TRAFFORD COUNCIL

LOCAL DEVELOPMENT FRAMEWORK

SPD1: Planning Obligations

Technical Note 2: Sustainable Transport & Accessibility

February 2012

CONTENTS

Introduction

This technical note is intended to be read alongside the 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 major 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 incorporates the outcomes and recommendations of Phase 2a of the LDF transport modelling work, and Greater Manchester Local Transport Plan 3 (LTP3) and the associated Local Area Implementation Plan (LAIP).

B. Section B – Projection of Highway, Active Travel and Public Transport Costs for 2011 – 2026

Table B1 – Projection of Highway Network costs for 2011-2026

Scheme	Projected cost	Potential funding	Funding bids	Significant S106 collected	Other partner contributions	Developer contributions required
Carrington-Irlam/Cadishead Link Phase 1 (Carrington By-Pass)	£16.0m	unknown	unknown	n/a	unknown	£1.4m
Carrington-Irlam/Cadishead Link Phase 2 (Canal crossing and link road)	£15.5m	unknown	unknown	n/a	unknown	£1.2m
Approved integrated transport improvement and safety schemes throughout the borough.	£8.0m	unknown	unknown	£0.25m	unknown	£2.0m
Bridgewater Way phases 4-8	£4.6m	Various	£1.75m (Local Sustainable Transport Fund)	£0.3m	£0.7m	£0.8m
Total	**£44.1m**		**£1.75m**	**£0.55m**	**£0.7m**	**£5.4m**

Carrington By-Pass

B.1. This £16 million major highway improvement scheme would provide substantially improved access into the Partington and Carrington areas, 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 developers of specific sites within these areas and therefore the general contribution element shown above is a relatively small percentage of the scheme and reflects the benefits to be brought to other developments through the delivery of the scheme.

Carrington – Irlam Canal Crossing and Link Road

B.2. This £16 million major highway improvement scheme would provide substantially improved access into the Partington and Carrington areas by bridging the Manchester Ship Canal and creating a local link to Salford, 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 developers of specific sites within these areas and therefore the general contribution element shown above is a

relatively small percentage of the scheme and reflects the benefits to be brought to other developments through the delivery of the scheme.

Approved Integrated Transport and Safety Schemes

B.3. The Traffic Management element of the LTP Integrated Transport Block funding enables a variety of traffic management, sustainable transport and safety schemes to be introduced annually. The bank of schemes approved for implementation exceeds the likely 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 Way Phases 4-8

B.4. This project will make a 65km length of canal towpath accessible to walkers and cyclists through 8 Local Authority areas, and deliver significant additional links from the canal into local communities. The improvements in Trafford are split into 8 phases that include providing a high quality 1.8m wide shared path throughout nearly 20km of canal, alongside improvements to accesses and routes to the canal from local facilities. Three of the 8 phases are complete as of December 2011.

Table B2 – Projection of Public Transport Costs For 2011 – 2026

Scheme	Total Cost	GMTF/ LTP	S106 collected to date	Other (e.g. QBC topslice)	Developer contributions required
Altrincham Interchange	£19.0m	£18.0m	n/a	n/a	£1.0m
Rail Station Improvement Strategy	£0.3m	n/a	n/a	n/a	£0.1m
Flixton Rail Based Park and Ride	£0.5m	n/a	n/a	n/a	£0.2m
Interim Bus Priority Scheme through Trafford Park	£7.0m	n/a	£2.68m	n/a	£2.2m
Bus Stop Improvements	£3.0m	n/a	n/a	n/a	£3.0m
Bus service enhancements to improve accessibility	£5.0m	n/a	n/a	n/a	£5.0m
Other schemes	Not yet known	Not yet known	n/a	Not yet known	
TOTAL	**£34.8m**	**£18.0m**	**£2.68m**	**£0m**	**£11.5m**

Altrincham Interchange

B.5. This £19 million major multi modal interchange is identified in the LTP as a specific scheme to be funded through the Greater Manchester Transport Fund.

Rail Station Improvement Strategy

B.6. The two rail stations of Flixton and Hale are included in Transport for Greater Manchester's Rail Station Improvement Strategy (RSIS) which was established to improve existing passenger security and information systems at the smaller rail stations across the Greater Manchester. To date the strategy has delivered 35 station schemes. The proposals are to provide CCTV, Help Points, Customer Information Screens and a Public Announcement System at the two stations.

Flixton Rail Based Park and Ride

B.7. The scheme will involve formalisation of the existing rail station car park and incorporate safety and security improvements to provide passengers with the confidence that park and ride at the station is a feasible alternative to making the whole of their journey by car.

Interim Bus Priority Scheme through Trafford Park

B.8. Trafford are working with TfGM on an interim bus priority scheme to provide improved public transport journey times in advance of any future Metrolink scheme in the area.

Bus Stop Improvements

B.9. Trafford Council is working with TfGM on improvements to their 911 bus stops in Trafford to ensure they are accessible for all users. The aspirations are to develop a programme of improvements to ensure all bus stop kerbs meet the PSVAR 2000 guidelines together with the introduction of bus stop clearways to ensure the availability of the infrastructure.

Bus Service Enhancements to Improve Accessibility

B.10. It is inevitable that there will be a need to enhance bus services in the area as a result of new developments. The figure provided is an estimate of the cost of bus service enhancements which will be required to serve new developments (i.e. excluding enhancements which do not relate to new development) over the period 2011-2026. Specific measures will need to be planned as development comes forward. The cost of 'pump priming' such services to serve new developments until such a time as they are commercially sustainable is expected to be met by developers, as reflected in Table B2.

Other Schemes

B.11. Over a fifteen 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. Trafford Council commissioned Transport for Greater Manchester (TfGM) Highways Forecasting and Analytical Services (HFAS) to use the National TRICS trip generation database to obtain trip rates for proposed land-use types based on projected development in the borough over the next 15 years. This information was then used to calculate developer contributions towards highway and public transport schemes.

C.2. The study relied on an analysis of trip rate data contained in the TRICS database as applied to anticipated developments in Trafford, separately for each land-use/development type.An initial action was to scope technical issues such as TRICS survey availability, format, and applicability to Trafford. TfGM HFAS then collated TRICS 'daily annualised' trip data, survey day numbers and 'average' Gross Floor Areas (GFAs) above certain identified thresholds. They then identified which TRICS land use types and sub categories could be aggregated to be compatible with the use classes Trafford supplied for future developments. The land use types were analysed individually first and then combined for use to reflect the use classes of Trafford's future development between 2011 and 2026.

C.3. Given Trafford Council 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 annualised 'average' rates and peak-hour proportions for each land-use.

C.5. By way of example for retail, the TRICS data shows an annualised daily forecast trip rate of 12,765,111 trips for all large food retail stores anticipated in Trafford. The total annualised daily vehicle trips from all projected future development in Trafford, is forecast to be 65,112,494. The cost associated with food retail stores development is therefore given by dividing the food retail vehicle trips (12,765,111) by the total vehicle trips from all projected developments (65,112,494) and multiplying this by the highway infrastructure cost (£5.4m) = £1,058,654.

C.6. Dividing this figure by the total GFA projected for food retail stores, in units of 100sqm, then gives a figure for the costs associated with each unit (of 100sqm) of food retail store development: £1,058,654 divided by 276.6 (27,660/100) = £3,827 per 100msq.

C.7. The table below follows through this calculation method for all land uses for people trips and also for vehicle trips:

Table C1[2]: Detailed Calculation of Contributions to Highway Network and Public Transport Schemes

Contributions Resulting from Trafford's Anticipated Developments: For Public Transport based on 'People Trips'								
2011-26 Public Transport Infrastructure		**Anticipated Trafford Development**		**Resultant Trips**	**GFA/Unit per £**	**Group Contribution**	**Contribution per Unit**	
Use Category	Food Superstore	27,660	m2	23,315,655	277	£2,566,100	**£9,277**	100m2
	Non-food superstore	81,937	m2	8,174,284	819	£899,654	**£1,098**	100m2
	Employment	100,811	m2	5,490,393	1,008	£604,268	**£599**	100m2
	Industrial	553,269	m2	6,271,282	5,533	£690,212	**£125**	100m2
	Houses	7,788	Hholds	23,965,327	7,788	£2,637,603	**£339**	Hhold
	Flats	4,012	Hholds	6,466,140	4,012	£711,658	**£177**	Hhold
	Hotels	1,911	Beds	2,692,469	1,911	£296,331	**£155**	Bedroom
	Leisure	153,465	m2	28,113,757	1,535	£3,094,175	**£2,016**	100m2
	TOTAL			104,489,307		**£11,500,000**		

Contributions Resulting from Trafford's Anticipated Developments: For Highways based on 'Vehicle Trips'								
2011-26 Highways Infrastructure		**Anticipated Trafford Development**		**Resultant Trips**	**GFA/Unit per £**	**Group Contribution**	**Contribution per Unit**	
Use Category	Food Superstore	27,660	m2	12,765,648	277	£1,103,927	**£3,991**	100m2
	Non-food superstore	81,937	m2	11,307,159	819	£977,802	**£1,193**	100m2
	Employment	100,811	m2	2,478,705	1,008	£214,349	**£213**	100m2
	Industrial	553,269	m2	6,603,708	5,533	£571,065	**£103**	100m2
	Houses	7,788	Hholds	14,554,588	7,788	£1,258,628	**£162**	Hhold
	Flats	4,012	Hholds	2,578,384	4,012	£222,969	**£56**	Hhold
	Hotels	1,911	Beds	1,996,338	1,911	£172,636	**£90**	Bedroom
	Leisure	153,465	m2	10,160,279	1,535	£878,624	**£573**	100m2
	TOTAL			62,444,808		**£5,400,000**		

[2] Table C1 was updated in November 2013

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
- 800 metres from a major bus 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
- 800 metres from a major bus 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 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.

Table D1 - Contributions to Highway Network and Public Transport Schemes

Use	TDC2 – Contribution to Highway & Active Travel Network (£)	TDC3 – Contribution to Public 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)*	3,991	9,277	11,596	13,841	13,268 per 100m^2	15,578 per 100m^2	17,832 per 100m^2
Retail (non-food)	1,193	1,098	1,373	1,647	2,291 per 100m^2	2,566 per 100m^2	2,840 per 100m^2
Office	213	599	749	899	812 per 100m^2	962 per 100m^2	1,112 per 100m^2
Industrial / Warehouse	103	125	156	188	228 per 100m^2	259 per 100m^2	291 per 100m^2
Leisure & Community	573	2,016	2,520	3,024	2,589 per 100m^2	3,093 per 100m^2	3,597 per 100m^2
Hotel **	90	155	194	233	245 per bed	284 per bed	323 per bed
Residential Flats	56	177	221	266	233 per unit	277 per unit	322 per unit
Residential Houses	162	339	424	509	501 per unit	586 per unit	671 per unit

* 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.