

YEWTREE CARE HOME, NORTHERN MOOR, WYTHENSHAW
CARE HOME DEVELOPMENT
FRAMEWORK TRAVEL PLAN

PREPARED ON BEHALF OF:
LIBERTY CARE DEVELOPMENTS



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CONTENTS

1.0	INTRODUCTION	1
2.0	THE DEVELOPMENT SITE	3
3.0	ACCESSIBILITY OF THE SITE	6
4.0	OBJECTIVES	13
5.0	TRAVEL PLAN MEASURES AND INITIATIVES	15
6.0	TARGETS - STAFF	19
7.0	ACTION PLAN FOR MONITORING AND IMPLEMENTATION	20
8.0	CONCLUSIONS	22

FIGURES

2-1	SITE LOCATION PLAN
3-1	TWO KILOMETRE WALKING CATCHMENT
3-2	FIVE KILOMETRES CYCLING CATCHMENT
3-3	BUS STOP LOCATION

TABLES

3-1	IHT SUGGESTED ACCEPTABLE WALKING DISTANCES
3-3	BUS SERVICES AND HEADWAYS
5-1	TRAVEL PLAN MEASURES AND TIMESCALES
7-1	TRAVEL PLAN ACTION PLAN

APPENDICES

A	SITE LAYOUT
B	EMPLOYEE TRAVEL QUESTIONNAIRE

1.0 INTRODUCTION

1.1 Background

- 1.1.1 This Framework Travel Plan has been produced by Cameron Rose Associates on behalf of Liberty Care Developments, in support of their application for the erection of a 59 bed care home, with associated car parking and service facilities. This document is relevant to both staff and visitors of the proposed development and will suggest initiatives to maximise the sustainable transport opportunities of the site and will, prior to opening, be developed as a stand-alone document.
- 1.1.2 This document therefore represents a framework for the development, implementation, operation and monitoring of a Travel Plan to build on the sustainable principles of the proposed Care Home and to encourage staff and visitor travel to the site by alternative travel modes to the private car.
- 1.1.3 This Framework Travel Plan is produced in conjunction with the Cameron Rose Associates Transport Statement, which provides appropriate analysis of the proposed development with regard to its traffic generation potential and network impact. The Transport Statement also identifies the proposed approach to access and parking at the proposed residential care home. The Transport Statement that accompanies this application concludes that there is no highway capacity or safety reasons for objection to the provision of a residential care home at this location.
- 1.1.4 This Framework Travel Plan sets out the overall outcomes, targets and indicators for the site. The Travel Plan will be consistent with the wider targets and requirements set out in the Framework Travel Plan. The Travel Plan will be completed within six months of occupation of the site, to allow time for travel characteristic surveys to be undertaken and suitable consultation with Manchester City Council.

1.2 Report Structure

- 1.2.1 The remainder of this report is structured as follows:
- **Section 2.0** summarises the development proposals that are the focus of this Framework Travel Plan;

- **Section 3.0** provides details of the accessibility of the site via sustainable modes;
- **Section 4.0** summarised the objectives of the Travel Plan;
- **Section 5.0** outlines measures and initiatives which are currently proposed on site and measures to encourage sustainable travel. The role of the Travel Plan Co-ordinator will also be detailed;
- **Section 6.0** sets out the targets of the Travel Plan;
- **Section 7.0** details the development action plan, implementation strategy; and
- **Section 8.0** draws conclusions and summarised the content of the report.

2.0 THE DEVELOPMENT SITE

2.1 Site Location and Surrounding Area

- 2.1.1 The development site is located within the area of Wythenshawe, approximately 9.3 km south from Manchester city centre and just 200 metres south of the Manchester Outer Ring Road (M60).
- 2.1.2 The development site is bounded by residential properties fronting Barry Road to the north, Yewtree Lane to the south, Willenhall Road to the east and residential properties off Cherry Blossom Close to the west.
- 2.1.3 The site is currently occupied by Yew Tree Manor Nursing & Residential Care Home and is accessed off a private driveway off Yewtree Lane.
- 2.1.4 The location of the proposed site in relation to the local highway network is illustrated in **Figure 2-1**.



Figure 2-1: Site Location Plan

- 2.1.5 The nearest bus stop to the site is located approximately 350 metres west of the site, along Princess Parkway slip road. Further stops are accessible within approximately 500 metres south-west of the site off Sale Road. Services are provided in both directions, to a variety of local destinations, including Manchester, Hulme and Manchester Airport.

2.2 Development Proposals

- 2.2.1 The development proposals which are the subject of this planning application include a 59 bed care home with 20 associated parking spaces, including two disabled parking spaces, one ambulance drop off space, one motorcycle parking spaces and two electric vehicle charging spaces. The site will also accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors. The proposed site layout is included in **Appendix A**.
- 2.2.2 The existing highway infrastructure has been discussed in **Section 2.0** of the Transport Statement and the full details of the development proposals in **Section 3.0**. The development proposal includes provision for on-site cycle parking for employees and visitors, changing and locker facilities will also be provided for employees.

2.3 Access and Movement Strategy

- 2.3.1 Access to the application site will be amended to accommodate the development proposals. The existing accesses to the site will be closed with footway reinstated. The new access will be provided onto Yewtree Lane, to the west of the existing access.
- 2.3.2 The Transport Statement demonstrates that the site access to the development can accommodate refuse and emergency vehicle access to the site.
- 2.3.3 The design of footpath connections on the site will facilitate easy and convenient access to the wider network of footpaths and bus stops located in close proximity to the proposed development. The layout will include high quality footway links, designed to promote walking and cycling to and from the site. Connections are provided to the wider pedestrian and cycle networks within the Northern Moor area.
- 2.3.4 Thus the overall philosophy for the design of the movement networks across the site will be to provide high quality and convenient connections for and to sustainable transport modes, to maximise the potential for travel on foot, by bike and by public transport.

- 2.3.5 The design of the vehicular access route will maximise the permeability of the site, allow emergency access into the site and will connect into the existing surrounding highway networks.

2.4 Proposed Parking Provision

- 2.4.1 Parking guidance for new developments in Manchester is provided in Appendix B of the Manchester Core Strategy. This document does not prescribe parking requirements for care homes; however it is considered that the proposed parking provision is sufficient to service the needs of the development, as demonstrated by the parking accumulation assessments included in the Transport Statement.
- 2.4.2 The development proposals include the provision of 20 parking spaces including two disabled car parking space, one ambulance parking space, one motorcycle parking spaces and two electric vehicle charging spaces.
- 2.4.3 The site will also accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors.
- 2.4.4 There will be no demand for parking for residents of the care home, who will not own a car. The Travel Plan will therefore focus on employees and visitors to the site.

3.0 ACCESSIBILITY OF THE SITE

3.1.1 The proposal site is accessible by a number of non-car modes, providing real potential to reduce private car use. One of the key objectives of the Travel Plan is to encourage the use of sustainable travel modes. The position of the site can take advantage of the transport, retail and other key facilities located within close proximity to the site.

3.2 Accessibility by Sustainable Modes

3.2.1 The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide some opportunities to encourage staff and visitors to the site to seek alternative sustainable transport modes to the private car.

3.2.2 This section provides an appraisal of the existing sustainable transport networks surrounding the proposed site, with due regard to the following:

- walking and cycling network; and
- public transport network.

Walking and Cycling Network

3.2.3 The Institution of Highway and Transportation (IHT) document entitled 'Guidance for Journeys of Foot' (2000) suggests 'acceptable' walking distances for different journey purposes. They suggest that walking distances for pedestrians without mobility impairment, for commuting and education, are up to 500 metres as a desirable distance, up to 1,000 metres as an acceptable distance and 2,000 metres as the preferred maximum. The document recognises that:

'... that it is not always possible to achieve ideal results in all situations due to site constraints, costs or other practicalities and that compromises must sometimes, rightly, be made' (Para 1.10).

- 3.2.4 The document goes on to advise that some 80% of walking journeys in urban areas are less than 1.0 mile long and that the average length is 1.0 kilometres (0.6 miles) and that this differs little by age or sex. (Source: IHT document, Providing for Journeys on Foot, Para. 3.30).
- 3.2.5 The accessibility of the site for journeys on foot is shown in **Figure 3-1**. Bus stops are located within 350 metres of the site. There are additional stops available within 800 and 1,200 metres walking distance of the site. The proximity of the site to the local bus network provides significant opportunities to travel further afield using linked trips. This connects the site to a variety of local destinations.

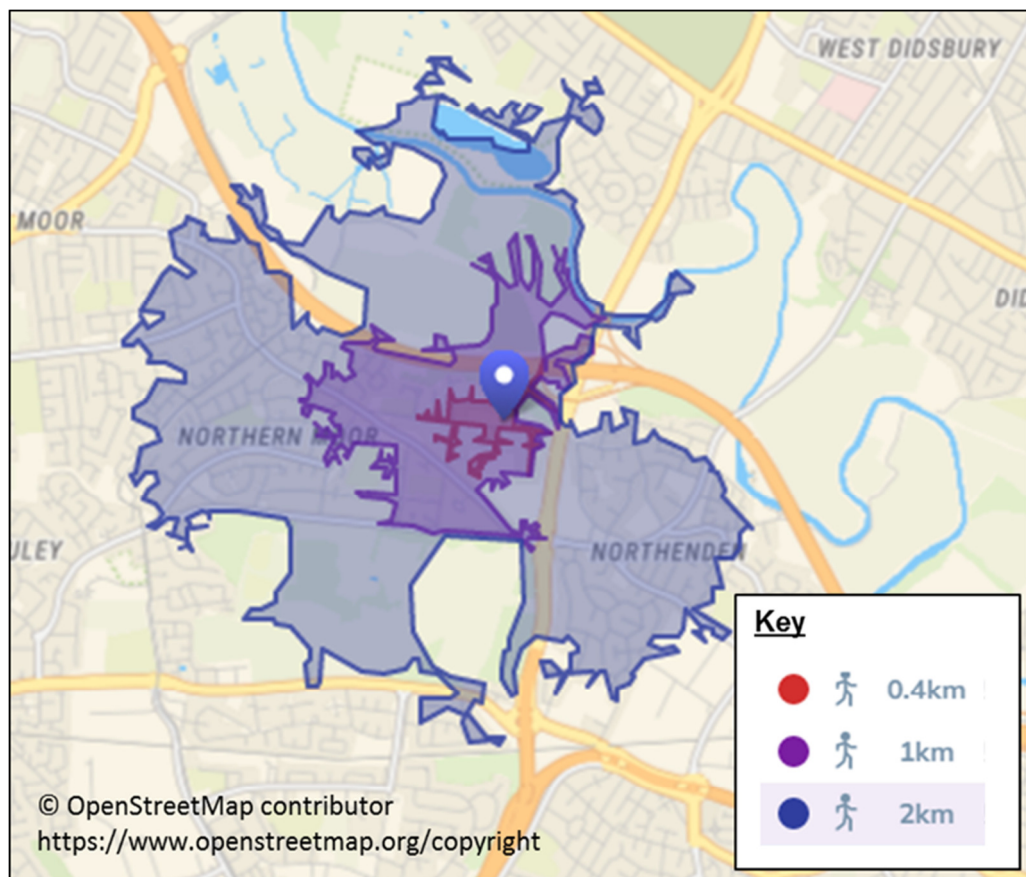


Figure 3-1: Walking Catchment

- 3.2.6 The local highway network provides footways on both sides of Yewtree Lane, the B5166 Sale Road and all other minor roads in the vicinity of the site, which facilitates convenient pedestrian movements and provides a connection towards various local amenities and residential areas. Street lighting is also present on all roads in the vicinity of the site, enhancing pedestrian security.
- 3.2.7 Within one kilometre of the site, medical facilities such as Northenden House Orthodontics, Rowlands Pharmacy and Northenden Group Practice plus education facilities such as Rack House Primary School and Northenden Community Primary School. Furthermore, there are several churches within this catchment including: Assembly Hall of Jehovah's Witnesses, Quakers Religious Society of Friends and St Michael's & All Saints Parish Church of England. Additional facilities include: Sale Circle Post Office, a Nisa local and a local butcher's.
- 3.2.8 Within a two kilometre distance from the site, facilities include a Tesco Metro and Heron Foods; sports facilities such as Northenden Golf Club, Withington Golf Club, Sale Golf Course, Wythenshawe Sports Ground, Wythenshawe Cricket & Football Club and Manchester Harriers Athletics Club as well as medical facilities such as Boundary House Medical Centre and Merseybank Surgery. There are numerous educational facilities within this catchment, including: The Open University, Saint Ambrose RC Primary School, Button Lane Primary School and St Wilfrid's Church of England Primary School. Nurseries within this walking distance include Happy Days Nursery, Kids Allowed Christie Fields and Kids Start Nursery. Additional facilities include Wythenshawe Park, Museum and Horticultural Centre, pubs such as The Farmers Arms, The Crown Inn and The Grapes.
- 3.2.9 Existing infrastructure, including good footways and street lighting between the application site and the surrounding areas, are conducive to journeys on foot. Designated pedestrian routes within the application site will provide safe routes through the site.
- 3.2.10 An acceptable cycle distance is considered to be up to five kilometres. Although now superseded PPG13 notes that:

'Cycling also has the potential to substitute for short car trips, particularly those under 5km and to form part of a longer journey by public transport.'

- 3.2.11 The Department for Transport (DfT) Local Transport Note 2/08 also states that many utility cycle journeys are under three miles, although for commuters, a trip distance of over five miles is not uncommon.
- 3.2.12 With regards to cycle parking provision, the site will accommodate staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors.
- 3.2.13 The accessibility of the site for journeys by cycle is shown in **Figure 3-2**. This illustrates a five kilometre catchment of the site.

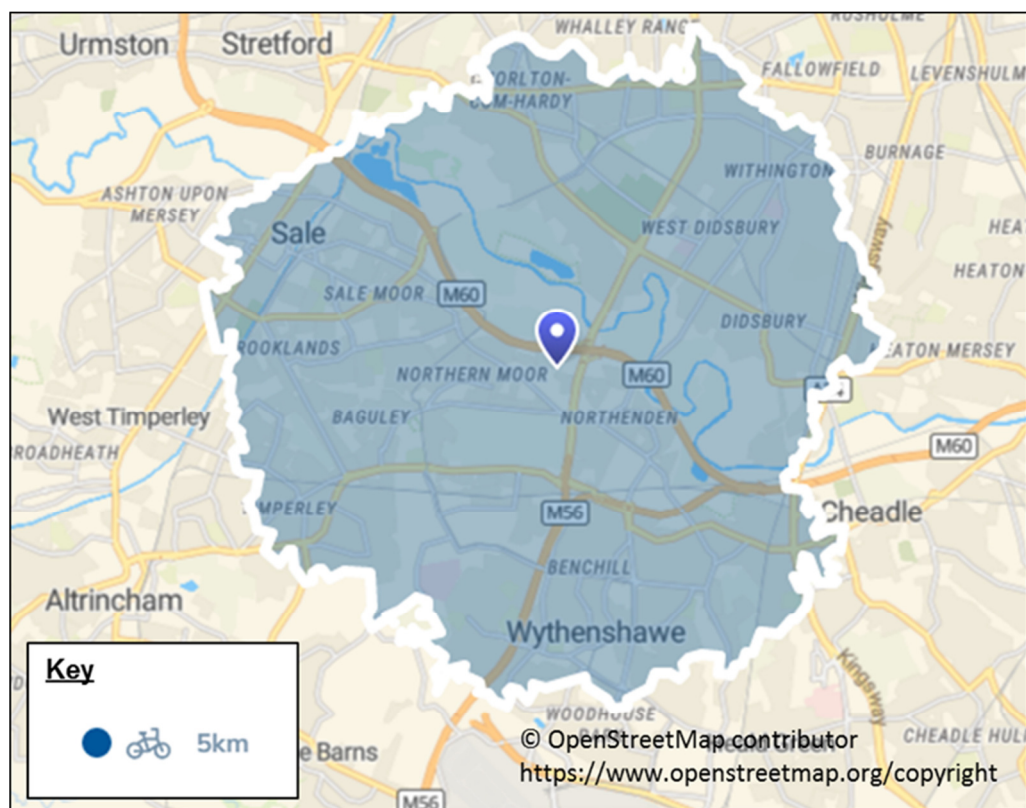


Figure 3-2: Cycling Catchment

- 3.2.14 This catchment indicates that cycling could be seen as a viable form of commutable transport for those working on-site and living in the surrounding residential areas; extending as far as Manchester Airport & Cheadle Hulme in the south and Broadheath to the west. Thus the location of the proposed development would provide the opportunity for employees and visitors to access the site by bicycle. Walking and cycling links in the vicinity of the development enhance the viability of such trips.

3.2.15 It is considered there are very good opportunities for travel by bicycle, with a combination of both on and off-road routes (National Cycle Route 85 & 62) connecting to nearby areas such as Stretford and Whalley Range as well as the surrounding road network. Yewtree Lane forms part of Route 85, which is a nationally recognised cycle route, meaning cyclists can access this network very easily.

3.2.16 A suitable level of street lighting is present throughout the area. Generally, the pedestrian/ cycle facilities encourage movement on foot/ cycle within the vicinity of the development site and provide adequate links to the nearest bus stops and residential, retail, employment and leisure facilities, thus encouraging sustainable travel to the site.

Public Transport

Bus Services

3.2.17 Guidance published by the Institute of Highways and Transportation ‘Planning for Public Transport in Developments’ (1999) recommends that the maximum walking distance to a bus stop should be 400 metres, equating to an approximate five minute walk.

3.2.18 The nearest bus stop to the site is located approximately 350 metres west of the site, along Princess Parkway slip road. Further stops are accessible within approximately 500 metres south-west of the site of Sale Road. Services are provided in both directions, to a variety of local destinations, including Manchester, Hulme and Manchester Airport. The location of bus stops in the vicinity of the development site are illustrated in **Figure 3-3**.

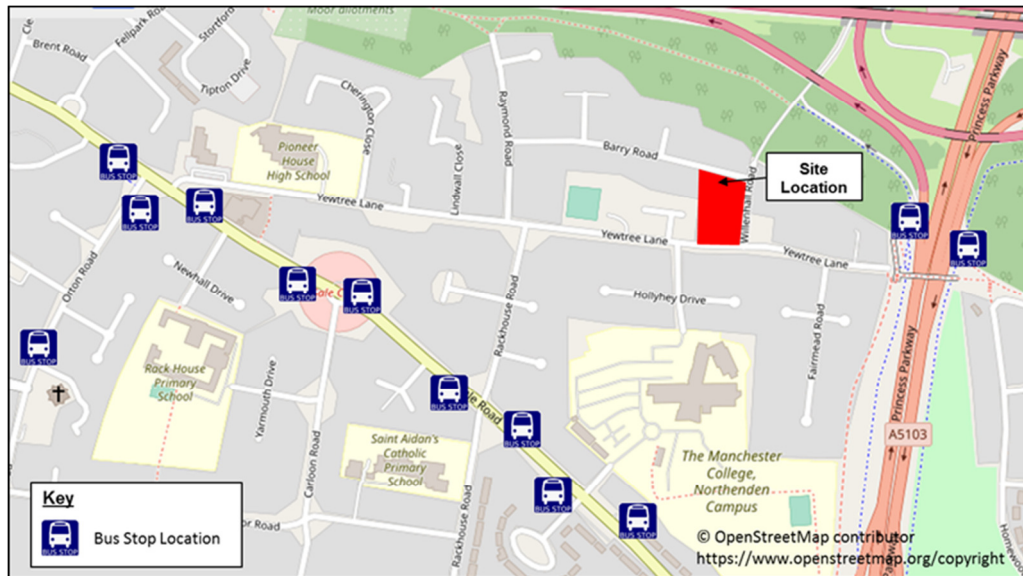


Figure 3-3: Bus Stop Locations

3.2.19 A selection of the routes and frequencies of the bus services operating in close proximity of the site are summarised in **Table 3-1**.

Table 3-1: Bus Services and Headways

Service	Destination	Bus Headways (minutes)		
		Mon – Fri	Saturday	Sunday
101	Wythenshawe - Baguley - Northenden - Moss Side - Hulme - Manchester	12	15	20
102	Wythenshawe Hospital - Wythenshawe - Moss Side - Manchester	30	30	60
103	Manchester Airport - Peel Hall - Wythenshawe - Moss Side - Manchester	30	30	60
41	Middleton – Bowker Vale – Manchester City Centre - Sale	20	20	30

3.2.20 The above table demonstrates that there are a variety of local destinations, including Manchester, Middleton, Sale and Manchester Airport that can be reached via the bus services operating within an acceptable walking distance of the application site.

Metrolink

- 3.2.21 The nearest tram station is Northern Moor which is located approximately 1.2 kilometres to the west of the application site. At this stop access can be gained to regular tram services along the route to Manchester city centre and Manchester Airport. It is considered that travel tram can be a viable multimodal travel option for future employees.

Summary

- 3.2.22 Overall it is evident that the development site is accessible to pedestrians, cyclists and users of public transport. The site is within walking distance of existing public transport connections and is well served by high standard local walking/ cycling connections. It is considered that these features would provide opportunities to encourage staff and visitors to the site to consider alternative sustainable transport modes to the private car.

4.0 OBJECTIVES

4.1.1 This section outlines the vision and objectives that will guide the development and implementation of the Travel Plan. This Travel Plan is designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of car sharing, walking, cycling and the use of public transport.

4.1.2 The Travel Plan will be promoted widely amongst employees, not only to minimise any traffic impacts associated with the care home on the surrounding network, but also to promote the health and environmental benefits of taking exercise by walking and cycling as well as the social aspects of car sharing.

4.1.3 This Travel Plan aims to deliver the following objectives:

- To minimise the total distance travelled by employees and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
- To improve awareness and usage of alternative modes of transport and reduce the reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
- To enable people to make more informed travel choices.

4.1.4 Employees will be informed of the locally available non-car modes of transport and the benefits of adopting sustainable travel patterns. Regular liaison with employees will seek to achieve a long term commitment to changing travel behaviour at the site.

4.1.5 There are a number of benefits that will be derived from the successful implementation of the Travel Plan, for employees, residents and visitors to the site as well as the wider community. Benefits are expected to include:

- A better environment within the site and its immediate environs as vehicular movements are minimised;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved health and fitness through increased levels of walking and cycling.

4.1.6 In terms of the wider community, the successful implementation of the Travel Plan will result in reduced traffic congestion and improved air quality as a result of the reduction in car use.

4.1.7 The overall Travel Plan strategy includes physical measures designed to enhance the sustainable transport provision at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

5.0 TRAVEL PLAN MEASURES AND INITIATIVES

5.1.1 This Framework Travel Plan sets out a range of measures that will be incorporated within the development proposals, to encourage sustainable travel and to achieve the objectives of the Plan, as outlined above. These measures and their timescales for implementation are detailed below.

Table 5-1: Travel Plan Measures and Timescales

Measures	Timescales
Appointment of Travel Plan Co-ordinator (TPC)	Opening of the care home
Personalised Travel Planning Sessions	On-going and organised by the TPC
Travel Information Pack and Guides	Upon commencement of Employment
Community Website	Prior to opening
Bike User Group	On-going and organised by the TPC
Car share scheme	On-going and organised by the TPC

5.2 Travel Plan Co-ordinator

5.2.1 A Travel Plan Co-ordinator (TPC) will be appointed to promote the Travel Plan amongst employees and visitors. The TPC will be a member of staff, preferably within the management team.

5.2.2 The TPC will have overall responsibility for the development and implementation of the final Travel Plan and for monitoring the success of the Plan on an on-going basis.

5.2.3 The TPC will be in place from opening, for a period of five years. Their duties will also include liaison with Manchester City Council and monitoring the usage of the facilities implemented as part of the Travel Plan.

5.2.4 The TPC will be available to answer any travel-related queries that employees have and to assist employees in their travel planning.

5.2.5 The scale of resource required to fulfil the role of the TPC will vary throughout the lifetime of the development. At the outset of the development, the TPC will need to dedicate a reasonable level of time and resources to the implementation of the Plan and to conduct the initial travel surveys and report the results. At other times the role will reduce in scale, but regular interaction with employees and with the local authority will be necessary to ensure that the Plan continues to be implemented effectively.

5.2.6 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan, and the role will encompass the following:

- To promote and encourage the use of travel modes other than the car, including the distribution of publicity material;
- Promoting the Travel Plan internally;
- To ensure that all relevant information is provided to all employees and that up-to-date information is clearly displayed in prominent locations where available;
- To ensure that relevant information is made available to visitors;
- To co-ordinate soft measures;
- To arrange for travel surveys to be undertaken where necessary; and
- To provide a point of contact with transport operators and officers of the Council.

5.3 Personalised Travel Planning

5.3.1 The TPC will answer any travel-related queries that employees have and assist them in their travel planning. Studies undertaken by the Department for Transport indicate that travel planning can reduce car use by c. 10% (DfT, 2004). The TPC will therefore offer personalised travel planning to each employee, by way of organised sessions.

5.4 Travel Information Packs

- 5.4.1 Travel Packs will be issued to all new employees at the care home upon commencement of employment.
- 5.4.2 A lack of information on the available travel opportunities is often cited as a reason for not using sustainable travel modes. To overcome such a barrier, employees will be supplied with 'Travel Packs' which will set out information relating to the walking, cycling and bus routes available to access the development.
- 5.4.3 The packs will include bus route plans, timetable information and information on cycling and walking routes leading to/ from key destinations, bus stops, railway station and the surrounding areas. Links will be provided to key websites including <https://tfgm.com/plan-a-journey>, <http://www.nationalrail.co.uk/>, <http://www.transportdirect.info/> and www.liftshare.com/.
- 5.4.4 It will be the Travel Plan Co-ordinators responsibility to ensure that these are distributed to all employees and that all subsequent new employees are provided with this information. The TPC will also ensure that this information is kept up to date.

5.5 Cycle Parking Provision

- 5.5.1 The proposed include staff cycle storage within the basement and two Sheffield type hoops for up to four bicycles within the car park for visitors. Staff shower, changing and locker facilities will also be provided within the basement.

5.6 Electric Vehicle Charging Spaces

- 5.6.1 The development will include two electric vehicle charging spaces within the car park, for the use of both staff and visitors.

5.7 Community Website

- 5.7.1 A regularly updated community website providing comprehensive travel information of the type included in the welcome pack, with details of public transport timetable changes and new promotional offers will be set up. The website will also include details of car share databases.

5.8 Car Sharing

- 5.8.1 Benefits of car sharing include saving money on vehicle operating costs, cutting down on congestion and pollution as well as social benefits of sharing lifts and meeting new people.
- 5.8.2 Car sharing represents a relatively convenient form of travel whilst offering a significant potential to reduce overall mileage of employees.
- 5.8.3 The Travel Plan Co-ordinator will explore the possibility of creating an informal car sharing scheme at the site for employees. This will be promoted through the Travel Packs.
- 5.8.4 In addition to any on-site based car sharing scheme, the Travel Plan Co-ordinator will inform employees of the web-based Lift Share schemes (<https://carsharegm.com/index.html> and www.liftshare.com/).
- 5.8.5 The TPC will promote the benefits of this service and provide support in helping people to register via the Travel Packs. This will enable employees to either car share amongst themselves or with other car sharers living in the surrounding area.

6.0 TARGETS - STAFF

- 6.1.1 Travel Plan targets will be formally set following the initial employee surveys and updated annually. The Travel Plan Co-ordinator will liaise with the Council to set suitable targets.
- 6.1.2 Travel Plans evolve over time and adapt to changing conditions. As the staff travel patterns may be liable to change over time, it will be necessary to carry out reviews of staff travel behaviour. The results from these reviews will enable the Travel Plan initiatives to be adapted as necessary.
- 6.1.3 It should be recognised that a genuine modal shift ultimately relates to an individual choosing an alternative means of travel to the private car rather than any apparent modal shifts caused by staff turnover (i.e. a cyclist replaced by a car driver or vice versa). Specific circumstances will be taken into account at the time of the annual reviews.

7.0 ACTION PLAN FOR MONITORING AND IMPLEMENTATION

7.1 Action Plan

7.1.1 An Action Plan has been prepared setting out a list of measures to be implemented as part of the Plan and identifying who is responsible for its implementation. In addition associated timescales have been examined. This is set out in **Table 7-1** below

Table 7-1: Travel Plan Action Plan

Action	Date	Responsibility
Agree Framework Travel Plan	Planning application	Liberty Care Developments
Implement pedestrian/ cycle links across the development	Delivered as part of site construction	Liberty Care Developments
Appoint Travel Plan Co-ordinator	Prior to Opening	Liberty Care Developments
Travel Packs including bus routes, timetables and cycle/ walking routes	Upon opening and reviewed annually	TPC
Walking Maps/ Routes to Key Destinations	Upon opening	TPC
Cycle Maps	Upon opening and reviewed annually	TPC
Promote National Cycle Initiatives	Annually	TPC
Information on Bus and Rail Services	Upon opening and reviewed annually	TPC
Investigating a Car Share Scheme	On-going from opening	TPC

7.2 Timescales for Monitoring and Implementation

7.2.1 The Travel Plan will be formally monitored annually by the TPC, for a period of five years. Manchester City Council's Travel Plan Officer will be notified of the date when the development opens.

7.2.2 The monitoring of the Travel Plan will be based upon employee travel surveys which will be arranged by the TPC. The initial baseline travel survey will be conducted within six months of opening of the care home. The format of the travel questionnaire will be agreed with Manchester City Council. Additional travel surveys will then be undertaken by the TPC annually thereafter, to assess the success of the Travel Plan measures.

- 7.2.3 Following the completion of the travel surveys and analysis of the survey results, the TPC will be responsible for the preparation of an annual monitoring report for issue to Manchester City Council. The annual report will be issued to the Council within three months of completion of the surveys.
- 7.2.4 The annual monitoring report will set out a comparison of the employees modal splits against the agreed target modal splits and will provide a summary of the travel plan measures that have been implemented throughout the previous year and their effectiveness.
- 7.2.5 If the agreed target modal splits have not been achieved, the TPC will prepare a detailed action plan setting out which additional travel plan measures would be implemented at the site, together with dates for their implementation, to seek to achieve the targets. Within three months of the additional measures being implemented a review will be undertaken to assess the effectiveness of these measures, to allow changes, if necessary, to be made prior to the annual survey being undertaken.

7.3 Responsibility, Ownership and Implementation

- 7.3.1 Liberty Care Developments will assume overall responsibility for ensuring that the Travel Plan is implemented at the site. The implementation of the Travel Plan measures will be delegated to the TPC who will carry out the day-to-day management of the plan and whose role will be key to the success of the plan.
- 7.3.2 The TPC will liaise with employees and with the relevant officers of Manchester City Council. Manchester City Council will be notified of the TPC's contact details upon their appointment.

8.0 CONCLUSIONS

8.1.1 This Framework Travel Plan has been prepared in advance of the Full Travel Plan and is based on the current site layout that is the subject of the planning application.

8.1.2 To achieve the targets set out within this Travel Plan, Liberty Care Developments will encourage employees, to take into account the benefits of sustainable forms of transport that are available to them given the highly accessible location of the site.

8.1.3 The Travel Plan will seek to achieve significant reductions in car usage, particularly single occupancy trips. This will produce resultant benefits in terms of air quality and emissions and will also significantly reduce car parking demand and traffic generation associated with the development.

8.1.4 This Travel Plan aims to deliver the following objectives:

- To minimise the total distance travelled by employees and visitors to the site through the reduction in journey lengths and frequency, particularly single occupancy car trips. This will in turn reduce congestion and improve air quality and noise pollution;
- To improve awareness and usage of the alternative modes of transport and reduce the reliance on the private car;
- To promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns; and
- To enable people to make more informed travel choices.

8.1.5 In conclusion, this Framework Travel Plan document represents an excellent opportunity to build on the sustainable location of the site and create sustainable travel patterns throughout the lifetime of the development.



APPENDICES

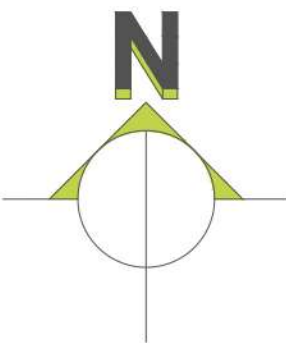


APPENDIX A

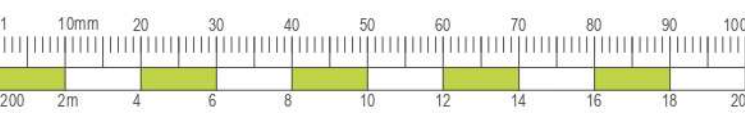
SITE LAYOUT



Notes				
Do not scale, use figured dimensions only.				
All dimensions to be verified on site prior to the commencement of any work or the production of any shop drawing. All discrepancies to be reported to the Architect.				
This drawing is to be read in conjunction with all related Architect's and Engineer's drawings and any other relevant information.				
This drawing is copyright © of C Squared Architects Ltd.				
REV	DATE	REVISION	INITIALS	CHECK
-	24/06/22	Issued for Planning	JO	HPC
A	24/08/22	Landscaping in car park and entrance porch updated	JO	HPC
B	30/08/22	EVC unit shown	JO	-



- Key
- +32.65
(+32.94)
- Proposed Level
Existing Level
- Tree Existing Context
(Refer to Tree Survey and Arboricultural Report)
- Existing Site Tree Retained
(Refer to Tree Survey and Arboricultural Report)
- Proposed Tree
(Refer to Landscape Architects Layout)
- Existing Building Footprint (to be Demolished)
- Site Boundary





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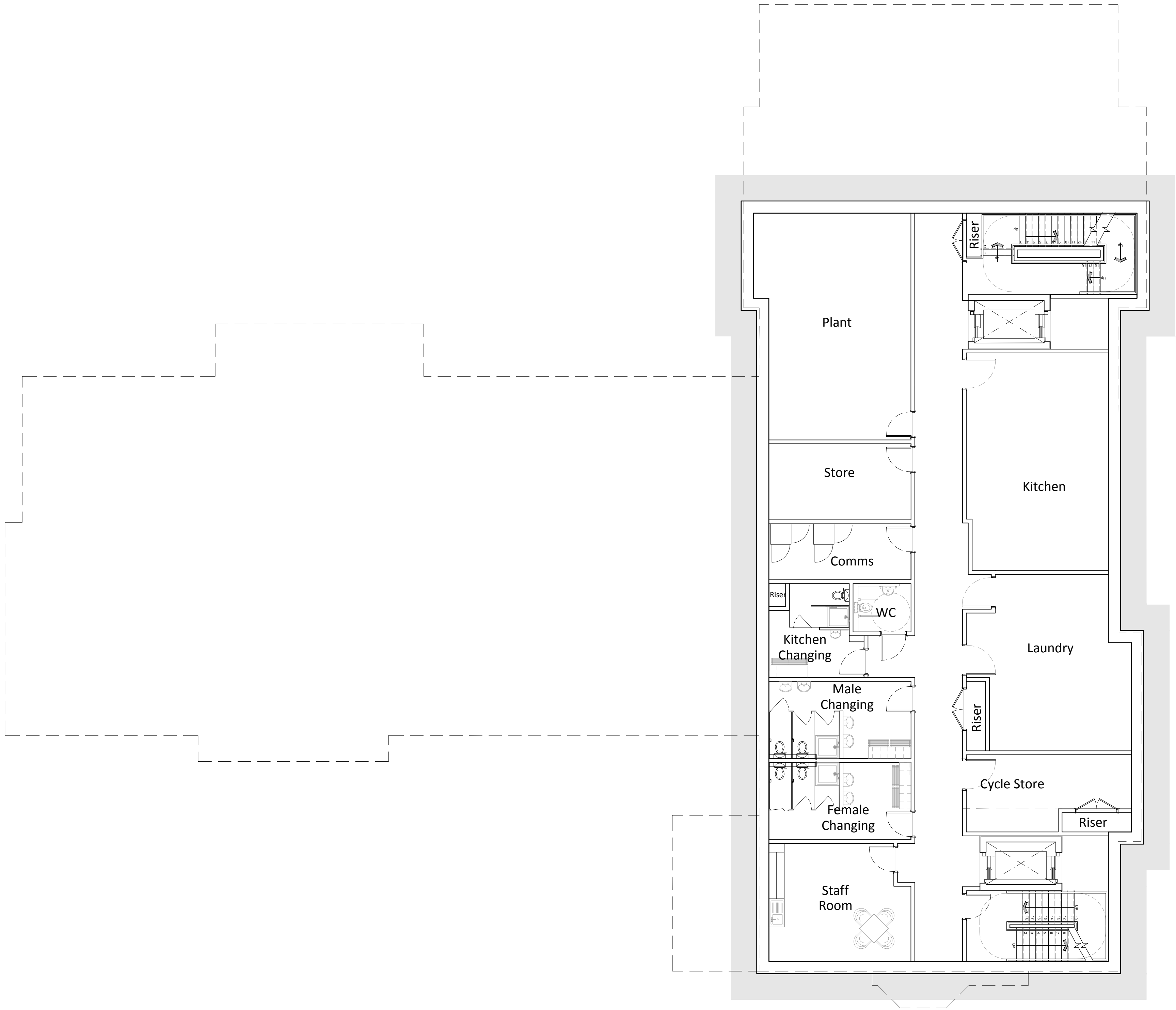
Website
csquaredarchitects.co.uk

Project
Proposed Care Home, Yewtree Lane, Northern Moor, Wythenshawe

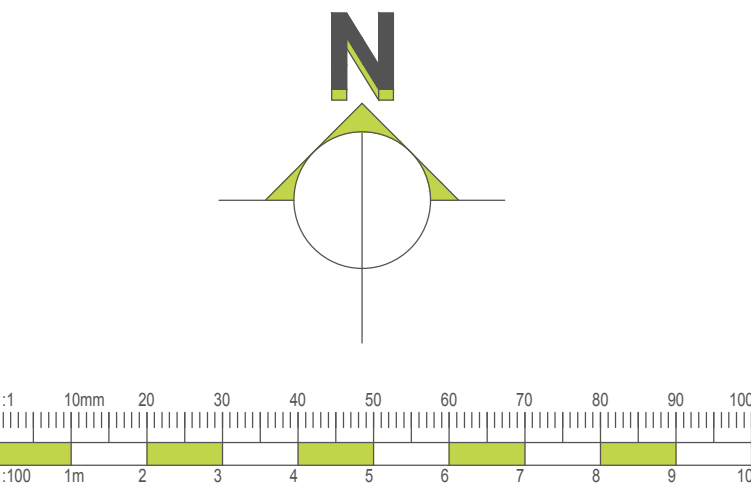
Drawing Title
Proposed Site Plan

Scale	Date
1:200 @ A1	13/05/22
Drawn by	Checked by
JO	HPC
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Notes				
Do not scale, use figured dimensions only.				
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P1	13/05/22	Preliminary for Planning	JO	HPC





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Client
Liberty Care Development

Project
Proposed Care Home, Yewtree Lane, Northern Moor, Wythenshawe

Drawing Title
Proposed Basement Floor Plan

Scale 1:100 @ A1	Date 12/05/22
Drawn by BLW	Checked by JO
Drawing No. L0206-110	Revision P1

PLANNING



APPENDIX B

EMPLOYEE TRAVEL QUESTIONNAIRE

Northern Moor Care Home Development Employee Travel Survey

As part of the Travel Plan, an employee survey is being undertaken so we can understand your travel patterns, any issues you may have with your journey to and from the home and how this could be improved.

1 What is your home postcode?

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2 Are you...

Full Time	
Part Time	

3 What was your MAIN mode of transport to work (i.e. mode for the longest part of the journey)?

Car driver	
Car driver with passenger	
Car passenger	
Bus	
Motorcycle	
Bicycle	
Walk	
Other (please specify)	

4 Do you have a disability that affects your travel arrangements?

Yes	
No	

If you DRIVE A CAR to the Work please complete questions 5 - 6, if not please go to question 7.

5 What are your main reasons for driving to the Work? (tick as many as relevant)

Car essential for job	
School run	
Give lifts to others	
Health reasons	
Lack of alternative	
Comfort	
Safety	
Cheap	
Reliable	
Convenient	
Other (please specify)	

**Northern Moor Care Home Development
Employee Travel Survey**

6 Where do you usually park?

Work car park	
Nearby street	

7 Which of the following would encourage you to car share?

Finding partner/s with similar work patterns	
A guaranteed ride home if let down by the driver	
I do not want to car share	
Prime parking spots reserved for car sharers	
Other (please state)	

8 Which of the following changes would MOST encourage you to cycle to work?

Safer, better lit cycle paths near workplace	
Improved cycle paths of your route	
Improved cycle parking at workplace	
Improved locker/ changing facilities at workplace	
None, live too far away	
Other (please specify)	

9 Which of the following changes would MOST encourage you to use public transport to get to work? (if you already use public transport, which would you most like to see?)

More direct bus routes	
More frequent bus services	
Better lit safer bus shelters	
Discount season tickets for bus	
Interest free season ticket loan	
Public transport information	
None, live too far away	
Other (please specify)	

10 Gender

Male	
Female	

11 Age

Under 18	
18 - 24	
25 - 34	
35 - 45	
45+	

Thank you for taking the time to complete this questionnaire. Please return your completed questionnaire to your manager or place it in the survey return box in the staff room