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PROPOSED RESIDENTIAL DEVELOPMENT
FORMER VASA CLUB, WHITE MOSS ROAD, MANCHESTER

Framework Travel Plan

Prepared on behalf of:

AIY Ltd



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1.0 INTRODUCTION

1.1 Preamble

- 1.1.1 AXIS has been appointed by AIY Ltd to provide highways and transport advice in relation to a proposed residential development of the former Vasa Club off White Moss Road in Manchester.
- 1.1.2 The proposal is for the demolition of the existing Vasa Club and the redevelopment of the site to feature 20 no. houses and 16 no. apartments. The site location is shown on **Plan 1.1**.

Plan 1.1 – Site Location



- 1.1.3 The relevant Local Planning Authority (LPA) and Local Highway Authority is Manchester City Council (MCC).
- 1.1.4 This Framework Travel Plan (FTP/TP) has been produced to set out how future users of the development will be encouraged to limit the number of single occupancy car trips and maximise the use of sustainable travel, such as walking, cycling, public transport, and car sharing.

- 1.1.5 This report should be read alongside the accompanying Transport Statement (TS) submitted as part of the application.

2.0 ACCESSIBILITY

2.1 General

2.1.1 Paragraph 105 of the NPPF states that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.”

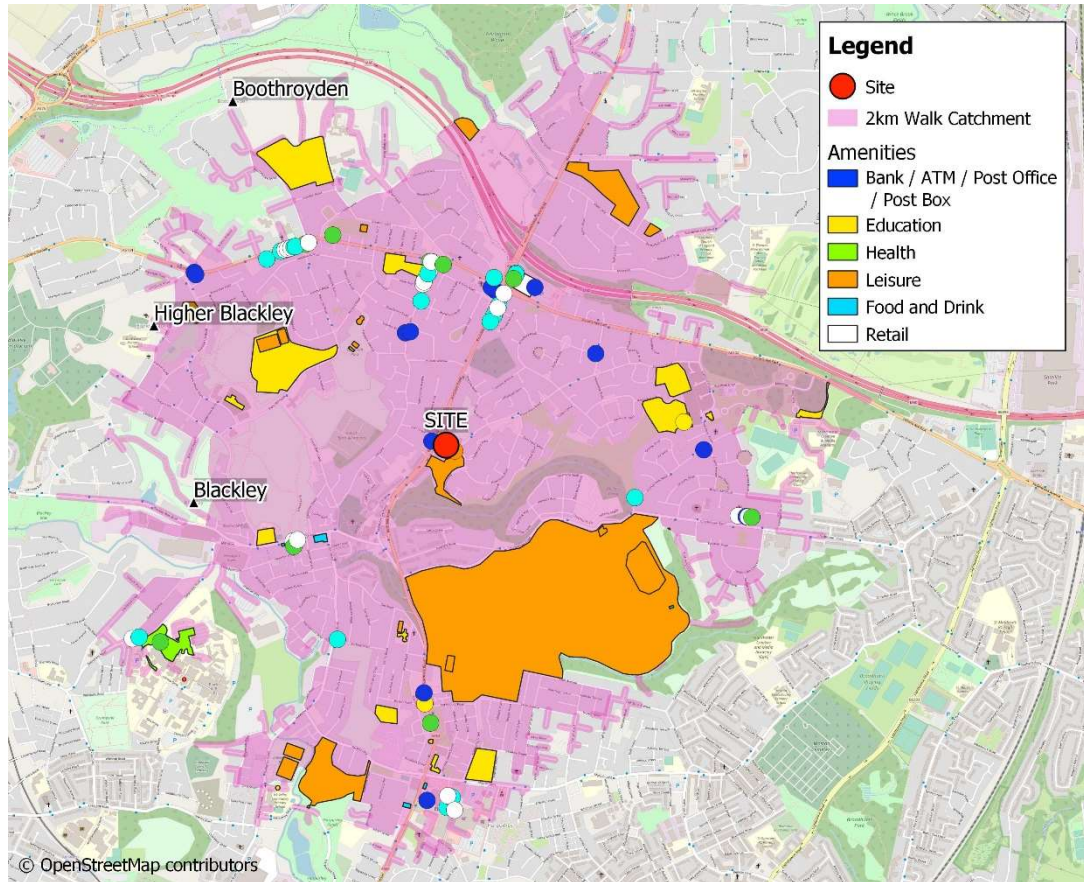
2.1.2 To demonstrate the site’s compliance with the above, this section of the report examines the accessibility of the site by non-car modes of transport through consideration of the following modes:

- Accessibility on foot;
- Accessibility by cycle; and,
- Accessibility on public transport.

2.1 Pedestrian Accessibility

2.1.1 Access between the site and local areas by foot has been assessed using the 2km preferred maximum walking distance suggested in the Institution for Highways and Transportation’s (IHT’s, now CIHT’s) *“Guideline for Providing for Journeys on Foot”* document, as shown on **Plan 2.1**. This equates to a 24 minute walk, assuming a 1.4m/s walk speed.

Plan 2.1 – 2km Walk Catchment



2.1.2 As illustrated on **Plan 2.1**, the site is within walking distance of a large part of the built up area surrounding Blackley.

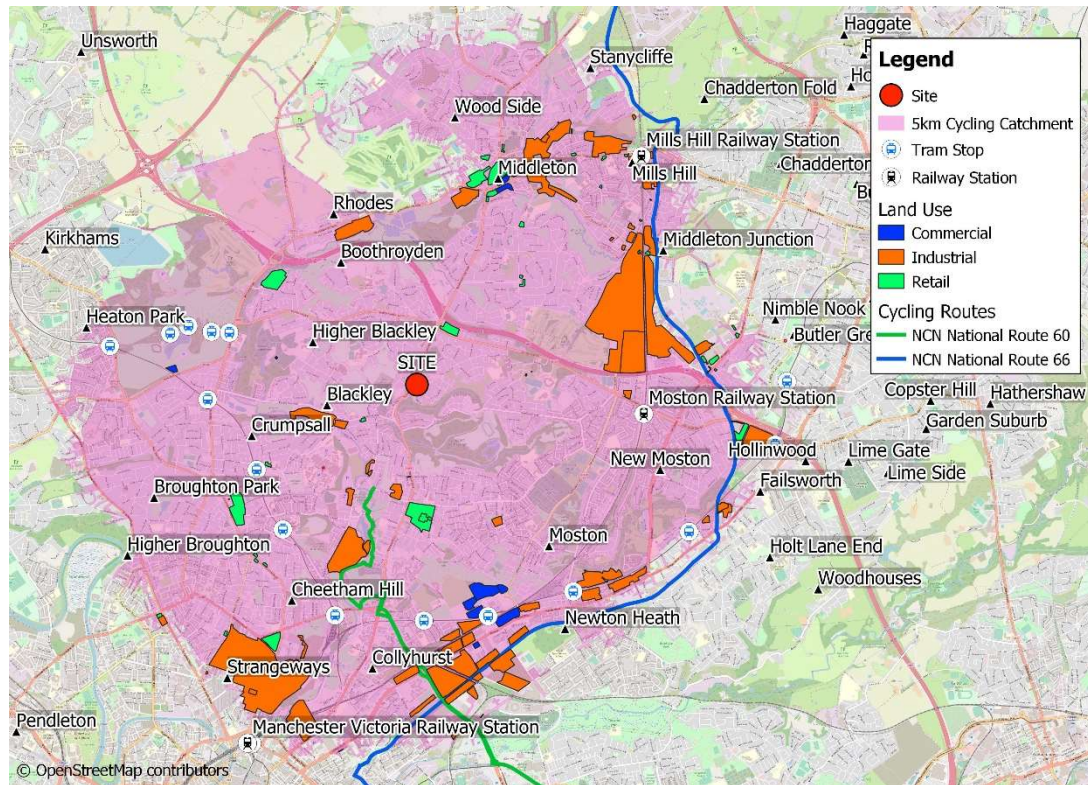
2.1.3 **Plan 2.1** shows that there are a wide range of local amenities within a reasonable waking distance to and from the site. The site is well connected to these amenities via good quality existing pedestrian infrastructure which includes wide footways, tactile paving crossing points and street lighting.

2.2 Cycle Accessibility

2.2.1 Previous transport guidance identifies that cycling represents a realistic and healthy alternative to the private car when making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

2.2.2 The accessibility of the development has been assessed to determine reachable areas for a 5km cycle journey from the site, as shown on **Plan 2.2**.

Plan 2.2 – 5km Cycle Catchment



- 2.2.3 **Plan 2.2** shows that a large part of Manchester, including Moston, Cheetham Hill and Middleton amongst others all lie within a 5km cycle distance from the site.
- 2.2.4 In addition to the amenities outlined on **Plan 2.1** earlier, there are a significant number of commercial, industrial and retail employment opportunities within a 5km cycle of the site, thus allowing potential residents to commute to work by cycle.
- 2.2.5 **Plan 2.2** shows that there are two national cycle routes in the area; the National Cycle Network (NCN) Route 60 and Route 66. These provide a combination of high quality on and off-street cycle infrastructure. The site is therefore well situated to allow prospective residents to carry out longer journeys by cycle.
- 2.2.6 Moston Railway Station is located circa 3.2km cycle from the site. The site is therefore well located to allow multimodal trips to be made by cycle / rail.
- 2.2.7 It should also be noted that the local highway network surrounding the application site is well-lit by street lighting, and the topography of the area is largely flat, thereby providing conditions which are conducive to cycling.

2.3 Accessibility by Public Transport

Bus

2.3.1 The site is located within a short walk of a number of bus stops served by regular bus services. Key local bus stops are located as follows:

- White Moss Road (eastbound) (circa 45m walk distance from the proposed pedestrian access);
- White Moss Road (westbound) (circa 150m walk distance);
- Rochdale Road (northbound) (circa 70m walk distance); and,
- Rochdale Road (southbound) (circa 80m walk distance).

2.3.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *“Guidelines for Planning for Public Transport in Development”* recommends that the walk distance from a new development should ideally be 300m, or a maximum of 400m. The bus stops near the site are therefore within the CIHT’s ideal 300m walk distance threshold.

2.3.3 The bus services available from the bus stops are summarised in **Table 2.1**.

Table 2.1 – Bus Services

Service Number	Route	Frequency (per hour)
115	Middleton - North Manchester General Hospital (via Harpurhey)	1
116	Middleton - North Manchester General Hospital	1
119	Manchester - Middleton	2
17	Rochdale Interchange to Manchester Shudehill Interchange	6
18	Langley to Manchester Royal Infirmary	6
18	Manchester Royal Infirmary to Langley	6
163	Bury Interchange to Manchester Piccadilly	5
163	Manchester Piccadilly to Bury Interchange	5
Total		32

2.3.4 **Table 2.1** shows that in total the nearby bus stops provide 32 services per hour which equates to roughly one service every 2 minutes on average. This is considered to be a very high rate.

Rail

- 2.3.5 The rail services available from the closest railway station (Moston Railway Station) are summarised in **Table 2.2**.

Table 2.2 – Rail Services (Moston Railway Station)

Destination	Frequency
Clitheroe	1 per hour
Leeds	1 per 2 hours
Manchester Victoria	1 per 2 hours
Rochdale	1 per hour
Total	3 per hour

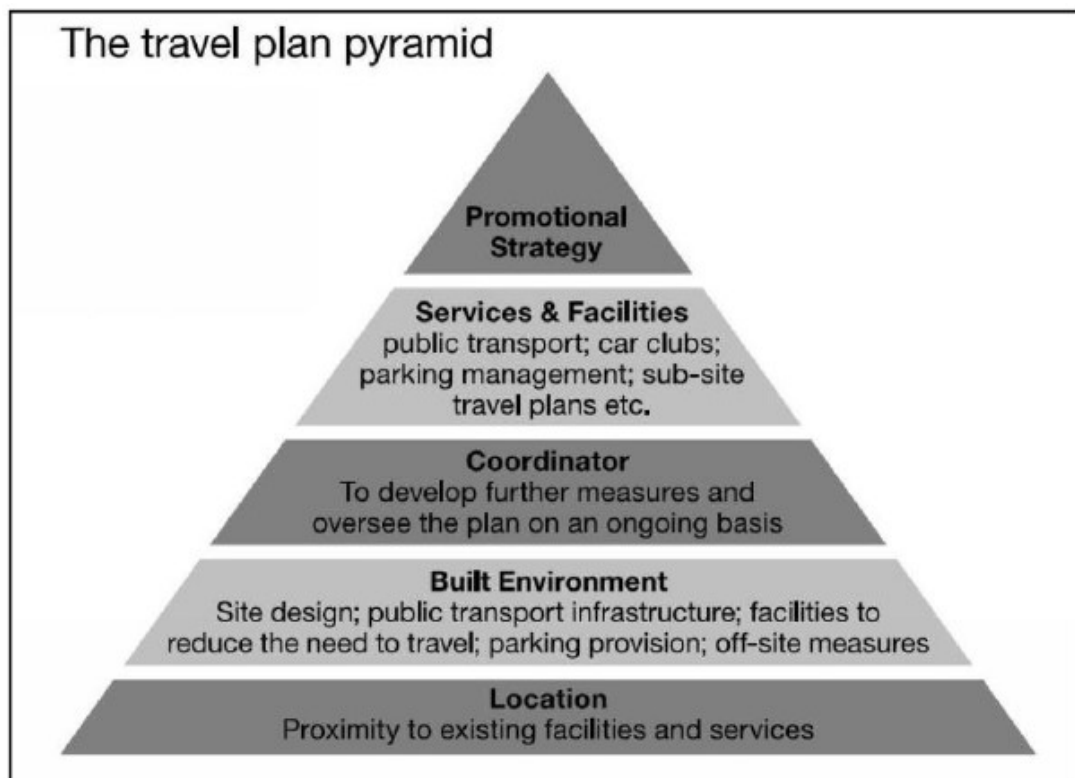
- 2.3.6 **Table 2.2** shows that in total Moston Railway Station provides 3 services per hour which equates to roughly one service every 20 minutes. Based on the evidence presented above, the existing rail infrastructure therefore provides a realistic opportunity for site-related trips to be made by rail.

3.0 TRAVEL PLAN CONTEXT

3.1 Background to Travel Plans

- 3.1.1 A TP is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy private car use and encourage travel via more sustainable modes.
- 3.1.2 TPs comprise a package of measures that can be usefully considered as a pyramid (see **Plan 3.1** below).

Plan 3.1 – TP Pyramid



- 3.1.3 The use of a pyramid structure to illustrate the 5 tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 3.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPs work is the location of the development and its proximity to local facilities and services essential to everyday life.

- 3.1.5 The proposal site is well located to provide opportunities for future staff and visitors to access the site by alternative means of travel to the private car, as shown in **Chapter 2**.
- 3.1.6 The second layer of the pyramid refers to how the design of the site can assist in reducing the need to travel or otherwise promoting more sustainable forms of travel. Sufficient car parking provision at the site will be provided to ensure no overspill parking occurs on the surrounding highway network, and this has been considered as part of the planning process (see the accompanying TS).
- 3.1.7 As indicated in Level 3 of the pyramid, the Travel Plan Co-ordinator (TPC) will be able to develop further measures to maximise the sustainable travel at the development. It is likely that a representative of the site developers will undertake the TPC role initially, which may then be filled by a member of the building management company.
- 3.1.8 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. The proximity of bus stops and Moston Railway Station provides access to a range of key amenity and employment destinations via public transport as outlined in **Chapter 2**.
- 3.1.9 The top layer of the pyramid relates to how the TP will be marketed and how the measures within are to be promoted. Future residents at the development will be made aware of the aims of the TP and will be provided with a Travel Pack which sets out the travel choices and alternatives to car travel available. Additionally, public transport information will be displayed in public areas, where appropriate.

3.2 Objectives and Benefits of the Travel Plan

- 3.2.1 The key objectives of this TP are to:
- Minimise the total travel distances travelled, through the reduction of journey lengths and frequency – particularly single occupancy car trips;
 - Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
 - Promote car sharing, walking, cycling and public transport as safe, efficient and affordable alternatives to private car;

- Highlight the health and environmental benefits of using sustainable travel modes; and,
- Enable people to make more informed and therefore better choices.

3.2.2 There could be a large number of benefits that will be derived from the successful implementation of the TP, for future residents of the site as well as the wider community.

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and,
- Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.

4.0 AIMS, OBJECTIVES AND TARGETS

4.1 Aims and Objectives

4.1.1 The headline aim of the TP is to reduce the proportion of single occupancy vehicle trips and to widen travel choices for residents. The TP would also work towards reducing the impact of the proposed development on the local highway network.

4.1.2 The specific objectives of the TP set out the motivation and factors that would help achieve the overall aim for the site, and include:

- Prevent congestion on the local highway network and mitigate against overspill onto the surrounding roads;
- Improve the travel options for residents;
- Minimise incentives for private car use and maximise incentives to use sustainable alternatives;
- Promote and raise awareness of the benefits of healthier and more environmentally friendly travel; and,
- Ensure residents are aware of the TP and its purpose.

4.2 Targets

4.2.1 Targets are the measurable goals by which the progress of the TP would be assessed. Targets are essential for monitoring the progress and success of the TP, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.

4.2.2 Targets come in two forms. 'Action' type targets are non-quantifiable actions that need to be achieved by a certain time, while 'Aim' type targets are quantifiable and generally relate to the degree of modal shift the TP is seeking to achieve.

4.2.3 Action targets include actions such as employing a TPC, and launching the TP.

4.2.4 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes.

4.2.5 The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips.

4.2.6 The 'aim' targets contained in the TP focus on minimising the proportion of trips made to and from the site by single occupancy vehicles while encouraging the use of sustainable travel modes. The TP targets should therefore aim to achieve a realistic and feasible reduction in car driver trips over the first 5 years from when the development is occupied, with a full review scheduled after year 5.

4.3 Initial Travel Research

4.3.1 In order to set targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of current travel characteristics will be undertaken once the site is fully occupied.

4.3.2 The TPC would be responsible for the travel monitoring process (surveys) and updating the TP in order to improve sustainable travel use. The TPC would also be responsible for liaising with MCC and the following duties:

- Marketing and advertising new initiatives relating to the TP;
- Establishing and following a timeline for the implementation of the TP measures;
- Providing travel option information to residents;
- Monitoring of the TP as set out in **Chapter 6**; and,
- Evaluating progress towards the TP targets.

4.3.3 The modal splits have been established from 2011 Census 'travel to work' data for the local lower super output area (Manchester 002C), within which the site is situated, as shown in **Table 4.1**.

Table 4.1 – Travel to Work Modal Split for Local LSOA – 2011 Census

Mode	Census Modal Share
Underground, metro, light rail, tram	1%
Train	1%
Bus, minibus or coach	21%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	59%
Passenger in a car or van	6%
Bicycle	2%
On foot	9%
Total	100%

4.3.4 The census data presented in **Table 4.1** gives an initial indication of likely modal split at the site prior to the travel survey being carried out and without the influence of travel plan measures. The census data shows that 59% of trips were undertaken by driving a car or van whilst 6% of people travelled as a passenger in a car or van. Journeys by public transport accounted for 23% and walking and cycling accounted for 9% and 2% of commuting journeys, respectively.

4.3.5 Using the above figures as a baseline, **Table 4.2** gives an example of the approximate modal shift that could be achieved with an effective TP.

Table 4.2 – Indicative TP Targets

Mode	Baseline Modal Split (census data)	Year 1 Target	Modal Shift
Underground, metro, light rail, tram	1%	1%	0%
Train	1%	1%	0%
Bus, minibus or coach	21%	21%	0%
Taxi	0%	0%	0%
Motorcycle, scooter or moped	0%	0%	0%
Driving a car or van	59%	54%	-5%
Passenger in a car or van	6%	7%	+1%
Bicycle	2%	4%	+2%
On foot	9%	11%	+2%

4.3.6 The figures in **Table 4.2** are indicative only at this stage and targets will be revised when the site is occupied and travel surveys have been undertaken.

4.3.7 Once the site is fully operational, residents will be surveyed every two years and targets produced to reduce single occupancy vehicle travel. Sustainable travel initiatives (such as those described in **Chapter 5**) will be implemented and continued whilst the travel plan is in operation.

4.3.8 It would take time for the effects of the possible initiatives to occur. During the time between the initial survey and second survey, there should be sufficient time for a shift in travel patterns to occur.

5.0 PROPOSED TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 It is considered that the TP should contain the following level of commitments, as set out below;

- Appoint a Travel Plan Co-ordinator (TPC)
- Encourage and Promote Sustainable Travel
- Resident Travel Information Packs
- Resident Travel Survey

5.2 Travel Plan Co-ordinator

5.2.1 The TPC will be appointed one month prior to initial occupation and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The TPC/s will be responsible for developing the revised TP in conjunction with AXIS, which will be submitted within 6 months of the first use of the development.

5.2.3 In terms of the roles and responsibilities, the TPC will be expected to:

- Administer / manage the TP and provide a liaison in implementing the plan with MCC;
- Ensure travel awareness amongst future residents;
- Provide a point of contact and travel information;
- Coordinate the travel surveys;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate;
- Ensure the availability of the most up to date travel information;
- Ensure that all residents receive a Resident Travel Information Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site;
- Provide a point of contact with transport operators and Planning and Highway Authority officers at MCC.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents would be made aware of the existence of the TP and its aims.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes and so the TPC will be fundamental to the implementation and success of the TP. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

- 5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation. The Travel Pack will include:
- Site specific public transport information. This will explain what buses can be taken to specific key destinations – shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included.
 - Information about the TP and its benefits, as described previously.
 - A summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
 - Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.

5.5 Travel Survey

- 5.5.1 The first step to developing the operational TP is to establish how the site users make journeys to and from the site. A travel survey will be conducted once the site is fully occupied and then every two years thereafter as part of the monitoring and review process.
- 5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TP. By conducting the survey once every two years this will give an indication of how travel behaviour is changing at the site and provide an important indication as to the success of the TP.

- 5.5.3 The travel survey will be used to show how people travel to / from the site, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport and what would encourage people to reduce car use, amongst other things.
- 5.5.4 The results of the surveys will provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. The full TP will be submitted to MCC within 3 months of the first survey.

6.0 PLAN MONITORING REVIEW

6.1 Preamble

- 6.1.1 The monitoring and review programme will be designed to generate information which the TP can be evaluated, revised, developed and improved, over an initial 5-year period.
- 6.1.2 The major objective of the plan is to effect a reduction in the use of single occupancy private cars by residents. In the first instance, the plan will seek to review existing residents travel movements by way of a travel survey.
- 6.1.3 On completion of the first travel survey, it will be appropriate to set targets which seek to achieve an increased proportion of residents travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out in the following section.

6.2 Travel Plan Targets

- 6.2.1 The preliminary action targets for the development are set out in **Table 6.1**.

Table 6.1 – Preliminary Action Targets

Action	Target Date
Appoint TP co-ordinator and inform MCC of contact details	1 month prior to occupation
Provide all residents with Travel Information Packs	Issued upon first occupation
Undertake travel survey and report results to MCC	Upon full occupation
Submit full TP to MCC	Within 3 months of travel survey
Agree on preliminary resident modal split targets with MCC	Within 3 months of travel survey

6.3 Monitoring

6.3.1 The monitoring would include items such as:

- Travel habits / modal split;
- Demand for car club bay/s;
- Demand for disabled bays; and
- General feedback from residents.

6.3.2 Information gathered as part of the continuous monitoring process would be made available to MCC. In this way, future strategies for further delivering TP objectives can be considered in partnership between the residents, MCC and transport providers.

6.4 Plan Review

6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date and to identify measures which could potentially be included in the future.

6.4.2 Although the database will be kept up to date throughout the year, the re-issue of the travel questionnaire (every two years) will provide the opportunity to gather new information regarding residents attitudes to travel and on the modal split compared to the previous years.

6.4.3 A periodic review report will be produced summarising the results since the previous review. The report will also incorporate the results of the ongoing monitoring throughout the preceding period.