



TRAVEL PLAN

PROPOSED RESIDENTIAL DEVELOPMENT:
BARLOW MOOR ROAD, CHORLTON, MANCHESTER M21 8ER



October 2021



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1 Introduction

1.1 The development is located on Barlow Moor Road, Chorlton M21 8ER. The location of the site plan is presented below:



1.2 Planning Application No: 124237/FO/2019. This report has been produced in order to discharge Condition 20 of the Decision Notice.



2 Development Site

2.1 The proposed development comprises a total of 39 units for Shared Ownership.

- 15 x 1 bed apartments
- 24 x 2 bed apartments

2.2 With regard to parking provision, a total of 22 spaces and a cycle store will be provided. 2 spaces are allocated for disabled use.

3 Site Accessibility

3.1 The following methods of transport have been considered for the proposed development; Bicycle, Foot, Bus, Metrolink (local tram rail service).

3.2 Access by Bicycle

There is provision for 40 secure cycle store spaces within this development. This is equal to 1 cycle store per property.

Cycling is a common method of travel to and from home and has been growing in numbers over the decade. Every cyclist travels at different speeds and have different cycling capabilities.

With regard to the proposed development, assuming that around 3-6km is generally a distance where cycling is used to replace short distance car journeys, this type of journey is equal to 15-35 minutes. With this distance in mind, the area covered is the majority of Manchester, specifically the City centre, but also spanning out to Stockport and Cheadle.

The proposed development can therefore be considered as being accessible by cycle.

3.3 Access by Foot

Increasing walking as a method of travel is essential in achieving the national carbon emission goals, so it is important for routes of travel to be safe and attractive to encourage the opportunity to walk over driving.

The proposed site is situated directly in front of existing pedestrian footways on Barlow Moor Road, which provides links down the high street to both the centre of Chorlton and Didsbury Village.



The centre of Chorlton offers a variety of amenities and services, it is the local hub for the development. The proposed development is located 0.8 miles from Chorlton Centre and 2.7 miles from Didsbury Village. Further to this, within 5 minutes walking from the site is bus stops & Metrolink services.

It is therefore considered that the existing pedestrian infrastructure will facilitate safe travel to the local destinations outlined above.

3.4 Access by Bus

Bus services are accessible along Barlow Moor Road which offer quick links into the city centre and most of Greater Manchester.

Bus routes that pass near the development include 23 & 25 (Stockport – The Trafford Centre), 85a (Manchester – Arrowfield Estate) and 86 (Manchester – Chorlton) to name a few.

It is apparent that the proposed development is therefore highly accessible by bus.

3.5 Access by Metrolink (Tram Rail Service)

The Manchester Metrolink provides quick and direct travel routes through the city and throughout many key areas in Greater Manchester.

The nearest Metrolink station to the development site is Barlow Moor Road, which is a 4-minute walk from the site. The Metrolink provides services to destinations such as Eccles, Rochdale, Manchester Piccadilly, Bury, Ashton-under-lymm, Rochdale and Altrincham. The service also stops at numerous stations between all above destinations. The Metrolink is a very effective & efficient way of travelling the city.

The proposed site can therefore be considered as accessible in regards to travel by Metrolink.

4 Aims and Objectives

4.1 The overall objective of the travel planning process is to maximise the efficiency and sustainability of the land use, and to reduce single-occupancy vehicle trips by encouraging the use of modes other than private car.

4.2 Travel Behaviour Targets



To achieve a shift in single car occupancy and increase travel by foot, cycle and public transport, this TP will outline a series of initiatives and measures related to:

- Encouraging and providing for walking and cycling. This is encouraged with the provision of a cycle store within the development.
- Promoting bus use
- Promoting tram use.
- Improving car use and impact when it does occur (Provision for 4 electric charging points have been included within the development).
- Marketing, promotion and publicity of the TP and related initiatives.

4.3 Measurement to achieve targets:

We encourage the use of local transport with two buses calling regularly to the development. Southway Housing will communicate with Transport for Greater Manchester (TFGM) to ensure the bus service meets the needs of the local residents and this maximises the commercial route for the operator, ensuring its long-term viability. Information regarding bus timetables will be included within the Home User Guide distributed to new residents and additional information will be displayed in the entrance way notice boards.

The development does not have a car parking space for every resident this will hopefully encourage local residents to walk or use public transport. With a local bus service and access to the metro link within easy walking distance. This backed up with information distributed regarding local public transport should assist people in changing their travel behaviour.

4.4 Management Strategy and Review

Whilst Southway Housing do not have a dedicated Travel Plan Coordinator we do have an Age Friendly Co-ordinator who will organise activities at the development and the local church. The Age Friendly team will undertake a survey annually to assess if our travel targets are being achieved. Working with TFGM we should be able to provide the best possible service for this area. Following a review of the survey we can adjust our plans accordingly.

4.5 Communication Strategy

All residents will receive a Home User Guide which includes information about the local transport network, including local bus services and Metrolink services. This



information will also be displayed on the notice boards in the communal café and the main entrance.

5 Summary

This document presents the required information to discharge Condition 20 of the Decision Notice; including measures aimed at reducing the dependency of the private car amongst residents.