

Former Leisure Centre Site, Chorlton

Transport Statement - Volume 2

230403/SK222307/TS01(-01)

Appendix E

Former Leisure Centre Site, Chorlton

Interim Travel Plan

230403/SK22307/ITP01(-01)

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1 Introduction

- 1.1 SK has been appointed to prepare an Interim Travel Plan for a residential development (over 55s) on the former Chorlton Leisure Centre site.
- 1.2 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. The proposed layout is attached in Appendix A of the TS.

Development Overview

- 1.3 The development layout is attached as Appendix A of the TS.
- 1.4 The proposal will deliver a residential development with apartment accommodation for over 55s. It will provide 50 apartments. The proposal includes community space, a resident lounge and courtyard / garden space.
- 1.5 The vehicle access arrangements are attached as Appendix C. The vehicle access is located to the southwest corner of the site, slightly to the north of the one of the existing site access points on Manchester Road. The access will provide a 5.5m width access road with corner radii of 4m. Visibility splays of 2.4m x 33m can readily be achieved. The access will be delivered by Section 278 Agreement.
- 1.6 The vehicle access makes provision for pedestrians and tactile paving and dropped kerbs are included. A segregated entrance point is also provided into the building.
- 1.7 Appendix C of the TS shows the vehicle access in the context of the Chorlton Cycle Way proposal. In line with this proposal TRO on the site frontage will be double yellow lines with loading restrictions.
- 1.8 The site will provide 19 parking spaces, including two disabled space. The appropriateness of the parking level is assessed in Section 4 of the TS.
- 1.9 A secure store is provided for cycles and mobility scooters. A total of 48 cycle parking spaces and 10 scooter parking spaces are provided.
- 1.10 Servicing will be accommodated on site and provision has been made for large vehicles to access and leave in a forward gear.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.2 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.3 Paragraph 113 of NPPF states that:

‘All developments that will generate a significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that likely impacts of the proposal can be assessed.’
- 2.4 The TS shows that the proposal will not generate a significant level of movement, but notwithstanding this a Travel Plan is still proposed. The measures to be adopted in a Travel Plan are commensurate with the low scale of impact from the development.

- 2.5 The Travel Plan outlines the existing accessibility of the site, infrastructure measures proposed as part of the development, management, and policy measures for adoption upon occupation of the site to promote use of existing infrastructure, and any initiatives that may be offered as part of the Plan. The Travel Plan also sets out measures that will be used to manage and monitor the Plan over time.
- 2.6 This version of the Travel Plan (Interim) has been prepared for the planning application to set out the broad principles of the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.
- 2.7 The Interim Travel Plan draws on the following guidance and best practice:
- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2008), Delivering Travel Plans through the Planning Process
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places

Travel Plan Pyramid

- 2.8 The Department of Transport¹ (DfT) states that it is helpful to:
- ‘... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.’
- 2.9 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.
- 2.10 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.
- 2.11 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian arrangements and the parking and cycle parking proposals that will be delivered to serve a development. This information is as set out above in Section 1 and also in Section 6.
- 2.12 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.13 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.14 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

¹ Department for Transport (2007), Making Residential Travel Plans Work



Figure 2.1: Travel Plan Pyramid
[source: DfT]

Travel Plan Benefits

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

Travel Plan Aim

- 2.20 The aim of the Travel Plan is to maximise trips to and from the site by active and sustainable modes of travel and to reduce the need to travel by private car.

Travel Plan Objectives

- 2.21 The aim of the Travel Plan will be achieved through the delivery of the following objectives:

- Objective 1:** to raise awareness of the travel options available.
- Objective 2:** to provide travel information packs to households.
- Objective 3:** to investigate measures to promote the use of alternative modes of travel.
- Objective 4:** to periodically evaluate the transport needs of residents.
- Objective 5:** to periodically update residents to make sure they have all relevant travel information.

3 Site Location & Local Highway Network

Site Location

- 3.1 Figure 3.1 shows that the site is located within a sustainable location within Chorlton District Centre offering opportunities for future residents to access local amenities and services by active travel modes.
- 3.2 The site is occupied by the former Chorlton Leisure Centre building. The building has not been in use for some time.
- 3.3 Existing vehicle access points into Manchester Road (B5127) are provided to the north of the site, broadly opposite the Oyster Catcher, and to the south of the site, immediately adjacent to the Unicorn Grocery building and just to the north of the existing signalised cross stop-line. The northern access is a vehicle crossover and provided access to the car park. The southern access is a kerbed priority junction and provided access to a service shutter.

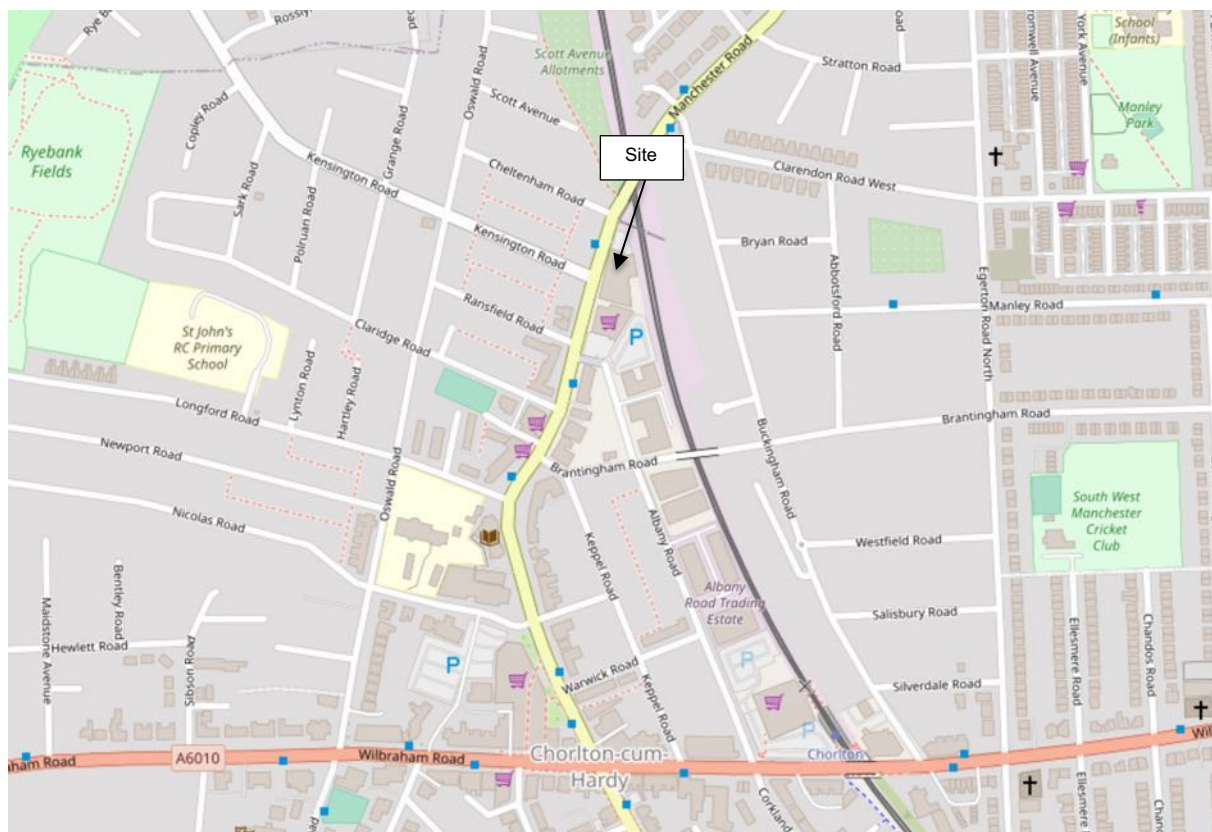


Figure 2.1: Site Location

[source: [IS04](#)]

Local Highway Network

- 3.4 In the vicinity of the site, Manchester Road is 9m wide with 3m+ footways on both sides of the road.
- 3.5 An existing signalised crossing is in place just to the south of the site on Manchester Road. As shown in Appendix B of the TS, Bee Network proposals have been drawn up by MCC as part of the Chorlton Cycle Way scheme (Area 3b) that will improve pedestrian and cycle infrastructure on Manchester Road in front of the site. These proposals show that there is an intention to move the existing pedestrian crossing further south away from the proposal site frontage. Further scheme

details are provided in Section 4 of the TS. These works are currently underway and are scheduled to be complete in September 2023.

Traffic Regulation Orders

- 3.6 In the vicinity of the site Traffic Regulation Orders (TRO) in place on the Manchester Road frontage in the form of single yellow line controls that restrict waiting (parking) between 8am and 6.30pm (Monday to Friday) and 8am to 5pm (Saturday). These controls restrict the practicability of a resident storing a car on street.
- 3.7 Loading restrictions are also in place on the site frontage between 8am and 9.30am and 5.30pm to 6.30pm (Monday to Friday).
- 3.8 Opposite the site (to the north of Kensington Road) small stretches of uncontrolled parking are available. Between Kensington Road and Ransfield Road short stay parking bays are provided limiting parking to one hour during the control period.
- 3.9 The Chorlton Cycle Way scheme proposes changes to the TRO to double yellow lines and time controlled loading restrictions. Double yellow lines are also proposed on the stretch of Manchester Road to the north Kensington Road. The short stay time controlled bays between Kensington Road and Ransfield Road are retained.

Road Safety Data

- 3.10 The TfGM database has been used to review existing road safety patterns on roads bounding the site for the most five-year period available (to December 2022).
- 3.11 The data shows that there have been no accidents on the site frontage during the period assessed.
- 3.12 The database shows that there have been two accidents on Manchester Road adjacent to the Kensington Road junction. The accidents occurred in 2019 and 2017. Both were classified as slight.
- 3.13 A single accident occurred at the junction of Manchester Road / Ransfield Road. The accident occurred in 2019 and was classified as slight.
- 3.14 None of the accidents involved a pedestrian or cyclist.
- 3.15 The accident patterns do not indicate any prevalent road safety issues or hotspots.

4 Accessibility Audit

Pedestrian & Cycle Routes

- 4.1 Pedestrian access to the site is provided from a segregated location on Manchester Road that provides a direct access to the building. Pedestrian provision is also made at the vehicle access in the form of tactile paving and dropped kerbs.
- 4.2 Enhancements to pedestrian and cycle infrastructure serving the site will be improved by the Chorlton Cycle Way scheme that is due for completion in September 2023. The scheme layout is attached as Appendix B. The scheme shows that the existing signalised crossing will be relocated south of Ransfield Road. Footways will be re-surfaced, and tactile paving / dropped kerbs provided on side roads. New cycle routes are provided on both sides of the road, with bus stop bypass facilities.
- 4.3 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km.
- 4.4 Figure 4.1 shows a 2km walking catchment from the site. This shows that the site is within 500m of all of the District Centre. The District Centre provides a range of services and amenities, such as food retail stores, non-food retail stores, pharmacies, health centres, banks, and food and beverage destinations.

- 4.5 It also shows that access can be gained in a short walk (1km) of open space, such as Longford Park. The site is within 2km of the surrounding communities of Old Trafford, Gorse Hill, and Whalley Range.

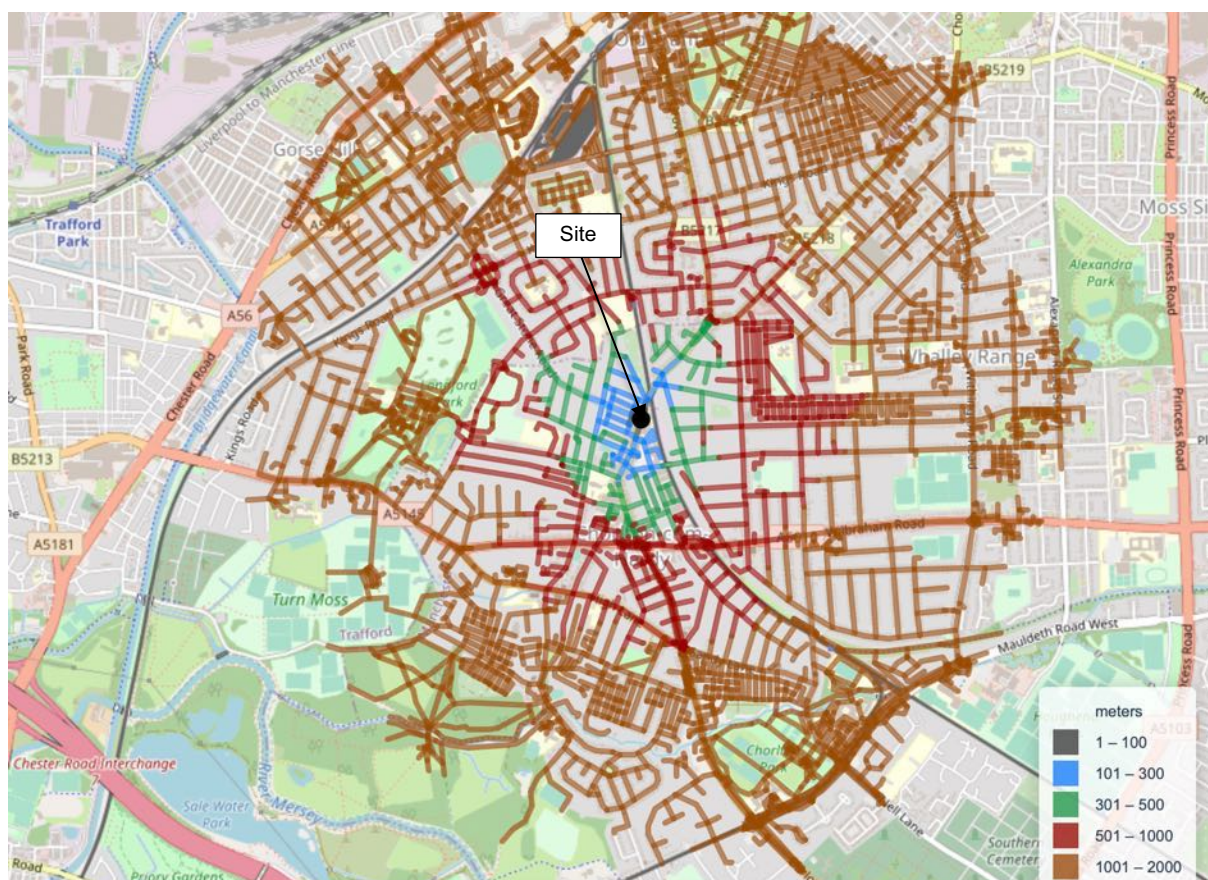


Figure 4.1: 2km Walk Catchment
[source: [IS04](#)]

- 4.6 TfGM promotes '15-Minute City' principles and developments that occupy locations whereby residents can access services and amenities within a short, active travel trip of their home. The site's location in Chorlton District Centre accords with this aspiration. TfGM's Bee-Active software has been used to show the key areas of activity in a 15-minute walk of the site. Figure 4.2 confirms that the site is well placed to allow access to numerous services and amenities, in line with these principles.

4.7 Figure 4.3 shows the cycle network serving the site. This shows that the streets surrounding the site are 20mph roads which create a suitable environment for cyclists. The Chorlton Cycle Way proposal will deliver improved routes on Manchester Road, further enhancing accessibility to the site, as shown in Appendix B of the TS.

4.8 Salford and Manchester Councils launched a [public bike hire scheme](#) in 2022. This provides a low-cost public bike hire scheme across parts of both cities and covers the site location².

4.9 The assessment shows that the site is well located for opportunities for access on foot and by cycle.

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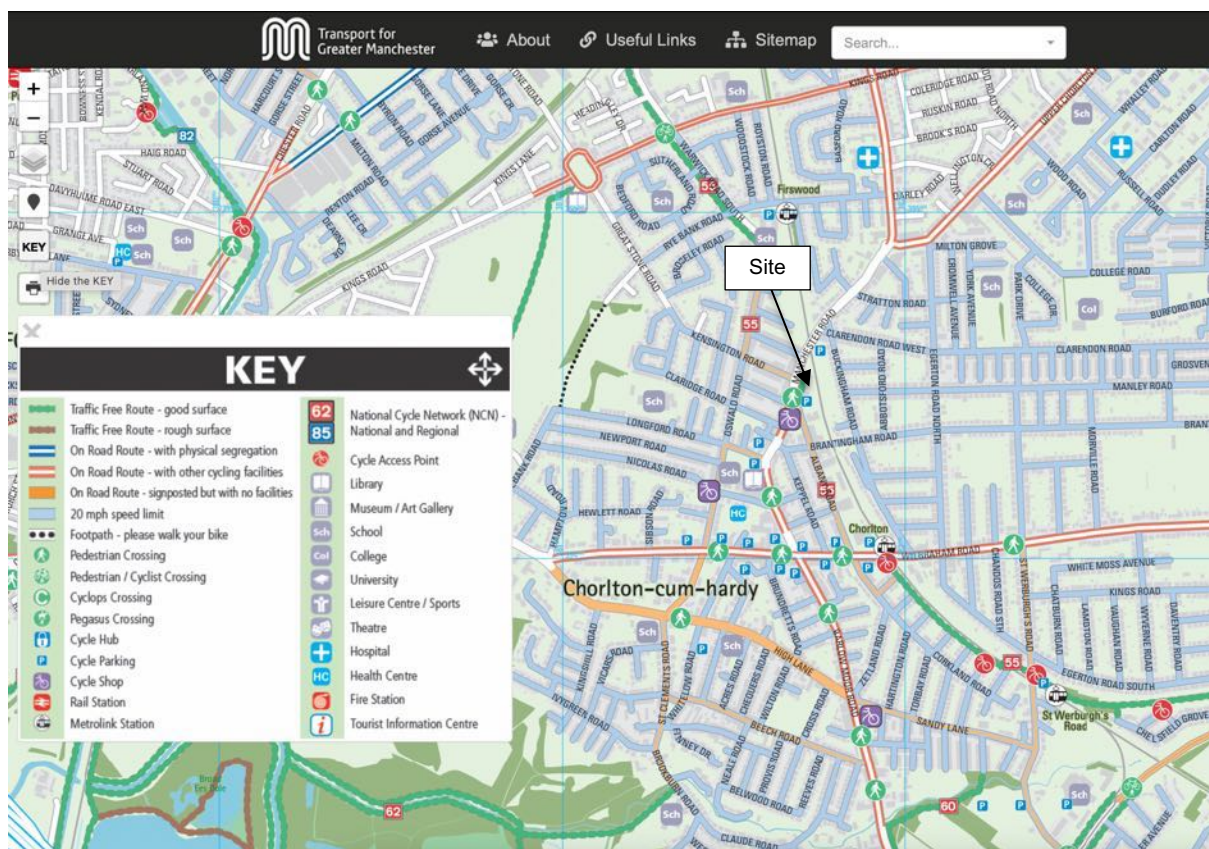


Figure 4.3: Existing Cycle Network
[source: TfGM]

Public Transport Routes

- 4.10 Figure 4.4 shows the public transport network serving the site. The nearest bus stops to the site are located on Manchester Road. The northbound bus stop is retained by the Chorlton Cycle Way proposal and a new bus stop is proposed to the south of the signalised crossing.
- 4.11 Manchester Road is served by Route 86 that travels between Manchester city centre and Chorlton. The service operates as a 'turn up and go' facility with buses approximately every 10 minutes each way (Monday to Friday). Services also operate on a Sunday (three buses per hour) and in the evenings (four services per hour).
- 4.12 Access can also be gained to Chorlton tram station is located 650m from the site (an eight-minute walk). The tram station sits on the Manchester Airport to Victoria and East Didsbury to Rochdale lines. The station is served by frequent services throughout the week and at the weekend. Cycle parking is provided at the station.
- 4.13 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility. Figure 4.4 shows that the site has a GMAL of index of 7, which is a very high level of accessibility.

Car Club Vehicles

- 4.14 It is accepted that there may be occasions when occupiers of a development who do not own a car may require the use of a private car. To facilitate this casual demand [Enterprise Car Club](https://www.enterpriseclub.co.uk/gb/en/home.html)³ vehicles are located in Chorlton.
- 4.15 The car club provides an alternative to car ownership that complements the sustainable transport system Greater Manchester. Car clubs enable members to benefit from low cost, convenient and greener motoring, and a more sustainable pattern of living that negates the requirement to own

³ <https://www.enterpriseclub.co.uk/gb/en/home.html>

and store a car. The closest vehicles to the site are located on Nicolas Street, 400m (five-minute walk) away.

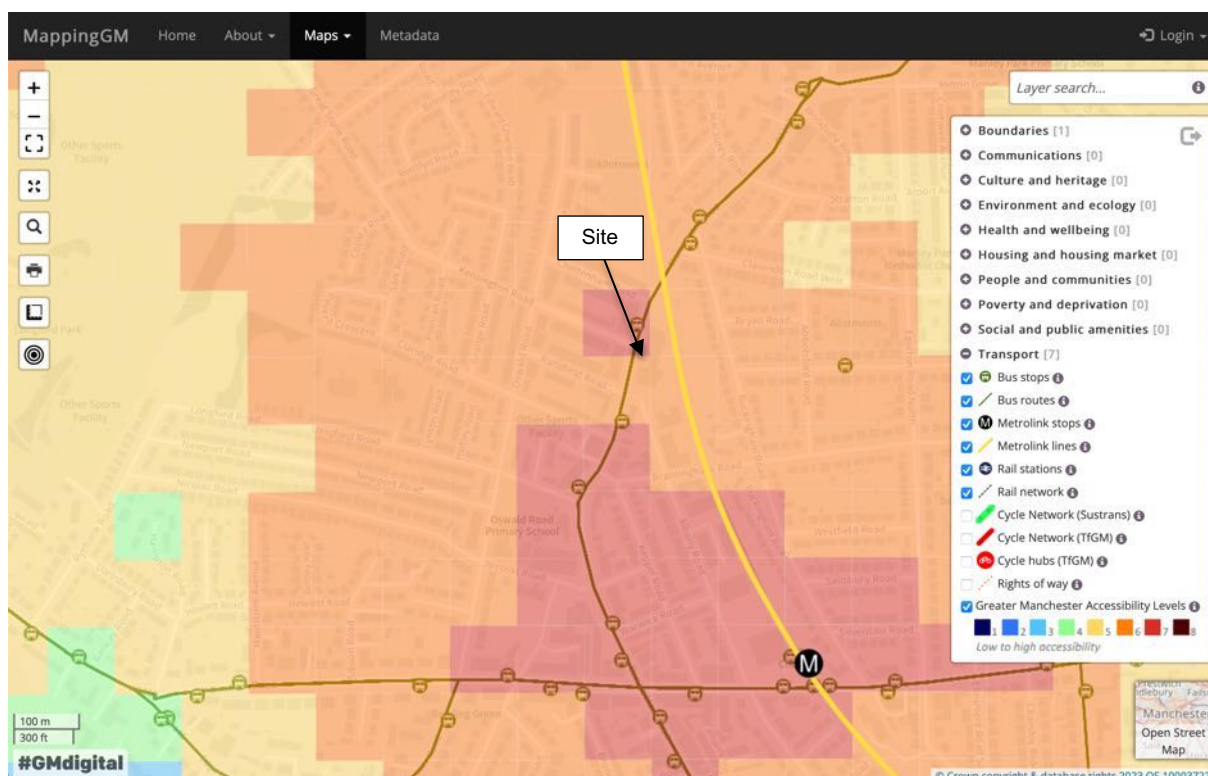


Figure 4.4: Public Transport Network & GMAL
[source: [MappingGM](#)]

5 Travel Plan Management

Travel Plan Co-ordinator

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant has been closely involved in the development of the Interim Travel Plan and is committed to its successful implementation. The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 5.2 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. A Travel Plan Co-ordinator for the site will be identified prior to occupation.
- 5.3 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.
- 5.4 In summary, the Travel Plan Co-ordinator's main responsibilities are:
 - Implementing the Plan measures
 - Providing a point of contact for residents, the local community, and the Council
 - Publicising and raising awareness of local and national initiatives
 - Preparing and issuing the travel packs
 - Providing regular updates to residents on changes to local services and facilities
 - Monitoring and surveying travel patterns
 - Regularly reporting to the Council

Future Management & Handover Arrangements

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

6 Measures Toolkit

Promotion & Marketing Measures

- 6.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively.
- 6.2 The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote and market the Travel Plan:
 1. Distribution of promotional materials and updates to all households
 2. Preparation and issue of travel packs for each household
 3. Promotion of local authority / local area travel campaigns / networks
- 6.3 Copies of the Travel Plan will be made available to residents on request.

Travel Packs

- 6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them when they move into their new home. The travel packs will be made available in the sales office and a copy provided to each resident when they move into their home.
- 6.5 The travel packs will include the following information:
 1. Travel Plan Co-ordinator contact details
 2. Information on on-line and phone app journey planning software
 3. Information on cycle and walking routes
 4. Information on bus routes and frequencies
 5. Details of current local initiatives
 6. Details of personal travel initiatives
 7. Links to further information, including cycle retailers
 8. Local area map showing local routes

Journey Planning Software Promotion

- 6.6 Residents will be encouraged via the travel pack to familiarise themselves with the journey planning websites and phone apps promoted by TfGM. The [TfGM](http://my.tfgm.com/)⁴ website is the current version of the journey planning software.
- 6.7 Other mode specific journey planning software is also be promoted, and these are set out in the relevant sections below.

Local & National Travel Campaigns

- 6.8 The Travel Co-ordinator will also promote local and national travel campaigns, including (but not limited to) the initiatives in Table 6.1.

⁴ <http://my.tfgm.com/>

Initiative	Date	Details	Contact
Big Pedal	March	UK's biggest cycle/scoot to school event organised by Sustrans	www.bigpedal.co.uk
National Walking Month	May	Living Streets' initiative to encourage people to take to their feet	www.livingstreets.org.uk
Walk to Work Week	May	Raising awareness of benefits for walking to school and work	www.livingstreets.org.uk
Work Wise Week/National Work from Home Day	May	Raising awareness of smarter working amongst employees and employers	www.workwiseuk.org
Bike Week	June	Promoting how cycling can be part of everyday life	www.bikeweek.org.uk
Cycle to Work Day	Sept	Aims to encourage everyone to take two wheels to work for just one day	www.cycletoworkday.org
World Car Free Day	Sept	Encourage people to live a day without using their cars	www.worldcarfree.net
Road Safety Week	Nov	Annual community event aimed at inspiring people to promote road safety	www.roadsafetyweek.org.uk
GM Walking Festival	Oct	A walking festival promoted by TfGM with new routes promoted across Greater Manchester for all ability levels	https://gmwalking.co.uk/festival/

Table 6.1: Local & National Travel Plan Campaigns

Information Dissemination

- 6.9 Residents will be asked to supply an email address that can be used by the Travel Plan Co-ordinator to disseminate and circulate progress updates, travel information, service changes and new initiatives.

Measures to Encourage Walking

- 6.10 Walking is simple, free and the easiest ways to get more active and feel healthier. The TS shows that the site is well located for access on foot to local amenities and public transport nodes. It is also shown that the existing and proposed pedestrian infrastructure serving the site is of good quality. The proposal provides appropriate pedestrian accesses to the site as set out in Section 1.
- 6.11 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of walking using the travel pack and regular Travel Plan email updates.
- 6.12 Information on local walking routes will be provided in the travel pack, including a local area map. The travel pack will also include details of on-line and phone app journey planning software that is available from TfGM⁵. In addition, website links are provided to the GMWalking⁶ website which provides resources on routes and local walking groups.
- 6.13 The NHS Active 10 tracker app to set daily goals for journeys so that users can set challenges. Bigger challenge with the Coach to 5km phone app. Both are available from this NHS website⁷.

Measures to Encourage Cycling

- 6.14 Cycling is an excellent mode of travel which is healthier, cheaper, and more enjoyable than driving. Cycling has the following benefits:

⁵ <http://www.tfgm.com/>

⁶ <https://gmwalking.co.uk>

⁷ <https://www.nhs.uk/better-health/get-active/>

1. Builds physical strength and develops healthy bones and muscles
 2. Lowering blood pressure and reducing the risk of heart attacks, strokes and diabetes
 3. A moderate cycle ride burns 400 calories per hour and is a great way to control weight
- 6.15 Section 4 shows that the site relates well to existing and proposed cycle routes. A secure cycle and scooter store is provided for residents.
- 6.16 Information on local cycling routes will be provided in the travel pack, including a local area map. The travel pack will also include details of on-line and phone app cycle maps and journey planning software that is available from TfGM. In addition, the travel pack will also include website links to [Sustrans](http://www.sustrans.org.uk/)⁸, who provide information on local and national routes, and [Cycling UK](http://www.cyclinguk.org/)⁹, who provide information on local cycling groups, cycle tips and routes.
- 6.17 TfGM offer [free cycle training and maintenance](https://tfgm.com/cycling/training)¹⁰ sessions for adults for beginners and experienced cyclists and provides safety tips and advice on the [TfGM](https://tfgm.com/)¹¹ website. Details of regular cycle events, such as the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester are provided on the [TfGM](https://tfgm.com/)¹² website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities.
- 6.18 Information on the [bike hire scheme](https://beryl.cc/scheme/greater-manchester)¹³ will be provided to residents via the travel packs.
- 6.19 Bikes and equipment can be purchased from [The Manchester Bike Hire](http://www.manchesterbikehire.co.uk/)¹⁴, [Harry Halls Cycles](http://www.harryhallcycles.co.uk/)¹⁵ and [Evans Cycles](https://www.evanscycles.com/)¹⁶. Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes.
- 6.20 The Travel Plan Co-ordinator will promote events to encourage increased cycling such as competitions such as [Love to Ride](https://www.lovetoride.net/gm)¹⁷ to encourage new cycling journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

Public Transport Measures

- 6.21 The TS shows that the site has a good level of access by public transport, with frequent bus and tram services within a short walk of the site.
- 6.22 The travel pack will include a plan showing the location of the nearest public transport nodes and a summary of bus services available.
- 6.23 The travel pack will include information relating to website bus service information available on TfGM, including timetables and ticket prices. The [TfGM](https://tfgm.com/)¹⁸ website provides journey planning, ticket prices and time table information.
- 6.24 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives.
- 6.25 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives. The Travel Plan Co-ordinator will update the website with any substantial service changes.

Sustainable Vehicle Use

- 6.26 Information on the [Enterprise Car Club](https://www.enterprisecarclub.co.uk/gb/en/home.html)¹⁹ will be provided to residents in the travel packs.

⁸ www.sustrans.org.uk/

⁹ www.cyclinguk.org/

¹⁰ <https://tfgm.com/cycling/training>

¹¹ <https://tfgm.com/>

¹² <https://tfgm.com/cycling>

¹³ <https://beryl.cc/scheme/greater-manchester>

¹⁴ <http://www.manchesterbikehire.co.uk/>

¹⁵ <http://www.harryhallcycles.co.uk/>

¹⁶ <https://www.evanscycles.com/>

¹⁷ <https://www.lovetoride.net/gm>

¹⁸ <http://my.tfgm.com/>

¹⁹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

- 6.27 The travel pack will include information on on-line food retail facilities that serve the area, such as [Sainsburys](#)²⁰, [Tesco](#)²¹ and [Ocado](#)²².

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect the following information:
1. Home location
 2. Usual mode of travel to shops / leisure destinations
 3. Household car and cycle ownership
 4. Travel Plan awareness
- 7.3 The surveys will be undertaken using a website facility, with the first survey web link provided in the travel pack. Residents will be provided with paper copies of the travel survey if they prefer and once completed the Travel Plan Co-ordinator will manually input the data into Survey Monkey.
- 7.4 The applicant will consider the provision of incentives to encourage residents to complete the surveys.
- 7.5 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within six months of first occupation of the development.
- 7.6 Surveys will be undertaken annually for a period of at least five years, including the first survey. Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

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

Table 7.1: Monitoring Plan

Targets

- 7.7 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

²⁰ <https://www.sainsburys.co.uk/>

²¹ <http://www.tesco.com/>

²² <http://www.ocado.com/>

- 7.8 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.9 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation
 - Provide contact details of Travel Plan Co-ordinator to the Council on occupation
 - Provide the travel pack to all new households on occupation
 - Undertake the baseline travel surveys within 6 months of occupation
 - Update the Travel Plan and issue to the Council within 6 months of occupation
 - Undertake monitoring travel surveys annually for the five year life of plan
 - Undertake further cycle parking usage in line with monitoring survey programme
 - Prepare a monitoring report and issue to the Council within 3 months of the monitoring survey
- 7.10 The Outcome Target for the Travel Plan is to increase the proportion of site residents travelling by sustainable modes from the baseline mode share. The Outcome Targets are set out in Table 7.2.
- 7.11 The baseline travel surveys at the site will allow a more targeted approach to the Outcome Target and a quantifiable target will be set following the baseline survey.

Provision of Travel Packs

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

Resident Surveys

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

Increase the Proportion of Residents Traveling Sustainably

Specific	Increase the proportion of residents travelling by walking, cycling, public transport and car sharing.
Measurable	Verified using the baseline and monitoring surveys. Quantifiable targets to be set following baseline surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Table 7.2: Travel Plan SMART Targets

8 Interim Action Plan & Funding

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

Element	Action	Responsibility	Target Delivery / Method
Management / Monitoring	Appoint Travel Plan Co-ordinator	Applicant	On occupation
	Confirm Travel Plan Co-ordinator details to Council	Applicant	On occupation
	Provide travel pack	Travel Plan Co-ordinator	On occupation / on-going with regular updates
	Baseline / Monitoring Surveys	Travel Plan Co-ordinator	On-going in line with monitoring programme
Walking	Maintain safe access to the building	Applicant	On occupation / on-going
	Promote and support walking by distributing information set out in Section 5	Travel Plan Co-ordinator	Travel pack – on occupation / on-going
Cycling	Provide and maintain development cycling / scooter infrastructure	Applicant	On occupation / on-going
	Promote and support cycling by distributing information set out in Section 5	Travel Plan Co-ordinator	Travel pack – on occupation / on-going
Public Transport	Regular review of services and ticketing	Travel Plan Co-ordinator	On-going
	Promote and support public transport by distributing information set out in Section 5	Travel Plan Co-ordinator	Travel pack – on occupation / on-going
Vehicles	Provide parking spaces, including EV and disabled parking spaces	Applicant	Prior to occupation
	Promote car club membership	Travel Plan Co-ordinator	Travel pack – on occupation / on-going
	Promote home shopping	Travel Plan Co-ordinator	Travel pack – on occupation / on-going

Table 8.1: Action Plan

Appendix F

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST	
	KC KENT	1 days
	WS WEST SUSSEX	1 days
05	EAST MIDLANDS	
	DY DERBY	1 days
11	SCOTLAND	
	EB CITY OF EDINBURGH	1 days

Primary Filtering selection:

Parameter: No of Dwellings
 Actual Range: 33 to 41 (units:)
 Range Selected by User: 17 to 57 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/01 to 20/10/21

Selected survey days:

Monday	1 days
Wednesday	1 days
Thursday	1 days
Friday	1 days

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

Selected Locations:

Edge of Town Centre	4
---------------------	---

Selected Location Sub Categories:

Residential Zone	3
No Sub Category	1

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	5 days - Selected
Servicing vehicles Excluded	3 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days
----	--------

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000	2 days
50,001 to 100,000	2 days

Population within 5 miles:

75,001 to 100,000	1 days
100,001 to 125,000	1 days
250,001 to 500,000	2 days

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	2 days

Travel Plan:

Yes	1 days
No	3 days

PTAL Rating:

No PTAL Present	4 days
-----------------	--------

LIST OF SITES relevant to selection parameters

1	DY-03-N-02	RETIREMENT FLATS		DERBY
	LEAPER STREET			
	DERBY			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	35		
	Survey date: WEDNESDAY	20/10/21		Survey Type: MANUAL
2	EB-03-N-01	RETIREMENT FLATS		CITY OF EDINBURGH
	POLWARTH GARDENS			
	EDINBURGH			
	MERCHISTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	33		
	Survey date: FRIDAY	22/05/15		Survey Type: MANUAL
3	KC-03-N-05	RETIREMENT FLATS		KENT
	HARDRES STREET			
	RAMSGATE			
	Edge of Town Centre			
	No Sub Category			
	Total No of Dwellings:	41		
	Survey date: MONDAY	07/12/09		Survey Type: MANUAL
4	WS-03-N-03	RETIREMENT FLATS		WEST SUSSEX
	FITZALAN ROAD			
	LITTLEHAMPTON			
	Edge of Town Centre			
	Residential Zone			
	Total No of Dwellings:	38		
	Survey date: THURSDAY	23/09/21		Survey Type: MANUAL

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.58

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	37	0.048	4	37	0.095	4	37	0.143
08:00 - 09:00	4	37	0.061	4	37	0.068	4	37	0.129
09:00 - 10:00	4	37	0.102	4	37	0.088	4	37	0.190
10:00 - 11:00	4	37	0.068	4	37	0.082	4	37	0.150
11:00 - 12:00	4	37	0.082	4	37	0.054	4	37	0.136
12:00 - 13:00	4	37	0.061	4	37	0.054	4	37	0.115
13:00 - 14:00	4	37	0.082	4	37	0.075	4	37	0.157
14:00 - 15:00	4	37	0.075	4	37	0.082	4	37	0.157
15:00 - 16:00	4	37	0.075	4	37	0.048	4	37	0.123
16:00 - 17:00	4	37	0.082	4	37	0.054	4	37	0.136
17:00 - 18:00	4	37	0.061	4	37	0.054	4	37	0.115
18:00 - 19:00	4	37	0.048	4	37	0.054	4	37	0.102
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.845			0.808			1.653

Parameter summary

Trip rate parameter range selected: 33 - 41 (units:)
Survey date date range: 01/01/01 - 20/10/21
Number of weekdays (Monday-Friday): 4
Number of Saturdays: 0
Number of Sundays: 0
Surveys automatically removed from selection: 2
Surveys manually removed from selection: 0

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL CYCLISTS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	37	0.014	4	37	0.014	4	37	0.028
08:00 - 09:00	4	37	0.014	4	37	0.000	4	37	0.014
09:00 - 10:00	4	37	0.000	4	37	0.000	4	37	0.000
10:00 - 11:00	4	37	0.007	4	37	0.007	4	37	0.014
11:00 - 12:00	4	37	0.007	4	37	0.007	4	37	0.014
12:00 - 13:00	4	37	0.000	4	37	0.000	4	37	0.000
13:00 - 14:00	4	37	0.007	4	37	0.000	4	37	0.007
14:00 - 15:00	4	37	0.000	4	37	0.007	4	37	0.007
15:00 - 16:00	4	37	0.000	4	37	0.007	4	37	0.007
16:00 - 17:00	4	37	0.000	4	37	0.007	4	37	0.007
17:00 - 18:00	4	37	0.000	4	37	0.000	4	37	0.000
18:00 - 19:00	4	37	0.000	4	37	0.000	4	37	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.049			0.049			0.098

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PEDESTRIANS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	37	0.054	4	37	0.109	4	37	0.163
08:00 - 09:00	4	37	0.082	4	37	0.095	4	37	0.177
09:00 - 10:00	4	37	0.075	4	37	0.102	4	37	0.177
10:00 - 11:00	4	37	0.054	4	37	0.082	4	37	0.136
11:00 - 12:00	4	37	0.102	4	37	0.075	4	37	0.177
12:00 - 13:00	4	37	0.075	4	37	0.082	4	37	0.157
13:00 - 14:00	4	37	0.061	4	37	0.054	4	37	0.115
14:00 - 15:00	4	37	0.082	4	37	0.054	4	37	0.136
15:00 - 16:00	4	37	0.034	4	37	0.068	4	37	0.102
16:00 - 17:00	4	37	0.061	4	37	0.041	4	37	0.102
17:00 - 18:00	4	37	0.061	4	37	0.041	4	37	0.102
18:00 - 19:00	4	37	0.034	4	37	0.027	4	37	0.061
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.775			0.830			1.605

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL PUBLIC TRANSPORT USERS

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	37	0.000	4	37	0.068	4	37	0.068
08:00 - 09:00	4	37	0.027	4	37	0.061	4	37	0.088
09:00 - 10:00	4	37	0.000	4	37	0.027	4	37	0.027
10:00 - 11:00	4	37	0.034	4	37	0.014	4	37	0.048
11:00 - 12:00	4	37	0.034	4	37	0.048	4	37	0.082
12:00 - 13:00	4	37	0.041	4	37	0.007	4	37	0.048
13:00 - 14:00	4	37	0.034	4	37	0.007	4	37	0.041
14:00 - 15:00	4	37	0.014	4	37	0.014	4	37	0.028
15:00 - 16:00	4	37	0.034	4	37	0.020	4	37	0.054
16:00 - 17:00	4	37	0.054	4	37	0.020	4	37	0.074
17:00 - 18:00	4	37	0.034	4	37	0.000	4	37	0.034
18:00 - 19:00	4	37	0.020	4	37	0.014	4	37	0.034
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.326			0.300			0.626

TRIP RATE for Land Use 03 - RESIDENTIAL/N - RETIREMENT FLATS

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 2.58

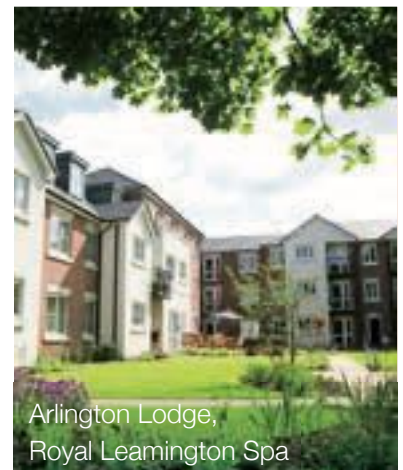
Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	37	0.109	4	37	0.306	4	37	0.415
08:00 - 09:00	4	37	0.184	4	37	0.238	4	37	0.422
09:00 - 10:00	4	37	0.177	4	37	0.252	4	37	0.429
10:00 - 11:00	4	37	0.184	4	37	0.218	4	37	0.402
11:00 - 12:00	4	37	0.231	4	37	0.177	4	37	0.408
12:00 - 13:00	4	37	0.204	4	37	0.156	4	37	0.360
13:00 - 14:00	4	37	0.204	4	37	0.150	4	37	0.354
14:00 - 15:00	4	37	0.170	4	37	0.150	4	37	0.320
15:00 - 16:00	4	37	0.163	4	37	0.156	4	37	0.319
16:00 - 17:00	4	37	0.224	4	37	0.129	4	37	0.353
17:00 - 18:00	4	37	0.170	4	37	0.122	4	37	0.292
18:00 - 19:00	4	37	0.109	4	37	0.088	4	37	0.197
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.129			2.142			4.271

Appendix G

“ characteristics are taken from Northern Europe, America and Australia, where retirement living is more established

CRL understand the following twelve design characteristics to be essential to the success of retirement living accommodation for older people in the UK:

- 1 Single-building with internal level access (for reasons of economy and end-user accessibility);
- 2 Mainly single-aspect apartments (double-loaded corridors necessitated by land values/sustainable land use, though double-aspect achieved where possible);
- 3 Quality amenity space (quantity is less important where there is a shared garden);
- 4 Parking ratio of one space per three apartments (supported by precedent, research⁵ and appeal decisions);
- 5 Communal space or ‘Owners Lounge’ (a central feature of sheltered accommodation, providing space for social interaction, helping mitigate loneliness);
- 6 Manager’s office (and apartment for Lodge Manager in developments over 50 apartments);
- 7 Guest suite (twin bedroom and shower room for visiting friends and family);
- 8 Plant room (plant is managed centrally, particularly air source heat pumps for energy-efficient heating);
- 9 One lift (essential for end-user accessibility, albeit developments promote independent living/active lifestyles i.e. not a residential institution);
- 10 Internal refuse store (for environmental reasons and end-user accessibility/comfort);
- 11 Mobility scooter store (for protected storage of mobility scooters and bicycles);
- 12 Target minimum of 30 apartments (to spread cost of management charge for end-users).



⁵Mott MacDonald, Lodge Parking Survey Results, (Southampton: Mott MacDonald, 2017)

4 SITE MATTERS – SECURING SUSTAINABLE LOCATIONS

Attractive, Sustainable Sites

CRL is very specific and disciplined when targeting land. The company explores dozens of potential sites for every one that goes ahead, ensuring that scheme locations are accessible, attractive and sustainable. In fact, an independent design panel found that the development sites were universally well-served in terms of proximity to local and national transport infrastructures, local shops and services and amenity spaces (parks, leisure facilities, golf courses, bowling greens and so on). Panellists regarded CRL's site acquisition 'admirable'. A typical site is:

- A high profile location, on active roads with good transport links.
- Within 0.5 miles of town or local centres and amenities.
- On brownfield land, including former industrial or commercial uses.
- 0.4 to 1.5 acres (on average supporting 40 units per development, ranging from 25 to 75).
- Located throughout the South of England and the Midlands, with future expansion into the North of England and Wales.



CRL recognise that retirement destinations are no longer limited to coastlines, but also inland and centred on attractive towns throughout the country. For example, its developments are within easy reach of the Brecon Beacons, New Forest, South Downs, Norfolk Broads, Peak District, Yorkshire Dales and North York Moors. Of course finding and securing appropriate sites has its challenges.

The Local Government Association's recent Housing Commission report contained a specific section on housing for an ageing population, recognising a "distinct and urgent need to better provide a range of housing options to meet the wide variety of housing circumstances, aspirations and needs of people as they age."³⁵

³⁵The LGA Housing Commission Final Report: Building Our Homes, Communities and Future (London: LGA, 2016) p.45

TOPIC PAPER

CAR PARKING & RETIREMENT HOUSING

HEADLINES

- Retirement housing developments are centrally located and well served by existing infrastructure, Churchill Retirement Living ensures that sites are all in sustainable locations.
- Planning Issues and Churchill Retirement Living recently undertook quantitative research of existing developments with transport consultants, Mott MacDonald, proving that the car parking provision on sites was more than sufficient.
- A minority of residents (approximately one-third) may own a vehicle at the time of initial occupation, car ownership levels drop with age and often residents give up their vehicles soon after moving in.
- Car parking levels and use of vehicles is monitored by the Lodge Manager.
- Vehicle movements are generally lower than previous sites uses or general needs housing.
- Meets with government requirements for reduced parking and better use of land.

CHOOSING THE RIGHT SITES



Churchill Retirement Living has very specific location criteria – we develop only on previously developed land (brownfield sites) and our sites must be within half a mile of the town centre. We believe our residents need to be able to access local amenities without relying on a car. Our developments are a short walk to the shops and are well served by local public transport networks. As such, Churchill Retirement Living sites can be considered a highly sustainable form of development and suitable for reduced parking provisions.



TOPIC PAPER

CAR PARKING & RETIREMENT HOUSING



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PARKING PROVISION

Parking on our sites is provided at a ratio of one parking space to every three residential units. From experience we have found that this ratio is more than enough, owing to the following factors:

- Our sites are all in sustainable locations, centrally located and well-served by existing public transport, shops and healthcare facilities such as GP surgeries
- Extensive research (the most recent was a study of established Churchill Retirement Living sites in May 2012) shows via empirical evidence that the provision of parking spaces on sites at this ratio is more than sufficient to meet residents needs

■ Although a minority (around one-third) of residents may own a vehicle at the time of initial occupation, car ownership levels drop with age

■ Car parking levels and use of vehicles are actively monitored by an on-site Lodge Manager. Car parking demand may be higher during the early days of a development but our owners usually quickly find that the central location and proximity to shops, services and facilities, and good access to public transport, means that they do not really need their cars any more.

Often our owners will sell their car within the first few months of moving in, thus relieving pressure on car parking.

"I gave up my car a couple of years ago due to the local amenities being so close to Queen Elizabeth Lodge. We are well located near to the shops and a good bus route which takes me direct to the train station, meaning my car was seldom used. To me, the parking is more than adequate."

Mrs Smith Queen Elizabeth Lodge, Cliftonville

"I have been living at Chartwell Lodge for four years now and all the owners here are very happy with the amount of parking. I have always loved to drive, so I don't feel ready to give up my car just yet although many owners have. There are seven parking spaces which is more than sufficient."

Mrs Hall Chartwell Lodge, Tunbridge

ABOUT CHURCHILL RETIREMENT LIVING

Churchill Retirement Living has specialised in the provision of purpose built apartments designed for older people, since 1998. Our developments are located throughout England.

Our self-contained apartments are specifically designed to meet the needs of independent retired people, and are provided for sale contained within a single block. The apartments are sold with a lease containing an age restriction which ensures that only people of 60 years or over, or those over this age with a partner of at least 55, can live in them. Our accommodation is managed by Millstream Management Services Ltd, a company wholly owned by Churchill Retirement Living specialising in the management of retirement developments.

Churchill Retirement Living is an award winning developer of retirement housing and won the Best Medium Housebuilder of the Year award in 2012 and The Most Outstanding Retirement Housing Operator in the UK in 2012 for the fourth consecutive year. Details of further awards which the company has won can be viewed at www.churchillretirement.co.uk.