

The Peele, Wythenshawe

Transport Statement

210218/SK22097/TS01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22097	TS01	00	Draft	L Speers	LGS	03/02/2021
SK22097	TS01	01	Submission	L Speers	LGS	18/02/2021

1 Introduction

- 1.1 SK has been instructed to prepare a Transport Statement (TS) to accompany a planning application for the development for the extension of The Peele care home in Wythenshawe. Following the extension, the proposal will provide 117 bedrooms for residents with high dependency needs. 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 (2019), 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
 - 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 north of the centre of Wythenshawe in an established residential area.
- 2.2 The site is in active use as a care home facility with 105 bedrooms. In line with DfT guidance, the existing situation is the baseline position against which the development proposal will be assessed.
- 2.3 Access to the site is provided from a simple priority arrangement on to Walney Road. Parking is provided on site for 26 cars, including four disabled spaces.

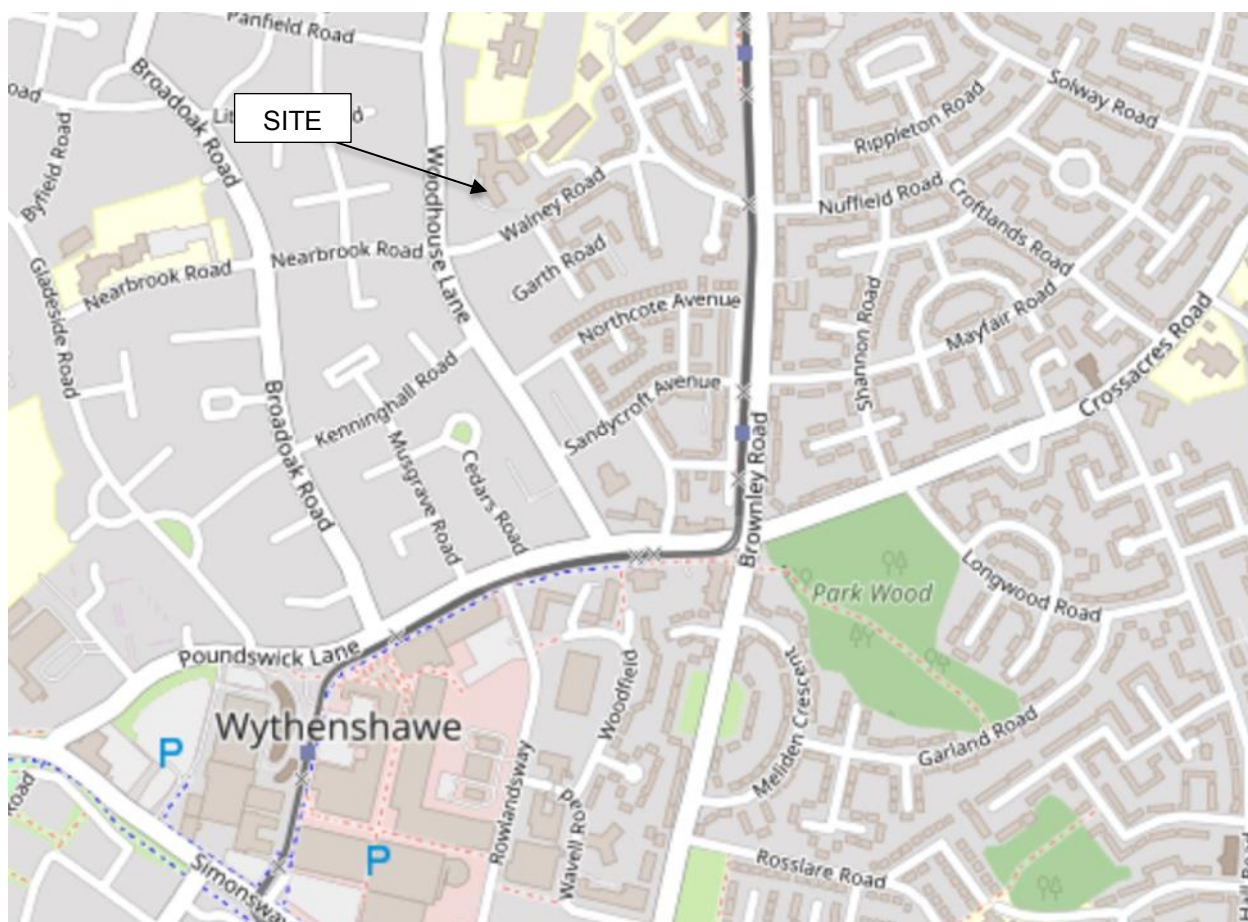


Figure 2.1: Site Location

Local Highway Network

- 2.4 Access to the site is provided from Walney Road via a simple priority arrangement. Walney Road is a residential street with a width of 6.5m. 2m footways are provided on either carriageway edge and street lighting and traffic calming is present. Walney Road is subject to a 20mph speed limit.
- 2.5 Walney Road routes east-west along the southern boundary of the site. To the west of the site, it provides access to the wider residential area. To the east of the site, it provides access to the A560 Brownley Road. Travelling north through the residential areas provides access to Hollyhedge Road and travelling south provides access to the town centre and Simonsway. From Brownley Road access can be gained to Junction 2 of the M56 and from Simonsway access can be gained to Junctions 4 and 5 of the M56.

Existing Site Traffic Flows

- 2.6 The TRICS database has been used to establish trip rates for the extant use of the site. The TRICS output is attached as Appendix B and a summary is provided in Table 2.1.

	Person Trip Rate (per bed)			Vehicle Trip Rate (per bed)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.134	0.107	0.241	0.057	0.046	0.103
PM Peak Hour	0.073	0.153	0.226	0.046	0.092	0.138
Daily	1.601	1.632	3.233	0.821	0.852	1.673

Table 2.1: Person & Vehicle Trip Rates

	Baseline Total Trips			Baseline Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	14	11	25	6	5	11
PM Peak Hour	8	16	24	5	10	15
Daily	168	171	339	86	89	176

Table 2.2: Baseline Site Use Trips (108 Beds)

Road Safety

- 2.7 The TfGM accident database has been reviewed for the most recent five-year period of available data, up to September 2020. The locations and severities of accidents are shown in Figure 2.2.

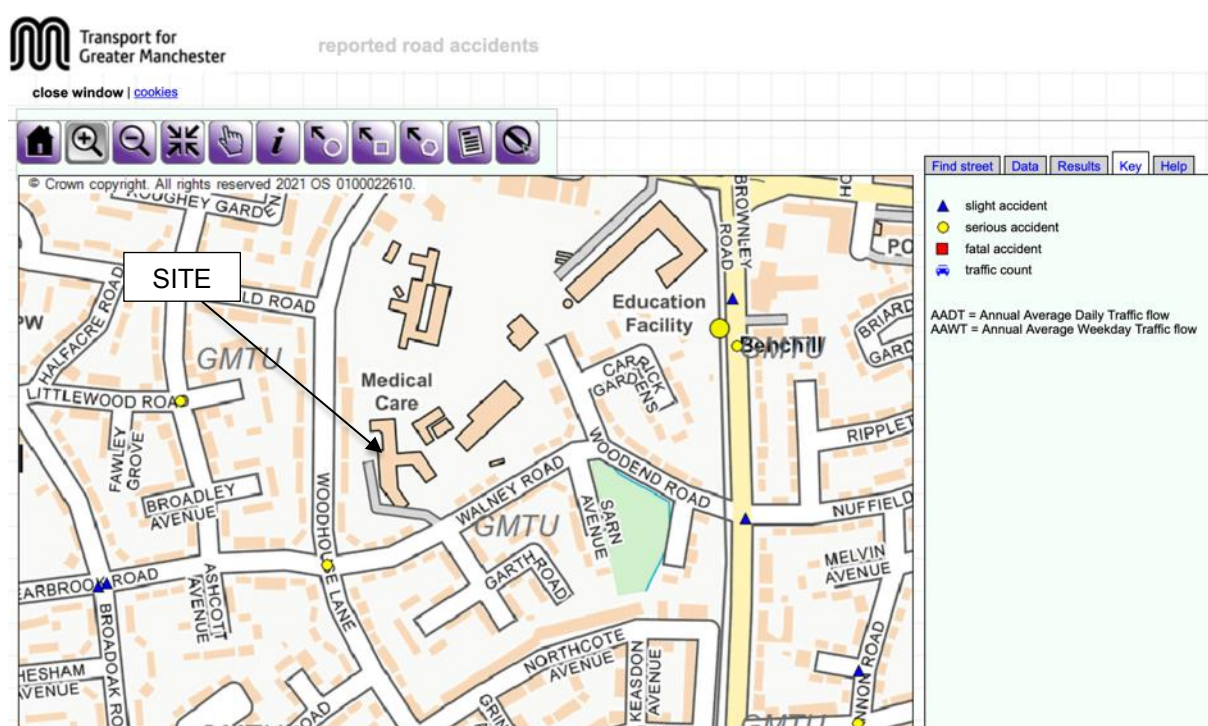


Figure 2.2: Accident Locations - Five Years to September 2020
[source: TfGM/GMTU Accident Database 2021]

- 2.8 Figure 2.2 shows that there have been no accidents at the site access junction during the five year period assessed.
- 2.9 There has been a single accident at the junction of Woodhouse Lane / Walney Road. The accident occurred in 2018 and was classified as serious.
- 2.10 There has been a single accident at the junction of Brownley Road / Woodend Road. The accident occurred in 2019 and was classified as slight.

- 2.11 While all accidents are regrettable, the frequency and locations of the accidents over the past five years do not indicate a significant road safety issue.

3 Proposed Development

- 3.1 The proposal will extend the building to provide a total of 117 bedrooms. The proposed site layout is attached as Appendix A.
- 3.2 The main pedestrian access to the site will be retained as existing using the footway on the eastern carriageway edge of the access road from Walney Road.
- 3.3 Vehicle access is retained as existing from the simple priority arrangement with Walney Road.
- 3.4 Parking is currently provided on site for 26 cars, including four disabled spaces. MCC does not have any adopted parking standards for a care home use and this is the level of parking that was considered suitable when consent was granted for the existing 108 bedroom care facility. The suitability of the retained parking provision to serve the site following the extension is examined in Section 5.
- 3.5 The proposal includes a drop-off loop for use by cars and ambulances. A swept path has been undertaken showing appropriate vehicles using this facility and is attached as Appendix C.
- 3.6 Bins are located in a store in the car park. The bin store arrangements and collection arrangements will be retained as existing.
- 3.7 There is no cycle parking currently provided at the site. The proposal includes a cycle store with three stands and parking for six bikes.
- 3.8 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 support staff to access the site in active and sustainable. 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 D. The Interim Travel Plan will form the basis for the full Travel Plan for the site that will be prepared on occupation of the development. The requirement to prepare a full Travel Plan will be dealt with by a suitably worded planning condition.
- 3.9 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

Walking & Cycling

- 4.1 The site is located within an established residential area just to the north of Wythenshawe town centre.
- 4.2 Walney Road is a 20mph traffic calmed route that creates a suitable environment for pedestrian and cycle trips. Footways are provided on either carriageway edge and these provide efficient connections to the surrounding community and the town centre. Controlled and uncontrolled crossings are provided on major roads, including at the junctions of Brownley Road / Woodend Road, Brownley Road / Crossacres Road and at locations on Hollyhedge Road and Poundswick Lane.
- 4.3 Figure 4.1 shows the cycle network serving the site.

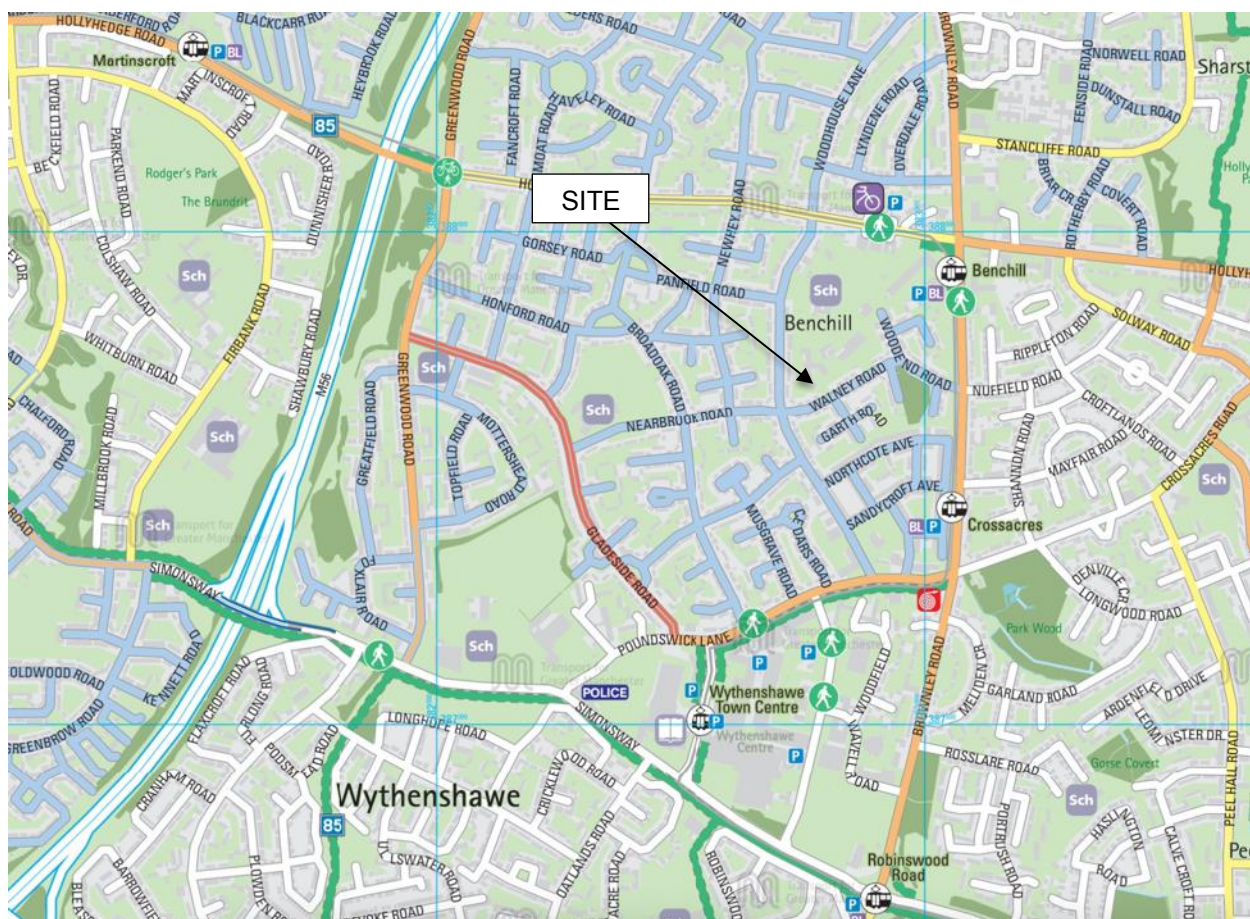


Figure 4.1: GM Cycle Network
[source: TfGM 2021]

- 4.4 Figure 4.1 shows that the streets surrounding the site are all traffic calmed, creating a suitable environment for cycling. These streets provide connections to the wider cycle network, including on-road routes on Gladeside Road, Greenwood Road, Poundswick Lane, Brownley Road and Hollyhedge Road. Access can also be gained to Route 85 of the National Cycle Network from Greenwood Road. Walney Road and the streets surrounding the site form part of the Bee Network.
- 4.5 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. CIHT¹ 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
[source: CIHT 2000]

- 4.6 Figure 4.2 shows 10, 15 and 25 minute walking isochrones from the site.

¹ CIHT (2000), Providing for Journeys on Foot



Figure 4.2: 10, 15 & 25 Minute Walk Isochrones

- 4.7 Figure 4.2 shows that the site is within a 10 minute walk of the town centre, within 15 minutes of key activity areas surrounding the town centre and within 20 minutes of the majority of the residential areas in Wythenshawe.
- 4.8 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrating Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). Figure 4.3 shows an 8km cycling catchment from the site.

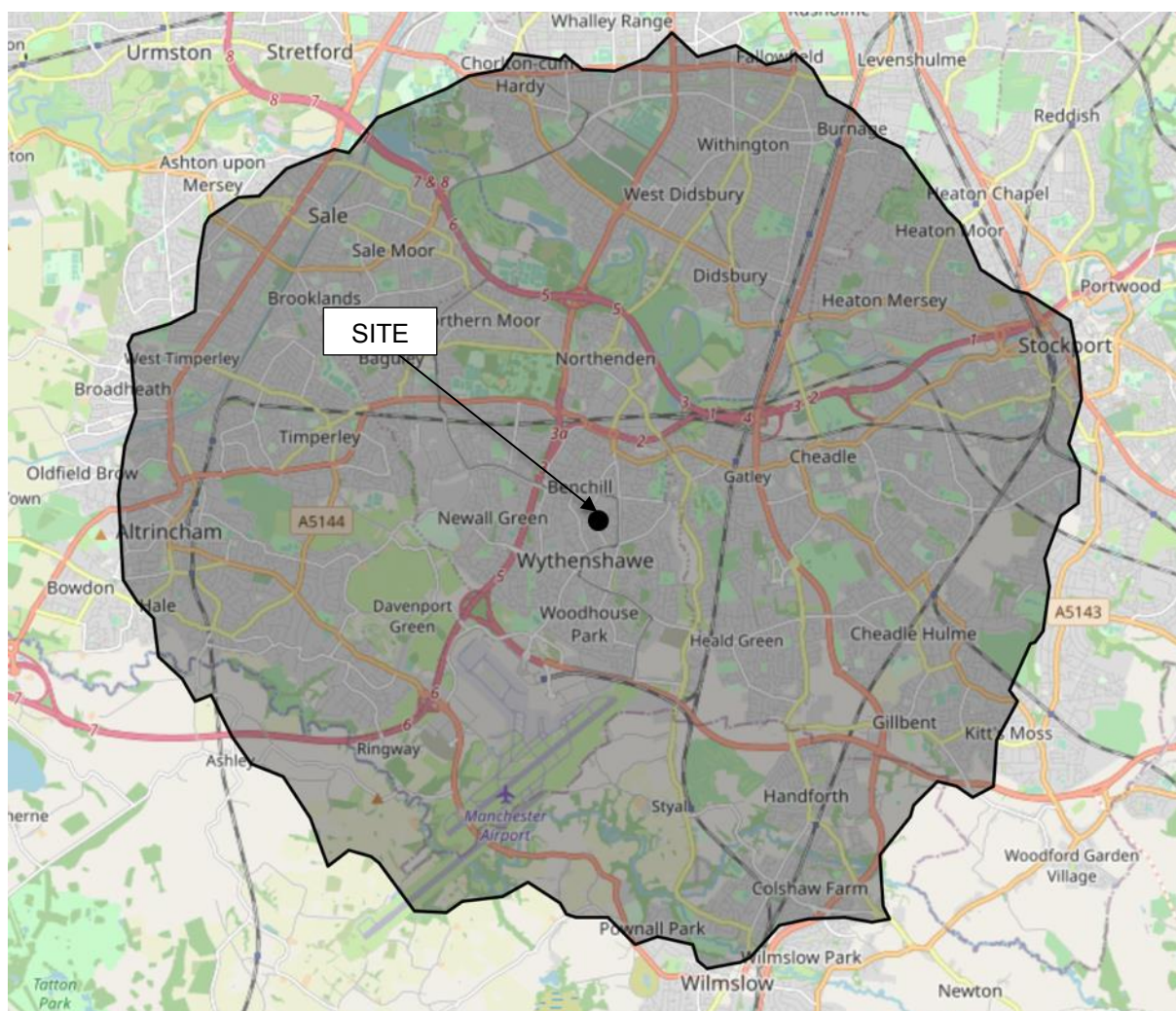


Figure 4.3: 8km Cycle Catchment

- 4.9 Figure 4.3 shows that access by cycle can be gained from all of Wythenshawe, Altrincham, Cheadle, Handforth, Northenden, and Didsbury.
- 4.10 The existing infrastructure surrounding the site creates opportunities for access on foot and cycle.

Public Transport

- 4.11 Figure 4.4 shows that public transport network serving the site.

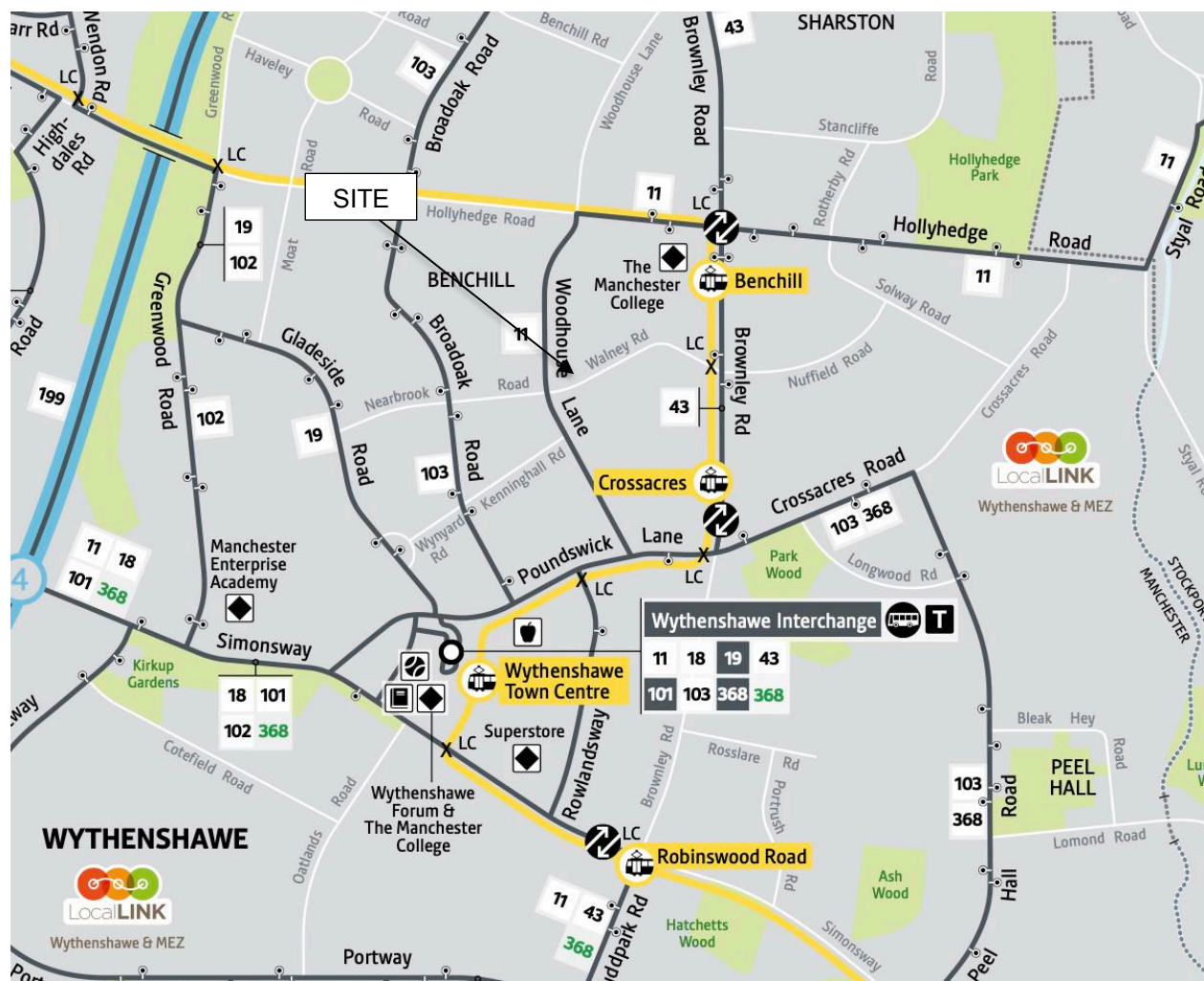


Figure 4.4: Public Transport Network
[source: TfGM 2021]

- 4.12 The nearest bus stops to the site are located on Woodhouse Lane, Broadoak Road and Brownley Road. Figure 4.5 shows that these bus stops are all within a five minute walk.

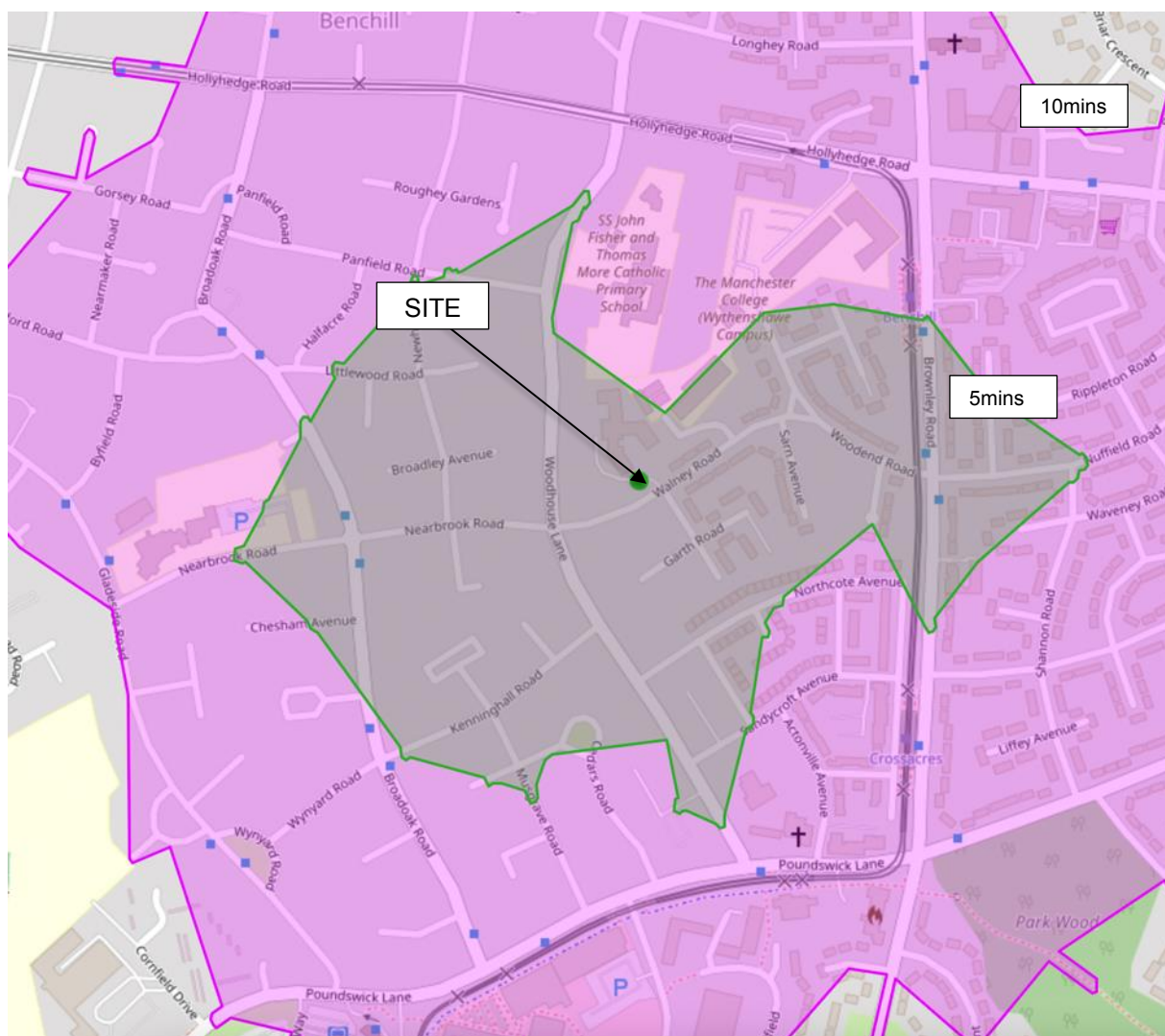


Figure 4.5: 5 & 10 Minute Walk Isochrone

- 4.13 Table 4.2 shows the bus routes and frequencies of buses serving the bus stops within five minutes of the site.

No.	Route	Daytime Frequency (buses per hour/each way)		
		Weekday	Saturday	Sunday
11	Altrincham – Wythenshawe – Gatley – Stockport	2	3	2
43	Manchester Airport – Wythenshawe – West Didsbury – Manchester	4	6	2
103	Manchester Airport– Wythenshawe – Moss Side – Manchester	2	2	1

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

- 4.14 Table 4.2 shows that the site is served by eight buses per hour (each way) during the week and 11 buses per hour on a Saturday (each way). The buses provide a comprehensive coverage of local and regional destinations and key residential areas.
- 4.15 Figure 4.5 shows that access can also be gained in a 10 minute walk to tram services stopping on Hollyhedge Road, Brownley Road and the town centre. The tram stops provide access to high frequency services that connect to destinations across Greater Manchester.

Greater Manchester Accessibility Level

- 4.16 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.
- 4.17 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. Figure 4.6 shows that the site has a GMAL of 6, which is a good level of accessibility.

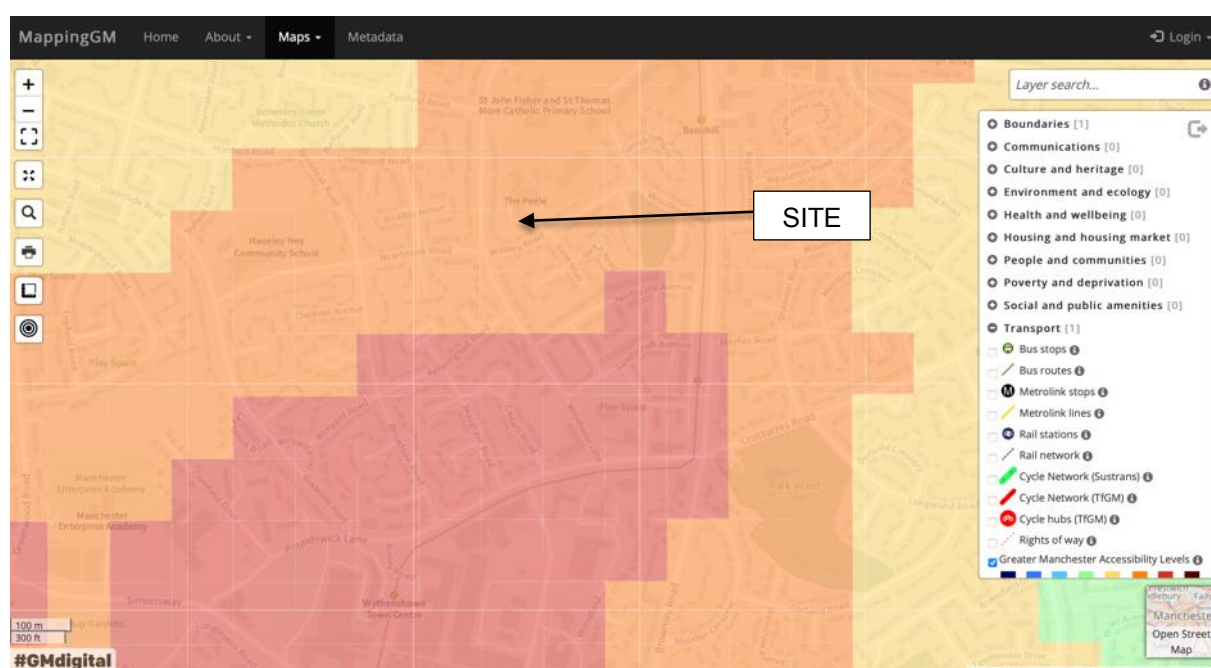


Figure 4.6: GMAL Score
[source: MappingGM 2020]

- 4.18 The assessment shows that the site benefits from a good accessibility level by public transport, meaning that staff and visitors can access numerous destinations across the region by sustainable modes from the site.

Summary & Policy Compliance

- 4.19 Evidence and research show that people can and will travel actively and sustainably to sites that are located with easy access to residential areas. The site is sustainably located just to the north of Wythenshawe town centre and has a very good level of access by all sustainable modes.
- 4.20 Paragraph 92 of NPPF (2019) 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 103 and 104, 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 in this regard.

5 Traffic Impact

Trip Generation

- 5.1 Following the expansion of the site 117 bedrooms will be provided. The trip rates set out in Section 2 have been used to establish the future trip generation patterns associated with the site following the redevelopment.

	Person Trip Rate (per bed)			Future Total Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.134	0.107	0.241	16	13	29
PM Peak Hour	0.073	0.153	0.226	9	18	27
Daily	1.601	1.632	3.233	187	191	378
	Vehicle Trip Rate (per bed)			Future Vehicle Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.057	0.046	0.103	7	5	12
PM Peak Hour	0.046	0.092	0.138	5	11	16
Daily	0.821	0.852	1.673	96	100	196

Table 5.1: Future Site Trips

Traffic Impact

- 5.2 Table 5.2 compares the future site traffic with the baseline site traffic.

	Baseline Vehicle Trips			Future Vehicle Trips			Net Change		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	6	5	11	7	5	12	1	0	1
PM Peak Hour	5	10	15	5	11	16	0	1	1
Daily	86	89	176	96	100	196	10	11	21

Table 5.2: Traffic Impact

- 5.3 The assessment shows that development will not result in a significant change in traffic flows and therefore will not have a severe impact on highway operation or unacceptable impact on road safety.

Parking Provision

- 5.4 The site currently provides 26 parking spaces for a maximum extant capacity of 107 bedrooms. The existing level of parking will be retained as existing. To demonstrate that the parking provision is sufficient to meet the activity associated with the extension a parking accumulation exercise has been undertaken.

	Future Site Traffic Flows			Parking Accumulation
	In	Out	Total	
07:00-08:00	8	8	15	4
08:00-09:00	7	5	12	5
09:00-10:00	10	4	14	12
10:00-11:00	9	10	18	10
11:00-12:00	9	8	17	11
12:00-13:00	8	5	13	13
13:00-14:00	11	6	17	18
14:00-15:00	7	9	15	16
15:00-16:00	5	6	12	16
16:00-17:00	4	11	15	9
17:00-18:00	5	11	16	4
18:00-19:00	6	7	13	3
19:00-20:00	5	5	10	3
20:00-21:00	2	5	7	0

Table 5.3: Parking Demand

- 5.5 Table 5.3 shows that the 26 parking spaces is sufficient to meet the demand associated with the extended facility.

Summary & Policy Compliance

- 5.6 The assessment shows that the proposal will not generate a significant level of traffic when compared to the baseline position. It is also shown that the level of parking serving the site is sufficient to accommodate future demand.
- 5.7 Paragraph 109 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.
- 5.8 The impact assessment has been undertaken using established appraisal methods. It shows that the proposal will not have an impact on highway operation or road safety.

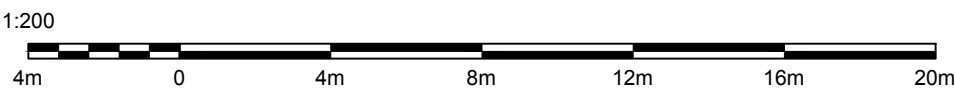
6 Conclusions

- 6.1 SK has been appointed to prepare a TS to accompany a planning application for the expansion of The Peele care home facility in Wythenshawe. Following the expansion 117 bedrooms will be provided.
- 6.2 The TS has been prepared in line with local, regional and national assessment guidance using standard appraisal methods.
- 6.3 The accessibility analysis shows that the site is well located to allow staff and site users to easily access the town centre and surrounding residential areas. Access can be gained to frequent bus and tram services. The site has a GMAL of 6 which is a good level of accessibility in a suburban area.

- 6.4 The proposal retains its current access, servicing and parking arrangements. Cycle parking and a new drop-off facility is provided as part of the proposal. The development will be underpinned by a Travel Plan.
- 6.5 The traffic impact and road safety assessments show that the proposal will not have an impact on highway operation or road safety patterns. An assessment has been undertaken that shows that the parking provision will accommodate future parking demand.
- 6.6 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

PROJECT INFORMATION	
PROJECT DETAILS	
PROJECT NUMBER	9902
PROJECT NAME	The Peelo-Care Home
ERF NUMBER	Walney Road
ERF SIZE	65110 m ²
TOWNSHIP	WYTHEVISHAWNE
CLIENT	EQUILIBRIUM HEALTHCARE
PROJECT TIME LINE DETAILS	
PROJECT START DATE	2019/11
ANTICIPATED PROJECT COMPLETION DATE	To Be Confirmed
PROJECT STATUS	Planning Permission
ARCHITECT DETAILS	
PROJECT ARCHITECT	Jeff Cole
CONTACT NUMBER	+27 11 807 7594/5
EMAIL ADDRESS	jeff@arrayarch.co.za
ZONING DETAILS	
TOWNSHIP/PLANNING SHEET	ManchesterTown Planning Scheme
USE ZONE	-
BUILDING CLASSIFICATION	-
HEIGHT ZONE	3 STOREYS
DENSITY	-
FAR	-
COVERAGE	-
BUILDING LINES	-



KEY PLAN

[illegible]

PROJECT
The Peele
ALTERATIONS & ADDITIONS TO THE EXISTING
CARE FACILITY IN WYTHENSHAW, MANCHESTER

DRAWING DESCRIPTION
SITE PLAN AND SCHEDULE OF RIGHTS

JOB NO.	DRAWING NO.	REV.
19022	01 01 A101	C

Appendix B

Calculation Reference: AUDIT-443201-210202-0200

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 05 - HEALTH
Category : F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
HF HERTFORDSHIRE	1 days
06 WEST MIDLANDS	
WK WARWICKSHIRE	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days
09 NORTH	
TW TYNE & WEAR	1 days
10 WALES	
SW SWANSEA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Number of residents
Actual Range: 17 to 78 (units:)
Range Selected by User: 17 to 180 (units:)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/09 to 02/05/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Tuesday	2 days
Wednesday	1 days
Thursday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	6 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Edge of Town Centre	3
Suburban Area (PPS6 Out of Centre)	3

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	4
No Sub Category	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C2

6 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000

1 days

20,001 to 25,000

1 days

25,001 to 50,000

4 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000

1 days

125,001 to 250,000

2 days

250,001 to 500,000

2 days

500,001 or More

1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0

4 days

1.1 to 1.5

2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No

6 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present

6 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	EX-05-F-01	NURSING HOME	ESSEX
	WINSTON AVENUE		
	SOUTHEND-ON-SEA		
	WESTCLIFF		
	Edge of Town Centre		
	Residential Zone		
	Total Number of residents:	17	
	Survey date: THURSDAY	24/10/13	Survey Type: MANUAL
2	HF-05-F-02	NURSING HOME	HERTFORDSHIRE
	BEACONSFIELD ROAD		
	ST ALBANS		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	25	
	Survey date: TUESDAY	01/10/13	Survey Type: MANUAL
3	SW-05-F-01	NURSING HOME	SWANSEA
	ST HELENS ROAD		
	SWANSEA		
	Edge of Town Centre		
	No Sub Category		
	Total Number of residents:	78	
	Survey date: WEDNESDAY	11/12/13	Survey Type: MANUAL
4	TW-05-F-03	NURSING HOME	TYNE & WEAR
	MOORE STREET		
	GATESHEAD		
	FELLING SHORE		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	52	
	Survey date: THURSDAY	02/05/19	Survey Type: MANUAL
5	WK-05-F-01	NURSING HOME	WARWICKSHIRE
	CLARENDON SQUARE		
	LEAMINGTON SPA		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	32	
	Survey date: THURSDAY	25/10/12	Survey Type: MANUAL
6	WY-05-F-01	NURSING HOME	WEST YORKSHIRE
	CLIFF ROAD		
	LEEDS		
	HYDE PARK		
	Suburban Area (PPS6 Out of Centre)		
	Residential Zone		
	Total Number of residents:	58	
	Survey date: TUESDAY	15/06/10	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.065	6	44	0.065	6	44	0.130
08:00 - 09:00	6	44	0.057	6	44	0.046	6	44	0.103
09:00 - 10:00	6	44	0.088	6	44	0.034	6	44	0.122
10:00 - 11:00	6	44	0.073	6	44	0.084	6	44	0.157
11:00 - 12:00	6	44	0.076	6	44	0.069	6	44	0.145
12:00 - 13:00	6	44	0.065	6	44	0.046	6	44	0.111
13:00 - 14:00	6	44	0.095	6	44	0.053	6	44	0.148
14:00 - 15:00	6	44	0.057	6	44	0.073	6	44	0.130
15:00 - 16:00	6	44	0.046	6	44	0.053	6	44	0.099
16:00 - 17:00	6	44	0.038	6	44	0.092	6	44	0.130
17:00 - 18:00	6	44	0.046	6	44	0.092	6	44	0.138
18:00 - 19:00	6	44	0.050	6	44	0.061	6	44	0.111
19:00 - 20:00	6	44	0.046	6	44	0.042	6	44	0.088
20:00 - 21:00	6	44	0.019	6	44	0.042	6	44	0.061
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.821			0.852			1.673

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

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Parameter summary

Trip rate parameter range selected: 17 - 78 (units:)
Survey date range: 01/01/09 - 02/05/19
Number of weekdays (Monday-Friday): 6
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 0
Surveys manually removed from selection: 0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL OGVS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.008	6	44	0.008	6	44	0.016
08:00 - 09:00	6	44	0.000	6	44	0.000	6	44	0.000
09:00 - 10:00	6	44	0.000	6	44	0.000	6	44	0.000
10:00 - 11:00	6	44	0.004	6	44	0.000	6	44	0.004
11:00 - 12:00	6	44	0.004	6	44	0.004	6	44	0.008
12:00 - 13:00	6	44	0.004	6	44	0.008	6	44	0.012
13:00 - 14:00	6	44	0.000	6	44	0.000	6	44	0.000
14:00 - 15:00	6	44	0.000	6	44	0.000	6	44	0.000
15:00 - 16:00	6	44	0.000	6	44	0.000	6	44	0.000
16:00 - 17:00	6	44	0.000	6	44	0.000	6	44	0.000
17:00 - 18:00	6	44	0.000	6	44	0.000	6	44	0.000
18:00 - 19:00	6	44	0.000	6	44	0.000	6	44	0.000
19:00 - 20:00	6	44	0.000	6	44	0.000	6	44	0.000
20:00 - 21:00	6	44	0.000	6	44	0.000	6	44	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.020			0.020			0.040		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)
MULTI-MODAL CYCLISTS
Calculation factor: 1 RESIDE
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.004	6	44	0.000	6	44	0.004
08:00 - 09:00	6	44	0.004	6	44	0.000	6	44	0.004
09:00 - 10:00	6	44	0.000	6	44	0.004	6	44	0.004
10:00 - 11:00	6	44	0.004	6	44	0.000	6	44	0.004
11:00 - 12:00	6	44	0.004	6	44	0.004	6	44	0.008
12:00 - 13:00	6	44	0.000	6	44	0.004	6	44	0.004
13:00 - 14:00	6	44	0.008	6	44	0.004	6	44	0.012
14:00 - 15:00	6	44	0.000	6	44	0.004	6	44	0.004
15:00 - 16:00	6	44	0.000	6	44	0.000	6	44	0.000
16:00 - 17:00	6	44	0.000	6	44	0.004	6	44	0.004
17:00 - 18:00	6	44	0.004	6	44	0.000	6	44	0.004
18:00 - 19:00	6	44	0.000	6	44	0.004	6	44	0.004
19:00 - 20:00	6	44	0.000	6	44	0.000	6	44	0.000
20:00 - 21:00	6	44	0.000	6	44	0.000	6	44	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.028			0.028			0.056		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.034	6	44	0.011	6	44	0.045
08:00 - 09:00	6	44	0.019	6	44	0.038	6	44	0.057
09:00 - 10:00	6	44	0.061	6	44	0.015	6	44	0.076
10:00 - 11:00	6	44	0.057	6	44	0.038	6	44	0.095
11:00 - 12:00	6	44	0.031	6	44	0.034	6	44	0.065
12:00 - 13:00	6	44	0.023	6	44	0.046	6	44	0.069
13:00 - 14:00	6	44	0.023	6	44	0.023	6	44	0.046
14:00 - 15:00	6	44	0.038	6	44	0.053	6	44	0.091
15:00 - 16:00	6	44	0.027	6	44	0.042	6	44	0.069
16:00 - 17:00	6	44	0.038	6	44	0.031	6	44	0.069
17:00 - 18:00	6	44	0.008	6	44	0.027	6	44	0.035
18:00 - 19:00	6	44	0.019	6	44	0.034	6	44	0.053
19:00 - 20:00	6	44	0.027	6	44	0.038	6	44	0.065
20:00 - 21:00	6	44	0.000	6	44	0.011	6	44	0.011
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.405			0.441			0.846

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 RESIDE

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.023	6	44	0.000	6	44	0.023
08:00 - 09:00	6	44	0.034	6	44	0.019	6	44	0.053
09:00 - 10:00	6	44	0.019	6	44	0.011	6	44	0.030
10:00 - 11:00	6	44	0.008	6	44	0.000	6	44	0.008
11:00 - 12:00	6	44	0.011	6	44	0.000	6	44	0.011
12:00 - 13:00	6	44	0.008	6	44	0.011	6	44	0.019
13:00 - 14:00	6	44	0.008	6	44	0.000	6	44	0.008
14:00 - 15:00	6	44	0.015	6	44	0.019	6	44	0.034
15:00 - 16:00	6	44	0.004	6	44	0.015	6	44	0.019
16:00 - 17:00	6	44	0.011	6	44	0.019	6	44	0.030
17:00 - 18:00	6	44	0.008	6	44	0.008	6	44	0.016
18:00 - 19:00	6	44	0.011	6	44	0.015	6	44	0.026
19:00 - 20:00	6	44	0.019	6	44	0.015	6	44	0.034
20:00 - 21:00	6	44	0.004	6	44	0.015	6	44	0.019
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.183			0.147			0.330

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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TRIP RATE for Land Use 05 - HEALTH/F - CARE HOME (ELDERLY RESIDENTIAL)

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 RESIDE

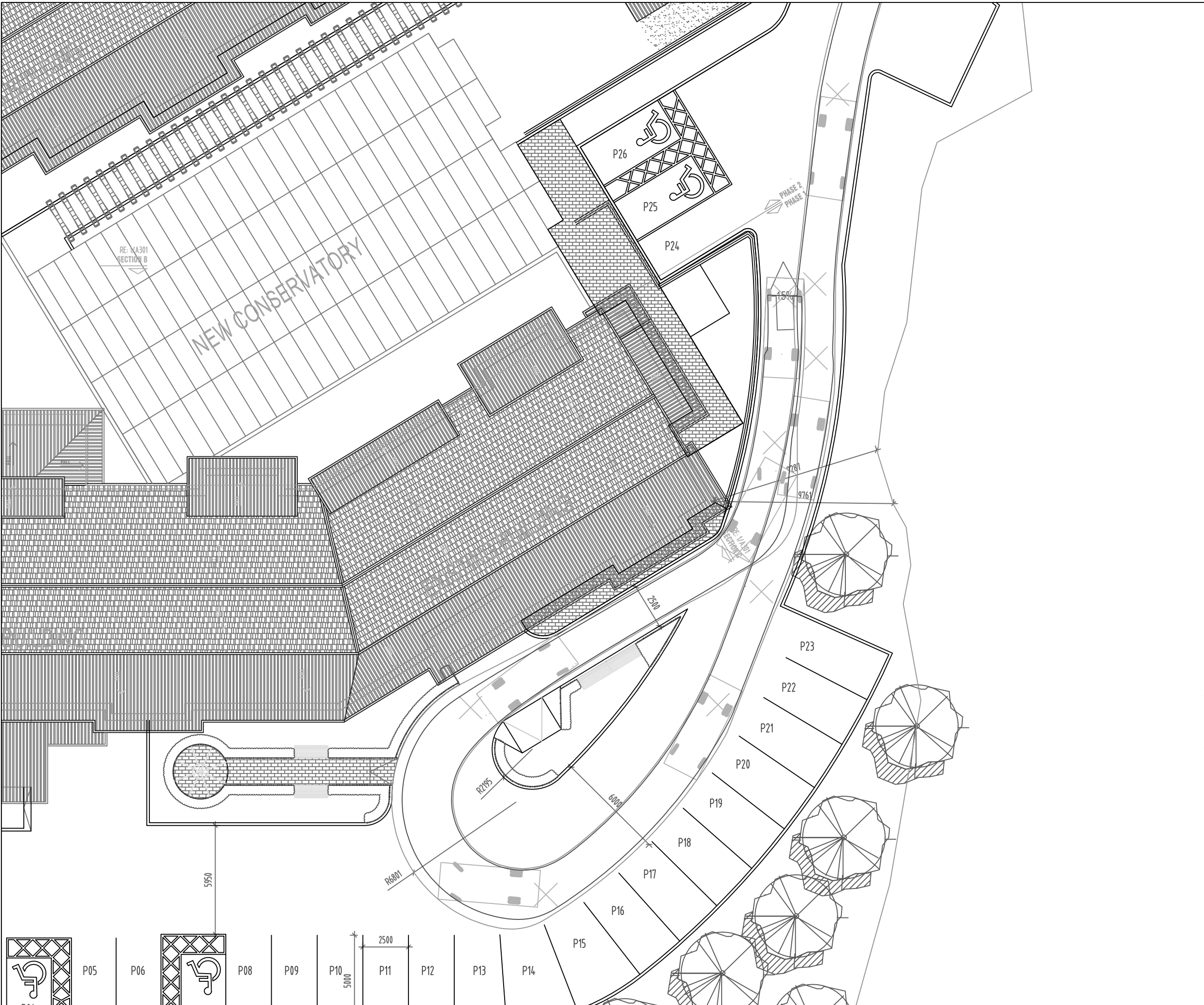
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate	No. Days	Ave. RESIDE	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	6	44	0.153	6	44	0.092	6	44	0.245
08:00 - 09:00	6	44	0.134	6	44	0.107	6	44	0.241
09:00 - 10:00	6	44	0.176	6	44	0.069	6	44	0.245
10:00 - 11:00	6	44	0.156	6	44	0.153	6	44	0.309
11:00 - 12:00	6	44	0.122	6	44	0.111	6	44	0.233
12:00 - 13:00	6	44	0.111	6	44	0.107	6	44	0.218
13:00 - 14:00	6	44	0.153	6	44	0.084	6	44	0.237
14:00 - 15:00	6	44	0.126	6	44	0.168	6	44	0.294
15:00 - 16:00	6	44	0.088	6	44	0.118	6	44	0.206
16:00 - 17:00	6	44	0.095	6	44	0.172	6	44	0.267
17:00 - 18:00	6	44	0.073	6	44	0.153	6	44	0.226
18:00 - 19:00	6	44	0.103	6	44	0.130	6	44	0.233
19:00 - 20:00	6	44	0.092	6	44	0.095	6	44	0.187
20:00 - 21:00	6	44	0.019	6	44	0.073	6	44	0.092
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.601			1.632			3.233

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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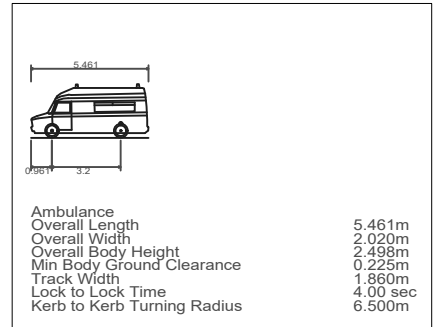
Appendix C



THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Vehicle Profile



Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22097-001

The Peele, Wythenshawe

Drawing Title
Swept Path Analysis Ambulance

Scale at A3
1:200

Drawn	Approved
JAT	LGS

Check	Date
LGS	19.03.21

Appendix D

The Peele, Wythenshawe
Interim Travel Plan
210203/SK22097/ITP01(-00)

Contents

	Page
1 Introduction	1
2 Audit	3
3 Management	9
4 Toolkit & Action Plan	9
5 Monitoring, Targets & Review Mechanisms	12

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22097	ITP01	-00		L Speers	LGS	03/02/2021

1 Introduction

- 1.1 SK has been instructed to prepare an Interim Travel Plan for The Peele care home facility in Wythenshawe.
- 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 proposal will extend the building to provide a total of 117 bedrooms. The proposed site layout is attached as Appendix A of the TS.
- 1.4 The main pedestrian access to the site will be retained as existing using the footway on the eastern carriageway edge of the access road from Walney Road.
- 1.5 Vehicle access is retained as existing from the simple priority arrangement with Walney Road.
- 1.6 Parking is currently provided on site for 26 cars, including four disabled spaces. MCC does not have any adopted parking standards for a care home use and this is the level of parking that was considered suitable when consent was granted for the existing 108 bedroom care facility. The suitability of the retained parking provision to serve the site following the extension is examined in Section 5 of the TS.
- 1.7 The proposal includes a drop-off facility for use by cars and ambulances. A swept path has been undertaken showing appropriate vehicles using this facility and is attached as Appendix C of the TS.
- 1.8 Bins are located in a store in the car park. The bin store arrangements and collection arrangements will be retained as existing.
- 1.9 There is no cycle parking currently provided at the site. The proposal includes a cycle store with three stands and parking for six bikes.

Travel Plan Process

- 1.10 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.
- 1.11 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 management and monitoring mechanism are set out in the document for adoption in the final Travel Plan.
- 1.12 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 staff travel practices at the site.
- 1.13 The Interim Travel Plan draws on the following guidance and best practice:
 - Ministry of Housing, Communities & Local Government (2019), 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
 - 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

- 1.14 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.’

- 1.15 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.



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

- 1.16 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.
- 1.17 At the next level the physical aspects of the proposed development are set out to allow acknowledgement that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access and cycle parking proposals. This information is as set out above in Section 1 and also in Section 4.
- 1.18 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.

- 1.19 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.

Travel Plan Benefits

- 1.20 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 1.21 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 staff health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 1.22 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings to an organisation relating to reduced illness and reduced accident rates.
- 1.23 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.

Travel Plan Objectives

- 1.24 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. The site occupies a highly accessible location and so the main objective of the Travel Plan is to outline a sustainable and realistic strategy that will provide staff with information on the various travel options available to them.
- 1.25 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 staff to allow them 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 north of the centre of Wythenshawe in an established residential area.
- 2.2 The site is in active use as a care home facility with 105 bedrooms. Vehicle access to the site is provided from a simple priority arrangement on to Walney Road. Parking is provided on site for 26 cars, including four disabled spaces.

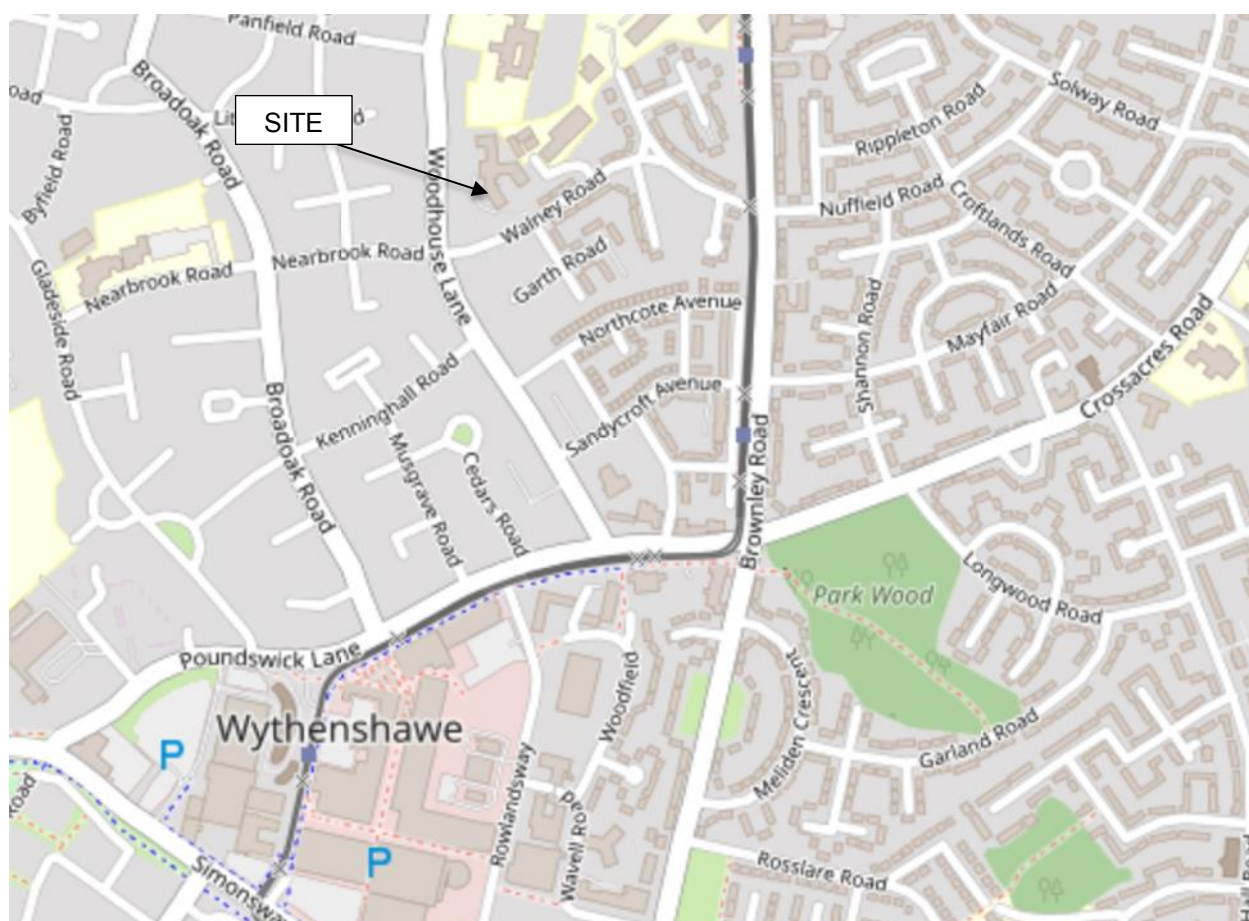


Figure 2.1: Site Location

Local Highway Network

- 2.3 Access to the site is provided from Walney Road via a simple priority arrangement. Footways are provided on either carriageway edge and street lighting and traffic calming is present. Walney Road is subject to a 20mph speed limit.
- 2.4 Walney Road routes east-west along the southern boundary of the site. To the west of the site, it provides access to the wider residential area. To the east of the site, it provides access to the A560 Brownley Road. Travelling north through the residential areas provides access to Hollyhedge Road and travelling south provides access to the town centre and Simonsway. From Brownley Road access can be gained to Junction 2 of the M56 and from Simonsway access can be gained to Junctions 4 and 5 of the M56.

Walking & Cycling

- 2.5 The site is located within an established residential area just to the north of Wythenshawe town centre.
- 2.6 Walney Road is a 20mph traffic calmed route that creates a suitable environment for pedestrian and cycle trips. Footways are provided on either carriageway edge and these provide efficient connections to the surrounding community and the town centre. Controlled and uncontrolled crossings are provided on major roads, including at the junctions of Brownley Road / Woodend Road, Brownley Road / Crossacres Road and at locations on Hollyhedge Road and Poundswick Lane.
- 2.7 Figure 2.2 shows the cycle network serving the site.

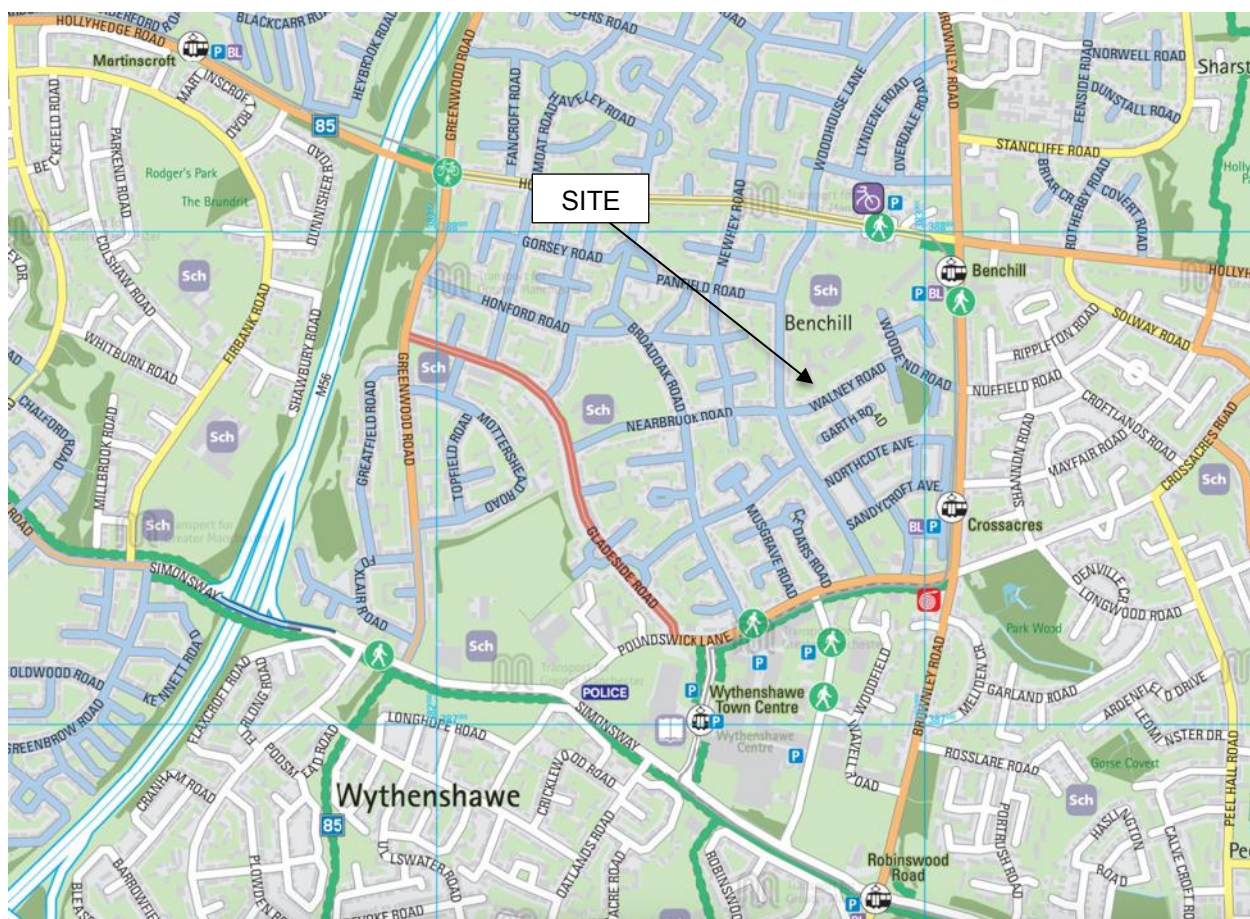


Figure 4.1: GM Cycle Network
[source: TfGM 2021]

- 2.8 Figure 2.2 shows that the streets surrounding the site are all traffic calmed, creating a suitable environment for cycling. These streets provide connections to the wider cycle network, including on-road routes on Gladeside Road, Greenwood Road, Poundswick Lane, Brownley Road and Hollyhedge Road. Access can also be gained to Route 85 of the National Cycle Network from Greenwood Road. Walney Road and the streets surrounding the site form part of the Bee Network.
- 2.9 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. CIHT¹ 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
[source: CIHT 2000]

- 2.10 Figure 2.3 shows 10, 15 and 25 minute walking isochrones from the site.

¹ CIHT (2000), Providing for Journeys on Foot



Figure 2.3: 10, 15 & 25 Minute Walk Isochrones

- 2.11 Figure 2.3 shows that the site is within a 10 minute walk of the town centre, within 15 minutes of key activity areas surrounding the town centre and within 20 minutes of the majority of the residential areas in Wythenshawe.
- 2.12 Cycling England recommends 8km as a maximum cycling distance in the document 'Integrating Cycling into Development Proposals' and the CIHT document 'Planning for Cycling' states that cycling has the potential to substitute for car trips under five miles (8km). Figure 2.4 shows an 8km cycling catchment from the site.

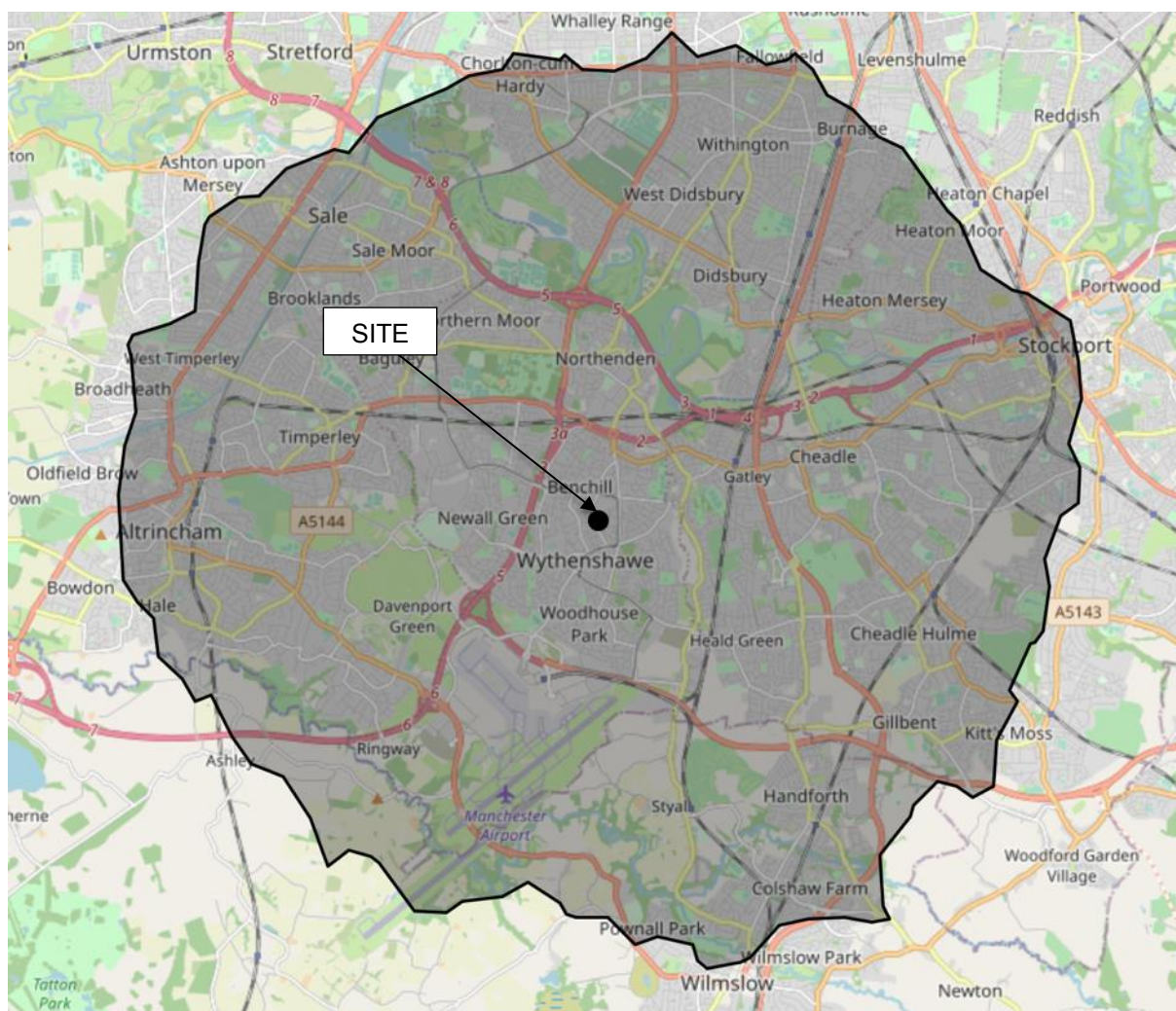


Figure 2.4: 8km Cycle Catchment

- 2.13 Figure 2.4 shows that access by cycle can be gained from all of Wythenshawe, Altrincham, Cheadle, Handforth, Northenden, and Didsbury.

Access by Public Transport

- 2.14 Figure 2.5 shows the public transport network serving the site.

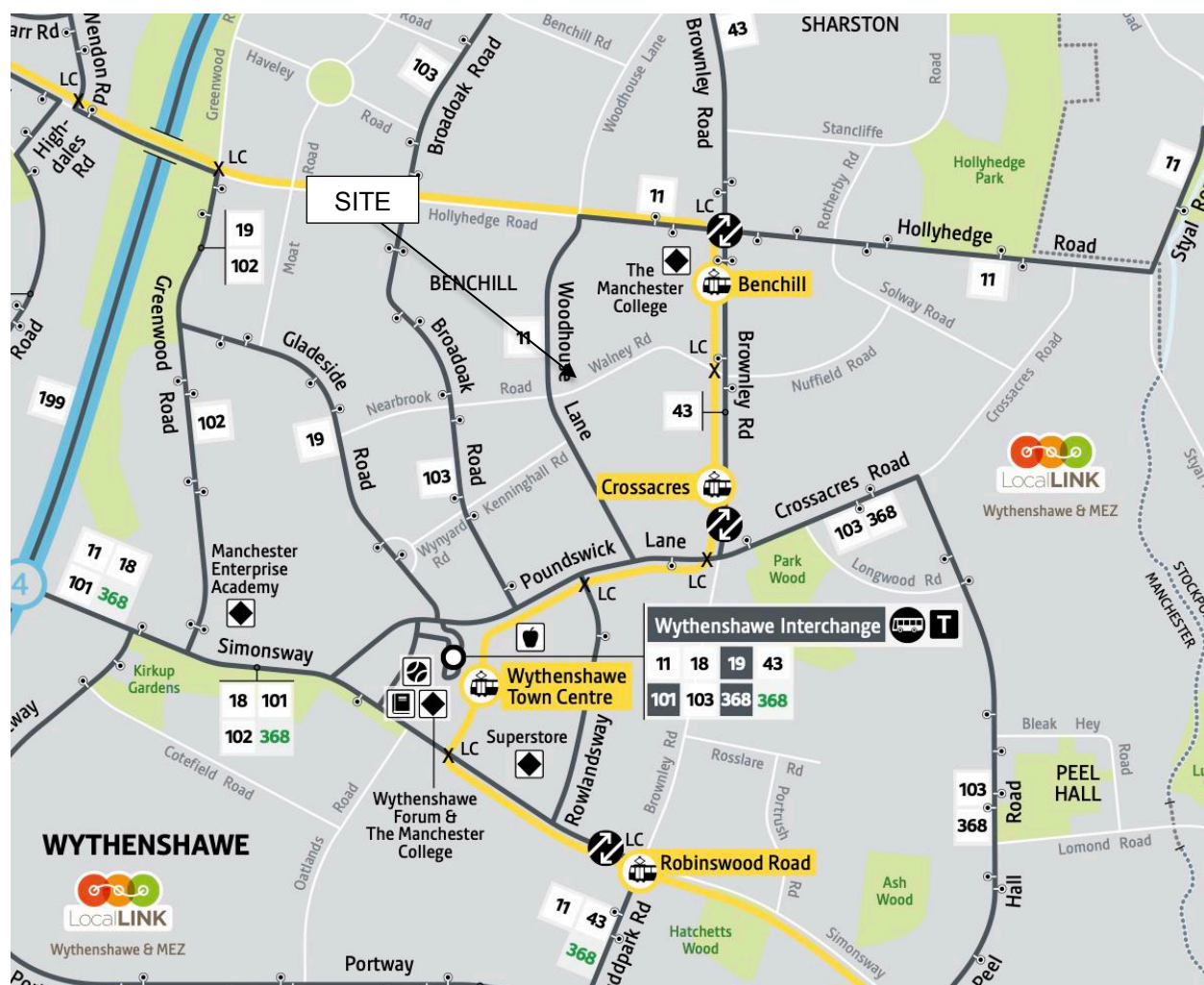


Figure 2.5: Public Transport Network
[source: TfGM 2021]

- 2.15 The nearest bus stops to the site are located on Woodhouse Lane, Broadoak Road and Brownley Road. These bus stops are all within a five minute walk of the site. Table 2.2 shows the bus routes and frequencies of buses serving the bus stops within five minutes of the site.

No.	Route	Daytime Frequency (buses per hour/each way)		
		Weekday	Saturday	Sunday
11	Altrincham – Wythenshawe – Gatley – Stockport	2	3	2
43	Manchester Airport – Wythenshawe – West Didsbury – Manchester	4	6	2
103	Manchester Airport– Wythenshawe – Moss Side – Manchester	2	2	1

Table 2.2: Local Bus Routes
[source: TfGM 2021]

- 2.16 Table 2.2 shows that the site is served by eight buses per hour (each way) during the week and 11 buses per hour on a Saturday (each way). The buses provide a comprehensive coverage of local and regional destinations and key residential areas.
- 2.17 Access can also be gained in a 10 minute walk to tram services stopping on Hollyhedge Road, Brownley Road and the town centre. The tram stops provide access to high frequency services that connect to destinations across Greater Manchester.

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 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 staff. 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 staff, the local community and MCC
 - Publicising and raising awareness of local and national initiatives
 - Preparing and issuing the travel packs
 - Preparing information for the travel noticeboard
 - Providing regular updates to staff 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 staff issues, and undertake the regular 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 staff 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 a 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. Promoting the benefits of sustainable travel
 2. Travel packs for all new staff
 3. Preparation of information for a travel noticeboard
 4. Promoting journey planning resources
 5. Signing the site up to TfGM's Business Travel Network
- 4.3 Copies of the Travel Plan will be made available to staff on request.

Benefits

- 4.4 The Travel Plan Co-ordinator will also be responsible for making staff 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

Staff Travel Packs

- 4.5 In summary, the travel packs will provide the following:

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

Travel Noticeboard

- 4.6 Up to date travel information will be provided on a site noticeboard. This will be regularly updated by the Travel Plan Co-ordinator and will include similar information to that provided in the travel packs.
- 4.7 Staff will be advised that all travel updates, campaigns and initiatives will be promoted using the travel noticeboard. The noticeboard will also be used to alert staff to any Travel Plan achievements following each monitoring period.

Journey Planning

- 4.8 Staff will be encouraged to familiarise themselves with the journey planning websites and phone apps promoted by TfGM on its website. These include: [Traveline](#), [Citymapper](#) and [Transit](#).

TfGM Business Travel Network

- 4.9 TfGM runs a free initiative called [Travel Choices for Businesses](#) that provides guidance, assistance and details of any small grants that are available to provide improved infrastructure to employers across Greater Manchester. Members of the Business Network also benefit from regular training workshops, free membership of CarShareGM, monthly newsletters, and Personalised Journey Planning.

- 4.10 The TfGM website states that:

“Statistics, after the intervention from TfGM, have shown an 11% reduction in staff who drive to work every week whilst 8% of employees changed from driving to a more sustainable mode.”

- 4.11 The Travel Plan Co-ordinator will register the site with the scheme.

Walking

- 4.12 The site is located in an existing residential area that is served by traffic calmed, 20mph streets. Pedestrian access is provided to the main entrance from the footways on Walney Road. The wider area includes controlled and uncontrolled crossing facilities at regular locations across major roads.

- 4.13 Information on local walking routes will be provided to staff in the travel pack and the noticeboard. The travel pack and noticeboard will also include details of on-line and phone app journey planning software that is available from [TfGM](#). In addition, website links will be provided to [Walkit](#) journey planning software.

Cycling

- 4.14 The site relates well to streets that are suitable for cycling and the Greater Manchester Cycle Network. The proposal includes cycle parking.
- 4.15 TfGM also offer [free cycle training and maintenance sessions](#) for adults. The cycle training and maintenance will be promoted to staff by the Travel Plan Co-ordinator and information relating to this is provided in the travel pack and noticeboard.
- 4.16 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 staff in the travel packs and on the noticeboard.

Public Transport

- 4.17 The assessment shows that the site is within a short walk of frequent bus and tram services. The site is shown to have a GMAL of 6, which indicates a good level of public transport accessibility.
- 4.18 The travel pack and noticeboard will include information relating to phone app and on-line journey planning information available on [TfGM](#).
- 4.19 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and new initiatives.

Car Sharing

- 4.20 The Travel Plan Co-ordinator will consider introducing regular events that promote non-car access for staff where practical, such as site Do It Once a Week where staff commit to travelling sustainably to the site on one day of the week.
- 4.21 Car sharing is an effective means of reducing a site's traffic generation, particularly for staff that need to use their car. TfGM has an established car share scheme ([CarShareGM](#)) that will be promoted in the travel pack and on the site noticeboard.

Action Plan

- 4.22 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.
- 4.23 The Action Plan has been split into four key output periods based on the following:
- Quick Wins (Q) – prior to or on occupation
 - Short (S) – can be achieved within 18 months to 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) • Collection of latest travel information and update briefing (Q) (O) • Introduction of identified <i>firm</i> measures (Q)
Marketing	• Preparation of travel packs (Q) (O) • Preparation of travel noticeboard (Q) (O) • Promotion of national campaigns (O) • Preparation of material to update staff with any service changes (O)
Infrastructure	• Provision of secure cycle parking (Q) • Promotion of car sharing (Q) (O)
Monitoring	• Baseline travel survey (S) • Review and update of targets (S) • Regular 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. Shift patterns
 3. Usual mode of travel
 4. Car and cycle ownership
- 5.3 Following the baseline survey, surveys will be undertaken from time to time for the three year life of the Plan.

Interim Targets

- 5.4 In line with DfT guidance, action-based targets have been set for the Interim Travel Plan. Action-based target 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
 - Prepare travel noticeboard
 - Survey existing staff 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.