

Former Baptist Church Site
Rochdale Road, Manchester
Transport Statement
250130/SK22449/TA01(-01)

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Appendices

- A Ground Floor Layout
- B Traffic Regulation Order Review & Proposed External Works
- C Framework Travel Plan
- D TRICS Output

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22449	TS	00	Draft for Comment (text only issue)	L Speers	LGS	30/09/2024
SK22449	TS	01	Final	L Speers	LGS	30/01/2025

1 Introduction

- 1.1 SK has been appointed by City Point Developments Limited to prepare a Transport Statement (TS) that assesses the impact of a residential development at the Baptist Church site off Rochdale Road in Manchester city centre.
- 1.2 The planning application seeks consent for the development comprising 133 apartments, associated resident amenity space, 205.3sqm of co-working space for residents and an 89sqm commercial unit. The proposed ground floor layout is attached as Appendix A.
- 1.3 The assessment has been undertaken in line with the following policy and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2024), Planning Practice Guidance
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - TRICS (2023), TRICS Good Practice Guidance 2024
- 1.4 A TS Scoping Report was submitted to the Local Planning and Highway Authority, Manchester City Council as part of the EIA Scoping Submission in June 2024.

2 Baseline Situation

Site Location

- 2.1 The site location is shown on Figure 2.1.
- 2.2 The site is situated within the city centre boundary. The site is bounded to the northwest by Dyche Street, to the northeast by Sharp Street, to the southeast by the A664 (Rochdale Road) and to the southwest by a consented hotel development (ref: 127537/FO/2020).

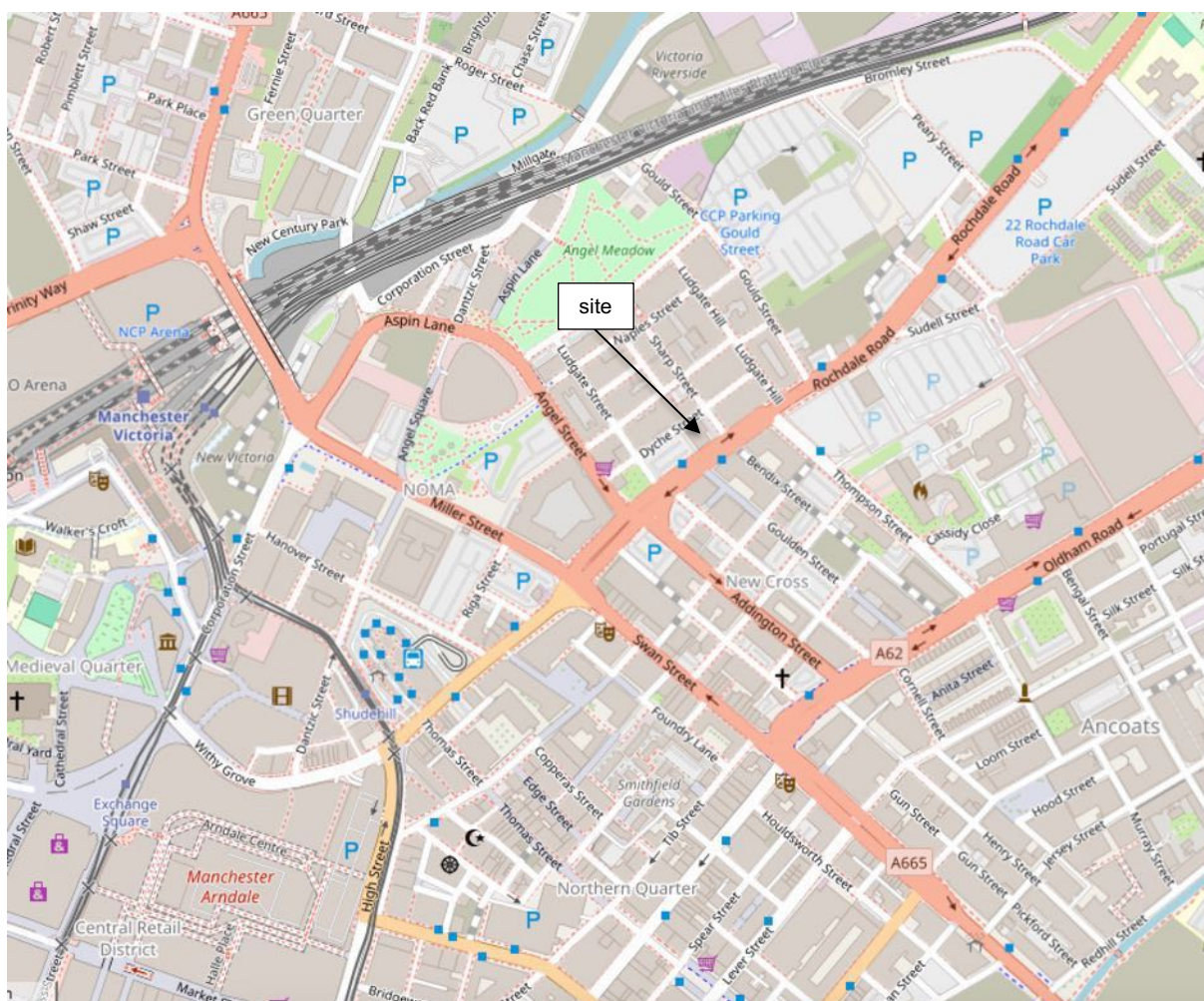


Figure 2.1: Site Location

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

Baseline Site Use

- 2.3 The site is currently occupied by a Baptist Church Building (Use Class: F1 Place of Worship) and the building has a floor area of circa 400sqm. The building is currently vacant.
- 2.4 There are two vehicle accesses to the site, with primary access taken from Sharp Street and secondary access taken from Dyche Street.
- 2.5 A planning application was lodged in 2024 for the temporary use of the site for industrial uses (Use Class: B2 and B8) under planning reference 139072/FO/2024. Vehicle access to the temporary use is retained from Sharp Street. Planning permission was granted in August 2024 for the temporary use.

Local Transport Network

- 2.6 Dyche Street is located on the northwestern boundary of the site and provides a one-way route from Sharp Street to Ludgate Street. Dyche Street has a 5.5m wide carriageway and 1.7m footway on the site boundary. Build-out features are in place on the route outside the site to calm traffic. The road is street lit and is subject to a 20mph speed limit.
- 2.7 Sharp Street is located on the northeastern boundary of the site and provides a two-way link from Rochdale Road. In the vicinity of the site, Sharp Street is 5.5m wide carriageway and a 1.5m footway on the site side of the road and a 2m wide footway on the opposite side of the road. The road is street lit and is subject to a 20mph speed limit. Sharp Street meets Dyche Street at a priority junction with tactile paving and dropped kerbs.

- 2.8 Rochdale Road (A664) is located on the southeastern boundary of the site and is one of the Key Route Network routes into Manchester city centre. Close to the site, Rochdale Road provides two lanes of traffic in each direction and has 2.6m and 3m wide footway on the site side of the road. The road is street lit and is subject to a 30mph speed limit. Access to Sharp Street is provided from a priority junction from Rochdale Road. Tactile paving and dropped kerbs are provided at the junction.
- 2.9 65m to the northeast of the site a signalised crossing is provided at the Rochdale Road/Thompson Street junction. 75m to the southwest of the site signalised crossing facilities are in place at the junction of Rochdale Road/Addington Street.

Traffic Regulation Orders

- 2.10 Traffic Regulation Order (TRO) controls are in place on Dyche Street and Sharp Street in the form of single yellow line controls and street parking bays. The street parking bays are restricted to two hours stay between 8am and 6pm (Monday – Friday) and 8am to 12.30pm (Saturday). There are no loading restrictions on Sharp Street and Dyche Street. A loading bay is in place on Baptist Street.
- 2.11 As noted earlier, the consented hotel to the southwest of the site will modify the TRO on Dyche Street to provide two disabled parking bays and a loading bay.
- 2.12 The baseline (existing and consented) TRO arrangements are shown on the plan attached in Appendix B.

Road Safety Patterns

- 2.13 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.¹ The TfGM database states that the current data is five years to 31st December 2023 and that the next update is due in June 2024. At the time of writing the TS the database had not been updated.
- 2.14 The database shows that there have been no collisions on Dyche Street or Sharp Street. A single collision was recorded at the junction of Sharp Street/Rochdale Road. The collision was classified as slight.

3 Development Proposal

- 3.1 The proposed ground floor layout is attached as Appendix A.
- 3.2 The development comprises of a residential block with 133 apartments, associated resident amenity space and 87.5sqm of commercial space. A post area is provided in the entrance lobby.
- 3.3 The principal entrances to the building are provided from Rochdale Road with secondary access points to the cycle and bin stores provided from Dyche Street.
- 3.4 The applicant will fund the reinstatement of any redundant access points and the re-surfacing of footways bounding the site. Tactile paving and dropped kerbs are already in place at the junctions in the immediate vicinity of the site (i.e. Sharp Street/Dyche Street and Sharp Street/Rochdale Road).
- 3.5 The building line has been set back to allow the footways to be widened on the principal frontages of the site and with the development will provide the following widths:
 - Rochdale Road: 3.3m – 4.5m
 - Dyche Street: 2m – 2.2m
- 3.6 The Sharp Street footway is retained at its existing width (1.5m) which is the absolute minimum width permitted by the Department for Transport's (DfT) guidance as it allows a wheelchair and

¹ <https://www.gmtu.gov.uk/gmaccidents/>

walker to pass each other.² The Sharp Street footway will be resurfaced and the redundant access point reinstated as continuous footway, so the development will provide a material betterment when considered in the context of the baseline pedestrian provision.

- 3.7 The development will provide cycle parking spaces at a rate of 50% (one per unit) in a store at ground floor of the building. The level of provision has been agreed with MCC's case officer.
- 3.8 Visitor cycle parking will be provided externally (three sheffield stands). In line with Department for Transport (DfT) guidance the short-stay, visitor cycle parking will be uncovered.³
- 3.9 The site is car free and no car parking will be provided on site for residents. The appropriateness of the site for car free living is considered later in the report.
- 3.10 The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. There are existing parking spaces on Sharp Street and on Dyche Street that could be used by Blue Badge holders. The consented hotel development (ref: 127537/FO/2020) to the west of the site will modify the street parking bays on Dyche Street to provide two disabled parking bays and a loading bay. In pre-application discussions with MCC Highways an additional dedicated on-street parking bay for disabled users was requested and it is proposed that this will be provided on Sharp Street as shown in Appendix B.
- 3.11 The refuse store is located on the corner of Dyche Street/Sharp Street. Loading activity including refuse collection is proposed to take place using a new marked loading bay, as requested by MCC Highways. The bay will be provided on Sharp Street.
- 3.12 The provision of the marked loading bay and disabled parking bay on Sharp Street will be in place of the existing short stay parking bays located on the eastern side of Sharp Street and will require modifications to the existing TRO. A plan showing the proposed footway improvements and TRO modifications is included at Appendix B.
- 3.13 A Framework Travel Plan has been prepared for the site and is attached as Appendix C. The Framework Travel Plan also sets out delivery and servicing strategy measures.
- 3.14 A Delivery Management Strategy is set out in the Travel Plan in Appendix C.

4 Accessibility Assessment

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](#) from the TfGM website.⁴
- 4.2 The principal building entrance is provided from Rochdale Road, with secondary access points to the cycle store and bin store provided from Dyche Street. As noted earlier, the bounding footways providing principal access to the building will be widened as part of the development (Rochdale Road and Dyche Street). The footways will be resurfaced and redundant access points reinstated.
- 4.3 Sharp Street has a footway width of 1.5m which will not be widened due to development footprint constraints and lack of width on Sharp Street to widen to. Notwithstanding this, the footway is 1.5m wide which, as noted earlier, is the minimum width required to allow a wheelchair and walker to pass each other. The footway bounding the site and redundant access point will be reinstated which will provide a betterment when compared to current conditions.
- 4.4 Tactile paving and dropped kerbs are already provided at side road junctions and signalised crossing facilities are in place on Rochdale Road 65m to the northeast of the site and 75m to the southwest of the site. Tactile paving and dropped kerbs are in place at the Dyche Street/Sharp Street and Sharp Street/Rochdale Road junctions.

² Department for Transport (2021), Inclusive Mobility

³ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

⁴ <https://tfgm.pindarcreative.co.uk>

- 4.5 Figure 4.1 shows that the streets to the north of the site are all 20mph zones and therefore create a suitable environment for active travel modes. Access from the site can be gained to formal cycle routes on Angel Street, Rochdale Road (N), Dantzic Street, Aspin Street and the Ring Road.

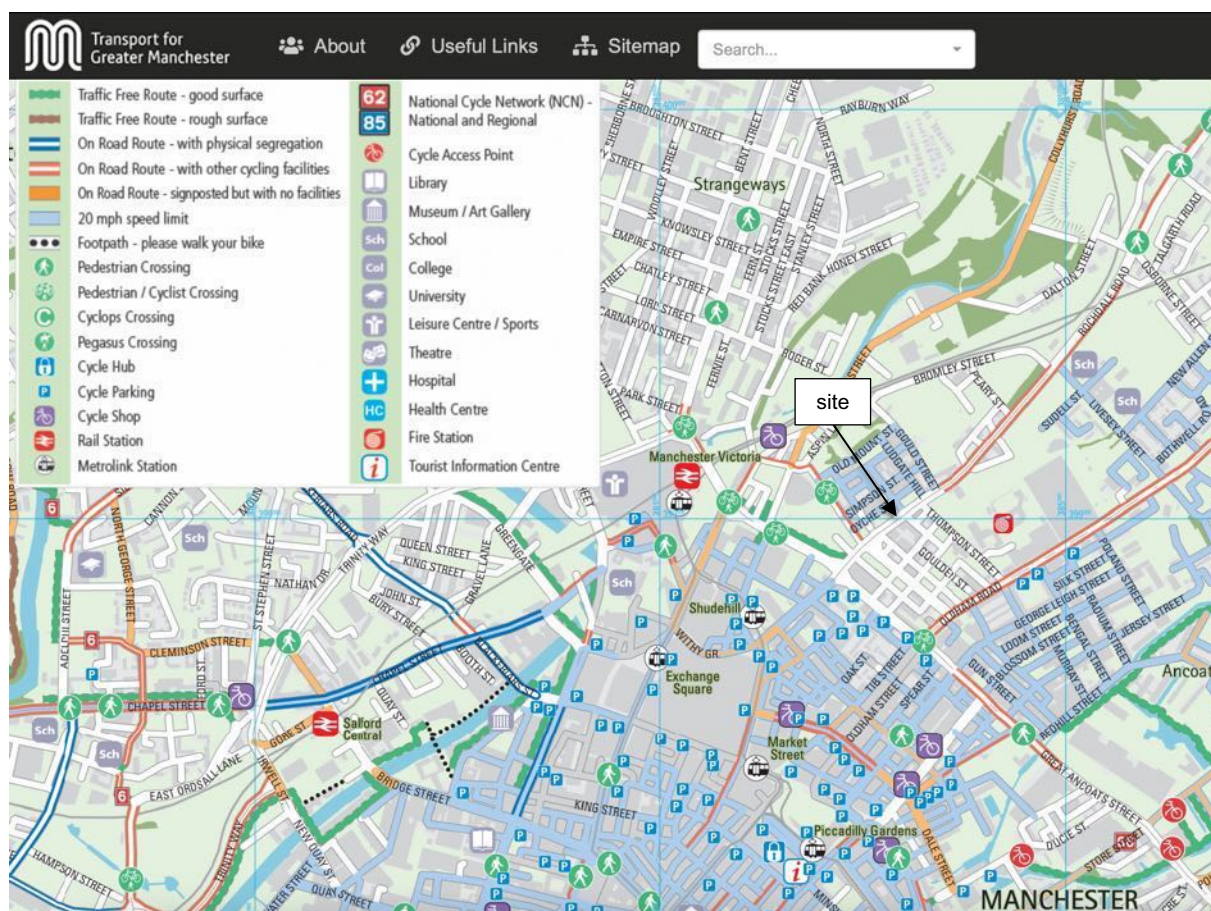


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.6 Figure 4.2 shows an extract from the [Mapping GM website](https://mappinggm.org.uk/bee-network/) of Bee Network proposals in the area.⁵ This shows that a new route will be provided from the Cheetham Hill Road to New Islington via Gould Street just northeast of the site.
- 4.7 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester).⁶ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.8 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

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

⁶ <https://beryl.cc/scheme/greater-manchester>

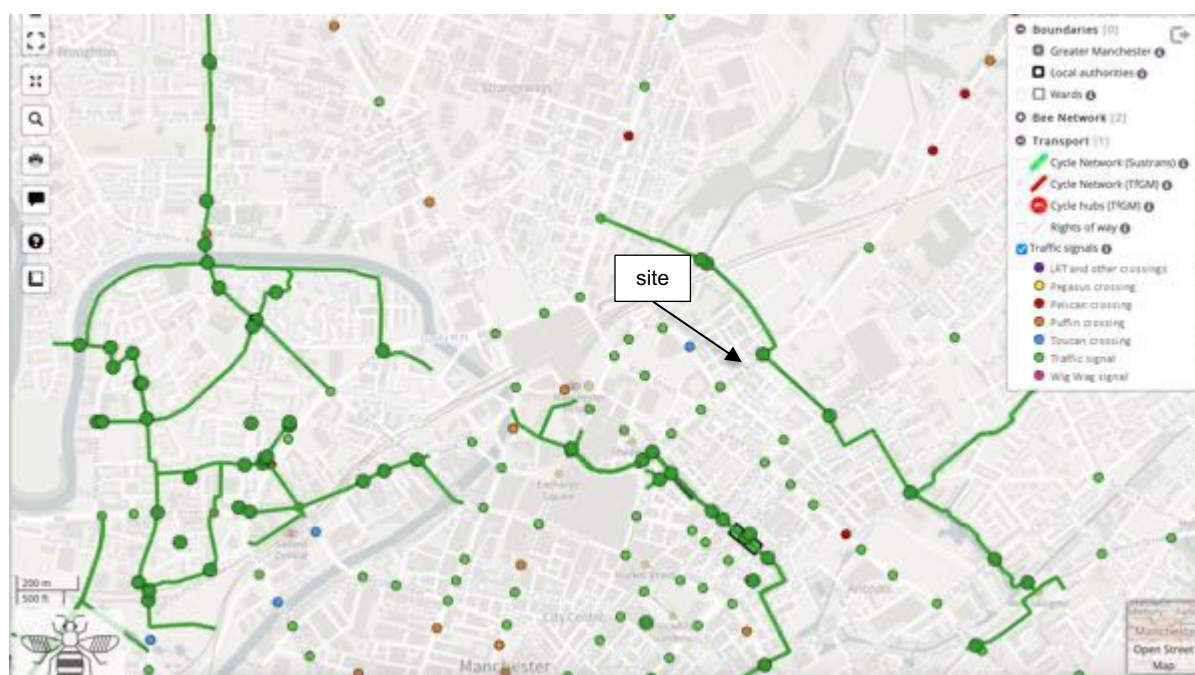


Figure 4.2: Bee Network Proposals
[source: Mapping GM]

Public Transport Routes

- 4.9 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area.⁷
- 4.10 The nearest bus stops to the site are located on Rochdale Road. The stops benefit from shelters, seating, timetable information and boarding facilities.
- 4.11 More bus services can be accessed at Shudehill Interchange which is 350m from the site (just under a five-minute walk).

⁷ <https://tfgm.com/maps>



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

- 4.12 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](https://tfgm.com/public-transport/bus) at the time of preparing the report.⁸

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

No.	Route	Monday – Saturday Frequency (minutes)		Sunday Frequency (minutes)	
		Daytime	Evening	Daytime	Evening
17/A	Rochdale – Middleton – Manchester Shudehill	10	10	15	30
18	Middleton – Manchester Infirmary	10	10	15	30
56	Middleton – Manchester Shudehill	30	30	-	-
81	Oldham – Moston – Manchester Piccadilly	10	15	15	30
112	Middleton – Moston – Manchester Piccadilly	15	20	30	30
117	New Moston – Collyhurst – Manchester Piccadilly	60	-	60	60
118	N Manchester Hospital – Moston – Manchester Piccadilly	10	30	15	30
119	Bury – Heaton Park – Manchester Piccadilly	10	20	10	20
156	Middleton – Manchester Shudehill	30	60	60	60
163	Bury – Heywood – Manchester Piccadilly	10	30	30	30

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

- 4.13 Tram services can be accessed at Shudehill Interchange, 350m from the site (just under a five-minute walk). [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.⁹
- 4.14 Train services can be accessed at Manchester Victoria, 800m from the site (10-minute walk). [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.¹⁰
- 4.15 The assessment confirms that the site is well served by existing public transport services.

Car Club Network

- 4.16 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.
- 4.17 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.
- 4.18 [Enterprise Car Club](#) has vehicles parked across the city.¹¹ The nearest car club vehicles to the site are located on New Mount Street and High Street, 170m/two-minute walk and 500m/six-minute walk respectively.

⁹ <https://tfgm.com/public-transport/tram>

¹⁰ <https://tfgm.com/public-transport/train>

¹¹ <https://www.enterpriseclub.co.uk/gb/en/home.html>

Accessibility Assessment

- 4.19 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 4.4 shows walking time catchments from the site.

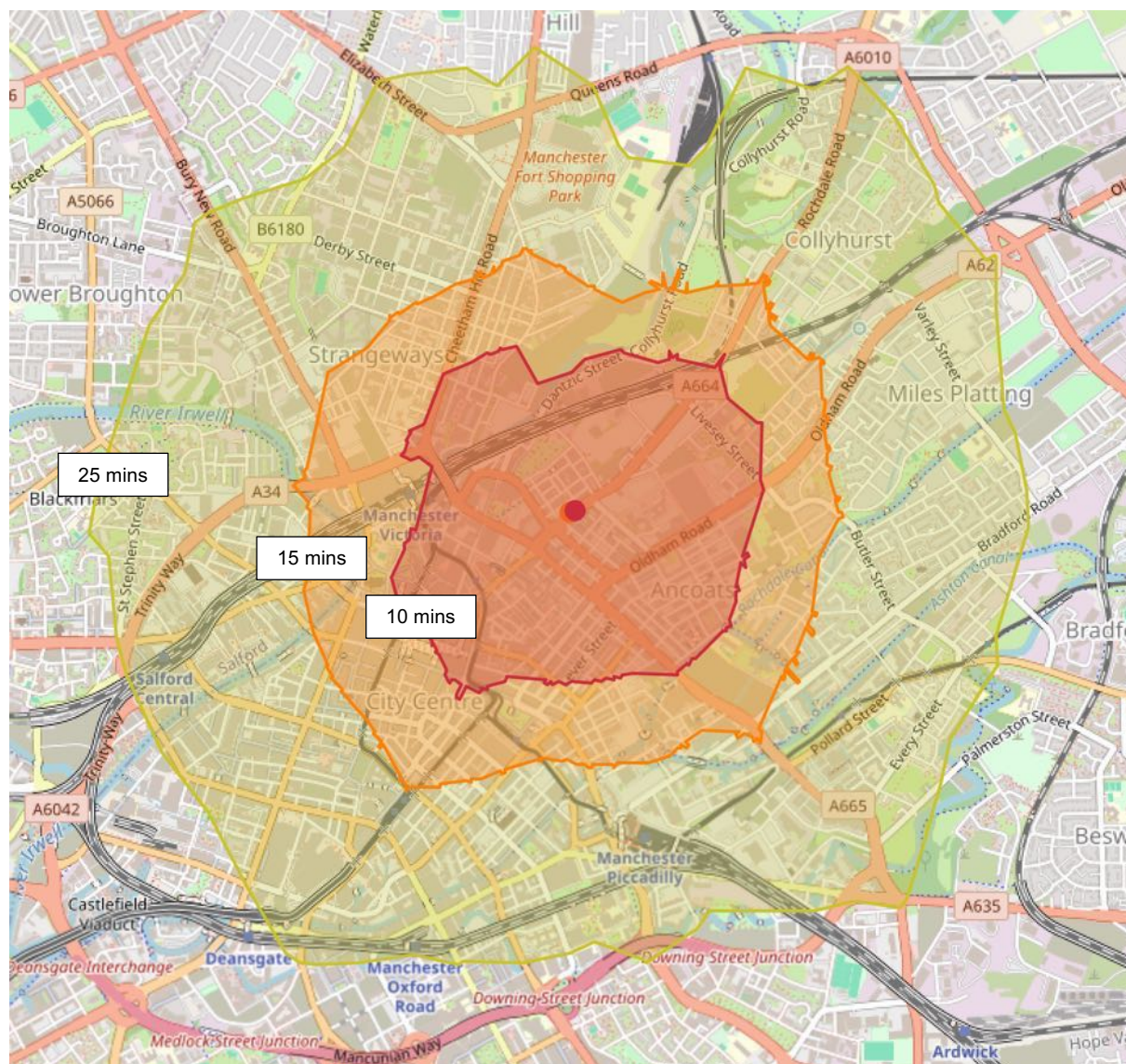


Figure 4.4: Walking Isochrones

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

- 4.20 Figure 4.4 shows that the site is within a 10-minute walk of Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of the core retail district (Market Street) and Piccadilly Gardens. The site is within a 25-minute walk of all of the city centre, Central Salford, Collyhurst and Cheetham Hill.
- 4.21 The Department for Transport states that cycle trips of 8km have the potential to replace car trips.¹² Figure 4.5 shows an 8km cycle catchment from the site.

¹² Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

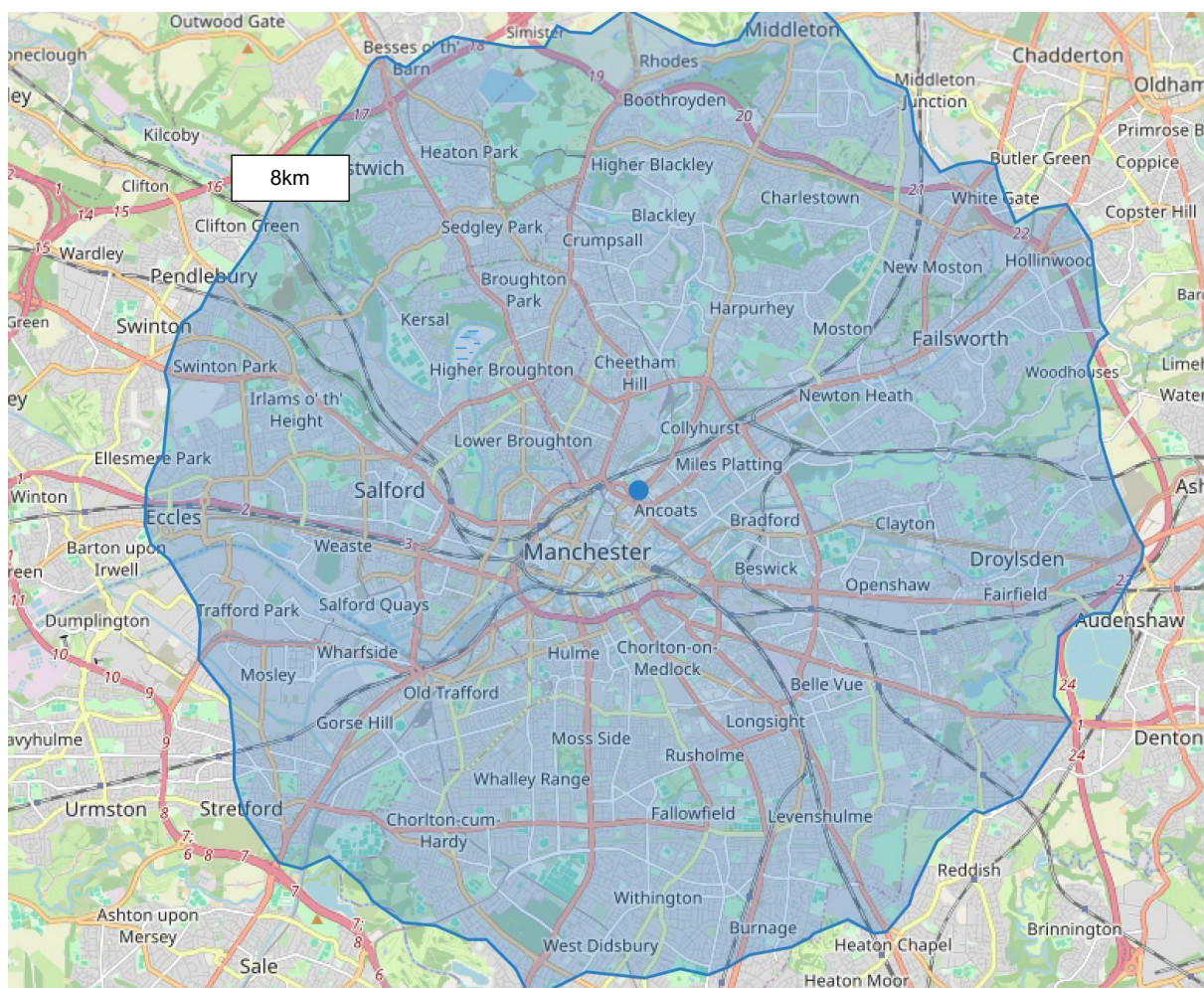


Figure 4.5: Cycling Catchment

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

- 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.¹³ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.23 The site has a GMAL of 8 (68.55), which is an exceptional level of accessibility by public transport.
- 4.24 Based on the assessment, the site is well located for access to a host of services and amenities by active travel modes. Given this it can be expected that active travel will be a dominant mode of travel for future residents at the site. The site is also shown to be well located for access to the public transport network.

5 Impact Assessment

Assessment Method

- 5.1 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal.¹⁴ At section 4 of the guidance (replicated below) it specifically states that

¹³ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

¹⁴ TRICS (2023) TRICS Good Practice Guidance 2024

the forecast should be based on adjustments to locational and accessibility qualities, rather than regions.

“Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region.”

- 5.2 In line with this and as agreed during scoping discussions, no adjustment has been made to the regions in the sample. Instead, the locational parameters have been set to reflect the site's location characteristics (city/town centre).
- 5.3 The site has a GMAL rate of 8 and a score of 68.55. A score of above 40 equates to a PTAL rate of 6b. None of the TRICS sample sites have a PTAL higher than the proposal site.

Trip Generation

- 5.4 The site provides no car parking and in terms of vehicle trips will generate traffic associated with delivery/refuse collection and taxi movements. TRICS now enables users to select sites that have specific service movement surveys, and these survey sites have been selected for the trip generation.
- 5.5 The TRICS output is attached as Appendix D with a summary of peak hour and daily trips provided below.

	Person Trip Rates			LGV Trip Rates			OGV Trip Rates			Taxi Trip Rates		
	(per dwelling)			(per dwelling)			(per dwelling)			(per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.086	0.502	0.588	0.009	0.008	0.017	0	0	0	0.008	0.007	0.015
PM Peak Hour	0.397	0.187	0.584	0.007	0.003	0.01	0	0	0	0.005	0.005	0.01
	Person Trips			LGV Trips			OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	11	67	78	1	1	2	0	0	0	1	1	2
PM Peak Hour	53	25	78	1	0	1	0	0	0	1	1	1

Table 5.1: TRICS Trip Rates & Development Trip Generation

- 5.6 Table 5.2 provides a summary of the peak hour residual traffic flows that will be generated by the development.

	Total Vehicle Trips		
	In	Out	Total
AM Peak Hour	2	2	4
PM Peak Hour	2	1	3

Table 5.3: Total Development Traffic Flows

Impact Assessment

- 5.7 The site is a brownfield site that will have historically generated traffic onto the highway network. The proposal will extinguish the existing uses on site.

- 5.8 The trip generation shows that the site will be associated with a minimal level of vehicles in the peak hours. The vehicle trips will be associated with servicing and taxi movements. Based on the above assessment the development will not anticipated to have an impact on highway operation.

Parking Assessment

- 5.9 The location of the site and type of development is such that residents are less likely to own a car and can readily access key destinations. Given this the development is car free.
- 5.10 Residents with Blue Badges can park in the existing parking bays surrounding the site or can use the disabled bays that are to be delivered on Dyche Street. An additional disabled parking bay is proposed on Sharp Street.
- 5.11 The parking assessment reviews the suitability of the site to operate as car free development with no on-site car parking.
- 5.12 MCC does not maintain any parking standards for residential developments and each site is taken on its own merits. However, Policy T2 of the Core Strategy states that developments in the city centre should:

“... provide a level of car parking which reflects the highly accessible nature of the location.”¹⁵

- 5.13 The accessibility assessment confirms that the site occupies a highly accessible location, with a GMAL of 8, the highest level in Greater Manchester.
- 5.14 To test whether the accessibility level is suitable for car free living a review has been made of the accessibility of other car free developments consented by MCC in similar locations in the outer areas of the city.

Site	Area	No. of Units	Site Parking Rate	GMAL
One Park Place	Great Ducie Street SRF	273	0%	8
Boddingtons	Great Ducie Street SRF	461	0%	8
Talbot Mill	St Georges	208	0%	7
Port Street	Ancoats	135	0%	8
Crusader Works	Piccadilly	201	0%	8
Bendix Street	New Cross	161	0%	8
Oldham Street	New Cross	144	0%	8
Goulden Street	New Cross	73	0%	8
Proposal Scheme	Rochdale Road	110	0%	8

Table 5.4: Consented Car Free Schemes

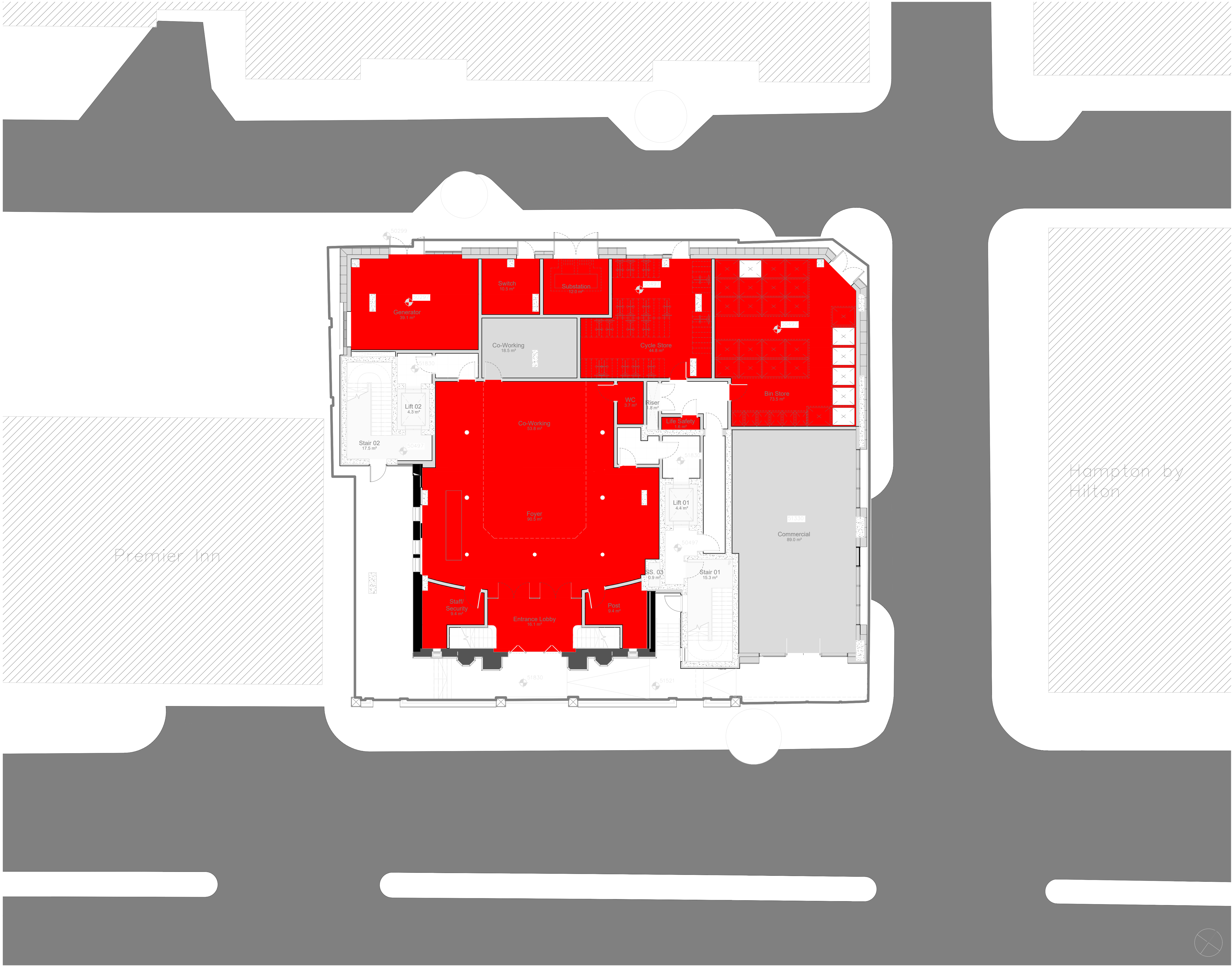
- 5.15 Table 5.4 confirms that the site has the same level of accessibility as other consented car free developments in the outer areas of the city.
- 5.16 Parking is controlled by existing TRO on the streets adjacent to the site. These controls will remove the practicability of a resident storing a car on-street.
- 5.17 Based on the above, it is concluded that the site is suitable for car-free living.

¹⁵ Manchester City Council (2012), Core Strategy

6 Conclusions

- 6.1 SK has been appointed by City Point Developments Limited to prepare a TS that examines the impact of constructing a car free residential development on the site of the former Baptist Church off Rochdale Road in Manchester.
- 6.2 The scope of the assessment has been undertaken in line with standard appraisal methods and in line with local and national guidance. A Scoping Report was issued to MCC in June 2024.
- 6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for residents to access extensive amenities in the city centre. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. Measures are included in the proposal to support active and sustainable living practices, including a high level of cycle parking, localised pedestrian route enhancements, and a Travel Plan.
- 6.4 Appropriate infrastructure is proposed to allow the site to be suitably serviced and refuse to be collected.
- 6.5 The assessment confirms that the site is a suitable location for living without a car and that there will be no negative highways effects from the proposal.
- 6.6 A traffic assessment has been undertaken and this shows that the proposal will be associated with an insignificant level of trips during the peak hours. It is also shown that there are no accident hotspots on the site frontage.

Appendix A



DO NOT SCALE
Work to annotated dimensions only. Read drawings in conjunction with relevant specification, Structural and Services Engineering drawings. Confirm all dimensions before commencement of any work on site or fabrication.

P2: Updated following change to P1: 0658991g issue	12/12/24
Rev: Details:	Date:

client:
CityPoint Developments

project:
Baptist Church
job number:
0658
status:
S1 – Suitable for Coordination

title:
Proposed GA Plan
Level 00 Floor Plan

scale: 1 : 100
drawn by: HM

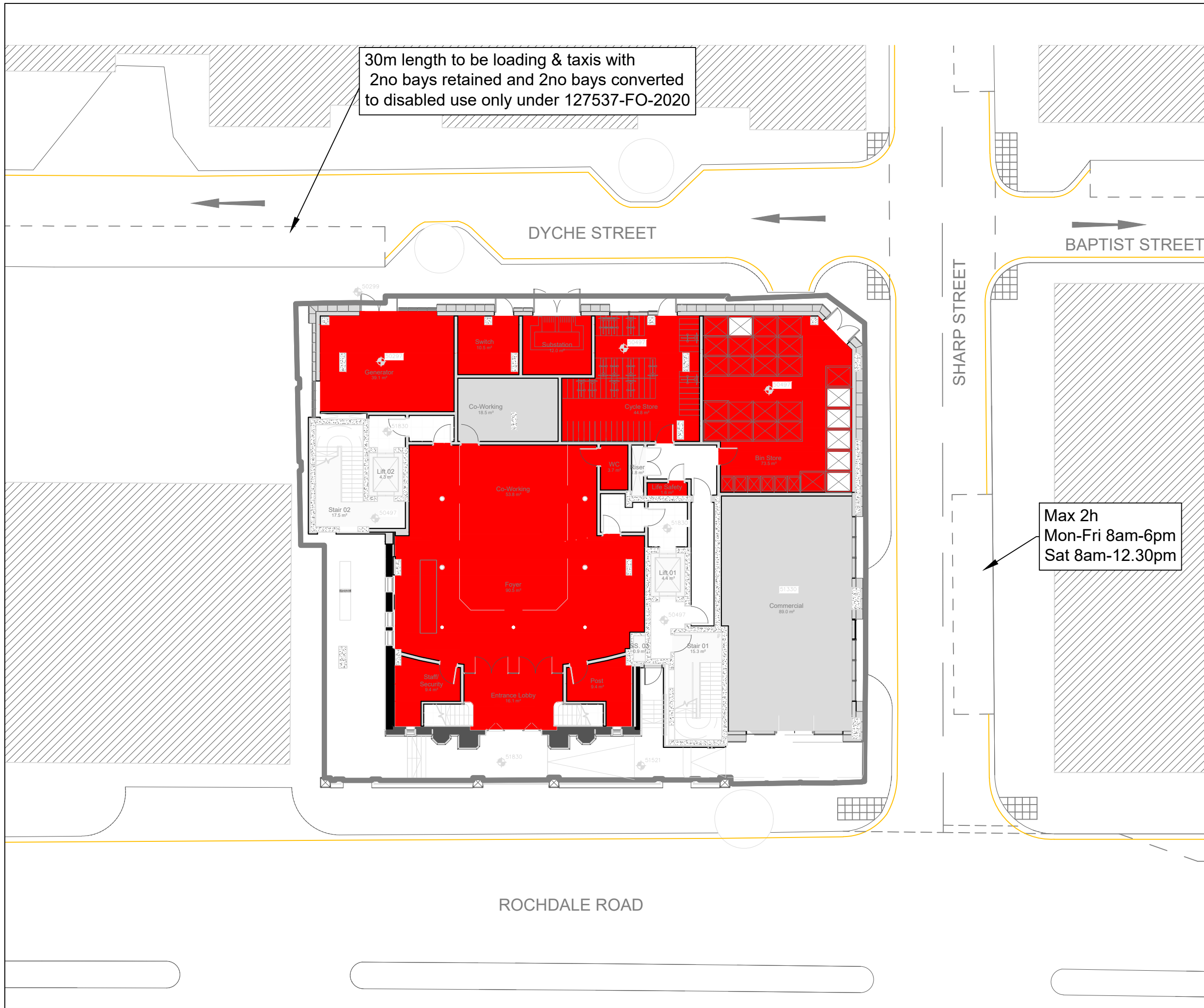
drawing number:
(—)200

current revision 12/12/24
revision: P2

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Appendix B

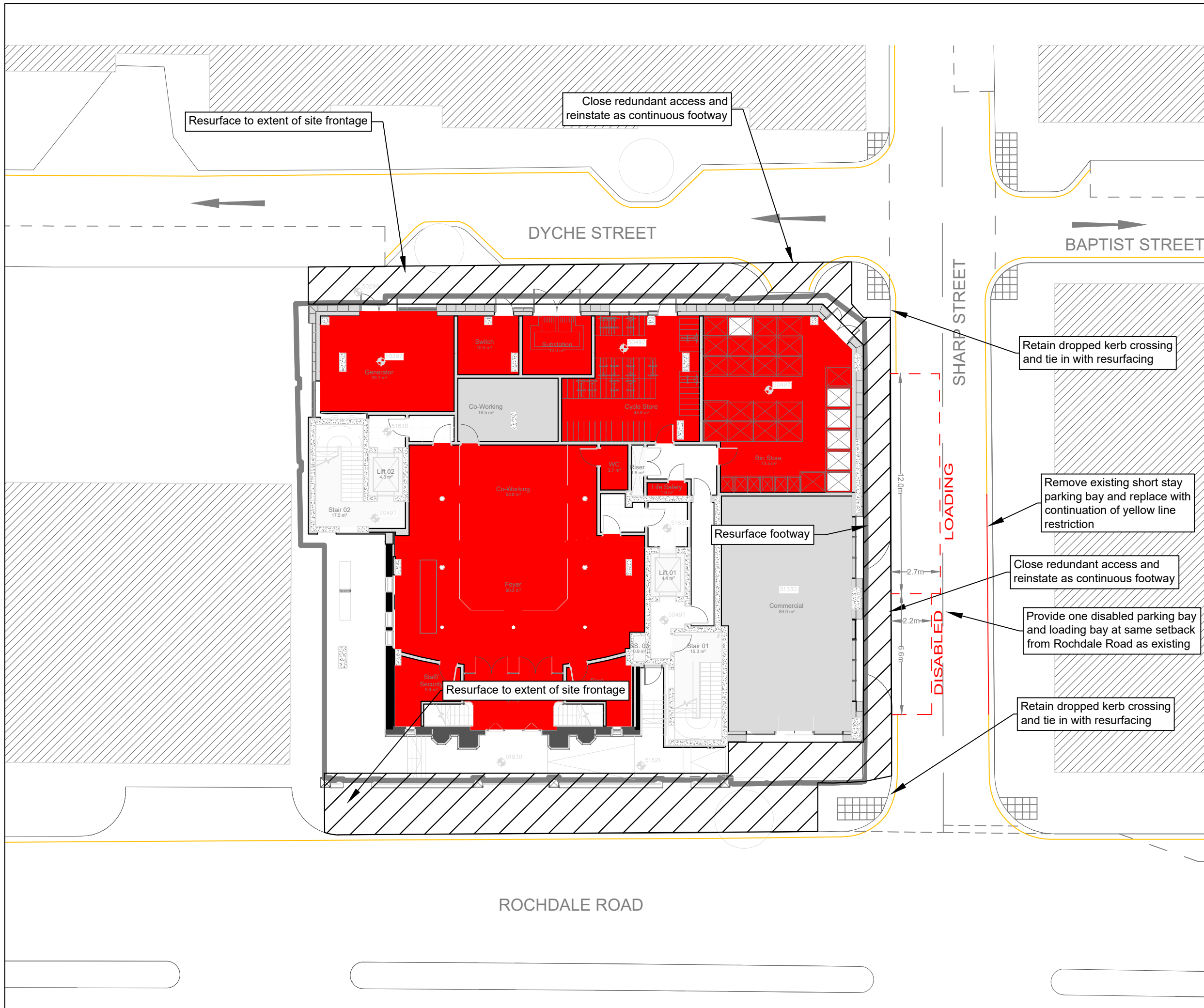


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NOTES

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

Revision Details		By	Date	Suffix
		Check		
Drawing Number				
SK22449-101				
Rochdale Road, Manchester				
Drawing Title				
Baseline TRO showing consented amendments				
Scale at A3				
1:200				
Drawn		Approved		
JAT		LGS		
Check		Date		
LGS		24.01.25		
SK SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509				



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NOTES

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

Extent of resurfacing subject to co-ordination with adjacent works proposals

Revision Details	By	Date	Suffix
	Check		

Drawing Number
SK22449-102

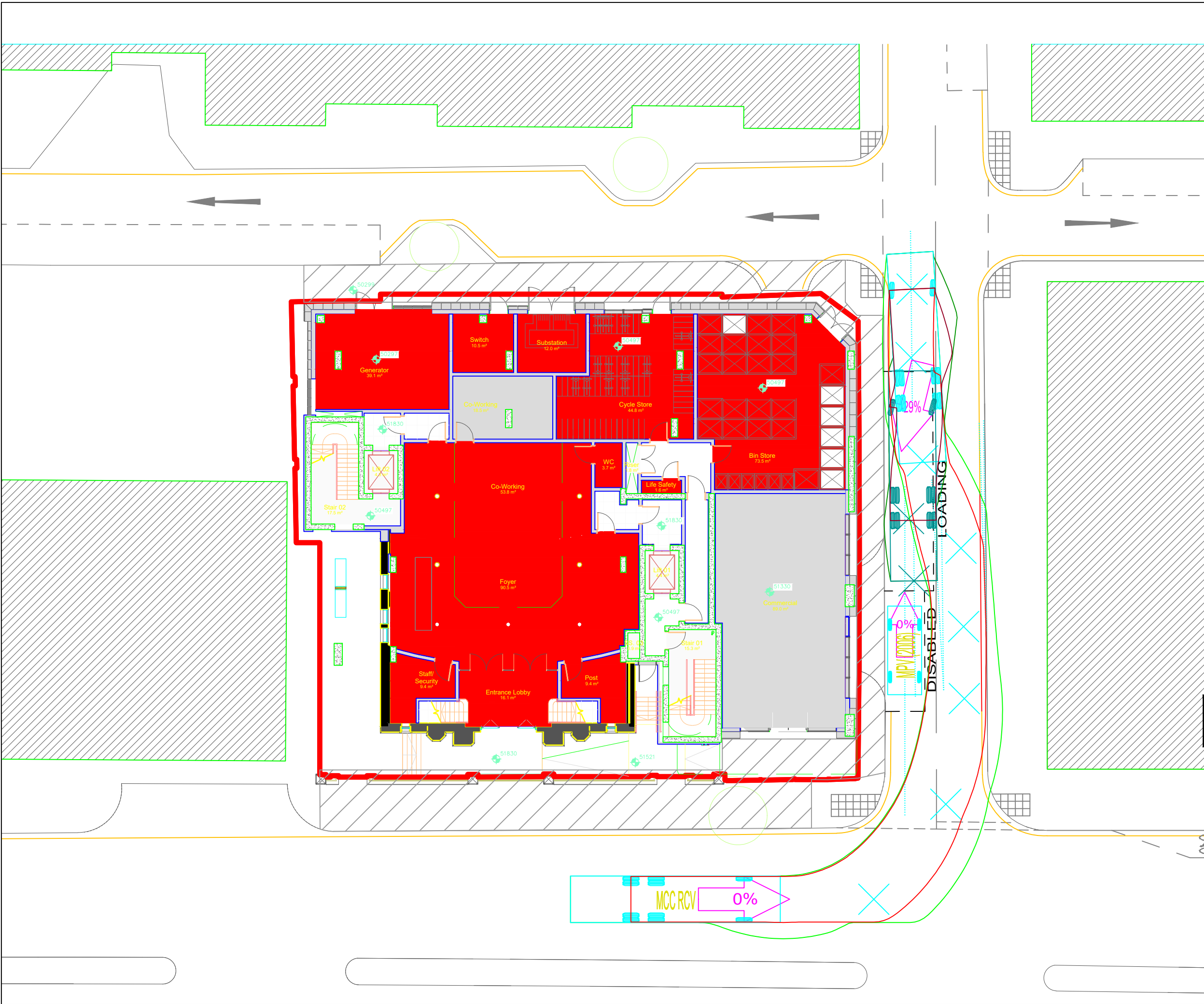
Rochdale Road, Manchester

Drawing Title
Proposed footway works and TRO amendments

Scale at A3
1:200

Drawn	Approved
JAT	LGS

Check	Date
LGS	24.01.25



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NOTES

Vehicle Profile

MCC RCV
Overall Length 11.500m
Overall Width 2.550m
Overall Body Height 3.751m
Min Body Ground Clearance 0.304m
Track Width 2.500m
Lock to Lock Time 2.00 sec
Wall to Wall Turning Radius 9.700m

MPV (2006)
Overall Length 4.856m
Overall Width 1.850m
Overall Body Height 1.919m
Min Body Ground Clearance 0.300m
Max Track Width 1.779m
Lock to Lock Time 4.00 sec
Kerb to Kerb Turning Radius 5.700m

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22449-103

Rochdale Road, Manchester

Drawing Title

Swept Path Analysis
Refuse Collection Vehicle

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	24.01.25

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Appendix C

Former Baptist Church Site
Rochdale Road, Manchester
Framework Travel Plan
250130/SK22449/FTP01(-01)

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SK22449	FTP01	00	First Draft – Text Only Issue	L Speers	LGS	30/09/2024
SK22449	FTP01	01	Updated	L Speers	LGS	30/01/2025

1 Introduction

Background

- 1.1 SK has been appointed by City Point Developments Limited to prepare Framework Travel Plan to accompany a planning application for residential development on the site of the former Baptist Church off Rochdale Road in Manchester.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.3 The proposed ground floor layout is attached as Appendix A of the TS.
- 1.4 The development comprises of a residential block with 133 apartments, associated resident amenity space and 87.5sqm of commercial space. A post area is provided in the entrance lobby.
- 1.5 The principal entrances to the building are provided from Rochdale Road with secondary access points to the cycle and bin stores provided from Dyche Street.
- 1.6 The applicant will fund the reinstatement of any redundant access points and the re-surfacing of footways bounding the site. Tactile paving and dropped kerbs are already in place at the junctions in the immediate vicinity of the site (i.e. Sharp Street/Dyche Street and Sharp Street/Rochdale Road).
- 1.7 The building line has been set back to allow the footways to be widened on the principal frontages of the site and with the development will provide the following widths:
 - Rochdale Road: 3.3m – 4.5m
 - Dyche Street: 2m – 2.2m
- 1.8 The Sharp Street footway is retained at its existing width (1.5m) which is the absolute minimum width permitted by the Department for Transport's (DfT) guidance as it allows a wheelchair and walker to pass each other.¹ The Sharp Street footway will be resurfaced and the redundant access point reinstated as continuous footway, so the development will provide a material betterment when considered in the context of the baseline pedestrian provision.
- 1.9 The proposed footway works are shown on the plan in Appendix C of the TS.
- 1.10 The development will provide cycle parking spaces at a rate of 50% (one per unit) in a store at ground floor of the building. The level of provision has been agreed with MCC's case officer.
- 1.11 Visitor cycle parking will be provided externally (three sheffield stands). In line with Department for Transport (DfT) guidance the short-stay, visitor cycle parking will be uncovered.²
- 1.12 The site is car free and no car parking will be provided on site for residents. The appropriateness of the site for car free living is considered later in the report.
- 1.13 The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. There are existing parking spaces on Sharp Street and on Dyche Street that could be used by Blue Badge holders. The consented hotel development (ref: 127537/FO/2020) to the west of the site will modify the street parking bays on Dyche Street to provide two disabled parking bays and a loading bay. In pre-application discussions with MCC Highways an additional dedicated on-street parking bay for disabled users was requested and it is proposed that this will be provided on Sharp Street.

¹ Department for Transport (2021), Inclusive Mobility

² Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

- 1.14 The refuse store is located on the corner of Dyche Street/Sharp Street. Loading activity including refuse collection is proposed to take place using a new marked loading bay, as requested by MCC Highways. The bay will be provided on Sharp Street.
- 1.15 The provision of the marked loading bay and disabled parking bay on Sharp Street will be in place of the existing short stay parking bays located on the eastern side of Sharp Street and will require modifications to the existing TRO. A plan showing the proposed footway improvements and TRO modifications is included at Appendix B of the TS.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following guidance:
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Core Strategy
 - Ministry of Housing, Communities & Local Government (2024), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2024), 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 framework version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. 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 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 is shown in Figure 2.1.

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

- 2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined 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 pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 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 / budget details.

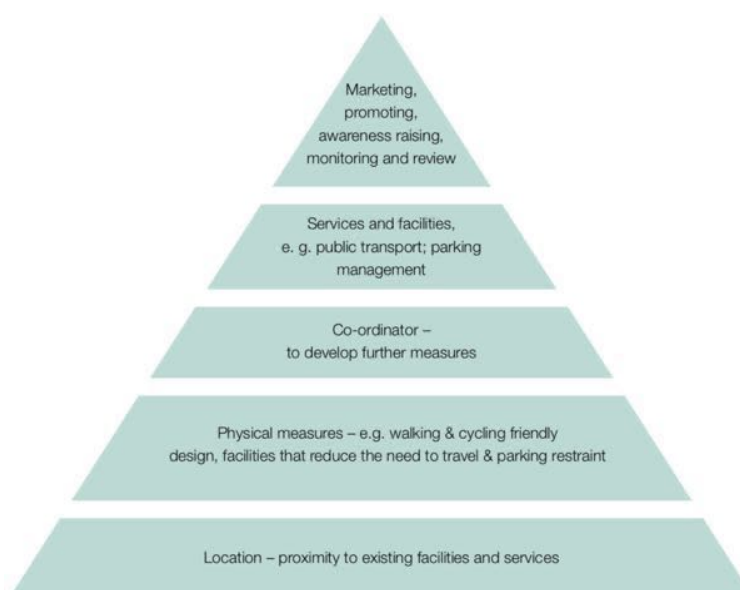


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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 increase trips by active/sustainable modes of travel.
- Objective 2:** To reduce the number of single occupancy private car trips.

3 Site Context

Site Location

3.1 The site location is shown on Figure 2.1.

3.2 The site is situated within the city centre boundary. The site is bounded to the northwest by Dyche Street, to the northeast by Sharp Street, to the southeast by the A664 (Rochdale Road) and to the southwest by a consented hotel development (ref: 127537/FO/2020).

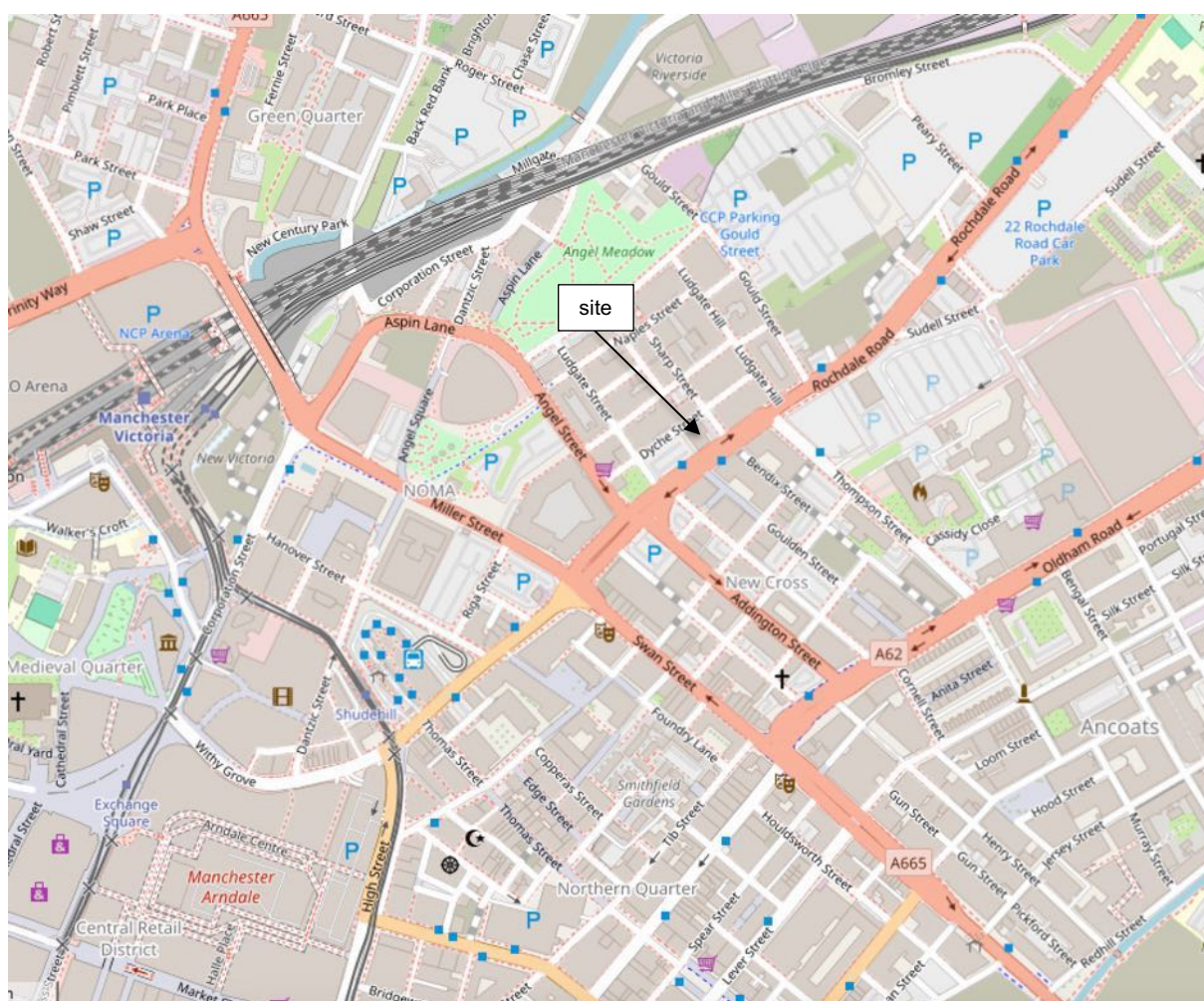


Figure 2.1: Site Location

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

Local Transport Network

3.3 Dyche Street is located on the northwestern boundary of the site and provides a one-way route from Sharp Street to Ludgate Street. Dyche Street has a 5.5m wide carriageway and 1.7m footway on the site boundary. Build-out features are in place on the route outside the site to calm traffic. The road is street lit and is subject to a 20mph speed limit.

- 3.4 Sharp Street is located on the northeastern boundary of the site and provides a two-way link from Rochdale Road. In the vicinity of the site, Sharp Street is 5.5m wide carriageway and a 1.5m footway on the site side of the road and a 2m wide footway on the opposite side of the road. The road is street lit and is subject to a 20mph speed limit. Sharp Street meets Dyche Street at a priority junction with tactile paving and dropped kerbs.
- 3.5 Rochdale Road (A664) is located on the southeastern boundary of the site and is one of the Key Route Network routes into Manchester city centre. Close to the site, Rochdale Road provides two lanes of traffic in each direction and has 2.6m and 3m wide footway on the site side of the road. The road is street lit and is subject to a 30mph speed limit. Access to Sharp Street is provided from a priority junction from Rochdale Road. Tactile paving and dropped kerbs are provided at the junction.
- 3.6 65m to the northeast of the site a signalised crossing is provided at the Rochdale Road/Thompson Street junction. 75m to the southwest of the site signalised crossing facilities are in place at the junction of Rochdale Road/Addington Street.

Traffic Regulation Orders

- 3.7 Traffic Regulation Order (TRO) controls are in place on Dyche Street and Sharp Street in the form of single yellow line controls and street parking bays. The street parking bays are restricted to two hours stay between 8am and 6pm (Monday – Friday) and 8am to 12.30pm (Saturday). There are no loading restrictions on Sharp Street and Dyche Street. A loading bay is in place on Baptist Street.
- 3.8 As noted earlier, the consented hotel to the southwest of the site will modify the TRO on Dyche Street to provide two disabled parking bays and a loading bay.
- 3.9 The baseline (existing and consented) TRO arrangements are shown on the plan attached in Appendix B of the TS.

Road Safety Patterns

- 3.10 The TS confirms that there have been no collisions in the five-year period examined in the vicinity of the site.

4 Accessibility Audit

Active Travel Routes

- 4.1 Figure 4.1 shows the [active travel network serving the site](https://tfgm.pindarcreative.co.uk) from the TfGM website.⁴
- 4.2 The principal building entrance is provided from Rochdale Road, with secondary access points to the cycle store and bin store provided from Dyche Street. As noted earlier, the bounding footways providing principal access to the building will be widened as part of the development (Rochdale Road and Dyche Street). The footways will be resurfaced and redundant access points reinstated.
- 4.3 Sharp Street has a footway width of 1.5m which will not be widened due to development footprint constraints and lack of width on Sharp Street to widen to. Notwithstanding this, the footway is 1.5m wide which, as noted earlier, is the minimum width required to allow a wheelchair and walker to pass each other. The footway bounding the site and redundant access point will be reinstated which will provide a betterment when compared to current conditions.
- 4.4 Tactile paving and dropped kerbs are already provided at side road junctions and signalised crossing facilities are in place on Rochdale Road 65m to the northeast of the site and 75m to the southwest of the site. Tactile paving and dropped kerbs are in place at the Dyche Street/Sharp Street and Sharp Street/Rochdale Road junctions.

⁴ <https://tfgm.pindarcreative.co.uk>

- 4.5 Figure 4.1 shows that the streets to the north of the site are all 20mph zones and therefore create a suitable environment for active travel modes. Access from the site can be gained to formal cycle routes on Angel Street, Rochdale Road (N), Dantzig Street, Aspin Street and the Ring Road.

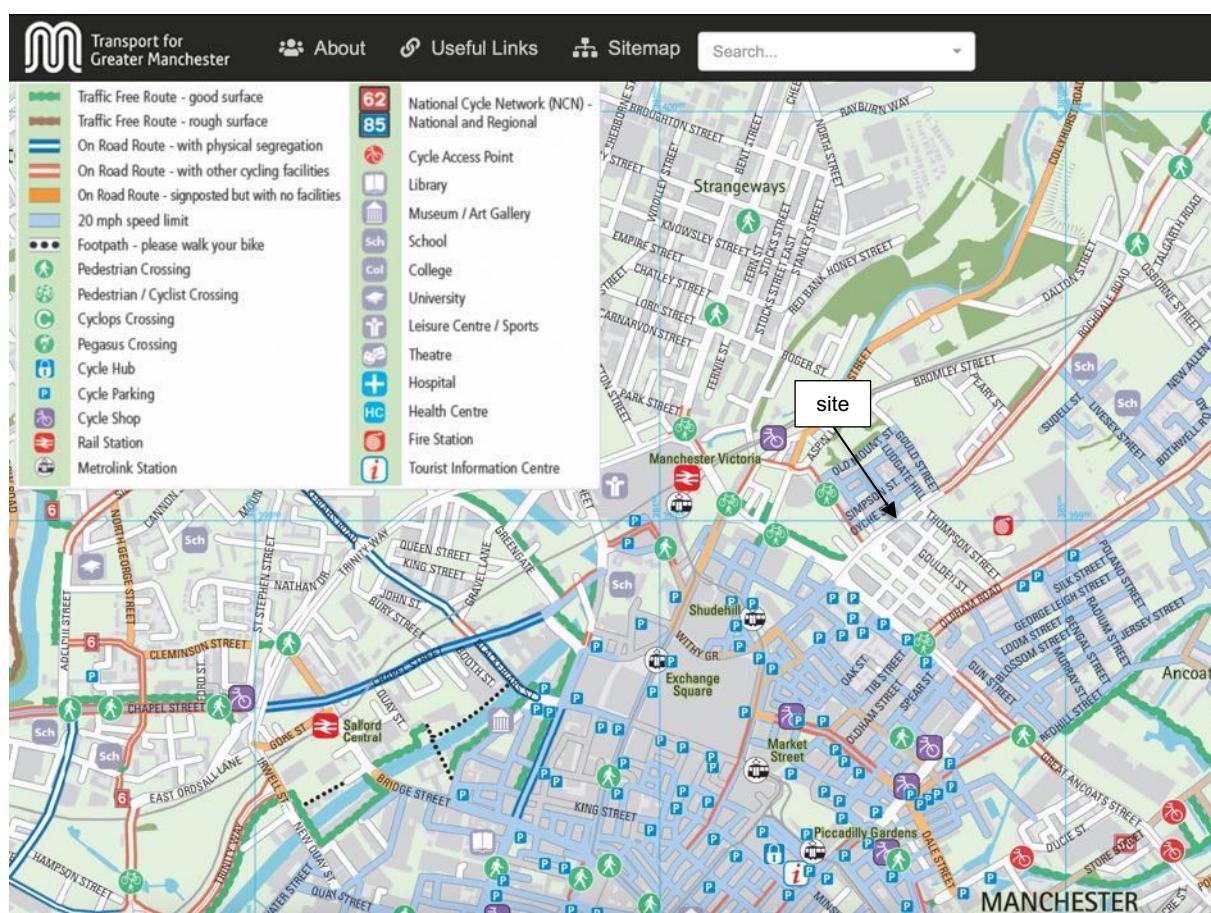


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.6 Figure 4.2 shows an extract from the [Mapping GM website](https://mappinggm.org.uk/bee-network/) of Bee Network proposals in the area.⁵ This shows that a new route will be provided from the Cheetham Hill Road to New Islington via Gould Street just northeast of the site.
- 4.7 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester).⁶ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.8 As would be expected, given the city centre location of the site, the existing walking and cycling infrastructure provide opportunities for active trips to/from the site.

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

⁶ <https://beryl.cc/scheme/greater-manchester>

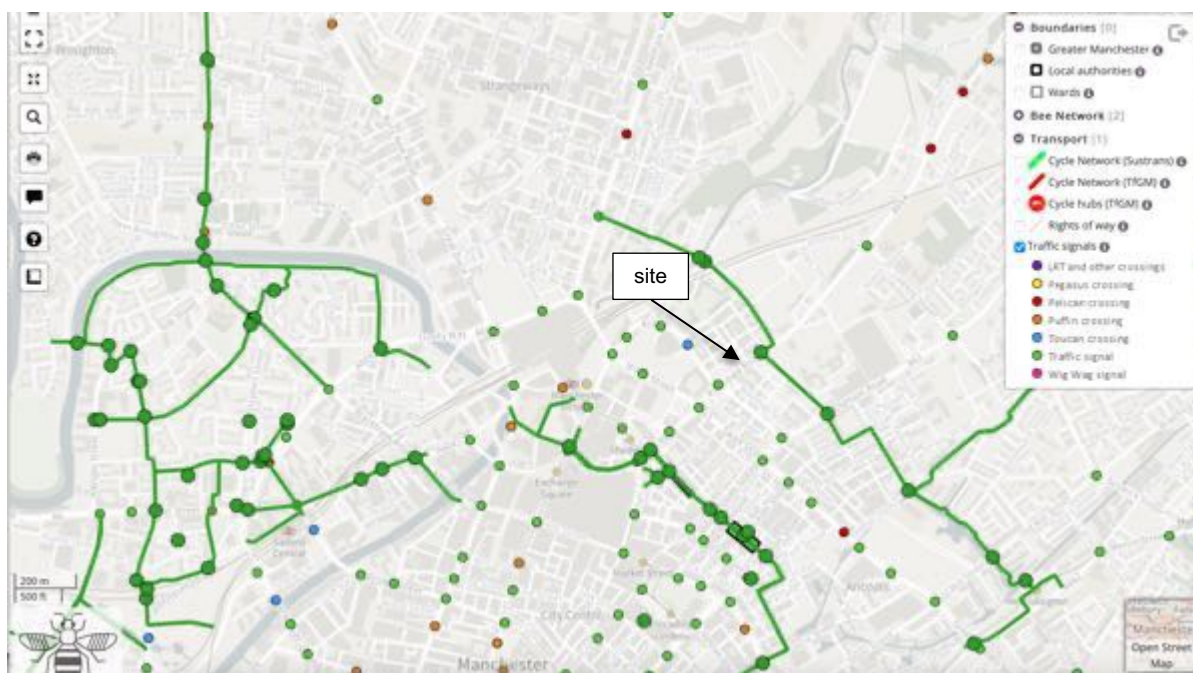


Figure 4.2: Bee Network Proposals

Public Transport Routes

- 4.9 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area.⁷
- 4.10 The nearest bus stops to the site are located on Rochdale Road. The stops benefit from shelters, seating, timetable information and boarding facilities.
- 4.11 More bus services can be accessed at Shudehill Interchange which is 350m from the site (just under a five-minute walk).

⁷ <https://tfgm.com/maps>



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

- 4.12 Table 4.2 provides a summary of the bus services using these stops taken from [TfGM timetables](https://tfgm.com/public-transport/bus) at the time of preparing the report.⁸

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

No.	Route	Monday – Saturday Frequency (minutes)		Sunday Frequency (minutes)	
		Daytime	Evening	Daytime	Evening
17/A	Rochdale – Middleton – Manchester Shudehill	10	10	15	30
18	Middleton – Manchester Infirmary	10	10	15	30
56	Middleton – Manchester Shudehill	30	30	-	-
81	Oldham – Moston – Manchester Piccadilly	10	15	15	30
112	Middleton – Moston – Manchester Piccadilly	15	20	30	30
117	New Moston – Collyhurst – Manchester Piccadilly	60	-	60	60
118	N Manchester Hospital – Moston – Manchester Piccadilly	10	30	15	30
119	Bury – Heaton Park – Manchester Piccadilly	10	20	10	20
156	Middleton – Manchester Shudehill	30	60	60	60
163	Bury – Heywood – Manchester Piccadilly	10	30	30	30

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

- 4.13 Tram services can be accessed at Shudehill Interchange, 350m from the site (just under a five-minute walk). [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.⁹
- 4.14 Train services can be accessed at Manchester Victoria, 800m from the site (10-minute walk). [Mainline train services](#) at Victoria station offer coverage of Greater Manchester and beyond.¹⁰
- 4.15 The assessment confirms that the site is well served by existing public transport services.

Car Club Network

- 4.16 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.
- 4.17 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.
- 4.18 [Enterprise Car Club](#) has vehicles parked across the city.¹¹ The nearest car club vehicles to the site are located on New Mount Street and High Street, 170m/two-minute walk and 500m/six-minute walk respectively.

⁹ <https://tfgm.com/public-transport/tram>

¹⁰ <https://tfgm.com/public-transport/train>

¹¹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Accessibility Assessment

- 4.19 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 4.4 shows walking time catchments from the site.

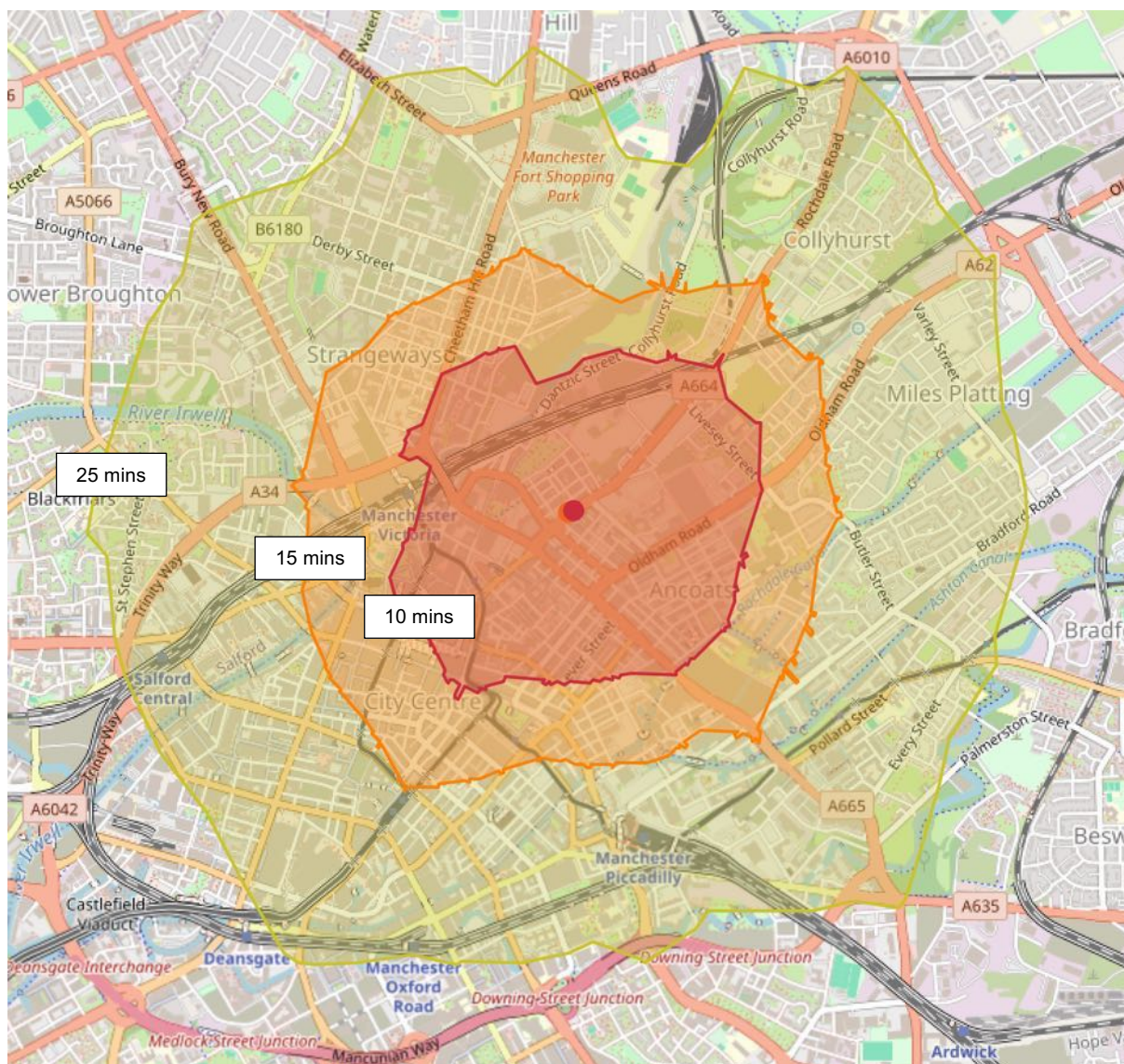


Figure 4.4: Walking Isochrones

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

- 4.20 Figure 4.4 shows that the site is within a 10-minute walk of Shudehill, New Cross, Ancoats, the Northern Quarter and the Manchester Arndale. It is within a 15-minute walk of the core retail district (Market Street) and Piccadilly Gardens. The site is within a 25-minute walk of all of the city centre, Central Salford, Collyhurst and Cheetham Hill.
- 4.21 The Department for Transport states that cycle trips of 8km have the potential to replace car trips.¹² Figure 4.5 shows an 8km cycle catchment from the site.

¹² Department for Transport (2020), Cycle Infrastructure Design LTN 01/20



Figure 4.5: Cycling Catchment

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

- 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.¹³ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.23 The site has a GMAL of 8 (68.55), which is an exceptional level of accessibility by public transport.
- 4.24 Based on the assessment, the site is well located for access to a host of services and amenities by active travel modes. Given this it can be expected that active travel will be a dominant mode of travel for future residents at the site. The site is also shown to be well located for access to the public transport network.

5 Travel Plan Management

Management Structure

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Travel Plan and is committed to its successful implementation.
- 5.2 The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

¹³ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

- 5.3 The applicant will appoint a Travel Plan Co-ordinator prior to occupation of the development.

Travel Plan Co-ordinator

- 5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. A Travel Plan Co-ordinator for the site will be identified prior to occupation.
- 5.5 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.
- 5.6 In summary, the Travel Plan Co-ordinator's main responsibilities are:
- Implementing the Plan measures.
 - Providing a point of contact for residents and the Council.
 - Publicising and raising awareness of local and national initiatives.
 - Preparing and issuing travel packs.
 - Providing regular updates to residents on changes to local services and facilities.
 - Monitoring and surveying travel patterns.
 - Periodically reporting to the Council.
- 5.7 Should the Travel Plan Co-ordinator at the site change then the applicant will provide the Council with the replacement's full contact details in a timely manner.

Future Management & Handover Arrangements

- 5.8 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 owner and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner 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.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are an important 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. Information on on-line and phone app journey planning software.

3. Information on cycle and walking routes.
4. Information on bus routes and frequencies.
5. Information on bus ticketing arrangements.
6. Information on the building's delivery arrangements.

Journey Planning

6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:

- [TfGM journey planning software](#)¹⁴
- [Public transport maps](#)¹⁵
- [Active Travel route software](#)¹⁶
- [Walking and cycling route maps](#)¹⁷
- Links to [Google Play](#)¹⁸ and [Apple Store](#)¹⁹ Bee Network app

Active Travel Measures

6.7 Table 6.2 summarises the active travel measures that will be used.

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 localised pedestrian improvements and cycle parking.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training/Hire Schemes	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes.

Table 6.2: Active Travel Initiatives

6.8 Active travel provides the following benefits:

- **Builds activity into daily routines.**
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 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.**
People experience five times higher pollution levels in a car than walking or on a bike.
- **Save money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.

6.9 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.

¹⁴ <https://tfgm.com/plan-a-journey>

¹⁵ <https://tfgm.com/maps>

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://tfgm.pindarcreative.co.uk>

¹⁸ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁹ <https://apps.apple.com/gb/app/bee-network/id1669705230>

- 6.10 The proposed development will provide active travel infrastructure including secure cycle parking, and localised improvements to bounding footways
- 6.11 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.
- 6.12 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](#)²⁰, [GMWalking](#)²¹, [Sustrans](#)²² and [Cycling UK](#)²³.
- 6.13 TfGM provides [cycle training sessions](#)²⁴ for adults. This scheme will be promoted to residents via the travel pack.
- 6.14 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 the [Beryl Bike Hire Scheme](#)²⁵, [TfGM's Bike Libraries](#)²⁶ lending scheme, and a [number of charities](#)²⁷ that provide bike loan services.

Public Transport Measures

- 6.15 Table 6.2 shows the measures that will be used to encourage site users to travel by public transport.

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 6.2: Public Transport Initiatives

- 6.16 Section 4 shows that the site is well located for access to local bus and tram services.
- 3.11 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available using information from [TfGM ticketing information](#)²⁸. For example, the following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²⁹
The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
 - [Tram Travel](#)³⁰
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
Weekly Contactless is capped at £31 even if you travel in all zones.

²⁰ <https://beeactive.tfgm.com>

²¹ <https://gmwalking.co.uk>

²² www.sustrans.org.uk/

²³ www.cyclinguk.org/

²⁴ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

²⁵ <https://beryl.cc/scheme/greater-manchester>

²⁶ <https://beeactive.tfgm.com/cycling/bike-libraries/>

²⁷ <https://beeactive.tfgm.com/cycling/get-a-bike/>

²⁸ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁹ <https://tfgm.com/get-on-board>

³⁰ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

6.17 The following concessionary ticketing arrangements are available:

- [Concessionary Travel](#)³¹
Free bus travel passes are available to people living in Greater Manchester that are state pension age. An additional £10 per year can be paid to allow access to tram services. The passes permit travel on bus and/or tram services outside the peak periods during the week and at all times at the weekend.
- [Disabled Travel](#)³²
Certain disabilities and levels of disability qualify for low cost or free travel across Greater Manchester.

Sustainable Vehicle Measures

6.18 Table 6.3 shows the measures that will be used to encourage sustainable vehicle use.

Initiative	Description
Car Club	Information will be provided to site users on the existing city centre car club.
Disabled Parking Space	Provide TRO modifications.

Table 6.3: Sustainable Car Use Initiatives

- 6.19 The Travel Plan Co-ordinator will provide information to the residents on the city centre car club operated by Enterprise and the location of car club vehicles via the travel pack.
- 6.20 The applicant is funding the costs of modifying TRO to accommodate one disabled parking space.

Delivery Management Measures

- 6.21 Residential developments attract deliveries that can be split into two categories:
- **Day-to-Day Deliveries**
Deliveries in small vehicles that are associated with post, Amazon, food shopping and take-aways.
 - **Infrequent Deliveries**
Deliveries of larger goods, such as white goods and furniture.
- 6.22 A loading bay is provided on Sharp Street as part of the proposal to accommodate all delivery and servicing movements.
- 6.23 A post/parcel storage area is provided in the reception area of the building where deliveries can be stored for residents. Appropriate signage will be used, if permitted, to direct delivery drivers to the main entrance. Residents will be advised of the delivery arrangements via the travel pack.
- 6.24 The Travel Plan Co-ordinator will regularly engage with residents regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

- 7.1 Surveying and monitoring 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.

³¹ <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/travel-pass-for-older-people>

³² <https://tfgm.com/tickets-and-passes/discounted-and-free-travel/disabled-people>

- 7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect information on typical travel patterns to frequently accessed destinations.
- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

- 7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation/final Travel Plan to be submitted within 3 months of survey completion (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey/audit	Travel Plan Co-ordinator
Monitoring resident surveys	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	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

- 7.5 In addition to monitoring resident travel patterns, the Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with residents on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise residents of any changes by email.

Targets

- 7.6 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.
- 7.7 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.
- 7.8 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Provide contact details of Travel Plan Co-ordinator to the Council on occupation.
 - Provide the travel pack to all new households on occupation.
 - Undertake the baseline travel surveys within 6 months of occupation.
 - Update the Travel Plan and issue to the Council within 3 months of survey.
 - Undertake monitoring travel surveys in years 3 and 5.
 - Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.

- 7.9 The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set.
- 7.10 Preliminary Outcome Targets are set out in Table 7.2.

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 individual households.
Timebound	Ongoing.

Undertake 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.

Increase the Proportion of Residents Traveling Sustainably

Specific	Increase the proportion of residents travelling by walking, cycling, public transport and car sharing.
Measurable	Verified using the baseline and monitoring surveys. Quantifiable targets to be set following baseline surveys.
Achievable	Location and accessibility level of the site coupled with development infrastructure means that residents can travel sustainably.
Realistic	Yes.
Timebound	During lifetime of the Plan.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

- 8.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives.
- 8.2 The applicant has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan. The applicant will also fund the Travel Plan Co-ordinator's costs.

Measure	Action	Responsibility	Target Delivery/Method
Management/ Monitoring	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Confirm Travel Plan Co-ordinator details to Council	Applicant	On occupation
	Provide/maintain travel pack	Travel Plan Co-ordinator	Prior to occupation/on-going with regular updates
	Baseline/Year 1 surveys	Travel Plan Co-ordinator	In line with monitoring programme
	Travel Plan update	Travel Plan Co-ordinator	Within 3 months of baseline survey
	Monitoring surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of baseline survey
Active Travel	Provide development walking and cycling site infrastructure as per TS	Applicant	On occupation
	Promote and support walking by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
	Promote and support cycling by distributing information set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
Public Transport	Offer personalised journey planning for residents	Travel Plan Co-ordinator	On occupation/on-going
	Promote and support public transport by distributing information set out in Section 6. Regular review of services and ticketing	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
Sustainable Vehicles	Promote city centre car club	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
	Provide disabled parking space	Applicant	Prior to occupation
Delivery Management	Provide TRO modifications	Applicant	Prior to occupation
	Promote strategy set out in Section 6	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
	Periodically review the strategy and advise residents of any amendments	Travel Plan Co-ordinator	On-going

Table 8.1: Action Plan

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	BM BROMLEY	1 days
	IS ISLINGTON	1 days
	WF WALTHAM FOREST	1 days
02	SOUTH EAST	
	CT CENTRAL BEDFORDSHIRE	2 days
	HF HERTFORDSHIRE	1 days
	PO PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 90 to 190 (units:)
 Range Selected by User: 90 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/16 to 13/09/23

Selected survey days:

Monday 1 days
 Tuesday 4 days
 Thursday 2 days

Selected survey types:

Manual count 7 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 1
 Edge of Town Centre 6

Selected Location Sub Categories:

Development Zone 1
 Residential Zone 2
 Built-Up Zone 3
 No Sub Category 1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 10 days - Selected
 Servicing vehicles Excluded 1 days - Not Selected

Secondary Filtering selection:

Use Class:

C3 7 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 5 days
 50,001 to 100,000 1 days
 100,001 or More 1 days

Population within 5 miles:

50,001 to 75,000 1 days
 125,001 to 250,000 1 days
 250,001 to 500,000 2 days
 500,001 or More 3 days

Car ownership within 5 miles:

0.5 or Less 1 days
 0.6 to 1.0 4 days
 1.1 to 1.5 2 days

Travel Plan:

Yes 3 days
 No 4 days

PTAL Rating:

No PTAL Present 4 days
 5 Very Good 2 days
 6a Excellent 1 days

LIST OF SITES relevant to selection parameters

1	BM-03-C-01 RINGER'S ROAD BROMLEY	BLOCKS OF FLATS	BROMLEY
	Town Centre Built-Up Zone Total No of Dwellings:	160	
	Survey date: MONDAY	12/11/18	Survey Type: MANUAL
2	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:	175	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
3	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS	CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:	146	
	Survey date: TUESDAY	15/05/18	Survey Type: MANUAL
4	HF-03-C-03 SHENLEY ROAD BOREHAMWOOD	BLOCK OF FLATS	HERTFORDSHIRE
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	91	
	Survey date: THURSDAY	14/11/19	Survey Type: MANUAL
5	IS-03-C-08 CITY ROAD ISLINGTON	BLOCK OF FLATS	ISLINGTON
	Edge of Town Centre Development Zone Total No of Dwellings:	190	
	Survey date: THURSDAY	20/10/22	Survey Type: MANUAL
6	PO-03-C-01 CROSS STREET PORTSMOUTH	BLOCKS OF FLATS	PORTSMOUTH
	Edge of Town Centre Built-Up Zone Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
7	WF-03-C-01 ERSKINE ROAD WALTHAMSTOW	BLOCKS OF FLATS	WALTHAM FOREST
	Edge of Town Centre Residential Zone Total No of Dwellings:	97	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	136	0.003	7	136	0.004	7	136	0.007
08:00 - 09:00	7	136	0.008	7	136	0.007	7	136	0.015
09:00 - 10:00	7	136	0.004	7	136	0.006	7	136	0.010
10:00 - 11:00	7	136	0.005	7	136	0.005	7	136	0.010
11:00 - 12:00	7	136	0.007	7	136	0.007	7	136	0.014
12:00 - 13:00	7	136	0.007	7	136	0.007	7	136	0.014
13:00 - 14:00	7	136	0.003	7	136	0.003	7	136	0.006
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.002	7	136	0.002	7	136	0.004
16:00 - 17:00	7	136	0.006	7	136	0.006	7	136	0.012
17:00 - 18:00	7	136	0.005	7	136	0.005	7	136	0.010
18:00 - 19:00	7	136	0.003	7	136	0.003	7	136	0.006
19:00 - 20:00	3	149	0.007	3	149	0.007	3	149	0.014
20:00 - 21:00	3	149	0.011	3	149	0.009	3	149	0.020
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.073			0.073			0.146

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	136	0.003	7	136	0.003	7	136	0.006
08:00 - 09:00	7	136	0.000	7	136	0.000	7	136	0.000
09:00 - 10:00	7	136	0.002	7	136	0.002	7	136	0.004
10:00 - 11:00	7	136	0.001	7	136	0.000	7	136	0.001
11:00 - 12:00	7	136	0.003	7	136	0.003	7	136	0.006
12:00 - 13:00	7	136	0.000	7	136	0.001	7	136	0.001
13:00 - 14:00	7	136	0.000	7	136	0.000	7	136	0.000
14:00 - 15:00	7	136	0.002	7	136	0.002	7	136	0.004
15:00 - 16:00	7	136	0.000	7	136	0.000	7	136	0.000
16:00 - 17:00	7	136	0.000	7	136	0.000	7	136	0.000
17:00 - 18:00	7	136	0.000	7	136	0.000	7	136	0.000
18:00 - 19:00	7	136	0.000	7	136	0.000	7	136	0.000
19:00 - 20:00	3	149	0.000	3	149	0.000	3	149	0.000
20:00 - 21:00	3	149	0.000	3	149	0.000	3	149	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.011			0.011			0.022

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 3.32

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	136	0.051	7	136	0.345	7	136	0.396
08:00 - 09:00	7	136	0.086	7	136	0.502	7	136	0.588
09:00 - 10:00	7	136	0.096	7	136	0.200	7	136	0.296
10:00 - 11:00	7	136	0.128	7	136	0.163	7	136	0.291
11:00 - 12:00	7	136	0.113	7	136	0.155	7	136	0.268
12:00 - 13:00	7	136	0.161	7	136	0.168	7	136	0.329
13:00 - 14:00	7	136	0.140	7	136	0.148	7	136	0.288
14:00 - 15:00	7	136	0.137	7	136	0.122	7	136	0.259
15:00 - 16:00	7	136	0.262	7	136	0.153	7	136	0.415
16:00 - 17:00	7	136	0.272	7	136	0.172	7	136	0.444
17:00 - 18:00	7	136	0.397	7	136	0.187	7	136	0.584
18:00 - 19:00	7	136	0.447	7	136	0.220	7	136	0.667
19:00 - 20:00	3	149	0.340	3	149	0.143	3	149	0.483
20:00 - 21:00	3	149	0.172	3	149	0.081	3	149	0.253
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.802			2.759			5.561

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	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	7	136	0.003	7	136	0.006	7	136	0.009
08:00 - 09:00	7	136	0.009	7	136	0.008	7	136	0.017
09:00 - 10:00	7	136	0.012	7	136	0.005	7	136	0.017
10:00 - 11:00	7	136	0.012	7	136	0.011	7	136	0.023
11:00 - 12:00	7	136	0.012	7	136	0.016	7	136	0.028
12:00 - 13:00	7	136	0.018	7	136	0.019	7	136	0.037
13:00 - 14:00	7	136	0.005	7	136	0.008	7	136	0.013
14:00 - 15:00	7	136	0.005	7	136	0.005	7	136	0.010
15:00 - 16:00	7	136	0.011	7	136	0.007	7	136	0.018
16:00 - 17:00	7	136	0.012	7	136	0.015	7	136	0.027
17:00 - 18:00	7	136	0.007	7	136	0.003	7	136	0.010
18:00 - 19:00	7	136	0.002	7	136	0.002	7	136	0.004
19:00 - 20:00	3	149	0.004	3	149	0.004	3	149	0.008
20:00 - 21:00	3	149	0.002	3	149	0.002	3	149	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.114			0.111			0.225