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Transportation Planning : Infrastructure Design

an RSK company

GH Property (Manchester) Ltd

Proposed Residential Development, Globe House Manchester

Travel Plan

230827

APRIL 2024



SCP GENERAL NOTES

Project No.: 230827-TA (0.0)

Title: Proposed Residential Development, Globe House Manchester, Travel Plan

Client: GH Property (Manchester) Ltd

Date: 01 April 2024

Office: Manchester

Author	Abbie Moore	**Reviewer**	Peter Todd
Date:	16.04.2024	Date:	16.04.2024

Revision	Date	Status	Prepared by	Approved by
00	16.04.2024	Issue	AM	PT

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

1 INTRODUCTION

1.1 This travel plan has been prepared by SCP on behalf of GH property (Manchester) Ltd, to support the residential development of 3 apartments, at the existing Globe House development, Manchester.

1.2 The development was granted planning permission (LPA Ref: 137264/FO/2023) in January 2024, subject to a number of conditions. Condition 6 of the decision notice states the following:

6) Within 6 months of the date of this permission, details of a Travel Plan, with the objective of reducing visits to the site by car and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented after having been submitted to and approved in writing by the City Council as Local Planning Authority. For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the Local Planning Authority.

Reason - To minimise the level of vehicular traffic generated by the development, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester and the provisions contained within Planning Policy Guidance 13.

1.1 The Travel Plan has been produced in order to discharge condition 6 above and sets out GH property (Manchester) Ltd.'s commitment to encourage sustainable travel.

Travel Plan Purpose

1.2 A travel plan focuses on a single origin and aims to provide a strategy to positively influence travel patterns in favour of sustainable modes.

1.3 As this TP has been prepared for a residential site, the document focuses on journeys to surrounding local amenities, leisure facilities for residents, and accessibility to public transport. The TP also suggests measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

1.4 This TP contains objectives to guide the work, along with a detailed implementation plan which aims to promote sustainable travel through delivery of several enabling and assisting measures. Monitoring and marketing measures are also identified, together with timescales for implementation and responsibilities.

2 TRAVEL PLAN BACKGROUND

2.1 TP's are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result any potential measures.

TP Benefits

2.2 TP's can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

Policy Context

2.3 Travel plans are secured through a policy framework that extends from national through to the local level when dealing with new development proposals.

2.4 The following documents have been considered in the development of this TP:

- National Planning Policy Framework (NPPF) (2019);
- Planning Practice Guidance notes (2014); and
- Greater Manchester Transport Strategy 2040

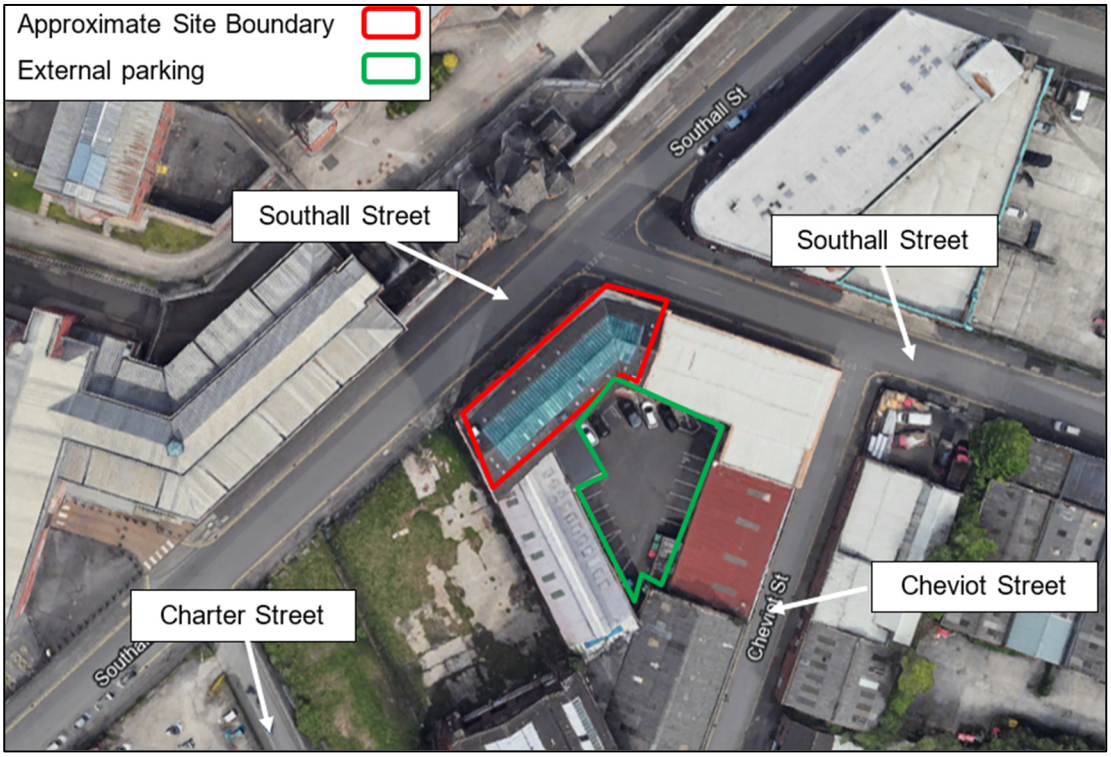
3 SITE AUDIT

3.1 This chapter provides a description of the location of the site and development proposals along with a sustainability appraisal of the site.

Existing Site

3.2 A planning application (Ref 123141/P3OPA/2019) was submitted to Manchester City Council, in 2019, for the 'Notification for prior approval for a proposed change of use of building from offices (Class B1a) to 28 apartments (Class C3) with associated parking.' This was approved in May 2019. The site location is shown in red on **Figure 3.1** below.

Figure 3.1 – Site Location Plan



Development Proposals

3.3 The development proposals consist of a residential development, comprising 3 additional dwellings in the existing apartment complex, on land to the north of Southall Street, in Cheetham Hill, Manchester.

3.4 The proposed site layout plan is contained in **Appendix A** and the proposed development mix is as follows:

- 1no. – 3-bedroom apartment
- 2no. - 1-bedroom apartment

3.5 The proposed development will result in the loss of 5 spaces in the basement, resulting in a total of 11 spaces provided for the 31 apartments (28 existing apartments and 3 proposed).

3.6 Vehicular access to the proposed development will be provided via the existing accesses to the site, off both Southall Street and Cheviot Street.

Existing Access by Non-Car Modes

3.7 The accessibility of the application site by non-car modes is a key consideration in the planning process. The requirement to ensure that sites are accessible by non-car modes of transport is set out in both local and national planning policy (National Planning Policy Framework).

3.8 A review of the accessibility of the application site has been carried out in order to ascertain the available modes of transport in the area.

Walking

3.9 The site is within an acceptable walk distance of Manchester City Centre and the vast array of amenities Manchester has on offer including retail, education, and healthcare. The site is also within an acceptable walk distance of numerous transport facilities to encourage prospective residents to travel via sustainable modes. The closest bus stop is located on the A56 Great Ducie Street, located approximately 240 south west of the site, and Manchester Victoria Railway Station is located to the south of the site and can be accessed in under a 12-minute walk time (or <800m walk distance). Additionally, Manchester Metrolink providing services further afield is also within a 12-minute walk time (or <800m walk distance).

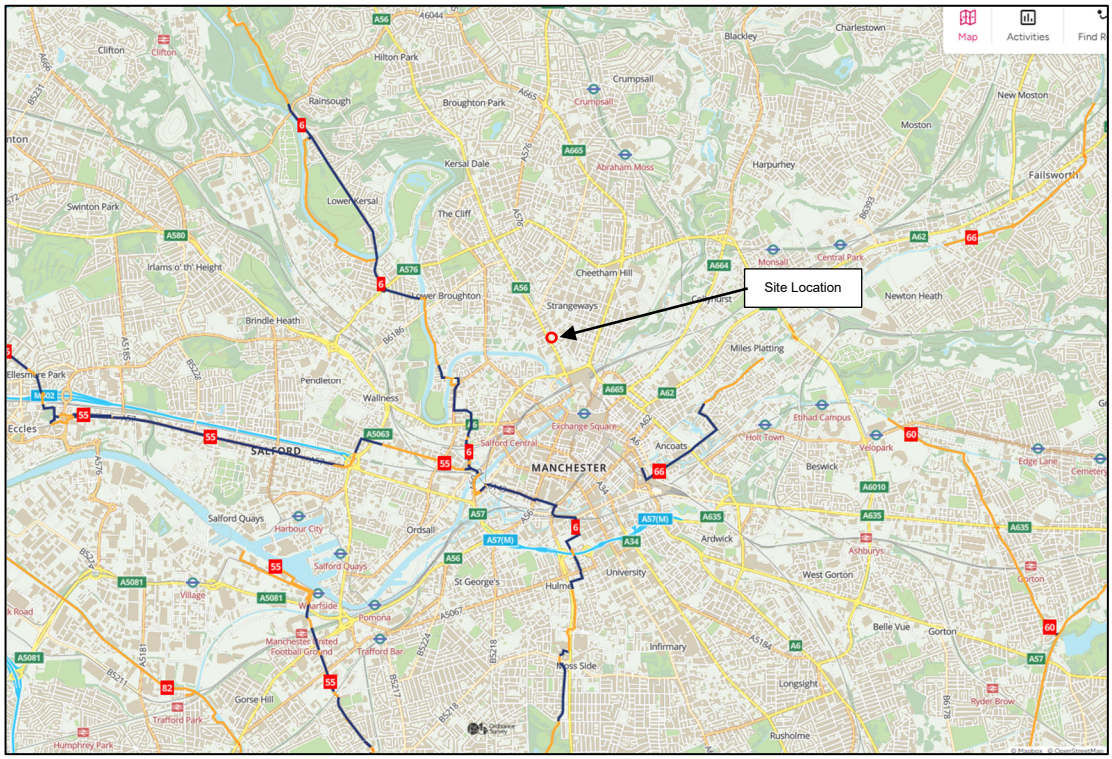
3.10 The local area benefits from natural surveillance from the businesses and houses that abut all the main walking routes. The local area is well lit and generally benefits from wide footways.

Cycling

3.11 Areas of Prestwich, Openshaw, Old Trafford, and Salford, amongst others, are all located within the 5km cycle catchment area from the development site. The topography of the area is generally conducive to cycling, so the site is therefore well located to encourage prospective residents to travel via bicycle.

3.12 There are several National Cycle Routes (NCRs) surrounding the site, as shown in **Figure 3.2**. NCR 6 is located to the west of the site and locally provides access to Bury in the north. NCR 66 is located to the east of the site and provides a link between Manchester city centre and Failsworth to the northeast. To the southwest of the site, NCR 55 offers a route between Manchester city centre and Eccles to the west.

Figure 3.2: National Cycle Routes



3.13 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents, particularly given that secure cycle parking is proposed.

Public Transport

3.14 Guidance published by the CIHT 'Planning for Public Transport in Developments' (1999), recommends that the maximum walking distance to a bus stop should be 400 metres, equating approximately to a five-minute walk.

3.15 As detailed earlier, the closest bus stop is located on the A56 Great Ducie Street, located approximately 240 south west of the site. **Table 3.1** shows the services served by these bus stops.

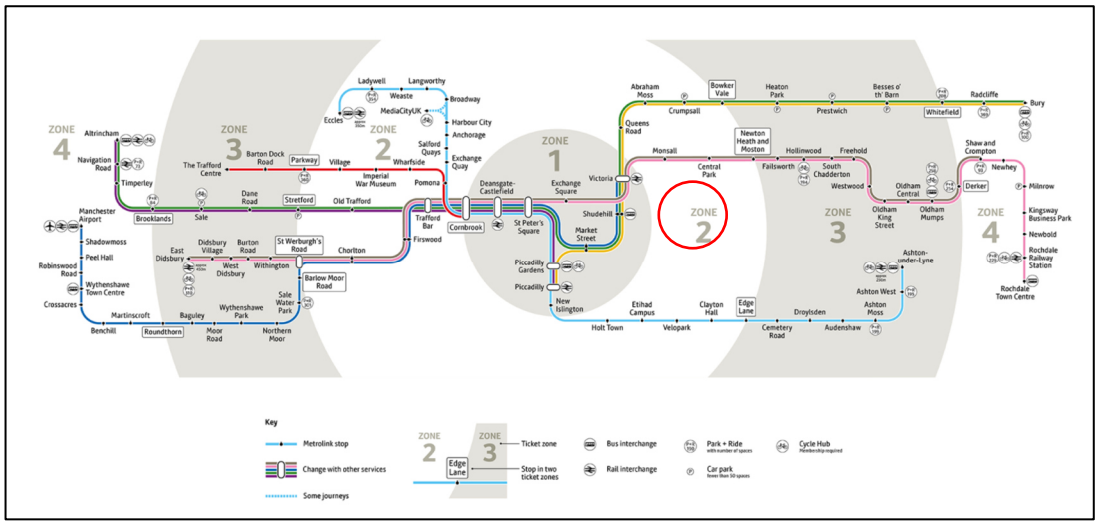
Table 3.1: Bus Services

Bus Service	Route	Approx. Frequency (minutes)		
		Mon-Fri	Sat	Sun
59	Manchester - Oldham	Every 10mins	Every 10-20mins	Every 20mins
X41	Accrington - Manchester via Haslingden, Helmshore, Ramsbottom, Prestwich	Every 60 mins	Every 60 mins	Every 60 mins
X43	BURNLEY - MANCHESTER via Crawshawbooth, Prestwich	Every 20 mins	Every 20-30 mins	Every 30 mins

3.16 In terms of railway services, Manchester Victoria Train Station is located circa 1.5km south of the site. This station provides services to destinations across the north including Stalybridge, Huddersfield, Leeds, Wigan, Blackburn, Chester, Liverpool Lime Street, Manchester Airport, York, Newcastle, and Redcar Central, amongst others.

3.17 Victoria tram stop is located approximately 800m south of the site and therefore within an acceptable walking and cycle distance. Victoria Road tram stop is part of the Greater Manchester Tram Network, located on the dark blue, pink, green, and yellow line within zone 1, as shown in **Figure 3.3** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00, to destinations including Altrincham, Rochdale, Manchester Airport, Bury, and Piccadilly.

Figure 3.3: Greater Manchester Tram Network Map



Source: Transport for Greater Manchester

Summary

3.18 Having regard to the above, it is therefore considered that the site has an excellent level of accessibility by both active travel and public transport modes, reducing the need to rely on the private car for everyday journeys.

4 OBJECTIVES

Objectives

4.1 Objectives are required to give a TP direction and focus.

4.2 The TP recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The TP is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

4.3 This TP has been prepared to achieve the following objectives:

- Minimise the total travel distance of residents through the reduction of journey lengths and frequency – particularly single occupancy car trips;
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promote walking, cycling, public transport and car sharing; and
- Promote healthy lifestyles and sustainable, vibrant communities.

Modal Share Targets

4.4 As there is a reduction in 5 car parking spaces leaving a total of 11 car parking spaces for 31 apartments, the residential dwellings are likely to appeal to those for whom owning and driving a car is not a key requirement. On the basis, residents will likely make use of alternative forms of transport, with a few potentially making use of the on-street parking available on the local road network. Targets are therefore not considered to be a useful yardstick by which to measure the success of the TP, and instead a comprehensive implementation plan for delivery of measures has been included within this document.

5 MEASURES

5.1 A TP is the management tool for implementing measures that promote sustainable transport, which should be relevant and realistic to the development.

Travel Awareness

5.2 Good accurate information on the choice of travel modes from the site and the initiatives being promoted will be a critical element of a successful travel plan.

5.3 At the outset of the development, the promotional sales material for the site will include the fact that the site has a TP and list the associated benefits. As properties are occupied, all households will be made aware of the measures to be implemented through travel information packs.

5.4 The travel information packs are likely to include the following:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- Maps indicating recommended walk and cycle routes to the local facilities;
- Details of local bike repair shop/retailer and available discounts/promotions;
- A map showing local cycle routes;
- Information regarding cycle proficiency courses in the area;
- Bus timetables of local services from nearby bus stops;
- Current bus fare information – daily, weekly tickets etc.;
- Details of routes and destinations served by trains and trams which stop at Victoria Train Station; and
- Details of local car club *schemes.

5.5 The travel information pack will be reviewed annually and updates communicated to residents to ensure that they are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details etc.

Walking

5.6 Walking will be encouraged as a mode of travel from the site through the following initiatives:

- Raise awareness of the health benefits of walking through promotional material including noticeboards within the building;
- Promote the www.walkit.com website for journey planning on foot;
- Provide a map showing walking routes as part of the travel information pack, indicating distances and times to key local facilities near to the site such as nearby leisure facilities; and
- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace a walk journey.

Cycling

5.7 Cycling will be encouraged as an alternative mode of travel through the following initiatives:

- Raise awareness of the health benefits of cycling through promotional material in the travel information pack and on noticeboards;
- Raise awareness of the secure cycle parking provided at the development to ensure take-up is maximised;
- Promote cycle hire opportunities in the local area to ensure that residents are aware of the potential to 'try before they buy';
- Provide information on cycle training and maintenance courses from the Transport for Greater Manchester Council website (https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/). Information will be provided within the travel information pack, on noticeboards within the building and within the cycle storage area;
- Promote the availability of cycling information, including route maps and useful tips and guidance on the Transport for Greater Manchester Council and Sustrans websites; and
- Liaise with a local taxi firm to provide competitive rates for residents in case of emergency to replace a cycle journey.

Public Transport Information

5.8 Public transport will be promoted through the following measures:

- Residents will be provided with public transport route and timetable information in the travel information packs, which will be updated as necessary;
- Details of local taxi firms will be provided within the travel information pack; and
- The TPC will provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including Traveline (Tel: 0871 200 2233).

Car Club

5.9 The TPC will promote the use of the local car clubs, such as Enterprise. Car clubs can be used by residents for short and medium-term hire of a vehicle at cheaper rates than traditional vehicle hire companies, for ad hoc trips on which a vehicle is required.

Electronic Information and Journey Planning

5.10 Residents will be directed to the Transport for Greater Manchester website (https://tfgm.com/) for up to date travel information on bus, train, tram, cycling and walking.

5.11 Transport for Greater Manchester journey planner (https://tfgm.com/plan-a-journey) will also be promoted through the travel information pack.

6 ACTION PLAN

6.1 The action plan setting out delivery of the above measures is set out below.

Action	Target Date	Responsibility	Resource
Initial Setup			
Negotiate with local taxi firm for discounts	2 weeks prior to occupation	TPC	Staff time
Produce walking maps for travel packs and noticeboards	2 weeks prior to occupation	TPC	Staff time + materials
Obtain cycling promotional material from Transport for Greater Manchester and Manchester City Council	2 weeks prior to occupation	TPC	Staff time
Obtain details of local cycle training and maintenance courses	2 weeks prior to occupation	TPC	Staff time
Procure and produce information to populate travel packs	2 weeks prior to occupation	TPC	Staff time + materials
Following Occupation			
Issue travel packs to residents	Upon occupation	TPC	Staff time + materials
Promote car clubs to residents	Within 3 months of occupation	TPC	Staff time
Promote secure on-site cycle parking to residents	Within 3 months of occupation and on a regular basis thereafter	TPC	Staff time

Promote local cycle hire opportunities	Within 3 months of occupation and on a regular basis thereafter	TPC	Staff time
Promote cycle training and maintenance sessions	Within 3 months of occupation and on a regular basis thereafter	TPC	Staff time
Annual Review			
Review all transport information	Annually	TPC	Staff time + materials
Provide updates to residents via noticeboards / revised travel packs etc.	Annually	TPC	Staff time + materials
Review maintenance of cycle parking and ensure it remains fit for purpose	Annually	TPC	Staff time + materials

TP ADMINISTRATION

6.2 The TPC will act as the main contact for the travel plan and will be responsible for implementing measures in accordance with the identified schedule, which will be agreed with Manchester City Council.

Funding

6.3 Appropriate funding will be allocated by the developers at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

6.4 The funding will cover all costs relating to the TPC, implementation of measures and initiatives, and marketing of the travel plan.

7 SUMMARY AND CONCLUSIONS

7.1 This report has been prepared by SCP on behalf of GH property (Manchester) Ltd to provide a travel plan statement in support of a planning application for 3 additional dwellings to justify the loss of 5 car parking spaces.

7.2 This Travel Plan has reviewed the existing transport facilities at the site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes. Therefore, the reduction in five car parking spaces is considered acceptable.

7.3 Through the delivery of the measures discussed within this travel plan statement, the objectives identified will be fulfilled. These include:

- Minimising the total travel distance of residents through the reduction of journey lengths and frequency – particularly single occupancy car trips (as the development will not provide car parking spaces);
- Reducing reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promoting walking, cycling, public transport and car sharing; and
- Promoting healthy lifestyles and sustainable, vibrant communities.

7.4 This document therefore ensures that sustainable access to the development is facilitated.

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APPENDIX A

Property Address:

Proposed Basement Flats
Globe House
30-34 Southall Street
Manchester
M3 1LG

Scale 1:100

As supplied for A3 printing (Scale bar 50mm precisely)

0 1 2 3 4 5
metres

Key:

Proposed Layout

3 Bed Flat 90.9 sq m / 979 sq ft

1 Bed Flat 51.5 sq m / 555 sq ft

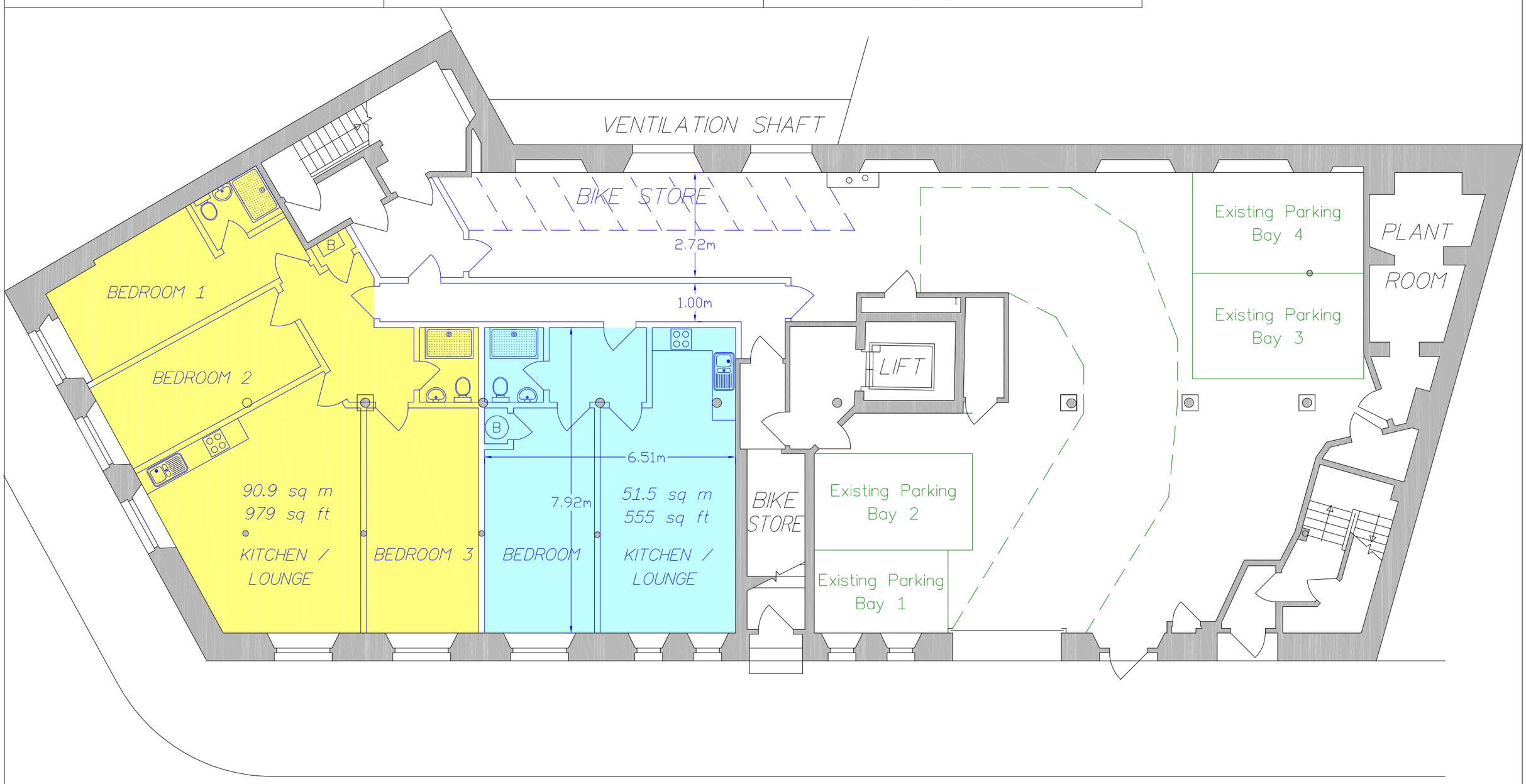
Version information:

v7.5 - 16.08.2023 - Proposed basement flats - Fire exit & key update

v7.5.1 - 20.09.2023 - Renumber parking bays

RedLinePlans.co.uk © 2023 0844 330 7526 Ref. 3293.3048.2900.2875Lp

Any queries regarding this plan should in the first instance be referred back to Red Line Plans Ltd for clarification. Expected accuracy 30mm (1 sigma).
Do not photocopy or reduce this plan as the scale may be affected.
Written documentation may contain more precise descriptions of boundary positions.
Basement, ground and first floor are still in development, so subject to minor changes.
Second floor fixtures and fittings subject to change, this does not impact lease extents.



Basement 1:100

Property Address:

Apartment 29
Globe House
30-34 Southall Street
Manchester
M3 1LG



Scale 1:200

As supplied for A3 printing (Scale bar 50mm precisely)

0 2 4 6 8 10

metres

Key:

Apartment 29 - Ground Floor
Existing Caretakers Flat and Office

For Identification Only: Shared Access

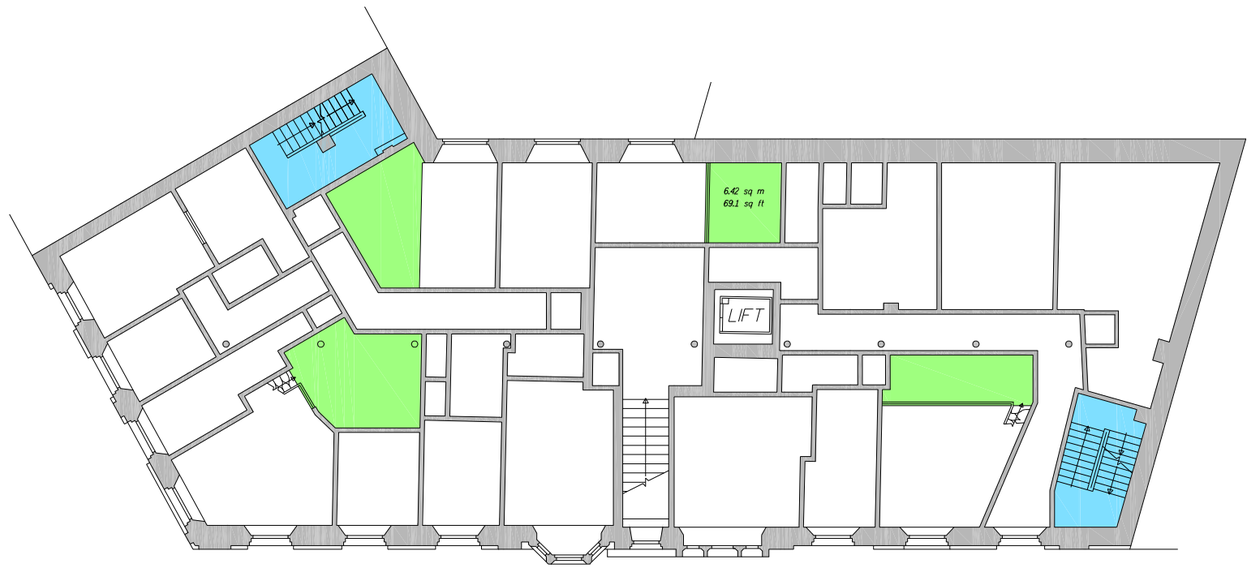
Extent of Mezzanine Decks
(restricted headroom)

Version information:

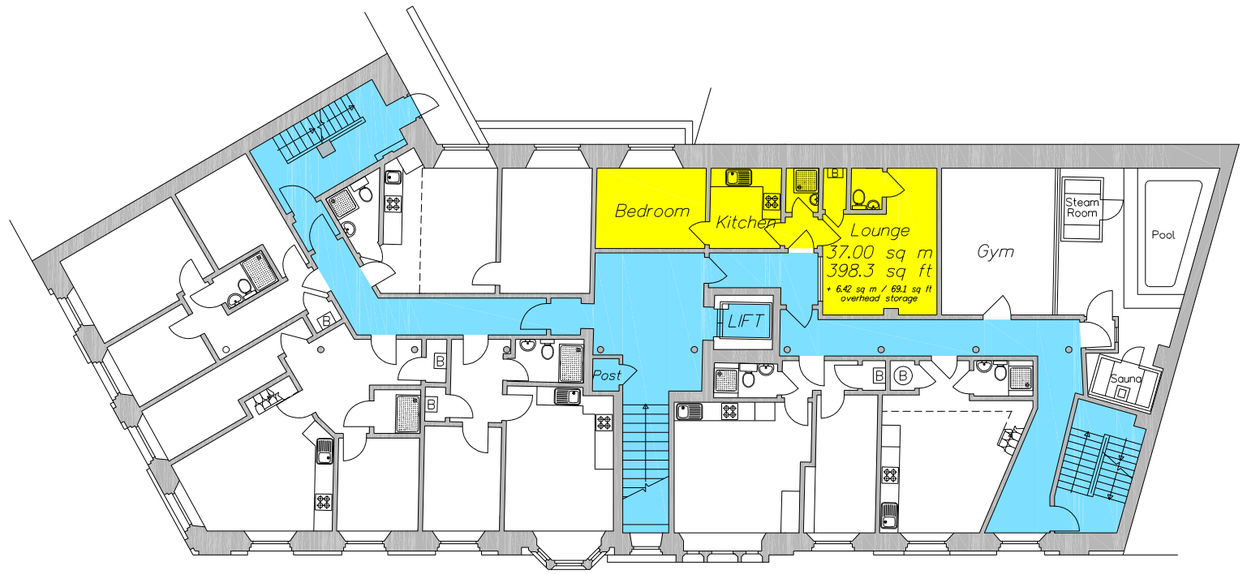
v7.3 - 16.08.2023 - Apartment numbered properly

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Ground Floor Mezzanine Level 1:200



Ground Floor 1:200

Property Address:

Proposed Car Parking At Rear Globe House 30-34 Southall Street Manchester M3 1LG

Scale 1:200

As supplied for A4 printing (Scale bar 50mm precisely)

0 2 4 6 8 10

metres

Version information:

v3.1- 20/09/2023 - Revision to provide disabled parking bay

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Rear Car Park 1:200