



Town and Country Planning Act 1990 (As Amended)

**Redevelopment of 18 Sadler St, Middleton, Manchester M24 5UG to
comprise 3 number offices and 15 number apartments.**

Interim Travel Plan



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1 Introduction

- 1.1 This Interim Travel Plan (ITP), has been prepared to accompany the planning application for the proposed redevelopment of 18 Sadler St, Middleton, Manchester M24 5UG. The proposed layout shows 3 number offices totaling 88.18 sq. m office space and 15 number proposed apartments comprising 7x 1 bed, 4x 2 bed and 4x 3 bed. The proposed development will be on a site which is currently utilized as retail space.
- 1.2 The ITP has been prepared in accordance with the 'Good Practice Guidelines : Delivering Travel Plans through the Planning Process (2009)', by the Department for Transport (Ref. 1). The ITP describes the measures that will be implemented in the Full Travel Plan (FTP), which will be prepared following occupation of the proposed development and the completion of travel surveys.
- 1.3 The ITP seeks to encourage travel by sustainable modes of transport such as walking, cycling and the use of public transport to reduce the transport and environmental impacts of the development. The ITP will also minimise the number of private car trips that will be generated by the proposed development, especially those with a single occupant. The ITP aims to influence the travel choices of residents and visitors at the proposed development. The target reduction in private car travel will assist local, national and international targets to reduce the harmful emissions from transport and promote active and healthy lifestyles.
- 1.4 The ITP contains 9 sections : Section 1 is the Introduction. Section 2 describes the location of the site and Section 3 describes the proposed development. Section 4 describes the existing accessibility of the site including the provision for pedestrians, cyclists and public transport users. Section 5 describes the proposed ITP strategy and outcomes. Section 6 describes the proposed targets and indicators. Section 7 describes the proposed monitoring and review procedures that will be used and Section 8 summarises the ITP.

2 Site Location

- 2.1 The proposed development site is located in the Middleton area of Manchester, as shown in Appendix 1. The site is located Sadler Street in Middleton, approximately 300 meters north of Middleton centre and 10 kilometers north of Manchester city centre. The site is located within walking distance of public services. There are bus stops located less than 200 meters from the site on Long Street.
- 2.2 The site is situated within Manchester's designated Clean Air Zone and has a GMAL rating of 7, indicating a high level of accessibility.
- 2.3 The surrounding land is mixed use, with a variety of residencies and employment opportunities in close proximity.
- 2.4 On street parking is in evidence on Sadler Street and there is a Controlled Parking Zone (CPZ) along the site frontage which is in place for 10 number spaces. Parking is currently restricted to 30 minutes with no return for 1 hour between the hours of 0730 and 1830 Mon – Sat. The developer proposes to enter negotiations to make this residents parking.

3 Proposed Development

- 3.1 The proposed development is shown on the proposed floor plans in Appendix 2.
- 3.2 The proposed development will provide 3 number offices totaling 88.18 sq. m office space and 15 number proposed apartments comprising 7x 1 bed, 4x 2 bed and 4x 3 bed. There are currently 0 number parking spaces associated with the development. Whilst this is below the requirements of the local parking standards, the positioning of the proposed development in relationship to employment, retail, educational and public transport facilities, indicates that the development will not have an adverse impact on local residents or the highway network.
- 3.3 The site is well located for walking and cycling trips to be made in the local area with well maintained footways. The area benefits from a good system of street lighting, dropped kerbs and textured paving. Pedestrian crossings with refuge islands are located on Eastway and Long Street. Internal, secure cycle parking will be put in place totalling 11.99 sq m.

4 Accessibility of the Site by Sustainable Transport (Walking, Cycling & Public Transport)

Pedestrians



Footways in the area are wide, well lit and well maintained.

- 4.1 The proposed development is located close to the centre of Middleton with many employment and retail opportunities in the immediate vicinity.
- 4.2 The 15 and 30 minute walking catchment areas from the site are shown in Appendix 3 and the employment opportunities and amenities located within this catchment area include but are not limited to:
- Natwest Bank
 - Lloyds TSB
 - Aldi
 - Tesco Extra (incl. Pharmacy)
 - Middleton Bus Station
 - Middleton Library
 - Dominos Pizza
 - JJ's Café
 - Durnford Medical Centre
 - Fisherfield Childcare
 - Middleton Primary School

- A variety of shops and businesses on Long Street and in the town centre.

Cycling

- 4.3 It will be possible for many cycling trips to be made residents and visitors to and from the proposed development. The former Planning Policy Guidance Note 13 (Transport – Ref. 3), recommends that cycling is suitable to replace car trips up to 5 kilometres in length, although many people can cycle much further distances particularly for recreation.
- 4.4 On road cycle lanes are present in the area. The 15 and 30 minute cycling catchment areas are shown in Appendix 4 and includes Heywood, Oldham and Newton Heath alongside much of north east Manchester where there are a range of shops, employment and recreational opportunities.
- 4.5 National Cycle Route link route to Route 66 runs 2.1 kilometers (7 minutes cycle ride) from the proposed development.

Public transport

Bus



Middleton Bus Station is close to the site.

- 4.6 The closest bus route is located on Long Street, less than 200 meters from the site. Services along this route include the 17 Manchester to Rochdale and the 125 Heywood to Rhodes.

Table 1 Bus routes available from Moseley Road

Route	Major Stops	Frequency Mon-Fri (mins)	Frequency Sat (mins)	Frequency Sun (mins)
17	Manchester Shudehill – Queens Rd – Charlestown Rd – Middleton Bus Stn – Cardinal Langley Sch – Castleton Chesham Ave – Sudden, Roch Valley Way – Rochdale	10 minutes or less	15 minutes or less	15
125	Heywood – Siddal Moor – Birch – Hollins – Middleton – Rhodes	60	60	-

Rail

- 4.7. The closest train station is Mills Hill, 1.9 km from the site. This is sited on the Northern Line and provides regular services to Manchester Victoria, Rochdale, Blackburn, Kirby, Clitheroe and Leeds. There are departures at approximately 10 minute intervals Mon-Fri. The station benefits from a modern accessible ramp, cycle parking and free station car parking, making it ideally situated for multi-modal journeys.



Mills Hill Railway Station is the closest to the site.

5 Proposed Strategy and Outcomes

- 5.1 The following strategy and outcomes are proposed for this ITP, based on the DfT guidance :
- Achieve the minimum number of single occupancy car traffic movements to, and from, the site,
 - Promote walking, cycling and public transport trips and car-sharing and the use of electric or low emission vehicles.
 - Reduce the need to travel.
 - Address the access needs of site users by supporting walking, cycling, public transport and car sharing,
 - Provide adequately for those with mobility difficulties,
 - Promote healthy lifestyles,
 - Encourage access solutions that are not dependent on 'hard' measures,
- 5.2 These are the outcomes that the ITP will seek to achieve for staff and visitors at the proposed development. The following initiatives and measures will be implemented as part of the ITP :

Travel Plan Co-ordinator

- 5.3 A Travel Plan Co-ordinator (TPC), will be appointed to oversee the implementation of the ITP and the Full Travel Plan (FTP). The TPC will be appointed at least one month before the development first becomes occupied and the TPC name and contact details will be provided to the Local Planning Authority (LPA) and the Local Highway Authority (LHA). The TPC will be responsible for the promotion of the ITP and the FTP at the proposed development to ensure that staff are aware of the objectives of the ITP and the FTP and the sustainable travel options that are available to them.

Travel Information

- 5.4 Travel information will be provided to all residents to ensure that they are aware of the alternative modes of transport that are available and the potential for walking and cycling trips to replace short car journeys. This travel information will be provided as part of their initial information pack.

Mode of Transport

- 5.5 Residents will be encouraged to use the modes of transport shown in Table 1, below, for journeys of different length :

**Table 2: Recommended Modes of Transport for Residents
And Visitors at the Proposed Development**

Length of Journey to, or from Site (kilometres)	Recommended Modes of Transport for Staff and Visitors
0 – 2 km	Walk Cycle
2 – 5 km	Cycle Bus
Over 5 km	Bus Train Specified Site Transport Taxi Car Share Car as Solo Driver (if other modes are not available or practical with preference for electric vehicles or low emission vehicles)

Travel Planning

- 5.6 Residents will be encouraged to use the national travel planning website www.traveline.info to consider and plan trips by public transport.

Travel Surveys

- 5.7 Within 1 month of occupancy of the proposed development a Travel Survey will be carried out of staff and visitors to establish their travel patterns and modes of transport. This will be used as the baseline for the future monitoring of travel patterns at the development. Travel surveys will be carried out annually for the first 5 years, at least, following substantial completion of the development to ensure that the FTP targets are being achieved.

Full Travel Plan

- 5.8 Within 3 months of occupation of the proposed development, and following the completion of the Travel Surveys, a Full Travel Plan will be prepared and submitted to the LPA and LHA. This will describe the detailed measures that will be implemented at the development and the proposed monitoring, including the targets that are derived following the travel survey.

Car sharing

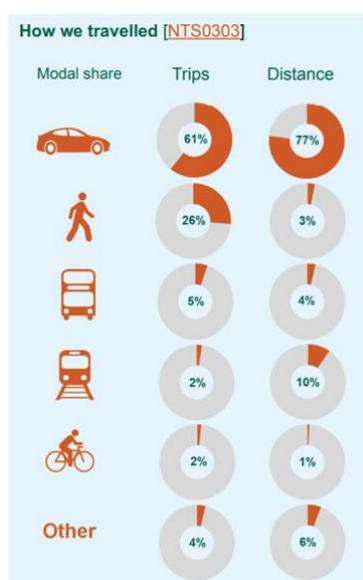
- 5.9 It is not envisaged that the greatest majority of travel to and from the development will be by car and those who do will be encouraged to car share with co-workers etc. whenever possible to reduce the number of car trips that are generated by the proposed development. It is recommended that the national car sharing scheme [Liftshare.com](https://www.liftshare.com) is used and information on this scheme will be made available to new residents.

6 Proposed Targets and Indicators

- 6.1 The initial, targets and indicators that are shown in Table 2, below, are considered to be achievable for the proposed development within 1 year after completion. The initial targets are based on possible reductions below the national mode share proportions that have been reported in the National Travel Survey England, 2019 (Ref. 4), which are illustrated below the table. The proposed targets are higher than the national figures for sustainable modes of transport. 2019 data has been used to give a truer representation of actual transport methods as opposed to 2020. 2021 data has not been published at time of writing.

Mode of Transport (Main Mode)	Target for Travel (number of trips) at the Development At The End Of Year 1 (%)
Walking	47% minimum target (26%)
Cycling	21% minimum target (2%)
Bus (as main mode)	7% minimum target (6%)
Train (as main mode)	3% minimum target (2%)
Car	18% maximum target (61%)
Other e.g. taxi, powered two-wheeler	4% (4%)
TOTAL	100 %

Table 3: Proposed Initial Targets for the Travel Plan in Year 1 (figures in brackets are national % figures from the National Travel Survey 2019)



Existing (2019) national travel patterns by mode of transport from the National Travel Survey 2019

7 Monitoring and Review

- 7.1 The ITP targets set above are challenging, yet achievable, and will be monitored and reviewed annually by the Travel Plan Co-ordinator (TPC), in consultation with the LPA and the LHA. The targets are SMART targets as recommended in the national travel planning guidance i.e. :

Specific

Measurable

Achievable

Realistic

Time Dependent

- 7.2 An annual report will be submitted to the LPA for the first 5 years following completion of the development with any necessary changes agreed to improve the ITP measures or targets.

8 Summary

- 8.1 This Interim Travel Plan (ITP), has been prepared to accompany the planning application for the proposed redevelopment of 18 Sadler St, Middleton, Manchester M24 5UG
- 8.2 The ITP describes the existing sustainable transport infrastructure and services that are available to reduce the number of private car trips that are generated by the proposed development, especially single occupancy car trips. A Full Travel Plan (FTP), will be prepared within 3 months of occupancy of the proposed development and following the completion of travel surveys at the proposed development (within 1 month of occupancy).
- 8.3 The ITP includes initiatives to encourage residents to travel by means other than the private car. A Travel Plan Co-ordinator (TPC) will oversee the implementation of the FTP and promote its benefits. The TPC will also monitor the travel patterns of the development and work towards the targets that have been set.
- 8.4 The ITP seeks to encourage travel by sustainable modes of transport such as walking, cycling and the use of public transport to reduce the transport and environmental impacts of the development. The ITP and the FTP will also ensure that traffic generation levels and parking at the site are minimised and that the traffic impact of the site is minimised for the benefit of the local community, other road users and the environment.

9 REFERENCES :

1. Good Practice Guidelines : Delivering Travel Plans through the
Planning Process Department for Transport, April 2009
ISBN : 978 1 906581 90 9
2. The Manual for Streets Department for Transport September,
2007
ISBN : 978 0 7277 3501 0
3. Planning Policy Guidance Note 13 (Transport)
*Department for Communities and Local
Government, January 2011 ISBN : 0 11 753558 3
(now withdrawn)*
4. National Travel Survey
England 2019
Department for
Transport
05.08.2020
5. VEH0122
England 2021
Department for
Transport Statistics
24.05.2022

Redevelopment of 18 Sadler St, Middleton, Manchester M24 5UG to comprise 3 number offices and 15 number apartments.
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2. Site Plan



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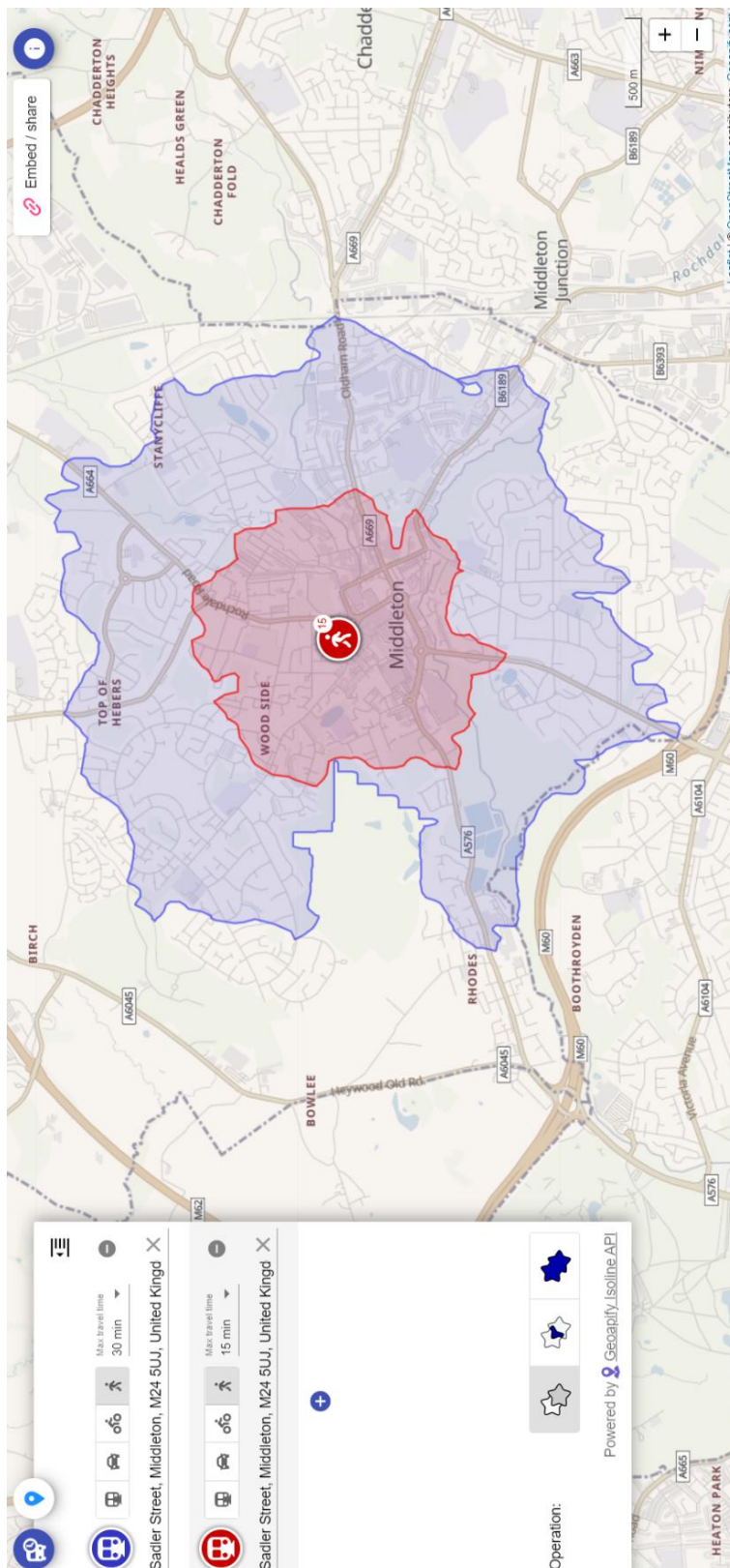


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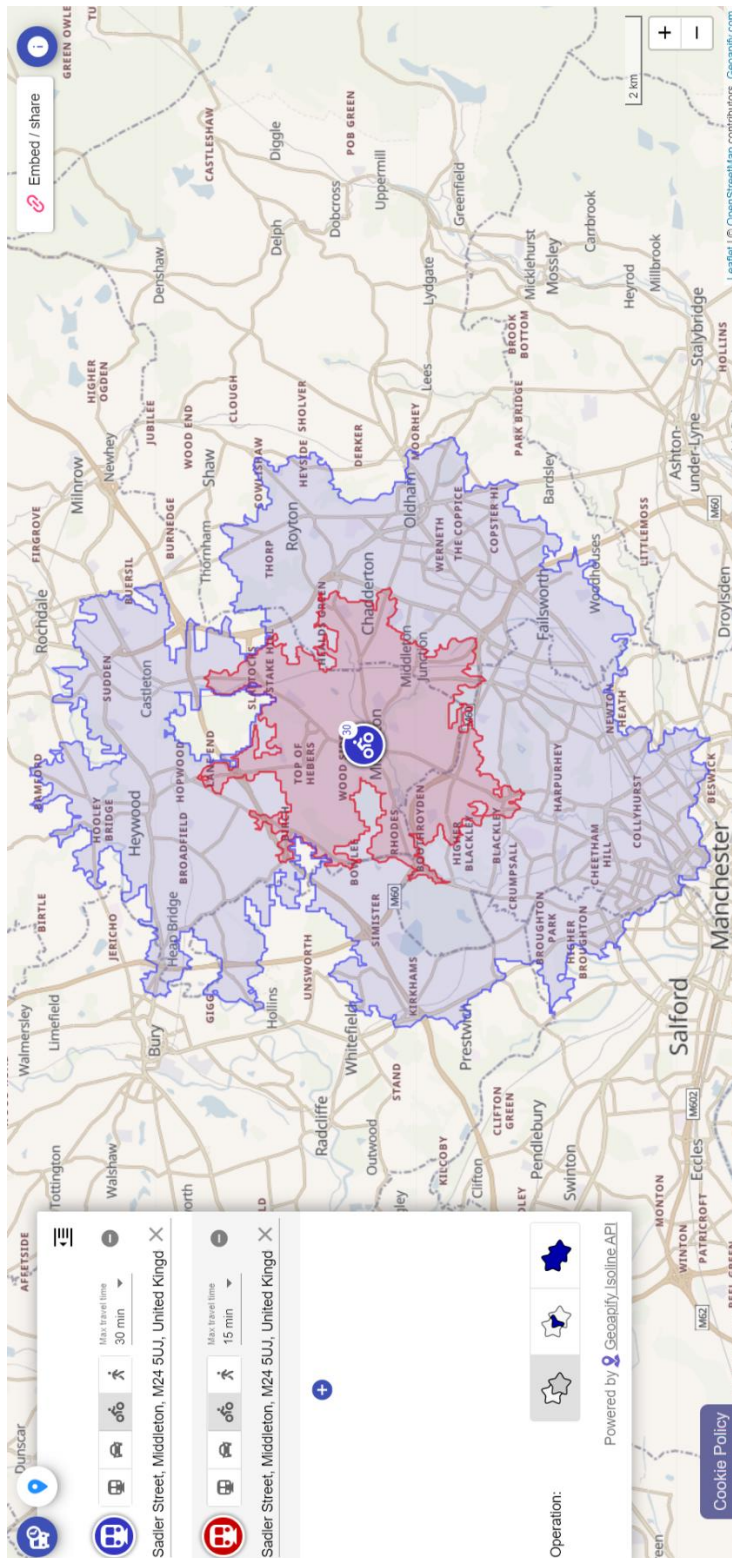
3. Walking Information



15 and 30 minute walking isochrones (source commutetimetmap.com)

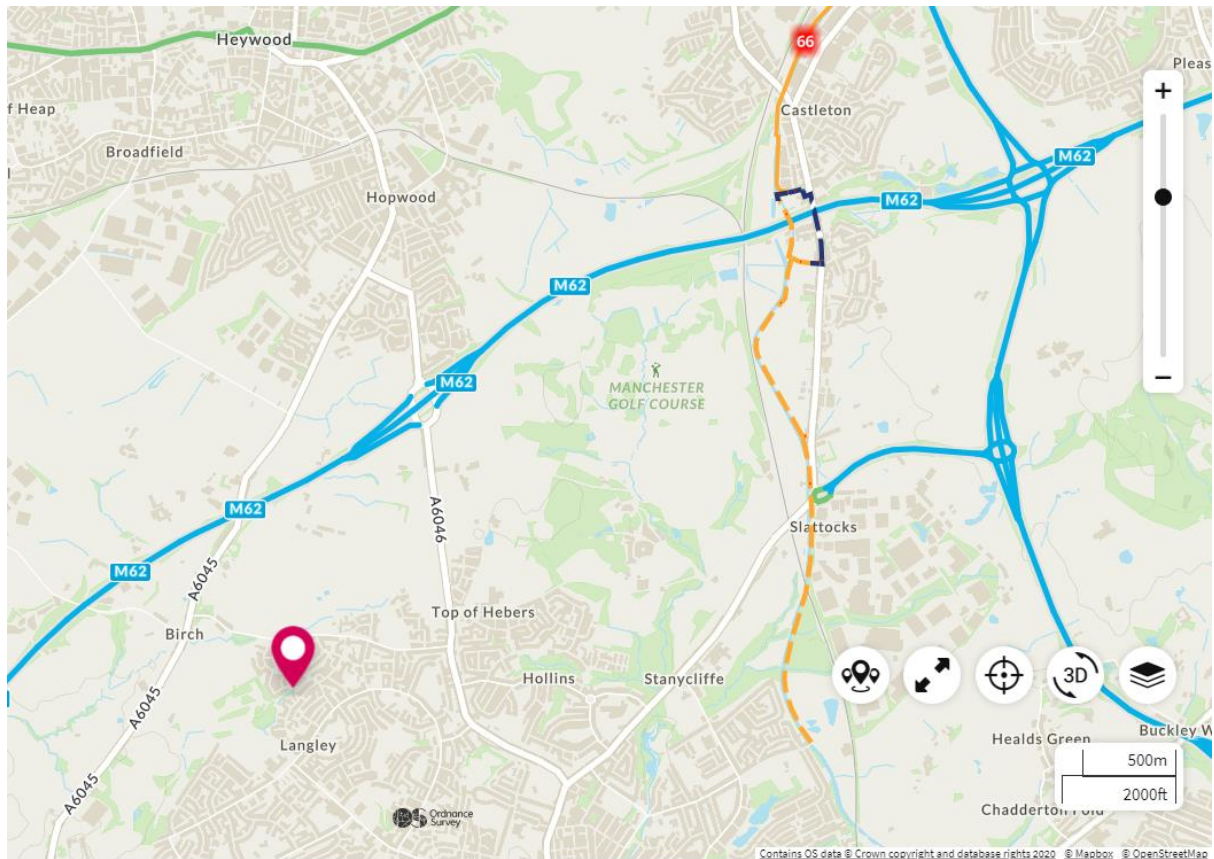
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4. Cycling Information



15 and 30 minute cycling isochrones (source commutetimetemap.com)

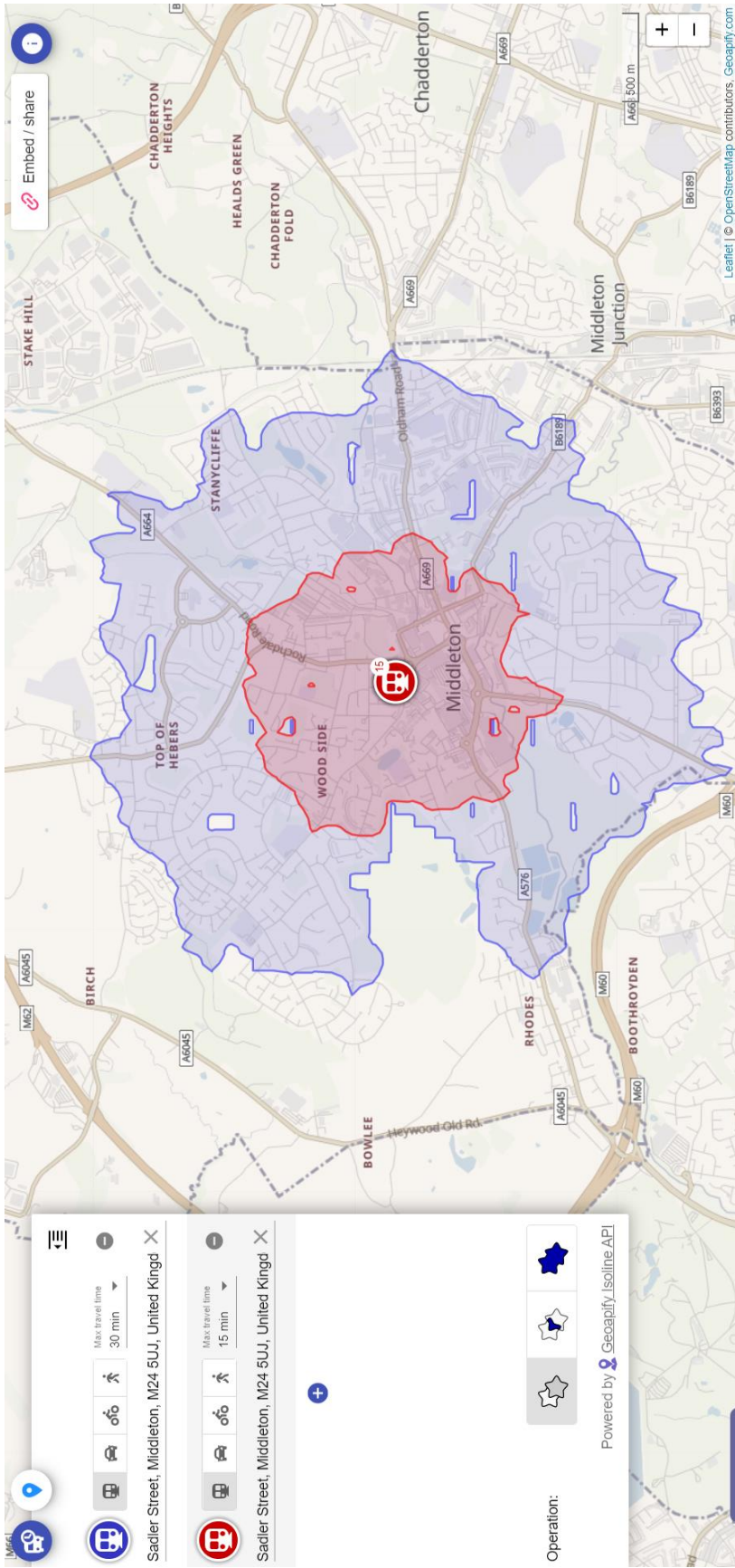
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National and local cycle networks in the area (source osmaps.ordnancesurvey.co.uk)

Redevelopment of 18 Sadler St, Middleton, Manchester M24 5UJ to comprise 3 number offices and 15 number apartments.
Interim Travel Plan

5. Public Transport Information



15 and 30 minute public transport isochrones (source commutetimetemap.com)

Redevelopment of 18 Sadler St, Middleton, Manchester M24 5UG to comprise 3 number offices and 15 number apartments.
Interim Travel Plan

Average journey times

Cemetery Street (nr)
on Long Street, Middleton [mangawja]

→

Manchester
Greater Manchester

Earlier

Edit / Go Back

Later

Summary Results

Depart/Arrive	Changes	Legs	Duration
07:59 → 08:47	1	    	0:48
08:02 → 08:48	0	  	0:46

 Walk to Middleton Bus Station (Stand N), Manchester New, Middleton
7 minutes. Depart 08:02, Arrive 08:09

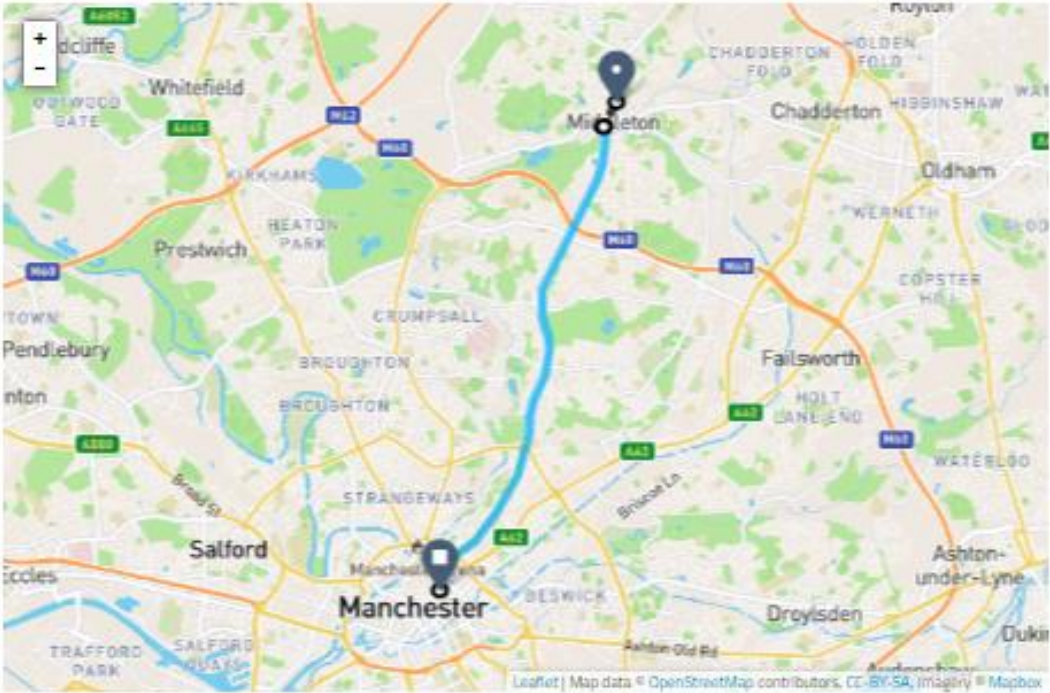
 Take 17 bus to Shudehill Interchange (Stand A), Shudehill, Shudehill
30 minutes. Depart 08:10, Arrive 08:40

Go North West

@gnwbus

Today's Live Departures / Service Timetable

 Walk to Manchester, Greater Manchester
8 minutes. Depart 08:40, Arrive 08:48



Leaflet | Map data © OpenStreetMap contributors, CC-BY-SA, Imagery © Mapbox

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Cemetery Street (nr)
on Long Street, Middleton [mangawja]

→

Oldham
Greater Manchester

Earlier

Edit / Go Back

Later

Summary Results

Depart/Arrive	Changes	Legs	Duration
07:59 → 08:36	0		0:37
08:09 → 08:46	0		0:37
08:19 → 08:56	0		0:37

Walk to Oldham Road Opp Townley Street, Middleton
6 minutes. Depart 08:19, Arrive 08:25

Take 59 bus to Oldham Bus Station (Stand K), West Street, Oldham
21 minutes. Depart 08:26, Arrive 08:47

First Greater Manchester

@FirstManchester

Today's Live Departures / Service Timetable

Walk to Oldham, Greater Manchester
9 minutes. Depart 08:47, Arrive 08:56

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