

33-41 Cheetham Hill Road

Manchester

Transport Statement

231117/SK22355/TS01(-01)

Contents

	Page
1 Introduction	1
2 Baseline Situation	1
3 Development Proposal	4
4 Accessibility Assessment	6
5 Impact Assessment	11
6 Conclusions	16

Appendices

- A Ground Floor Layout
- B TRICS Output – Baseline Site Use
- C Access Proposals & TRO Modifications
- D Interim Travel Plan
- E TRICS Output – Proposed Site Use

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22355	TS	00	Draft for Comment	L Speers	LGS	07/11/2023
SK22355	TS	01	Submission	L Speers	LGS	17/11/2023

1 Introduction

- 1.1 SK has been appointed by ZX Cheetham Hill Developments Ltd to prepare a Transport Statement (TS) that assesses the implications of residential development at 33-41 Cheetham Hill Road in Manchester city centre.
- 1.2 The development proposes the demolition of the existing on-site buildings and structures and the erection of a part 23 / part 17 storey residential development comprising 237 apartments (Use Class C3) and ground floor commercial uses (Use Class E) together with landscaping, cycle parking and other associated works. The ground floor layout is attached as Appendix A.
- 1.3 The assessment has been undertaken in line with the following policy and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Manchester City Council (2012), Core Strategy
 - Manchester City Council (2018), Great Ducie Street Strategic Regeneration Framework
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - TRICS (2019), TRICS Guidance Note on Changes in Travel Behaviour
 - TRICS (2021), TRICS Guidance Note on the Practical Implications of Decide and Provide Approach
 - TRICS (2022), TRICS Good Practice Guidance 2023
- 1.4 The Local Highway Authority is Manchester City Council (MCC). An Assessment Scoping Report was prepared and submitted to MCC in August 2023.

2 Baseline Situation

Site Location

- 2.1 Figure 2.1 shows that the location of the site. The site is bounded by Carnarvon Street to the north, Cheetham Hill Road to the east, Gibson Place to the west, and commercial properties to the south.
- 2.2 The site sits on the northern edge of the city centre within the Great Ducie Street Strategic Regeneration Framework (SRF) area. The SRF states that:

'Notwithstanding the above, the site's location immediately at the edge of Manchester city centre adjacent to Victoria Station and the Manchester Arena, positions the SRF area as an outstanding opportunity to further support the positive growth trajectory of Manchester that has been established in recent years...

...As available land within the traditional city centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas. The SRF area is an important opportunity in this regard, underpinned by the fact that it shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses.¹

Baseline Site Use

- 2.3 Planning consent was granted at Appeal in 2018 for the development of a 147-bedroom hotel on the site. It is understood that this consent has now lapsed.
- 2.4 The site use, prior to this consent was for vehicle services, was a car sales / servicing facility. With the lapse of the consented use, the historic use could be brought back in to use at the site. The historic permitted use of the site is therefore the baseline against which the impact of the development will be assessed.

¹ Deloitte (2018), Great Ducie Street Strategic Regeneration Framework

- 2.5 Vehicle access to the site is provided from two locations on Cheetham Hill Road and one location on Carnarvon Street.



Figure 2.1: Site Location
[source: Hawkins Brown]

Baseline Site Traffic Flows

- 2.6 The permitted use at the site is not currently operational and so TRICS has been used to establish the traffic associated with an industrial use in this location. The TRICS output is attached as Appendix B, with a summary provided in Table 2.1.

	Vehicle Trip Rates (per ha)			Base Site Use Traffic Flows		
	In	Out	Total	In	Out	Total
AM Peak Hour	62.581	22.581	85.162	8	3	11
PM Peak Hour	21.935	58.71	80.645	3	7	10

Table 2.1: Baseline Traffic Flows

Local Highway Network Audit

- 2.7 Carnarvon Street routes east-west along the northern boundary of the site, providing access from Cheetham Hill Road to commercial uses to the west of the site and also providing a route through to the A56 Great Ducie Street. Carnarvon Street is a single carriageway road with footways on

both sides of the carriageway. The road is subject to a 30mph speed limit and street lighting is present.

- 2.8 At its eastern end Carnarvon Street meets Cheetham Hill Road at a priority junction arrangement. Dropped kerbs are present at the junction, but tactile paving is not.
- 2.9 Cheetham Hill Road forms part of the Key Route Network and routes north-south on the eastern boundary of the site providing access between north Manchester and the city centre. Wide footways are provided on both sides of the carriageway and street lighting is present. The road is subject to a 30mph speed limit. Signalised crossings are provided 56m to the north of the site at the junction with Lord Street and 190m to the south of the site at the junction with New Bridge Street.
- 2.10 Gibson Place sits on the western boundary of the site. Gibson Place provides a service function for the commercial uses to the south of the site. On-line street information software indicates that the route does form part of the adopted highway network, and this is verified by the existing road markings and gulleys.

Traffic Regulation Order Review

- 2.11 TRO are present on Cheetham Hill Road and in the vicinity of the site these are single line controls that prevent waiting and loading during peak periods (8am to 9.30am and 4pm to 6.30pm Monday to Friday and 8am to 9.30am Saturday).
- 2.12 In the vicinity of the site Carnarvon Street is subject to Traffic Regulation Orders in the form of single line controls and white lined parking bays. Waiting on the single yellow lines is prohibited between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday). The white lined bays permit parking for two hours (no return in one hour) between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday). White lined parking bays are in place to the east of the Carnarvon Street site access junction, to the west of the Gibson Place junction, and on the opposite side of the road to the site.
- 2.13 Gibson Place is subject to single line controls which prohibits waiting between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday).
- 2.14 There are no loading controls on Carnarvon Street and Gibson Place in the vicinity of the site.

Cheetham Hill Road Traffic Flows

- 2.15 The Department for Transport (DfT) has a traffic count point (ref: 7428) on Cheetham Hill Road, just to the north of the site. Table 2.2 provides details of the Annual Average Daily Traffic (AADT) and peak hour flows using the road².

Direction	AADT	08:00-09:00	17:00-18:00
Northbound	8117	321	1019
Southbound	8363	886	529
Total	16480	1207	1548

Table 2.2: Cheetham Hill Road Traffic Flows (in vehs)
[source: DfT]

Road Safety Patterns

- 2.16 The TfGM database has been used to establish collision patterns over the most recent five-year period available³. The database states that the current data available is five years to 31st March 2023.

² <https://roadtraffic.dft.gov.uk/manualcountpoints/7428>

³ <https://www.gmtu.gov.uk>

- 2.17 Figure 2.2 shows that there have been no accidents on Carnarvon Street frontage during the five-year period assessed.
- 2.18 A single accident occurred at the junction of Carnarvon Street / Cheetham Hill Road during the period assessed. The accident was classified as slight and did not involve a pedestrian or cyclist.
- 2.19 Two accidents occurred on the Cheetham Hill Road site frontage to the south of Carnarvon Street during the period assessed. The accidents were both classified as slight and occurred in 2016 and 2018. The accident in 2018 involved a pedestrian.
- 2.20 The accident data does not indicate a prevalent accident issue on the roads fronting the site. The DfT database shows that Cheetham Hill Road carries 16,480 vehicles per day and the level and severity of accidents is in keeping with what would be expected for this strategic type of road.

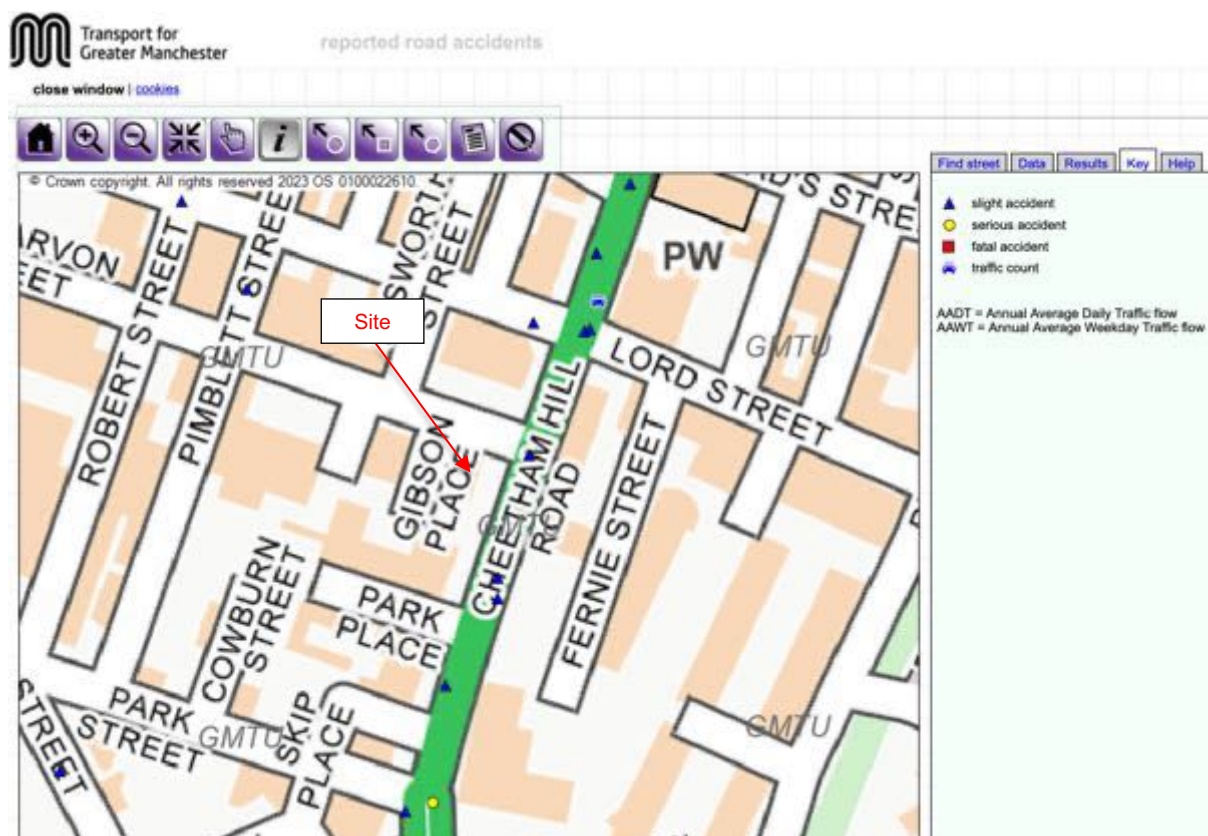


Figure 2.2: Road Safety
[source: TfGM]

3 Development Proposal

Overview

- 3.1 The ground floor layout attached as Appendix A.
- 3.2 The development proposes the demolition of the existing on-site buildings and structures and the erection of a part 23 / part 17 storey residential development comprising 237 apartments (Use Class C3) and ground floor commercial uses (Use Class E) together with landscaping, cycle parking and other associated works.
- 3.3 The proposed development provides resident amenity space, concierge area, and post-storage area.
- 3.4 A ground floor commercial unit is proposed a floor area of 95.6sqm.

Site Access

- 3.5 The main entrance to the building will be on Cheetham Hill Road with secondary entrances to the bin store provided on Carnarvon Street and to the cycle stores on the southern boundary.
- 3.6 As shown on the plan in Appendix C, the footway bounding the site will be resurfaced and redundant accesses closed and reinstated. Dropped kerbs are provided at the junctions of Carnarvon Street / Cheetham Hill Road and Carnarvon Street / Gibson Place, but tactile paving is missing. The applicant will fund the introduction of tactile paving in these locations, as shown in Appendix C. The works will be delivered via Section 278 Agreement.

Parking Provision

- 3.7 Cycle parking will be provided within the building at a rate of 1 space per unit. 50% of the cycle parking is provided in the ground floor store and the remainder is accommodated in apartments.
- 3.8 Most of the cycle parking in the store will be in a racking system, with separate parking provided to accommodate adapted bikes (a sheffield stand). A cycle cleaning area is also provided in the cycle store.
- 3.9 The site is car free and the suitability of this is examined in Section 5.
- 3.10 The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. The site relates well to existing parking bays where disabled residents could park. The proposal will provide two disabled spaces and a car club white lined space on Carnarvon Street. The applicant will fund the modifications required to the existing TRO to accommodate these spaces. These works will be undertaken as part of the Section 278 Agreement package.
- 3.11 The proposed modifications are shown on the plan in Appendix C.

Travel Plan

- 3.12 The site will be supported by a Travel Plan that includes measures to promote and support active and sustainable resident travel. An Interim Travel Plan has been prepared for the planning application and this is attached as Appendix D. The Interim Travel Plan sets out the measures that will be adopted at the site, including management and monitoring mechanisms.

Delivery & Servicing Management Plan

- 3.13 A white lined loading bay will be provided on Carnarvon Street for use by refuse vehicles and larger resident deliveries. The residents will be advised of the location of the loading bay via the travel pack that will be issued as part of the Travel Plan. The Travel Plan sets out a Management Strategy that will be used at the site to manage larger deliveries.
- 3.14 The loading bay will also be able to accommodate day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes). These vehicle types would therefore also be able to utilise available free space within the marked bays in the local area. A post / parcel storage area is provided in the concierge area and residents will be advised of this as part of the Management Strategy set out in the Travel Plan.
- 3.15 The applicant will fund the modifications required to the existing TRO to accommodate the loading bay. These works will be undertaken as part of the Section 278 Agreement package.

Construction Management Plan

- 3.16 A Construction Management Plan has been prepared and will be submitted with the planning application. This document should be referred to for the measures that will be adopted to manage construction at the site.

4 Accessibility Assessment

Active Travel Routes

- 4.1 There are 2m-2.3m wide footways on both sides of the Carnarvon Street carriageway. Dropped kerbs are present at the junctions with Gibson Place and Cheetham Hill Road, but tactile paving is not provided.
- 4.2 Cheetham Hill Road has a 3.5m wide footway adjacent to the site and 2.3m wide footway on the opposite (eastern) side. Cheetham Hill Road is the principal pedestrian route from the site to the city centre. The footways continue southbound providing a suitable width provision.
- 4.3 Signalised crossings are provided 56m to the north of the site at the junction with Lord Street and 190m to the south of the site at the junction with New Bridge Street. The New Bridge Street crossing is a toucan. These crossings provide a suitable means of accessing destinations on the opposite side of Cheetham Hill Road and southbound bus stops.
- 4.4 Carnarvon Street, and the other local roads surrounding the site, provide a suitable means of accessing the more formal routes located on highway links with more traffic, such as to the south on Cheetham Hill Road and routes on Great Ducie Street. These routes then provide a connection to the network through the city centre and the strategic routes radiating out of the city centre. The routes on the south of Cheetham Hill Road and Great Ducie Street are on-carriageway, marked facilities. Advanced cycle stop lines are also provided at the junctions to the north and south of the site at the Cheetham Hill Road junctions with Lord Street and New Bridge Street.
- 4.5 Figure 4.1 shows the Bee Network⁴. This shows that a new route will be provided from Lord Street to New Islington which will improve connectivity along the north-eastern edge of the city centre.
- 4.6 The site is also located within the Cycle Hire Scheme Zone⁵. Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme launched in Summer 2022 providing pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.7 The existing walking and cycling infrastructure provide good opportunities for active trips to / from the development to city centre destinations. The development includes measures to support active travel movements, including bounding footway treatments, a high level of cycle parking, a cycle cleaning area, and a Travel Plan.

⁴ <https://mappinggm.org.uk/bee-network/>

⁵ <https://beryl.cc/scheme/greater-manchester>

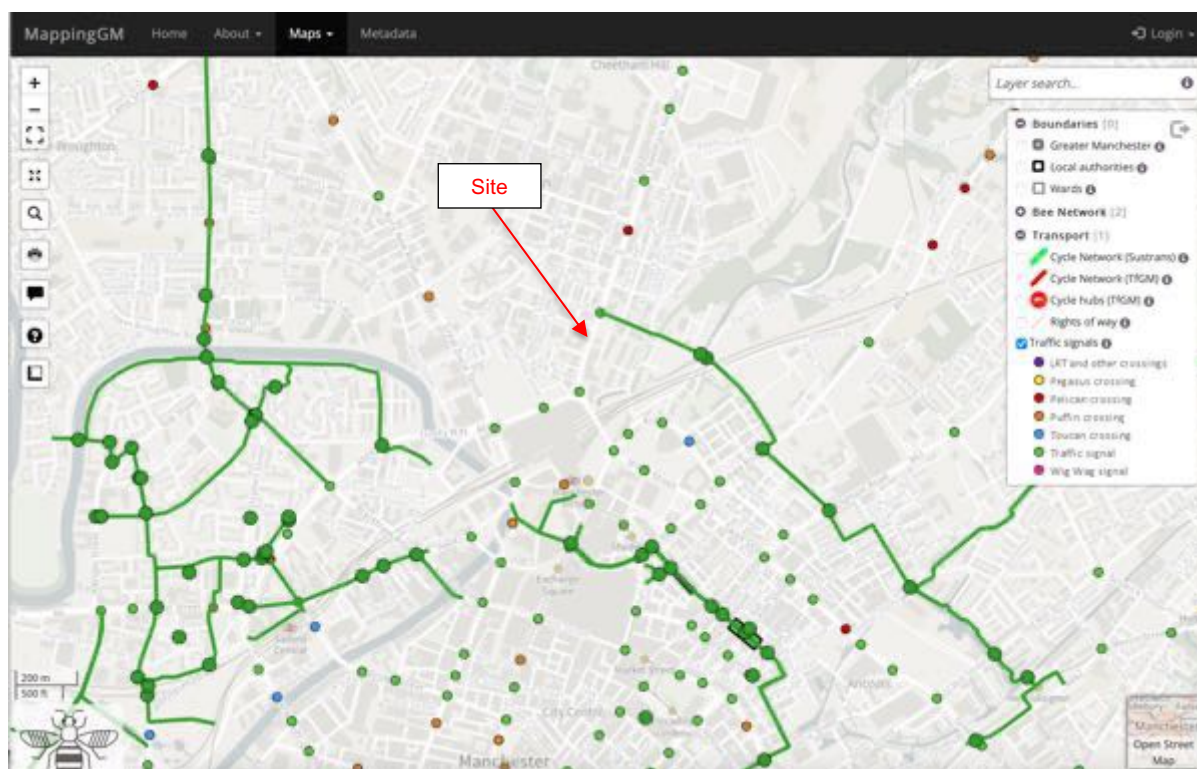


Figure 4.1: Cycle Network
[source: GM Mapping]

Public Transport Routes

4.8 Figure 4.2 shows the public transport network serving the site⁶.

⁶ <https://tfgm.com/public-transport/network-maps-region>



Figure 4.2: Public Transport Network
[source: TfGM]

- 4.9 The nearest bus stops to the site are located 79m to the south of the site on Cheetham Hill Road. The northbound bus stop has a shelter, flag pole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flag pole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to services on the opposite side of the road.
- 4.10 Table 4.1 provides a summary of the buses serving the stops taken from the TfGM website at the time of writing the report⁷.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
135	Manchester – Moston – Middleton	6	7	6	6	6

Table 4.1: Bus Services
[source: TfGM]

⁷ <https://tfgm.com/public-transport/bus>

- 4.11 Table 4.1 shows that the site is served by typically 20 buses per hour on a weekday and at least 18 buses per hour at the weekend. Services are also available in the evening.
- 4.12 The site is located close to Victoria Station (600m away), which can be used to access mainline trains offering comprehensive service coverage of Greater Manchester and Northwest destinations.
- 4.13 Metrolink tram services can also be accessed at Victoria station. The tram services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.
- 4.14 The above confirms that the site is well served by existing public transport services. Local public transport services and ticketing arrangements will be promoted to residents via the Travel Plan.

Car Club Network

- 4.15 Car clubs provide an alternative to car ownership that complements the sustainable transport system in Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.16 Enterprise Car Club⁸ has vehicles parked across the city. The nearest existing car club vehicles to the site are located on New Mount Street, Chapel Street, Parsonage Gardens and High Street.
- 4.17 The proposed development includes the funding of the TRO modification required to provide a new car club parking space on Carnarvon Street. Residents will be provided information on car club membership and the location of vehicles via the Travel Plan.

Access to Amenities

- 4.18 One of the principal factors to be considered when assessing the suitability of a site for residential development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). Figure 4.2 shows a 10-minute, 15-minute and 25-minute walk time from the site.
- 4.19 The site is within a 10-minute walk of the Victoria station / AO Arena area, Manchester Arndale, Shudehill, the Northern Quarter, Angel Meadows, New Cross and the Manchester College Campus.
- 4.20 The site is within a 15-minute walk of the city centre core retail area (Market Street), Piccadilly Gardens, Ancoats, and City Centre Salford.
- 4.21 The site is within a 25-minute walk of Salford Central, Piccadilly station and Deansgate.
- 4.22 The assessment shows that the site is well placed for access to city centre employment, cultural, retail and leisure destinations. The assessment confirms the conclusions of the Great Ducie Street SRF, which states that:

'The SRF area... shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses.'⁹

⁸ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

⁹ Deloitte (2018), Great Ducie Street Strategic Regeneration Framework

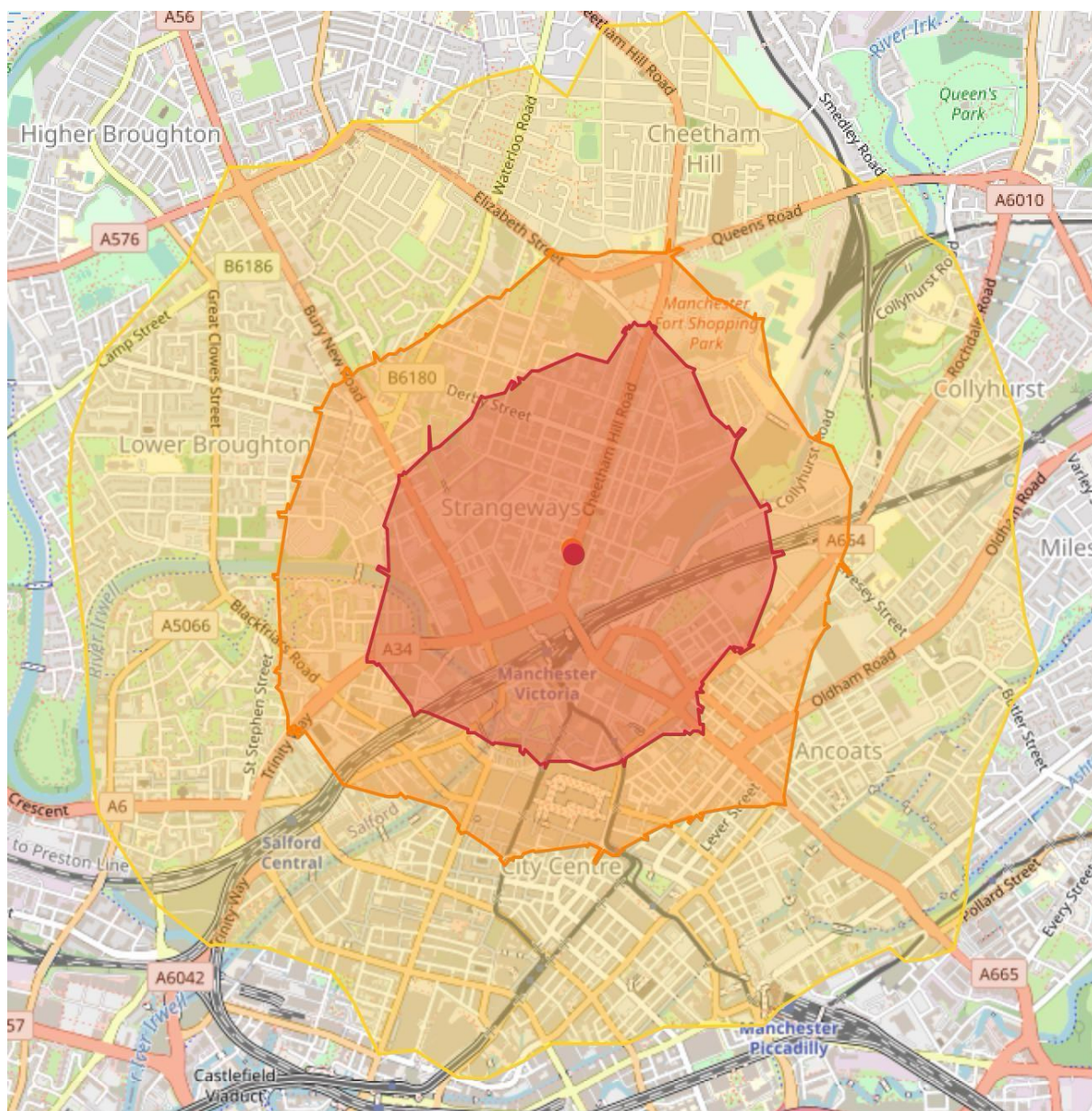


Figure 4.3: Walk Isochrone

Greater Manchester Accessibility Level

- 4.23 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM¹⁰. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.24 Figure 4.4 shows that the site has a GMAL rate of 8 and a score of 37.75. The site has the highest GMAL rate in Greater Manchester. The assessment confirms that the site is accessible by public transport.

¹⁰ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

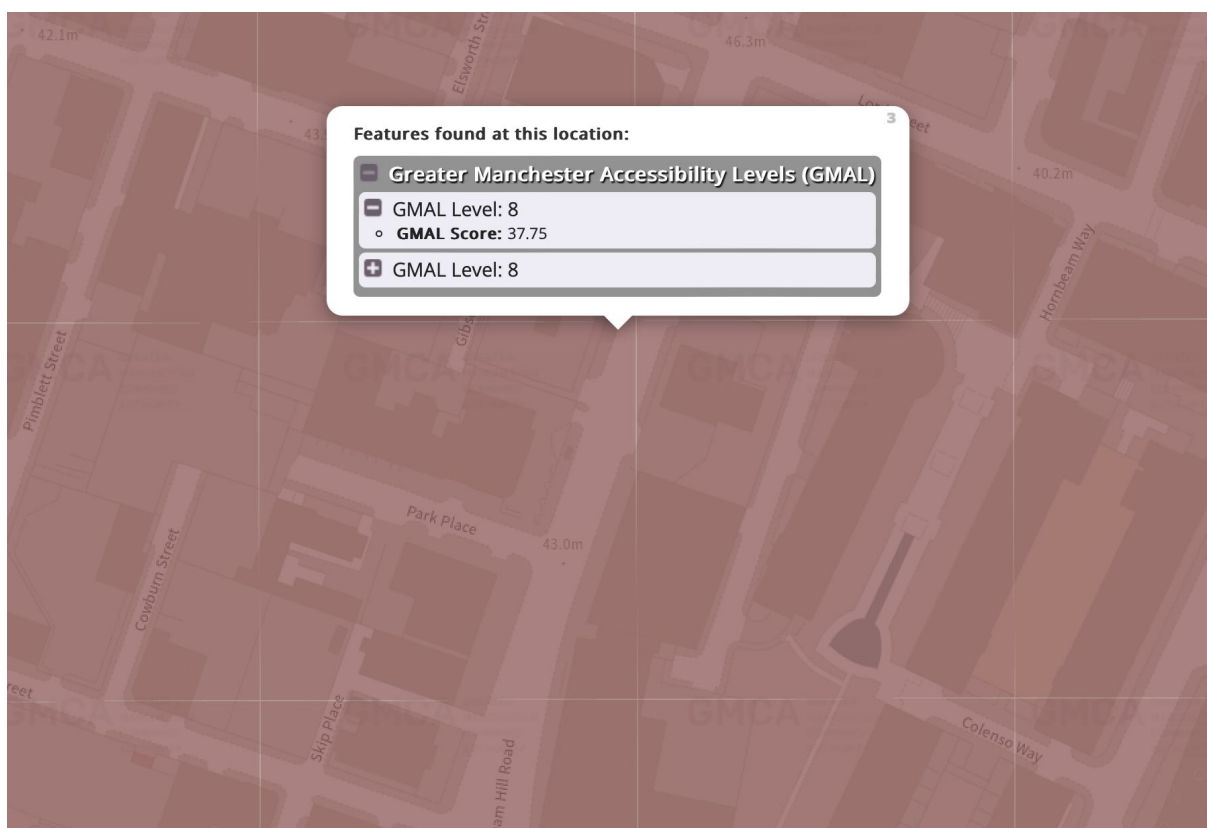


Figure 4.4: GMAL
[source: Mapping GM]

Summary & Policy Compliance

- 4.25 Evidence suggests that people can, and will, live active and low-carbon lifestyles in developments that are located with easy access to services and well served public transport nodes. This is supported by the Council's City Centre Transport Strategy which states that:

'The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero- carbon forms of micro-mobility.¹¹

- 4.26 The assessment shows that the site is well located in the above regard, with the site well located close to city centre destinations to enable people to live without relying on a private car to undertake their daily trips and well served by existing active and sustainable travel routes. The proposed development therefore offers the opportunity for active travel and public transport to become the natural first choice for daily activities, thereby offering a place-based solution to help towards a net zero future.
- 4.27 Paragraph 110 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up¹². The proposal accords with this requirement.

5 Impact Assessment

Trip Generation Method

- 5.1 The trips generated by the proposal has been derived using the TRICS database. TRICS land use class 'Private Flats' has been used to provide a robust assessment.

¹¹ Manchester City Council (2021) City Centre Transport Strategy to 2040

¹² Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

- 5.2 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal¹³. At section 4 of the guidance (replicated below) it specifically states that the forecast should be based on adjustments to locational and accessibility qualities, rather than regions.

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

- 5.3 The TRICS software reinforces this by including the following warning on the region selection page:

'The TRICS Good Practice Guide provides guidance on the selection/deselection of sites by area and region. It is preferred that selection/deselection of sites is undertaken by considering various local factors, including location type, population levels, car ownership, etc, with the deselection of regions not taking place without these factors being considered. Research undertaken by TRICS investigated potential variations in trip generation by region, with the results suggesting that there were not any conclusive differences when picking out various regions and areas. Cross-region data inclusion should therefore be the norm rather than the exception, with the correct filtering of various data field criteria being of most importance.'

- 5.4 In line with this, no adjustment has been made to the regions in the sample. Instead, the locational parameters have been set to reflect the site's characteristics and the accessibility parameters have been set to ensure that the sample includes sites with the same or worse level of accessibility as the site.
- 5.5 A 2019 TRICS report reviewed trends in travel behaviour over the past three decades or so and concluded that there was a consistent trend in vehicle trip reductions for residential uses that are reflected in site data held on the TRICS database¹⁴. The 2021 TRICS report states that changes in vehicle use is in part to do with changes in perceptions of car ownership by younger generations, reductions in driving license take-up by younger generations and are subsequently driving less than previous generations as they age, socio-economic conditions affecting travel choices with a decline in disposable income affecting travel choice, higher density living in urban centres influencing car ownership and changes in commuter patterns with more people working from home or not having a fixed work location¹⁵.
- 5.6 In addition to the above, guidance from CIHT published in 2019 states that local authorities can no longer build themselves out of congestion and that support should be given to new approaches to transport planning that do not rely heavily on historic car dominated travel patterns and 'predict and provide' methods that have ultimately led to a dominance of car infrastructure and perpetuating problems with congestion¹⁶. CIHT now supports 'provide and decide' planning whereby a development is designed to deliver the types of travel choices wanted, rather than relying on historic data that will just replicate historic issues. This advice is echoed in the TRICS research report published in 2021.
- 5.7 The trip generation method has been developed in line with this guidance and research and seeks to reflect the transport characteristics of the development and fact that the site will appeal to residents who are less likely to own a private car.
- 5.8 The site provides no car parking and in terms of vehicle trips will generate traffic associated with delivery / refuse collection and taxi movements. TRICS now enables users to select sites that have specific service movement surveys, and these survey sites have been selected for the trip generation.

¹³ TRICS (2022) TRICS Good Practice Guidance 2023

¹⁴ TRICS (2019), TRICS Guidance Note on Changes in Travel Behaviour

¹⁵ TRICS (2021), Guidance Note

¹⁶ Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Development Trip Generation

- 5.9 The TRICS output is attached as Appendix E with a summary of the trip rates and trips provided in Tables 5.1 and 5.2.

	Person Trip Rates (per unit)			LGV Trip Rates (per unit)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.094	0.544	0.638	0.008	0.01	0.018
PM Peak Hour	0.408	0.198	0.606	0.011	0.004	0.015
	OGV Trip Rates (per unit)			Taxi Trip Rates (per unit)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0	0	0	0.007	0.006	0.013
PM Peak Hour	0	0	0	0.005	0.005	0.01

Table 5.1: Development Trip Rates

	Person Trips			LGV Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	22	129	151	2	2	4
PM Peak Hour	97	47	144	3	1	4
	OGV Trips			Taxi Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0	0	0	2	1	3
PM Peak Hour	0	0	0	1	1	2

Table 5.2: Development Trips

	Vehicle Trips		
	In	Out	Total
AM Peak Hour	4	3	7
PM Peak Hour	4	2	6

Table 5.3: Vehicle Trips

- 5.10 The assessment shows that the development will not be associated with a significant level of traffic during the critical peak network hours, or across the day.
- 5.11 When considered in the context of the baseline use of the site set out in Section 2, the proposal will not significantly change the traffic flows associated with the site.
- 5.12 The assessment confirms that the development will not have an impact on highway operation or road safety.

Parking Assessment

- 5.13 MCC's parking standards are set out in the Core Strategy¹⁷. MCC does not maintain any parking standards for residential land uses, but Appendix B of the Core Strategy does state that:

'Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of particular site.'

- 5.14 Policy T2 of the Core Strategy states that developments in the city centre should:

'... provide a level of car parking which reflects the highly accessible nature of the location.'

- 5.15 The SRF¹⁸ states that the parking requirements for development in the area will be assessed on a plot-by-plot basis and should be assessed against the public transport accessibility of the site.

- 5.16 CIHT¹⁹ guidance states that developments should be designed for people, rather than cars, to help to embed sustainable trip making from the outset. The guidance also sets out advice on strategies for urban contexts that acknowledge the fact that many people choose to live in central urban areas to reduce the need to own, store and maintain a private vehicle. This CIHT guidance supports a reduction in parking levels in these locations to support increased use of sustainable modes. In this CIHT states that:

'The range and quality of opportunities for active and public transport can reduce the need for car parking to the same standards as may be necessary elsewhere.'

- 5.17 CIHT guidance also supports a move away from 'predict and provide' solutions whereby transport and infrastructure is planned based on previous patterns of movement, which tends to be car dominated. DfT's Transport Decarbonisation and Circular 01 / 2022²⁰ also set out a requirement to move away from transport planning based on predicting future demand on historic patterns of car use ('predict and provide') towards planning that sets out an outcome communities want to achieve based on solutions to deliver these outcomes (known as 'vision and validate' / 'provide and decide'). The interpretation of this is a requirement to not base future development on historic patterns of car use or ownership, but rather plan for the type of living and travel choices desired in an area.

- 5.18 The advice above is reflected in that adopted by TfGM and the 10 Greater Manchester Authorities²¹, which states that:

'Urban densification generally leads to more demand for public transport and active travel... Urban densification therefore offers a major opportunity to reduce car dependence.'

- 5.19 The site sits within the 'Manchester City Centre Transport Strategy'²² area. The strategy sets out the following vision:

'The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero- carbon forms of micro-mobility.'

- 5.20 The Strategy goes on to state that future development offers:

¹⁷ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan Document

¹⁸ Deloitte (2018), Great Ducie Street Regeneration Framework

¹⁹ Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

²⁰ Department for Transport (2021) Decarbonising Transport: A Better, Greener Britain

²¹ TfGM (2017), Greater Manchester Transport Strategy 2040

²² MCC, SCC & TfGM (2021), Manchester City Centre Transport Strategy to 2040

‘...the opportunity to embed successful transport infrastructure at the planning stage, drive positive travel choices and effectively manage the demand for car usage.’

- 5.21 Ambition 5 of the strategy states that key to reducing demand for car usage is to reduce car parking:

‘Car parking is reduced and appropriately located in the city centre but remains available to those with specific mobility needs that rely upon accessible parking provision.’

- 5.22 Research and guidance support reduced levels of parking in appropriate locations to assist with reducing a reliance on the private car, easing congestion effects, and thereby improving conditions for other road users, improving health, and contributing towards net zero targets.
- 5.23 The accessibility assessment confirms that the site occupies a highly accessible location, with a GMAL of 8 (the highest level in Greater Manchester). To test whether the accessibility level is suitable for car free living a review has been made of the accessibility of other car free developments consented by the Council in similar locations in the outer areas of the city.

Site	Area	No. of Units	GMAL
Proposal Site	Great Ducie Street SRF	274	8
Waterhouse Gardens Phase 1	Boddingtons Brewery SRF	461	8
Port Street	Ancoats	135	8
Crusader Works	Piccadilly	201	8
Bendix Street	New Cross	161	8
Oldham Street	New Cross	144	8

Table 5.4: Consented Car Free Schemes

- 5.24 Table 5.4 shows that the site has the same level of accessibility as other car free residential developments located in the outer areas of city centre.
- 5.25 Parking near to the site is controlled by existing TRO on the streets adjacent to the site. These controls will assist in removing the practicability of a resident storing a car on-street.
- 5.26 Disabled residents will be permitted to park in existing street bays for unlimited duration and without charge when displaying a Blue Badge. In addition, the proposed includes modifications are proposed to existing TRO to provide disabled and car club bays.

Summary & Policy Compliance

- 5.27 Evidence presented in the TS shows homes in city centre locations enable people to live more active and sustainable lives, without relying on the private car. This is reflected in the traffic forecast for the development which shows that the development will not impact on highway operation and road safety.
- 5.28 The site layout has been designed to create a people-focused development that uses the space available in the most efficient way to promote and support sustainable movement patterns. In line with this, the proposal is car free. Modifications to local TRO are proposed to provide disabled and car club bays. These modifications will be funded by the applicant.
- 5.29 An assessment has been undertaken of the suitability of the site for car free living. The assessment confirms that the site provides a suitable location for residents to live without owning a car. TRO on the local streets will prevent overspill parking.
- 5.30 The parking level at the site will assist in meeting local and national policy that seeks to reduce dependence on car use, improve air quality and achieve carbon savings.

- 5.31 Paragraph 111 of NPPF states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe²³. The assessment shows that the proposal will not have negative effects on highway operation or road safety.

6 Conclusions

- 6.1 SK has been appointed by ZX Cheetham Hill Developments Ltd to prepare a TS that examines the impact of constructing a car free residential development at 33-41 Cheetham Hill Road (237 apartments). The site sits within the Great Ducie SRF area.
- 6.2 The scope of the assessment has been undertaken in line with standard appraisal methods and in line with local and national guidance. A Scoping Report was issued to MCC in August 2023.
- 6.3 The assessment confirms that the site occupies an accessible location which provides opportunities for residents to access extensive amenities in the city centre. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8. Measures are included in the proposal to support active and sustainable living practices, including a high level of cycle parking, localised pedestrian route enhancements, resident amenity facilities to reduce the need to travel, and a Travel Plan.
- 6.4 Appropriate infrastructure is provided to enable the site to be serviced and to accommodate refuse collection.
- 6.5 The assessment confirms that the site is a suitable location for living without a car and that there will be no negative highways effects from the proposal. Localised TRO modifications are proposed on Carnarvon Street to allow the provision of disabled, loading and car club bays.
- 6.6 A traffic assessment has been undertaken and this shows that the proposal will be associated with an insignificant level of trips during the peak hours. It is also shown that there are no accident hotspots on the site frontage.

²³ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

Appendix A

Copyright Hawkins\Brown Architects
No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Rev	Description	Date
P01	Work in progress issue to design team	17.05.23
P02	Initial Stage 2 Costing Pack	21.06.23
P03	Work in progress issue to design team	05.07.23
P04	Work in progress issue to design team	21.07.23
P05	Issued for Design Team Coordination	18.08.23
P06	Issued for Design Team Coordination	13.10.23
P07	Issued with Landscape plan for Coordination	31.10.23
P08	Final Draft Planning Issue	21.11.23

Key:

- 1B-1P
- 1B-2P
- 2B-3P
- 2B-4P
- Amenity & Concierge
- Bicycle Storage
- Circulation
- Commercial
- Plant Room
- Refuse
- Roof Terrace

26-28 Hilton Street
Manchester M1 2EH

mail@hawkinsbrown.com
hawkinsbrown.com

Hawkins\Brown

Project
33-41 Cheetham Hill Road
33-41 Cheetham Hill Road,
Manchester,
M4 4FT

Drawing
Proposed Ground Floor Plan

Scale @ A1 1 : 100	Date April 2023
-----------------------	--------------------

Drawn By HG	Checked By NT
----------------	------------------

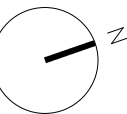
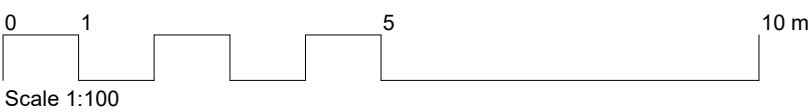
Job Number 230069	Status S1	Purpose of Issue For Coordination
----------------------	--------------	--------------------------------------

Drawing No. CHR-HBA-ZZ-00-DR-A-00-0100	Rev P08
---	------------

GIBSON PLACE

CARNARVON ST

CHEETHAM HILL RD



Appendix B

Calculation Reference: AUDIT-443201-230111-0100

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 14 - CAR SHOW ROOMS
 Category : A - CAR SHOW ROOMS

TOTAL VEHICLES

Selected regions and areas:

02 SOUTH EAST	
EX ESSEX	1 days
04 EAST ANGLIA	
CA CAMBRIDGESHIRE	1 days
05 EAST MIDLANDS	
LN LINCOLNSHIRE	1 days
06 WEST MIDLANDS	
WM WEST MIDLANDS	1 days
07 YORKSHIRE & NORTH LINCOLNSHIRE	
WY WEST YORKSHIRE	1 days

Primary Filtering selection:

Parameter: Site area
 Actual Range: 0.07 to 0.50 (units: hect)
 Range Selected by User: 0.06 to 2.00 (units: hect)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 25/11/19

Selected survey days:

Tuesday	1 days
Wednesday	2 days
Friday	2 days

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	5
---------------------	---

Selected Location Sub Categories:

Industrial Zone	1
Residential Zone	1
Built-Up Zone	2
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	X days - Selected
Servicing vehicles Excluded	5 days - Selected

Secondary Filtering selection:

Use Class:

Sui Generis	5 days
-------------	--------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
25,001 to 50,000	3 days

Population within 5 miles:

100,001 to 125,000	1 days
125,001 to 250,000	3 days
250,001 to 500,000	1 days

Car ownership within 5 miles:

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

Travel Plan:

No	5 days
----	--------

PTAL Rating:

No PTAL Present	5 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	CA-14-A-01	VAUXHALL		CAMBRIDGESHIRE
	HISTON ROAD			
	CAMBRIDGE			
	Edge of Town Centre			
	No Sub Category			
	Total Site area:	0.50	hect	
	Survey date: FRIDAY	05/11/04		Survey Type: MANUAL
2	EX-14-A-01	FORD		ESSEX
	109 RAINSFORD ROAD			
	CHELMSFORD			
	Edge of Town Centre			
	Residential Zone			
	Total Site area:	0.19	hect	
	Survey date: TUESDAY	15/10/13		Survey Type: MANUAL
3	LN-14-A-02	CAR SHOWROOM		LINCOLNSHIRE
	GT NORTHERN TERRACE			
	LINCOLN			
	Edge of Town Centre			
	Industrial Zone			
	Total Site area:	0.07	hect	
	Survey date: WEDNESDAY	04/10/17		Survey Type: MANUAL
4	WM-14-A-05	EVANS HALSHAW		WEST MIDLANDS
	HAGLEY ROAD			
	STOURBRIDGE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Site area:	0.49	hect	
	Survey date: WEDNESDAY	29/11/17		Survey Type: MANUAL
5	WY-14-A-01	MAZDA		WEST YORKSHIRE
	ST ANDREWS ROAD			
	HUDDERSFIELD			
	Edge of Town Centre			
	Built-Up Zone			
	Total Site area:	0.30	hect	
	Survey date: FRIDAY	14/03/03		Survey Type: MANUAL

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

TOTAL VEHICLES

Calculation factor: 1 hect

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	0.34	27.206	4	0.34	7.353	4	0.34	34.559
08:00 - 09:00	5	0.31	62.581	5	0.31	22.581	5	0.31	85.162
09:00 - 10:00	5	0.31	41.935	5	0.31	28.387	5	0.31	70.322
10:00 - 11:00	5	0.31	38.065	5	0.31	38.065	5	0.31	76.130
11:00 - 12:00	5	0.31	36.774	5	0.31	38.710	5	0.31	75.484
12:00 - 13:00	5	0.31	40.000	5	0.31	45.161	5	0.31	85.161
13:00 - 14:00	5	0.31	42.581	5	0.31	34.839	5	0.31	77.420
14:00 - 15:00	5	0.31	34.194	5	0.31	34.194	5	0.31	68.388
15:00 - 16:00	5	0.31	30.968	5	0.31	34.194	5	0.31	65.162
16:00 - 17:00	5	0.31	33.548	5	0.31	43.226	5	0.31	76.774
17:00 - 18:00	5	0.31	21.935	5	0.31	58.710	5	0.31	80.645
18:00 - 19:00	5	0.31	3.226	5	0.31	14.839	5	0.31	18.065
19:00 - 20:00	2	0.34	0.000	2	0.34	2.941	2	0.34	2.941
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			413.013			403.200			816.213

Parameter summary

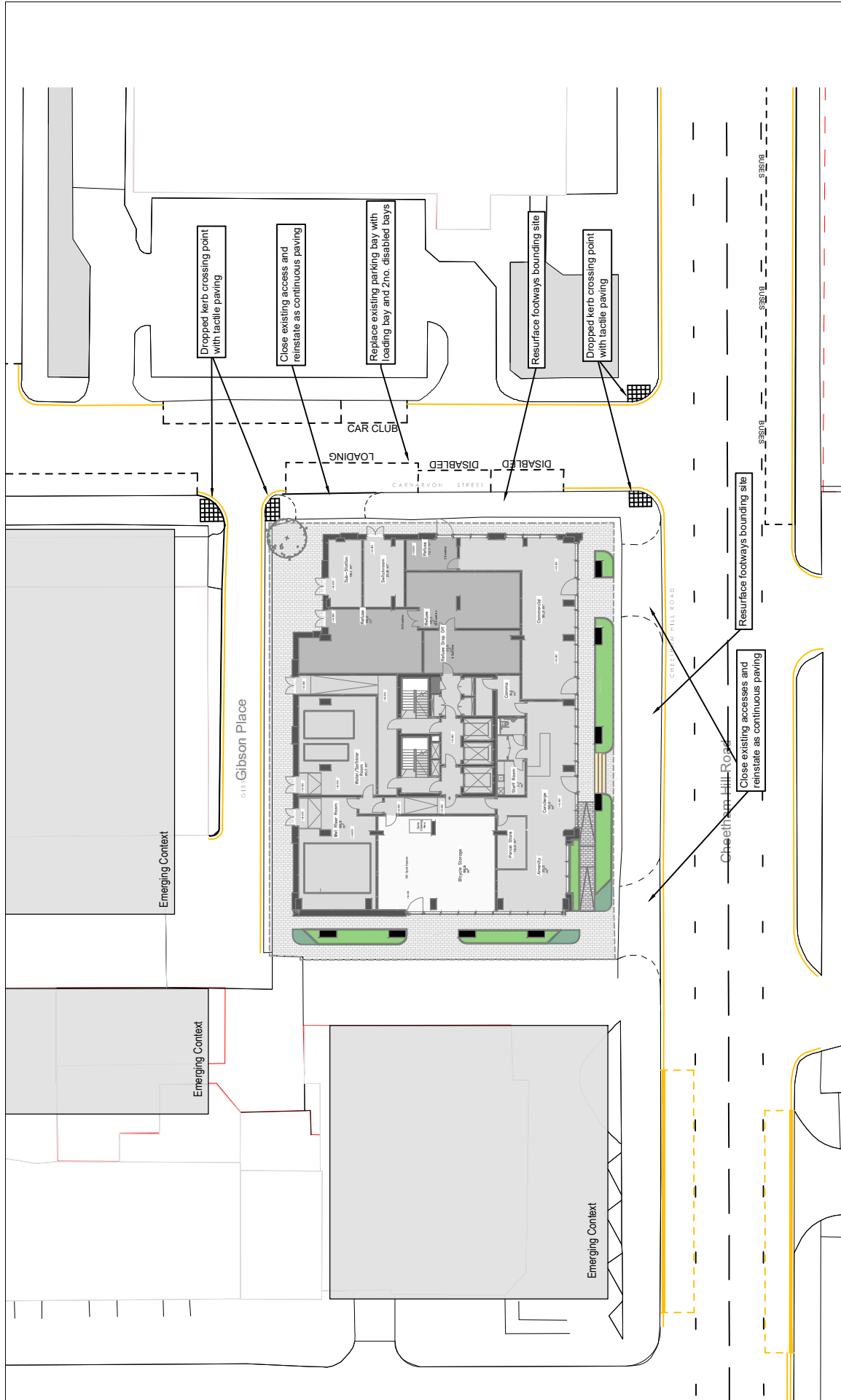
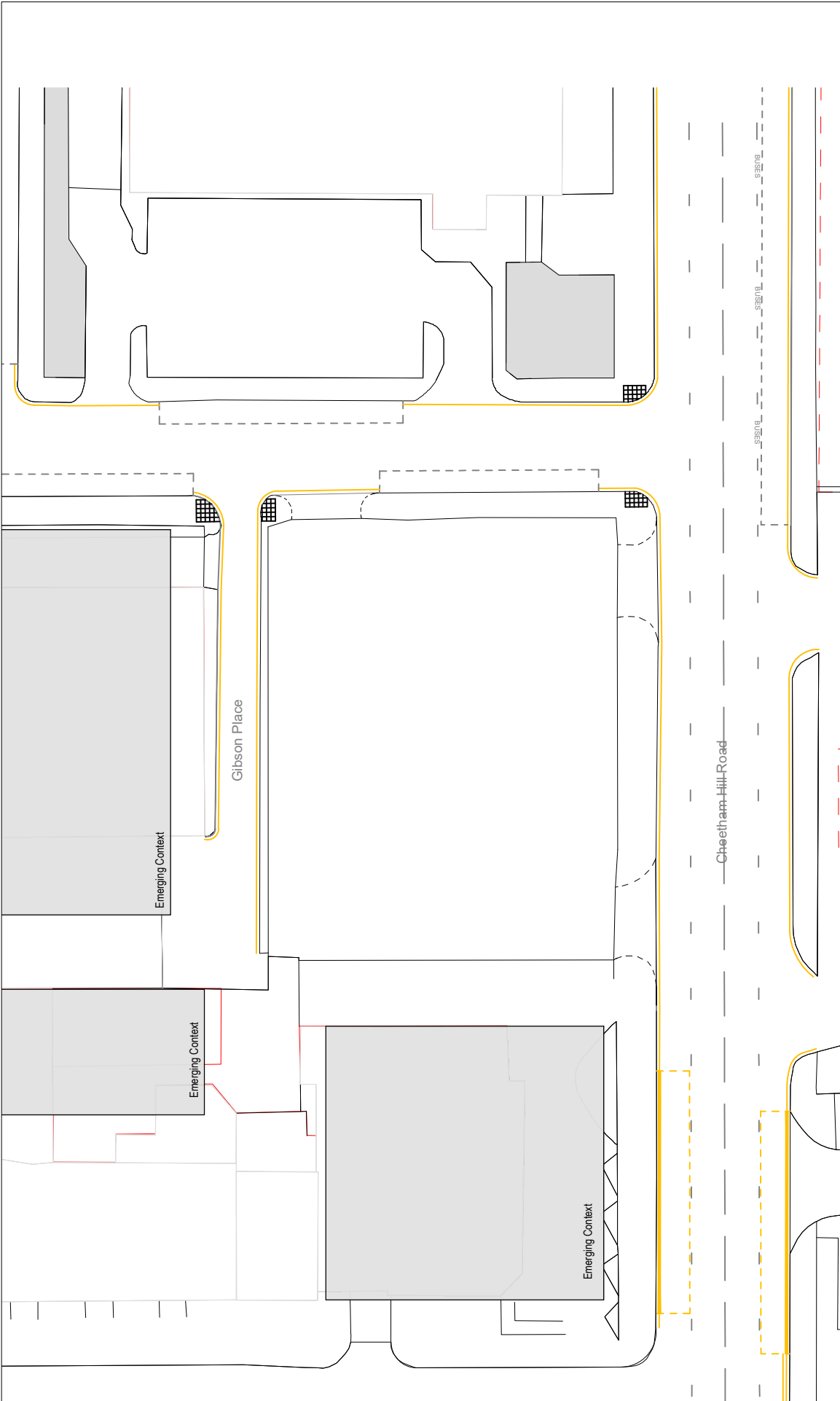
Trip rate parameter range selected:	0.07 to 0.50 (units: hect)
Survey date range:	01/01/00 - 25/11/19
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

TRIP RATE for Land Use 14 - CAR SHOW ROOMS/A - CAR SHOW ROOMS

OGVS
Calculation factor: 1 hect
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate	No. Days	Ave. AREA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	0.34	3.676	4	0.34	1.471	4	0.34	5.147
08:00 - 09:00	5	0.31	1.935	5	0.31	1.935	5	0.31	3.870
09:00 - 10:00	5	0.31	0.000	5	0.31	0.645	5	0.31	0.645
10:00 - 11:00	5	0.31	0.645	5	0.31	0.645	5	0.31	1.290
11:00 - 12:00	5	0.31	1.935	5	0.31	1.935	5	0.31	3.870
12:00 - 13:00	5	0.31	1.290	5	0.31	1.935	5	0.31	3.225
13:00 - 14:00	5	0.31	1.290	5	0.31	1.290	5	0.31	2.580
14:00 - 15:00	5	0.31	1.290	5	0.31	0.645	5	0.31	1.935
15:00 - 16:00	5	0.31	0.645	5	0.31	0.000	5	0.31	0.645
16:00 - 17:00	5	0.31	0.000	5	0.31	0.645	5	0.31	0.645
17:00 - 18:00	5	0.31	0.000	5	0.31	1.290	5	0.31	1.290
18:00 - 19:00	5	0.31	0.000	5	0.31	0.000	5	0.31	0.000
19:00 - 20:00	2	0.34	0.000	2	0.34	0.000	2	0.34	0.000
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			12.706			12.436			25.142

Appendix C



THIS DRAWING MAY BE USED ONLY FOR THE PURPOSE INTENDED AND ONLY WRITTEN DIMENSIONS SHALL BE USED

NOTES

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

Revision Details	By	Date	Suffix
Site layout updated	JAT	27.11.23	B
Revision Details	By	Date	Suffix
Site layout updated	JAT	25.08.23	A

Drawing Number
SK222117-001

Cheetham Hill Rd, Manchester

Drawing Title
Existing and Proposed Waiting Restrictions & Proposed External Works

Scale at A3
1:500

Drawn	Approved
JAT	LGS
Check	Date
LGS	19.07.23

Appendix D

33-41 Cheetham Hill Road

Manchester

Interim Travel Plan

231117/SK22335/ITP01(-01)

Contents

	Page
1 Introduction	1
2 Travel Plan Process, Benefits & Objectives	1
3 Site Location & Highway Network	4
4 Accessibility Audit	5
5 Plan Management	11
6 Measures Toolkit	12
7 Monitoring & Review Mechanisms	14
8 Action Plan & Funding	17

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22335	ITP01	00	Draft	L Speers	LGS	07/11/2023
SK22335	ITP01	01	Submission	L Speers	LGS	17/11/2023

1 Introduction

Background

- 1.1 SK has been appointed by ZX Cheetham Hill Developments Ltd to prepare an Interim Travel Plan to accompany a full planning application for a residential development at 33-41 Cheetham Hill Road in Manchester city centre.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.3 The ground floor layout attached as Appendix A in the TS.
- 1.4 The development proposes the demolition of the existing on-site buildings and structures and the erection of a part 23 / part 17 storey residential development comprising 237 apartments (Use Class C3) and ground floor commercial uses (Use Class E) together with landscaping, cycle parking and other associated works.
- 1.5 The proposed development provides resident amenity space, concierge area, and post-storage area. A ground floor commercial unit is proposed a floor area of 95.6sqm.
- 1.6 The main entrance to the building will be on Cheetham Hill Road with secondary entrances to the bin store provided on Carnarvon Street and to the cycle stores on the southern boundary.
- 1.7 As shown on the plan in Appendix C in the TS, the footway bounding the site will be resurfaced and redundant accesses closed and reinstated. Dropped kerbs are provided at the junctions of Carnarvon Street / Cheetham Hill Road and Carnarvon Street / Gibson Place, but tactile paving is missing. The applicant will fund the introduction of tactile paving at these locations. The works will be delivered by Section 278 Agreement.
- 1.8 Cycle parking will be provided within the building at a rate of 1 space per unit 50% of the cycle parking is provided in the ground floor store and the remainder is accommodated in apartments.
- 1.9 Most of the cycle parking in the store will be in a racking system with separate parking provided to accommodate adapted bikes (a sheffield stand). A cycle cleaning area is also provided in the cycle store.
- 1.10 The site is car free and the suitability of this is examined in Section 5 of the TS.
- 1.11 The Council's parking policy allows Blue Badge holders to park for free and unlimited duration in street parking bays across the city. The site relates well to existing parking bays where disabled residents could park. The proposal will provide two disabled spaces and a car club white lined space on Carnarvon Street. The applicant will fund the modifications required to the existing TRO to accommodate these spaces and will be delivered as part of the Section 278 Agreement package. The proposed modifications are shown on the plan in Appendix C in the TS.
- 1.12 A white lined loading bay will be provided on Carnarvon Street as part of the TRO modifications for use by refuse vehicles and larger resident deliveries. The loading bay will also be able to accommodate day-to-day deliveries to residents, such as food deliveries, post, Amazon and take-aways. These delivery movements are undertaken in smaller vehicles (cars, light goods vehicles, and motorbikes). These vehicle types would therefore also be able to utilise available free space within the marked bays in the local area. A post / parcel storage area is provided in the concierge area. The modifications required to the TRO to introduce the loading bay will be funded by the applicant and will be delivered as part of the Section 278 Agreement works.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
- Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
- Department for Transport (2007), Making Residential Travel Plans Work
- Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
- Manchester City Council (2012), Core Strategy
- Manchester City Council (2021), City Centre Transport Strategy to 2040
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

2.2 Paragraph 113 of NPPF states that all developments that generate a significant amount of movement should be accompanied by a Travel Plan. The glossary of NPPF describes a Travel Plan as¹:

‘A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.’

- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 This version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that:

‘... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.’²

- 2.8 The DfT pyramid is shown in Figure 2.1.
- 2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.

¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

² Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

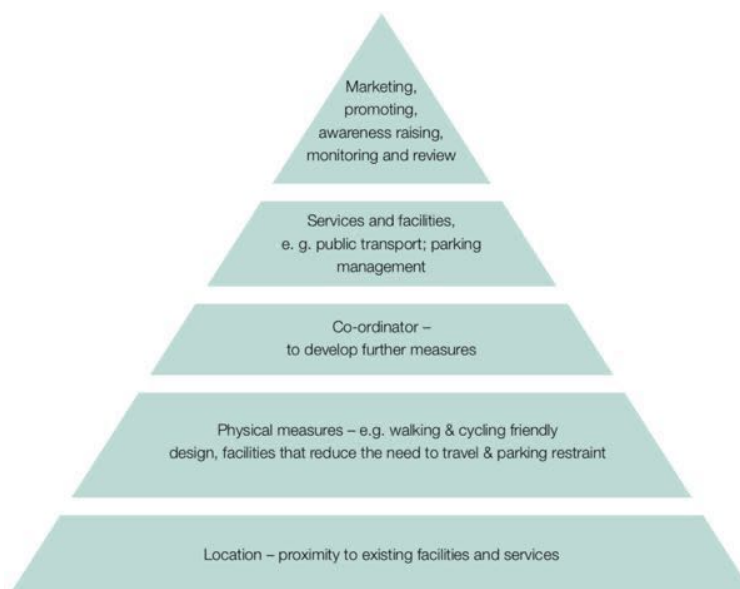


Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

- 2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The objectives of the Travel Plan are to:
 - Objective 1:** To increase trips by active / sustainable modes of travel.
 - Objective 2:** To reduce the number of single occupancy private car trips.

3 Site Location & Local Highway Network

Site Location

- 3.1 Figure 3.1 shows that the location of the site. The site is bounded by Carnarvon Street to the north, Cheetham Hill Road to the east, Gibson Place to the west, and commercial properties to the south.
- 3.2 The site sits on the northern edge of the city centre within the Great Ducie Street Strategic Regeneration Framework (SRF) area. The SRF states that:

'Notwithstanding the above, the site's location immediately at the edge of Manchester city centre adjacent to Victoria Station and the Manchester Arena, positions the SRF area as an outstanding opportunity to further support the positive growth trajectory of Manchester that has been established in recent years...

...As available land within the traditional city centre is filled, a significant amount of recent growth and neighbourhood regeneration has been taking place within adjoining areas. The SRF area is an important opportunity in this regard, underpinned by the fact that it shares many of the city centre's locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre's leisure and cultural uses.³



Figure 2.1: Site Location
[source: Hawkins Brown]

³ Deloitte (2018), Great Ducie Street Strategic Regeneration Framework

Local Highway Network Audit

- 3.3 Carnarvon Street routes east-west along the northern boundary of the site, providing access from Cheetham Hill Road to commercial uses to the west of the site and also providing a route through to the A56 Great Ducie Street. Carnarvon Street is a single carriageway road with footways on both sides of the carriageway. The road is subject to a 30mph speed limit and street lighting is present.
- 3.4 At its eastern end Carnarvon Street meets Cheetham Hill Road at a priority junction arrangement. Dropped kerbs are present at the junction, but tactile paving is not.
- 3.5 Cheetham Hill Road forms part of the Key Route Network and routes north-south on the eastern boundary of the site providing access between north Manchester and the city centre. Wide footways are provided on both sides of the carriageway and street lighting is present. The road is subject to a 30mph speed limit. Signalised crossings are provided 56m to the north of the site at the junction with Lord Street and 190m to the south of the site at the junction with New Bridge Street.
- 3.6 Gibson Place sits on the western boundary of the site. Gibson Place provides a service function for the commercial uses to the south of the site. On-line street information software indicates that the route does form part of the adopted highway network, and this is verified by the existing road markings and gulleys.

Traffic Regulation Order

- 3.7 TRO are present on Cheetham Hill Road and in the vicinity of the site these are single line controls that prevent waiting and loading during peak periods (8am to 9.30am and 4pm to 6.30pm Monday to Friday and 8am to 9.30am Saturday).
- 3.8 In the vicinity of the site Carnarvon Street is subject to Traffic Regulation Orders in the form of single line controls and white lined parking bays. Waiting on the single yellow lines is prohibited between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday). The white lined bays permit parking for two hours (no return in one hour) between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday). White lined parking bays are in place to the east of the Carnarvon Street site access junction, to the west of the Gibson Place junction, and on the opposite side of the road to the site.
- 3.9 Gibson Place is subject to single line controls which prohibits waiting between 8am and 6pm (Monday to Friday) and 8am to 12.30pm (Saturday).
- 3.10 There are no loading controls on Carnarvon Street and Gibson Place in the vicinity of the site.

Traffic & Road Safety Data

- 3.11 Section 2 of the TS contains existing traffic flow and road safety data.

4 Accessibility Audit

Active Travel Routes

- 4.1 There are 2m-2.3m wide footways on both sides of the Carnarvon Street carriageway. Dropped kerbs are present at the junctions with Gibson Place and Cheetham Hill Road, but tactile paving is not provided.
- 4.2 Cheetham Hill Road has a 3.5m wide footway adjacent to the site and 2.3m wide footway on the opposite (eastern) side. Cheetham Hill Road is the principal pedestrian route from the site to the city centre. The footways continue southbound providing a suitable width provision.
- 4.3 Signalised crossings are provided 56m to the north of the site at the junction with Lord Street and 190m to the south of the site at the junction with New Bridge Street. The New Bridge Street crossing is a toucan. These crossings provide a suitable means of accessing destinations on the opposite side of Cheetham Hill Road and southbound bus stops.

- 4.4 Carnarvon Street, and the other local roads surrounding the site, provide a suitable means of accessing the more formal routes located on highway links with more traffic, such as to the south on Cheetham Hill Road and routes on Great Ducie Street. These routes then provide a connection to the network through the city centre and the strategic routes radiating out of the city centre. The routes on the south of Cheetham Hill Road and Great Ducie Street are on-carriageway, marked facilities. Advanced cycle stop lines are also provided at the junctions to the north and south of the site at the Cheetham Hill Road junctions with Lord Street and New Bridge Street.
- 4.5 Figure 4.1 shows the Bee Network⁴. This shows that a new route will be provided from Lord Street to New Islington which will improve connectivity along the north-eastern edge of the city centre.

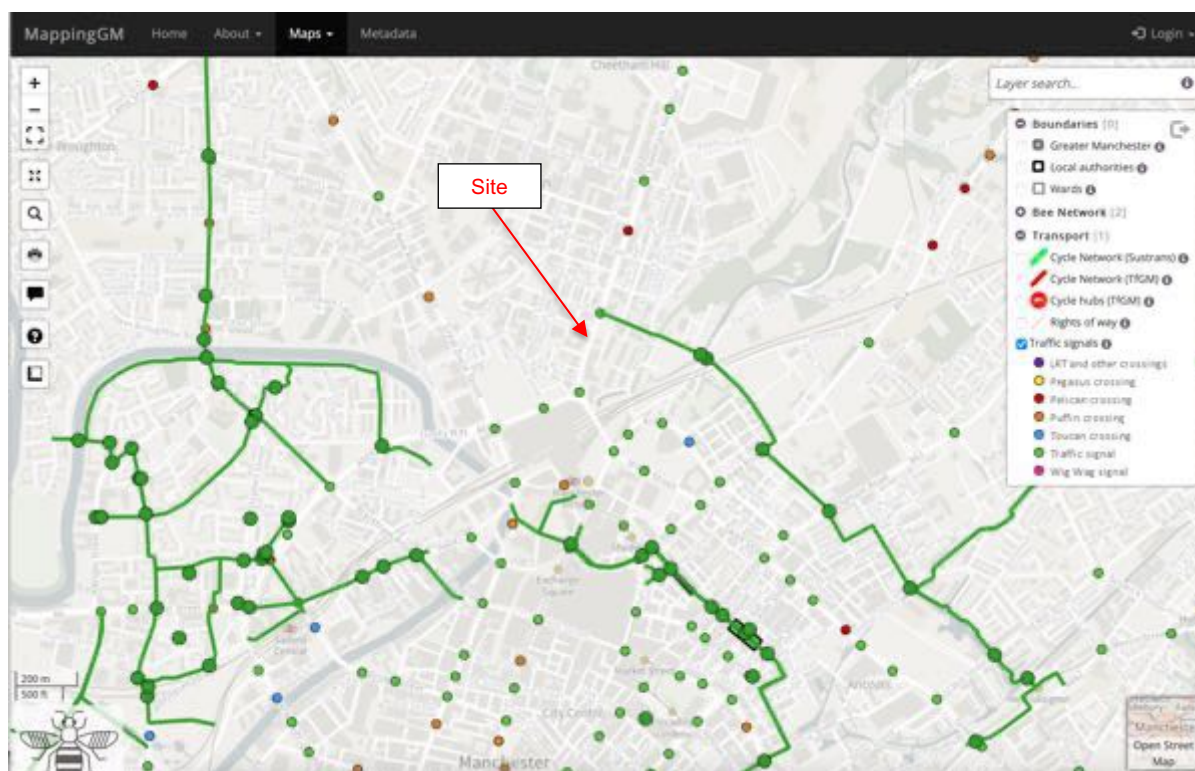


Figure 4.1: Cycle Network
[source: GM Mapping]

- 4.6 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester)⁵. Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme launched in Summer 2022 providing pedal bikes and e-bikes across Manchester, Salford, and Trafford.

Public Transport Routes

- 4.7 Figure 4.2 shows the public transport network serving the site⁶.
- 4.8 The nearest bus stops to the site are located 79m to the south of the site on Cheetham Hill Road. The northbound bus stop has a shelter, flag pole, timetable information and raised bus boarder. The southbound bus stop is of recent construction and has a flag pole, timetable information and raised bus boarder. Controlled crossings are in place to allow access to services on the opposite side of the road.

⁴ <https://mappinggm.org.uk/bee-network/>

⁵ <https://beryl.cc/scheme/greater-manchester>

⁶ <https://tfgm.com/public-transport/network-maps-region>



Figure 4.2: Public Transport Network
[source: TfGM]

4.9 The site is also served by public service buses. Details of these services is provided in Table 4.1 and timetables are available from the [TfGM website](https://tfgm.com)⁷.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
135	Manchester – Moston – Middleton	6	7	6	6	6

Table 4.1: Bus Services
[source: TfGM]

4.10 Table 4.1 shows that the site is served by typically 20 buses per hour on a weekday and at least 18 buses per hour at the weekend. Services are also available in the evening.

⁷ <https://tfgm.com/bus/timetables>

- 4.11 The site is located close to Victoria Station (600m away), which can be used to access [mainline trains](#)⁸ offering comprehensive service coverage of Greater Manchester and Northwest destinations.
- 4.12 [Metrolink tram services](#)⁹ can be accessed at Victoria station (600m away). The tram services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.

Car Club Network

- 4.13 While the site is car free there may be occasions when residents require the use of a car. The city centre sustainable transport strategy provides for these instances with a network of car club vehicles serving the city.
- 4.14 Car clubs provide an alternative to car ownership that complements the sustainable transport system in Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.15 [Enterprise Car Club](#)¹⁰ has vehicles parked across the city. The nearest existing car club vehicles to the site are located on New Mount Street, Chapel Street, Parsonage Gardens and High Street.

Accessibility Assessment

- 4.16 One of the principal factors to be considered when assessing the suitability of a site for residential development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). Figure 4.2 shows a 10-minute, 15-minute and 25-minute walk time from the site.
- 4.17 The site is within a 10-minute walk of the Victoria station / AO Arena area, Manchester Arndale, Shudehill, the Northern Quarter, Angel Meadows, New Cross and the Manchester College Campus.
- 4.18 The site is within a 15-minute walk of the city centre core retail area (Market Street), Piccadilly Gardens, Ancoats, and City Centre Salford.
- 4.19 The site is within a 25-minute walk of Salford Central, Piccadilly station and Deansgate.
- 4.20 The assessment shows that the site is well placed for access to city centre employment, cultural, retail and leisure destinations. The assessment confirms the conclusions of the Great Ducie Street SRF, which states that:

‘The SRF area... shares many of the city centre’s locational advantages in terms of employment opportunities, accessibility to the local, regional, and national network of public transport and the lifestyle attraction of the city centre’s leisure and cultural uses.’¹¹

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

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

¹⁰ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

¹¹ Deloitte (2018), Great Ducie Street Strategic Regeneration Framework

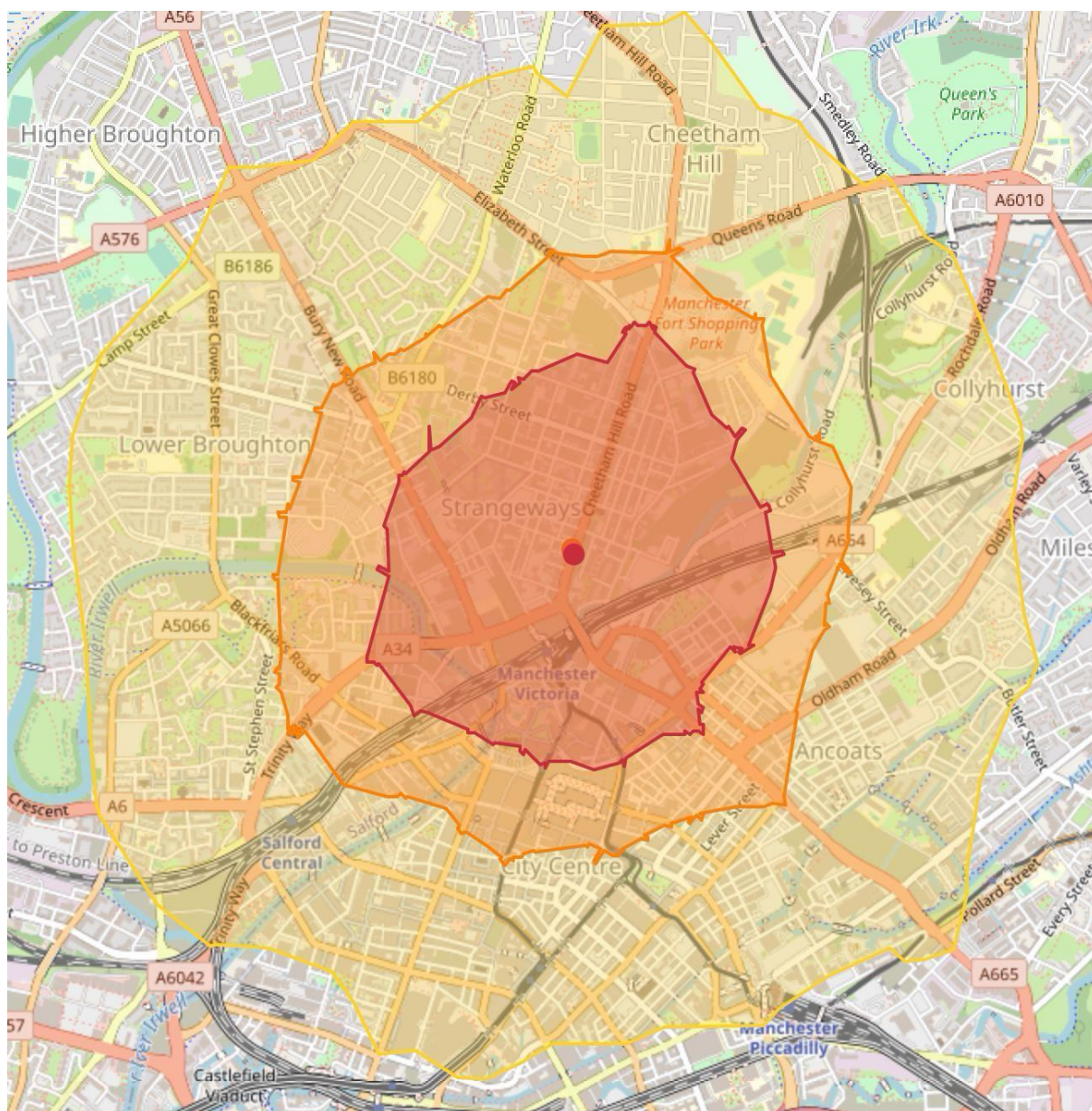


Figure 4.3: Walk Isochrone

- 4.21 A [Greater Manchester Accessibility Level](#)¹² (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.22 Figure 4.4 shows that the site has a GMAL rate of 8 and a score of 37.75. The site has the highest GMAL rate and a very high score. The assessment confirms that the site is accessible by public transport.

¹² <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

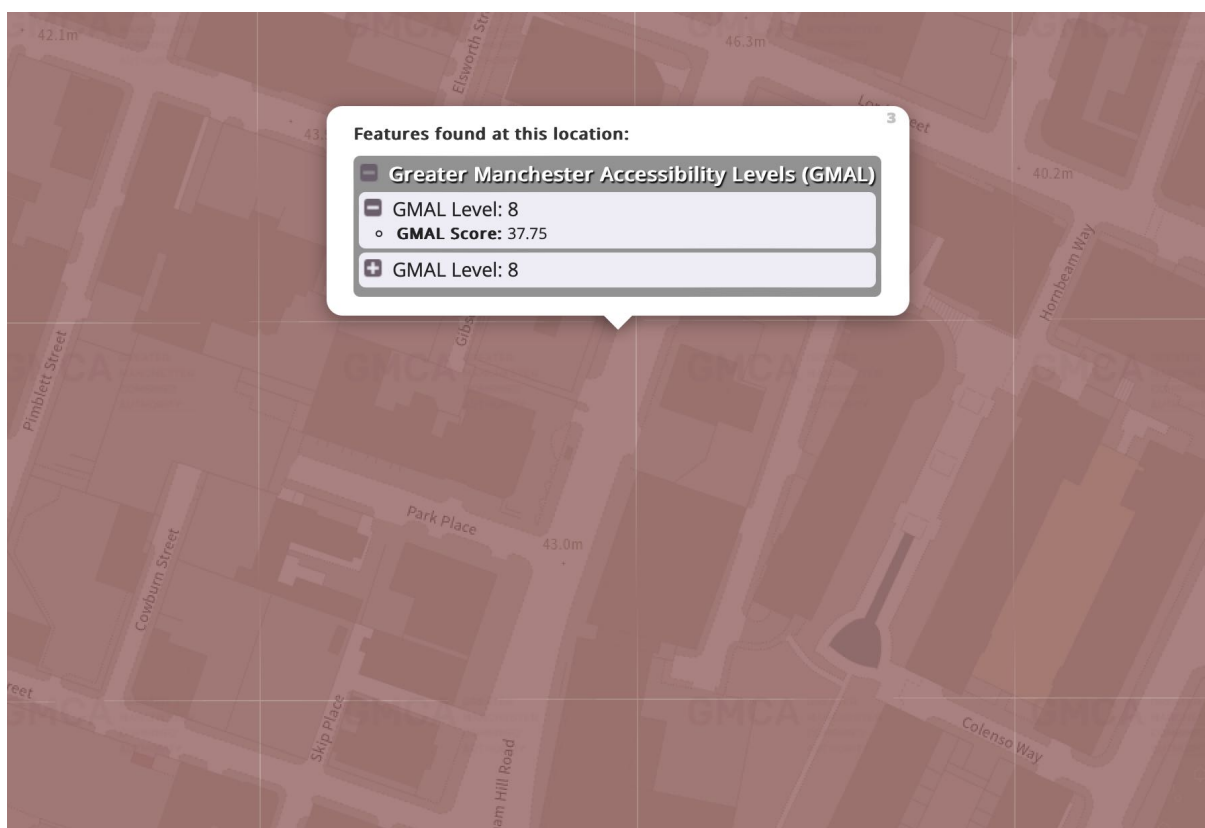


Figure 4.4: GMAL
[source: Mapping GM]

5 Travel Plan Management

Management Structure

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

Travel Plan Co-ordinator

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

Future Management & Handover Arrangements

- 5.8 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site owner and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

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

Initiative	Description
Promotional Materials	Distribution of materials / updates to residents.
Travel Packs	Preparation and issue of travel packs for residents.

Table 6.1: Communications Initiatives

- 6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.
- 6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. Information on on-line and phone app journey planning software.
 3. Information on cycle and walking routes.
 4. Information on bus routes and frequencies.
 5. Information on bus ticketing arrangements.
 6. Information on the building's delivery arrangements.

Journey Planning

- 6.6 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](https://tfgm.com/plan-a-journey)¹³
 - [Public transport maps](https://tfgm.com/maps)¹⁴
 - [Active Travel route software](https://beeactive.tfgm.com)¹⁵
 - [Walking and cycling route maps](https://tfgm.pindarcreative.co.uk)¹⁶
 - Links to [Google Play](https://play.google.com/store/apps/details?id=com.tfgm.beenetwork)¹⁷ and [Apple Store](https://apps.apple.com/gb/app/bee-network/id1669705230)¹⁸ Bee Network app

¹³ <https://tfgm.com/plan-a-journey>

¹⁴ <https://tfgm.com/maps>

¹⁵ <https://beeactive.tfgm.com>

¹⁶ <https://tfgm.pindarcreative.co.uk>

¹⁷ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁸ <https://apps.apple.com/gb/app/bee-network/id1669705230>

- 6.7 The Travel Plan Co-ordinator will also offer a personal travel planning service to help residents that require it.

Active Travel Measures

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

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to site users using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure on site.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training / Hire	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes and local cycle hire schemes.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.2: Active Travel Initiatives

- 6.9 Active travel provides the following benefits:

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

- 6.10 Section 4 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.
- 6.11 The proposed development will provide localised enhancements to pedestrian access routes, 100% resident cycle parking, visitor cycle parking and resident amenities on site.
- 6.12 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.
- 6.13 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](https://beeactive.tfgm.com)¹⁹, [GMWalking](https://gmwalking.co.uk)²⁰, [Sustrans](http://www.sustrans.org.uk/)²¹ and [Cycling UK](http://www.cyclinguk.org/)²².
- 6.14 TfGM provides [cycle training sessions](https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/)²³ for adults and family groups. This scheme will be promoted to residents.
- 6.15 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include the [Beryl Bike](#)

¹⁹ <https://beeactive.tfgm.com>

²⁰ <https://gmwalking.co.uk>

²¹ www.sustrans.org.uk/

²² www.cyclinguk.org/

²³ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

[Hire Scheme](#)²⁴, [TfGM's Bike Libraries](#)²⁵ lending scheme, and a [number of charities](#)²⁶ that provide bike loan services.

- 6.16 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by residents to set themselves personal walking challenges, such as the [NHS Active 10](#)²⁷ app and [TfGM's 10 for 10 Challenge](#)²⁸. The Travel Plan Co-ordinator will also promote events to encourage increased cycling such as [Love to Ride](#)²⁹ to encourage new cycling journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

Public Transport Measures

- 6.17 Table 6.2 shows the measures that will be used to encourage site users to travel more actively.

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

Table 6.2: Public Transport Initiatives

- 6.18 Section 4 shows that the site is well located for access to frequent bus services on Cheetham Hill Road and train / tram services at Victoria station. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.
- 6.19 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available to residents using information from [TfGM ticketing information](#)³⁰.
- 6.20 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)³¹
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)³²
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)³³
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Sustainable Vehicle Measures

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

²⁴ <https://beryl.cc/scheme/greater-manchester>

²⁵ <https://beeactive.tfgm.com/cycling/bike-libraries/>

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

²⁷ <https://www.nhs.uk/better-health/get-active/>

²⁸ <https://beeactive.tfgm.com/10-for-10/>

²⁹ <https://www.lovetoride.net/gm>

³⁰ <https://tfgm.com/tickets-and-passes/find-a-ticket>

³¹ <https://tfgm.com/get-on-board>

³² <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

³³ <https://www.northernrailway.co.uk/tickets/flexi>

Initiative	Description
Car Free	The site is car free to reduce resident car ownership.
TRO Modifications	The applicant will fund modifications to TRO to provide disabled and car club spaces.
Car Club	The city centre car club will be promoted to residents.

Table 6.3: Sustainable Car Use Initiatives

- 6.22 Recognising the sustainable location of the site, the development is car free. Prospective residents will be advised of the car free nature of the proposal when they enquire about living at the site.
- 6.23 The applicant is funding the costs of modifying TRO to accommodate two disabled parking spaces and one car club space.
- 6.24 Sometimes people have no practical alternative than to use a car for some trips. To allow for this, information on the [Enterprise Car Club](https://www.enterprisecarclub.co.uk/gb/en/home.html)³⁴ will be provided to residents in the travel packs.

Delivery Management Measures

- 6.25 Table 6.4 sets out the measures that will be used to raise awareness of the delivery arrangements at the site.

Initiative	Description
Loading Locations	Residents will be advised of the nearest loading location.
Parcel Store	Residents will be advised of the on-site parcel / post storage arrangements.

Table 6.4: Delivery Initiatives

- 6.26 Residential developments attract deliveries that can be split into two categories:
- **Day-to-Day Deliveries**
Deliveries in small vehicles that are associated with post, Amazon, food shopping and take-aways.
 - **Infrequent Deliveries**
Deliveries of larger goods, such as white goods and furniture.
- 6.27 A loading bay is to be provided on Carnarvon Street to accommodate day-to-day deliveries. These vehicles will also be able to use other parking bays in the area. A post / parcel storage area is provided in the reception area of the building where deliveries can be stored for residents. Appropriate signage will be used, if permitted, to direct delivery drivers to the main entrance. Residents will be advised of the delivery arrangements via the travel pack.
- 6.28 Larger delivery vehicles will also be able to use the new loading bay. Residents will be required to be in the building to receive larger deliveries. Residents will be advised of the large good delivery arrangements via the travel pack.
- 6.29 The Travel Plan Co-ordinator will regularly engage with residents regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

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

³⁴ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

- 7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect the following information:
1. Home location
 2. Work location
 3. Usual mode of travel to work
 4. Household car and cycle ownership
- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline / first surveys.

Monitoring Surveys

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

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation / final Travel Plan to be submitted within 3 months of survey completion (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey / audit	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

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

Targets

- 7.6 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.7 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.8 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Provide contact details of Travel Plan Co-ordinator to the Council on occupation.
 - Provide the travel pack to all new households on occupation.
 - Undertake the baseline travel surveys within 6 months of occupation.

- Update the Travel Plan and issue to the Council within 3 months of survey.
- Undertake monitoring travel surveys in years 3 and 5.
- Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.

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

Provision of Travel Packs

Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The travel packs will be provided to individual households.
Timebound	Ongoing.

Undertake Resident Surveys

Specific	Resident travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Increase the Proportion of Residents Traveling to Work Sustainably

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

Reduce the Proportion of Residents Traveling to Work by Single Occupancy Private Car Trip

Specific	Reduce the proportion of residents travelling by single occupancy car trip.
Measurable	Verified using the baseline and monitoring surveys. Quantifiable targets to be set following baseline surveys.
Achievable	Location and accessibility level of the site coupled with development infrastructure will make it highly likely that residents will travel sustainably.
Realistic	Yes.
Timebound	During lifetime of the Plan.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

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

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

Table 8.1: Action Plan

Appendix E

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Selected regions and areas:

01 GREATER LONDON	
BE BEXLEY	1 days
BM BROMLEY	1 days
IS ISLINGTON	1 days
WF WALTHAM FOREST	1 days
02 SOUTH EAST	
CT CENTRAL BEDFORDSHIRE	3 days
HF HERTFORDSHIRE	1 days
PO PORTSMOUTH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 62 to 190 (units:)
Range Selected by User: 50 to 493 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/00 to 20/10/22

Selected survey days:

Monday	1 days
Tuesday	5 days
Wednesday	1 days
Thursday	2 days

Selected survey types:

Manual count	9 days
Directional ATC Count	0 days

Selected Locations:

Town Centre	1
Edge of Town Centre	8

Selected Location Sub Categories:

Development Zone	1
Residential Zone	4
Built-Up Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	13 days - Selected
Servicing vehicles Excluded	21 days - Not Selected

Secondary Filtering selection:

Use Class:

C3	9 days
----	--------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	7 days
50,001 to 100,000	1 days
100,001 or More	1 days

Population within 5 miles:

50,001 to 75,000	2 days
125,001 to 250,000	1 days
250,001 to 500,000	2 days
500,001 or More	4 days

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	5 days
1.1 to 1.5	3 days

Travel Plan:

Yes	3 days
No	6 days

PTAL Rating:

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

LIST OF SITES relevant to selection parameters

1	BE-03-C-01	BLOCKS OF FLATS		BEXLEY
	CROOK LOG			
	BEXLEYHEATH			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	79		
	Survey date: WEDNESDAY	19/09/18		Survey Type: MANUAL
2	BM-03-C-01	BLOCKS OF FLATS		BROMLEY
	RINGER'S ROAD			
	BROMLEY			
	Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	160		
	Survey date: MONDAY	12/11/18		Survey Type: MANUAL
3	CT-03-C-01	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	WING ROAD			
	LEIGHTON BUZZARD			
	LINSLADE			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	175		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
4	CT-03-C-02	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	STANBRIDGE ROAD			
	LEIGHTON BUZZARD			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	62		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
5	CT-03-C-03	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	COURT DRIVE			
	DUNSTABLE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	146		
	Survey date: TUESDAY	15/05/18		Survey Type: MANUAL
6	HF-03-C-03	BLOCK OF FLATS		HERTFORDSHIRE
	SHENLEY ROAD			
	BOREHAMWOOD			
	Edge of Town Centre			
	Built-Up Zone			
	Total No of Dwellings:	91		
	Survey date: THURSDAY	14/11/19		Survey Type: MANUAL
7	IS-03-C-08	BLOCK OF FLATS		ISLINGTON
	CITY ROAD			
	ISLINGTON			
	Edge of Town Centre			
	Development Zone			
	Total No of Dwellings:	190		
	Survey date: THURSDAY	20/10/22		Survey Type: MANUAL

LIST OF SITES relevant to selection parameters (Cont.)

8	PO-03-C-01	BLOCKS OF FLATS	PORTSMOUTH
	CROSS STREET		
	PORTSMOUTH		
	Edge of Town Centre		
	Built-Up Zone		
	Total No of Dwellings:	90	
	Survey date: TUESDAY	05/06/18	Survey Type: MANUAL
9	WF-03-C-01	BLOCKS OF FLATS	WALTHAM FOREST
	ERSKINE ROAD		
	WALTHAMSTOW		
	Edge of Town Centre		
	Residential Zone		
	Total No of Dwellings:	97	
	Survey date: TUESDAY	05/11/19	Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TAXIS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.004	9	121	0.007
08:00 - 09:00	9	121	0.007	9	121	0.006	9	121	0.013
09:00 - 10:00	9	121	0.004	9	121	0.006	9	121	0.010
10:00 - 11:00	9	121	0.005	9	121	0.005	9	121	0.010
11:00 - 12:00	9	121	0.006	9	121	0.006	9	121	0.012
12:00 - 13:00	9	121	0.006	9	121	0.006	9	121	0.012
13:00 - 14:00	9	121	0.004	9	121	0.004	9	121	0.008
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.002	9	121	0.002	9	121	0.004
16:00 - 17:00	9	121	0.006	9	121	0.006	9	121	0.012
17:00 - 18:00	9	121	0.005	9	121	0.005	9	121	0.010
18:00 - 19:00	9	121	0.003	9	121	0.003	9	121	0.006
19:00 - 20:00	4	132	0.008	4	132	0.008	4	132	0.016
20:00 - 21:00	4	132	0.010	4	132	0.008	4	132	0.018
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.071				0.071	0.142	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL OGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.004	9	121	0.004	9	121	0.008
08:00 - 09:00	9	121	0.000	9	121	0.000	9	121	0.000
09:00 - 10:00	9	121	0.002	9	121	0.002	9	121	0.004
10:00 - 11:00	9	121	0.001	9	121	0.000	9	121	0.001
11:00 - 12:00	9	121	0.003	9	121	0.003	9	121	0.006
12:00 - 13:00	9	121	0.000	9	121	0.001	9	121	0.001
13:00 - 14:00	9	121	0.000	9	121	0.000	9	121	0.000
14:00 - 15:00	9	121	0.002	9	121	0.002	9	121	0.004
15:00 - 16:00	9	121	0.000	9	121	0.000	9	121	0.000
16:00 - 17:00	9	121	0.000	9	121	0.000	9	121	0.000
17:00 - 18:00	9	121	0.000	9	121	0.000	9	121	0.000
18:00 - 19:00	9	121	0.000	9	121	0.000	9	121	0.000
19:00 - 20:00	4	132	0.000	4	132	0.000	4	132	0.000
20:00 - 21:00	4	132	0.000	4	132	0.000	4	132	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.012				0.012	0.024	

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 3.14

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.054	9	121	0.367	9	121	0.421
08:00 - 09:00	9	121	0.094	9	121	0.544	9	121	0.638
09:00 - 10:00	9	121	0.099	9	121	0.199	9	121	0.298
10:00 - 11:00	9	121	0.138	9	121	0.176	9	121	0.314
11:00 - 12:00	9	121	0.122	9	121	0.157	9	121	0.279
12:00 - 13:00	9	121	0.177	9	121	0.176	9	121	0.353
13:00 - 14:00	9	121	0.161	9	121	0.163	9	121	0.324
14:00 - 15:00	9	121	0.138	9	121	0.118	9	121	0.256
15:00 - 16:00	9	121	0.299	9	121	0.168	9	121	0.467
16:00 - 17:00	9	121	0.283	9	121	0.170	9	121	0.453
17:00 - 18:00	9	121	0.408	9	121	0.198	9	121	0.606
18:00 - 19:00	9	121	0.466	9	121	0.236	9	121	0.702
19:00 - 20:00	4	132	0.356	4	132	0.152	4	132	0.508
20:00 - 21:00	4	132	0.181	4	132	0.089	4	132	0.270
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.976			2.913			5.889

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL LGVS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.003	9	121	0.009	9	121	0.012
08:00 - 09:00	9	121	0.008	9	121	0.010	9	121	0.018
09:00 - 10:00	9	121	0.010	9	121	0.005	9	121	0.015
10:00 - 11:00	9	121	0.014	9	121	0.014	9	121	0.028
11:00 - 12:00	9	121	0.014	9	121	0.016	9	121	0.030
12:00 - 13:00	9	121	0.017	9	121	0.019	9	121	0.036
13:00 - 14:00	9	121	0.008	9	121	0.012	9	121	0.020
14:00 - 15:00	9	121	0.005	9	121	0.005	9	121	0.010
15:00 - 16:00	9	121	0.010	9	121	0.007	9	121	0.017
16:00 - 17:00	9	121	0.014	9	121	0.015	9	121	0.029
17:00 - 18:00	9	121	0.011	9	121	0.004	9	121	0.015
18:00 - 19:00	9	121	0.004	9	121	0.003	9	121	0.007
19:00 - 20:00	4	132	0.004	4	132	0.004	4	132	0.008
20:00 - 21:00	4	132	0.002	4	132	0.002	4	132	0.004
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	0.124			0.125			0.249		

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL Servicing Vehicles

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	9	121	0.006	9	121	0.006	9	121	0.012
08:00 - 09:00	9	121	0.009	9	121	0.006	9	121	0.015
09:00 - 10:00	9	121	0.012	9	121	0.007	9	121	0.019
10:00 - 11:00	9	121	0.013	9	121	0.011	9	121	0.024
11:00 - 12:00	9	121	0.010	9	121	0.014	9	121	0.024
12:00 - 13:00	9	121	0.016	9	121	0.017	9	121	0.033
13:00 - 14:00	9	121	0.007	9	121	0.008	9	121	0.015
14:00 - 15:00	9	121	0.005	9	121	0.006	9	121	0.011
15:00 - 16:00	9	121	0.007	9	121	0.006	9	121	0.013
16:00 - 17:00	9	121	0.010	9	121	0.014	9	121	0.024
17:00 - 18:00	9	121	0.005	9	121	0.004	9	121	0.009
18:00 - 19:00	9	121	0.005	9	121	0.006	9	121	0.011
19:00 - 20:00	4	132	0.013	4	132	0.013	4	132	0.026
20:00 - 21:00	4	132	0.008	4	132	0.008	4	132	0.016
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.126			0.252