of Gould Street / A664. Both accidents were classified as slight and they occurred in 2018 and 2019, respectively.
- 2.20 There has been a single serious accident to the south of the junction with Gould Street. The accident occurred in 2020. The accident occurred at the controlled pedestrian crossing.
- 2.21 There have been no accidents on Clive Street.
- 2.22 The GMTU database shows that the A664 carries over 14,000 vehicles per day. The type and frequency of accidents does not display a pattern that would suggest an issue with highway features or geometry when considered in the context of the use of the road.

3 Proposed Development

- 3.1 The site layout is attached as Appendix A. The proposal will deliver 237 dwellings, of which 223 are apartments and 14 are duplexes.
- 3.2 The site occupies a highly accessible location in the city centre, a short walk from bus, tram and train services. The location of the site means that future residents will be able to live, work and play all within a short trip of the site.
- 3.3 The site layout has been developed with people at its heart to allow spaces to be defined positively and to open up access to all. Creating space for people, rather than cars, has the added bonus of embedding healthy, inclusive and accessible modes of transport right at the heart of the scheme. The people-focused strategy will also open up access to the site to the whole community, accommodate sustainable and active travel modes and help to improve the environment.

- 3.4 The proposal includes a comprehensive public realm strategy that will create improved linkages between the city centre and adjacent areas. The highly permeable and open public realm scheme will create direct and attractive routes across the site.
- 3.5 Pedestrian access is provided from all highway routes fronting the site, this includes stopping up of the redundant highway stub on the north-eastern side of 85 Rochdale Road and the formation of new public realm in this area. Footways will be reinstated at redundant access points on the streets surrounding the site. Tactile paving and dropped kerbs will be provided at the site's car park access and at the A664 / Clive Street junction.
- 3.6 A vehicular access to the car park will be provided from Gould Street. Access will be controlled via a roller shutter, this will be set at the building line on this frontage, some 8m back from the carriageway edge. The access will take the form of a kerbed entrance with tactile paving, as shown in Appendix B.
- 3.7 29 parking spaces are provided in the basement and a further six spaces are provided for the duplexes, a total provision of 15%. Four of the spaces will be provided to a disabled standard (11% provision) and appropriate levels of EV charging will be provided.
- 3.8 100% cycle parking will be provided for residents and sheffield stands are provided in external locations for visitors.
- 3.9 Bin stores for the apartment building are provided in two locations on the Clive Street frontage and collection will take place from Clive Street. Swept paths for a refuse collection vehicle are shown in Appendix B.
- 3.10 It is proposed to modify the TRO on Clive Street and Back St George's Road to remove the unrestricted parking areas on the site frontage. A loading bay will also be provided within the TRO scheme. The loading bay will accommodate all temporary stopping activity associated with the development, including day to day deliveries, refuse movements, and moving in. The TRO proposal is attached as Appendix B.
- 3.11 It is proposed to stop up the redundant highway stub between the site and no. 85 Rochdale Road. This will allow provision of enhanced public realm as part of the development. Footway will be also reinstated on Rochdale Road across the stub.
- 3.12 An Interim Travel Plan has been prepared for the planning application. This sets out the broad principles of the transport strategy that will be used to assist residents to live active and sustainable lives. The Interim Travel Plan includes commensurate strategy measures, management measures, an action plan, handover mechanisms, and monitoring mechanisms. The Interim Travel Plan is attached as Appendix C. The Interim Travel Plan will form the basis for the full Travel Plan for the site that will be prepared prior to occupation of the development. The requirement to prepare a full Travel Plan will be dealt with by a suitably worded planning condition.
- 3.13 A Construction Management Plan will be prepared for the site prior to construction. This will outline access, road safety and parking arrangements during the construction phase of the development. The requirement to prepare the Construction Management Plan will be dealt with by a suitably worded planning condition.

4 Accessibility Impact

Site Location

- 4.1 The site is located on the edge of Manchester city centre and the southern-most area of the Northern Gateway SRF. The site is adjacent to the Angel Meadows and New Cross regeneration areas. Page 115 of the SRF states that New Town is a well-connected neighbourhood at the heart of the extended city centre. The site is at the southern extremity of the New Town area, adjacent to other city centre regeneration areas that have the same level of accessibility to the city centre.
- 4.2 The assessment below shows that access can be gained to numerous services and facilities using existing sustainable infrastructure and without needing to use or even own a car.

- 4.3 The site location on the edge of Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. research promotes '20 Minute Neighbourhood' principles, whereby residents can access employment, retail, health and leisure land uses within a 20-minute sustainable trip of their home. '20 Minute Neighbourhood Principles' are being promoted by the Town & Country Planning Association (TCPA), Sports England and Sustrans as a way of delivering healthy placemaking².

Access on Foot

- 4.4 The existing pedestrian infrastructure surrounding the site provides direct routes to the city centre.
- 4.5 Footways along the A664 Rochdale Road are of a good width with 2-3m provided on the north side and 4m on the south side, with frequent signalised and refuge crossing facilities. The footway width on Clive Street on the site frontage is also 2.5m wide and the effective width will be enhanced by the setting back of the building line from the site boundary in the proposed development. The footway width narrows to 1.5m on the side of the site on Back George Street and this will be increased to 2m along the development frontage. Existing footway widths on Gould Street are 1.5m on both sides and the development line is set back to provide increased pedestrian width but the development has limited frontage on Gould Street.
- 4.6 Both the Rochdale Road and Clive Street frontages will provide relatively open pedestrian access into the public realm areas of the site and to pedestrian entrances to buildings.
- 4.7 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. CIHT³ provides further advice on suitable walking distances these are set out in Table 4.1.

Destination Type	Walk Distance (m)	Walk Time (mins)
Commuting/Education	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

Table 4.1: CIHT Walk Distances

- 4.8 Figure 4.1 shows 10-, 15- and 25-minute walking isochrones from the site. A 20-minute isochrone is also shown to allow the site to be assessed against TCPA '20 Minute Neighbourhood' principles⁴.

² TCPA *et al* (2020), <https://www.tcpa.org.uk/Pages/Category/health>

³ CIHT (2000), *Providing for Journeys on Foot*

⁴ TCPA *et al* (2020), <https://www.tcpa.org.uk/Pages/Category/health>

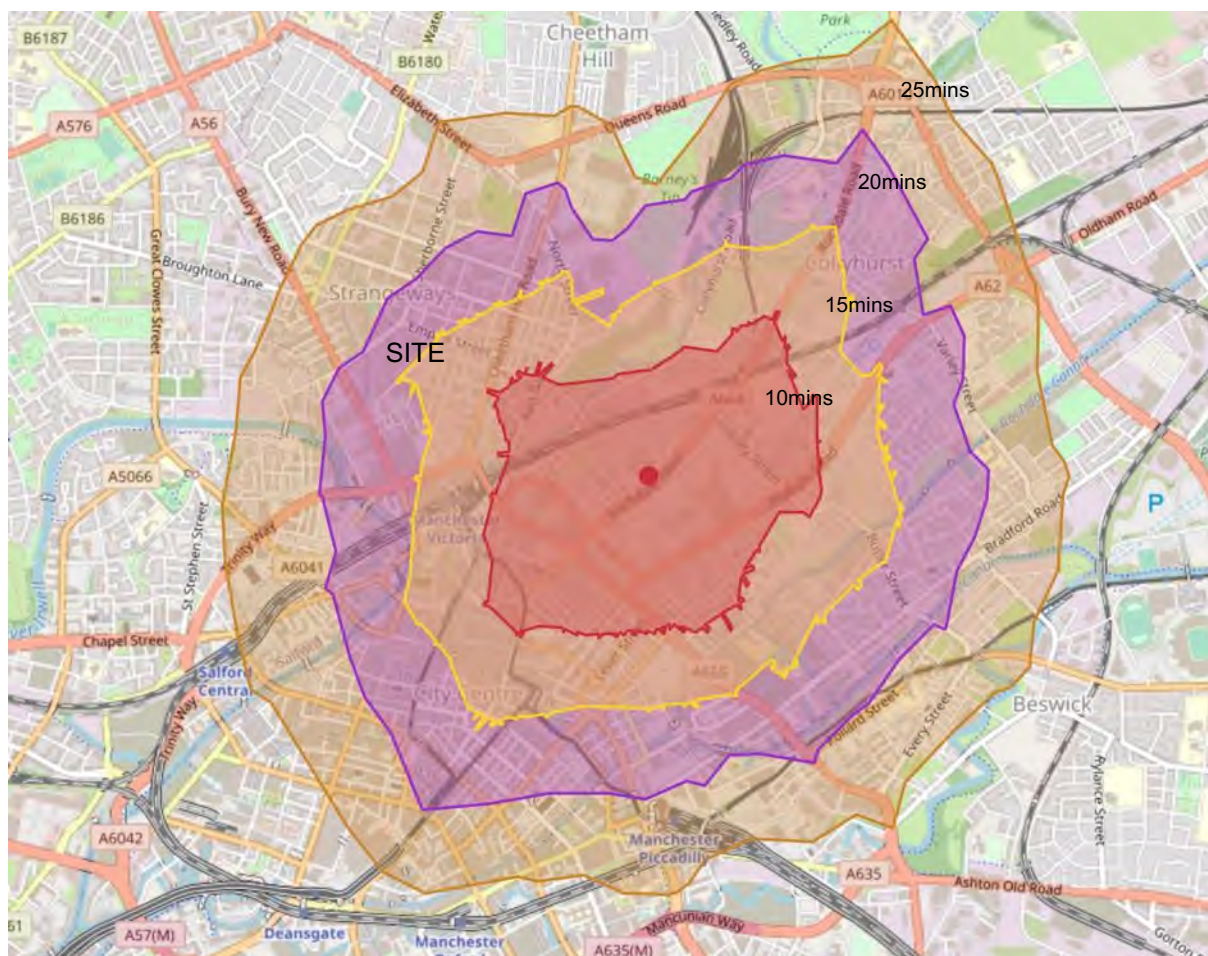


Figure 4.1: 10-, 15-, 20- & 25-Minute Walking Isochrones

- 4.9 Figure 4.1 shows that the site is within a 10-minute walk of core areas of the city centre, within 15 / 20 minutes of key activity destinations in the core of the city centre and within 25 minutes of the whole city centre. The site is also within a 10-minute walk of Shudehill Interchange and a 15-minute walk of Victoria station.
- 4.10 The site location close to Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute walk of the site.
- 4.11 The existing infrastructure surrounding the site creates opportunities for access on foot. The proposal includes measures to provide effective connections to external routes.

Access on Cycle

- 4.12 Figure 4.2 shows that Rochdale Road in front of the site has on-carriageway cycle facilities and advanced stop line facilities are provided at all signalised junctions. These connect to streets to the south of the site that are identified as advisory routes in the GM Cycle Network, including Ludgate Hill and Sharp Street. These routes can be used to access a toucan crossing on Angel Street and the city centre beyond. Travelling north of the cycle route on Rochdale Road provides access using advisory routes to the carriageway route on Oldham Road and routes through Route 66 of the National Cycle Network.
- 4.13 The routes immediately surrounding the site are low speed and lightly trafficked, providing a good environment for cyclists. These streets can be used to access other defined GM Cycle Network to the northwest and west of the site, via the route under the railway bridge to Dantzic Street.



Figure 4.2: GM Cycle Network
[source: TfGM Website 2021]

- 4.14 Figure 4.3 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this new route can be gained at the junction of Rochdale Road/Thompson Street to the south of the site.

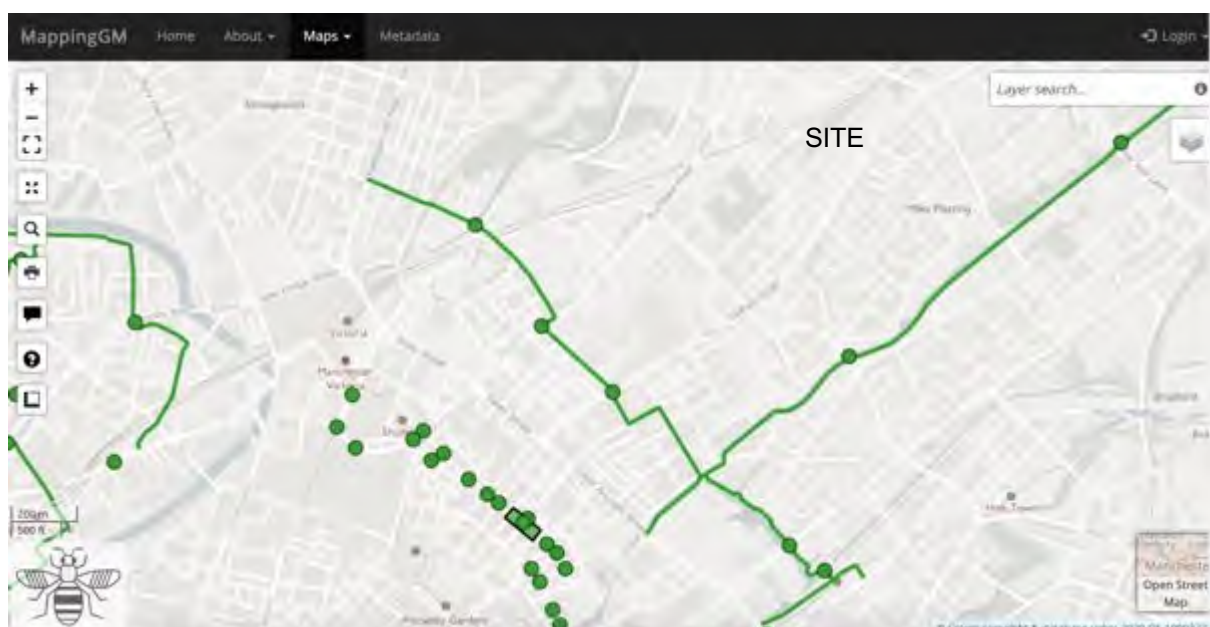


Figure 4.3: Bee Network
[source: MappingGM Website 2021]

- 4.15 Figure 4.4 shows 10-, 15-, 20- and 25-minute cycle journey times from the site based on leisurely cycle speed of 16km / h.

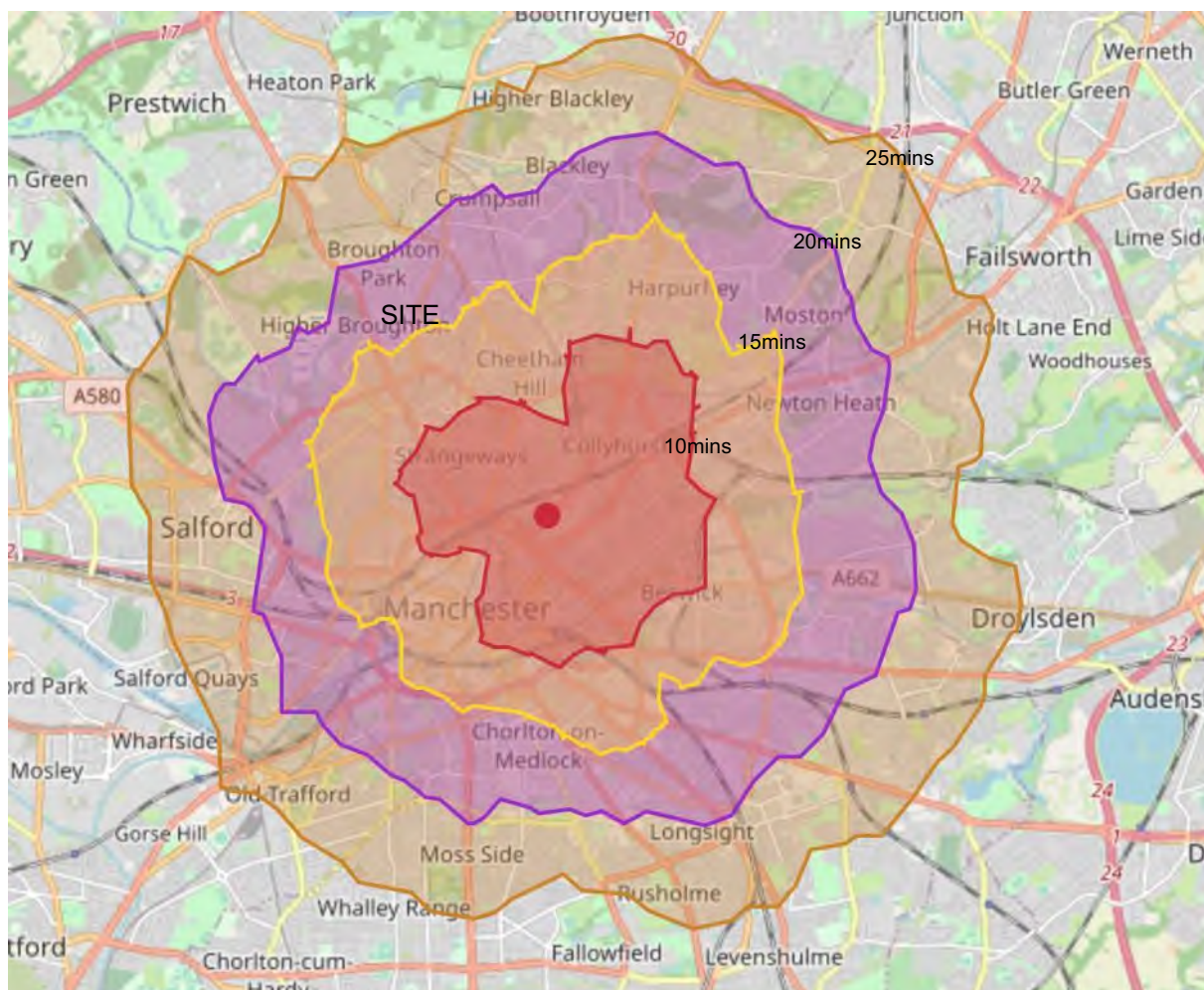


Figure 4.4: Cycle Catchments

- 4.16 Figure 4.4 shows that the site is within a 10-minute cycle of most of the city centre and areas of Collyhurst, Beswick and Cheetham Hill. This means access can be gained to numerous local amenities and services. Access can also be gained to most of the major transport interchanges in the city centre within a 10-minute cycle.
- 4.17 Figure 4.4 also shows that access can also be gained to Chorlton, Newton Heath, and Salford University in a 15-minute cycle of the site. Access can be gained to Old Trafford, Salford Quays and Longsight in a 20-minute cycle.
- 4.18 The assessment shows that access can be gained to numerous amenities and services a short cycle from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute cycle of the site.
- 4.19 The existing infrastructure surrounding the site creates opportunities for access by bike. The proposal includes a high level of cycle parking to support resident cycle movements and a public realm strategy that provides effective connections outside the site.

Access by Public Transport

- 4.20 Figure 4.5 shows that the nearest bus stops to the site are located on the A664 to the north of the site. A controlled crossing is in place on the A664, southwest of the site, to allow access to southbound services.

4.21 Table 4.2 shows that bus stops are served by over 35 buses per hour (each direction) during the day providing coverage of destinations across the region.

No.	Route	Peak Frequency (buses per hour/each way)		
		Weekday	Saturday	Sunday
18	Middleton – Collyhurst – Manchester	6	6	4
17 / 17A	Manchester – Middleton – Rochdale	6	6	4
56	Manchester – Higher Blackley Circular	2	-	-
81	Manchester – Collyhurst – Oldham – Derker	2	2	1
112	Manchester – Moston – Middleton	4	4	2
113	Manchester – Collyhurst – Middleton	2 AM only	-	-
118	Manchester – Collyhurst – North Manchester Hospital	4	3	2
117	Manchester – Collyhurst – Greengate	2	2	1
119	Manchester – Moston – Higher Blackley	2	2	1
156	Manchester – Heaton Park – Middleton – Langley	2	2	1
162	Manchester – Middleton – Norden	4 in PM only	-	-
163	Manchester – Middleton – Heywood – Bury	5	2	2

Table 4.2: Bus Routes
[source: TfGM Website 2021]

- 4.22 The Shudehill Interchange is located a 10-minute walk of the site. The Interchange is served by bus and tram services. Victoria station is a within a 15-minute walk of the site, allowing access to mainline train services and tram services.

Greater Manchester Accessibility Level

- 4.23 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.24 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. Figure 4.6 shows that the site has a GMAL of 8 and score of 59.13, which is an exceptional level of accessibility and the same as found at central city centre development sites.

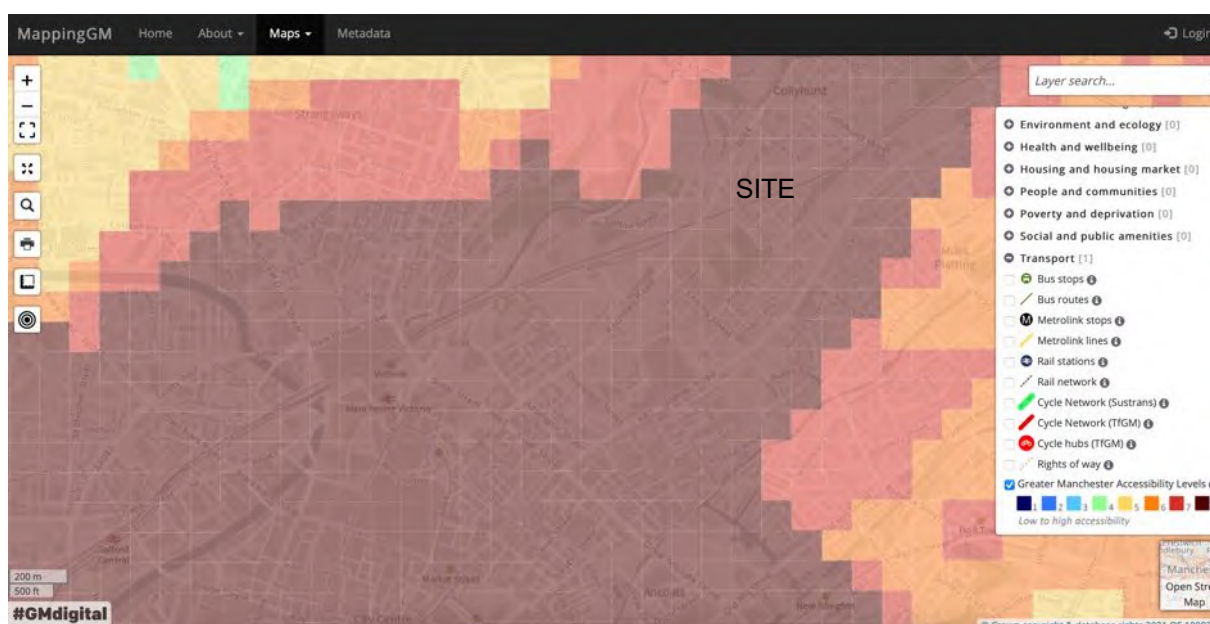


Figure 4.6: GMAL Score
[source: MappingGM 2020]

- 4.25 The assessment shows that the site benefits from an excellent accessibility level by public transport, meaning that residents can access numerous destinations across the region by sustainable modes from the moment they move in.

Casual Car Use

- 4.26 Most of the residents will live at the site without owning a car. However, there may be occasions when a car is required. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.27 The nearest car club vehicles to the site are located on High Street, a 10-minute walk from the site. Car club vehicles are also to be located a short walk away in the New Cross area of the city as part of future development in this area. The site is also a nine-minute walk from the Ancoats' Mobility Hub, which will provide additional car club vehicles.

Summary & Policy Compliance

- 4.28 Evidence and research show that people can and will live active, sustainable, low-carbon lifestyles in developments that are located with easy access to employment, local amenities and leisure spaces. The site is sustainably located on the edge of Manchester city centre, which means that residents can access key activity destinations without needing to use, or even own, a car. The assessment shows that the existing infrastructure serving the site provides ample opportunities for access on foot, cycle, and public transport. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a 20-minute sustainable trip from their home.
- 4.29 CIHT published new guidance in 2019⁵ that provides advice on better transport planning to achieve mode shifts away from the car and improve placemaking. CIHT states that a site's location is an important criterion in encouraging active travel and states that they should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. CIHT sets the following simple rule:

'Planning for people will result in places for people; planning for cars will result in places dominated by cars.'

⁵ CIHT (2019), Better planning, better transport, better places

- 4.30 The CIHT's simple rule has been applied to the layout and the transport strategy so that it has been planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. This has clear knock benefits, including improved health and wellbeing of residents and air quality benefits, reduced pressures on highway network operation, and reductions in emissions.
- 4.31 Paragraph 92 of NPPF (2021) states that planning decisions should ensure an integrated approach to considering the location of housing, economic uses and community facilities and services. This is further supported by paragraphs 104 and 106, which support developments in sustainable locations which have a mix of uses across an area to minimise the number and length of journeys needed. The proposal is in line with NPPF policy.
- 4.32 The 2020 DfT⁶ vision sets out how a net zero transport system will be achieved this includes a commitment to introducing measures so that public transport and active travel become the natural first choice for daily activities. Part of the vision is based on place-based solutions to the carbon crisis. This is supported by policies adopted by MCC. Delivering residential developments, such as the site, in sustainable and accessible locations with reduced levels of car infrastructure / parking is key to achieving local and national zero carbon ambitions.

5 Traffic Impact

Current & Future Mobility Trends

- 5.1 CIHT published new guidance on better transport planning to achieve mode shifts away from the car and improve placemaking in 2019⁷. In this CIHT states that local authorities can no longer build themselves out of congestion and that support should be given to new approaches to transport planning to avoid old 'predict and provide' methods that have ultimately led to a dominance of car infrastructure and perpetuating problems with congestion. This old-fashioned type of planning not only reduces the efficiency of sustainable modes but also compounds issues by inducing private car traffic.
- 5.2 CIHT states that the site layouts should be designed to 'tip the balance' in favour of sustainable modes to allow genuine opportunities for sustainable modes to be embraced from the outset. CIHT sets the following simple rule:

'Planning for people will result in places for people; planning for cars will result in places dominated by cars.'
- 5.3 CIHT guidance sets out advice on strategies for urban contexts, that supports a reduction in parking levels in these locations to support increased use of sustainable modes. in this CIHT states that:

'The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.'
- 5.4 The CIHT guidance echoes the policy already adopted by TfGM and the 10 Greater Manchester Authorities⁸, which states that:

'Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.'
- 5.5 The policy goes on to say that:

'...The design of new development needs to make it easier for people to use sustainable modes... Locating new development where there is good access to public transport and services will reduce car travel and therefore emissions.'

⁶ DfT (2020), Decarbonising Transport: Setting the Challenge

⁷ CIHT (2019), Better planning, better transport, better places

⁸ TfGM (2017), Greater Manchester Transport Strategy 2040

- 5.6 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to promote and support sustainable movement patterns. Creating more space for people, rather than cars, has the bonus of embedding healthy, inclusive and accessible modes of transport right at the heart of the development.
- 5.7 The studies all support the assertion that relying on dated transport planning methods leads to development designs based on growing car ownership and increased car use, which are situations that are now not happening. When considered in this context, the provision of a low parking development on the edge of the city centre, such as the site, will harness these changes in trip and mobility patterns.

Trip Generation

- 5.8 The trip rates used are the same as those accepted by MCC when considering the impact of other development sites in the outer areas of the city centre, such as New Cross and Ancoats.
- 5.9 Table 5.2 shows the AM and PM peak hour trip rates to assess the impact of the development.

	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	0.040	0.454	0.00	0.011	0.017	0.264	0.006	0.144	0.011	0.029
PM Peak Hour	0.667	0.184	0.023	0.00	0.408	0.167	0.207	0.017	0.023	0.006

Table 5.2: Multimodal Trip Rates

- 5.10 Table 5.3 shows the multimodal trips generated by the development.

	Person		Cycle		Pedestrian		Public Transport		Vehicle	
	IN	OUT	IN	OUT	IN	OUT	IN	OUT	IN	OUT
AM Peak Hour	9	108	0	3	4	63	1	34	3	7
PM Peak Hour	158	44	5	0	97	40	49	4	5	1

Table 5.3: Multimodal Development Trips

Traffic Impact

- 5.11 Table 5.3 shows that the proposal will be associated with a minimal level of peak hour traffic. The level of traffic will be imperceptible to other road users and is well below DfT significance thresholds. Based on this it is concluded that the proposal will not have a severe impact on highway operation or unacceptable effects on road safety.
- 5.12 The site's existing use includes a surface car park which will be extinguished as a result of the development. In terms of traffic flows the removal of this site activity and replacement with a low car residential development will bring a material betterment when compared to the baseline situation.

Impact of the Removal of the Existing Site Car Park

- 5.13 The site is currently occupied by commercial uses and surface car parking. The site parking is cheap with daily rates between £2 and £3 for parking all day. Parking at other car parks in this area of the Regional Centre is more appropriately priced at £14.00 for 3 to 4 hours and £25.00 for 4 to 24 hours, and nearly 3,000 parking spaces are provided nearby in permanent car parks. The existing site car park offers a cheap means of parking for commuters working in the city centre and its attractiveness is a result of pricing rather than convenience or a city centre shortage of parking alternatives.

- 5.14 The cheapness of the site parking fails to encourage drivers to use other modes to access the city centre. The over-use of the car that is encouraged by presence of such cheap, temporary parking on the edge of the city centre has an impact on congestion, air quality and road safety levels. The availability of such parking is in direct contravention of the sustainable transport strategies set out by TfGM (pages 17 and 35 '2040 Greater Manchester Transport Strategy')⁹, which seeks to constrain long-stay parking in central areas to support better travel choices and encourage greater network efficiency.
- 5.15 The removal of the cheap site car park will mean that commuters have to reconsider their parking location for the city centre. Given the price differential it is very likely that travel by car will become unattractive once the real cost of parking is considered against the cost of using other modes. The removal of the site commuter parking will therefore contribute to a wider positive benefit to the city centre and also supports the policies set out by TfGM.

Summary & Policy Compliance

- 5.16 The assessment shows that the proposal will not generate a significant level of traffic and will result in a substantial reduction in traffic when considered in the context of the existing situation. Delivering a low-car development in this location will assist MCC in meeting its wider ambitions to reduce carbon generated by developments and reduce development traffic generations.
- 5.17 Paragraph 111 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe.
- 5.18 The impact assessment has been undertaken using established appraisal methods. It shows that the proposal will not generate traffic at a level that will have an impact on highway operation or road safety.
- 5.19 The proposal will remove cheap, commuter parking on the site. The removal of this cheap parking is in line with TfGM's 'Greater Manchester Transport Strategy 2040' which seeks to constrain long-stay parking in the city centre to encourage sustainable travel, reduce air quality issues and reduce congestion.

6 Suitability for Low Car Living

Assessment Method

- 6.1 Several factors are considered in evaluating the suitability of sites for low-car development and this should be set against a background of recent changes in travel and car ownership patterns, particularly in large metropolitan areas.
- 6.2 In the twentieth century growth in prosperity was associated with growth in car ownership. This relationship has changed in the twenty-first century, with growing prosperity in successful cities and large metropolitan areas now associated with decreasing car use. As set out in Section 4, increased urbanisation and population growth are both leading to higher density locations where the car as a means of travel is less attractive and less used.
- 6.3 SK has considerable experience of assessing the suitability of sites for low car living across the UK. The method SK uses in these assessments is set out below and is based on that used for other developments in the city centre.
- 6.4 The following criteria have been used in the assessment:
 - Parking Policy
 - Accessibility of the development and opportunities for public transport access
 - Resident characteristics
 - Car ownership trends
 - Parking precedents
 - Amenity and road safety effects

⁹ TfGM (2017 / 2021), The Greater Manchester Transport Strategy 2040

Policy Context

- 6.5 When considering appropriate levels of parking at a development, NPPF states that consideration should be given to the following criteria:
- The accessibility of the development
 - The type, mix and use of the development
 - The availability of and opportunities for public transport trips
 - Car ownership levels
- 6.6 The Manchester Northern Gateway SRF¹⁰ states that in the southern areas residential accommodation will operate in line with that found in adjacent areas of the city centre (such as New Cross and Great Ancoats). This is because the majority of daily trips will be orientated towards city centre destinations and the high level of accessibility by public transport using city centre nodes. Based on this page 49 of the SRF supports lower level of car parking in areas of the SRF like New Town. This is like the treatment of apartment developments in adjacent area such as New Cross and Angel Meadows.

Accessibility

- 6.7 The accessibility of the site has been assessed in Section 4. This shows that the proposal has the following characteristics:
- Location adjacent to Manchester city centre
 - A 20-minute journey time to key employment, leisure and retail activity destinations
 - Existing walking & cycling infrastructure connecting to key destinations
 - Good level of public transport accessibility within a short walk of bus, tram and train services
 - Very high GMAL (8)
 - Public realm strategy that puts people first and effectively connects to surrounding areas
 - 100% cycle parking
 - Travel Plan
 - Amendments to TRO
 - Low level of car parking

Resident Characteristics & Car Ownership Trends

- 6.8 The intensification of population and activity in central areas of metropolitan areas is having the effect of lowering per capita car ownership to a manner already seen in London. As car use becomes less necessary for day-to-day journeys the convenience of owning and using a car has reduced for many city centre and edge of city centre dwellers.
- 6.9 The Independent Transport Commission¹¹ ('Traffic & Towns' 2015) has found that the rising costs of house purchase and rents means that discretionary income available for buying, storing and maintaining a car in the city centre and edge of city centre locations has been squeezed, particularly when this is considered relative the amount of time the vehicle is used. Transport for London ('A Car Club Strategy for London' 2015) shows that vehicles owned by central area residents are only used on average for 4.6 hours per week, meaning that the vehicle is parked for 97% of the time. This fact is making residents re-assess owning a car as, though affordable, the perceived cost of owning and maintaining a car simply to use for occasional journeys is high. This has had a discernible effect on central area car ownership levels, particularly when examined against other types of areas.
- 6.10 TfGM¹² expands on the impact of the urban renaissance and opportunities this brings to low car living:

'Urban densification means more demand for public transport and active travel and less demand for car travel. That is partly because short-distance trips to urban centres favour active modes and public transport

¹⁰ MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework

¹¹ The Independent Transport Commission (2015), Traffic & Towns

¹² TfGM (2017), Greater Manchester Transport Strategy 2040

– especially bus travel. Also, car ownership is less attractive in dense urban areas due to cost and difficulties of parking cars there. So, urban densification offers a major opportunity to reduce car dependence and to promote the concept of mobility as a service, in which citizens choose between walking, cycling, public transport, taxis and car-hire – perhaps through membership of car clubs.’

- 6.11 The ability to own and park a car is also a major influence for some residents when deciding where to live, while other residents may prefer to prioritise other factors such as local public transport connectivity or proximity of amenities. Research shows that residents choose their home location to meet satisfy these different priorities. So, to some extent, the availability of parking attracts existing car owners, which in turn increases the car use generated by the development. Combined with measures to make alternatives to private car ownership more attractive, lower levels of parking provision in new development can encourage more residents to adopt low-car dependent lifestyles, particularly among those who do not need a car and therefore decide to not own one in future. This is supported by research reported by Melia¹³ which shows that many residents of low-parking developments are people who either make an environmental decision not to own a car or who people who pick an accessible home locations so daily travel needs can be met without needing to own a car. These residents tend to display pro-urban characteristics, favouring higher density living in flats which are close to key public transport nodes.
- 6.12 The above is supported by the findings of a TfL¹⁴ study that was based on a large postal survey of over 800 developments and 3,000 residents. The TfL study examines the proportion of households with cars by the level of parking provision in the development and other key characteristics. In nearly all cases, as the level of parking provision increases, car ownership rises. This is particularly the case for people living in developments with up to 0.5 parking spaces per unit as these residents are found to significantly be less likely to own a car than those living in developments with more than 0.5 spaces per unit. This means that residential developments with levels of car parking below 50% will not generate significant parking demand on local streets or public car parks as these residents are typically found not to own a car.
- 6.13 Notwithstanding the above, Section 2 shows that there are nearly 3,000 parking spaces located within a 10-minute walk of the site that could be used should a resident wish to store a car. The proposal also includes amendments to TRO bounding the site to further deter overspill parking.
- 6.14 CIHT¹⁵ guidance also specifically states that the range and quality of options for active travel and public transport in central areas can reduce the need for car parking. It also states that to fully encourage walking, cycling and public transport in these urban areas will require restraining the demand for car use and ownership using development parking restrictions.
- 6.15 The policy set out in the Manchester Northern Gateway SRF also supports a reduction in parking in the area in which the site is located.

Parking Precedents

- 6.16 The Manchester Northern Gateway SRF supports the creation of an integrated and sustainable neighbourhoods within the extended city centre that provides a balanced mix of housing for different stages of life that meet the specific mobility needs of different types of housing and different types of city dweller. Therefore, the SRF supports low car apartments in the most accessible locations adjacent to the city centre, where future dwellers will have the same mobility requirements and characteristics as existing city centre residents.
- 6.17 In the other areas of the SRF that are more distant from the city centre and that provide different accommodation types (such as houses), low parking development may not be as appropriate in these more distant locations.
- 6.18 To demonstrate the appropriateness of the parking level proposed, a review has been made of recent apartment planning consents in other regeneration areas that are a similar distance to the central core of the city centre. A comparison of the accessibility level of the consented sites has also been undertaken.

¹³ Melia (2014), Car-free and Low Car Development

¹⁴ Transport for London (2012), Residential Parking Provision in New Developments

¹⁵ CIHT (2019), Better planning, better transport, better places

Site	Area	No. of Units	Parking Rate	GMAL
Proposal Site	City Centre – New Town	237	15%	8
Talbot Mill	City Centre - St Georges	208	0%	7
Gould Street	City Centre – New Town	1202	8%	8
Port Street	City Centre - Ancoats	135	0%	8
Crusader Works	City Centre - Piccadilly	201	0%	8
UX / Boddingtons	City Centre - Great Ducie Street	556	1%	8
Angel Meadow	City Centre - NOMA	751	10%	8
Blossom Street	City Centre - Ancoats	140	4%	8
Bendix Street	City Centre - New Cross	161	0%	8
Oldham Street	City Centre - New Cross	144	0%	8
Goulden Street	City Centre - New Cross	73	0%	8

Table 6.1: Comparable Consented Developments

- 6.19 Table 6.1 shows that the site has the same accessibility level as other city centre developments that have been considered appropriate for low car living.
- 6.20 The recently consented application for New Town to the rear of the proposal site will construct over 1,202 apartments with 100 spaces (8%). At the sites in New Cross which are a very short distance from the development site (with comparable accessibility characteristics), MCC has agreed recently that this area is suitable for low-car living. Notably Talbot Mill, which has a lower level of accessibility than the site and is further from core areas of the city centre than the development site, was also consented by MCC without any site parking.
- 6.21 The proposal will be served by 33 parking spaces (15% provision), including four disabled spaces (11% provision). Appropriate levels of EV charging will be provided.
- 6.22 The precedent study shows that the site has the same accessibility characteristics as sites with the same, and lower, levels of car parking.

Amenity & Road Safety Impact

- 6.23 The proposal is well located for it to appeal to residents who do not own a car. Research shows that developments that provide fewer parking spaces than 0.5 per unit are found to be significantly less likely to own a car. This means that residential developments with levels of car parking below 50% will not generate significant parking demand on local streets or public car parks as these residents are typically found not to own a car.
- 6.24 Amendments are proposed to the local TRO to deter overspill parking from the site.

Summary & Policy Compliance

- 6.25 The evidence presented above shows that there is a market for low car living in Manchester city centre and that the site meets the criteria used to assess this type of development.
- 6.26 The following measures will be included in the development to support the low car living and to create a successful low parking development:
- Reinstatement of bounding footways
 - 100% cycle parking
 - Travel Plan

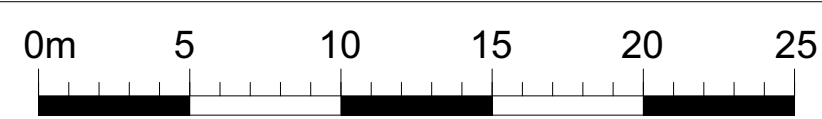
- TRO amendments to include double yellow line markings and a loading bay

- 6.27 NPPF supports a reduction in parking levels in accessible locations and the Manchester Northern Gateway SRF also supports reduced parking in the site's location. The assessment shows that there are precedents for low-parking developments in areas with comparable characteristics to the site.
- 6.28 Adjustments are proposed to the TRO street controls in the area to reduce the practicability of a resident being able to park on street. This type of intervention is supported by MCC.
- 6.29 In the unlikely event that a resident wants to store a car and doesn't have a space at the site, the assessment shows that there are numerous opportunities to do so within a 10-minute walk of the site. However, research shows that developments with parking levels below 50% typically attract people who do not own a car.

7 Conclusions

- 7.1 SK has been appointed to prepare a TS to accompany a planning application for a residential development on a site at 87 Rochdale Road in Manchester. The proposal will deliver 237 dwellings.
- 7.2 The TS has been prepared in line with local, regional and national assessment guidance using standard appraisal methods.
- 7.3 The accessibility analysis shows that the site is well located to allow residents to easily access key activity destinations in Manchester city centre and beyond by sustainable modes. Access can be gained to frequent bus, tram and train services and the site has a GMAL of 8. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a short sustainable trip length of their home.
- 7.4 The proposal will provide 33 parking spaces (15% provision), including four disabled spaces (11% provision). Appropriate levels of EV charging will be provided. The assessment shows that the site meets the criteria for low car living and that this is in line with both local and national policy.
- 7.5 The proposal is supported by a high level of cycle parking, reinstatement of footways bounding the site, a Travel Plan and alterations to local TRO to accommodate a loading bay and to extend the double yellow line markings.
- 7.6 The traffic impact and road safety assessment show that the proposal will not have an impact on highway operation or road safety patterns.
- 7.7 It is concluded that the proposed development meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe or unacceptable when examined in the context of NPPF.

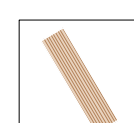
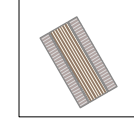
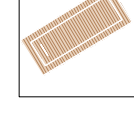
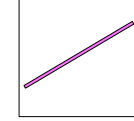
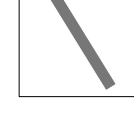
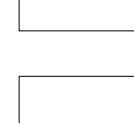
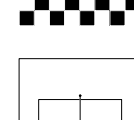
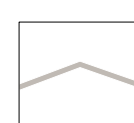
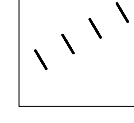
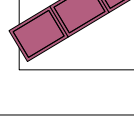
Appendix A



Key

- **Mulbury Planning Application Boundary**
- **Natural Stone Paving Mix 1**
To public realm & shared community space
Type: Portuguese granite
Colour: TBC
Finish: TBC
Supplier: Hardscape or similar approved
Note: allow for galvanised 3x150mm excel edge
- **Clay Paving Mix 2**
To match adjacent MCR site (H3 material) pedestrian areas throughout the site.
Type: Clay Paving
Colour: Various to complement architectural material palette
Finish: TBC
Supplier: Hardscape or similar approved
Note: allow for galvanised 3x150mm excel edge
- **Clay Paving Mix 3**
To private garden space
Type: Neland Clay Paving
Colour: TBC
Finish: TBC
Supplier: Hardscape or similar approved
Note: allow for galvanised 3x150mm excel edge
- **Green gap concrete paving**
To Residential spaces
Type: Concrete
Colour: TBC
Finish: TBC
Supplier: Hardscape or similar approved
Note: allow for galvanised 3x150mm excel edge
- **Granite Planks**
To Residential spaces
Type: Portuguese granite
Colour: TBC
Finish: TBC
Supplier: Hardscape or similar approved
- **Natural Stone Paving**
To match approved MCR site Gould street highway paving
Size, colour finish, to MCC standard detail
Note: allow for 125x255mm kerb edge

FURNITURE & STRUCTURES

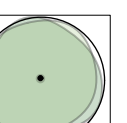
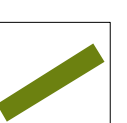
- **Seating Edge**
To Courtyards
Timber top corten frame
- **Picnic Table**
Timber top picnic table with powdercoated galvanised frame
- **Tiered Seating Feature**
Timber seating with integrated tree, details tbc
- **1.8m Rimini Galvanised Steel Fence**
details tbc
- **Retaining Structure**
Existing To Gould street & 87 Rochdale Road
- **1.1m Rimini Galvanised Steel Balustrade**
To private spaces, details tbc
- **Timber play feature**
To community shared spaces, details tbc
- **Proposed 1.1m wall with 500mm railing**
Brickwork finish to match building facade
- **1.5m Pillar Wall**
To courtyard edge
details tbc
- **Chess Board - Play**
To courtyard edge
- **Table tennis**
To courtyard edge
- **Planting Screen**
2.5m high Galvanised steel planting screen to courtyard
finish: tbc
- **Cycle Stands**
14no. Sheffield cycle stands to external spaces
- **Bin Store**
Controlled accessed 3 No. 1100L & 1no.240L bins to town house & duplex's

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- NOTES:
- Do not scale from this drawing.
 - Always work to noted dimensions.
 - All dimensions are in millimetres unless otherwise stated.
 - All setting out, levels and dimensions to be agreed on site.
 - The dimensions of all materials must be checked on site before being laid out.
 - This drawing must be read with the relevant specification clauses and detail drawings.
 - Order of construction and setting out to be agreed on site.

NOTE:
General Arrangement drawing to be read in conjunction with drawings:
2624-PLA-XX-XX-DR-L-1001
2624-PLA-XX-XX-DR-L-1002
2624-PLA-XX-XX-DR-L-2000
2624-PLA-XX-XX-DR-L-3000

SOFTWORKS

- **Trees**
A combination of single & multi-stem trees. Refer to drawing 2426-PLA-XX-XX-DR-L-2000 for specification.
- **Clipped Instant Hedge**
To private garden boundaries
Size: 800mmW x 1200mmH approx. Refer to drawing 2426-PLA-XX-XX-DR-L-2000 for specification.
- **Ornamental Shrub and Herbaceous Planting**
Biodiversity rich planting. Refer to drawing 2426-PLA-XX-XX-DR-L-2000 for specification.
- **Marginal Ornamental Planting**
To swales / rain gardens Refer to drawing 2426-PLA-XX-XX-DR-L-2000 for specification.
- **Lawn**
Medallion turf
Supplier: Rolawn or similar approved
- **Planting Bed**
450mm high timber planter, planting to residential community choice

S1-P04	02-09-21	Planning Issue	AS	KR
S1-P03	02-08-21	Draft Planning	AS	KR
S1-P02	20-07-21	For information	AS	KR
S1-P01	27-05-21	For coordination	AS	KR

Revision	Date	Description	Drawn	Apprvd.
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Client **Portwood Development Ltd**

Project **87 Rochdale Road**

Drg Title **General Arrangement**

Created on	Created by	Approved by
02.08.21	AS	KR

Scale	Size	Workstage
1:250	A1	RIBA Stage 2

Drg No.	Suitability	Revision
2624-PLA-XX-XX-DR-L-0002	S1	P04

Appendix B



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NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.

Revision Details	By	Date	Suffix
Proposed waiting restrictions amended	JAT	25.08.21	A

Drawing Number

SK22128-005

Drawing Title

Access Arrangements & TRO Amendments
General Arrangement

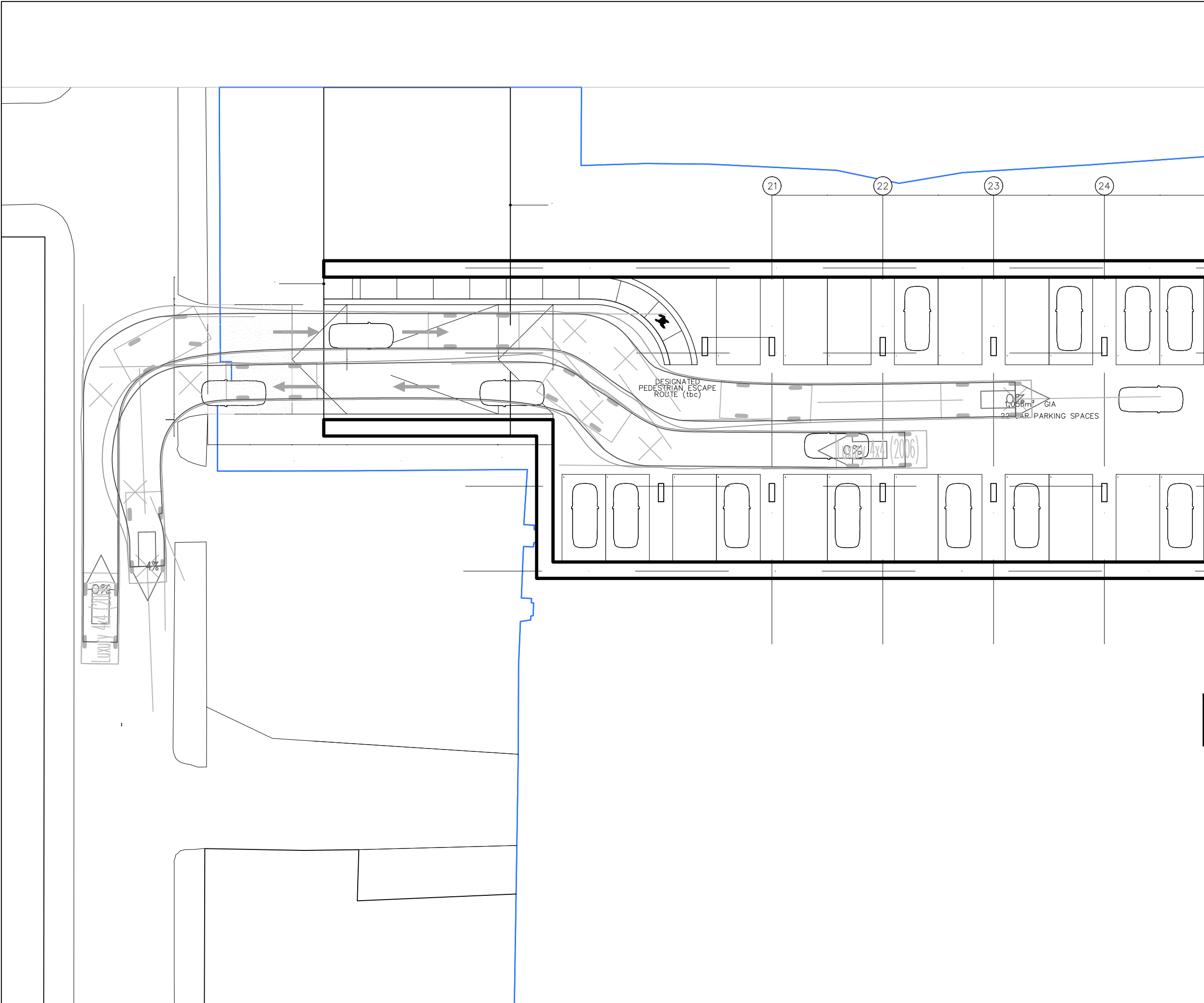
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1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	01.09.21

SK

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NOTES
Vehicle Profile

Luxury 4x4 (2006)
Overall Length 4.972m
Overall Width 2.034m
Overall Body Height 1.905m
Min Body Ground Clearance 0.279m
Max Track Width 1.664m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.800m

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22128-001

87 Rochdale Road

Drawing Title

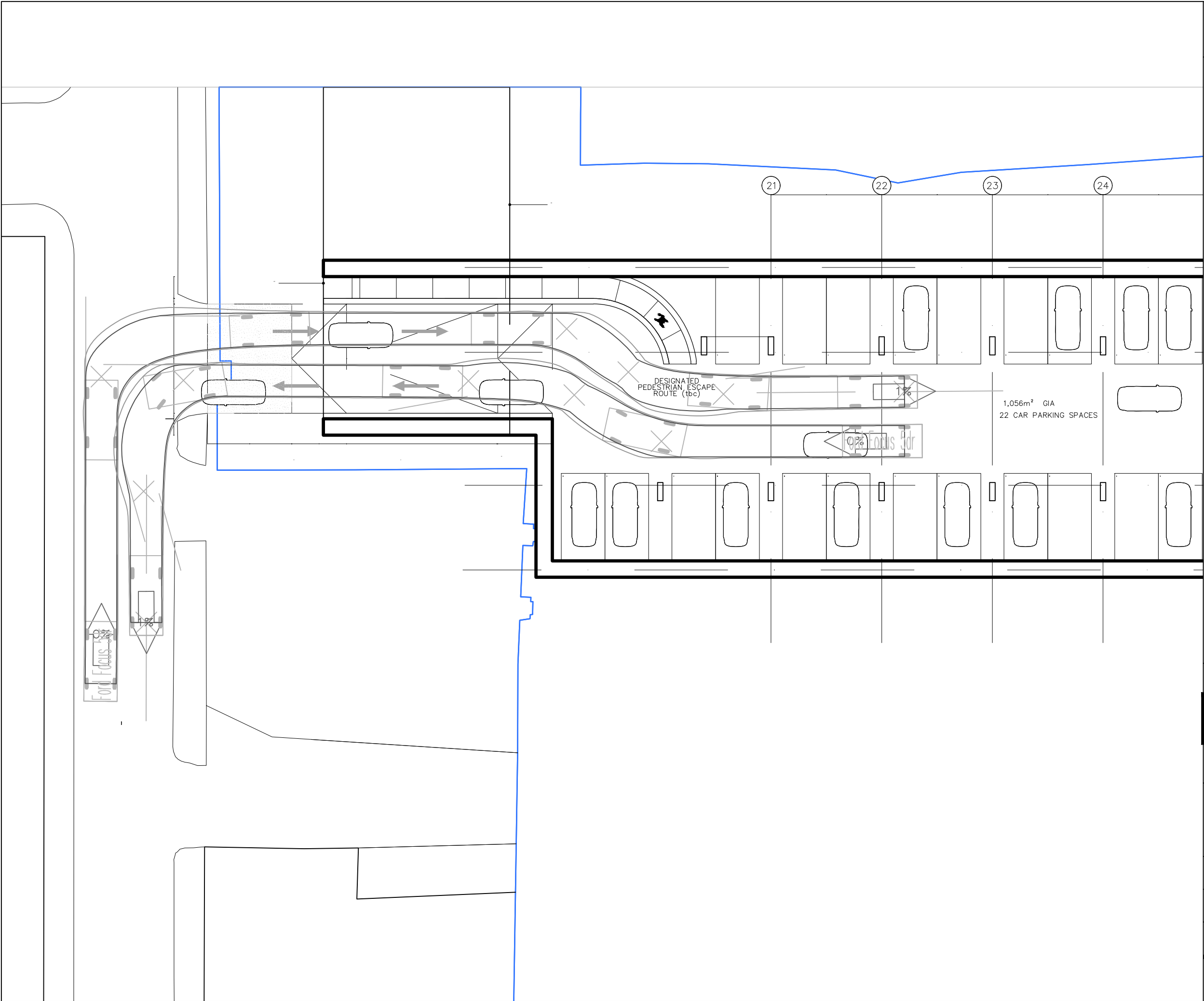
Swept Path Analysis
Basement Access - Oversize Car
Range Rover Model

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	07.07.21

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NOTES

Vehicle Profile

Ford Focus 5dr
Overall Length 4.378m
Overall Width 1.825m
Overall Body Height 1.487m
Min Body Ground Clearance 0.248m
Max Track Width 1.709m
Lock to Lock Time 2.00 sec
Kerb to Kerb Turning Radius 5.350m

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22128-003

87 Rochdale Road

Drawing Title

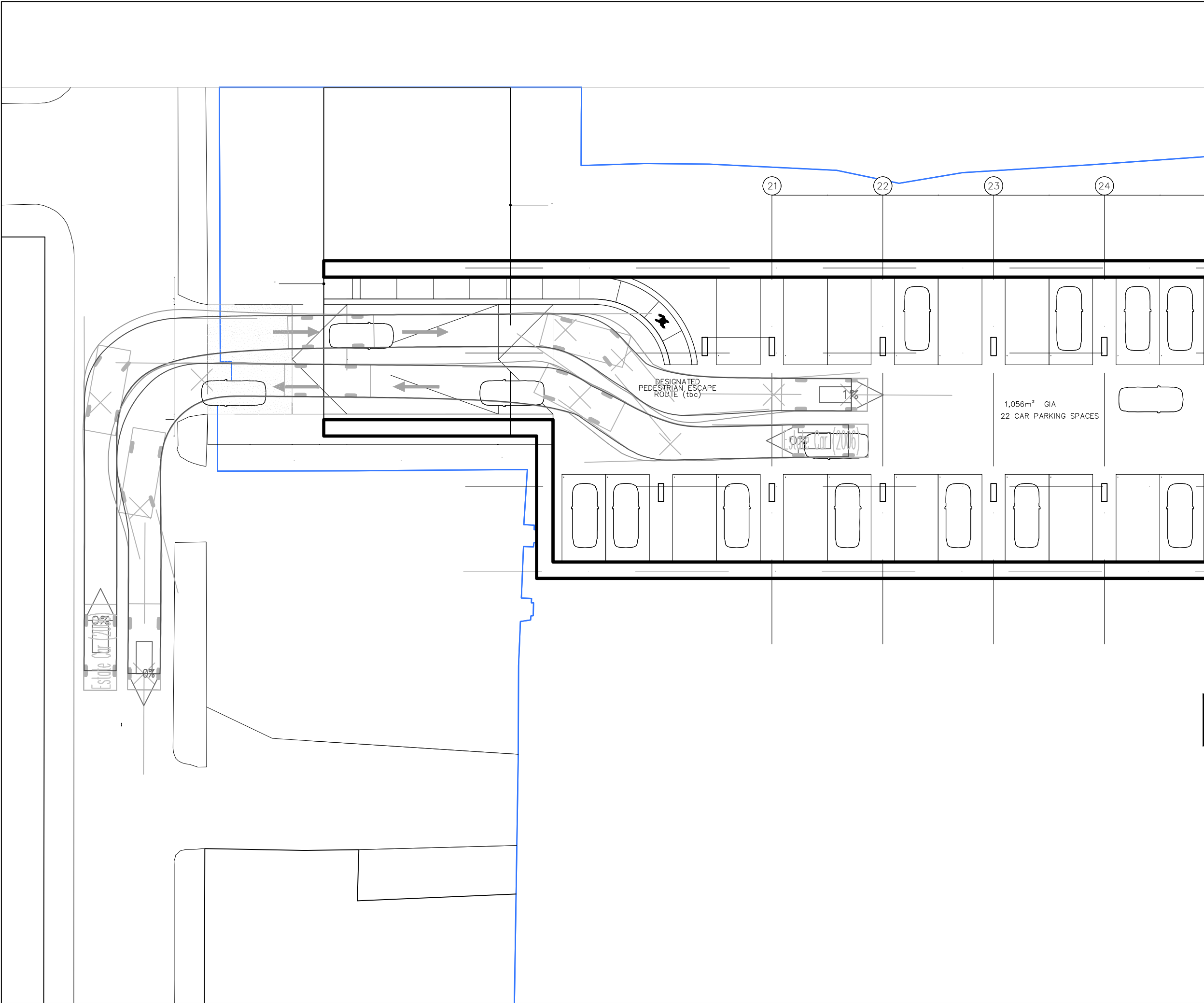
Swept Path Analysis
Basement Access - Average Car
Ford Focus 5dr Model

Scale at A3

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Drawn	Approved
JAT	LGS
Check	Date
LGS	07.07.21

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NOTES
Vehicle Profile

Estate Car (2006)
Overall Length 4.710m
Overall Width 1.804m
Overall Body Height 1.442m
Min Body Ground Clearance 0.207m
Max Track Width 1.756m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.950m

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22128-002

87 Rochdale Road

Drawing Title

Swept Path Analysis
Basement Access - Large Estate Car - Volvo V70 Model

Scale at A3

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Drawn	Approved
JAT	LGS
Check	Date
LGS	07.07.21

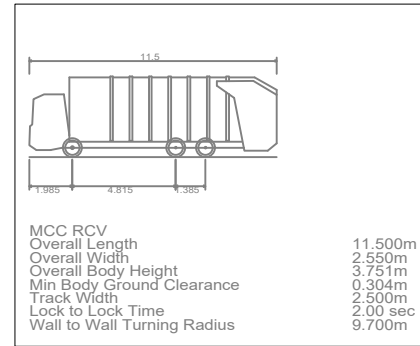
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NOTES

Vehicle Profile



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22128-006

87 Rochdale Road

Drawing Title
Swept Path Analysis MCC Specification Refuse Collection Vehicle

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Drawn	Approved
JAT	LGS

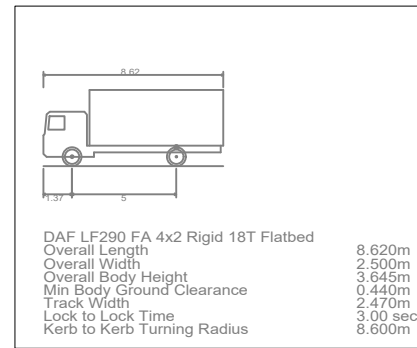
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LGS	01.09.21



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NOTES

Vehicle Profile



Revision Details		By	Date	Suffix
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Drawing Number				
SK22128-007				
87 Rochdale Road				
Drawing Title				
Swept Path Analysis SubStation Delivery Vehicle				
Scale at A3				
1:500				
Drawn		Approved		
JAT		LGS		
Check		Date		
LGS		01.09.21		
		SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509		

Appendix C

87 Rochdale Road

Interim Travel Plan

210902/SK22128/ITP01(-01)

Contents

	Page
1 Introduction	1
2 Audit	4
3 Management	16
4 Toolkit & Action Plan	16
5 Monitoring, Targets & Review Mechanisms	18

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22128	ITP01	-00	Draft	L Speers	LGS	30/07/21
SK22128	ITP01	-01	Submission	L Speers	LGS	02/09/21

1 Introduction

- 1.1 SK has been instructed to prepare an Interim Travel Plan for a residential development at 87 Rochdale Road in Manchester.
- 1.2 A Transport Statement (TS) has been prepared to accompany the planning application and this should be read in conjunction with this document for full details of the development impact and layouts.

Development Proposal

- 1.3 The site layout is attached as Appendix A of the TS. The proposal will deliver 237 dwellings, of which 223 are apartments and 14 are duplexes.
- 1.4 The site occupies a highly accessible location in the city centre, a short walk from bus, tram, and train services. The location of the site means that future residents will be able to live, work and play all within a short trip of the site.
- 1.5 The site layout has been developed with people at its heart to allow spaces to be defined positively and to open access to all. Creating space for people, rather than cars, has the bonus of embedding healthy, inclusive, and accessible modes of transport right at the heart of the scheme. The people-focused strategy will also open access to the site to the whole community, accommodate sustainable and active travel modes and help to improve the environment.
- 1.6 The proposal includes a comprehensive public realm strategy that will create improved linkages between the city centre and adjacent areas. The highly permeable and open public realm scheme will create direct and attractive routes across the site.
- 1.7 Pedestrian access is provided from all highway routes fronting the site, this includes stopping up of the redundant highway stub on the north-eastern side of 85 Rochdale Road and the formation of new public realm in this area. Footways will be reinstated at redundant access points on the streets surrounding the site. Tactile paving and dropped kerbs will be provided at the site's car park access and at the A664 / Clive Street junction.
- 1.8 A vehicular access to the car park will be provided from Gould Street. Access will be controlled via a roller shutter, this will be set at the building line on this frontage, some 8m back from the carriageway edge. The access will take the form of a kerbed entrance with tactile paving, as shown in Appendix B of the TS.
- 1.9 29 parking spaces are provided in the basement and a further six spaces are provided for the duplexes, a total provision of 15%. Four of the spaces will be provided to a disabled standard (11% provision) and appropriate levels of EV charging will be provided.
- 1.10 100% cycle parking will be provided for residents and sheffield stands are provided in external locations for visitors.
- 1.11 Bin stores for the apartment building are provided in two locations on the Clive Street frontage and collection will take place from Clive Street. Swept paths for a refuse collection vehicle are shown in Appendix B of the TS.
- 1.12 It is proposed to modify the TRO on Clive Street and Back St George's Road to remove the unrestricted parking areas on the site frontage. A loading bay will also be provided within the TRO scheme to accommodate temporary stopping for servicing of the development, including day to day deliveries, refuse collection and moving in. The TRO proposal is attached as Appendix B of the TS.
- 1.13 It is proposed to stop up the redundant highway stub between the site and no. 85 Rochdale Road. This will allow provision of enhanced public realm as part of the development. Footway will be also reinstated on Rochdale Road across the stub.

Travel Plan Process

- 1.14 A Travel Plan is a tool for managing access to a site that aims to promote access by sustainable modes. It contains a package of measures designed to meet the objective to reduce car use

generated from the site by supporting sustainable modes of transport and measures that will build on the location of a development site. In line with NPPF, the measures adopted should be commensurate with the scale of impact from the development and the level of intervention required to influence residents to take up sustainable modes and to reduce significant single occupancy car trips.

- 1.15 In this instance, the site is located in Manchester city centre. The TS assessment shows that access can be gained to numerous services and facilities using existing/scheduled sustainable infrastructure and without needing to use or even own a car. The site also meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute journey time. The locational qualities of the site and the infrastructure to be delivered as part of the proposal are reflected in the low level of intervention required from the Travel Plan.
- 1.16 Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies to meet the needs of the users of the site. A future management and monitoring mechanism are set out for adoption in the final Travel Plan.
- 1.17 The Travel Plan process is not a one-off, static event, but a constantly evolving strategy that should grow and adapt to meet the travel patterns and needs of the end users of the site. This interim version of the Travel Plan is the first stage of the process and outlines the aims and objectives and sets the level of intervention required to encourage and support sustainable living practices at the site.
- 1.18 The Interim Travel Plan draws on the following guidance and best practice:
 - Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - MCC (2012) Manchester's Local Development Framework: Core Strategy Development Plan
 - MCC (2019) Draft Zero Carbon Framework 2020-2038
 - MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

The Travel Plan Pyramid

- 1.19 The Department of Transport (DfT) states that it is helpful to:

'... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.'¹
- 1.20 The DfT pyramid (shown in Figure 1.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 1.21 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 2 of the Plan.
- 1.22 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian access, a restrained car parking level, and cycle parking proposals. This information is as set out above in Section 1 and also in Section 4.
- 1.23 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 3 to 4 of the Plan. Section 4 also sets out the Travel Plan Action Plan.

¹ Department for Transport (2009), Delivering Travel Plans through the Planning Process

- 1.24 Section 5 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.



Figure 1.1: Travel Plan Pyramid
[source: DfT 2008]

Travel Plan Benefits

- 1.25 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 1.26 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on resident health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 1.27 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 1.28 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

Travel Plan Objectives

- 1.29 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, residents will already have already chosen to live without owning a car and so the main objective of the Travel Plan is to outline a sustainable and realistic strategy that will provide residents with information on the various travel options available to them.

1.30 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks:

- To support site users to make informed travel choices
- To set out a suitable monitoring and management structure

2 Audit

Site Location

2.1 Figure 2.1 shows that the site is located to the northeast of the expanded city centre boundary. The site is bounded to the north by the recently consented MCR scheme, to the east by Clive Street, to the south by Rochdale Road (A664) and to the west by Gould Street.



Figure 2.1: Site Location
[source: JMA 2021]

2.2 Figure 2.2 shows the site in relation to the city centre and other areas that form the Manchester Northern Gateway SRF area. Figure 2.2 shows that the site is located at the southern extremity of the SRF area.



Figure 2.2: Site Location & SRF Area
[source: Northern Gateway SRF 2019]

- 2.3 The site is currently occupied by commercial buildings and a surface car park with space for circa 115 cars. The commercial uses typically active at the site largely relate to vehicle maintenance facilities, such as A1 Tyres. Access to the site is provided from a priority crossover arrangement onto Rochdale Road (A664).
- 2.4 The recently consented MCR scheme will develop 1,202 apartments to the rear of the site, off Gould Street in New Town. The apartments will be served by 100 parking spaces (a provision of 8%), including 10 disabled spaces.

Northern Gateway SRF

- 2.5 The Manchester Northern Gateway SRF² sets out an opportunity to create integrated and sustainable neighbourhoods within the extended city centre. The SRF seeks to develop a balanced mix of housing for each stage of life and to meet different resident needs. Page 115 of the SRF states that New Town is a well-connected neighbourhood at the heart of the extended city centre. The site is at the southern extremity of the New Town area, adjacent to other city centre regeneration areas that have the same level of accessibility to the city centre.
- 2.6 Page 14 states that the southern area of the SRF area is suitable for high density apartment development due to the closeness to the city centre and major public transport nodes. The SRF seeks to develop medium density housing in the northern areas.
- 2.7 Figure 2.3 shows that the site sits within the area that the SRF states is served by existing major public transport nodes and while the SRF sets out a programme to improve public transport for the area, this infrastructure is not required to serve the southern areas which include the area within which the proposal site sits.

² MCC (2019), Manchester Northern Gateway Strategic Regeneration Framework

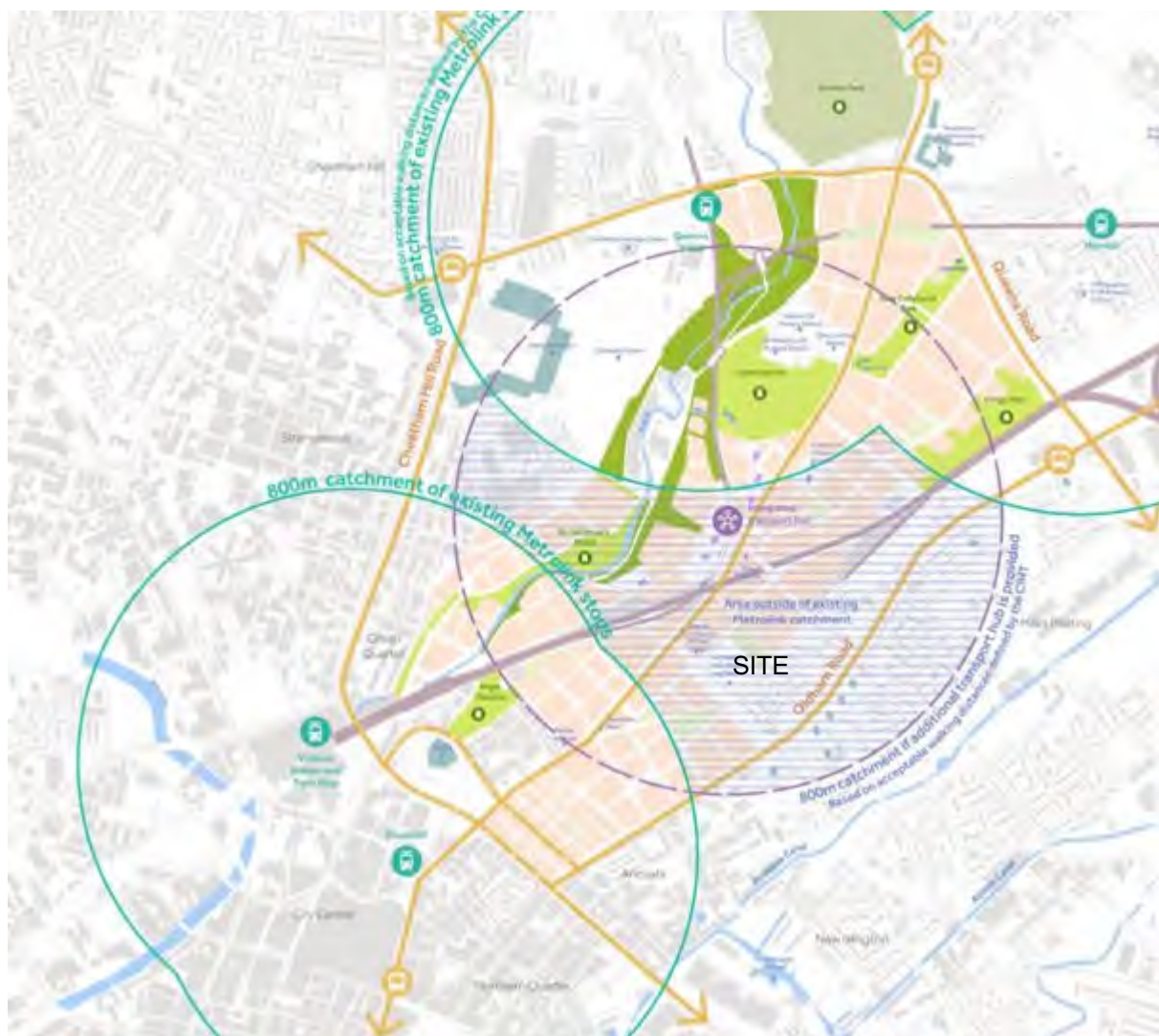


Figure 2.3: Accessibility Context
[source: Northern Gateway SRF 2019]

- 2.8 The SRF states that the southern areas residential accommodation will operate in line with that found in adjacent areas of the city centre (such as New Cross and Great Ancoats). This is due to the fact that the majority of daily trips will be orientated towards city centre destinations and the high level of accessibility by public transport using city centre nodes. Based on this page 49 of the SRF supports lower level of car parking in areas of the SRF like New Town. This is similar to the treatment of apartment developments in adjacent area such as New Cross and Angel Meadows.

Local Highway Network

- 2.9 The site is bounded by Gould Street, Clive Street and the A664. Access is currently provided to the site from a priority arrangement on the A664. The A664 is part of the Key Route Network (KRN) providing a connection into Manchester city centre from the north. Near the site the A664 is 7.3m wide with bus lanes on the nearside lane in each direction and footways of 2-3m on the north side and 4m on the south side. A controlled crossing is in place just to the southwest of the site.
- 2.10 Gould Street and Clive Street serve a local access function to existing premises. Gould Street is subject to a 20mph speed limit. Footways are provided along both sides of each street.
- 2.11 Figure 2.4 provides details of the extent of adoption on the streets surrounding the site.

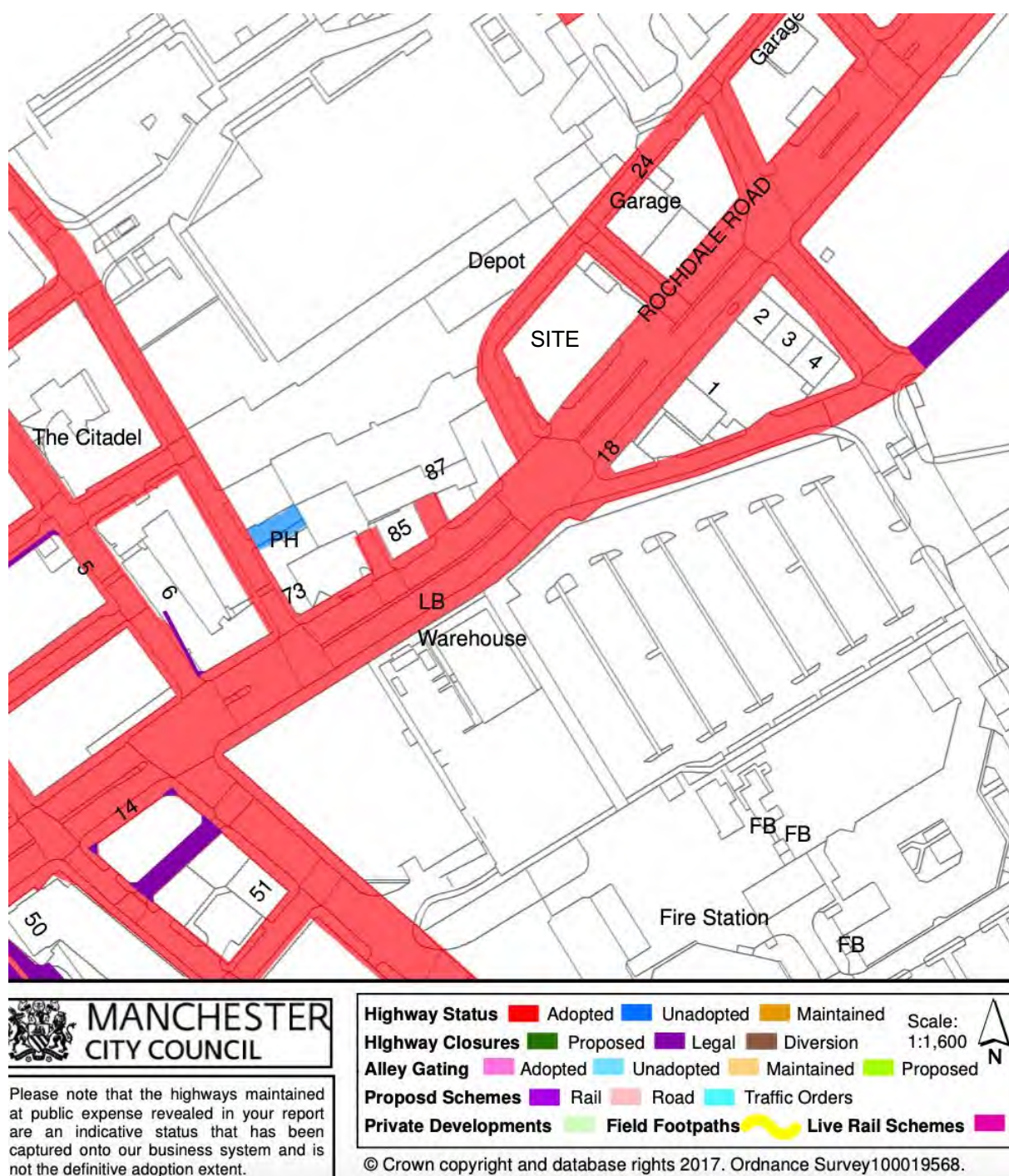


Figure 2.4: Adopted Highway Extent
[source: MCC 2021]

Parking Controls (Traffic Regulation Orders)

- 2.12 Parking is controlled by double yellow line markings on Clive Street at the junction with the A664. From the junction protection zone parking is unrestricted for a short length and then double yellow lines are in place on the bend in the road. Broadly at the point where Clive Street becomes Back St George's Road parking is unrestricted for the full length of the site on the northern carriageway edge. The southern carriageway edge is uncontrolled until double yellow lines are in place on approach to the junction with Hilton Street, from this point eastwards double yellow lines are in place. There are no loading restrictions on the double yellow lines on either Clive Street or Back St George's Road.
- 2.13 The roads are currently used for parking by the surrounding commercial premises (including activity associated with the existing uses on the site) and there is anecdotal evidence from MCC

that some of the parking may be associated with commuters, due to the proximity to central city centre uses. Single yellow line controls are in place on Gould Street.

- 2.14 MCC has previously advised that the Council is considering the introduction of a Resident Parking Zone (RPZ) that will cover this area of the Northern Gateway.

Public Car Parks

- 2.15 Table 2.1 shows that there are nearly 3,000 parking spaces available within a 10-minute walk of the site, excluding the surface car park forming the site and the MCR site.

Location	No. of Spaces	Distance (m)	Walk Time (mins)
Shudehill	777	700	9
Hanover Street	145	700	9
Riga Street	84	650	8
Miller Street	64	800	10
Unicol	54	800	10
Arndale	1487	800	10
Cable Street	88	550	7
Beswick Row	140	800	10

Table 2.1: Public Car Parks

Existing Site Traffic Flows

- 2.16 The site currently provides surface parking with space for 115 cars, and commercial buildings, one of which is in operation as a tyre service facility. The existing site uses generate traffic on to the surrounding highway network.

Road Safety

- 2.17 The TfGM accident database has been reviewed for the most recent five-year period of available data, up to December 2020. The locations and severities of accidents are shown in Figure 2.5.

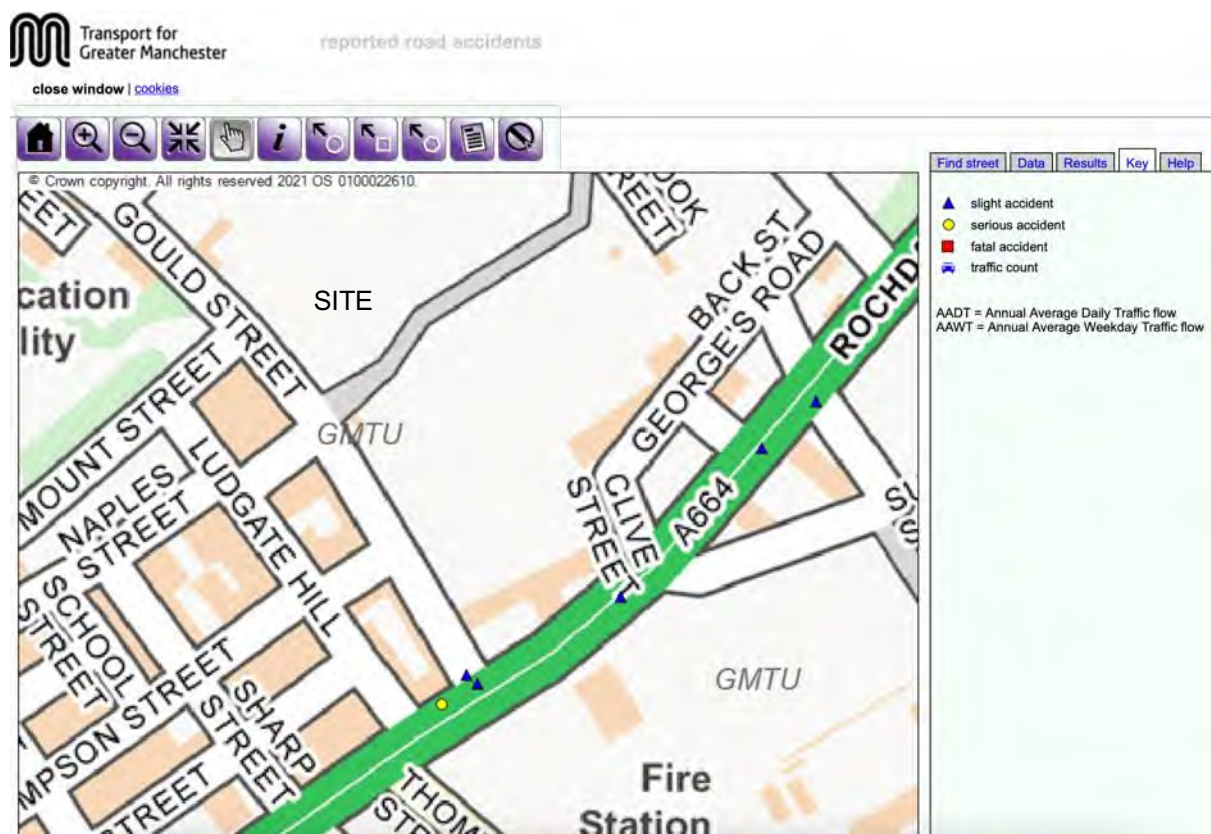


Figure 2.5: Accident Locations - Five Years to December 2020
[source: TfGM/GMTU Accident Database 2021]

- 2.18 Figure 2.5 shows that there has been one accident on the A664 to the southwest of the Clive Street junction. The accident occurred in 2019 and was classified as slight.
- 2.19 There have been two accidents at the junction of Gould Street / A664. Both accidents were classified as slight and they occurred in 2018 and 2019, respectively.
- 2.20 There has been a single serious accident to the south of the junction with Gould Street. The accident occurred in 2020. The accident occurred at the controlled pedestrian crossing.
- 2.21 There have been no accidents on Clive Street.
- 2.22 The GMTU database shows that the A664 carries over 14,000 vehicles per day. The level and frequency of accidents is not considered significant when considered in the context of the use of the road.

Site Location

- 2.23 The site is located on the edge of Manchester city centre and the southern-most area of the Northern Gateway SRF. The site is adjacent to the Angel Meadows and New Cross regeneration areas. Page 115 of the SRF states that New Town is a well-connected neighbourhood at the heart of the extended city centre. The site is at the southern extremity of the New Town area, adjacent to other city centre regeneration areas that have the same level of accessibility to the city centre.
- 2.24 The assessment below shows that access can be gained to numerous services and facilities using existing sustainable infrastructure and without needing to use or even own a car.
- 2.25 The site location on the edge of Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. research promotes '20 Minute Neighbourhood' principles, whereby residents can access employment, retail, health and leisure land uses within a 20-minute sustainable trip of their home. '20 Minute Neighbourhood Principles'

are being promoted by the Town & Country Planning Association (TCPA), Sports England and Sustrans as a way of delivering healthy placemaking³.

Access on Foot

- 2.26 The existing pedestrian infrastructure surrounding the site provides direct routes to the city centre.
- 2.27 Footways along the A664 Rochdale Road are of a good width with 2-3m provided on the north side and 4m on the south side, with frequent signalised and refuge crossing facilities. The footway width on Clive Street on the site frontage is also 2.5m wide and the effective width will be enhanced by the setting back of the building line from the site boundary in the proposed development. The footway width narrows to 1.5m on the side of the site on Back George Street and this will be increased to 2m along the development frontage. Existing footway widths on Gould Street are 1.5m on both sides and the development line is set back to provide increased pedestrian width but the development has limited frontage on Gould Street.
- 2.28 Both the Rochdale Road and Clive Street frontages will provide relatively open pedestrian access into the public realm areas of the site and to pedestrian entrances to buildings.
- 2.29 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. CIHT⁴ provides further advice on suitable walking distances these are set out in Table 2.1.

Destination Type	Walk Distance (m)	Walk Time (mins)
Commuting/Education	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

Table 2.1: CIHT Walk Distances

- 2.30 Figure 2.6 shows 10-, 15- and 25-minute walking isochrones from the site. A 20 minute isochrone is also shown to allow the site to be assessed against TCPA '20 Minute Neighbourhood' principles⁵.

³ TCPA *et al* (2020), <https://www.tcpa.org.uk/Pages/Category/health>

⁴ CIHT (2000), *Providing for Journeys on Foot*

⁵ TCPA *et al* (2020), <https://www.tcpa.org.uk/Pages/Category/health>

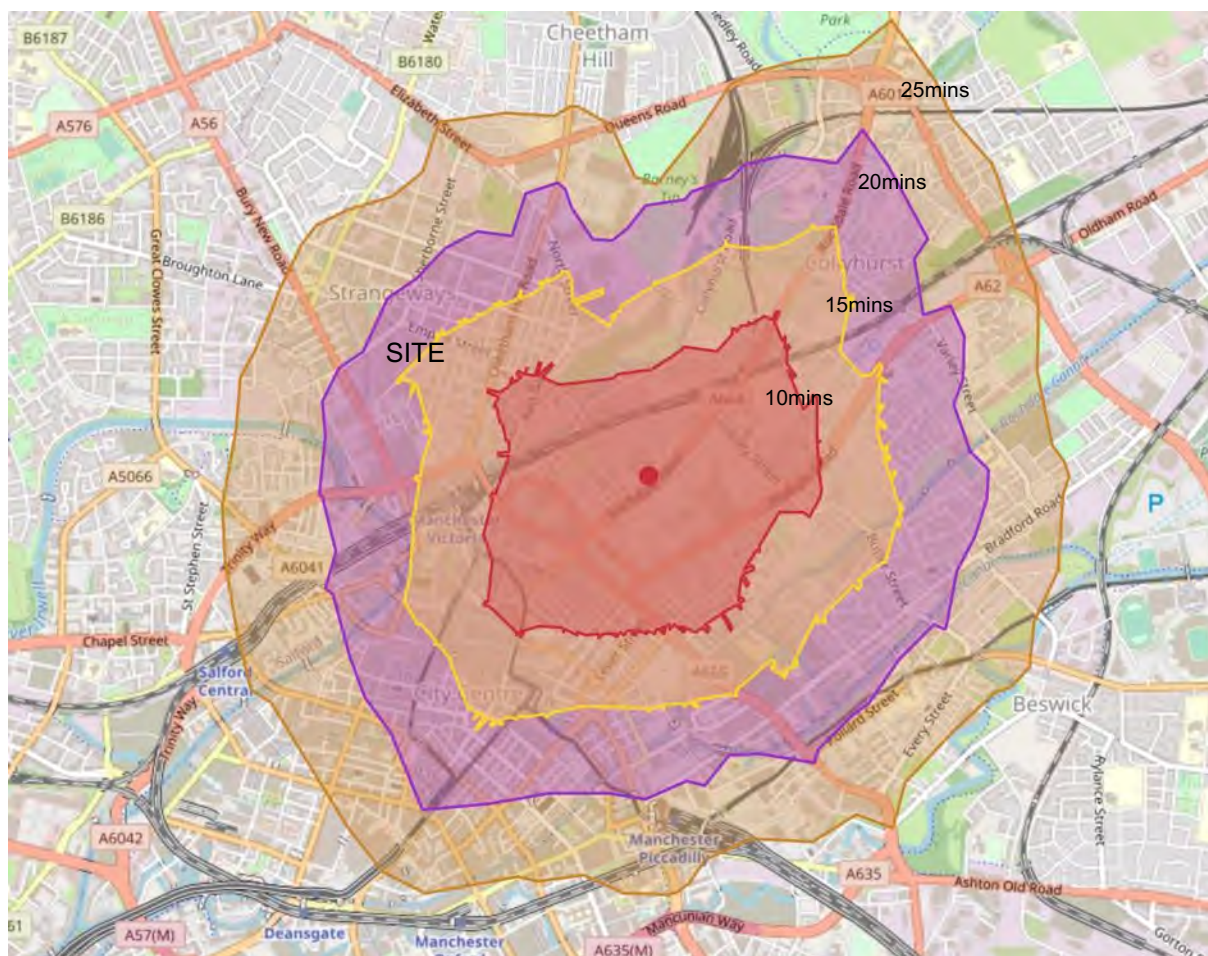


Figure 2.6: 10-, 15-, 20- & 25-Minute Walking Isochrones

- 2.31 Figure 2.6 shows that the site is within a 10-minute walk of core areas of the city centre, within 15 / 20 minutes of key activity destinations in the core of the city centre and within 25 minutes of the whole city centre. The site is also within a 10-minute walk of Shudehill Interchange and a 15-minute walk of Victoria station.
- 2.32 The site location close to Manchester city centre means that access can be gained to numerous amenities and services a short walk from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute walk of the site.
- 2.33 The existing infrastructure surrounding the site creates opportunities for access on foot.

Access by Cycle

- 2.34 Figure 2.7 shows that Rochdale Road in front of the site has on-carriageway cycle facilities and advanced stop line facilities are provided at all signalised junctions. These connect to streets to the south of the site that are identified as advisory routes in the GM Cycle Network, including Ludgate Hill and Sharp Street. These routes can be used to access a toucan crossing on Angel Street and the city centre beyond. Travelling north of the cycle route on Rochdale Road provides access using advisory routes to the carriageway route on Oldham Road and routes through Route 66 of the National Cycle Network.
- 2.35 The routes immediately surrounding the site are low speed and lightly trafficked, providing a good environment for cyclists. These streets can be used to access other defined GM Cycle Network to the northwest and west of the site, via the route under the railway bridge to Dantzic Street.



Figure 2.7: GM Cycle Network
[source: TfGM Website 2021]

- 2.36 Figure 2.8 shows the site in the context of the Bee Network. This shows that funding has been granted by the Mayor's Challenge Fund for improvements to a radial route that will provide improved connections across the north of the city centre. Access to this new route can be gained at the junction of Rochdale Road/Thompson Street to the south of the site.

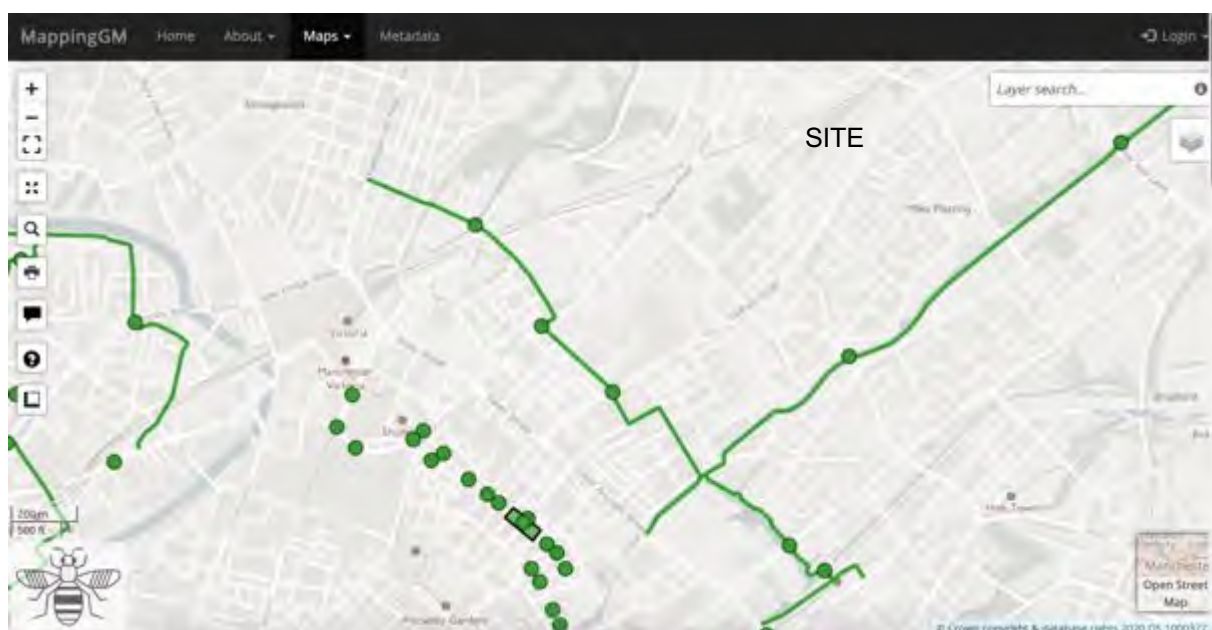


Figure 2.8: Bee Network
[source: MappingGM Website 2021]

- 2.37 Figure 2.9 shows 10-, 15-, 20- and 25-minute cycle journey times from the site based on leisurely cycle speed of 16km / h.

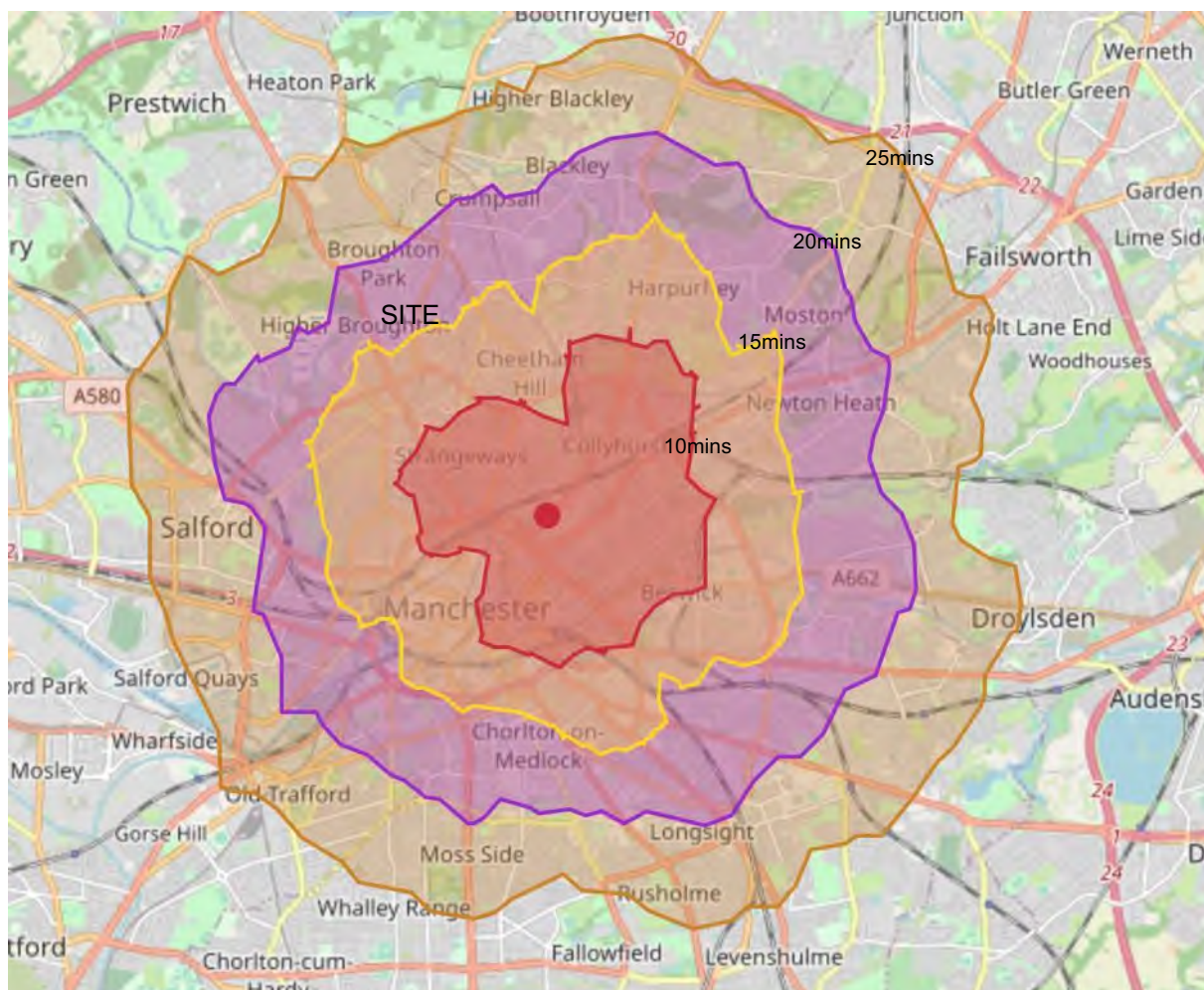


Figure 2.9: Cycle Catchments

- 2.38 Figure 2.9 shows that the site is within a 10-minute cycle of most of the city centre and areas of Collyhurst, Beswick and Cheetham Hill. This means access can be gained to numerous local amenities and services. Access can also be gained to most of the major transport interchanges in the city centre within a 10-minute cycle.
- 2.39 Figure 2.9 also shows that access can also be gained to Chorlton, Newton Heath, and Salford University in a 15-minute cycle of the site. Access can be gained to Old Trafford, Salford Quays and Longsight in a 20-minute cycle.
- 2.40 The assessment shows that access can be gained to numerous amenities and services a short cycle from the site. The site meets '20 Minute Neighbourhood' principles, in that a large proportion of resident needs can be met within a 20-minute cycle of the site.
- 2.41 The existing infrastructure surrounding the site creates opportunities for access by bike.

Access by Public Transport

- 2.42 Figure 2.9 shows that the nearest bus stops to the site are located on the A664 to the north of the site. A controlled crossing is in place on the A664, southwest of the site, to allow access to southbound services.

2.43 Table 2.3 shows that bus stops are served by over 35 buses per hour (each direction) during the day providing coverage of destinations across the region.

No.	Route	Peak Frequency (buses per hour/each way)		
		Weekday	Saturday	Sunday
18	Middleton – Collyhurst – Manchester	6	6	4
17 / 17A	Manchester – Middleton – Rochdale	6	6	4
56	Manchester – Higher Blackley Circular	2	-	-
81	Manchester – Collyhurst – Oldham – Derker	2	2	1
112	Manchester – Moston – Middleton	4	4	2
113	Manchester – Collyhurst – Middleton	2 AM only	-	-
118	Manchester – Collyhurst – North Manchester Hospital	4	3	2
117	Manchester – Collyhurst – Greengate	2	2	1
119	Manchester – Moston – Higher Blackley	2	2	1
156	Manchester – Heaton Park – Middleton – Langley	2	2	1
162	Manchester – Middleton – Norden	4 in PM only	-	-
163	Manchester – Middleton – Heywood – Bury	5	2	2

Table 2.3: Bus Routes
[source: TfGM Website 2021]

- 2.44 The Shudehill Interchange is located a 10-minute walk of the site. The Interchange is served by bus and tram services. Victoria station is within a 15-minute walk of the site, allowing access to mainline train services and tram services.
- 2.45 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 2.46 The TS shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.
- 2.47 The assessment shows that the site benefits from an excellent accessibility level by public transport, meaning that residents can access numerous destinations across the region by sustainable modes from the moment they move in.

Casual Car Use

- 2.48 Most of the residents will live at the site without owning a car. However, there may be occasions when a car is required. Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 2.49 The nearest car club vehicles to the site are located on High Street, a 10-minute walk from the site. Car club vehicles are also to be located a short walk away in the New Cross area of the city as part of future development in this area. The site is also a nine-minute walk from the Ancoats' Mobility Hub, which will provide additional car club vehicles.

3 Management

Travel Plan Coordinator

- 3.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Plan and is committed to its successful implementation on completion of the development.
- 3.2 The applicant, or their successor in title, will continue to have a regular overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 3.3 Travel Plan Co-ordinators play an important role in developing, implementing and managing Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation of the development and contact details provided to MCC.
- 3.4 The Co-ordinator will form the main point of contact for the local authority and residents. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and surveying its effectiveness and assessing this against the stated objectives and targets.
- 3.5 In summary, the Travel Plan Co-ordinator's general role and responsibilities will include:
 - Implementing the Plan measures
 - Providing a point of contact for site residents, the local community and MCC
 - Publicising and raising awareness of local and national initiatives
 - Preparing and issuing the travel packs
 - Providing regular updates to residents on changes to local services and facilities
 - Monitoring and surveying travel patterns
 - Regularly reporting to MCC

Funding Mechanisms

- 3.6 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated plan objectives.
- 3.7 The applicant has confirmed that it will fund the cost of time for the Travel Plan Co-ordinator to implement Plan measures, respond to resident issues, and undertake the annual survey and Plan review.

4 Toolkit & Action Plan

Promotion & Marketing

- 4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively. This is particularly the case for a site such as this development that occupies an exceptionally sustainable location with very good opportunities for sustainable trip making from day one of the development.
- 4.2 The Travel Plan Coordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote the Travel Plan:
 1. Travel packs for all new households
 2. Promotion of local authority/local area travel campaigns / networks
 3. Distribution of promotional materials
- 4.3 In summary, the travel packs will provide:
 1. Travel Plan Co-ordinator contact details
 2. Information on TfGM on-line and phone app journey planning software
 3. Information on TfGM cycle and walking route maps
 4. Information on TfGM bus maps and timetables
 5. Details of current TfGM local initiatives

- 4.4 Residents will be encouraged to familiarise themselves with the journey planning websites and phone apps promoted by TfGM on its website. These included : [Traveline](#), [Citymapper](#) and [Transit](#).
- 4.5 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:
1. Improve health and wellbeing
 2. Save money
 3. Reduce traffic congestion
 4. Increase physical activity and fitness
 5. Improve air quality
 6. Reduce carbon emissions
 7. Meet new people

Walking

- 4.6 TfGM states that the growth in residential development in urban centres has led to an urban renaissance that has reduced car ownership and use. This is because people can work and play within walkable distances of their front door. The proposal site is a continuation of this, as the site is located in Manchester city centre which can be accessed in a short walk.
- 4.7 The CIHT's simple rule has been applied to the layout and the transport strategy so that it helps the city centre become a place that is planned for people rather than cars, so that it results in a place for people, rather than one dominated by traffic. The proposal has a reduced level of parking which will have clear knock benefits, including improved health and wellbeing of residents and air quality benefits, and reduced pressures on highway network operation, and reductions in emissions.
- 4.8 Information on local walking routes will be provided to residents in the travel pack. The travel pack will also include details of on-line and phone app journey planning software that is available from [TfGM](#).

Cycling

- 4.9 The site relates well to streets that are suitable for cycling. The proposal includes a high level of cycle parking.
- 4.10 TfGM also offer [free cycle training and maintenance sessions](#) for adults. The cycle training and maintenance will be promoted to residents by the Travel Plan Co-ordinator and information relating to this is provided in the travel pack.
- 4.11 Details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and HSBC's Let's Ride Manchester are provided on the [TfGM](#) website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities. This can be signed up for by using the [TfGM](#) website. These information resources will be promoted to residents in the travel pack.
- 4.12 Bikes and equipment can be purchased from [The Manchester Bike Hire](#), [Harry Halls Cycles](#) and [Evans Cycles](#). Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes. These information resources will be promoted to residents in the travel pack.

Public Transport

- 4.13 The assessment shows that the site is within a short walk of bus, tram and train services. The site is shown to have a GMAL of 8, which indicates an exceptional level of public transport accessibility.
- 4.14 The travel pack will include information relating to phone app and on-line journey planning information available on [TfGM](#).
- 4.15 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and new initiatives.

Reducing the Need to Travel & Efficient Vehicle Use

- 4.16 The proposal has been designed to encourage low car living and has a reduced level of car parking. Disabled parking is provided at the site. Appropriate levels of EV charging infrastructure will be provided.
- 4.17 Car Clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Car clubs are located across the city centre and these will be promoted to residents in the travel packs.
- 4.18 The travel pack will include information on on-line food retail facilities that serve the area, including [Sainsburys](#), [Tesco](#) and [Ocado](#).

Action Plan

- 4.19 An Action Plan has been developed that summarises the key actions from the Travel Plan. This will be reviewed and updated as part of each monitoring period.
- 4.20 The Action Plan has been split into four key output periods based on the following:
 - Quick Wins (Q) – prior to occupation
 - Short (S) – can be achieved within 12 months of occupation
 - Long (L) – can be achieved within 3 years of occupation
 - Ongoing (O) – no set timescales as will be regularly reviewed and updated

General	• Appointment of the Travel Plan Co-ordinator (Q) • Agreement of Travel Plan budget (Q) • Collection of latest travel information and update briefing (Q) (O) • Introduction of identified <i>firm</i> measures (Q)
Marketing	• Official launch of the Travel Plan (S) • Preparation of travel packs (Q) (O) • Promotion of national campaigns (O) • Preparation of material to update residents with any service changes (O)
Infrastructure	• Provision of secure cycle parking (Q) • Provision of restrained parking level (Q) • Promotion of car club (O)
Monitoring	• Baseline travel survey (S) • Review and update of targets (S) • Periodic travel surveys (O) • Preparation of periodic monitoring reports (O)

Table 4.1: Action Plan

5 Monitoring, Targets & Review Mechanisms

Data Collection & Analysis

- 5.1 Travel surveys will be undertaken within six months of the site being occupied and the results from the survey will be then used to set the targets for the Travel Plan and to update the measures, if required. A monitoring report will set out the results of the survey and any changes to the targets/measures and this will be issued to MCC within three months of the survey.
- 5.2 The surveys will investigate the following information:
 1. Place of residence
 2. Usual mode of travel
 3. Car and cycle ownership
 4. Initiatives that would encourage a change in mode
- 5.3 Following the baseline survey, surveys will be undertaken periodically over a three-year period.

Interim Targets

- 5.4 In line with DfT guidance, action-based targets have been set for the Interim Travel Plan. Action-based targets are based on the Travel Plan reaching set milestones or indicators.
- 5.5 The following action-based targets have been set:
- Prepare/issue travel packs for each resident on occupation
 - Survey existing resident travel patterns within 6 months of occupation
- 5.6 Quantitative targets also provide a useful indicator against which the performance of the Travel Plan can be assessed. The targets are required to be SMART (Site-specific, Measurable, Achievable, Realistic and Timed). These targets are used to review and assess the impact of the Plan overtime. The final targets for the Plan will be set following the first travel surveys.