

Proposed Residential Development
Land off Alderford Parade and
Heatherdale Drive, Cheetham Hill,
Manchester
Framework Travel Plan

July 2024

Client: Mosscafe St.Vincent's

Ref: RHC-24-024-TP

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Revision History

Revision	Comments	Written By
- July 2024	Initial submission	Andrew Roberts BA (Hons) MCIHT MTPS

1.0 INTRODUCTION

- 1.1 Roberts Highway Consultants Limited has been appointed by Mosscafe St.Vincents (hereby known as 'the client'), to provide transport planning support in relation to a planning application for the proposed residential development at Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester.
- 1.2 The proposed development will comprise of 70 affordable residential dwellings, split over three areas which are currently open greenspace.
- 1.3 The broad extent of the site is outlined on **Plan 1**, with a proposed site plan contained within **Appendix A**.

Plan 1: Contextual Site Location Plan



© Google Maps

- 1.4 This Framework Travel Plan should be read in conjunction with the Transport Assessment produced by Roberts Highway Consultants Limited (report ref. RHC-24-024-TA).
- 1.5 All Travel Plans are treated as 'living' documents that are reviewed and updated at various key stages of development, implementation, and occupation. Regular reviews are therefore proposed to enable effective monitoring and implementation of the Travel Plan, as detailed in this document. In this process, the report considers current Government Policy contained within the National Planning Policy Framework (NPPF), Paragraph 117 which states:

Paragraph 117: *"All developments that will generate significant amounts of movement should be*

required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

1.6 The NPPF states that a Travel Plan is:

"A long-term management strategy for an organisation or site what seeks to deliver sustainable transport objectives and is regularly reviewed."

1.7 A residential Travel Plan is concerned with origin-based travel, with journeys made from a single origin (home), to multiple and changing destinations, with the time and travel mode all varying. A successful residential Travel Plan therefore has the potential to achieve a high proportion of trips by sustainable modes, and reduce the number of single occupancy car trips generated by a development.

1.8 This Framework Residential Travel Plan has been prepared to support a full planning application, and is focused on the proposed developments future residents. It has shaped the development proposals to maximise the potential for sustainable travel, and helps to mitigate the effects of the proposed development from a transport perspective.

1.9 Manchester City Council have requested that a Framework Travel Plan be included within the package of documents to be submitted as part of the planning application. Given that a 'full' detailed Travel Plan cannot be completed until such time as the site is occupied, this Framework Travel Plan can be used as the basis for a full Travel Plan at the appropriate time. It is however referred to as a Travel Plan from here on in.

1.10 A Transport Assessment has also been completed in support of the proposed development. Where applicable, findings from the Transport Assessment have been used to inform any infrastructure improvements and modal split targets.

Report Structure

1.11 The structure of this report is as follows:

- The requirement of the document in relation to planning alongside the objectives of the Travel Plan is covered within **Chapter 2.0**.
- The location of the site alongside the existing sustainable travel opportunities within proximity of the site can be found within **Chapter 3.0**.
- The responsibility and management of the Travel Plan; its package of measures and the Travel Plan targets can be found within **Chapter 4.0**.
- Details on the implementation of the Travel Plan, how it will be monitored and actioned are included within **Chapter 5.0**.

- The summary and conclusions of the report can be found within **Chapter 6.0**.

Disclaimer

- 1.12 Roberts Highway Consultants Limited has completed this report for the benefit of the individuals referred to in paragraph 1.1, and any relevant statutory authority, which may require reference in relation to approvals for the proposed development. Other third parties should not use or rely upon the contents of this report unless explicit written approval has been gained from Roberts Highway Consultants Limited.
- 1.13 Roberts Highway Consultants Limited accepts no responsibility or liability for:
- a) The consequence of this documentation being used for any purpose or project other than that for which it was commissioned.
 - b) The issue of this document to any third party with whom approval for use has not been agreed.

2.0 SCOPING AND OBJECTIVES

Scoping

- 2.1 The scope of this Travel Plan has been completed in accordance with the Transport for Greater Manchester (TfGM) Travel Plan Toolkit. Covered within this Travel Plan are the main targets, objectives and measures which are required to achieve a successful Travel Plan.
- 2.2 In addition to the above, the scope of this Travel Plan has been completed in accordance with Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

Objectives

- 2.3 The objectives of this Travel Plan have been derived from the guidance identified above, and subsequently used for the scoping of the Travel Plan.
- 2.4 The primary objective of this Travel Plan is to reduce the number of single occupancy private car trips to and from the site. Several travel-related measures will be implemented, aiming to positively influence the travel patterns of all users of the site. The main objectives of this Travel Plan aim to:

- 1) **Decrease the amount of single occupancy vehicle usage to the site** by all users of the site, where it is practical to do so, particularly those travelling short distances (i.e., under 2km).
- 2) **Reduce carbon emissions** associated with the development by reducing single occupancy car use.
- 3) **Increase the awareness of sustainable travel modes**, particularly the use of public transport.
- 4) Complete the initial outcome-based targets and the undertaking of subsequent **yearly monitoring**.

- 2.5 The objectives outlined above have been carefully selected to help benefit the local area surrounding the proposed site. These objectives provide short, medium, and long-term achievable targets, which will contribute to the success of this Travel Plan.

3.0 EXISTING CONDITIONS

Existing Site

- 3.1 The areas for development are in Cheetham Hill, a suburb of Manchester. They are situated 2.3km north of Manchester City Centre and approximately 15km south-east of the town of Bolton.
- 3.2 The development areas are presently open greenspace with no Public Rights of Way crossing or running along their boundaries. The surrounding area consists of residential properties.
- 3.3 There are numerous points of vehicle and pedestrian access to and from the development areas, as they are surrounded by an existing network of residential roads, as can be seen within **Plan 1**.

Existing Mode Share

- 3.4 To ascertain travel patterns in the local area, a review of the 2021 Method of Travel to Work census data for the E00026036 output area, in which the site is situated, has been undertaken as to compare the results against the 2011 Method of Travel to Work census data.
- 3.5 The review has primarily been undertaken to ensure for a robust assessment of likely travel modes associated with residents of the site, given the 2021 census was undertaken during a period where travel behaviors may have been influenced by the Covid-19 pandemic.
- 3.6 **Table 1** provides a summary of the Travel to Work statistics for the E00026036 output area taken from both census datasets. A copy of the census data can be found within **Appendix B**.

Table 1: Summary of Travel to Work Statistics

Method of Travel to Work	2011 Census Data		2021 Census Data	
	Persons	Percentage	Persons	Percentage
Work from Home	4	2.6%	27	15.7%
Underground/Metro/Light train/Tram	4	2.6%	1	0.6%
Train	3	1.9%	5	2.9%
Bus, Minibus/Coach	42	26.9%	25	14.5%
Taxi	4	2.6%	5	2.9%
Motorcycle/Scooter/Moped	0	0.0%	2	1.2%
Driving a Car or Van	59	37.8%	63	36.6%
Passenger in a Car or Van	10	6.4%	8	4.7%
Bicycle	2	1.3%	3	1.7%
On Foot	28	17.9%	27	15.7%
Other method of Travel to work	0	0.0%	6	3.5%
Total	156	100%	172	100%

- 3.7 As the 2021 census was impacted during the Covid-19 pandemic, with more people noted to be working from home, the 2011 census is a suitable dataset for projecting travel modes for future residents of the site.

- 3.8 When taking into consideration the information presented, the 2011 census data will be used within this report to determine projected travel modes associated with the development site.

Sustainable Transport Opportunities

- 3.9 An accessibility assessment has been undertaken to determine the location of key local facilities and amenities in relation to walking and cycling, to highlight travel time to these services. **Table 2** provides a summary of key amenities and facilities using these travel modes.

Table 2: Accessibility Assessment to Local Amenities/Facilities

Amenity/Facility	Approx. Distance (m)	Approx. Walking Time	Approx. Cycling Time
Retail			
B&M Retail Store	800	10	3
Lidl Supermarket	800	10	3
Manchester Fort Shopping Park	900	11	4
Tesco Superstore	1400	17	6
Education			
<i>New Primary School (Olive Manchester)</i>	<i>150</i>	<i>2</i>	<i>1</i>
St Chad's Primary School	450	5	2
Marlborough Road Academy Primary School	650	8	3
St Thomas of Canterbury R C Primary School	900	11	4
Cheetham Church of England Primary School	900	11	4
Leisure & Hospitality			
Bignor Street Basketball Courts	350	4	1
Cheetham Park	350	4	1
PureGym	800	10	3
Goals Manchester	1300	15	5
Health			
Cohens Chemist	550	7	2
New Collegiate Medical Centre	700	8	3
Broughton Pharmacy and Travel Clinic	1100	13	5
Newbury Green Medical Practice	1700	20	7
Transport			
Alderglen Road Bus Stop	260	3	1
Brentfield Avenue Bus Stop	350	4	1
Queens Road Tram Stop	1300	15	5
Abraham Moss Tram Stop	1400	17	6
Employment			
Sherborne Trading Estate	600	7	3
Choir Street Industrial Estate	1500	18	6
Hendham Vale Industrial Park	1800	21	8

*Assumes a walking speed of 1.4m/s (3.2mph or 5.0kph) taken from the Guidance for Providing for Journeys on Foot (IHT, 2000) and cycling speed of 4m/s (9mph or 14.4kph), taken from Local Transport Note 1/86.

- 3.10 Throughout the local area and further afield, there are several additional amenities which prospective residents of the site could utilise, including additional leisure, retail, employment, transport and healthcare facilities.

Accessibility on Foot

- 3.11 Guidelines for "Providing for Journeys on Foot" commissioned by the Institution of Highway Engineers (IHT), suggest that for pedestrians without a mobility impairment, the following average distances are

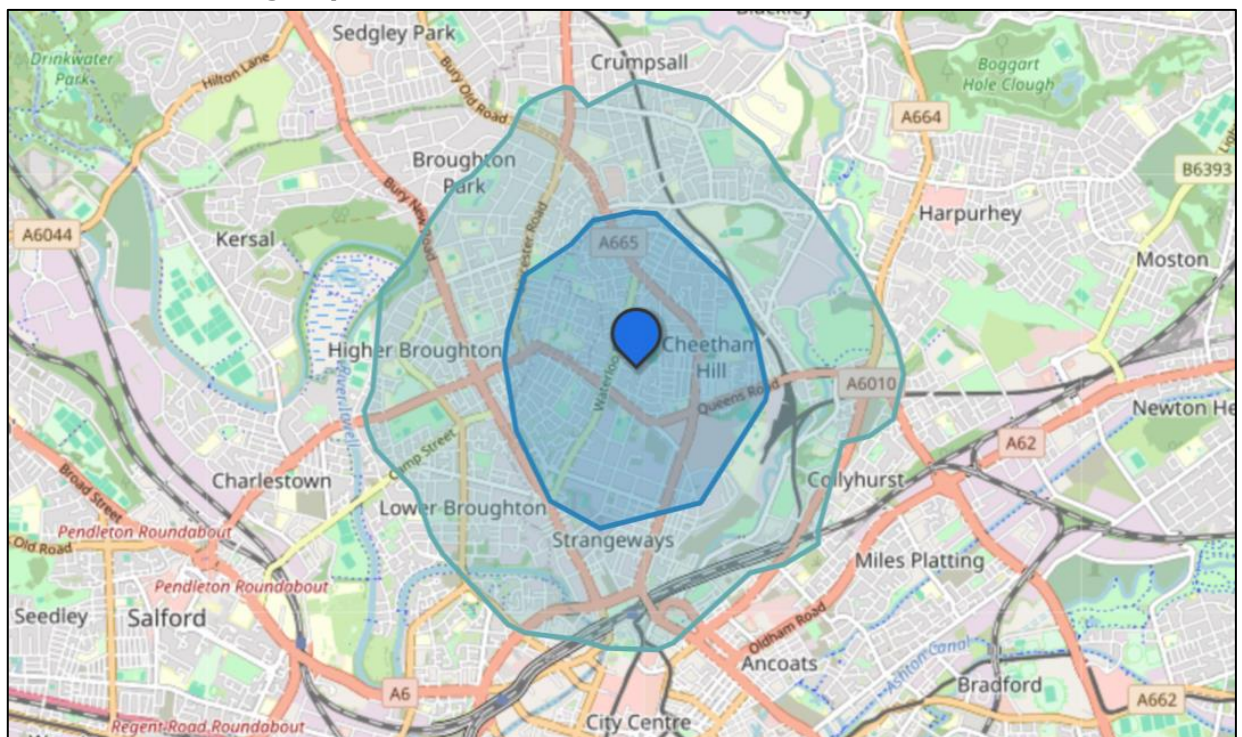
considered acceptable, and should be used for planning and evaluation purposes. **Table 3** replicates those distances on the IHT guidance.

Table 3: IHT Suggested Walking Distances

Suggested Acceptable Walking Distances			
	Town Centres	Commuting and School	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Maximum	800m	2000m	1200m

- 3.12 For purposes of planning and evaluation, and in the absence of any other anecdotal evidence, it is generally accepted that the 'suggested' distances highlighted in the above table are used. To understand how these distances relate to the site and the surrounding infrastructure available to accommodate journeys by foot, an isochrone map indicating a 2km distance has been produced and presented in **Plan 2**.

Plan 2: 2km Walking Map Shown in 1km Isochrones



© Openrouteservice.org

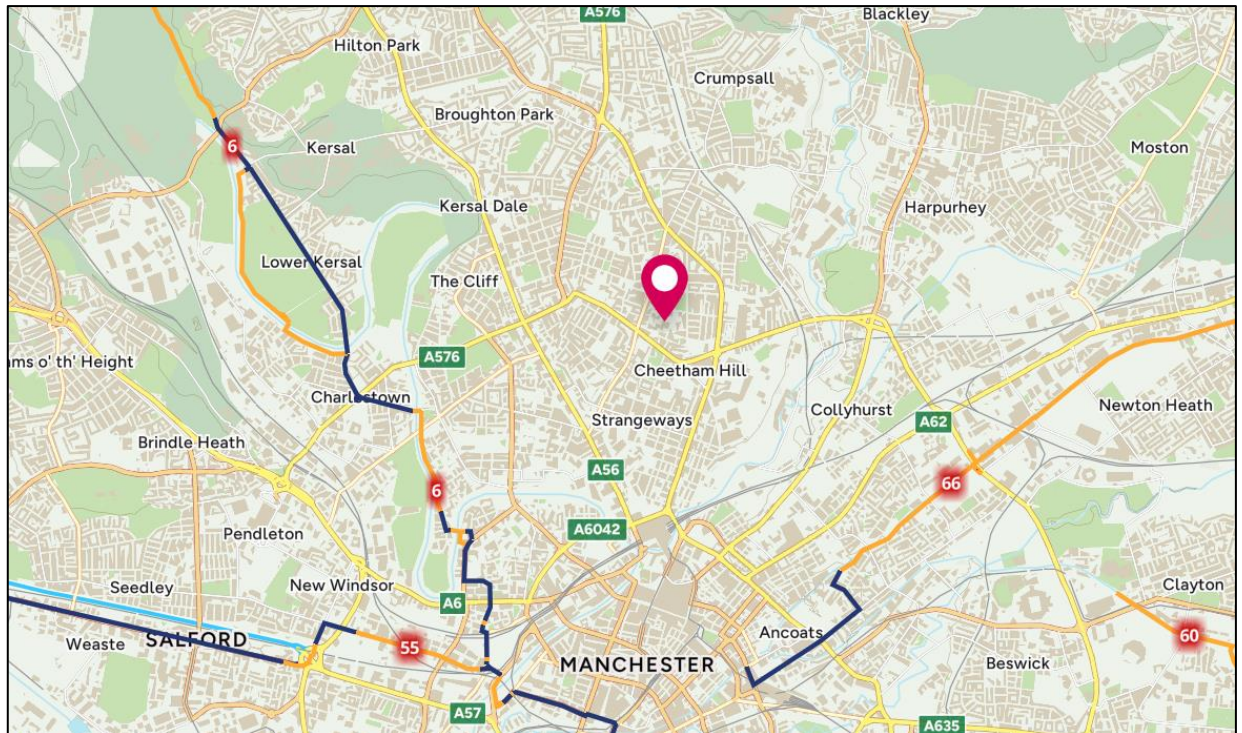
- 3.13 **Plan 2** illustrates that the urban areas of Cheetham Hill, Strangeways, Lower Broughton and Higher Broughton are located within a 2km walking distance of the site. These areas provide a wide range of facilities and amenities residents could utilise as part of a walking journey, including several employment opportunities and a wide range of retail and leisure facilities.

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- 3.14 Existing footways in proximity to the site are street lit, however many of the existing minor junctions which surround the site do not benefit from dropped kerb crossings. Pedestrian refuges are located along Heywood Street adjacent to the western entrance of Balmfield Street, as well as adjacent to the eastern entrance of Tamerton Drive to assist with pedestrian crossing. These will benefit residents travelling east to facilities such as St Chad's Primary School.
- 3.15 Puffin Crossings are located along Waterloo Road (B6180) to the west of the site, as well as at the Waterloo Road/Elizabeth Street (A6010) junction to the southwest. A zebra crossing is located along Elizabeth Street, adjacent to the northern entrance of Sherborne Road.
- 3.16 Public Rights of Way (RoW) are also located in proximity to the proposed site, connecting Brentfield Avenue with Bellott Street and Haywood Street, allowing more direct routes to facilities north and northeast of the site respectively. RoW can also be found west of Waterloo Road (B6180) which provide a more direct route to educational facilities to the west.
- 3.17 Additional RoW are located south of the site between Barnsdale Drive and Alderglen Road, as well as between Alderglen Road and Herbert Street, providing direct pedestrian access to leisure and retail facilities, such as Cheetham Park and Manchester Fort Shopping Park.

Accessibility by Cycle

- 3.18 A review of Sustrans.org.uk indicates that the two closest National Cycle Routes to the site are National Routes 6 and 66, which travel to the south and northeast of Manchester City Centre respectively. Further afield, National Cycle Route 55 travels west of Manchester City Centre and National Cycle Route 60 to the southeast. **Plan 3** outlines the locations of these National Cycle Routes in relation to the site.

Plan 3: National Cycle Network Route Map

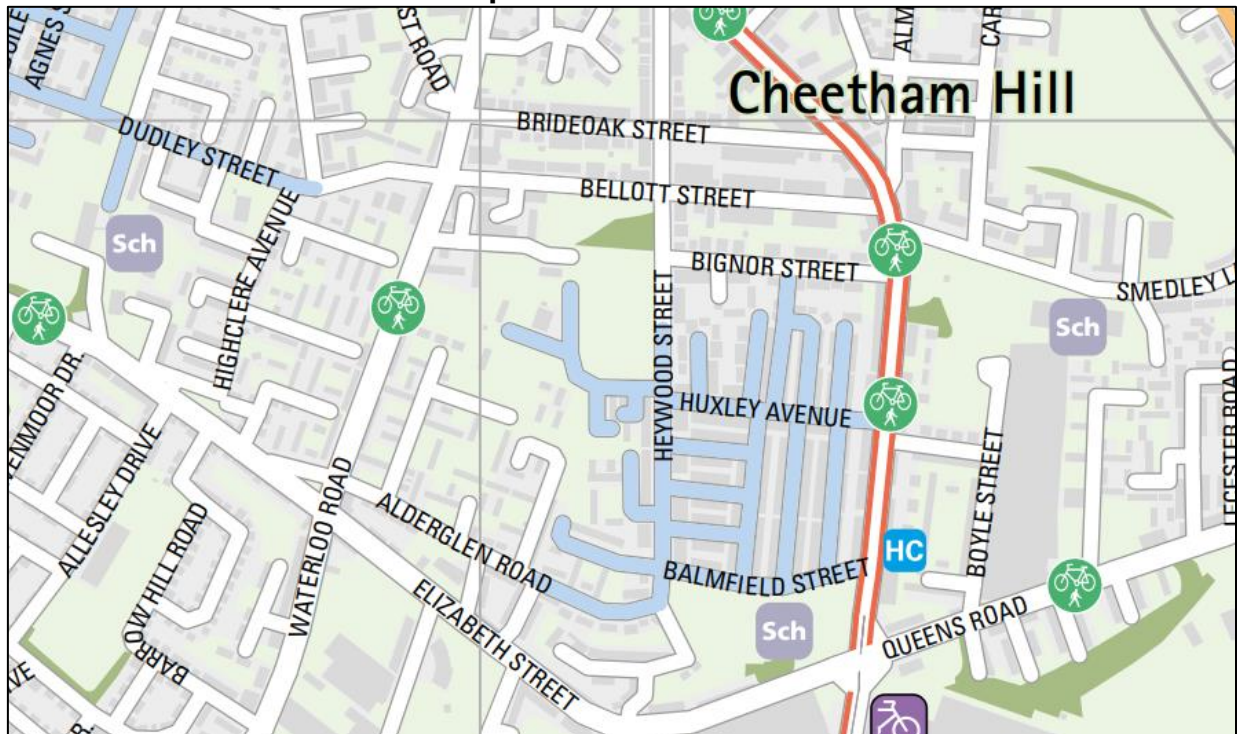


© Sustrans.org / Map Layer: OS Maps

- 3.19 **Plan 3** illustrates that journeys by cycling will take in Manchester City Centre and Salford City Centre, to the south and west of the site respectively. These areas provide a full range of amenities that would be attractive to residents of the proposed development, including employment opportunities and a wide range of retail and leisure facilities.
- 3.20 In addition to the National Cycle Network, cyclists could choose to cycle on the surrounding roads. A review of these roads suggests that cycling would be a suitable form of travel for residents, with cyclists utilising local cycle routes along Cheetham Hill Road and Woodlands Road to the northeast of the site. Adjacent residential roads also comprise of low vehicle speed limits (20mph).

Manchester Bee Network

- 3.21 The Manchester Bee Network project is a Greater Manchester wide scheme aimed at improving the walking and cycling network in Manchester. Bee Network is a vision for Greater Manchester to become the very first city region in the UK to have a fully joined up cycling and walking network.
- 3.22 As shown in **Plan 4**, Cheetham Hill Road is recognised as a on road route with other cycling facilities available (Toucan Crossings).

Plan 4: Manchester Bee Network Map

© The Bee Network (TfGM)

Accessibility by Bus

- 3.23 There are a pair of bus stops located within the site's vicinity. The stops are located within a suitable walking distance of the site, as set out by the Chartered Institution of Highways and Transportation (CIHT) document entitled "Buses in Urban Developments" (2018) which recommends a 250m walking distance to the nearest bus stop in town/city centres.
- 3.24 The closest bus stops to the site are situated along Waterloo Road. The northbound stop, titled Brentfield Avenue, comprises a flag and pole with bus timetable information and a shelter (**Photograph 1**). The southbound stop comprises of a flag and pole with bus timetable information only (**Photograph 2**).

Photograph 1: Northbound Bus Stop**Photograph 2: Southbound Bus Stop**

Photographs Dated May 2024

- 3.25 Brentfield Avenue bus stops are located on either side of the carriageway to the northwest of the site, with Alderglen Road bus stops located to the southwest.
- 3.26 Alderglen Road bus stops comprise of flag and poles with shelters, which also display bus timetable information. Brentfield Avenue bus stops comprise of flag and poles however, it is only the stop on the northbound side of the carriageway which features a shelter.
- 3.27 A summary of the bus services which operate along Waterloo Road can be found within **Table 4**, with a Public Transport Plan attached within **Appendix C**.

Table 4: Summary of Bus Services Along Waterloo Road

Service	Operating Days	Approx. Operating Times	Approx. Frequency (up to)	Route	Provider
59	Mon-Fri	04:50-00:23	30 mins	Oldham Mumps-Piccadilly Gardens	Bee Network
	Sat	05:30-00:23		Oldham-Piccadilly Gardens	
	Sun	06:30-00:16		Strangeways-Higher Blackley	
717	Mon-Fri	07:49	Single Service	Strangeways-Higher Blackley	

Timetable data taken from 'traveline.info' accessed 18/05/2024

- 3.28 The bus timetable information demonstrates that residents will be able to use the bus services along Waterloo Road to access Manchester City Centre, educational facilities and Manchester Victoria Railway Station.

Accessibility by Rail

- 3.29 The nearest railway station to the site is Manchester Victoria Railway Station. The station is located on the northern edge of the city centre, approximately 2km walking distance south of the site.
- 3.30 The station benefits from several facilities, with a summary as follows:
- Ticket Machines.
 - Toilets.
 - Bicycle Parking (38 stands and CCTV).
 - Information services.
 - Ramps for accessible access.
- 3.31 **Table 5** provides details on rail services to the major destinations from Manchester Victoria Railway Station.

Table 5: Summary of Main Services Operating from Manchester Victoria Railway Station

Destination/s	Peak Frequency	First Train	Last Train
Chester	Hourly	06:16	21:06
Leeds	5 Services Hourly	02:48	00:06
Liverpool Lime Street	2 Services Hourly	05:30	23:46

Timetable data taken from 'nationrailrail' accessed 18/05/2024

- 3.32 Direct services operate from Manchester Victoria Railway Station to destinations such as Chester, Leeds and Liverpool. Commutes to all these destinations can be achieved in under one hour. Notable stations which services call at enroute to their destination include Bradford Interchange and Warrington Bank Quay.

Accessibility by Tram (Metrolink)

- 3.33 Queens Road tram stop is located approximately 1.3km walking distance east of the site. **Table 6** outlines the services operating at this stop.

Table 6: Summary of Main Services Operating Directly from Queens Road Tram Stop

Destination	Operating Day/s	First Service	Last Service
Bury	Mon-Fri	06:02	00:46
	Sat		00:38
	Sun	06:59	23:44
Piccadilly	Mon-Fri	06:12	23:48
	Sat		00:46
	Sun	07:14	23:59
Altrincham	Mon-Fri	07:00	20:00
	Sat	09:00	18:30

Timetable data taken from 'Transport For Greater Manchester' accessed 18/05/2024

- 3.34 Queens Road tram stop is served by the 'Yellow' and 'Green' lines which operate between Bury-Manchester Piccadilly and Bury-Altrincham respectively.
- 3.35 Between Monday to Saturday, trams operate every 12 minutes throughout Manchester, whereas on Sunday trams operate every 15 minutes. After midnight on Fridays and Saturdays, trams operate every 24 minutes. It is worth noting that as two services operate via Queens Road, service frequency increases between the hours of 07:00-20:00 Monday-Friday and 09:00-18:30 on Saturdays.
- 3.36 The Altrincham-Bury line is classed as a part service and therefore, direct travel to Altrincham from Queens Road is only permissible between the times stated within **Table 6**. This service operates every 12 minutes Monday-Saturday. Outside of the stated times, travel to Altrincham can be achieved via Piccadilly Gardens.

Sustainability Conclusion

- 3.37 Upon reviewing the information within this chapter, the site can be described as being in accordance with Paragraph 109 of the NPPF which 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.

"Opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken in to account in both plan-making and decision-making."

- 3.38 The site has several facilities within a sensible commute on foot or via cycling therefore, the site is considered a 'walkable neighbourhood' as described by the Manual for Streets:

"Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2km"

- 3.39 Based on the above information, the site is accessible on foot, by bicycle and by public transport providing residents with the opportunity to travel by sustainable modes, removing the reliance on car journeys.

4.0 TRAVEL PLAN MANAGEMENT, MEASURES AND TARGETS

- 4.1 The effective implementation and maintenance of the Travel Plan as a live document is strongly dependent on a clear and efficient management regime. This section sets out the key roles and responsibilities for the management and implantation of the Travel Plan.

Travel Plan Management

- 4.2 A Travel Plan Coordinator will be responsible for promoting the Travel Plan to all users of the site, and act as a key point of contact during the construction, pre-occupation and operational phases of the site. They will ensure residents understand their travel choices, providing details of how those who wish to change their travel patterns, can do so.
- 4.3 The appointed Travel Plan Coordinator will be funded by the developer of the site for a minimum of five years after the first year of occupation, and will promote long-term measures to encourage a shift away from single occupancy car use towards alternative forms of travel such as walking, cycling, public transport and car sharing. This will be achieved through the provision of targeted advice, effective management and close liaison with the Manchester City Council.
- 4.4 Once appointed, contact details for the Travel Plan Coordinator will be provided to Manchester City Council's Travel Plan Officer, with notification provided upon any changes in the role during the lifetime of the Travel Plan.
- 4.5 The Travel Plan Coordinator will be responsible for the distribution of travel information to residents, and will be the first point of contact on all matters relating to travel to/from the site.
- 4.6 The user specific Travel Plan Coordinator's duties are likely to include:
- Providing relevant Travel Plan data, marketing material and travel information to users of the site. This will include for the preparation and distribution of Residents Travel Packs (discussed later within this report).
 - Overseeing the implementation of the Travel Plan and liaising with the Manchester City Council's Travel Plan Officer for advice and guidance.
 - Ensuring awareness of the Travel Plan and its benefits for all users of the site.
 - Participation in the annual multi-modal travel survey of residents.

Travel Plan Measures

- 4.7 All residents will be made aware of the Travel Plan, including its aims and objectives, and the role of individuals in achieving these will be explained.

-
- 4.8 The Travel Plan and its associated measures will be promoted to residents on an ongoing basis through a dedicated social media platform (Discord or WhatsApp group).
- 4.9 In addition to the initial marketing of the Travel Plan, a range of physical, managerial and awareness measures have been outlined which will be implemented to promote and facilitate use of sustainable modes of travel when accessing the site.
- 4.10 The following measures will be implemented as part of the development to meet the key aims and objectives previously outlined within this report.

Measure One (M1): Personalised Travel Planning Services

- 4.11 Personalised travel planning is a well-established method to encourage people to make more sustainable travel choices, and seeks to overcome the habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or in shared cars.
- 4.12 A personalised travel planning service via the Travel Plan Coordinator will be made available to all residents. The Travel Plan Coordinator may utilise 'MyPTP' or other online personalised travel planning tools to plan routes using sustainable transport modes. This service will be made apparent via communication with the Travel Plan Coordinator and via the resident's Travel Information Packs.

Measure Two (M2): Travel Information Packs

- 4.13 Travel Information Packs, commonly shortened to Travel Packs, will be provided to all households upon occupation. The packs will contain the following information:
- Plans showing the location of local amenities within proximity to the site such as shops, leisure facilities and health facilities and relevant walking/cycle routes.
 - Bus timetable information of services operational past the site.
 - Train timetable information for the most popular local routes as well as national services operational from local train stations, in conjunction with information on sustainable transport options to the stations.
 - Tram (Metrolink) timetable information in addition to services and destinations from the nearest tram stop.
 - Details of websites such as the RAC's route planning service 'www.rac.co.uk/route-planner' that specialise in route finding for walking, listing weather conditions and rest stops.
 - Information about the Travel Pack including how it works, why it is required and its purpose.
 - Details of car share websites such as liftshare.com to encourage staff to car share.

- 4.14 An annual newsletter will be prepared by the Travel Plan Coordinator and issued to all households. The newsletter will provide information on any changes in travel information, in addition to providing a summary of each travel survey, so residents can actively see their travel behaviours.

Measure Three (M3): Working from Home

- 4.15 The impact of the Covid-19 pandemic has changed the way in which we work. Many people have adapted to a hybrid way of working, with continued home working making use of technology (e.g. Microsoft Teams and Zoom) and other applications for continued collaboration. Working from home will not be possible for all people; however, the Travel Plan Coordinator will promote the idea and the benefits of hybrid working through Travel Information Packs.
- 4.16 In accordance with The Building etc Regulations 2022 (No. 2), the developer of the site will ensure connection to ultrafast broadband speeds, to allow the possibility of home working, subsequently reducing vehicle movements upon the highway. Internet shopping is also a popular form of shopping and therefore, internet provision will allow for this, reducing single car occupancy vehicle trips.

Measure Four (M4): Promote Walking and Cycling

- 4.17 Walking and cycling can play an important role in healthy and active lifestyles. These sustainable travel modes offer an easy and convenient way to integrate physical activity into daily routines. Through the promotion of various measures encouraging cycling and walking, residents will have the opportunity to regularly engage in physical activity.
- 4.18 Each household will be provided with a Travel Information Pack which will include information on walking and cycling opportunities around the site. Links to local walking and cycling routes (shown below) will also be provided.
- www.gmwalking.co.uk
 - www.manchester.gov.uk/info/500356/active_travel/2844/walking
 - www.beeactive.tfgm.com/walking & www.beeactive.tfgm.com/cycling
 - www.visitmanchester.com/things-to-see-and-do/activities/cycling-routes
- 4.19 The client will look to extend the existing 20mph speed limit from the Tamerton Drive/Spine Road junction to the Dinnington Drive/Deerhurst Drive junction. The reduction in speed limit would make walking and cycling a more attractive travel mode when travelling as part of a commute, or when making journeys which are short in length.
- 4.20 In addition, improvements will be made to the existing footways which are situated around the site through resurfacing. Dropped kerbs crossings benefitting from tactile paving will also be provided at key

junctions within and around the site, with these crossings appropriately situated to benefit residents of the site and wider community.

Measure Five (M5): Promote Public Transport

- 4.21 For journeys that are too far to walk or cycle, bus or train services may offer a viable alternative to private car use. Public transport reduces the number of vehicles on the road and can offer savings on fuel, and car maintenance (especially where season tickets are purchased). Additionally, it also frees up time for would be drivers to spend on alternative activities such as reading during their journey.
- 4.22 In addition to providing local public transport route and timetable information within the Travel Information Pack, the following will be undertaken as to maximise the opportunity to use existing public transport:
- Personalised journey planning will be available through discussions with the Travel Plan Coordinator, as to make residents aware of their travel plan choices.

Measure Six (M6): Promote Car Clubs

- 4.23 Car sharing can be an effective means of easing traffic congestion by reducing the number of single occupancy car trips to and from work and facilitate the achievement of sustainable travel objectives. For residents that have common journey requirements, car sharing can be a cost and time effective way of travelling.
- 4.24 The following measures will be undertaken to promote car clubs:
- Information regarding car sharing schemes will be provided within the Travel Information Packs, including liftshare.com.
 - Car share coffee mornings will be explored through information received back from residents as part of the baseline travel survey.
- 4.25 The Travel Plan Coordinator will setup a Discord or WhatsApp group specifically for residents of the development so they can discuss their opportunities to car share. Details of this group will be provided within the Travel Information Packs.

Measure Seven (M7): Promote Health and Wellbeing

- 4.26 Creating an environment where people actively choose to walk and cycle as part of everyday life can have a significant impact on public health. One of the ways to achieve the recommended level of exercise is by changing peoples' preferred method of travel from travel by car, to walking and cycling, as well as bus use that frequently requires a least a small amount of walking.

- 4.27 The NHS physical guidelines for adults recommend at least 150 minutes of moderate-intensity aerobic activity such as cycling or fast walking per week. Actively encouraging people to reduce the use of their car, and providing opportunities to increase active travel can increase physical activity and help prevent chronic diseases, reduce risk of premature death and improve mental health.
- 4.28 The measures to assist with promoting Health and Wellbeing as part of the proposed development are as follows:
- Suitable access links will be provided to decrease walking times for users, which will encourage more frequent walking and cycling trips.
 - Improvements to the existing pedestrian infrastructure surrounding the site will be made.
 - The Travel Plan Coordinator will involve residents in local and national events to promote sustainable travel, e.g., bike week. Such information will be provided as part of annual newsletters or within the discord group.

Interim Travel Plan Targets

- 4.29 The Transport Assessment which accompanies this Travel Plan forecasts the peak hour vehicle trips that would be generated by the proposed development, using vehicle trip rates obtained from the Trip Rate Information Computer System (TRICS) database. **Table 7** outlines these trip rates.

Table 7: Development Vehicle Trip Rates

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trip Rates (per dwelling)	0.111	0.329	0.440	0.181	0.070	0.251

- 4.30 When applying the above trip rates to the proposed development of 70 dwellings, the following AM and PM peak hour vehicle trips are projected.

Table 8: Traffic Generation (70 Dwellings)

	AM Peak (8am to 9am)			PM Peak (5pm to 6pm)		
	Arrival	Departure	Two-Way	Arrival	Departure	Two-Way
Trips	8	23	31	13	5	18

- 4.31 When considering the projected vehicle flows within **Table 8**, the proposed development is forecast to generate 31 two-way vehicle trips during the busiest peak hour (AM Peak). This forecast has been taken forward for use in assessing the likely multi-modal trips associated with the site, using 2011 census percentages shown within **Table 1**.
- 4.32 A summary of the likely modal splits associated with the site can be found within **Table 9**.

Table 9: Projected Multimodal Movements (Two-Way)

Method of Travel to Work	Percentage	AM Trips	PM Trips
<i>Work from Home</i>	2.6%	2	1
Underground/Metro/Light train/Tram	2.6%	2	1
Train	1.9%	2	1
Bus, Minibus/Coach	26.9%	22	12
Taxi	2.6%	2	1
Motorcycle/Scooter/Moped	0.0%	0	0
Driving a Car or Van	37.8%	31	18
Passenger in a Car or Van	6.4%	5	3
Bicycle	1.3%	1	1
On Foot	17.9%	15	8
Other method of Travel to work	0.0%	0	0
Total	100%	81	46

**Rounding may have occurred*

- 4.33 The base-line percentage modal shares from **Table 9** have been used as a basis for setting interim targets, subject to the completion of initial resident travel surveys, discussed later within this report.
- 4.34 The main objective of this Travel Plan is to reduce the number of single car occupancy vehicle trips to and from the site over a five-year period (or period as agreed with Manchester City Council).
- 4.35 When taking into account the development and wider infrastructure, the following interim targets will be taken forward as part of this Travel Plan.
- Target 1: Reduce Single Car Occupancy vehicle trips by a minimum of 5% (37.8% to 35.9%).
 - Target 2: Increase the number of sustainable trips to and from the site by the corresponding percentage.
- 4.36 The above targets are considered to be Site-specific, Measurable, Achievable, Realistic and Time-related (SMART), especially when considering the location of the site.
- 4.37 It is stressed that caution must be applied at this stage to agreeing to a single occupancy vehicle target which may be unrealistic, as it must be achievable with reference to the results of the first (baseline) travel survey and actual travel behaviour. Any individual modal share targets can be adjusted depending on the success of the ongoing measures, although these will not affect the overall target for single-occupancy car use. Any alterations to the targets will be agreed with Manchester City Council.

Residents Travel Survey

- 4.38 To identify a baseline modal split for travel, an initial (Year One) resident travel survey will be undertaken within three months of occupation. The survey, which will be undertaken as a questionnaire, will identify current travel habits when accessing the site. An example questionnaire can be found within **Appendix D**.

5.0 IMPLEMENTATION, MONITORING AND REVIEW

Implementation

- 5.1 As previously discussed, the Travel Plan Coordinator will be responsible for a large proportion of the travel plan. Their role will be to implement the measures previously discussed within this report alongside undertaking the necessary monitoring of the plan as requested by Manchester City Council.

Monitoring

- 5.2 Initially, the Travel Plan Coordinator will be responsible for undertaking a travel survey of residents within the first three months of occupancy, as to obtain baseline model splits in which future Travel Plan targets will be reviewed against. A full Travel Plan can then be completed and submitted to Manchester City Council via the Travel Plan Coordinator upon completion of the surveys.
- 5.3 Surveys will be carried out on an annual basis from the month of the initial survey. Questionnaires, similar to that within **Appendix D**, will be issued to residents as to obtain up-to-date travel information.
- 5.4 It will be the responsibility of the Travel Plan Coordinator to maximise the response rate of the questionnaires and make them available to all users of the site when the time comes. It is estimated that the survey period would last two weeks, as to maximise the potential for the number of responses.
- 5.5 Upon completion of the survey period, a full Travel Plan will be completed by the Travel Plan Coordinator and submitted to Manchester City Council's Travel Plan officer. The report will outline the findings of the survey including but not limiting to:
- Modal splits of travel by residents.
 - The measures and their impact over the monitoring period.
 - Achieved targets against previously set targets.
 - Objectives and targets for future monitoring period.
- 5.6 The Travel Plan Coordinator will be responsible for making the results of the monitoring report available to all residents via the annual travel newsletters and social media group.

Action Plan

- 5.7 An 'Action Plan' for the implementation of the Travel Plan is provided within **Table 10**.

Table 10: Action Plan

Target Date	Action/Measure	Responsibility
Prior to Occupation	- Appointment of the Travel Plan Coordinator. - Provide cycle parking spaces for each dwelling. - Provide new footway links/improvements to existing footways. - Installation of dropped kerb crossings. - Installation of broadband infrastructure. - Extension of 20mph speed limit making walking/cycling a more attractive travel mode.	Developer/End User
Within 3 months of Occupation	- Investigate Cycle to Work scheme options. - Preparation of the Travel Information Packs. - Setup resident's social media page (Discord or WhatsApp).	Travel Plan Coordinator
Annually	- Distribute Travel Information Packs to all occupied households. - Undertake initial baseline travel survey. - Arrange a car share coffee morning for residents to see if there is any uptake for car sharers. - Completion of the full Travel Plan in which targets can be set/reviewed against.	
Ongoing	- Undertake updated travel surveys and review the Travel Plan measures and targets where appropriate. - Prepare and distribute annual newsletter to all households within the site.	
	- Promote Local and National Awareness events such as cycle to work. - Liaison with Local Authority and public transport operators regarding Travel Plan and services. - Updating of the social media pages as and when travel information changes.	

- 5.8 A review of the Travel Plan will be undertaken at each monitoring period. Where the Travel Plan Coordinator or Local Authority believe the Travel Plan is not achieving its targets, remedial measures could be implemented, which may include a review of all existing measures and the re-marking of those measures to residents of the site.

Enforcement

- 5.9 The developer of the site will be responsible for providing the funding for the launch and implementation of the Travel Plan, along with the costs to implementation of those measures detailed in the Action Plan.
- 5.10 The developer will be required to provide sufficient funds to ensure that the Travel Plan remains active and current for a minimum of five years from commencement of development.
- 5.11 Suitable funding will also be set aside by the developer to revisit measures already outlined within this Travel Plan in the event the aims, objectives and targets are not being met. Furthermore, additional measures could be reviewed, such as discount cycle vouchers and or discounted bus tickets, subject to the findings of the questionnaires.

6.0 SUMMARY

- 6.1 This Travel Plan has been prepared in support of a planning application for the proposed residential development at Land off Alderford Parade and Heatherdale Drive, Cheetham Hill, Manchester.
- 6.2 Following the review of accessibility to the site via sustainable modes, it is concluded that the site is well located in terms of access to walking, cycling and public transport network.
- 6.3 Based upon the level of identified sustainable transport provision in the vicinity of the proposed development, a series of Travel Plan initiatives and measures considered appropriate to the site have been identified.
- 6.4 The document sets out a package of measures for the end user of the site, aiming to have a beneficial impact on the travel choice of residents. These measures have been designed to support the implementation of sustainable transport to help reduce dependency on single occupancy car journeys. A summary of these measures are as follows:
- Measure One (M1): Personalised Travel Planning Services.
 - Measure Two (M2): Travel Information Pack
 - Measure Three (M3): Working from Home
 - Measure Four (M4): Promote Walking and Cycling
 - Measure Five (M5): Promote Public Transport
 - Measure Six (M6): Promote Car Clubs
 - Measure Seven (M7): Promote Health and Wellbeing
- 6.5 The implementation of the Travel Plan will be the responsibility of the appointed Travel Plan Coordinator. Monitoring of the Travel Plan and updating of all information contained herein this document will fall to the appointed Travel Plan Coordinator.
- 6.6 The Travel Plan must be agreed prior to use of the site and the active implementation of the Travel Plan on site will commence as detailed above. Various measures relating to the plan will be implemented as agreed in this document.

Appendix A: -



Proposed Site Plan
1 : 500

Heatherdale Drive Accommodation Schedule:

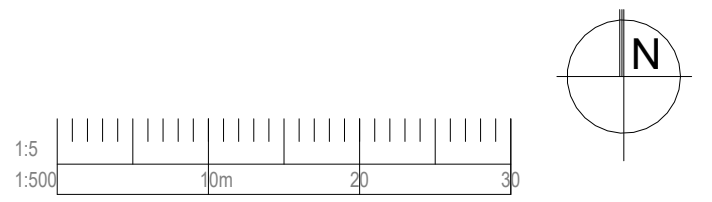
Type A - 71m² 2b3p House	7No.
Type B - 83m² 2b4p House	4No.
Type C - 88m² 3b4p House	9No.
Type D - 96m² 3b5p House	2No.
Type F - 51m² 1b2p Apartment @ Ground Floor + 57m² 1b2p Apartment @ First Floor	2No. 2No.
Type G - 50m² 1b2p Apartment @ Ground Floor + 55m² 1b2p Apartment @ First Floor	5No. 5No.
Type H - 121m² 4b7p House	1No.
Type J - 113m² 4b6p House 3 Storey	16No.
Type K - 105m² 3b5p House 3 Storey	5No.
Type L - 61m² 2b3p Apartment @ Ground Floor + 61m² 2b3p Apartment @ First Floor + 62m² 1b2p M4(3) Apt @ Ground Floor	2No. 6No. 4No.

All to Manchester Emerging Space Standards
Total: 70No.
Total GIA for all houses: 5,744m²

100% Car Parking (all in curtilage or adjacent properties)

Designs all subject to full surveys inc but not limited to Topographical,
Services, Highways adoption, Phase 2 desktop.

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Drawing not to be scaled
Report Errors and Omissions to the Architect.
Check all dimensions on site
Drawing to be read in conjunction with the Health and Safety Plan and all relevant Risk Assessments



- KEY**
- Natural surveillance
 - Proposed tree
 - Retained existing tree
 - Soft Landscaped area
 - Private Lawned Garden
 - Existing tree removed
 - Shared surface
 - New parking spaces
 - Relocated/retained existing parking space
 - Underground Utilities Easement
 - Underground Utilities to be Adjusted
 - Current site boundary
 - EV Charger

Rev. Date Dm. Chd.

BowkerSadler

Project
Heatherdale Drive

Client
Mosscaire St. Vincents

Drawing
Site Plan

Scale 1 : 500	Sheet Size @ A1	Drawn SW	Checked CL	Date 10.07.24
Project No. 21-026 - BSA -	Originator D - A -	Level 1002	Form Discipline	Number Revision
Status	Planning			

Hatherlow House, Hatherlow, Romiley, Stockport, SK6 3DY
0161 406 7333 office@bowker-sadler.co.uk www.bowker-sadler.co.uk

Appendix B: -

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 13 May 2024]

population	All usual residents aged 16 to 74	
units	Persons	
area type	2011 output areas	
area name	E00026036	
rural urban	Total	156

Method of Travel to Work	2011	
All categories: Method of travel to work	344	
Work mainly at or from home	4	2.6%
Underground, metro, light rail, tram	4	2.6%
Train	3	1.9%
Bus, minibus or coach	42	26.9%
Taxi	4	2.6%
Motorcycle, scooter or moped	0	0.0%
Driving a car or van	59	37.8%
Passenger in a car or van	10	6.4%
Bicycle	2	1.3%
On foot	28	17.9%
Other method of travel to work	0	0.0%
Not in employment	188	

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

TS061 - Method used to travel to work

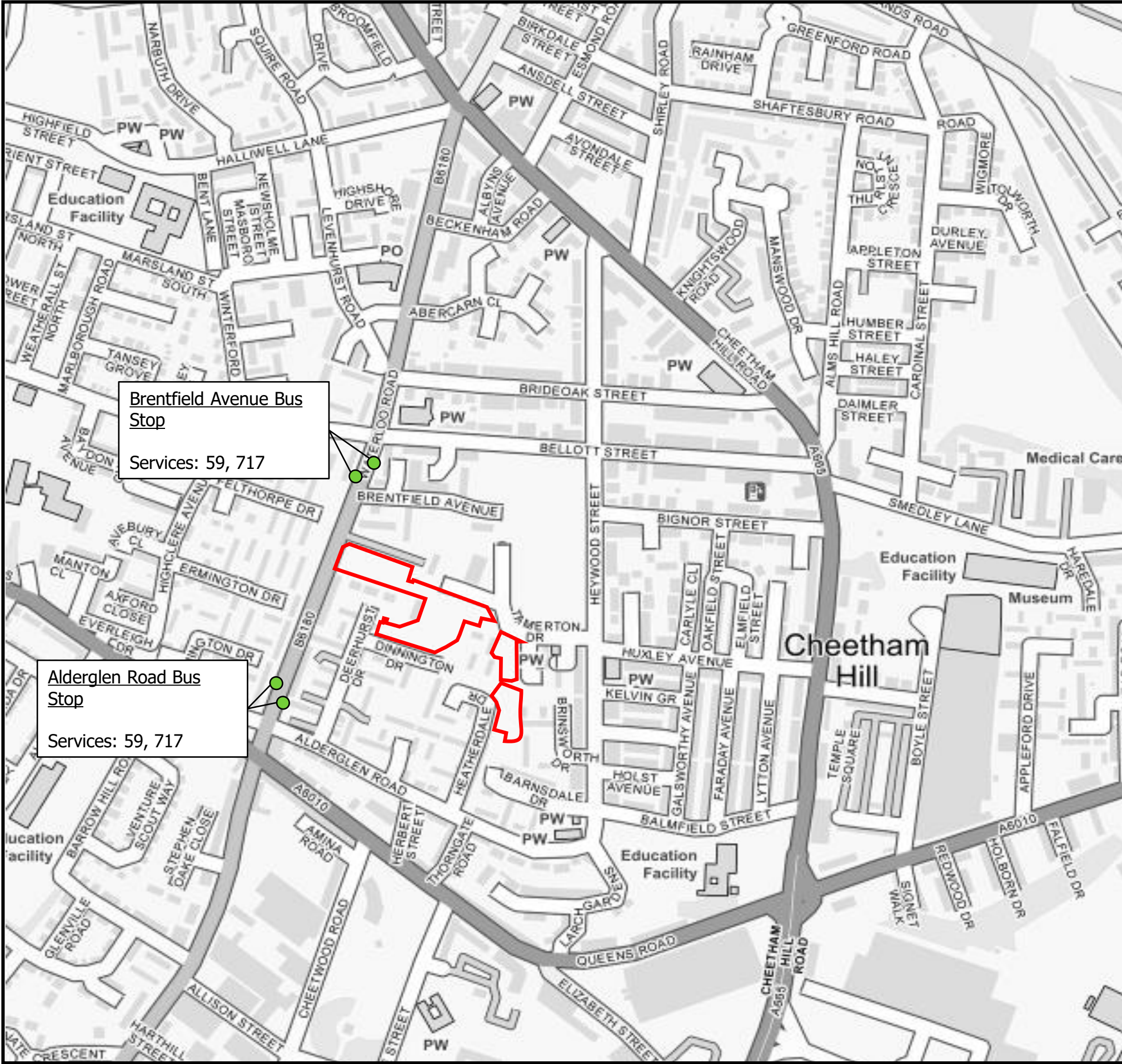
ONS Crown Copyright Reserved [from Nomis on 13 May 2024]

population	All usual residents aged 16 years and over in employment the week before the census
units	Persons
area type	2021 output areas
area name	E00026036

Method of travel to workplace	2021	
	number	%
Total: All usual residents aged 16 years and over in employment the week before the census	172	100.0
Work mainly at or from home	27	15.7
Underground, metro, light rail, tram	1	0.6
Train	5	2.9
Bus, minibus or coach	25	14.5
Taxi	5	2.9
Motorcycle, scooter or moped	2	1.2
Driving a car or van	63	36.6
Passenger in a car or van	8	4.7
Bicycle	3	1.7
On foot	27	15.7
Other method of travel to work	6	3.5

In order to protect against disclosure of personal information, records have been swapped between different geographic areas and counts perturbed by small amounts. Small counts at the lowest geographies will be most affected.
Census 2021 took place during a period of rapid change. We gave extra guidance to help people on furlough answer the census questions about work. However, we are unable to determine how furloughed people followed the guidance. Take care when using this data for planning purposes.

Appendix C: -



Scale:
Not To Scale.

- Notes:**
- 1. Do Not Scale From This Figure.
 - 2. This Figure May Include Data Provided By 3rd Parties No Liability Is Accepted For The Accuracy Of Such Data.

 Site Location

 Selected Bus Stops Close To Site

Client: Mosscare St.Vincents

Project: Cheetham Hill Manchester

Diagram Title: Public Transport Plan

Drawn & Checked By: AR	Date: 15/05/2024
------------------------	------------------

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Appendix D: -

Introduction

The following questions are designed in order to give your Travel Plan Coordinator, and Manchester City Council (the overseeing organisation) an understanding of travel movements to and from your home in order to try and achieve a reduction in single occupancy vehicle trips. The questions are designed to be simple, with the entire questionnaire taking no longer than 5 minutes for you to complete.

Plot Number

Question 1) To help us understand the current transport use of the site, please complete the following:

How many people live in this household?	Under 18:	Over 18:
How many bikes do you own?		
How many cars/vans are associated with this property?		
Does the property have access to Electric Vehicle Chargers?		

***Please answer all of the following questions for all adults (aged 18 or over)**

Question 2) Which of the following destination do you most frequently travel to/from during 'rush hour' periods:

	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Work					
Education					
Shopping					
Leisure					
None					

Question 3) What mode of transport do you most frequently use to travel to this destination? (If you use multiple modes of travel, please choose the mode which constitutes the longest duration in journey time):

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Residents

TRAVEL QUESTIONNAIRE

Question 4) Do you use any other modes of travel during the same journey which you have not outlined within Question 3?:

Travel Modes	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Car Driver (alone)					
Car Driver (with passenger)					
Car Passenger					
Walking					
Cycling					
Bus					
Train					
Motorbike/Scooter					
Taxi					
Tram					

Question 5) What time do you usually leave the house to travel to this destination?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Before 06:00					
06:00-07:00					
07:00-08:00					
08:00-09:00					
After 09:00					

Question 6) How far is this journey normally?

Time	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Under 1 mile					
1-3 miles					
4-10 miles					
10-20 miles					
Over 20 miles					

Question 7) Why do you choose this travel mode? (Please tick all that apply)

Reason	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cheapest					
Most Convenient					
Environmental Reasons					
Healthiest Option					
Quickest					
Work Requirement					
Lack of Public Transport					
For own Safety					

Question 8) What would encourage you to take more sustainable travel modes?

Incentive	Adult 1	Adult 2	Adult 3	Adult 4	Adult 5
Cycle and Walking Maps					
A Site Car Club					
Personalised Journey Plans					
Free Bus 'Taster Tickets'					
Discounted Rail Tickets					
Travel Information Leaflet					
Cyclist Training Sessions					
Life Share Coffee Mornings					
Life Share Noticeboards					
Not Possible due to Work					

Question 9) The Travel Plan Coordinator of the site will be establishing a 'Steering Group', responsible for continuing the work of the Travel Plan in future years. The group may meet every quarter for approximately one hour. If you would like to be contacted regarding this, please provide your details in the space below.

.....

Question 10) If you have any other information which you believe would be useful for this survey, please provide this in the space below.

.....

.....

.....

.....

.....

.....

.....

Thank You for Your Assistance.



