Project: Land at Mount Road, Gorton, Manchester

Client: Kellen Homes and
Greater Manchester Youth Federation (GMYF)

Document: Travel Plan Framework

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1 Introduction

General

1.1 This Travel Plan Framework has been prepared by CBO Transport Ltd [CBO] on behalf of Kellen Homes and the Greater Manchester Youth Federation [GMYF] and is submitted in support of an application for full planning permission at Land at Mount Road, Gorton (referred to from here on in as "the site"). A Transport Assessment has also been prepared and submitted with the application.

1.2 The description of development is as follows:

"Full planning application proposing the erection of a youth, sports and community hub (Use Class E(d)(g)), F2(b)), 2no football pitches combined netball and basketball court, cricket strip (Use Class F2 (c)), a three storey apartment building comprising 36no apartments for young person's accommodation (Use Class C3) and 267no dwellinghouses (Use Class C3a), with associated landscaping, public realm, ecological mitigation, refuse storage, drainage, car parking and other associated works, with access from Wembley Road and Mount Road".

1.3 The application site is owned by GMYF in its entirety. GMYF is a charity, originating from the mid 1800s, who work with a wide variety of voluntary youth groups and projects throughout the most disadvantaged communities of Greater Manchester. GMYF's aim is to provide as many opportunities as possible for young people to grow and be the best that they can be, helping them to move beyond their boundaries. In simple terms, it is about getting young people off the streets, into clubs and doing something positive with their time.

1.4 The application site was previously in use as football pitches but has been vacant and underutilised since 2019 with no public access. GMYF selected Kellen Homes as their developer partner and together, with their professional teams, they have developed proposals for the site which will secure its future as a youth, community and sports hub whilst also providing much needed housing in Gorton.

1.5 The proposed development is described fully in the Design and Access Statement prepared by Gillespies and presented on the application drawings. The application proposals have been developed in consultation with Manchester City Council Officers and other key stakeholders.

1.6 The site is located in the Gorton area of Manchester and is bound by Mannering Street and residential properties to the north, a dedicated pedestrian / cycle route, residential properties and an educational establishment to the south, Wembley Road to the east and Mount Road to the west. The location of the site is shown in **Figure 1.1**.

1.7 The site is located in the Manchester City area and Manchester City Council [MCC] is both the local planning authority and highway authority for the local roads in the vicinity of the site.

1.8 MCC has requested that a Framework Travel Plan be included within the package of documents to be submitted as part of the planning application. This Travel Plan is a more high level Framework Travel Plan, which can be used as the basis for a full Travel Plan at the appropriate time. It is however referred to as a Travel Plan from here on in.

Introduction to the Travel Plan

1.9 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. As alluded to above, it is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the site at this early stage of its delivery given the variety of unknowns. However, it is possible to identify overarching objectives and targets to be met to ensure appropriate early action is taken and that the developer, future residents and users of the sports & community facility have an understanding of the direction the full and detailed Travel Plan needs to take in the future.

1.10 The purpose therefore of this document is to provide a framework of measures on which a full Travel Plan will be prepared as the residential development, young person's accommodation and sports & community facility within the scheme become occupied. This document therefore identifies a package of measures and initiatives tailored to the requirements of the site with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the life of the development.

Scope of Report

1.11 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.

1.12 Section 2 considers the policy and guidance background to the Travel Plan, whilst Section 3 provides details of the development proposals. Section 4 then goes on to look at existing transport conditions and the accessibility of the site.

1.13 Section 5 looks at the Travel Plan objectives and targets, whilst Section 6 outlines measures that can be implemented to support the Travel Plan.

1.14 Section 7 then identifies how the Travel Plan will be delivered, monitored and reviewed, whilst Section 8 outlines a potential Action Plan for its implementation.

2 Policy and Guidance

Introduction

2.1 This section considers the proposed development and its associated Travel Plan against the backdrop of current national and local policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

2.2 The need for and benefit of travel plans in supporting sustainable development has now been included in national policy for many years. This theme has been continued in the revised National Planning Policy Framework [NPPF] July 2021, paragraph 113 of which states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan".

2.3 In a transportation context, NPPF also states at paragraph 105 that:

"Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

Planning Practice Guidance

2.4 Planning Practice Guidance was updated on the 6th March 2014. This guidance includes a section entitled "Travel plans, transport assessments and statements in decision-taking".

2.5 In considering the over-arching principles that should be taken into account in preparing Travel Plans, this section of the guidance suggests they should be:

- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
- *established at the earliest practicable possible stage of a development proposal;*
- *be tailored to particular local circumstances;*
- *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies."*

2.6 This report accords with this guidance.

National Guidance

2.7 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including "Making residential travel plans work: guidelines for new development" (2007) and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).

2.8 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



2.9 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins "*all the other aspects of accessibility of the site*".

2.10 The second tier "*comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use*". This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.

2.11 The third tier puts in place "*the resource to facilitate and develop the measures in the plan*". This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.

2.12 The fourth tier then goes on to consider "*the services that will need to be obtained for the site*" and primarily relates to the 'soft' travel planning measures, whilst the fifth and final tier looks at "*promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents*".

3 Development Proposals

Development Proposals

3.1 As set out in the Introduction, the proposed description of development is:

"Full planning application proposing the erection of a youth, sports and community hub (Use Class E(d)(g)), F2(b)), 2no football pitches combined netball and basketball court, cricket strip (Use Class F2 (c)), a three storey apartment building comprising 36no apartments for young person's accommodation (Use Class C3) and 267no dwellinghouses (Use Class C3a), with associated landscaping, public realm, ecological mitigation, refuse storage, drainage, car parking and other associated works, with access from Wembley Road and Mount Road".

3.2 The proposed site layout for the scheme is reproduced at **Appendix A**, whilst each element is described in greater detail below.

Residential housing element

3.3 The residential housing element would comprise a total of 267 dwellings, made up of a mix of dwelling types and bedroom numbers as follows:

- 110 No. 2 bed houses;
- 135 No. 3 bed houses: and
- 22 No. 4 bed houses.

Young person's accommodation element

3.4 The young person's accommodation would be built and operated by Centrepoint and would comprise a purpose-designed independent living accommodation building providing 36 studio apartments for young people aged 18—25.

3.5 This independent living accommodation would be specifically designed for young adults who are leaving the care system at 18 years old and are at risk of homelessness. Crucially, the young adults would be in full-time employment or education and a proportion of their income would be required as a rent payment. As such, the accommodation is intended to be a stepping-stone to longer term stable housing. Given their circumstances, these young adults would not have access to a car.

3.6 In light of the above, this accommodation would be served by 4 car parking spaces, including 2 spaces for visitors and staff visiting the building, together with 2 disabled spaces. Young adults with a bike would store this within their studio apartment or in the external covered and secured parking provided.

Sports & community facility element

3.7 The sports & community facility element would be operated by GMYF and would include a youth, sports and community hub building of circa 460sq.m, a changing room building, a combined netball & basketball court, a cricket strip and two unlit, full size grass football pitches.

3.8 This sports & community facility element would be served by 40 car parking spaces, together with secure (lockable covered store) parking for 20 bicycles. The use of the car parking spaces would be controlled by barriers at the car park accesses.

Envisaged Use of Sports & Community Facility Element

3.9 The youth, sports and community hub building, together with the combined netball & basketball court and cricket strip, would provide a new home for GMYF's programme of youth-focused activities, which would run in the afternoons and evenings after school. These activities would typically be attended by young persons who would walk or cycle to the community hub straight from school. Some young persons could go home and return later, with some of the younger youths escorted by parents. However, census data shows that nearly 50% of households in Gorton do not have access to a car therefore the majority of youths being escorted by parents are still likely to travel on foot, by bicycle or by public transport.

3.10 The two grass football pitches, which would have the ability to be split up into multiple smaller pitches for football or other outdoor sports, would provide year-round playing field provision for use by GMYF as part of the above activities. They would also be available during weekday evenings and weekends for other clubs active in the local area. In this regard, it is understood GMYF have received support from West Gorton Junior FC, Friends of Nutsford Vale and Cedar Mount Academy who have outlined that the new hub would greatly benefit them and that they would make regular use of the facilities.

3.11 When sports pitches are used for more formal weekday training activities by clubs like West Gorton Junior FC, and as is understood to be the case now for West Gorton Junior FC, these would typically not start before 18:00 to allow parents time to return from work, youths to have a meal, etc. It is envisaged that this would be the case at this facility.

3.12 Although the sports pitches would provide year-round playing field provision, given that they would not be lit they would only be used for weekday evening training between the end of May and the end of August. In addition and in order to prevent overuse and manage the condition of the pitches, each pitch would be limited to a maximum weekly playing time of 4.5 hours.

Site Accesses

3.13 As shown on the proposed site layout at **Appendix A**, access to the site would be provided via two new simple priority junction arrangements; one off the B6178 Mount Road and one off Wembley Road. Both of these accesses would include 5.5 metre wide carriageways, 6 metre radii and 2 metre wide footways to both sides. All other existing accesses would be closed as part of the development.

3.14 In addition to the above and as also shown on the layout at Appendix A, 12 dwellings would be served by direct private driveways from Wembley Road.

3.15 The above access solutions are discussed in more detail below.

B6178 Mount Road access

3.16 As shown on the proposed site layout at **Appendix A**, the proposed B6178 Mount Road access would be located approximately 90 metres south of the northern site boundary and approximately 5 metres south of the access opposite serving Grange School. Given that this access would create a staggered cross-roads junction with the Grange School, MCC highways recommended during the pre-application process that the access be relocated. However, based on additional information provided in the Transport Assessment, MCC highways has confirmed they are comfortable with the proposed access location.

3.17 With regard to visibility provision at the B6178 Mount Road access, the requirements set out in Manual for Streets [MfS] are appropriate for this location based on observed speed surveys. Based on these same surveys, 2.4 x 52 metres visibility splays have been determined to be suitable and are achievable in both directions for vehicles leaving the B6178 Mount Road site access.

3.18 MCC highways indicated through the pre-application process that a Road Safety Audit is required for the proposed accesses. Based on the findings of this road safety audit, drawings for the scheme reference the investigation of the provision of 'No waiting at any time' restrictions as part of the detailed design to protect the M6178 Mount Road access junction, with the extent of these provisions to be investigated to be determined by MCC as the highway authority.

3.19 Based on the above, the proposed access arrangement from the B6178 Mount Road is considered acceptable and appropriate from a design, safety and operational perspective. This junction form is also considered to be in keeping with the surrounding highway network.

Wembley Road

3.20 As shown on the proposed site layout at **Appendix A**, the proposed Wembley Road access would be located approximately 75 metres south of the northern site boundary.

3.21 In order to accommodate this access, it is proposed to relocate the existing northbound bus stop on Wembley Road approximately 50 metres to the south. In addition, it is also proposed to provide a new dropped crossing with tactile paving on Wembley Road in the proximity of the bus stops, with the provision of bollards adjacent to these crossing points to restrict parking on the footway at the crossing point.

3.22 With the bus stop in this location, it would be almost equidistant between the proposed site access from Wembley Road and the footpath running to the south of the site and would therefore be readily accessible.

3.23 With regard to visibility provision at the Wembley Road access and as set out above, 2.4 x 52 metres visibility splays have been determined to be suitable and these are achievable in both directions for vehicles leaving the Wembley Road site access.

3.24 As with the B6178 Mount Road access and again based on the findings of the road safety audit, drawings for the scheme reference the investigation of the provision of 'No waiting at any time' restrictions as part of the detailed design to protect the Wembley Road access junction, with the extent of these provisions to be investigated to be determined by MCC as the highway authority.

3.25 Based on the above, the proposed access arrangement from Wembley Road is considered acceptable and appropriate from a design, safety and operational perspective. This junction form is also considered to be in keeping with the surrounding highway network.

Wembley Road direct private driveways

3.26 As set out above, there are 12 dwellings which would have driveways directly served from Wembley Road. Manual for Streets refers to a study which "*found that very few accidents occurred involving vehicles turning into and out of driveways, even on heavily-trafficked roads*". It also suggests that direct private driveways are appropriate on routes carrying up to 10,000 vehicles per day and "*that this figure could be increased further*". The daily traffic flow on Wembley Road is less than 10,000 vehicles. It is also the case that there a numerous existing residential properties fronting both sides of Wembley Road which include direct private driveways.

3.27 Based on the above, the provision of direct private driveway from Wembley Road is considered acceptable and appropriate from a design, safety and operational perspective. This arrangement is also considered to be in keeping with existing provision on the route.

Internal Site Layout

3.28 Within the site and as shown on the proposed site layout at **Appendix C**, the two accesses from Wembley Road and the B6178 Mount Road would head east and west respectively into the development, with the Wembley Road access continuing for approximately 55 metres and the B6178 Mount Road continuing for approximately 285 metres.

3.29 At the circa 55 metre point at the end of the Wembley Road access, the route would join a north – south route which would terminate at cul-de-sacs at either end. Approximately 50 metres south of the Wembley Road access, this north – south route would be joined on its western side by an access road which would run circa 170 metres into the site in an east – west direction. This route would then be linked to the access road in from the B6178 Mount Road by three north – south access roads. There would also be two cul-de-sacs heading south off this east – west route and three cul-de-sacs heading north off the B6178 Mount Road access route.

3.30 All roads within the scheme would be 5.5 metres in width and include 2 metre wide footways to both sides.

3.31 In order to discourage rat running through the scheme, and in addition to the tortuous route through the scheme, the proposed site layout at Appendix C includes a number of tabletop junctions and traffic calming features.

3.32 At the western end of the site, the B6178 Mount Road access would provide access to the car park areas serving the community hub and the young person's accommodation. These accesses, which would be located approximately 20, 60, and 100 metres from the B6178 Mount Road, would all take the form of dropped crossing accesses.

Pedestrian and Cycle Provision

Pedestrian provision

3.33 As set out above, the site accesses would include 2 metre wide footways to both sides and link the site to the surrounding pedestrian network off the B6178 Mount Road and Wembley Road. These footways would continue throughout the site on both sides of the highway network referred to above. Dropped crossings with tactile paving would also be provided at junctions within the scheme.

3.34 In addition to the above and as shown on the proposed site layout at Appendix A, two of the cul—de-sacs to the north would include pedestrian links to Mannering Street, whilst two of the cul-de-sacs to the south would provide pedestrian links to the dedicated pedestrian / cycle route to the south. As set out previously, it is also proposed to provide a new dropped crossings with tactile paving on Wembley Road in the proximity of the bus stops.

3.35 With these provisions and links in place, residents of / visitors to the development travelling on foot could access the pedestrian routes surrounding the site, as well as the bus stops on Wembley Road and the B6178 Mount Road.

Cycle provision

3.36 With regard to cycle provision, the internal site layout is considered to be conducive to cycle use, whilst the access to the site off Wembley Road links directly to a signposted on road cycle route. In addition and via the pedestrian links from the cul-de-sacs to the south, cyclist would be able to link to the dedicated pedestrian / cycle route to the south to head to / from Matthews Lane.

3.37 With regard to the dedicated pedestrian / cycle route to the south of the site and through pre-application discussions, MCC highways requested that the applicant look at this route in terms of its current condition, lighting etc in the context of additional usage arising from the development and potential improvement.

3.38 It is the case that this route is in good condition, providing a circa 1.8 to 2.0 metre wide, well surfaced and lit route along its length. LTN 1/20 "Cycle Infrastructure Design" *recommends* a minimum 3.0 metre wide route where it carries up to 300 pedestrians and 300 cyclists per hour. However, it is the case that this route would not carry these volumes even with the proposed development in place. As a result, and on the basis that LTN 1/20 refers to *"a typical space profile of around 1.0m for a moving cyclist"* and that Manual for Streets suggests 0.9m is sufficient width for a wheelchair (and therefore a pushchair), it is the case that the existing provision is sufficient for these users to pass. Given these points, it is considered that no improvement is required to the existing dedicated pedestrian / cycle route. It is also the case that the route of this footway is constrained by the Nico Ditch which runs to the south and is an archaeological and drainage feature.

Parking Provision

Residential element

Car parking

3.39 Through discussions around earlier versions of the scheme through the pre-application process, MCC planning requested a reduction in frontage car parking and indicated that the provision of 1 car parking space per dwelling across the housing mix would be acceptable.

3.40 The proposed scheme includes 139no. dwellings (made up primarily of 2 & 3 beds but some 4 beds) with 1 car parking space per dwelling, with the remaining 128 dwellings (made up primarily of 3 beds but some 2 & 4 beds) providing 2 car parking spaces per dwelling. These 2 spaces per dwelling have to a degree resulted from MCC requesting side parking where it is more efficient to provide a longer driveway. It is also the case that Kellen need to be able to market and sell the dwellings and that 2 car parking spaces per dwelling will be more desirable to people looking for 3 and 4 bedroom dwellings in this area.

3.41 Based on the above, the proposed level of parking provision is considered to strike a balance between the lower level of parking referred to by MCC and what is considered by Kellen to be an appropriate level of provision for the proposed dwelling types.

Cycle parking

3.42 In terms of cycle parking, there would be 1 secure anchor per house fixed to rear elevation accessible via a secure side or rear gate. This is considered appropriate.

Young person's accommodation element

Car parking

3.43 As previously identified, the young person's accommodation would be served by 4 car parking spaces, including 2 spaces for visitors and staff visiting the building, together with 2 disabled spaces. As also identified previously, and given their circumstances, these young adults would not have access to a car.

3.44 In light of the above, the provision of 4 spaces is considered sufficient to accommodate people visiting the accommodation, be it staff, family or carers.

Cycle parking

3.45 Young adult residents with a bike would store this within their studio apartment, whilst 1 covered and secured external cycle parking space would also be provided per studio apartment. This provision is considered appropriate.

Sports & community facility element

Car parking

3.46 As previously identified, the community facility element would be served by 40 car parking spaces. Whilst the parking standards set out in MCC's Core Strategy Development Plan Document refer to a maximum provision of 1 space per 22sq.m for "Other Leisure Facilities" under the D2: Assembly and Leisure land use, they do not provide standards for sports pitches.

3.47 Sport England's "Clubhouse Design Guidance Notes" refer to 1 space per 3 staff, plus 1 space per 3 players, plus 1 space per 3 spectators with a minimum of 10 spaces, whilst standards CBO has found for two other authorities (namely Three Rivers DC and Charnwood Borough) refer to 20 spaces per pitch (Three Rivers DC) and provision based on 2 people per car (Charnwood).

3.48 In addition to the above, the recent permission for the extension of Hough End Leisure Centre provides just 12 to 13 spaces per football pitch.

3.49 In the context of the above, the proposed provision of 40 spaces equates to:

- 1 space per 1.0 to 1.35 players based on a maximum use at one time of 2 youth 11v11 pitches, 3 youth 9v9 pitches, 3 mini 7v7 pitches or 4 mini 5v5 pitches, which is in excess of the Sports England guidance;
- 20 spaces per pitch which is comparable with the Three Rivers DC standards and in excess of the 12 to 13 spaces per pitch permitted at Hough End Leisure Centre; and
- Provision based on 1 to 1.35 people per car, which is a higher provision than the 2 people per car referred to in the Charnwood standards.

3.50 It is also the case that the provision of 40 spaces is in excess of the 1 to 29 vehicles referred to later in Section 6 as arriving at the site for formal training sessions.

3.51 In light of the above, it is considered that the proposed 40 car parking spaces is appropriate and sufficient to accommodate vehicles associated with formal and general use of the youth, sports and community hub facility.

Cycle parking

3.52 The sports & community facility element would be served by secure (lockable covered store) parking for 20 bicycles. This is considered appropriate based on GMYF's experience from their Hub in Partington where over 250 children come through the door each week and the provision is similar and is sufficient to meet demand.

4 Site Accessibility

Site Description

4.1 The site comprises an area of land at the B6178 Mount Road, situated within Gorton, a predominantly residential area located to the west of Manchester City Centre.

4.2 The site as existing is vacant, with no public access, having previously been used as playing pitches until 2019. The site comprises 9.07ha and is rectangular in shape with the majority formed of grass land aside from an area of hard standing where the former changing facilities once stood. The former vehicular access is from Mount Road.

4.3 The northern boundary of the site sits adjacent to a residential development built by Seddon Homes comprising terraced and semi detached properties, with Mannering Street running in between, separated by fencing. To the east is Wembley Road, which hosts a number of semidetached dwellings, with mature trees lining the site boundary. To the west is Mount Road, also lined with fencing and trees, with Gorton Primary School, Manchester Boxing Centre and Nutsford Vale Park adjacent to the street. To the south lies a footway which connects Mount Road to Wembley Road. Further south is Cedar Mount Academy and Melland High School, known collectively as Gorton Education Village.

4.4 The location of the site is shown in **Figure 1.1**.

4.5 There is one existing vehicular access to the site from the B6178 Mount Road, which runs north-south along the western boundary of the site. This access is approximately 5.5 metres wide and is located at the north-western corner of the site. The access joins the B6178 Mount Road via a kerbed radii arrangement and includes gates at the rear of the Mount Road footway.

4.6 In addition to this vehicular access, there are three gated pedestrian accesses to the site from the B6178 Mount Road located approximately 125, 185 and 255 metres from the northern site boundary. There are also two gated pedestrian accesses to the site from the public footpath to the south.

4.7 This vehicular access and all five pedestrian accesses are now closed.

4.8 There is no vehicular or pedestrian access provided to the site from Wembley Road.

Pedestrian & Cycle Infrastructure

4.9 As shown in the local linkages plan at **Figure 4.1**, the proposed site has good accessibility for pedestrians and cyclists.

Existing pedestrian infrastructure

4.10 The B6178 Mount Road and Wembley Road include good quality and width footways to both sides. In addition and as shown in **Figure 4.1**, the B6178 Mount Road includes a Toucan crossing located approximately 45 metres north of the B6178 Mount Road / Matthews Lane junction, together with a signal controlled pedestrian crossing located approximately 60 metres north of the site. There is also a kerbed central island with tactile paving located on Matthews Lane at its junction with the B6178 Mount Road. To the north, there are dropped crossings with tactile paving on all four arms of the B6178 Mount Road / Melland Road / Longsight Road junction. At Wembley Road, there is a signal controlled pedestrian crossing on Melland Road located just west of its junction with Wembley Road.

4.11 In addition to these provisions adjacent to local roads and as shown in **Figure 4.1**, there is a dedicated pedestrian / cycle route running along the southern boundary of the site that links Wembley Road to the east with the B6178 Mount Road to the west.

4.12 These facilities provide good quality pedestrian access on desire lines to the services and facilities referred to later in this section.

Existing cycle infrastructure

4.13 As set out above, there is a dedicated pedestrian / cycle route running along the southern boundary of the site that links Wembley Road to the east with the B6178 Mount Road to the west. In addition and as shown in **Figure 4.1**, Wembley Road is a signposted on road cycle route and links to other signposted on road routes and 20mph roads to the east. To the west of the dedicated link and as previously referred to, there is a Toucan crossing on the B6178 Mount Road just north of the link and Matthews Lane. This provides cyclists with access to Matthews Lane, which is also a signposted on road cycle route. There are also a number of 20mph roads to the north of the site off the B6178 Mount Road which are conducive to cycle use.

4.14 These routes provide access to the facilities and areas around the site.

Proposed pedestrian / cycle infrastructure

4.15 As set out previously in Section 3, the footways within the site would link to the existing provision on the B6178 Mount Road and Wembley Road, whilst the roads within the scheme would be conducive to cycle use. Dropped crossings with tactile paving would also be provided at junctions within the scheme.

4.16 In addition and as discussed in Section 3, it is proposed to provide pedestrian links from the site to Mannering Street to the north and the dedicated pedestrian / cycle route to the south. It is also proposed to provide a new dropped crossing with tactile paving on Wembley Road in the proximity of the bus stops.

4.17 With these provisions and links in place, residents of / visitors to the development travelling on foot and by bicycle could access the pedestrian and cycle routes surrounding the site and shown in **Figure 4.1**.

Levenshulme and Burnage Low traffic Neighbourhood Scheme

4.18 The Levenshulme and Burnage Low Traffic Neighbourhood Scheme consultation period finished earlier this year. MCC's website for the scheme states that *"discussions with Transport for Greater Manchester are ongoing about the final design of Phase 2, but it is hoped that work will begin on the ground later this year."*

4.19 In the vicinity of the site, this scheme includes proposals for Matthews Lane, the key aspects of which are:

- The removal of the existing Toucan crossing north of junction on the B6178 Mount Road and the creation of a new signal junction with Toucan controlled crossings (which allow pedestrians and cyclists to cross separately) on all the arms of the junction;
- A segregated cycle lane and 0.5m kerbed buffer zone on both sides of Matthews Lane form the junction with Prestage Street and St Oswald Street to the junction with Lonsdale Road (south side), then becoming a 2-way cycle lane on the north side of Matthews Lane from near the junction with Lonsdale Road to the junction with Mount Road; and
- A number of raised tables, flat top humps and controlled crossing points along Matthews Lane.

Summary

4.20 Based on the above and with the proposed linkages in place, the pedestrian and cycle infrastructure in the vicinity of the site and on local desire lines is considered to be of a good quality, providing a suitable and safe pedestrian and cyclist environment. This pedestrian and cycle infrastructure also provides access to the services, facilities and public transport network discussed below that are within walking and cycling distance of the site.

Accessibility for Pedestrians

4.21 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that *"Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*.

4.22 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.

4.23 In the context of the above, **Figure 4.2** shows the 800m, 1.2km and 2km walking catchments for the site. The areas, services and facilities within these catchments, which are based on walking route distances from the centre of the site and not distances as the crow flies, are discussed below.

Local Schools

4.24 As shown in **Figures 4.1 and 4.2**, Gorton Primary School is located immediately opposite the site on the B6178 Mount Road and therefore well within the 800 metre walking catchment for the site. At around a 850 metre walk, **Figure 4.2** shows Rushbrook Primary Academy is also around the 800 metre walking catchment for the site. In addition, **Figure 4.2** shows there are four other primary schools within the 1.2km catchment, including Old Hall Drive Academy (1.0km), Sacred Heart RC Primary School (1.0km), St Richard's Primary School (1.1km) and Crowcroft Park Primary School (1.2km). Stanley Grove Primary Academy is also a 1.7km walk from the site and therefore within the 2km catchment.

4.25 All seven of the primary schools referred to above are therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 3km statutory walk distance.

4.26 With regard to high schools and as shown in **Figures 4.1 and 4.2**, Cedar Mount Academy and Melland High School are located immediately to the southeast of the site off Wembley Road and therefore well within the 800 metre walking catchment for the site. As also shown in **Figure 4.2**, St Peter's RC High School is 1.5km from the site. All three schools are therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 5km statutory walk distance.

4.27 In addition to the above and as shown in **Figures 4.1 and 4.2**, Grange school is also located immediately opposite the site on the B6178 Mount Road and therefore well within the 800 metre walking catchment for the site.

4.28 In the context of the above, it is suggested that the site is well placed to allow future pupils to walk to and from school.

Local Shops and Post Office

4.29 As shown in **Figures 4.1 and 4.2**, the 800 metre catchment for the site takes in a convenience store and the majority of a row of local shops on the B6178 Mount Road. These local shops include a Post Office and a Pharmacy.

4.30 These facilities therefore provide key services and shopping facilities within an acceptable walk distance of the proposed site.

District Centre

4.31 As shown in **Figure 4.2**, the 2km catchment for the site takes in Gorton District Centre to the north and Levenshulme District Centre to the west.

4.32 These district centres, which are considered to be within walking distance of the site, include numerous retail, leisure and employment destinations.

Doctors / Health Facilities

4.33 As shown in **Figure 4.2**, Mount Road Surgery is 1.0km from the site. In addition and as also shown in **Figure 4.2**, Parkside Medical Centre and Levenshulme Medical Centre are around 1.2km from the site and within the 1.2km catchment. There is therefore considered to be access to health facilities within walking distance of the site.

Annie Lees Park

4.34 As shown in **Figures 4.1 and 4.2**, Annie Lees Park is situated around 1km to the north of the site and offers future residents access to a recreational facility within easy walking distance.

West Gorton JFC Playing Field

4.35 As shown in **Figures 4.1 and 4.2**, West Gorton JFC playing field is situated around 1.1km to the north of the site and offers future residents access to a football facility within easy walking distance.

Residential areas

4.36 As shown in **Figure 4.2**, the 2km catchment takes in a large proportion of north and south Gorton, as well as parts of Longsight and Levenshulme. Residents of these areas would therefore be well placed to walk to make use of the proposed sports & community facility.

Bus Stops and Railway Station

4.37 As shown in **Figures 4.1 and 4.2**, the closest bus stops are situated immediately outside the site on the B6178 Mount Road and Wembley Road.

4.38 In addition to these bus stops and as also shown in **Figure 4.2**, Ryder Brow railway station is situated approximately 850 metres from the site.

4.39 As set out later in this section, these bus stops and the railway station are considered accessible from the proposed site on foot.

Summary

4.40 The above demonstrates that the site is well placed in terms of pedestrian connectivity and that walking represents a very realistic alternative to the car for future residents undertaking educational and 'top up' shopping trips, some recreational trips and potentially employment trips. Walking is also a realistic alternative to the car for future users of the sports & community facility walking directly from home. Furthermore, the site is well placed for future residents to access local facilities and district centres, as well as for future residents and users of the sports & community facility to connect to the local bus network.

Accessibility for Cyclists

4.41 Considering the accessibility of the site by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, **Figure 4.3** shows the 5km cycling catchment for the site.

4.42 As can be seen from **Figure 4.3**, the south side of Manchester is within the 5km distance, as are places such as Reddish, Denton and Droylsden. The 5km catchment also extends to the southern edge of Manchester City Centre and the northern edge of Stockport Town Centre, whilst just a further 1km or 2km would take in these centres in their entirety. Although outside the 5km catchment, these 6km or 7km catchments would be accessible to some future residents / users of the site, particularly given the growing popularity of e-bikes.

4.43 In addition, Ryder Brow and Levenshulme railway stations are within a 850 metre and 2km cycle ride respectively from the site.

4.44 The site is therefore ideally placed for future residents to travel by bicycle for educational, employment, retail and leisure trips and for users of the sports & community facility to cycle to the site. It also offers the opportunity for future residents and users of the sports & community facility to cycle to join the local rail network.

Accessibility by Public Transport

Bus

4.45 As set out above and shown in **Figures 4.1 and 4.2**, the closest bus stops are situated immediately outside the site on the B6178 Mount Road and Wembley Road. These stops are within the 400 metre distance referred to in guidance.

4.46 Based on the above, Table 4.1 below shows the buses serving the site.

Table 4.1: Local Bus Services (Monday to Saturday and Sunday)

No.	Route	AM Peak	Off Peak	PM Peak	Saturday	Sunday
Mount Road						
150	Gorton – Belle Vue – Longsight – Levenshulme – Fallowfield – Chorlton – Stretford – The Trafford Centre	2 buses	Every 30mins	2 buses	Every 30mins	Hourly
171	Newton Heath – Gorton – Levenshulme – Burnage – Didsbury – East Didsbury	Hourly	Hourly	Hourly	Hourly	No service
172	Newton Heath – Gorton – Levenshulme – Burnage – Southern Cemetery	Hourly	Hourly	Hourly	Hourly	Hourly
Wembley Road						
172	As above for Mount Road					

4.47 As can be seen from the above, the 150 bus provides regular services between Gorton and The Trafford Centre. With regard to the 171 and 172 buses, these are staggered to provide a 30 minute frequency between Newton Heath and Fog Lane park. These services therefore offer the opportunity for future residents of the scheme to travel by bus, with regular services to local employment, retail and leisure destinations. They also offer the opportunity for uses of the sports & community facility to travel by this mode.

4.48 In addition, the 171 and 172 buses provide a 30 minute frequency bus service between the site and Levenshulme railway station and, with a journey time of around 6 or 7 minutes, offer the opportunity to use the bus to link to a journey by rail.

Rail

4.49 In addition to the bus access, Ryder Brow railway station is situated approximately 850 metres from the site and around the 800 metre distance referred to in guidance. This station is on the Manchester – New Mills line, calling at stations in between including Brinnington, Bredbury, Romiley and Marple. Although no trains stop at Ryder Brow on a Sunday, there are hourly services Monday to Friday, with journey times of around 10 minutes to Manchester and 20 minutes to New Mills.

4.50 In addition to the above, Levenshulme station is within a 2km cycle ride of the site and therefore considered accessible. As set to above, it is also readily accessible using the 171/172 bus service. This station provides regular services into Manchester City Centre and Stockport. From these stations, regular services are provided across the north-west.

4.51 Via these stations, the proposed site is considered to be connected to the local rail network, which offers an excellent opportunity for travel by rail for employment, retail and leisure purposes.

Summary

4.52 Based on the review set out in this section it is considered that the site is accessible by the sustainable modes. There are numerous schools, shops and local facilities within walking and cycling distance of the site for future residents undertaking educational, employment, retail and leisure trips. Walking is also a realistic alternative to the car for future users of the sports & community facility walking directly from home. There are also regular bus services accessible from the site, whilst Levenshulme railway station is within easy cycling distance of the site. These provisions will also offer the opportunity for future residents and users of the sports & community facility to travel by public transport.

Highway Network

Wembley Road

4.53 Wembley Road past the eastern site frontage is a single carriageway road of approximately 7.5 metres in width. It broadly travels in a north – south direction, linking with Melland Road / Hemsworth Road to the north of the site and Holmcroft Road to the south. The route is lit and subject to a 20mph speed limit along its length.

4.54 The route includes frontage residential properties on its eastern side along the full length between Melland Road and Holmcroft Road and on its western side north of the site through to Melland Road. These residential dwellings are served by individual private driveways accessed from Wembley Road.

4.55 Approximately 100 metres south of the northern site boundary and opposite the site, Wembley Road is joined on its eastern side by Harlow Drive, which is a circa 3 metre wide cul-de-sac serving 16 dwellings.

4.56 At the southeast corner of the site, Wembley Road is joined on its eastern side by Holmcroft Road, which heads east from Wembley Road. However, the Wembley Road – Holmcroft Road route forms the main route through this junction, turning through circa 110 degrees with the southern part of Wembley Road then joining the outside of this bend as the minor arm of a simply priority T junction. From this junction, Wembley Road continues south for a distance of approximately 35 metres, where it forms the access to Cedar Mount Academy and Melland High School and is also joined by Rawsthorne Avenue to the east.

4.57 Both sides of this circa 35 metre length of Wembley Road, together with circa 20 metres of the northern side of Holmcroft Road and circa 20 metres of both sides of the northern part of Wembley Road, is protected by at any time, double yellow line waiting restrictions.

B6178 Mount Road outside site

4.58 The B6178 Mount Road past the western site frontage is a single carriageway road of approximately 7.4 metres in width. It broadly travels in a north – south direction, linking with the A57 Hyde Road to the north and (via the B6178 Broom Lane) the A6 to the south. The route is lit and, past the site frontage, is subject to a 20mph speed limit.

4.59 Approximately 30 metres south of the northern site boundary, the B6178 Mount Road is joined on the western side by an access serving Gorton Primary School. A further circa 55 metres south of this access (and circa 85 metres south of the northern site boundary), the B6178 Mount Road is also joined on the western side by an access serving Grange School. Both of these accesses join the B6178 Mount Road via kerbed radii arrangements.

4.60 With regard to the access serving Grange School, this is only used to serve a small car park (circa 12 spaces) and by kitchen deliveries and is not the main access to the school, which is from Matthews Lane.

4.61 At the southwest corner of the site, the B6178 Mount Road is joined on its western side by Matthews Lane, which forms the minor arm of a simple priority junction and includes a central refuge island at the junction.

4.62 Approximately 45 metres north of the B6178 Mount Road / Matthews Lane junction, Mount Road includes a Toucan crossing facility whilst, approximately 60 metres north of the site, there is also a signal controlled pedestrian crossing. The circa 310 metre length of Mount Road between these two crossings points includes traffic calming in the form of speed humps at either end and shallower speed humps in between.

4.63 At the northern end of the site, there are single yellow line waiting restrictions on the site side of the B6178 Mount Road running north. From a point approximately 15 metres south of the northern site boundary, double yellow line, at anytime waiting restrictions then extend south for a distance of approximately 80 metres to a point just south of the access to Grange School. Along this section, the west side of the B6178 Mount Road is protected by a combination of double yellow line at any time waiting restrictions and school keep clear zig zag markings.

4.64 Approximately 30 metres south of these restrictions, there is a circa 20 metre length of double yellow line at any time waiting restrictions running alongside one of the shallower speed humps, with another circa 20 metre length of double yellow line at any time waiting restrictions located a further circa 30 metres south alongside on of the other shallower speed humps.

Wider network

4.65 Approximately 100 metres north of the site, the B6178 Mount Road and Wembley Road are linked by Melland Road, which runs east – west between the two routes. At its western end, Melland Road joins the B6178 Mount Road as the minor arm of a 4 arm priority junction, with Longsight Road forming the fourth arm to the west. At its junction with Wembley Road, Melland Road forms the main route through a priority controlled crossroads, with Wembley Road forming the minor arms to both sides.

4.66 North of its junction with Melland Road, the B6178 Mount Road continues north for a distance of approximately 1km where it is joined by Kirkmanshulme Lane via a signal controlled T junction. Traffic entering this junction from Kirkmanshulme Lane must turn left, with the right turn movement prohibited. Traffic can however enter Kirkmanshulme Lane from the B6178 Mount Road in both directions.

4.67 Approximately 60 metres to the north-east of the B6178 Mount Road / Kirkmanshulme Lane junction, Mount Road joins the A57 Hyde Road via the four arm A57 Hyde Road / Mount Road / Glencastle Road signal controlled junction. Heading eastbound through this junction, the A57 Hyde Road is restricted to the ahead only movements, with the right turn movement into the B6178 Mount Road prohibited. Traffic wishing to turn from the eastbound A57 Hyde Road into the B6178 Mount Road at this junction is therefore required to use the fourth arm of the junction, Glencastle Road. This is a one way route that is accessed from the A57 Hyde Road / Queens Avenue junction to the west and allows traffic to enter the B6178 Mount Road and either continue south on Mount Road or turn right into Kirkmanshulme Lane.

4.68 The A57 Hyde Road / Queens Avenue signal controlled junction is located approximately 170 metres to the west of the A57 Hyde Road / Mount Road / Glencastle Road junction. As well as providing access to the Glencastle Road route referred to above from the eastbound A57 Hyde Road and Queens Avenue, this junction also allows all movements for traffic leaving Queens Avenue to join the A57 Hyde Road. Traffic can also turn left into Queens Avenue at this junction from the A57 Hyde Road. However, the right turn from the A57 Hyde Road into Queens Avenue is prohibited.

4.69 Approximately 840 metres west of the A57 Hyde Road / Queens Avenue is junction, the A6010 Pottery Lane passes through the A57 Hyde Road via a four arm traffic signal controlled junction.

Highway Conditions

4.70 Observations during the weekday evening peak showed that the junctions within the study area were operating with spare capacity, with no prolonged queueing or delay observed at the identified junctions.

4.71 With regard to the school pick up period, vehicles were seen to park on both sides of Wembley Road along the length between Melland Road and Holmcroft Road. On the B6178 Mount Road, vehicles were seen to park on the footway at the northern end of the site. This parking was in association with Gorton Primary School, with no pupils of Grange School being picked up from the access opposite the site.

Conclusions

4.72 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the site are of a high quality and provide good links to local employment, education, retail and leisure services as well as surrounding residential areas. These provisions mean the site is well placed in terms of pedestrian, cycle and public transport connectivity and ideal for encouraging travel by the sustainable modes.

4.73 In light of the above, it is suggested that the location of the site adequately meet tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid and "*provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport*" (as set out in Section 2).

5 Travel Plan Objectives and Targets

Overview

5.1 In Sections 3 and 4 of this Travel Plan the physical elements of providing an accessible site are described both in the context of existing provision and how this would be enhanced through the development of the site.

5.2 This shows that the site is accessible to all main modes of transport and there are realistic opportunities for future residents and users of the sports & community facility to make many journeys without having to use their cars. In the context of the Travel Plan pyramid this represents tiers one and two.

5.3 Tiers three, four and five of the pyramid deal with how the Travel Plan can encourage the use of these modes and how this process can be effectively implemented, managed and monitored.

Objectives

5.4 Travel Plans offer a package of measures to encourage site users to choose alternatives to single-occupancy car use. They can deliver real benefits to residents, site users and the local community and can help improve issues associated with health, accessibility and air quality. The objectives of this Travel Plan are:

- To encourage sustainable transport and increase the use of walking, cycling and public transport, as well as car sharing. (in this regard, GMYF encourage their members to exercise as much as possible and be as mobile as possible and therefore encourage walking and cycling safely to our facilities);
- To improve access to the site by all modes and promote viable alternatives to the car; and
- To ensure safe access and help improve site user health.

Travel Plan Targets

5.5 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan Framework: "action type" and "aim type" targets.

5.6 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Possible measures are discussed further in Section 6 and will be reviewed and agreed following the residents and sports & community facility users travel surveys.

5.7 Aim targets are aspirational and set out a target for the changes in travel modes used by residents and users of developments. These are typically defined by a reduction in the number of single occupancy car journeys or targets for non-car modes of travel.

5.8 These targets would be subject to agreement with the Council.

5.9 Aim targets are site specific and cannot be set until developments start to be occupied / become operational and peoples travel characteristics determined through surveys.

5.10 Kellen will set interim aim targets for the residential element of the development.

5.11 For the sports & community facility and as set out in Section 3, this would run a programme of youth-focused activities that would typically be attended by young persons who would walk or cycle to the site. As also set on in Section 3, census data shows that nearly 50% of households in Gorton do not have access to a car therefore the majority of youths being escorted by parents are still likely to travel on foot, by bicycle or by public transport. As a result, there is not considered to be a need to set aim targets for this element of the development.

5.12 In terms of the young person's accommodation and as previously identified, and given their circumstances, these young adults would not have access to a car. There is, therefore, also not considered to be a need to set aim targets for this element of the development.

6 Measures

Introduction

6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be implemented during construction or by the site management team post construction.

6.2 This chapter sets out general measures for the site and potential measures that could be taken forward to encourage sustainable travel and reduce reliance on the private car.

Tier 2 – Physical Measures

Sustainable Provision

6.3 A number of physical measures would be implemented as part of the development to enhance sustainable access, including:

- The provision of 2 metre wide footways to both sides of accesses from the B6178 Mount Road and Wembley Road and throughout the development;
- The provision of dropped crossings with tactile paving at junctions within the scheme;
- The provision of pedestrian links from the site to Mannering Street to the north and the dedicated pedestrian / cycle route to the south;
- The provision of a new dropped crossing with tactile paving on Wembley Road in the proximity of the bus stops.

6.4 These facilities will enhance the accessibility of the development and help promote additional use of sustainable transport.

Tier 3 - Appointment of the Travel Plan Co-ordinator [TPC]

6.5 Travel Plans are typically implemented under the control of a Travel Plan Co-ordinator [TPC] who would work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. However, in this instance, it is envisaged that there will be two TPCs; one responsible for the residential element of the development and one for the sports & community facility.

6.6 The TPCs will be appointed by Kellen and GMYF and will be appointed prior to the first dwelling / the sports & community facility becoming occupied. It is envisaged at this stage that, for the residential element, a member of staff at Kellen would be appointed as TPC, before handing this role to a resident of the development on completion. For the sports & community facility, it is envisaged that a member of GMYF would take up the TPC role.

6.7 The TPCs will be the key decision makers on day-to-day matters of implementation of the Travel Plan at the site. On appointment the TPCs will contact the relevant officers at Manchester City Council [MCC].

6.8 The role of the TPC will be as follows:

- Provision of walking information to and from the site to residents / users of the sports & community facility;
- Provision of cycling information to and from the site to residents / users of the sports & community facility;
- Providing information on appropriate public transport routes to travel to and from the site;
- Ensuring that all relevant information is provided to residents / users of the sports & community facility;
- Providing information for new residents within standard welcome packs to encourage them to travel to and from the site, where possible, by alternative modes of transport to the private car;
- Providing information for users of the sports & community facility through on site noticeboards and/or the facility's website to encourage them to travel to and from the site, where possible, by alternative modes of transport to the private car;
- Participation in the annual multi-modal travel surveys;

- To liaise with Manchester City Council [MCC] to assist with the development and implementation of the Travel Plan.

Tier 4 – 'Soft' Measures

6.9 Set out below are a number of 'soft' travel planning measures which will be explored and assist in meeting the Travel Plan objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Car Share

6.10 Given the scale of the development, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet. Details of these schemes would be provided to new residents through the welcome pack and to users of the sports & community facility through on site noticeboards and/or the facility's website.

Public Transport Awareness

6.11 The TPCs will make residents and users of the sports & community facility aware of local bus and rail services, and direct them to websites and applications to assist planning their journey by these modes.

6.12 The TPC will also make residents and users of the sports & community facility aware of any capped bus fares, together with free travel that is available for young persons aged 16-18 through the Our Pass scheme.

Take Part in National Sustainable Travel Events

6.13 Throughout the year a wide range of sustainable travel events take place including bike / walk to work week, car free day, national liftshare day and others associated with health such as world health day or obesity awareness week. The TPCs should promote these events.

Measures to Educate Residents and Users of the Sports & Community Facility to Travel More Sustainably

6.14 Travel information would be provided in the residents welcome pack for new residents and on the on-site noticeboards and/or website for users of the community facility.

6.15 The residents welcome pack, together with the on-site noticeboards and/or website for the community facility, would offer a range of information on travel by non-car modes. This may include local walking and cycling maps, details of safe walking and cycling routes, local bus and rail timetables and details of car share schemes.

6.16 The welcome pack and the on-site noticeboards and/or website for the sports & community facility could also be used to promote the measures discussed below.

6.17 Details would also be provided in the welcome pack and on the on-site noticeboards and/or website for the sports & community facility in relation to current journey planning websites and applications.

Provide travel information

6.18 The TPCs would liaise with MCC to identify readily available information such as maps and timetables, or website links to these maps and timetables, and arrange for these to be circulated to residents via the residents welcome pack and to users of the sports & community facility by the on-site noticeboards and/or website.

6.19 To ensure that all residents and users of the sports & community facility understand their travel options, a Travel Plan summary with associated plans would be distributed to all residents through the welcome pack. It would also be available on the community facility's on site noticeboards and/or website. The summary should clearly state the name and number of the TPCs, allowing those who need extra help to plan their journeys to easily contact them.

'Buddy' schemes / Bicycle User Group

6.20 The TPCs could investigate the interest in walking and cycling buddy schemes and, if appropriate, set up a scheme that caters for any identified need. The TPC could also inform residents of websites designed to put people in touch with others who may be walking and cycling the same routes.

6.21 The TPCs could also investigate the potential for a bicycle user group within the site, and research other clubs and groups in the area, to help provide opportunities for future residents and user of the sports & community facility to cycle as part of a group and not individually.

6.22 GMYF would also investigate the potential to set up a 'Wheelies' Programme, where older community groups set up a bike repair, exchange and recycling programme with GMYF children and show them how to repair and maintain bikes.

Providing skills and incentives

6.23 The TPCs could review the potential for a cycling training scheme, a "try a bike" scheme and maintenance checks.

School Travel

6.24 The TPC could review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

7 Delivery, Monitoring and Review

Introduction

7.1 A Travel Plan is a site specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out a suggested process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

7.2 The TPCs will be responsible for co-ordinating the travel surveys as well as launching, promoting and monitoring the Travel Plan.

Resident and Sports & Community Facility User Engagement

7.3 Information on the Travel Plan, for example new initiatives, should be disseminated to residents and users of the sports & community facility via the appropriate mechanism.

Promotion of the Travel Plan

7.4 The Travel Plan should be promoted to all residents and users of the sports & community facility with a focus on the objectives of travel planning and the benefits for individuals, the site and the local community. All residents and users of the sports & community facility should be able to access the Travel Plan via the TPCs.

7.5 Findings of the travel surveys and on-going monitoring and review should be communicated to residents and users of the sports & community facility via appropriate mechanisms.

7.6 Following the surveys, the approach to marketing may be reviewed to respond to local issues.

7.7 The TPCs will liaise with MCC to obtain leaflets, posters and other marketing information that may help with promoting non-car modes.

Liaison with Local Authority

7.8 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPCs. This will include monitoring the use of facilities, ascertaining the impact on travel behaviour and collecting feedback.

7.9 The TPCs will in any case, as the key point of contact, consult with the local authority on a regular basis as necessary.

7.10 Findings of the travel surveys will be made available to MCC and should be submitted with a short report comparing results with targets. This information should be made available within 3 months of the survey.

Travel Surveys

7.11 Separate residents and community users travel surveys will be undertaken as part of the preparation of the Travel Plan. These surveys will provide information on the existing travel patterns and help identify changes to the measures if required to assist in meeting targets. Surveys will be repeated as part of the review process every 12 months for a period of up to three years. The surveys will be used to determine any changes in mode split and uptake of travel plan initiatives.

7.12 The first surveys will be undertaken 24 months after first occupation. However, this date may be reviewed, in conjunction with MCC, if either of these points in time does not allow a representative sample to be collected.

7.13 The surveys will aim to ascertain how residents and user of the sports & community facility currently travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Timescales

7.14 The suggested timescales for implementing and monitoring the Travel Plan are set out below.

Action	Timescale
Appointment of TPCs	At least 2 months prior to first occupation
Completion of welcome packs / information for on-site noticeboards and/or the sports & community facility website. Agreement and implementation of initial measures.	Before first occupation
First Travel Surveys	24 months after first occupation.
Review of Travel Plan and measures and set site specific targets	1 to 2 months after completion of first travel survey
Implementation of revised measures	3 months after Travel Plan review
Updated travel surveys	Annual, starting 12 months after first survey for a period of up to 3 years

Improvements

7.15 Should targets not be met, discussions should be held with the local authority on ways that non-car travel can be further encouraged.

8 Action Plan

8.1 A summary of the key actions is set out in the Table below. This is a guide only and may be subject to change as the plan is implemented, operated and reviewed.

Action	Purpose	Timescale	Responsibility
Appointment of TPCs	Effective Travel Plan Implementation	2 months before first occupation	Kellen & GMYF
Completion of welcome packs / information for on-site noticeboards and/or the sports & community facility website. Agreement and implementation of initial measures.	Disseminate information to residents and users of the sports & community facility	Prior to first occupation	Kellen, GMYF and TPCs
Liaison with MCC etc	Information sharing / approvals	First occupation and on going	TPCs
Travel Survey	Monitoring	24 months after first occupation	TPCs
Updated Travel Survey	Monitoring	Annual, starting 12 months after first survey for a period of up to 3 years	TPCs
Setting and review targets	Monitoring	1 to 2 months after completion of first travel survey	TPCs / MCC

Figures

Figure 1.1: Site Location

Figure 4.1: Local Linkages
Figure 4.2: Walking Catchment and Site Accessibility
Figure 4.3: 5km Cycle Catchment

Figure 1.1 Site Location

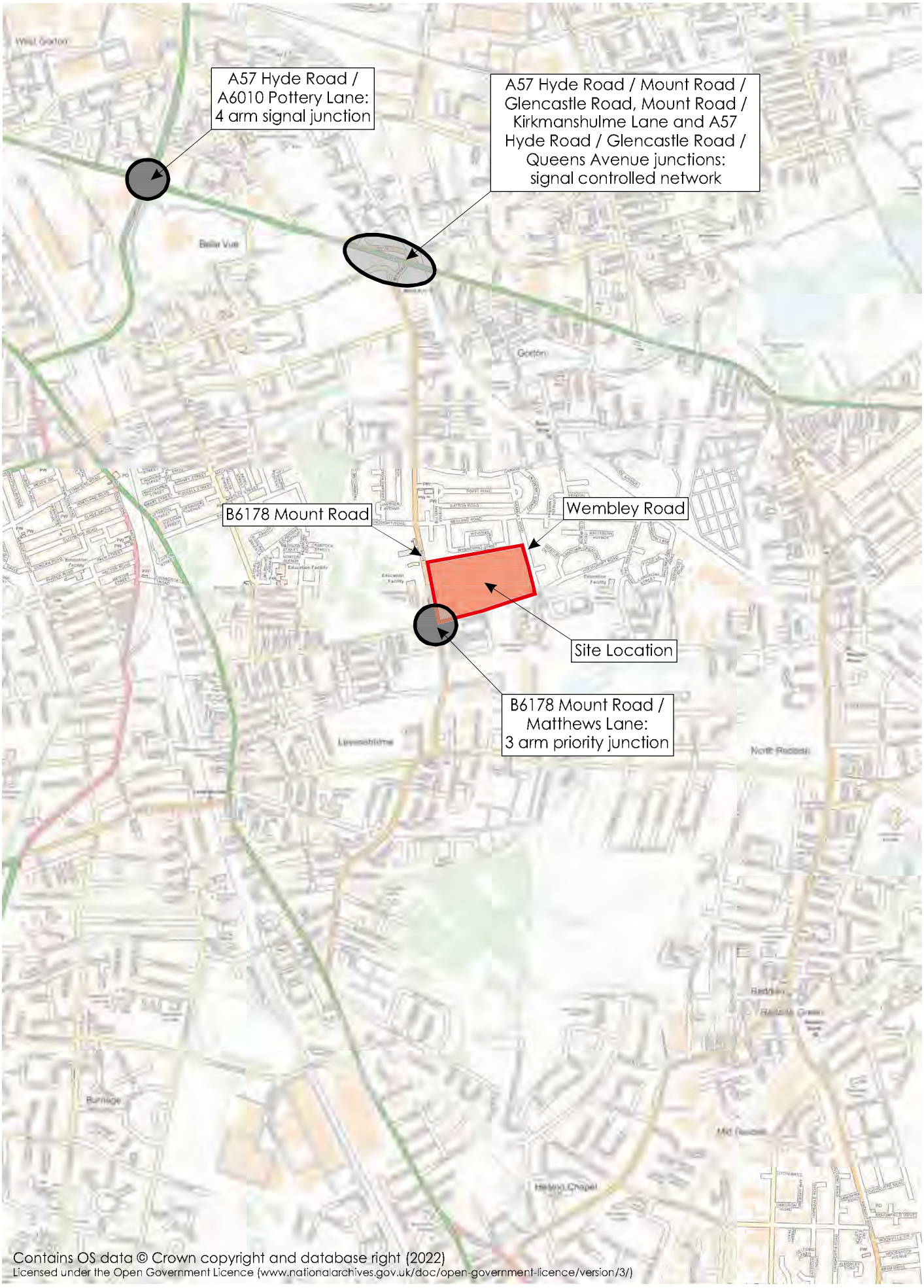


Figure 4.1 Local Linkages

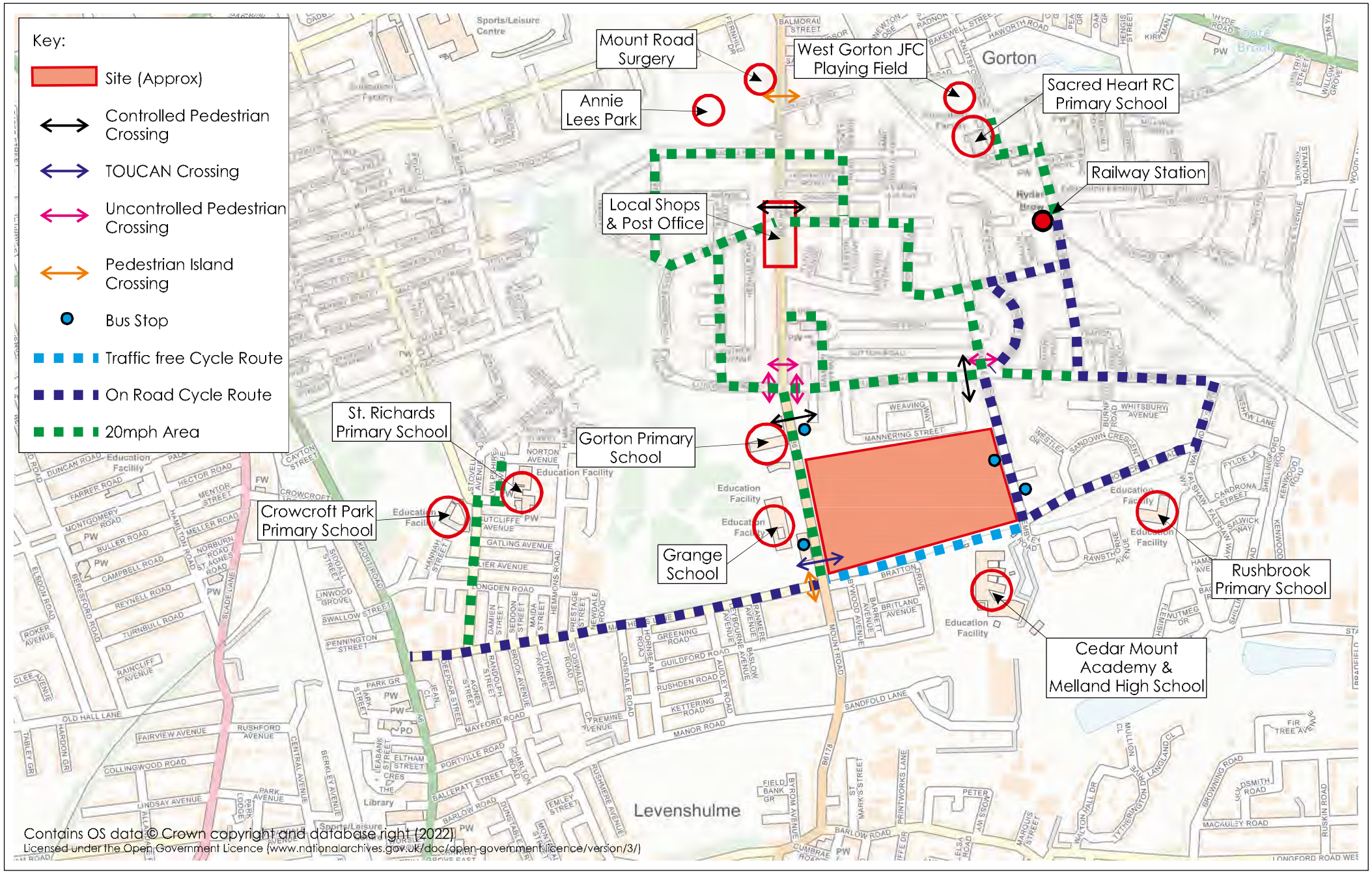


Figure 4.2 Walking Catchment and Site Accessibility

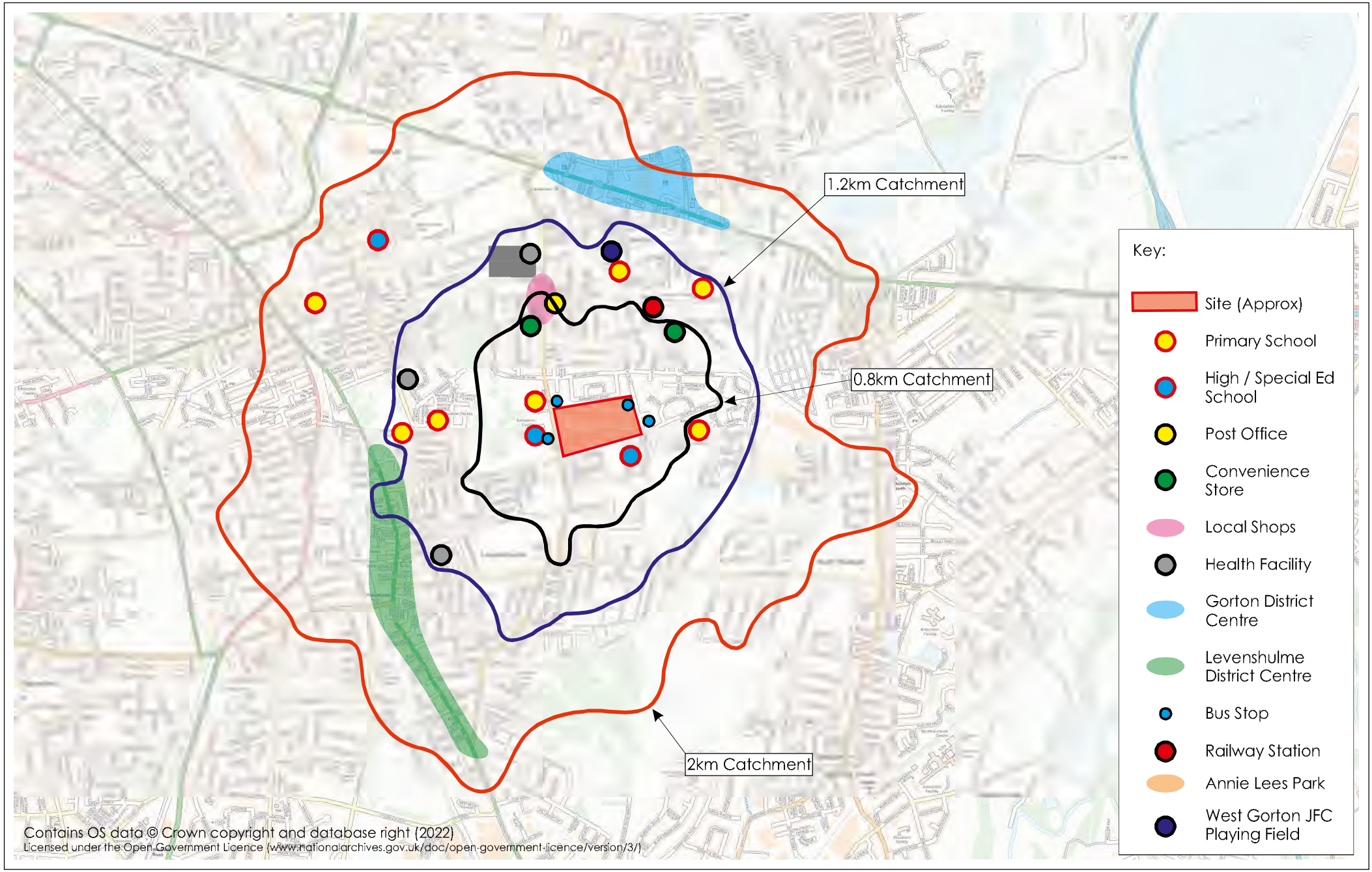
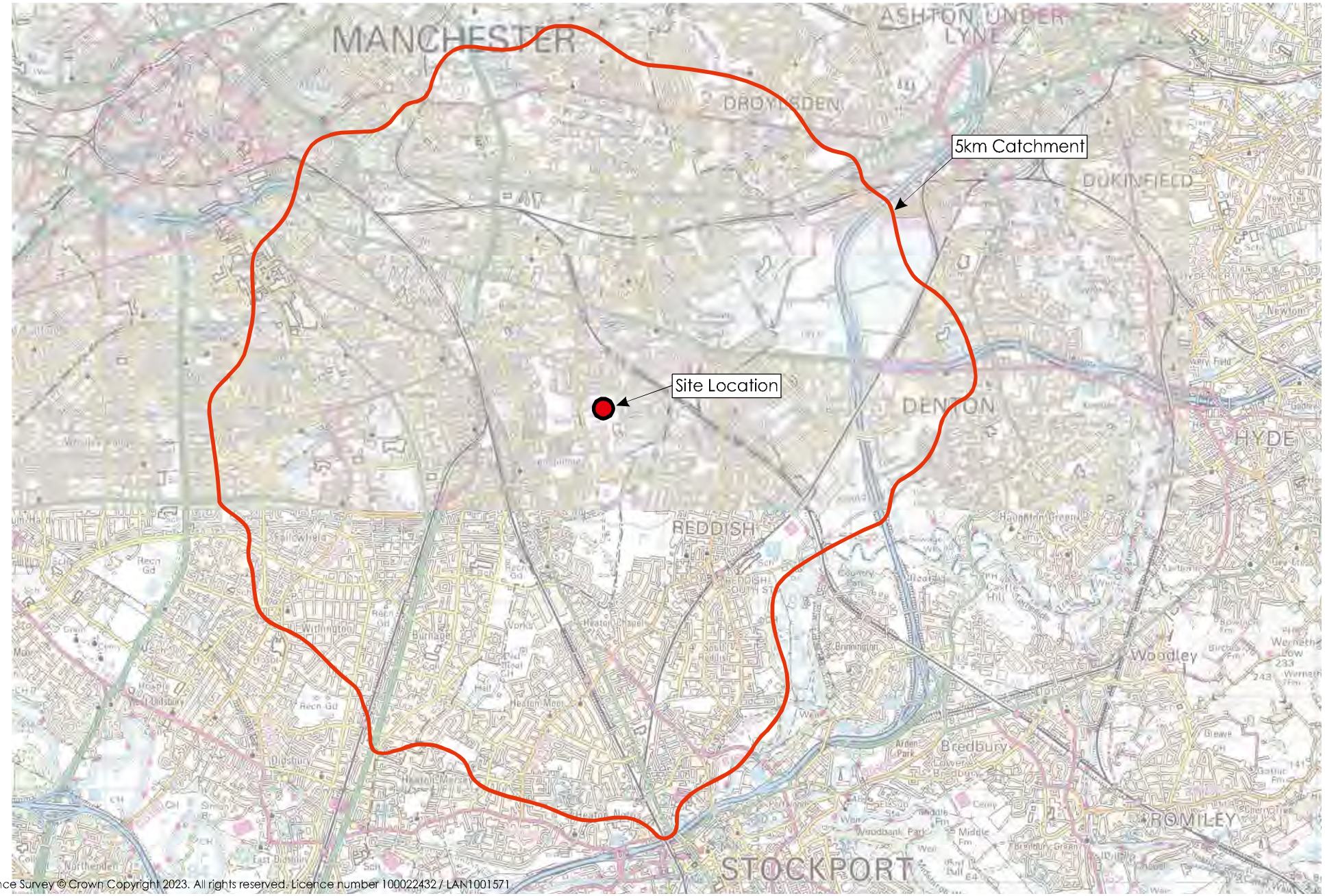


Figure 4.3 5km Cycle Catchment



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Appendix A: Proposed Site Layout

N

MANNERING STREET

MOUNT ROAD

WEMBLEY ROAD

HARLOW DR

WEMBL

Mount
Academy

Grange School

Shelter

Cedar Mount Academy

Gorton Education
Village

Melland High School

Ward Boy

DRAINAGE EASEMENT

MATTHEWS LANE

BRITLAND AVENUE

BRATTON DRIVE

BARRET

ROAD 1

ROAD 3

ROAD 5

ROAD 7

ROAD 9

ROAD 10

3m level buffer

110yds (100.584m) x 70yds (64.008m)

Cricket (20m x 3.05m)

4 no. car parking spaces

3m wide bus gate

3m wide bus gate

0 2.5 5 10 15 25 m
SCALE BAR 1:500

Legend

- Indicates 1.8m high feature fence
- Indicates 1.8m high plot divisional screen fence.
- Indicates bin stores.
- Indicates principle entrance door to dwelling.
- Indicates secondary entrance door to dwelling.
- Indicates application site boundary.
- Indicates affordable units
- Indicates adaptable units
- Indicates footpath connection points
- Indicates proposed trees
- Indicates substation
- Indicates pumping station
- Indicates electric vehicle charging points.

All plots to be provided with a secure cycle point.

Accommodation Schedule
Mount Road, Gorton

KELLEN HOMES

House Type		Bed No.	Type	No.	Sqft	Total Sqft	Split
Private							
Hic	Hickory	2	Semi	73	767	55991	24.09%
Oli+e	Olive	2	Semi	8	770	6160	2.64%
Ced	Cedar	3	Semi	82	936	76752	27.06%
Aca	Acacia	3	Semi	26	940	24440	8.38%
Eme	Emerson	4	Semi	18	1064	19152	5.94%
				207		**182495**	**68.32%**
Affordables							
Adu835	adu835	2	Semi	2	835	1670	0.66%
Adu1009	adu1009	3	Semi	2	1009	2018	0.66%
Hic	Hickory	2	Semi	25	767	19175	8.25%
Ced	Cedar	3	Semi	19	936	17784	6.27%
Aca	Acacia	3	Semi	6	940	5640	1.98%
Oli	Olive	2	Semi	2	770	1540	0.66%
Eme	Emerson	4	Semi	4	1064	4256	1.32%
				60		**52083**	**19.80%**
			Total	**267**		**234578**	
YP Studio Apartments	Apts	1	Apartments	36	280	10080	11.88%
				36		**10080**	**11.88%**
							11.68%
			Total	**303**		**244658**	**100.00%**
Gross Site Area:		22.4	Acres	9.07	Hectares		
Nett Residential Site Area:		**15.640**	**Acres**	**6.33**	**Hectares**		
Gross Density:		13.53	Units/Acre	33.43	Units/Hectare		
Nett Density:		**19.37**	**Units/Acre**	**47.87**	**Units/Hectare**		
Gross Footage:		10922.23	SQFT/Acre	2507.37	SQM/Hectare		
Nett Footage:		**15643.09**	**SQFT/Acre**	**3591.13**	**SQM/Hectare**		

Revision	Date	Amendment	Initials
P8	07.11.23	Cricket pitch added to layout.	BOP
P7	03.10.23	EV Charging points added, Subs amended.	BOP
P6	02.10.23	Combined Netball & Basketball Court added.	BOP
P5	15.09.23	Plots 1-3 and 115-117 repositioned back to rear and over and not hipped.	RGC
P4	11.09.23	Cedar house type updated to show hipped roof. Drive to plot 74 amended and emergency access	KLW
P3	07.09.23	Cedar sqft updated 940 to 936.	KLW
P2	05.09.23	Affordable units increased to 60 units. Mix updated accordingly.	KLW
P1	25.08.23	Detailed site layout completed	BOP

Development
MOUNT_ROAD
Location
GORTON
Marketing Name

Drawing Title
CADSITELAYOUT

Job No.	Drawing No.
KH008	**A-100**
Revision	Scale @ A1
P8	1:500
Drawn By	Date
BOP	25.08.23
Checked by	Date Checked
RGC	

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KELLEN HOMES