



ttp consulting
transport planning specialists

Harkalm Investments Limited

7 Moor End

Travel Plan

August 2021

TTP Consulting Ltd
111-113 Great Portland Street
London W1W 6QQ
Tel: 020 7100 0753

www.ttp-consulting.co.uk

Registered in England: 09931399

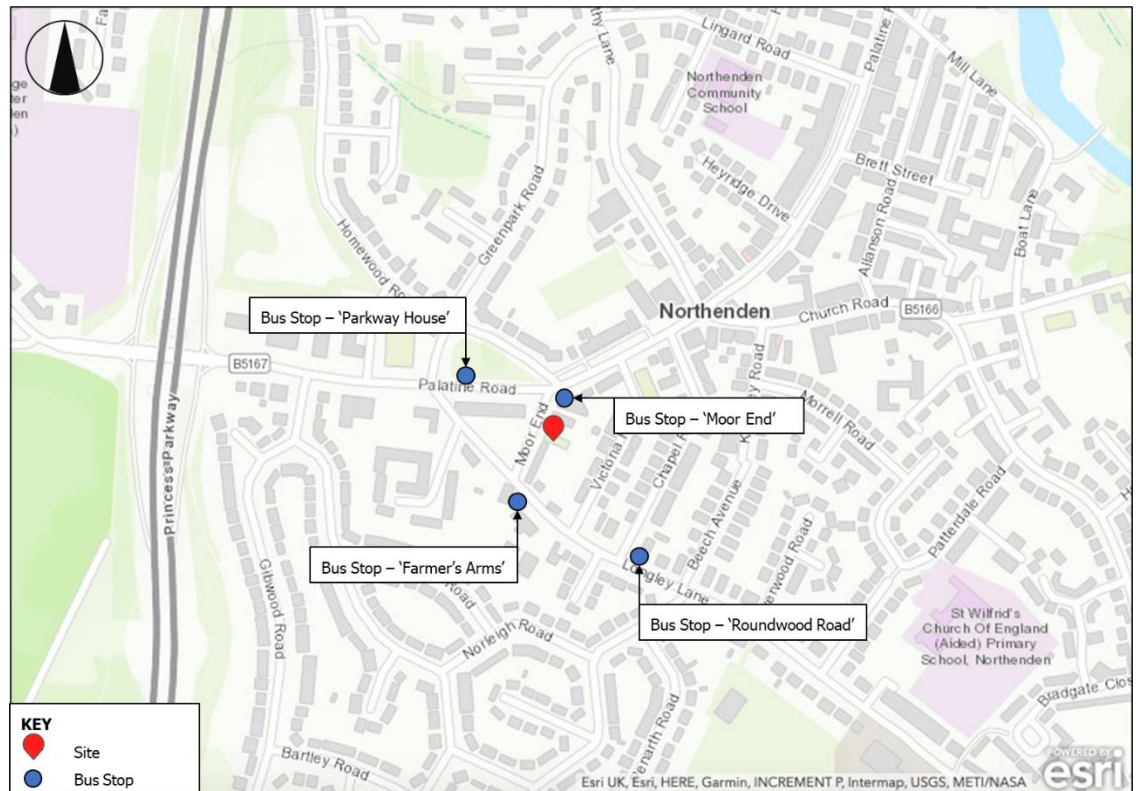
Contents

1	INTRODUCTION	1
	The Nursery	1
	Scope	2
2	POLICY	4
	Introduction	4
	National Policy	4
	National Planning Policy Framework (NPPF)	4
	Local Policy	5
	Manchester's Local Development Framework Core Strategy (2012 – 2027)	5
	Travel Plan Objectives	6
	Means of Achieving Objectives	6
3	ACCESSIBILITY AND TRAVEL PATTERNS	8
	Walking	8
	Cycling	9
	Buses	10
	Tram	10
	Travel Patterns	10
4	OBJECTIVES AND TARGETS	12
	Objectives	12
	Targets	12
	Action Targets	13
	Aim Targets	13
5	TRAVEL PLAN STRATEGY	15
	Travel Plan Management	15
6	MEASURES AND INITIATIVES	16
	Introduction	16
	Walking	16
	Cycling	16
	Public Transport	17
	Car Sharing	17
	Park and Stride	18
	Taxis	18
	Personalised Travel Planning	18
7	MONITORING AND REVIEW	19
8	ACTION PLAN	20
9	FUNDING	21

1 INTRODUCTION

- 1.1 This Travel Plan has been prepared for the proposed nursery at 7 Moor End in Northenden, a suburb located approximately 8 kilometres to the south of Manchester city centre. A site location plan is provided at **Figure 1.1**.

Figure 1.1 – Site Location Plan



- 1.2 The site contains a two storey detached building that is operated by the Jehovah's Witnesses as a place of worship (class F1(f)). It is proposed that the use of the site be changed to enable its use as a nursery (class E(g)), operated by Monkey Puzzle.
- 1.3 The main aim of this Travel Plan is to put in place the management tools deemed necessary to enable staff and parents/carers to make more informed decisions about their travel, which at the same time minimises the adverse impacts of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping people using sustainable modes of transport and in particular active travel modes, walking and cycling.

The Nursery

- 1.4 The nursery would be attended by up to 60 children of pre-school age and have in the order of 20 staff. The operational hours of the nursery would be 7:30am to 6:30pm from Monday to Friday.

- 1.5 There will be a total of 4 cycle parking spaces provided for staff plus parking for 20 scooters for children. Cycle and scooter parking will be located in a covered secure area to the north of the building. Vehicular access is taken from Moor End, where a forecourt to the front of the building will provide 5 staff car parking spaces, of which one will be reserved for use by blue badge holders. No car parking will be provided for use by parents.
- 1.6 The Nursery's details will be updated within the final Travel Plan and will include the following information which will help with monitoring and reviewing the Travel Plan successfully:

Nursery Name: Monkey Puzzle

Telephone number:

Email address:

Nursery Address: 7 Moor End, Northenden, Manchester M22 4JQ

Ofsted Number:

Nursery Website: <https://www.monkeypuzzledaynurseries.com/>

Age range: 0-5 years

Number of children at nursery: 60

Number of staff: 20

Opening times: 7:30am – 6:30pm

Scope

- 1.7 This Travel Plan provides a draft strategy that will be developed and tailored to suit the needs of staff and parent/carers by the Travel Plan Coordinator when appointed. It sets out the sustainable travel options available and the potential measures and initiatives that will be used to incentivise travel by sustainable modes. The remainder of this Travel Plan is structured as follows:
- Section 2 - Relevant national and local policy guidance;
 - Section 3 - Describes the accessibility and travel patterns of the nursery;
 - Section 4 - Sets out the objectives and targets of the Travel Plan;
 - Section 5 - Outlines the Travel Plan strategy;
 - Section 6 - Identifies the potential measures that may be implemented;
 - Section 7 - Details the review and monitoring programme;
 - Section 8 - Provides the Action Plan; and

- Section 9 - Sets out funding of the Travel Plan.

2 POLICY

Introduction

- 2.1 This chapter reviews key national and local transport policies. It is acknowledged that the Travel Plan will need to encompass measures that are consistent with the key policies outlined below and identify objectives accordingly.

National Policy

National Planning Policy Framework (NPPF)

- 2.2 The July 2021 update of the National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and how these are expected to be applied.
- 2.3 When considering the transport effects of a development, the NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.4 When considering development, it should be ensured that:
- "a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree. "*
- 2.5 Paragraph 111 advises that:
- "Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."*

Local Policy

Manchester's Local Development Framework Core Strategy (2012 – 2027)

2.6 The Manchester Local Development Framework Core Strategy was adopted on 12th July 2012. It covers a 15 year period up to 2027 and contains policies that will be used to deliver the Council's vision for development over that period.

2.7 Policy T 1, Sustainable Transport, advises that;

"To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that:

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*
- *Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.*
- *Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.*
- *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.*
- *Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:*

1. pedestrians and disabled people
2. cyclists, public transport,
3. commercial access,
4. general off peak traffic,
5. general peak time traffic"

2.8 The Core Strategy notes that;

"As highlighted in Manchester's Air Quality Action Plan, transport is a major source of pollution particularly in the form of emissions into the air. Encouraging a modal shift away from private cars will contribute to halting climate change and reduce the negative impact on health. Similarly encouraging modes of transport that are carbon free or that produce significantly lower carbon emissions will help in halting climate change and improving air quality."

2.9 Policy T 2, Accessibility areas of opportunity and need, advises that the Council will ensure that new development;

"Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

Travel Plan Objectives

2.10 The principle objectives of the Travel Plan have been drafted to reflect relevant policy and guidance. These are set out below:

- To promote awareness of sustainable travel choices;
- To reduce traffic generated by the development from the predicted levels should there not be a Travel Plan in place;
- To promote walking and cycling as a health benefit to staff, parents/carers and children; and
- To reduce car dependency.

Means of Achieving Objectives

2.11 The Travel Plan is a strategy for implementing change in transport patterns for staff and parents/carers. The primary objective of Travel Plans is a reduction in private car mileage in favour of more sustainable modes of travel. Greater emphasis will be placed on encouraging an increase in active modes of travel, walking and cycling, given the health benefits associated

with these travel modes. This Travel Plan provides necessary guidelines for the Travel Plan Coordinator (TPC) to implement appropriate measures. The success of the strategy however will depend upon the co-operation and enthusiasm of staff and parents/carers as much as on the tasks defined herein.

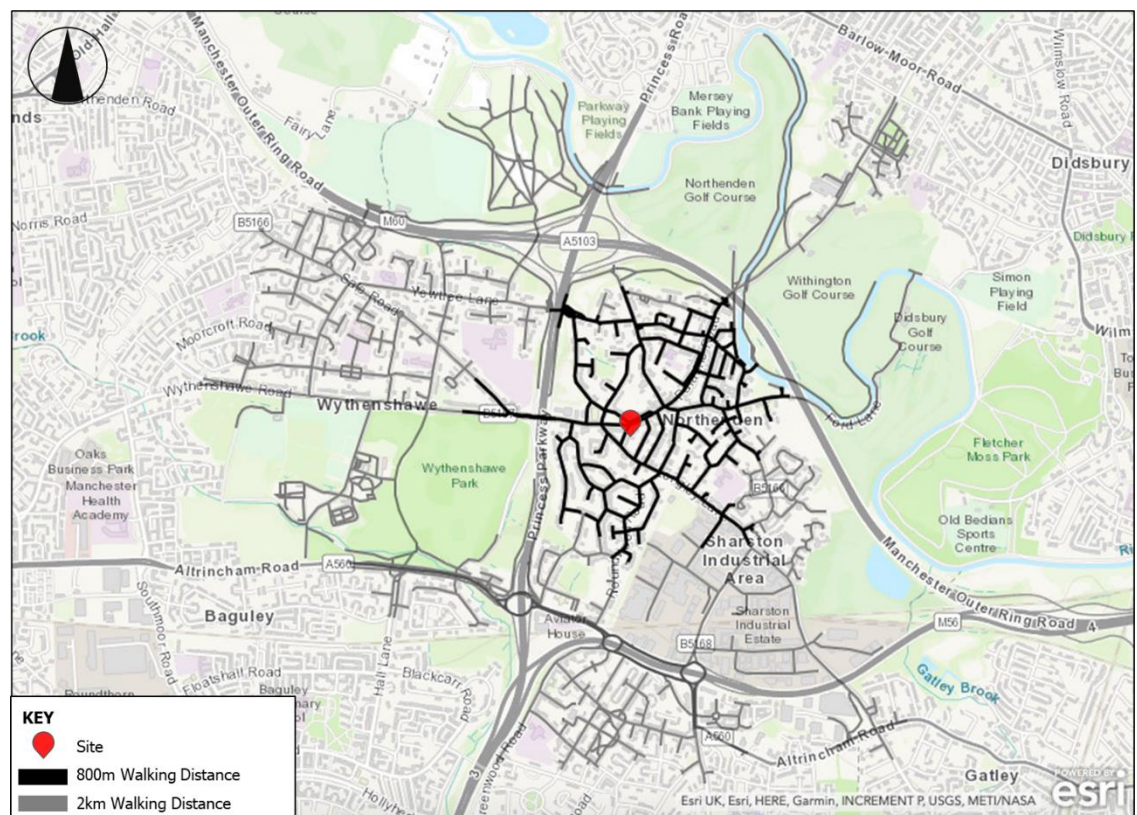
3 ACCESSIBILITY AND TRAVEL PATTERNS

- 3.1 The site is located in Northenden approximately 8 kilometres to the south of Manchester city centre. It is located within walking distance of surrounding residential areas and as such there is good opportunity for future staff and parents/carers to use transport modes other than the private car.

Walking

- 3.2 Footways are provided on both sides of all roads in the vicinity of the site. Dropped kerbs and tactile paving are provided at either end of Moor End to assist pedestrian movement along Longley Lane and Palatine Road. Signal controlled crossing points are provided on Palatine Road approximately 180 metres to the west and 210 metres to the east of the site.
- 3.3 **Figure 3.1** provides detail of an 800 metre (10 minute walk) and 2km walking distance (25 minute walk) from the site. The map shows that all of Northenden is accessible within a 10 minute walk of the site and that a 25 minute walk provides access to parts of Wythenshawe, Sharston and Baguley.

Figure 3.1 – Walking Isochrone Map



- 3.4 **Table 3.1** shows walking distances between the site and local bus stops on Palatine Road and Longley Lane.

Table 3.1 – Approximate Distances to Local Public Transport Opportunities

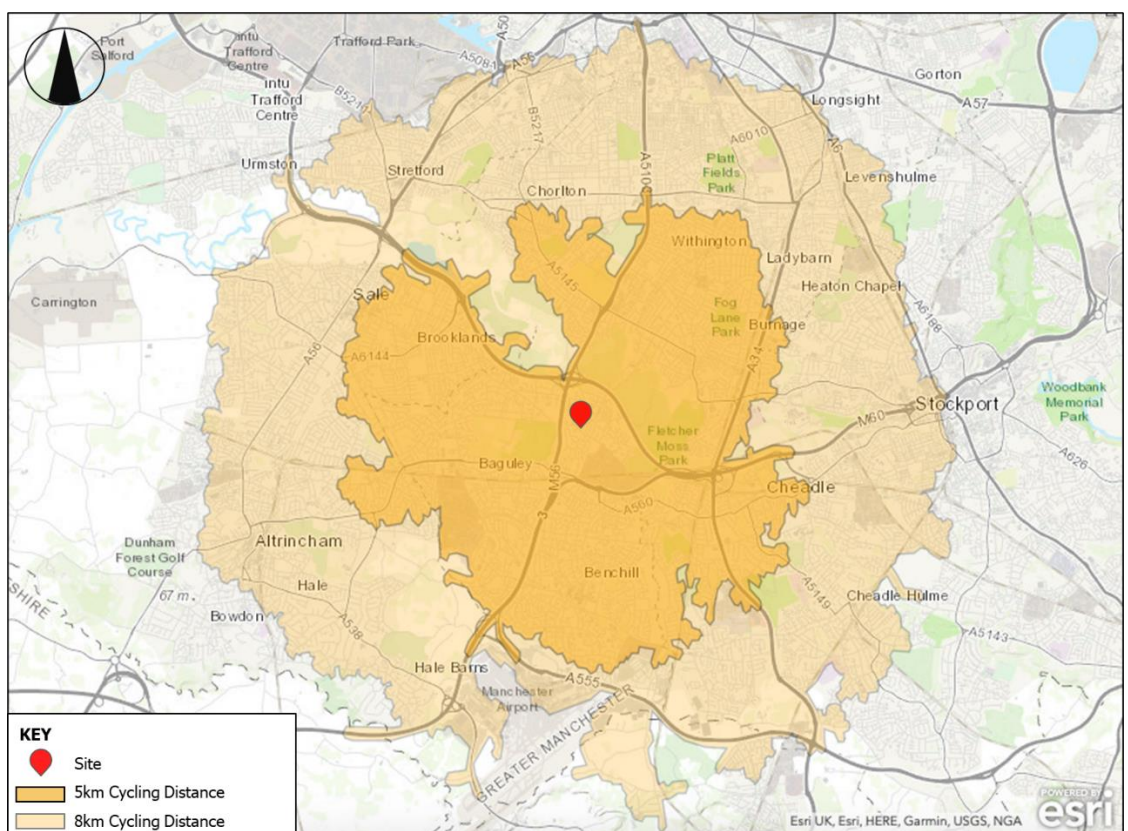
Stop / Station	Location	Distance	Approximate Walking Time*
Bus Stop – ‘Moor End’	Palatine Road	50m	<1 minute
Bus Stop – ‘Farmer’s Arms’	Longley Lane	100m	1 – 2 minutes
Bus Stop – ‘Parkway House’	Palatine Road	120m	2 minutes
Bus Stop – ‘Roundwood Road’	Longley Lane	240m	3 minutes

*Based on 80m per minute

Cycling

3.5 It is generally accepted that cycling is a sustainable mode of travel for journeys up to 8km in length. There are significant residential areas within this distance of the site. **Figure 3.2** shows a 5km and 8km cycling catchment from the site. The map shows that Wythenshawe, Sale, Cheadle, Withington, Brooklands, Stretford and Chorlton are within an 8km cycle of the site.

Figure 3.2 – Cycling Isochrone Map



3.6 A signed on road cycle route passes close to the site on Longley Lane. It provides access to National Cycle Network Route 62 to the north of the site, which provides an off road route towards Urmston and Stretford to the north east and Didsbury to the north west.

Buses

3.7 **Table 3.2** provides a summary of services using the stops listed in **Table 3.1**.

Table 3.2 – Summary of Local Bus Services			
Bus Stop	No.	Destination	Frequency (Mon-Fri)
'Moor End' and 'Parkway House'	41	Sale - Middleton	Every 15 minutes
	44	Piccadilly Gardens – Wythenshawe Hospital	Every 60 minutes
	103	Piccadilly Gardens – Manchester Airport	Every 15 minutes
	288	Manchester Airport – East Didsbury	Every 60 minutes
	763*	Burnage – Hale Barns	7:42 and 15:55
'Farmer's Arms' and Roundwood Road'	11A	Altringham – Stockport	Every 30 minutes
	781*	Moss Side - Brooklands	7:23 and 15:25
*School term time only			

Tram

3.8 The closest tram stop, Northern Moor, is located approximately 2.1km west of the site. It is accessible via bus service 41 from the stops on Palatine Road listed above. The stop provides access to Navy Line tram services between Manchester Airport and Manchester city centre. Services operate every 12 minutes in each direction.

Travel Patterns

3.9 The Transport Statement undertaken for the proposed change of use of the site provides an estimate of total person trips based upon survey data for comparable nursery sites in the TRICS database. This data has been used to produce the predicted travel modes for the nursery as detailed below in **Table 3.3**.

Table 3.3 – Predicted Nursery Travel Modes	
Mode	Modal Split
Car	51.8%
Bus/Tram	9.6%
Train	0.5%
Walk	36.6%
Cycle/Scoot	1.5%

3.10 The predicted modal split presented above will be taken forward and used in order to set targets for mode shift, see **Section 4**. However, to establish the actual baseline modal split for travel to the nursery, a staff and parent questionnaire survey will be undertaken within the first 6

months after the nursery has opened which will give accurate information on how users travel to the site. Targets will be reviewed and revised as appropriate once baseline surveys have been assessed.

4 OBJECTIVES AND TARGETS

4.1 This section sets out the overarching objectives for the Travel Plan, as well as targets for the short and medium term.

- **Objectives** are the high-level aims of the Travel Plan. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the goals by which progress will be assessed.

Objectives

4.2 The Travel Plan's overriding objective is:

To engage with and encourage staff and parents/carers to use more sustainable ways of travelling to / from the nursery through more effective promotion of active travel modes. This will minimise the impact of the development on the surrounding highway network and public transport services.

4.3 The sub-objectives are:

- a) Sub-objective 1: To increase staff and parent/carers awareness of the advantages and availability of sustainable / active modes of transport;
- b) Sub-objective 2: To promote the health and fitness benefits of active travel to all site users;
- c) Sub-objective 3: To promote the use of active travel as an alternative to car and public transport use;
- d) Sub-objective 4: To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and therefore,
- e) Sub-objective 5: To reduce unnecessary use of the car for the journey to and from the development and increase the use of active travel modes by staff and parents/carers.

Targets

4.4 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

- 4.5 Targets come in two forms – Action and Aim targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim Targets are quantifiable and in the case of this travel plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.6 Action targets are essential for the success of the Travel Plan. The key Action Targets are set out below:
- a) A TPC will be appointed 1 month prior to the use of the nursery and will remain in place for the duration of this Travel Plan.
 - b) Each monitoring survey will occur within one month of the anniversary of the baseline survey every other year.

Aim Targets

- 4.7 **Table 4.1** outlines the Aim Targets. The targets are set to measure progress towards the main objectives over five years.
- 4.8 The interim targets are defined as those which the TPC will seek to achieve within 1 and 3 years of the launch of the Travel Plan and the final targets those sought after 5 years.
- 4.9 The baseline figures are taken from the predicted travel patterns as detailed at **Table 3.3**. These figures will be updated following completion of baseline travel surveys and targets set for parent/carers and staff travel. In summary the objectives are to achieve increased cycling, walking and public transport trips with reduced car reliance.
- 4.10 Indicators are the elements which will be measured in order to assess progress towards meeting the final and interim targets. For the most part this will be the main travel mode listed by staff and parents/carers in the monitoring surveys conducted in years 1, 3 and 5.
- 4.11 Travel Plan AIM Targets can be found in **Table 4.1**.

Table 4.1: Travel Plan AIM Targets

Target	Indicator	Baseline	Interim Year 1	Interim Year 3	Final Year 5
Reduce the number of trips to the site by car by 15 percentage points	Modal Split monitoring	51.8%	46.3%	41.3%	36.8%
Achieve an increase in cycling by 5 percentage points	Modal Split monitoring	1.5%	2.5%	3.8%	6.5%
Achieve an increase in walking by 5 percentage points	Modal Split monitoring	36.6%	38.8%	41.3%	41.6%
Achieve a 5 percentage point increase in trips by public transport	Modal Split monitoring	10.1%	12.4%	13.6%	15.1%

5 TRAVEL PLAN STRATEGY

Travel Plan Management

- 5.1 The TPC will be appointed at least 1 month prior to the opening of the nursery. The TPC will be allocated a specific amount of time to dedicate to the implementation of the Travel Plan, for example the TPC could be allocated half a day per month in which to carry out their duties.
- 5.2 The TPC will be responsible for overseeing the management, development, implementation and review of this Travel Plan.
- 5.3 The primary responsibilities of this role include:
- a) The implementation of measures as set out in the Travel Plan;
 - b) To undertake baseline surveys and updated travel surveys in years 1, 3 and 5;
 - c) To update the Travel Plan following completion of travel surveys;
 - d) To oversee the development and implementation of the Travel Plan;
 - e) Promoting the objectives and benefits of the Travel Plan; and
 - f) To ensure that travel information available is up to date.
- 5.4 Regular updating of this Travel Plan document is part of the responsibility of the nominated person. The TPC contact details will be added to the Plan upon appointment;

Name:

Telephone:

Email:

6 MEASURES AND INITIATIVES

Introduction

- 6.1 This section of the Travel Plan outlines the physical and potential management measures that the TPC will consider implementing as part of the Travel Plan to help achieve the set targets. The implementation of the measures, including awareness initiatives and infrastructure provision, is the core of the Travel Plan. The list is not exhaustive and will be reviewed and updated by the TPC following completion of the baseline travel surveys.

Walking

- 6.2 Walking is a truly sustainable method of travel which offers independence, predictable journey times and a range of physical and psychological benefits.
- 6.3 Initiatives to help promote walking to the site could include:
- a) Promotion of health benefits of walking to be promoted e.g. NHS Walking for health <https://www.nhs.uk/live-well/exercise/walking-for-health/> and;
 - b) The promotion of organisations such as the Ramblers Association <https://www.ramblers.org.uk/> which provides information on walking routes, local walking groups and the benefits of walking;
 - c) Participation in events such as walk to work day; and
 - d) Scooter storage will provide additional facility to support parents walking with children that scoot to the nursery.

Cycling

- 6.4 Secure cycle parking will be provided for staff and scooter storage for children. The TPC will investigate the potential for participation in schemes that enable staff to purchase cycles and accessories at discounted cost.
- 6.5 Other promotions for consideration by the TPC include the following:
- a) Promotion of the health benefits of cycling <https://www.cyclinguk.org/community-outreach/health/>;

- b) Attendance at meeting or participation in events organised by local cycling groups such as the Manchester Cycling and Walking Forum
https://secure.manchester.gov.uk/info/500356/cycling_and_walking/6851/manchester_cycling_and_walking_forum ;
- c) Promotion of cycling events such as bike week <https://www.cyclinguk.org/bikeweek> and cycle to work day <https://www.cycletoworkday.org/>.

Public Transport

- 6.6 Public transport use is preferable to journeys by private car and involves walking to and from public transport stops. Up to date details of bus, tram and taxi services, including route information and service frequencies will be made available to staff and parents/carers. The use of Journey Planner websites and enquiry phone numbers will be promoted to encourage the use of public transport.

Car Sharing

- 6.7 Car Sharing is an excellent way to reduce the number of cars arriving at the nursery / the local area as the scheme reduces the total number of vehicular trips and the number of single-family vehicle trips generated by the nursery.
- 6.8 The TPC will investigate the best methods for implementing a car share scheme at the site. Given the different travel patterns and needs of parents/carers and staff, a number of methods should be assessed.
- A car share database could be set up;
 - This can be done on-line through www.liftshare.com (or similar organisations), where membership is free. These organisations provide web-based car share schemes for private groups or they can be open to the general public. If implemented, measures should be taken to encourage membership and promote the scheme by the TPC;
 - The nursery can design and operate a car share database / spreadsheet. This would be run and set up by the TPC; and
 - An informal matching system can take place through word of mouth and social interaction, for example; car share events such as a 'wine and cheese' evening organised for all parents/carers interested in car sharing.
- 6.9 The economic, social and environmental benefits of car sharing should be promoted to parents / carers and staff through the following measures as appropriate:
- Nursery newsletter;

- Email and text messages;
- Nursery website; and
- Letters to parents / carers advising families of the benefits of car sharing and using active modes.

6.10 It is expected that car sharing would also start to occur naturally as parents / carers take turns to take other family's children to the nursery and vice versa.

Park and Stride

6.11 Park and stride schemes can help reduce congestion and air quality issues in the vicinity of nurseries by encouraging parents/carers to park away from the site and complete the last leg of their journey on foot. They also help build active travel habits among young children who may not be able to walk the whole distance to the site from their home.

6.12 The TPC will consider suitable locations for people to park and walk to the nursery. Potential locations could include Northenden Riverside Park and Wythenshawe Park.

Taxis

6.13 Taxis have an important role in providing for trips when other modes of transport may not be available. The TPC will ensure that the contact details for local taxi operators are available on site.

Personalised Travel Planning

6.14 The TPC will offer a personalised Travel Planning service for all staff, if requested. The TPC will be able to draw on advice from journey planning websites such as Intalink <https://www.intalink.org.uk/plan-your-journey>.

7 MONITORING AND REVIEW

- 7.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the Travel Plan.
- 7.2 The monitoring programme begins once the Travel Plan has been launched and continues for a period of 5 years. Further travel surveys will take place on the 1st, 3rd and 5th anniversary of the implementation of the Travel Plan to monitor progress towards the interim and final targets.
- 7.3 Additional monitoring of the following will also be used to judge whether the implementation or proportion of certain measures needs to be modified. The following factors will be monitored on a constant basis:
- a) The level of usage of cycle parking;
 - b) Demand for additional cycle parking facilities; and
 - c) Comments received from staff and parents/carers relating to the operation and implications of the Travel Plan.
- 7.4 A Travel Plan Review will occur each year over the lifetime of the Plan that will ensure the Travel Plan remains up-to-date. The review will consider feedback gathered throughout the year and updated travel surveys gathered during years 1, 3 and 5. The Travel Plan will be updated as necessary following each review to include progress towards targets and revisions needed to help achieve targets. The results of the review will be made available to the local authority on request.

8 ACTION PLAN

8.1 **Table 8.1** sets out the Action Plan for the implementation of the various measures associated with the Travel Plan along with who is responsible and how funding will be secured.

Table 8.1: Travel Plan Action Plan			
Action	Target	Funding	Responsibility
Production of Travel Plan	The Developer / TTP Consulting	Developer	Developer
Appointment of Workplace Travel Plan Co-ordinator	At least 1 month prior to first occupation of the nursery	Site Operator	Site Operator
Launch of Travel Plan	Within 3 months of the occupation of the nursery	Site Operator	TPC
Provision of Cycle and Parking	Prior to first occupation of the nursery	Developer/Site Operator	Developer/Site Operator
Ongoing Monitoring	Gather feedback from parent/carers and staff	Site Operator	TPC
Monitoring Surveys	1, 3 and 5 years after launch	Site Operator	TPC
Travel Plan Review	Annual review of monitoring data and travel surveys as appropriate	Site Operator	TPC

9 FUNDING

- 9.1 The site operator is fully committed to the implementation of the Travel Plan and will provide all reasonable necessary funding to ensure that the agreed targets are achieved. This will include funding the Travel Plan Co-ordinator, travel surveys and implementation of all reasonable and necessary measures.

