Residential Development

Daisy Bank Mill, Terence Street, Newton Heath, Manchester

November 2023

TRAVEL PLAN

Planning Condition No 24

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Eddisons

REPORT

DOCUMENT:	Travel Plan
PROJECT:	Residential Development, Daisy Bank Mill, Terence Street, Newton Heath, Manchester
CLIENT:	Splash Developments
JOB NUMBER:	4243
FILE ORIGIN:	Z:\projects\4243 Daisy Bank Mill, Manchester\Docs\Reports\4243-TP01.docx

DOCUMENT CHECKING:

Primary Author:	MR	**Initialled:**
Contributor	LG	**Initialled:**
Review By:	PJW	**Initialled:**

Issue	Date	Status	Checked for Issue
1	25-11-23	Final	
2			
3			
4			

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons has been instructed by Splash Developments to produce a Travel Plan to support a residential development at Daisy Bank Mill on Terence Street in the Newton Heath area of Manchester.

1.1.2 The site location is shown in **Plan 1**, whilst the consented site layout is show in **Plan 2.**

1.1.3 The site benefits from planning permission is for the rection of 18 dwellings and this Travel Plan seeks to discharge the specific pre-occupation planning condition.

1.1.4 The proposals were granted consent under planning application ref: 112059/FO/2016 and condition 24 of that permission is as follows:

"Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:
i) the measures proposed to be taken to reduce dependency on the private car by those [attending or] employed in the development
ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car. Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007)."

1.1.5 The preparation and adoption of a Travel Plan is an importance element of managing the demand for travel to all modern developments.

1.1.6 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance for this development, these documents are as follows;

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

1.2 Structure of the Travel Plan Framework

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.3 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.

1.2.4 Section 7 draws together the findings and conclusions.

1.3 The Travel Plan Framework

1.3.1 The aim of the Travel Plan is as follows:

- To encourage residents and visitors to use alternatives to the private car;

- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4 Residents Travel Pack

1.4.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel and the provision of certain physical measures. This will be discussed further in Section 3.

2 TRAVEL PLAN POLICY AND GUIDANCE

2.1 Travel Planning Policy

2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *"Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new* site".

2.2 Travel Planning Guidance

2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.

2.2.2 The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' sets out an overview of the process and delivery of Travel Plans and states *that "A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*

2.2.3 The DfT document entitled "Making Residential Travel Plans Work" states that Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas" and goes on to say *"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".*

2.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;

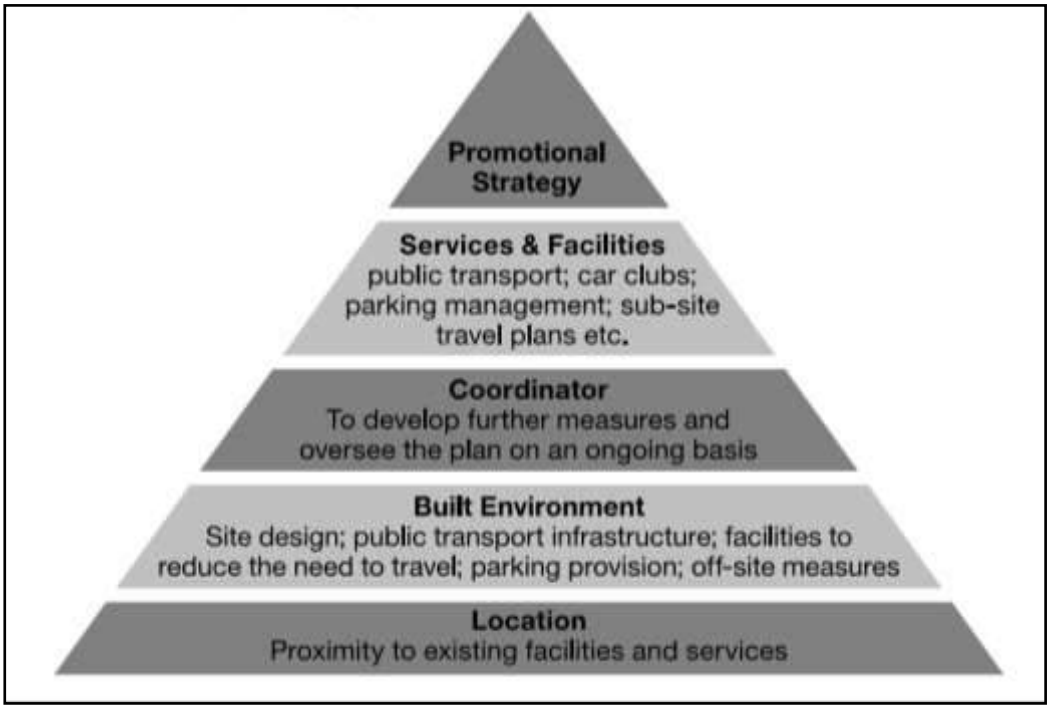


Figure 2.1 – The Travel Plan Pyramid

2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.

2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.

2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.

2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.

2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

3 MANAGEMENT MEASURES

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

i) Appointment of Travel Plan Co-ordinator

ii) Resident's Travel Pack

iii) Travel Awareness and Information

iv) Promotion of Lift Share Scheme

v) Encouraging Walking/Cycling

vi) Encouraging Home Working and Delivery Services

vii) Encouraging Travel by Public Transport

viii) Marketing and Promotion

3.2 Appointment of Travel Plan Co-ordinator

3.2.1 A Travel Plan Co-ordinator (TPC) is to be appointed by the housebuilder or developer at least one month before the first properties being occupied.

3.2.2 The TPC will be responsible for all aspects of the Travel Plan.

3.2.3 Their primary functions will be as follows;

- Liaison with the local planning and highways authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork.

3.2.4 The role of the TPC will also be to develop and manage the Travel Plan for the site.

3.2.5 The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan in not performing. Annual progress reports will be prepared and submitted to the Council.

3.2.6 Details of the nominated TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies at least one month prior to first occupation at the site. Similarly, the TPC will be advised of appropriate contact personnel at the Council.

3.3 Residents Travel Pack's

3.3.1 It is an important and emerging principle in residential developments that where appropriate, the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

3.3.2 The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a local bus and rail services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 However, in order to build on these locational advantages, it is recommended that a Residents' Travel Pack is provided for the occupants of each new dwelling.

3.3.4 The contents of such a travel pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information, as well as identification of the location of nearby amenity facilities as part of the information supplied to prospective purchasers.

3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.6 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
    - Public Transport - Links to timetable information e.g. www.traveline.org.uk and www.nationalrail.co.uk
    - Car Sharing - Links to websites that co-ordinate car sharing such as www.carshare.com, www.liftshare.org.uk and www.nationalcarshare.co.uk to encourage car sharing.
    - Cycling - Link to the UK's National Cyclists Organisation website www.ctc.org.uk and Sustrans www.sustrans.org.uk
    - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.7 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development. Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home.

3.3.8 The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.3.9 The provision of a Resident's Travel Pack will form part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within the Travel Plan.

3.4 Travel Awareness and Information

3.4.1 Residents will be made aware of the existence of the Travel Plan and its aims. As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

3.5 Promotion of Lift Share Scheme

3.5.1 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to, if they are offering a lift or need a lift to their destination.

3.5.2 The website can be found at the following location www.liftshare.com

3.6 Encouraging Walking/Cycling

3.6.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the WalkBUDi/BikeBUDi schemes.

3.6.2 Information on these schemes is available on the following websites www.walkbudi.com and www.bikebudi.com

3.6.3 The WalkBUDi/BikeBUDi schemes are part of the National Lift Share Network and are simple and free to use. They simply match individuals with others walking or cycling the same way so they can walk or cycle together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

3.6.4 The WalkBUDi/BikeBUDi schemes aim to help individuals to meet others wanting to travel the same way. They can be used for regular trips such as walking or cycling to the office or going to the station as well as making a journey safer.

3.7 Encouraging Travel by Public Transport

3.7.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

3.7.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

3.8 Encouraging Home Working and Delivery Services

3.8.1 All new properties will have the ability to have broadband internet connection points, enabling the residents to obtain the internet.

3.8.2 Therefore, encouraging home working and shopping, reducing the need to travel especially during peak times.

3.9 Marketing and Promotion

3.9.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

3.9.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

3.9.3 This report will demonstrate that the site is located close to major employment, leisure and educational facilities, which are accessible by sustainable modes of transport.

3.10 National and Local Policy Summary

3.10.1 Reference to national guidance contained within NPPF confirms that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

3.10.2 The review of both national and local policy has shown that the proposals conform to the aims and aspirations and will assist in delivering the policies contained therein.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

4.1.4 The accessibility of the site has been considered by the following modes of transport:

- accessibility on foot;
- accessibility by cycle;
- accessibility by bus; and
- accessibility by rail.

4.2 Access on Foot

4.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways are provided along Terence Street, Droylsden Road, and Mabel Street. These footways provide links to the wider pedestrian network in the area.

4.2.3 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 4.1 IHT 'Providing for Journeys on Foot' Walk Distances

4.2.5 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

4.2.6 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

4.2.7 **Table 4.2** below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 Manual for Streets Walk Distances

4.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.9 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.10 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.

4.2.13 In light of the above, a pedestrian catchment of 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 3**.

4.2.14 The 2,000-metre pedestrian catchment illustrates that almost the entirety of the Failsworth boundary, including the primary shopping area, falls within the 2km catchment. Clearly, this represents a key destination for potential employment, retail and leisure trips.

4.2.15 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.1** below:

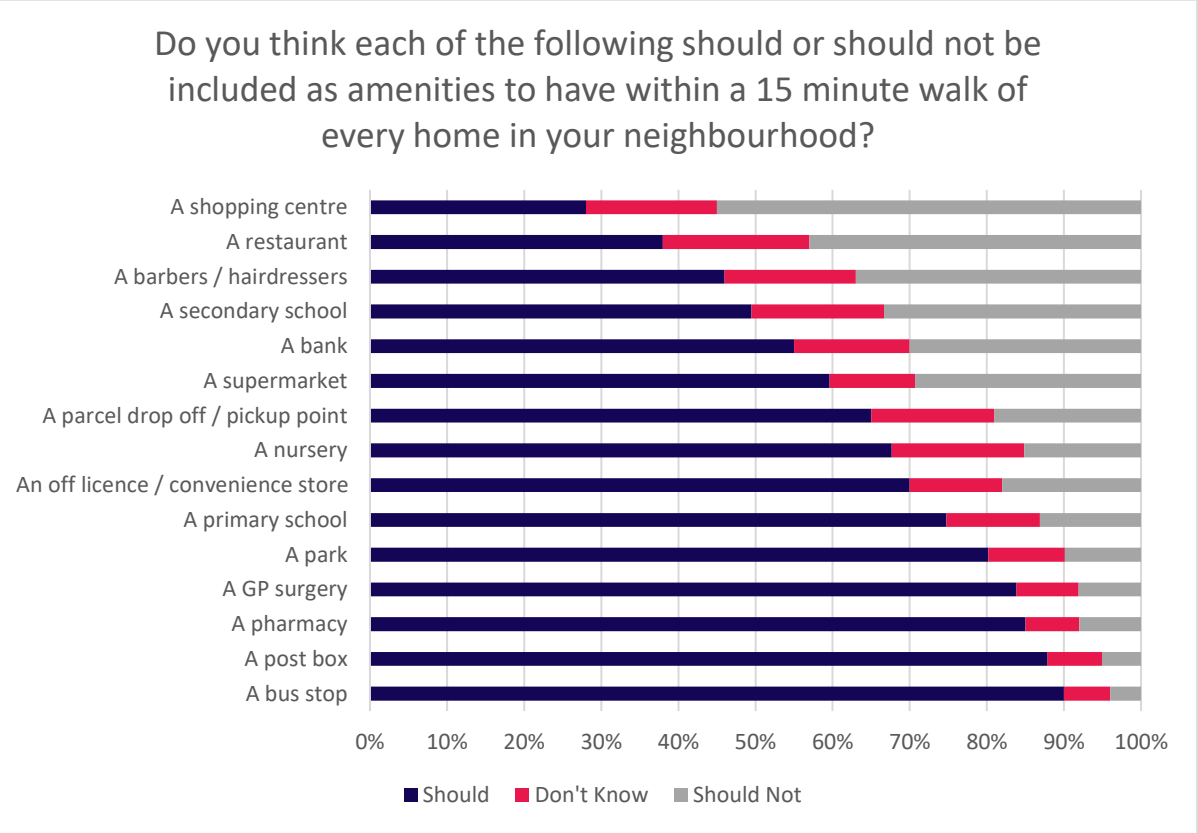


Figure 4.1 YouGov Poll Results (Source YouGov)

4.2.16 Figure 4.1 above shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.17 Plan 3 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.18 As can be seen in Plan, 3 the site is located in close proximity to a number of a local amenities, including a bus stop, a post box, a pharmacy / GP surgery, and a local convenience store.

4.2.19 **Table 4.5** below, shows the walking distance to several of the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
St. Wilfrid's C of E Primary School	40m	3,200m	**YES**
Newton Heath Cricket Club	140m	1,600m	**YES**
The Horseshoe Free House	170m	1,600m	**YES**
Brookdale Park	235m	1,600m	**YES**
Mini Mart Convenience Store	280m	1,600m	**YES**
Well Pharmacy	330m	1,600m	**YES**
All Saints C of E Primary School	430m	3,200m	**YES**
Church Inn	475m	1,600m	**YES**
ASDA	580m	1,600m	**YES**
Lidl	885m	1,600m	**YES**

Table 4.5 Distance from Site to Local Facilities

4.2.20 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

4.3.1 An alternative mode of travel to the site could be achieved by bicycle.

4.3.2 Clearly, the new advice contained within the Highway Code, which was updated on 29th January 2022, will improve the safety of vulnerable road users including cyclists, pedestrians, and horse-riders. Most of the new advice relates to where cyclists should position themselves within the lane in various traffic conditions and motorists being required to give cyclists priority in slow moving traffic and locations where there is insufficient room for vehicles to overtake cyclists safely, allowing 1.5-metres for cyclists when overtaking them.

4.3.3 The Cycling England document 'Integrating Cycling Into Development Proposals' advises that *'For short trips,* [cycle links] *can give cyclists significant advantages over car users in terms of convenience and journey time… Most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further. For work, a distance of 5 miles should be assumed*.'

4.3.4 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Gorton, Ancoats, Ashton-under-Lyne, Cheetham Hill and Oldham.

4.3.5 National Cycle Route 66 starts in the north of Failsworth and runs southwest to the city centre of Manchester via Newton Heath, Bradford and Ancoats. It is both an on and off-road cycle route and is located approximately 550m from the centre of the site.

4.3.6 National Cycle Route 60 is also located in proximity to the site. This route begins in Clayton to the south of the site then runs south to North Reddish where it turns into cycle route 6 and provides access west through Levenshulme and Fallowfield. This route is also both in and off-road and lies approximately 1.7km from the centre of the site.

4.3.7 The site can, therefore, be considered as being accessible by cycle.

4.4 Access by Bus

4.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

4.4.2 The nearest bus stop to the site is located along Terence Street, immediately to the north of the development site. This stop consists of a bus stop pole and timetable. Additional bus stops are located along Droylsden Road, a short distance eastwards, and further along Terence Street. All the nearest bus stops to the site are shown on Plan 3.

4.4.3 A summary of the services available from the nearest bus stops from the development site is provided in **Table 4.6** below.

Servic No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
52	Trafford Centre - Failsworth	5 services	30 mins	10 services	1 service	30 mins	8 services	30 mins
74	Manchester - Hollinwood	3 services	15 mins	-	-	-	-	-
76	Manchester - Oldham	8 services	15 mins	15 services	4 services	15 mins	18 services	30 mins
76A	Manchester - Oldham	-	60 mins	2 services	-	60 mins	2 services	-

Table 4.6 Existing Bus Services Operating in the Vicinity of the Site

4.4.4 As can be seen from Table 4.6, the nearest bus stops to the site provides various services throughout the day to destinations such as Manchester city centre, Oldham, and The Trafford Centre.

4.4.5 It is noted that the above services provide a choice of how people travel with the bus services operating from around 4:30am to around 23:30am, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.6 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 4.7** below.

Destination	Duration
Manchester City Centre	17 mins
Oldham	31 mins

Table 4.7 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Manchester City Centre is just a 17-minute bus journey from the site and Oldham is just a 31-minute bus journey.

4.4.8 It is therefore concluded that the development site is accessible by bus.

4.5 Accessibility by Rail

4.5.1 The nearest train station located to the site is Manchester Piccadilly, which can be accessed via a 20-minute bus journey on the 76/76A service. This train station is managed by Northern and has 14 platforms, offering services every couple of minutes to destinations such as London, Bristol and Blackpool.

4.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

4.6 Accessibility by Metrolink

4.6.1 The nearest tram stop to the site is Newton Heath and Moston. This tram stop is located on the pink and brown line and therefore provides access to stations such as Rochdale, East Didsbury and Shaw and Crompton. Trams from this stop run every 12-minutes Monday – Saturday and every 15-minutes every Sunday.

4.7 Accessibility Summary

4.7.1 The site has been considered in terms of accessibility by non-car modes.

4.7.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area, including Failsworth.
- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;
- The services from the bus stops on Terence Street and Droylsden Road travelling to destinations such as Manchester city centre and Oldham shows that the development can be considered as accessible by bus; and
- The site is accessible via rail with Manchester Piccadilly station located just a short bus journey away.

4.7.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e. once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.1.3 In order to set the targets, further information (e.g. through a travel survey) may have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

5.1.4 More accurate information to establish the baseline targets however, will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.

5.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council and included in the final Residential Travel Plan for the whole development.

5.2 Potential Targets

5.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2.2 Targets which according to the DfT may potentially be included in the Travel Plan include the following:

5.2.3 Car trips per household - targets set on the basis of predicted trip rates for the development.

5.2.4 Uptake of alternatives - targets for bus patronage, registration and participation in the Liftshare car share scheme, cycle counts and pedestrian counts.

5.2.5 Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.

5.2.6 Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the Travel Plan and its purpose.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Housebuilder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Housebuilder
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	receipt of written agreements of targets	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Residents travel surveys conducted in years 1, 3 and 5	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1,3 and 5	TPC

Table 5.1 – Travel Plan Action Plan and Timescales

5.3.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

6 PLAN MONITORING AND ASSESSMENT

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan;
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan;
- Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by residential development.

6.1.2 The monitoring could include items such as:

- Full residential surveys to be completed in year 1, year 3 and year 5 and snap shot surveys to be completed every 6 to 12 months.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 Consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with the Council.

6.1.4 The monitoring and assessment of the Travel Plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

6.1.5 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

6.1.6 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified.

7 CONCLUSIONS

7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development. The aim of the Travel Plan is:

- to encourage residents to use sustainable modes of transport to access the site;
- reduce the reliance on single car occupancy journeys; and
- generally reduce traffic related pollution and noise.

7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

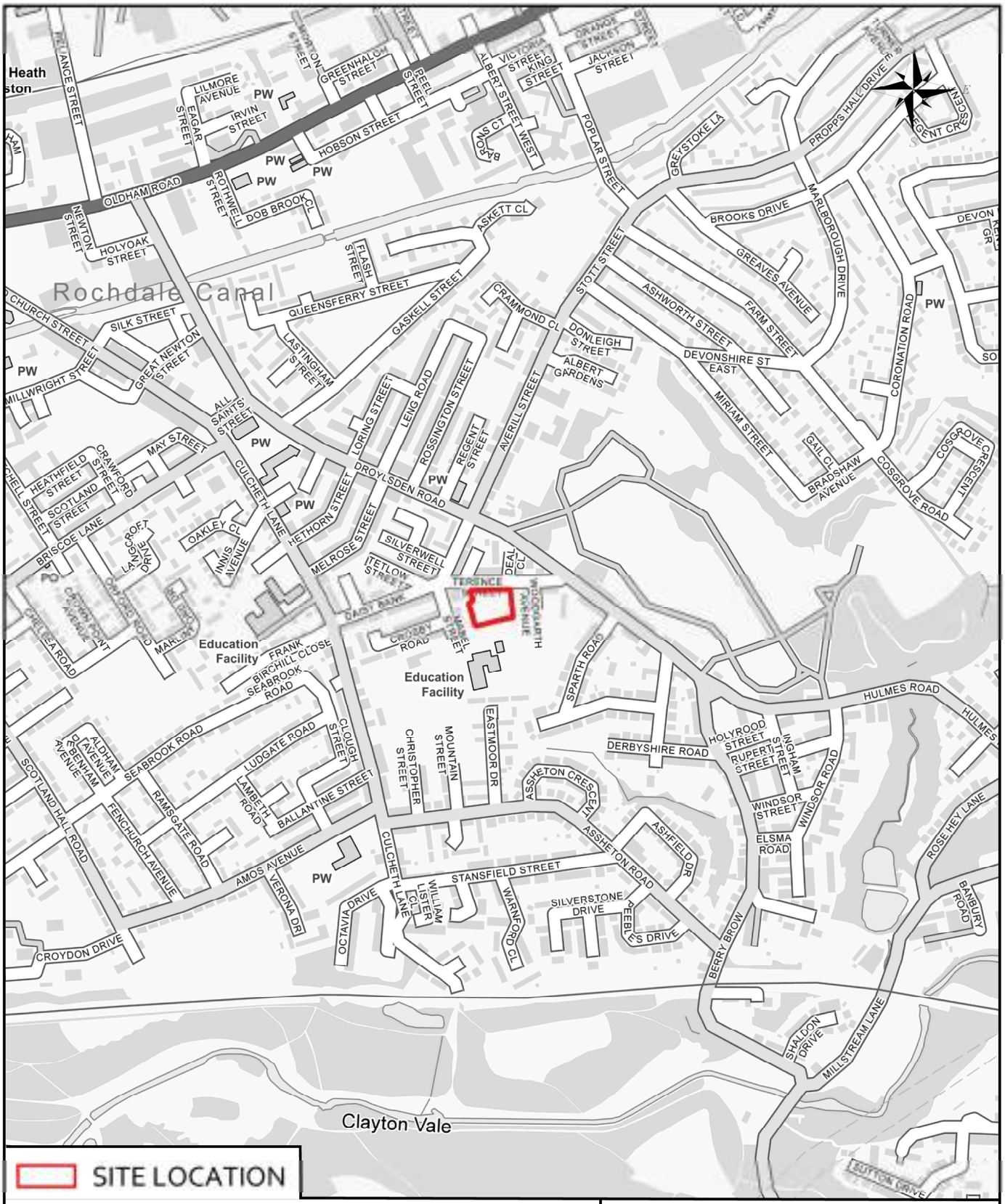
7.1.5 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.6 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

7.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

7.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development and should be considered acceptable to the local highway authority.

PLANS



CLIENT:

SPLASH DEVELOPMENTS

DRAWING TITLE:

DAISY BANK MILL, MANCHESTER
SITE LOCATION

DRAWN	DATE	CHECKED	DATE	SCALES
LG	15.11.23	MR	15.11.23	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

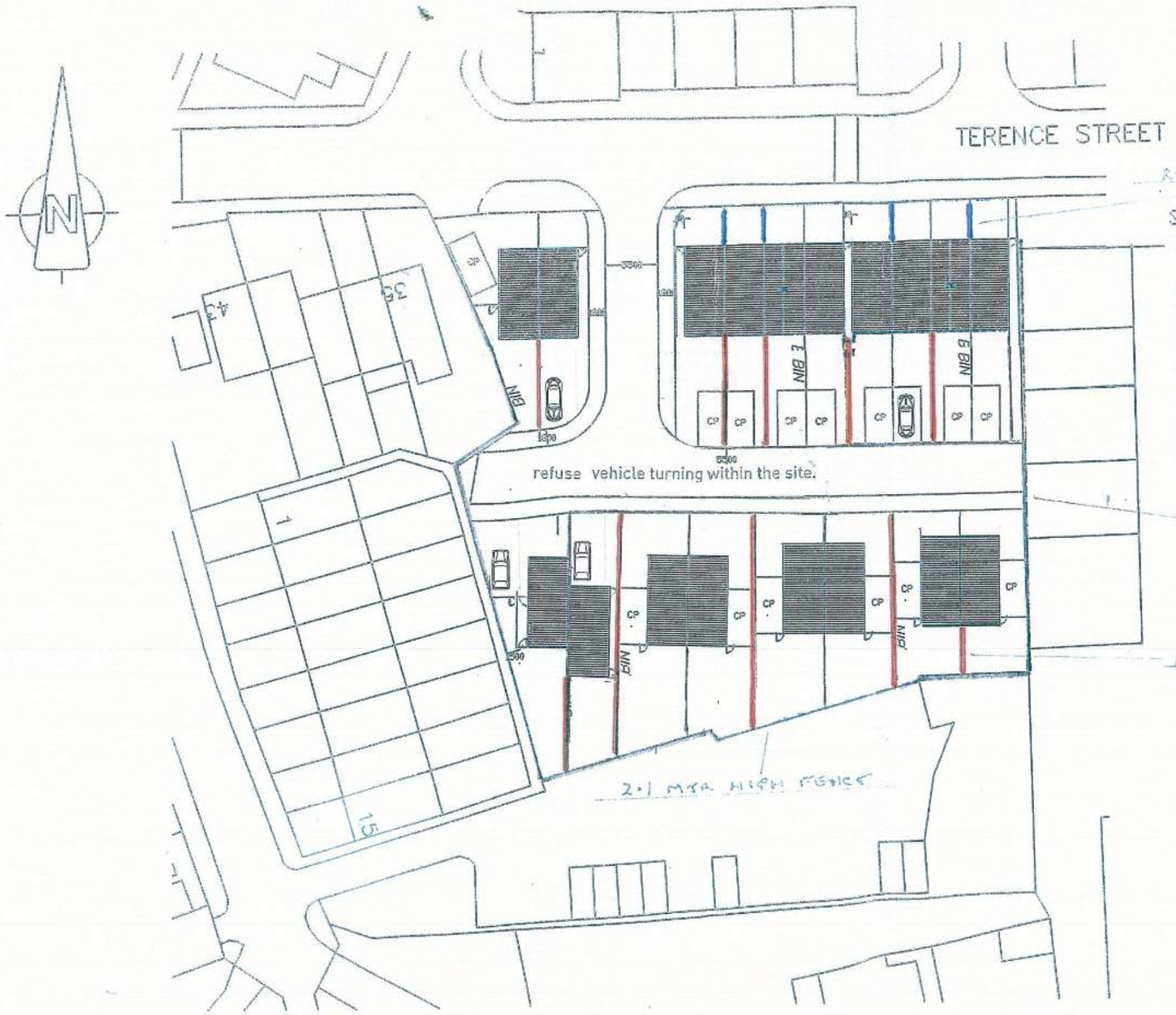
Email: info@croftts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4243-01

REVISION: -

Eddisons

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PLANNING AND BUILDING CONTROL
25 APR 2017

RAILINGS TO ALL PROPERTIES EXCEPT SITE 12

SURFACE WATERS AND DRAINAGE
ALL GARDENS TO BE TURFED AND ALL DRIVES AND PATHS TO BE PERMEABLE.

LANDSCAPING TREATMENT
2NO.TREES TO BE RETAINED AT THE REAR OF THE SITE T10&T7 SEE ATTACHED TREE SURVEY PLAN.
TURFED FRONT AND REAR GARDENS.
DETAIL OF BOUNDARY AND GARDEN TREATMENT DRAWING ATTACHED.

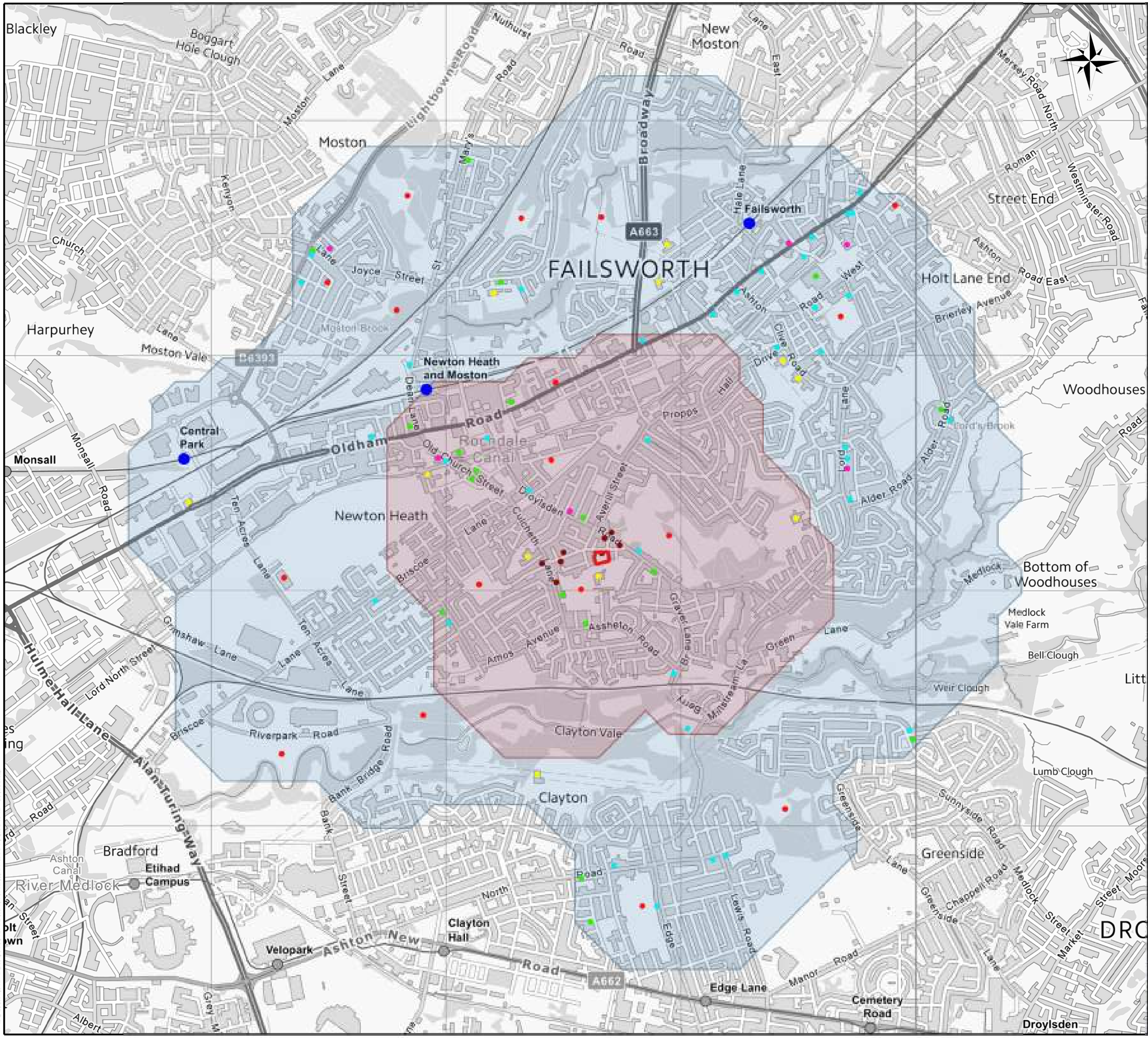
PRIOR TO THE DEMOLITION OF THE BUILDING AN ECOLOGY REPORT AND BAT SURVEY DETAILS WILL BE SUBMITTED.

NO WORK TO COMMENCE BEFORE PLANNING PERMISSIONIF REQUIREDHAS BEEN GRANTED.
NO WORK TO COMMENCE UNTIL BUILDING REGULATIONS APPROVAL HAS BEEN GRANTED.
LES FOEY ACCEPTS NO RESPONSIBILITY FOR WORK UNDERTAKEN BEFORE BUILDING REGULATION APPROVAL OBTAINED.
ALL SIZES AND DIMENSIONS TO BE CHECKED AND VERIFIED BY THE CONTRACTOR BEFORE WORK COMMENCED AND ANY DIFFERENCE TO THES PLAN TO BE REPORTED TO LES FOEY BEFORE WORK COMMENCES.
IF THE WORK FALLS WITHIN THE PROVISIONS OF THE PARTY WALL ACT 1996 IT IS IMPORTANT THAT THE CLIENT SERVES NOTICE TO THE OWNERS OF THE ADJOINING PROPERTY OF THE INTENTION TO BUILD TWO MONTHS BEFORE THE COMMENCEMENT DATE AND THAT WRITTEN PERMISSION IS OBTAINEDALL PROVISIONS OF THE PARTY WALL ACT 1996 WHERE NECESSARRY TO BE ADHERED TO.

PROPOSED NEW HOUSES ON DAISY BANK MILL SITE TERENCE STREET, NEWTON HEATH MANCHESTER FOR SPLASH DEVELOPMENTS

SCALE:-1.500 DATE:-APRIL'16

CARL GARRITY
SPLASH DEVELOPMENTS
0161-681 7214
07561 107 099
07790 889 050



NOTES

- Site Location
- 800m
- 2km
- Metrolink
- Nearest Bus Stops
- Sport/Leisure
- Medical/Healthcare
- Cafe/Takeaway/Public House
- Retail
- Education

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

SPLASH DEVELOPMENTS

PROJECT:

DAISY BANK MILL, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN: LG | CHECKED: MR | DATE: NOV 23

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DRAWING NUMBER: 4243-03 | REVISION: -

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APPENDICES

APPENDIX 1
Brief for Travel Plan Co-ordinator

BRIEF OF APPOINTMENT OF TRAVEL CO-ORDINATOR

This Brief of Appointment has been compiled with reference to the roles and responsibilities of the Travel Co-ordinator who will need to be appointed formally as part of the Travel Plan implementation.

The appointment for the role of Travel Co-ordinator is proposed to last for at least 5 years . After five years, the position will be reviewed and a new person appointed if necessary.

In terms of the roles and responsibilities, the Travel Co-ordinator will be expected to:

- Ensure travel awareness amongst tenants and their staff and visitors.
- Ensure the availability of the most up to date travel information.
- Ensure that all tenants receive a Residents Travel Pack (RTP), which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

Any changes in the personnel of the Travel Co-ordinator must be provided to the local planning authority.

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RICS

APPENDIX 2
Residents Travel Survey



RESIDENTIAL SURVEY

1 How many people live in your home? [ ]

2 How many cars does your household own? [ ]

3 For each person in your household, please identify the main reason for the journeys they make during a typical week?(Monday-Friday)

Please tick ONE answer for each person in your household.

	Work	Education	Other	Not Applicable
Person 1 (you)	[ ]	[ ]	[ ]	[ ]
Person 2	[ ]	[ ]	[ ]	[ ]
Person 3	[ ]	[ ]	[ ]	[ ]
Person 4	[ ]	[ ]	[ ]	[ ]
Person 5	[ ]	[ ]	[ ]	[ ]
Person 6	[ ]	[ ]	[ ]	[ ]

4 For each person in your household, what is their usual mode of travel to make these journeys?
Please tick ONE mode for each person in your household.

	Car Driver (alone)	Car Driver (with family member)	Car Driver (with other)	Car Passenger	Bus	Train	Cycle	Walk	Motorcycle	Other
Person 1 (you)	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Person 2	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Person 3	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Person 4	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Person 5	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]
Person 6	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]	[ ]

5 If you have indicated 'Car driver' in Q4, what are the main reasons for doing so?

[ ] Car essential to job
[ ] Give a lift to others in the area
[ ] Health reasons
[ ] More convenient than alternative
[ ] Cost
[ ] Reliability
[ ] Comfort
[ ] No alternatives available
[ ] Other (please specify)_____

6 Which of the following changes would most encourage you to cycle for journeys in your local area? If you already cycle, which would you most like to see?

[ ] Safer, better lit cycle paths
[ ] Improved cycle paths to town centre or rail station
[ ] Improved cycle parking at this development
[ ] Arrangements to buy a bicycle at a discount
[ ] Improved crossing facilities
[ ] Improved cycle parking at local facilities
[ ] More information on available cycle routes
[ ] None of the above
[ ] Other (please specify) _____

7 If applicable, please confirm your place of work/education postcode?

_____

8 Which of the following changes would most encourage you to use public transport for your journeys in your local area?

If you already travel by public transport, which would you most like to see?

[ ] More direct bus routes
[ ] More frequent services
[ ] Improved facilities (lighting and bus shelters)
[ ] More convenient bus drop off points
[ ] Better public transport information
[ ] None of the above
[ ] Other (please specify) _____

9 Which of the following changes would most encourage you to walk for journeys in your local area? If you already walk, which would you most like to see?

[ ] Cleaner, better maintained footpaths
[ ] Better lighting on footpaths
[ ] More improved pedestrian crossing points
[ ] Improved personal safety
[ ] Slower speed limits
[ ] More information on available walking routes
[ ] None of the above
[ ] Other (please specify) _____

10 Which of the following changes would most encourage you to car share? If you already car share, which would you most like to see?

[ ] More help finding car share partners
[ ] More information regarding car sharing
[ ] None of the above
[ ] Other (please specify) _____

If you have any other comments regarding travel to/from your new home, please email them to: marty.rae@eddisons.com



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