

**DOYLE TRANSPORT**



**PLANNING**

## **INITIAL TRAVEL PLAN**

# **WYTHENSHAW COMMUNITY HOUSING GROUP GREENBROW ROAD, WYTHENSHAW**

Project No: 429 Rev A  
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## 1 INTRODUCTION

- 1.1.1 Doyle Transport Planning has been appointed on behalf of Wythenshawe Community Housing Group (WCHG) by BTP Architects to prepare an interim Travel Plan for a residential site comprising 56 residential dwellings, including 22 allocated for shared ownership and 34 allocated for affordable rent.

### 1.2 Purpose of Report

- 1.2.1 The purpose of this report is to provide the LPA and the Local Highway Authority (LHA) with a Framework Travel Plan to enable the site to accord with policy to reduce car usage.

- 1.2.2 This Travel Plan discusses the following issues:
- Government Planning and Transportation Policy
  - Site and Local Area
  - Sustainability
  - Measures and Targets
  - Summary & Conclusions.

### 1.3 Referencing

- 1.3.1 As set out in chapter 2 there is limited guidance provided in the NPPF as such reference has been made to the following documents, it should be noted these were revoked as part of the NPPF review.

- 1.3.2 Despite this limited national guidance the report takes on board the guidance set out below.

*‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’, ‘Making residential Travel Plan s work: guidelines for new development’ (DfT) and the Council’s Travel Plan checklist on Residential Travel Plans,*

### 1.4 Disclaimer

- 1.4.1 Doyle Transport Planning disclaims any responsibility to the client and others in respect of any matters outside the scope of this report. This report is intended solely for the purpose of submission to the planning authority and may not be used for any other purpose.



- 1.4.2 The copyright of this report is vested in Doyle Transport Planning. The Client or his appointed representatives may copy this report for purposes in connection with the development described herein. It shall not be copied or distributed in any form by any other party or used for any other purpose without the written consent of Doyle Transport Planning.

## 2 NATIONAL AND LOCAL POLICY GUIDANCE

### 2.1 National Policy

- 2.1.1 Increasing travel choice and reducing dependency on car travel is an established aim across all areas of government policy development, documents and guidance alongside addressing climate change and reducing CO<sub>2</sub> emissions. Travel planning to date has focused on reducing single occupancy car use to specific destinations. The Department for Transport (DfT) also published “Smarter Choices – Changing the Way We Travel” focusing on softer education and persuasive measures which are a key element of Travel Plans.
- 2.1.2 National planning policy ensuring that development plans and planning application decisions contribute to delivery of development that is sustainable. It states that development should ensure environmental, social and economic objectives will be achieved together over time.
- 2.1.3 It will also contribute to global sustainability, by addressing the causes and impacts of climate change, reducing energy use and emissions by encouraging development patterns that reduce the need to travel by car and impact of transporting goods as well as in making decisions in the location and design of development.

### 2.2 Transport White Paper (TWP)

- 2.2.1 The Transport White Paper promotes developments that enable the choice of transport access to be maximised. It requires local authorities to draw up five-year transport plans known as Local Transport Plans (LTP). These plans are intended to co-ordinate and improve local transport, set out strategies for promoting walking, cycling and adoption of Green Transport Plans (GTPS) to employment sites, schools and other destinations.
- 2.2.2 Improvement in public transport facilities and an increase in their use is a key aim of the TWP. The TWP states that public transport has:
- Become the focus of our efficient transport system that gets people to where they want to be, quickly and comfortably without having to rely on our cars; and
  - It aims to improve the level of service provided through the uptake of Quality Partnerships which have been given a statutory basis under which Councils can require operators to meet certain quality criteria.

2.2.3 In terms of rail, the Network Rail allows a tougher regulation of standards and a better promotion of integration and interchange with and between other public transport services. With regard to pedestrians, the TWP recommends that priority be given to walking by allocating additional road space to pedestrians. This can be achieved by providing wider footways, more direct and convenient routes for walking and by providing more pedestrian crossings.

2.2.4 A further provision of the TWP is that local authorities will be required to increase provision of secure cycle parking as well as allocating more road space for cyclists and applying speed restraints.

### 2.3 National Planning Policy Framework

2.3.1 The latest NPPF has replaced the previous 2019 version and sets out the policy framework for sustainable development and supersedes the previous advice.

2.3.2 Unlike the previous version the new NPPF sets out limited advice on Travel Plans.

2.3.3 The current NPPF does set out priorities for movements:

Para 110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

Para 112. applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles,
- d) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

## 2.4 Travel Planning Guidance

- 2.4.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport (DfT) has produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.
- 2.4.2 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.
- 2.4.3 The document 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."*
- 2.4.4 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and; *"A Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review"*.
- 2.4.5 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises *"needs to address all the journeys that may be made to and from a site"*.
- 2.4.6 The guidance also specifies that *"It is important to note that Travel planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.
- 2.4.7 The document states that Travel Plans have become an integral element in the planning process, and that rather than being a soft option to deal with the transport implications of development they are critical to ensure that the use of sustainable modes is maximised, the finite capacity of the transport network is used effectively, and the need for costly highway infrastructure is avoided as far as is practical.

2.4.8 The document emphasises that Travel Plans are dynamic, living documents that should be updated regularly, with the aim that it is ensured they represent the current situation in respect of travel and access, and that actions to achieve the outcomes are sought. In this regard implementing a Travel Plan involves a continuous process for improving, monitoring, reviewing and adjusting the measures in the plan to reflect changing circumstances.

2.4.9 The DfT document continues to state that Travel Plans should continue for the life of the development, and as such require commitments from occupiers and partners. Regular monitoring should be undertaken to ensure that progress is being made towards achieving the outcome targets and to allow that appropriate adjustments can be made to ensure that agreed outcomes are met and maintained.

## **2.5 Local Policy Guidance**

2.5.1 The application site is located within Manchester. The Manchester Core Strategy sets out in Policy T2 the requirement for major applications the need for a Travel Plan to be prepared.

2.5.2 During the first 5 years that a development is operational the success of the Travel Plan must be reported to the Council. This monitoring will be done in relation to targets as identified within the agreed Travel Plan. This monitoring can include the percentages of users of the site using different transport modes to access the site compared against expected target user percentages.

## **2.6 Addressing Health Equity within Travel Plans**

2.6.1 The World Health Organization Global Commission on the Social Determinants of Health advocates for a Health Equity in All Policies approach to tackling inequalities/inequities in health. In particular the Commission recommends that agencies consider the health equity impact of transport and urban design to promote physical activity through investment in active transport (WHO 2008).

2.6.2 Equity in health implies that ideally everyone should have a fair opportunity to attain their full health potential and, more pragmatically, that no one should be disadvantaged from achieving this potential, if it can be avoided. Inequity refers to differences in health which are not only unnecessary and avoidable, but in addition are considered unfair and unjust (World Health Organization, 1998). The social determinants of health are mostly responsible for health inequalities - these are the conditions in which people are born, grow, live, work and age, including the health system. These circumstances are shaped by the distribution of money, power and resources at global, national and local levels, which are themselves influenced by policy choices (World Health Organization, 2008).

## 2.7 Local Government has a New Role in Improving Health.

2.7.1 The important role of transport in improving health has been recognised and reflected in changes to local government responsibilities and resources that came into place in March 2013. Local authorities are now responsible for demonstrating improvements in 68 indicators of the health of their residents. Many of these indicators relate to streets and transport including road traffic injuries, air quality, noise, physical activity and social connectedness.

2.7.2 The recent changes in local government have brought this role to the fore. In particular, the importance of the walking and cycling people do as part of their everyday routine, as they will deliver huge economic and social benefits by keeping people active and healthy. The expected growth of cycling up to 2026 is estimated to deliver £250m in health economic benefits annually.

2.7.3 Increased walking and cycling offers many other advantages including cleaner air, less noise, more connected neighbourhoods, less stress and fear, and fewer road traffic injuries. These issues are all connected, and to deliver the biggest benefits from more walking and cycling there is a need to ensure the streets invite people to walk and cycle whenever possible.

2.7.4 Indicators of a healthy street environment are set out below.

| Source                  | Main health impacts that can be improved                              |
|-------------------------|-----------------------------------------------------------------------|
| Physical activity       | Obesity<br>Heart disease<br>Stroke<br>Depression<br>Type 2 diabetes   |
| Air quality             | Cardiovascular disease<br>Respiratory diseases                        |
| Road traffic collisions | Physical injuries<br>Psychological trauma                             |
| Noise                   | Mental health<br>Blood pressure<br>Child development                  |
| Access and severance    | Mental wellbeing<br>Personal resilience<br>Stress<br>Social isolation |

### Extract: Indicators of a Healthy Street Environment



## 2.8 New Local Government Responsibilities for Public Health

- 2.8.1 The Health and Social Care Act 2012 transferred responsibility for public health from the National Health Service to local government. Local authorities now have a statutory responsibility to use their powers and resources across all sectors to improve the health of their population.
- 2.8.2 Councils are responsible for delivering a Local Implementation Plan for transport and a Health and Wellbeing Strategy that will improve the health of its population.
- 2.8.3 Local authorities are measured against 68 Public Health Outcome Measures to assess how they are improving the health of their population. Many of these health impacts can be directly and indirectly delivered through improving street environments and public transport. Some examples include obesity, physical activity, air quality, noise, deaths and serious injuries on the road, and social connectedness. See table below.

| High level outcomes                                                                                                                                                 | Wider determinants                                                                                                                                                                                                                                                                                                                                                                                                                                          | Health improvements                                                                                                                                                                                                                                                                                                                                                                             | Healthcare improvements                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>• Healthy life expectancy</li> <li>• Health inequalities</li> </ul>                                                          | <ul style="list-style-type: none"> <li>• Children in poverty</li> <li>• Pupil absence</li> <li>• 16–18 year old NEET</li> <li>• Employment for people with a LTC</li> <li>• Sickness absence rate</li> <li>• Killed and seriously injured on the road</li> <li>• Violent crime</li> <li>• Population affected by noise</li> <li>• Use of green space for exercise</li> <li>• Social connectedness</li> <li>• Older people's perception of safety</li> </ul> | <ul style="list-style-type: none"> <li>• Low birth rate</li> <li>• Breastfeeding</li> <li>• Early childhood development</li> <li>• Childhood obesity</li> <li>• Wellbeing of looked after children</li> <li>• Diet</li> <li>• Adult obesity</li> <li>• Physical inactivity</li> <li>• Diabetes</li> <li>• Self-reported wellbeing</li> <li>• Falls and fall injuries in the over-65s</li> </ul> | <ul style="list-style-type: none"> <li>• Preventable deaths</li> <li>• Premature deaths from cardiovascular disease</li> <li>• Premature deaths from all cancers</li> <li>• Early death from respiratory disease</li> <li>• Suicide</li> <li>• Quality of life for older people</li> <li>• Hip fractures in the over-65s</li> <li>• Dementia</li> </ul> |
| <b>Health protection</b> <ul style="list-style-type: none"> <li>• Air pollution</li> <li>• Sustainable development plans for public sector organisations</li> </ul> |                                                                                                                                                                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                         |

**Extract: New Local Government Responsibilities for Public Health**



| Indicator                          | How it relates to health                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Pedestrians from all walks of life | Everybody needs to be active every day. If the mix of people walking in the street does not include certain groups such as children, older people or those with disabilities then the street environment is excluding some people from staying active.                                                                                                                    |
| People choose to walk and cycle    | Some people walk or cycle not out of choice but due to poor access by other modes of transport. This can have negative impacts on their health and wellbeing. Success should be measured by people choosing to walk and cycle, rather than levels of walking and cycling.                                                                                                 |
| Clean air                          | The health impacts of air quality include cardiovascular disease and respiratory disease.                                                                                                                                                                                                                                                                                 |
| People feel safe                   | People need to feel that they will be safe from injury and crime when they are on the street.                                                                                                                                                                                                                                                                             |
| Not too noisy                      | Noise has a range of health impacts including stress and high blood pressure. It also discourages people from walking and cycling.                                                                                                                                                                                                                                        |
| Easy to cross                      | If streets are difficult to cross because of physical barriers or traffic, people will be discouraged from using the street, particularly on foot. This can be socially as well as physically restricting.                                                                                                                                                                |
| Shade and shelter                  | Some people have difficulty moderating their body temperature, and this can put their health at risk in hot weather. Shade is needed on streets to enable people to keep cool.                                                                                                                                                                                            |
| Places to stop                     | Many people can only walk short distances without taking a rest, particularly those who are older, young, pregnant, injured or who have a disability or health condition such as chronic obstructive pulmonary disease. Providing seating at regular intervals is necessary to enable these people to incorporate much needed physical activity into their daily routine. |
| Things to see and do               | Street environments need to be stimulating and engaging to invite people to walk and cycle more. This highlights the importance of good urban design and maintenance of public spaces in delivering health benefits.                                                                                                                                                      |
| People feel relaxed                | Walking or cycling in the street should not be a stressful experience. If people are not relaxed it indicates that issues such as noise, insufficient space or fear of danger have not been addressed.                                                                                                                                                                    |

**Extract: Ten indicators to a healthy street, source Lucy Saunders.**



### Extracts: Examples of the Evidence Below

| Evidence for effective measures to improve health through transport |                                                                                                                                                  |                                                                                                                                                                                                    |
|---------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Owner                                                               | Resource                                                                                                                                         | What it is for                                                                                                                                                                                     |
| NICE                                                                | Public Health Guidance 8<br>Physical activity and the environment (January 2008)                                                                 | 'Gold standard' evidence-based guidance from the National Institute for Health and Care Excellence (NICE) relating to active travel. These are summarised in NICE's pathway for local authorities. |
| NICE                                                                | Public Health Guidance 13<br>Promoting physical activity in the workplace (May 2008)                                                             |                                                                                                                                                                                                    |
| NICE                                                                | Public Health Guidance 17<br>Promoting physical activity for children and young people (January 2009)                                            |                                                                                                                                                                                                    |
| NICE                                                                | Public Health Guidance 25<br>Prevention of cardiovascular disease (June 2010)                                                                    |                                                                                                                                                                                                    |
| NICE                                                                | Public Health Guidance 31<br>Preventing unintentional road injuries among under-15s: road design (November 2010)                                 |                                                                                                                                                                                                    |
| NICE                                                                | Public Health Guidance 41<br>Walking and cycling: local measures to promote walking and cycling as forms of travel or recreation (November 2012) |                                                                                                                                                                                                    |

| Policy guidance on transport and health              |                                                                                         |                                                                                                                                                                                                                                             |
|------------------------------------------------------|-----------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Owner                                                | Resource                                                                                | What it is for                                                                                                                                                                                                                              |
| UK Faculty of Public Health                          | Transport & health: Position statement and briefing statement (2013)                    | These papers set out the position of the UK body of public health specialists part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources.  |
| UK Faculty of Public Health                          | Built environment & physical activity: Position statement and briefing Statement (2013) | These papers set out the position of the UK body of public health specialists, part of the Royal College of Physicians, and their recommendations for action in addition to the policy background, evidence base and recommended resources. |
| Public Health England & Local Government Association | Obesity and the environment: Increasing physical activity and active travel (2013)      | This document summarises the importance of active travel in tackling obesity and outlines the regulatory and policy approaches that can be taken.                                                                                           |



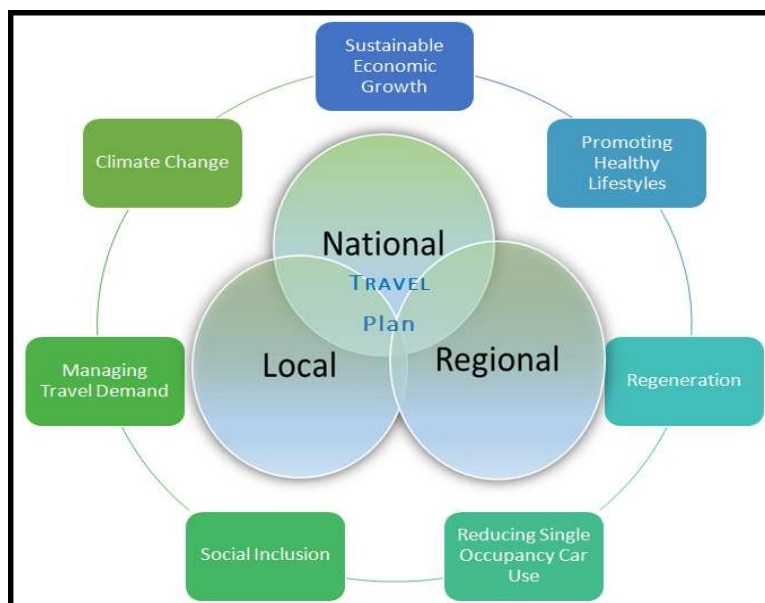
| Evidence of the health impacts of transport                                          |                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                   |
|--------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Owner                                                                                | Resource                                                                                               | What it is for                                                                                                                                                                                                                                                                                                                                                                    |
| Mindell JS, Watkins SJ, Cohen JM (eds.), Stockport: Transport and Health Study Group | Health on the Move 2. Policies for health promoting transport (2011)                                   | This report provides a detailed compendium of evidence and expert opinion on the full range of health impacts of transport as well as policy recommendations.                                                                                                                                                                                                                     |
| Saunders et al, Plosone                                                              | What Are the Health Benefits of Active Travel? A Systematic Review of Trials and Cohort Studies (2013) | This paper brings together for the first time every published study that measured a health outcome of walking or cycling for transport in either a trial or a cohort study (empirical studies not cross-sectional ones). It shows the wide range of health benefits associated with active travel including diabetes, mental wellbeing, obesity, bone strength and breast cancer. |
| British Medical Association                                                          | Healthy Transport = Healthy Lives (2012)                                                               | This accessible report describes the main impacts of transport on health in the UK and includes clear graphs and illustrations.                                                                                                                                                                                                                                                   |
| Mackett RL & Brown B, University College London                                      | Transport, Physical Activity and Health: Present knowledge and the way ahead (2011)                    | This report explores in detail the links between transport and its biggest health impact, physical activity.                                                                                                                                                                                                                                                                      |
| Sustainable Development Commission                                                   | Fairness in a Car Dependent Society (2011)                                                             | This report presents the range of health inequalities that arise from car-dependent societies.                                                                                                                                                                                                                                                                                    |

2.8.4 The use of walk/cycle modes either as an individual mode or part of a linked travel mode is key to delivering healthy outcomes.

2.8.5 The following chapters of this report will show that the proposed development is compliant with local and national policy in this respect.

### 3 WHAT IS A TRAVEL PLAN

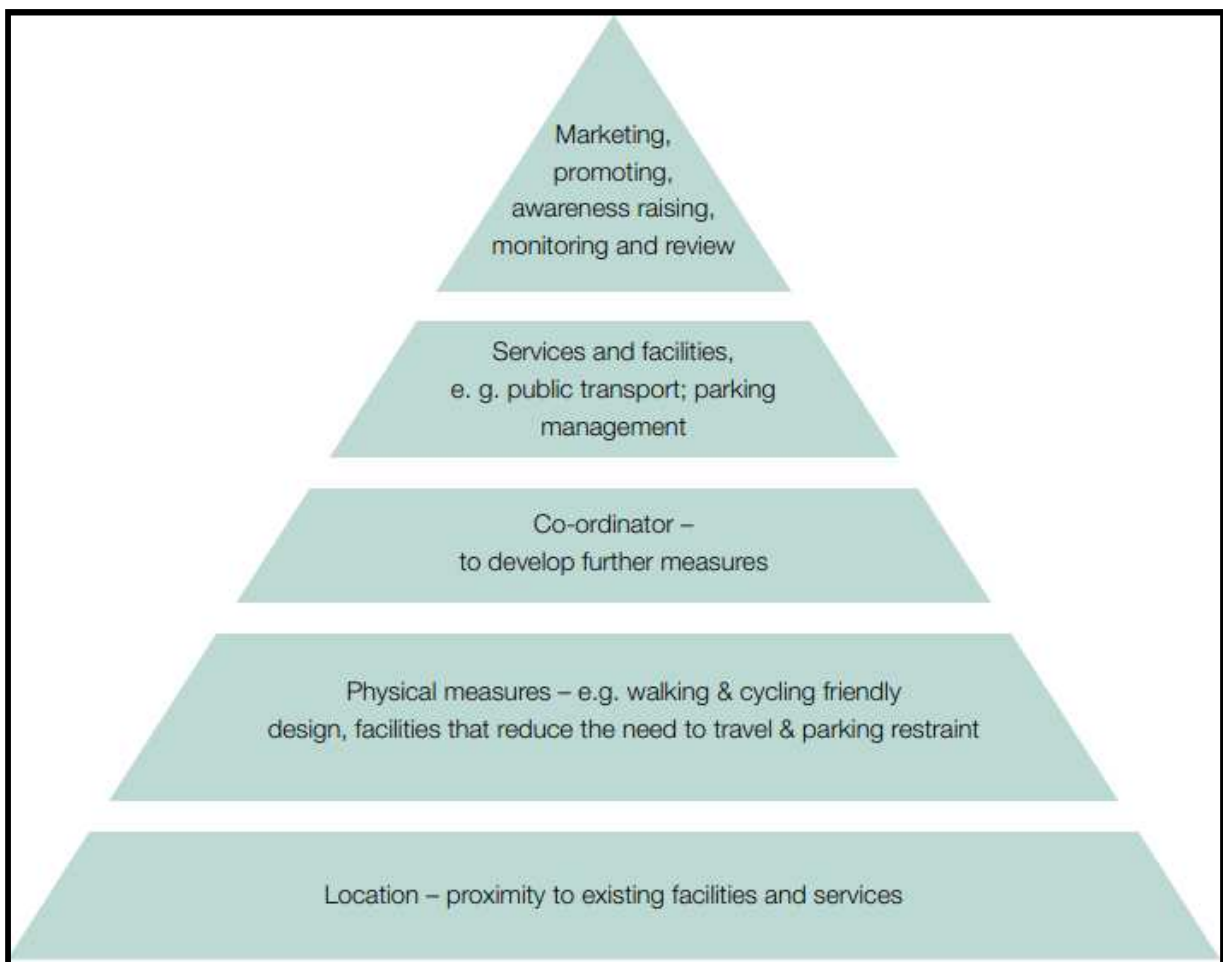
- 3.1.1 A Travel Plan is a strategy to more sustainably manage the number and type of trips generated by a development site thus reducing the need to travel in the first place.
- 3.1.2 National planning policy states that single occupant car trips are unsustainable, and should be mitigated wherever possible in favour of trips by walking, cycling or public transport.
- 3.1.3 A Travel Plan achieves this by raising awareness of available alternative transport modes, and offering incentives to site users to make the switch away from car journeys. It is important for a development to take responsibility for the impact of the vehicle trips that it generates on the local highway network and surrounding environment.
- 3.1.4 A Travel Plan provides a robust evaluation tool to ensure that developments are achieving gains in environmental sustainability, and are more efficiently managing the demand for travel to and from the site. This will provide benefits to all parties involved – public, private and community.
- 3.1.5 The key objectives of the Travel Plan will be to include policies which reduce the dependency on single occupancy car trips to and from the site thus meeting the access needs of residents in a new way and require partnerships between developers, local authorities, local business communities and residents.



**Extract: Key objectives Diagram**

### 3.2 How the Travel Plan Accords with Planning Policy

- 3.2.1 The Site Travel Plan will need to accord with national and local planning policy related to the development of softer-transport measures and sustainable travel objectives.
- 3.2.2 All the measures put forward should be integrated into the design, marketing and occupation of the site. In addition parking restraint is often crucial to the success of the plan in reducing car use, responsible car use rather than ownership is seen as the key factor.



**Extract: Travel Plan Pyramid**

- 3.2.3 It can be helpful to view a Travel Plan as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last all set within the context of the outcomes sought.
- 3.2.4 At Level 1, the base of the pyramid, the choice of location, provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport.
- 3.2.5 At Level 2 are all the physical aspects that can be expected to influence travel.
- 3.2.6 At Level 3 is the input of a site travel co-ordinator to co-ordinate the management of the plan.
- 3.2.7 At Level 4 are the services and facilities to be delivered as part of the Travel Plan to help meet transport needs as appropriate.
- 3.2.8 At Level 5, the top of the pyramid, is awareness raising, marketing and information. These are measures designed to ensure that people know about the services and facilities provided through the Travel Plan and to encourage more sustainable travel.

### 3.3 Aims and Objectives of the Travel Plan

- 3.3.1 The Aims and Objectives of the Travel Planning process are to:

“Reduce the number of car borne trips particularly single occupancy trips on the network from the site to a significantly lower level than predicated and to encourage staff and customers to travel by sustainable modes of transport”.

Maximise the sustainability of trips to/from the site for all site users;

Increase awareness amongst site users of the alternative travel options from first occupation;

The targets should be SMART:-

*A statement of intent (the objectives) including a series of qualitative and quantitative **SMART** Travel Plan targets (Sustainable, Measurable, Accessible, Realistic, Time sensitive);*

*An assessment of the current problems/issues for the given 'target group';*

*An action plan of measures intended to address these issues and move toward attainment of the targets including a marketing and promotion strategy;*

*A monitoring and review element to ensure it remains a 'living' document.*

### **3.4 How will the Travel Plan be Managed?**

- 3.4.1 This Travel Plan has been prepared to discharge a planning condition. The key management will be via an the Travel Plan Coordinator (TPC) who will be a member of the management team of the client. The appointed TPC is:

Site manager of the Wythenshawe Community Housing Group.

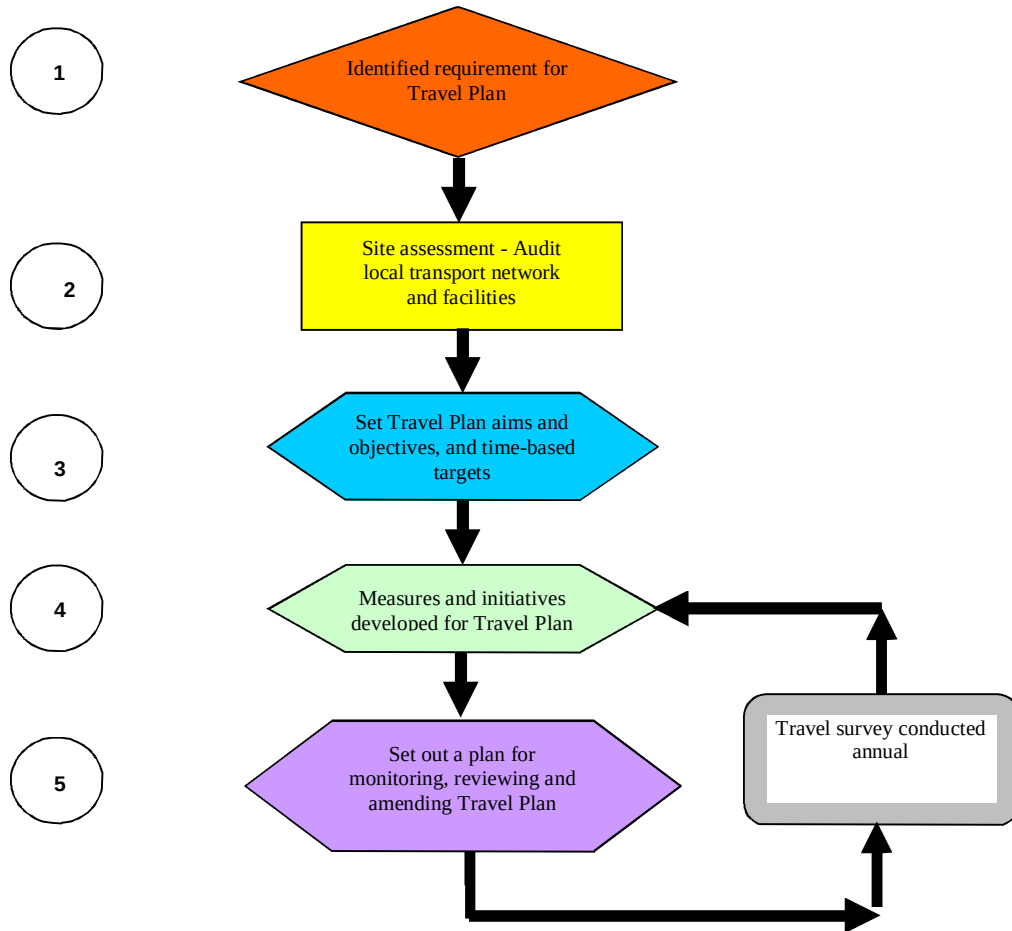
### **3.5 Implementation of the Travel Plan**

- 3.5.1 The Travel Plan is effectively in place following the appointment of the TPC noted above and the discharge of the planning condition.
- 3.5.2 The TPC will be responsible for developing and managing the Travel Plan. This will involve undertaking the surveys; target setting; identification and implementation of the detailed measures; marketing; monitoring and reporting to Bradford.

## **4 FRAMEWORK TRAVEL PLAN STRUCTURE AND PROCESS**

### **4.1 Development of a Travel Plan**

- 4.1.1 A Travel Plan operates cyclically by implementing a set of measures and then regularly evaluating and checking the effectiveness of these measures through a process of review and amendment.
- 4.1.2 Information on travel patterns and traveller opinion is collated and assessed through a multi-user travel survey. This process is used to establish the baseline travel situation for the site. The Travel Plan objectives incorporate national, regional and local planning policy. The Travel Plan allows a package of objectives, targets and measures to be constructed.
- 4.1.3 At distinct points through the Travel Plan cycle, measures will be actioned and their effectiveness explored through annual post-completion site user travel surveys. The Travel Plan will be annually reviewed by Bradford's nominated contact and ADTPC the developers appointed Travel Plan advisor, and necessary amendments made, so that the cycle may begin again with a fresh set of targets and measures. Through this process, the Travel Plan will evolve and become more tailored to the site.
- 4.1.4 A typical Travel Plan cycle comprises of the components outlined below.



**Plan: Travel Plan Cycle**



## 5 DESCRIPTION OF LOCATION AND SCHEME

- 5.1.1 Appendix A contains extract of the approved Transport Statement report which sets out the context of the site

## 6 ACCESSIBILITY BY MODE

6.1.1 It is important to recognise that national Government guidance encourages accessibility to new developments by non-car travel modes. New proposals should 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.

6.1.2 The accessibility of the proposed development sites by the following modes of transport has, therefore, been considered:

1. Local facilities
2. accessibility on foot and cycle;
3. accessibility by public transport;

## 6.2 Walking and Cycling

6.2.1 The proposed development site is located within an existing urbanised area with a range of local land uses, services and facilities.

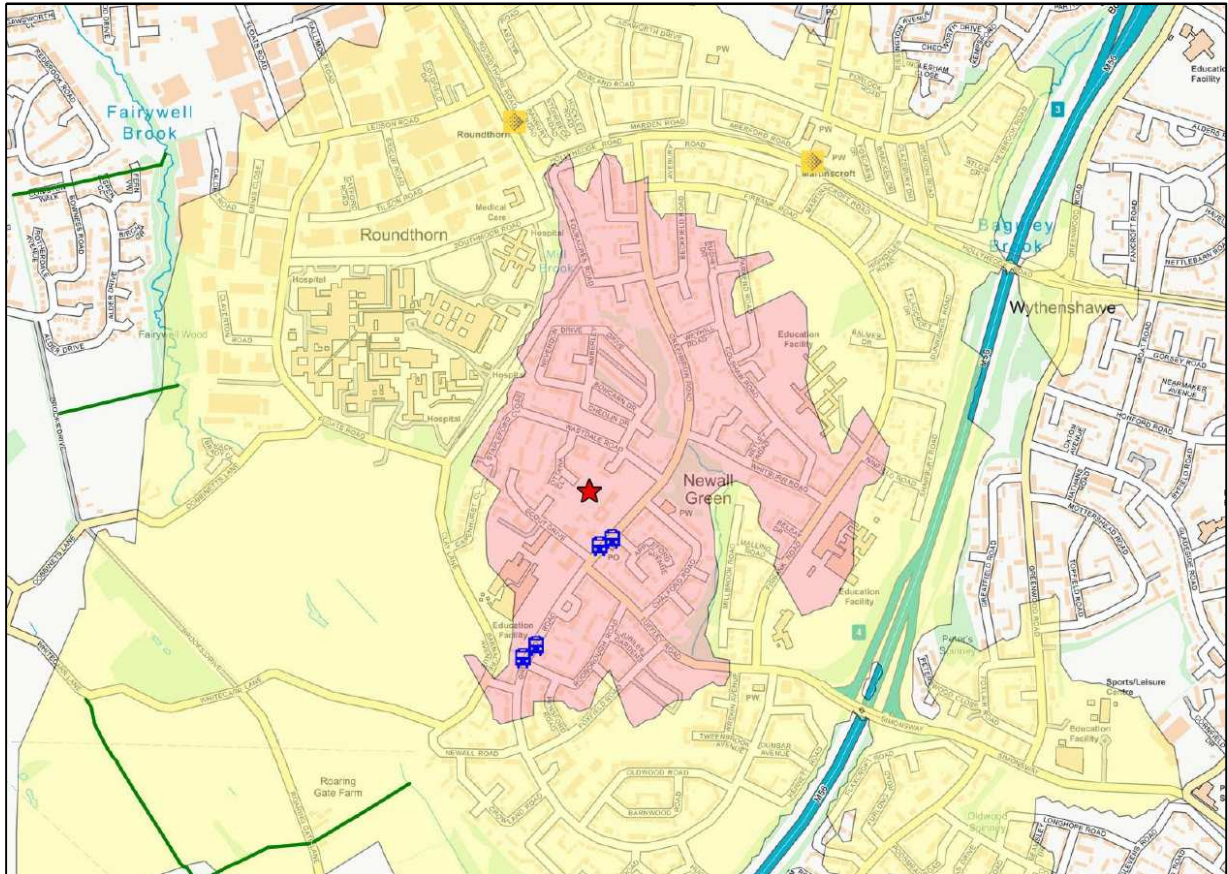
6.2.2 The CIHT provides about journeys on foot. It does not provide a definitive view on distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips, accepted guidance states that walking is the most important mode of travel at the local level supporting the above statement

| ACCEPTABLE WALKING DISTANCES [INSTITUTE OF HIGHWAYS AND TRANSPORTATION]                         |                    |                       |       |
|-------------------------------------------------------------------------------------------------|--------------------|-----------------------|-------|
| Walking Distance                                                                                | Local Facilities * | District Facilities** | Other |
| Desirable                                                                                       | 200m               | 500m                  | 400m  |
| Acceptable                                                                                      | 400m               | 1000m                 | 800m  |
| Preferred Maximum                                                                               | 800m               | 2000m                 | 1200m |
| * Includes food shops, public transport, primary schools, crèches, local play areas             |                    |                       |       |
| ** Includes employment, secondary schools, health facilities, community / recreation facilities |                    |                       |       |

### Extract: IHT Acceptable Walking Distances

6.2.3 Experience from good practice in Travel Planning development generally suggests that 90% of pedestrians are prepared to walk up to 2kms between home and workplace, provided that accessible footway routes are identified.

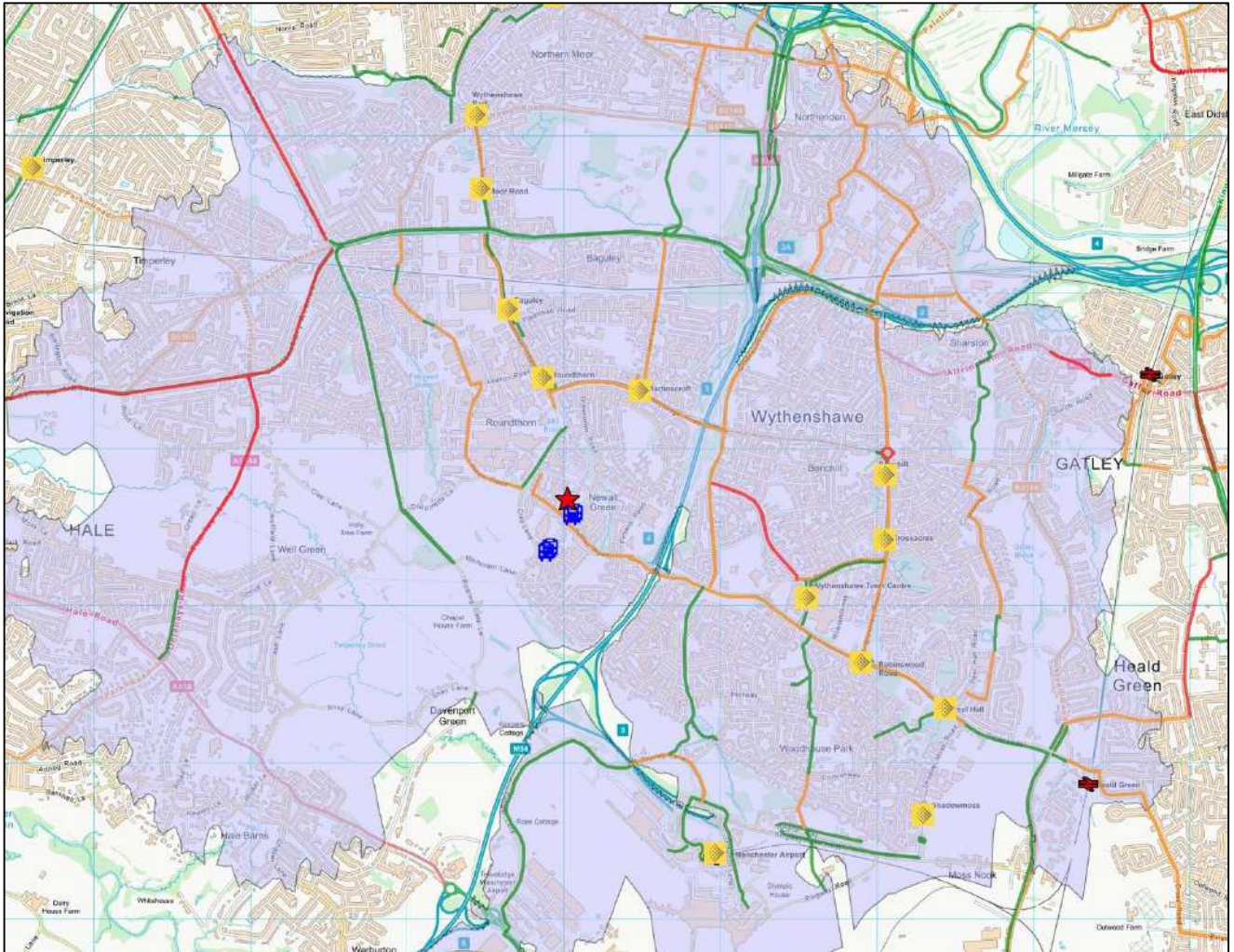
- 6.2.4 The pedestrian catchment area for the proposed development site extends to cover the neighbouring settlements indicated by the yellow area for the 2km distance; the 1km distance covers the local centre.



**Extract: Walk Catchment – Source Approved Transport Statement**

- 6.2.5 Importantly, the 0.8 to 1 km walk catchment also extends to cover the town centre and the 2km distance covers other education and shopping facilities. There are, therefore, significant opportunities for residents to access a range of shopping, employment, leisure, and service facilities on foot as a shared trip to the site.
- 6.2.6 The DfT identify that 78% of walk trips are less than 1km in length, (DfT Transport Statistics GB).
- 6.2.7 It offers the greatest potential to replace short car trips, particularly under 2 kilometres, and confirms that walking also forms an often forgotten part of all longer journeys by public transport and car.

- 6.2.8 **There are existing pedestrian routes in the vicinity of the site which will assist the accessibility of the site for pedestrians.**
- 6.2.9 In conclusion, the proposed application site can be considered as being highly accessible on foot.
- 6.2.10 Historic Guidance and perceived good practice suggest: "Cycling also has potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport"
- 6.2.11 The CIHT latest guidance Planning for cycling 2014 states that page 4: "The majority of cycling trips are for short distances.
- 6.2.12 80% of journeys by all modes are less than five miles (8km) and 40% under two miles (3.2km) (DOT 2014 a). These are distances that can be cycled comfortably by a reasonably fit person.
- 6.2.13 The National Travel Survey NTS (undertaken annually by the DfT) has identified that bicycle use depends on topography, but a mean distance of between 5 – 10 kilometres is considered a reasonable travel distance between home and workplace. For the purposes of this report the national guidance of 5km has been used.
- 6.2.14 The purple area indicates the 5 km distance. It incorporates a substantial part of the adjacent urban areas, which means the development site is well linked to the wider area.



**Extract: Cycle Catchment – Source Approved Transport Statement**

- 6.2.15 The plan shows that a significant proportion of the urban area can be reached within the 5km cycling distance a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour of the site.
- 6.2.16 Therefore, there are a wide variety of residential areas, schools, shops, and other leisure and service facilities within the cycle catchment area which can be accessed.
- 6.2.17 **There are existing cycle facilities in the vicinity of the site which will assist the accessibility of the site for cyclists.**
- 6.2.18 In conclusion, the proposed application site can be considered as being served by the cycle network and is therefore accessible by cycle.

### 6.3 Travel by Public Transport

6.3.1 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.

6.3.2 The CIHT Buses in Urban Development. 2018 set out that, in considering public transport provision for development:

“New developments should be sufficiently compact or dense to generate demand that will support high-frequency bus services with long-term viability.

The layout of streets and paths in new developments should facilitate direct and efficient bus operation, with direct and pleasant walking routes to bus stops.

Buses should be integral to the urban fabric, aided by a set of spatial planning policies that cascade logically from the governing spatial plan to the development management regime, together with local transport policies that satisfy this aim.

Good bus services should be available from the occupation of any new development, either through proximity to existing routes or through the provision of new or extended routes. “

6.3.3 The CIHT ‘Guidelines for Planning for Public Transport in Developments’ (March 1999) also set out that,

6.3.4 It also says that a walking distance of 400m as being the desirable maximum distance to the closest bus stop from a new development, however, it also advises this distance should not be slavishly adhered to and that access to simple understandable services is more important.

6.3.5 Greenbrow Road has bus stops to the site, within the desirable maximum of 400m sustainable distance.

6.3.6 In summary bus services 11 101 and 368 connect the site with Altrincham, Stockport. Wythenshawe, Gatley, Manchester and Manchester airport. The three services provided approximately 4 services each per hour Monday through to Sunday

### 6.4 Taxi/Private hire

6.4.1 As with most cities and urban areas a range of services are provided locally to accommodate day and night time needs.



## **6.5 Metrolink and Train**

- 6.5.1 The site is located 1km from the Martinscroft metrolink Station which is on the Manchester airport Lin / Deansgate – Castlefield Line. There are trams every 12 minutes.

## **6.6 Summary**

- 6.6.1 In summary, therefore, the application site can be considered as being accessible by public transport, walking and cycling in accordance with planning policy guidance for an urban area.

## **7 TRAVEL PLAN STRATEGY**

- 7.1.1 This Travel Plan has been produced on behalf of Wythenshawe Community Housing Group, prior to the occupation of the site.

### **7.2 Travel Marketing Information**

- 7.2.1 Wythenshawe Community Housing Group will provide sustainable travel information within each of their sales packs as to inform new residents on their sustainable travel options. This is important as to make all residents of the site aware of the existence of the Travel Plan upon their occupation and alternative travel modes to that of the private car. Travel information which will be provided within the sales packs are as follows:
- Bus timetable and route information for services operating along Sale Road, including directions from the site to the closest bus stops;
  - Walking and Cycling routes within close proximity of the site;
  - Information on the location of local facilities and amenities within close proximity of the site;
  - Information promoting the health, fitness and financial benefits of walking will be provided;
  - Promote the potential financial savings that residents will make by car sharing through information presented within the sales packs.
- 7.2.2 Wythenshawe Community Housing Group will also be responsible for collecting travel survey information from residents, as and when requested by MCC Travel Plan officer. As part of the planning conditions, the first of these surveys will be undertaken during the first three months of occupation.

## 8 MONITORING STRATEGY

- 8.1.1 It is essential that the impacts of the Travel Plan and the benefits achieved are monitored to:
- Identify whether the Travel Plan is achieving the objective of reducing dependency on the private car;
  - Whether changes need to be implemented to encourage the use of sustainable travel modes.

### 8.2 Monitoring

- 8.2.1 Most measures to reduce car use and promote walking, cycling, public transport, and car sharing will be in place prior to, or soon after occupation of, the new development. This will allow people to assess the potential to travel by alternative transport modes and allow a sustainable travel culture to emerge from the outset.
- 8.2.2 In order to monitor the Travel Plan, travel surveys will be undertaken within three months after the first occupation and then periodically as agreed with MCC. The major element of the review will involve the issuing of a travel questionnaire to every dwelling. Analysis of the travel questionnaires will also yield more up to date mode split information which can be used to determine the objective of reducing dependency on the private car. An example travel questionnaire is provided within Appendix B.
- 8.2.3 Upon completion of the monitoring period, and as agreed with MCC, the responsibility of the travel plan and its continued management will fall to a resident steering group. This group will be suitably briefed and competent in order to continue the Travel Plan and ensure modal shift is maintained. A likely action plan and monitoring schedule in relation to the development can be found within the table below.

| Actions/Measures Timescale                                              | Timescales                                      |
|-------------------------------------------------------------------------|-------------------------------------------------|
| Submit Travel Plan to discharge condition.                              | Before development commences                    |
| Provide all residents with Travel Information and Welcome Packs         | Upon occupation                                 |
| Undertake initial residents travel survey and submit findings.          | Within the first three months of occupation     |
| Continue survey and monitoring process                                  | Periodically as agreed with travel plan officer |
| Pass over responsibility of the Travel Plan to residents steering group | As agreed with travel plan officer              |

**Table: Action Plan / Monitoring Schedule**

### 8.3 Mode Split Comparison

- 8.3.1 In order to understand more fully the potential trip generation for all modes reference has been made to the 2021 census data travel to work for the local area and Manchester for comparison.

| Method used to travel to workplace   | Manchester   |            | E02001095 Manchester 051 |            |
|--------------------------------------|--------------|------------|--------------------------|------------|
|                                      | Percent      | Number     | Percent                  | Number     |
| Work mainly at or from home          | 73964        | 32%        | 674                      | 17%        |
| Underground, metro, light rail, tram | 6152         | 3%         | 91                       | 2%         |
| Train                                | 2848         | 1%         | 18                       | 0%         |
| Bus, minibus or coach                | 23669        | 10%        | 318                      | 8%         |
| Taxi                                 | 3654         | 2%         | 84                       | 2%         |
| Motorcycle, scooter or moped         | 462          | 0%         | 12                       | 0%         |
| <b>Driving a car or van</b>          | <b>82379</b> | <b>36%</b> | <b>1764</b>              | <b>45%</b> |
| Passenger in a car or van            | 8217         | 4%         | 237                      | 6%         |
| Bicycle                              | 7305         | 3%         | 136                      | 3%         |
| On foot                              | 22647        | 10%        | 560                      | 14%        |

**Table: Census Travel to Work Data**

- 8.3.2 As indicated previously, the site's ability to achieve higher walk, cycle, motorcycle and bus use is not limited by topography, so these are the key areas of focus as part of a non-car mode share changes.

### 8.4 Targets

- 8.4.1 The aspirational aim of the plan will be to deliver the local area mode of travel percentage where they comparable or better than the Manchester figures. This will be refined as the first surveys are undertaken.
- 8.4.2 The key will be to deliver walk/cycle at the potential levels to reduce vehicle use even if buses.
- 8.4.3 Initially a 10% target will be set which are set out in the table below.



| Method used to travel to workplace   | E02001095 Manchester 051 |        | 5 Year Target |
|--------------------------------------|--------------------------|--------|---------------|
|                                      | Percent                  | Number |               |
| Work mainly at or from home          | 674                      | 17%    | 17%           |
| Underground, metro, light rail, tram | 91                       | 2%     | 3%            |
| Train                                | 18                       | 0%     | 1%            |
| Bus, minibus or coach                | 318                      | 8%     | 10%           |
| Taxi                                 | 84                       | 2%     | 3%            |
| Motorcycle, scooter or moped         | 12                       | 0%     | 0%            |
| Driving a car or van                 | 1764                     | 45%    | 35%           |
| Passenger in a car or van            | 237                      | 6%     | 8%            |
| Bicycle                              | 136                      | 3%     | 4%            |
| On foot                              | 560                      | 14%    | 18%           |

**Table: 5 Year Target Mode of Travel to Work Data**

8.4.4 A Travel Plan is not a one-off event but is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan .

8.4.5 Following completion of the initial survey, indicative targets will be replaced with ones that are site-specific and encourage (rather than discourage) those responsible for trying to achieve these targets.

## 8.5 Travel Surveys

8.5.1 Prior to undertaking the initial survey, a copy of the proposed survey will be sent to the Council's Travel Plan Team to gain agreement on the format and structure. The use of a standard travel survey will enable like-for-like comparisons to be made between consecutive years' travel survey results. A sample survey is contained in appendix B

8.5.2 To maximise the response rate, the travel survey will be made available in both electronic and paper format. Paper copies of the survey will be sent to all residences, with a link provided to the electronic copy of the survey.

8.5.3 Having completed the initial survey, repeat annual travel surveys will be carried out at the same time of year as the initial survey for a minimum of five years. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

8.5.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all staff to encourage participation in the survey.

## 9 BUDGET

9.1.1 The final approved plan has an agreed budget allocated to the TPC to allow action for:

- Promoting, encouraging and providing incentives for increasing sustainable travel, see above annual initiatives.
- Covers the administration tasks and publicity material.
- TPC will be responsible for expenditure and budget control.

9.1.2 All funding related to the Travel Plan will be paid for by developer. Budget management and spend is to be agreed in liaison between TPC, developer and Travel Plan Officer.

9.1.3 This report provides information on the scope of traffic and transport planning aspects of the development proposals, and forms supplementary information to assist in the determination of the application.

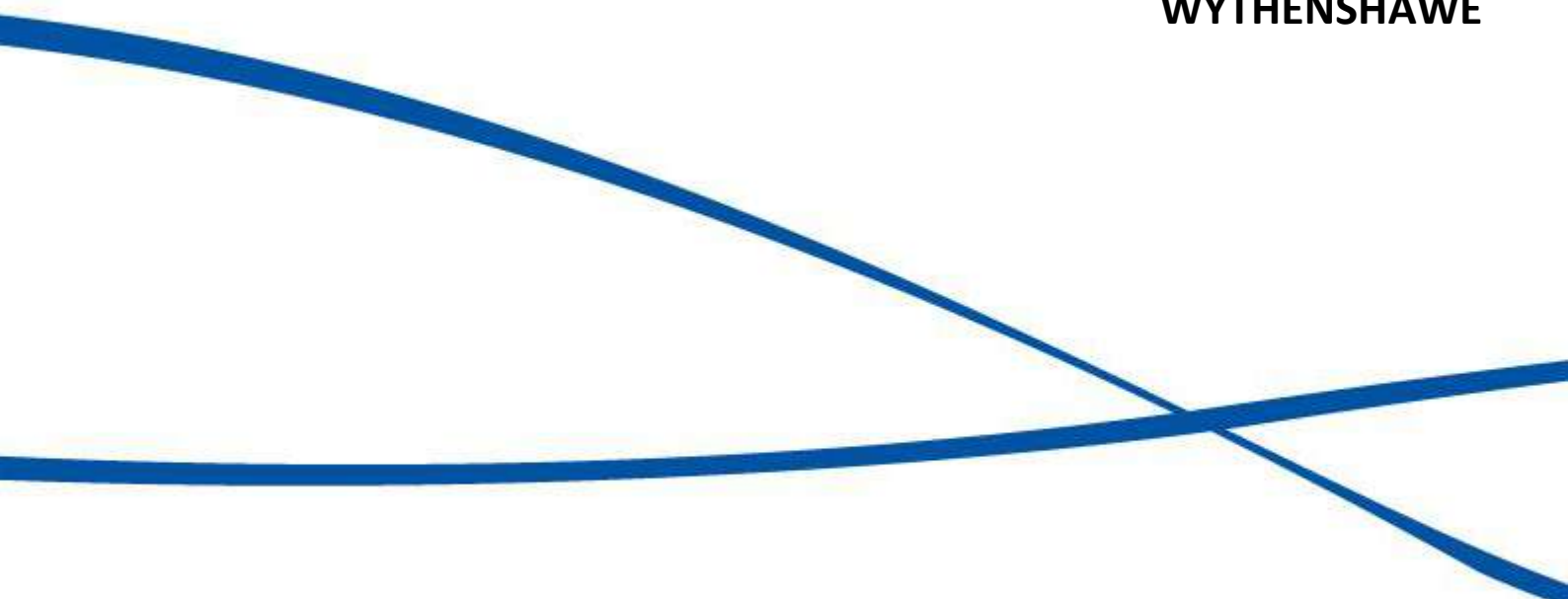
**Report Prepared by**  
**Tony Doyle BEng (Hons), MSc MCIHT, TPS**  
**Report Dated 17/04/2023**

## APPENDICES

Appendix A  
Extracts from Approved Transport Statement

## **WYTHENSHAW COMMUNITY HOUSING GROUP**

### **PROPOSED RESIDENTIAL DEVELOPMENT, GLENDENE, WYTHENSHAW**



**Transport Statement**

**VN91534**

**February 2020**

## REPORT CONTROL

**Document:** Transport Statement

**Project:** Proposed Residential Development, Glendene, Wythenshawe

**Client:** Wythenshawe Community Housing Group

**Job Number:** VN91534

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| <b>Review By</b>      | Phil Tilby  | <b>Initialled:</b> | PT |

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| 2     |          |             |                   |
| 3     |          |             |                   |
| 4     |          |             |                   |

## **2 BASELINE TRANSPORT CONDITIONS**

### **2.1 Introduction**

2.1.1 This section of the Transport Statement provides a review of the baseline conditions in the vicinity of the site, including a description of the site's location, the existing highway network, local traffic conditions and a review of injury accident records. In order to provide an accurate review of surrounding transport infrastructure, the site was visited on Friday 7<sup>th</sup> February 2020.

### **2.2 Site Location and Extant Use**

2.2.1 The site is located in a predominantly residential area, north-west of Wythenshawe's Civic Centre, as shown in is **Drawing VN91534-G100**. The site's location is illustrated in a more local context in **Drawing VN91534-G101**, with the proposed site red line boundary illustrated in **Appendix A**.

2.2.2 The site is bound by Greenbrow Road to the east, with Maples Medical Centre bordering the site to the south. Residential dwellings border the site to the west and Wastdale Road borders the site to the north.

2.2.3 The site spans approximately 1.5ha in size and previously accommodated Glendene Children's Home. It is understood that this ceased operation between the summers of 2016 and 2018. The site was served by two historic vehicular access points, with one off Greenbrow Road and the other located off Wastdale Road.

2.2.4 Both existing accesses are supported by dropped kerbs, with the access off Greenbrow Road also providing tactile paving on either side. Photographs demonstrating the current condition of both accesses are provided in **Figure 2.1** and **Figure 2.2**.



**Figure 2.1: Access from Wastdale Road**



**Figure 2.2: Access from Greenbrow Road**

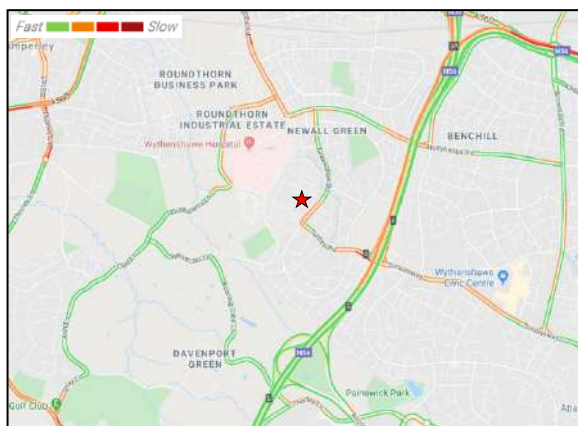
## **2.3 Surrounding Highway Network**

- 2.3.1 Greenbrow Road runs in a north-south orientation and provides a single carriageway arrangement and has a width of around 7.5m. This road is subject to a speed limit of 30mph and site observations suggest it is moderately trafficked. However, this is reduced to a speed limit of 20mph adjacent to the site where a 'School Zone' is in operational, given the site's proximity to Newall Green High School and St Peters Primary School. Traffic calming measures are therefore provided in the form of 'SLOW' markings and surface treatment of the carriageway.
- 2.3.2 Double yellow lines are present on the west side of Greenbrow Road adjacent to the site preventing vehicles from waiting at any time. Off-street parking bays are also provided on this road opposite the site's east boundary adjacent to the row of local shops, with sufficient space available to accommodate 5-6 cars. Residential properties fronting this road in the vicinity of the proposed site are served by driveway accesses.
- 2.3.3 Greenbrow Road connects to Shadowbrook Crescent opposite the site's existing access junction on Greenbrow Road. This road is accessed via a priority-controlled junction and provides access to numerous streets servicing residential properties including Appleford Avenue, Milhouse Avenue and Chalford Road. Greenbrow Road then provides a connection to Scout Road to the south via another priority-controlled junction and this cul-de-sac also serves The Maples Medical Centre and a small number of residential dwellings.

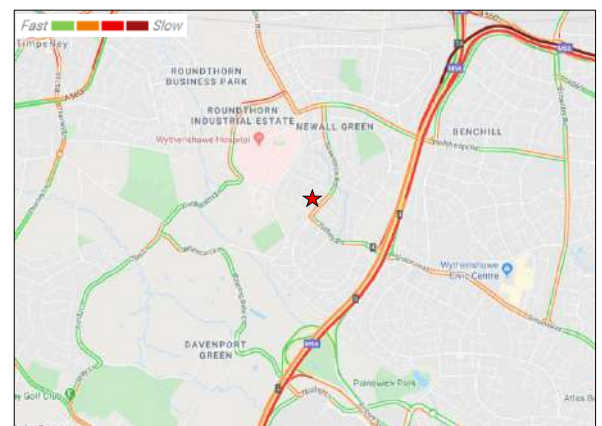
- 2.3.4 Further south is the Greenbrow Road / Tuffley Road junction. Tuffley Road runs in an east-west direction and provides access to the M56 motorway via Junction 4, before becoming into Simonsway and providing access to Wythenshawe Civic Centre.
- 2.3.5 To the north of the site's existing access off Greenbrow Road is the Greenbrow Road / Wastdale Road priority-controlled junction. From this junction Wastdale Road provides access to the site's other existing access point. This road provides a single carriageway arrangement with a width of approximately 6.5m and has a speed limit of 30mph. Wastdale Road is lightly trafficked according to site observations, with no parking restrictions in place in the vicinity of the site. Wastdale Road provides access to Caithness Close and Amberley Drive in the vicinity of the site access location, all of which serve residential dwellings. Wastdale Road then becomes Stapleford Close and then Capenhurst Close. To the north of the Greenbrow Road / Wastdale Road junction, Greenbrow Road is subject to a 30mph speed limit and it connects to Hollyhedge Road which provides access to the wider highway network. The aforementioned roads surrounding the site are lit.

## 2.4 Network Operation Review

- 2.4.1 As part of the surrounding highway network review, a desk-based study of the existing operation of the wider network has been undertaken. This has been derived using Google Maps Traffic Data, which provides information on typical traffic speeds on roads recorded by analysing GPS data from mobile phone signals. The Google data is presented as 'green', 'amber', 'red' and 'dark red' road colourations, with green representing a normal speed of traffic and red indicating congestion. The typical vehicle speeds during the traditional weekday AM and PM peak hours are presented in **Figure 2.3**.



*Typical AM Peak Hour (08:00-09:00)*



*Typical PM Peak Hour (17:00-18:00)*

**Figure 2.3: Weekday Peak Hour Highway Operation**

2.4.2 As shown in **Figure 2.3**, the highway network in the vicinity of site does not tend to experience congested or 'stop-and-go' traffic conditions on popular route choices, including those to and from Wythenshawe Civic Centre and the M56 motorway, based on the Google data.

## 2.5 Collision Statistics

2.5.1 A review of accident records for the highway network has been undertaken using data available on the Crashmap website. Crashmap uses data collected by the police about road traffic crashes occurring on British roads where someone is injured. This data is approved by the National Statistics Authority and reported on by the DfT each year.

2.5.2 Traffic collision data has been obtained for the latest five-year period that is available (2014-2018). The data has been examined for the extent of the site frontage along Greenbrow Road and Wastdale Road, with a plan of accident locations provided in **Figure 2.4**.

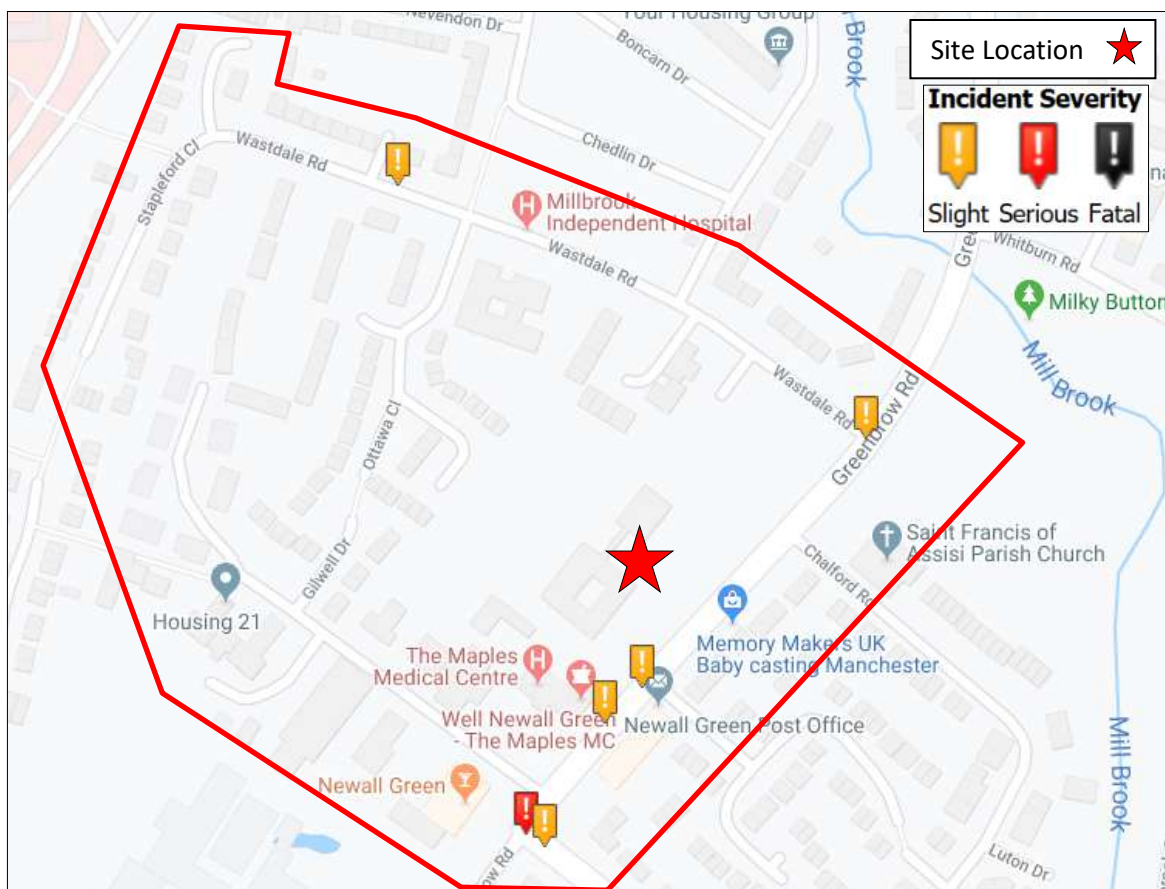


**Figure 2.4: Accident Location Plot (2014 to 2018)**

Source – <https://www.crashmap.co.uk>

- 2.5.3 The data indicates that a total of six collisions have been recorded in close proximity to the development site during the five-year period. The data shows that four accidents have occurred on Greenbrow Road, with three of these classified as slight in severity and one as serious. One slight accident was recorded at the Greenbrow Road / Tuffley Road junction and one accident of slight severity was recorded on Wastdale Road. It is important to note that Greenbrow Road is subject to a 20mph speed limit with the provision of additional traffic calming features and two zebra crossings in the vicinity of the site. Also, the former access point will be improved as part of the proposed scheme to provide visibility splays and junction geometry in accordance with the relevant design guidance. The above conditions will all combine to influence and control the movement of vehicles, pedestrian and cyclists and provide a safe environment on Greenbrow Road in the vicinity of the site.
- 2.5.4 Over the five year period up to the end of 2018, it can be concluded that there are no known highway features that contribute to the occurrence of accidents that would need to be addressed as part of the application, and the accident record in the vicinity of the site does not present any grounds for concern in the context of the development proposals.
- 2.5.5 On the basis of this review, there is no reason to assume that the present situation would significantly worsen with the residential development in operation and being accessed from both Greenbrow Road and Wastdale Road utilising locations of existing access points.

### **3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL**

#### **3.1 Introduction**

3.1.1 This section of the report considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by Metrolink.

#### **3.2 Accessibility on Foot**

3.2.1 A good standard of footway provision is located on both sides of both Greenbrow Road and Wastdale Road. A signposted footway/cycleway arrangement is also located on Greenbrow Road, whilst also being set back from the carriageway edge via grass verges, as shown in **Figure 3.1**.



**Figure 3.1: Existing Footway Provision**

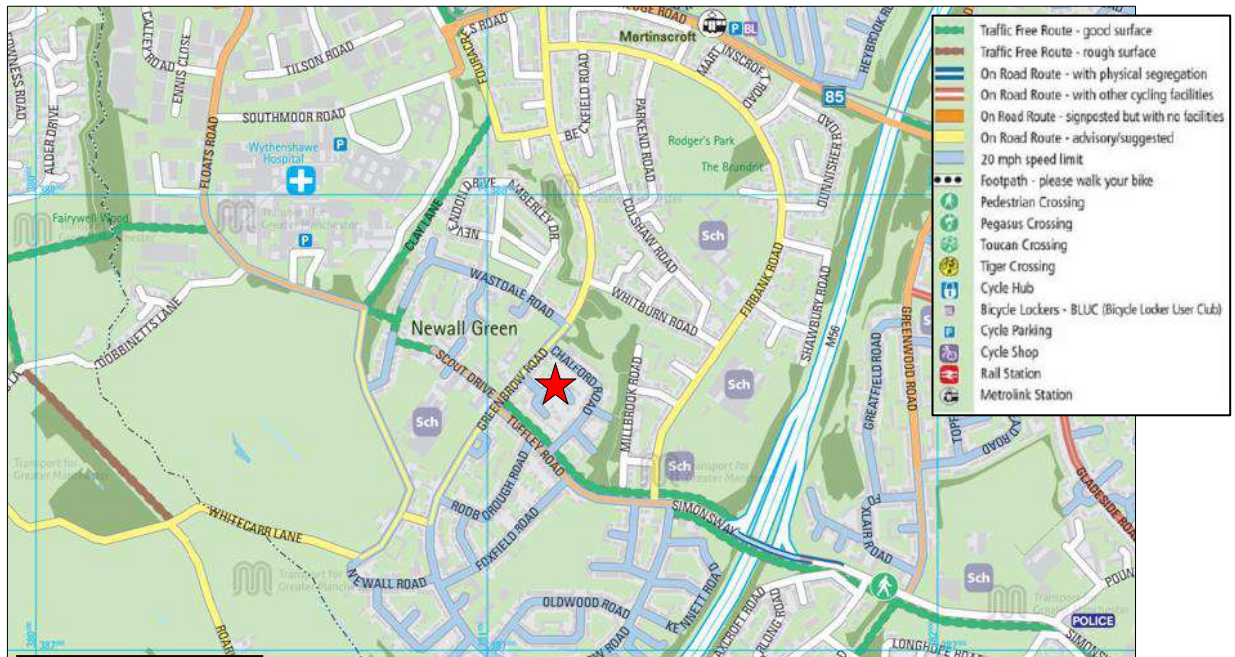
3.2.2 Approximately 50m south of the site's existing access location on Greenbrow Road there is a zebra crossing. This facility gives priority to pedestrians and provides dropped kerbs and tactile paving on either side, aiding pedestrian safety in the immediate vicinity of the site. It is noted that another zebra crossing is located on Greenbrow Road approximately 110m north of the site access location on this road. This pedestrian infrastructure surrounding the site connects to the adjacent bus stops on Greenbrow Road.

- 3.2.3 Pedestrian safety is also benefitted from the 20mph speed limit adjacent to the site on Greenbrow Road, with the presence of the 'School Zone' to further encourage drivers to adopt 20mph road speeds or less. Dropped kerbs and tactile paving is also provided where Greenbrow Road connects to Wastdale Road aiding pedestrian movement, and there is a good provision of dropped kerbs and tactile paving at priority junctions surrounding the site.
- 3.2.4 The Institution of Highways and Transportation (IHT) Guidelines for Providing for Journeys on Foot, (May 2000), states that, '*walking accounts for a quarter of all journeys and four fifths of journeys of less than 1.6km. It is suggested that, for commuting, up to 500m is a desirable walking distance, with 1km and 2km being acceptable and preferred maximum respectively*'. The more recent IHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 3.2.5 It is widely recognised that commuting distances of up to 2km, equating to around a 25-minute walk when assuming an average walk speed of 80m per minute, can be acceptable. The 2km pedestrian catchment plan for the proposed development site is shown in **Drawing VN91534-G102**.
- 3.2.6 The site is located in close proximity to numerous local amenities which is advantageous for any residential development when promoting pedestrian accessibility amongst residents. The extent of such amenities is demonstrated in **Table 3.1** below:

| Facility                              | Name                          | Location       | Distance from site | Walking Journey Time |
|---------------------------------------|-------------------------------|----------------|--------------------|----------------------|
| Primary School                        | St Peters Primary School      | Firbank Road   | 650m               | 8 minutes            |
| Secondary School                      | Newall Green High School      | Greenbrow Road | 220m               | 3 minutes            |
| Nursery                               | Paint Pots Day Nursery        | Scout Drive    | 140m               | 2 minutes            |
| Bus Stop (from Wastdale Road Access)  | Greenbrow Road                |                | 230m               | 3 minutes            |
| Bus Stop (from Greenbrow Road Access) | Greenbrow Road                |                | 30m                | Within 1 minute      |
| Post Office (inc. post box)           | Newall Green Post Office      | Greenbrow Road | 15m                | Within 1 minute      |
| Pharmacy                              | Well Newall Green             | Greenbrow Road | 35m                | Within 1 minute      |
| Community Centre                      | Tree of Life Community Centre | Greenbrow Road | 650m               | 8 minute             |
| GP Surgery                            | The Maples Medical Centre     | Scout Drive    | 90m                | 1 minute             |
| Dentist                               | Portway Dental Practice       | Portway        | 1.2km              | 15 minutes           |
| Convenience Store                     | One Stop                      | Greenbrow Road | 15m                | Within 1 minute      |
| Park/Leisure                          | Mill Brook                    | Greenbrow Road | 100m               | 1 minute             |
| Children's Play Facility              | Milky Button Park             | Whitburn Road  | 150m               | 2 minutes            |
| Public House                          | The Newall Green              | Greenbrow Road | 90m                | 1 minute             |

**Table 3.1: Local Amenities**

- 3.2.7 It is noted that Newall Green Post Office also offers additional services which are of benefit to residents, including 'Drop & Go', 'Parcel Force Express' and bill payment/top up card facilities. 'MoneyGram' is also available at this Post Office which allows residents to make bank transfers.
- 3.2.8 As demonstrated in **Table 3.1**, a wide range of local amenities are situated within walking distance of the site and there are also adjacent bus stops on Greenbrow Road. Notable amenities are also located slightly further afield, including a Halifax and a Library around 2km away within Wythenshawe Forum.
- 3.3 Accessibility by Bicycle**
- 3.3.1 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that *'many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon'*.
- 3.3.2 With this in mind **Drawing VN91534-G103** displays the 5km cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12km/hr, and based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. This plan illustrates that the 5km cycling catchment area encompasses Northern Moor to the north and Hale Green to the south. Gatley can be reached to the east, with Timperley and Hale accessible to the west. The entirety of Wythenshawe is accessible, which includes employment areas in Wythenshawe Town Centre and Roundthorn Industrial Estate.
- 3.3.3 The local highway network surrounding the site is considered suitable for cycling with many local roads being residential in nature, speed limits of 30mph or less (when travelling through the local 'School Zone') and being lightly and moderately trafficked, which will encourage cycling movements to and from the site.
- 3.3.4 The aforementioned shared footway/cycleway runs along Greenbrow Road past the site. Traffic-free routes on Tuffley Road, Scout Drive and Clay Lane are also available in the vicinity of the site, as identified in the Transport for Greater Manchester (TfGM) Cycling Network. The local cycle infrastructure surrounding the site is shown in **Figure 3.2**.



Site Location ★

**Figure 3.2: Local Cycle Routes**

Source – <https://tfgm.com/cycling/map>

3.3.5 In addition, the zebra crossing located on Greenbrow Road at the southern end of the site connects the shared footway/cycleway that runs past the development that continues along Tuffley Road towards Wythenshawe Town Centre, as shown in **Figure 3.3**.



**Figure 3.3: Zebra Crossing Located on Greenbrow Road**

3.3.6 The proposed development is therefore well located to encourage journeys to be made by bicycle.

### 3.4 Accessibility by Bus

3.4.1 As noted in **Table 3.1**, the nearest bus stops from both access locations are situated on Greenbrow Road. A southbound bus stop is located opposite the site's Greenbrow Road access location, with a northbound bus stop located approximately 30m south. Two more bus stops are around 250m north of the site's Wastdale Road access on Greenbrow Road. These again provide access to both northbound and southbound services. All the aforementioned bus stops provide shelter and seating arrangements, along with a flagpost and bus stop carriageway markings, as shown on **Figure 3.4**.



**Figure 3.4: Bus Stop Located on Greenbrow Road**

3.4.2 A summary of the bus services operating from these stops is provided in **Table 3.2**.

| Number | Route                                                                     | Approximate Frequency (services per hour) |        |         |         |     |     |
|--------|---------------------------------------------------------------------------|-------------------------------------------|--------|---------|---------|-----|-----|
|        |                                                                           | Mon-Fri                                   |        |         |         | Sat | Sun |
|        |                                                                           | AM Peak                                   | Midday | PM Peak | Evening |     |     |
| 11     | Altrincham - Stockport (via Wythenshawe and Gatley)                       | 4                                         | 4      | 4       | 4       | 4   | 2   |
| 101    | Manchester - Wythenshawe                                                  | 4                                         | 4      | 4       | 3       | 4   | 3   |
| 368    | Stockport - Wythenshawe (via Wythenshawe Hospital and Manchester Airport) | 3                                         | 4      | 2       | 2       | 4   | 2   |

**Table 3.2: Bus Services Operating on Greenbrow Road**

- 3.4.3 As demonstrated in **Table 3.2**, bus service provision operating in the vicinity of the site provides an excellent level of frequency with a total of around eleven services running during the AM peak and ten services during the PM peak, as well as twelve services on Saturdays and seven services on Sundays.
- 3.4.4 These services provide links to key destinations within the region and large centres of employment, including Manchester City Centre, Stockport, Manchester Airport, Northenden, Chorlton, Gatley and Cheadle.

### 3.5 Accessibility by Metrolink

- 3.5.1 Martinscroft Metrolink Station is located approximately 1km north of the site, equating to a 12 to 13-minute walk based on an average walking speed of 80m per minute. This Metrolink stop can be accessed by use of the footways located along Greenbrow Road and Hollyhedge Road. The potential for linked cycle/Metrolink journeys is also noted, with both five covered cycle lockers and five cycle stands available at this station.
- 3.5.2 This Metrolink Station is situated on the Manchester Airport Line/Deansgate-Castlefield Line and has a weekday service frequency of every 12 minutes. Metrolink services cover a broad area of Manchester and from the city centre the wider Metrolink network can then be accessed, including the regional towns of Altrincham, Bury, Rochdale and Oldham. The extent of the Metrolink network is presented in **Figure 3.5**.

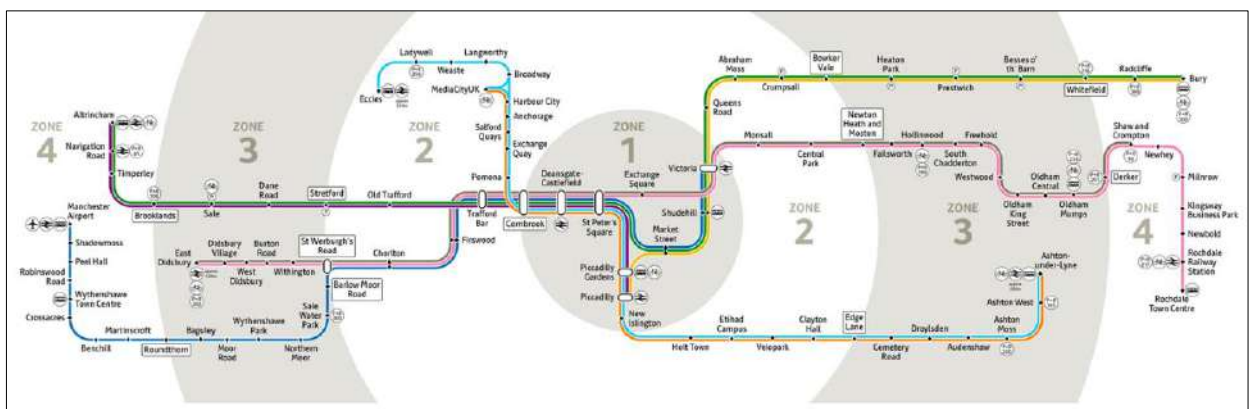


**Figure 3.5 – TfGM Metrolink Service Map**

- 3.5.3 With the extensive network that the Metrolink covers, it is considered that it will offer an excellent transport option for residents of the proposed site.

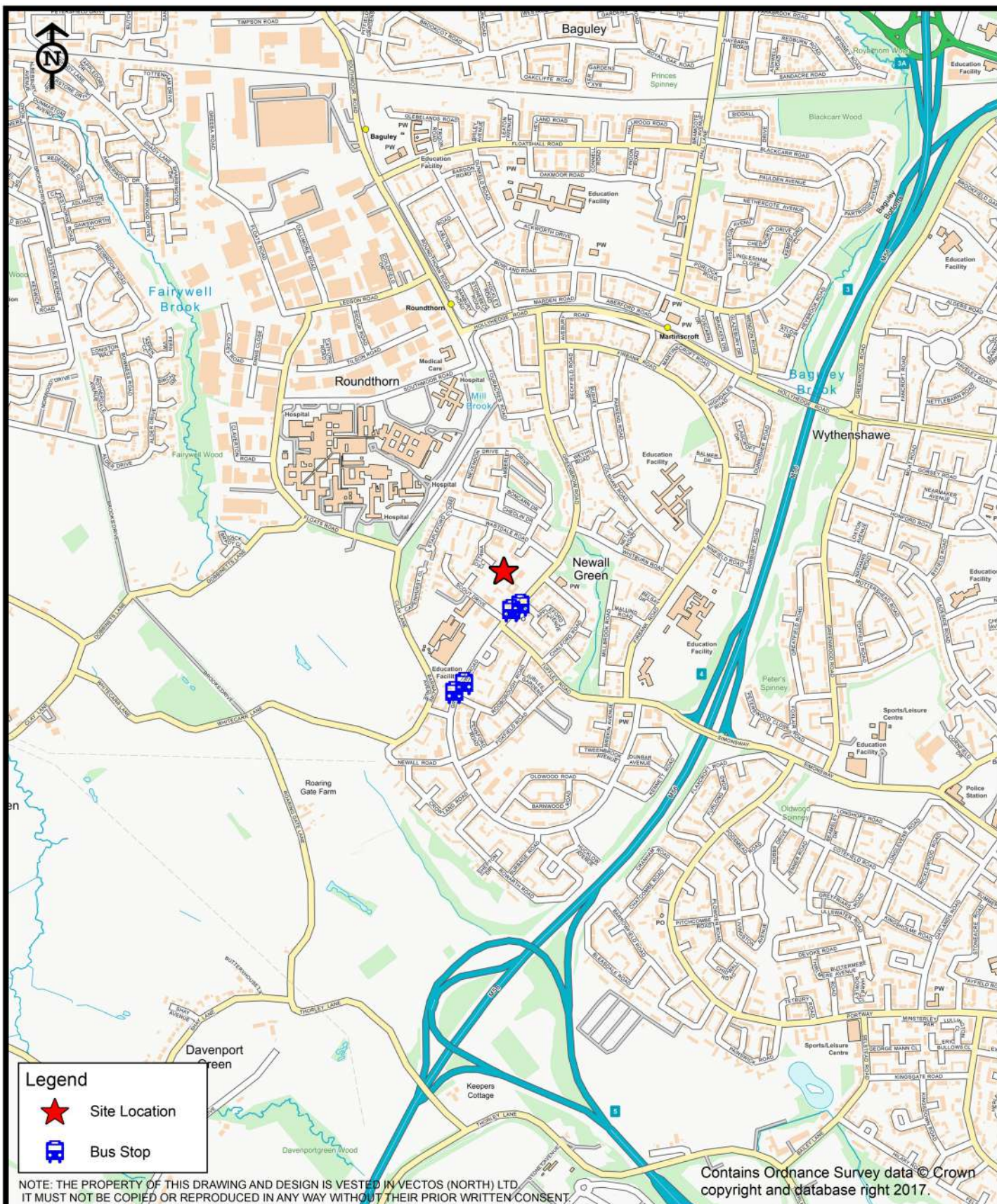
### **3.6 Summary**

#### **3.6.1 A review of the accessibility of the site has demonstrated:**

- The site is ideally located to encourage walking trips, being located within a comprehensive pedestrian network which provides safe and convenient access to key amenities. An audit of the pedestrian infrastructure surrounding the site has revealed no safety issues with the existing provision;
- The site is also very well located for trips by bicycle, being located in close proximity to identified cycle routes, including a shared footway/cycleway which runs along Greenbrow Road adjacent to the site;
- The site is also very well located for access to public transport services. North and southbound bus stops are located on Greenbrow Road in very close proximity to the site, which provide access to a good level of service frequency;
- The site is also within an acceptable walking distance of Martinscroft Metrolink Station, providing access to the wider Greater Manchester Metrolink network;
- The range of sustainable transport options available provide an excellent opportunity for trips to be undertaken by means other than the private car; and
- A review of local amenities has been undertaken. This has demonstrated that there are a wide variety of retail, educational, health, financial, community and leisure facilities within an acceptable walking distance of the site, and that these can be safely accessed via the existing pedestrian network.

#### **3.6.2 It is therefore concluded that the proposed development site location provides good opportunities for trips by residents to be undertaken by non-car modes.**

## **DRAWINGS**



CLIENT:

Wythenshawe Community Housing Group

PROJECT TITLE:

Glendene, Wythenshawe

DRAWING TITLE:

Site Location (Wider Context)



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TO

CHECKED:

ER

DATE

Jan 2020

SCALE:

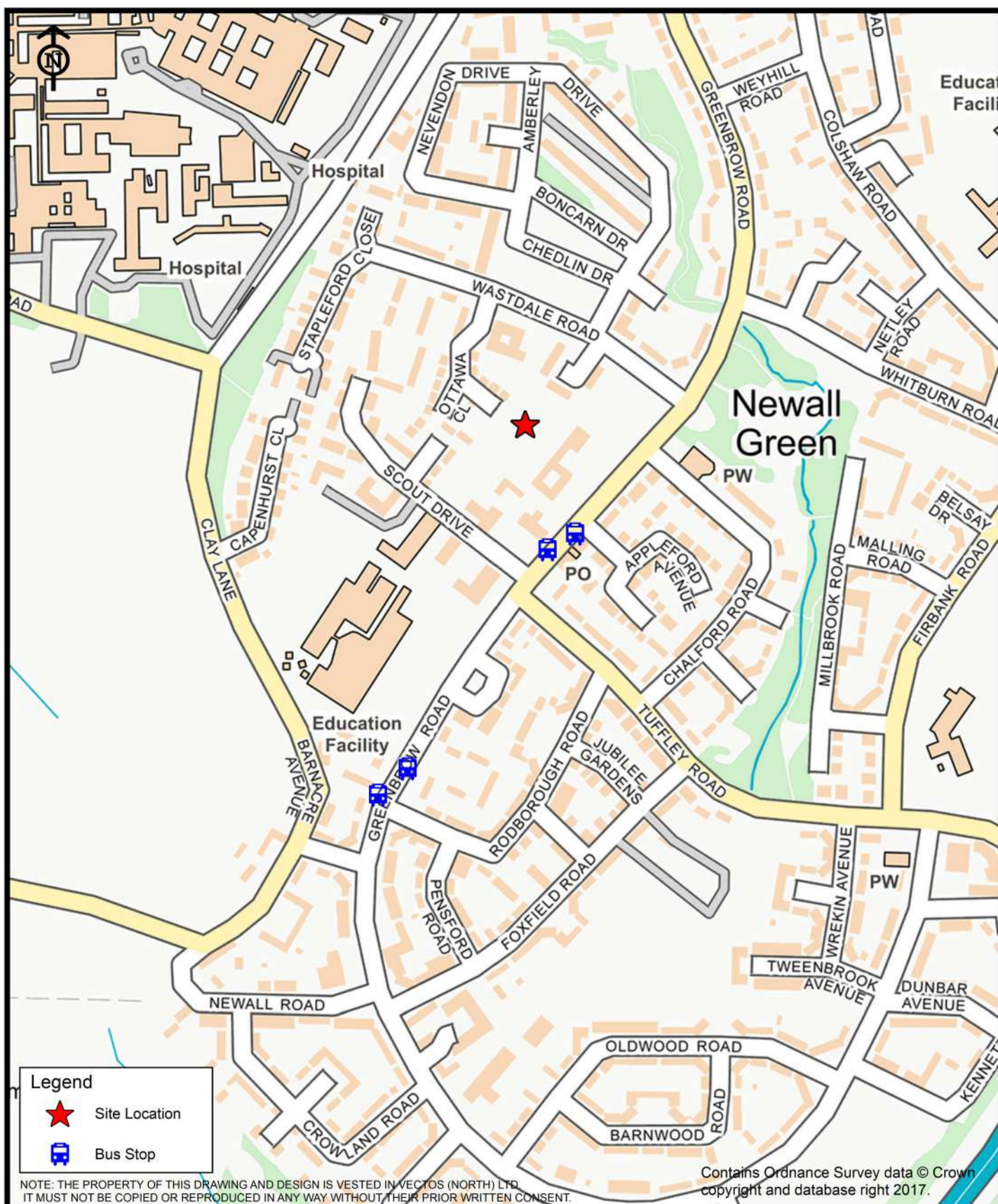
1:15,000 at A4

DRAWING NO:

VN91534-G100

REVISION:

.



CLIENT:  
**Wythenshawe Community Housing Group**

PROJECT TITLE:  
**Glendene, Wythenshawe**

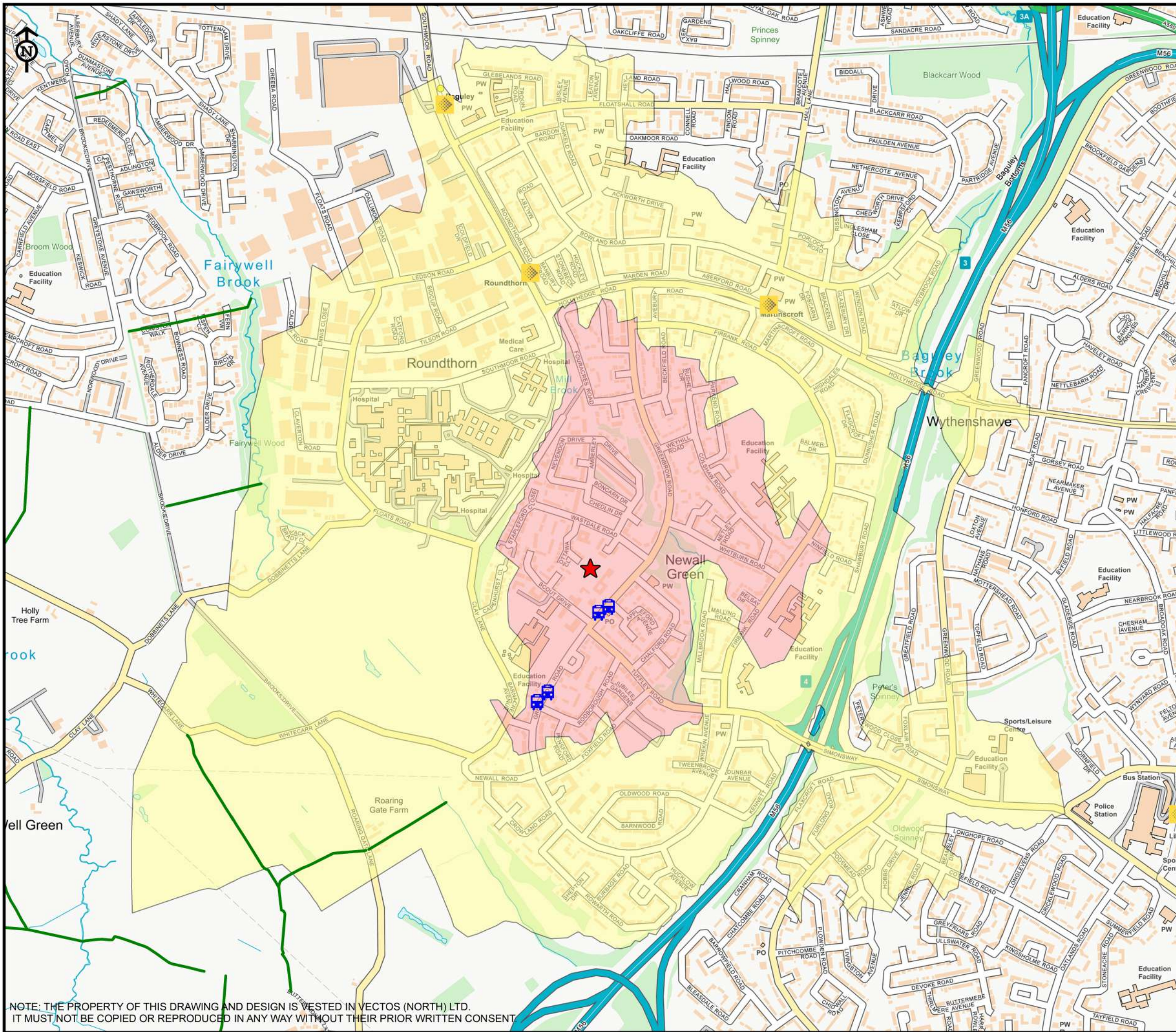
DRAWING TITLE:  
**Site Location (Local Context)**



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

|              |                |                  |                         |
|--------------|----------------|------------------|-------------------------|
| DRAWN:<br>TO | CHECKED:<br>ER | DATE<br>Jan 2020 | SCALE:<br>1:5,000 at A4 |
|--------------|----------------|------------------|-------------------------|

|                                    |                |
|------------------------------------|----------------|
| DRAWING NO:<br><b>VN91534-G101</b> | REVISION:<br>. |
|------------------------------------|----------------|



Legend

Site Location

Bus Stop

Metrolink

National Rail

Public Rights of Way

Bridleway

Byways open to all Traffic

Footpath

Restricted Byway

Walking Catchment

0 - 1 km

1 - 2 km

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CLIENT:

Wythenshawe Community Housing Group

PROJECT TITLE:

Glendene, Wythenshawe

DRAWING TITLE:

Walking Catchment

SCALE:

N.T.S

DRAWN:

TO

CHECKED:

ER

DATE:

Jan 2020

**vectos**  
transport planning specialists

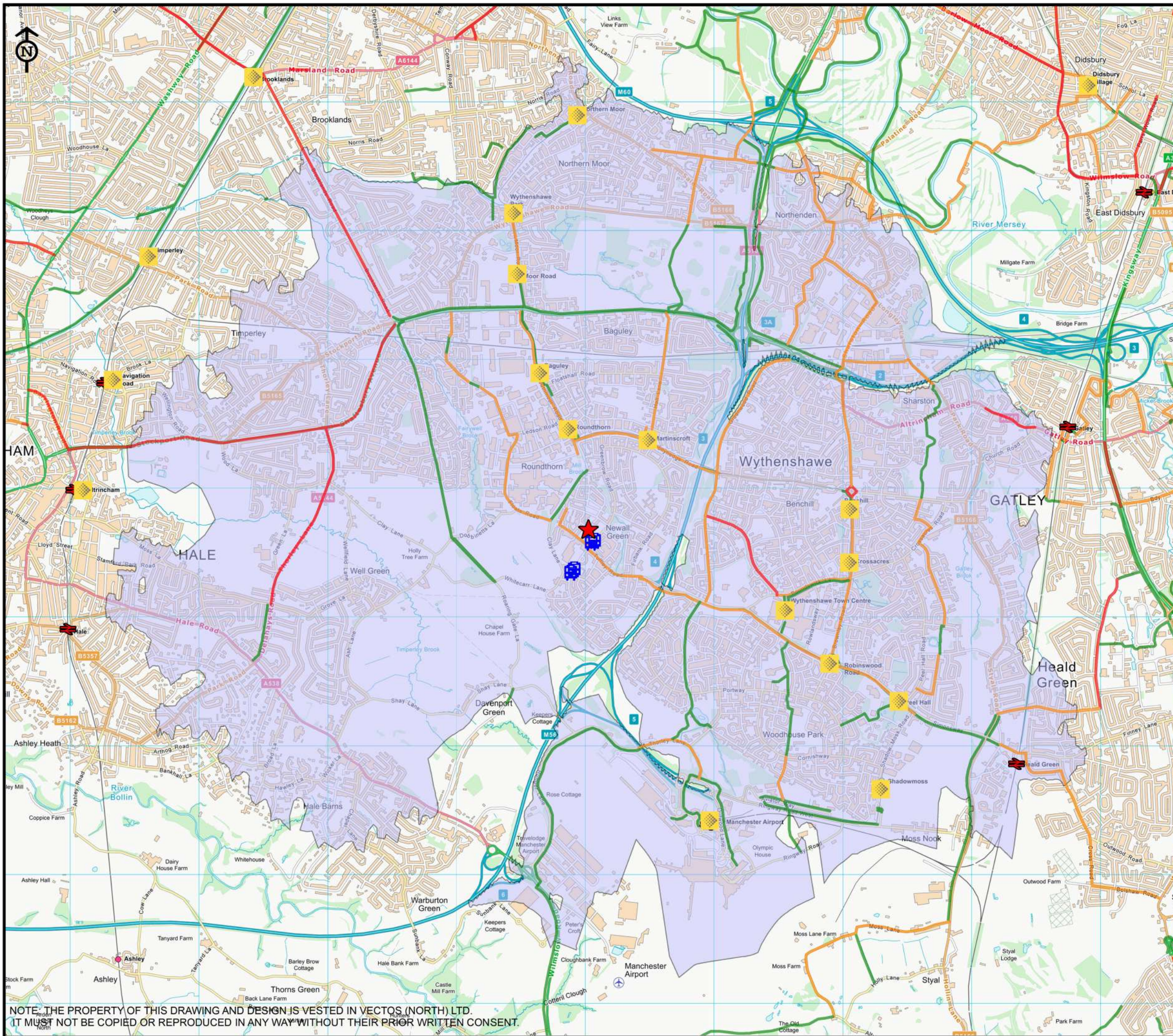
Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN91534-G102

REVISION:

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### Legend

- ★ Site Location
- 🚌 Bus Stop
- 📍 Metrolink
- 🚂 National Rail

### Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

### Cycling Catchment

- 0 - 5 km

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CLIENT:

Wythenshawe Community Housing Group

PROJECT TITLE:

Glendene, Wythenshawe

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN:

TO

CHECKED:

ER

DATE:

Jan 2020



Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

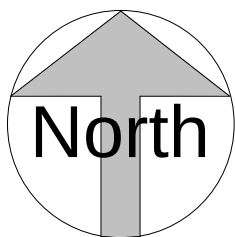
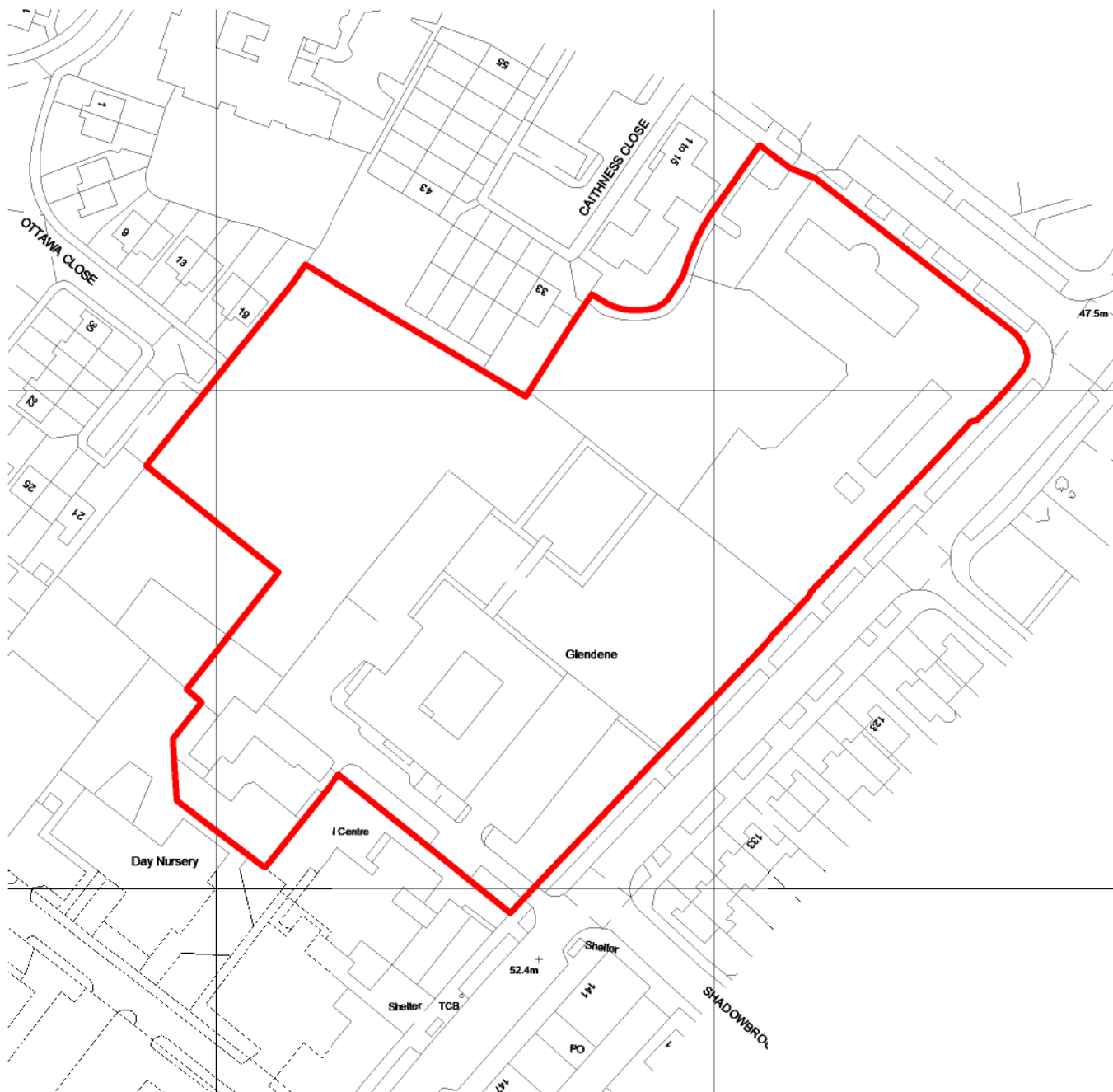
VN91534-G103

REVISION:

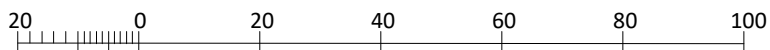
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## **APPENDICES**

## **APPENDIX A – PROPOSED RED LINE BOUNDARY**



— Site Edged Red



| 2   | 03.05.18 | LT  | Red line boundary amended |
|-----|----------|-----|---------------------------|
| 1   | 02.05.18 | LT  | Red line boundary amended |
| Rev | Date     | Int | Description               |



Client:  
**WCHG**  
Project:  
**Glendene**

Job No:  
**3375**

Scale @ A4:  
1 : 1250

Description:  
**Location Plan**

Drawn By: LT    Checked By: VJS    Date: 02/05/18    Status Code: S0    Drawing No: **100**    Rev: **2**

Purpose of Issue:  
**Feasibility**

File Identifier:  
**CF-BTP-00-LP-DR-A-3333\_100**

## **APPENDIX B – PROPOSED SITE LAYOUT**

SHARED OWNERSHIP

- 2B3P House 70m<sup>2</sup> - 8 units
- 3B4P House 87m<sup>2</sup> - 10 units
- 4B5P House 100m<sup>2</sup> - 4 units

AFFORDABLE RENT

- 2B3P Bungalow 61m<sup>2</sup> - 6 units
- 2B3P House 70m<sup>2</sup> - 13 units
- 3B4P House 87m<sup>2</sup> - 12 units
- 4B5P House 100m<sup>2</sup> - 3 units

Total = 56 units  
200% parking across entire scheme

|     |          |     |                                                                                                         |
|-----|----------|-----|---------------------------------------------------------------------------------------------------------|
| 8   | 09.01.20 | LT  | Topo survey overlaid and existing trees shown                                                           |
| 7   | 27.09.19 | VS  | Public footpath omitted from site and site extended plot 49                                             |
| 6   | 14.01.19 | AP  | Road amended in line with received comments in order to increase rear garden size for plots 46,47,48,49 |
| 5   | 03.08.18 | MA  | Plot 12 garden amended.                                                                                 |
| 4   | 10.07.18 | FA  | Changes to house areas                                                                                  |
| 3   | 26.06.18 | LT  | Layout amended in line with comments received from WCHG 25.06                                           |
| 2   | 13.10.16 | MA  | Layout amended in line with received comments.                                                          |
| 1   | 21.09.16 | MA  | Mix amended. Layout amended to suit.                                                                    |
| Rev | Date     | Int | Description                                                                                             |



Client:  
WCHG

Project:  
Glendene

Description:  
Site Plan

Purpose of Issue:

Planning

Drawn By: Checked By: Date: Scale @ A2:

FA VS 05/06/18

Job No: Status Code: Drawing No: Rev:  
3375 S2 105 8

File Identifier:  
GD-BTP-00-SP-DR-A-3375-105

Elizabeth House, 486 Didsbury Road, Heaton Mersey, Stockport, SK4 3BS  
t 0161 443 1221 e info@bernardtaylor.co.uk w www.btparchitects.co.uk



00 Proposed Site Plan  
1 : 500

## Appendix B

### Sample Travel Survey

**GENERAL INFORMATION – Please tick**

The first few questions will allow us to build a better understanding of who lives at the development and will help us to identify trends in the data.

1. Did you receive a Resident's Travel Information Pack (also referred to as a Travel Pack)?

☐ Yes ☐ No ☐ Don't know

2. How many adults (those aged 18 and above) live at the residence?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

3. How many cars/vans are owned by household members?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

4. How many cycles are owned by household members?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

**TRAVEL DETAILS**

5. For each of the adults located at the residence, please circle how you ***MOST FREQUENTLY*** travel to and from your home during a typical weekday.

If you don't make a journey to a certain location, please leave the row blank.

**ADULT 1**

| JOURNEY TO           | MODE OF TRAVEL    |                    |     |       |               |       |      |
|----------------------|-------------------|--------------------|-----|-------|---------------|-------|------|
| Work                 | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| School               | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| Other (e.g. Leisure) | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |

**ADULT 2**

| JOURNEY TO           | MODE OF TRAVEL    |                    |     |       |               |       |      |
|----------------------|-------------------|--------------------|-----|-------|---------------|-------|------|
| Work                 | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| School               | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| Other (e.g. Leisure) | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |

### ADULT 3

| JOURNEY TO           | MODE OF TRAVEL    |                    |     |       |               |       |      |
|----------------------|-------------------|--------------------|-----|-------|---------------|-------|------|
| Work                 | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| School               | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| Other (e.g. Leisure) | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |

### ADULT 4

| JOURNEY TO           | MODE OF TRAVEL    |                    |     |       |               |       |      |
|----------------------|-------------------|--------------------|-----|-------|---------------|-------|------|
| Work                 | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| School               | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |
| Other (e.g. Leisure) | Car<br>(1 person) | Car<br>(2+ people) | Bus | Train | Mbike/Scooter | Cycle | Walk |

### FUTURE PLANS

6. Here are some ideas for reducing the number of single-person car trips to and from your development. Please indicate how useful you consider each idea to be by ticking the corresponding box.

| IDEA                                | USEFULNESS        |                 |          |               |             |
|-------------------------------------|-------------------|-----------------|----------|---------------|-------------|
|                                     | Not at all Useful | Not very Useful | Not sure | Fairly Useful | Very Useful |
| Lift Share Noticeboard              |                   |                 |          |               |             |
| Lift Share Coffee Mornings/Evenings |                   |                 |          |               |             |
| A Site Car Club                     |                   |                 |          |               |             |
| Adult Cyclist Training Sessions     |                   |                 |          |               |             |
| Cycle Maintenance Workshops         |                   |                 |          |               |             |
| Personalised Journey Planning       |                   |                 |          |               |             |
| Site Travel Promotion Group         |                   |                 |          |               |             |
| Free Bus 'Taster Tickets'           |                   |                 |          |               |             |
| Flexible Working Patterns           |                   |                 |          |               |             |
| Discounted Rail Tickets             |                   |                 |          |               |             |
| Better Travel Information           |                   |                 |          |               |             |
| A Local Bicycle User Group          |                   |                 |          |               |             |
| Cycle and Walking Maps              |                   |                 |          |               |             |

7. The TPC will be establishing a 'Steering Group', responsible for continuing the work of the TPC in future years, within the near future. The group may meet every quarter for approximately 1 hour. Would this role be of interest to you?
- Yes                      No                      Don't know

If you have any ideas about how to encourage more residents to walk, cycle, car share or use public transport, please tell us here.