

Proposed Residential Development: Land off Dumers Lane, Radcliffe, Bury

784 – B054854

Travel Plan Framework

Revision 01

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Westchurch Homes



TETRA TECH

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1.0 Introduction

1.1 Preamble

- 1.1.1 Tetra Tech (TT) has been commissioned by Westchurch Homes (WH) to prepare a residential Travel Plan Framework (TPF) which promotes sustainable travel to and from a proposed residential development on land off Dumers Lane, Radcliffe, Bury.
- 1.1.2 The location of the proposed development is shown on **Plan 1**. The site is located in Radcliffe, to the southwest of Bury and just over 14km northwest of Manchester City Centre.
- 1.1.3 The local highway network is shown on **Plan 2**.
- 1.1.4 The proposals will deliver 87 dwellings. The development will be accessed from a proposed ghost island priority T-junction on Dumers Lane.
- 1.1.5 The proposed site layout of the residential development is shown in **Appendix A**.
- 1.1.6 Bury Council (BC) act as both the Local Planning Authority (LPA) and Local Highway Authority (LHA).

1.2 Report Structure

- 1.2.1 Following this introduction, this report is structured as follows:
 - **Section 2** introduces TPFs;
 - **Section 3** provides the aims and targets;
 - **Section 4** describes existing sustainable transport provision relevant to the site;
 - **Section 5** details the TPF measures and describes the monitoring review;
 - **Section 6** sets out the Action Plan.

2.0 Travel Plan Framework Context

2.1 Background to Travel Plans

- 2.1.1 A TPF is a package of practical measures aimed at reducing the transportation and traffic impact of a development. The main objective of a TP is therefore to reduce single occupancy car use and encourage travel via more sustainable modes.
- 2.1.2 The Department for Transport's (DfT) 'Making Residential Travel Plans Work' (June 2007) 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: TPF Pyramid from DfT's 'Making Travel Plans Work'

The travel plan pyramid



- 2.1.3 The use of a pyramid structure to illustrate the 5-tier hierarchy of measures demonstrates the concept that each higher layer builds upon the more important foundations of criteria and initiatives below it.
- 2.1.4 The most important layer of the pyramid is considered to be the base, which shows the key to making TPFs work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.1.5 The second layer of the pyramid refers to how the built environment can assist in reducing single occupancy vehicles and increase the usage of sustainable travel.

- 2.1.6 Level 3 of the pyramid relates to the Travel Plan Co-ordinator (TPC). This TPF identifies that a TPC will be appointed to implement and monitor the TPF and to develop further measures to maximise sustainable travel at the development where appropriate. The TPC will coordinate and report on the periodic reviews of the TPF for five years from first occupation. At this juncture it can be seen that the development will achieve the three most important aspects of delivering a successful TPF.
- 2.1.7 Level 4 of the pyramid looks at how parking management and public transport can influence travel choice. Car parking provision at the site will be provided in accordance with current parking standards.
- 2.1.8 The top layer of the pyramid relates to how the TPF will be marketed and how the measures within are to be promoted. These are set out later in this TPF. Future residents at the development will be made aware of the aims of the TPF and will be provided with a Travel Pack which sets out the travel choices and alternatives to car travel available.

2.2 Travel Plan Benefits

- 2.2.1 There could be a large number of benefits that will be derived from the successful implementation of the TPF at the development for residents and visitors as well as the wider community. The DfT guidance on 'Making Residential Travel Plans Work' identifies the following benefits:
- Reduced traffic, congestion, air pollution and accidents.
 - Improved accessibility and travel choice for reaching local facilities.
 - Increasing scope for child-friendly housing layouts; and
 - Improving access by the wider community to the development by sustainable modes of transport.
- 2.2.2 The residents and visitors of the approved residential development at site can expect to enjoy:
- Improved health and fitness through increased levels of walking and cycling.
 - Increased flexibility offered through wider travel choices.
 - The social aspects of sharing transport with others; and
 - A better environment within the site and its immediate environs as vehicular movements are minimised.
- 2.2.3 In terms of the wider community, the successful implementation of the Travel Plan will lead to reduced traffic impacts as a result of the reduction in single occupancy car use.

3.0 Aims, Objectives and Targets

3.1 Aims and Objectives

- 3.1.1 The headline aim of the TPF is to promote sustainable travel and to widen travel choices for residents, seeking to encourage modal shift away from single occupancy vehicle trips.
- 3.1.2 The specific objectives of the TPF set out the motivation and factors that would help achieve the overall aim for the site, this includes:
- 3.1.3 The key objectives of this TPF are to:
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
 - Highlight the health and environmental benefits of using sustainable travel modes;
 - Reduce the reliance upon the private car;
 - Enable people to make more informed and therefore better choices.
 - Minimise congestion on the local highway network.
 - Ensure residents are aware of the TPF and its purpose.

3.2 Targets

- 3.2.1 Targets are the measurable goals by which the progress of the TPF would be assessed. Targets are essential for monitoring the progress and success of the TPF, and should be 'SMART' – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 3.2.2 Targets come in two forms.
- 'Action' type targets - these are non-quantifiable actions that need to be achieved by a certain time.
 - 'Aim' type targets - these are quantifiable and generally relate to the degree of modal shift the TPF is seeking to achieve.
- 3.2.3 The 'action' targets include activities such as employing a TPC, producing and issuing the TIPs to the residents. These are set out in Sections 5 and 6 of this TPF.
- 3.2.4 The 'aim' targets relate to modal shift and focus increasing the use of sustainable travel modes and reducing the use of single occupancy vehicles. In order to set 'aim' targets to reduce the reliance on private car travel and increase the use of sustainable modes, an investigation of the travel trends and characteristics of residents at the site will be undertaken once the site reaches 25% occupancy. The TPF 'aim' targets should seek to achieve a realistic and feasible reduction in single occupancy vehicle trips over the first 5 years from when the development is occupied, with a full review scheduled after year 5.

3.3 Initial Travel Research – Aim Targets

- 3.3.1 This section sets out the initial mode shift targets based on census data. Site specific mode shift targets will be set following the initial travel survey, to be carried out once the site is 25% occupied.
- 3.3.2 The 2021 census data for ‘Method used to travel to work’ (Census ref: E02001033) has been interrogated. The data is provided per Mid-level Super Output Area (MSOA). The MSOA which covers the site and the existing residential area in the vicinity of the site is Bury 015. The 2021 Travel to work mode shares associated with Rother 007 are set out in **Table 3.1**.

Table 3.1: Existing ‘Journey to work’ mode share – Census 2021, Bury 015

Travel Mode	Census Modal Share
Driving a car or van	53%
Work mainly at or from home	24%
On foot	6%
Passenger in a car or van	5%
Bus, minibuss or coach	4%
Bicycle	1%
Train	0%
Light rail or metro	4%
Taxi	2%
Total	100%

- 3.3.3 **Table 3.1** provides an initial indication of the likely mode share percentages at the site prior to the travel survey being carried out and without the influence of TPF measures. Using the existing mode share percentages identified in **Table 3.1** an example of the approximate indicative mode shift target that could be achieved with an effective residential TPF are set out in **Table 3.2**.

Table 3.2 - Indicative Residential TPF targets

Mode	Baseline Model Split (census data)	Year 5 target	Model Shift	Target Year
Driving a car or van	53%	45%	-5%	Year 5
On foot	6%	8%	+1%	Year 5
Passenger in a car or van	5%	6%	+1%	Year 5
Bus, minibuss or coach	4%	5%	+1%	Year 5
Bicycle	1%	5%	+2%	Year 5

- 3.3.4 The figures in **Table 3.2** are indicative only and will be finalised following the initial travel survey and these will be set out in a TPF update.

4.0 Accessibility via Sustainable Travel Modes

4.1 Introduction

- 4.1.1 This section describes the accessibility of the development site by sustainable travel modes. It covers accessible amenities and describes the existing sustainable transport infrastructure that is in place to provide access to these amenities.
- 4.1.2 The pre application response stated, the site is “*located within an area of high accessibility as set out within appendix 1 of SPD11.*” which confirms that the site is considered to be well accessible by sustainable modes.

4.2 Accessibility on Foot

- 4.2.1 It is generally accepted that walking is the most important mode of travel at a local level and offers the greatest potential to reduce short car trips, particularly those under 2km. The implication of this is that 2km is a distance that people are typically prepared to walk to access an amenity / facility. 2km is also the Institution for Highways and Transportation (IHT) guidance preferred maximum suggested walking distance to schools and for commuting.
- 4.2.2 In respect of this, **Plan 3** has been prepared to show a 1km & 2km walk catchment from the centre of the site. Assuming a walk speed of 1.4m/s, this equates to a 12-minute (1km) and 24-minute (2km) walk.
- 4.2.3 **Plan 3** shows the variety of different amenities available within a 1km walk from the site. These include four convenience stores, a medical centre, allotments, a nursery, a primary school, two places of worship, restaurants, a park and employment sites.
- 4.2.4 In addition to the facilities listed above, amenities/facilities in the 2km catchment include further restaurants, takeaways, places of worship, a cemetery, convenience stores, a primary school, nursery schools, a secondary school, sports facilities, employment sites. There are also employment opportunities along the edge of the catchment.
- 4.2.5 Additionally, there are PRowS (Public Rights of Way) accessible within the 2km catchment, which provide routes for pedestrians towards Radcliffe town centre and other areas in Bury. Off-site the PRowS connect with Bolton Road and Water Street. From those connections with the local highway network footways are provided along both routes towards Radcliffe and the rest of Bury.
- 4.2.6 Furthermore, the local highway network includes wide footways with dropped kerbs and tactile paved crossing points.

4.3 Accessibility by Cycle

- 4.3.1 Whilst Planning Policy Guidance 13 PPG13 is no longer current national planning policy, its recognition of cycling having the potential to replace short car journeys, particularly those under 5km is still recognised as good practice. Within this context the site is well located to encourage trips by bike with several employment destinations, other residential areas and amenities located within a 5km cycle.

- 4.3.2 The 5km cycle catchment is shown on **Plan 4**. The 5km catchment encompasses the entire built-up area of Radcliffe as well as the surrounding towns of Whitefield and Bury meaning that future residents at the site could access the employment destinations and amenities / facilities present in those areas.
- 4.3.3 Within the 10km catchment, a large portion of Bolton can be reached in the west, the towns of Prestwich, Kearsley, Middleton and Farnworth can be reached and Heywood in the east.
- 4.3.4 Bisecting the cycle catchments north to south is the National Cycle Route (NCR) 6 which in the vicinity of the site extends south to Manchester and north towards Ramsbottom.
- 4.3.5 Farnworth, Kearsley and Clifton rail stations all lie within the 10km catchment which can provide opportunities for multi-modal journeys.
- 4.3.6 Given the above, it can be stated that the proposals will be very accessible by cycle.

4.4 Accessibility by Public Transport

By Bus

- 4.4.1 As shown on **Plan 2** the closest pair of bus stops to the site are located on Dumers Lane, directly adjacent to the site's frontage. This pair of bus stops are serviced by Route 524.
- 4.4.2 In proximity to the Dumers Lane / Manchester Road junction, there is an additional pair of bus stops, which operate bus services 95, 97 and 135. This bus stop is located c.1km away from the site.
- 4.4.3 A summary of the services from the stops near the site are shown in **Table 5.1** below.

Table 4.1: Existing Bus Services Operating Near the Site

Service	Route	Average One-way Frequency per Hour					
		Weekday				Saturday	Sunday
		AM Peak	Inter Peak	PM Peak	Evening		
Services from Dumers Lane Bus Stop – Adjacent to site							
524	Bury Interchange - Bolton Interchange	4	2	4	2	2-3	2-3

- 4.4.4 **Table 5.1** demonstrates that the bus service on Dumers Lane provides access to Bury and Bolton. The service routes via Rose Hill, Burnden, Moses Gate, Dove Bank, Little Lever, Radcliffe, Fletcher Fold and Fishpool.
- 4.4.5 The 524 bus service also connects the site to the nearest Rail Stations, Moses Gate and Kearsley, which has regular rail services to Southport, Manchester Victoria, Stalybridge and more.
- 4.4.6 These bus provision at the site improves sustainable connectivity to local and wider area.

By Metrolink (Tram)

- 4.4.7 The closest Metrolink (tram) station to the site is Radcliffe, which is a 1.4km walk. Two trams lines operate the along this tram stations and they the “Green” and “Yellow” lines.
- 4.4.8 The “Green” line starts and serves trams stations between Altrincham and Bury. The “Pink” line starts and serves trams stations between Piccadilly and Bury.
- 4.4.9 The Metrolink station is serviced by 1 tram every 12 minutes (5 trams an hour) in each direction.

By Rail

- 4.4.10 The nearest railway station is Kearsley Rail Station, located 6km journey distance from the site, so could conceivably be reached by cycle.
- 4.4.11 Moses Gate Rail Station is located approximately 8.5km. Whilst Moses Gate Rail Station is further from the site, it is afforded a more direct bus route, and can be accessed in 25minutes via the 524-bus service.
- 4.4.12 Both Kearsley Rail Stations and Moses Gate Rail Station provides services to regional and national destinations. Typical off-peak services, Mondays to Saturday, are set out below:
- 1 service per hour to Southport via Bolton.
 - 1 service per hour to Stalybridge via Manchester Victoria.
- 4.4.13 Given the above, it is evident that residents at the site have the option to travel via rail.

4.5 Accessibility Summary

- 4.5.1 The above demonstrates that there are a number of facilities located within a 1km walk of the site including: a medical centre, places of worship, a convenience store, restaurants and takeaways. Further amenities and facilities are accessible within a 1km & 2km walk including schools, employment sites, parks and sports facilities.
- 4.5.2 The 5km cycle catchment encompasses the entire built-up area of Radcliffe as well as the surrounding towns of Whitefield and Bury meaning that those living locally could access to those areas by bike.
- 4.5.3 Bus stops are located at the frontage of the site along Dumers Lane from where bus services to Bolton and Bury can be caught.
- 4.5.4 The nearest Metrolink station is 1.4km from the site, and provides access to Bury and Manchester.
- 4.5.5 Regular train services operate from the local rail station of Kearsley and Moses Gate which both provide access to Southport and Stalybridge, via Manchester. These rail stations are accessible by bus and by cycle.
- 4.5.6 Given the above sustainable transport provision and the “high” accessibility quoted from the Pre-Application response, it is considered that the site is accessible by sustainable forms of transport.

5.0 Proposed Travel Plan Measures

5.1 Introduction

5.1.1 The TPF measures are:

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

5.2 Travel Plan Co-ordinator

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

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

- Administer/manage the TPF and provide a liaison in implementing the plan with the local authority.
- Produce the TIP, which will:
 - set out the local walking routes.
 - set out the local cycling routes.
 - describe the health benefits of walking and cycling.
 - contain details of public transport services i.e. timetables and route information
 - Encourage car sharing.
 - Provide their details as a point of contact and travel information.
- Ensure that all residents receive TIP.
- Following the timeline for the implementation of the TPF measures
- Coordinate the initial travel surveys upon 25% occupation.
- Establish the TPF 'aim' targets following the initial travel survey.
- Ensure the availability of the most up to date travel information.
- Marketing and advertising new initiatives relating to the TPF.
- Provide a point of contact with transport operators, if necessary and Planning and Highway Authority officers at the local authority.
- Undertake the travel surveys in years 2, 3 and 5 of the TPF.
- Produce a monitoring report to be submitted to the Highway Authority.
- Evaluating progress towards the TPF 'aim' targets.
- Update the TPF as necessary following the travel surveys.

- 5.2.3 A TPC will be appointed by the developer, within 3 months of the first occupation of a dwelling.

5.3 Encourage and Promote Sustainable Travel

- 5.3.1 All residents would be made aware of the existence of the TPF, its aim and objectives.
- 5.3.2 Lack of awareness of available travel options is a frequently used reason for not using sustainable travel modes. The TPC will therefore prepare Travel Packs, which should contain suitable information concerning local walking and cycling routes and up-to-date public transport information including timetables, fares and bus stop information. These Travel Packs should be regularly updated with the newest information available and will be made available for new site residents.
- 5.3.3 The TPC will be fundamental to the implementation and success of the TPF. It is vital that the TPC is involved with some aspects of the development so that they can promote and achieve sustainable transport solutions.

5.4 Resident Travel Information Packs

- 5.4.1 Resident Travel Information Packs will be prepared and issued upon first occupation. The Travel Pack will include:
- Site specific public transport information. This will explain what buses can be taken to specific key destinations for shopping, education, employment etc. Information relating to any discounted travel season tickets etc would also be included.
 - Information about the TPF and its benefits, as described previously.
 - Summary of local services that support sustainable travel, such as the availability of delivery services and local taxi services etc.
 - Walking and cycling maps showing local walking and cycling routes in relationship to local facilities including sports centres, cinemas, pubs, health centres and shopping.
- 5.4.2 Resident Travel Information Packs will be made available as part of the handover / homeowner's pack, as hard copies of electronic copies, depending on the housebuilder's preference.

5.5 Travel Survey

- 5.5.1 The first step to developing the operational TPF is to establish how the site users make journeys to and from the site. A travel survey will be conducted once 25% of the proposed dwellings have been occupied. The results of the surveys will provide a valuable 'baseline' against which the success of the TPF in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured. As part of the monitoring and review process, the travel survey will be carried out in years 2, 4 and 5 following full occupation of the development.
- 5.5.2 The survey will be performed in order to ascertain existing travel patterns and will play a key role in the sustainability process as it provides a baseline from which to measure changes in travel as a result of the TPF. By conducting the survey once every two years this will give an indication of

how travel behaviour is changing at the site and provide an important indication as to the success of the TPF. A typical TPF questionnaire is shown in **Appendix B**.

5.5.3 The travel survey will be used to establish how residents at the site travel, what potential there is for change (for example, the numbers of people who would like to walk, cycle or use public transport, but are unable to do so), what are the most significant deterrents to walking, cycling and using public transport, what would encourage people to reduce car use.

5.5.4 The following information can be obtained by the survey:

- How site users usually travel to and from the site (walking, cycling, using public transport, arriving by car or car sharing with others),
- Where site users are generally travelling to/from.
- What are the barriers for walking or cycling, and why?
- What could be done to overcome the barriers to walking and cycling.
- Opinions toward existing bus services and how these may be improved to cater for site specific travel needs.
- How residents would like to travel if they had the choice and whether they own a bicycle or have a bus pass.

5.6 Plan Review

5.6.1 Following each travel survey, the TPC will collect the data, produce a monitoring report, review the measures in the travel plan, update the measures if necessary and include any amended measures in the monitoring report.

5.6.2 The TPF reviews will assess the success of the plan to date and to identify measures which could potentially be included in the future.

5.6.3 Information gathered as part of the continuous monitoring process would be made available to the Council. Through this medium, future strategies for further delivering TPF objectives can be considered in partnership between the residents, the Council and transport providers.

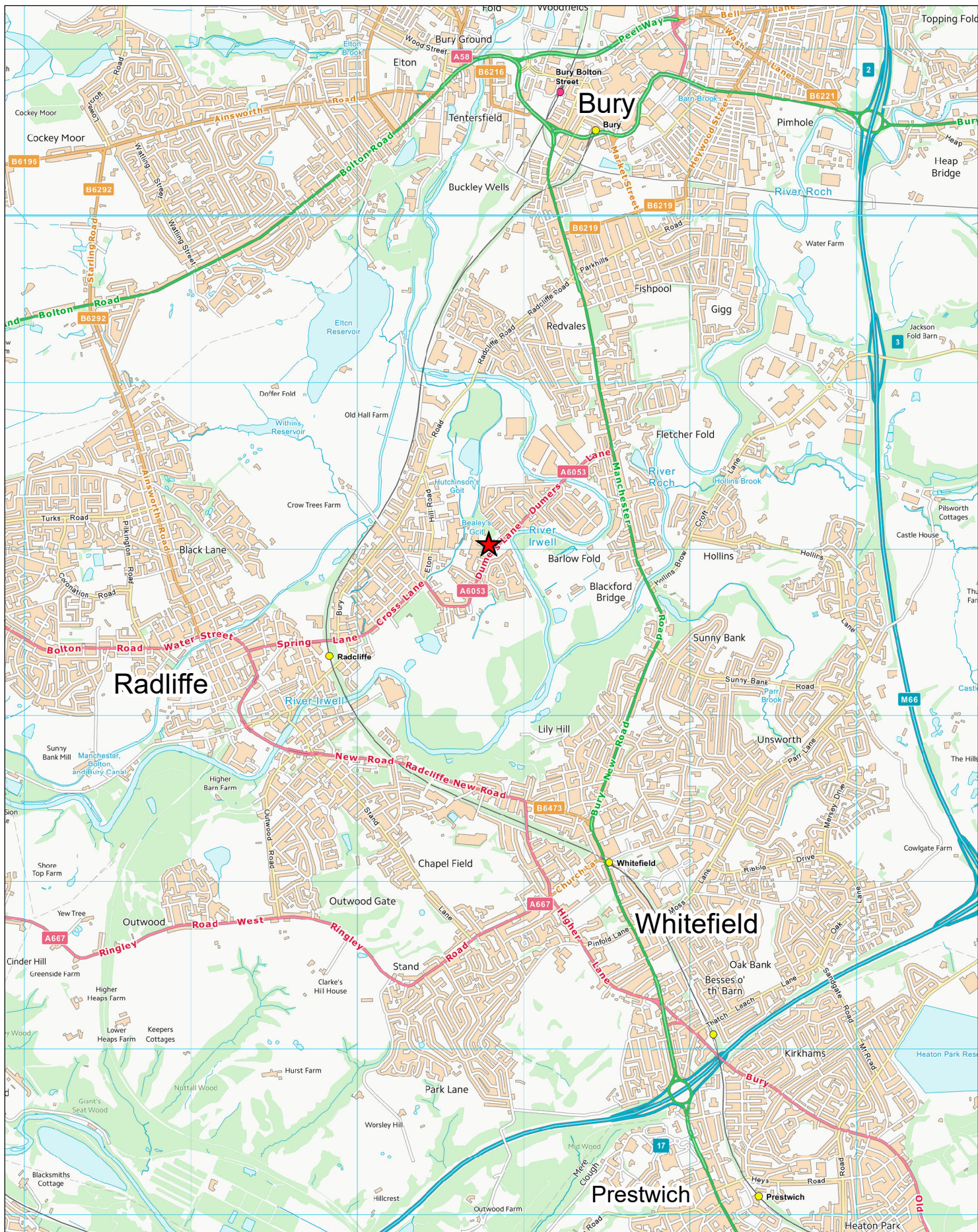
6.0 Action Plan

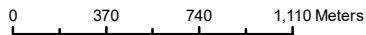
6.1.1 The preliminary action plan for the Travel Plan is set out in **Table 6.1**. These will mainly be carried out by the appointed Travel Plan Co-ordinator (TPC).

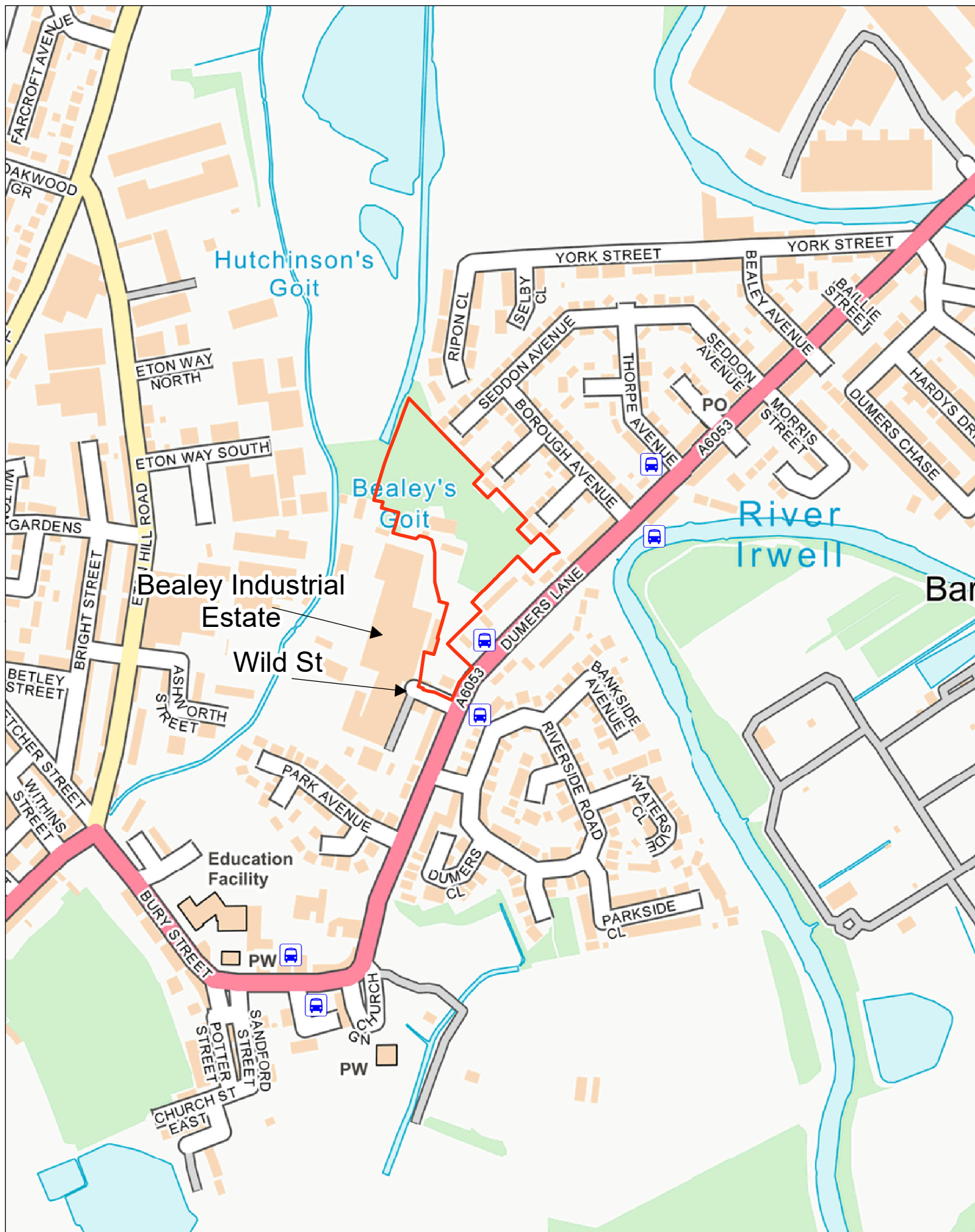
Table 6.1: Preliminary Action Targets

Action	Target Date	Responsibility
Develop an on-site layout conducive to travel via sustainable modes	Complete – Built into the approved design	Masterplanner / Highway Engineer
Appoint TPF coordinator and inform Council of contact details	1 month prior to occupation	The developer
Prepare Travel Information Packs	Between TPC appointment and first occupation	TPC
Provide all residents with Travel Packs	Issues upon first occupation	TPC
Undertake initial travel survey	Upon 25% occupation	TPC
Produce an initial Travel Plan monitoring report to include ‘aim’ targets	Following initial travel survey	TPC
Liaise with Council to agree ‘aim’ targets	Following initial travel survey	TPC
Update Travel Plan – if necessary	Following initial travel survey	TPC
Undertake periodic travel surveys	Year 2, 4 and 5 following full occupation	TPC
Prepare monitoring reports	Following periodic travel surveys	TPC
Liaise with Council regarding travel plan monitoring	Following periodic travel surveys	TPC
Update Travel Plan – if necessary	Following periodic travel surveys	TPC

Plans



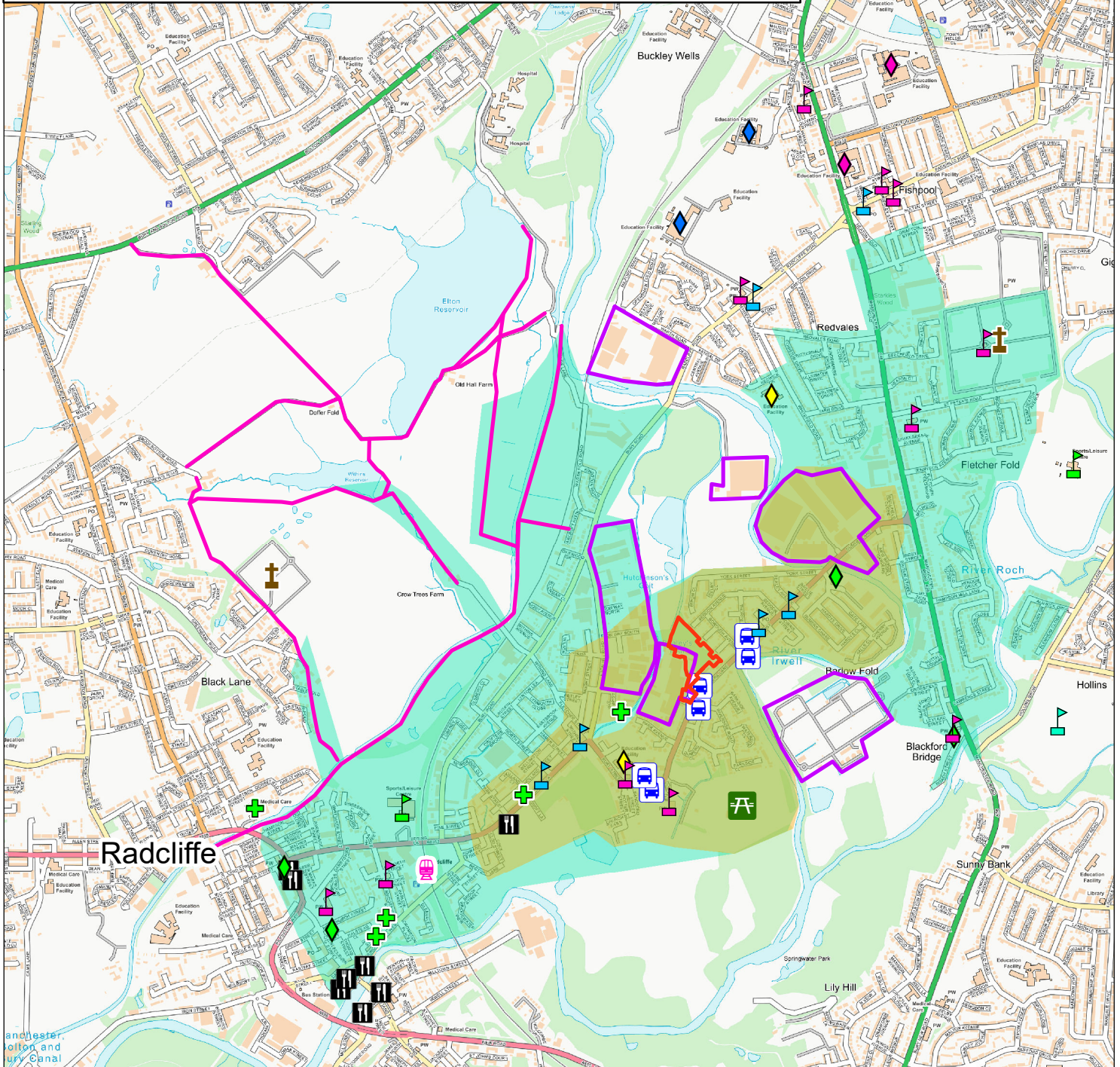
© Tetra Tech Limited  TETRA TECH	Plan 1: Site Location Proposal: Proposed Residential Development Location: Land off Durers Lane, Radcliffe TT Job No.: 784-B054854   Scale: 1:30,000 @A4 14 November 2024 NGR: 379,809 E / 407,571 N	Legend  Site Location © Crown Copyright All rights reserved. Licence number: 100019980
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© Tetra Tech Limited  TETRA TECH	Plan 2: Local Highway Network Proposal: Proposed Residential Development Location: Parkhurst Avenue, Clayton-le-Woods TT Job No.: 784-B067119	Legend  Approx site boundary  Bus Stop
0 60 120 180 Meters Scale: 1:5,000 @A4		14 November 2024 NGR: 379,802 E / 408,014 N © Crown Copyright All rights reserved. Licence number: 100019980

Legend

	Approx Site Boundary		College		Parks
	Footpath		Secondary School		Bus Stop
	Employment		Primary School		Metrolink
	Golf Club		Nursery		1km Walk Catchment
	Leisure Facilities		Cemetry		2km Walk Catchment
	Convenience Store		Medical Centre		
	Place of Worship		Restaurants		



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Plan 3: 1km & 2km Walk Catchments
 Proposal: Proposed Residential Development
 Location: Land off Durers Lane, Radcliffe
 TT Job No.: 784-B054854



0 250 500 750 Meters
 Scale: 1:20,000 @A4

NGR: 379,298 E / 409,106 N

14 November 2024

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