LOCAL DEVELOPMENT FRAMEWORK

Draft SPD1: Planning Obligations

Technical Note 3: Sustainable Transport & Accessibility

February 2011

CONTENTS

Introduction

This technical note is intended to be read alongside the Draft Planning Obligations Supplementary Planning Document (SPD) and provides more detailed information, including costs and worked examples to support the sections on sustainable transport and accessibility.

Information is organised into sections below which are referenced in the Planning Obligations SPD.

This Technical Note is a 'living document' and will be updated regularly to reflect the latest guidance and data.

A. Section A - Calculating the Contributions

A.1. This element of the SPD follows the principles of striving to ensure developments are as sustainable as possible, and in order to achieve these objectives all new development should seek to reduce the impact of new people/vehicle trips generated by the development. These additional trips increase congestion, increase air pollution and/or increase the pressure on public transport. The new infrastructure sought will alleviate these impacts by providing increased capacity, alternative schemes to reduce car use and address safety or traffic flow problems that will arise from the impact of the new development.

A.2. To ensure the impact of new development is fair and reasonable, the SPD uses typical trip generation by development type as a means of anticipating new journeys to and from the new development.

A.3. To ensure the contributions will be utilised for schemes which are directly related to new development, a list of planned improvements to highways and public transport schemes which are considered necessary to mitigate the effects of new development and to meet sustainable development objectives (such as reducing congestion and promoting more use of public transport) has been produced[1]. Contributions generated through new development will only be applied to schemes that will be directly beneficial in mitigating the impact of the development or in securing sustainability objectives.

[1] The list(s) of improvements to highways and public transport schemes is taken from SPD1, and will be updated following the adoption of LTP3 in March 2011, and with the outcomes of Phases 2a and 2b of the LDF Transport Modelling work in due course.

B. Section B – Projection of Highway Network and Public Transport Costs for 2006 – 2016

Table B1 – Projection of Highway Network costs for 2006-2016

	Scheme	Projected cost	Potential Funding	Funding bids	Significant S106 collected	Developer contributions	Partner contributions
A	Carrington-Irlam/Cadishead Link Phase 1 (Carrington By-Pass)	£16m	unknown	unknown	N/A	£1.4m	unknown
B	Carrington-Irlam/Cadishead Link Phase 2 (Canal crossing and link road)	£15.5m	unknown	unknown	N/A	£1.2m	unknown
C	Park Way Circle improvement and signal installation scheme.	£0.3m	£0.265m	unknown	£0.035m	£0.2m	unknown
D	Approved highway improvement and safety schemes throughout the borough largely to be funded from the LTP2 Integrated Transport budget over a ten year period	£13.5m	unknown	unknown	£0.25m	£2m	unknown
E	Bridgewater Way	£1.99m	£0.59m	£0.8m heritage lottery	£0.2m	£0.2m	£0.4m
	Total	**£33.79m**		**£0.8m**	**£0.49m**	**£5.m**	**£0.4m**

Carrington By-Pass

B.1. The £16 million major highway improvement scheme is unlikely to be wholly funded through the LTP, but would provide substantially improved access into the Partington and Carrington areas thereby creating development opportunities for a number of large regeneration sites in the area that are

currently being held back due to poor access. The majority of the funding will be required from the developers of these specific sites and therefore the general contribution element shown above is a relatively small percentage of the scheme.

Carrington – Irlam Canal Crossing and Link Road

B.2. The £16 million major highway improvement scheme is unlikely to be wholly funded through the LTP, but would provide substantially improved access into the Partington and Carrington areas by bridging the Manchester Ship Canal and creating a local link to Salford and creating development opportunities for a number of large regeneration sites in the area that are currently being held back due to poor access. The majority of the funding will be required from the developers of these specific sites and therefore the general contribution element shown above is a relatively small percentage of the scheme.

Park Way Circle Improvement

B.3. This junction has a history of injury accidents and is high on the Council's list of locations requiring a casualty reduction scheme. Some funding is likely from the Council's Integrated Transport budget but additional developer contributions will be required to enable this scheme to be delivered.

Integrated Transport Improvement and Safety Schemes

B.4. The Traffic Management element of the LTP Integrated Transport Block funding enables a variety of traffic management and safety schemes to be introduced annually. The bank of schemes approved for implementation exceeds the available funding and developer contributions will enable reserve schemes close to development sites to be implemented at the time of the development to the benefit of people using the development.

Bridgewater Canal

B.5. This project will make a 65km length of canal towpath accessible through 8 Local Authority areas. The improvements in Trafford are split into 4 projects improving security, and access to and along the towpath.

Table B2 – Projection of Public Transport Costs For 2006 – 2016

Scheme	Total Cost	GMPTE (LTP)	Significant S106 collected	Other (eg TIF, QBC topslice)	Developer
Altrincham Interchange	£15.64m	£5.0m	n/a	£5.32m	£5.32m
Old Trafford stop	£1.5m	£0.5m	£0.5m	n/a	£0.5m
Metrolink stop improvements	£6.6m	£1.1m	n/a	£3.5m	£2.0m
Rail station improvements	£2.0m	Up to £0.5m	n/a	£0.95m	£0.55m
Yellow buses	£2.5m	£0.5m	n/a	£1.0m	£1.0m
Other bus service enhancements	£6.0m	n/a	n/a	£5.0m	£1.0m
Manchester Rd/Park Road Timperley	£1.8m	£0.45m	£0.45m	£0.45m	£0.45m
Park & Ride	£0.36m	£0.18m	n/a	n/a	£0.18m
Other schemes e.g. arising from GMITS	Not yet known	Not yet known	n/a	Not yet known	
TOTAL	**£36.4m**	**£8.23m**	**£0.95m**	**£16.58m**	**£11m**

Altrincham Interchange

B.6. The £16 million major multi modal interchange is unlikely to be funded through the LTP, given that it is listed only as a "contingency scheme" in the Regional Funding Allocation. Figures assume GMPTE funding for the bus station element.

Old Trafford Metrolink Stop

B.7. A £1.5 million scheme has been agreed with Trafford, including the GMPTE contribution.

Other Metrolink Stop Improvements

B.8. GMPTE has a £102m scheme to upgrade the Altrincham-Bury and Eccles lines. However, further improvements to introduce intelligent transport and wider security systems, and to refurbish and bring back into use currently vacant buildings, for example, would also be desirable.

Rail Stations

B.9. Costs are estimates at this stage.

Trafford Park Metrolink

B.10. The cost of this scheme is £80 million, to be met wholly by the private sector. Some developer contributions have already been secured from earlier developments.

Yellow School Buses

B.11. A GM-wide £25m major scheme bid has been recommended for funding in the Regional Funding Allocation. In the event that this did not proceed, a smaller number of buses would be provided incrementally.

Bus Service Enhancements

B.12. It is inevitable that there will a need to enhance bus services in the area as a result of new developments; however it is impossible to quantify the requirement without a detailed assessment of all potential development areas.

Manchester Road/Park Road Junction, Timperley

B.13. This junction lies on the Manchester-Altrincham QBC, but the high cost (potentially around £1.8m) means that it may not be possible to fund the necessary improvements from the QBC" topslice" budget. The allocation between partners is indicative only.

Park and Ride

B.14. To fund a car park adjacent to Dane Road.

Other Schemes

B.15. Over a ten year period it is probable that other schemes will be identified in Trafford. For example the Greater Manchester Integrated Transport Strategy includes ambitious proposals for bringing about a significant improvement in public transport throughout the area. These proposals are still under development.

C. Section C – Detailed Calculation of Contributions to Highway Network and Public Transport Schemes

C.1. TMBC commissioned GMTU to use the National TRICS database to establish which developments yield most trips and to refine the national averages by looking at local data to give a more accurate average related solely to Trafford. However there was insufficient local data to enable statistical robustness so full survey data was used modified only to accept the default date threshold and omit multiple surveys.

C.2. The study involved trip data analysis and method assessment. An initial action was to scope technical issues such as TRICS survey availability, format, and applicability to Trafford. GMTU then collated TRICS 'daily' trip data, survey day numbers and 'average' GFAs above certain identified thresholds. They then identified which TRICS land use types and sub categories could be aggregated to be compatible with the classes in which Trafford supplied the anticipated development sizes. These uses were analysed individually first and then combined for use with TMBC anticipated 2006-2016 development.

C.3. Given TMBC input costs, the method provides:-

(a) Equitable apportionment of anticipated highway infrastructure costs per unit of development based on estimated motorised vehicle traffic generation, and

(b) Similar apportionment of public transport and/or other non-car infrastructure costs on the basis of estimated person traffic generation

C.4. The TRICS package provides a 'datacard' facility outlining daily 'average' rates and peak-hour proportions for each land-use.

C.5. By way of example, the TRICS 'Retail' land use, 'Food Superstore' sub-category, contains data from 231 'Sites'. These 231 sites provide a total of 644 'Days' of data, as some are likely to have a full week of surveys, or an example weekday and Saturday survey. Analysis of this data has given an average trip generation for 100m2 GFA of 275.5 trips.

C.6. For example, the total food retail development for the next ten years is estimated to be 25,511 m2, food retail development on average generates 275.5 "people" trips per 100m2 GFA (per day, two-way), so food retail development accounts for 70,255 trips.

C.7. The overall trip generation for all studied land uses is 319,937 trips, then food retail development accounts for 21.96% of the total public transport improvement fund identified as £11million, the retail development contribution (at 21.96%) becomes £2,415,485 or, £9,468 per unit for 100m2 GFA.

C.8. The table below follows through this calculation method for all land uses for "people" trips and also for vehicle trips:

Table C1: Detailed Calculation of Contributions to Highway Network and Public Transport Schemes

Contributions Resulting from Trafford's Anticipated Developments: with a £11000000 Infrastructure Cost Estimate, for 'People Trips'							
	Anticipated Trafford		**Resultant**	**trips as %**	**Group**	**Contribution**	
	Developments (2006-		**Trips**	**T**	**Contribution=T %£11m**		**per Unit**
Food Superstore	25,511	m2	70,255	21.96	£ 2,415,485	**£ 9,468**	100m2
DIY with Garden Centre / Individual Non-food superstore	165,759	m2	129,671	40.53	£ 4,458,336	**£ 2,690**	100m2
Office / Business Park	379,795	m2	59,344	18.55	£ 2,040,358	**£ 537**	100m2
Industrial	420,064	m2	25,351	7.92	£ 871,609	**£ 207**	100m2
Houses Privately Owned / Houses for Rent	1269	Hholds	12,343	3.86	£ 424,377	**£ 334**	Hholds
Flats Privately Owned / Flats For Rent	1,986	Hholds	12,420	3.88	£ 427,025	**£ 215**	Hholds
Hotel	764	Beds	3,965	1.24	£ 136,329	**£ 178**	Beds
Sports Centres / Swimming Pools / Sports Clubs	14,326	m2	6,587	2.06	£ 226,480	**£ 1,581**	100m2
	TOTAL		319,937	100.00	**£ 11,000,000**		

Contributions Resulting from Trafford's Anticipated Developments: with a £5000000 Infrastructure Cost Estimate for vehicle trips							
	Anticipated Trafford		**Resultant**	**% trips**	**Group**	**Contribution**	
	Developments (2006-		**Trips**	**T**	**Contribution**		**per Unit**
Food Superstore / Cash & Carry / Discount Food Stores	25,511	m2	40,319	22.73	£ 1,136,483	**£ 4,455**	100m2
DIY with Garden Centre / DIY without Garden Centre / Motorist DIY / Individual Non-food superstore	165,759	m2	54,751	30.87	£ 1,543,259	**£ 931**	100m2
Office / Business Park	379,795	m2	36,112	20.36	£ 1,017,903	**£ 268**	100m2
Industrial	420,064	m2	23,465	13.23	£ 661,418	**£ 157**	100m2
Houses Privately Owned / Houses for Rent	1,269	Hholds	9,840	5.55	£ 277,354	**£ 218**	Hholds
Flats Privately Owned / Flats For Rent	1,986	Hholds	5,169	2.91	£ 145,705	**£ 73**	Hholds
Hotel	764	Beds	3,637	2.05	£ 102,506	**£ 134**	Beds
Multiplex Cinemas / Bowling Alleys / Sports Centres / Swimming Pools	14,326	m2	4,093	2.31	£ 115,372	**£ 805**	100m2
	TOTAL		177,386	100	**£ 5,000,000**		

D. Section D – Accessibility

D.1. The definitions of the 3 different zones of accessibility are set out below:

D.2. The **Most Accessible** areas are the areas with the best quality public transport infrastructure and services. This is defined as the area no more than:

- 800 metres from a Metrolink tram stop; or
- 800 metres from a train station; or
- 400 metres from a Quality Bus Corridor route.

D.3. **Accessible** areas are those areas which are still close to regular individual and combined bus services but where there is a lower quality of public transport infrastructure. It is defined as an area no more than:

- 400 metres from a bus stop with a combined service of at least every 15 minutes; or
- 250 metres from a bus stop with a combined service of at least every 30 minutes.

D.4. The **Least Accessible** areas are all other areas which are not in either the Most Accessible or Accessible areas. These are defined as being more than:

- 800 metres from a Metrolink tram stop; and
- 800 metres from a train station; and
- 400 metres from a Quality Bus Corridor route; and
- 400 metres from a bus stop with a combined service of at least every 15 minutes; and
- 250 metres from a bus stop with a combined service of at least every 30 minutes.

D.5. The Accessibility Plan shows the areas within the Borough covered by the 3 different accessibility zones. This map will be updated in due course to show the most up-to-date position.

D.6. The contributions for different development types towards highway network improvements and for public transport schemes in the 3 different accessibility zones is set out in Table D1.

Plan D1: Accessibility Plan

Accessibility Plan

Most accessible defined as:

800 metres form a Train Station or Tram Stop
or
400 metres from a Quality Bus Corridor route

Accessible defined as:

400 metres from a bus stop with a service of at least every 15 minutes
or
250 metres from a bus stop with a service of at least every 30 minutes

The Least Accessible areas are all other areas which are not in either the Most Accessible or Accessible areas.

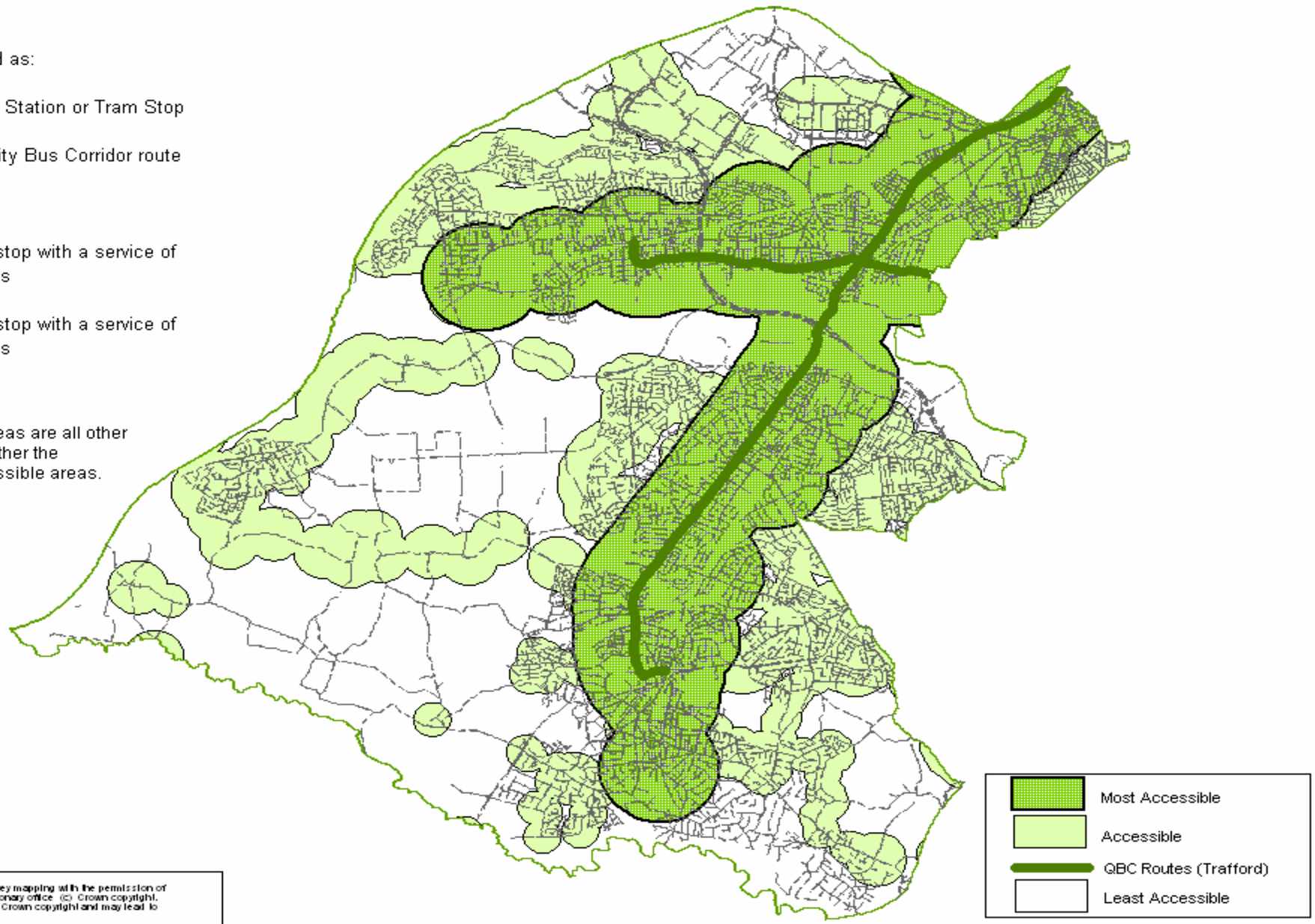

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Table D1 - Contributions to Highway Network and Public Transport Schemes

Use	**TDC2 - Contribution to Highway Network (£)**	**TDC3 - Contribution to Sustainable Transport (£)**			**Total Contribution (£)**		
	All Areas A	**Most Accessible Areas** B	**Accessible Areas C**	**Least Accessible Areas D**	**Most Accessible Areas A+B**	**Accessible Areas A+C**	**Least Accessible Areas A+D**
Retail (food)*	4,455	9,468	11,835	14,202	13,923 per 100 sqm	16,290	18,657
Retail (non food)	931	2,690	3,363	4,035	3,621 per 100 sqm	4,294	4,966
Office	268	537	671	806	805 per 100 sqm	939	1,074
Industrial / Warehouse	157	207	259	310	364 per 100 sqm	416	467
Leisure & Community	805	1,581	1976	2,372	2,386 Per 100 sqm	2,781	3,177
Hotel **	134	178	223	267	312 per bed space	357	401
Residential Flats	73	215	269	323	288 per unit	342	396
Residential Houses	218	334	418	501	552 Per unit	636	719

* Food retail will include any development with a food element to it.

** Any additional facilities (e.g. fitness suite) to be used by non-resident patrons of the hotel may be subject to additional contributions under the appropriate use.