Proposed Residential Development
Elsa Road, Levenshulme

January 2026

TRANSPORT STATEMENT

eddisons.com

Eddisons

REPORT

DOCUMENT:	Transport Statement
PROJECT:	Proposed Residential Development, Elsa Road, Levenshulme
CLIENT:	Seddon Construction
JOB NUMBER:	4817
FILE ORIGIN:	Z:\projects\5025 Elsa Road, Levenshulme\Docs\Reports\5025.TS02.docx

DOCUMENT CHECKING:

Primary Author:	TSB	**Initialled:**
Contributor	RC	**Initialled:**
Review By:	TSB	**Initialled:**

Issue	Date	Status	Checked for Issue
1	01-12-25	First Draft	
2	17-12-25	Revised Layout	
3	27-01-26	Final	
4			

CONTENTS

1 INTRODUCTION 1
1.1 Introduction 1
2 DEVELOPMENT SITE AND PROPOSALS 2
2.1 Existing Site 2
2.2 Existing Highway Network 2
3 PROPOSED DEVELOPMENT 3
3.1 Development Proposals 3
3.2 Vehicular Access to the Site 3
3.3 Pedestrian and Cycle Access 4
3.4 Parking 4
3.5 Servicing 4
4 ACCESS BY NON-CAR MODES 6
4.1 Introduction 6
4.2 Access on Foot 6
4.3 Access by Cycle 12
4.4 Access by Bus 14
4.5 Access by Rail 16
4.6 Greater Manchester Accessibility Level 17
4.7 Access By Non-Car Modes Summary 17
5 TRAFFIC IMPACT ANALYSIS 18
5.1 Introduction 18
5.2 Proposed Development 18
5.3 Impact on Wider Highway Network 19
5.4 Accident Analysis 20
5.5 Traffic Impact Summary 21
6 CONCLUSIONS 22

PLANS

Plan 1 **Site Location**
Plan 2 **Proposed Site Layout**
Plan 3 **Proposed Site Access Arrangement**
Plan 4 **Proposed Swept Path Analysis – MCC Refuse**
Plan 5 **800m & 2km Pedestrian Catchment**

APPENDICES

Appendix 1 **Stage 1 Road Safety Audit and Designers Response**
Appendix 2 **TRICS Output – Residential – Affordable/Local Authority**
Appendix 3 **Traffic Count Data**
Appendix 4 **Residential Travel Plan Framework**

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Seddon Construction Ltd on behalf of Southway Housing Trust to advise on the traffic and transport issues relating to a planning application for a residential development on at the former Levenshulme Cricket Club off Elsa Road in Levenshulme.

1.1.2 The report provides information on the traffic and transport planning aspects of the development proposals and assist the local planning authority in the positive determination of the forthcoming planning application.

1.1.3 Following this introduction, Section 2 provides a description of the existing site and Section 3 provides details of the development proposals. Section 4 considers the accessibility of the site by non-car modes.

1.1.4 Section 5 discusses the traffic impact of the proposed development, whilst Section 6 draws together the conclusions to this report.

2 DEVELOPMENT SITE AND PROPOSALS

2.1 Existing Site

2.1.1 The application site is located in the Levenshulme area of Manchester, the location of the site is shown on **Plan 1**.

2.1.2 The site is bound to the north by Anchor Close and residential properties, whilst residential development bounds the site to the west. Levenshulme allotments bound the site to the south and east. Vehicular access into this site is provided via a gated access off Elsa Road to the north.

2.1.3 The application was previously occupied by Levenshulme Cricket Club, but the buildings relating to this use have been demolished and the site is currently vacant.

2.2 Existing Highway Network

2.2.1 As stated previously, vehicular access into the site is provided off Elsa Road to the north, from the site access arrangement Elsa Road runs in an approximate north

2.2.2 Elsa Road which bounds the site to the north has a carriageway width of circa 6.5 metres with footways with widths of at least 2 metres on either side, it runs in an approximate north-south alignment between the site and Barlow Road to the north.

2.2.3 Anchor Close which bounds the site to the north is a cul-de-sac which runs in an approximate east-west alignment from its junction with Elsa Road to the west, it has a carriageway width of circa 4.5 metres with a footway of around 1.8 metres located on the northern side of the carriageway.

2.2.4 To the north, Elsa Road provides the minor arm of the Barlow Road/Elsa Road priority controlled junction. Barlow Road has a carriageway width of circa 6.8 metres and footways are located on either side of the carriageway. To the west, Barlow Road provides access into the wider areas of Levenshulme whilst to the east it provides access to Reddish and the surrounding areas.

3 PROPOSED DEVELOPMENT

3.1 Development Proposals

3.1.1 The development proposals are for the provision of 50 affordable tenure residential units on the site. The residential development will comprise the following mix of properties.

- 2-bedroom dwellings – 11 units.
- 3-bedroom dwellings – 35 units.
- 4-bedroom dwellings – 4 units.

3.1.2 The proposed site layout is shown in **Plan 2**.

3.2 Vehicular Access to the Site

3.2.1 Vehicular access to the residential development will be provided of Elsa Road to the north.

3.2.2 Elsa Road forms part of the adopted highway and currently has a carriageway width of circa 6.5 metres with 2 metre footways located on either side of the carriageway and therefore meets the required design standards to provide vehicular access into the site.

3.2.3 As part of the development proposals the Elsa Road carriageway and footways will be extended into the site to provide vehicular access, through the provision of a 5.5 metre wide carriageway and 2 metre footways on either side of the carriageway.

3.2.4 The proposed vehicular access arrangement is displayed in **Plan 3**.

3.3 Pedestrian and Cycle Access

3.3.1 Pedestrian and cycle access into the site will be afforded via the vehicular access point off Elsa Road which with the existing pedestrian infrastructure located within the vicinity of the site.

3.3.2 An additional pedestrian/cycle access will be provided onto Anchor Close in the north-west corner of the site, this will link with the existing provision located along Anchor Close.

3.4 Parking

3.4.1 Manchester City Council does not have rigid parking standards for residential development. The Residential Design Guide states that *'there is no 'one size fits all' approach to car parking and it should be considered on a site-by-site basis'*.

3.4.2 The parking strategy for the site has been developed based on the applicant's experience of developments of this nature and to provide a parking strategy which looks to prevent kerbside/pavement parking within the site. Based on this, the following car parking provision is proposed.

- 2-bedroom dwellings with 1 off street parking space = 11 units
- 3-bedroom dwellings with 1 off street parking spaces = 8 units
- 3-bedroom dwellings with 2 off street parking spaces = 27 units
- 4-bedroom dwellings – 2 off street parking spaces = 4 units

3.4.3 This level of parking is deemed to be sufficient to accommodate the level of demand generated by the development proposals.

3.5 Servicing

3.5.1 To demonstrate that the site can be serviced in a safe and efficient manner, swept path analysis has been undertaken using a 11.4 metre refuse vehicle. This is the same size/type of vehicle that has been used and accepted by Manchester City Council on other planning applications in the area.

3.5.2 As can be seen in **Plan 4,** the refuse vehicle can manoeuvre safely and efficiently within the proposed site layout.

3.6 Road Safety Audit

3.6.1 As requested by the local highway authority, an Independent Stage 1 Road Safety Audit (RSA1) has been commissioned on the proposed vehicular access off the Elsa Road and the internal road layout.

3.6.2 The RSA1 together with the Designers Response is contained within **Appendix 1** and demonstrates that indicated that there are no highway design deficiencies with the proposed scheme that cannot be addressed either during the detailed design stage.

4 ACCESS BY NON-CAR MODES

4.1 Introduction

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

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

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

4.1.4 The access by non-car modes for the proposed site has been considered by the following modes of transport:

- access on foot.
- access by cycle.
- access by bus. and
- access by rail.

4.2 Access on Foot

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

4.2.2 The nearest footways to the site are along Elsa Road and Anchor Close. On Elsa Road, footways run continuously along both sides of the carriageway, each with an approximate width of 2 metres. On Anchor Close, which is a cul-de-sac, a single footway is provided on the northern side with an approximate width of 1.8 metres. This provision links with the existing pedestrian network in the surrounding areas of Levenshulme and Reddish.

4.2.3 The DFT National Travel Survey of 2023 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 Additionally, there are several Public Rights of Ways (PRoWs) in close proximity to the site. The nearest footpath runs adjacent to Printworks Lane, south of the development. Immediately to the south, a network of footpaths runs through Highfield Country Park, providing continuous pedestrian access across the parkland and linking into wider recreational routes.

4.2.5 Further north of the site, a footpath cross through the green space surrounding Gorton Education Village, connecting Mount Road with adjacent residential areas.

4.2.6 The various PRoWs in the area around the proposed site is displayed below in **Figure 4.1** shown in red lines, with the proposed site denoted by a red star.

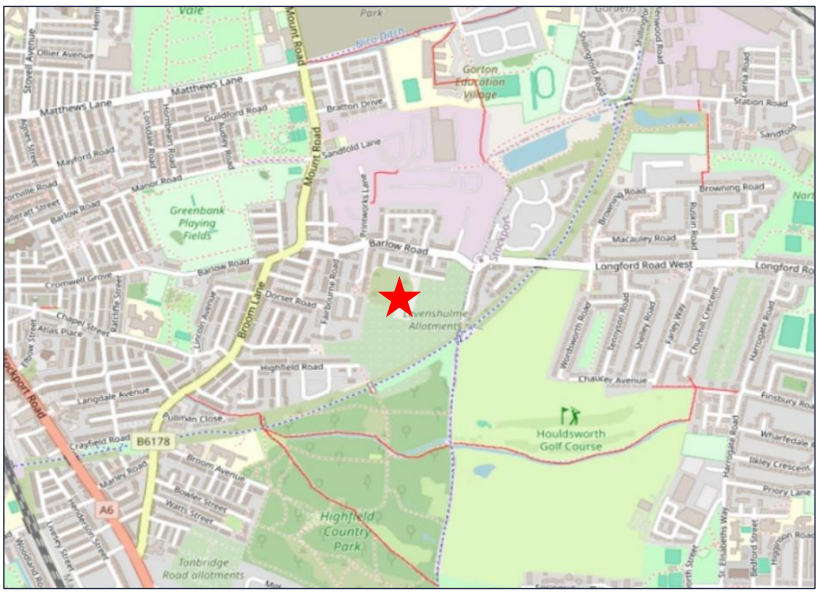


Figure 4.1 Public Right of Ways in the Vicinity of the Proposed Site (Source: FootPathMap)

4.2.7 Within the Institution of Highways and Transportation (IHT) document, entitled "Guidelines for Providing for Journeys on Foot," Table 2.2 suggests distances for desirable, acceptable, and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in **Table 4.1**.

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

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

4.2.8 Reference to the 2,000 metres walk distance is also made in the now superseded Planning Policy Guidance (PPG) Note 13 which advised that 'walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2km'.

4.2.9 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that 'walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km'. **Table 4.2** below summarises this guidance in tabular form.

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

Table 4.2 Manual for Streets Walk Distances

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

- All journey purposes – 1,930 metres;
- Commuting – 2, 400 metres;
- Shopping – 1,600 metres; and
- Personal business – 1,600 metres.

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

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

Table 4.3 WYG Report/NTS Data Walk Distances

4.2.12 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

4.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that: *'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'*.

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

4.2.15 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15-minute walk of their home. The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in **Figure 4.2** below:

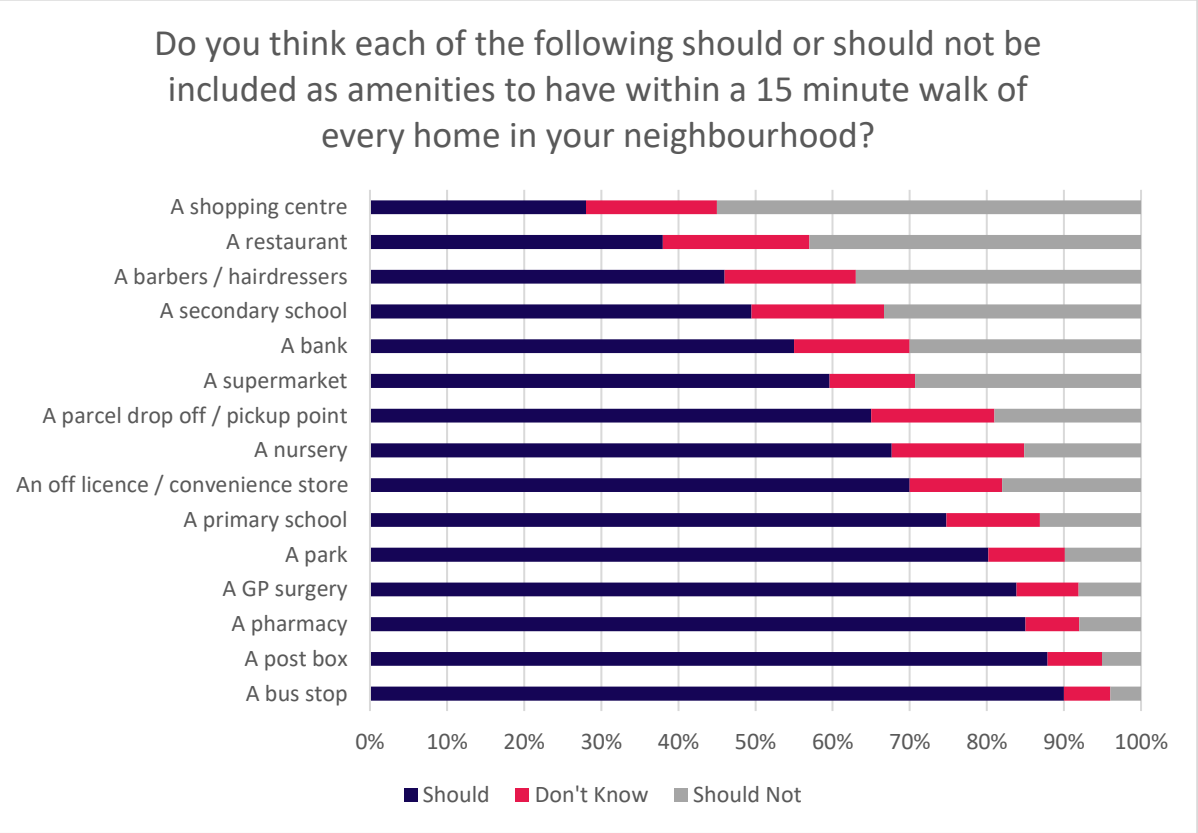


Figure 4.2 YouGov Poll Results (Source: YouGov)

4.2.16 **Figure 4.2** shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

4.2.17 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.18 As can be seen, the 800m pedestrian catchment encompasses a substantial portion of the surrounding Levenshulme neighbourhood, including the nearest bus stops to the site, convenience stores, cafés and takeaway, primary schools and secondary school.

4.2.19 The 2,000-metre pedestrian catchment stretches further into the surrounding area, including 5 Railway Stations, namely Levenshulme, Ryder Brow, Belle Vue, Reddish North and Reddish South. It also provides access to a broader range of schools, healthcare services, cafés, and leisure amenities

4.2.20 As illustrated, the development site benefits from being located within close proximity to a range of local amenities. **Table 4.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Barlow Grocery	80m	1,950m	**YES**
Trawlers Takeaway	430m	1,950m	**YES**
Euro Store	450m	1,950m	**YES**
Broom Lane Bus Stop	500m	1,950m	**YES**
Greenbank Playing Fields	620m	1,950m	**YES**
Chapel Street Community Primary School	950m	3,200m	**YES**
Levenshulme Medical Practice	1,100m	1,950m	**YES**
Melland High School	1,300m	1,950m	**YES**
St Andrew's C of E Primary School	1,300m	3,200m	**YES**
South Levenshulme Post Office	1300m	1,950m	**YES**
Well Pharmacy	1300m	1,950m	**YES**

Table 4.4 Distance from Site to Local Facilities

4.2.21 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary schools and a secondary school, a pharmacy, medical centre, convenience store, as well as various leisure activities and outdoor parks.

4.2.22 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

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

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

4.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Rusholme, Didsbury, Stockport, Denton, Ashton-under-Lyne, Failsworth, Cheetham Hilland, Droylsden and parts of Manchester. In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 15.5mph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km.

4.3.4 National Cycle Route 6 is the closest to the development, south of the site. This route provides a key north-south connection between Stockport, Levenshulme, Longsight and Manchester city centre. From the site, the route offers direct access south towards Heaton Chapel and Stockport, and north towards Longsight, Ardwick and central Manchester.

4.3.5 National Cycle Route 60 is located east of the site, passing through Ryder Brow and Gorton. This route provides a connection across East Manchester, linking areas such as Fairfield, Openshaw, Reddish and Debdale Park.

4.3.6 National Cycle Route 62 is located east from the development. This route forms a major east-west corridor across Greater Manchester. From the site, it provides access towards Chorlton, Sale and Warrington to the west, and towards Stockport and the Peak District to the east.

4.3.7 The routes in proximity to the site can be seen below in **Figure 4.3**, with the cycle route in orange and blue and the proposed site denoted by a red star.

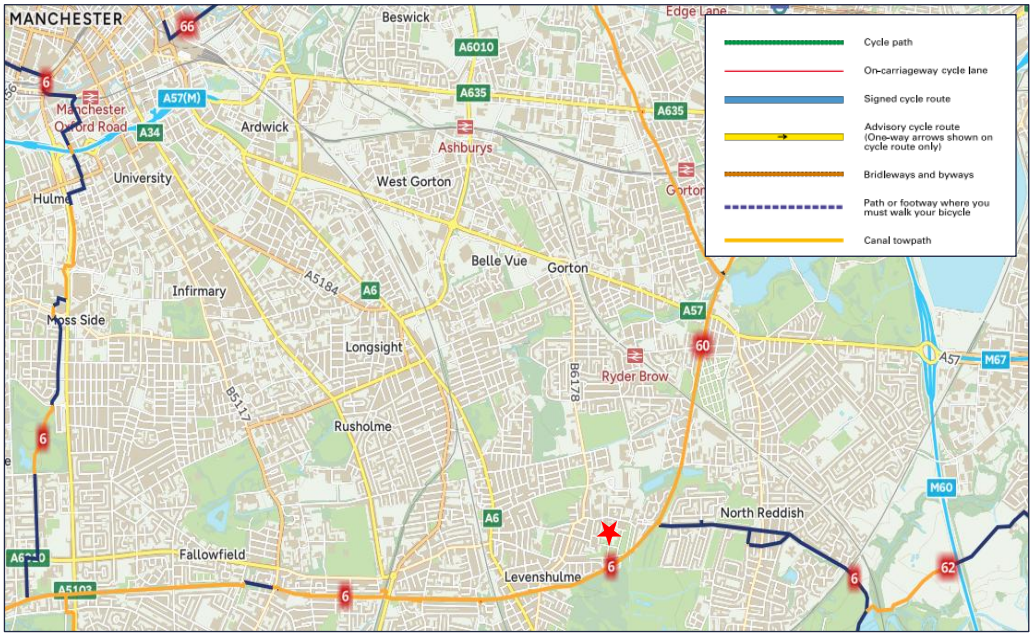


Figure 4.3 National Cycle Routes (Source: Sustrans)

4.3.8 A number of on-road cycle routes with cycling facilities, shown in **Figure 4.4** below, are located within the wider area surrounding the site. The closest of these lies to the south of the site, forming an east-west corridor that provides direct on-road cycling connections between residential areas around Highfield Country Park and the wider Levenshulme and Gorton area.

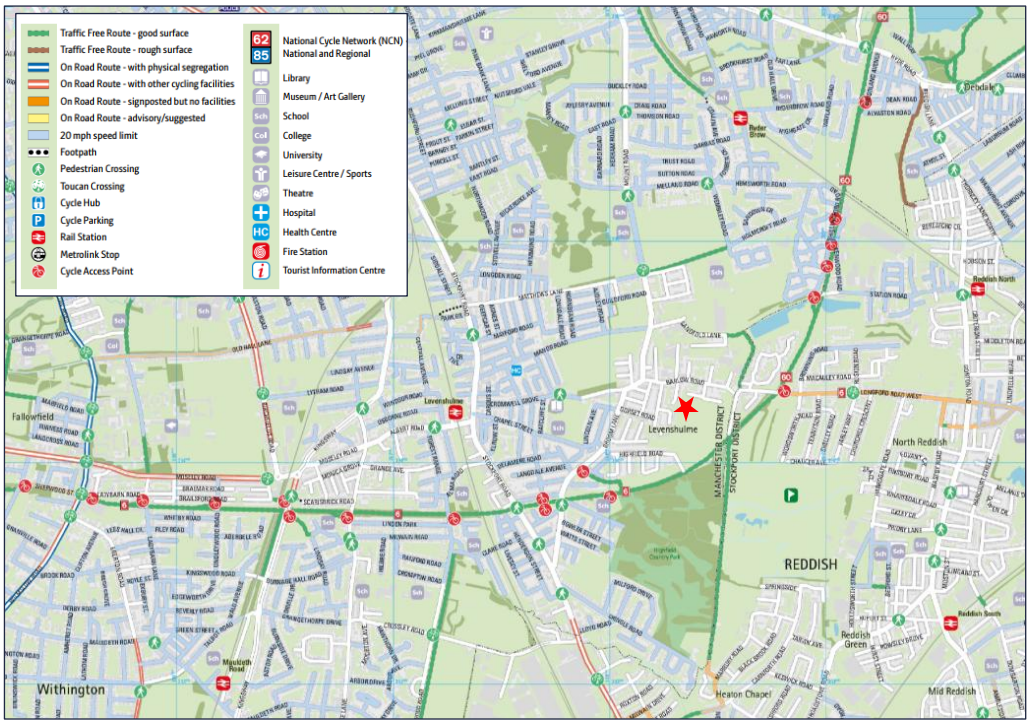


Figure 4.4 Manchester Cycle Map (Source: TfGM)

4.3.9 A traffic-free route with a good surface, shown in solid green on the figure, is located to the east of the site and forms part of the greenway running through Highfield Country Park. This route provides an off-road north-south connection linking Levenshulme with Gorton to the north and Reddish to the south. It also connects into the wider strategic cycle network, including access to National Cycle Network Route 60.

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

4.4 Access by Bus

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

4.4.2 The nearest bus stops to the site are located along Barlow Road, around 500 metres west of the development site. This stop consists of a bus stop shelter and timetable.

4.4.3 Additional bus stops are located along Mount Road, around 510 metres northwest of the site. This stop consists of a bus stop pole and timetable. All the nearest bus stops to the site are shown on **Plan 5.**

4.4.4 A summary of the services available from the nearest bus stops to the site are summarised in **Table 4.5** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
7	Ashton-under-Lyne - Reddish - Heaton Chapel - Stockport	5 services	Every 30 mins	7 services	3 services	Every 30 mins	7 services	13 services
172	Newton Heath - Droylsden - Gorton - Didsbury - Chorlton	2 services	Every hour	2 services	-	Every hour	2 services	-
730	Levenshulme - Altrincham Schools	1 service	1 service	-	-	-	-	-
706	Abbey Hey - Debdale Park - Gorton - Belle Vue -	-	1 service	-	-	-	-	-
727	Ardwick - West Gorton - Gorton - Levenshulme - Burnage	1 service	1 service	-	-	-	-	-

Table 4.5 Existing Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from **Table 4.5**, the nearest bus stops to the site provides various services throughout the day to destinations such as Didsbury, Stockport, Reddish, Ashton-under-Lyne, Chorlton and Droylsden.

4.4.6 In order to demonstrate the level of access, some example journey times by bus are presented below **Table 4.6** below.

Destination	Duration
Levenshulme Railway Station	3 minutes
Reddish	8 minutes
Stockport	28 minutes
Droylsden	37 minutes
Ashton-under-Lyne	48 minutes

Table 4.6 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Levenshulme Railway Station is just a 3-minute bus journey from the site, Reddish is a 8-minute bus journey, Stockport is a 28-minute bus journey, Droylsden is a 37-minute bus journey and Ashton-under-Lyne is a 48-minute bus journey from the site.

4.4.8 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:25am to around 10:25pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.9 It is therefore concluded that the proposed development site is highly accessible by bus.

4.5 Access by Rail

4.5.1 The nearest station to the site is Levenshulme Railway Station, which can be reached by a 8-minute walk with a short 3-minute bus journey, or directly via a 19-minute walk or a 5-minute cycle. This train station is managed by Northern Rail and has 2 platforms, offering 4 services per hour to destinations such as Manchester, Crewe, Hazel Grove, Alderley Edge, and Buxton.

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

4.6 Greater Manchester Accessibility Level

4.6.1 The Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a point to both conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability.

4.6.2 The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents the highest level of accessibility and level 1 the lowest level of accessibility. The application site is rated as level 3, but as stated previously, the site is located within walking and cycle distance of a range of employment, education and leisure provision.

4.7 Access By Non-Car Modes Summary

4.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

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

- The site is located to cater for pedestrian trips between the development and the surrounding areas of Levenshulme.
- it has been demonstrated that the site is accessible by cycle, with designated local and national cycle routes being located within close proximity of the site.
- the services from the nearby bus stops, travelling to destinations such as Manchester, Stockport, Droylsden, Ashton-under-Lyne shows that the proposed development can be considered as accessible by bus. and
- The site is accessible via rail with Levenshulme station located just a short walk away.

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

5 TRAFFIC IMPACT ANALYSIS

5.1 Introduction

5.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car and would be in general accordance with transport policies, the following section considers the traffic impact of the development proposals on the local highway network.

5.2 Proposed Development

5.2.1 As previously stated, the development proposals are for the provision of 50 residential dwellings.

5.2.2 In order to establish the vehicular trip rates for the proposed development, reference have been made to the TRICS database in the field of "Residential – Affordable/Local Authority Houses" for all sites, excluding those in Greater London, Ireland and town centre locations.

5.2.3 A summary of these trip rates and the likely level of trips that would occur as a result of the proposed development is included in **Table 5.1**, below, with the TRICS output being provided in **Appendix 2.**

Mode	Period	Trip Rate		Trips	
		Arr	Dep	Arr	Dep
Vehicle	AM Peak Hour	0.110	0.192	6	10
	PM Peak Hour	0.250	0.179	13	9

Table 5.1 Proposed Residential Development Trip Rates and Trips (50 Units)

5.2.4 As can be seen in **Table 5.1**, the proposed residential development is forecast to generate 16 two-way trips in Weekday AM peak period and 22 two-way trips in the PM peak period.

5.2.5 This would be the equivalent to an additional two-way trip every 2-3 minutes on to the local highway network even during peak periods and therefore results in a minimal impact on the local highway network.

5.3 Impact on Wider Highway Network

5.3.1 Notwithstanding the above, during pre-application discussions with Manchester City Council concerns were raised regarding the traffic impact of the proposals on the local highway network, and particular the Barlow Road/Mount Road priority controlled junction to the west.

5.3.2 To forecast the likely increases in traffic at the Barlow Road/Mount Road priority controlled, reference has been given to the observed turning proportions at the Barlow Road/Elsa Road priority controlled junction. The observed turning proportions at this junction will provide an indication of the likely distribution of development traffic on the local highway network.

5.3.3 Traffic count surveys were undertaken at the Barlow Road/Elsa Road priority controlled on Thursday 13th November 2025. These traffic counts indicated that during the survey periods, the following distribution of traffic was observed during the AM and PM survey periods, whilst the full traffic count data is contained within **Appendix 3**.

- To and from west of junction = 80%.
- To and from east of junction = 20%.

5.3.4 If these proportions are applied to the proposed development traffic then 80% of traffic would travel through the Barlow Road/Mount Road junction. This would equate to an increase of 13 two-way vehicle movements in the weekday AM peak and 17 two-way vehicle movements in the weekday PM peak.

5.3.5 Therefore, the proposed development is forecast to result in 1 additional vehicle at the junction around every 3-4 minutes even during the peak periods. Such as increase would have a minimal impact on the operation of the junction and the forecast level of traffic would be less than the typical variation daily traffic flows observed on the highway network.

5.3.6 Beyond this junction, development traffic would disperse on to the wider highway network and thus further reduce the traffic impact of the proposals.

5.3.7 Based on the above, no detailed analysis of the wider highway has been undertaken as part of this traffic impact analysis.

5.4 Accident Analysis

5.4.1 In order to consider the potential impact of the development on road safety, a brief review of the Crashmap website (www.crashmap.co.uk) has been undertaken. The information provided on the website covered the five-year period 2020 to 2024 in the vicinity of the development site.

5.4.2 **Figure 5.1** below provides a screenshot of the study area as taken from the Crashmap website.

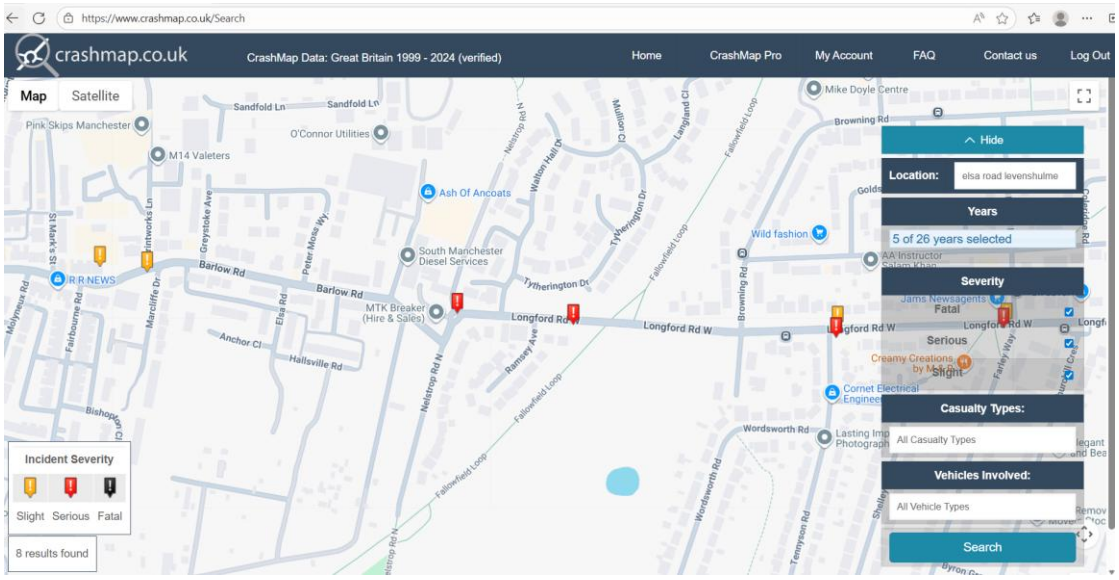


Figure 5.1 Crashmap Screenshot (Source: www.crashmap.co.uk)

5.4.3 As can seen in Figure 5.1 above, there have been no reported accidents at the Barlow Road/Mount Road priority controlled junction during the study period.

5.4.4 It is not considered that the proposals for a residential development will unduly change the characteristics or nature of the surrounding highway network and as such will not have a detrimental impact on overall road safety.

5.5 Traffic Impact Summary

5.5.1 Based on the above, it is concluded that the proposed development will have a minimal impact on the operation of the local highway network and there is no requirement for any off-site mitigation.

6 PROMOTING SMARTER CHOICES VIA TRAVEL PLANS

6.1 Introduction

6.1.1 To encourage resident and visitor travel to the site by non-car modes, a Travel Plan is proposed.

6.2 Travel Plan

6.2.1 A Framework Travel Plan is included at **Appendix 4**. The objective of the Travel Plan is the delivery of the objectives of National Planning Policy, i.e. to encourage residents to travel by non-car modes of travel. The Travel Plan outlines physical and management measures that are designed to achieve this objective.

6.2.2 The effectiveness of Travel Plans in assisting the use of non-car modes for journeys is intrinsically linked to the accessibility of a given site by means other than the private car.

6.2.3 The proposed development has been demonstrated to benefit from good non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be effective.

7 CONCLUSIONS

7.1.1 Eddisons have been instructed by Seddon Construction Ltd to advise on the traffic and transport issues relating to a planning application for a residential development on the former Levenshulme Cricket Club off Elsa Road in Levenshulme.

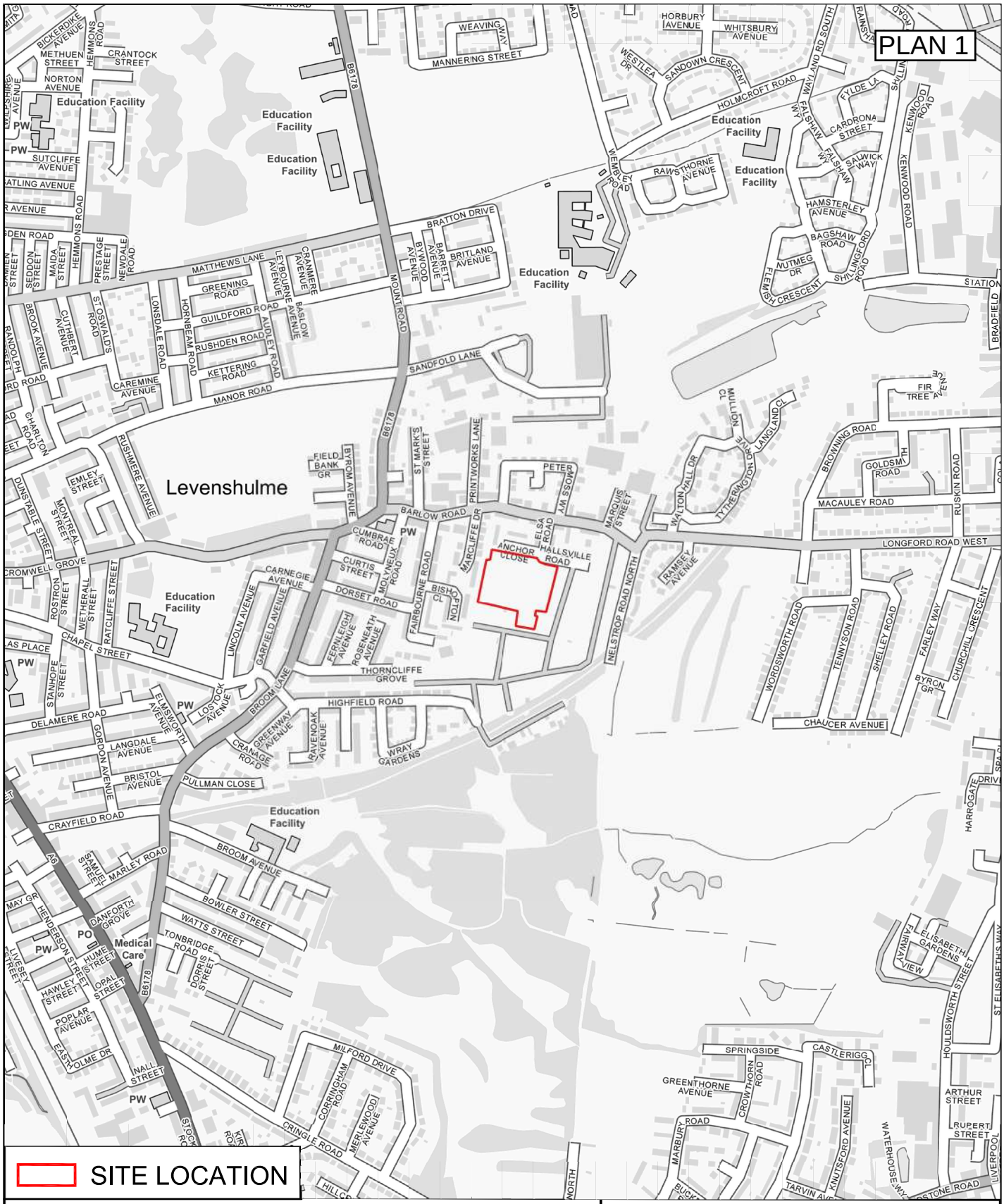
7.1.2 A number of conclusions can be drawn from the report, namely:

- The proposed development will be accessed by safe and efficient vehicular access arrangements off the existing highway network.
- The report has demonstrated that the proposed development would be highly accessible by non-car travel modes of such as walking, cycling and public transport.
- The proposed car parking provision is sufficient to accommodate the likely the likely levels of demand generated by the proposals.
- The proposed development will have a minimal impact on the operation of the local highway network.

7.1.3 It can therefore be concluded that the proposals are acceptable in highway terms.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

SOUTHWAY HOUSING TRUST

DRAWING TITLE:

ELSA ROAD, LEVENSHULME:
SITE LOCATION

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
RC	27.11.25	TSB	27.11.25	NTS @ A4

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:	REVISION:
5025-01	-

Eddisons

Z:\projects\5025 Elsa Road, Levenshulme\GIS\Workspaces\5025-01.dwg

CALDERPEEL.COM

© CALDERPEEL ARCHITECTS LTD

NOTE: DO NOT SCALE FROM THIS DRAWING

REV	DESCRIPTION	BY	DRAWN
H	PLOTS 1-11 AMENDED	CP	20.02.25
G	PLOTS 1-11 AMENDED	CP	13.02.25
F	PLOTS 1-11 AMENDED	CP	06.02.25
E	PLOTS 1-11 AMENDED	CP	30.01.25
D	PLOTS 1-11 AMENDED	CP	23.01.25
C	PLOTS 1-11 AMENDED	CP	16.01.25
B	PLOTS 1-11 AMENDED	CP	09.01.25
A	PLOTS 1-11 AMENDED	CP	19.12.24

PLAN 2

Scale: 1/200

0 2 4 8 20m

N

MARCLIFFE

ANCHOR CLOSE

HALLSVILLE ROAD

11 15 1 8 15 1 9 17 27 37 9 25 23 39 24

394300N 394280N 394260N 394240N 394220N 394200N 394180N 394160N

plot 1 C TYPE 3B 5P
plot 2 A1 TYPE 3B 4P
plot 3 A1 TYPE 3B 4P
plot 4 A1 TYPE 3B 4P
plot 5 A1 TYPE 3B 4P
plot 6 A1 TYPE 3B 4P
plot 7 B TYPE 2B 4P
plot 8 B TYPE 2B 4P
plot 9 A1 TYPE 3B 4P
plot 10 A1 TYPE 3B 4P
plot 11 A1 TYPE 3B 4P
plot 12 E TYPE 4B 5P
plot 13 E TYPE 4B 5P
plot 14 E TYPE 4B 5P
plot 15 A1 TYPE 3B 4P
plot 16 A1 TYPE 3B 4P
plot 17 B TYPE 2B 4P
plot 18 B TYPE 2B 4P
plot 19 B TYPE 2B 4P
plot 20 D TYPE 3B 5P
plot 21 D TYPE 3B 5P
plot 22 B TYPE 2B 4P
plot 23 B TYPE 2B 4P
plot 24 B TYPE 2B 4P
plot 25 D TYPE 3B 5P
plot 26 D TYPE 3B 5P
plot 27 C TYPE 3B 5P
plot 28 A1 TYPE 3B 4P
plot 29 A1 TYPE 3B 4P
plot 30 E TYPE 4B 5P
plot 31 A1 TYPE 3B 4P
plot 32 A1 TYPE 3B 4P
plot 33 E(M3) TYPE 3B 4P
plot 34 C TYPE 3B 5P
plot 35 A1 TYPE 3B 4P
plot 36 A1 TYPE 3B 4P
plot 37 A1 TYPE 3B 4P
plot 38 A1 TYPE 3B 4P
plot 39 C TYPE 3B 5P
plot 40 B TYPE 2B 4P
plot 41 B TYPE 2B 4P
plot 42 B TYPE 2B 4P
plot 43 C TYPE 3B 5P
plot 44 A1 TYPE 3B 4P
plot 45 A1 TYPE 3B 4P
plot 46 B TYPE 2B 4P
plot 47 B TYPE 2B 4P
plot 48 D TYPE 3B 5P
plot 49 D TYPE 3B 5P
plot 50 C TYPE 3B 5P

ADS 7m

CHESHIRE
Market Court
20-24 Church St
Altrincham
WA14 4DW
0161 929 7622

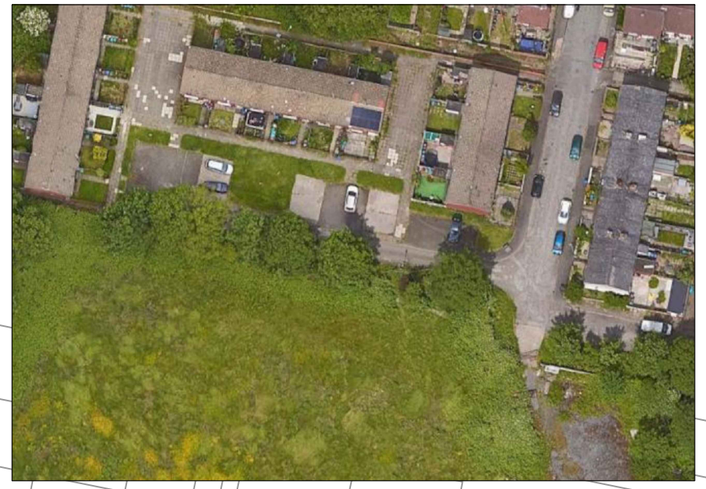
SHEFFIELD
Acero
1 Concourse Way
Sheffield
S1 2BJ
0114 212 9035

ELSA ROAD, FORMER LEVENSHULME CRICKET CLUB

SOUTHWAY HOUSING TRUST

PROPOSED SITE LAYOUT
DWG: 23118 (PL) 010 H
DATE: 20.02.25
SCALE: 1:200 @ A0 DRAWN: CP

CALDERPEEL ARCHITECTS



NORTH SOUTH AERIAL VIEW



NOTES

THIS IS NOT A CONSTRUCTION DRAWING AND IS FOR INDICATIVE PURPOSES ONLY.
THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

INDICATIVE SITE BOUNDARY

DENOTES NEW KERBS

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 1.2Ha



SITE LAYOUT NTS

REV	DETAILS	DRAWN	CHECKED	DATE
B	REVISED TO RSA 1	LB	TSB	JAN 26
A	SITE LAYOUT REVISED	LB	TSB	DEC 25

CLIENT:
SOUTHWAY HOUSING TRUST

PROJECT:
ELSA ROAD, LEVENSHULME

DRAWING TITLE:
PROPOSED SITE ACCESS PLAN

SCALES: 1:500 @ A3

DRAWN:	CHECKED:	DATE:
LB	TSB	NOV 25

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER: 5025-F01
REVISION: B

Eddisons

C:\Users\Leon.Blythe\OneDrive - Begbies Traynor Group\Desktop\GA Work\5025-F01 Rev B.dwg

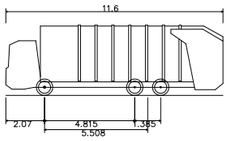
ANCHOR CLOSE

plot 1 plot 2 plot 3 plot 4 plot 5 plot 6 plot 7 plot 8 plot 9 plot 10 plot 11 plot 12 plot 13 plot 14 plot 15 plot 16 plot 17 plot 18 plot 19 plot 20 plot 21 plot 22 plot 23 plot 24 plot 25 plot 26 plot 27 plot 28 plot 29 plot 30 plot 31 plot 32 plot 33 plot 34 plot 35 plot 36 plot 37 plot 38 plot 39 plot 40 plot 41 plot 42 plot 43 plot 44 plot 45 plot 46 plot 47 plot 48 plot 49 plot 50

11.6m Refuse Vehicle

15

NOTES



11.6m Refuse Vehicle	
Overall Length	11.600m
Overall Width	2.530m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	9.500m



PLAN 4

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

SOUTHWAY HOUSING TRUST

PROJECT:

ELSA ROAD, LEVENSHULME

DRAWING TITLE:

SWEPT PATH ANALYSIS

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
RC	TSB	DEC 2025

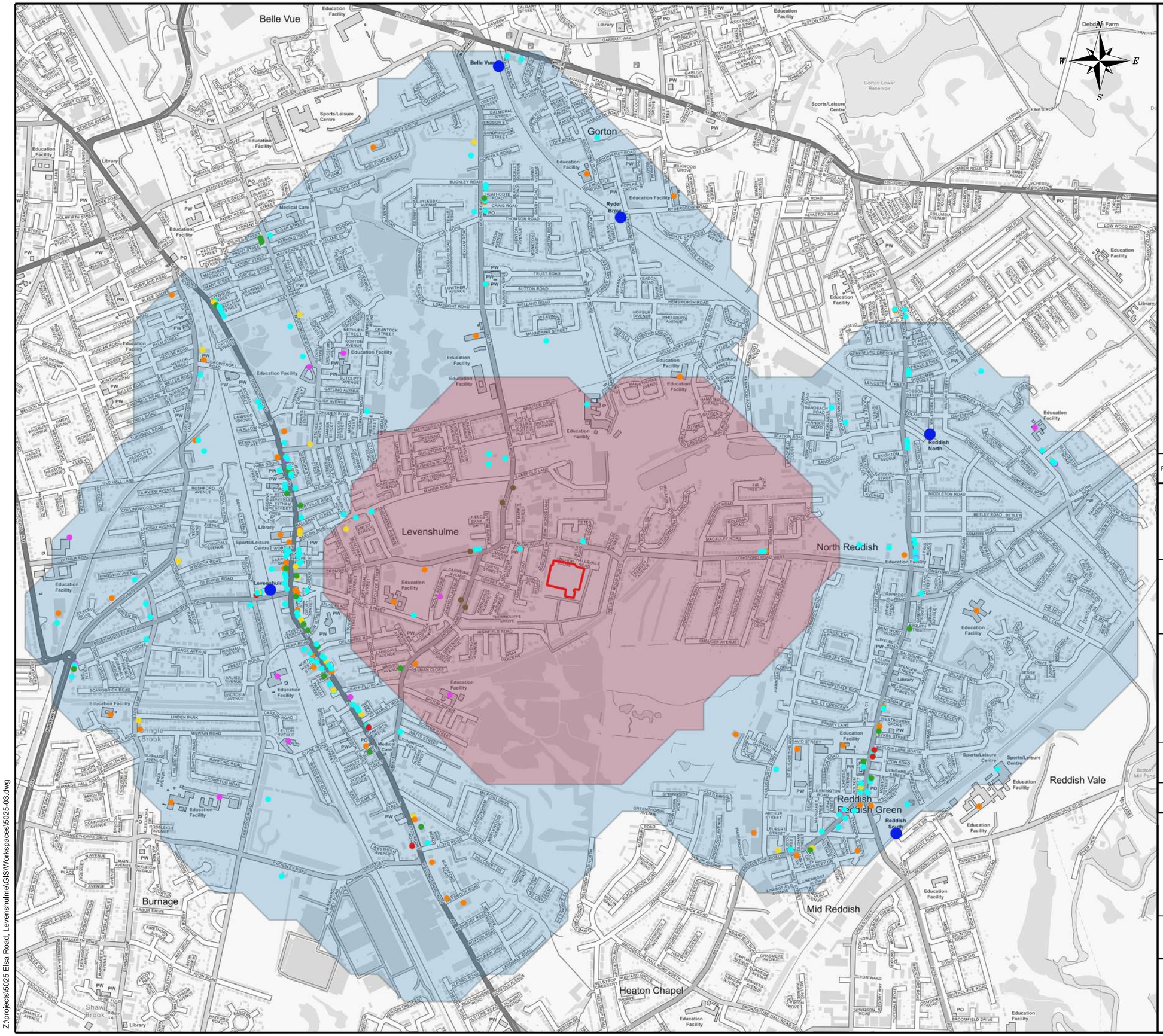
Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:	REVISION:
5025-SP01	D

Eddisons

Z:\projects\5025 Elsa Road, Levenshulme\CAD\EDDISONS DRAWINGS\5025-SP01 REV D.dwg



NOTES

PLAN 5

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Railway Stations
- Nearest Bus Stops

Amenities

- Café/Takeaway/Public House
- Education
- Medical/Pharmacy/Healthcare
- Post Office/Parcel Dropbox
- Retail
- Sport/Leisure/Gym

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:
SOUTHWAY HOUSING TRUST

PROJECT:
ELSA ROAD, LEVENSHULME

DRAWING TITLE:
800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:
NTS @ A3

DRAWN:	CHECKED:	DATE:
RC	TSB	NOV 25

Eddisons
340 Deansgate
Manchester
M3 4LY

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

DRAWING NUMBER:	REVISION:
5025-03	-

Eddisons

Z:\projects\5025 Elsa Road, Levenshulme\GIS\Workspaces\5025-03.dwg

APPENDICES

APPENDIX 1

Stage 1 Road Safety Audit and Designers Response

Eddisons

PROPOSED ACCESS ARRANGEMENTS
ELSA ROAD, LEVENSHULME

STAGE 1 - ROAD SAFETY AUDIT
JANUARY 2026

Transport Planning /Traffic Surveys/ Road Safety Audits

Tel: +44 (0)2920 667663 Email: admin@go-surveys.co.uk Web: www.go-surveys.co.uk
go-surveys Ltd Registered in England and Wales No:5841452
Registered office: go-surveys Ltd, 72 Plasturton Avenue, Cardiff, CF11 9HJ

REPORT CONTROL

Document:	GS1640-2026 - Elsa Road, Levenshulme - Stage 1 RSA - Final.docx
Client:	Eddisons
Job Number:	GS-1640-2026
File Origin:	/Users/go-surveys/Road Safety Audits/GS1640 - Elsa Road, Levenshulme - Stage 1 RSA/GS1640-2026 - Elsa Road, Levenshulme - Stage 1 RSA - Final.docx

Document Checking:			
Primary Author:	T Brooks	**Initialled:**	TB
Contributor:	J Preston	**Initialled:**	JP
Reviewed By:		**Initialled:**	

Document Reference and Revision			
Issue	**Date**	**Status**	**Checked for Issue**
1	21/01/2026	Draft	TB
2	23/01/2026	Final	TB
3			
4			

Contents

1 INTRODUCTION **2**

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1 ..... **5**

EXTERNAL ACCESS ARRANGEMENTS **5**
PROBLEM 1 ..... **5**
PROBLEM 2 ..... **6**
INTERNAL ACCESS ARRANGEMENTS **6**
PROBLEM 3 ..... **6**
PROBLEM 4 ..... **7**

3 AUDIT STATEMENT **8**

Appendices

Appendix A – List of drawings and documents supplied for audit.

Appendix B – Location plan of identified problems.

1 INTRODUCTION

1.1 This report presents the findings from a Stage 1 Road Safety Audit (RSA) undertaken on the proposed internal and external access arrangements associated with a proposed residential development on land to the south of Anchor Close, Levenshulme.

1.2 The audit was carried out by the following:

Tristan Brooks BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert. of Competency	-	Road Safety Audit Team Leader
Jon Preston MCIHT, MSoRSA	-	Road Safety Audit Team Member

1.3 The RSA was commissioned by Eddisons who have designed the scheme and who provided the audit information and although there was no formal 'audit brief' the RSA team has accepted that sufficient information has been provided to undertake the RSA. The overseeing organisation is Manchester City Council who have approved the audit team to undertake RSA's on their highway network.

1.4 The site visit was undertaken by the audit team on Thursday 22nd January 2026 between 12:55-13:15 and comprised a walk and drive-throughs (where available) of the area covered by the scheme. During the site visit the weather was overcast and the carriageway surface was damp in places. Traffic in the vicinity of the scheme was very light. No pedestrians or cyclists were observed during the site visit.

1.5 The highway network in the vicinity of the proposed external access arrangements is subject to a 20mph speed limit and there is street lighting throughout. The internal Highway network within the site will be subject to a 20mph speed limit and have street lighting.

1.6 A review of the Personal Injury Collisions (PIC) data for the most recent 5 year period data is available for i.e. 2020 to 2024 (based on information in the Crashmap database) has indicated that during this period there has been no PICs recorded in the vicinity of the proposed access arrangements.

1.7 The drawings and documents supplied for audit are listed in **Appendix A.** An annotated drawing showing the locations of the problems identified is provided in **Appendix B.**

1.8 The scope of the RSA is limited to the proposed external access arrangements as illustrated in **Figure 1** and the proposed internal highways arrangements as illustrated in **Figure 2**.

Figure 1: Scope of RSA – External Arrangements.

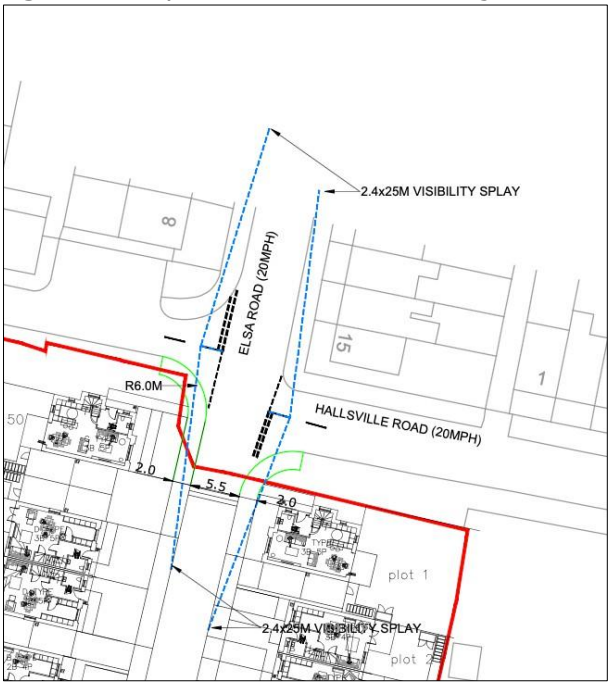
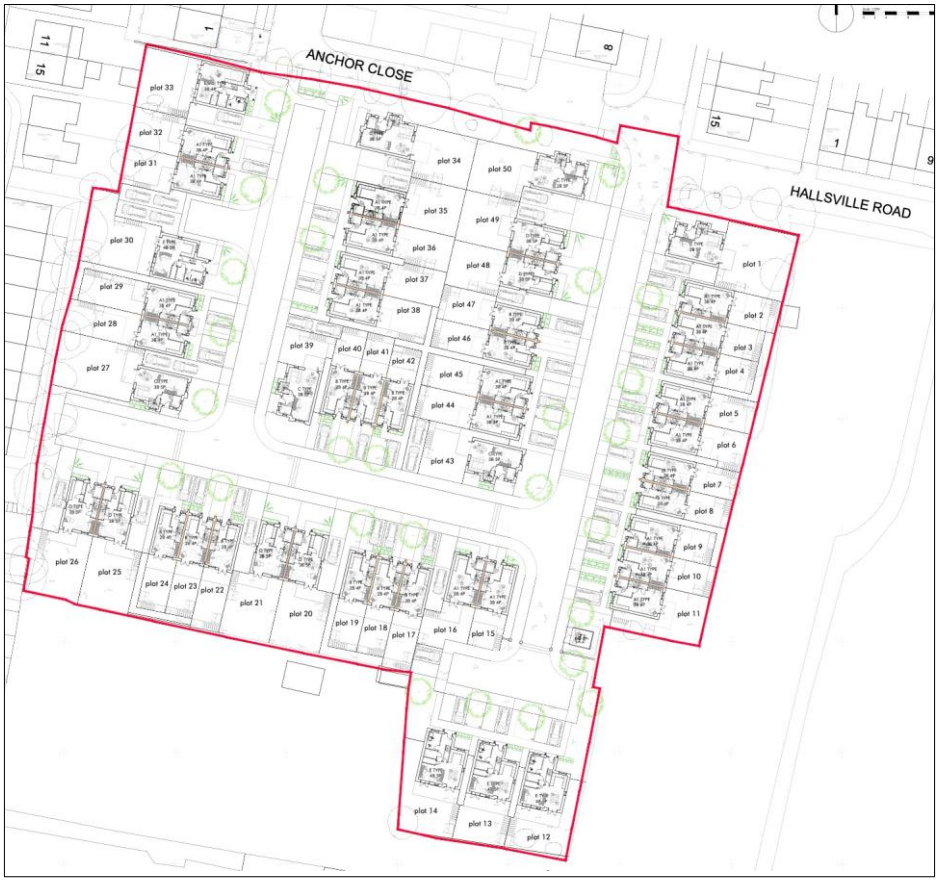


Figure 2: Scope of RSA – Internal Arrangements.



1.9 The terms of reference of the audit are as that described in DMRB GG/119 Guidelines on Road Safety Audits. This standard has been used for guidance only. The exceptions to GG/119 are the inclusion (if applicable) of a notes/observation section at the end of the report and figure showing the scheme in addition to a written description of the scheme. The audit team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

1.10 The audit team have not been made aware of any departures from standard within the design of the scheme(s) nor any previous RSAs undertaken on the scheme(s).

1.11 The recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with GG/119. There may be alternative methods of addressing a problem which would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

2 ROAD SAFETY AUDIT FINDINGS FROM RSA 1

EXTERNAL ACCESS ARRANGEMENTS

PROBLEM 1

LOCATIONS: Elsa Road, Anchor Close and Hallsville Road.

SUMMARY: Omission of pedestrian crossing facilities on likely pedestrian desire lines could potentially result in an increased risk of pedestrian trip hazards.

2.1 The proposed scheme does not indicate any pedestrian crossing facilities where pedestrians may cross the carriageway at the junctions of Anchor Close and Hallsville Road. There are also no pedestrian crossing facilities proposed on either side of Elsa Road at the two lane accesses along its length (Ref: **Photographs 1 and 2**) or at the Elsa Road/ Barlow Road Junction, which the audit team note are outside of the physical scope of the works proposed although would note that the proposed development would likely increase the pedestrian movements at these locations.

Photographs 1 and 2: Examples of the Omission of pedestrian crossing provision.





2.2 Omission of suitable crossing facilities could result in pedestrian trip hazards (particularly for those with mobility impairments) should they have to negotiate full height kerbs.

RECOMMENDATION

2.3 It is recommended that suitable pedestrian crossing provision including tactile paving and dropped kerbs be provided at the locations noted above and that sufficient intervisibility to/from pedestrians using the crossings at the junctions of Anchor Close and Hallsville Road with Elsa Road and can be achieved, noting the existing vegetation to the west of the southern crossing point on Anchor Close and to the east of the southern crossing point on Hallsville Road may restrict the intervisibility.

Designers Response

Noted and the proposed site access arrangement has been amended to include the tactile paving and dropped kerbs and is displayed on Drawing 5025_F01_B.

PROBLEM 2

LOCATION: Elsa Road, Anchor Close and Hallsville Road.

SUMMARY: Defects within the carriageway could pose a collision hazard to cyclists or powered two wheel vehicle users or a trip hazard to pedestrians.

2.4 There are a number of defects/potholes within the carriageway on Elsa Road (Ref: **Photograph 3)** and on Anchor Close and Hallsville Road where it is likely pedestrians will cross the carriageway (Ref: **Photograph 4**) that could result in loss of control type collisions to cyclists or powered two wheel vehicle users or pose a trip hazard to pedestrians.

2.5 The audit team note that this is an existing issue, and in places on the periphery of the physical works proposed, although note that the proposed development will increase the use of Elsa Road by cyclists or powered two wheel users and increase the use by pedestrians at Anchor Close and Hallsville Road.

Photographs 3: Examples of defects within the carriageway on Elsa Road, Anchor Close and Hallsville Road.





RECOMMENDATION

2.6 It is recommended that highway resurfacing works be undertaken to remove the defects/potholes.

Designers Response

Noted, the scope for resurfacing the surrounding highway network will be agreed with MCC as part of the S278 process.

INTERNAL ACCESS ARRANGEMENTS

PROBLEM 3

LOCATION: Junctions within the site.

SUMMARY: Omission of give-way markings at the junctions may increase the risk of failure to give-way type collisions.

2.7 There are no 'give-way' carriageway markings proposed at the priority-controlled junctions within the site. Omission of 'give-way' markings at the give-way junctions may result in vehicles using the junctions failing to give way to each other, potentially increasing the risk of side impact type collisions.

RECOMMENDATION

2.8 It is recommended that 'give-way' markings be provided at the junctions within the site.

Designers Response

Noted and this will be addressed as part of the S38 design process

PROBLEM 4

LOCATION: Various locations throughout the scheme.

SUMMARY: Omission of pedestrian crossing facilities on likely pedestrian desire lines could potentially result in an increased risk of pedestrian trip hazards.

2.9 The proposed scheme does not indicate any pedestrian crossing facilities i.e. dropped kerbs and tactile paving where pedestrians are likely to want to cross the carriageway. Omission of suitable crossing facilities could result in pedestrian trip hazards (particularly for those with mobility impairments) should they have to negotiate full height kerbs.

RECOMMENDATION

2.10 It is recommended that suitable pedestrian crossing provision be provided where pedestrians are likely to want to cross the carriageway throughout the scheme and suitable intervisibility be achievable to/from the crossings.

Designers Response

Noted and this will be addressed as part of the S38 design process

3 AUDIT STATEMENT

3.1 We certify that this audit has been carried out in accordance with GG/119 unless otherwise noted.

Signed:



Date: 23 January 2026

T Brooks – BSc (Hons), MBA, CMILT, MCIHT, MSoRSA, HE RSA Cert of Competency
Audit Team Leader
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

Signed:



Date: 23 January 2026

Jon Preston - MCIHT, MSoRSA
Audit Team Member
go-surveys Ltd
72 Plasturton Avenue
Cardiff
CF11 9HJ

APPENDIX A

List of Drawings and Documents Provided for Audit

5025-F01 Rev A
Proposed Site Access Plan

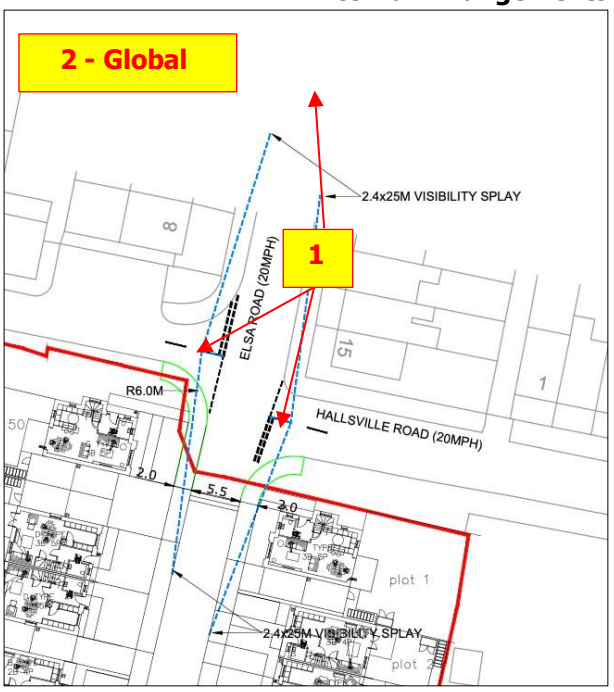
23118 (PL) 010 H
Proposed Site Layout

PIC Data
(Jan 2020 – Dec 2024)

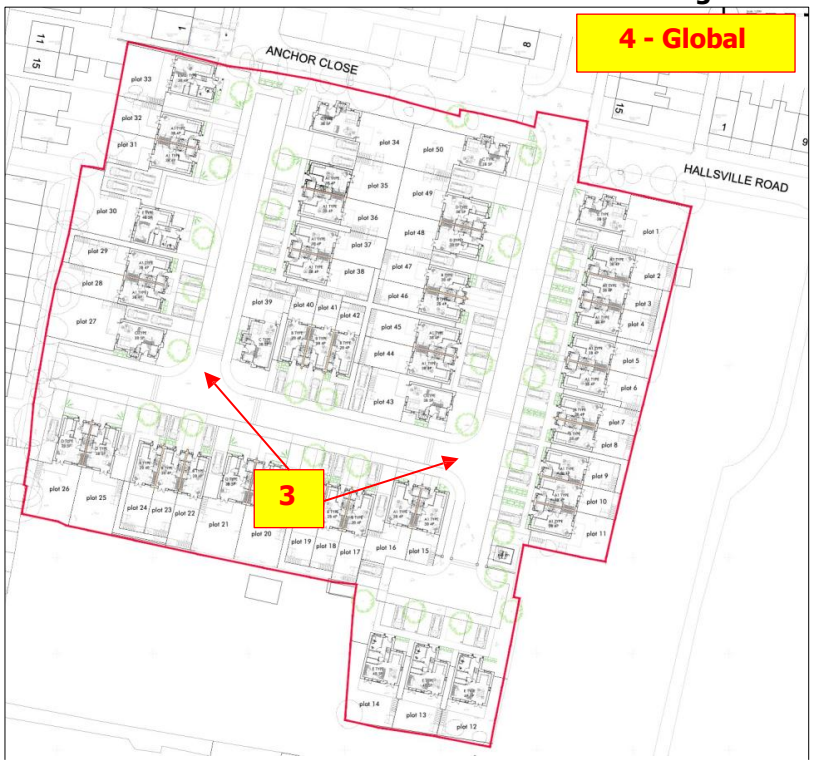
APPENDIX B

Location of Identified Problems

External Arrangements



Internal Arrangements



APPENDIX 2

TRICS Output – Residential – Affordable/Local Authority

Audit Code: 2d07e5ec-e13e-4637-b632-a79af03a283d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	**SOUTH EAST**		
	ES	EAST SUSSEX	1 day
	EX	ESSEX	1 day
03	**SOUTH WEST**		
	DV	DEVON	1 day
	WL	WILTSHIRE	1 day
04	**EAST ANGLIA**		
	NF	NORFOLK	1 day
	SF	SUFFOLK	2 days
05	**EAST MIDLANDS**		
	LR	LEICESTER	1 day
	NN	NORTH NORTHAMPTONSHIRE	1 day
06	**WEST MIDLANDS**		
	WM	WEST MIDLANDS	2 days
	WO	WORCESTERSHIRE	2 days
07	**YORKSHIRE & NORTH LINCOLNSHIRE**		
	KS	KIRKLEES	2 days
	LS	LEEDS	1 day
	NY	NORTH YORKSHIRE	1 day
08	**NORTH WEST**		
	AC	CHESHIRE WEST & CHESTER	1 day
	BB	BLACKBURN WITH DARWEN	1 day
	GM	GREATER MANCHESTER	1 day
	LC	LANCASHIRE	1 day
	MS	MERSEYSIDE	2 days
09	**NORTH**		
	CU	CUMBERLAND	1 day
	DH	DURHAM	1 day
	FU	WESTMORLAND & FURNESS	1 day
	NB	NORTHUMBERLAND	1 day
	TW	TYNE & WEAR	1 day
10	**WALES**		
	BG	BRIDGEND	1 day
	DB	DENBIGHSHIRE	2 days
	RC	RHONDDA CYNON TAFF	3 days
11	**SCOTLAND**		
	DU	DUNDEE CITY	1 day
	HI	HIGHLAND	6 days
	MO	MORAY	2 days

This section displays the number of survey days per TRICS® sub-region in the selected set.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Audit Code: 2d07e5ec-e13e-4637-b632-a79af03a283d

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	8 to 135 (units:DWELLS)
Range Selected by User:	8 to 135 (units:DWELLS)
Parking Spaces Range:	11 - 220

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	22/03/90 to 08/11/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	10 days
Monday	8 days
Thursday	9 days
Tuesday	9 days
Wednesday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	43
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Edge of Town	13 days
Edge of Town Centre	5 days
Neighbourhood Centre	10 days
Suburban Area	15 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	1 days
Industrial Zone	2 days
No Sub Category	9 days
Residential Zone	26 days
Village	5 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Unknown	43 days

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Secondary Filtering Selection:

Use Class:

C3	43 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

255 - 6114

Population within 1 mile:

1,001 to 5,000	5 surveys
10,001 to 15,000	9 surveys
15,001 to 20,000	8 surveys
20,001 to 25,000	2 surveys
25,001 to 50,000	9 surveys
5,001 to 10,000	6 surveys
50,001 to 100,000	1 surveys
Not Known	3 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	9 surveys
25,001 to 50,000	3 surveys
250,001 to 500,000	6 surveys
5,000 or Less	1 surveys
5,001 to 25,000	3 surveys
50,001 to 75,000	11 surveys
500,001 or More	1 surveys
75,001 to 100,000	6 surveys
Not Known	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	26 surveys
1.1 to 1.5	14 surveys
Not Known	3 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	43 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	43 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Database right of TRICS Consortium Ltd, 2025. All rights reserved

1	**AC-03-B-01**	**HOUSES & FLATS**	**CHESHIRE WEST & CHESTER**

WORDSWORTH CRES.
CHESTER
BLACON
Edge of Town
Residential Zone
Site area: 1.7400000095367432 hect
Survey date:
Survey Type: Manual

2	**BB-03-B-01**	**SEMI DETACHED/TERRACED**	**BLACKBURN WITH DARWEN**

BILLINGE STREET
BLACKBURN
Edge of Town Centre
Residential Zone
Site area: 0.800000011920929 hect
Survey date:
Survey Type: Manual

3	**BG-03-B-01**	**TERRACED**	**BRIDGEND**

A4063 LLWYDARTH ROAD
MAESTEG
Suburban Area
Industrial Zone
Site area: 4.800000190734863 hect
Survey date: Thursday 29/03/1990
Survey Type: Manual

4	**CU-03-B-01**	**TERRACED**	**CUMBERLAND**

VICTORIA ROAD
CARLISLE
BOTCHERBY
Edge of Town
Residential Zone
Site area: 2 hect
Survey date: Tuesday 28/10/2003
Survey Type: Manual

5	**DB-03-B-01**	**SEMI DETACHED**	**DENBIGHSHIRE**

PEN-Y-MAES AVENUE
RHYL
Edge of Town
Residential Zone
Site area: 1.2999999523162842 hect
Survey date: Tuesday 30/11/1999
Survey Type: Manual

6	**DB-03-B-02**	**MIXED HOUSES**	**DENBIGHSHIRE**

BRIGHTON ROAD
RHYL
Neighbourhood Centre
Residential Zone
Site area: 0.8999999761581421 hect
Survey date:
Survey Type: Manual

7	**DH-03-B-01**	**SEMI DETACHED**	**DURHAM**

BLACKGATE WAY
COXHOE
Neighbourhood Centre
Village
Site area: 3.5999999046325684 hect
Survey date:
Survey Type: Manual

8	**DU-03-B-01**	**TERRACED BUNGALOWS**	**DUNDEE CITY**

307-441 BALUNIE DRIVE
DUNDEE
DOUGLAS & ANGUS

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Suburban Area
Residential Zone
Site area: 2.4800000190734863 hect
Survey date: Friday 21/04/2017 Survey Type: Manual

9	**DV-03-B-01**	**TERRACED**	**DEVON**

HAM DRIVE
PLYMOUTH
Suburban Area
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Wednesday 06/07/2005 Survey Type: Manual

10	**ES-03-B-01**	**BUNGALOWS**	**EAST SUSSEX**

BOWLEY ROAD
HAILSHAM
Edge of Town
Residential Zone
Site area: 0.30000001192092896 hect
Survey date: Thursday 03/07/2003 Survey Type: Manual

11	**EX-03-B-01**	**MIXED HOUSES & FLATS**	**ESSEX**

SHIMBROOKS
NEAR BRAINTREE
GREAT LEIGHS
Neighbourhood Centre
Village
Site area: 2.6600000858306885 hect
Survey date: Thursday 10/05/2018 Survey Type: Manual

12	**FU-03-B-01**	**SEMI DETACHED & TERRACED**	**WESTMORLAND & FURNESS**

PENNINE WAY
ALSTON
Neighbourhood Centre
Village
Site area: 2.4000000953674316 hect
Survey date: Friday 13/05/2022 Survey Type: Manual

13	**GM-03-B-01**	**TERRACED HOUSES**	**GREATER MANCHESTER**

NEWBOLD
ROCHDALE
Suburban Area
No Sub Category
Site area: 0.7599999904632568 hect
Survey date: Wednesday 21/10/2015 Survey Type: Manual

14	**HI-03-B-01**	**HOUSING**	**HIGHLAND**

KING DUNCANS ROAD
INVERNESS
RAIGMORE ESTATE
Suburban Area
No Sub Category
Site area: hect
Survey date: Wednesday 14/08/1991 Survey Type: Manual

15	**HI-03-B-02**	**ARMED FORCES HOU.**	**HIGHLAND**

WIMBERLEY WAY
INVERNESS
MILLBURN
Suburban Area
No Sub Category
Site area: hect

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Survey date: Wednesday 21/08/1991 Survey Type: Manual

16	**HI-03-B-03**	**HOUSING**	**HIGHLAND**

INVERNESS
KINMYLIES
Suburban Area
No Sub Category
Site area: hect
Survey date: Tuesday 02/07/1991 Survey Type: Manual

17	**HI-03-B-04**	**SEMI DETACHED**	**HIGHLAND**

OLD EDINBURGH ROAD
INVERNESS
HILTON
Neighbourhood Centre
Residential Zone
Site area: 0.4000000059604645 hect
Survey date: Tuesday 01/12/1998 Survey Type: Manual

18	**HI-03-B-05**	**TERRACED**	**HIGHLAND**

PLANTATION ESTATE
FORT WILLIAM
KENNEDY ROAD
Neighbourhood Centre
Residential Zone
Site area: 5 hect
Survey date: Tuesday 19/05/2009 Survey Type: Manual

19	**HI-03-B-06**	**TERRACED**	**HIGHLAND**

CARNARC CRESCENT
INVERNESS
Neighbourhood Centre
Residential Zone
Site area: 3.5 hect
Survey date: Thursday 21/05/2009 Survey Type: Manual

20	**KS-03-B-01**	**MIXED HOUSES**	**KIRKLEES**

WHITEACRE STREET
HUDDERSFIELD
DEIGHTON
Edge of Town
Residential Zone
Site area: 1.5299999713897705 hect
Survey date: Tuesday 17/09/2013 Survey Type: Manual

21	**KS-03-B-02**	**TERRACED HOUSES**	**KIRKLEES**

SYKES CLOSE
BATLEY
Edge of Town
Residential Zone
Site area: 0.7099999785423279 hect
Survey date: Friday 19/10/2018 Survey Type: Manual

22	**LC-03-B-01**	**TERRACED**	**LANCASHIRE**

KILNHOUSE LANE
BLACKPOOL
ST ANNES
Edge of Town
Industrial Zone
Site area: 0.4000000059604645 hect
Survey date: Tuesday 13/06/1995 Survey Type: Manual

Database right of TRICS Consortium Ltd, 2025. All rights reserved

23	**LR-03-B-01**	**SEMI-DETACHED & TERRACED**	**LEICESTER**

COLEMAN ROAD
LEICESTER
Suburban Area
Residential Zone
Site area: 1.2100000381469727 hect
Survey date: Friday 22/10/2021
Survey Type: Manual

24	**LS-03-B-02**	**TERRACED HOUSES**	**LEEDS**

LINCOLN GREEN ROAD
LEEDS
Suburban Area
Built-Up Zone
Site area: 0.3799999952316284 hect
Survey date: Thursday 19/09/2013
Survey Type: Manual

25	**MO-03-B-01**	**SEMI DETACHED**	**MORAY**

HAWTHORN ROAD
ELGIN
Edge of Town Centre
No Sub Category
Site area: 0.2199999988079071 hect
Survey date: Friday 12/05/2006
Survey Type: Manual

26	**MO-03-B-02**	**BUNGALOWS**	**MORAY**

PLUSCARDEN ROAD
ELGIN
Edge of Town Centre
No Sub Category
Site area: 1.2000000476837158 hect
Survey date: Wednesday 10/05/2006
Survey Type: Manual

27	**MS-03-B-01**	**TERRACED**	**MERSEYSIDE**

TARBOCK ROAD
LIVERPOOL
SPEKE
Edge of Town
Residential Zone
Site area: 0.20000000298023224 hect
Survey date: Tuesday 18/06/2013
Survey Type: Manual

28	**MS-03-B-02**	**SEMI DETACHED/TERRACED**	**MERSEYSIDE**

ST MARY'S GROVE
BOOTLE
Suburban Area
Residential Zone
Site area: 0.41999998688697815 hect
Survey date: Wednesday 06/09/2023
Survey Type: Manual

29	**NB-03-B-01**	**SEMI DET. & TERRACED**	**NORTHUMBERLAND**

WESTLEA
BEDLINGTON
Edge of Town
Residential Zone
Site area: 3.5999999046325684 hect
Survey date:
Survey Type: Manual

30	**NF-03-B-01**	**TERRACED HOUSES**	**NORFOLK**

NELSON ROAD NORTH
GREAT YARMOUTH
Edge of Town Centre
Residential Zone

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Site area: 0.3499999940395355 hect
Survey date: Wednesday 13/09/2017 Survey Type: Manual

31 **NN-03-B-01** **SEMI-DETACHED HOUSES** **NORTH NORTHAMPTONSHIRE**
OCCUPATION ROAD
CORBY
Suburban Area
Residential Zone
Site area: 0.800000011920929 hect
Survey date: Wednesday 13/10/2021 Survey Type: Manual

32 **NY-03-B-01** **TERRACED HOUSING** **NORTH YORKSHIRE**
NORTHALLERTON ROAD
THIRSK
NORBY
Suburban Area
No Sub Category
Site area: 4.71999979019165 hect
Survey date: Thursday 20/09/2007 Survey Type: Manual

33 **RC-03-B-01** **SEMI DETACHED** **RHONDDA CYNON TAFF**
HEOL Y MYNYDD ROAD
HENDREFORGAN
Neighbourhood Centre
Village
Site area: 9.800000190734863 hect
Survey date: Thursday 22/03/1990 Survey Type: Manual

34 **RC-03-B-02** **TERRACED** **RHONDDA CYNON TAFF**
LLANTRISSANT ROAD
TONYREFAIL
Edge of Town
No Sub Category
Site area: 7.900000095367432 hect
Survey date: Thursday 05/04/1990 Survey Type: Manual

35 **RC-03-B-03** **TERRACED** **RHONDDA CYNON TAFF**
ABERDARE ROAD
MOUNTAIN ASH
FERNHILL
Neighbourhood Centre
Village
Site area: 11.899999618530273 hect
Survey date: Tuesday 08/05/1990 Survey Type: Manual

36 **SF-03-B-01** **SEMI D./TERRACED** **SUFFOLK**
A1144 ST PETERS STREET
LOWESTOFT
Suburban Area
No Sub Category
Site area: 1.5 hect
Survey date: Tuesday 20/09/2005 Survey Type: Manual

37 **SF-03-B-02** **MIXED HOUSES & FLATS** **SUFFOLK**
OLD NORWICH ROAD
IPSWICH
WHITTON
Edge of Town
Residential Zone
Site area: 2.07 hect
Survey date: Friday 08/11/2024 Survey Type: Manual

Database right of TRICS Consortium Ltd, 2025. All rights reserved

38 **TW-03-B-01** **TERRACED HOUSES** **TYNE & WEAR**
SCEPTRE STREET
NEWCASTLE UPON TYNE
Edge of Town Centre
Residential Zone
Site area: 1.1799999475479126 hect
Survey date: Thursday 18/10/2018 Survey Type: Manual

39 **WL-03-B-01** **TERRACED HOUSES** **WILTSHIRE**
BUTTERFIELD DRIVE
AMESBURY
Suburban Area
Residential Zone
Site area: 1.600000023841858 hect
Survey date: Tuesday 18/09/2018 Survey Type: Manual

40 **WM-03-B-01** **SEMI DET./TERRACED** **WEST MIDLANDS**
YORKMINSTER DRIVE
BIRMINGHAM
CHELMSLEY WOOD
Edge of Town
Residential Zone
Site area: 1.809999942779541 hect
Survey date: Survey Type: Manual

41 **WM-03-B-02** **SEMI-DETACHED** **WEST MIDLANDS**
SHENLEY FIELDS ROAD
BIRMINGHAM
SHENLEY GREEN
Suburban Area
Residential Zone
Site area: 0.5400000214576721 hect
Survey date: Wednesday 07/06/2023 Survey Type: Manual

42 **WO-03-B-01** **TERRACED** **WORCESTERSHIRE**
KNOTTS AVENUE
WORCESTER
LYPPARD HANFORD
Edge of Town
Residential Zone
Site area: 2.200000047683716 hect
Survey date: Friday 15/03/2002 Survey Type: Manual

43 **WO-03-B-02** **TERRACED HOUSES** **WORCESTERSHIRE**
GOODREST WALK
WORCESTER
MERRIMANS HILL
Neighbourhood Centre
Residential Zone
Site area: 0.3499999940395355 hect
Survey date: Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
AN-03-B-01	27-11-2008	Greater London or Eire
BN-03-B-01	04-11-2021	Greater London or Eire
DL-03-B-01	20-11-2002	Greater London or Eire
DL-03-B-02	19-10-2015	Greater London or Eire
DL-03-B-03	22-11-2016	Greater London or Eire

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Audit Code: 2d07e5ec-e13e-4637-b632-a79af03a283d

Site Ref	Survey Date	Reason for Deselection
TI-03-B-01	27-05-2016	Greater London or Eire
TI-03-B-02	20-11-2017	Greater London or Eire

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Audit Code: 2d07e5ec-e13e-4637-b632-a79af03a283d

TRIP RATE for Land Use 03 - RESIDENTIAL/B - AFFORDABLE/LOCAL AUTHORITY HOUSES

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00	**4**	**222**	**0.051**	**0.037**	**0.088**
01:00-02:00	**4**	**222**	**0.029**	**0.024**	**0.053**
02:00-03:00	**4**	**222**	**0.023**	**0.016**	**0.039**
03:00-04:00	**4**	**222**	**0.011**	**0.011**	**0.022**
04:00-05:00	**4**	**222**	**0.006**	**0.007**	**0.013**
05:00-06:00	**4**	**222**	**0.009**	**0.011**	**0.020**
06:00-07:00	**4**	**222**	**0.011**	**0.020**	**0.031**
07:00-08:00	**43**	**101**	**0.055**	**0.133**	**0.188**
08:00-09:00	**43**	**101**	**0.110**	**0.192**	**0.302**
09:00-10:00	**43**	**101**	**0.134**	**0.157**	**0.291**
10:00-11:00	**43**	**101**	**0.140**	**0.143**	**0.283**
11:00-12:00	**43**	**101**	**0.136**	**0.142**	**0.278**
12:00-13:00	**43**	**101**	**0.150**	**0.150**	**0.300**
13:00-14:00	**43**	**101**	**0.151**	**0.142**	**0.293**
14:00-15:00	**43**	**101**	**0.167**	**0.174**	**0.341**
15:00-16:00	**43**	**101**	**0.201**	**0.169**	**0.370**
16:00-17:00	**43**	**101**	**0.226**	**0.172**	**0.398**
17:00-18:00	**43**	**101**	**0.250**	**0.179**	**0.429**
18:00-19:00	**43**	**101**	**0.191**	**0.157**	**0.348**
19:00-20:00	**6**	**162**	**0.205**	**0.189**	**0.394**
20:00-21:00	**6**	**162**	**0.194**	**0.179**	**0.373**
21:00-22:00	**4**	**222**	**0.161**	**0.143**	**0.304**
22:00-23:00	**4**	**222**	**0.133**	**0.100**	**0.233**
23:00-00:00	**4**	**222**	**0.078**	**0.072**	**0.150**
Total Rates:			**2.822**	**2.719**	**5.541**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

The survey data, graphs and all associated supporting information, contained within the TRICS Database are published by TRICS Consortium Limited ("the Company") and the Company claims copyright and database rights in this published work. The Company authorises those who possess a current TRICS licence to access the TRICS Database and copy the data contained within the TRICS Database for the licence holders' use only. Any resulting copy must retain all copyrights and other proprietary notices, and any disclaimer contained thereon.

The Company accepts no responsibility for loss which may arise from reliance on data contained in the TRICS Database. [No warranty of any kind, express or implied, is made as to the data contained in the TRICS Database.]

Database right of TRICS Consortium Ltd, 2025. All rights reserved

Audit Code: 2d07e5ec-e13e-4637-b632-a79af03a283d

Parameter Summary:

Trip rate parameter range selected:	8 - 135 (units: DWELLS)
Survey date date range:	22/03/1990 - 08/11/2024
Number of weekdays (Monday-Friday):	43
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	19
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Database right of TRICS Consortium Ltd, 2025. All rights reserved

APPENDIX 3

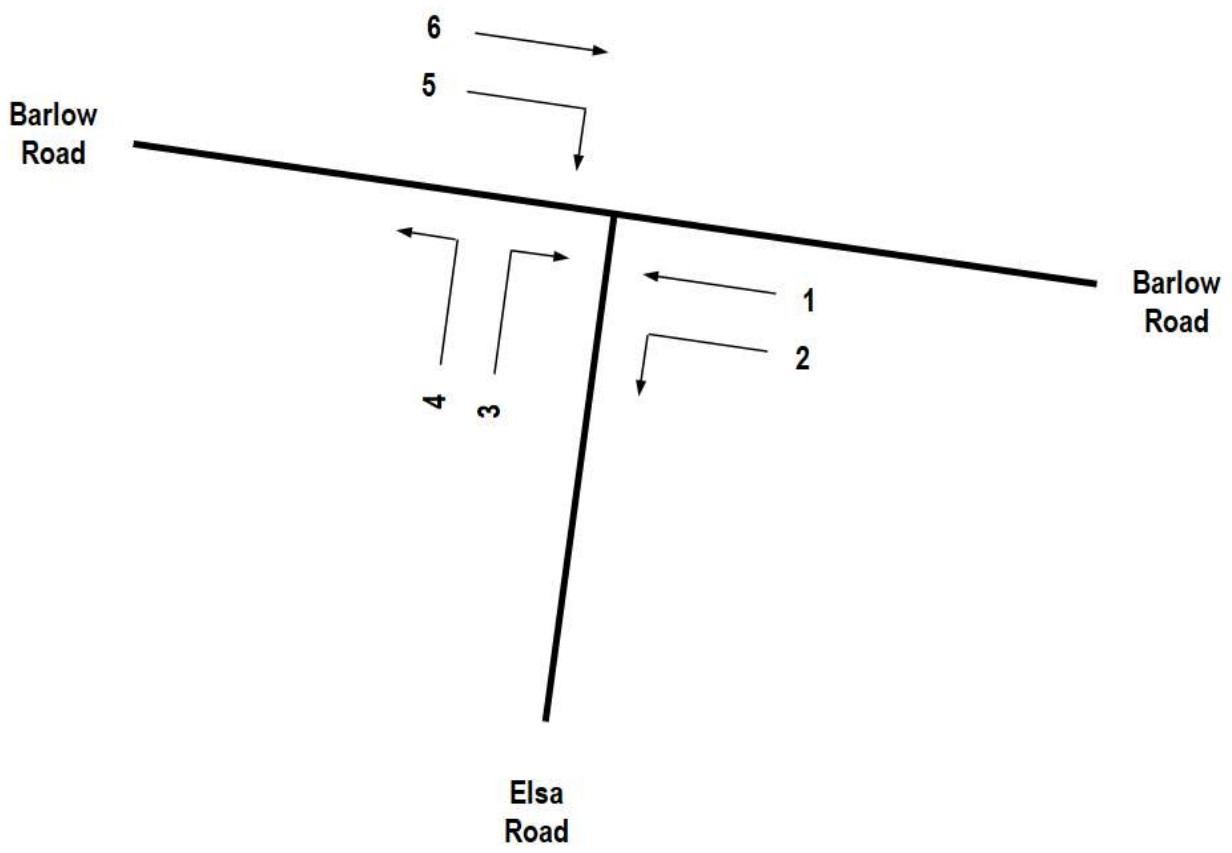
Traffic Count Data

SURVEY CONTROL

Client:	Eddisons
Client Contact:	Tom Bentley
Survey Location:	Levenshulme
Date(s) of Survey:	Thursday 13th November 2025
Notes:	
On Site Supervisor:	David Cheng
Data Checking:	David Cheng
Survey Reference:	25.148 Barlow Road, Elsa Road, Levenshulme
Status:	Final
Date of Issue:	17th November 2025

N

JUNCTION 1



DRAWING TITLE

TRAFFIC MOVEMENT REFERENCE

JOB TITLE

25.148 BARLOW ROAD, ELSA ROAD, LEVENSHULME

DRAWN BY	DATE	SCALE	REF
CC	NOV 2025	NTS	FIGURE 1

Transport Data Specialists Ltd
W: www.transportds.co.uk
E: enquiries@transportds.co.uk
T: 0777 625 2475 T: 0794 007 1260

Time Beginning	Barlow Road/Elsa Road - Thursday 13th November 2025											
	1		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
0730	105	3	0	0	1	0	3	1	1	0	45	1
0745	113	1	1	0	0	0	3	0	2	0	46	4
0800	54	0	0	0	0	0	2	0	1	0	61	2
0815	54	3	0	0	0	0	0	0	2	0	64	1
0830	75	2	0	0	0	0	2	0	0	0	72	1
0845	102	5	0	0	0	0	0	0	2	0	66	4
0900	102	3	0	0	0	0	2	0	1	0	73	3
0915	110	7	1	0	1	0	2	0	1	0	80	1

Time Beginning	Barlow Road/Elsa Road - Thursday 13th November 2025											
	1		2		3		4		5		6	
	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV	LV	HV
1630	56	1	0	0	1	0	2	0	2	0	159	2
1645	77	0	0	0	0	0	4	0	3	0	148	2
1700	68	0	0	1	0	0	0	0	1	0	140	0
1715	65	0	1	0	1	0	1	0	1	0	124	0
1730	74	0	0	0	0	0	2	0	2	0	144	0
1745	50	3	0	0	0	0	1	0	0	0	119	1
1800	52	0	1	0	0	0	0	0	0	0	125	1
1815	79	0	1	0	0	0	0	0	0	0	106	1

Proposed Residential Development
Elsa Road, Levenshulme

December 2025

TRAVEL PLAN FRAMEWORK

eddisons.com

Eddisons

CONTENTS

1 INTRODUCTION 1
1.1 Introduction 1
1.2 Structure of the Travel Plan 1
1.3 The Travel Plan 2
1.4 Residents Travel Pack 2
1.5 Plan Administration 2
1.6 Development Site and It's Location 2
1.7 Development Proposals 3
2 TRAVEL PLAN AIMS AND BENEFITS 4
3 TRAVEL PLANNING POLICY AND GUIDANCE 5
3.1 Travel Planning Policy 5
3.2 Travel Planning Guidance 5
4 ACCESS BY NON-CAR MODES 8
4.1 Introduction 8
4.2 Access on Foot 8
4.3 Access by Cycle 12
4.4 Access by Bus 15
4.5 Access by Rail 17
4.6 Greater Manchester Accessibility Level 18
4.7 Access By Non-Car Modes Summary 18
5 MANAGEMENT MEASURES 19
5.1 Introduction 19
6 TRAVEL PLAN TARGETS 23
6.1 Introduction 23
6.2 Potential Targets 23

7 TRAVEL PLAN MONITORING 25

7.1 Introduction 25

7.2 Frequency of Monitoring 25

7.3 Monitoring Reporting and Review 26

7.4 Action Plan 27

PLANS

See Transport Statement

1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Seddon Construction Ltd on behalf of Southway Housing Trust to produce a Travel Plan Framework to assist the Local Planning Authority's determination of a planning application for a residential development at the former Levenshulme Cricket Club off Elsa Road in Levenshulme.

1.1.2 Planning Practice Guidance 'Travel Plans, Transport Assessments and Statements' advises that 'The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g., walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers.'

1.1.3 This Travel Plan Framework will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development.

1.2 Structure of the Travel Plan

1.2.1 Following this introduction, Section 2 sets out the aims and benefits of Travel Plans. Section 3 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.

1.2.3 Section 5 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.4 Section 6 discusses targets for reducing trips by the private car while Section 7 details the monitoring of the Travel Plan.

1.3 The Travel Plan

1.3.1 The aims of the Travel Plans are as follows:

- to encourage residents and visitors to use alternatives to the private car,
- to increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- to introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4 Residents Travel Pack

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

1.5 Plan Administration

1.5.1 The developer will be required to designate a Travel Plan Co-ordinator prior to occupation of the site. Initially, the role is likely to be undertaken by a person employed by Southway Housing Trust. Essentially this Co-ordinator will act as a main point of contact and liaison in implementing the Travel Plan with the local authority.

1.5.2 The name and contact details of the Travel Plan Co-ordinator will be provided to the Sustainable Travel Plan Officer at Manchester City Council (MCC).

1.6 Development Site and It's Location

1.6.1 The application site is located in the Levenshulme area of Manchester, the location of the site is shown on **Plan 1**.

1.6.2 The site is bound to the north by Anchor Close and residential properties, whilst residential development bounds the site to the west. Levenshulme allotments bound the site to the south and east. Vehicular access into this site is provided via a gated access off Elsa Road to the north.

1.6.3 The application was previously occupied by Levenshulme Cricket Club, but the buildings relating to this use have been demolished and the site is currently vacant.

1.7 Development Proposals

1.7.1 The development proposals are for the provision of 50 affordable tenure residential units on the site. The residential development will comprise the following mix of properties.

- 2-bedroom dwellings – 11 units.
- 3-bedroom dwellings – 35 units.
- 4-bedroom dwellings – 4 units.

1.7.2 The proposed site layout is shown in **Plan 2**.

1.7.3 Vehicular access to the residential development will be provided of Elsa Road to the north.

1.7.4 Pedestrian and cycle access into the site will be afforded via the vehicular access point off Elsa Road which with the existing pedestrian infrastructure located within the vicinity of the site.

1.7.5 An additional pedestrian/cycle access will be provided onto Anchor Close in the north-west corner of the site, this will link with the existing provision located along Anchor Close.

2 TRAVEL PLAN AIMS AND BENEFITS

2.1.1 The overall aim of the Travel Plan is to ensure residents are aware of all their travel choices and encourage them to use sustainable modes, where possible, in order to reduce travel by the private car. The aims include.

- Reductions in car usage (particularly single occupancy journeys) and increased use of public transport, walking and cycling.
- Reduced traffic speeds and improved road safety and personal security particularly for pedestrians and cyclists.
- More environmentally friendly delivery and freight movements, including home delivery services (where applicable).

2.1.2 The guidance identifies a number of benefits that Travel Plans can bring to new development, not only to the developer, but to the local authority and ultimately the end-users of the site. Some of these include;

- Less congestion and therefore improved safety on local roads by promoting alternatives to the car.
- Reduced highway capacity problems by promoting sustainable travel choices.
- Local environmental improvements from reduced congestion, carbon emissions, pollution and noise.
- Making the site more attractive to potential occupiers/users.
- Increased opportunities for active healthy travel, such as walking and cycling.
- Improved travel choice, quality and affordable access to services for all users.

3 TRAVEL PLANNING POLICY AND GUIDANCE

3.1 Travel Planning Policy

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

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

3.2 Travel Planning Guidance

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

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

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

"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

3.2.4 The DfT's *'Making Residential Travel Plans Work'* also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 3.1** below;

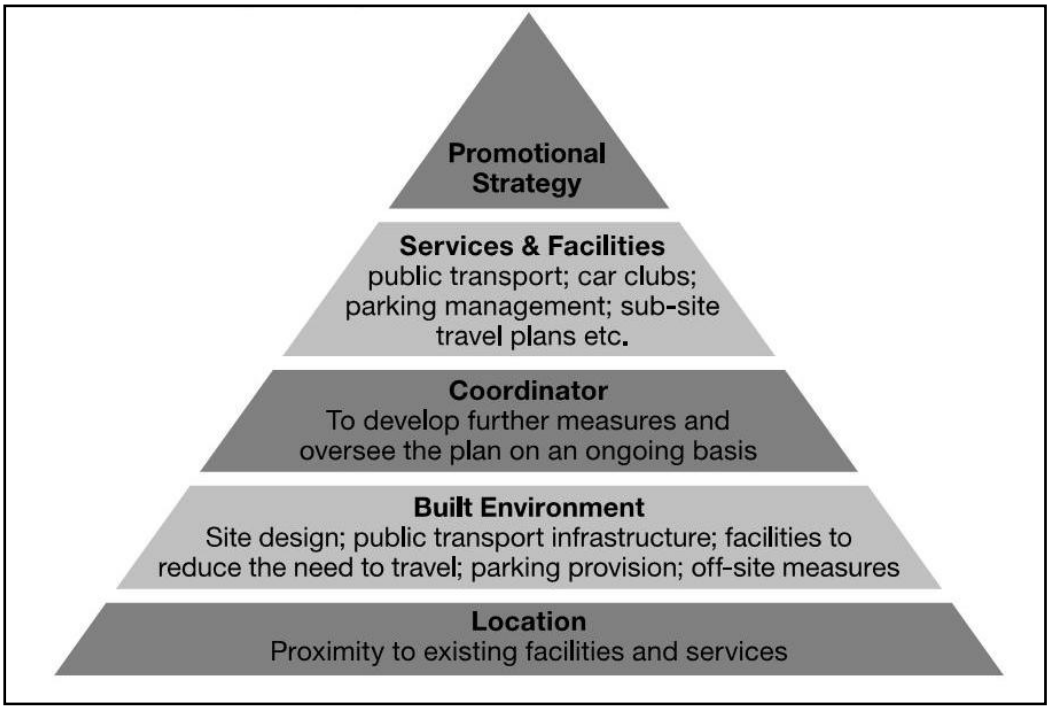


Figure 3.1 – The Travel Plan Pyramid

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

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

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

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

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

4 ACCESS BY NON-CAR MODES

4.1 Introduction

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

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives.

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

4.1.4 The access by non-car modes for the proposed site has been considered by the following modes of transport:

- access on foot.
- access by cycle.
- access by bus, and
- access by rail.

4.2 Access on Foot

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

4.2.2 The nearest footways to the site are along Elsa Road and Anchor Close. On Elsa Road, footways run continuously along both sides of the carriageway, each with an approximate width of 2 metres. On Anchor Close, which is a cul-de-sac, a single footway is provided on the northern side with an approximate width of 1.8 metres. This provision links with the existing pedestrian network in the surrounding areas of Levenshulme and Reddish.

4.2.3 The DFT National Travel Survey of 2023 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.

4.2.4 Additionally, there are several Public Rights of Ways (PRoWs) in close proximity to the site. The nearest footpath runs adjacent to Printworks Lane, south of the development. Immediately to the south, a network of footpaths runs through Highfield Country Park, providing continuous pedestrian access across the parkland and linking into wider recreational routes.

4.2.5 Further north of the site, a footpath cross through the green space surrounding Gorton Education Village, connecting Mount Road with adjacent residential areas.

4.2.6 The various PRoWs in the area around the proposed site is displayed below in **Figure 4.1** shown in red lines, with the proposed site denoted by a red star.

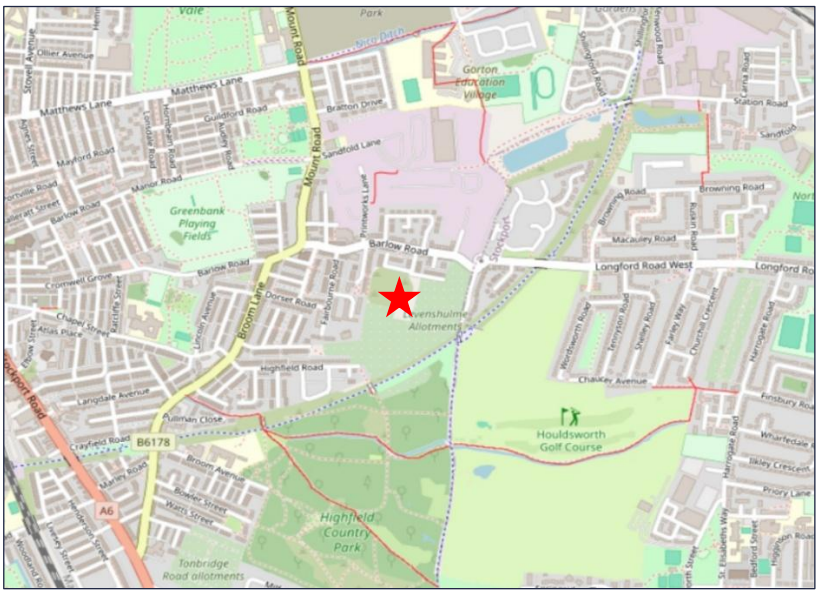


Figure 4.1 Public Right of Ways in the Vicinity of the Proposed Site (Source: FootPathMap)

4.2.7 The 800 metre and 2,000-metre pedestrian catchment illustrates that various amenities are within reach such as: Longshaw Community Infant School, One Stop Convenience Store, Highercroft Post Office, Karims Pharmacy and Mill Hill Train Station.

4.2.8 As illustrated, the development site benefits from being located within close proximity to a range of local amenities. **Table 4.1** below, shows the walking distance from the centre of the site to several of the local key amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Bigger Fish to Fry	110m	1,950m	**YES**
Longshaw Community Infant School	160m	3,200m	**YES**
Maxman Off Licence	160m	1,950m	**YES**
Manxman Road Bus Stop	260m	1,950m	**YES**
Longshaw Green Park	800m	1,950m	**YES**
Highercroft Post Office	800m	1,950m	**YES**
Karims Pharmacy	800m	1,950m	**YES**
One Stop	800m	1,950m	**YES**
Energy Zone	1,100m	1,950m	**YES**
Roman Road Health Centre	1,100m	1,950m	**YES**
Asda	1,800m	1,950m	**YES**
Mill Hill	1,900m	1,950m	**YES**
Blackburn Central High School	2,100m	3,200m	**YES**

Table 4.1 Distance from Site to Local Facilities

4.2.9 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including a primary and secondary school, a pharmacy, medical centre, convenience store, as well as various leisure activities and outdoor parks.

4.2.10 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.2.11 A pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 5** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

4.2.12 As can be seen, the 800m pedestrian catchment encompasses a substantial portion of the surrounding Levenshulme neighbourhood, including the nearest bus stops to the site, convenience stores, cafés and takeaway, primary schools and secondary school.

4.2.13 The 2,000-metre pedestrian catchment stretches further into the surrounding area, including 5 Railway Stations, namely Levenshulme, Ryder Brow, Belle Vue, Reddish North and Reddish South. It also provides access to a broader range of schools, healthcare services, cafés, and leisure amenities

4.2.14 As illustrated, the development site benefits from being located within close proximity to a range of local amenities. **Table 4.2** below, shows the walking distance from the centre of the site to several of the local key amenities in the vicinity of the site. The table also confirms whether or not the particular amenity is within the ‘preferred maximum’ walk distances using the above guideline criteria.

Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
Barlow Grocery	80m	1,950m	**YES**
Trawlers Takeaway	430m	1,950m	**YES**
Euro Store	450m	1,950m	**YES**
Broom Lane Bus Stop	500m	1,950m	**YES**
Greenbank Playing Fields	620m	1,950m	**YES**
Chapel Street Community Primary School	950m	3,200m	**YES**
Levenshulme Medical Practice	1,100m	1,950m	**YES**
Melland High School	1,300m	1,950m	**YES**
St Andrew's C of E Primary School	1,300m	3,200m	**YES**
South Levenshulme Post Office	1300m	1,950m	**YES**
Well Pharmacy	1300m	1,950m	**YES**

Table 4.2 Distance from Site to Local Facilities

4.2.15 As can be seen in the above table, the site is located within close proximity to a number of key local amenities including primary schools and a secondary school, a pharmacy, medical centre, convenience store, as well as various leisure activities and outdoor parks.

4.2.16 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

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

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

4.3.3 A distance of 8-kilometres (5-miles) is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 40-minutes based on a leisurely cycle speed of 12-kph and would encompass areas including Rusholme, Didsbury, Stockport, Denton, Ashton-under-Lyne, Failsworth, Cheetham Hilland, Droylsden and parts of Manchester. In recent years, there has been a significant uptake in electric bikes, known as e-bikes. An e-bike features a pedal-assist motor which can propel the cyclist at 15.5mph, while the batteries are capable of c.100km on a single charge. Assuming a commute time of 25 minutes, a cyclist on an e bike would travel 10km.

4.3.4 National Cycle Route 6 is the closest to the development, south of the site. This route provides a key north-south connection between Stockport, Levenshulme, Longsight and Manchester city centre. From the site, the route offers direct access south towards Heaton Chapel and Stockport, and north towards Longsight, Ardwick and central Manchester.

4.3.5 National Cycle Route 60 is located east of the site, passing through Ryder Brow and Gorton. This route provides a connection across East Manchester, linking areas such as Fairfield, Openshaw, Reddish and Debdale Park.

4.3.6 National Cycle Route 62 is located east from the development. This route forms a major east-west corridor across Greater Manchester. From the site, it provides access towards Chorlton, Sale and Warrington to the west, and towards Stockport and the Peak District to the east.

4.3.7 The routes in proximity to the site can be seen below in **Figure 4.2**, with the cycle route in orange and blue and the proposed site denoted by a red star.

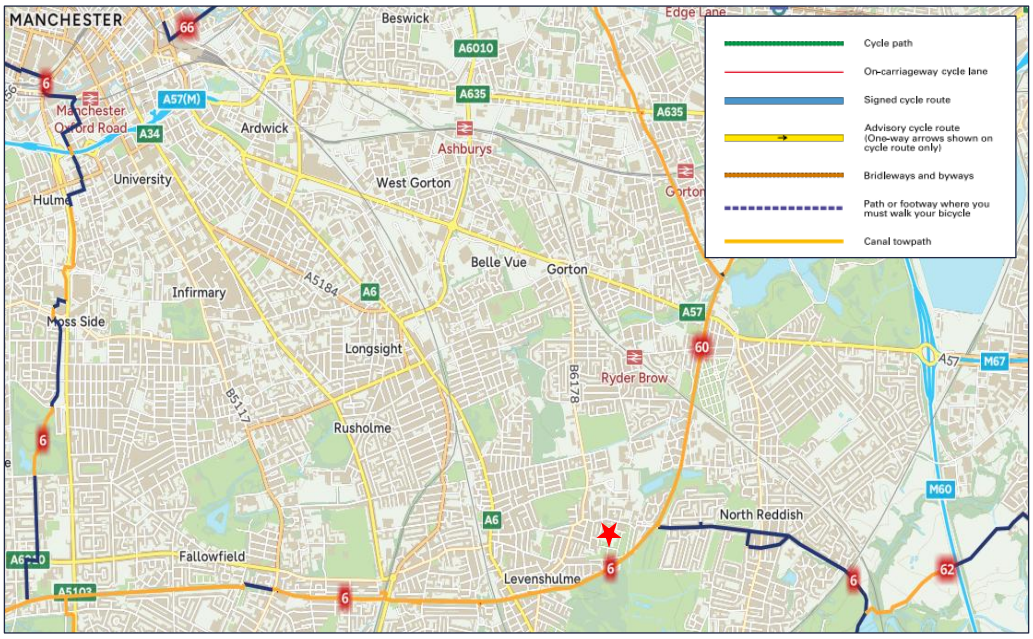


Figure 4.2 National Cycle Routes (Source: Sustrans)

4.3.8 A number of on-road cycle routes with cycling facilities, shown in **Figure 4.3** below, are located within the wider area surrounding the site. The closest of these lies to the south of the site, forming an east-west corridor that provides direct on-road cycling connections between residential areas around Highfield Country Park and the wider Levenshulme and Gorton area.

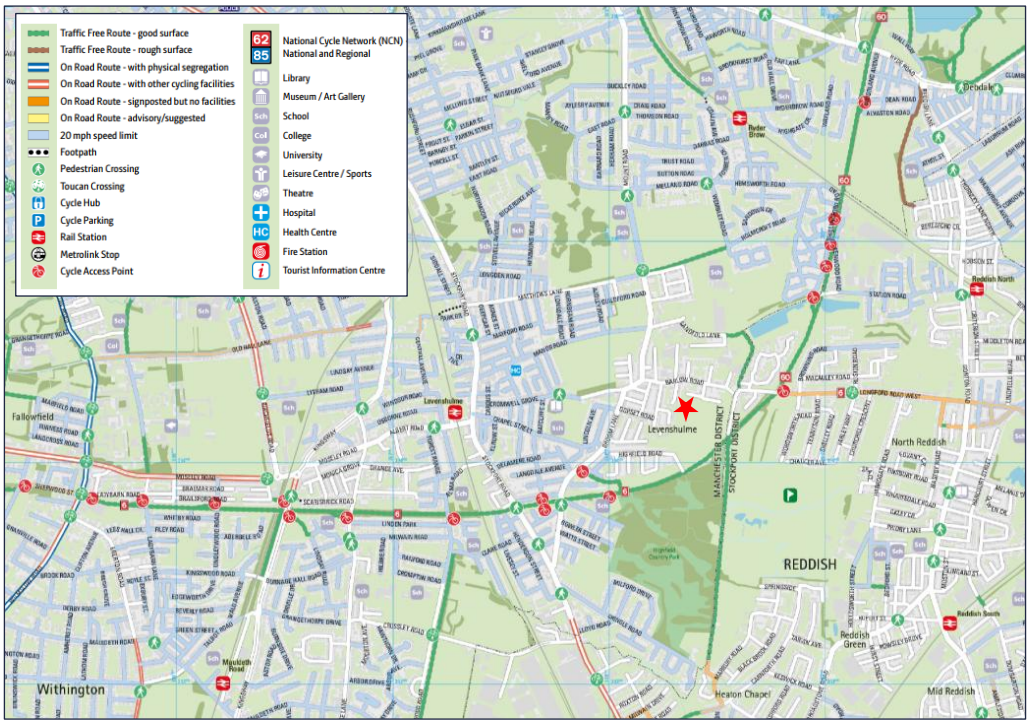


Figure 4.3 Manchester Cycle Map (Source: TfGM)

4.3.9 A traffic-free route with a good surface, shown in solid green on the figure, is located to the east of the site and forms part of the greenway running through Highfield Country Park. This route provides an off-road north-south connection linking Levenshulme with Gorton to the north and Reddish to the south. It also connects into the wider strategic cycle network, including access to National Cycle Network Route 60.

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

4.4 Access by Bus

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

4.4.2 The nearest bus stops to the site are located along Barlow Road, around 500 metres west of the development site. This stop consists of a bus stop shelter and timetable.

4.4.3 Additional bus stops are located along Mount Road, around 510 metres northwest of the site. This stop consists of a bus stop pole and timetable. All the nearest bus stops to the site are shown on **Plan 5.**

4.4.4 A summary of the services available from the nearest bus stops to the site are summarised in **Table 4.3** below.

Service No	Route	Monday – Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
7	Ashton-under-Lyne - Reddish - Heaton Chapel - Stockport	5 services	Every 30 mins	7 services	3 services	Every 30 mins	7 services	13 services
172	Newton Heath - Droylsden - Gorton - Didsbury - Chorlton	2 services	Every hour	2 services	-	Every hour	2 services	-
730	Levenshulme - Altrincham Schools	1 service	1 service	-	-	-	-	-
706	Abbey Hey - Debdale Park - Gorton - Belle Vue -	-	1 service	-	-	-	-	-
727	Ardwick - West Gorton - Gorton - Levenshulme - Burnage	1 service	1 service	-	-	-	-	-

Table 4.3 Existing Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from **Table 4.3**, the nearest bus stops to the site provides various services throughout the day to destinations such as Didsbury, Stockport, Reddish, Ashton-under-Lyne, Chorlton and Droylsden.

4.4.6 In order to demonstrate the level of access, some example journey times by bus are presented below **Table 4.4** below.

Destination	Duration
Levenshulme Railway Station	3 minutes
Reddish	8 minutes
Stockport	28 minutes
Droylsden	37 minutes
Ashton-under-Lyne	48 minutes

Table 4.4 Example Bus Journey Times from the Site

4.4.7 The above table demonstrates that Levenshulme Railway Station is just a 3-minute bus journey from the site, Reddish is a 8-minute bus journey, Stockport is a 28-minute bus journey, Droylsden is a 37-minute bus journey and Ashton-under-Lyne is a 48-minute bus journey from the site.

4.4.8 It is noted that the above services provide a choice of how people travel with the bus services operating from around 05:25am to around 10:25pm, making travel by public transport a real alternative to travelling by car for commuting trips.

4.4.9 It is therefore concluded that the proposed development site is highly accessible by bus.

4.5 Access by Rail

4.5.1 The nearest station to the site is Levenshulme Railway Station, which can be reached by a 8-minute walk with a short 3-minute bus journey, or directly via a 19-minute walk or a 5-minute cycle. This train station is managed by Northern Rail and has 2 platforms, offering 4 services per hour to destinations such as Manchester, Crewe, Hazel Grove, Alderley Edge, and Buxton.

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

4.6 Greater Manchester Accessibility Level

4.6.1 The Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a point to both conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), taking into account walk access time and service availability.

4.6.2 The accessibility index score is categorized into eight levels, 1 to 8, where level 8 represents the highest level of accessibility and level 1 the lowest level of accessibility. The application site is rated as level 3, but as stated previously, the site is located within walking and cycle distance of a range of employment, education and leisure provision.

4.7 Access By Non-Car Modes Summary

4.7.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

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

- The site is located to cater for pedestrian trips between the development and the surrounding areas of Levenshulme.
- it has been demonstrated that the site is accessible by cycle, with designated local and national cycle routes being located within close proximity of the site.
- the services from the nearby bus stops, travelling to destinations such as Manchester, Stockport, Droylsden, Ashton-under-Lyne shows that the proposed development can be considered as accessible by bus. and
- The site is accessible via rail with Levenshulme station located just a short walk away.

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

5 MANAGEMENT MEASURES

5.1 Introduction

5.1.1 The following Travel Plan measures will be implemented:

- Appointment of Travel Plan Co-ordinator;
- Resident's Travel Pack;
- Travel Awareness and Information;
- Promotion of Lift Share Scheme;
- Encouraging Walking/Cycling;
- Encouraging Home Working and Delivery Services, and
- Encouraging Travel by Public Transport.

Appointment of Travel Co-ordinator

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

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

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

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

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

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

Resident's Travel Pack

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

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

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

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

5.1.11 The adoption of such travel packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

5.1.12 Within the Resident's Welcome Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as home delivery for shopping and working from home. The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

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

Travel Awareness and Information

5.1.14 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.

5.1.15 As mentioned previously, Resident's Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the travel plan when viewing properties.

Car Sharing Services

5.1.16 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register car share schemes such as the following;

- Liftshare https://liftshare.com/uk
- Bla Bla Car https://www.blablacar.co.uk/
- Enterprise Car Club https://www.enterprisecarclub.co.uk/gb/en/home.html
- Co Wheels https://www.co-wheels.org.uk/
- Karshare https://help.karshare.com/hc/en-gb
- Hiyacar https://www.hiyacar.co.uk/
- Getaround https://uk.getaround.com/

5.1.17 The car share, car club and peer to peer car club allow users to register their details and provides them with options for travelling by car without having to own their own vehicle.

Encouraging Walking/Cycling

5.1.18 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the provision of the Resident's Travel Pack.

5.1.19 Local and National campaigns for walking and cycling will also be promoted by the Travel Plan Co-ordinator.

6 TRAVEL PLAN TARGETS

6.1 Introduction

6.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

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

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

6.1.4 Suitable targets for reducing the need to travel by private car will be set and agreed with Manchester City Council and included in the final Travel Plan for the development.

6.2 Potential Targets

6.2.1 The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale. Targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development;
- Uptake of alternatives - targets for bus patronage, registration, and participation in the car share services, cycle counts and pedestrian counts;
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode;

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

7 TRAVEL PLAN MONITORING

7.1 Introduction

7.1.1 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site in line with DfT best practice;

- A full Residents travel survey: A travel survey will be distributed to all residents. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.

- Snap Shot Residents travel survey: The snap-shot survey will solely provide modal split data for the development site and will enable the TPC to gauge whether the objectives of the Travel Plan are being achieved.

7.2 Frequency of Monitoring

7.2.1 The full residential travel survey will be conducted once every two years until full occupation and the snap-shot survey will be undertaken annually with the results reported to Manchester City Council in the form of a monitoring report (annual progress report). The initial survey will be undertaken when the development reaches 50% occupancy and will be used to inform baseline travel data and targets.

7.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

7.2.3 The residents survey will be posted to all the residents either via a hard copy in the mail or an electronic link to an online survey via email.

7.2.4 A person will go and door knock on the addresses who have not sent their survey back and an on the spot survey will be undertaken. This method seeks to ensure maximum response rate and therefore provide the most realistic travel data. This method may be revised year on year if a more efficient data collection method is devised.

7.3 Monitoring Reporting and Review

7.3.1 Information gathered as part of the continuous monitoring process will be made available to Manchester City Council to assist the assessment of on-going modal split.

7.3.2 Future strategies for further delivering plan objectives can be considered in partnership with Travel Plan Officers.

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

7.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to the local authority.

7.3.5 The monitoring measures outlined below incorporate both the collection of general feedback and correspondence following the opening of the development.

7.3.6 Actions are:

- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
- Monitor the take-up of the car sharing scheme; and
- Record comments received from residents relating to the operation and implications of the Plan.

7.3.7 Information gathered through the monitoring process will be recorded for the input to the annual progress report. The information will be sent to Selby District Council at regular intervals.

7.4 Action Plan

7.4.1 **Table 7.1** below provides an Action Plan and timescales to assist the Travel Plan Co-ordinator (TPC) to implement the obligations of the Travel Plan.

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

Table 7.1 Travel Plan Action Plan

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

7.4.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

eddisons.com

Eddisons

Eddisons, 340 Deansgate,
Manchester, M3 4LY

T: +44 (0) 161 837 7350
www.eddisons.com

eddisons.com

Eddisons