



Proposed Residential Redevelopment, The Former Bandstand Public House Site Wall Way, Gorton

Framework Travel Plan

Prepared for

R S 786 Ltd

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1.0 INTRODUCTION

1.1 Overview

1.1.1 Axis has been appointed on behalf of R S 786 Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of the former Bandstand Public House site off Wall Way, Gorton. The redevelopment comprises a residential development of 41 apartments and 9 townhouses.

1.1.2 The Site location is illustrated on **Image 1.1**.

Image 1.1 – Site Location



1.1.3 The relevant Local Planning Authority (LPA) and Local Highway Authority (LHA) is Manchester City Council (MCC).

1.1.4 This Framework Travel Plan (FTP) has been produced to set out how future residents of the development will be encouraged to limit the number of single occupancy car trips and maximise the use of sustainable travel, such as walking, cycling, and public transport.

- 1.1.5 This FTP is a dynamic, live document and should not be read as a final document, but one which will evolve over time to enable a long-term strategy for the promotion of sustainable travel. The first stage of this evolution will be to develop this FTP into a full Travel Plan, to be secured by a suitably worded planning condition attached to any grant of planning permission, and for the plan to evolve as the scheme moves through the planning stages and into the construction and operational stages.
- 1.1.6 It is an accompanying document to the planning application and can be read in conjunction with the accompanying Transport Statement (TS), also prepared by Axis.

1.2 Report Structure

- 1.2.1 The remainder of this FTP will be structured as follows:
- i) **Section 2** describes the relevant local and national Travel Plan policy and guidance context, alongside the objectives and benefits of the FTP;
 - ii) **Section 3** sets out the existing sustainable transport opportunities that can be utilised by residents when travelling to / from the site, with reference to local pedestrian, cyclist and public transport infrastructure;
 - iii) **Section 4** sets out the aims, objectives and targets of the plan;
 - iv) **Section 5** contains a series of TP measures that will be implemented at the proposed development; and
 - v) **Section 6** discusses the management of the plan and how it will be monitored and reviewed into the future.

2.0 TRAVEL PLAN CONTEXT

2.1 Background to Travel Plans

- 2.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) *'Making Residential Travel Plans Work'* (June, 2007) introduced the concept of a 'Travel Plan Pyramid'. This helps to demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Image 2.1**.

Image 2.1 – TP Pyramid from DfT's 'Making Travel Plans Work'



- 2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows that the key to making TPs work is the location of the development and its proximity to local facilities and services.

- 2.1.5 In terms of location, the development site is accessible by sustainable transport modes (see **Chapter 3**) and is also located within proximity to a range of services and amenities.
- 2.1.6 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.1.7 As set out in **Chapter 3**, a suite of existing active travel infrastructure is present on the local highway network in the form of footways and pedestrian crossing facilities, which will provide safe and efficient routes for residents to walk and cycle between the Site and surrounding areas.
- 2.1.8 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be free to develop further measures to maximise the sustainable travel at the development. It is likely that a representative of the Site developer will undertake the TPC role initially, however a TPC will be formally appointed once the Site is fully occupied.
- 2.1.9 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Influencing travel choice in a positive manner is the key aim of this document. The TS, which is an accompanying document to the planning application, sets out why the proposed level of parking provision should be sufficient, having regard to the scale, location and nature of the scheme.
- 2.1.10 The top layer of the pyramid relates to how the Travel Plan will be promoted. A key measure within this plan is to ensure that residents will be made aware of the aims of the TP and the travel choices available as alternatives to car travel.

2.2 Objectives and Benefits of the Travel Plan

- 2.2.1 The key objectives of this TP are to:
- i) Minimise the total distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - ii) Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;



- iii) Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;
 - iv) Highlight the health and environmental benefits of using sustainable travel modes; and
 - v) Enable people to make more informed and therefore better choices.
- 2.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP, for future residents of the Site as well as the wider community. These include:-
- i) Improved health and fitness through increased levels of walking and cycling;
 - ii) Increased flexibility offered through wider travel choices;
 - iii) The social aspects of sharing transport with others; and
 - iv) Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.



3.0 ACCESSIBILITY BY SUSTAINABLE MODES OF TRANSPORT

3.1 Introduction

3.1.1 A key element of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel to the private car are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

3.1.2 Paragraph 109 of the National Planning Policy Framework (NPPF) states:

“...Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health...”

3.1.3 Accordingly, and to demonstrate the Site’s compliance with the above, this section of the report examines the accessibility of the Site by non-car modes of transport through consideration of the following:

- i) Accessibility by foot;
- ii) Accessibility by cycle; and
- iii) Accessibility by public transport (bus and rail).

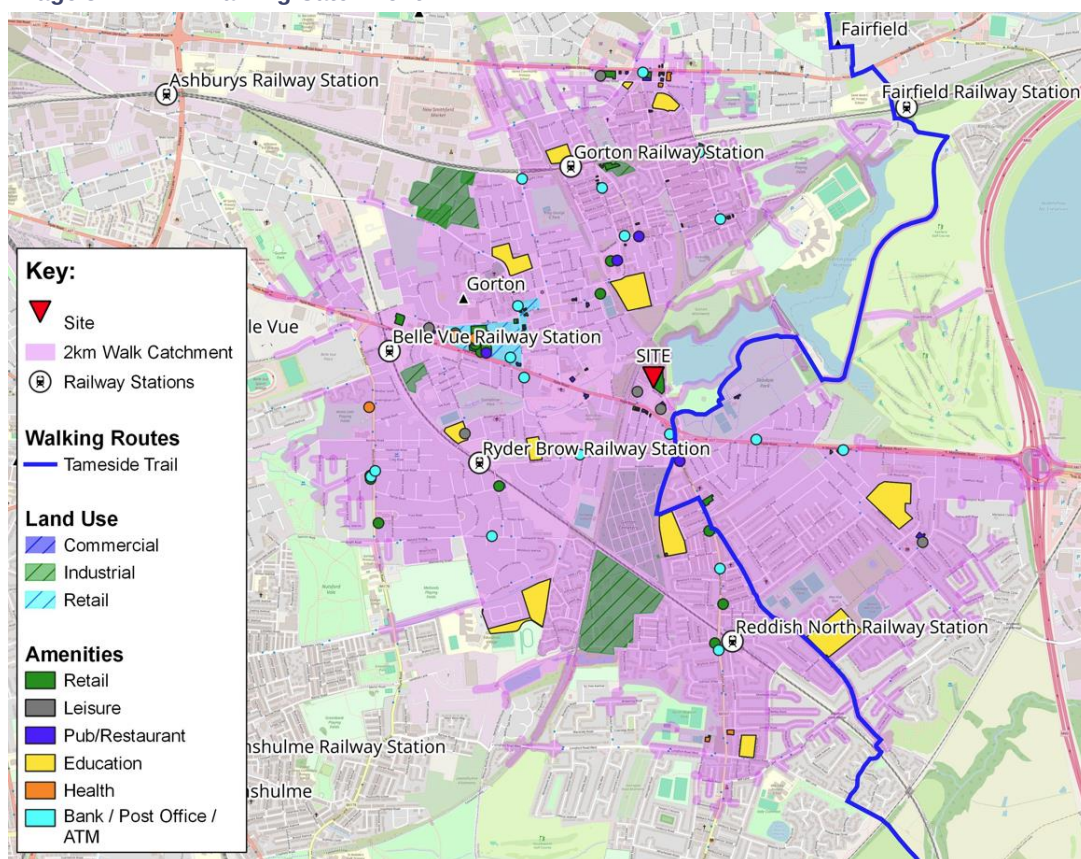
3.2 Pedestrian Accessibility

3.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. It is generally accepted that walking has the greatest potential to reduce short car trips, particularly those under 2km.

3.2.2 To assist in summarising the accessibility of the Site on foot, an indicative pedestrian catchment plan has been produced and is illustrated on **Image 3.1**.



Image 3.1 – 2km Walking Catchment



3.2.3 The Site is well located to encourage trips to be made to and from the Site on foot. **Image 3.1** illustrates that the 2km walking catchment incorporates Gorton and all of the amenities located within it, relating to health, education, industry, retail, banks / post offices, and pubs / restaurants.

3.2.4 **Table 3.1** summarises just some of the key amenities that can be reached within a 2km walk distance of the Site.

Table 3.1 – Local Amenities

Amenity	Walking Distance
Oasis Academy Aspinall (Primary School)	750m
ASDA Gorton Supermarket	650m
Manchester Gorton Market	1.1km
Tesco Extra Supermarket	1.1km
Gorton Medical Centre	1.4km

3.2.5 It should also be noted that the local highway network provides a safe and realistic opportunity for prospective residents of the Site to reach the amenities contained within the 2km walking catchment on foot via the existing high quality pedestrian infrastructure in the form of footways, street lighting and pedestrian crossing points

equipped with dropped kerbs and tactile paving at the key junctions surrounding the Site.

3.2.6 The proposed development is also in easy reach of the Tameside Trail (shown in blue on **Image 3.1**) which passes through Gorton, and closely follows the Gorton Reservoirs to the east of the Site. It comprises an off-road route which is largely characterised by a flat terrain.

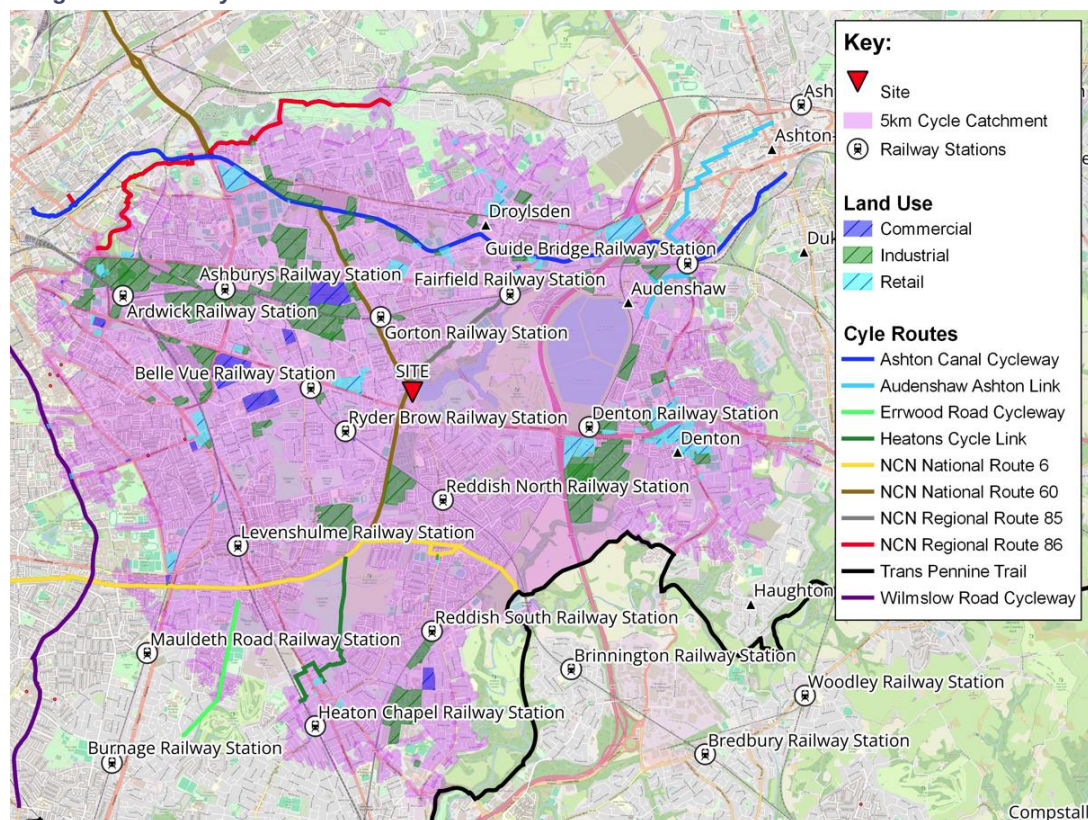
3.2.7 With regards to the above, the Site is therefore considered to be accessible on foot.

3.3 Cycle Accessibility

3.3.1 It is generally accepted that cycling provides a realistic and healthy alternative to the private car for journeys up to 5km as a whole, or as part of a longer journey by public transport.

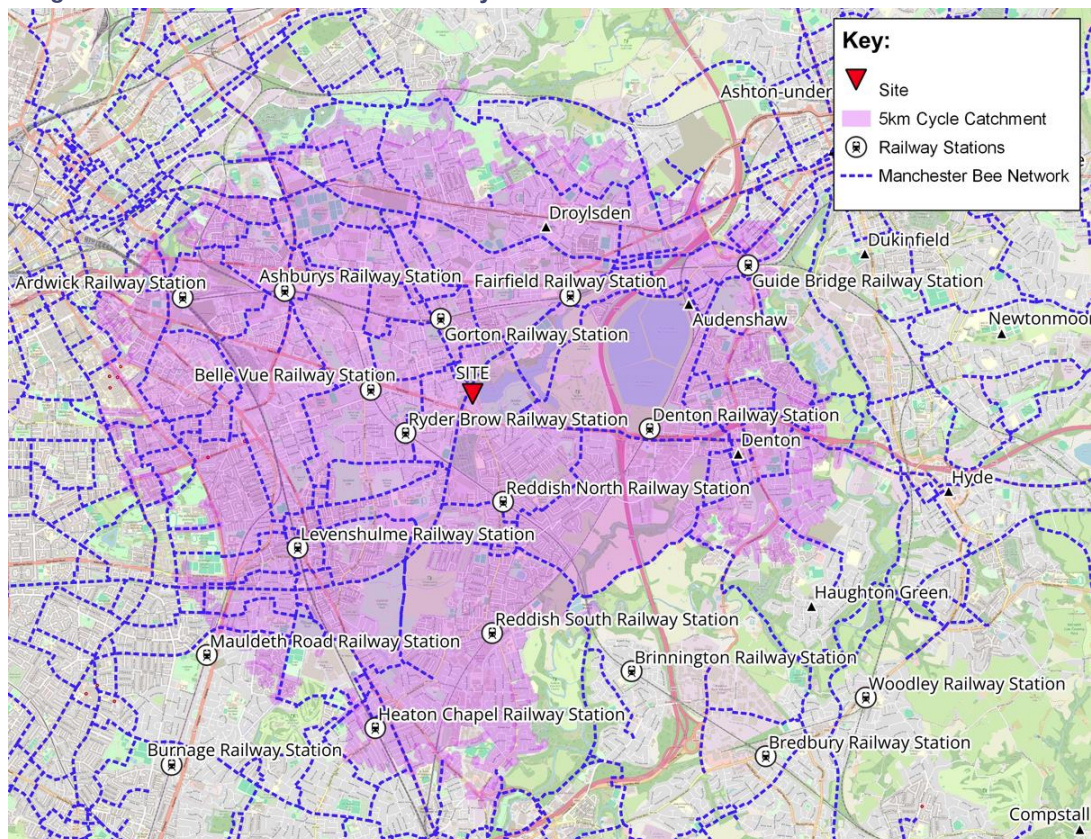
3.3.2 To assist in summarising the accessibility of the Site by cycle, an indicative 5km cycle catchment plan has been produced, as illustrated in **Image 3.2**.

Image 3.2 – 5km Cycle Catchment



- 3.3.3 **Image 3.2** shows that the 5km cycle catchment incorporates Gorton, alongside surrounding areas of Denton, Audenshaw, Droylsden, Ardwick, and Levenshulme, amongst others.
- 3.3.4 **Image 5.1** also shows that there are a number of cycle routes which can be reached within a 5km cycle catchment of the Site, including Ashton Canal Cycleway, National Cycle Network (NCN) Route 6 and Route 60, and Heaton's Cycle Link, amongst others.
- 3.3.5 The 5km also incorporates Greater Manchester's 'Beeway' Network which has been introduced by TfGM to encourage active travel. **Image 3.3** shows (in blue) that the 'Beeway' Network provides extensive cycling connections between the Site and the surrounding areas of Greater Manchester.

Image 3.3 – Greater Manchester's 'Beeway' Network



- 3.3.6 In addition to the above, the 5km cycle catchment also includes 12 railway stations in total, which therefore provides prospective residents with the opportunity to access the Site by a multi-modal journey by rail and cycle.

3.3.7 It should also be noted that the proposed development provides safe and secure cycle parking spaces on Site for use by prospective residents.

3.3.8 With regards to the above, the Site is therefore considered to be highly accessible by cycle.

3.4 Accessibility by Public Transport

Bus Accessibility

3.4.1 Guidance within the CIHT document '*Guideline for Planning for Public Transport in Development*' recommends that the walk distance to a bus stop from a new development should ideally be 300m, or a maximum of 400m.

3.4.2 The nearest bus stop to the Site is located along the eastbound carriageway of the A57 Hyde Road, to the east of its junction with Wall Way, and can be accessed within a 350m walk distance of the Site. This bus stop is therefore within CIHT's recommended walk distance threshold.

3.4.3 A further bus stop can also be accessed within a slightly longer 420m walk distance to the west of Wall Way, and is located on the westbound carriageway of the A57 Hyde Road.

3.4.4 **Table 3.2** summarises the services that serve the closest bus stops to the Site, and their typical frequencies.

Table 3.2 – Bus Routes and Frequencies

Bus Service	Route Description	Typical One-Way Frequency Per Hour		
		Weekdays	Saturdays	Sundays
7	Ashton – Stockport	Every 30 minutes	Every 30 minutes	Every 1 hour
201	Manchester Piccadilly – Hattersley	Every 12 minutes	Every 12 minutes	Every 30 minutes
202	Manchester Piccadilly – Gee Cross	Every 12 minutes	Every 12 minutes	Every 15 minutes
203	Manchester Piccadilly – Stockport via Reddish	Every 12 minutes	Every 12 minutes	Every 15 minutes
205	Manchester Piccadilly – Dane Bank	Every 30 minutes	Every 30 minutes	Every 30 minutes

3.4.5 **Table 3.2** demonstrates that the nearest bus stops to the Site are served by 5 frequent bus services, which cumulatively provide a minimum of 19 one-way services per hour on weekdays and Saturdays, and 13 one-way services per hour on



Sundays. These services provide connections to Manchester City Centre, in addition to surrounding areas of Stockport, Ashton and Hattersley, amongst others.

- 3.4.6 With regards to the proximity and availability of various bus routes to various destinations, the Site is therefore considered to be highly accessible by bus.

Rail Accessibility

- 3.4.7 Ryder Brow Railway Station is the nearest railway station to the Site, located within a 1.1km walk or cycle distance to the south-west of the Site.
- 3.4.8 Ryder Brow Railway Station provides hourly services to Manchester Piccadilly and Marple Railway Station.
- 3.4.9 The Site is therefore considered to be accessible by rail.

Metrolink / Tram Accessibility

- 3.4.10 Droylsden Tram Stop is the closest Metrolink Stop to the Site, and is located within a circa 3.3km walk / cycle distance of the Site.
- 3.4.11 Droylsden Metrolink Stop is located on the Ashton-under-Lyme – Eccles line, which provides frequent services (typically every 12 minutes).

3.5 Accessibility Summary

- 3.5.1 In summary, the Site is considered to be located in a sustainable location to encourage prospective residents to use alternative, non-car modes of transport.
- 3.5.2 The Site is located within an acceptable walk and cycle catchment range of local amenities and public transport infrastructure. Furthermore, the local highway network provides a safe and realistic opportunity for prospective residents to access the areas contained within the walking and cycling catchments (and beyond) via the existing pedestrian and cycle infrastructure.
- 3.5.3 With regards to the above, the Site is considered to be very well located to encourage trips to be made on foot, by cycle and/or by public transport, and is therefore compliant with local and national policies that relate to the promotion of development with good access to sustainable transport modes.



- 3.5.4 Sustainable transport will be further encouraged at the Site through the operation of a Travel Plan. A Framework Travel Plan (FTP) has been prepared as an accompanying document to the planning application. It seeks to encourage prospective residents to minimise the use of the private car.



4.0 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

- 4.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.
- 4.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:
- i) Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
 - ii) Improve the travel options for residents;
 - iii) Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
 - iv) Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and
 - v) Ensure residents are aware of the TP and its purpose.

4.2 Targets

- 4.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 4.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.
- 4.2.3 Action targets include actions such as employing a TPC, and launching the TP.
- 4.2.4 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.
- 4.2.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in single occupancy car driver trips.



4.3 Initial Travel Research

- 4.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken once the Site is fully occupied.
- 4.3.2 Initially, a TPC will be appointed by the developer. However, it is expected that a resident or management company would then formally assume the role.
- 4.3.3 The TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC would also be responsible for liaising with MCC and the following duties:
- i) Marketing and advertising new initiatives relating to the TP;
 - ii) Establishing and following a timeline for the implementation of the TP measures;
 - iii) Providing travel option information to residents;
 - iv) Monitoring of the TP as set out in **Chapter 6**; and
 - v) Evaluating progress towards the TP targets.
- 4.3.4 Travel modal split data for the Middle Super Output Area (MSOA) 'Manchester 021', within which the site is located, has been obtained from the 2021 Census data, covering all travel-to-work journeys (excluding home working). This data is summarised in **Table 4.1**.

Table 4.1 – 2021 Census Modal Split

Mode	Census Modal Share (Resident Population)
Underground, metro, light rail, tram	0%
Train	2%
Bus, minibus or coach	30%
Taxi	1%
Motorcycle, scooter or moped	1%
Driving a car or van	49%
Passenger in a car or van	5%
Bicycle	3%
On foot	9%
Total	100%

- 4.3.5 The census data presented in **Table 4.1** gives an initial indication of modal split at the Site, prior to the travel survey being carried out and without the influence of the measures contained within this TP (see **Chapter 5**). The data shows that 49% of trips were undertaken by driving a car or van, whilst 5% of people travelled as a

passenger in a car or van. Journeys by public transport counted for 32% and walking and cycling accounted for 9% and 3%, respectively.

- 4.3.6 Prior to a resident travel survey, and using the above figures as a baseline, **Table 4.2** gives an example of the approximate modal shift targets that could be achieved with an effective TP.

Table 4.2 – Indicative Modal Split Targets

Mode	Baseline Modal Split (census data)	Target Modal Splits	Modal Shift
Underground, metro, light rail, tram	0%	0%	0%
Train	2%	4%	+2%
Bus, minibus or coach	30%	33%	+3%
Taxi	1%	1%	0%
Motorcycle, scooter or moped	1%	1%	0%
Driving a car or van	49%	39%	-10%
Passenger in a car or van	5%	6%	+1%
Bicycle	3%	5%	+2%
On foot	9%	11%	+2%

- 4.3.7 **Table 4.2** indicates a target reduction in car journeys made by residents from 49% to 39% (reduction of 10%).
- 4.3.8 The figures in **Table 4.2** are indicative only and would be reconsidered fully when resident travel surveys have been undertaken.
- 4.3.9 Once the Site is fully occupied, residents would be surveyed, and targets produced to reduce single occupancy vehicle travel. When the development begins to be occupied, sustainable travel initiatives (such as those described in the following section e.g. Resident Travel Information Packs) would be implemented.
- 4.3.10 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should be sufficient time for a shift in travel patterns to occur.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

- 5.1.1 In general, it is important that measures are appropriate for the development and will have a realistic prospect of influencing the uptake of sustainable, non-car modes of travel in the short, medium and long term.
- 5.1.2 It is considered that the TP should contain the following level of commitments, as set out below:
- i) Appoint a Travel Plan Co-ordinator (TPC);
 - ii) Encourage and Promote Sustainable Travel;
 - iii) Produce and distribute Resident Travel Information Packs; and
 - iv) Undertake Resident Travel Survey.

5.2 Travel Plan Coordinator

- 5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.
- 5.2.2 The TPC will be responsible for developing the final TP, which will be brought into action within 3 months of the first residents travel survey.
- 5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:
- i) Administer/manage the TP and provide a liaison in implementing the plan with MCC;
 - ii) Ensure travel awareness amongst future residents;
 - iii) Provide a point of contact and travel information;
 - iv) Coordinate the travel surveys;
 - v) Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
 - vi) Ensure the availability of the most up to date travel information;
 - vii) Ensure that all residents receive a Resident Travel Information Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site; and



- viii) Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents would be made aware of the existence of the TP and its aims.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will therefore prepare Travel Packs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These Travel Packs should be regularly updated with the newest information available and will be made available for new site residents.
- 5.3.3 The TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

- 5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation as part of the handover pack. The Travel Packs will include:
- i) Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included.
 - ii) Information about the TP and its benefits, as described previously.
 - iii) A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
 - iv) Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping facilities.

5.5 Travel Survey

- 5.5.1 The first step to developing the operational TP is to establish how the users make journeys to and from the site. A travel survey will be conducted once the Site is fully



occupied and then every two years thereafter as part of the monitoring and review process.

- 5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the Site and provide an important indication as to the success of the TP.
- 5.5.3 The travel survey will be used to show how people travel to the Site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use. The following information can be obtained:
- i) How Site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others);
 - ii) Where Site users are generally travelling to/from;
 - iii) Which places are considered to be dangerous for walking or cycling, and why;
 - iv) Willingness to car share;
 - v) Any problems there are with bus services and where a new service might be helpful; and
 - vi) How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.
- 5.5.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to MCC within 3 months of the first survey.



6.0 PLAN MONITORING REVIEW

6.1 Overview

- 6.1.1 The monitoring and review programme will be designed to generate information which the TP can be evaluated, revised, developed and improved, over a 5-year period.
- 6.1.2 The major objective of the plan is to affect a reduction in the use of single occupancy private cars by residents. In the first instance, the plan will seek to review existing residents travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Travel Plan Targets

- 6.2.1 In agreement with Travel Plan Officers from MCC and in accordance with best practice guidance on the preparation of TPs, targets should be set against which the efficiency of the plan can be measured. The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1 – Preliminary Action Targets

Action	Target Date
Appoint a TPC and inform MCC of their contact details	1 month prior to occupation
Provide all residents with Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to MCC	Full occupation
Submit full TP to MCC	Within 3 months of travel survey
Agree on preliminary resident modal split targets with MCC	Within 3 months of travel survey

6.3 Monitoring

- 6.3.1 The monitoring would include items such as:
- i) Travel habits / modal split; and
 - ii) General feedback from residents.

- 6.3.2 Information gathered as part of the continuous monitoring process would be made available to MCC. Through this medium, future strategies for further delivering TP objectives can be considered in partnership between the residents, MCC and transport providers.

6.4 Plan Review

- 6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.
- 6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every two years) will provide the opportunity to gather new information regarding residents' attitudes to travel and on the modal split compared to the previous years.
- 6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.