BTG Eddisons

TRANSPORT ASSESSMENT

Proposed Residential Development

Former Buzz Bingo Site, Belle Vue,

Manchester

April 2026

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1 Introduction

1.1 Preamble

1.1.1 BTG Eddisons have been instructed by Kellen Homes and Jigsaw Homes North to advise on the traffic and transport issues relating to a planning application for a residential development on the former Buzz Bingo site in Belle Vue, Manchester.

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

1.2 Scope of Report

1.2.1 This report will form supplementary information to assist in the determination of an application for up to 152no. residential units.

1.2.2 The Local Highway Authority (LHA) responsible for the area is Manchester City Council (MCC), who are also the Local Planning Authority (LPA).

1.2.3 A Framework Travel Plan also has been prepared to ensure that travel to and from the site by sustainable modes is maximised.

1.2.4 The proposed development will help deliver much needed housing in a highly sustainable location, which is well integrated and connected to local facilities and employment opportunities.

1.3 Format of Report

1.3.1 Following this introduction, Section 2 provides a description of the existing site and the development proposals.

1.3.2 Relevant planning policy pertaining to the proposed development site is discussed in Section 3 of the report, whilst Section 4 provides an assessment of the accessibility of the site by non-car modes including public transport.

1.3.3 Section 5 discusses the Travel Plan Framework.

1.3.4 Section 6 provides discusses the traffic impact of the proposed development, whilst Section 7 deals with road safety.

1.3.5 Section 8 draws together the conclusions to this report.

2 Development Site and Proposals

2.1 Existing Site

2.1.1 The application site extends to approximately 1.5 hectares (3.7 acres) and was formerly occupied by a bingo hall, namely Buzz Bingo.

2.1.2 The location of the site in relation to the surrounding local area is presented in **Plan 1**, whilst an approximate red line boundary is shown in **Figure 2.1** below.



Figure 2.1 – Approximate Re Line Boundary

2.1.3 As can be seen above, the site is an irregular-shaped parcel of land located east of Belle Vue, Manchester, and is currently occupied by a disused bingo hall, two hardstanding car parks and localised landscaping.

2.1.4 The bingo hall building itself is situated in the northwestern corner of the site. The car parks occupy the northeastern and southwestern corners of the site. The southwest car park (MCC Land) is bordered by a 1.5—2.0 m high metal fence, separating it from the rest of the site (land proposed for redevelopment by Kellen Homes).

2.1.5 Land uses surrounding the site include the following:

- To the north – a School, Youth Centre, Gorton Park, Residential
- To the east – a Car Park, Lodge/Hotel
- To the south – a Wedding Event Suite, Residential, Multi-Use Sports Pitch
- To the west – a Co-op Academy Belle Vue, Residential

2.1.6 Vehicle access to the site can be gained via Kirkmanshulme Lane, located to the south of the site. There is currently a 2.1m vehicle height restriction barrier located across the access road. At the time of writing, concrete blockades have been placed across the access to prevent public access. It is understood that vehicle access to the southwestern car park (MCC Land) cannot be confirmed at this stage.

2.1.7 There are six existing pedestrian access points to the north of the site, via Hyde Road. These have no restrictions, fences, or barriers.

2.2 Development Proposals

2.2.1 The proposed development refers to the construction of 152no residential units, comprising 126no. apartments and 26no. houses. The scheme will be 100% affordable, with the precise tenure to be confirmed at a later date.

2.2.2 The proposed site layout is presented in **Plan 2** and shows the apartment element will be split into three blocks as follows:

- Block A (5-storey) – 43 units
- Block B (6-storey) – 40 units
- Block C (5-storey) – 43 units

2.2.3 To ensure that adequate visibility Is provided throughout the site, **Plan 3** shows the achievable visibility within the internal layout. The plan shows that forward visibility splays of 25 metres on the bends accord with the internal 20 mph speed limit. This will ensure a pedestrian friendly environment and accords with MfS guidance.

2.2.4 Any solid boundary treatments on the plot frontages/sides or adjacent to the driveways will not be more that 0.6 metres in height to ensure highway visibility is not compromised for motorists emerging from access points.

2.2.5 Vehicular access is proposed via a priority-controlled junction off Kirkmanshulme Lane, as shown in **Plan 4**. The proposed site access has a 5.5 metre carriageway with 2 metre footways on both sides. The proposed access plan shows that visibility splays of 2.4 metres x 25 metres can be achieved in both directions, which are commensurate with roads subject to a 20mph speed limit.

2.2.6 The proposed site access conforms to current guidance for priority-controlled junctions (DMRB. CD 123 - Geometric design of at-grade priority and signal-controlled junctions).

2.2.7 On that basis, it is considered that the proposed vehicular access is safe and fit for purpose and would be deemed acceptable by the LHA.

2.2.8 All of the land required for the vehicular access is on land controlled by the applicant or on currently adopted highway.

2.3 Servicing

2.3.1 Waste collection vehicle access will be via the main site access off Kirkmanshulme Lane.

2.3.2 The internal layout has been designed to facilitate waste collections and allow refuse vehicles to enter the site, turn around and exit in a forward gear.

2.3.3 This will ensure there is no detrimental impact to the public highway and confirm that the site can be serviced without giving rise to any road safety issues.

2.3.4 To demonstrate the above, a swept path analysis for a 3-axle refuse vehicle has been undertaken and is shown in **Plan 5**.

2.3.5 A further swept path analysis has been requested for a standard fire appliance as shown in **Plan 6**. This demonstrates that the site can be accessed in an emergency situation, should the need arise.

2.4 Construction Traffic

2.4.1 It is likely that a Construction Environmental Management Plan (CEMP) for the site will be required.

2.4.2 The CEMP will include the following elements:

- Size of HGV to be used in the construction period.
- Timing of deliveries during construction, to avoid peak periods for example.
- Control noise to specified levels and duration.
- Procedures related to dust suppression measures.
- Routing of HGVs to and from the site.

2.4.3 The CMP will be implemented throughout the construction period of the development.

2.4.4 It is considered that this matter can be addressed at Reserved Matters (RM) stage.

3 Relevant Planning Policy

3.1 Introduction

3.1.1 The National Planning Policy Framework (NPPF) sets out the Government's planning policies and is a relevant material consideration. The Planning Practice Guidance provides further detail on how the NPPF should be applied.

3.1.2 Local transport planning policy has been taken from the Places For Everyone (March 2024), Manchester Core Strategy (Adopted 2012) and the Saved Policies of the Manchester Unitary Development Plan (UDP Adopted 1995, relevant Policies 'Saved in 2012)

3.1.3 This section will briefly outline the pertinent policies relating to the proposed development.

3.2 National Policy

National Planning Policy Framework

3.2.1 The latest version of the NPPF was published in December 2024. The presumption in favour of sustainable development is a central theme running through the NPPF, which states at paragraph 109 that:

"Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

b) ensuring patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places;

c) *understanding and addressing the potential impacts of development on transport networks;*

d) *realising opportunities from existing or proposed transport infrastructure, and changing transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;*

e) *identifying and pursuing opportunities to promote walking, cycling and public transport use; and identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains."*

3.2.2 Paragraph 110 of the NPPF states:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

3.2.3 Similarly, paragraph 115 of the NPPF states that:

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

a) *sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*

b) *safe and suitable access to the site can be achieved for all users;*

c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code48; and*

d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach."*

3.2.4 It is worth noting that policies 110 and 115 are referred to within footnote 9 of paragraph 11, which states 'Plans and decisions should apply a presumption in favour of sustainable development' and that 'For decision-taking this means… where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date[8], granting permission unless:'

'ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination[9].'

3.2.5 As will be demonstrated within this Transport Assessment, the proposed development accords with the policy tests contained within paragraphs 110 and 115.

3.2.6 Paragraph 116 concludes that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios."

3.2.7 Paragraph 117 continues by advising:

"Within this context, applications for development should:

a) *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*

b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*

d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*

3.2.8 Paragraph 118 advises that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored."

3.2.9 A consultation draft revised NPPF has been published in December 2025 and emphasises the need to locate new development in sustainable locations.

3.2.10 For example, Policy TR3 'Locating development in sustainable locations' covers most of the objectives of the previous version of the NPPF but provides more emphasis in achieving these targets as follows:

'So that development is located where it can support sustainable patterns of movement, enable good accessibility for different users and make the most of existing and proposed transport infrastructure, development proposals should reflect the following principles, taking into account the vision for the site, the type of development and its location:

a. *Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are, or can be made sustainable, by limiting the need to travel and offering a genuine choice of transport modes for residents and users, unless the nature of the use makes this impractical;*

b. *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated in different locations, especially where this can support more walking, wheeling, cycling and public transport use;*

c. *The environmental impacts of traffic and transport infrastructure should be identified, assessed and taken into account – including taking opportunities to avoid or mitigate any adverse environmental effects, and to secure net environmental gains such as reductions in air pollution;*

d. *In rural areas, opportunities to improve wheeling, cycling and public transport and enhance the connectivity of an area should be taken where they exist and can be supported by the development proposed. The Connectivity Tool (Connectivity Tool - GOV.UK) should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development.'*

3.2.11 The draft document states that the Connectivity Tool 'should be used alongside other relevant evidence in assessing the connectivity of particular locations proposed for development'.

3.2.12 As will be demonstrated within this document, the proposed development accords with the aims and objectives of the current and draft versions of the NPPF.

National Planning Practice Guidance

3.2.13 The Government has also produced the National Planning Practice Guidance. Within the guidance, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

3.2.14 The guidance advises that in determining whether a Transport Assessment or Statement will be needed for a proposed development local planning authorities should take into account a number of considerations. It is considered that the size and nature of this development requires a full Transport Assessment.

3.2.15 It also clarifies the process for establishing a scope for the assessment, and what the document should contain. The guidance has been considered in the preparation of this Transport Assessment.

3.2.16 The guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The guidance has been considered in the production of the accompanying Framework Travel Plan.

3.3 Local Policy

Places For Everyone (March 2024)

3.3.1 The Places for Everyone Development Plan was formally adopted on 21st March 2024 and now forms part of the Development Plan for Bolton.

3.3.2 Policy JP-C5 (Streets for All) outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

3.3.3 Policy JP-C8 (Transport Requirements of New Development) notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

Manchester Core Strategy (Adopted 2012)

3.3.4 The Manchester Core Strategy, adopted on July 11, 2012, is the key document in Manchester's Local Development Framework. It outlines the long-term strategic policies for Manchester's future development and forms the framework for assessing planning applications. The strategy was updated in March 2024 following the adoption of the Places for Everyone joint development plan.

3.3.5 Policy T1 deals with Sustainable Transport and advises that *'To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -*

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

1. *pedestrians and disabled people*
2. *cyclists, public transport,*
3. *commercial access,*
4. *general off peak traffic,*
5. *general peak time traffic'.*

3.3.6 The proposed development is well placed to assist in meeting the aims and objectives of the Core Strategy.

Saved Policies of the Manchester Unitary Development Plan (UDP Adopted 1995, relevant Policies 'Saved in 2012)

3.3.7 The objective of Policy T1 8 of the saved polices is '*To improve all forms of public transport so that it make a much greater contribution to meeting the City's travel needs and achieves a better balance between public and private transport'*.

3.3.8 The site is ideally located to facilitate and encourage the use of public transport including bus travel.

3.4 National and Local Policy Summary

3.4.1 Reference to national guidance contained within NPPF confirms that the site is well related to the surrounding area and will contribute towards the creation of a sustainable development.

3.4.2 The NPPF seeks to ensure access to all road users including pedestrians and cyclists, as well as delivering a scheme, which allows the promotion of travel by public transport to result in an encompassing strategy to provide a high-quality development whilst not compromising a high level of sustainability.

3.4.3 One of the key aims of local policy is to focus on the accessibility of a site by modes other than the private car to ensure that new development is located where a range of transport modes can access it. Locations which offer alternatives to the use of the private car should be encouraged.

3.4.4 The site is located to assist in delivering these aims and aspirations and has potential, through the implementation of the site Travel Plan to deliver a sustainable development in transport terms.

3.4.5 It can therefore be concluded that the development proposals fully conform to the main aims and aspirations of the wider and economic objectives of national and local policy.

4 Accessibility by Non-Car Modes

4.1 Introduction

4.1.1 In order to accord with the aspirations 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 accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail.

4.2 Access by Walking / Wheeling

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 / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways are provided along both sides of A57 Hyde Road and Kirkmanshulme Lane, with approximate widths of 2.8 metres and 2.2 metres. These footways link with the existing footway provision of Belle Vue.

4.2.3 Additionally, as shown in **Figure 4.1**, there are several Public Rights of Ways (PRoWs) in close proximity to the site. A footpath runs to the west of the site parallel to the railway line near Kirkmanshulme Lane, while a footpath extends east of the site from Hyde Road through Belle Vue railway station toward Ryder Brow. A further footpath is present to the south of the site along the edge of Nutsford Vale.

4.2.4 The various PRoWs in the area around the proposed site is displayed below in Figure 4.1, with the proposed site denoted by an orange line boundary.

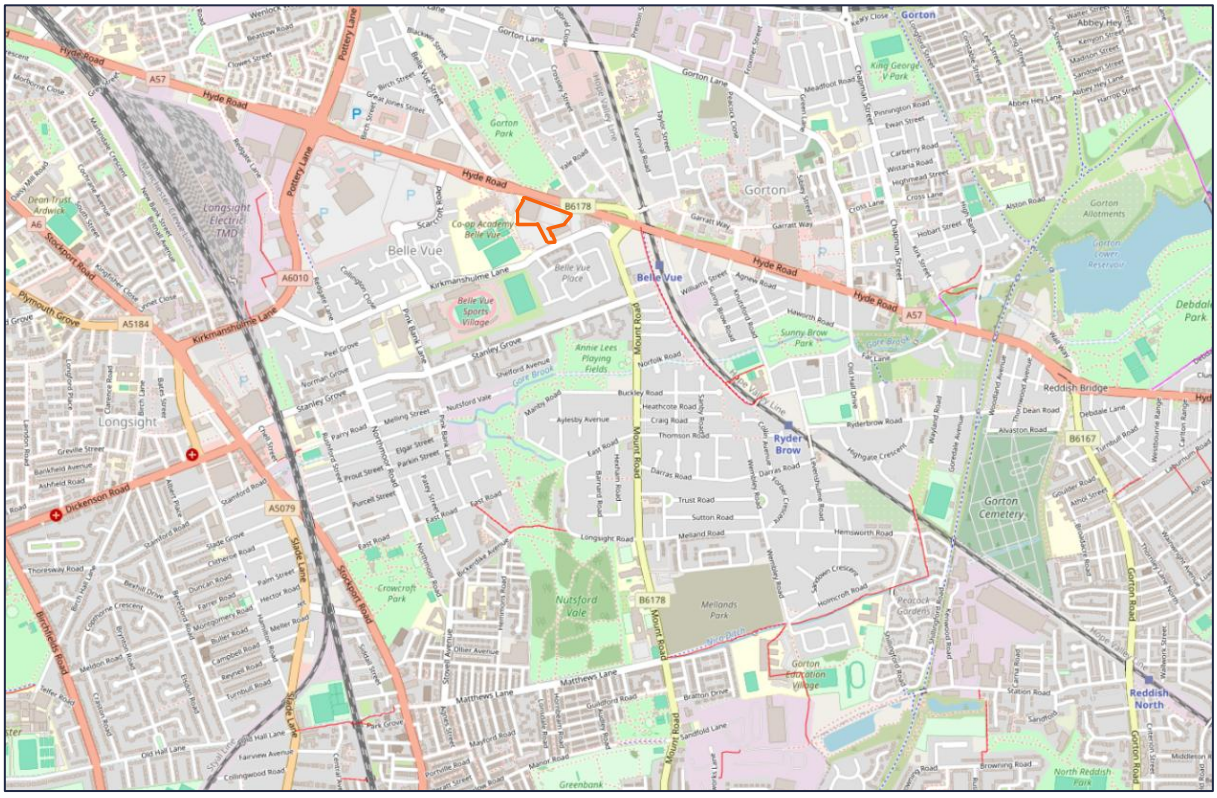


Figure 4.1 PRoWs within the Vicinity of the Site (Source: Footpathmap)

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

4.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 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

4.2.7 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*'.

4.2.8 **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

4.2.9 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 the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.10 **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

4.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.12 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.'

4.2.13 A 20-minute walk typically equates to a distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.

4.2.14 In light of the above, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all available pedestrian routes, has been provided in **Plan 7**.

4.2.15 The 800-metre catchment encompasses the surrounding area of the site, including the nearest bus stops to the site, nearest railway station, primary and secondary schools, GP, supermarkets and parks.

4.2.16 The 2,000-metre pedestrian catchment extends further into the surrounding area, encompassing a broader range of facilities including additional schools, healthcare services, cafés, post offices and leisure amenities.

4.2.17 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.

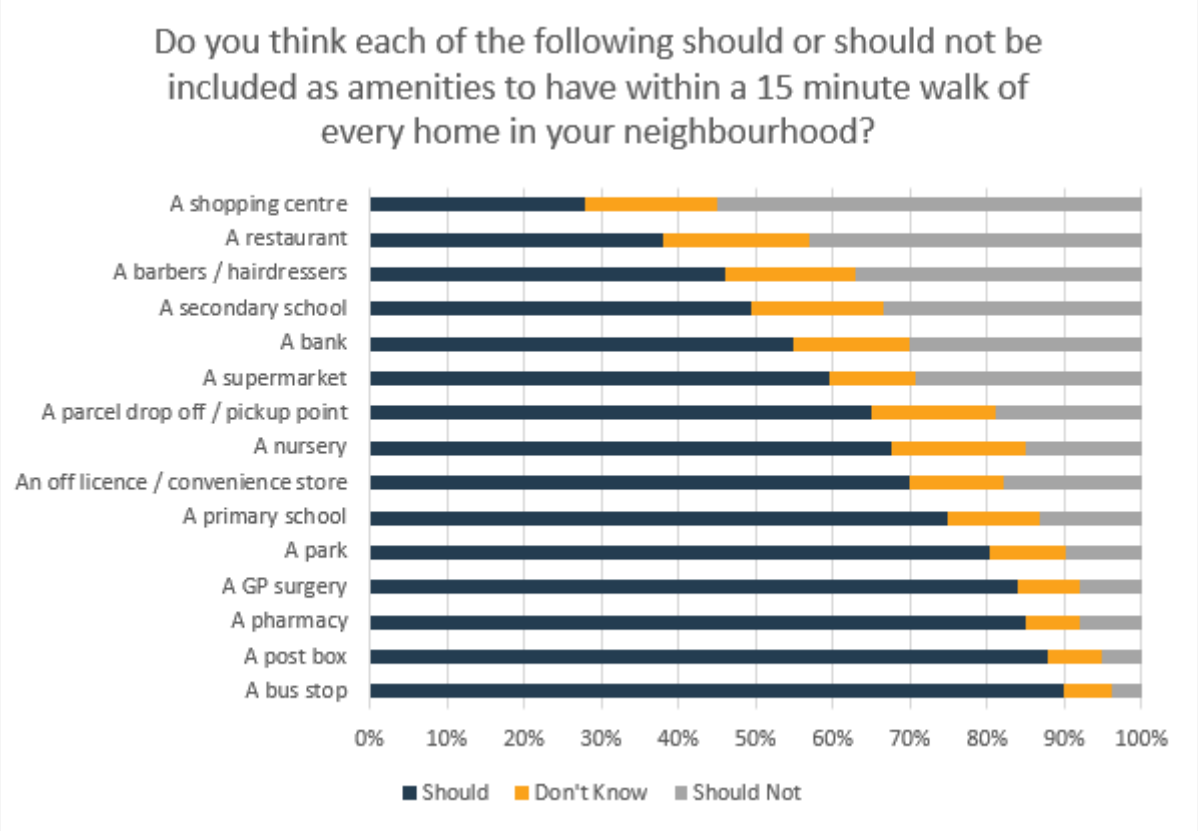


Figure 4.2 YouGov Poll Results (Source YouGov)

4.2.18 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.

4.2.19 Plan 7 provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.20 As can be seen in Plan 7 the site is located in close proximity to a number of a local amenities, including a bus stop, a post office, a GP surgery, and a local convenience store.

4.2.21 **Table 4.4** below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate 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?
Belle Vue (Stop F) Bus Stop	140m	1,950m	**YES**
Co-op Academy	250m	3,200m	**YES**
Gorton Park	280m	1,950m	**YES**
Smashin' Restaurant	280m	1,950m	**YES**
Aldi	450m	1,950m	**YES**
Belle Vue Railway Station	450m	1,950m	**YES**
Roots Restaurant & Bar	450m	1,950m	**YES**
Premier	500m	1,950m	**YES**
Merry Kidz Day Nursery	500m	1,950m	**YES**

Mount Road Surgery	700m	1,950m	**YES**
All Saints Primary School	800m	3,200m	**YES**
Mount Road Pharmacy	850m	1,950m	**YES**
Mount Road Post Office	850m	1,950m	**YES**

Table 4.4 Distance from Site to Local Facilities

4.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

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

4.3.2 Current advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users, including cyclists, pedestrians, and horse-riders. Most of the new advice relates to cyclists' positioning within lanes under various traffic conditions and requires motorists to give cyclists priority in slow-moving traffic where there is insufficient room to overtake safely, allowing 1.5 metres for cyclists when overtaking them.

4.3.3 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.'*

4.3.4 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 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester, Stockport, Droylsden and Ashton-under-Lyne.

4.3.5 E-bikes feature a pedal-assist motor that can reach speeds of up to 15.5-mph (approximately 25-kmph), with batteries typically providing a range of around 100 kilometres on a single charge. At a 25-minute commute, an e-bike rider could cover approximately 10-kilomtres

4.3.6 National Cycle Route (NCR) 60 is the closest strategic cycle route to the site, running to the east of the development through Gorton. From here, the route continues north-west towards Clayton Hall, providing an active travel corridor linking Gorton with the wider Manchester cycle network. This section of NCR 60 offers a direct and continuous connection between local residential areas, Debdale Park, and key destinations including the Clayton Vale area and Clayton Hall.

4.3.7 National Cycle Route (NCR) 6 is located to the south of the site, forming a key cycle corridor through central and south Manchester. Northwards, NCR 6 provides direct links through the Oxford Road corridor into Manchester city centre, connecting with major employment, education and public transport hubs. To the south, the route continues through Hulme, Fallowfield and Levenshulme.

4.3.8 The NCRs in proximity to the site can be seen below in **Figure 4.3**, with the cycle routes illustrated in blue and orange and the proposed site denoted by a blue location pin.

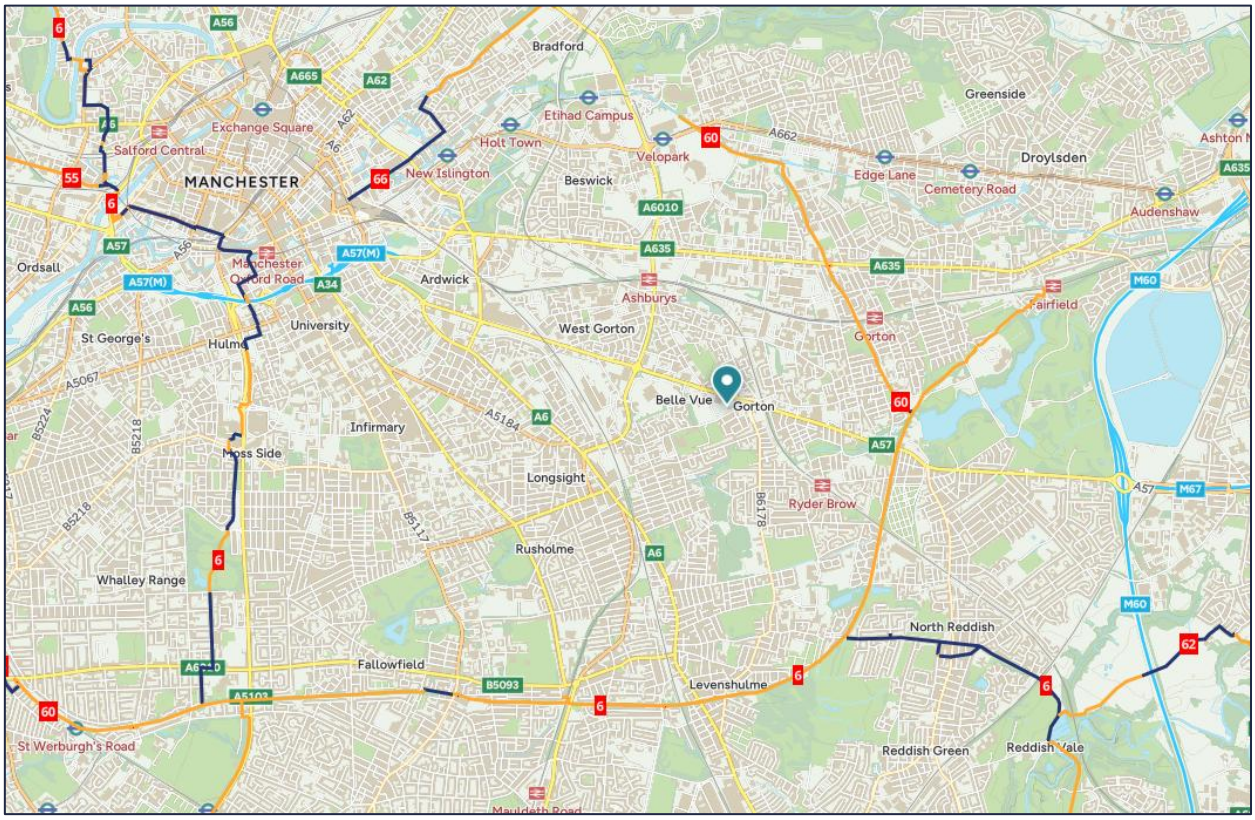


Figure 4.3 National Cycle Routes (Source: Sustrans)

4.3.9 A good level of cycling infrastructure is available in the vicinity of the site, as shown in **Figure 4.4**. Several traffic-free routes with good-quality surfaces are provided to the east of the site, particularly around Gorton Reservoirs and Debdale Park. A number of on-road cycle routes run along key corridors surrounding the development, including A57 Hyde Road, A6010 Pottery Lane, A635 Ashton Old Road and A6 Stockport Road.

4.3.10 The surrounding residential streets also benefit from a network of quieter routes and 20 mph-limited roads, supporting safe local cycling movements through Belle Vue and Gorton.

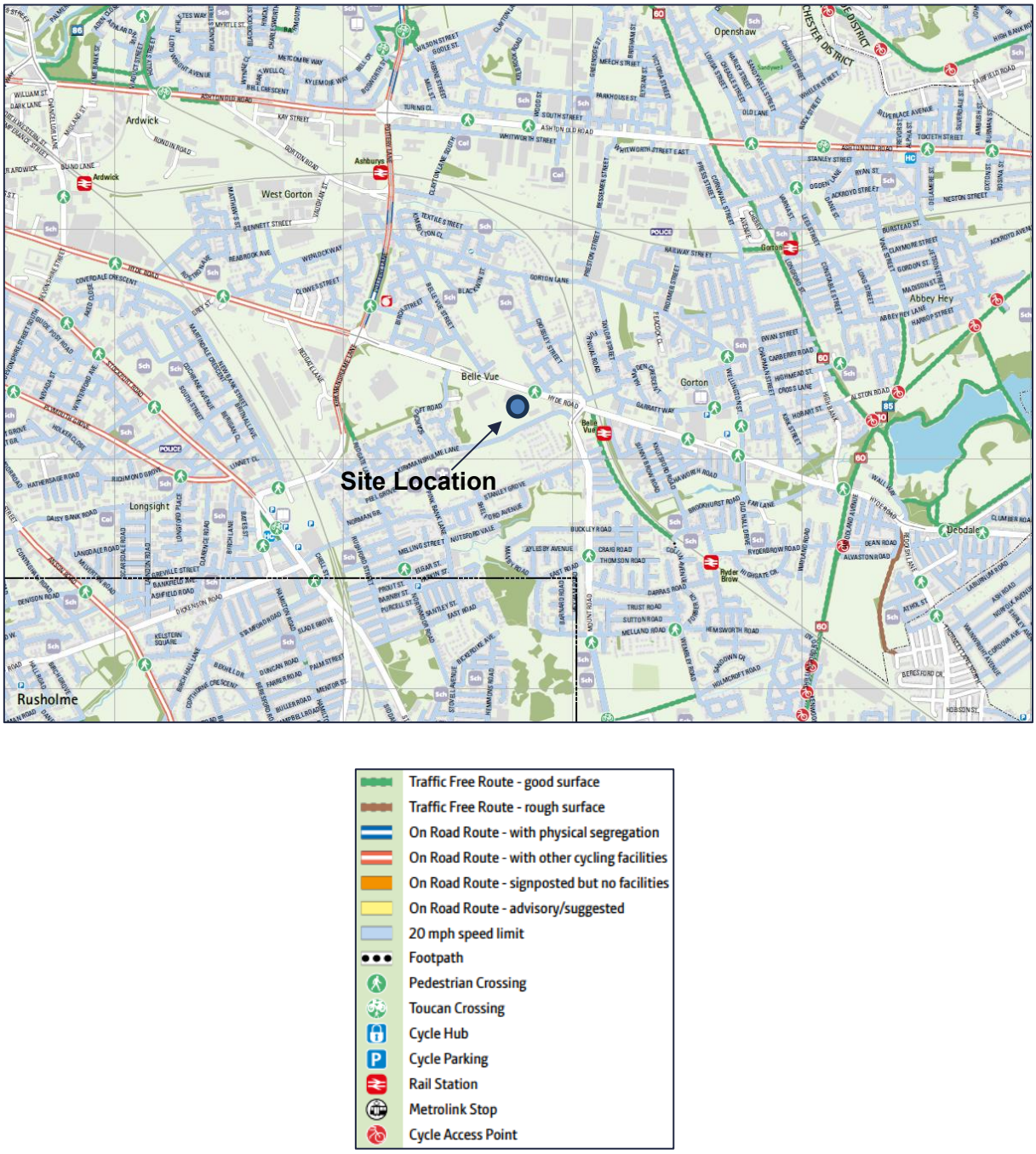


Figure 4.4 Manchester Cycle Map (Source: TfGM)

4.3.11 Given the site's proximity to established local cycling routes and National Cycle Routes, it can be considered accessible by cycle.

4.4 Access by Bus

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

4.4.2 The nearest bus stop to the site is located along A57 Hyde Road, approximately 140 metres, or a 2-minute walk from the centre of the proposed site. This stop consists of a shelter with timetable information.

4.4.3 Additional bus stops are located along Kirkmanshulme Lane and B6178 Mount Road, a short distance from the proposed site. All the nearest bus stops to the site are shown on Plan 7.

4.4.4 A summary of the services available from the nearest bus stops from the development site is provided 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	
53	Cheetham Hill - Higher Crumpsall - Old Trafford - Pendleton	8	Every 30 mins	8	5	Every 30 mins	8	17
150	The Trafford Centre - Gorton	5	Every 30 mins	9	2	Every 30 mins	8	17
201	Manchester City Centre - Denton - Hyde - Hattersley	17	Every 10 mins	24	7	Every 10 mins	24	42
202	Manchester City Centre - Haughton Green - Hyde - Gee Cross	4	Every 30 mins	10	2	Every 30 mins	10	16

203	Manchester City Centre - Debdale Park - Reddish - Stockport	22	Every 10 mins	30	10	Every 10 mins	32	62
713	St Peter's RC High School - Newton Heath - Droylsden - Clayton - Gorton	1	1	-	-	-	-	-

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 Manchester city centre, Hyde, Denton, Hattersley, Stockport, Pendleton, Reddish, Cheetham Hill, Old Trafford and The Trafford Centre.

4.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:43 to around 02:45[+1], making travel by public transport a genuine alternative to travelling by car for commuting trips.

4.4.7 Bus service 713 operates on school days only and is scheduled specifically around school start and finish times. The service provides one morning journey towards St Peter's RC High School in Gorton, and a corresponding afternoon return trip to Newton Heath, Droylsden, Clayton and Belle Vue.

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

Destination	Duration
Manchester City Centre	16 mins
Stockport	30 mins
Hyde	32 mins
Old Trafford	40 mins

Pendleton	48 mins

Table 4.6 Example Bus Journey Times from the Site

4.4.9 The above table demonstrates that the site is well connected by bus, with key destinations accessible within short journey times. Manchester City Centre can be reached in around 16 minutes, while Stockport and Hyde are accessible in approximately 30 minutes and 32 minutes respectively. Longer-distance trips are also possible, with services providing links to Old Trafford in around 40 minutes and Pendleton in approximately 48 minutes.

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

4.5 Access by Rail

4.5.1 The nearest railway station to the site is Belle Vue station, around 450 metres from the centre of the site. The station is accessible by a 6-minute walk or a 2-minute cycle.

4.5.2 This train station is managed by Northern Trains and has 2 platforms, offering 4 services per hour to Manchester Piccadilly, Reddish, Bredbury and New Mills Central.

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

4.6 Accessibility Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area.

- It has been demonstrated that the site is accessible by cycle, with local and national cycle routes being located within close proximity of the site.
- The range of services operating from the bus stops on A57 Hyde Road, Kirkmanshulme Lane and B6178 Mount Road, providing links to Manchester city centre, Hyde, Denton, Hattersley, Stockport, Pendleton, Reddish, Cheetham Hill, Old Trafford and The Trafford Centre, demonstrates that the proposed development is well-served and accessible by bus.
- The site is accessible via rail with Belle Vue station located just a short walk or cycle away.

4.6.3 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.

4.6.4 As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

5 Promoting Smarter Choices via Travel Plans

5.1 Introduction

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

5.2 Travel Plan

5.2.1 A Framework Travel Plan is included at **Appendix 1**. 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.

5.2.2 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.

5.2.3 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.

6 Traffic Impact Analysis

6.1 Introduction

6.1.1 Having established that the proposed development site is accessible by modes of travel other than the private car, the following section considers the traffic impact of the development proposals on the local highway network.

6.2 Assessment Criteria

6.2.1 Given the proposed land use, it is assumed reasonable to consider the AM and PM weekday peak hours as being those with the greatest impact on the local highway network.

6.3 Proposed Traffic Generation

6.3.1 As previously stated, the potential development is for the provision of approximately 152 residential units.

6.3.2 In order to calculate the number of trips which the potential dwellings are forecast to generate the TRICS database was analysed. Trip rates were obtained in the "Residential – Mixed Private Houses (Flats and Houses)" land use with Greater London and Eire sites excluded.

6.3.3 **Table 6.1** below, summarises the trip generation for the proposed development comprising around 152 dwellings, whilst the TRICS output us contained within **Appendix 2.**

Period	Trip Rates		Trips	
	Arr	Dep	Arr	Dep
Weekday AM Peak	0.131	0.300	20	46
Weekday PM Peak	0.268	0.148	41	22

Table 6.1 Trip Rates and Trips

6.3.4 As can be seen from the above table, the proposed development is predicted to result in approximately 66 two-way trips in the weekday AM peak and around 63 two-way trips in the PM peak hour.

6.3.5 The assessment can be considered to be robust, as it is based on Private Housing, whereas the scheme will provide 100% affordable dwellings, which tend to generate fewer trips than more traditional housing developments.

6.4 Traffic Impact Summary

6.4.1 This section of the Report has considered the impact of the proposal in transport terms.

6.4.2 The traffic generation assessments have demonstrated that the proposed development will not have a material impact on the operation of the local highway network.

6.4.3 On that basis, it can be assumed that the impact of the proposals on the local highway network would be minimal and, in any event, could not be considered to be severe, as is the test set out in the NPPF.

7 Accident Analysis

7.1 Introduction

7.1.1 Stats19 accident data has been obtained from the Department for Transports published data for the last 5-year period, from 2021 to 2025. This was the most recent data available at the time of writing.

7.1.2 The study area focuses on the following locations:

- A57 Hyde Road in the vicinity of the proposed site
- Kirkmanshulme Lane in the vicinity of the proposed site
- Junction 1: A57 Hyde Road / B6178 Mount Road / Glencastle Road
- Junction 2: A57 Hyde Road / A6010 Pottery Lane

7.1.3 **Table 7.1** below provides a breakdown of the severity of accidents that have occurred across the network by location.

Location	Severity		
	Slight	Serious	Fatal
A57 Hyde Road / Site Access	3	0	0
Kirkmanshulme Lane / Site Access	1	1	0
Junction 1	2	3	0
Junction 2	8	2	0
TOTAL	14	6	0

Table 7.1 Summary of PICs within the Study Area

7.1.4 As can be seen from the above, a total of twenty PICs has occurred within the study area over the latest five-years. Of the reported incidents, fourteen accidents resulted in slight injuries, six in serious injuries and no fatalities.

A57 Hyde Road in the vicinity of the proposed site

7.1.5 There have been a total of three recorded accidents on A57 Hyde Road in the vicinity of the proposed site in the past 5 years, as shown in **Figure 7.1** below.



Figure 7.1 DfT Stats 19 Accident Plot – A57 Hyde Road

7.1.6 The accidents have been classified as slight in severity. One accident involved a car occupant and the other two involved pedal cyclists.

Kirkmanshulme Lane in the vicinity of the proposed site

7.1.7 There have been two recorded accidents on Kirkmanshulme Lane in the vicinity of the proposed site in the past 5 years, as shown in **Figure 7.2** below.



Figure 7.2 DfT Stats 19 Accident Plot – Kirkmanshulme Lane

The accidents have been classified as one slight and one serious in severity.

Junction 1: A57 Hyde Road / B6178 Mount Road / Glencastle Road

7.1.8 There have been a total of five recorded accidents on A57 Hyde Road / B6178 Mount Road / Glencastle Road junction in the past 5 years, as shown in **Figure 7.3** below.

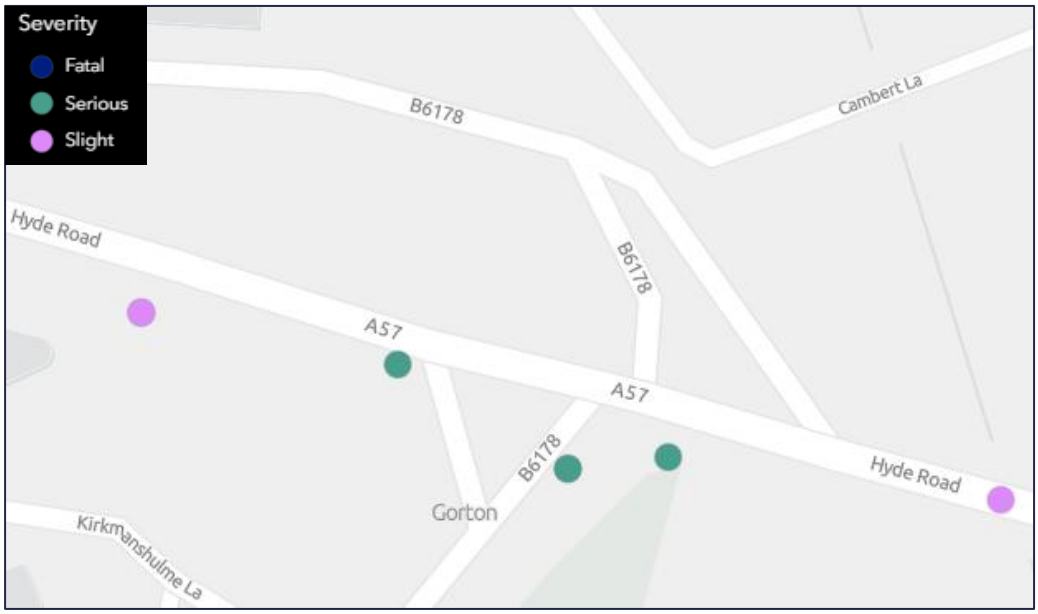


Figure 7.3 DfT Stats 19 Accident Plot - A57 Hyde Road / B6178 Mount Road / Glencastle Road

7.1.9 The accidents have been classified as three serious and two slight in severity. Two accidents involved car occupants, one involved another vehicle occupant, one involved a pedestrian and one involved a pedal cyclist.

Junction 2: A57 Hyde Road / A6010 Pottery Lane

7.1.10 There has been a total of ten recorded accidents on A57 Hyde **Road / / A6010 Pottery Lane junction in the past 5 years, as shown in Figure 7.4** below.

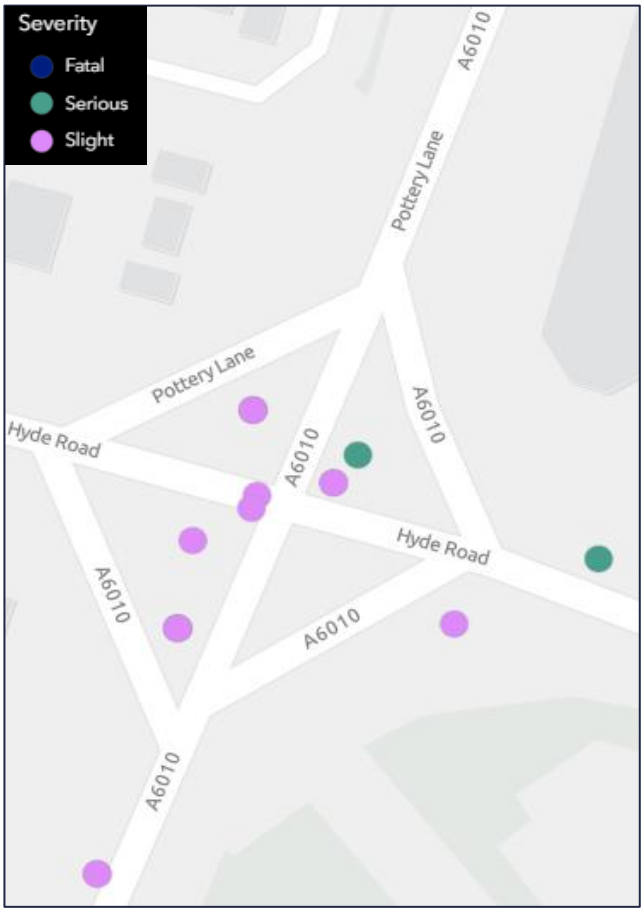


Figure 7.4 DfT Stats 19 Accident Plot - A57 Hyde Road / A6010 Pottery Lane

7.1.11 The accidents have been classified as eight slight and two serious in severity. Eight accidents involved car occupants and two involved pedal cyclists.

7.2 Accident Analysis Summary

7.2.1 Whilst any accident is regrettable, given the level of traffic the highway network in the study area experiences and the number of accidents across the study area, equating to an average of 4 accidents per year, it is not considered that it suffers from an unduly poor safety record and there is no reason why this should alter as a result of the proposed development.

7.2.2 The evidence shows that there are no particular engineering issues or problems with the road network or junction layouts and there are no reasons why this situation should be materially worsened as a consequence of the development proposals.

8 Conclusions

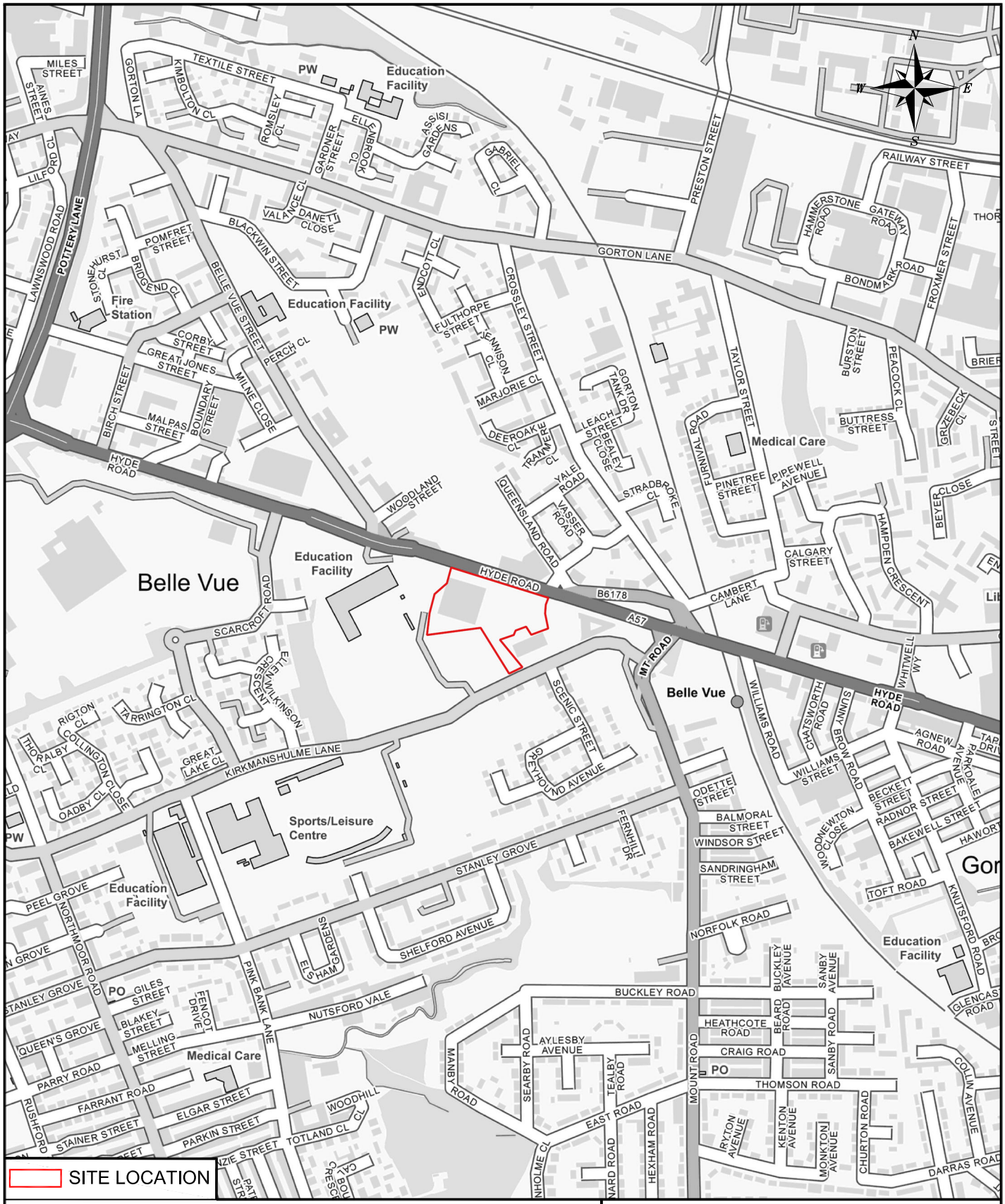
8.1.1 BTG Eddisons have been instructed by Kellen Homes and Jigsaw Homes North to advise on the traffic and transport issues relating to a planning application for a residential development on former Buzz Bingo site in Belle Vue, Manchester.

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

- The existing pedestrian infrastructure located in the vicinity of the site will enable safe pedestrian movement between the development site and the local area.
- The site is located close to a number of day to day amenities within the area to reduce reliance on the private car.
- The area surrounding the site is relatively flat, making it highly conducive to cycling.
- The site benefits from being located in close proximity to the bus stops which provide services that are ideally placed to cater for the needs of residents.
- The proposals will assist in delivering a highly sustainable development thus complying with the aims and aspirations of local and national planning policy.
- The proposed development can be adequately accessed and serviced in a safe and efficient manner.
- The impact of the proposals has been assessed using the TRICS database and the assessment undertaken has shown that the proposals will not have a material impact.
- There is no evidence to suggest that the proposals would have an adverse effect on road safety or the number of accidents in the vicinity.
- The provision of a Travel Plan for the site will assist in reducing impact and help to create a wider choice of travel to residents and visitors.

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

Plans



CLIENT:

KELLEN HOMES

DRAWING TITLE:

BUZZ BINGO, BELLE VUE

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
SC	26.03.26	MR	26.03.26	SCALE @ A4

BTG Eddisons
340 Deansgate
Manchester
M3 4LY

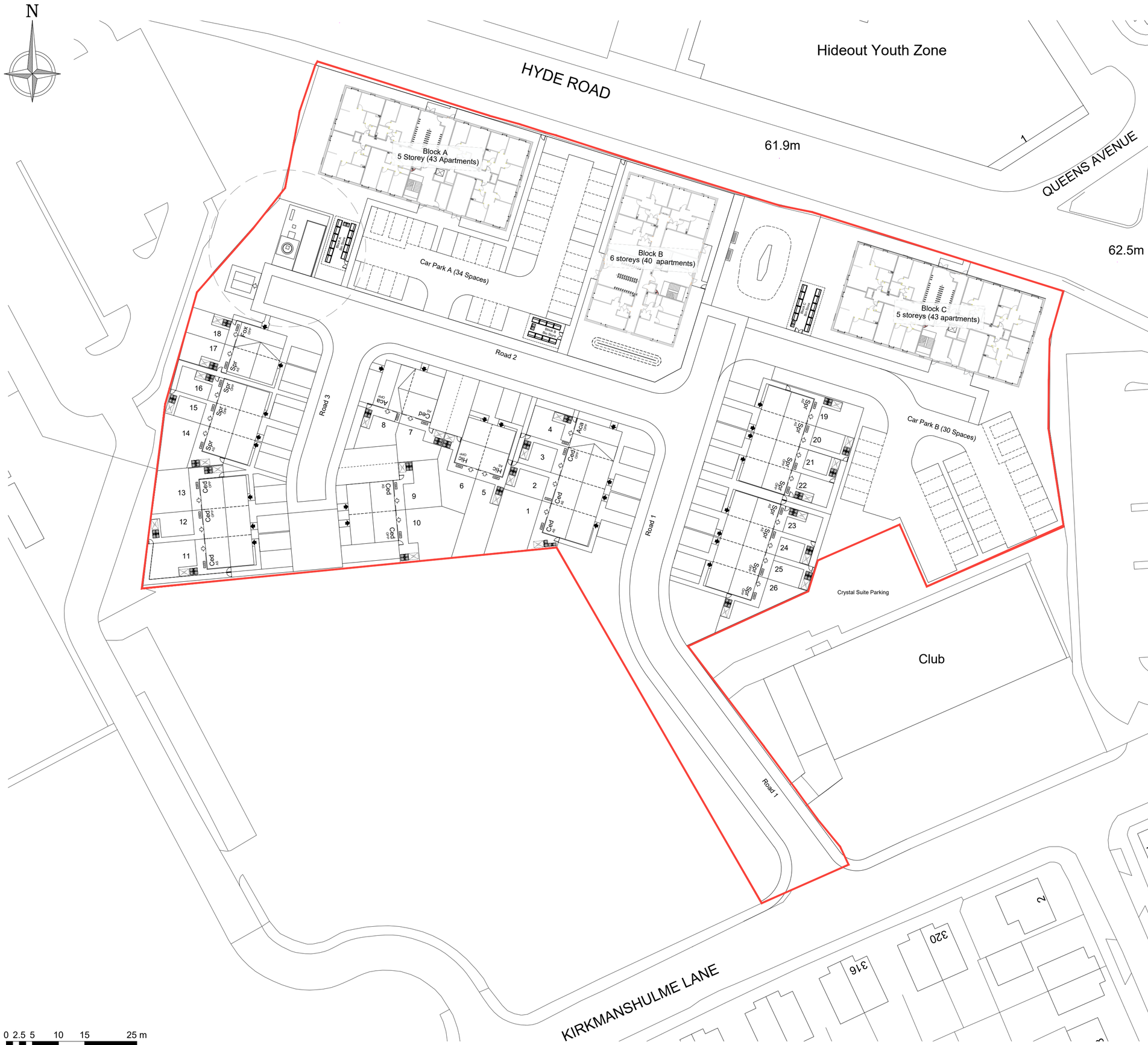
Email: info@eddisons.com
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4834-01

REVISION: -

BTG Eddisons

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Accommodation Schedule
Former Buzz Bingo

Apartment Blocks

Block A		Bed	Type	No.	Sqft	Total Sqft	Split
1 Bed Type A	1b2p	1	Apartment	14	543	**7602**	11.11%
1 Bed Type B	1b2p	1	Apartment	4	594	**2376**	3.17%
2 Bed Type A	2b3p	2	Apartment	5	659	**3295**	3.97%
2 Bed Type B	2b3p	2	Apartment	18	660	**11880**	14.29%
1 Bed Type m4(3)	1b2p	1	Apartment	2	660	**1320**	1.59%
				43		**26473**	

Block B		Bed	Type	No.	Sqft	Total Sqft	
1 Bed Type A	1b2p	1	Apartment	11	543	**5973**	8.73%
1 Bed Type A - END	1b2p	1	Apartment	6	549	**3294**	4.76%
1 Bed Type B	1b2p	1	Apartment	5	594	**2970**	3.97%
2 Bed Type A - END	2b3p	2	Apartment	6	664	**3984**	4.76%
2 Bed Type B	2b3p	2	Apartment	12	660	**7920**	9.52%
				40		**24141**	

Block C		Bed	Type	No.	Sqft	Total Sqft	
1 Bed Type A	1b2p	1	Apartment	14	543	**7602**	11.11%
1 Bed Type B	1b2p	1	Apartment	4	594	**2376**	3.17%
2 Bed Type A	2b3p	2	Apartment	5	659	**3295**	3.97%
2 Bed Type B	2b3p	2	Apartment	18	660	**11880**	14.29%
1 Bed Type m4(3)	1b2p	1	Apartment	2	660	**1320**	1.59%
				43		**26473**	

Total Apartments	**126**		**77087**	100.00%
Apartment Split	**1 Bed**	**62**	**49.21%**	
	2 Bed	**64**	**50.79%**	
	m4(3)	**4**	**3.17%**	

Houses

		Bed	Type	No.	Sqft	Total Sqft	
Hickory (end)	2b3p	2	Semi/end	2	771	**1542**	7.69%
Cedar (end)	3b4p	3	Semi/end	6	940	**5640**	23.08%
Cedar (mid)	3b4p	3	Mid	3	938	**2814**	11.54%
Acacia	3b4p	3	Semi/end	2	940	**1880**	7.69%
Spruce (end)	3b6p	3	Semi/end	7	1187	**8309**	26.92%
Spruce (mid)	3b6p	3	Mid	5	1183	**5915**	19.23%
Foxglove	3b6p	3	Semi/end	1	1187	**1187**	3.85%
				26		**27287**	

House Bedroom Split	**2 Bed**	**2**	**7.69%**
	3 Bed	**24**	**92.31%**
Total Dwellings		**152**	**104374**
Site Totals	**1 Bed**	**62**	**40.79%**
	2 Bed	**66**	**43.42%**
	3 Bed	**24**	**15.79%**

Gross Site Area	3.39	Acres	1.37	Hectares
Nett Dev Area	**2.54**	**Acres**	**1.03**	**Hectares**
Gross Dev. Area	2.77	Acres	1.12	Hectares
Undevelopable	0.22	Acres	0.09	Hectares
POS	0.62	Acres	0.25	Hectares
Gross Density:	44.85	Units/Acre	110.84	Units/Hectare
Nett Density	**59.73**	**Units/Acre**	**147.60**	**Units/Hectare**
Gross Footage	30799.66	SQFT/Acre	7070.63	SQM/Hectare
Nett Footage:	**41016.37**	**SQFT/Acre**	**9,416.06**	**SQM/Hectare**

Legend

Application Boundary

Revision	Date	Amendment	Initials
P01	27.04.26	Planning issue	BG
B	16.04.26	Updates as per Jigsaw's comments	TJ
A	10.04.26	Car Park & Bin Store amends	TJ

Development
Former Buzz Bingo

Location
Gorton, Manchester

Marketing Name
-

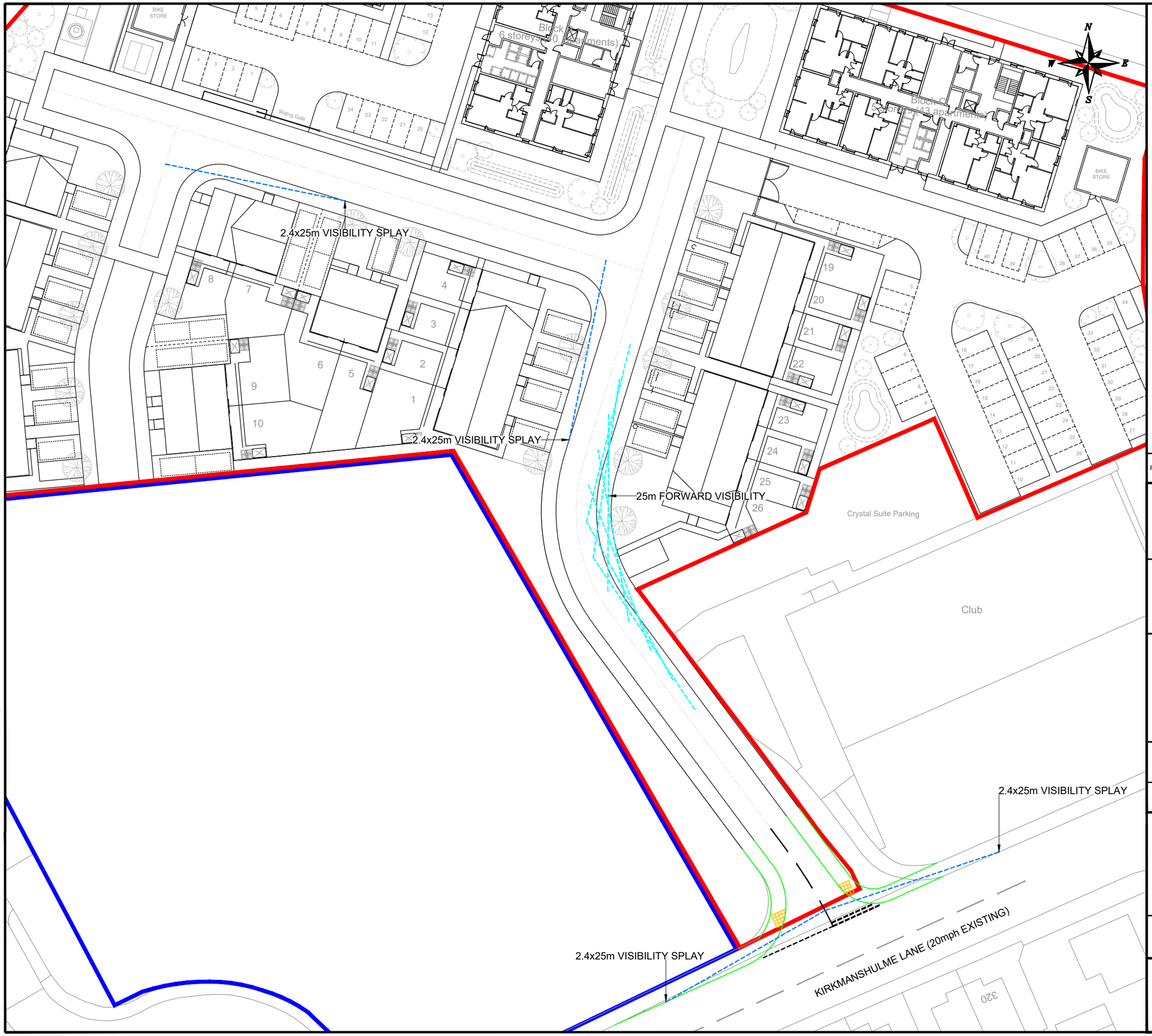
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Planning Layout

Drawing No.
C016-KEL-XX-XX-PL-A-0100

Revision	Scale @ A2
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Drawn By	Date
TJ	16.04.26
Checked by	Date Checked
-	-

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Warrington WA3 6YF
T: 01925 363108 W: www.kellenhomes.com
KELLEN HOMES

Z:\016 Buzz Bingo, Manchester\01. Architects\02. Drawings\Design Working Drawings\AutoCad\Layout\Former Buzz Bingo - Planning Layout_Rev B.dwg



NOTES

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THE DRAWING WILL BE SUBJECT TO CHANGE FOLLOWING LOCAL AUTHORITY REVIEW AND CONFIRMATION OF PUBLIC HIGHWAY AND THIRD PARTY LAND BOUNDARIES.

- - - - JUNCTION VISIBILITY
- - - - FORWARD VISIBILITY

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

KELLEN HOMES

PROJECT:

BUZZ BINGO, BELLE VUE

DRAWING TITLE:

VISIBILITY PLAN

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
SL	PW	MAR 2026

Eddisons
340 Deansgate
Manchester
M3 4LY

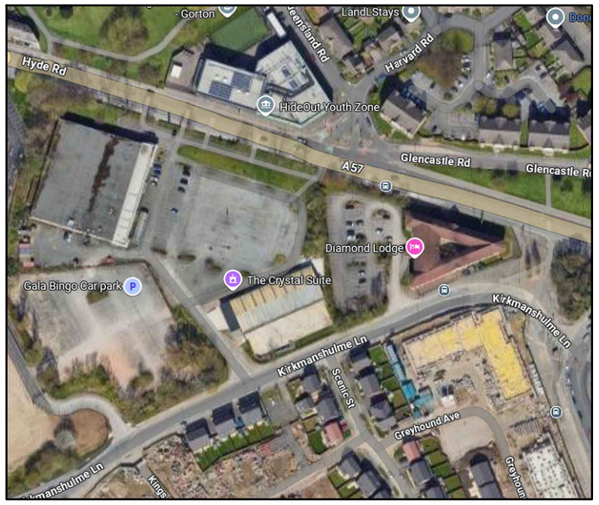
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Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

DRAWING NUMBER: 4834-01

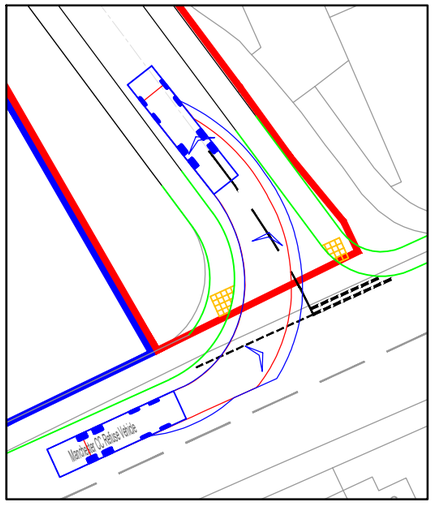
REVISION: -

Eddisons

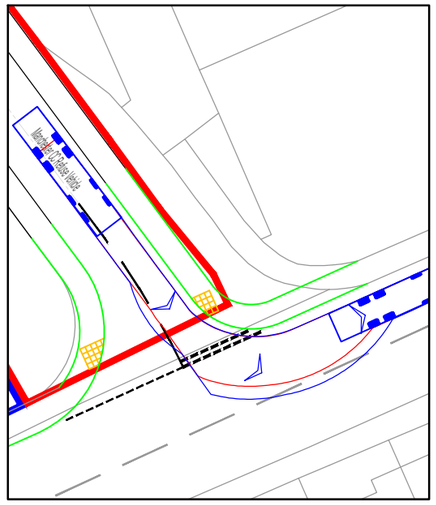
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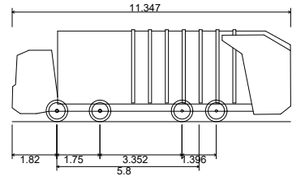
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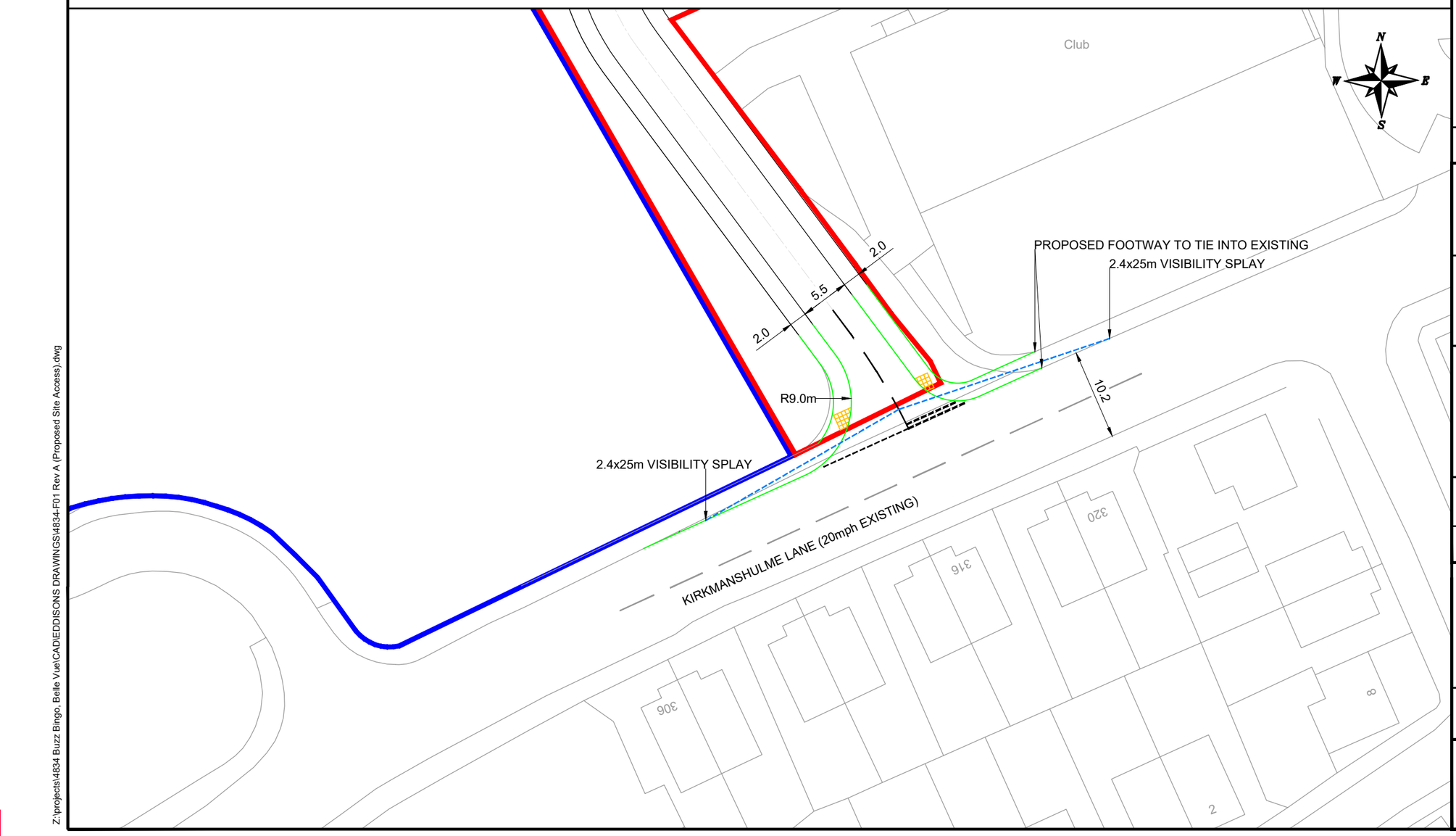
SWEPT PATH ANALYSIS
REFUSE VEHICLE - LEFT IN



SWEPT PATH ANALYSIS
REFUSE VEHICLE - LEFT OUT



Manchester CC Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m



NOTES

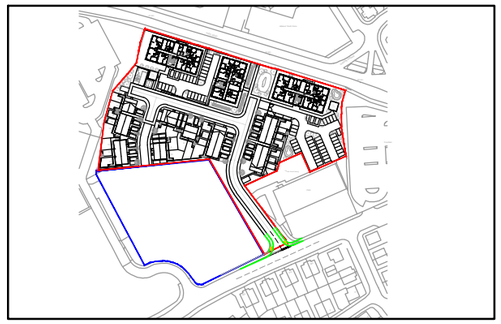
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BUZZ BINGO LAND

MCC LAND

DENOTES NEW KERBS

LOCAL AUTHORITY: MANCHESTER CITY COUNCIL
TOTAL AREA OF SITE: 2.1 HECTARES (APPROX)



SITE LAYOUT (NTS)

REV	DETAILS	DRAWN	CHECKED	DATE
A	PROPOSED SITE LAYOUT UPDATED	SL	PW	MAR 2026

CLIENT:

KELLEN HOMES

PROJECT:

BUZZ BINGO, BELLE VUE

DRAWING TITLE:

PROPOSED SITE ACCESS PLAN

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
SL	LB	MAY 2025

Eddisons
340 Deansgate
Manchester
M3 4LY

Email: info@croftts.co.uk
Tel: 0161 837 7380
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DRAWING NUMBER: 4834-F01

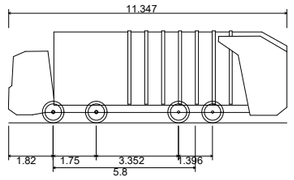
REVISION: A

Eddisons

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Manchester CC Refuse Vehicle	
Overall Length	11.347m
Overall Width	2.500m
Overall Body Height	3.751m
Min Body Ground Clearance	0.304m
Track Width	2.500m
Lock to lock time	6.00s
Wall to Wall Turning Radius	11.330m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

KELLEN HOMES

PROJECT:

BUZZ BINGO, BELLE VUE

DRAWING TITLE:

SWEPT PATH ANALYSIS,
REFUSE VEHICLE

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
SL	PW	MAR 2026

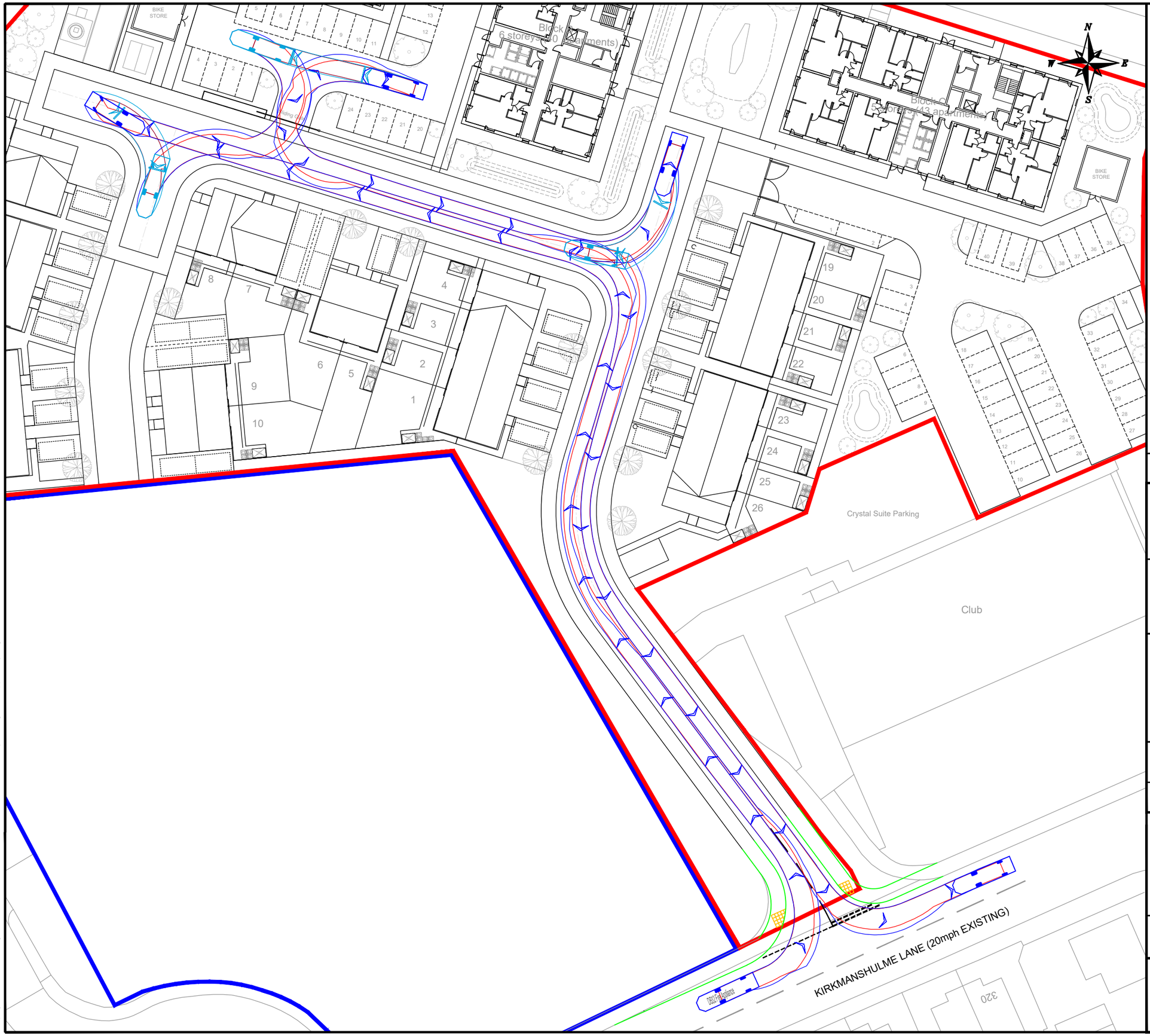
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DRAWING NUMBER:	REVISION:
4834-SP01	-

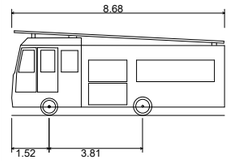
Eddisons

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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.



DB32 Fire Appliance	
Overall Length	8.680m
Overall Width	2.180m
Overall Body Height	3.452m
Min Body Ground Clearance	0.337m
Max Track Width	2.121m
Lock to lock time	6.00s
Kerb to Kerb Turning Radius	7.910m

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

KELLEN HOMES

PROJECT:

BUZZ BINGO, BELLE VUE

DRAWING TITLE:

SWEPT PATH ANALYSIS,
FIRE APPLIANCE

SCALES:

1:500 @ A3

DRAWN:	CHECKED:	DATE:
SL	PW	MAR 2026

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DRAWING NUMBER:	REVISION:
4834-SP02	-

Eddisons

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Nearest Train Station
- Nearest Bus Stops
- Café/Takeaway/Public House
- Education
- Medical/Healthcare
- Post Box/Post Office
- Sport/Leisure/Park
- Supermarket/Local Food Store

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

KELLEN HOMES

PROJECT:

BUZZ BINGO, BELLE VUE

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES:

SCALE @ A3

DRAWN:	CHECKED:	DATE:
SC	MR	MAR 26

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DRAWING NUMBER: 4834-03

REVISION: -

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Appendices

Appendix 1

FRAMEWORK TRAVEL PLAN

Proposed Residential Development

Former Buzz Bingo Site, Belle Vue,

Manchester

March 2026

Document:	Framework Travel Plan
Project:	Proposed Residential Development, Former Buzz Bingo Site, Belle Vue, Manchester
Client:	Kellen Homes and Jigsaw Homes North
Job Number:	4834
File Origin:	Z:\projects\4834 Buzz Bingo, Belle Vue\Docs\Reports\4834TP.01.docx

Document Checking:

Primary Author:	MR	Initialled:
Contributor:	SC	Initialled:
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Issue	Date	Status	Checked for Issue
1	27-03-26	Final	
2			
3			
4			

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Plans See Transport Assessment

1 Introduction

1.1 Preamble

1.1.1 BTG Eddisons has been instructed by Kellen Homes and Jigsaw Homes North to advise on the traffic and transport issues relating to a planning application for a residential development on the former Buzz Bingo site in Belle Vue, Manchester.

1.1.2 The location of the site in relation to the surrounding area is presented in **Plan 1**.

1.1.3 This Framework Travel Plan 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.

1.1.4 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this development, these documents are as follows.

- Making Residential Travel Plans Work - Published in September 2005.
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan Framework

1.2.1 Following this introduction, Section 2 details Travel Plan Policy and guidance and presents the 'Travel Plan Pyramid'.

1.2.2 Section 3 sets out a series of management measures that will be implemented as part of the Travel Plan.

1.2.3 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport. Section 5 discusses targets for reducing trips by the private car while Section 6 details the monitoring of the Travel Plan.

1.2.4 Section 7 draws together the findings and conclusions.

1.3 Proposed Development

1.3.1 The proposed development refers to the construction of 152no residential units, comprising 126no. apartments and 26no. houses.

1.3.2 The proposed site layout is presented in Plan 2 and shows the apartment element will be split into three blocks as follows:

- Block A (5-storey) – 43 units
- Block B (6-storey) – 40 units
- Block C (5-storey) – 43 units

1.3.3 Vehicular access is proposed via a new priority controlled junction off Kirkmanshulme Lane, as shown in **Plan 3**.

1.4 The Travel Plan

1.4.1 The aim of the Travel Plan is 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.

1.5 Residents Travel Pack

1.5.1 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.

2 Travel Planning Policy and Guidance

2.1 Travel Planning Policy

2.1.1 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.

2.1.2 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".

2.2 Travel Planning Guidance

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

2.2.2 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."

2.2.3 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".

2.2.4 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 2.1** below.



Figure 2.1 The Travel Plan Pyramid

2.2.5 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.

2.2.6 The most important layer of the pyramid is considered to be the base 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.

2.2.7 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.

2.2.8 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.

2.2.9 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.

3 Management Measures

3.1 Introduction

3.1.1 The following Travel Plan measures will be implemented:

i) Appointment of Travel Plan Coordinator

ii) Resident's Travel Pack

iii) Travel Awareness and Information

iv) Promotion of Lift Share Scheme

v) Encouraging Walking/Cycling

vi) Encouraging Home Working and Delivery Services

vii) Encouraging Travel by Public Transport

viii) Marketing and Promotion

3.2 Appointment of Travel Coordinator

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

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

3.2.3 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.

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

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

3.2.6 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.

3.3 Resident's Travel Pack

3.3.1 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.

3.3.2 The 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 and rail services will encourage choice of public transport as a primary means of travel for the development.

3.3.3 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.

3.3.4 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 residents.

3.3.5 The contents of the packs will vary depending upon the information available on sources such as the internet or local bus stops.

3.3.1 However, the Travel Packs will include:

- Information about the local area, e.g. location, distance and directions to local shops, schools, Post Offices, Doctor Surgeries, Hospitals, Banks, Libraries, Parks, attractions and other local amenities.
- Copies of the most recently published public transport information.
- Details of web sites and other sources of information which can be accessed in the future such as:
  - Public Transport - Links to timetable information e.g. www.tfgm.com, www.traveline.info and www.nationalrail.co.uk
  - Car Sharing - Links to websites that co-ordinate car sharing such as www.liftshare.com/uk and www.nationalcarshare.co.uk to encourage car sharing.
  - Cycling - Link to the TfGM website https://beeactive.tfgm.com/, UK's National Cyclists Organisation website www.cyclinguk.org and Sustrans www.sustrans.org.uk
  - Local Amenities - local supermarkets offering internet shopping would reduce the need for car travel.

3.3.2 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. 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.

3.3.3 The first issue of the Resident's Travel Pack will be the responsibility of the house builder.

3.3.4 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.

4 Accessibility by Non-Car Modes

4.1 Introduction

4.1.1 In order to accord with the aspirations 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 accessibility of the proposed site has been considered by the following modes of transport:

- access by walking / wheeling.
- access by cycle.
- access by bus.
- access by rail.

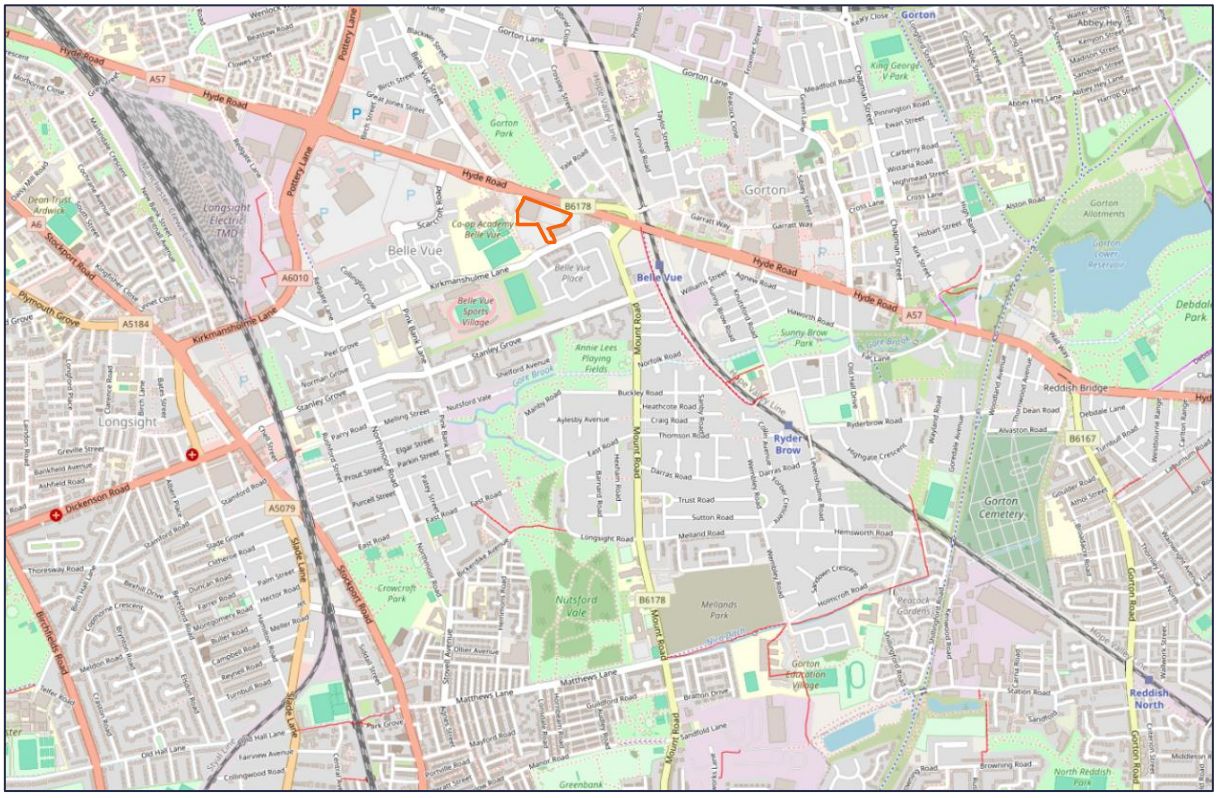
4.2 Access by Walking / Wheeling

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 / wheel whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

4.2.2 Existing footways are provided along both sides of A57 Hyde Road and Kirkmanshulme Lane, with approximate widths of 2.8 metres and 2.2 metres. These footways link with the existing footway provision of Belle Vue.

4.2.3 Additionally, as shown in Figure 4.1, there are several Public Rights of Ways (PRoWs) in close proximity to the site. A footpath runs to the west of the site parallel to the railway line near Kirkmanshulme Lane, while a footpath extends east of the site from Hyde Road through Belle Vue railway station toward Ryder Brow. A further footpath is present to the south of the site along the edge of Nutsford Vale.

4.2.4 The various PRoWs in the area around the proposed site is displayed below in Figure 4.1, with the proposed site denoted by an orange line boundary.



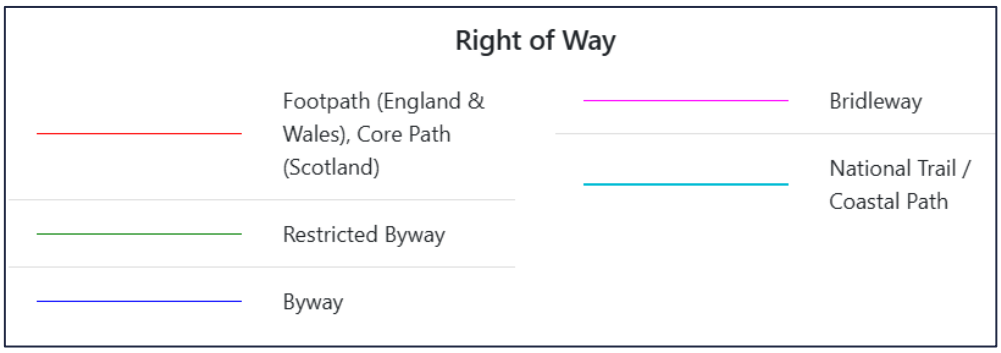


Figure 4.1 PRoWs within the Vicinity of the Site (Source: Footpathmap)

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

4.2.6 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 4.2 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

4.2.7 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*'.

4.2.8 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

4.2.9 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 the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

4.2.10 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

4.2.11 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.

4.2.12 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.'

4.2.13 A 20-minute walk typically equates to a distance of around 1,600 metres, based on an average walking speed of approximately 1.3 metres per second.

4.2.14 In light of the above, 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 3**.

4.2.15 The 800-metre catchment encompasses the surrounding area of the site, including the nearest bus stops to the site, nearest railway station, primary and secondary schools, GP, supermarkets and parks.

4.2.16 The 2,000-metre pedestrian catchment extends further into the surrounding area, encompassing a broader range of facilities including additional schools, healthcare services, cafés, post offices and leisure amenities.

4.2.17 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.

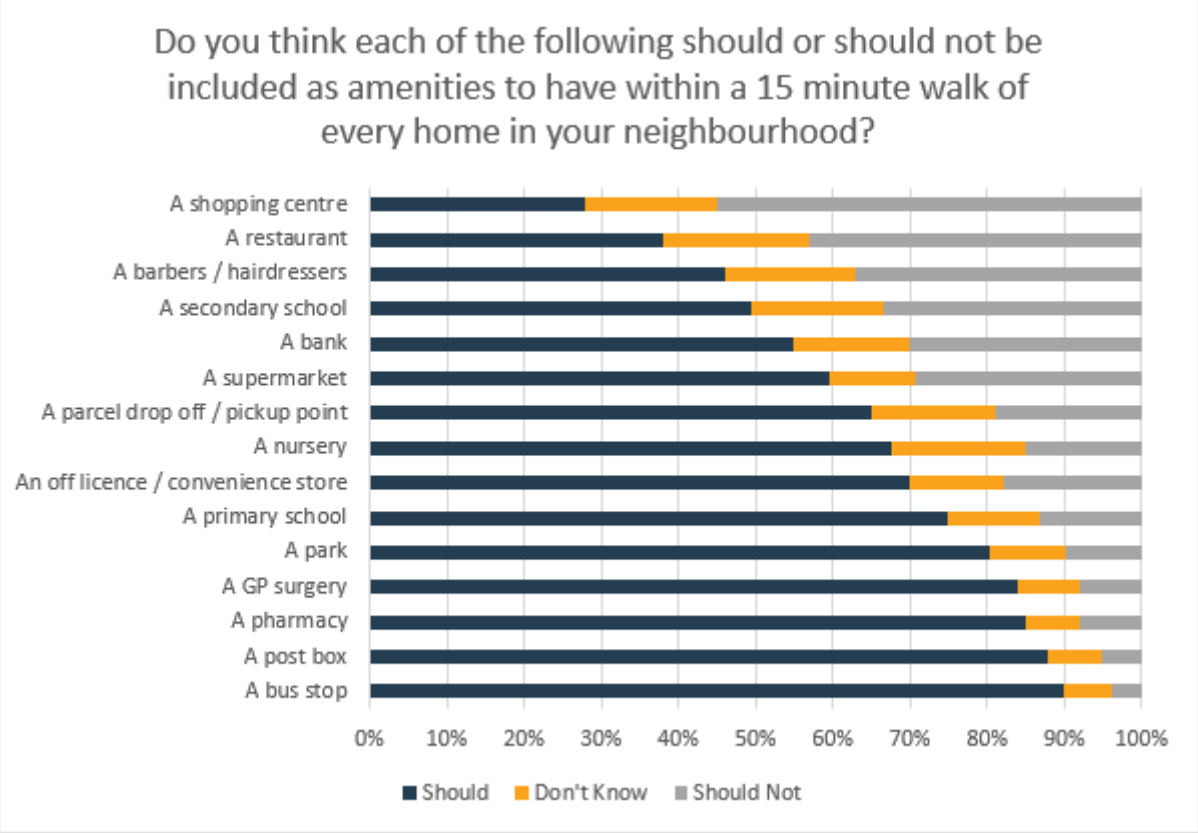


Figure 4.2 YouGov Poll Results (Source YouGov)

4.2.18 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.

4.2.19 **Plan 3** provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site. The plan also displays nearby local amenities, as per those identified within the findings of the YouGov poll.

4.2.20 As can be seen in **Plan 3** the site is located in close proximity to a number of a local amenities, including a bus stop, a post office, a GP surgery, and a local convenience store.

4.2.21 Table 4.4 below, shows the walking distance from the centre of the site to several of the local key amenities in the immediate 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?
Belle Vue (Stop F) Bus Stop	140m	1,950m	**YES**
Co-op Academy	250m	3,200m	**YES**
Gorton Park	280m	1,950m	**YES**
Smashin' Restaurant	280m	1,950m	**YES**
Aldi	450m	1,950m	**YES**
Belle Vue Railway Station	450m	1,950m	**YES**
Roots Restaurant & Bar	450m	1,950m	**YES**
Premier	500m	1,950m	**YES**
Merry Kidz Day Nursery	500m	1,950m	**YES**
Mount Road Surgery	700m	1,950m	**YES**

All Saints Primary School	800m	3,200m	**YES**
Mount Road Pharmacy	850m	1,950m	**YES**
Mount Road Post Office	850m	1,950m	**YES**

Table 4.4 Distance from Site to Local Facilities

4.2.22 Based on the review, it is considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and numerous local services and amenities.

4.3 Access by Cycle

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

4.3.2 Current advice contained within the Highway Code, which was updated on 29th January 2022, aims to improve the safety of vulnerable road users, including cyclists, pedestrians, and horse-riders. Most of the new advice relates to cyclists' positioning within lanes under various traffic conditions and requires motorists to give cyclists priority in slow-moving traffic where there is insufficient room to overtake safely, allowing 1.5 metres for cyclists when overtaking them.

4.3.3 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.'*

4.3.4 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 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester, Stockport, Droylsden and Ashton-under-Lyne. E-bikes feature a pedal-assist motor that can reach speeds of up to 15.5-mph (approximately 25-kmph), with batteries typically providing a range of around 100

kilometres on a single charge. At a 25-minute commute, an e-bike rider could cover approximately 10-kilomtres

4.3.5 National Cycle Route (NCR) 60 is the closest strategic cycle route to the site, running to the east of the development through Gorton. From here, the route continues north-west towards Clayton Hall, providing an active travel corridor linking Gorton with the wider Manchester cycle network. This section of NCR 60 offers a direct and continuous connection between local residential areas, Debdale Park, and key destinations including the Clayton Vale area and Clayton Hall.

4.3.6 National Cycle Route (NCR) 6 is located to the south of the site, forming a key cycle corridor through central and south Manchester. Northwards, NCR 6 provides direct links through the Oxford Road corridor into Manchester city centre, connecting with major employment, education and public transport hubs. To the south, the route continues through Hulme, Fallowfield and Levenshulme.

4.3.7 The NCRs in proximity to the site can be seen below in Figure 4.3, with the cycle routes illustrated in blue and orange and the proposed site denoted by a blue location pin.

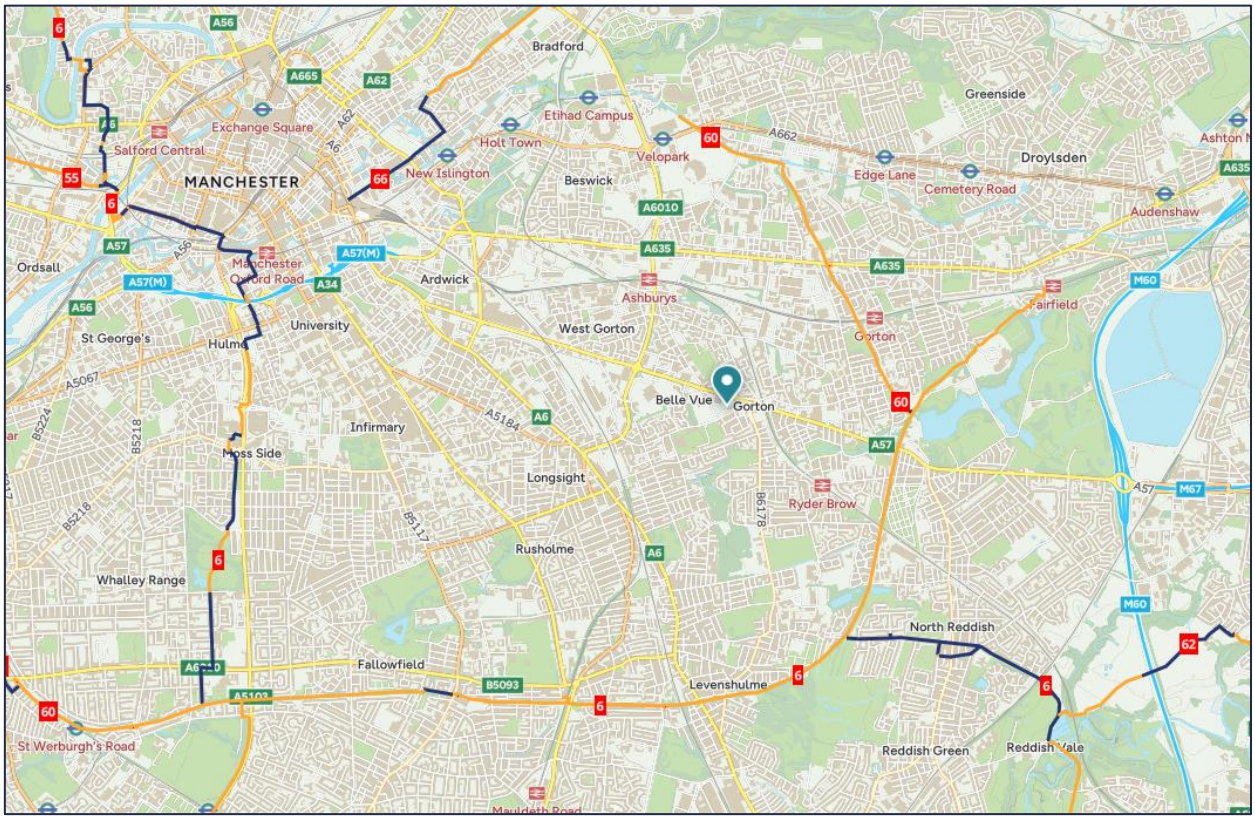


Figure 4.3 National Cycle Routes (Source: Sustrans)

4.3.8 A good level of cycling infrastructure is available in the vicinity of the site, as shown in Figure 4.4. Several traffic-free routes with good-quality surfaces are provided to the east of the site, particularly around Gorton Reservoirs and Debdale Park. A number of on-road cycle routes run along key corridors surrounding the development, including A57 Hyde Road, A6010 Pottery Lane, A635 Ashton Old Road and A6 Stockport Road.

4.3.9 The surrounding residential streets also benefit from a network of quieter routes and 20 mph-limited roads, supporting safe local cycling movements through Belle Vue and Gorton.

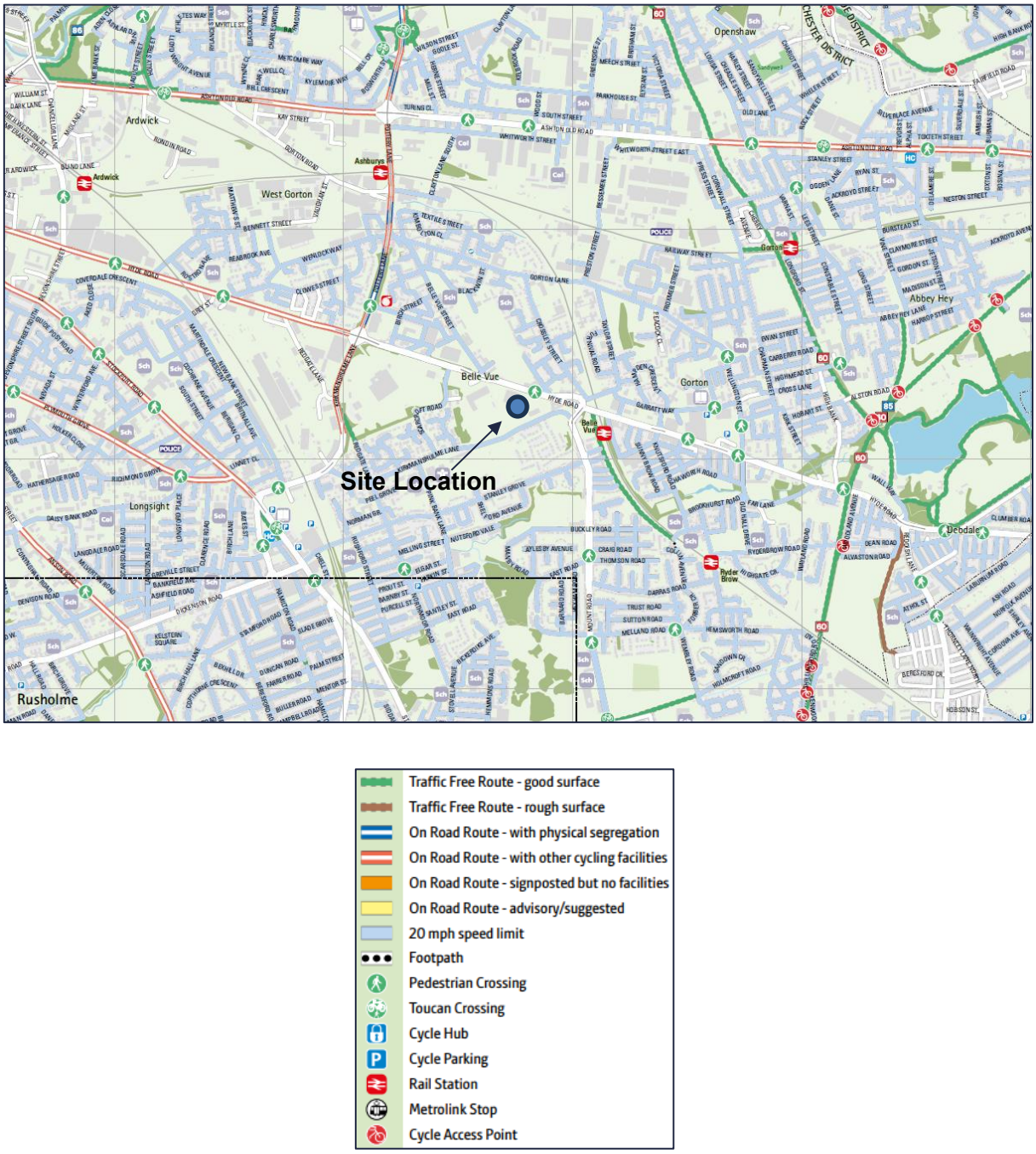


Figure 4.4 Manchester Cycle Map (Source: TfGM)

4.3.10 Given the site's proximity to established local cycling routes and National Cycle Routes, it can be considered accessible by cycle.

4.4 Access by Bus

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

4.4.2 The nearest bus stop to the site is located along A57 Hyde Road, approximately 140 metres, or a 2-minute walk from the centre of the proposed site. This stop consists of a shelter with timetable information.

4.4.3 Additional bus stops are located along Kirkmanshulme Lane and B6178 Mount Road, a short distance from the proposed site. All the nearest bus stops to the site are shown on **Plan 3.**

4.4.4 A summary of the services available from the nearest bus stops from the development site is provided 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	
53	Cheetham Hill - Higher Crumpsall - Old Trafford - Pendleton	8	Every 30 mins	8	5	Every 30 mins	8	17
150	The Trafford Centre - Gorton	5	Every 30 mins	9	2	Every 30 mins	8	17
201	Manchester City Centre - Denton - Hyde - Hattersley	17	Every 10 mins	24	7	Every 10 mins	24	42
202	Manchester City Centre - Haughton Green - Hyde - Gee Cross	4	Every 30 mins	10	2	Every 30 mins	10	16

203	Manchester City Centre - Debdale Park - Reddish - Stockport	22	Every 10 mins	30	10	Every 10 mins	32	62
713	St Peter's RC High School - Newton Heath - Droylsden - Clayton - Gorton	1	1	-	-	-	-	-

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 Manchester city centre, Hyde, Denton, Hattersley, Stockport, Pendleton, Reddish, Cheetham Hill, Old Trafford and The Trafford Centre.

4.4.6 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:43 to around 02:45[+1], making travel by public transport a genuine alternative to travelling by car for commuting trips.

4.4.7 Bus service 713 operates on school days only and is scheduled specifically around school start and finish times. The service provides one morning journey towards St Peter's RC High School in Gorton, and a corresponding afternoon return trip to Newton Heath, Droylsden, Clayton and Belle Vue.

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

Destination	Duration
Manchester City Centre	16 mins
Stockport	30 mins
Hyde	32 mins
Old Trafford	40 mins

Pendleton	48 mins

Table 4.6 Example Bus Journey Times from the Site

4.4.9 The above table demonstrates that the site is well connected by bus, with key destinations accessible within short journey times. Manchester City Centre can be reached in around 16 minutes, while Stockport and Hyde are accessible in approximately 30 minutes and 32 minutes respectively. Longer-distance trips are also possible, with services providing links to Old Trafford in around 40 minutes and Pendleton in approximately 48 minutes.

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

4.5 Access by Rail

4.5.1 The nearest railway station to the site is Belle Vue station, around 450 metres from the centre of the site. The station is accessible by a 6-minute walk or a 2-minute cycle.

4.5.2 This train station is managed by Northern Trains and has 2 platforms, offering 4 services per hour to Manchester Piccadilly, Reddish, Bredbury and New Mills Central.

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

4.6 Accessibility Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area.

- It has been demonstrated that the site is accessible by cycle, with local and national cycle routes being located within close proximity of the site.
- The range of services operating from the bus stops on A57 Hyde Road, Kirkmanshulme Lane and B6178 Mount Road, providing links to Manchester city centre, Hyde, Denton, Hattersley, Stockport, Pendleton, Reddish, Cheetham Hill, Old Trafford and The Trafford Centre, demonstrates that the proposed development is well-served and accessible by bus.
- The site is accessible via rail with Belle Vue station located just a short walk or cycle away.

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 Travel Plan Targets

5.1 Introduction

5.1.1 This section of the Travel Plan deals with the post development scenario i.e., once the development is complete, occupied and the Travel Plan has been implemented and relates to targets against which the success of the Plan in achieving its objectives will be measured.

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

5.1.3 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.

5.1.4 More accurate information to establish the baseline targets will be obtained from a Residents Travel Survey which will be undertaken within one month of the development being 50% occupied.

5.1.5 Suitable targets for reducing the need to travel by private car will be set against the baseline targets and agreed with the Council.

5.2 Potential Targets

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

5.2.2 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 Liftshare car share scheme, 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.

5.3 Action Plan

5.3.1 **Table 5.1** below provides an Action Plan and timescales to assist the Travel Plan Coordinator (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	Builder
Production of Residents Travel Pack	Upon Occupation	Resident travel survey	Builder
Undertake initial travel surveys	Within 1 month of reaching 50% occupation of development	receipt of written agreements of targets	TPC
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Residents travel surveys conducted in years 1, 3 and 5	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey	Residents travel surveys conducted in years 1,3 and 5	TPC

Table 5.1 Travel Plan Action Plan and Timescales

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

6 Plan Monitoring and Assessment

6.1.1 DfT best practice guidelines state that monitoring of the Travel Plan should normally take place on the following basis:

- Early on in the occupation period of the site - for example, triggered by 50% occupancy to provide the information base for the review of the plan,
- Annually or at least every two years thereafter to provide on-going information on the impact of the plan.
- Monitoring should take place over a wide range of time periods to reflect the different patterns of journeys that can be generated by residential development.

6.1.2 The monitoring will include items such as:

- Full residential surveys will be issued electronically, to be completed in year 1, year 3 and year 5 and snapshot surveys to be completed every 6 to 12 months. A sample questionnaire is included in **Appendix 4**.
- Feedback from bus operators to establish demand for local bus services.

6.1.3 The monitoring and assessment of the Travel 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.

6.1.4 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

6.1.5 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified.

7 Conclusions

7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.

7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.

7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to residents and visitors to the development. The aim of the Travel Plan is:

- to encourage residents to use sustainable modes of transport to access the site,
- reduce the reliance on single car occupancy journeys, and
- generally, reduce traffic related pollution and noise.

7.1.4 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.

7.1.5 The Travel Plan Coordinator will ensure the Travel Plan is implemented and is operating effectively.

7.1.6 A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at the Council.

7.1.7 The site has been demonstrated to benefit from excellent non-car accessibility and it should, therefore, be expected that the adoption of a Travel Plan would be particularly effective.

7.1.8 It can therefore be concluded that the consented residential scheme, through the implementation of the Travel Plan, will provide a highly sustainable development.

Appendix 2

Calculation Reference: AUDIT-851401-250417-0441

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Selected regions and areas:

02	**SOUTH EAST**		
	BO	BEDFORD	1 days
	ES	EAST SUSSEX	1 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	2 days
	SC	SURREY	2 days
	WS	WEST SUSSEX	5 days
03	**SOUTH WEST**		
	CW	CORNWALL	1 days
	DV	DEVON	1 days
04	**EAST ANGLIA**		
	CA	CAMBRIDGESHIRE	2 days
05	**EAST MIDLANDS**		
	DY	DERBY	1 days
	NG	NOTTINGHAM	1 days
	NM	WEST NORTHAMPTONSHIRE	1 days
08	**NORTH WEST**		
	GM	GREATER MANCHESTER	1 days
09	**NORTH**		
	FU	WESTMORLAND & FURNESS	1 days
	TW	TYNE & WEAR	2 days

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

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:	No of Dwellings
Actual Range:	15 to 618 (units:)
Range Selected by User:	15 to 788 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/16 to 12/06/24

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:

Monday	3 days
Tuesday	3 days
Wednesday	6 days
Thursday	11 days
Friday	1 days

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

Selected survey types:

Manual count	24 days
Directional ATC Count	0 days

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 Centre	4
Suburban Area (PPS6 Out of Centre)	5
Edge of Town	10
Neighbourhood Centre (PPS6 Local Centre)	5

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:

Industrial Zone	1
Commercial Zone	1
Residential Zone	13
Village	5
No Sub Category	4

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 Vehicles Counts:

Servicing vehicles Included	5 days	- Selected
Servicing vehicles Excluded	22 days	- Selected

Secondary Filtering selection:

Use Class:

C3	24 days

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:
All Surveys Included

Population within 1 mile:

1,000 or Less	1 days
1,001 to 5,000	2 days
5,001 to 10,000	5 days
10,001 to 15,000	5 days
15,001 to 20,000	4 days
20,001 to 25,000	2 days
25,001 to 50,000	4 days
50,001 to 100,000	1 days

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

Population within 5 miles:

5,000 or Less	1 days
25,001 to 50,000	3 days
50,001 to 75,000	2 days
75,001 to 100,000	2 days
100,001 to 125,000	2 days
125,001 to 250,000	7 days
250,001 to 500,000	6 days
500,001 or More	1 days

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	6 days
1.1 to 1.5	15 days
1.6 to 2.0	2 days
2.1 to 2.5	1 days

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.

Travel Plan:

Yes	12 days
No	12 days

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	24 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1 **BO-03-K-01** **MIXED HOUSES & FLATS** **BEDFORD**
MARTELL DRIVE
BEDFORD
KEMPSTON
Edge of Town
Residential Zone
Total No of Dwellings: 65
Survey date: THURSDAY *15/10/20* *Survey Type: MANUAL*

2 **CA-03-K-03** **FLATS & TERRACED** **CAMBRIDGESHIRE**
YORK STREET
CAMBRIDGE

Edge of Town Centre
No Sub Category
Total No of Dwellings: 178
Survey date: WEDNESDAY *20/09/17* *Survey Type: MANUAL*

3 **CA-03-K-04** **MIXED HOUSES & FLATS** **CAMBRIDGESHIRE**
FORDHAM ROAD
SOHAM

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 65
Survey date: WEDNESDAY *11/07/18* *Survey Type: MANUAL*

4 **CW-03-K-01** **MIXED HOUSES & FLATS** **CORNWALL**
TRELOWEN DRIVE
PENRYN

Edge of Town
Residential Zone
Total No of Dwellings: 89
Survey date: THURSDAY *28/03/19* *Survey Type: MANUAL*

5 **DV-03-K-01** **MIXED HOUSES & FLATS** **DEVON**
ROYAL WAY
STARCROSS

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 15
Survey date: MONDAY *17/07/17* *Survey Type: MANUAL*

6 **DY-03-K-01** **MIXED HOUSES & FLATS** **DERBY**
PRIDE PARKWAY
DERBY
WILMORTON
Edge of Town
Industrial Zone
Total No of Dwellings: 618
Survey date: MONDAY *23/07/18* *Survey Type: MANUAL*

7 **ES-03-K-01** **MIXED HOUSES & FLATS** **EAST SUSSEX**
LEWES ROAD
UCKFIELD
RIDGEWOOD
Edge of Town
Residential Zone
Total No of Dwellings: 64
Survey date: THURSDAY *14/07/16* *Survey Type: MANUAL*

8 **FU-03-K-01** **SEMI-DETACHED & FLATS** **WESTMORLAND & FURNESS**
NATLAND ROAD
KENDAL

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 15
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 **GM-03-K-03** **SEMI-DETACHED & FLATS** **GREATER MANCHESTER**
WILBRAHAM ROAD
MANCHESTER
WHALLEY RANGE
Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 21
Survey date: THURSDAY *06/05/21* *Survey Type: MANUAL*

10 **HC-03-K-02** **MIXED HOUSES & FLATS** **HAMPSHIRE**
DAIRY ROAD
ANDOVER

Edge of Town
Residential Zone
Total No of Dwellings: 270
Survey date: TUESDAY *11/10/22* *Survey Type: MANUAL*

11 **HC-03-K-07** **MIXED HOUSES & FLATS** **HAMPSHIRE**
MINLEY ROAD
FARNBOROUGH
BLACKWATER
Edge of Town
Residential Zone
Total No of Dwellings: 313
Survey date: THURSDAY *12/05/22* *Survey Type: MANUAL*

12 **HF-03-K-05** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
FRYTHE AVENUE
WELWYN

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 203
Survey date: WEDNESDAY *02/11/22* *Survey Type: MANUAL*

13 **HF-03-K-06** **MIXED HOUSES & FLATS** **HERTFORDSHIRE**
THE KESTRELS
BRICKET WOOD

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 100
Survey date: THURSDAY *29/06/23* *Survey Type: MANUAL*

14 **NG-03-K-02** **MIXED HOUSES** **NOTTINGHAM**
CASTLE BRIDGE ROAD
NOTTINGHAM

Suburban Area (PPS6 Out of Centre)
No Sub Category
Total No of Dwellings: 132
Survey date: MONDAY *07/11/16* *Survey Type: MANUAL*

15 **NM-03-K-01** **TERRACED HOUSES & FLATS** **WEST NORTHAMPTONSHIRE**
AUCTIONEERS COURT
NORTHAMPTON

Edge of Town Centre
Commercial Zone
Total No of Dwellings: 23
Survey date: THURSDAY *18/04/24* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

16 **SC-03-K-01** **MIXED HOUSES & FLATS** **SURREY**
DE BURGH GARDENS
TADWORTH

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 138
Survey date: TUESDAY *22/06/21* *Survey Type: MANUAL*

17 **SC-03-K-02** **MIXED HOUSES & FLATS** **SURREY**
STOMPOND LANE
WALTON-ON-THAMES

Suburban Area (PPS6 Out of Centre)
Residential Zone
Total No of Dwellings: 104
Survey date: THURSDAY *25/04/24* *Survey Type: MANUAL*

18 **TW-03-K-01** **MIXED HOUSES & FLATS** **TYNE & WEAR**
SHELLEY DRIVE
GATESHEAD

Edge of Town Centre
No Sub Category
Total No of Dwellings: 131
Survey date: THURSDAY *23/05/19* *Survey Type: MANUAL*

19 **TW-03-K-02** **FLATS & TOWN HOUSES** **TYNE & WEAR**
TYNEMOUTH ROAD
TYNEMOUTH

Edge of Town Centre
No Sub Category
Total No of Dwellings: 28
Survey date: FRIDAY *15/10/21* *Survey Type: MANUAL*

20 **WS-03-K-01** **MIXED HOUSES & FLATS** **WEST SUSSEX**
SHOPWHYKE ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 336
Survey date: WEDNESDAY *05/07/23* *Survey Type: MANUAL*

21 **WS-03-K-03** **MIXED HOUSES & FLATS** **WEST SUSSEX**
LITTLEHAMPTON ROAD
WORTHING
WEST DURRINGTON
Edge of Town
Residential Zone
Total No of Dwellings: 111
Survey date: THURSDAY *12/05/16* *Survey Type: MANUAL*

22 **WS-03-K-04** **MIXED HOUSES & FLATS** **WEST SUSSEX**
HILLS FARM LANE
HORSHAM
BROADBRIDGE HEATH
Edge of Town
Residential Zone
Total No of Dwellings: 371
Survey date: THURSDAY *28/06/18* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

23 **WS-03-K-05** **MIXED HOUSES & FLATS** **WEST SUSSEX**
WORTHING ROAD
SOUTHWATER

Neighbourhood Centre (PPS6 Local Centre)
Village
Total No of Dwellings: 227
Survey date: WEDNESDAY *30/06/21* *Survey Type: MANUAL*

24 **WS-03-K-06** **MIXED HOUSES & FLATS** **WEST SUSSEX**
WESTERN ROAD
CHICHESTER

Edge of Town
Residential Zone
Total No of Dwellings: 41
Survey date: WEDNESDAY *12/06/24* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/K - MIXED PRIV HOUS (FLATS AND HOUSES)

TOTAL VEHICLES

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	24	152	0.071	24	152	0.250	24	152	0.321
08:00 - 09:00	24	152	0.131	**24**	**152**	**0.300**	**24**	**152**	**0.431**
09:00 - 10:00	24	152	0.120	24	152	0.169	24	152	0.289
10:00 - 11:00	24	152	0.120	24	152	0.137	24	152	0.257
11:00 - 12:00	24	152	0.111	24	152	0.122	24	152	0.233
12:00 - 13:00	24	152	0.140	24	152	0.127	24	152	0.267
13:00 - 14:00	24	152	0.131	24	152	0.131	24	152	0.262
14:00 - 15:00	24	152	0.142	24	152	0.160	24	152	0.302
15:00 - 16:00	24	152	0.223	24	152	0.164	24	152	0.387
16:00 - 17:00	24	152	0.230	24	152	0.154	24	152	0.384
17:00 - 18:00	**24**	**152**	**0.268**	24	152	0.148	24	152	0.416
18:00 - 19:00	24	152	0.253	24	152	0.146	24	152	0.399
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.940			2.008			3.948

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.*

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Parameter summary

Trip rate parameter range selected:	15 - 618 (units:)
Survey date date range:	01/01/16 - 12/06/24
Number of weekdays (Monday-Friday):	24
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	3
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.



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