

Residential Development
Land at Ryebank
Chorlton
Transport Assessment
250107/SK22386/TA01(-05)
Volume 3

Contents

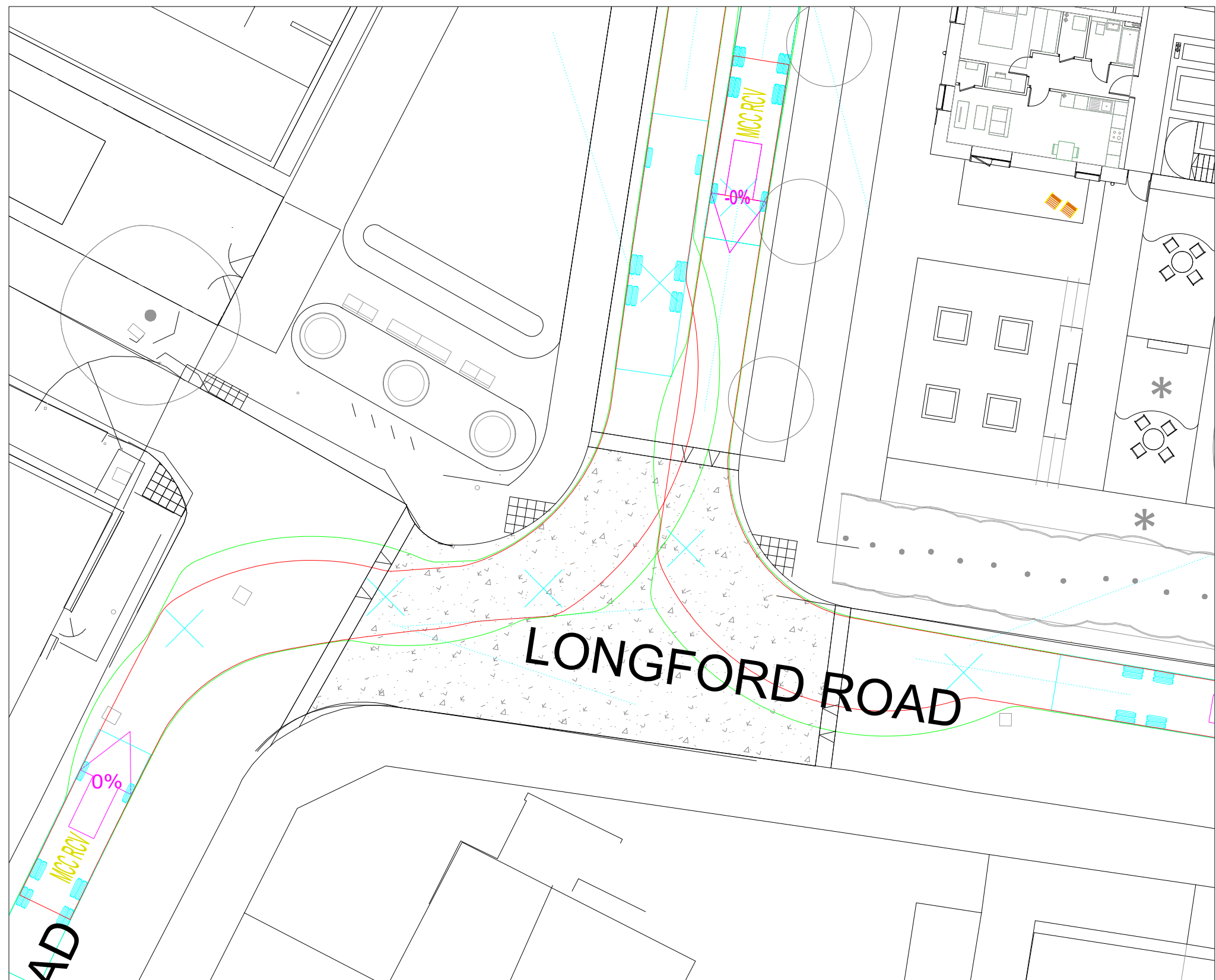
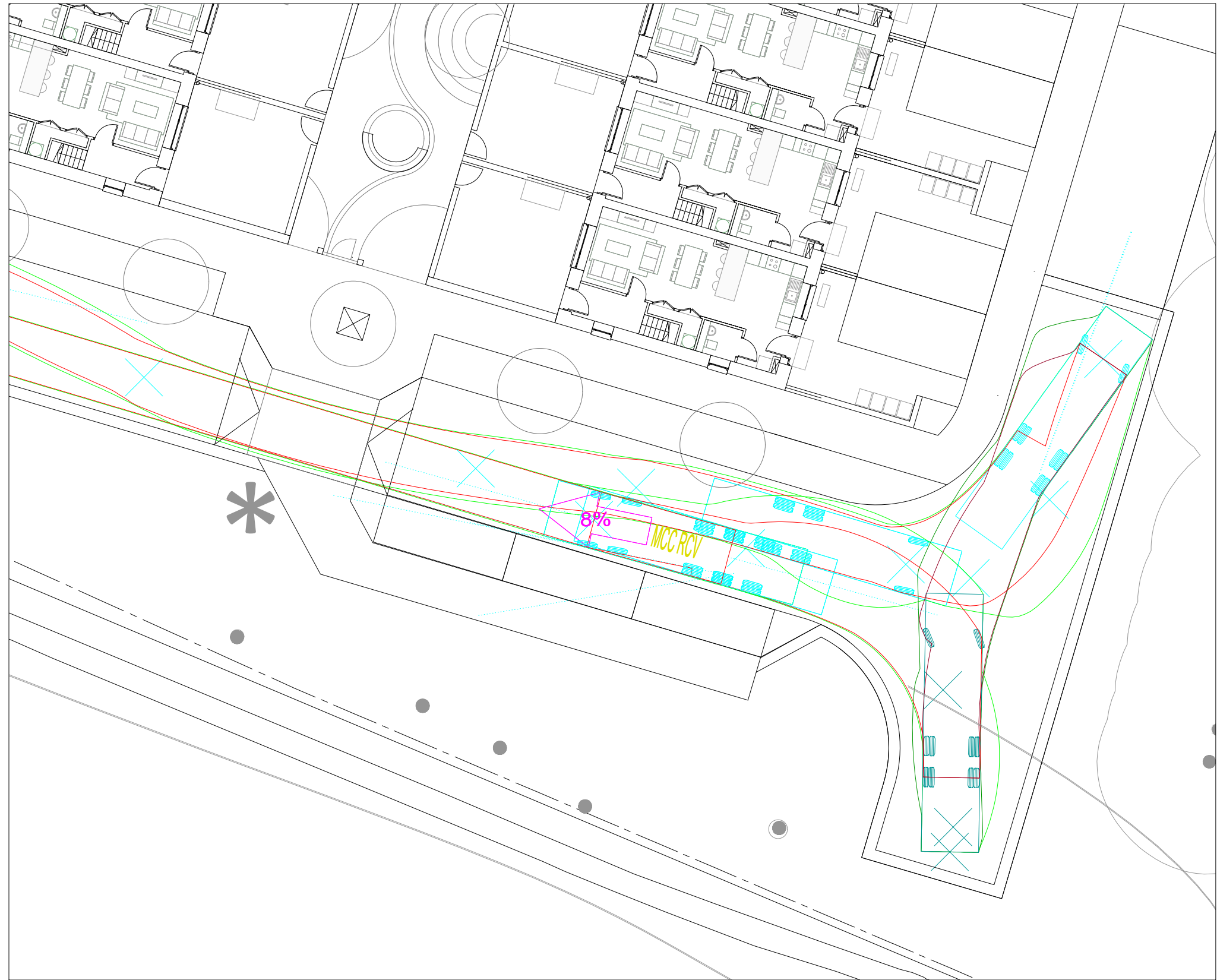
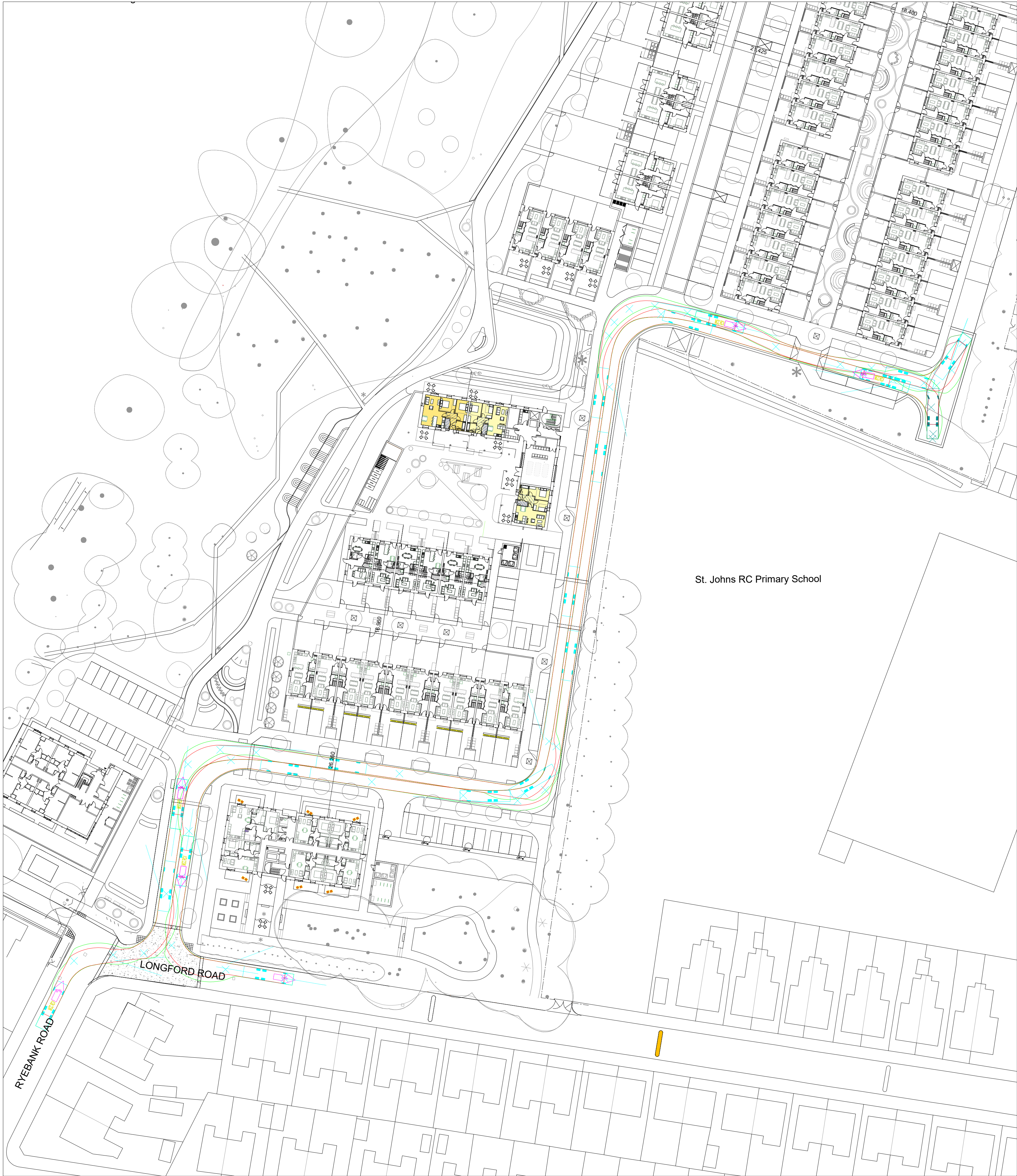
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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22351	TA01	00	Draft Report Text Issue	LS	LS	19/11/2024
SK22351	TA01	01	Updated Report Text Issue	LS	LS	29/11/2024
SK22351	TA01	02	Final Draft	LS	LS	06/12/2024
SK22351	TA01	03	Updated Final Draft	LS	LS	12/12/2024
SK22351	TA01	04	Updated Final Draft	LS	LS	18/12/2024
SK22351	TA01	05	Cycle Parking Update	LS	LS	07/01/2025

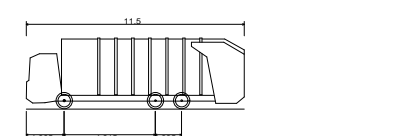
Appendix E



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NOTES

Vehicle Profile



MCC RCV	11.500m
Overall Length	2.500m
Overall Width	2.500m
Overall Height	2.500m
Wheelbase	2.500m
Track Width	2.500m
WOB to WOB Time	2.500m
WOB to WOB Turning Radius	2.500m

Revision Details	By	Date	Suffix
Internal car park update	JAT	17.12.24	A
Check	LGS		

Drawing Number

SK22351-204

Ryebank Fields, Chorlton

Drawing Title

Swept Path Analysis
Refuse Collection Vehicle
South Area

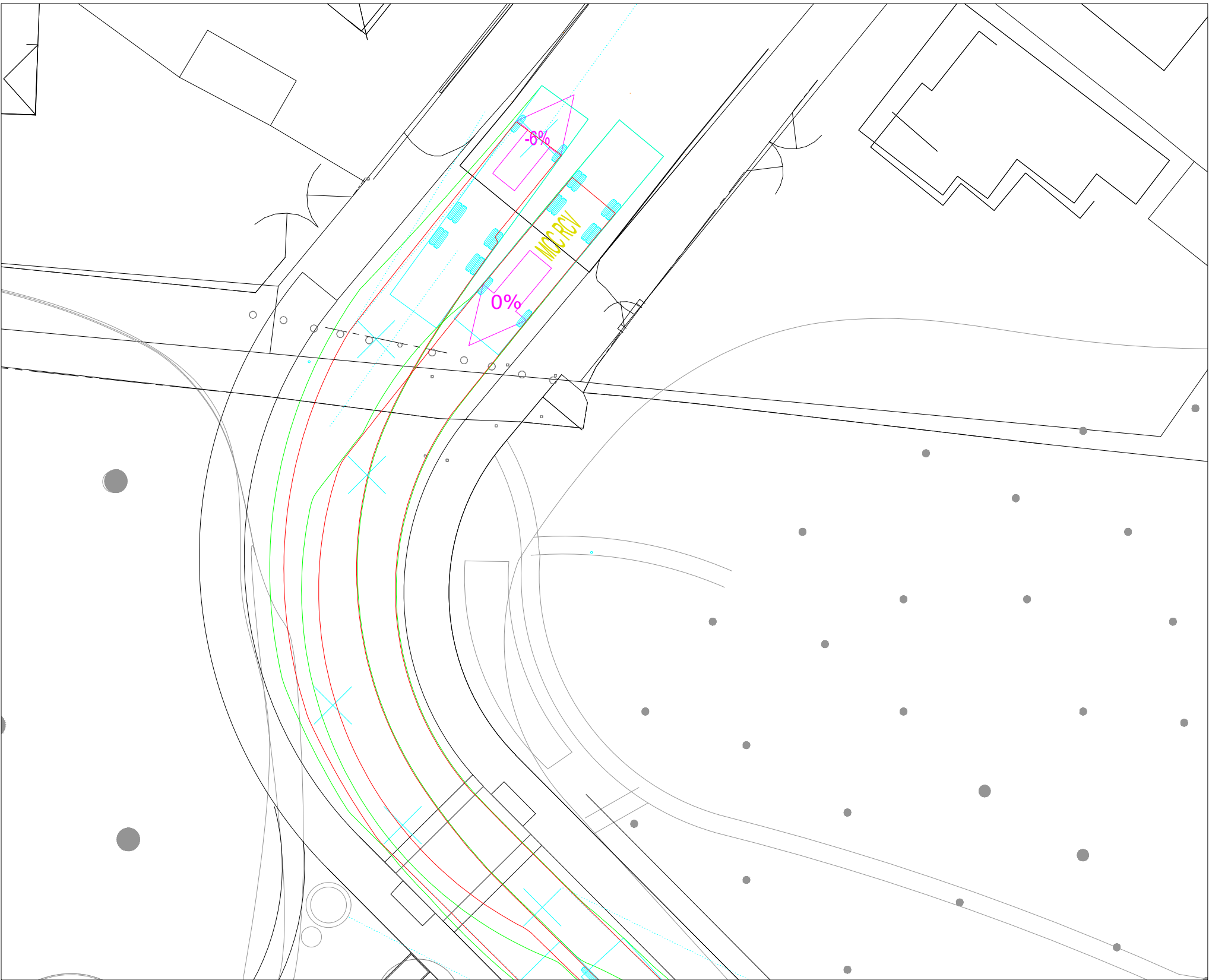
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Drawn	Approved
JAT	LGS
Check	Date
LGS	28.11.24

SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

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NOTES

Vehicle Profile

MCC RCV	11.500m
Overall Length	2.500m
Overall Width	1.500m
Overall Height	2.500m
Track Width	9.500m
Wheel to Wheel Turning Radius	9.500m

Revision Details	By	Date	Suffix
Drawing Number			
SK22351-205			
Ryebank Fields, Chorlton			
Drawing Title			
Swept Path Analysis Refuse Collection Vehicle North Area			
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JAT	LGS		
Check	Date		
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Appendix F

Residential Development
Land at Ryebank
Chorlton
Framework Travel Plan
250107/SK22351/FTP01(-05)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22351	FTP01	00	First Draft	LS	LGS	19/11/2024
SK22351	FTP01	01	Updated Draft	LS	LGS	29/11/2024
SK22351	FTP01	02	Updated Draft	LS	LGS	06/12/2024
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SK22351	FTP01	04	Updated Draft	LS	LGS	18/12/2024
SK22351	FTP01	04	Updated Cycle Parking	LS	LGS	07/01/2025

1 Introduction

Background

- 1.1 This Framework Travel Plan has been prepared by SK Transport Planning Ltd (SK) on behalf of Step Places, Southway Housing Trust and Manchester Metropolitan University (the Applicants) in support of a full planning application for a residential development at Land at Ryebank in Chorlton.
- 1.2 A full application is being submitted on behalf of the Applicants and the description of the development is:
- “Construction of a residential development comprising 120 dwellings (including a mix of housing types and tenures) together with open spaces, landscaping, sustainable drainage features, access arrangements, cycleway and pedestrian linkages, vehicular accesses and highways, parking provision and other associated works.”
- 1.3 A Transport Assessment (TA) has been prepared for the planning application and should be referred to for information on the forecast transport implications of the development. The landscape layout is attached as Appendix A of the TA and a summary is provided below of the proposed development.

Proposed Development

- 1.4 Table 1.1 provides a summary of the land uses included in the layout and the site access location

	Longford Road	Rye Bank Road	Total
Market Sale Houses	42	10	52
Supported Living for Autistic Adults	8	0	8
Co-Housing Flats	12	0	12
Co-Housing Houses	6	0	6
Age Friendly North	0	22	22
Age Friendly South	20	0	20
Total Dwellings	88	32	120

Table 1.1: Land Use Schedule & Access Location

- 1.5 The access arrangements are shown on the plan in Appendix D of the TA.
- 1.6 The vehicle access strategy is based on dual access provision which was identified as the preferred option in line with the Ryebank Road Development Framework requirements approved by MCC.¹
- 1.7 The dual access arrangement provides one access to the south of the site off Longford Road and the other access from the north of the site off Rye Bank Road. There will be no vehicle through route between the two access points, other than for emergency vehicles.
- 1.8 The Longford Road access is a priority junction with a 5.5m wide carriageway, 6m corner radii and 2m footways on both sides. Tactile paving and dropped kerbs and a raised table will be provided at the junction. The proposed junction layout includes provision of a section of footway

¹ Manchester Metropolitan University (2019), Ryebank Road Chorlton Manchester – Development Framework

at the corner of Longford Road and Ryebank Road at which footway is currently absent. The works are shown in Appendix D of the TA.

- 1.9 Segregated pedestrian access points are also provided from Longford Road just to the west of the vehicle access junction and to the east of the age friendly block. The western segregated access route is 3m wide and provides a direct connection to the active travel route that provides a continuous connection between the Longford Road and Rye Bank Road on the western edge of the site. The eastern segregated access is 2m wide and connects to the footways on the vehicle route through the site with a crossing point provided.
- 1.10 The Rye Bank Road access is a continuation of the existing Rye Bank Road into the site. The carriageway is 5.5m wide with 2m footways on both sides. A segregated active travel access is provided just to the north of the two proposed villas which allows access to the north-south active travel route on the western edge of the site. A raised table crossing is provided across the vehicle access road to provide a connection to north-south active travel route. While the vehicle access and the northern access road will not be offered for adoption, both have been designed to adoptable standards. The northern access road and Rye Bank Road access will be privately maintained.
- 1.11 A traffic calming scheme is proposed for Longford Road, as requested by MCC. The access junction treatment will form part of the traffic calming scheme. The scheme will be delivered by Section 278 works. The proposed layout is shown in Appendix D of the TA.
- 1.12 The layout in Appendix D of the TA shows the areas of the site that will be offered up for highway adoption and areas that will remain in private ownership.
- 1.13 The layout has been designed based on people-first principles with appropriate provision for active modes to ensure the site is fully permeable. Vehicle routes are designed to encourage slow speeds to create a suitable environment for all active travel modes and people of all ages and mobility levels. Traffic calming measures are incorporated across the site, including raised table treatments reduce vehicle speeds and assist pedestrian crossings.
- 1.14 A 3m wide traffic free/segregated active travel route is provided on the western edge of the site to allow a connection north south. Connections between the residential areas of the site are provided at regular intervals to allow residents and the wider community to move around.
- 1.15 The main site roads have been designed to provide a 5.5m carriageway on circulation routes. 2m footways are generally provided to both sides, or on one side only with a 500mm strip on the opposite side where no direct access to properties is needed. The proposed arrangements provide high quality routes across the site that meet desire lines and provide access to all properties, whilst also allowing the retention of as much existing vegetation as is possible. The access roads from the north and south effectively provide cul-de-sac arrangements. Appropriately sized turning heads are provided at the end of the main routes.
- 1.16 As noted earlier, no vehicle connection is provided between the two vehicle access points. Demountable bollards will be included as shown in Appendix A of the TA to enforce this strategy.
- 1.17 The residential dwellings closest to the bollards will be accessed via private streets that will be de-engineered to provide a more informal arrangement. Segregated pedestrian routes will be provided alongside sensitively designed vehicle routes that include traffic calming features embedded in the landscaping.
- 1.18 As no connection is provided for general traffic between the two areas, the arrangement requires the roads to be laid out in a manner that will allow service and delivery vehicles to turn. Turning heads are provided at the end of each main access road as shown in Appendix A of the TA.
- 1.19 The largest vehicle type that would typically be expected to require regular access to the site will be a refuse vehicle. Swept path analysis has been undertaken for the refuse collection vehicle of the specification set out in MCC Waste Guidance.² The swept path analysis is attached as Appendix E of the TA.

² Manchester City Council (2023), Waste Storage & Collection Guidance for New Developments GD04 v7

- 1.20 Table 1.2 provides a summary of the parking provided at the development. The resident parking is provided in a combination of driveway and parking court arrangements across the site, with some additional parking provided for use by the community, such as visitors.

Type	Spaces	Rate	Parking Location
Market – Houses	42	100%	Driveway/Curtilage – includes 1 EV charger per dwelling
Market – Villas	20	200%	Driveway/Curtilage – includes 1 EV charger per dwelling
Co-Housing Apartments	9	75%	2 larger/disabled spaces and 1 standard space in private courtyard to south of co-housing houses, including 1 EV charger and 1 for future adaption. 6 standard spaces in community car park next to supported living for autistic adult block, including 20% EV charger and remainder of allocation for future adaption.
Co-Housing Houses	6	100%	6 spaces in private courtyard to south of co-housing houses all to EV standard.
Age Friendly North	11	50%	2 disabled and 9 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Age Friendly South	10	50%	2 disabled and 8 standard in private courtyard to east of building. 20% to EV standard with remainder with ducting for future adaption.
Supported Living for Autistic Adults	5	63%	1 disabled and 4 standard in community car park next to building. 20% EV with ducting for remainder of allocation.

Table 1.2: Parking Summary

- 1.21 In line with the Ryebank Road Development Framework, an assessment has been undertaken of the suitability of the parking level against local policy and research and market evidence and this is set out in Section 7 of the TA. The method of assessment and level of parking resulting has been agreed with MCC.
- 1.22 The community car park located next to the supported living block will provide a total of 17 parking spaces, including one disabled space. As noted above, 11 of the spaces will be allocated to the co-housing apartments and supported living apartments. The remainder (six spaces) will be short-stay spaces that will be available for use by visitors and other members of the community.
- 1.23 Visitor parking is also sensitively provided across the layout on street. A total of 13 spaces is provided in these locations for use by visitors and other members of the community. Two of the street parking spaces will be allocated to car club vehicles for use by residents and the surrounding community.
- 1.24 The layout therefore provides a total of 19 community parking spaces in the community car park and streetside for use by visitors and other members of the community (including two car club spaces). The total parking across the development is shown in Table 1.3.

Type	Spaces
Total Allocated Parking	103
Total Community Parking	19
Total Site Parking	122

Table 1.3: Site Parking Summary

- 1.25 Resident parking is focused on the private streets and private courtyards. Appropriate signage and markings will be used in the spaces to make clear whether these can be used by residents or as community short-stay spaces. A private management company will be engaged by the Applicant's to enforce the parking controls. This will include appropriate controls on a match day.

- 1.26 There is no resident parking on kerbside on the adopted highway network. Double yellow line and short-stay TRO controls will be used on kerbside to remove opportunities for street parking in areas of adoption. The Applicants will fund the costs of the TRO as part of the Section 278 package.
- 1.27 A plan showing the proposed parking management arrangements is provided in Appendix D of the TA.
- 1.28 All of the market houses have sufficient space to accommodate cycle parking within curtilage, with space for one bike per dwelling (52 spaces).
- 1.29 The co-housing group has confirmed that it requires a total of 29 cycle parking spaces for the apartments. This will be accommodated in a dedicated store in the co-housing area. The co-housing houses will have sufficient space to accommodate cycle parking within curtilage, with space for one bike per dwelling (six spaces).
- 1.30 The age friendly apartments will be provided with bike storage space at a rate of 73% (16 spaces) for the northern block and at a rate of 80% (16 spaces) for the southern block.
- 1.31 The supported living for autistic adult apartments will be provided with eight bike parking spaces in a covered location.
- 1.32 Sheffield stands will be provided in the landscape scheme for use by visitors providing capacity for 14 bikes.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following guidance and best practice:
 - Department for Transport (2007), Making Residential Travel Plans Works
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 – 2039
 - Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document
 - Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2023), Planning Practice Guidance
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.3 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.4 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.

- 2.5 This version of the Travel Plan is a Framework that sets out the general principles that will be taken forward in the full version on occupation of the development. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

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

“... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.”³

- 2.7 The DfT pyramid (shown in Figure 2.1) 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.
- 2.8 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 3 and 4 of the Plan.
- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as resident amenities, public realm interventions, pedestrian access arrangements and parking provision. This information is as set out above in Section 1 and also in Section 6.
- 2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.11 Section 7 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.
- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding commitments.

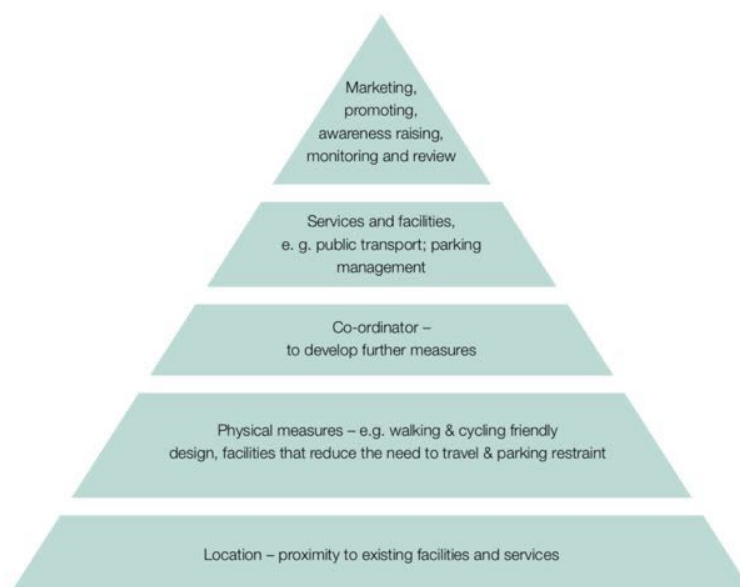


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

³ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

Travel Plan Benefits

- 2.13 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 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 health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.18 The objectives of the Travel Plan are to:

Objective 1:

To raise awareness of the travel choices available.

Objective 2:

To provide travel information packs to new households.

Objective 3:

To investigate measures to promote the use of alternative modes of travel.

Objective 4:

To periodically evaluate the transport needs of residents.

Objective 5:

To periodically update residents to make sure they have all relevant travel information.

Objective 6:

To reduce single occupancy car trips and increase sustainable trip making.

3 Site Characteristics

Site Location

- 3.1 Figure 3.1 shows the location of the site in the context of the surrounding area.
- 3.2 The site is situated adjacent to Longford Park to the northwest of the centre of Chorlton and to the east of Stretford. In addition to the retail facilities available in Chorlton, local amenities are available close by including a library, local schools, open space, and health facilities.
- 3.3 The site is predominantly grassland with trees and a small area of hardstanding in the south.
- 3.4 The land to the north, south and east comprises residential development. To the west lies Longford Park, within which lies the Trafford Athletic Club. To the southeast of the site lies St Johns RC Primary School.
- 3.5 Access to the site is provided from Rye Bank Road and Longford Road. The nearest tram stop to the site (Firwood) is located to the northeast of the site, a distance of circa 750m from the centre of the site.

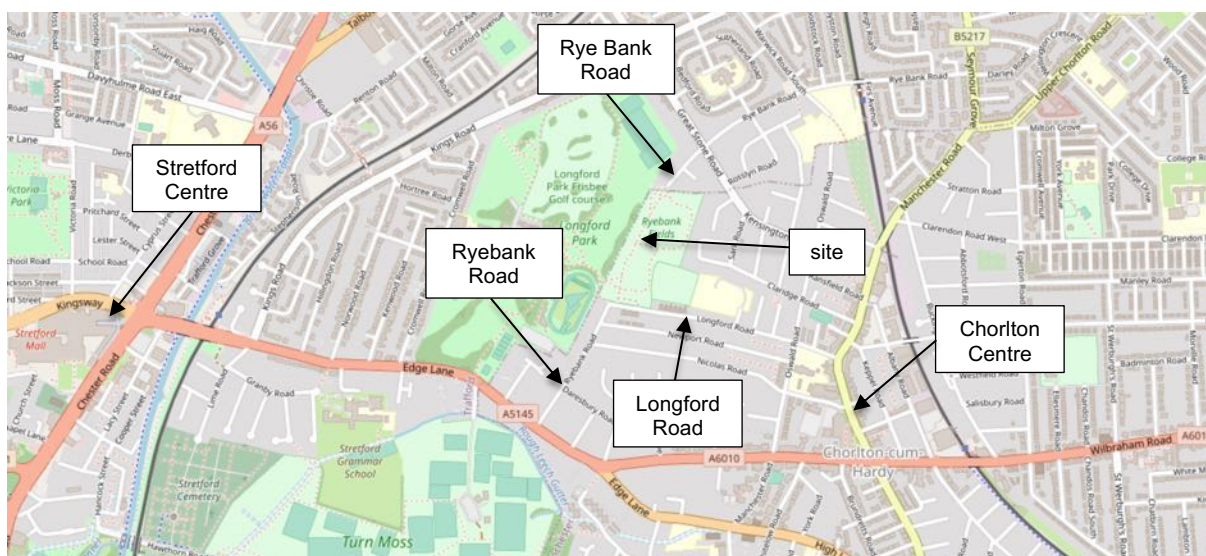


Figure 3.1: Site Location

[source: [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 3.6 The extents of highway adoption plans are attached as Appendix B of the TA.
- 3.7 The roads to the south of the site sit in the MCC Local Highway Authority area and the roads to the north of the site sit in the TMBC Local Highway Authority area.
- 3.8 Longford Road routes west-east along the southern boundary of the site and will form the main vehicle access to the site. Near the site, Longford Road is 7.3m wide with footways of between 2.5m-3m width on both sides of the carriageway. The road sits in a 20mph zone and street lighting is present.
- 3.9 Two gated vehicle accesses to the site are provided on the Longford Road frontage and to the west of the western access is a pedestrian and maintenance access to Longford Park. A recent planning application (ref: 110093/FUL/23) for Longford Park states that this is a secondary access to the park:

“The second access off Ryebank Road/Longford Road entrance is a secondary pedestrian access and maintenance events vehicle access.”
- 3.10 It is noted that on the site frontage, between the western site access and the Longford Park secondary access, a length of footway is missing.
- 3.11 The rest of Longford Road provides access to residential properties on its length, St Johns Primary School and side roads (Chepstow Road, Lynton Road and Hartley Road). Dropped kerbs with tactile paving are provided at the side road junctions.
- 3.12 At its eastern end, Longford Road meets Oswald Road at a crossroad junction with dropped kerbs and tactile paving. The junction has a raised table traffic calming feature. Travelling north at the junction provides access to Trafford, travelling south provides access to Oswald Road Primary School and Wilbraham Road and travelling east allows access to Manchester Road/Barlow Moor corridor and Chorlton District Centre. Manchester Road has been recently upgraded as part of the Chorlton Cycleway Scheme to provide improved active travel facilities. The junction of Longford Road/Manchester Road uncontrolled crossing features with dropped kerbs and tactile paving.
- 3.13 Longford Road is characterised by parking on both sides of the road relating to the residential properties fronting the road. At its western end, Longford Road turns south and becomes Ryebank Road. Ryebank Road provides access to residential properties along its length, the Longford Park Car Park, and provides a connection to Edge Lane (A5145). Ryebank Road also provides access to side roads (Newport Road, Nicolas Road, and Daresbury Road). Dropped

kerbs with changes in surface material are provided at the side road junctions. Access can be gained via Longford Park Car Park to traffic-free shared footway/cycleway routes through Longford Park.

- 3.14 Ryebank Road has a carriageway width of 7.5m and 2.8m footways on both sides. The road is subject to a 20mph speed limit and traffic calming features (yellow humps) are in place.
- 3.15 To the south of the site Ryebank Road meets Edge Lane a priority junction with dropped kerbs. Edge Lane is an 11m wide road with footways generally between 2m-2.5m on both sides of the road. Edge Lane is subject to a 30mph speed limit and street lighting is present. The road is a bus route corridor with the nearest bus stops benefiting from shelters, seating, timetable information, and bus boarding facilities. An uncontrolled crossing is present providing access to westbound bus services. A marked cycle route is provided on both sides of the road. To the east, Edge Lane meets Wilbraham Road at a signalised junction with crossing facilities and advanced cycle stop lines.
- 3.16 Continuing east Wilbraham Road meets Barlow Moor Road at a signalised junction. The junction has recently been upgraded as part of the Chorlton Cycle Way Scheme works, which also includes improved active travel facilities on Manchester Road.
- 3.17 To the north of the site access can be gained from Rye Bank Road. Rye Bank Road is an 8m wide road with 2.3m-2.9m footways on both sides of the road. Rye Bank Road is a cul-de-sac with no vehicle access currently through to the site.
- 3.18 At its northern end Rye Bank Road meets Great Stone Road at a crossroad arrangement with dropped kerbs. The visibility at the junction has been reviewed and a standard 30mph visibility splay of 2.4m x 43m is comfortably achievable but Great Stone Road is tree-lined and there is a tree within the visibility splay on either side of the junction. Junction protection markings are in place, but these do not extend for the full length of the visibility splay on either side, so parking is also permitted within part of the splay on either side. Manual for Streets advises that this is quite common in urban areas but does not appear to create significant problems in practice. If cars parked in the permitted on-street space are treated as an obstacle, oncoming vehicles will be visible at a distance of 22.7m to the south-east and 35.5m to the north-west.
- 3.19 Great Stone Road routes north-south past Rye Bank Road providing access to Old Trafford (north) and Chorlton District Centre (south).

Traffic Regulation Orders

- 3.20 Parking is uncontrolled on Longford Road other than 'Keep Clear' markings outside the pedestrian access to the school, 'School Keep Clear' markings at the junction with Chepstow Road and three white lined disabled parking bays. Junction protection zone markings (double yellow lines) are present at the Oswald Road and Manchester Road junctions.
- 3.21 Parking is uncontrolled on Ryebank Road other than junction protection zone markings (double yellow lines) at the junction with Edge Lane.
- 3.22 Junction protection zone markings (double yellow lines) at the Rye Bank Road junction with Great Stone Road. Rye Bank Road sits in Trafford's Parking Permit Zone PPG which is in operation on match days restricting parking to resident permit holders only.

Road Safety & Traffic Flow Data

- 3.23 Road safety data and traffic flow data, and associated analysis is set out in Sections 2, 5 and 6 of the TA.

4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.⁴

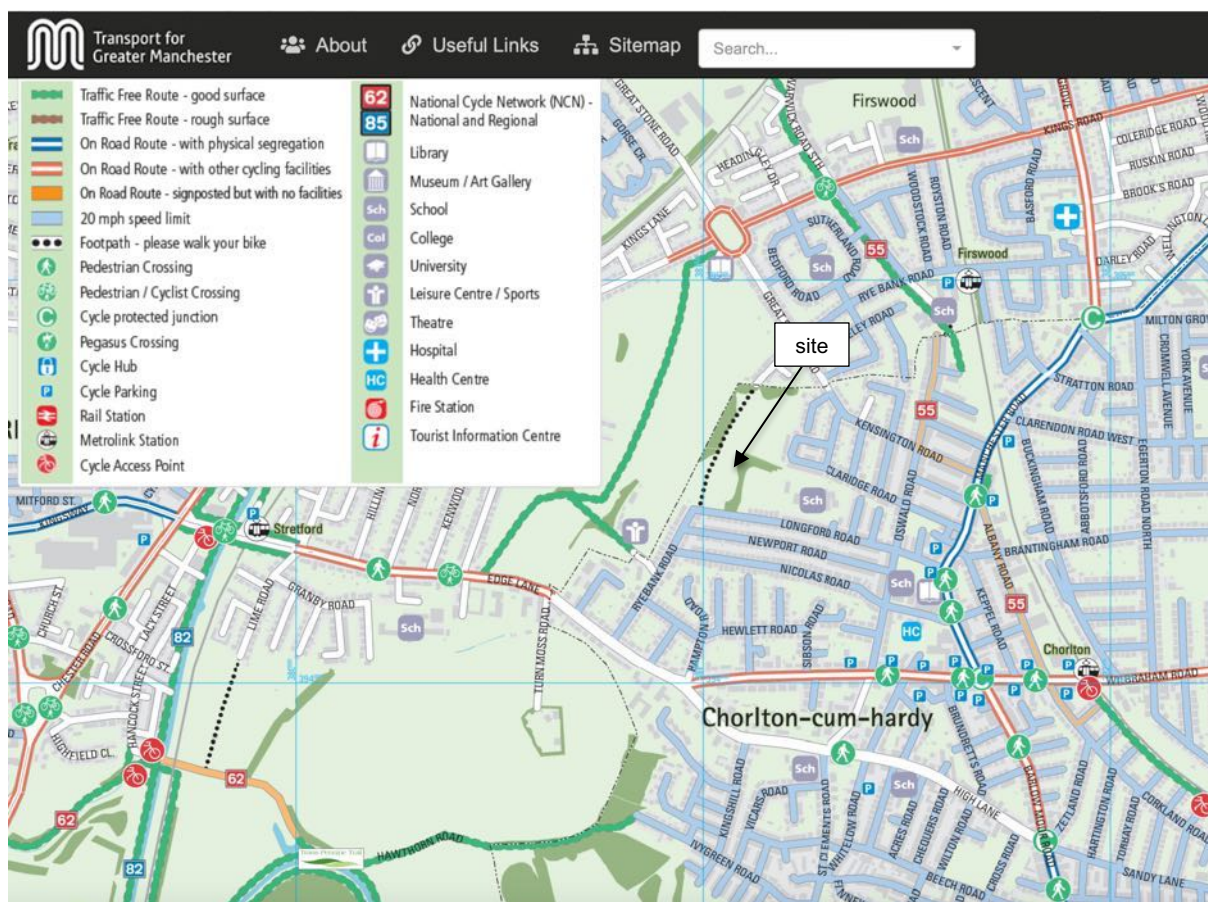


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

- 4.2 Near the site, Longford Lane has 2.5m-3m footways on both sides of the carriageway. The road sits in a 20mph zone which is a suitable speed for cycle trips. The side roads accessed off Longford Road have dropped kerbs and tactile paving.
- 4.3 At its eastern end, Longford Road meets Oswald Road at a crossroad junction with dropped kerbs and tactile paving. The junction has a raised table traffic calming feature. Continuing east access is gained to Chorlton District Centre and Manchester Road. Active travel facilities on Manchester Road have recently been upgraded as part of the Chorlton Cycleway Scheme.
- 4.4 Ryebank Road has 2.8m footways on both sides. The road is subject to a 20mph speed limit and traffic calming features (yellow humps) are in place. The side roads accessed from Ryebank have dropped kerbs and changes in surface material to denote crossing points. Access can be gained to the Longford Park Car Park which connects to traffic-free shared footway/cycleway routes through Longford Park that allows access to residential areas to the north and west of the site.
- 4.5 Dropped kerbs are provided at the Ryebank Road/Edge Lane junction. Edge Lane has 2m-2.5m wide footways on both sides of the road. An uncontrolled crossing is present to the east of the junction providing access to westbound bus services. A marked cycle route is provided on both sides of the road. To the east, Edge Lane meets Wilbraham Road at a signalised junction with crossing facilities and advanced cycle stop lines.

⁴ <https://tfgm.pindarcreative.co.uk>

- 4.6 To the north of the site access can be gained from Rye Bank Road. Rye Bank Road is an 8m wide road with 2.3m-2.9m footways on both sides of the road. Rye Bank Road is a cul-de-sac with no vehicle access currently through to the site. A footpath is provided between Rye Bank Road to the north of the site and Longford Road to the south of the site.
- 4.7 At its northern end Rye Bank Road meets Great Stone Road at a crossroad arrangement with dropped kerbs.
- 4.8 Figure 4.1 shows that the streets surrounding the site are 20mph roads which create a suitable environment for pedestrians and cyclists. To the east of the site access can be gained to the recently introduced Chorlton Cycleway which provides enhanced pedestrian and cycle facilities, including physical segregation. The Chorlton Cycleway provides a continuous route between Chorlton and Manchester city centre. Access can also be gained to Route 55 of the National Cycle Network which provides a connection to Trafford and Salford. The traffic free route through Longford Park also provides a connection to cycling facilities on Edge Lane.
- 4.9 Figure 4.2 shows the [Bee Network](#) close to the site.⁵ This shows that Rye Bank Road, Ryebank Road, Nicolas Road, Edge Lane, Oswald Road and Manchester Road are all part of the Bee Network.

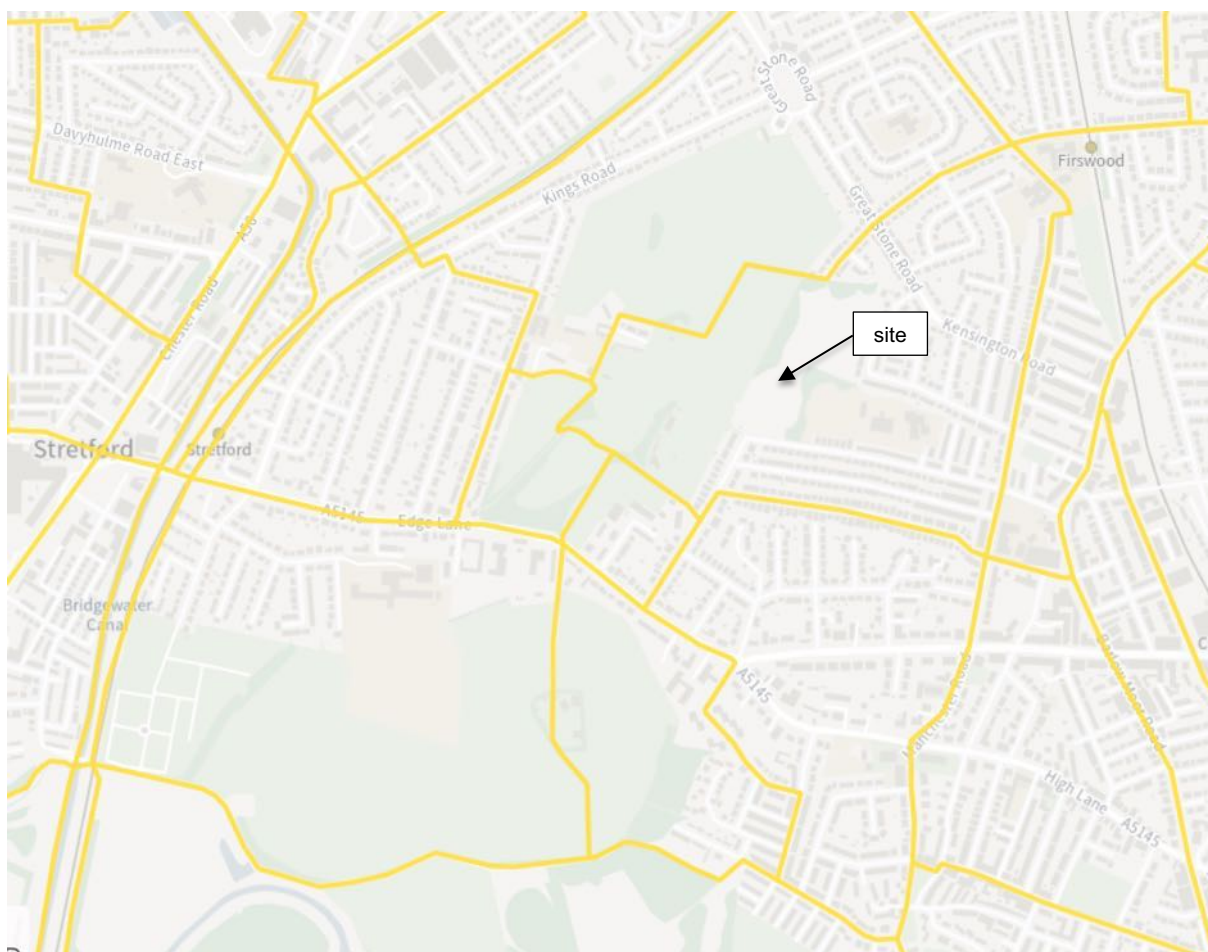


Figure 4.2: Bee Network
[source: Mapping GM]

Public Transport Routes

- 4.10 Figure 4.3 shows [TfGM's public transport network map](#) for the local area.⁶

⁵ <https://mappinggm.org.uk/bee-network/>

⁶ <https://tfgm.com/maps>

- 4.11 The nearest bus route corridors to the site are located on Edge Lane, Manchester Road and Kings Road. The nearest bus stops have shelters and timetable information.
- 4.12 Details of the bus services stopping at the nearest bus stops are provided in Table 4.1. The service details have been replicated from timetables available from the [TfGM website](https://tfgm.com) at the time of writing this Report.⁷

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		AM Peak	Day	Evening	Saturday Day	Sunday Day
15	Flixton – Urmston – Stretford – Manchester	5	3	1	3	1
23	Stockport – Stretford – Trafford Centre	3	3	1	3	2
25	Stockport – Stretford – Trafford Centre	2	2	1	2	2
86	Chorlton – Whalley Range – Manchester	5	5	4	5	3
150	Trafford Centre – Trafford Park – Stretford – Abbey Hey	2	2	1	2	1

Table 4.1: Bus Services
[source: Transport for Greater Manchester]

- 4.13 Service 86 also operates as a night bus service routing on Edge Lane and Manchester Road.

⁷ <https://tfgm.com/bus/timetables>

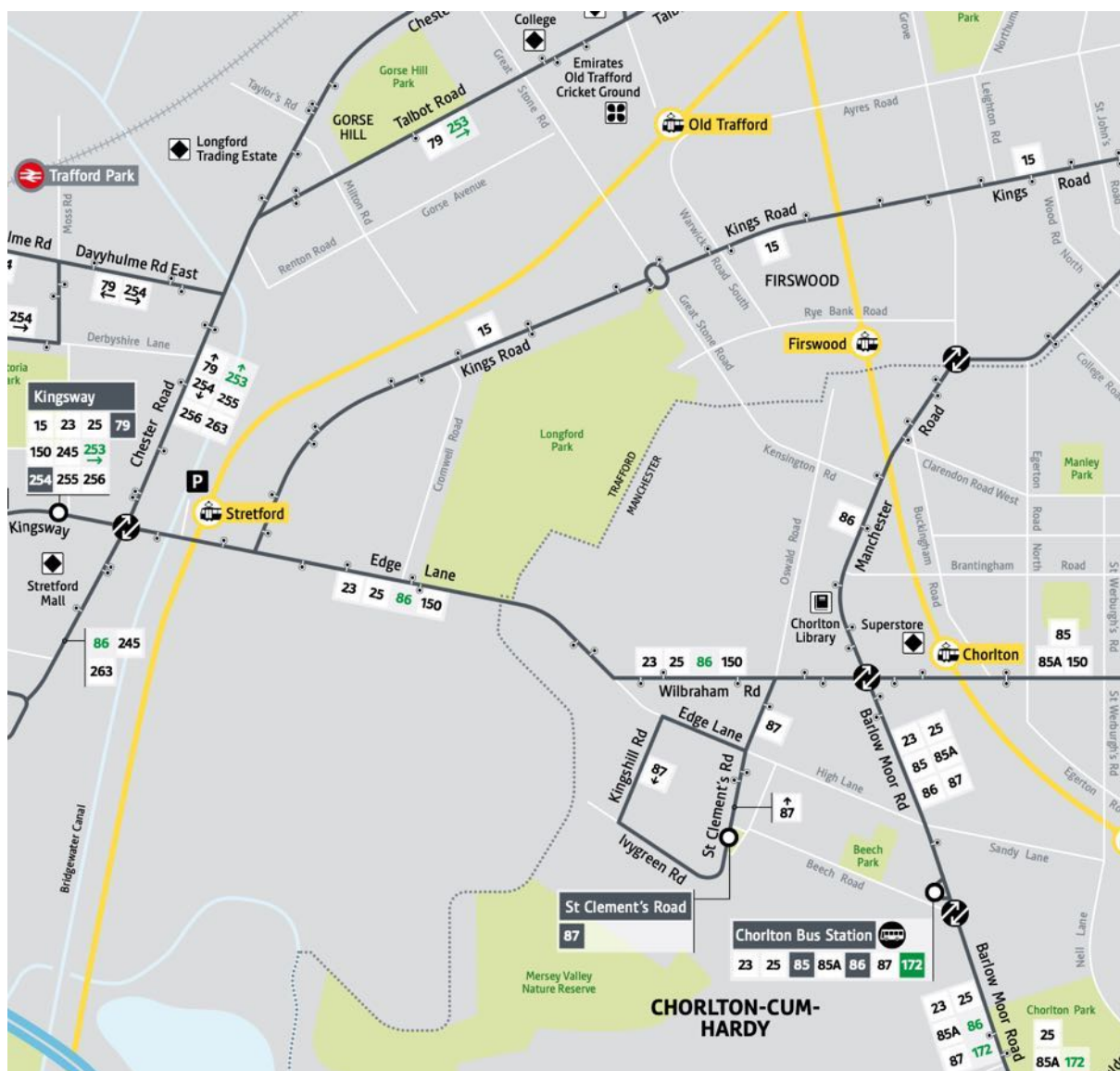


Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.14 The closest tram stop to the site is Firswood (circa 750m from the centre of the site). [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.⁸

⁸ <https://tfgm.com/public-transport/tram>

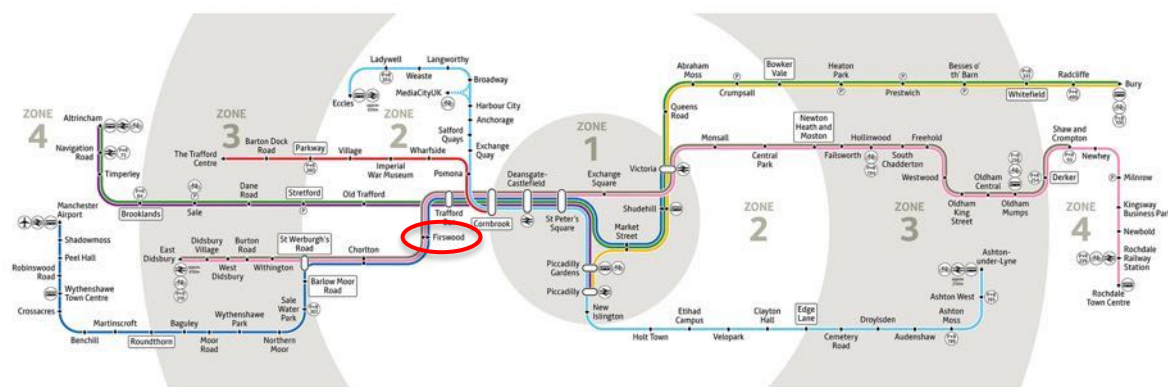


Figure 4.4: Tram Network
[source: Transport for Greater Manchester]

Car Club Network

- 4.15 There may be occasions when residents at the site require the use of a car or a second car. Car clubs provide an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car. Membership of such schemes has proved particularly useful in reducing multiple car ownership households.
- 4.16 [Enterprise Car Club](https://www.enterprisecarclub.co.uk/gb/en/home.html) has vehicles parked across the country, including numerous locations in Greater Manchester.⁹ Two vehicles are located close to the site on Nicolas Road.

Accessibility Assessment

- 4.17 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle. Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as health care, leisure destinations and open space, and 25-minute walk times for commuting or education trips. Figure 4.5 shows a 2km walking catchment from the site.

⁹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

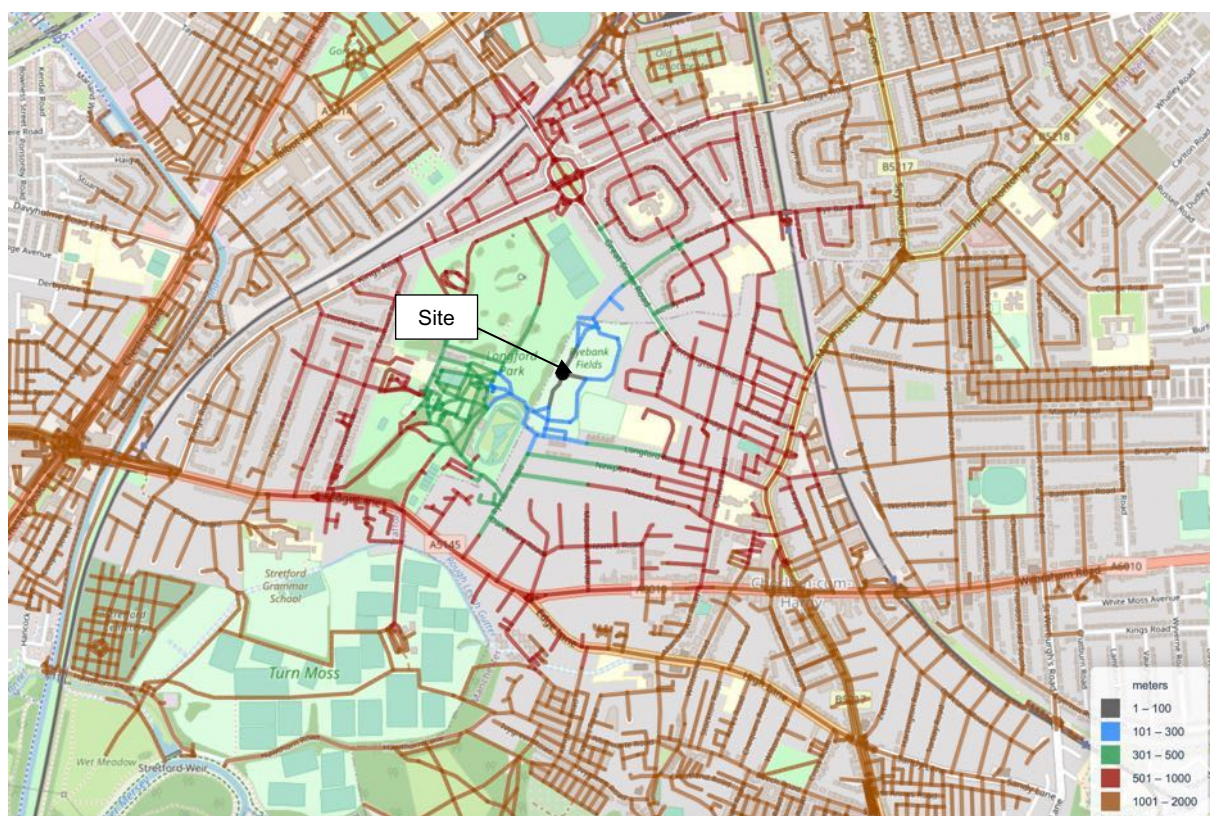


Figure 4.5: 2km Walking Catchment

[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

- 4.18 Table 4.2 provides examples of the types of amenities close to the site and the walking times/distances to these measured from the centre of the site.

	Distance (m)	Walk Time (mins)
Longford Park	200	3
Longford Park School	1900	24
St Johns Primary School	420	5
Oswald Road Primary School	700	9
St Teresa's Primary School	600	8
Stretford Grammar School	1200	15
Chorlton Library	820	10
Chorlton Health Centre	900	11
Chorlton District Centre	800	10
Kings Road Primary School	1000	13
Brookburn Primary School	1700	21
Manchester Islamic Grammar School	1400	18

Table 4.2: Examples of Local Amenities Accessible from the Site

- 4.19 Table 4.2 shows that the site is well located for access to local amenities at the district centre, including various shops, banking facilities, food and beverage outlets, library, and health facilities. Access can also be gained to local schools.
- 4.20 Chorlton High School, CHS South and Loreto High School are over a 2km walk distance from the site and can be accessed by bus services 23 and 25. Other dedicated school bus services operate across the area.
- 4.21 Younger residents at the site would qualify for TfGM's free bus travel scheme, [Our Pass](#).¹⁰ The scheme is available for students who live in Greater Manchester who are between 16 and 18 and costs an initial £10 fee.
- 4.22 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 found in the city centre.
- 4.23 Figure 4.6 shows that most of the site has a GMAL of between 5 and 6, which is a good level of accessibility in a suburban area.
- 4.24 The assessment confirms that the site has a good level of accessibility by active and public transport modes.

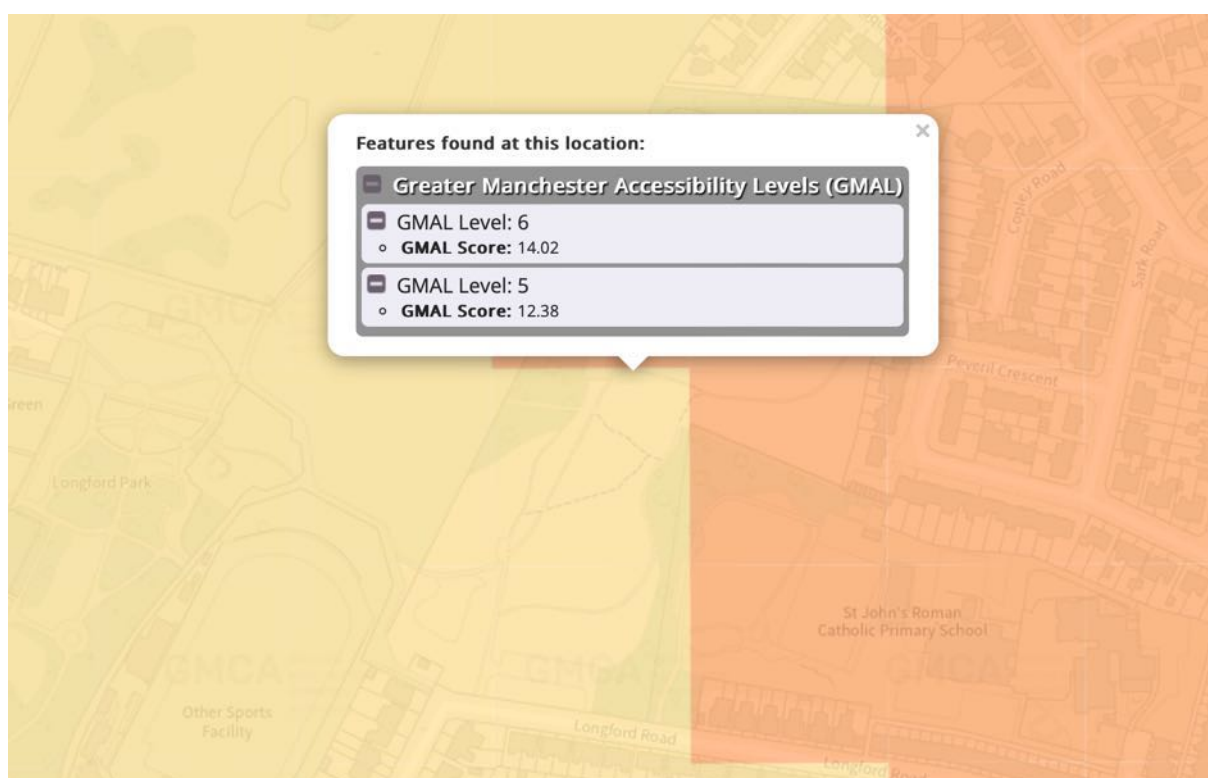


Figure 4.6: Greater Manchester Accessibility Level
[source: Transport for Greater Manchester]

5 Management Structure

Applicants Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The Applicants have been closely involved in the development of the Travel Plan and is committed to its implementation.
- 5.2 The Applicants will identify a Travel Plan Co-ordinator for the site prior to occupation.

¹⁰ <https://ourpass.co.uk>

Travel Plan Co-ordinator

- 5.3 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator for the site will be identified prior to occupation.
- 5.4 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.
- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:
- Implementing the Plan measures.
 - Providing a point of contact for residents, surrounding community and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing the travel packs for new households.
 - Providing regular updates to residents on any changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Periodically reporting to the Council.
- 5.6 Should the Travel Plan Co-ordinator at the site change then the Applicants will provide the Council with the replacement's full contact details in a timely manner.

Handover Arrangements

- 5.7 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

- 6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.
- 6.2 The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.
- 6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Promotional Materials	Distribution of materials/updates to residents.
Travel Packs	Preparation and issue of travel packs for residents.
Local & National Campaigns	Promotion of local and national travel campaigns.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are an effective means of disseminating information and making sure that residents are aware of the travel choices available to them.
- 6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. A local area map showing key routes and interchange points.
 3. Information on on-line and phone app journey planning software.

4. Information on cycle and walking routes.
 5. Information on bus/tram routes and frequencies.
 6. Information on bus/tram ticketing arrangements.
 7. Information on local car club membership.
 8. Information on cycle hire schemes.
 9. Details of any site or local travel campaigns/initiatives.
- 6.6 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date and provided to all new residents in a timely fashion.
- 6.7 The Travel Plan Co-ordinator will also periodically distribute information and travel updates to residents, as necessary, by email.
- 6.8 The Travel Plan Co-ordinator will promote local and national travel campaigns via email, such as the events shown in Table 6.2.

Initiative	Date	Details	Contact
Big Pedal	March	UK's biggest cycle/scoot to school event organised by Sustrans	www.bigpedal.co.uk
National Walking Month	May	Living Streets' initiative to encourage people to take to their feet	www.livingstreets.org.uk
Walk to Work Week	May	Raising awareness of benefits for walking to school and work	www.livingstreets.org.uk
Work Wise Week/National Work from Home Day	May	Raising awareness of smarter working amongst employees and employers	www.workwiseuk.org
Bike Week	June	Promoting how cycling can be part of everyday life	www.bikeweek.org.uk
Cycle to Work Day	Sept	Aims to encourage everyone to take two wheels to work for just one day	www.cycletoworkday.org
World Car Free Day	Sept	Encourage people to live a day without using their cars	www.worldcarfree.net
Road Safety Week	Nov	Annual community event aimed at inspiring people to promote road safety	www.roadsafetyweek.org.uk
GM Walking Festival	Oct	A walking festival promoted by TfGM with new routes promoted across Greater Manchester for all ability levels	https://gmwalking.co.uk/festival/

Table 6.2: Example Travel Campaigns

Journey Planning

- 6.9 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](https://tfgm.com/plan-a-journey)¹¹
 - [Public transport maps](https://tfgm.com/maps)¹²
 - [Active Travel route software](https://beeactive.tfgm.com)¹³
 - [Walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹⁴

¹¹ <https://tfgm.com/plan-a-journey>

¹² <https://tfgm.com/maps>

¹³ <https://beeactive.tfgm.com>

¹⁴ <https://tfgm.pindarcreative.co.uk>

- Links to [Google Play](https://play.google.com/store/apps/details?id=com.tfgm.beenetwork)¹⁵ and [Apple Store](https://apps.apple.com/gb/app/bee-network/id1669705230)¹⁶ Bee Network app

6.10 Details of the journey planning resources will be provided to residents in the travel packs.

Active Travel Measures

6.11 Table 6.3 summarises the active travel measures that will be adopted in the Travel Plan.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide the pedestrian and cycle infrastructure at the site as set out in the TA.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme.
Cycle Hire	The Travel Plan Co-ordinator will provide information to site users on how they can try a bike without buying one.

Table 6.3: Active Travel Initiatives

6.12 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend young people get at least 60 minutes of physical activity every day and that adults should get at least 150 minutes of moderate activity per week.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

6.13 The Travel Plan Co-ordinator will provide information on the benefits of active travel via the travel packs.

6.14 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

6.15 The development will provide the walking and cycling infrastructure set out in the TA.

6.16 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.

¹⁵ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁶ <https://apps.apple.com/gb/app/bee-network/id1669705230>

- 6.17 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](https://beeactive.tfgm.com)¹⁷, [GMWalking](https://gmwalking.co.uk)¹⁸, [Sustrans](https://www.sustrans.org.uk/)¹⁹ and [Cycling UK](https://www.cyclinguk.org/)²⁰.
- 6.18 TfGM provides [cycle training sessions](#) for adults.²¹ This scheme will be promoted to residents via the travel pack.
- 6.19 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include [TfGM's Bike Libraries](https://beeactive.tfgm.com/cycling/bike-libraries/)²² lending scheme, and the [Bike Hire Scheme](https://beryl.cc/scheme/greater-manchester)²³.

Public Transport Measures

- 6.20 Table 6.4 shows the measures that will be used to encourage site users to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that site users are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to site users.

Table 6.4: Public Transport Initiatives

- 6.21 Section 4 shows that access can be gained to the site via bus and tram. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.
- 6.22 The Travel Plan Co-ordinator will make sure that residents are aware of ticketing arrangements available using information from [TfGM ticketing information](#).²⁴
- 6.23 The following ticketing arrangements are currently offered in Greater Manchester:
- [Bus Travel](#)²⁵
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)²⁶
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)²⁷
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.
- 6.24 The following concessionary ticketing arrangements are available:
- [Concessionary Travel](#)²⁸
Free bus travel passes are available to people living in Greater Manchester that are state pension age.

¹⁷ <https://beeactive.tfgm.com>

¹⁸ <https://gmwalking.co.uk>

¹⁹ www.sustrans.org.uk/

²⁰ www.cyclinguk.org/

²¹ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²² <https://beeactive.tfgm.com/cycling/bike-libraries/>

²³ <https://beryl.cc/scheme/greater-manchester>

²⁴ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁵ <https://tfgm.com/get-on-board>

²⁶ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁷ <https://www.northernrailway.co.uk/tickets/flexi>

²⁸ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/travel-pass-for-older-people>

- [Disabled Travel](#)²⁹
Certain disabilities and levels of disability qualify for low cost or free travel across Greater Manchester.

6.25 The Travel Plan Co-ordinator will be responsible for periodically reviewing the TfGM database to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will then update residents of any significant service changes via email.

Sustainable Vehicle Measures

6.26 Table 6.5 shows the measures that will be used to encourage sustainable vehicle use.

Initiative	Description
EV Charging Spaces	EV charging spaces will be provided at the site.
Car Club Spaces	Car club spaces will be provided at the site.
Car Club Promotion	Information on the membership of the car club will be provided.

Table 6.5: Sustainable Vehicle Initiatives

6.27 The development will provide EV and car club spaces at the site.

6.28 Residents will be provided with information on car club membership via the travel pack.

7 Monitoring Plan

Travel Surveys

7.1 Monitoring resident travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

7.2 Initial travel surveys will be undertaken within six months of first occupation. Following this, surveys will be undertaken every two years over the for the five-year life of the Plan (initial/year one, year three and year five).

7.3 The travel surveys will be undertaken using an online survey form, such as Survey Monkey, and would collect the following information:

1. Place of work/study
2. Usual mode of travel
3. Household car and cycle ownership
4. Reasons for mode choice
5. Initiatives that would encourage a change in mode
6. Travel Plan awareness

7.4 An appropriate incentive will be offered to encourage survey completion, such as the chance to enter a prize draw to win a shopping voucher.

7.5 Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within one month of each survey closes.

²⁹ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/disabled-people>

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Initial/Year 1 Resident Surveys	Data to be used to establish baseline trip patterns	Within 6 months of occupation (Year 1)	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	1 month after Year 1 survey close	Travel Plan Co-ordinator
Issue of Resident Travel Survey Form	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	1 month after each survey close	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Baseline Travel Patterns

- 7.6 Baseline travel patterns have been set for this version of the Plan in line with the mode shares used in the TA. These will be reviewed on completion of the first survey.

	2011
Public Transport	25%
Motorcycle	0%
Car Driver	52%
Car Passenger	4%
Walking	9%
Cycling	7%
Other	1%
Total	100%

Table 7.2: TA Mode Share - Preliminary

Targets

- 7.7 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.8 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.9 The following Output Targets have been set for the Travel Plan:
- Identify a Travel Plan Co-ordinator prior to occupation.
 - Provide the travel pack for residents on occupation.
 - Undertake travel surveys in line with monitoring programme.
- 7.10 The initial travel surveys at the site that will be undertaken within six months of occupation will allow a more targeted approach to the Outcome Target and the setting of a final quantifiable target for discussion with the Council. For this version of the Travel Plan a target of reducing

single occupancy car trips by 5% and increasing active and sustainable trips by 5% over the life of the Plan has been set.

7.11 Table 7.3 summarises the Output and Outcome SMART Targets set for the Plan.

Provision of Travel Packs	
Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The travel packs will be provided to all new residents.
Timebound	Ongoing.
Resident Surveys	
Specific	Resident travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.
Reduce single occupancy car trips by 5% and increase sustainable trip making by 5%	
Specific	Resident travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Life of plan.

Table 7.3: Travel Plan SMART Targets (Preliminary)

8 Budget & Action Plan

Budget & Funding

- 8.1 The Applicants are committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. The Applicants have confirmed that they will fund the costs associated with the operation and implementation of the Travel Plan.
- 8.2 The Applicants will also fund the Travel Plan Co-ordinator's costs. This funding will not only be made available for the measures identified in this version of the Travel Plan, including allowance for additional time spent by the Travel Plan Co-ordinator and for additional measures identified going forward.

Action Plan

- 8.3 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicants	Prior to occupation
	Provide Contact Details to Council	Applicants	Prior to occupation
Communications	Prepare Travel Pack Information	Travel Plan Co-ordinator	Prior to occupation
	Distribute Travel Packs	Travel Plan Co-ordinator	On occupation
	Travel Campaigns	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Provide Development Infrastructure as Set out in TA	Applicants	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Promote TfGM Cycle Training	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Promote Cycle Hire Facilities	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
Public Transport	Raise Local Route Awareness	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Provide Ticketing Arrangement Information	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates
	Regular Review	Travel Plan Co-ordinator	On-going – periodic updates
Sustainable Vehicles	Provide EV Charging	Applicants	Prior to occupation
	Provide Car Club Bays	Applicants	Prior to occupation
	Promote Car Club Scheme	Travel Plan Co-ordinator	Travel pack – on occupation On-going – periodic updates

Table 8.1: Preliminary Action Plan

Appendix G

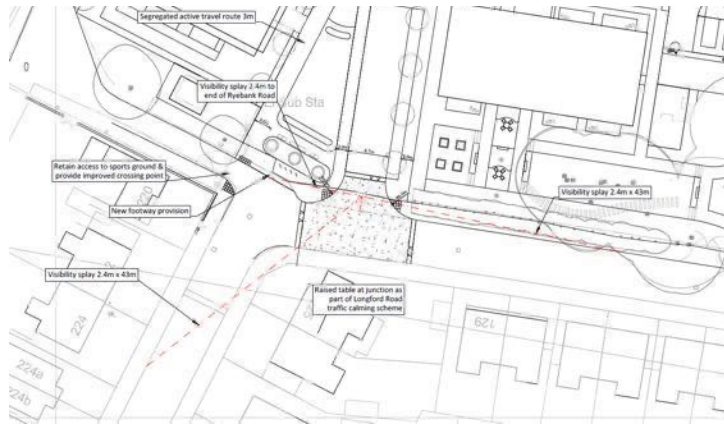
Technical Note

Date: 18 December 2024

Project: Ryebank Chorlton

Title: Stage 1 Road Safety Audit – Designer's Response

Matters Arising from Stage 1 Road Safety Audit

Problem	Recommendation	Response
1. Speed table not perpendicular to approaching traffic A junction table is proposed on Longford Road at the new access (near 225, Ryebank Road). Its design is such that drivers approaching from Ryebank Road will meet the entry ramp at an angle. This means that the vehicle will negotiate the ramp one wheel at a time, resulting in a bumpy, rocking motion, which may cause injury to the vehicle occupants. If the vehicle is a cycle or a powered two wheel vehicle, then it may result in a loss of control and the rider becoming unseated.	It is recommended that the design of the junction table is such that vehicles will approach the entry ramp perpendicularly.	Recommendation accepted, entry ramp to be amended, indicative amendment below subject to MCC Highways review of RSA and confirmation. 
2. Potential reduction in visibility and vehicle manoeuvres The extracts above suggest that the visibility splay for drivers leaving the parking areas may cross	It is recommended that parking spaces are designed and located so that vehicles can wait at the Give Way line without blocking the opposing lane.	Visibility splay recommendation accepted, to be maintained free of obstruction above 600mm. It is considered that this will allow parking access and egress manoeuvres to be performed safely without need to reposition bays, the

over land that may be landscaped. It is not clear from the landscaping drawing issued to the Audit Team, what sort of treatment, if any, or street furniture is proposed. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.

In addition, the excerpts above suggest that vehicles using certain parking spaces could not pull out and approach the Give Way line perpendicularly, and without blocking the opposing traffic lane. This could result in a collision with an oncoming vehicle.

It is also recommended that any visibility splays are maintained entirely clear of any potential obstruction

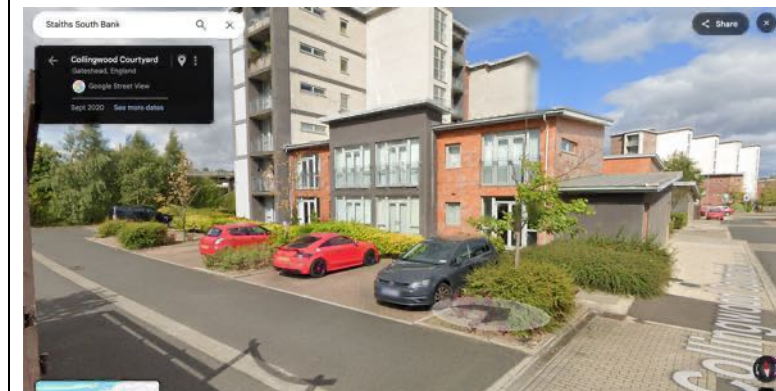
location is a cul-de-sac with extremely low level of vehicle movements anticipated, often travelling in the same direction due to the residential nature of the scheme and associated tidality of movements. The road layout is also designed to enforce low movement speeds.

It is also demonstrated that appropriate visibility is available for drivers wishing to emerge from the spaces to see an oncoming vehicle, so they would be able to wait a few seconds before manoeuvring should this situation occasionally arise.

Such situations are commonplace and, in some instances, unavoidable in order to achieve a desirable layout. An example is attached for a recent Manchester City Council scheme at Collyhurst with driveway positions highlighted in similar proximity to junctions (Appendix 1). Judgement should be applied as to the likelihood of these arrangements resulting in a safety issue. In the case of the Collyhurst scheme, a number of these instances occur in much busier highway situations.

The combination of low speeds, low levels of movement and adequate visibility provision are considered to be sufficient to allow to manoeuvres to be performed without undue safety risk.

Manual for Streets best practice guidance includes similar situations. The image below shows the driveway arrangement at the Staiths South Bank scheme (MfS Case Study Figure 5.1):



Section 8 of Manual for Streets specifically covers parking. In relation to the design and location of parking spaces, a best practice example is shown at figure 8.12, replicated below:

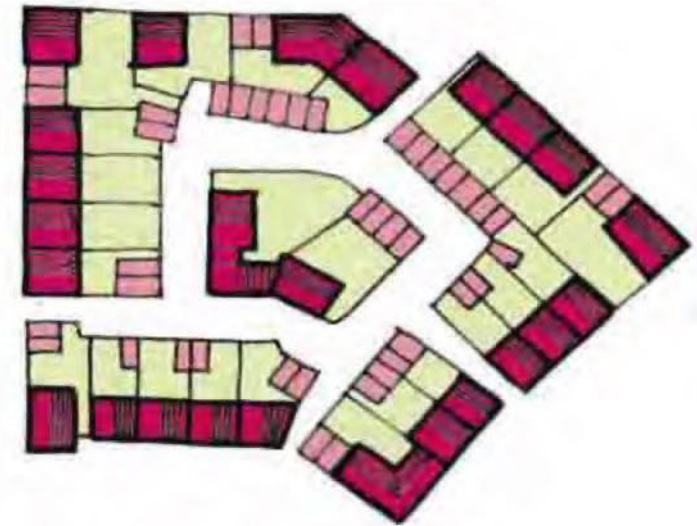


Figure 8.12 This arrangement of buildings creates well-overlooked parking spaces (shown in pink) – through routes increase natural surveillance from passing pedestrians (source: *Better Places to Live*).

3. Potential reduction in visibility due to trees

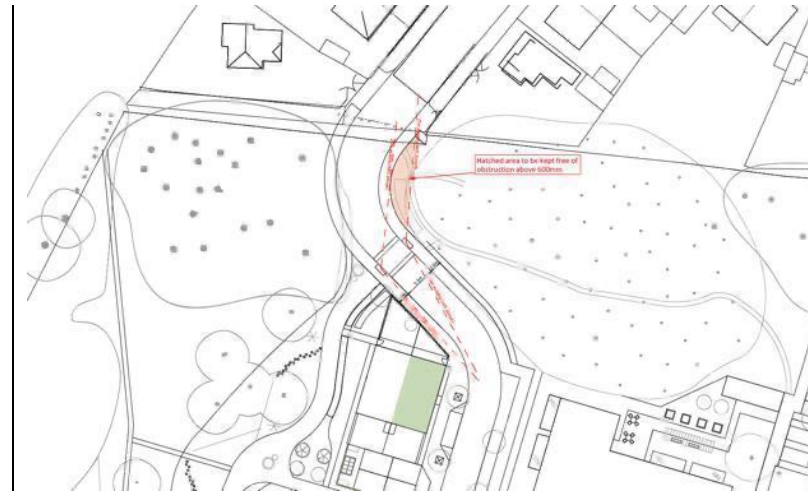
The drawings include a number of trees proposed in the footways, close to parking spaces/driveways and accesses. Some of these may be within the visibility splay for drives leaving the driveway/space/access. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.

It is recommended that trees and other planting/vegetation are sited so that they do not affect visibility for any road users.

Recommendation accepted, landscape scheme to incorporate appropriate vegetation height and tree types of suitable trunk diameter and canopy heights

4. Parking spaces near bends There are a number of parallel parking spaces proposed near significant bends. It is not clear that drivers accessing those spaces will have sufficient visibility or approaching traffic to do so safely. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision	It is recommended that parking spaces are sited where drivers will have appropriate visibility to manoeuvre safely.	The layout has been designed on principles of Manual for Streets utilising highway geometry to reduce vehicle speeds in line with the available visibility. Dedicated layby spaces are proposed in preference to on-street parking that may otherwise occur in these locations.
5. Large vehicle manoeuvring The swept path drawings suggest that there a number of manoeuvres that large vehicles will undertake that will require them to drive in the opposing traffic lane – ie on the ‘wrong’ side of the road. If that is the case, then this could result in a head-on collision.	It is recommended that large vehicles likely to use the development frequently can make all necessary manoeuvres in safety	As a design principle, Manual for Streets advises: <i>The design of local roads should accommodate service vehicles without allowing their requirements to dominate the layout. On streets with low traffic flows and speeds, it may be assumed that they will be able to use the full width of the carriageway to manoeuvre. Larger vehicles which are only expected to use a street infrequently, such as pantechincons, need not be fully accommodated – designers could assume that they will have to reverse or undertake multipoint turns to turn around for the relatively small number of times they will require access.</i> <i>Waste collection vehicles fitted with rear-mounted compaction units (Fig .6.20) are about the largest vehicles that might require regular access to residential areas. BS 5906: 2005 notes that the largest waste vehicles currently in use are around 11.6 m long, with a turning circle of 20.3 m. It recommends a minimum street width of 5 m, but smaller widths are acceptable where on-street parking is discouraged. Swept-path analysis can be used to assess layouts for accessibility. Where achieving these standards would undermine quality of place, alternative vehicle sizes and/or collection methods should be considered.</i> The proposed streets are culs-de-sac that will be lightly trafficked and which have been designed to ensure low vehicle speeds. Tracking has been undertaken to demonstrate that a refuse vehicle of the size specified in Manchester City Council Waste Guidance can access, undertake all necessary manoeuvres and leave within the extent of the carriageway provided.
6. Pedestrian visibility There is a pedestrian crossing facility proposed as above. It appears from the drawing that the pedestrian visibility splay on the eastern side looking north will cross an area of land which may	It is recommended that pedestrian have sufficient visibility to cross safely.	Recommendation accepted – pedestrian visibility has been reviewed, requirements confirmed below:

be outside the public highway. This could result in obstructions to visibility being constructed/sited on that land which will reduce visibility. If pedestrians cannot see approaching vehicles and vice versa, then a pedestrian/vehicle collision may result.



APPENDIX 1: DESIGNER'S RESPONSE

No dimensions are to be scaled from this drawing.
All dimensions are to be checked on site.
Area measurements for indicative purposes only.

This drawing is the property of Exterior Architecture Ltd.
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without permission from Exterior Architecture Ltd.

Client
FEC & Manchester City Council

KEY

 Planning application boundary

 Existing features

Proposed hard landscape

	Surface type 1 Reconstructed permeable paving
	Surface type 2 Reconstructed permeable paving
	Surface type 3 Pedestrian Association
	Surface type 4 Vehicular Traffic
	Reconstructed former Highway specification
	Tactile paving Highway specification
	Permeable paving Reconstructed permeable paving with green sand/green paving

Proposed landscape furniture

- High back wall
2.1m high
- Green screen
2m high
- Tonnet fence
1.8m high
- Gate
- Low brick wall
Brick to match architectural details
Height 1.1m
Cyclic stone
- Railing
1.1 x 0.9m
- Steps to backgarden
- Tonnet top railing
- Fast down (soffit)
- Line of retaining wall, retaining
high surface between SSD 100mm
- Green screen
1.8m

Progressed with landscape

	Tree: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Shrub: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Grass: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Hardscape: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Paved area: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Water feature: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Light fixture: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Furniture: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Planting bed: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Path: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Fence: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Gate: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Light fixture: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Furniture: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details
	Planting bed: Refer to planting schedule drawing 1904-ECA-05-02-CH-221 for details

Rev	Description	Date
D	NON MATERIAL AMENDMENT	03.09.2021
C	ARCH COORDINATION	23.08.2021
B	HIGHWAY COORDINATION	16.08.2021
A	PLANNING ADDENDUM	12.05.2021
-	PLANNING ISSUE	15.01.2021

**EXTERIOR
ARCHITECTURE**

LONDON: Studio 15, Hewlett House, Havelock Terrace,
London, SW5 4AS
MANCHESTER: Studio 537, The Royal Exchange, St Ann's
Square, Manchester, M2 7DH
E-Mail: office@exteriorarchitecture.com
Web: www.exteriorarchitecture.com

Project title
COLLYHURST VILLAGE

Drawing title
COLLYHURST VILLAGE GENERAL
ARRANGEMENT PLAN

Issued By	Manchester	T: 0161 850 8101
Scale	1:500 @ A1	Drawn ExA
Status	PLANNING	Checked SPL
Date	15.01.2021	Approved JM

Drawing number
 1994-EXA-00-GF-DR-L-100

Revision
 D

P:201911904 COLLYHURST NG101 CAD102 SHEET LAYOUT1904-COLLYHURST PLANNING1904-EXA-00-GF-DR-L-100 DWG

COLLYHURST PARK, REFER TO DRAWING
1994-EX4-00-GF-DR-L-102 FOR MORE INFORMATION

LONGFORD ROAD, CHORLTON-CUM-HARDY
DEVELOPMENT
SECTION 38 AND 278 WORKS
STAGE 1 ROAD SAFETY AUDIT

SA 4771
December 2024



Waterman Aspen
1st Floor French's Gate
18-22 Springfield Road
Chelmsford
Essex
CM2 6FA
T: +44 (0)1245 203333
roadsafetyaudits@watermanaspen.co.uk
RSAquotes@watermanaspen.co.uk
watermanaspen.co.uk

REV	ISSUE STATUS	PREPARED BY/DATE	CHECKED BY/DATE	APPROVED BY/DATE
1	DRAFT	AD 09 December 2024	JC 09 December 2024	
2	FINAL	AD 13 December 2024	JC 13 December 2024	ASD 13 December 2024

Disclaimer notes

The client has confirmed that it is entering into the agreement under which this report is being prepared on its own behalf and not on behalf of, or for the benefit of any other party and has agreed that in any event of any claim arising out of or in connection with that agreement and/or the report itself it shall be entitled to recover from Waterman Aspen Limited only the losses, if any, it has itself suffered.

This report therefore is for the private and confidential use of the client for whom it was prepared solely for the purposes requested by the client. It should not be reproduced in whole or in part or relied upon by any third party for any use whatsoever without the express written authority of Waterman Aspen Limited.

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1.0 INTRODUCTION

- 1.1 This report is for a Stage 1 Road Safety Audit (RSA) carried out on the proposed residential development off Longford Road in Chorlton-cum-Hardy near Manchester. This report was requested by SK Transport.
- 1.2 The RSA team, staff members from Waterman Aspen, present at the RSA were:
- Adrian Dawson
Audit Team Leader
- Joe Clabour
Audit Team Member
- 1.3 We confirm that no member of the Audit Team has been involved with the design process and that at least one member of the Audit Team holds the National Highways Certificate of Competency.
- 1.4 The Audit Team visited the site together on Friday, 06 December 2024. The weather during the site visit was dry with a dry carriageway surface.
- 1.5 The RSA brief issued to the team comprised various elements listed at Appendix Two.
- 1.6 The scheme has been examined and this report compiled only with regard to the safety implications for road users of the scheme as presented. It has not been examined or verified for compliance with any other Standards or criteria. However, in order to clearly explain a safety problem or the recommendation to resolve a problem, the Audit Team may on occasion have referred to a design standard for information only. Any audit comments should not be construed as implying that a technical audit has been undertaken in any respect.
- 1.7 All of the problems described in this report are considered by the RSA team to require action in order to improve the safety of the scheme and minimise collision occurrence. However, if any of the problems or recommendations within this Road Safety Audit report is not accepted, a copy of the signed exception report from the Overseeing Organisation should be sent to the Road Safety Audit Team Leader.
- 1.8 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG119, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2.0 SCHEME DESCRIPTION

- 2.1 The scheme involves a new residential development of 120 residential units on land at Ryebank Fields, off Longford Road in Chorlton, near Manchester.

3.0 RECORDED INJURY COLLISION HISTORY

- 3.1 The Brief presented to the Audit Team states:
- 3.2 The data shows that there have been seven collisions during the most recent five years available, of which six were classified as 'slight' and one was classified as 'less serious'. Two collisions involved a pedestrian, and three collisions involved a cyclist. None of the collisions involved a child or school pupil.
- 3.3 A single collision occurred on Ryebank Road (S) in 2020 and was classified as slight. The collision is described as a driver hitting a crossing pedestrian. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.
- 3.4 A single collision occurred at the junction of Edge Lane/Ryebank Road (S) in 2022 and was classified as slight. The collision involved a driver turning right into Ryebank Road (S) across the path of a cyclist travelling ahead on Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.
- 3.5 Two collisions occurred at the Longford Road/Oswald Road junction. The first occurred in 2020 and was classified as slight. It involved a driver turning into the path of a cyclist travelling ahead. The driver failed to stop at the scene. The second occurred in 2024 and was classified as 'less' serious. It involved a driver failing to stop at the junction and hitting a cyclist travelling ahead. The collision was attributed to the driver's failure to look and observe surroundings.
- 3.6 A single collision occurred at the junction of Ryebank Road (N)/Great Stone Road in 2024 and was classified as slight. It involved a driver pulling out into the path of an oncoming vehicle. The collision was attributed to the driver failing to look properly.
- 3.7 A single collision has occurred to the west of the Edge Lane junction with Ryebank Road (S) in 2023 and was classified as slight. The collision was caused by a driver pulling out of Alderfield Road into the path of an oncoming vehicle. The collision was attributed to the driver performing a poor turning manoeuvre.
- 3.8 A single collision has occurred to the east of the Edge Lane junction with Ryebank Road (S) in 2020. The collision was caused by a driver hitting a pedestrian crossing Edge Lane. The driver failed to stop at the scene and the data does not provide any details of the contributory factors.

- 3.9 While all collisions are regrettable, the data shows that there have been seven collisions during the five-year period assessed, most of which were classified as slight. A DfT analysis of collision data in terms of 'Killed and Seriously Injured' (KSI), the data for the study area shows that there has been only a single serious collision is included in the data, and this was classified as 'less' serious rather than 'moderately' serious or 'very' serious. The KSI rate for the study area is 0.1 per year.
- 3.10 The data does not show frequently occurring collisions at the same location with most collisions occurring in isolation and only one location (Longford Road/Oswald Road) having two collisions. Though the two collisions occurred four years apart and the junction has an average collision rate of 0.4 per year only. The measures proposed by the development will assist in improving the environment on Longford Road.

4.0 DEPARTURES FROM STANDARD

- 4.1 No departures from standard have been highlighted within the Audit Brief

5.0 DOCUMENTS AND INFORMATION NOT PROVIDED

- 5.1 The following information was not provided within the audit brief and therefore has not been considered with the audit:
- Site clearance
 - Street lighting
 - Road signing/lining
 - Drainage
 - Levels and gradients
 - Construction details
 - Kerb details
 - Surfacing

6.0 MATTERS ARISING FROM THIS STAGE 1 ROAD SAFETY AUDIT

6.1 Problem

Location: Longford Road, proposed access to site

Summary: **Speed table not perpendicular to approaching traffic**

A junction table is proposed on Longford Road at the new access (near 225, Ryebank Road). Its design is such that drivers approaching from Ryebank Road will meet the entry ramp at an angle. This means that the vehicle will negotiate the ramp one wheel at a time, resulting in a bumpy, rocking motion, which may cause injury to the vehicle occupants. If the vehicle is a cycle or a powered two wheel vehicle, then it may result in a loss of control and the rider becoming unseated.

Recommendation

It is recommended that the design of the junction table is such that vehicles will approach the entry ramp perpendicularly.

6.2 Problem

Location: Proposed parking areas, near Longford Road

Summary: **Potential reduction in visibility and vehicle manoeuvres**



The extracts above suggest that the visibility splay for drivers leaving the parking areas may cross over land that may be landscaped. It is not clear from the landscaping drawing issued to the Audit Team, what sort of treatment, if any, or street furniture is proposed. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.

In addition, the excerpts above suggest that vehicles using certain parking spaces could not pull out and approach the Give Way line perpendicularly, and without blocking the opposing traffic lane. This could result in a collision with an oncoming vehicle.

Recommendation

It is recommended that parking spaces are designed and located so that vehicles can wait at the Give Way line without blocking the opposing lane. It is also recommended that any visibility splays are maintained entirely clear of any potential obstruction.

6.3 Problem

Location: Various

Summary: **Potential reduction in visibility due to trees**

The drawings include a number of trees proposed in the footways, close to parking spaces/driveways and accesses. Some of these may be within the visibility splay for drives leaving the driveway/space/access. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision

Recommendation

It is recommended that trees and other planting/vegetation are sited so that they do not affect visibility for any road users.

6.4 Problem

Location: Various

Summary: **Parking spaces near bends**



There are a number of parallel parking spaces proposed near significant bends. It is not clear that drivers accessing those spaces will have sufficient visibility or approaching traffic to do so safely. If drivers cannot see approaching vehicles, then they may pull out in front of live traffic, risking a collision.

Recommendation

It is recommended that parking spaces are sited where drivers will have appropriate visibility to manoeuvre safely.

6.5 Problem

Location: Various

Summary: **Large vehicle manoeuvring**

The swept path drawings suggest that there a number of manoeuvres that large vehicles will undertake that will require them to drive in the opposing traffic lane - ie on the 'wrong' side of the road. If that is the case, then this could result in a head-on collision.

Recommendation

It is recommended that large vehicles likely to use the development frequently can make all necessary manoeuvres in safety.

6.6 Problem

Location: Northern site access, Ryebank Road

Summary: **Pedestrian visibility**



There is a pedestrian crossing facility proposed as above. It appears from the drawing that the pedestrian visibility splay on the eastern side looking north will cross an area of land which may be outside the public highway. This could result in obstructions to visibility being constructed/sited on that land which will reduce visibility. If pedestrians cannot see approaching vehicles and vice versa, then a pedestrian/vehicle collision may result.

Recommendation

It is recommended that pedestrian have sufficient visibility to cross safely.

APPENDIX ONE

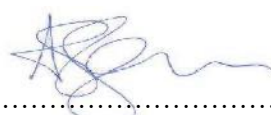
7.0 AUDIT TEAM STATEMENT

AUDIT TEAM STATEMENT

We certify that the audit has been carried out in accordance with the requirements set out in GG119. The problems identified have been noted in this report together with associated safety improvement suggestions which we recommend should be studied for implementation.

AUDIT TEAM LEADER

Adrian Dawson MCIHT MSoRSA
Senior Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 09 December 2024

AUDIT TEAM MEMBER

Joe Clabour MSc, BA Hons
Senior Traffic Engineer
Waterman Aspen
5th Floor
1 Cornwall Street
Birmingham
B3 2DX

Signed.....

Date: 09 December 2024

APPENDIX TWO

8.0 LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

LIST OF DRAWINGS AND DOCUMENTS PROVIDED TO THE AUDIT TEAM

Drawings

- 4343 101D Landscape Layout FOR SIGN OFF
- SK22351-103 Longford Road Traffic Calming GA 241001
- SK22351-106 Visibility and Tracking - Driveway 1
- SK22351-107 Visibility and Tracking - Driveway 2
- SK22351-108 Visibility CP Access 1
- SK22351-109 Visibility CP Access 2
- SK22351-110 Visibility CP Access 3
- SK22351-201 Site Access South GA 241128
- SK22351-202 Site Access North GA 241128
- SK22351-203 Longford Road Traffic Calming GA 241128
- SK22351-204 Tracking RCV South 241128
- SK22351-205 Tracking RCV North 241128
- SK22351-206 Visibility and Tracking - Driveway 1
- SK22351-207 Visibility and Tracking - Driveway 2
- SK22351-208 Visibility CP Access 1
- SK22351-209 Visibility CP Access 2
- SK22351-210 Visibility CP Access 3
- SK22351-211 Proposed Adoption Extents 241128

Documents

- Draft Transport Assessment
- Accident data

APPENDIX THREE

9.0 PROBLEM LOCATION PLAN