

Former Clever Clowns Nursery
Green Brow, Wythenshawe
Transport Statement
240208/SK22381/TS01(-01)

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- C Interim Travel Plan
- D TRICS Output
- E Census Data

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22381	TS	00	Draft	L Speers	LGS	21/11/2023
SK22381	TS	01	Updated Layout	L Speers	LGS	08/02/2024

1 Introduction

Background

- 1.1 This Transport Statement (TS) has been prepared by SK on behalf of Stockport Development Limited. It supports a full planning application submitted to Manchester City Council (MCC) which seeks permission for:
- “Demolition of the existing building and the erection of a three-storey block comprising 20 apartments, together with access, parking, landscaping, drainage and all other associated works.”
- 1.2 This report should be read in conjunction with the wider planning submission.
- 1.3 The development layout is attached as Appendix A.

Assessment Scope

- 1.4 This TS has been undertaken in line with the following policy guidance:
- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Manchester City Council (2007), The Guide to Development in Manchester SPD
 - Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - TRICS (2023), TRICS Good Practice Guidance 2024

2 Baseline Situation

Site Context

- 2.1 Figure 2.1 shows the location of the site.
- 2.2 The site is located to the north of Greenbrow Road within the suburb of Wythenshawe, located to the south of Manchester City Centre.
- 2.3 The site comprises the former Clever Clowns Day Nursery which ceased operating in December 2022. The existing building extends to two storeys in height with a pitched roof. It is constructed out of red brick with a grey tiled roof. To the rear of the site comprises an area of astroturf, previously used by the Nursery for outdoor play space. The building is sited towards the centre of the site, with two existing access points and associated car parking areas, located either side. Servicing activity (refuse collection and deliveries) historically occurred from kerbside on Greenbrow Road. The consented use of the site is the baseline against which the development proposals are required to be assessed.

Local Highway Network

- 2.4 Vehicle access to the site is currently provided from two locations on Greenbrow Road. Both accesses are crossover arrangements with tactile paving on the footway that lead to kerbed bellmouth priority junctions on the road, the crossovers being at grade and the kerbed bellmouths formed within the verge between the footway and the carriageway on Greenbrow Road. The access roads are 4.5m wide with 3m radii at the bellmouths. The footway at the access junctions is 2.7m wide and a 3m grassed verge with trees and lighting columns separates the footway from the carriageway.
- 2.5 In the vicinity of the site Greenbrow Road is 7m wide, is subject to a 20mph speed limit and is a bus route. As noted earlier, the footways in the vicinity of the site are at above 2m wide and are

separated from the road by grassed verges. Continuing east or west from the site, the footways continue at a good width and tactile paving and dropped kerbs are provided at side road junctions.

- 2.6 Greenbrow Road serves a local distributor function providing a looped route that connects to residential streets, routes to Wythenshawe Hospital and Junction 4 of the M56.

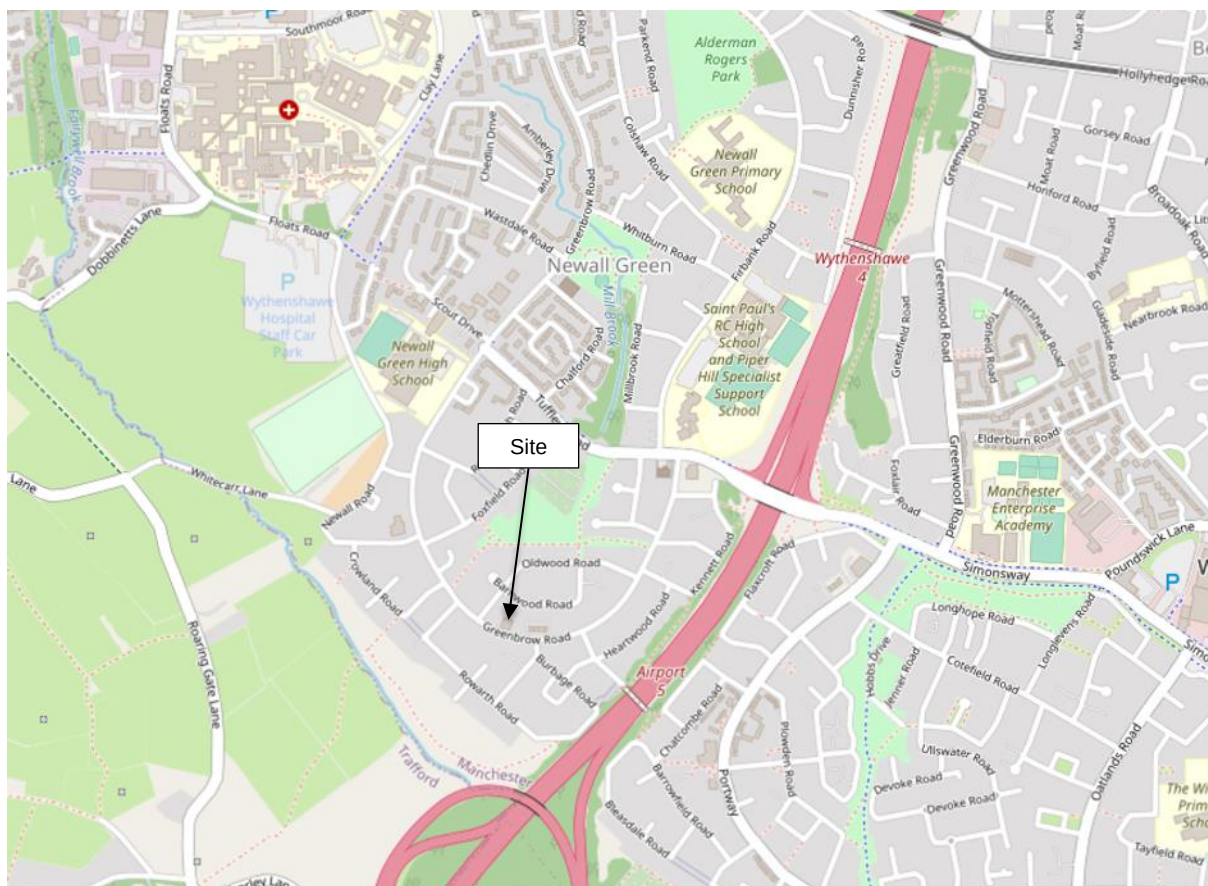


Figure 2.1: Site Location
[source: OpenStreetMap Contributors/ISO4 License]

Traffic Regulation Orders

- 2.7 There are no waiting controls or loading controls on Greenbrow Road in the vicinity of the site.

Road Safety Record

- 2.8 The Transport for Greater Manchester (TfGM) [accident database](#) has been used to establish the road collision patterns surrounding the site.¹ The database states that it holds personal injury collision data from 1st January 2012 to 31st December 2023. The database states that data is currently available for the five-year period to December 2023. The most recent five-year period available has been reviewed.
- 2.9 Figure 2.2 shows that there have been no accidents on the site frontage or at site access junctions during the five-year period assessed.
- 2.10 There has been a single collision 230m to the west of the site at the Greenbrow Road junction with Foxfield Road. The collision occurred in 2018 and was classified as slight. The collision did not involve a pedestrian or cyclist.

¹ <https://www.gmtu.gov.uk/gmaccidents/>

- 2.11 There has been a single collision 350m to the east of the site at the Greenbrow Road junction with Oldwood Road. The collision occurred in 2018 and was classified as slight. The collision did not involve a pedestrian or cyclist.
- 2.12 The frequency and location of collisions does not indicate a prevalent issue on the road fronting the site.

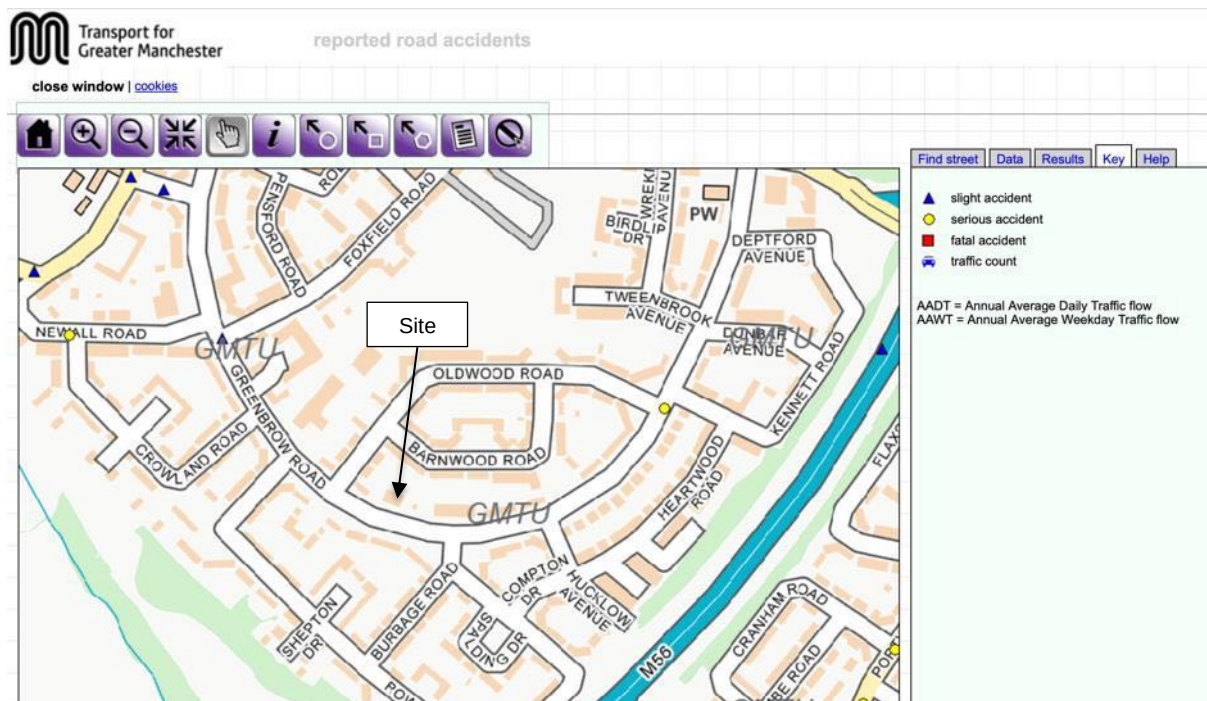


Figure 2.2: Extract from TfGM Accident Map
[source: Transport for Greater Manchester]

3 Proposed Development

- 3.1 The proposed layout is attached as Appendix A.
- 3.2 Full planning permission is sought for the demolition of the existing building and the erection of a three-storey block comprising 20 apartments, together with access, parking, landscaping, drainage, and all other associated works.
- 3.3 The development includes 17 one-bedroom apartments and three two-bedroom apartments. The development is fully affordable with all of the apartments being Rent to Buy properties.
- 3.4 Pedestrian access to the building is provided from a segregated location on Greenbrow Road. A 2m wide footway is also provided on the vehicle access route. The pedestrian access points link directly to the existing footway on Greenbrow Road.
- 3.5 Vehicle access is proposed to be in broadly the same position as the existing western access point. Tactile paving will be provided in line with the existing arrangement. The plan in Appendix B shows the proposed access arrangements which will be delivered by Section 278 Agreement. The plan shows that the access road is 4.4m wide, widening to 5m at the gate and that visibility of 2.4m x 25m is achievable at the vehicle access.² The eastern vehicle access will be removed by the proposal. The redundant vehicle access will be reinstated to kerb height.
- 3.6 A cycle store is provided in the building with parking space for 20 bikes. Cycle parking is also provided externally for use by visitors (10 spaces).
- 3.7 Car parking is provided at the rear of the building with space for 13 cars, including two disabled spaces. The aisle width behind all of the parking spaces is 6m and the standard parking spaces are all 4.8m x 2.4m.

² Department for Transport (2007), Manual for Streets

- 3.8 MCC's parking standards are set out in the Core Strategy.³ MCC does not maintain any parking standards for residential land uses and so an assessment has been undertaken of the appropriateness of 13 parking spaces to serve the development in Section 5.
- 3.9 The parking spaces will be unallocated and based on this a minimum of 20% electric vehicle (EV) charging points will be provided. The development proposes three EV spaces.
- 3.10 In line with the baseline arrangements for the site and surrounding residential properties, servicing activity (deliveries and refuse collection) will be concentrated on kerbside. The refuse store is located within the building. Bins will be moved on collection day to a dedicated location just inside the gate.
- 3.11 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 C. The Interim Travel Plan sets out the measures that will be adopted at the site, including management and monitoring mechanisms.
- 3.12 A Construction Management Plan (CMP) has been prepared to support the application submission and will be finalised once a contractor has been appointed.

4 Accessibility Assessment

Active Travel Routes

- 4.1 A segregated pedestrian access to the site is provided directly from the footway on Greenbrow Road. A footway is also provided at the vehicle access junction. The vehicle access junction has tactile paving.
- 4.2 In the vicinity of the site Greenbrow Road footways are over 2m wide on both sides of the road. Greenbrow Road has a 20mph speed limit, making it a suitable environment for pedestrians and cyclists. Continuing east or west from the site, the footways continue at a good width and tactile paving and dropped kerbs are provided at side road junctions. Where Greenbrow Road meets busier roads, such as Tuffley Road crossings (zebra) are in place.
- 4.3 [TfGM's Bee Network website](#) shows that Greenbrow Road, Foxfield Road, Burbage Road and Newall Road are all Beeway routes.⁴ Figure 4.1 shows an extract from [TfGM's cycle map](#).⁵ This shows the local streets surrounding the site are all 20mph routes that provide a suitable environment for active travel trips. From these streets access can be gained to traffic free routes on Tuffley Road that provide connections to the wider network, including Regional Cycle Network Route 85.
- 4.4 The road safety data in Section 2 shows that there have been no accidents involving pedestrians in the study area.
- 4.5 The assessment shows that the active travel infrastructure serving the site is suitable for walking and cycling trips.

³ Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan

⁴ <https://beeactive.tfgm.com/>

⁵ <https://tfgm.pindarcreative.co.uk>

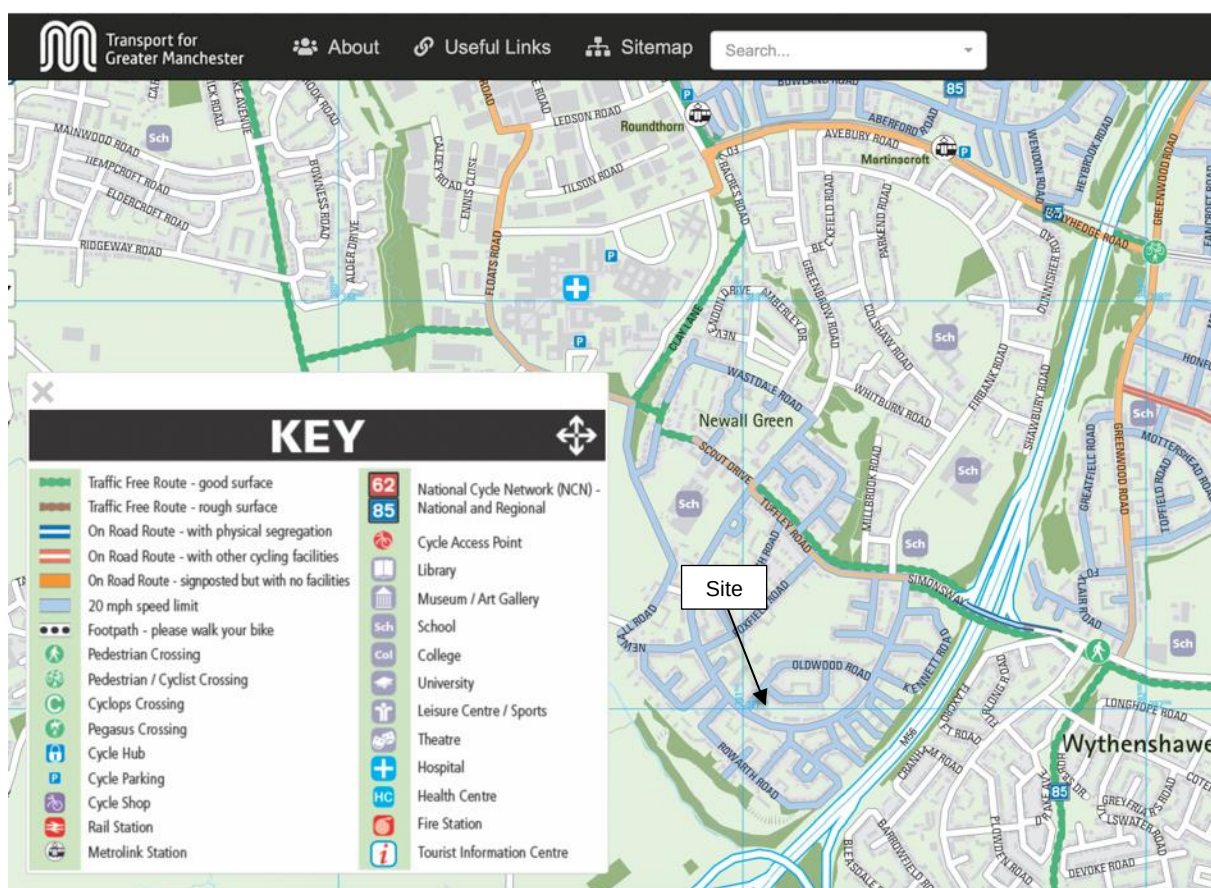


Figure 4.1: Extract of the TfGM Cycle Route Map
[source: Transport for Greater Manchester]

Public Transport Routes

- 4.6 Figure 4.2 shows an extract of [TfGM's](https://tfgm.com/maps) public transport map.⁶
- 4.7 Greenbrow Road is a bus route corridor. The nearest bus stops to the site are located outside the site (35m away for westbound services and 180m away for eastbound services).

⁶ <https://tfgm.com/maps>

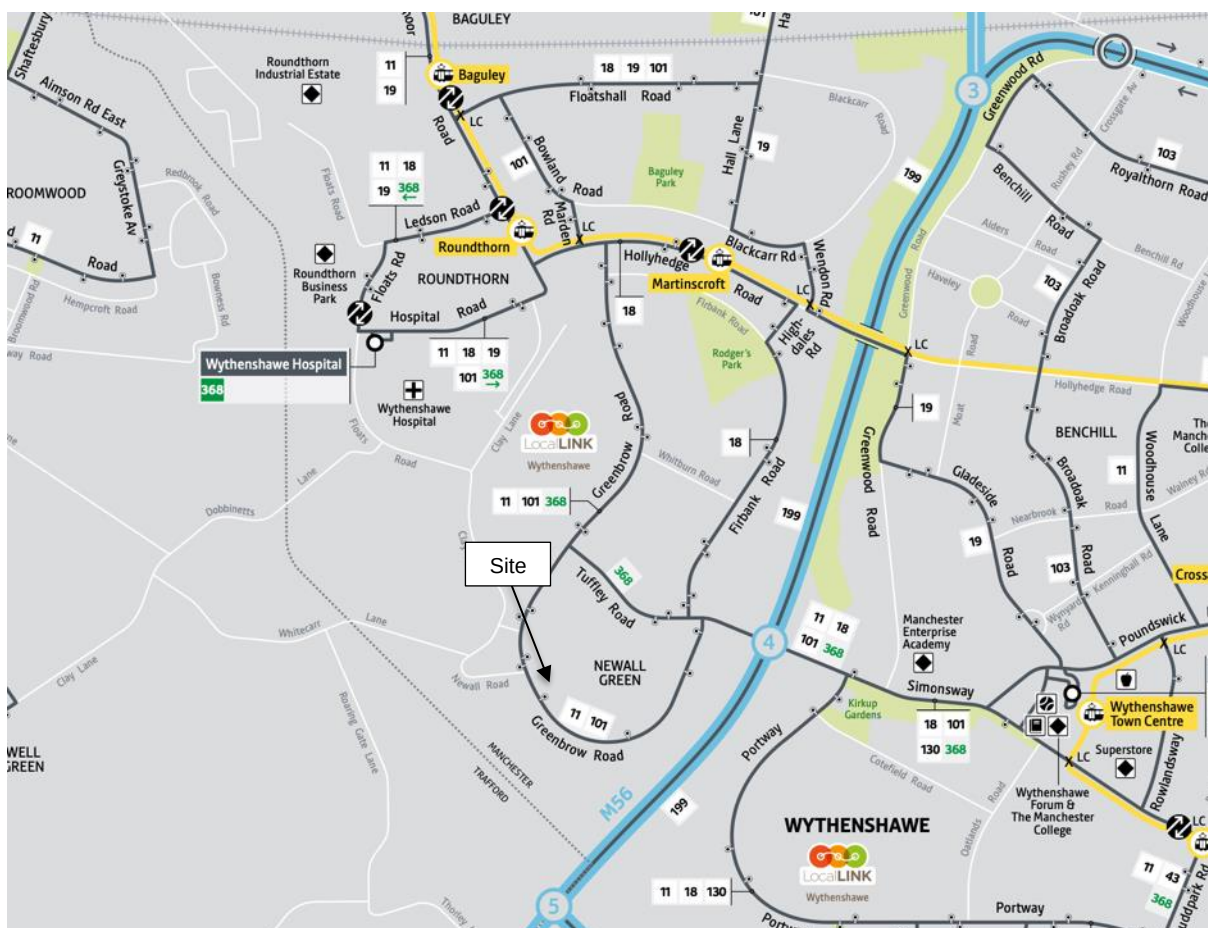


Figure 4.2: Extract of the TfGM Public Transport Route Map
[source: Transport for Greater Manchester]

4.8 Table 4.1 summarises buses serving these stops based on information from the [TfGM website](https://tfgm.com/public-transport/bus) accurate at the time of writing this report.⁷

No.	Route	Weekday (buses per hour/each way)			Weekend (buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
11	Altrincham – Newall Green – Wythenshawe – Cheadle – Stockport	3	3	2	3	2
101	Wythenshawe – Newall Green – Northenden – Moss Side – Manchester	4	5	2	4	3

Table 4.1: Bus Routes
[source: Transport for Greater Manchester]

4.9 Table 4.1 shows that the site is served by eight buses per hour/each way during the day. Bus services also provide coverage in the evening and at the weekend.

4.10 The bus services can be used to access the nearest tram stop at Roundthorn (1.6km away/20-minute walk). Tram services can also be accessed by bike in a seven-minute journey time. The tram stop is served by trams on the Manchester Airport to Victoria Station Line. Services operate with a typical 12-minute frequency during the day (each way).

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

- 4.11 The assessment shows that the site is accessible by public transport.

Access to Amenities

- 4.12 The Chartered Institution of Transportation and Highways (CIHT) provides advice on maximum walking distances for education and commuting trips.⁸ CIHT sets the following maximum walking distances:
- 800m/10-minutes: retail/town centres destinations
 - 2km/25-minutes: commuting/education destinations
- 4.13 TfGM states that over 250 million trips per year are for distances less than 1km, which are distances that could be easily walked by most people.⁹ To help overcome this, TfGM supports 15-minute city principles, whereby people can access local amenities in a short walk or cycle of their home.
- 4.14 Figure 4.3 shows a 10-minute, 15-minute and 25-minute walk catchment from the site. The site is located a very short walk from a local parade of shops that include convenience retail, takeaways, and hairdressers. Also, within a 10-minute walk is Newall Green Nature Area, Newall Green Baptist Church, St Peter's Catholic Primary School, Dixons Newall Green Academy, Tree of Life Community Centre, Pain Pots Day Nursery, Well Pharmacy and Maples Medical Centre. Within a 15-minute walk access can be gained to Wythenshawe Hospital, Newall Green Primary School, Portway shops and local centre, Woodhouse Park allotments, and the Manchester Enterprise Academy. Within a 25-minute walk access can be gained to Manchester Airport, the centre of Wythenshawe and Southmoor Industrial Estate.
- 4.15 The Department for Transport (DfT) states that cycle trips of 8km have the potential to replace car trips.¹⁰ An 8km catchment from the site covers an area that includes all of Wythenshawe, Altrincham, Manchester Airport, Handforth, Cheadle, Ashton upon Mersey, West Didsbury, and Sale.
- 4.16 The assessment shows that the site relates well to amenities that can be accessed by active travel modes.

⁸ Chartered Institution of Highways & Transportation (2000), Providing for Journeys on Foot

⁹ <https://beeactive.tfgm.com/where-you-live/>

¹⁰ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

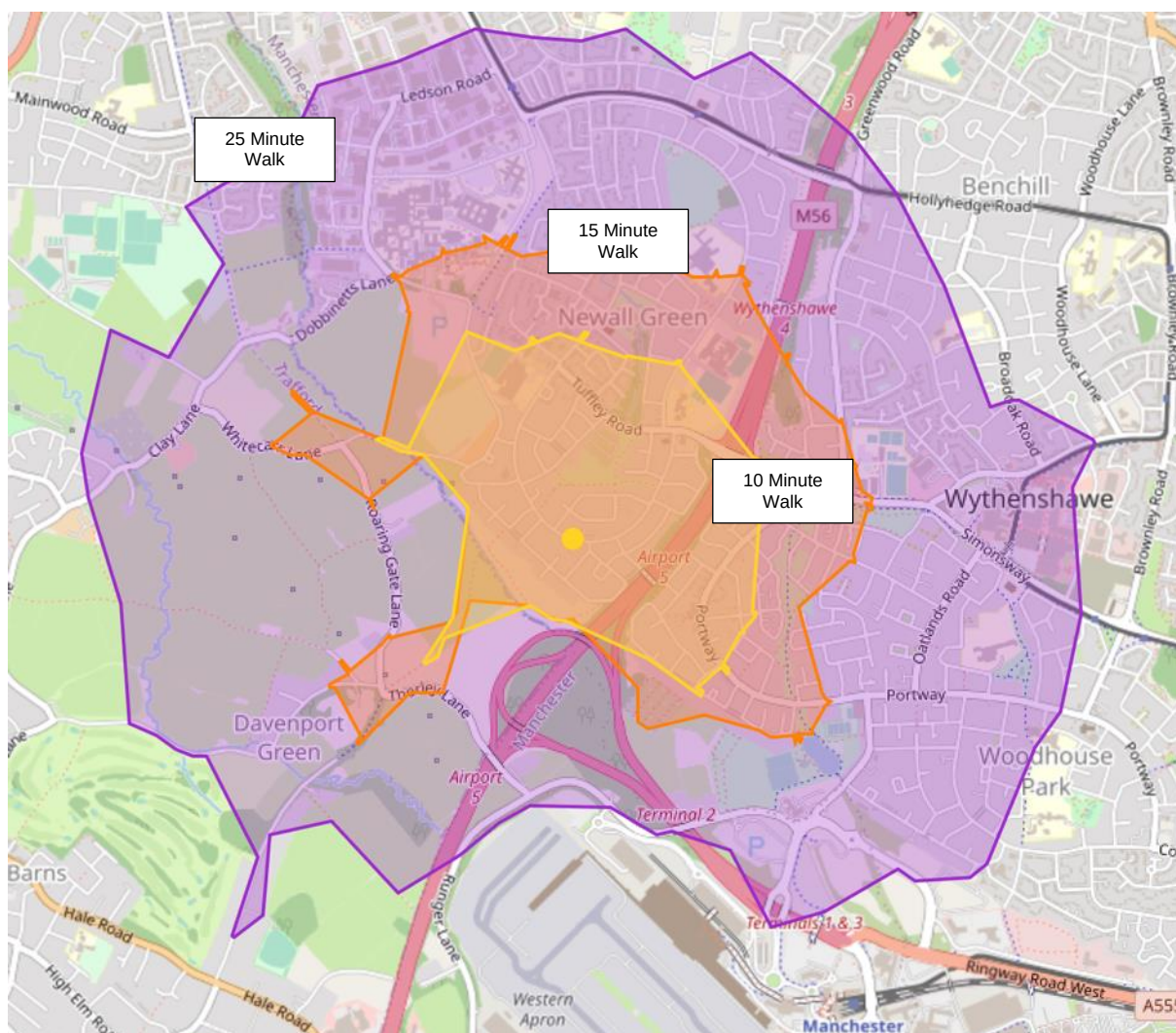


Figure 4.3: Walk Isochrones
[source: ISO4 License]

Greater Manchester Accessibility Level

- 4.17 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 TfGM.¹¹ This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility usually found in the city centre
- 4.18 The assessment shows that the site has a GMAL of index of 5 which is a good level of accessibility in a suburban area.

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.
- 5.2 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal.¹² At section 4 of the guidance (replicated below) it specifically states that

¹¹ <https://mappinggm.org.uk>

¹² TRICS (2022) TRICS Good Practice Guidance 2023

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 Based on the above, the following parameters have been set in the interrogation:

- Use Class: 03 / Residential / C / Flats Privately Owned
- Survey Type: Multimodal Surveys
- Regions: All
- Location: Edge of Town, Neighbourhood Centre, and Suburban Area
- Size: 6 to 50

5.6 As noted earlier, the development will be entirely affordable dwelling provision. However, to allow a robust assessment privately owned flats have been used in the assessment.

5.7 Surveys undertaken during the Covid Pandemic have been manually removed.

5.8 The sample includes two sites in Greater London with PTAL scores of 1a and 2. These PTAL scores represent a lower level of accessibility than found at the site, which has a GMAL score of 5.

5.9 The TRICS output is attached as Appendix D.

Development Trip Generation

5.10 Tables 5.1 and 5.2 provide the peak hour trip rates and development trip generation.

	Person Trip Rates (per dwelling)			Vehicle Trip Rates (per dwelling)			OGV Trip Rates (per dwelling)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.106	0.497	0.603	0.043	0.13	0.173	0	0	0
PM Peak Hour	0.609	0.248	0.857	0.205	0.112	0.317	0	0	0
Daily	4.1	3.407	7.507	1.434	1.333	2.767	0.006	0.006	0.012

Table 5.1: Development Trip Rates

	Person Trips			Vehicle Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	2	10	12	1	3	3	0	0	0
PM Peak Hour	12	5	17	4	2	6	0	0	0
Daily	82	68	150	29	27	55	1	1	2

Table 5.2: Development Trip Generation

- 5.11 The daily vehicle mode share resulting from the TRICS analysis is 37%, which is higher than the car driver mode share (25%) associated with the Census car ownership data for rented flats in the area set out below.

Traffic Impact

- 5.12 When considering the traffic impact of a development it is usual practice to examine this in the context of the baseline use of a site, in this case that would be a nursery. No consideration is given of this in the TS to allow a robust assessment of effects.
- 5.13 Table 5.2 shows that the development will not be associated with a significant level of traffic in the AM and PM peak hours. The level of trips associated with the development will not have an impact on transport or highway network operation.

Parking Assessment

- 5.14 MCC's parking standards are set out in the Core Strategy.¹³ MCC does not maintain any parking standards for residential land uses. Given this an examination of the parking demands associated with the development have been undertaken using Census car ownership data for the local area. The Census data is attached as Appendix E.
- 5.15 The site sits in output area Manchester 051A. Table 5.3 shows that the average car ownership in the area (all accommodation types) is 86%. Households living in flats are less likely to own a car and this is reflected in the car ownership level for flats (all tenure types) which is 58%. It is also found that households in rented accommodation own fewer cars, which is reflected in the local data with a car ownership level (all accommodation types) of 64%.
- 5.16 The Census data does not provide information on the level of car ownership for households in rented flats, instead it provides the aggregated data for all accommodation types. To allow an understanding of the car ownership for the development which is both flats and rented accommodation this has been derived from the available data as shown in Table 5.3.

	Manchester 051A
All Accommodation/All Tenure	86%
Flats Only/All Tenure	58%
All Accommodation/Rented Tenure	64%
Flats Only/Rented Tenure (Calculated)	43%
Proposed Development	65%

Table 5.3: Car Ownership Level

¹³ MCC (2012), Manchester's Local Development Framework: Core Strategy Development Plan

- 5.17 Table 5.3 shows that the car ownership level for rented apartments in the area is 43%, equating to a requirement for nine spaces at the development. 13 spaces (65%) are proposed, therefore sufficient parking is provided to meet the operational needs of the development.

6 Conclusions

- 6.1 This Transport Statement (TS) has been prepared by SK on behalf of Stockport Development Limited. It supports a full planning application submitted to MCC) which seeks permission for demolition of the existing building and the erection of a three-storey block comprising 20 apartments, together with access, parking, landscaping, drainage, and all other associated works.
- 6.2 Vehicle access to the development is located broadly in the same location as the existing western access junction. The vehicle access meets required design standards and tactile paving/dropped kerbs will be provided. The developer will also fund the reinstatement of the redundant access point. The works will be delivered by Section 278 Agreement.
- 6.3 Pedestrian access is provided from a segregated position and via the vehicle access route. Parking is provided for 13 cars at the rear of the site, including two disabled parking spaces and three EV spaces. 20 cycle parking spaces are provided in the store in the building and 10 spaces are provided externally for visitors. Space is made for storing bins on collection day. The development will be underpinned by a Travel Plan. Service activity will be concentrated on kerbside in line with the baseline operation of the site and surrounding residential properties.
- 6.4 The TS has been prepared in line with standard appraisal methods and has been undertaken in line with local and national assessment and policy guidance.
- 6.5 The assessment considers the baseline transport context and shows that the site is well served by existing transport infrastructure and that there is no road safety issues in the area. It is also shown that the site is accessible by both active and sustainable modes of transport and is located in a position whereby residents can access local amenities within a short walk of their home.
- 6.6 Paragraph 114 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up.¹⁴ The proposal accords with this requirement.
- 6.7 The impact assessment shows that the proposal will be associated with an insignificant level of traffic and that the parking level proposed is higher than the local car ownership levels for comparable dwelling types in the local area.
- 6.8 Paragraph 115 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 severe.¹⁵ The assessment concludes that the proposal will not have negative effects on highway operation or road safety.

¹⁴ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

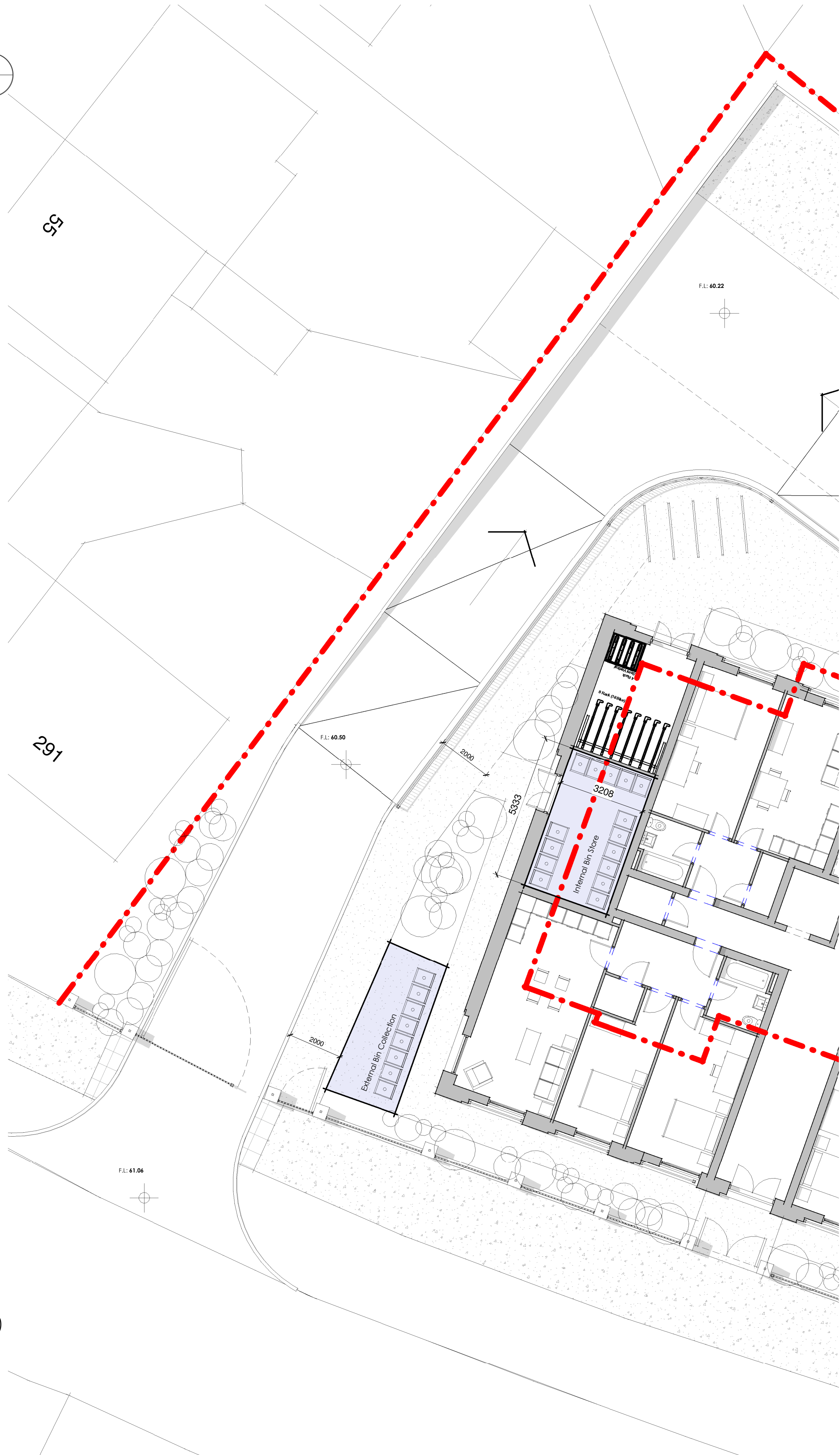
¹⁵ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

Appendix A



Proposed - Site Plan
Scale: 1 : 200

- Legend:**
- 'A' Disabled Parking Bay (2 No.)
 - 'B' EV Charging Point
 - 'C' Parking Area
 - 'D' External Bike Store
 - 'E' Bin Collection/Drop Off
 - 'F' Pedestrian Access
 - 'G' Low Level Wall/Brick



Proposed - Refuse Plan
Scale: 1 : 100

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- THE DRAWINGS ARE TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS/NOTIFICATION. ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF THE ARCHITECT.
- ALL DIMENSIONS ARE TO BE CHECKED PRIOR TO COMMENCEMENT.
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Rev:	Description:	Date:
X	First Issue	18.11.22
A	Massing	18.11.22
B	Sketch Scheme	23.11.22
C	Add. Info	11.01.23
D	West Planting	15.01.23
E	Planning Comm.	07.05.23
F	Planning Info.	04.07.23
G	Client Amend	12.07.23
H	Planning Amend.	21.07.23
I	Planning Amend.	19.08.23
J	Consu. Comm	20.11.23
K	Planning Sub.	11.12.23
L	Planning Amend.	30.01.24
M	Planning Amend	05.02.24
N	Planning/High	06.02.24

Planning

Scheme Title:
Cleveil Clowns Nursery

Drawing Reference:
Proposed Site Plan

Scale @ A1: As indicated
Drawn by: RAL
Checked by: MOH

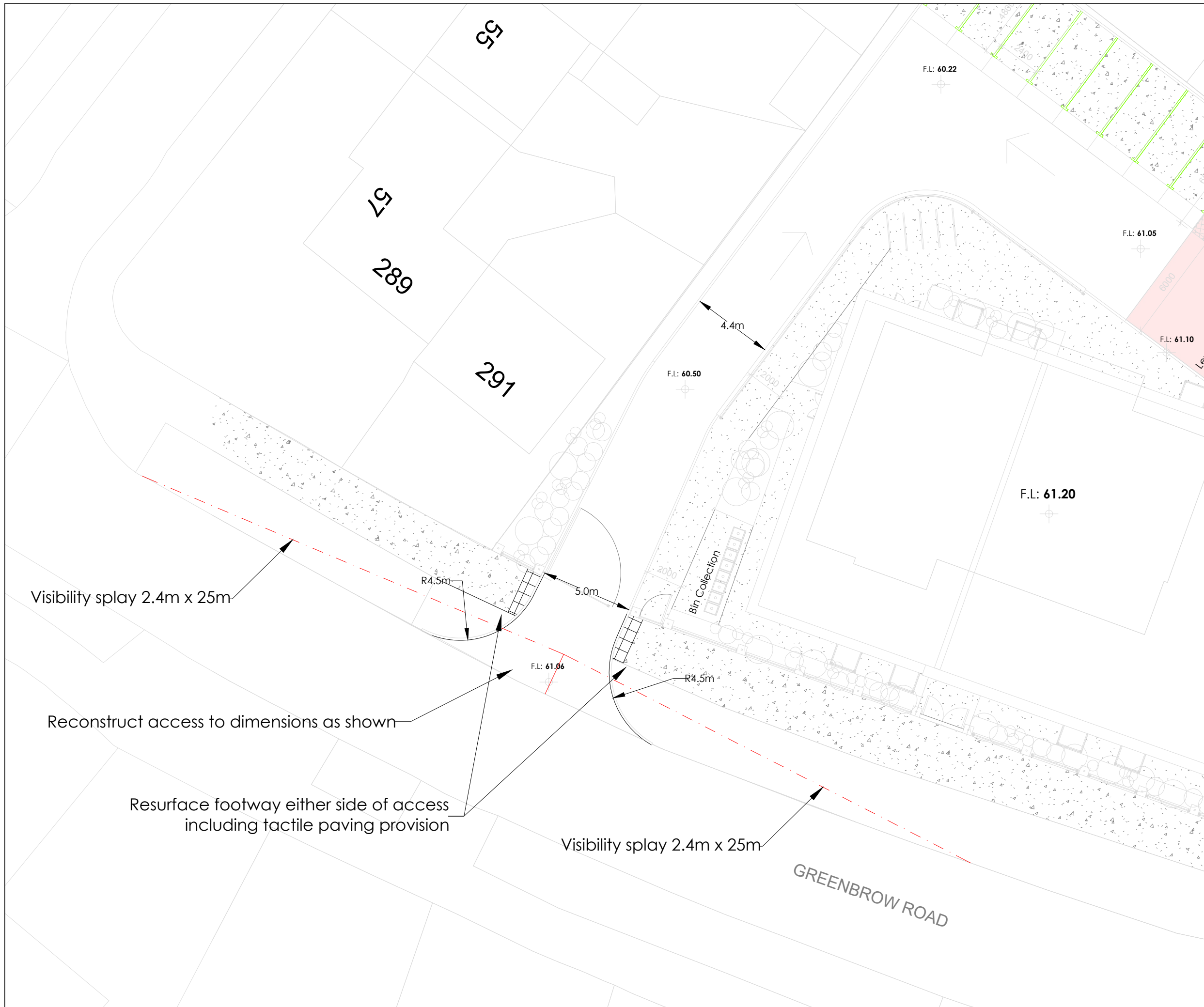
Project Number:	Drawing Number:	Revision:
6380	PL01	N

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Appendix B



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
	Check		

Drawing Number
SK22381-002

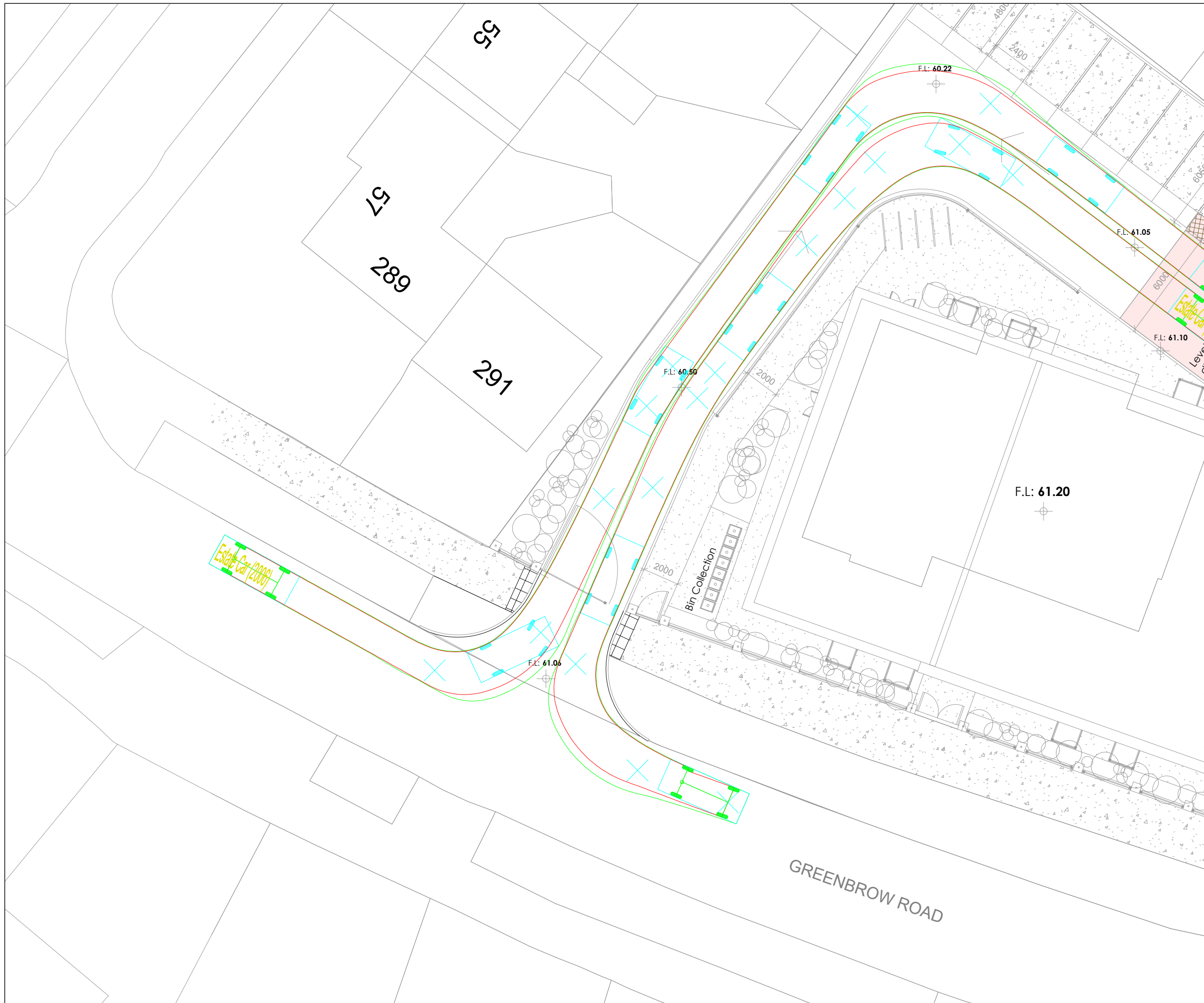
Former Clever Clowns Nursery
Drawing Title
Proposed Site Access General Arrangement

Scale at A3
1:200

Drawn	Approved
JAT	LGS

Check	Date
LGS	06.02.24

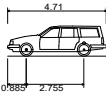
SK	SK Transport Planning Ltd Albion Wharf Manchester M1 5LN www.sktransport.co.uk 0161 234 6509
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NOTES

Vehicle Profile



Estate Car (2006)	4.710m
Overall Length	1.804m
Overall Width	1.442m
Overall Body Height	0.207m
Min Body Ground Clearance	1.756m
Max Track Width	4.00 sec
Lock to Lock Time	5.950m

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22381-003

Former Clever Clowns Nursery

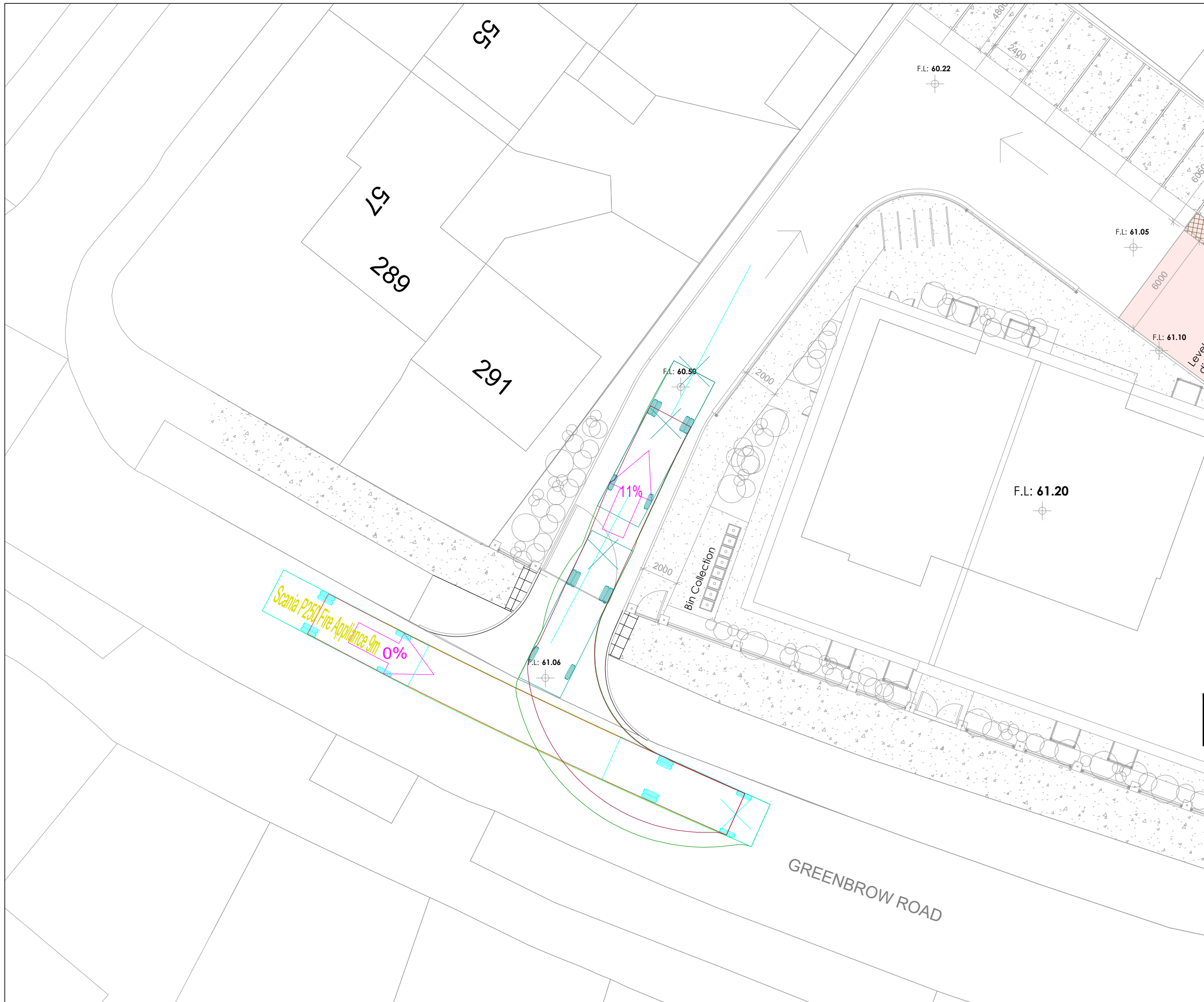
Drawing Title

Swept Path Analysis
Large Estate Car

Scale at A3
1:200

Drawn	Approved
JAT	LGS

Check	Date
LGS	06.02.24



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NOTES

Vehicle Profile

Scania P250 Fire Appliance 9m	9.000m
Overall Length	2.540m
Overall Width	3.531m
Overall Body Height	0.416m
Min Body Ground Clearance	2.490m
Track Width	3.00 sec
Lock to Lock Time	8.550m
Kerb to Kerb Turning Radius	

Revision Details	By	Date	Suffix
	Check		

Drawing Number

SK22381-004

Former Clever Clowns Nursery

Drawing Title

Swept Path Analysis
Fire Service Vehicle

Scale at A3

1:200

Drawn	Approved
JAT	LGS
Check	Date
LGS	06.02.24

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Appendix C

Former Clever Clowns Nursery
Green Brow, Wythenshawe
Interim Travel Plan
240208/SK22381/ITP01(-01)

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6 Measures Toolkit	10
7 Monitoring & Review Mechanisms	12
8 Action Plan & Funding	14

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SK22381	ITP01	00	Draft	L Speers	LGS	21/11/2023
SK22381	ITP01	01	Updated Layout	L Speers	LGS	08/02/2024

1 Introduction

Background

- 1.1 This Interim Travel Plan has been prepared by SK on behalf of Stockport Development Limited. It supports a full planning application submitted to Manchester City Council (MCC) which seeks permission for:

“Demolition of the existing building and the erection of a three-storey block comprising 20 apartments, together with access, parking, landscaping, drainage and all other associated works.”

- 1.2 This report should be read in conjunction with the wider planning submission.
- 1.3 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

- 1.4 The proposed layout is attached as Appendix A of the TS.
- 1.5 Full planning permission is sought for the demolition of the existing building and the erection of a three-storey block comprising 20 apartments, together with access, parking, landscaping, drainage, and all other associated works.
- 1.6 The development includes 17 one-bedroom apartments and three two-bedroom apartments. The development is fully affordable with all of the apartments being Rent to Buy properties.
- 1.7 Pedestrian access to the building is provided from a segregated location on Greenbrow Road. A 2m wide footway is also provided on the vehicle access route. The pedestrian access points link directly to the existing footway on Greenbrow Road.
- 1.8 Vehicle access is proposed to be in broadly the same position as the existing western access point. Tactile paving will be provided in line with the existing arrangement. The plan in Appendix B of the TS shows the proposed access arrangements which will be delivered by Section 278 Agreement. The plan shows that the access road is 4.4m wide, widening to 5m at the gate and that visibility of 2.4m x 25m is achievable at the vehicle access.¹ The eastern vehicle access will be removed by the proposal. The redundant vehicle access will be reinstated to kerb height.
- 1.9 A cycle store is provided in the building with parking space for 20 bikes. Cycle parking is also provided externally for use by visitors (10 spaces).
- 1.10 Car parking is provided at the rear of the building with space for 13 cars, including two disabled spaces. The aisle width behind all of the parking spaces is 6m and the standard parking spaces are all 4.8m x 2.4m.
- 1.11 MCC's parking standards are set out in the Core Strategy.² MCC does not maintain any parking standards for residential land uses and so an assessment has been undertaken of the appropriateness of 13 parking spaces to serve the development in Section 5 of the TS.
- 1.12 The parking spaces will be unallocated and based on this a minimum of 20% electric vehicle (EV) charging points will be provided. The development proposes three EV spaces.
- 1.13 In line with the baseline arrangements for the site and surrounding residential properties, servicing activity (deliveries and refuse collection) will be concentrated on kerbside. The refuse store is located within the building. Bins will be moved on collection day to a dedicated location just inside the gate.

¹ Department for Transport (2007), Manual for Streets

² Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan

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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 (2023), National Planning Policy Framework
- Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
- Department for Transport (2007), Making Residential Travel Plans Work
- Department for Transport (2009), Delivering Travel Plans through the Planning Process
- Manchester City Council (2007), The Guide to Development in Manchester SPD
- Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
- Transport for Greater Manchester (2013), Transport for Sustainable Communities

2.2 Annex 2 of NPPF describes a Travel Plan as:

"A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed."³

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 interim 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."⁴

2.8 The DfT pyramid is shown in Figure 2.1.

³ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

⁴ Department for Transport (2009), Delivering Travel Plans through the Planning Process

- 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, 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.
- 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.

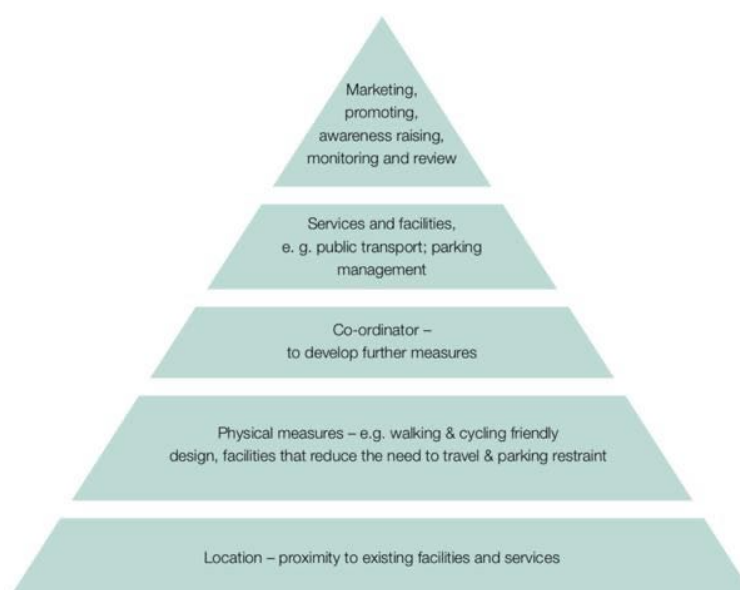


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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 resident trips by active / sustainable modes of travel.

Objective 2: To reduce the number of single occupancy resident car trips.

3 Site Location

Site Context

- 3.1 Figure 3.1 shows the location of the site.
- 3.2 The site is located to the north of Greenbrow Road within the suburb of Wythenshawe, located to the south of Manchester City Centre.
- 3.3 The site comprises the former Clever Clowns Day Nursery which ceased operating in December 2022.
- 3.4 The site comprises the former Clever Clowns Day Nursery which ceased operating in December 2022. The existing building extends to two storeys in height with a pitched roof. It is constructed out of red brick with a grey tiled roof. To the rear of the site comprises an area of astroturf, previously used by the Nursery for outdoor play space. The building is sited towards the centre of the site, with two existing access points and associated car parking areas, located either side. Servicing activity (refuse collection and deliveries) historically occurred from kerbside on Greenbrow Road. The consented use of the site is the baseline against which the development proposals are required to be assessed.

Local Highway Network

- 3.5 Vehicle access to the site is currently provided from two locations on Greenbrow Road. Both accesses are crossover arrangements with tactile paving on the footway that lead to kerbed bellmouth priority junctions on the road, the crossovers being at grade and the kerbed bellmouths formed within the verge between the footway and the carriageway on Greenbrow Road. The access roads are 4.5m wide with 3m radii at the bellmouths. The footway at the access junctions is 2.7m wide and a 3m grassed verge with trees and lighting columns separates the footway from the carriageway.
- 3.6 In the vicinity of the site Greenbrow Road is 7m wide, is subject to a 20mph speed limit and is a bus route. As noted earlier, the footways in the vicinity of the site are at above 2m wide and are separated from the road by grassed verges. Continuing east or west from the site, the footways continue at a good width and tactile paving and dropped kerbs are provided at side road junctions.
- 3.7 Greenbrow Road serves a local distributor function providing a looped route that connects to residential streets, routes to Wythenshawe Hospital and Junction 4 of the M56.
- 3.8 There are no waiting controls or loading controls on Greenbrow Road in the vicinity of the site.

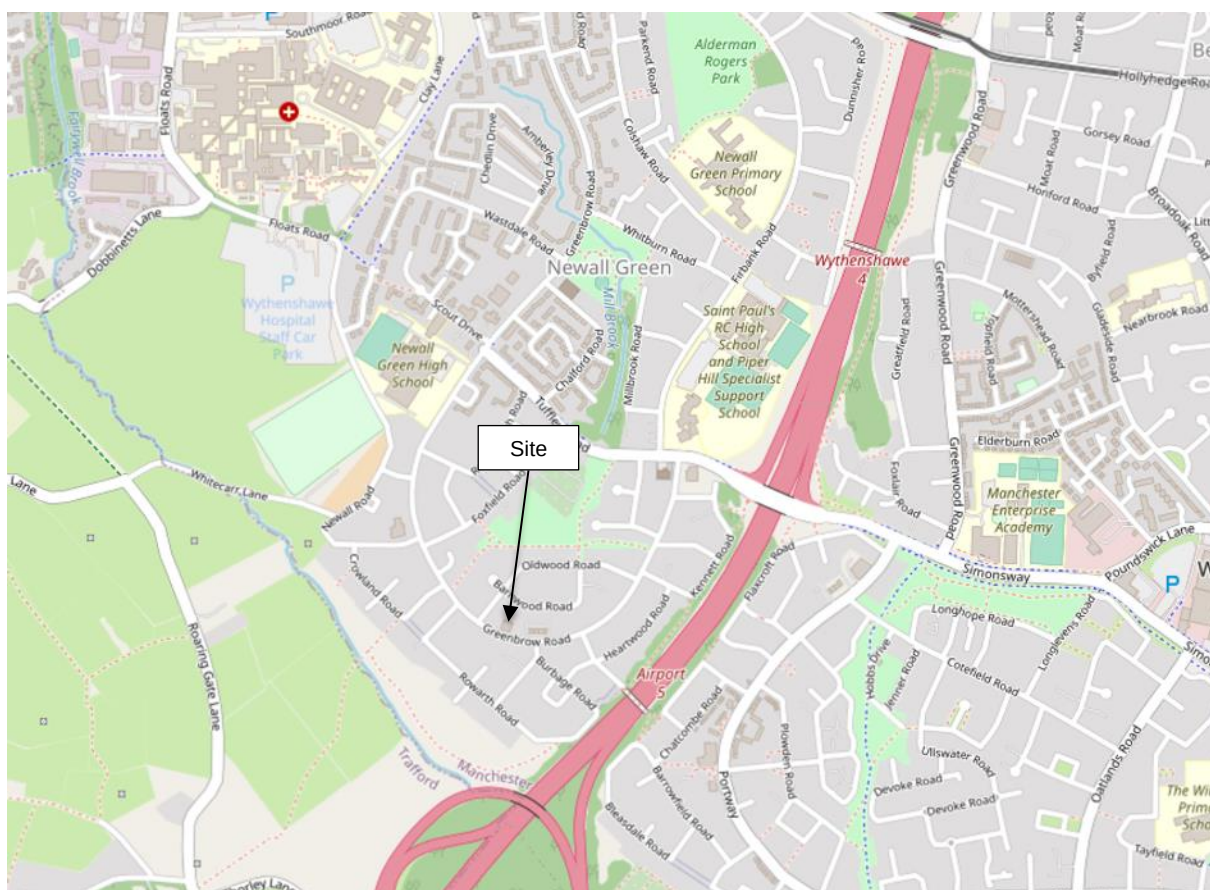


Figure 3.1: Site Location
[source: OpenStreetMap Contributors/ISO4 License]

4 Accessibility Audit

Active Travel Routes

- 4.1 In the vicinity of the site Greenbrow Road footways are over 2m wide on both sides of the road. Greenbrow Road has a 20mph speed limit, making it a suitable environment for pedestrians and cyclists. Continuing east or west from the site, the footways continue at a good width and tactile paving and dropped kerbs are provided at side road junctions. Where Greenbrow Road meets busier roads, such as Tuffley Road crossings (zebra) are in place.
- 4.2 [TfGM's Bee Network website](#) shows that Greenbrow Road, Foxfield Road, Burbage Road and Newall Road are all Beeway routes.⁵ These provide connections to the formal cycle routes to the north of the site shown on Figure 4.1. Figure 4.1 shows an extract of [Transport for Greater Manchester's cycle map](#).⁶ This shows the local streets surrounding the site are all 20mph routes that provide a suitable environment for active travel trips. From these streets access can be gained to traffic free routes on Tuffley Road that provide connections to the wider network, including Regional Cycle Network Route 85.
- 4.3 The road safety data in Section 2 shows that there have been no accidents involving pedestrians in the study area.
- 4.4 The assessment shows that the active travel infrastructure serving the site is suitable for walking and cycling trips.

⁵ <https://beeactive.tfgm.com/>

⁶ <https://tfgm.pindarcreative.co.uk>

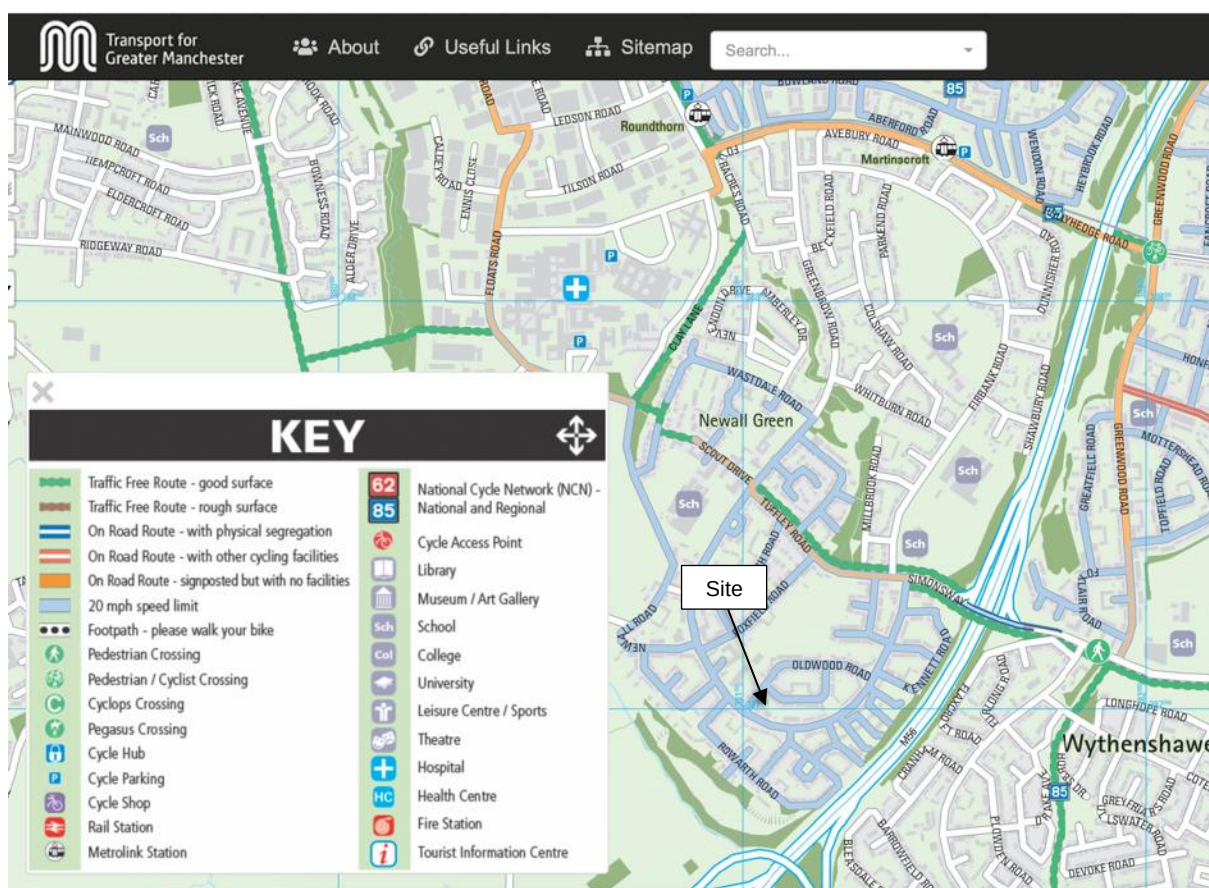


Figure 4.1: Extract of the TfGM Cycle Route Map
[source: Transport for Greater Manchester]

Public Transport Routes

- 4.5 Figure 4.2 shows an extract of [TfGM's](https://tfgm.com/maps) public transport map.⁷
- 4.6 Greenbrow Road is a bus route corridor, and the nearest bus stops to the site are located outside the site (35m away for westbound services and 180m away for eastbound services).

⁷ <https://tfgm.com/maps>

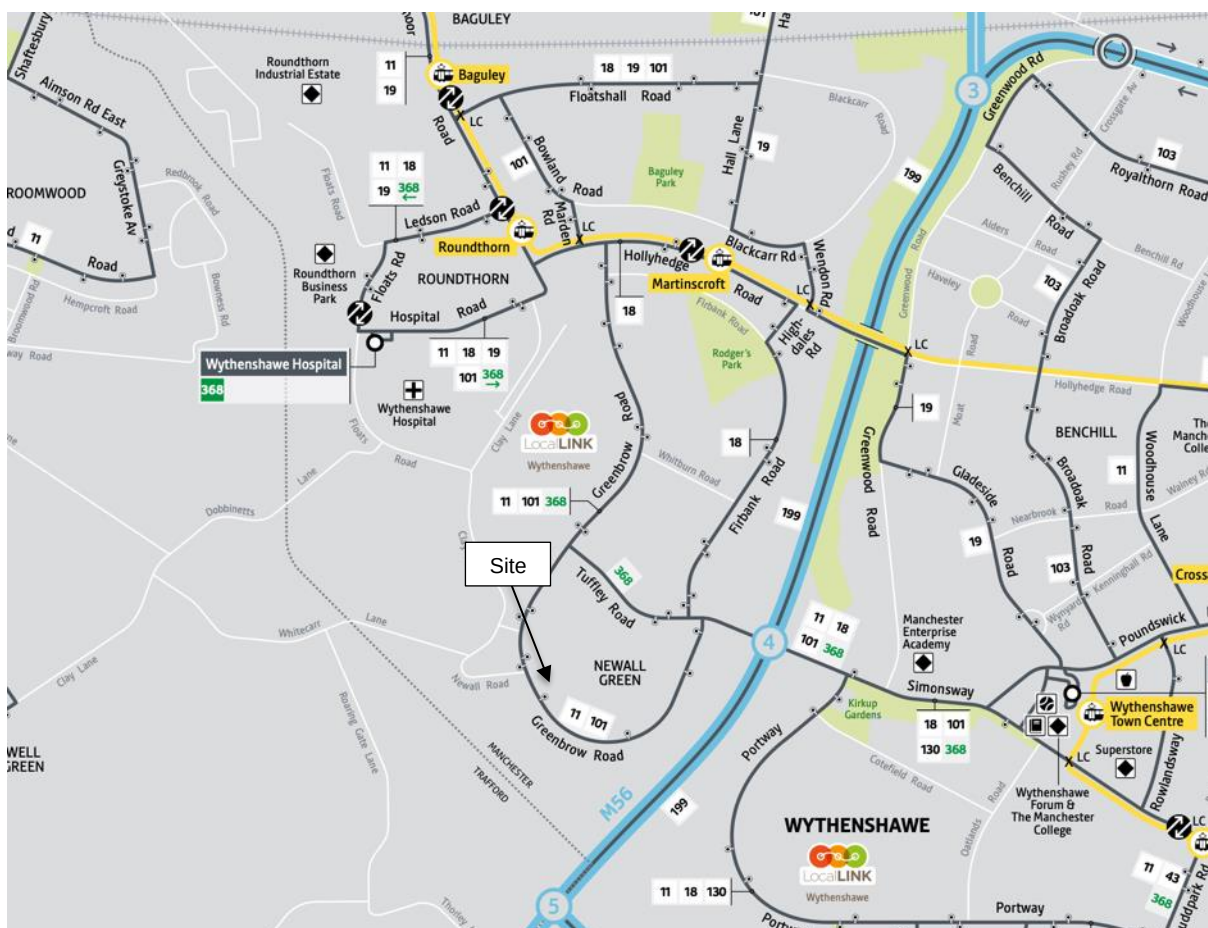


Figure 4.2: Extract of the TfGM Public Transport Route Map
[source: Transport for Greater Manchester]

4.7 Table 4.1 summarises buses serving these stops based on information from the [TfGM website](https://tfgm.com/public-transport/bus) accurate at the time of writing this report.⁸

No.	Route	Weekday (buses per hour/each way)			Weekend (buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
11	Altrincham – Newall Green – Wythenshawe – Cheadle – Stockport	3	3	2	3	2
101	Wythenshawe – Newall Green – Northenden – Moss Side – Manchester	4	5	2	4	3

Table 4.1: Bus Routes
[source: TfGM]

4.8 Table 4.1 shows that the site is served by eight buses per hour/each way during the day. Bus services also provide coverage in the evening and at the weekend.

4.9 The bus services can be used to access the nearest tram stop at Roundthorn (1.6km away/20-minute walk). Tram services can also be accessed by bike in a seven-minute journey time. The tram stop is served by trams on the Manchester Airport to Victoria Station Line. Services operate with a typical 12-minute frequency during the day (each way).

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

- 4.10 The assessment shows that the site is accessible by public transport.

Access to Amenities

- 4.11 The Chartered Institution of Transportation and Highways (CIHT) provides advice on maximum walking distances for education and commuting trips.⁹ CIHT sets the following maximum walking distances:
- 800m/10-minutes: retail/town centres destinations
 - 2km/25-minutes: commuting/education destinations
- 4.12 TfGM states that over 250 million trips per year are for distances less than 1km, which are distances that could be easily walked by most people.¹⁰ To help overcome this, TfGM supports 15-minute city principles, whereby people can access local amenities in a short walk or cycle of their home.
- 4.13 Figure 4.3 shows a 10-minute, 15-minute and 25-minute walk catchment from the site. The site is located a very short walk from a local parade of shops that include convenience retail, takeaways, and hairdressers. Also, within a 10-minute walk is Newall Green Nature Area, Newall Green Baptist Church, St Peter's Catholic Primary School, Dixons Newall Green Academy, Tree of Life Community Centre, Pain Pots Day Nursery, Well Pharmacy and Maples Medical Centre. Within a 15-minute walk access can be gained to Wythenshawe Hospital, Newall Green Primary School, Portway shops and local centre, Woodhouse Park allotments, and the Manchester Enterprise Academy. Within a 25-minute walk access can be gained to Manchester Airport, the centre of Wythenshawe and Southmoor Industrial Estate.
- 4.14 DfT¹¹ states that cycle trips of 8km have the potential to replace car trips. An 8km catchment from the site covers an area that includes all of Wythenshawe, Altrincham, Manchester Airport, Handforth, Cheadle, Ashton upon Mersey, West Didsbury, and Sale.
- 4.15 The assessment shows that the site relates well to amenities that can be accessed by active travel modes.

Greater Manchester Accessibility Level

- 4.16 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the [interactive tool](https://beeactive.tfgm.com/where-you-live/) managed and maintained by TfGM.¹² This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.
- 4.17 The assessment shows that the site has a GMAL of index of 5 which is a good level of accessibility in a suburban area.

⁹ Chartered Institution of Highways & Transportation (2000), Providing for Journeys on Foot

¹⁰ <https://beeactive.tfgm.com/where-you-live/>

¹¹ Department for Transport (2020), Cycle Infrastructure Design LTN 01/20

¹² <https://mappinggm.org.uk>

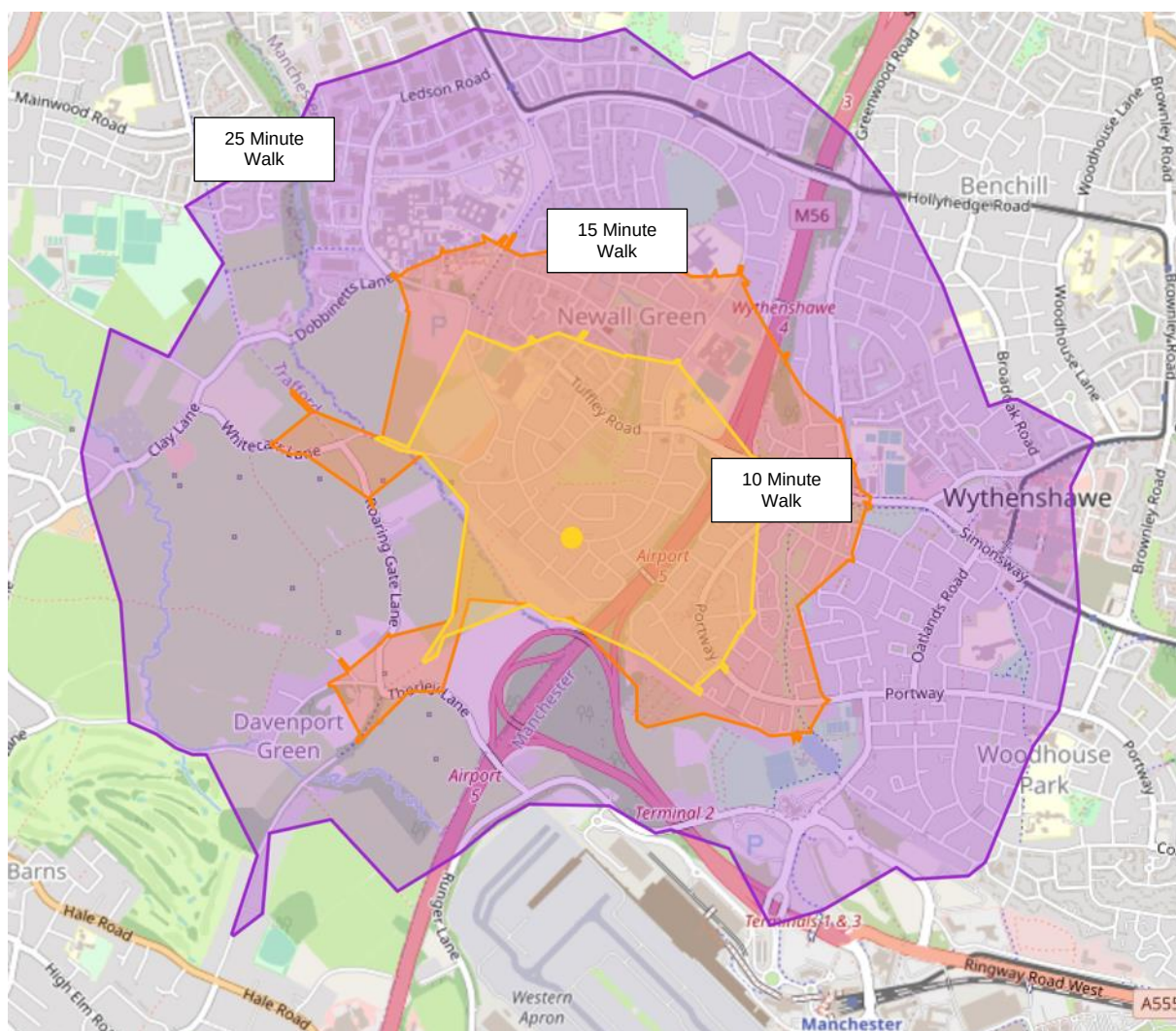


Figure 4.3: Walk Isochrones
[source: ISO4 License]

5 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 periodic 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 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. The measures set out in the Travel Plan will be continually and clearly communicated to residents to maximise effectiveness and encourage greater levels of take-up. The communications strategy is a vital component of the Travel Plan as it will be used to ensure that residents are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan.
- 6.2 The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote and market the Travel Plan:
1. Distribution of promotional materials / updates to residents.
 2. Preparation and issue of travel packs.

Information Resources

- 6.3 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them. The travel packs will be provided to new residents when they move in and 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.

Journey Planning

- 6.4 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

¹³ <https://tfgm.com/plan-a-journey>

¹⁴ <https://tfgm.com/maps>

¹⁵ <https://beeactive.tfgm.com>

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

- Links to [Google Play](#) and [Apple Store](#) Bee Network app^{17 18}

Active Travel Measures

6.5 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.

6.6 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.

6.7 A segregated pedestrian access to the site will be provided from Greenbrow Road and a footway will be provided at the vehicle access junction. Tactile paving will be provided at the vehicle access junction. Cycle parking is provided on site for both residents and visitors.

6.8 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the travel pack.

6.9 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing residents with resources provided by [TfGM](#), [GMWalking](#), [Sustrans](#) and [Cycling UK](#).^{19 20 21 22}

6.10 TfGM provides [cycle training sessions](#) for adults.²³ This scheme will be promoted to residents in the travel packs.

Public Transport Measures

6.11 Section 4 shows that the site is well located for access to frequent bus services in the area, which can also be used to access tram services. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

6.12 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](#).²⁴

6.13 The following ticketing incentives are currently offered in Greater Manchester:

- [Bus Travel](#)²⁵

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

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

¹⁹ www.cyclinguk.org/

²⁰ <https://beeactive.tfgm.com>

²¹ <https://gmwalking.co.uk>

²² www.sustrans.org.uk/

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

²⁴ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁵ <https://tfgm.com/get-on-board>

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](#)²⁶
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](#)²⁷
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

- 6.14 TfGM offer Greater Manchester's 16–18-year-old residents free travel via the [Our Pass](#) scheme and this will be promoted to residents.²⁸

Sustainable Vehicle Measures

- 6.15 Residents will be encouraged to car share where practicable. The Travel Plan Co-ordinator will either set up will promote the use of [Lift Share](#).²⁹
- 6.16 EV charging is provided in the site car park.

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.
- 7.2 Baseline resident travel surveys will be undertaken within six months of occupancy of the development. The resident travel surveys will be undertaken using a simple questionnaire that will record the mode of travel used by residents to travel for work or education.
- 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.

²⁶ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

²⁷ <https://www.northernrailway.co.uk/tickets/flexi>

²⁸ <https://tfgm.com/tickets-and-passes/>

²⁹ <https://liftshare.com/uk>

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	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

Targets

- 7.5 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.
- 7.6 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.
- 7.7 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Provide the travel pack to all new households.
 - 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.
- 7.8 The Outcome Target for the Travel Plan is to reduce the proportion of residents travelling by 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. Preliminary Outcome Targets are set out in Table 7.2.

Provision of travel packs

Specific	The Travel Plan Co-ordinator will arrange resident travel packs. 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 new 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	Surveys will be undertaken in line with monitoring plan.
Timebound	Ongoing.

Reduce the number of single occupancy resident car trips

Specific	Reduce single occupancy car travel.
Measurable	Verified using the baseline and monitoring surveys. Quantifiable targets to be set following baseline surveys.
Achievable	The site sits in an accessible location offering good potential for mode shift.
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 and has confirmed that it will fund the costs associated with the operation and implementation of the full Travel Plan.

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 infrastructure	Applicant	As per development phasing
	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	Regular review of services and ticketing.	Travel Plan Co-ordinator	On occupation/on-going
	Promote and support public transport by distributing information set out in Section 6.	Travel Plan Co-ordinator	Travel pack – on occupation/on-going
Vehicles	Provide parking spaces, including EV charging facilities	Applicant	Prior to occupation
	Promote car sharing	Travel Plan Co-ordinator	Travel pack – on occupation/on-going

Table 8.1: Action Plan

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

<u>Selected regions and areas:</u>		
01	GREATER LONDON	
	EN ENFIELD	1 days
02	SOUTH EAST	
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
08	NORTH WEST	
	MS MERSEYSIDE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
Actual Range: 9 to 45 (units:)
Range Selected by User: 6 to 50 (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: 01/01/15 to 09/06/22

Selected survey days:

Tuesday 2 days
Wednesday 3 days
Friday 1 days

Selected survey types:

Manual count 6 days
Directional ATC Count 0 days

Selected Locations:

Suburban Area (PPS6 Out of Centre) 4
Edge of Town 1
Neighbourhood Centre (PPS6 Local Centre) 1

Selected Location Sub Categories:

Development Zone 1
Residential Zone 5

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 9 days - Selected
Servicing vehicles Excluded 4 days - Selected

Secondary Filtering selection:

Use Class:

C3 6 days

Population within 500m Range:

All Surveys Included

Population within 1 mile:

20,001 to 25,000 3 days
25,001 to 50,000 2 days
50,001 to 100,000 1 days

Population within 5 miles:

125,001 to 250,000 2 days
250,001 to 500,000 2 days
500,001 or More 2 days

Car ownership within 5 miles:

0.6 to 1.0 3 days
1.1 to 1.5 3 days

Travel Plan:

No 6 days

PTAL Rating:

No PTAL Present 6 days

LIST OF SITES relevant to selection parameters

1	DY-03-C-03 CAESAR STREET DERBY	BLOCKS OF FLATS	DERBY
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 30 Survey date: WEDNESDAY 25/09/19		Survey Type: MANUAL CITY OF EDINBURGH
2	EB-03-C-01 MYRESIDE ROAD EDINBURGH CRAIGLOCKHART	BLOCKS OF FLATS	
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 32 Survey date: TUESDAY 26/05/15		Survey Type: MANUAL ENFIELD
3	EN-03-C-03 NORTH CIRCULAR ROAD PALMERS GREEN	BLOCKS OF FLATS	
	Suburban Area (PPS6 Out of Centre) Residential Zone Total No of Dwellings: 27 Survey date: WEDNESDAY 08/11/17		Survey Type: MANUAL MERSEYSIDE
4	MS-03-C-03 MARINERS WHARF LIVERPOOL QUEENS DOCK	BLOCK OF FLATS	
	Suburban Area (PPS6 Out of Centre) Development Zone Total No of Dwellings: 9 Survey date: TUESDAY 13/11/18		Survey Type: MANUAL TYNE & WEAR
5	TW-03-C-01 CAULDWELL AVENUE WHITLEY BAY MONKESEATON	BLOCKS OF FLATS	
	Edge of Town Residential Zone Total No of Dwellings: 45 Survey date: FRIDAY 15/10/21		Survey Type: MANUAL WEST SUSSEX
6	WS-03-C-01 GORING ROAD WORTHING GORING-BY-SEA	BLOCKS OF FLATS	
	Neighbourhood Centre (PPS6 Local Centre) Residential Zone Total No of Dwellings: 18 Survey date: WEDNESDAY 11/05/22		Survey Type: MANUAL

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
HF-03-C-01	covid survey
HF-03-C-05	covid survey
LU-03-C-04	covid survey
WF-03-C-06	covid survey

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.73

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	6	27	0.050	6	27	0.130	6	27	0.180
08:00 - 09:00	6	27	0.043	6	27	0.130	6	27	0.173
09:00 - 10:00	6	27	0.087	6	27	0.081	6	27	0.168
10:00 - 11:00	6	27	0.050	6	27	0.118	6	27	0.168
11:00 - 12:00	6	27	0.075	6	27	0.068	6	27	0.143
12:00 - 13:00	6	27	0.050	6	27	0.037	6	27	0.087
13:00 - 14:00	6	27	0.081	6	27	0.112	6	27	0.193
14:00 - 15:00	6	27	0.075	6	27	0.068	6	27	0.143
15:00 - 16:00	6	27	0.062	6	27	0.062	6	27	0.124
16:00 - 17:00	6	27	0.168	6	27	0.081	6	27	0.249
17:00 - 18:00	6	27	0.205	6	27	0.112	6	27	0.317
18:00 - 19:00	6	27	0.118	6	27	0.075	6	27	0.193
19:00 - 20:00	1	27	0.222	1	27	0.222	1	27	0.444
20:00 - 21:00	1	27	0.148	1	27	0.037	1	27	0.185
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.434			1.333			2.767

Parameter summary

Trip rate parameter range selected:9 - 45 (units:)

Survey date date range:01/01/15 - 09/06/22

Number of weekdays (Monday-Friday):6

Number of Saturdays:0

Number of Sundays:0

Surveys automatically removed from selection:0

Surveys manually removed from selection:4

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	6	27	0.006	6	27	0.006	6	27	0.012
08:00 - 09:00	6	27	0.000	6	27	0.000	6	27	0.000
09:00 - 10:00	6	27	0.000	6	27	0.000	6	27	0.000
10:00 - 11:00	6	27	0.000	6	27	0.000	6	27	0.000
11:00 - 12:00	6	27	0.000	6	27	0.000	6	27	0.000
12:00 - 13:00	6	27	0.000	6	27	0.000	6	27	0.000
13:00 - 14:00	6	27	0.000	6	27	0.000	6	27	0.000
14:00 - 15:00	6	27	0.000	6	27	0.000	6	27	0.000
15:00 - 16:00	6	27	0.000	6	27	0.000	6	27	0.000
16:00 - 17:00	6	27	0.012	6	27	0.012	6	27	0.024
17:00 - 18:00	6	27	0.006	6	27	0.006	6	27	0.012
18:00 - 19:00	6	27	0.006	6	27	0.006	6	27	0.012
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.030			0.060

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	6	27	0.000	6	27	0.000	6	27	0.000
08:00 - 09:00	6	27	0.000	6	27	0.000	6	27	0.000
09:00 - 10:00	6	27	0.000	6	27	0.000	6	27	0.000
10:00 - 11:00	6	27	0.000	6	27	0.000	6	27	0.000
11:00 - 12:00	6	27	0.000	6	27	0.000	6	27	0.000
12:00 - 13:00	6	27	0.000	6	27	0.000	6	27	0.000
13:00 - 14:00	6	27	0.000	6	27	0.000	6	27	0.000
14:00 - 15:00	6	27	0.000	6	27	0.000	6	27	0.000
15:00 - 16:00	6	27	0.000	6	27	0.000	6	27	0.000
16:00 - 17:00	6	27	0.006	6	27	0.006	6	27	0.012
17:00 - 18:00	6	27	0.000	6	27	0.000	6	27	0.000
18:00 - 19:00	6	27	0.000	6	27	0.000	6	27	0.000
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.006			0.006			0.012

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
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	6	27	0.000	6	27	0.031	6	27	0.031
08:00 - 09:00	6	27	0.006	6	27	0.037	6	27	0.043
09:00 - 10:00	6	27	0.000	6	27	0.000	6	27	0.000
10:00 - 11:00	6	27	0.000	6	27	0.000	6	27	0.000
11:00 - 12:00	6	27	0.006	6	27	0.000	6	27	0.006
12:00 - 13:00	6	27	0.000	6	27	0.000	6	27	0.000
13:00 - 14:00	6	27	0.000	6	27	0.000	6	27	0.000
14:00 - 15:00	6	27	0.000	6	27	0.006	6	27	0.006
15:00 - 16:00	6	27	0.006	6	27	0.000	6	27	0.006
16:00 - 17:00	6	27	0.019	6	27	0.012	6	27	0.031
17:00 - 18:00	6	27	0.037	6	27	0.012	6	27	0.049
18:00 - 19:00	6	27	0.019	6	27	0.012	6	27	0.031
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.111	1	27	0.000	1	27	0.111
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.204			0.110			0.314

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
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	6	27	0.050	6	27	0.161	6	27	0.211
08:00 - 09:00	6	27	0.050	6	27	0.199	6	27	0.249
09:00 - 10:00	6	27	0.087	6	27	0.093	6	27	0.180
10:00 - 11:00	6	27	0.068	6	27	0.137	6	27	0.205
11:00 - 12:00	6	27	0.099	6	27	0.093	6	27	0.192
12:00 - 13:00	6	27	0.056	6	27	0.056	6	27	0.112
13:00 - 14:00	6	27	0.087	6	27	0.118	6	27	0.205
14:00 - 15:00	6	27	0.106	6	27	0.062	6	27	0.168
15:00 - 16:00	6	27	0.075	6	27	0.081	6	27	0.156
16:00 - 17:00	6	27	0.255	6	27	0.118	6	27	0.373
17:00 - 18:00	6	27	0.230	6	27	0.155	6	27	0.385
18:00 - 19:00	6	27	0.149	6	27	0.130	6	27	0.279
19:00 - 20:00	1	27	0.296	1	27	0.296	1	27	0.592
20:00 - 21:00	1	27	0.185	1	27	0.037	1	27	0.222
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.793			1.736			3.529

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
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	6	27	0.025	6	27	0.106	6	27	0.131
08:00 - 09:00	6	27	0.037	6	27	0.124	6	27	0.161
09:00 - 10:00	6	27	0.056	6	27	0.081	6	27	0.137
10:00 - 11:00	6	27	0.050	6	27	0.068	6	27	0.118
11:00 - 12:00	6	27	0.043	6	27	0.025	6	27	0.068
12:00 - 13:00	6	27	0.050	6	27	0.050	6	27	0.100
13:00 - 14:00	6	27	0.056	6	27	0.068	6	27	0.124
14:00 - 15:00	6	27	0.075	6	27	0.056	6	27	0.131
15:00 - 16:00	6	27	0.081	6	27	0.050	6	27	0.131
16:00 - 17:00	6	27	0.106	6	27	0.050	6	27	0.156
17:00 - 18:00	6	27	0.180	6	27	0.062	6	27	0.242
18:00 - 19:00	6	27	0.118	6	27	0.106	6	27	0.224
19:00 - 20:00	1	27	0.148	1	27	0.111	1	27	0.259
20:00 - 21:00	1	27	0.037	1	27	0.000	1	27	0.037
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.062			0.957			2.019

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
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	6	27	0.006	6	27	0.118	6	27	0.124
08:00 - 09:00	6	27	0.012	6	27	0.137	6	27	0.149
09:00 - 10:00	6	27	0.019	6	27	0.062	6	27	0.081
10:00 - 11:00	6	27	0.025	6	27	0.012	6	27	0.037
11:00 - 12:00	6	27	0.025	6	27	0.025	6	27	0.050
12:00 - 13:00	6	27	0.037	6	27	0.031	6	27	0.068
13:00 - 14:00	6	27	0.000	6	27	0.043	6	27	0.043
14:00 - 15:00	6	27	0.031	6	27	0.068	6	27	0.099
15:00 - 16:00	6	27	0.068	6	27	0.050	6	27	0.118
16:00 - 17:00	6	27	0.118	6	27	0.019	6	27	0.137
17:00 - 18:00	6	27	0.161	6	27	0.019	6	27	0.180
18:00 - 19:00	6	27	0.093	6	27	0.019	6	27	0.112
19:00 - 20:00	1	27	0.259	1	27	0.000	1	27	0.259
20:00 - 21:00	1	27	0.185	1	27	0.000	1	27	0.185
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.039			0.603			1.642

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): 2.73

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	6	27	0.081	6	27	0.416	6	27	0.497
08:00 - 09:00	6	27	0.106	6	27	0.497	6	27	0.603
09:00 - 10:00	6	27	0.161	6	27	0.236	6	27	0.397
10:00 - 11:00	6	27	0.143	6	27	0.217	6	27	0.360
11:00 - 12:00	6	27	0.174	6	27	0.143	6	27	0.317
12:00 - 13:00	6	27	0.143	6	27	0.137	6	27	0.280
13:00 - 14:00	6	27	0.143	6	27	0.230	6	27	0.373
14:00 - 15:00	6	27	0.211	6	27	0.193	6	27	0.404
15:00 - 16:00	6	27	0.230	6	27	0.180	6	27	0.410
16:00 - 17:00	6	27	0.497	6	27	0.199	6	27	0.696
17:00 - 18:00	6	27	0.609	6	27	0.248	6	27	0.857
18:00 - 19:00	6	27	0.379	6	27	0.267	6	27	0.646
19:00 - 20:00	1	27	0.704	1	27	0.407	1	27	1.111
20:00 - 21:00	1	27	0.519	1	27	0.037	1	27	0.556
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.100			3.407			7.507

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
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	6	27	0.037	6	27	0.112	6	27	0.149
08:00 - 09:00	6	27	0.037	6	27	0.118	6	27	0.155
09:00 - 10:00	6	27	0.062	6	27	0.075	6	27	0.137
10:00 - 11:00	6	27	0.037	6	27	0.093	6	27	0.130
11:00 - 12:00	6	27	0.075	6	27	0.062	6	27	0.137
12:00 - 13:00	6	27	0.037	6	27	0.031	6	27	0.068
13:00 - 14:00	6	27	0.062	6	27	0.087	6	27	0.149
14:00 - 15:00	6	27	0.056	6	27	0.056	6	27	0.112
15:00 - 16:00	6	27	0.056	6	27	0.050	6	27	0.106
16:00 - 17:00	6	27	0.118	6	27	0.050	6	27	0.168
17:00 - 18:00	6	27	0.180	6	27	0.087	6	27	0.267
18:00 - 19:00	6	27	0.099	6	27	0.056	6	27	0.155
19:00 - 20:00	1	27	0.185	1	27	0.222	1	27	0.407
20:00 - 21:00	1	27	0.148	1	27	0.037	1	27	0.185
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.189			1.136			2.325

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	6	27	0.006	6	27	0.012	6	27	0.018
08:00 - 09:00	6	27	0.006	6	27	0.012	6	27	0.018
09:00 - 10:00	6	27	0.019	6	27	0.006	6	27	0.025
10:00 - 11:00	6	27	0.012	6	27	0.025	6	27	0.037
11:00 - 12:00	6	27	0.000	6	27	0.006	6	27	0.006
12:00 - 13:00	6	27	0.012	6	27	0.006	6	27	0.018
13:00 - 14:00	6	27	0.019	6	27	0.025	6	27	0.044
14:00 - 15:00	6	27	0.012	6	27	0.006	6	27	0.018
15:00 - 16:00	6	27	0.006	6	27	0.012	6	27	0.018
16:00 - 17:00	6	27	0.019	6	27	0.006	6	27	0.025
17:00 - 18:00	6	27	0.019	6	27	0.012	6	27	0.031
18:00 - 19:00	6	27	0.006	6	27	0.006	6	27	0.012
19:00 - 20:00	1	27	0.037	1	27	0.000	1	27	0.037
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.173			0.134			0.307

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
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	6	27	0.000	6	27	0.000	6	27	0.000
08:00 - 09:00	6	27	0.000	6	27	0.000	6	27	0.000
09:00 - 10:00	6	27	0.006	6	27	0.000	6	27	0.006
10:00 - 11:00	6	27	0.000	6	27	0.000	6	27	0.000
11:00 - 12:00	6	27	0.000	6	27	0.000	6	27	0.000
12:00 - 13:00	6	27	0.000	6	27	0.000	6	27	0.000
13:00 - 14:00	6	27	0.000	6	27	0.000	6	27	0.000
14:00 - 15:00	6	27	0.000	6	27	0.000	6	27	0.000
15:00 - 16:00	6	27	0.000	6	27	0.000	6	27	0.000
16:00 - 17:00	6	27	0.006	6	27	0.000	6	27	0.006
17:00 - 18:00	6	27	0.000	6	27	0.006	6	27	0.006
18:00 - 19:00	6	27	0.006	6	27	0.006	6	27	0.012
19:00 - 20:00	1	27	0.000	1	27	0.000	1	27	0.000
20:00 - 21:00	1	27	0.000	1	27	0.000	1	27	0.000
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.018			0.012			0.030

Appendix E

RM001 - Accommodation type by car or van availability by number of usual residents aged 17 years or over in household

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population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005068 : Manchester 051A

Number of cars or vans	Total	House	Flat/Maisonette	Total	House	Flat/Maisonette
Total	720	547	173			
No cars or vans in household	252	164	88	35%	30%	51%
1 car or van in household	319	250	69	44%	46%	40%
2 or more cars or vans in household	149	133	16	21%	24%	9%
				86%	94%	58%

QS701EW - Method of travel to work

ONS Crown Copyright Reserved [from Nomis on 15 November 2023]

population All usual residents aged 16 to 74
units Persons
area type 2011 super output areas - lower layer
area name E01005068 : Manchester 051A
rural urban Total

Method of Travel to Work	2011	%
Total	626	100%
Work mainly at or from home	8	1%
Underground, metro, light rail, tram	2	0%
Train	3	0%
Bus, minibus or coach	135	22%
Taxi	8	1%
Motorcycle, scooter or moped	3	0%
Driving a car or van	306	49%
Passenger in a car or van	48	8%
Bicycle	25	4%
On foot	86	14%
Other method of travel to work	2	0%

Car Ownership Assessment

	Manchester 051A
All Accommodation/All Tenure	86%
Flats Only/All Tenure	58%
All Accommodation/Rented Tenure	64%
Flats Only/Rented Tenure	43%

Mode Share Assessment

	Manchester 051A
Car Drivers (All Accommodation/All Tenure)	49%
Car Ownership (All Accommodation/All Tenure)	86%
Car Ownership (Flats/Rented)	43%
Car Drivers (Flats/Rented)	25%

RM131 - Tenure by car or van availability by number of usual residents aged 17 or over in household

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population All households
units Households
date 2021
area type 2021 super output areas - lower layer
area name E01005068 : Manchester 051A

Number of cars or vans	Total	Owned	Rented	Total	Owned	Rented
Total	721	298	423			
No cars or vans in household	251	54	197	35%	18%	47%
1 car or van in household	319	137	182	44%	46%	43%
2 or more cars or vans in household	151	107	44	21%	36%	10%
				86%	118%	64%