

John Southworth Builders Ltd

Blackwin Street, Gorton
Manchester M12 5LB

Travel Plan



Control Sheet

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Acknowledgements

Google My Maps/ OpenRouteService have been used to generate figures included in this report for illustrative purposes only.

Extracts of 'Providing for Journeys on Foot,' 'Building Sustainable Transport into New Developments,' and the 'Transport for Greater Manchester Interactive Cycle Map' have been included in this report.

Extracts of CIHT's publication 'Planning for Walking,' (2015), 'Planning for Cycling,' (2014) and Buses in Urban Developments,' (2018) have been included in this report.

An Extract from the Greater Manchester online cycle map has been included in this report.

Contents

1. Introduction.....	5
2. Travel Plan Objectives & Targets.....	7
3. Travel Plan Roles and Responsibilities	10
4. Accessibility by Sustainable Modes.....	12
5. Marketing and Communication Strategy	23
6. Enforcement and Monitoring.....	24
7. Conclusions.....	25

List of Tables

Table 1 – Census Data; Method of Travel to Work [Nomis].....	7
Table 2 – Travel Plan 5 Year Target	8
Table 3 – Travel Plan SMART Targets	8
Table 4 – Travel Plan Actions, Timescales and who’s Responsible	11
Table 5 – Length and duration of cycle journeys from site to other destinations	15
Table 6 – Bus Stop Facilities	18
Table 7 – Summary of Bus Services	18

List of Figures

Figure 1 – Site Location [GoogleMyMaps]	5
Figure 2 – Indicative Walking Isochrone [OpenRouteService]	13
Figure 3 – Local Map showing amenities close to the site [GoogleMyMaps].....	13
Figure 4 – Indicative Cycling Isochrone [OpenRouteService].....	15
Figure 5 – Extract of Transport for Greater Manchester Interactive Cycle Map	16
Figure 6 – Recommended Maximum Walking Distances to Bus Stops	17
Figure 7 – Bus Stop Locations [GoogleMyMaps].....	18
Figure 8 – Closest Metrolink Station [GoogleMyMaps]	20

List of Appendices

Appendix A

Example Travel Information Pack

Appendix B

Travel Questionnaire

1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by John Southworth Builders Ltd to prepare a Travel Plan in support of residential proposals at Blackwin Street, Gorton, Manchester, M12 5LB. The location of the site is shown on **Figure 1**.

Figure 1 – Site Location [GoogleMyMaps]



- 1.2 The proposed development is for 7 new dwellings, including an additional 2m wide footway fronting Valance Close. 4 dwellings will be accessed off Blackwin Street while the other 3 will be accessed off Valance Close.
- 1.3 In accordance with Local and National Government Policies to protect and enhance the environment and to reduce reliance on the private car. This Travel Plan assesses the current situation in the vicinity of the site and proposes initiatives and measures to encourage accessibility via a variety of transport modes. The Travel Plan includes:
- Clear and unambiguous objectives to influence a lifestyle less dependent upon the private car;
 - A package of measures to encourage and facilitate less car dependant living;
 - A time bound programme of implementation.
- 1.4 This Travel Plan has been prepared to satisfy planning condition 10 of planning application reference 138436/FO/2023, which states:

“10 a) Before the development hereby approved is first occupied a full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes: i) the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time iii) mechanisms for the implementation of the measures to reduce dependency on the private car iv) measures for the delivery of specified travel plan services v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.”

- 1.5 This Travel Plan has been prepared in line with Transport for Greater Manchester (TfGM) guidance. It will also be further developed following discussions with the Local Authority and other relevant bodies, once the site is occupied and specific travel needs are identified.

2. Travel Plan Objectives & Targets

2.1 Travel Plan Objectives

2.1.1 Travel Plans exist to influence a shift in behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion and incentives.

2.1.2 National Planning Practice Guidance defines a travel plan as:

‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)’ (DCLG 2014)

2.1.3 The Travel Plan objectives are as follows:

- To minimise single occupancy vehicle trips that are created by the site; and,
- To encourage residents to travel by sustainable modes.

2.2 Baseline Modal Split

2.2.1 The Patterns for travel to work in the Manchester 020 Middle Super Output Area (MSOA) have been identified from the 2021 Census. From the Census data 3,123 people were in work (excluding those working from home) and **Table 1** summaries their travel to work method.

Table 1 – Census Data; Method of Travel to Work [Nomis]

Method of Travel to Work	% of Journeys
Underground, metro, light rail, tram	1.1%
Train	1.2%
Bus, minibus, coach	20.4%
Taxi	2.2%
Motorcycle, scooter or moped	0.2%
Driving a car or van	53.2%
Passenger in a car or van	5.2%
Bicycle	2.7%
On foot	12.1%
Other method of travel to work	1.8%

2.2.2 The Census information indicates 53.2% of residents travel to work driving a car, or van. Based on the assumption that a car passenger shares a lift with a car driver, single occupancy car trips (to work) are estimated to be 48.0% (53.2% - 5.2%) in the Manchester 046 MSOA.

2.2.3 A total of 12% travel on foot with 3% by cycle and 23% using public transport.

2.3 Travel Plan Targets

- 2.3.1 The travel plan targets will seek to reduce single occupancy car journeys associate with the site by 10% over 5 years following occupation of the dwellings. Over the same period, a proportional increase in sustainable travel alternatives would be expected. A summary of the Travel Plan Targets are provided at **Table 2**.

Table 2 – Travel Plan 5 Year Target

Objective	Target	% Change
1 - Reduce the frequency and impact of car travel	1a. Reduction in the proportion of single occupied car trips by residents to the site.	-10%
2 - To increase site accessibility	2a. Increase the overall proportion of sustainable and active travel.	+10%

- 2.3.2 Therefore, the initial Travel Plan Target is to achieve a maximum of 43.2% single car occupancy vehicle trips, representing a 10% reduction in single car occupancy trips from the census data, which is to be met within 5 years of initial occupation.
- 2.3.3 These targets will be reviewed each year and particularly following the first year of surveys where a true baseline modal split of the development can be found. However, the agreed targets will not be amended without prior consultation and agreement with Manchester City Council.

2.4 SMART Targets

- 2.4.1 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be 'SMART' – specific, measurable, achievable, realistic and time-related. Development Travel Plan SMART targets to achieve the outcome target are set out at **Table 3**.

Table 3 – Travel Plan SMART Targets

Monitor and Review Cycle Parking Provision	
Specific	Cycle parking will be monitored and the use of the spaces will be reviewed. Consider increasing provision if cycle parking demand consistently exceeds provision.
Measurable	The monitoring and review of on-site cycle parking is recorded by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action.
Realistic	Yes. If provision needs to be varied then the Travel Plan Co-ordinator will consider increasing provision with the developer.
Time bound	Ongoing monitoring and review.
Provision of Current Travel Information to Residents	
Specific	The Travel Plan Co-ordinator will provide residents with a sustainable travel pack upon occupation.
Measurable	This will be verified annually by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action. Updated travel information will be the responsibility of the Travel Plan Co-ordinator.

Realistic	Yes. A sustainable travel pack can be included within residents documents.
Time bound	Ongoing.
Full Travel Plan Availability to all Residents	
Specific	This Travel Plan will be communicated to all residents. An up to date copy of the Travel Plan will always be available to residents on request.
Measurable	This will be verified annually by the Travel Plan Co-ordinator.
Achievable	Travel Plan Co-ordinator to action. It will be the responsibility of the Travel Plan Co-ordinator to ensure that all residents have constant access to the Travel Plan.
Realistic	Yes.
Time bound	Ongoing.
Increase Proportion of Residents travelling by active sustainable modes	
Specific	Increase proportion of residents travelling by active sustainable modes such as walking, cycling from public transport.
Measurable	This will be verified through the travel surveys.
Achievable	Travel Plan Co-ordinator to action. All residents will be informed of the Travel Plan and its targets.
Realistic	Yes.
Time bound	Within 5 years.

3. Travel Plan Roles and Responsibilities

- 3.1 It is generally accepted that the success of a Travel Plan relies heavily on the appointment of a Travel Plan Coordinator whose duties normally include liaison with Residents, Local Authority and Local Transport Operators. John Southworth Builders Ltd will be responsible for appointing a Travel Plan Co-Ordinator (TPC), the details of the TPC will be passed onto the relevant departments at Manchester City Council following their appointment.
- 3.2 The role of Travel Plan Coordinator is unlikely to require a full-time equivalent position. The Travel Plan Coordinator will act as a point of contact and will oversee the implementation, operation and monitoring of the Travel Plan.
- 3.3 The Travel Plan Coordinator will contact Manchester City Council on appointment to advise that work has commenced on delivering the Travel Plan. Any change in contact details will also be passed to the Council.
- 3.4 The Travel Plan Co-ordinator will work closely with the developer to ensure that all occupiers of the development receive sustainable travel information at the point of occupation.
- 3.5 The duties of the Travel Plan Coordinator include:
 - Leading on the delivery of the Travel Plan once approved or, if appointed earlier, inputting to its formation;
 - Representing the 'human face' of the Travel Plan - explaining its purpose and the opportunities on offer. The coordinator will also play a central role in liaison with residents, steering groups, management committees and Manchester City Council;
 - Provide personalised travel planning tailored to resident's needs (or procuring this service from others);
 - Promoting the individual measures in the Travel Plan;
 - Liaising with public transport operators - it is helpful if coordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the coordinator can also feedback residents' opinions to the operators;
 - Ensuring the approved Travel Plan and its component parts are being actioned;
 - Monitoring the travel plan implementation; and,
 - Taking a key role in review of the Travel Plan.
- 3.6 The Travel Plan Coordinator will be appointed by the developer at the developer's expense when the development is first marketed so that information for residents can be prepared. The Travel Plan Coordinator role will be provided for a five-year period from post completion of the development to undertake the specific tasks outlined in this Travel Plan.

3.7 **Table 4** summarises how the Travel Plan will be delivered with actions, timescales and who is responsible.

Table 4 – Travel Plan Actions, Timescales and who's Responsible

Action	Timescales	Who is responsible
Appoint a Travel Plan Coordinator (TPC)	Prior to first occupation of development. In post for when site is first marketed. Developer to fund TPC for 5 years.	The Developer
Produce Travel Information Pack	Prior to first occupation	Travel Plan Coordinator
Include Travel Information Pack within sale particulars for each plot	On occupation	The Developer
Travel Plan Information	Included within sales / marketing suites and included on marketing websites. Regular newsletter to residents providing update.	Travel Plan Coordinator/ The Developer
Provide individual journey planning service for residents	On and during occupation	Travel Plan Coordinator
Undertake baseline residents questionnaire	Surveys supplied on occupation and collate results. Provide results to Manchester City Council.	Travel Plan Coordinator
Revised Travel Plan	Within six months of the first occupation of the development a revised Travel Plan, which takes into account the information about travel patterns gathered shall be submitted to and approved in writing by the City Council	Travel Plan Coordinator
Annual residents questionnaire	Annually following first year base line survey for 5 years	Travel Plan Coordinator
Supply results of questionnaire to LPA	Within 3 months of undertaking the questionnaires	Travel Plan Coordinator
Review Travel Plan	Annually	Travel Plan Coordinator/ Local Authority

4. Accessibility by Sustainable Modes

4.1 Introduction

4.1.1 This section comprises an assessment of accessibility for the proposed development which relates to the following categories:

- Walking
- Cycling
- Bus Facilities
- Metrolink Rail Facilities
- Car Sharing
- Car Clubs
- Reducing the need to Travel

4.2 Walking

4.2.1 The Planning for Walking Guidance (2015), published by CIHT highlights that “Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”

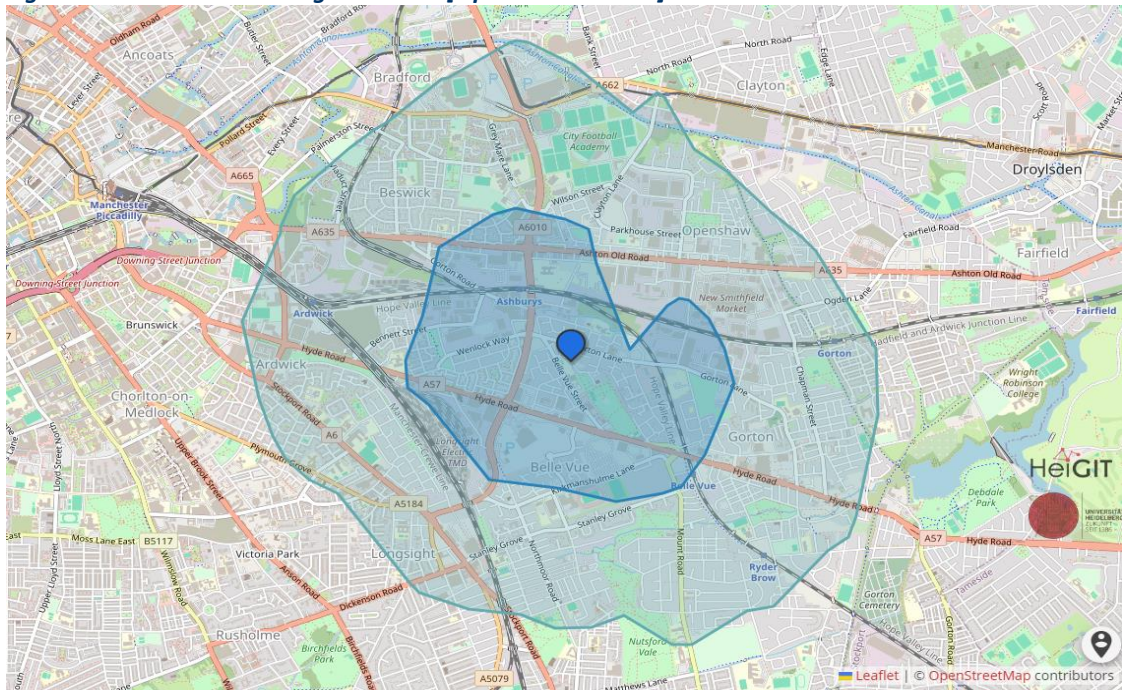
4.2.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication “Providing for Journeys on Foot,” (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).

4.2.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:

“Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”

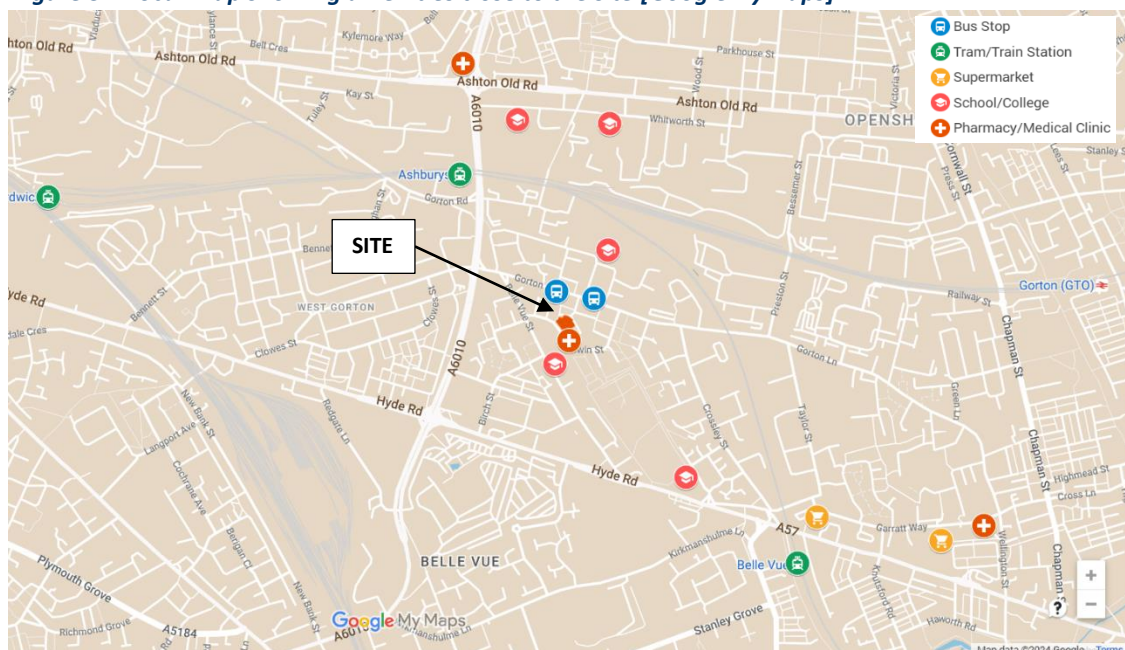
4.2.4 **Figure 2** identifies the 1000m and 2000m walking isochrone from the site which indicates areas that should be easily accessible to the site on foot.

Figure 2 – Indicative Walking Isochrone [OpenRouteService]



- 4.2.5 A number of existing facilities are located within a 1km walking distance of the site and these include bus stops on Gorton Lane, Ashburys railway station, Gorton Park and West Gorton Community Park green space, All Saints Primary School, St Francis R.C. Primary School, West Gorton Medical Centre, One Stop convenience store and West Gorton Youth Centre.
- 4.2.6 A new 2m-wide footway is proposed as part of the development fronting Valance Close, providing a pedestrian route for the houses proposed off Valance Close.
- 4.2.7 Amenities within walking distance are shown in **Figure 3**.

Figure 3 – Local Map showing amenities close to the site [GoogleMyMaps]



4.3 Measures in Relation to Walking Facilities

- 4.3.1 Pedestrian links will be provided from the site connecting with the existing infrastructure, providing direct and convenient routes to/ from the development.
- 4.3.2 There are many benefits of walking in relation to an individual's general health and wellbeing. Physically active people take 27% fewer days off work and a 20 minute-walk per day could cut the risk of premature death by a third and also;
- Improve an individual's mood;
 - Have a positive effect on your heart, including lowering blood pressure and reducing the risk of heart disease;
 - Reduces the pollution that would be generated by driving or using public transport; and,
 - It's free! Therefore, considerably cheaper than driving.
- 4.3.3 The Travel Plan Co-Ordinator will be responsible for promoting the health benefits of walking and planning tools. Information on walking routes as well as information about 'Walk to Work' day can be found at www.walk4life.info and www.walkit.com. Information on national and local walking schemes and the health benefits of walking can be found at www.walkingforhealth.org.uk.
- 4.3.4 They will also provide residents with information on local walking routes such as Transport for Greater Manchester's walking website <https://beeactive.tfgm.com/walking/> and the Greater Manchester Ringway <https://www.gmringway.org/>.

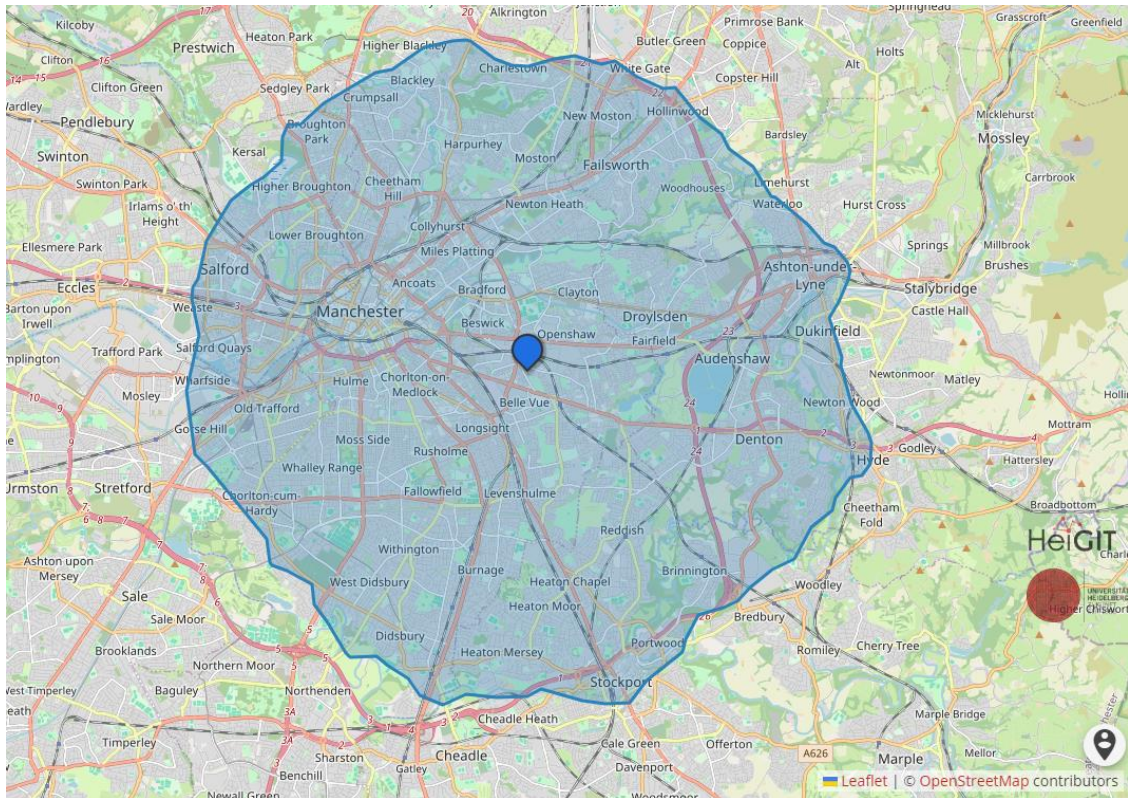
4.4 Cycling

- 4.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

"The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips."

4.4.2 **Figure 4** identifies destinations that lie within 8km (5 miles) of the site access.

Figure 4 – Indicative Cycling Isochrone [OpenRouteService]



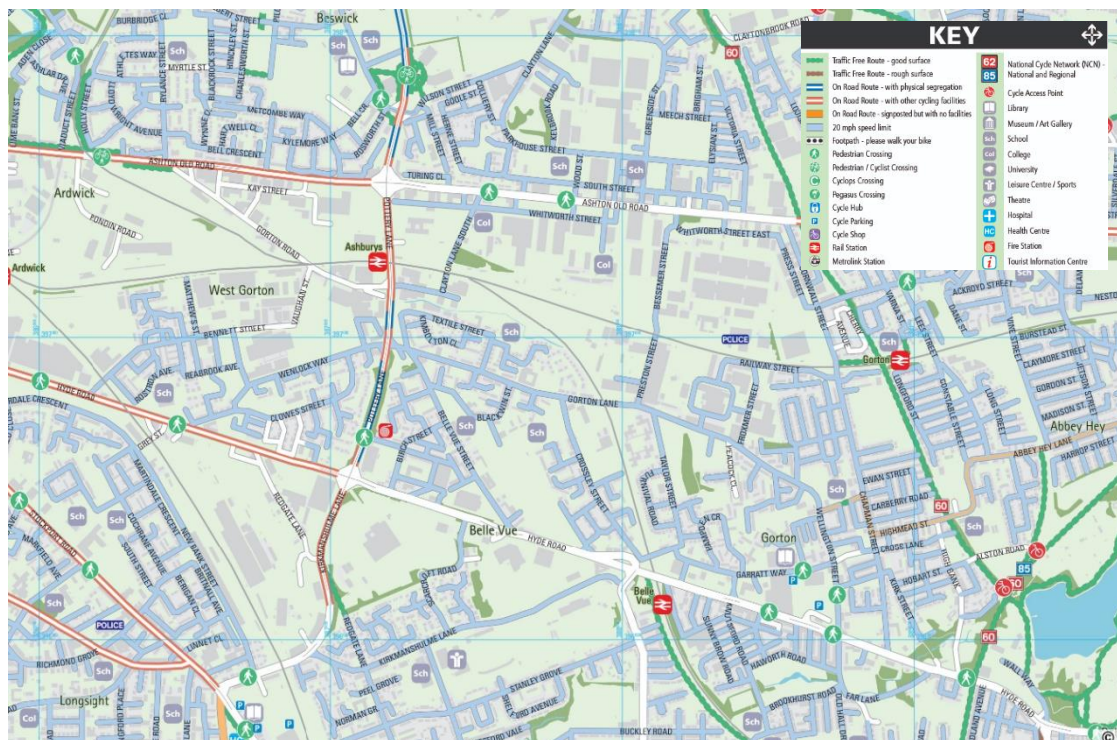
4.4.3 Destinations within the 8km radius are indicated in **Table 5** together with the cycle time, based on a 12kph cycle speed.

Table 5 – Length and duration of cycle journeys from site to other destinations

Destination	Cycling Distance	Journey Time
Droylsden	4.1 km	20.5 mins
Manchester City Centre	5.1 km	25.5 mins
Fallowfield	5.2 km	26 mins
Burnage	6.7 km	33.5 mins
Cheetham Hill	7.4 km	37 mins
Salford	7.5 km	37.5 mins
Ashton-under-Lyne	9.2 km	46 mins

4.4.4 **Figure 5** shows an extract of the Transport for Greater Manchester Interactive Cycle Map.

Figure 5 – Extract of Transport for Greater Manchester Interactive Cycle Map



- 4.4.5 Blackwin Street is subject to a 20-mph speed limit and is street lit which make the street conducive to cycling. Pottery Lane to the east of the site is a designated on-road route with cycling facilities, including sections with physical segregation for cyclists.

4.5 Measures in Relation to Cycling

- 4.5.1 Each dwelling will provided secure cycle parking shelter within the curtilage of their property.
- 4.5.2 Information for cyclists including details of routes, cycle training and details of cycle facilities will be included within Travel Information Pack. Further information on cycling can be found at the following websites:
- https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling/2
- www.sustrans.org.uk
- 4.5.3 Cycle maps for the regions of Greater Manchester are available at:
- https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map
- <https://beeactive.tfgm.com/>
- 4.5.4 The responsibility for obtaining and updating information relating to cycling will fall to the Travel Plan Coordinator.
- 4.5.5 The Travel Plan Coordinator will promote the benefits of cycling in relation to general health and well-being and will promote cycling to residents within the Travel Information Pack.

- 4.5.6 The benefits to health and wellbeing that can be gained from cycling will be promoted to residents. Nationwide events such as Cycle to Work Day will also be promoted. Journey planners are available at www.cyclestreets.net and www.traveline.info. In addition, various apps are available for smart devices that provide mapping and route planning, working in conjunction with the GPS locator of the device.
- 4.5.7 The Travel Plan Coordinator will be responsible for liaising with residents about the security of the cycle stores and if they appear to be either unsecure or have issues with theft or vandalism the TPC will look into upgrading the cycle stores to make them more secure.
- 4.5.8 The Travel Plan Coordinator will make residents aware of Bike Register in which residents who own a bicycle can register their bike, reducing the risk of their bike being stolen and increasing the likelihood of reuniting with a stolen bike. Details can be found here <https://www.bikeregister.com/>.
- 4.5.9 The Travel Plan Coordinator will make residents aware of the availability and benefits of the national cycle to work scheme and to see if it is offered by their employer, <https://www.cyclescheme.co.uk/>.
- 4.5.10 Transport for Greater Manchester offer free classes on how to repair your bike and confidence courses to those who do not feel confident cycling. The TPC will make residents aware of this and direct them to the website here <https://beeactive.tfgm.com/cycling/>.

4.6 Bus Facilities

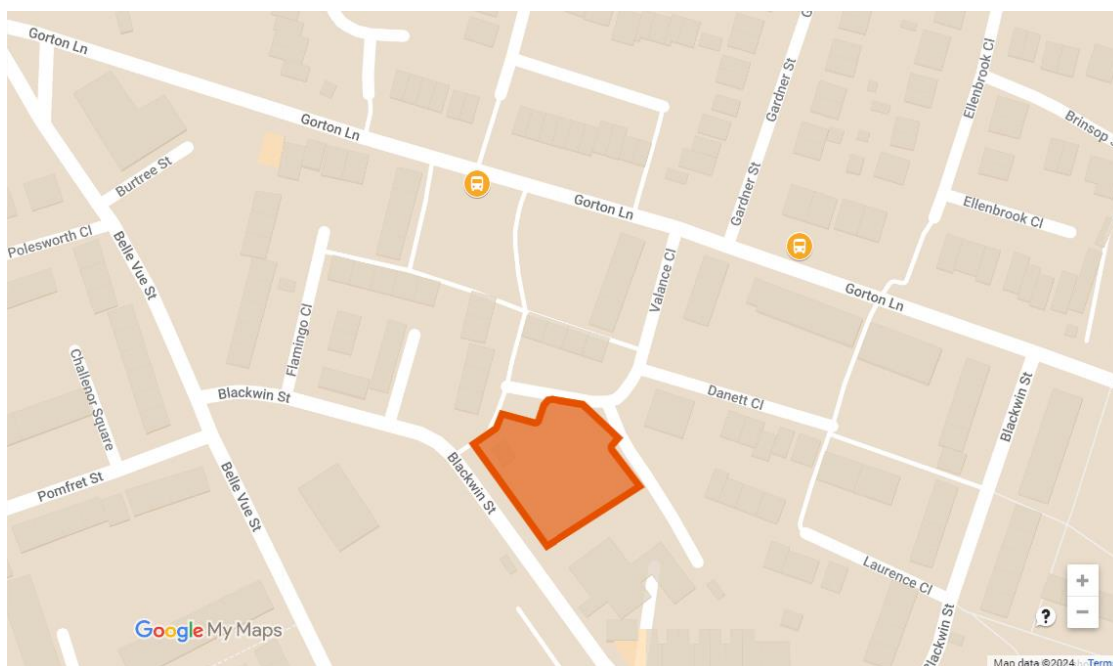
- 4.6.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, *“the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.”* **Figure 6**, an extract from the guidance outlines the maximum walking distance for different situations.

Figure 6 – Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum walking distance
Core bus corridors with two or more high-frequency services	500 metres
Single high-frequency routes (every 12 minutes or better)	400 metres
Less frequent routes	300 metres
Town/city centres	250 metres

- 4.6.2 For new housing developments, Stagecoach’s report Bus Services and New Residential Developments (2018) strongly recommends that affordable housing, and higher-density developments are all located within 400m of a bus stop, and preferably closer.
- 4.6.3 The closest bus stops to the site are located on Gorton Lane to the north of the site. **Figure 7** shows the location of the nearest bus stops.

Figure 7 – Bus Stop Locations [GoogleMyMaps]



4.6.4 Details of the facilities provided at each of the stops along with the available services and approximate journey times are provided in **Table 6**:

Table 6 – Bus Stop Facilities

Bus Stop Location	Bus Stop Information	
Gorton Lane (Gardner Street) Eastbound	Reference	→ MANAJDWJ
	Direction of travel	→ Eastbound
	Distance from site	→ Approx. 155m from houses off Valance Cl Approx. 225m from houses off Blackwin St
	Facilities	→ Pole, shelter with seat and timetable info
	Services	→ 53, 205, 727
Gorton Lane (Gardner Street) Westbound	Reference	→ MANAJDWG
	Direction of travel	→ Westbound
	Distance from site	→ Approx. 135m from houses off Valance Cl Approx. 205m from houses off Blackwin St
	Facilities	→ Pole, shelter with seat and timetable info
	Services	→ 53, 205, 727

4.6.5 A summary of the services available from these bus stops are provided in **Table 7**.

Table 7 – Summary of Bus Services

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
53	Pendleton – Old Trafford – Higher Crumpsall – Cheetham Hill	30 mins	60 mins	60 mins

Number	Route	Approximate Peak Frequency		
		Mon – Sat Daytime	Mon- Sat Evening	Sunday
205	Manchester City Centre – Debdale Park- Denton – Dane Bank	30 mins	60 mins	30 mins
727	Ardwick – Burnage (Barlow High School)	Twice daily (school service)	N/A	N/A

4.6.6 Regular services are provided that are available at frequent intervals throughout the day and connect the site with local and regional areas including Manchester City Centre. At peak daily frequency, the site is served by 4 buses per hour.

4.6.7 A school service connecting the site to Barlow High School in Burnage is also provided.

4.7 Measures in Relation to Bus Facilities

4.7.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and sources of other travel information shall be provided within the Travel Information Pack. In addition, the physical connections from the site to these facilities will be identified and made known to all residents upon occupation. As mentioned previously it will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

4.7.2 The Travel Plan Coordinator will advise occupants that information is available via the internet and up to date bus timetable can be found at:

<https://www.gonorthwest.co.uk/>

<https://www.diamondbuses.com/>

<https://tfgm.com/>

<https://www.traveline.info/>

4.8 Rail Facilities

4.8.1 Ashburys Railway Station is also located approximately 680m from the houses off Valence Lane and 750m from the houses off Blackwin Street (8-to-9-minute walk). The station has two platforms, a seating area and an accessible public telephone. This station offers a range of services to both local and regional areas.

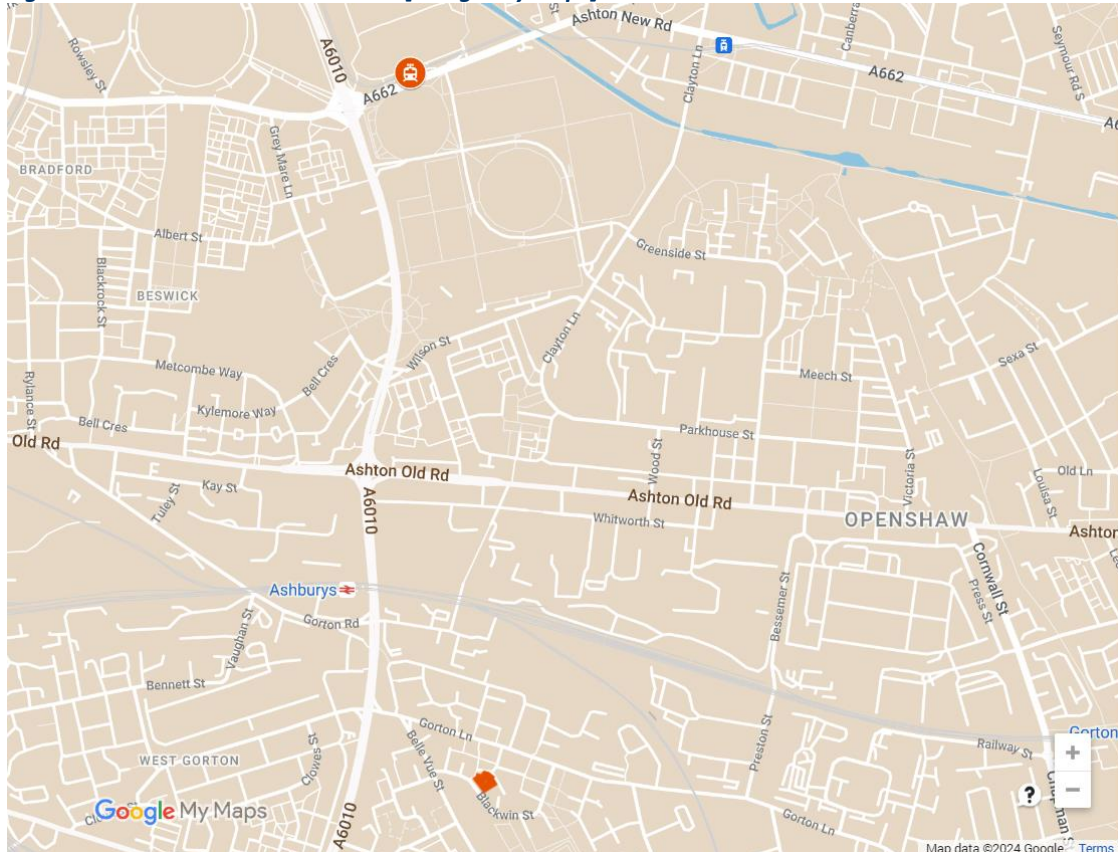
4.8.2 The station is served by 4 services per hour to Manchester Piccadilly, and hourly services to Rose Hill Marple (via Guide Bridge), Hadfield and New Mills Central (via Bredbury).

4.8.3 The station is served by regular trains to Manchester Piccadilly, which provides opportunities for connecting travel across Greater Manchester and to major cities including London, Liverpool and Sheffield, providing good opportunities for commuting or leisure travel.

4.9 Metrolink Facilities

- 4.9.1 Velopark Metrolink Station is located approximately 1.9km away from the site. The station is accessible via a neighbouring bus stop by the number 53 bus service that also serves the bus stops near the proposed development. The station has ticketing facilities and seating. The location of the station is shown in **Figure 8**.

Figure 8 – Closest Metrolink Station [GoogleMyMaps]



- 4.9.2 This Metrolink station is on the East Manchester Line providing routes between Manchester – Ashton-under-Lyne via Droylsden and Audenshaw, with trams running on average every 12 minutes during the day, everyday.
- 4.9.3 The Metrolink services also provide access / connections to all of Manchester's rail stations, offering good opportunities for residents to travel to and from the site by Metrolink for commuting/leisure trips.

4.10 Measures in Relation to Rail and Metrolink Facilities

- 4.10.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest bus stops and railway station as well as other travel information shall be provided within the Travel Information Pack. In addition, the physical connections from the site to these facilities will be identified and made known to all residents. It will be the responsibility of the Travel Plan Coordinator to ensure that this information is kept up-to-date and reported in each review.

4.10.2 The Travel Plan Coordinator will advise residents that information is available via the internet and up to date rail timetables can be found at <https://tfgm.com/plan-a-journey>.

4.11 Motorcycling and Mopeds

4.11.1 There are several benefits that may be derived from the use of this form of travel. Motor cycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

4.11.2 Concern is however often raised over the safety of these vehicles and it is therefore important that any promotion of this form of travel includes the need to inform prospective riders of their statutory obligations to obtain proper training by a recognised training organisation or trainer and the correct protective equipment before use of the vehicle.

4.11.3 Information on safe use of motorcycles and mopeds including training can be found at <https://bikesafe.co.uk> and www.gov.uk/motorcycle-cbt. This information will be promoted to residents.

4.12 Car Sharing

4.12.1 The site is highly accessible to the local and wider highway network and the initial Resident Travel Survey will identify the numbers of residents travelling with another. It may be that subject to survey and analysis this figure can be increased with consequent benefits for the environment.

4.12.2 Existing Car Share schemes will be promoted to further encourage car sharing. Further detail can be found at www.carshare.com.

4.12.3 Car Share schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO2 emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together
- Create opportunities to meet other people from the local area
- Improve relations with the local community

4.13 Car Clubs

4.13.1 All residents will be informed of the services provided by Enterprise Car Club. Details can be found at <https://www.enterpriseclub.co.uk/>. Car clubs offer residents the availability to rent vehicles by the hour, reducing the need to own their own vehicle.

4.14 Reducing the need to Travel

- 4.14.1 The Travel Plan Coordinator will promote the use of home delivery services. Home delivery reduces the need for car travel. The TPC will liaise with supermarkets and delivery companies to look into offering residents discounted deliveries to encourage its use.
- 4.14.2 The Travel Plan Coordinator will promote home working and the benefits that can bring to employees and employers. Since the COVID-19 pandemic, people have become adjusted to a hybrid working style. Working from home just one day a week can reduce travel by 20%.
- 4.14.3 It is understood that a broadband connection will be available at each property, which will allow people to work from home and provide access to sustainable travel information.

5. Marketing and Communication Strategy

- 5.1 This Travel Plan contains specific measures designed to meet the needs of the occupants and thus attempt to influence the travel modes of residents and visitors to reduce the numbers of car-borne trips to and from the initial surveys.
- 5.2 As part of this procedure, it is particularly important that residents and visitors are made aware of the sustainable transport alternatives that are available and of any aspects of the site's infrastructure that have been designed to assist and encourage their use. Regular reviews of the sustainable travel opportunities are therefore necessary and this will be achieved by consultation between the Travel Plan Coordinator and stakeholders including Manchester City Council.
- 5.3 All residents will be made aware of both the opportunities that will be available for alternative sustainable travel and of the likely measures to be included within this Travel Plan by providing each unit with a Travel Information Pack (see sample in **Appendix A**). Release of this information in the sales particulars of each plot prior to occupation will ensure that all purchasers will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 5.4 All prospective residents will be encouraged to access the site via sustainable transport for viewings with sustainable travel information provided as part of marketing information for the site.
- 5.5 A resident's Travel Information Pack will be provided to new occupiers, by the Travel Plan Coordinator, at the point of reoccupation of the dwellings.
- 5.6 A "mail shot" will be produced by the Travel Plan Coordinator at the time of each review which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 5.7 TfGM are able to provide, posters, leaflets and timetables for use by the Travel Plan Coordinator in communicating with residents.
- 5.8 The Travel Plan Coordinator will promote local and national events promoting sustainable travel to residents. Internet forums such as a Facebook page, a development intranet etc. will be investigated to encourage residents to interact and share and discuss travel arrangements.
- 5.9 The Travel Plan Coordinator's contact information including a telephone number and email address will be included within the Travel Information Pack to allow residential to contact the Travel Plan Coordinator.
- 5.10 The Travel Plan Co-ordinator will include sustainable travel information on any marketing and sales website for the development.

6. Enforcement and Monitoring

- 6.1 It is the responsibility of Sanderson Associates to provide the developer with a copy of the approved Travel Plan. It is then the Developers responsibility to appoint a Travel Plan Coordinator when the development is first marketed so that information for residents can be prepared. The name of the Travel Plan Coordinator must be forwarded to Manchester City Council as soon as the appointment is made. It is the developer's responsibility to make any prospective purchaser of the site fully aware of the planning condition, the Travel Plan and the developer's obligations in relation to the Travel Plan.
- 6.2 Regular monitoring of the effectiveness of the measures contained within the Travel Plan can identify examples of good practice. These can be refined over time to ensure that the targets set for modal shift are achieved.
- 6.3 The Travel Plan shall be monitored and reviewed annually. Travel questionnaires (see sample at **Appendix B**) shall be carried out when the development is first occupied by using the documents provided in the residents Welcome Pack. The results shall be collated by the Travel Plan Coordinator and the results provided to the Council. This will then be repeated annually for 5 years.
- 6.4 A written analysis and monitoring report of each annual review will be undertaken by the Travel Plan Co-ordinator which shall be provided to the Council within 3 months of the completion and collation of the annual review. The annual review shall include details of the monitoring process undertaken and reference to any outside influence, such as changes in occupancy of the dwellings and changes to bus/train services or places of work. The monitoring report will include all the survey data, any proposed revisions to the Travel Plan and the annual action plan for the next 12 months. This is to be provided for a period of 5 years from the initial surveys.
- 6.5 Targets will be met within the 5-year period of the Travel Plan. Once the targets are met the level of single occupancy car journeys should be maintained at this level or reduced further. Any change to the target will be first agreed with the Council.
- 6.6 The Travel Plan will be reviewed in co-operation with the Local Authority and if targets have not been met an Action Plan will be prepared by the Travel Plan Coordinator and agreed with Manchester City Council. The Action Plan will contain a programme of measures designed to help achieve the Travel Plan targets on travel mode share. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be implemented over the next 12 months.
- 6.7 The developer and the appointed Travel Plan Coordinator will use their reasonable endeavours to ensure that the Travel Plan is successful.

7. Conclusions

- 7.1 This Travel Plan sets out a series of measures which will encourage changes in the travel patterns of residents and their visitors to the development from use of the single occupancy private vehicle to more sustainable forms of transport.
- 7.2 The Travel Plan includes reference to compliance and enforcement of the Plan and to the required monitoring, review and reporting for the life of the Plan.
- 7.3 It is considered that these measures will help to reduce the reliance on the private car, particularly single-person trips in the peak hours. In turn the numbers of trips by other modes of transport should increase thereby contributing to an improvement in both the operation of the local highway network and in the general environment.
- 7.4 John Southworth Builders Ltd is committed to encouraging positive changes to the modes of transport used in connection with this development. These measures will help the viability and attractiveness of the overall site to the benefit of all occupiers.
- 7.5 This Travel Plan will be further developed in conjunction with Manchester City Council once the development is operational and specific travel needs are identified.



Appendix A

Example Travel Information Pack

This Local Travel Information Pack includes information on sustainable travel options to encourage residents to consider using these modes.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips
- Increase use of active and public transport

Which will benefit all residents by:

- Improving health and well-being
- Reducing congestion and pollution
- Improving the environment in which we live

We can all see the effects of the way we travel on our environment, our health and our quality of life. Sustainable travel can reduce congestion, improve local environments and encourage healthier and safer lifestyles.

Active Transport

There are many benefits to be gained from walking and cycling including:

- Improved mental and physical health and well-being
- Increased connectivity with surroundings
- Increased sense of community
- Avoiding congestion
- Reduced pollution and emissions leading to improved air quality
- Reduced travel costs

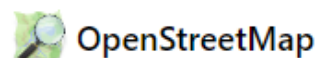


Further information on the benefits of walking and cycling can be found at the websites above.

If you want to gain more cycling confidence before heading onto the roads, information on training events for adults and Children can be found on Transport for Greater Manchester (TfGM) website below. They also provide courses to learn about bike maintenance and how to mend your bike.



If you want to plan your journey, Google Maps can be used to search destinations and will suggest a route. Cyclestreets and Open Street Map also provide planners and there is an interactive cycle map for Greater Manchester provided by TfGM available online. An extract of this map in context to the local area is provide at the rear of this leaflet.



Public Transport

There are also many benefits to be gained from using public transport including:

- Reduced journey times
- Reduced congestion
- Reduced emissions
- You can use the time to read, work or even nap!

The closest bus stops to the development are located on Gorton Lane and are served by the 53, 205 and 727 bus services. Information on travel by bus can be found at the Bee Network which gives timetables, a journey planner and Travel alerts and updates.



The closest Metrolink station to the development is Velopark Metrolink, located approximately 1.9km to the north of the site. This station is on the East Manchester Line providing routes between Manchester and Ashton-under-Lyne via Droylsden and Audenshaw, with trams running on average every 12 minutes during the day, everyday. The Bee Network provide tram timetables, ticket information and information on stations.



The closest train station to the development is Ashburys Railway Station is also located within 750m of the site. The station has two platforms, a seating area and an accessible public telephone. This station offers a range of services to local areas, including to Manchester Piccadilly where further onward travel is possible. Details on amenities at the station can be found on the National Rail website and the Northern Rail website can be used to purchase tickets and plan rail journeys.



Active Travel Information

Information on local walking routes in Manchester such as the Greater Manchester Ringway can be found at the following websites below.



For those who own a cycle Bike Register can be used which reduces the risk of a bike being stolen and increases the likelihood of reuniting with a stolen bike. More information can be found below.



The many amenities which are within walking and cycling distance of the site are shown on the local map included in this leaflet.

Greener Car Use

It might be that use of a car is unavoidable but there are ways to make it more sustainable.

→ Car sharing

If you share your journey with someone else it can reduce your costs, congestion, pollution and parking problems. Information can be found at liftshare.



→ Electric vehicles

Electric vehicles are cheaper to maintain than a regular vehicle and can be cheaper to run over its lifetime. They also produce reduced emissions making them better for the environment. Further information can be found at on the EDF website.



→ Vehicle maintenance and driving style

Ensuring your vehicle's tyres are correctly inflated, reducing its loading, getting regular services and driving smoothly can all reduce fuel consumption having a positive impact on the environment and also reducing running costs. The AA provide information on saving fuel and money when driving.



Other Options

→ Travel to School

Most schools now have their own Travel Plan so check their website or ask the Travel Plan Co-ordinator. If there is enough interest in walking to local schools it might be that a 'walking bus' could be set up.

→ Motorcycling

Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle. Guidance on travelling by motorcycle, including training, can be found on the government website and at BikeSafe.



→ Taxi

Taxis can provide a convenient mode of transport for those who don't drive or only need limited use of a vehicle. A wide selection of taxi firms operate in the local area that can be booked online or by phone.

→ Reducing the need to travel

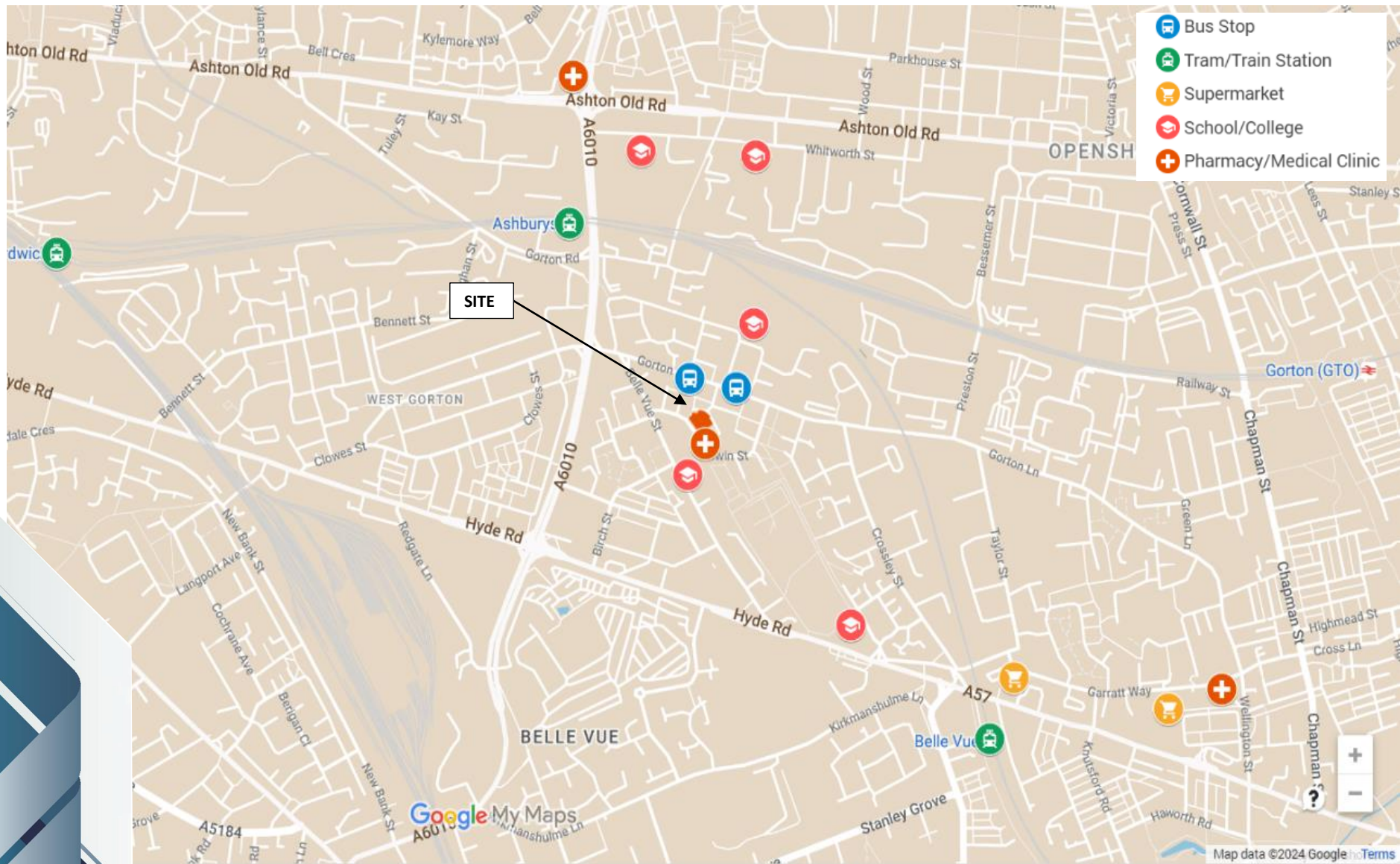
You might be able to work from home some of the time if your employer allows which would reduce the number of journeys you make. You could also carry out shopping online and have home deliveries of groceries.

Travel Plan Co-ordinator

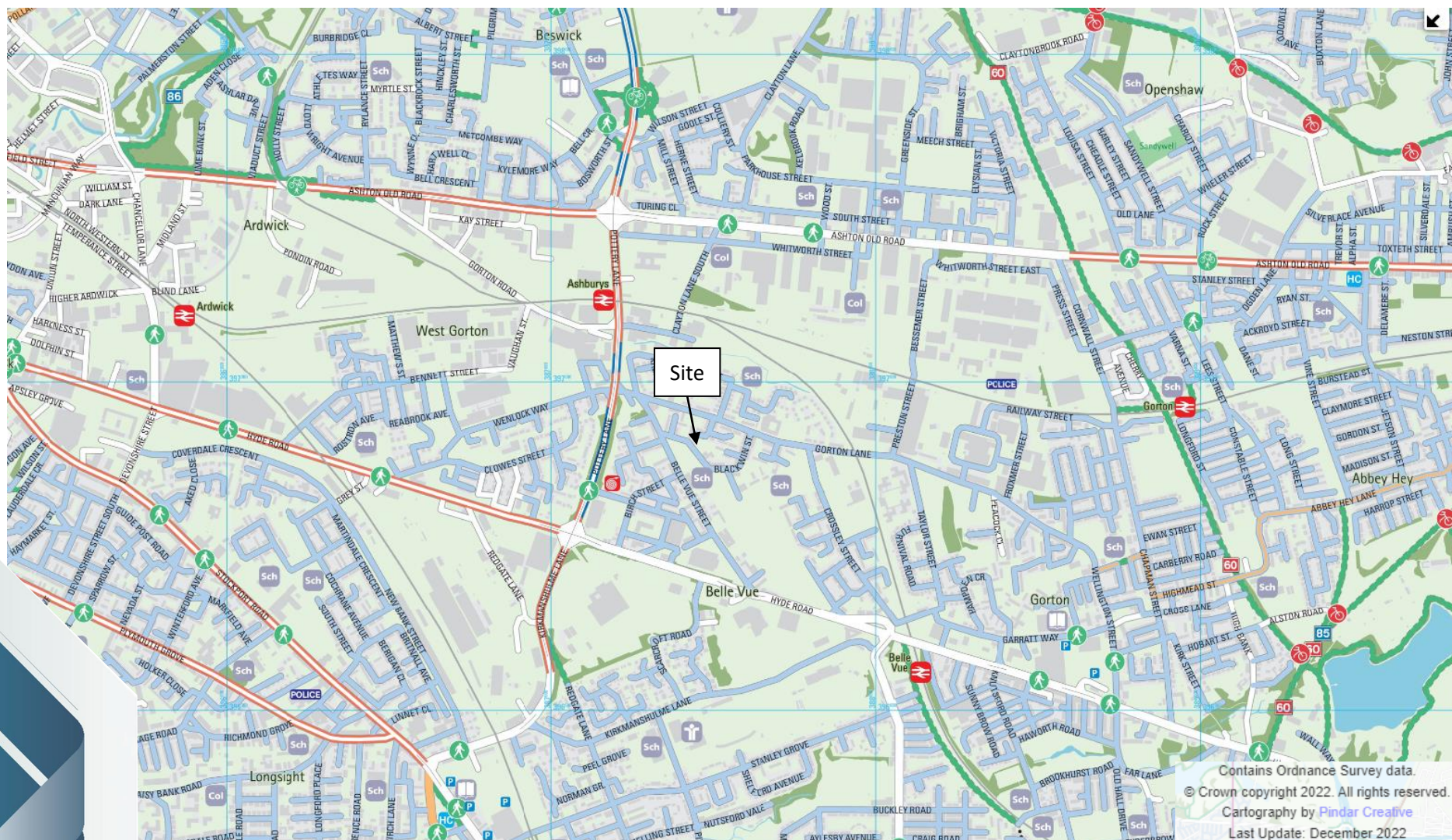
For further information, please contact the Travel Plan Co-ordinator,

_____, at _____.

Local Map



Cycle Map



Contains Ordnance Survey data.
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Cartography by [Pindar Creative](#)
Last Update: December 2022

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but with no facilities
- 20 mph speed limit
- Footpath - please walk your bike
- Pedestrian Crossing

- National Cycle Network (NCN) -
- National and Regional
- Cycle Access Point
- Library
- Museum / Art Gallery
- School
- College

- Pedestrian / Cyclist Crossing
- Cyclops Crossing
- Pegasus Crossing
- Cycle Hub
- Cycle Parking
- Cycle Shop
- Rail Station
- Metrolink Station

- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Health Centre
- Fire Station
- Tourist Information Centre

Websites



Walking for Health www.walkingforhealth.org.uk/



NHS



www.nhs.uk/live-well/exercise/walking-for-health/



Brake

www.brake.org.uk/



Sustrans



www.sustrans.org.uk/



Transport for Greater Manchester

<https://beeactive.tfgm.com/cycling/>



Google Maps

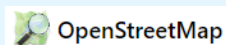


www.google.com/maps



Cycle Streets

www.cyclestreets.net/



OpenStreetMap



<https://www.openstreetmap.org>



TfGM Cycle Map

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



Bee Network - Bus



<https://tfgm.com/ways-to-travel/bus>



Metrolink

<https://tfgm.com/ways-to-travel/tram>



National Rail



www.nationalrail.co.uk/



Northern Rail

www.northernrailway.co.uk



Website (continued)



Greater Manchester
Walking



<https://www.gmwalking.co.uk>



GM Ringway

www.gmringway.org



Bike Register



www.bikeregister.com



Liftshare

liftshare.com/uk



EDF



<https://www.edfenergy.com/electric-cars/>



AA

www.theaa.com/driving-advice/



Motorcycles



www.gov.uk/ride-motorcycle-moped



BikeSafe

<https://bikesafe.co.uk/>





Appendix B

Travel Questionnaire

This Travel Survey Questionnaire will allow a picture to be built up of the way residents of the development choose to travel. From this, the Travel Plan can be developed and adapted to the specific needs of residents.

This will help the Travel Plan in its aims to:

- Reduce single-occupancy car trips
- Increase use of active and public transport

Which will benefit all residents by:

- Improving health and well-being
- Reducing congestion and pollution
- Improving the environment in which we live

Therefore, it would be appreciated if you could take the time to complete this short survey. If you would prefer to complete it online, please follow the link on the Travel Information Pack which has also been provided.

Please answer the questions that are applicable to each member of your household using the person number system throughout. If there are more than five people in your household, please respond for the five eldest. You can be assured that none of the information provided will be passed to third parties.

About Your Household...

→ Please give your house number/road name/postcode.

.....

→ Please give details of the members of your household. Please tick only their *main* status.

Person	Age	Work?	Retired?	In Education?	Other?
1					
2					
3					
4					
5					

→ For those in employment, where do they *normally* work? Please give a company name/postcode and note if anyone works from home on a regular basis.

→ Also, please note the school attended by any children that are in education.

Person	Location
1	
2	
3	
4	
5	

About Travel...

→ For those in employment prior to the Covid-19 pandemic, how did they usually travel between home and their place of work?

[illegible]

→ For those in employment at present, how do they usually travel between home and their place of work?

[illegible]

→ For those in employment at present, how do they usually travel between home and their place of work if their first choice is not available?

[illegible]

→ Car sharing involves matching people who live close to one another and who would be willing to share a car for the various journeys they undertake. Car sharing need not be every day, but can be arranged when it is convenient to car sharers.

Would any members of your household be interesting in joining a Car Share scheme?

Person	Already joined	Yes, as driver or passenger	Yes, as driver only	Yes, as passenger only	No	Undecided, would need more information
1						
2						
3						
4						
5						

→ Does anyone in your household regularly use a discounted travel card for public transport related journeys?

Person	Yes	No
1		
2		
3		
4		
5		

→ How many cars/vans, motorcycles and bicycles are available to members of your household?

Please give numerical answers.

Person	Cars/vans	Motorcycles	Bicycles
1			
2			
3			
4			
5			

→ For children attending school, please tick their *main* mode of travel for journeys to/from school.

Person	Car with parent/guardian as part of onward journey	Car	School bus	Public bus	Train	Cycle	Walk	Taxi	Other
1									
2									
3									
4									
5									

→ Where a child travels to school with a parent/guardian as part of an onward journey, what is the purpose of that journey?

☐ To work ☐ Shopping ☐ Taking another child to school/nursery ☐ Other.....

→ If you wish to make any comments on this questionnaire, or any aspect of sustainable travel, please do so below.

.....

.....

.....

.....

.....

→ If you want to be kept updated with information on sustainable travel issues, events, changes to bus services etc, please provide an email address below. Please be assured that this email address will not be used for any other purpose and will not be passed to any third parties.

.....

Thank you for completing this survey!

Please now return it to the Travel Plan Co-ordinator, _____, at _____



FAIRHURST



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