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March 2021

TRAVEL PLAN

RESIDENTIAL DEVELOPMENT
DAKLEY STREET OFF ASHTON OLD ROAD, AUDENSHAW

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1. INTRODUCTION

DTPC has been appointed on behalf of Watson Homes to prepare a Travel Plan (TP) associated with their residential development at 929 Ashton Old Road.

Purpose of report

The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Travel Plan to enable the site to accord with policy to reduce car usage.

This TP discusses the following issues:

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

Referencing

As set out in chapter 2 there is limited guidance provided in the NPPF as such reference has been made to the following documents, it should be noted these were revoked as part of the 2012 NPPF review.

Despite this limited national guidance the report takes on board the guidance set out below.

'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', 'Making residential travel plans work: guidelines for new development' (DfT) and the Council's Travel Plan checklist on Residential Travel Plans,

Liability of Report

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

2. NATIONAL AND LOCAL POLICY GUIDANCE

National Policy

Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO_2 emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. The Department for Transport (DfT) also published "Smarter Choices – Changing the Way We Travel" focusing on softer education and persuasive measures which are a key element of travel plans.

National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.

It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

Transport White Paper (TWP)

The Transport White Paper promotes developments that enable the choice of transport access to be maximised. It requires local authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Green Transport Plans (GTPS) to employment sites, schools and other destinations.

Improvement in public transport facilities and an increase in their use is a key aim of the TWP. The TWP states that public transport has:

- Become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on our cars; and
- It aims to improve the level of service provided through the uptake of Quality Partnerships which have been given a statutory basis under which Councils can require operators to meet certain quality criteria.

In terms of rail, the Network Rail allows a tougher regulation of standards and a better promotion of integration and interchange with and between other public transport services. With regard to pedestrians, the TWP recommends that priority be given to walking by allocating additional road space to pedestrians. This can be achieved by providing wider footways, more direct and convenient routes for walking and by providing more pedestrian crossings.

A further provision of the TWP is that local authorities will be required to increase provision of secure cycle parking as well as allocating more road space for cyclists and applying speed restraints.

National Planning Policy Framework

The NPPF 2019 has replaced the previous 2012/2018 version and sets out the policy framework for sustainable development and supersedes the previous advice.

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

It does set out priorities for movements:

Para 108. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

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

Para 110. applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,

d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

Travel Planning Guidance

The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in C02 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life".*

The document sets out an overview of the process and delivery of Travel Plans and states that *"A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*

The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..." and; "A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".*

It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *"needs to address all the journeys that may be made to and from a site".*

The guidance also specifies that *"It is important to note that Travel planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.

The document states that Travel Plans have become an integral element in the planning process, and that rather than being a soft option to deal with the transport implications of development they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively, and the need for costly highway infrastructure is avoided as far as is practical.

The document emphasises that Travel Plans are dynamic, living documents that should be updated regularly, with the aim that it is ensured they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. In this regard implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

The DfT document continues to state that Travel Plans should continue for the life of the development, and as such require commitments from occupiers and partners. Regular monitoring should be undertaken to ensure that progress is being made towards achieving the outcome targets and to allow that appropriate adjustments can be made to ensure that agreed outcomes are met and maintained.

Addressing health equity within travel plans

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

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

Local government has a new role in improving health.

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

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

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

Indicators of a healthy street environment

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

New local government responsibilities for public health

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

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

Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table overleaf.

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

10 indicators to a healthy street, source Lucy Saunders.

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

Examples of the evidence base overleaf.

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

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

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

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

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

3. WHAT IS A TRAVEL PLAN

What is a Travel Plan?

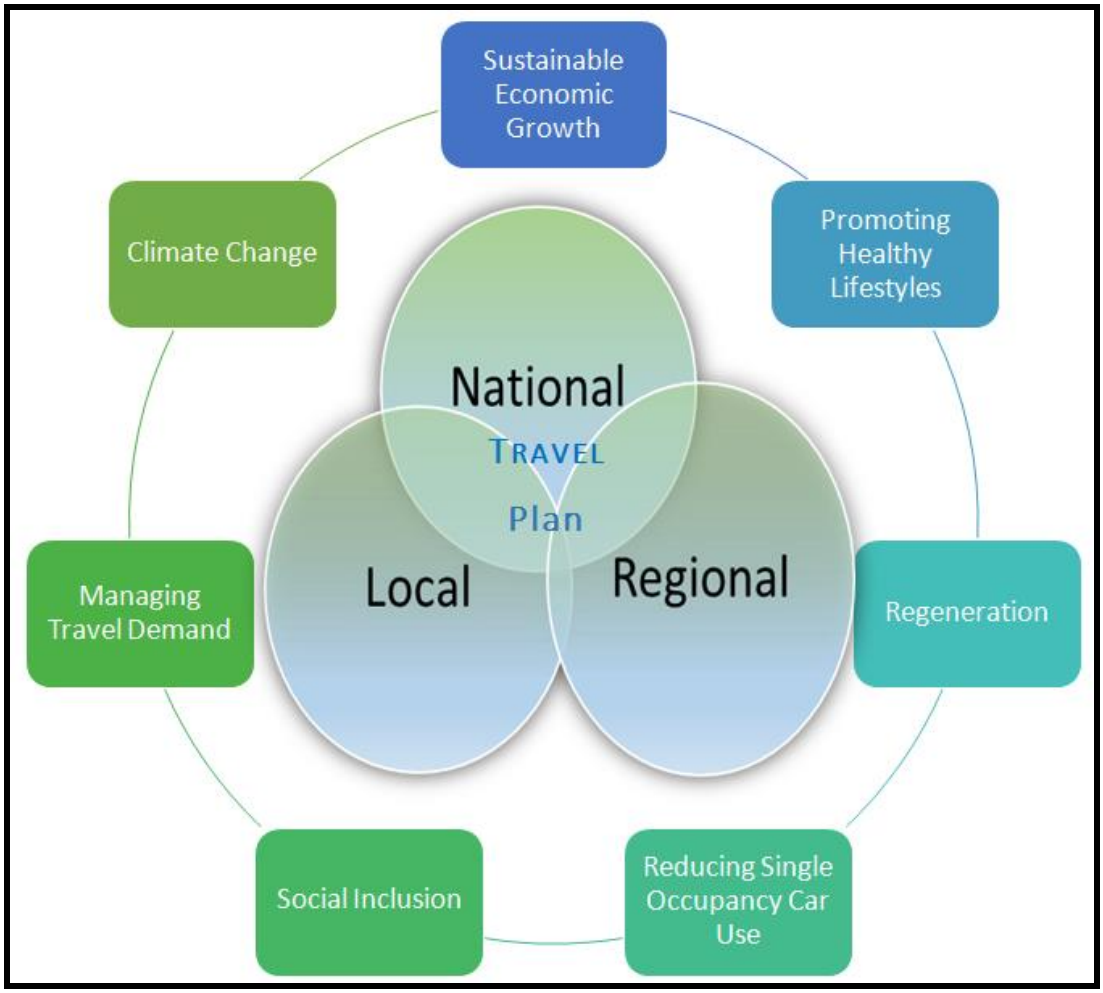
A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.

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

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

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

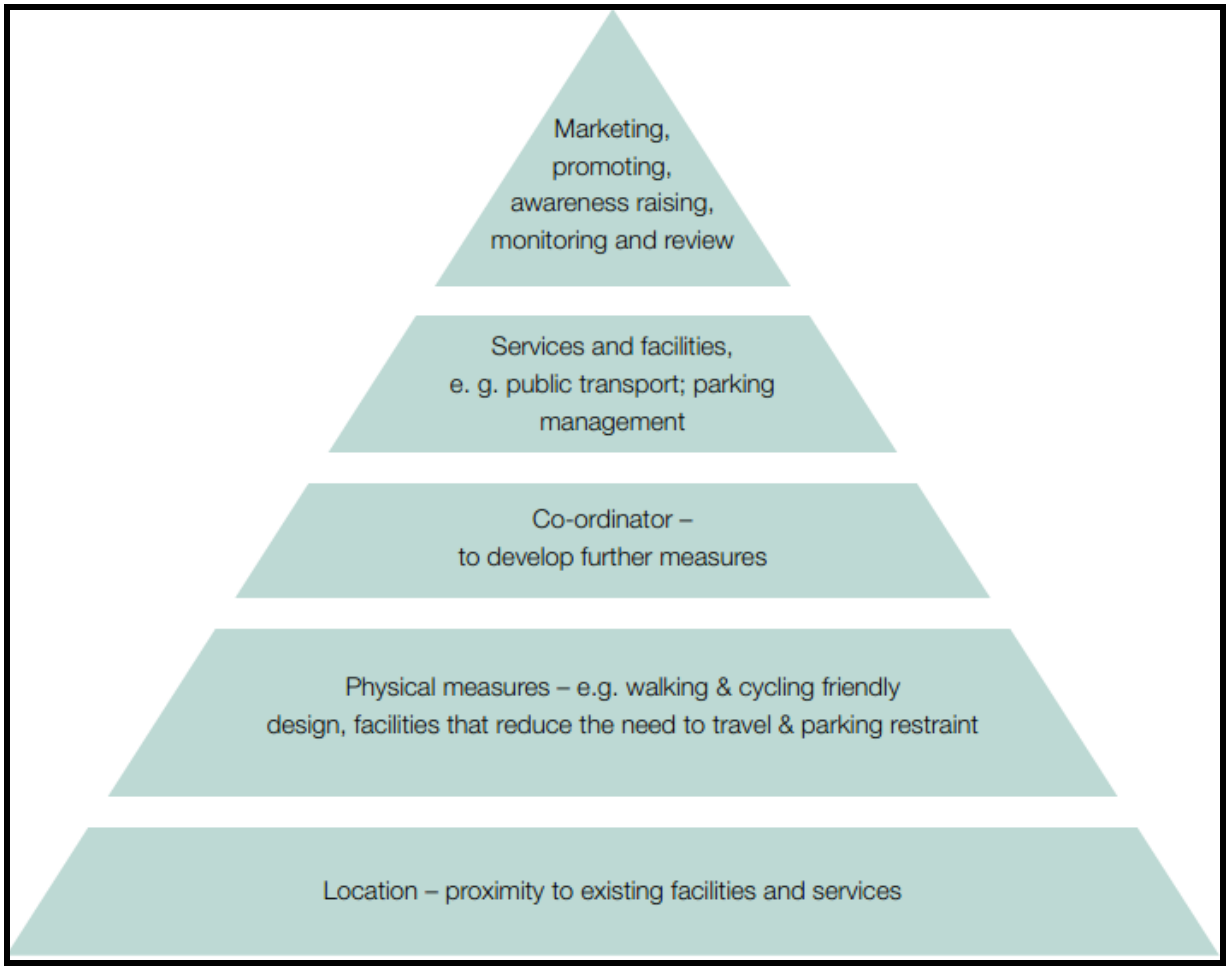
The key objectives of the travel plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local business communities and residents.



How the Travel Plan accords with planning policy

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

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



Travel Plan Pyramid

It can be helpful to view a travel plan as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.

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

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

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

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

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

Aims and Objectives of the Travel Plan

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

"Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated and to encourage residents and visitors to travel by sustainable modes of transport".

Maximise the sustainability of trips to/from the site for all site users;

Increase awareness amongst site users of the alternative travel options from first occupation;

The targets should be SMART:-

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

How will the Travel Plan be managed?

This Travel Plan has been prepared in support of a planning condition discharge application. The key management will be via Watson Homes and the TPC for the site.

Implementation of the Travel Plan

Manchester Council's nominated contact will be informed when building will commence and timeframes of the various agreed tasks.

The Travel Plan (following approval by the Manchester Council the document will be launched by the TPC on behalf of Watson Homes.

They will deliver guidance to enable a promotion and awareness campaign will be launched encouraging residents to review their journeys to and from site, and to consider the provision of accessible transport alternatives.

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

4. FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS

Development of a Travel Plan

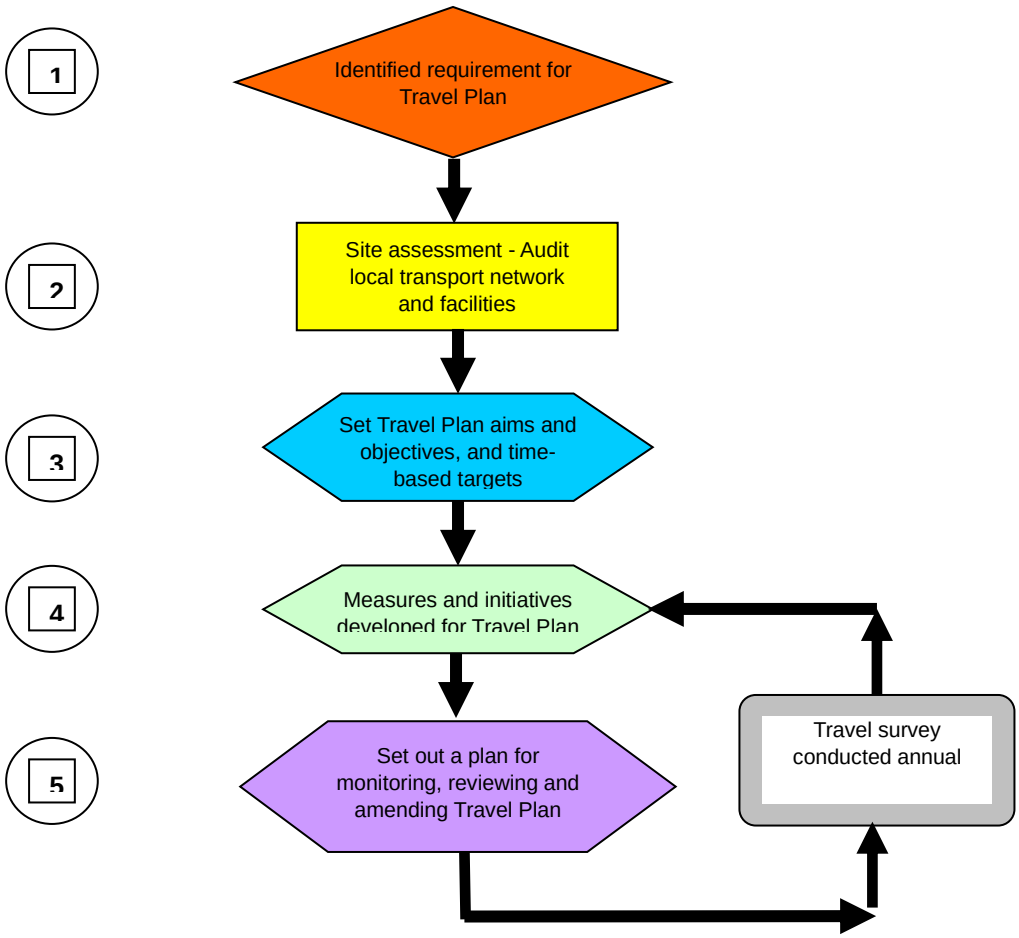
A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.

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

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

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

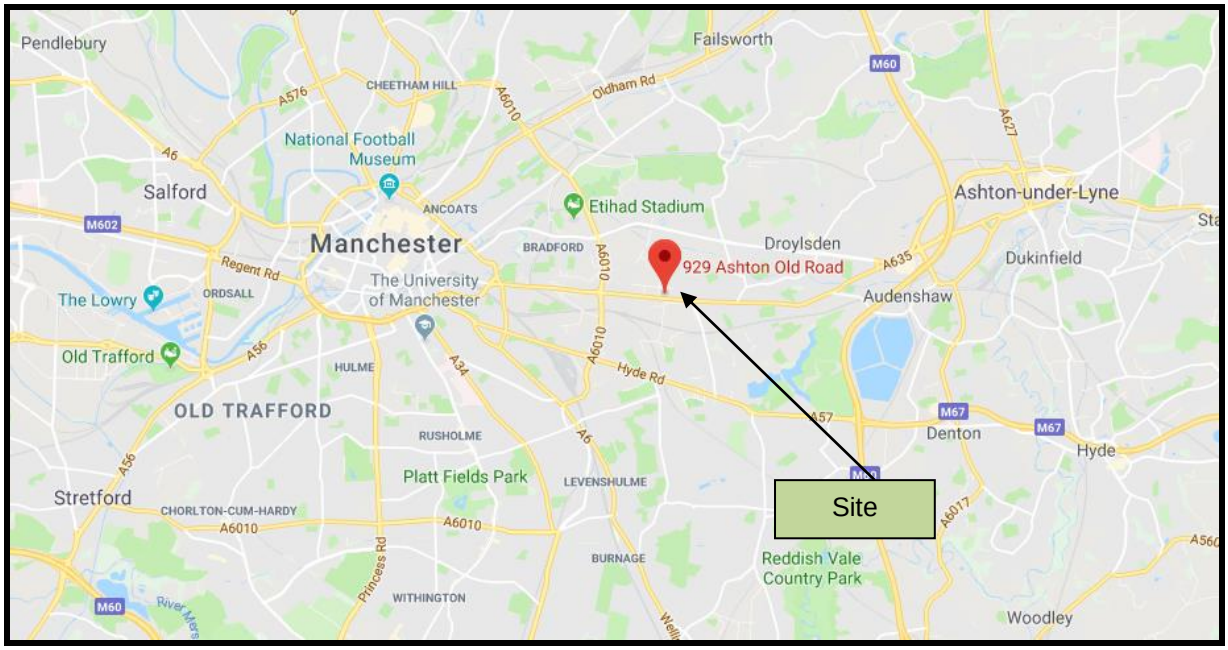
Travel Plan Cycle



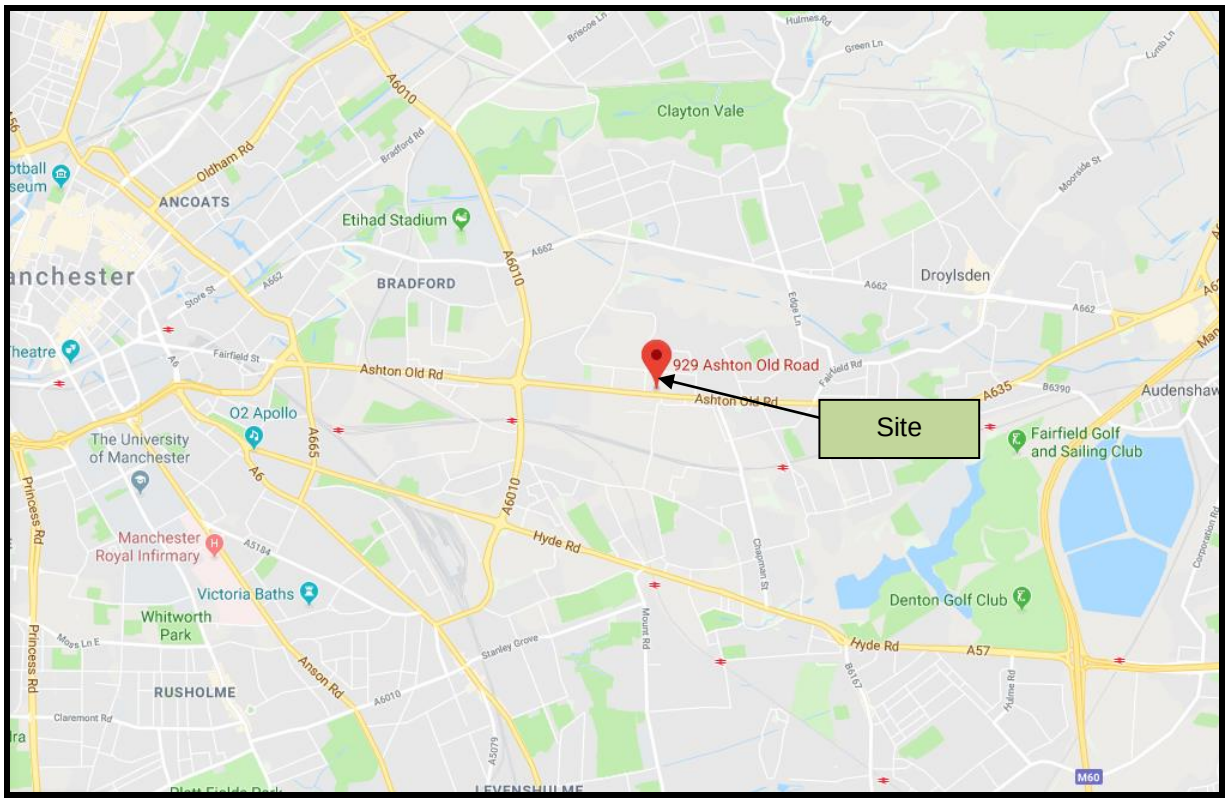
5. DESCRIPTION OF LOCATION AND SCHEME

Site location context

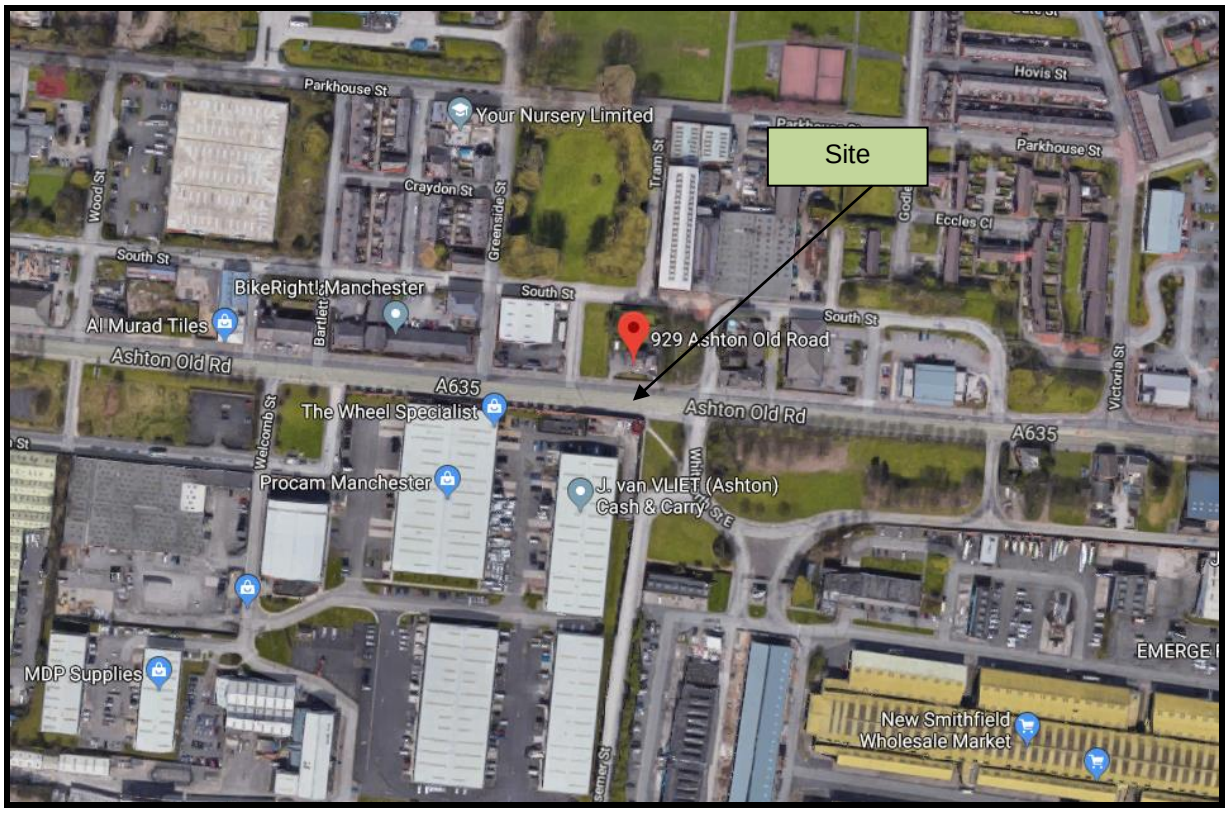
The site is located approximately 4km east from Manchester centre, it lies along the Ashton Old Road corridor .



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



Local area setting and the site.



Local Highway Provision

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

The side roads off Ashton Old Road are subject to 20mph speed limits, are street lit and have footways on both sides (except on Dakley Street and the one-way section of South Street where there is only a footway on one side). Ashton Old Road itself is subject to a 30mph speed limit, is street lit and has wide footways on both sides.

The junctions of Welcomb Street/Store Street, Whitworth Street E, and Westlake Street/Widnes Street with Ashton Old Road are traffic signal controlled.

Right turns from Ashton Old Road are not permitted at the latter two junctions and right turns out of Whitworth Street E and Westlake Street are also not permitted, with a one-way loop formed by Dakley Street, South Street, Westlake Street, Widnes Street and Whitwoth Street E providing access to the New Smithfield Market.

Visibilities at the junctions of both Compass Street and Bertha Street which give access from the two sites onto Ashton Old Road are good. New housing is currently under construction on the area to the north of South Street and between Tram Street and Greenside Street.

From site observation the area has a typical traffic flow charateristic associated with an urban area i.e. distinct AM and PM flow periods. A detailed photographic record of the local access and setting is provided below for future reference



The view to site rear frontage on South Street.



View left and right on South Street from Junction with Compass Street



View along South Street towards site rear frontage



Compass Street towards Ashton Old Road and South Street



View left and right Ashton Old Road/Compass Street junction



View along Compass Street, lay by along road



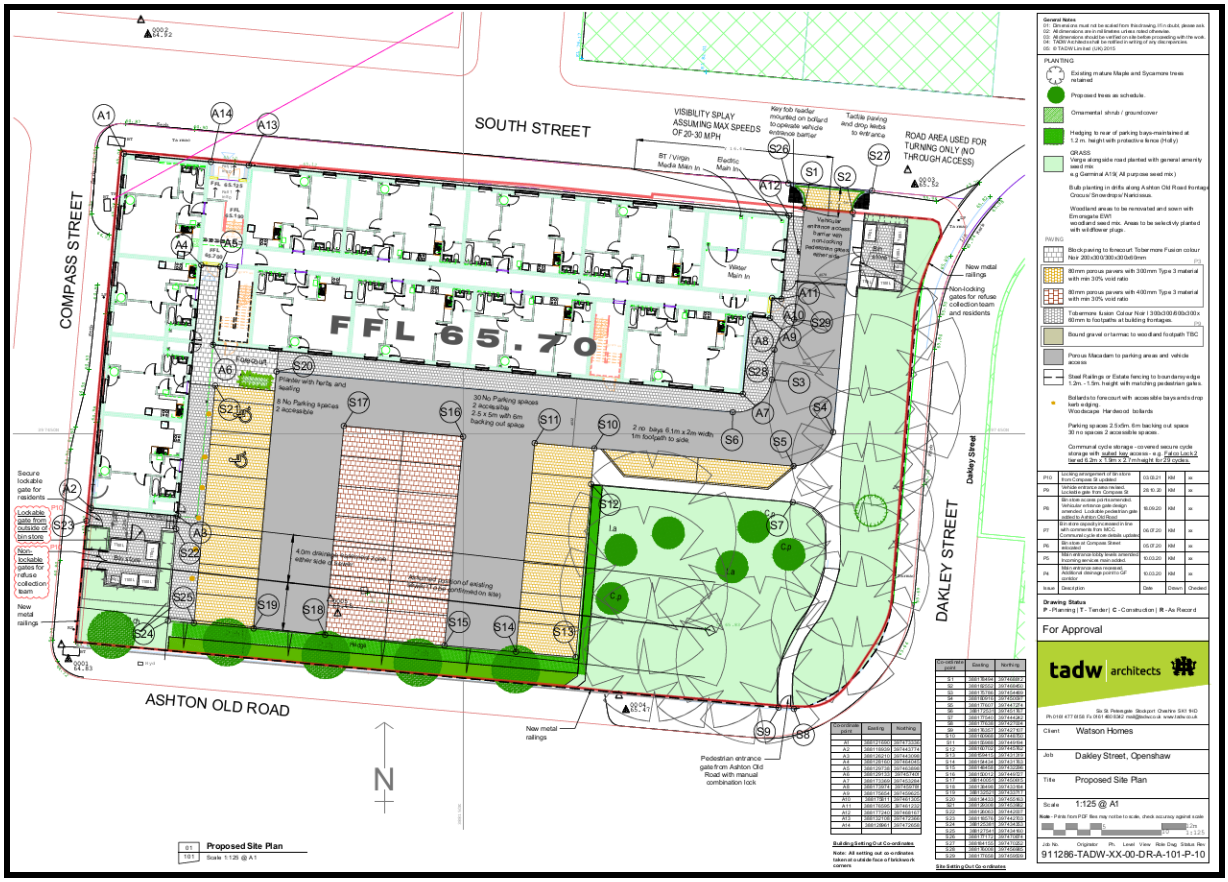
View of Ashton Old Road frontage showing two access points

Development details

The approve scheme is to deliver 38 apartments with associated parking.

Layout

The site layout is illustrated on below.



PLAN

The layout shows a simple access hared space and parking spaces.

Pedestrian movements have been catered for by footpaths internally linking to the adjacent road network.

Car parking

The car parking 30 spaces for all of the units across the site will be delivered at an average of 0.789 per unit across the site.

Trip levels

For residential trip rates at a typical centre based trip rate for apartments of 0.066 two way AM and 0.088 PM. For 38 units this would equate to 3 two way AM and 4 two way PM.

Alternatively a wider edge type trip rate for apartments of 0.273 two way AM and 0.459 PM. For 38 units this would equate to 10 two way AM and 18 two way PM.

7. ACCESSIBILITY BY MODE

Introduction

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

The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

Walking and cycling

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

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

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

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

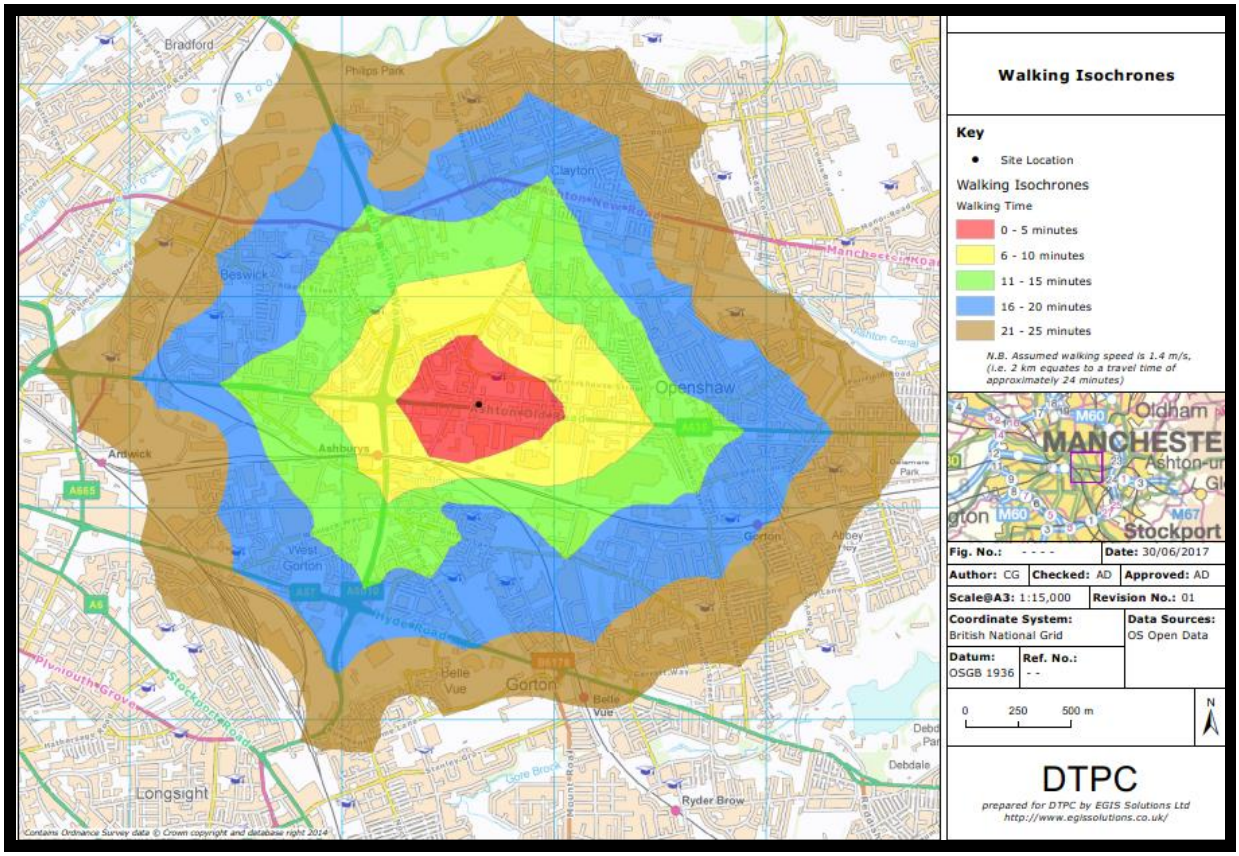
The CIHT report provides guidance about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips this extends to cover a considerable part of the urban area.

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

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

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

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



Walk Catchments

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

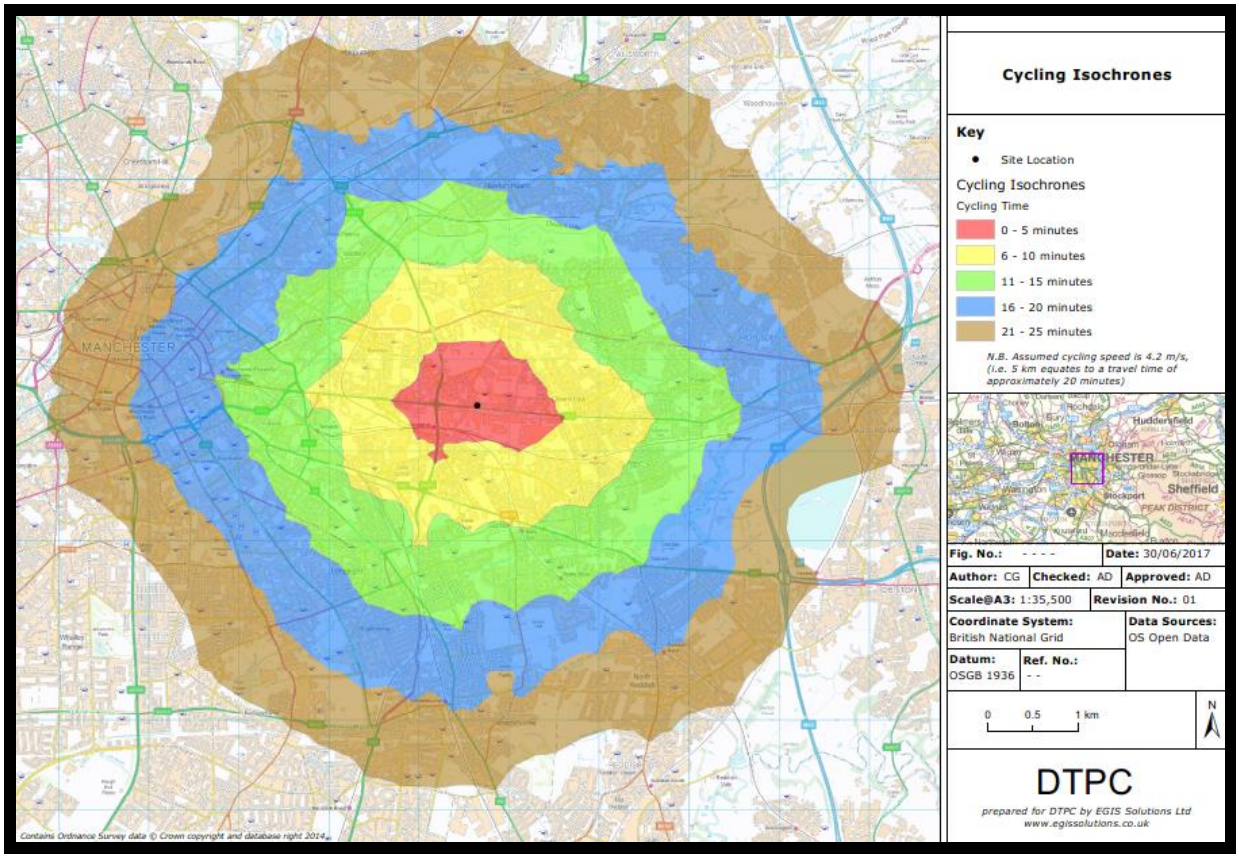
<u>There are existing pedestrian routes in the vicinity of the site that will assist the accessibility of the site for pedestrians.</u>

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

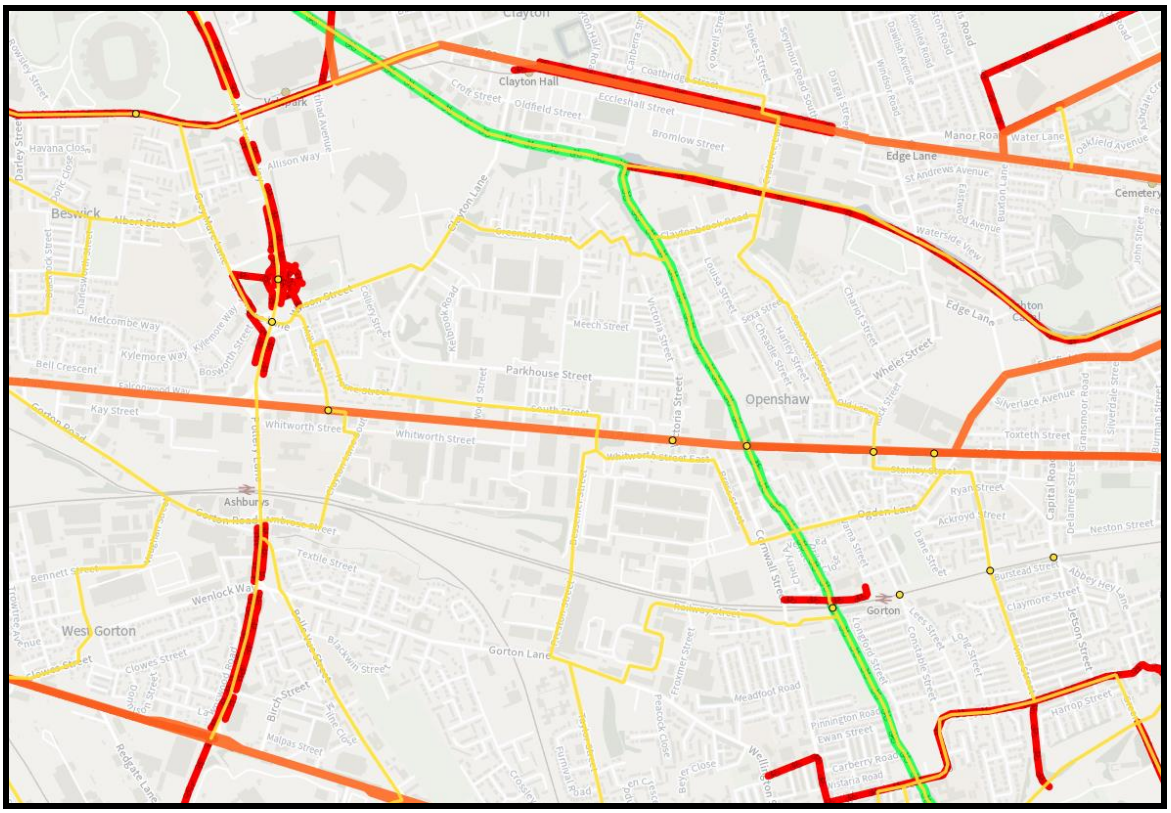
Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.” (para 2.3)

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

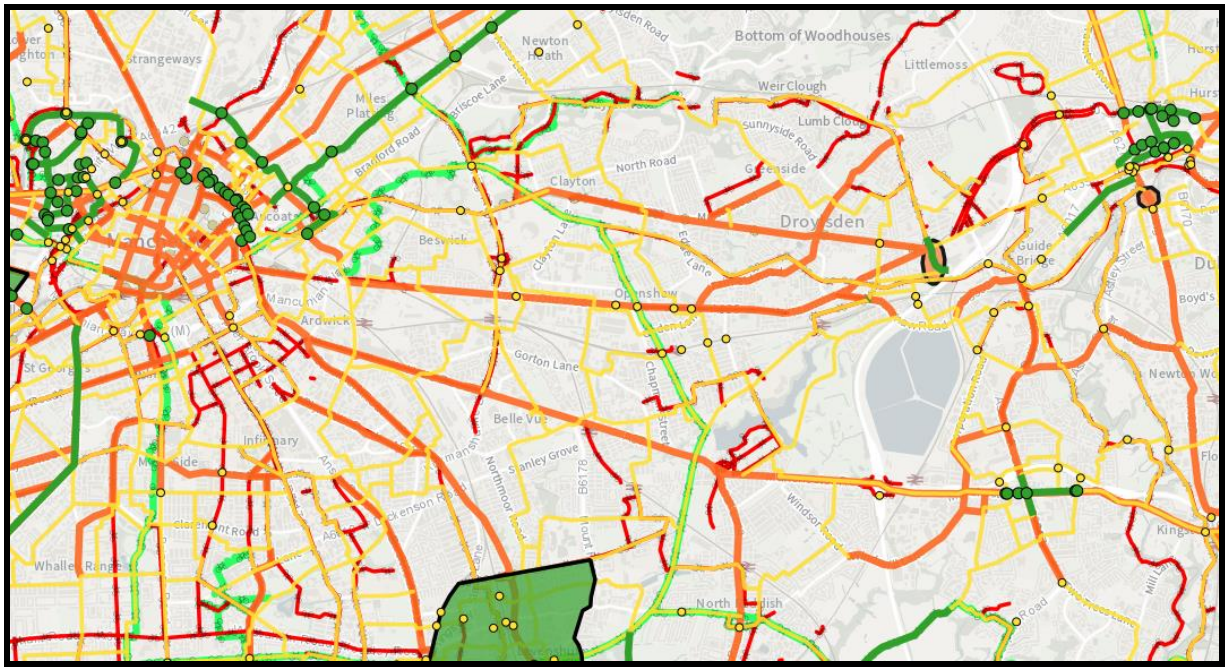
The brown area indicates the 5 km distance. The 5km cycle journey a substantial urban area and its key local facilities.



Cycle Catchments



Local area and wider network



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

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

Public Transport

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

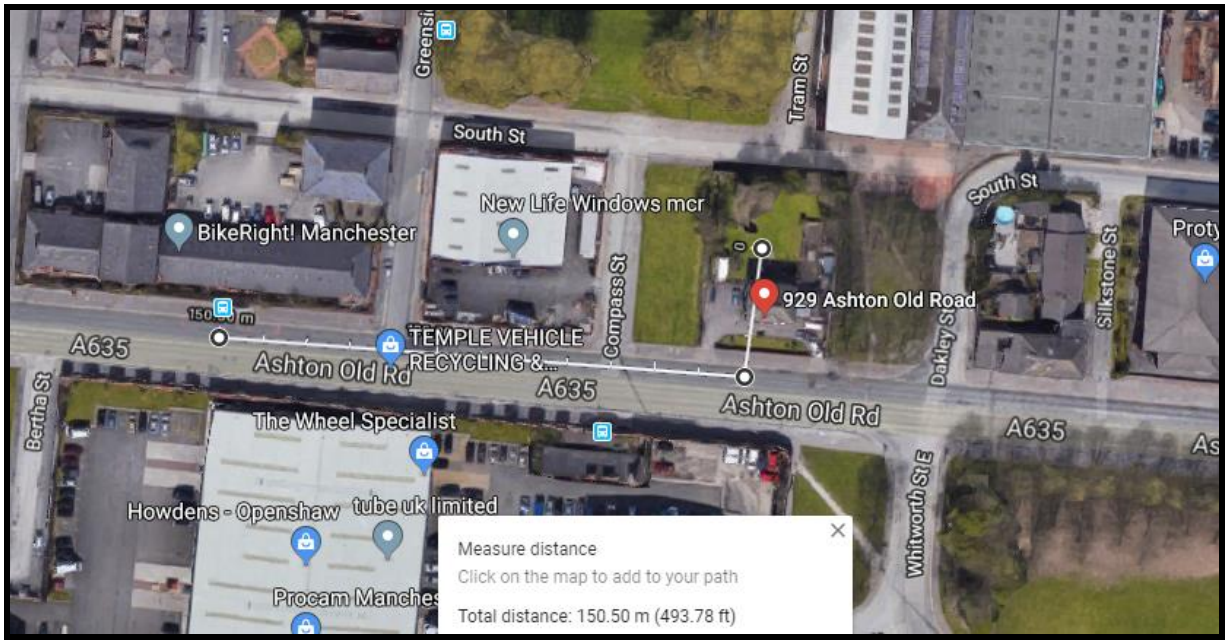
The CIHT 'Guidelines for Planning for Public Transport in Developments' (March 1999) set out that, in considering public transport provision for development, three questions need to be addressed:

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

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

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

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





inbound stop and services below

from Ashton Old Rd/Greenside St

from Monday, 29 April 2019

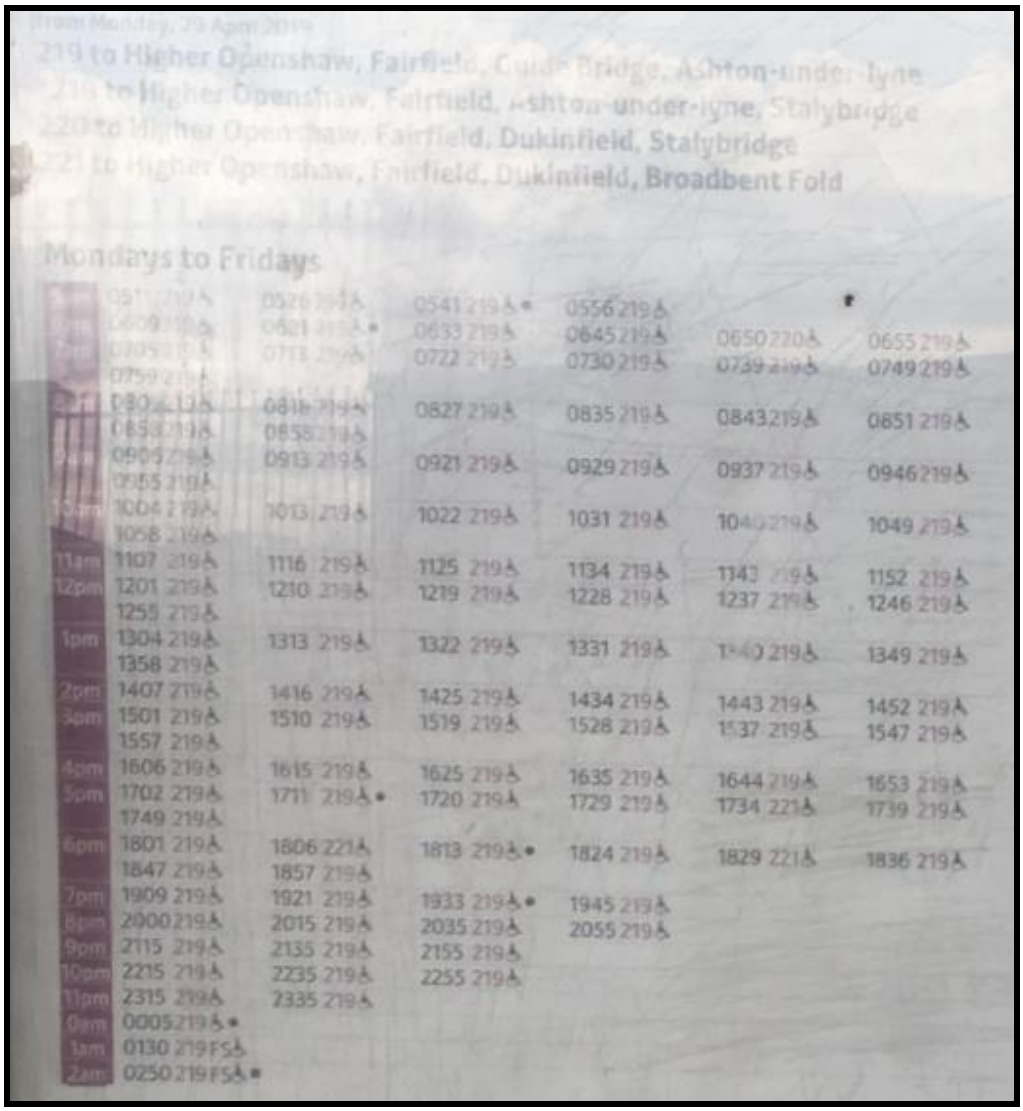
219 *219 221 to Beswick, Ardwick, Manchester Piccadilly Station, Manchester

Mondays to Fridays

4am	0442 219					
5am	0512 219	0527 219	0542 219	0554 219		
6am	0604 219	0614 219	0624 219	0632 219	0641 219	0645 219
	0650 221	0653 219				
7am	0700 219	0708 219	0714 221	0717 219	0725 219	0732 219
	0740 219	0744 221	0748 219	0754 219		
8am	0802 219	0810 219	0814 221	0818 219	0827 219	0836 219
	0846 219	0856 219				
9am	0906 219	0916 219	0925 219	0935 219	0945 219	0954 219
10am	1003 219	1012 219	1021 219	1030 219	1039 219	1048 219
	1057 219					
11am	1106 219	1115 219	1124 219	1133 219	1142 219	1151 219
12pm	1200 219	1209 219	1218 219	1227 219	1236 219	1245 219
	1254 219					
1pm	1303 219	1312 219	1322 219	1331 219	1340 219	1349 219
	1358 219					
2pm	1407 219	1416 219	1425 219	1434 219	1443 219	1452 219
3pm	1501 219	1510 219	1519 219	1522 219 #	1528 219	1538 219
	1548 219	1558 219				
4pm	1607 219	1616 219	1625 219	1634 219	1643 219	1652 219
5pm	1701 219	1710 219	1719 219	1728 219	1737 219	1746 219
	1755 219					
6pm	1804 219	1813 219	1821 219	1829 219	1837 219	1846 219
	1855 219					
7pm	1904 219	1914 219	1924 219	1940 219		
8pm	2000 219	2020 219	2040 219			
9pm	2100 219	2120 219	2140 219			
10pm	2200 219	2220 219	2240 219			
11pm	2300 219	2320 219	2350 219			
2am	0224 219 FS					



Outbound services and times below

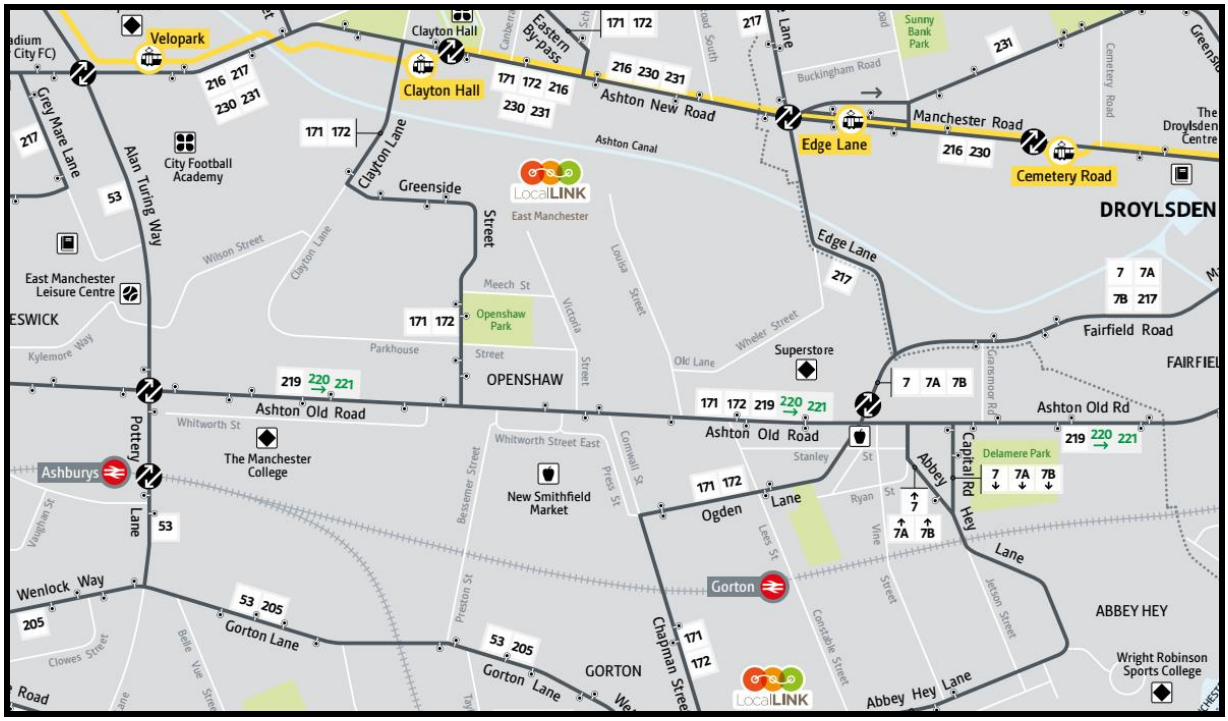


Mondays to Fridays

			0541 219A●	0556 219A		
			0633 219A	0645 219A	0650 220A	0655 219A
			0722 219A	0730 219A	0739 219A	0749 219A
	0816 219A		0827 219A	0835 219A	0843 219A	0851 219A
	0913 219A		0921 219A	0929 219A	0937 219A	0946 219A
	1013 219A		1022 219A	1031 219A	1040 219A	1049 219A
11am	1107 219A	1116 219A	1125 219A	1134 219A	1143 219A	1152 219A
12pm	1201 219A	1210 219A	1219 219A	1228 219A	1237 219A	1246 219A
1pm	1304 219A	1313 219A	1322 219A	1331 219A	1340 219A	1349 219A
2pm	1407 219A	1416 219A	1425 219A	1434 219A	1443 219A	1452 219A
3pm	1501 219A	1510 219A	1519 219A	1528 219A	1537 219A	1547 219A
4pm	1606 219A	1615 219A	1625 219A	1635 219A	1644 219A	1653 219A
5pm	1702 219A	1711 219A●	1720 219A	1729 219A	1734 221A	1739 219A
6pm	1801 219A	1806 221A	1813 219A●	1824 219A	1829 221A	1836 219A
	1847 219A	1857 219A				
7pm	1909 219A	1921 219A	1933 219A●	1945 219A		
8pm	2000 219A	2015 219A	2035 219A	2055 219A		
9pm	2115 219A	2135 219A	2155 219A			
10pm	2215 219A	2235 219A	2255 219A			
11pm	2315 219A	2335 219A				
0am	0005 219A●					
1am	0130 219FSA					
2am	0250 219FSA●					



Wider and local bus routes



Taxi private hire

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

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

Summary

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

8. TRAVEL PLAN MEASURES

Overarching Measures

To achieve a change in modal split it is proposed that a number of measures designed to promote non car borne journeys are implemented.

The following measures are focussed on those which the site promoter would be responsible for, it may be necessary to refine or modify some of the measures as part of the detailed Travel Plan following discussions and negotiations with the approving authorities.

Travel Plan Co-ordinator

The Travel Plan Co-ordinator will ensure residents aware of the overall aim of the plan, including targets for reducing car usage by a given level over a defined period. Travel packs will be used to raise awareness of the scheme and issued to all households.

Enabling them to be made aware of sustainable travel measures being implemented as part of the Travel Plan. The information provided will include details of the services offered (currently walking, cycling routes and public transport information including bus frequencies).

The responsibilities of the Travel Plan Co-ordinator are to generally assist in the promotion of sustainable transport and will include:

- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for potential purchasers in all matters regarding the Travel Plan,
- Liaise with the Council's nominated contact to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.
- to ensure that tasks in travel plan development are undertaken,
- be the first point of contact for staff customers and other outside organisations in all matters regarding the Travel Plan,
- Liaise with the council's nominated contact to discuss any issues of the Travel Plan (for instance to give advice on any new local and national initiatives, incentives and guidance notes etc)
- Co-ordinating the monitoring programme for the travel plan, including target setting.

Main Objectives of the Job

The Travel Plan (TP) Co-ordinator will:

- Lead the development and implementation of the TP
- Have responsibility for raising awareness of sustainable travel issues
- Promote schemes which reduce the use of the private car.

Principal Duties

- Engage advisors as necessary to gathering information about how users travel to work through regular surveys
- Designing (with support) and implementing an effective marketing and awareness campaign. (Including information, through appropriate media about how to travel to and from the site, thus promoting the concept and development of the TP)
- Acting as a point of contact for those requiring information

- Developing and implementing relevant (deliverable and appealing to a variety of people) TP initiatives, using the results of the Surveys, (i.e. review of the travel arrangements, public transport provision, cycling, walking, etc.)

2. Co-ordinating the monitoring and reporting of the TP implementation and progress towards achieving targets, setting clear dates for actions to ensure that the TP makes progress
3. Working in partnership with other organisations (e.g. local authority / Sustrans Living Streets) on the development of safer cycling and walking routes
4. Promoting the concept and development of the TP with publicity and awareness events as appropriate
5. Keeping abreast of developing TP techniques.

Travel Pack – to encourage residents to travel sustainably

The residents will be provided with a travel pack which will contain a variety of travel and transport related information specific to the site including:

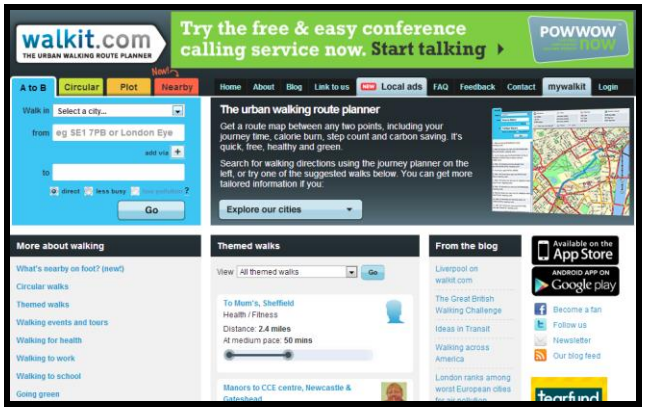
- Walking and cycling maps, location of the local facilities such as bus stops, rail, heath centres, dentist, hospital, schools, pubs, shopping and leisure facilities etc.
- Site specific public transport information – explaining where buses operate in the proximity and which services can be taken to access specific facilities. Maps and timetables should be included as a separate leaflet to enable updates to be provided as and when required.
- Information of the car share scheme

Walking

Many of the key factors in successfully supporting walking already exist in and around the site. There is already a good quality access to local services for those on foot.

Many of the key factors in successfully supporting walking already exist in and around the site, the council has promoted the use of walkit.com.





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

Ideas for promoting walking to and from the site include:

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

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

Cycling

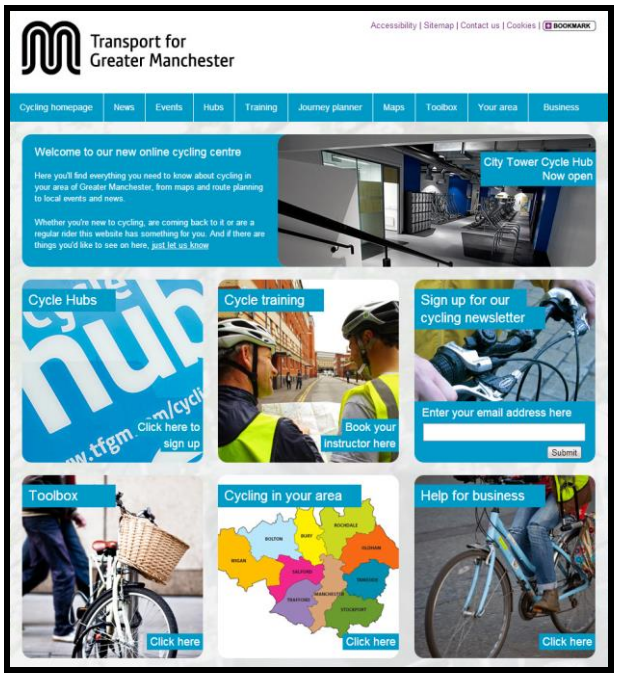
Cycling is sustainable fast, efficient and can lead to a healthier life style. The promotion of cycling needs to be encouraged through a series of publicity campaigns. A number of organisations improve cycle access to their sites by working in partnership with local authorities and cycling groups such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

Actions when forward planning to:

- Promote and publicise cycling – producing cycle maps promoting safe cycle routes to and from the site
- Free cycle training offered to residents.
- Seek to negotiate with a local cycle supplier to gain discounts for the purchase of new bikes and equipment.
- Provision of reflective bands to encourage use outside daylight hours. On request 2 per household.

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

Greater Manchester has the following access for cycling on the website.



Motorcycling

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

Actions when forward planning to:

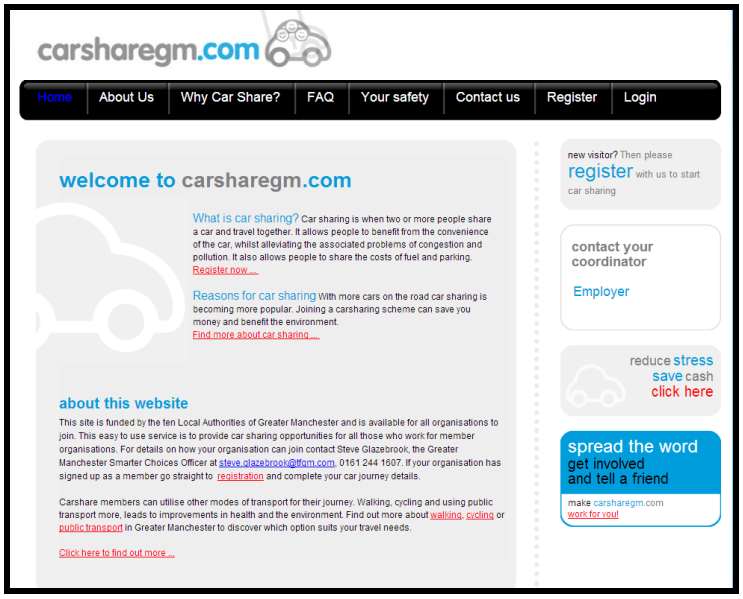
- Promote and publicise
- Provision of reflective bands to encourage use outside daylight hours. On request 1 per household.

Taxi services

The nearest taxi is:

Medlock Cabs Call +441613715515
Hastings Private Hire Ltd 01612231066

Car Sharing – to reduce single occupancy car trips



It is anticipated that the scheme will be able to access the GM car share scheme delivered local via https://liftshare.com/uk/community/wy. The site states “Sharing a car with someone else to and from work could save you up to £900 a year on parking and petrol costs. A car with 2 people in it is twice as efficient, takes up much less road space, uses half the fuel and produces half the pollution as 2 cars with just one driver each”.

- **FREE** to use - simply share travel costs
- Find drivers and passengers on-line instantly
- Find information on travel and public transport
- Reduce the congestion and pollution on our roads

For those that do not own a car but wish to use one to reduce the carbon footprint GMPTE have the City Car Club. Details below



Public Transport

The site is committed to promoting public transport through:

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

Information about journey routes and times can be gained from the GM website and provided to residents as a leaflet update as required.

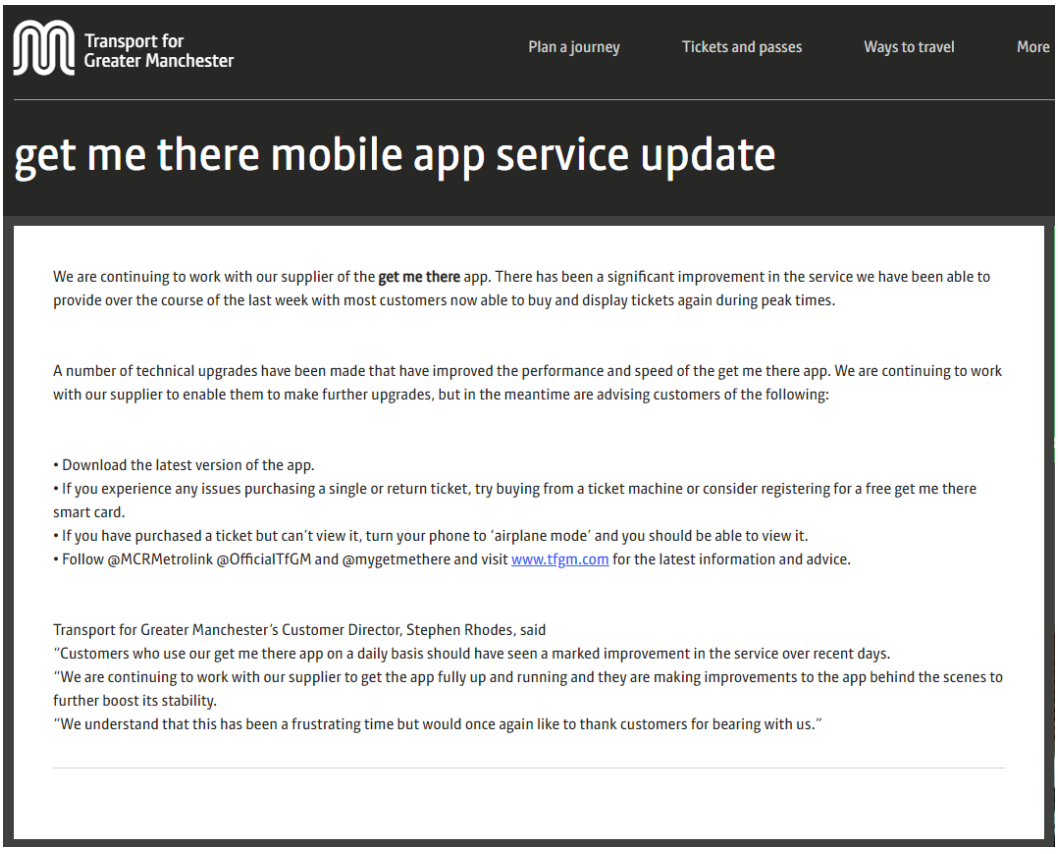
Travel Apps

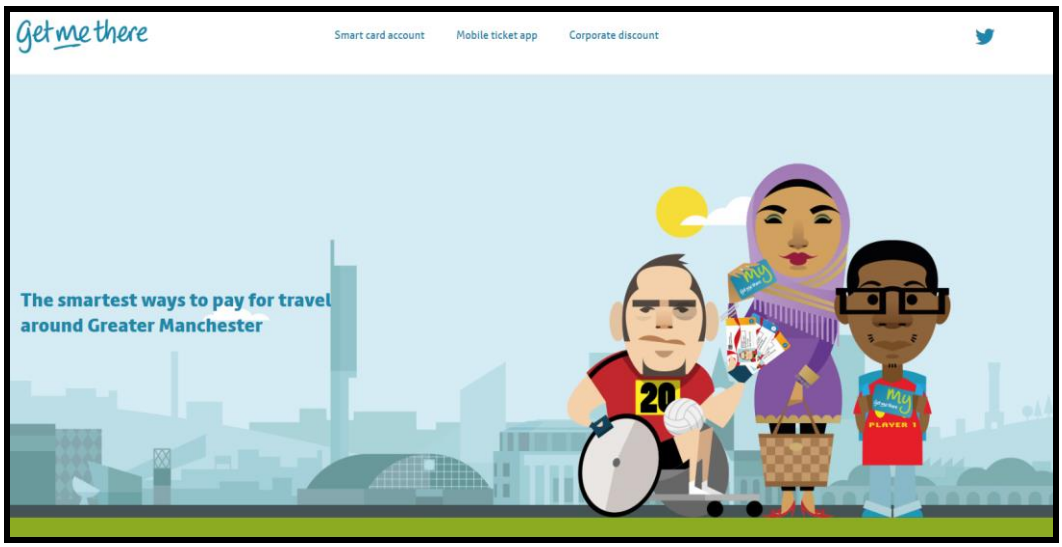
There are a number of travel apps provided by TFGM and bus/train operators that could be useful to the residents.

https://www.stagecoachbus.com/app



TFGM app www.getmethere.com





Quick Wins

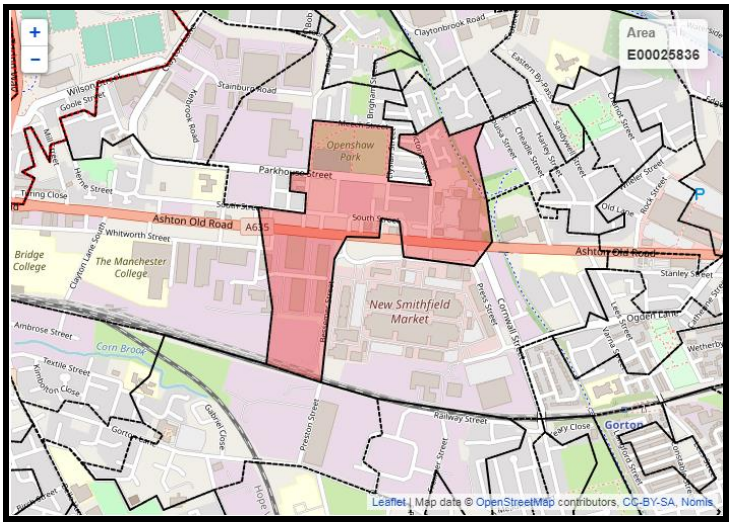
These will be subject to review following the updating of the TP and analysis of the new questionnaire surveys. There are a number of measures that will be taken in the short term in order to promote sustainability.

These include:

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

Mode split comparison

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



The census data split for flats based on the local area shows that car demand for flats is very low, well below the parking provision.

Over all car ownership is the same level as the car parking provision.

Car or Van Availability (LC4415EW)			
	Output area E00025844		38 units
Flats/apartments	80	%	38
No Cars or Vans in Household	70	88	0
1 Car or Van in Household	9	11	3
2 ot more Cars or Vans in Household	1	1	1
			4

It also shows that the ownership does not mean car use at the same level.

Method of Travel to Work (QS701EW)	E00025844-45		Manchester		North West	
	Output Area		Metropolitan District		Region	
All Usual Residents Aged 16 to 74	198	%	213705	%	3228744	%
Work Mainly at or From Home	5	2.5	5258	2.5	144079	4.5
Underground, Metro, Light Rail, Tram	0	0.0	1102	0.5	20719	0.6
Train	5	2.5	9962	4.7	89429	2.8
Bus, Minibus or Coach	53	26.8	38601	18.1	267140	8.3
Taxi	1	0.5	2777	1.3	26302	0.8
Motorcycle, Scooter or Moped	0	0.0	794	0.4	19988	0.6
Driving a Car or Van	78	39.4	95678	44.8	2021199	62.6
Passenger in a Car or Van	14	7.1	11805	5.5	197661	6.1
Bicycle	1	0.5	4062	1.9	70557	2.2
On Foot	39	19.7	25208	11.8	351807	10.9
Other Method of Travel to Work	2	1.0	1383	0.6	19863	0.6

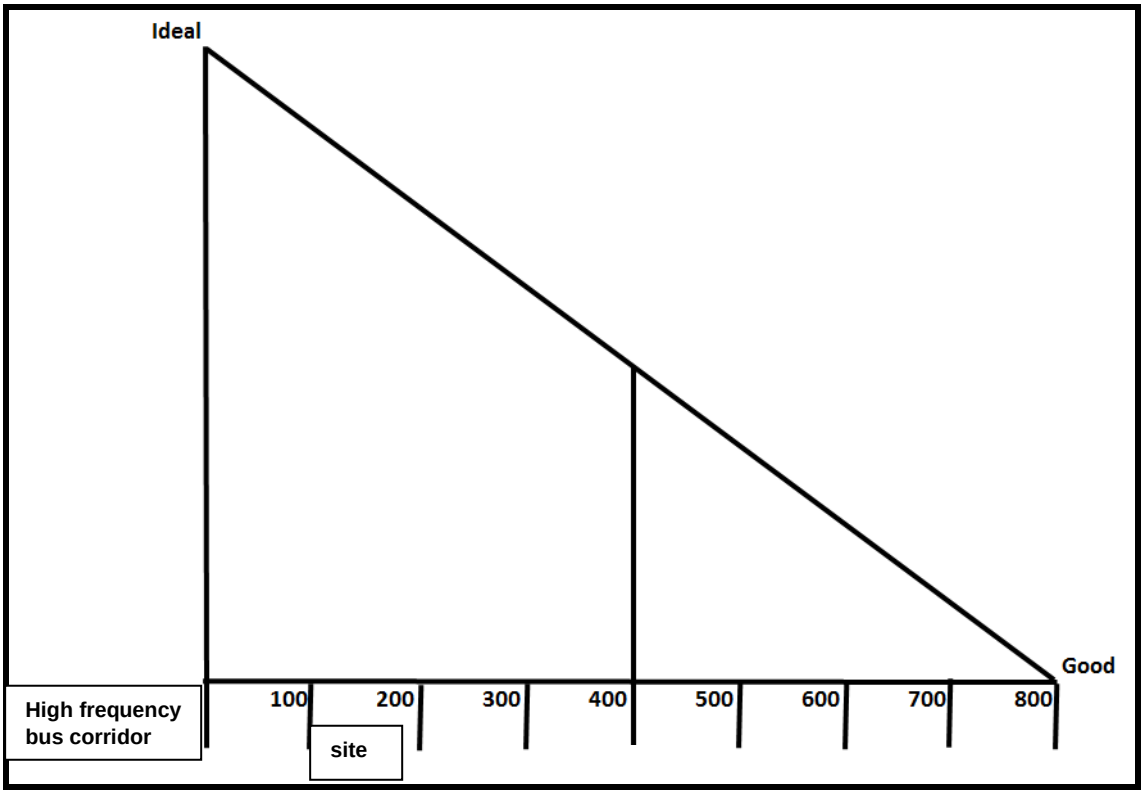
These indicate for a mode share of 19.7% walk, 0.5% cycle, 39.4% bus/train and 39.3% car, 7.1% by car share.

This shows that for a site of 38 units the parking demand locally would be 15 spaces from the mode travel or 4 spaces from the car ownership, much reduced from the 38 from policy.

The 30 spaces are based on a ratio of 1:0.79 well above the local area characteristic parking demand.

Alternatively reference to a train/tram/bus type hub based development guidance from IHT and planning sets out that sites would be based within a 800m.

All sites in the distance set out would be deemed highly accessible and support lower trips and parking levels but clearly a location closer to the hub would create a local differential in terms of the need to cater for cars on site.



The site is clearly well within the hub distance where zero parking could be supported at say a train/bus station and the max 200m bus distance to local high frequency offer.

This would suggest support for around 25% parking or 10 spaces again reflects the car ownership levels.

The parking offer is therefore considered reasonable.

Targets

The aim of the plan will be to have a 10% aspirational mode shift using the census data as an with focus on bus and cycle. Increased resident numbers would support bus services for the benefit of the wider area.

	2011 census	Aspirational 5 year Target	actual/change %
Walking /cycle	20.2	22.22	3.9
Bus/train	29.3	32.32	3.9
Taxi	0.5	1	0.5
Motorcycle	0.0	0.5	0.5
Car (driver)	39.4	35.46	-10

Car (Passenger)	7.1	7.8	0.7
other	1	1.5	0.5

Monitoring

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

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

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

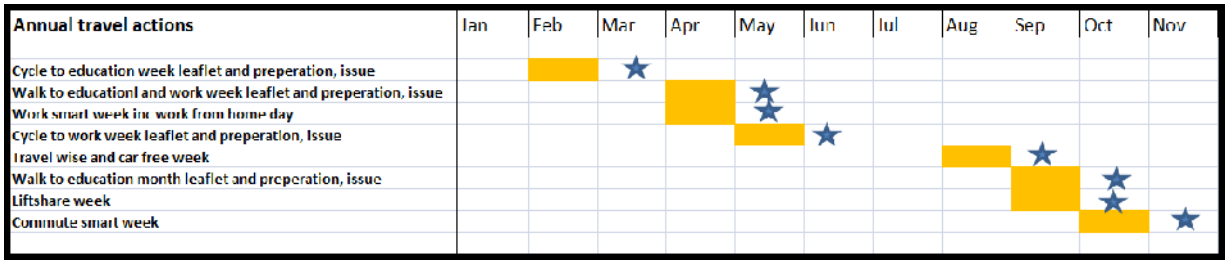
An indicative monitoring and review process is summarised overleaf along with an outline programme for the monitoring process and investment/initiative programme.

Action Plan

Assumed occupation 2022

Task	**Timeframe**
Appoint TPC and inform council of contact details	Prior to occupation
TPC to assimilate information / travel packs	Prior to occupation
TPC to distribute travel packs	At occupation
Travel Surveys to be undertaken	3 months before first report
Final Travel Plan documents to be submitted to council	No later than 6 months after 50% completion unless agreed otherwise.
annual monitoring report submitted	For 5 years

Annual initiatives programme.



Budget

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

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

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

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