

ALFRED MORRIS COURT, WYTHENSHAW, MANCHESTER

Travel Plan



RT117984-01

July 2020

Prepared on behalf of WYG Environment Planning Transport Limited.

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Document control

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1 Introduction

1.1 Preamble

- 1.1.1 WYG has been appointed by Wythenshawe Community Housing Group to provide transport planning support to assist in discharging planning condition 17 associated with planning permission for the proposed residential development comprising 23 apartments and 11 two story houses after demolition of the former Alfred Morris Court building (Manchester City Council planning ref: 123541/FO/2019). The site location is shown edged in red on **Image 1** with a proposed site plan attached within **Appendix A**.

Image 1 – Site Location Plan



© Google Maps

- 1.1.2 Planning permission was granted by Manchester City Council (MCC) in October 2019. As part of this planning permission, condition 17 states:

Condition 17 - *"Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:*

- i) the measures proposed to be taken to reduce dependency on the private car;*
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;*
- iv) measures for the delivery of specified travel plan services;*
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.”*

1.1.3 This Travel Plan has been prepared to discharge the referenced planning condition.

1.2 Methodology

1.2.1 This Travel Plan covers all the elements discussed and agreed through correspondence as per the planning requirements, with it outlining the aims of the strategy for the site and the measures that will be introduced to ensure the aims are realised.

1.3 Objectives

1.3.1 The main objectives of this Travel Plan apply to all residents and visitors to the site. These objectives are summarised below:

- To help reduce the impact of transport on the local environment and increase the awareness of sustainable travel access to all users.
- To encourage, inform and make aware the sustainable travel choices available through initiatives/easy to use route planner guides/Travel Packs/information available on-site and on-line.
- To reduce the number of single occupier vehicle trips to the site for all users, particularly those travelling short distances (less than 2km).
- To monitor the effectiveness of the Travel Plan initiatives and modal splits for all users of the site.

1.4 Report Structure

1.4.1 This Travel Plan investigates the highways and transportation issues associated with the site. The layout of the report is as follows:

- Travel Plan Policies and Guidance are reviewed in Chapter 2.

- Chapter 3 describes the site location and development proposals.
- An audit of existing travel arrangements is presented in Chapter 4.
- The Travel Plan strategy is discussed in Chapter 5.
- Chapter 6 presents the Travel Plan monitoring strategy.
- Chapter 7 summarises the report.

2 Travel Plans Policy and Guidance

2.1 Overview

- 2.1.1 This chapter sets out the policy and guidance framework which has informed the development of this Travel Plan.

2.2 Travel Plan Policy and Guidance

National Planning Policy Framework (2019)

- 2.2.1 The revised National Planning Policy Framework (NPPF) was published on 24 July 2018 and further revised in February 2019, setting out the government's planning policies for England and how these are expected to be applied.
- 2.2.2 At the heart of the Framework is a presumption in favour of sustainable development. The NPPF recognises that Travel Plans are a key tool in facilitating sustainable travel, stating that all developments which generate significant amounts of movement should be required to provide a Travel Plan.

National Planning Policy Guidance (NPPG)

- 2.2.3 Planning practice guidance will, where necessary, be updated in due course to reflect changes to the NPPF. At this time, no updated guidance has been prepared for Travel Plans thus, reference is made to the existing NPPG.
- 2.2.4 National Planning Policy Guidance on Travel Plans, Transport Assessments and Statements in Decision-taking was last updated in March 2014 and provides concise advice on when a Travel Plan is required, what Travel Plans should include, and how Travel Plans should be monitored.
- 2.2.5 The guidance states that 'Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling)'.

2.2.6 In summary, the guidance states that Travel Plans should look to:

- Not unfairly penalise drivers or cut provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets;
- Where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation; and
- Address all journeys resulting from a proposed development by anyone who may need to visit or stay, and they should seek to fit in with wider strategies for transport in the area.

2.3 Summary

2.3.1 The proposed development can play a role in contributing towards the city's aspirations for the creation of safe, attractive and accessible environments; encouraging active travel and minimising carbon emissions; providing access to sustainable modes and nearby facilities; and high-quality design. The site location and consented use accords well with the national transport policy objectives summarised in this chapter.

3 Existing Conditions & Development Proposals

3.1 Site Details

- 3.1.1 The development site is located within the area of Wythenshawe, approximately 9.3km south from Manchester City Centre and just 210m south of the Manchester Outer Ring Road (M60).
- 3.1.2 The site, which is irregular in shape, comprises of Alfred Morris Court, a former assisted living residence of 30 flats as well as associated green space. The site is bound to the immediate north by Mainwaring Terrace, to the immediate west by Fellpark Road (where access to Alfred Morris Court is taken) and to the immediate south by Sale Road. The entire site is encompassed by existing residential properties served off these roads. The location of the site is illustrated on **Image 1**.

3.2 Local Highway Network

- 3.2.1 Fellpark Road which, as previously mentioned provides access to Alfred Morris Court, has an approximate 6.5m carriageway width adjacent to the site and has footways in excess of 2.0m in width along either side. Access on to Fellpark Road is taken from Sale Road via a one way 'in' and 'out' entry system, split via a grassed refuge area.
- 3.2.2 Sale Road (B5166) has a width of approximately 7.5m; measured along the site boundary as the road widens due to the provision of a right-turn lane feature in to Fellpark Road and Moor Lane. Sale Road provides street-lit footway provision, with the northern side footway measuring circa 1.2m in width and the southern side footway measuring 2.0m in width. Sale Road is subject to a 30mph speed limit, which is enforced by speed cameras.
- 3.2.3 To the east of the site, along Sale Road, a shared foot/cycleway is noted, and there is a signal-controlled pedestrian/cycle (Toucan) crossing of Sale Road less than 100m to the east of the junction with Fellpark Road. The foot/cycleway extends east along Sale Road and south along Orton Road.

3.3 Development Proposals

- 3.3.1 The proposed development will consist of 23 apartments and 11 two story houses after demolition of the former Alfred Morris Court building.

- 3.3.2 Vehicular access to the development will be split, with six of the two story houses taking direct access via Fellpark Road, with the remaining units taking access via a private drive off Mainwaring Terrace. Pedestrian access to properties can be also achieved from Sale Road in addition to Fellpark Road and Mainwaring Terrace.

4 Site Travel Audit

4.1 Introduction

- 4.1.1 This section considers the existing level of sustainable transport infrastructure and services near the proposed development.

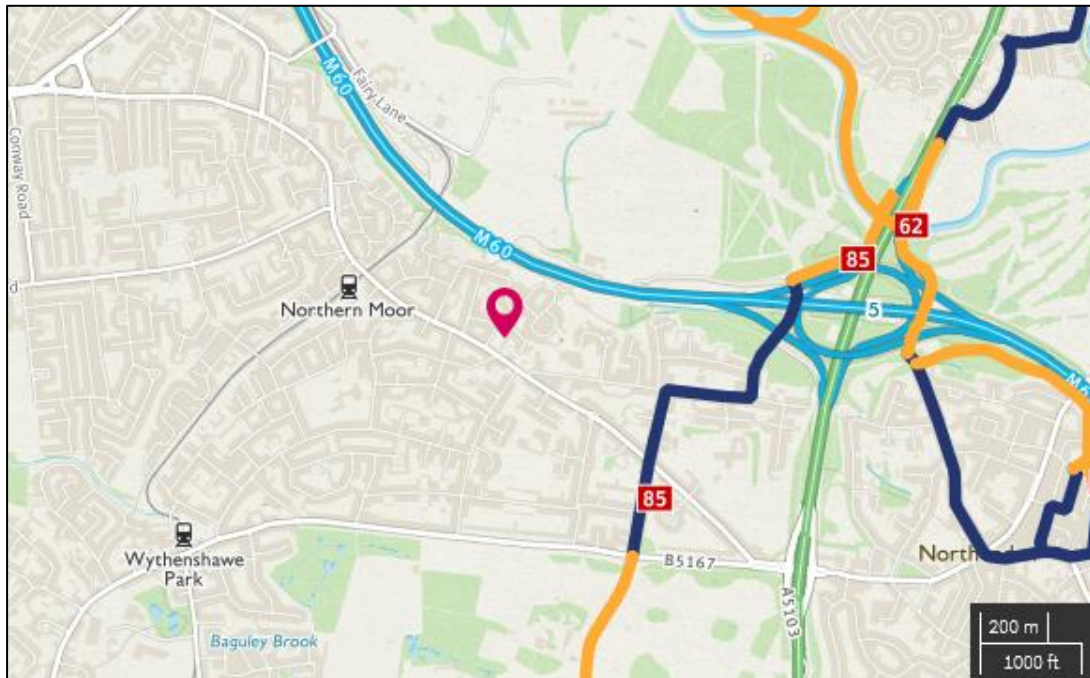
4.2 Pedestrian Facilities

- 4.2.1 Street lit footways of varying width surround the site along the carriageways of Mainwaring Terrace, Fellpark Road and Sale Road. These footways provide an unbroken pedestrian link towards numerous facilities and amenities which are located within proximity of the site.
- 4.2.2 To assist pedestrian movements over Sale Road, a Toucan Crossing is located circa 50m to the east of the site, ensuring of a suitable crossing for residents accessing facilities to the south of the site.

4.3 Cycle Facilities

- 4.3.1 The 2015 CIHT publication Planning for Cycling states that “the majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, many trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips” (DfT, 2014a Setting the Road Investment Strategy: *Now and in The Future*).
- 4.3.2 A review of Sustrans.org.uk indicates that there are multiple National and Regional Cycle Routes located within proximity of the site (2km). The nearest National Route, NCR 62, is located 1.2km north of the site heading in an east to west direction along the River Mersey. The route connects with Regional Routes 82 and 85 which both provide access towards Manchester City Centre, with Regional Route 85 also providing access to Manchester Airport. Regional Route 85 is the closest cycle route to the site, located circa 550m to the east heading in a north to south direction along Rackhouse Road. **Image 2** outlines these cycle routes.

Image 2 – Sustrans Cycle Map



© Ordnance Survey (Sustrans)

- 4.3.3 As previously outlined, a shared foot/cycleway is noted to the east of the site along Sale Road, with this route extending both east along Sale Road and south along Orton Road. This route can be used for both cyclists and pedestrians when accessing facilities towards Northenden.

4.4 Bus Services

- 4.4.1 The closest bus stop to the site is located along the southern side of Sale Road, close to the junction with Orton Road. The stop is located circa 90m south east of the site and comprises of a flag-and-pole design with signposted timetable information, a seated shelter and raised kerbs. The closest eastbound stop is located 140m to the west of the site and comprises a flag-and-pole design with signposted timetable information and raised kerbs.
- 4.4.2 Bus timetable information for services operating along Sale Road are presented within **Table 1**, with a bus route plan prepared by Transport for Greater Manchester's (TFGM) attached within **Appendix B**. It is considered that the operational timings of each service, along with the frequency, are suitable for residents as a travel mode to work.

Table 1: Bus Service Summary (Sale Road Stops)

Service*	Operating Days	Frequency	Route	Provider
Number 18	Mon-Sat	MON-SAT	intu Trafford Centre - Wythenshawe	Diamond Bus
	07:57 – 21:49	Every 60 minutes		
	Sun	Sun		
Number 19/19A	08:19 – 19:49	Every 90 minutes	hggdhgfh	Arriva
	Mon-Fri	MON-SAT		
	06:19 – 23:55	Every 30 minutes		
	Sat			
	07:27 – 23:55	SUN		
Number 41	Sun	Every 60 minutes	Middleton - Sale via NMGH, Manchester	Go North West
	08:58 – 23:55			
	Mon-Fri	MON-SAT		
	05:23 – 23:14	Every 30 minutes		
	Sat			
Number X5	06:45 – 23:14	SUN	Stockport to Sale	Diamond Bus
	Sun	Every 60 minutes		
	08:24 – 23:15			
	Mon-Sat	MON-SAT		
	08:17 – 18:17	Every 60 minutes		
	Sat			
	08:10 – 18:01			

**The 754 and 755 Services which also operate are School Only Services during school times.*

4.5 Tram Services

- 4.5.1 Northern Moor is the nearest tram station to the site, located approximately 600m to the west of the proposed development when measured along potential travel routes making the site accessible on foot or via cycle.
- 4.5.2 Trams between Victoria (via Manchester City Centre) and Manchester Airport operate on a frequent basis. Trams towards Victoria operate every 12 minutes with trams towards Manchester Airport also operating every 12 minutes.

4.6 Greater Manchester Accessibility Level (GMAL)

- 4.6.1 The proposed development site is located in an area with a Greater Manchester Accessibility Level (GMAL) rating of 5, where a rating of 1 indicates a very low level of accessibility and 8 indicates a very high level of accessibility. The site is therefore considered to have good access to public transport (bus, Metrolink and rail) with these services providing an alternative to private car use.

5 Travel Plan Strategy

5.1 Introduction

- 5.1.1 This Travel Plan has been produced on behalf of Wythenshawe Community Housing Group, prior to the occupation of the site.

5.2 Travel Marketing Information

- 5.2.1 Wythenshawe Community Housing Group will provide sustainable travel information within each of their sales packs as to inform new residents on their sustainable travel options. This is important as to make all residents of the site aware of the existence of the Travel Plan upon their occupation and alternative travel modes to that of the private car. Travel information which will be provided within the sales packs are as follows:

- Bus timetable and route information for services operating along Sale Road, including directions from the site to the closest bus stops;
- Walking and Cycling routes within close proximity of the site;
- Information on the location of local facilities and amenities within close proximity of the site;
- Information promoting the health, fitness and financial benefits of walking will be provided;
- Promote the potential financial savings that residents will make by car sharing through information presented within the sales packs.

- 5.2.2 Wythenshawe Community Housing Group will also be responsible for collecting travel survey information from residents, as and when requested by MCC Travel Plan officer. As part of the planning conditions, the first of these surveys will be undertaken during the first three months of occupation.

6 Monitoring Strategy

6.1 Introduction

6.1.1 It is essential that the impacts of the Travel Plan and the benefits achieved are monitored to:

- Identify whether the Travel Plan is achieving the objective of reducing dependency on the private car;
- Whether changes need to be implemented to encourage the use of sustainable travel modes.

6.2 Monitoring

6.2.1 Most measures to reduce car use and promote walking, cycling, public transport, and car sharing will be in place prior to, or soon after occupation of, the new development. This will allow people to assess the potential to travel by alternative transport modes and allow a sustainable travel culture to emerge from the outset.

6.2.2 In order to monitor the Travel Plan, travel surveys will be undertaken within three months after the first occupation and then periodically as agreed with MCC. The major element of the review will involve the issuing of a travel questionnaire to every dwelling. Analysis of the travel questionnaires will also yield more up to date mode split information which can be used to determine the objective of reducing dependency on the private car. An example travel questionnaire is provided within **Appendix C**.

6.2.3 Upon completion of the monitoring period, and as agreed with MCC, the responsibility of the travel plan and its continued management will fall to a resident steering group. This group will be suitably briefed and competent in order to continue the Travel Plan and ensure modal shift is maintained. A likely action plan and monitoring schedule in relation to the development can be found within **Table 2**.

Table 2: Action Plan / Monitoring Schedule

Actions/Measures	Timescale
Submit Travel Plan to MCC to Discharge 'Condition 17'	Before development commences
Provide all residents with Travel Information and Welcome Packs	Upon occupation
Undertake initial residents travel survey and submit findings to MCC	Within the first three months of occupation.

Actions/Measures	Timescale
Continue survey and monitoring process	Periodically as agreed with MCC
Pass over responsibility of the Travel Plan to residents steering group	As agreed with MCC

7 Conclusions

- 7.1.1 This Travel Plan has been prepared to discharge planning condition 17 associated with Manchester City Council planning permission reference: 123541/FO/2019.
- 7.1.2 The document sets out a package of measures for Wythenshawe Community Housing Group, to positively influence residents and visitor travel patterns to assist in the delivery of sustainable transport, reducing the reliance on single car occupancy vehicle trips.
- 7.1.3 Following the review of accessibility to the site via sustainable modes, it is concluded that the site is well located in terms of access to walking, cycling and public transport networks.
- 7.1.4 Based upon the level of identified sustainable transport provision in the vicinity of the proposed development, a series of Travel Plan objectives, initiatives and measures considered appropriate to the site have been identified.
- 7.1.5 Initial management and monitoring proposals have been outlined, aimed at maintaining the momentum and effectiveness of the Travel Plan after it is launched. A commitment to the continued monitoring of the Travel Plan will be agreed with the MCC travel plan officer upon completion of the initial residents' surveys.

Appendices

Appendix A – Site Layout Plan



DO NOT SCALE FROM THIS DRAWING
ALL DIMENSIONS MUST BE CHECKED ON SITE BY CONTRACTOR
PRIOR TO CONSTRUCTION

Key

2400 x 4800mm parking space

Pavement	Private Garden	Lawn
Block Paving	Block Paved Parking Space	Tarmac

Schedule of Accommodation

Affordable Rent

1B2P Flat @ 50m2- 7no
2B3P Flat @ 61m2 - 16no

Shared Ownership

3B5P House Semi-Detached @ 98m2 - 6no

Outright Sale

3B5P House @ 98m2- 3no
4B8P House @ 133m2 - 2no

Total: 34no

100% Car Parking provision for all flats.
2no visitor spaces to flats.
1no disabled space to flats.
200% Car Parking Provision for all houses.

Caveats

- Overlooking distances subject to LPA Approval
- Density and parking mix subject to LPA Approval

3	08.07.19	ED	Drawing revised following feedback from LPA/client.
2	04.07.19	ED	Drawing revised following feedback from LPA/client.
1	03.07.19	ED	Drawing revised following feedback from LPA.
Rev	Date	Int	Description

btp ARCHITECTS

RIBA Chartered Practice

Client:
WCHG

Project:
Alfred Morris Court

Description:
Proposed Site Plan

Purpose of Issue:

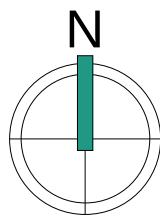
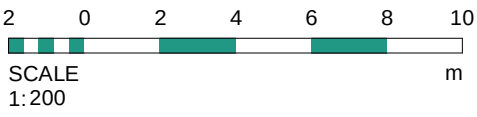
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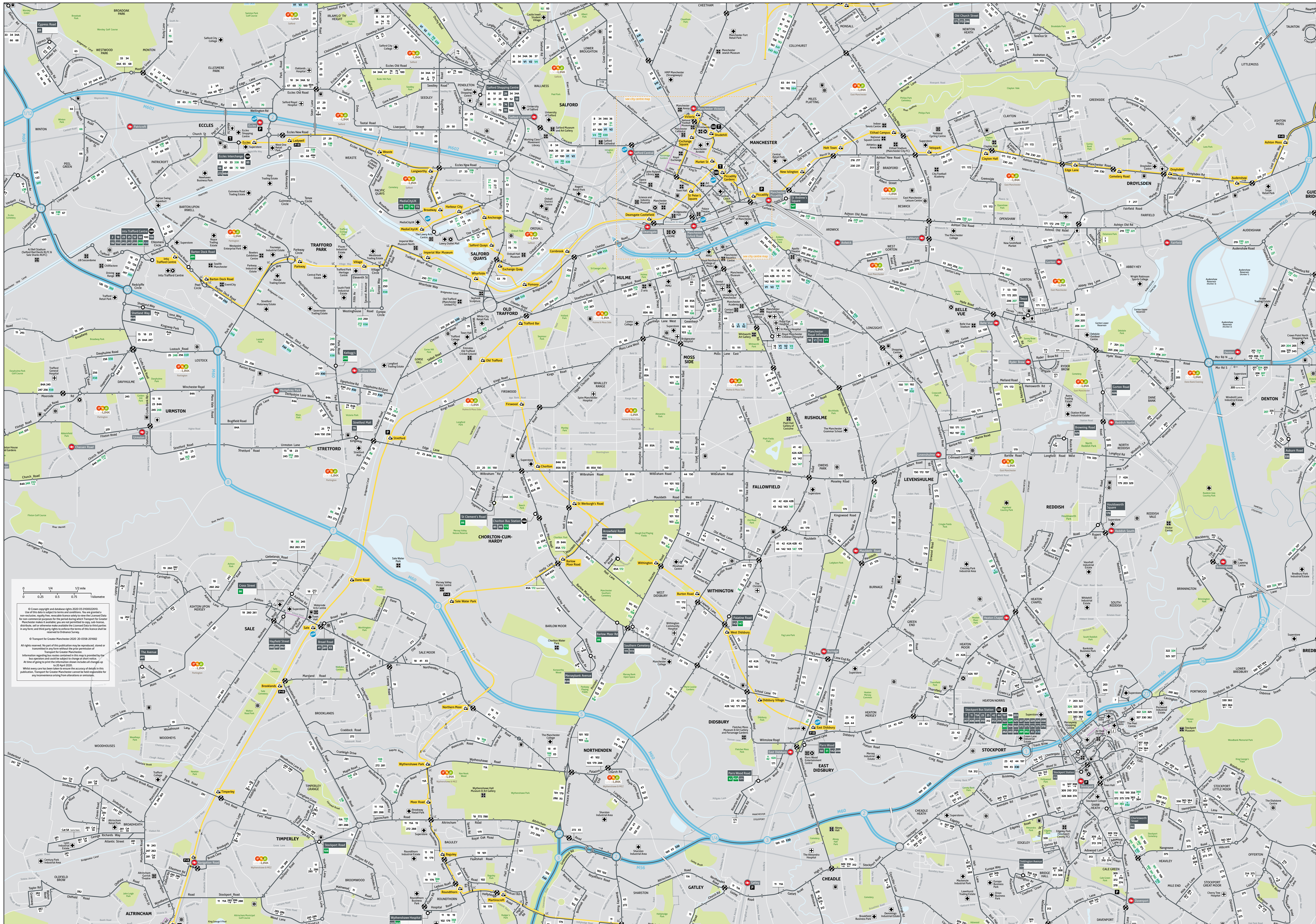
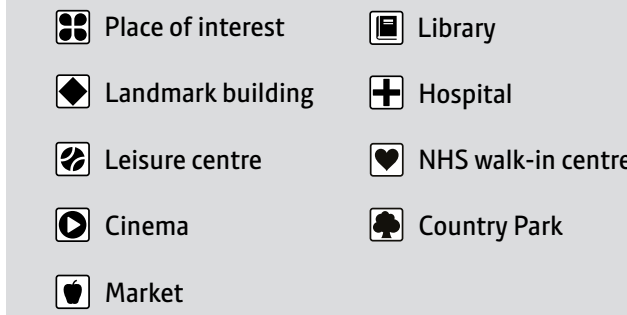
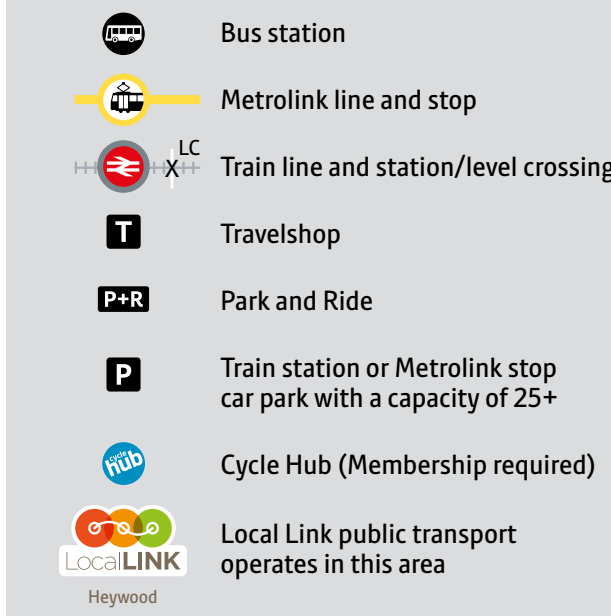
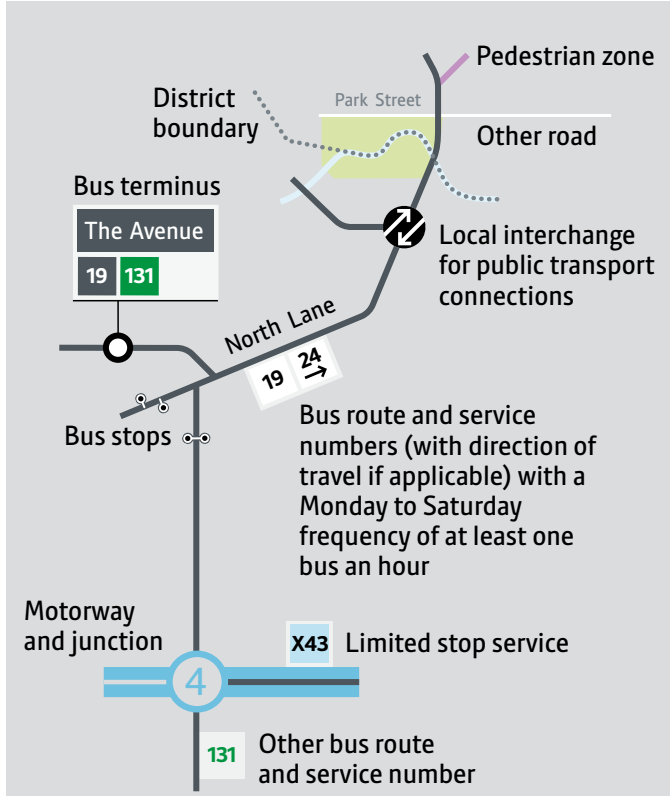
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Appendix B – Transport for Greater Manchester Bus Route Plan

Public transport network

Manchester South



Appendix C – Example Residents Questionnaire

TRAVEL

GENERAL INFORMATION – Please tick

The first few questions will allow us to build a better understanding of who lives at the development and will help us to identify trends in the data.

1. Did you receive a Resident's Travel Information Pack (also referred to as a Travel Pack)?

☐ Yes ☐ No ☐ Don't know

2. How many adults (those aged 18 and above) live at the residence?

☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5+

3. How many cars/vans are owned by household members?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

4. How many cycles are owned by household members?

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

TRAVEL DETAILS

5. For each of the adults located at the residence, please circle how you ***MOST FREQUENTLY*** travel to and from your home during a typical weekday.

If you don't make a journey to a certain location, please leave the row blank.

ADULT 1

JOURNEY TO	MODE OF TRAVEL						
Work	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
School	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
Other (e.g. Leisure)	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk

ADULT 2

JOURNEY TO	MODE OF TRAVEL						
Work	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
School	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
Other (e.g. Leisure)	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk

ADULT 3

JOURNEY TO	MODE OF TRAVEL						
Work	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
School	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
Other (e.g. Leisure)	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk

ADULT 4

JOURNEY TO	MODE OF TRAVEL						
Work	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
School	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk
Other (e.g. Leisure)	Car (1 person)	Car (2+ people)	Bus	Train	Mbike/Scooter	Cycle	Walk

FUTURE PLANS

6. Here are some ideas for reducing the number of single-person car trips to and from your development. Please indicate how useful you consider each idea to be by ticking the corresponding box.

IDEA	USEFULNESS				
	Not at all Useful	Not very Useful	Not sure	Fairly Useful	Very Useful
Lift Share Noticeboard					
Lift Share Coffee Mornings/Evenings					
A Site Car Club					
Adult Cyclist Training Sessions					
Cycle Maintenance Workshops					
Personalised Journey Planning					
Site Travel Promotion Group					
Free Bus 'Taster Tickets'					
Flexible Working Patterns					
Discounted Rail Tickets					
Better Travel Information					
A Local Bicycle User Group					
Cycle and Walking Maps					

7. The TPC will be establishing a 'Steering Group', responsible for continuing the work of the TPC in future years, within the near future. The group may meet every quarter for approximately 1 hour. Would this role be of interest to you?

Yes No Don't know

If you have any ideas about how to encourage more residents to walk, cycle, car share or use public transport, please tell us here.