Travel Plan

Apollo Pub Site, Varley Street, Miles Platting, Manchester

Client: Jigsaw Homes North



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Client	Jigsaw Homes North	
	Name	**Position**
Written By	Carrick Mc Clean	Graduate Transport Planner
Checked & Approved By	Anthony Morley	Associate

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1 INTRODUCTION

1.1 Purpose of Report

1.1.1 This Travel Plan (TP) has been prepared to accompany a planning application for a proposed development comprising up to 13 x 1 bed affordable apartments and 19 x 2 bed affordable apartments with associated parking area and green space. The development is proposed on the site of the former Apollo pub off Varley Street, Miles Platting, Manchester.

1.1.2 Manchester City Council (MCC) is Local Planning Authority (LPA) and Local Highway Authority (LHA) for the area.

1.1.3 This report should not be read as a definitive document, but as the first stage of the TP process which will continue and evolve over time with input from the applicant, future residents of the site and MCC. This TP represents a commitment by the applicant to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted.

1.1.4 The document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.

1.1.5 This document has been prepared alongside a Transport Statement (TS) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TS appendices are referenced in this document.

1.1.6 The suggestions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.

1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.

1.1.8 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

1.2.1 Following this introduction, the remainder of this report is structured as follows:

- Section 2 describes the relevant local and national TP policy;
- Section 3 describes the existing situation in terms of the site and local highway network;
- Section 4 details the development proposal;

- Section 5 details access to the site by sustainable modes of travel;
- Section 6 details the measures to be employed to promote sustainable transport; and
- Section 7 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.1.1 It is important that any developments conform to and complement national and local planning policy. This section details the policies that are relevant to this development.

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in December 2024 and sets out the Government's current planning policies. At the heart of NPPF is *'a presumption in favour of sustainable development'* as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 110 that:

> *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health.'*

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 115 of the NPPF provides direction for the assessment of sites for development, stating:

> *'…it should be ensured that:*
>
> *a) sustainable transport modes are prioritised taking account of the vision for the site, 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; 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 through a vision-led approach.'

2.2.5 In determining planning applications, paragraph 116 states 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, following mitigation, would be severe, taking into account all reasonable future scenarios.'

2.2.6 Paragraph 117 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.'

2.2.7 Paragraph 118 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed and monitored'*.

2.2.8 Section 8 of NPPF, *Promoting healthy and safe communities*, closely aligns with several of the principles of Travel Plans.

2.2.9 Paragraph 96 calls for developments to:

'…achieve healthy, inclusive and safe places which:

a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages;

b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of well-designed, clear and legible pedestrian and cycle routes, and high quality public space, which encourage the active and continual use of public areas; and

c) enable and support healthy lives, through both promoting good health and preventing ill-health, especially where this would address identified local health and well-being needs and reduce health inequalities between the most and least deprived communities – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling.'

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focused on in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 MCC Core Strategy 2012 – 2027

2.4.1 The Core Strategy 2012 – 2027 (CS) was adopted in July 2012 and is a key document in the Manchester Local Plan. The CS was updated in 2024 following the adoption of the '*Places for Everyone Joint Development Plan'.*

2.4.2 The CS sets out the long-term strategic policies for development and forms the framework that planning applications will be assessed against. Sections 2.3 and 2.4 of the document identify portions of Miles Platting as part of the *'North Manchester Regeneration Area'* and the remainder as part of the *'East Manchester Regeneration Area'.*

2.4.3 Six spatial objectives are set out in the report, with the more pertinent to this application being:

'SO1. Spatial Principles – Provide a framework within which the sustainable development of the city can contribute to halting climate change.'

'SO3. Housing – Provide for a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. '

'SO5. Transport - Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.'

2.4.4 In relation to new development, Paragraph 9.9 of the CS states that:

'Development should be located on sites in close proximity to centres or public transport routes. 'Close proximity' in this context can be taken to mean within 300 metres of the centre boundary or a Metrolink stop, railway station or bus stop with a high frequency of services.'

2.4.5 Appendix B of the document outlines MCC parking standards, although no standards in relation to C3 dwellings are provided. It is noted, however that all parking standards outlined within the document are maximums. MCC state that the accessibility of a development location is a consideration for all assessments.

2.5 Greater Manchester Transport Strategy 2040

2.5.1 This document is the fourth iteration of the Local Transport Plan and is often abbreviated to GMLTP4. The aim of this overarching strategy is to establish a fully integrated, high-capacity transport network for Greater Manchester (GM), led by Transport for Greater Manchester (TfGM), who have responsibility for co-ordinating transportation services throughout GM. The strategy links into supporting the GM Spatial Framework and provides the focus on transport leading towards 2040.

2.5.2 The vision is for GM to have *'World Class connections that support long-term sustainable economic growth and access to opportunity for all'*. The transport challenges for GM are identified as:

'supporting sustainable economic growth, improving quality of life, protecting our environment and developing an innovative city region'

2.6 Guide to Development in Manchester SPD

2.6.1 The Guide to Development in Manchester SPD was adopted in 2007. It expands and provides further details on existing policies. It provided an update to the original Guide to Development in Manchester report that was published in 1997.

2.6.2 With relevance to this report, Paragraph 2.10 states that:

'Streets should define and help to identify individual neighbourhoods and buildings, as well as providing access to and through them. They should enliven and define an area and reinforce its character, helping to achieve and foster a sense of place and quality. The design of street furniture, the range of materials and the choice of street trees should reflect the nature, role and accessibility of the street.'

2.6.3 With regards to junctions, Paragraph 2.20 states that:

'UDP Part 1 Policy T2.1 refers to priority being given for schemes which improve conditions for pedestrians and cyclists including junction improvements and pedestrian crossing facilities. Junctions are important landmarks and points of reference for people walking or cycling through an area, as well as for traffic. They are the point at which people decide their route and therefore become nodes of activity. Their design and street furniture should facilitate this, as well as controlling vehicles and assisting pedestrian movement and safety, and clutter and conflicting activities should be avoided.'

2.6.4 Furthermore, Paragraph 2.22 states:

'In order to reduce reliance on the car, residents and workers should be within easy walking distance of facilities such as clinics, corner shops, newsagents and public transport.'

2.6.5 With regards to cyclists and pedestrians Paragraph 2.28 states:

'UDP Part 1 Policy T3.6 sets out the Council's intention to promote a network of safe, attractive and clearly marked pedestrian and cycle routes to work, retail, health, education and leisure facilities throughout the City. UDP Part 1 Policy T3.1 refers to the needs of cyclists and pedestrians being catered for in new developments. The identification of key routes for pedestrians and cyclists will be required as an integral part of the design of new development schemes…'

2.6.6 With regards to public transport Paragraph 2.29 states:

'Developments across the City have an important role to play in supporting the promotion of sustainable public transport. Developments should have regard to, and respond to, the location of all public transport facilities, routes and stops. Where this is insufficient, developers should actively pursue access to different forms of public transport provision for their site. The Council will continue to promote the development of its highly successful Metrolink network, and developers bringing forward proposals adjacent to proposed routes will be expected to support and accommodate its future development and use'.

3 EXISTING SITUATION

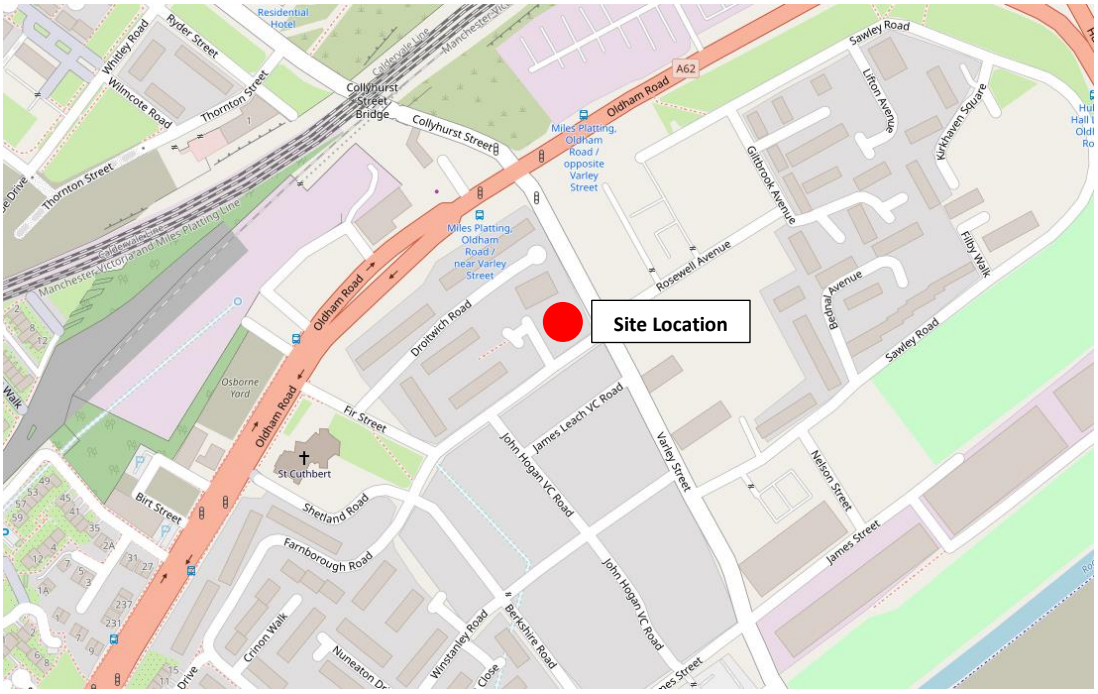
3.1 Site Description

3.1.1 The development is located on the site of the former Apollo pub off Varley Street, Miles Platting, Manchester. Vehicular access is currently provided via Thornden Road, which bisects the site and serves a small, shared surface area for resident parking. Thornden Road and any other previously adopted highway have been 'stopped up' under a Section 247 order to facilitate this development proposal. Demolition of the structures on site was approved in February 2025 (Planning Ref:141599/FO/2024).

3.1.2 The site is bounded to the north by an existing residential block, to the east by Varley Street and to the south by Farnborough Road. The western boundary is defined by existing terraced housing and a footpath.

3.1.3 The location of the site in the context of the local highway network is illustrated in Image 3.1 below.

Image 3.1: Site Location and Local Highway Network



Source: [OpenStreetMap]

3.1.4 The site in question has been subject to several previous planning applications, with the most recent being approved in June 2009 (Planning Ref: 089146/FO/2009/N1), which proposed the development of a 34-bedroom nursing home. Although the approval dates back several years, it established the principle of developing the site, along with setting a precedent for its trip-generating potential.

3.2 Local Highway Network

Varley Street

3.2.1 As mentioned above, Varley Street forms the site's eastern boundary, providing circa 30m of frontage to the adopted highway. In the vicinity of the site, the carriageway for Varley Street is circa 7.5m in width, with circa 2.5m wide footways provided on either side of the road. Street lighting, dropped kerbs and tactile paving are present along its length, with the road itself being subject to a 20mph speed limit. Road markings in the form of *'Slow'* and '*20mph*' are provided in the carriageway.

3.2.2 Varley Street runs in a north to south alignment, providing access to various residential neighbourhoods, businesses and educational facilities within Miles Platting. Circa 85m north of the site boundary, Varley Street forms the southern arm of the A62 Oldham Road/Varley Street/ Collyhurst Street signalised junction, which is equipped with advanced stop lines for cyclists and controlled crossings for pedestrians with refuge islands, dropped kerbs and tactile paving.

3.2.3 Approximately 240m south of the site, the carriageway narrows to circa 5m/5.5m in width. A further 60m south, Varley Street bridges over the Rochdale Canal Towpath where the carriageway noticeably widens again to circa 7.5m in width, with central hatching separating the lanes.

3.2.4 South of the bridge, Varley Street provides direct frontage and access to Park View Community School. Traffic Regulations Order (TRO) are in place with signs displaying '*No Stopping, Mon – Fri, 8am – 5pm on entrance markings',* and *'School – keep – clear'* markings on the carriageway are present adjacent to the school's frontage (along with a raised table to help manage vehicle speeds). Laybys subject to parking restrictions are present along this stretch of the road, essentially narrowing the carriageway. However, a suitable width which allows for continuous two-way traffic flow is available. Further south, Varley Street forms a simple priority-controlled junction with Bradford Road.

3.2.5 Due to its proximity to various sports stadia and large entertainment venues, a *'permit holders parking only'* TRO is in place along the southern stretch of Varley Street and surrounding residential roads. Relevant signage is present, which states the parking restrictions are in place from '*midday – 11pm'* or for a maximum of 90 minutes stay with no return within 4 hours. Additionally, double yellow lines prohibiting parking are present in proximity to priority-controlled junctions along the road stating '*No loading at any time'.*

Farnborough Road

3.2.6 As previously mentioned, Farnborough Road forms the site's southern boundary. The road runs in an east to west alignment, providing access to various residential dwellings and estates from Varley Street.

3.2.7 In the vicinity of the site, the carriageway is circa 5m wide, with 1.5m/2m wide footways provided on either side of the road, with street lighting, dropped kerbs and tactile paving also present. Double

yellow line waiting restrictions are in place around most junctions' mouths from the road to prohibit vehicles from being parked and restricting visibility.

Thornden Road

3.2.8 As previously mentioned, Thornden Road provides vehicular access to the development area from Farnborough Road, bisecting the site. The road is situated to the west of the existing Apollo Pub, it is circa 40m long with an approximate 5m wide carriageway and 2m wide footpath along its western edge.

3.2.9 Thornden Road also provides access to a shared surface parking area and substation. As noted previously, Thornden Road has been 'stopped up' under a Section 247 order, it no longer forms part of the adopted highway.

A62 Oldham Road

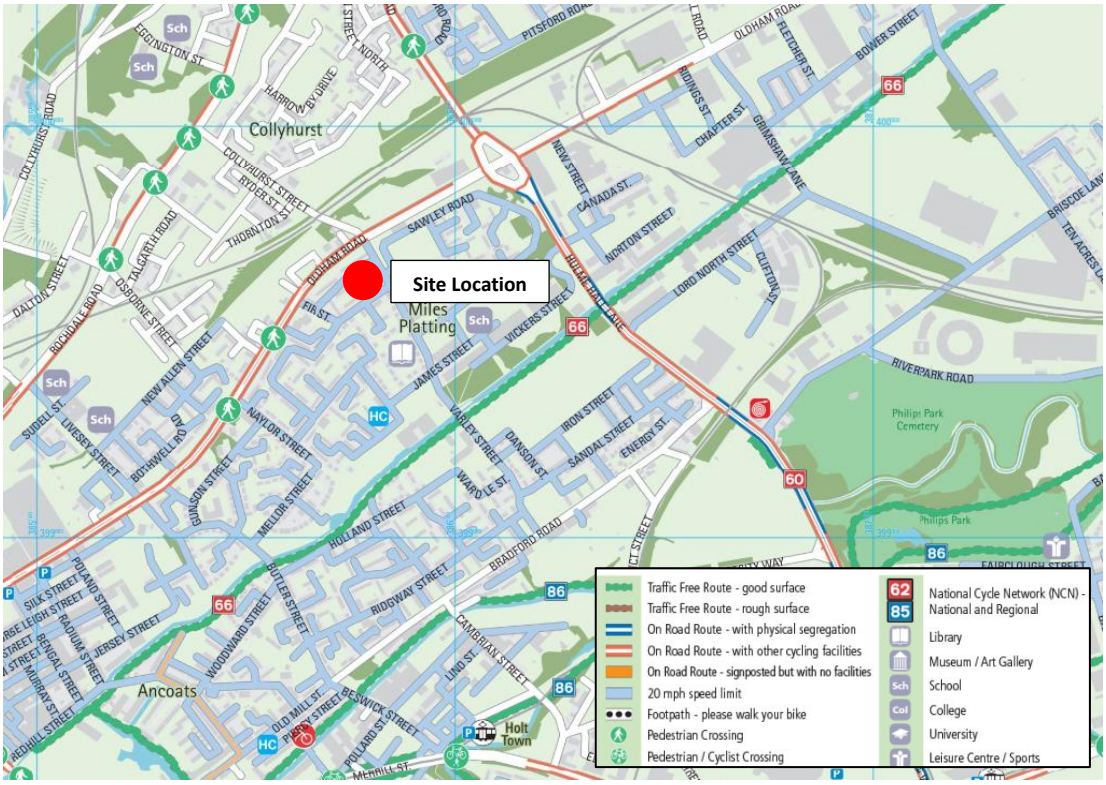
3.2.10 The A62 Oldham Road is situated north of the site and can be accessed via the A62 Oldham Road/ Varley Street/Collyhurst Street signalised junction. The A62 Oldham Road forms a strategic route in the area, connecting to the M60 motorway and A6010 to the east. To the west, the road connects to Great Ancoats St, Manchester City Centre and the Manchester Ring Road. To the west of Varley Street, the A62 Oldham Road consists of a dual carriageway, whilst to the east it forms a singular carriageway with dual lanes in both directions.

3.2.11 In the vicinity of the site, the A62 Oldham Road provides controlled pedestrian crossings, cycle lanes with associated signage, bike hire facilities, wide footways (at least 3m in width), street lighting and numerous bus stops consisting of shelter, seating, raised kerbs and bus stop markings. All of this sustainable travel infrastructure forms part of TfGM's Bee Network, which is an integrated transport network comprising buses, trams and walking/cycling routes.

3.3 Cycle Facilities

3.3.1 Image 3.2 below, extracted from the TfGM website, shows a summary of the cycle network local to the site.

Image 3.2: TfGM Bee Network Cycle Map



Source: [TfGM Online Mapping - Interactive Map - County Map]

3.3.2 As seen from Image 3.2, there are several on-road and traffic-free cycle routes in the vicinity of the proposed development, the most notable of which are along A62 Oldham Road and the Rochdale Canal Towpath. Both of these routes provide direct and convenient connections to/from Manchester City Centre. Almost the entirety of the local roads surrounding the development (aside from main routes) are 20mph, which in turn helps to create a pleasant environment to cycle.

3.3.3 The cycle routes shown in Image 3.2, along with supporting infrastructure, offer viable opportunities for cycling as a sustainable means of accessing the proposed development.

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 This application is for planning permission to build a residential development on the former Apollo pub site, off Varley Street in Miles Platting, Manchester. The proposal includes up to 13 x 1 bed affordable apartments and 19 x 2 bed affordable apartments, along with a parking area and landscaped green space.

4.1.2 The proposed layout places the apartment building along the southern boundary of the site, with a new access point located to the left of the building, also along the southern edge. This access serves a car park located at the rear of the development, providing 16 parking spaces and storage for 40 bicycles. A separate parking space is also provided adjacent to the substation for service vehicles.

4.1.3 A site plan produced by DK-Architects forms part of the supporting documentation; this can be viewed via the MCC planning portal.

4.2 Proposed Vehicular Access

4.2.1 The proposed vehicular access is to be taken off Farnborough Road, slightly to the west of the existing access into the site (which is to be closed in line with the development proposals).

4.2.2 The new access will take the form of a footway crossover arrangement. Tactile paving will be provided on either side of the access mouth to aid pedestrians. As noted, a separate car/van parking space is to be provided for the substation, to be utilised by service vehicles when required.

4.2.3 Drawing 25032-001A in Appendix C of the TS highlights the access arrangement, with a 4.6m wide internal access carriageway width. The internal access road extends approximately 30m from Farnborough Road, incorporating a slight deviation in the carriageway about halfway along its length. This deviation serves both to avoid the existing substation and to function as a traffic calming measure to help reduce vehicle speeds. The carriageway widens to circa 5m at the bend to assist vehicles passing one another.

4.2.4 Visibility splays commensurate with the 20mph speed limit of the road (2.4m x 25m) have also been provided and are achievable. A 5m length vehicle has been shown on Drawing 25032-001A to access the development, navigate internally and exit the site in a safe and appropriate manner.

4.3 Pedestrian and Cycle Access

4.3.1 Pedestrian and cycle access will be possible via the main vehicular access, although as noted, this would be via a shared surface arrangement. As such, two separate pedestrian accesses will be provided from Farnborough Road to the building to ensure a ‘vehicle-free’ access is available.

4.4 Access for Commercial Vehicles/ Internal Circulation

4.4.1 All servicing arrangements for the site will take place on street from Farnborough Road, matching the arrangements for the existing residential dwellings. The bin store for the building can be accessed directly from Farnborough, within a few metres walk.

4.5 Parking Provision

4.5.1 The development is proposing to provide 16 car parking spaces. The site's accessibility (discussed in Section 5) reduces the need for future residents to have a private vehicle, instead choosing to utilise means of active travel or public transport.

4.5.2 For further justifications concerning vehicular parking, please see Section 4.5 of the TS.

4.6 Cycle Parking

4.6.1 Again, the CS does not provide specific requirements for cycle parking in relation to residential development. However, 40 cycle storage spaces will be provided adjacent to the proposed car park associated with the development (a 125% provision for the 32 apartments proposed).

4.6.2 It is also envisaged that residents will have the option to store bicycles within their dwelling, further increasing capacity if required.

4.7 EV Parking

4.7.1 The applicant will provide an appropriate level of electric vehicle charging facilities within the scheme, compliant with *The Building Regulations 2010 Approved Document S (Infrastructure for the charging of electric vehicles).*

4.8 Summary

4.8.1 As described in this section, the development access proposals conform to national and local guidance. Refuse collection will continue as per the existing arrangement for the surrounding highway (on street) and a large car (5m length) has been shown to access the development, navigate internally and exit the site in a safe and appropriate manner. Visibility splays, compliant with the prevailing speed limits of the surrounding roads, are shown to be achievable.

4.8.2 Pedestrians and cyclists will benefit from the 3 separate access points to the site from the adjacent highway. Car parking provision is ample to cater for any likely vehicular demand, with the same being said for cycle storage proposals on-site.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction to Sustainable Modes of Transport

5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. NPPF (2024) defines sustainable transport modes as:

> *'Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.'*

5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.

5.2 Access on Foot

5.2.1 The site is located in a well-established area of Manchester. As previously noted, the roads in the vicinity of the development site create an environment conducive to walking, with suitable width footpaths, street lighting, dropped kerbs, tactile paving and crossings provided.

5.2.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled *Providing for Journeys on Foot* (2000) suggests walking distances which are relevant to this application. These distances are shown in Table 5.1.

Table 5.1: Suggested Walking Distances

Criteria	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1000	800
Preferred Maximum	800	2000	1200

5.2.3 Given the site's close location to Manchester City Centre and the good quality pedestrian routes linking the two, a wide variety of amenities—including schools, workplaces, leisure spots, and everyday shops—can be easily reached on foot. The examples below aren't a full list of all the amenities that are available but simply highlight how well-connected and accessible the area is.

5.2.4 From the development, the CIHT's '*preferred maximum*' walking distance for local services (1.2km) includes a comprehensive range of local shops (Best-one Convenience Store, Cohens Chemist, Go-Vets), schools (Collyhurst Nursery School & Children's Centre, St Patrick's RC Primary School, Park

View Community School, Winstanley Day Nursery), recreation facilities (Victoria Mill Park) and places of worship (St Patrick's Church, Christ Temple International Church).

5.2.5 Within a 2km walking distance (CIHT's '*preferred maximum'* for commuting), Manchester's Northern Quarter can be accessed, with this area providing an array of employment opportunities within both the hospitality sector and office-based services. To the northeast of the development site, well within the 2km commuting distance, a large industrial area (ranging from A6010 Hulme Hall Lane to Grimshaw Lane) can be accessed, which further provides an array of alternative employment.

5.2.6 A pair of bus stops is located within circa 240m of the site, equating to an approximate 3-minute walk. The Monsall Metrolink Stop can also be accessed with a short walk (approximately 1.3km) from the site.

5.2.7 The development is in an accessible area, where an array of employment and education opportunities are available, as well as shops and other amenities. Its proximity to Manchester City Centre (a circa 25-minute walk) and the Etihad Stadium (a circa 25 minute walk) allows for multiple leisure opportunities for future residents.

5.3 Access by Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 8km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document Cycle Friendly Infrastructure (2004) states in paragraph 2.3 that:

> *'Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.'*

5.3.3 Local Transport Note 1/20 Cycle Infrastructure Design states similar, that:

> *'Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people.'*

5.3.4 As mentioned previously, given the development site's location to Manchester City Centre and conducive cycling environment/cycling infrastructure which connect the two, it is clear that a plethora of amenities (ranging from educational facilities, employment, leisure and convenience) can be accessed with ease using bicycles as a method of travel. The review below should not be thought of as an extensive list of amenities, but as a select few to highlight the accessibility of the site.

5.3.5 The surrounding highway network, as outlined in Section 3, is well-equipped to accommodate the cycling needs of future residents. This is due to the availability of both on and off-road cycle routes which connect to Manchester City Centre, but additionally, the 20mph speed limits, street lighting

and vehicle waiting restrictions which are in place on many of the surrounding streets. It is also worth noting that cycle hire stations are in place on A62 Oldham Road for future residents to access.

5.3.6 Within the 8km cycling catchment, several areas are accessible from the site. These include but are not limited to the entirety of Manchester City Centre, Salford, Trafford Park, Cheetham Hill, Fallowfield, Droylsden, Longsight, Prestwich and Oldham. All of these areas individually host a range of their own amenities, educational facilities and employment opportunities

5.3.7 Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road and Salford Central can be reached within a circa 15-minute cycle. Various regional train services and local tram services call at these stations. Many Metrolink tram stops are also within an easily cycled distance from the site (circa 5 minutes).

5.3.8 Given the evidence presented above, cycling can be a realistic and viable method of travel for future residents.

5.4 Access by Bus

5.4.1 The CIHT document *Planning for Public Transport in Developments* recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five-minute walk based on approximately a 1.4m/s walking speed.

5.4.2 The nearest pair of bus stops are located a short distance from the site on the A62 Oldham Road, within approximately 240m or a circa 3 minute walk. Both bus stops consist of flag and pole, with bus shelters, seating and timetable information available. Both the eastbound and westbound stops are linked by pedestrian crossing facilities. As demonstrated, these stops fall within the recommended CIHT walk distances.

5.4.3 Table 5.2 summarises the main services that can be accessed from these bus stops. The information above has been obtained from Traveline (https://www.traveline.info). Copies of timetable information available at the time of writing can be provided upon request.

Table 5.2: Summary of Key Bus Services

Service	Route	Monday-Friday	Saturday	Sunday
83	Manchester – Oldham	0440 – 0010 2 – 6/hr	0505 – 0011 2 – 6/hr	0619 – 0010 2 – 3/hr
84	Manchester – Uppermill	0500 – 0026 2 – 6/hr	0520 – 0025 2 – 6/hr	0631 - 2325 2 – 6/hr
114	Manchester – Alkrington	0633 – 2334 1-3/hr	0646 - 2233 1- 2/hr	1002 – 2301 1/hr
181	Manchester - Shaw	0618 – 1823 1 – 2/hr	0901 – 1832 1 – 2/hr	n/a
722 *School Service	Co – Op Academy - Monsall	0816, 1544	n/a	n/a
726 *School Service	East Manchester Academy – New Molston	0746, 1502	n/a	n/a

5.4.4 The above table demonstrates that the bus services which run in proximity to the site provide convenient and frequent connections to and from the surrounding areas, including (but not limited to) Manchester City Centre, Uppermill, Oldham, Shaw, Alkrington, Fallsworth, Ancoats, Moston and several educational facilities.

5.4.5 Given the close proximity of the bus stops and the high frequency of the services, bus travel is therefore considered to be a viable mode of transport and provides a convenient choice for future residents of the site.

5.5 Access by Rail/Tram

5.5.1 The nearest railway station, Manchester Victoria, is located circa 2.3km west of the site and can be reached within a circa 10 minute cycle, 20 minute bus journey or 30 minute walk. Manchester Victoria is served by the Blue (Manchester Airport – Victoria), Green (Altrincham – Bury), Yellow (Piccadilly – Bury), Grey (East Didsbury – Shaw) and Pink (East Didsbury – Rochdale) Metrolink tram lines which operate at a circa 12 minute frequency from 6am to midnight, Monday – Thursday. Friday – Saturday the trams operate until 1am and Sunday the trams operate till midnight, beginning at 7am at a frequency of every 15 minutes.

5.5.2 Manchester Victoria is a major transport hub, incorporating regional rail services and local bus/tram services operated by TfGM and forming part of the Bee Network. During peak hours the station is served by frequent services to multiple regional destinations such as Liverpool, Manchester Airport, Leeds, Hull, Rochdale and Newcastle, with an array of additional destinations accessible in between. The majority of the services depart several times an hour. The station provides toilets, extensive waiting and refreshment facilities and 38 cycle parking spaces.

5.5.3 Additionally, Monsall Metrolink Tram stop can be reached from the site within a circa 15 minute walk, or 5 minute cycle. Monsall Metrolink Tram Stop is served by the Pink Line (East Didsbury – Rochdale) with frequent connections between East Disbury, the city centre, Miles Platting and Rochdale. It provides 5 cycle lockers and 4 cycle stands.

5.5.4 In addition to Manchester Victoria, future residents can connect to Manchester Piccadilly Station via the Blue or Yellow tram lines, or alternatively it can be reached within a circa 10 minute cycle, or circa 30 minute walk. Manchester Piccadilly Station is also a major transport hub and acts as the central station for Manchester. The station incorporates regional and national rail services as well as local bus/tram services operated by TfGM and forming part of the Bee Network. During peak hours the station is served by frequent services to multiple national destinations such as London, Birmingham, Glasgow, Newcastle and Leeds. The station provides toilets, extensive waiting and refreshment facilities, 856 car parking spaces and 254 cycle storage spaces.

5.5.5 As mentioned previously, Manchester Oxford Road and Salford Central can similarly be accessed with ease from the development site should future residents require it. Access to the stations allows for an even greater array of destinations and services to be accessed (including Barrow In Furness, Blackpool North, Cleethorpes and Llandudno)

5.6 Summary

5.6.1 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised. As detailed in Section 2 of this report, the NPPF (2024) states that *'Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'*, as well as providing '*safe and suitable'* access for all.

5.6.2 This section of the report has demonstrated that the site is in a sustainable location, with many areas surrounding the development being within nationally recognised walking and cycling distances. The location of the site would allow residents to access a wide range of employment, education and recreational amenities.

5.6.3 In respect of public transport, bus services which run regularly on the A62 Oldham Road will enable residents to travel to numerous destinations across Greater Manchester and locally within the city centre. Additionally, Monsall Metrolink and Manchester Victoria Train Station (as well as others) can be accessed both by public transport, or via walking and cycling. They offer regular and frequent connections across the Greater Manchester area and beyond.

6 MEASURES

6.1 Introduction

6.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.

6.1.2 Not only should the measures be realistic, but it is vital that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly MCC and the eventual travel plan co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.

6.1.3 Specific targets to reduce single occupancy car use will not be set given that the development quantum falls below the traditional 80 dwellings threshold for target setting and as the forecast levels of private car use are limited, coupled with the site's highly accessible location and TP measures offered.

6.1.4 This section will present such measures, some of which will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

6.2 Reducing the Need to Travel

6.2.1 Section 5 of this TP has described how the site is well-located in terms of being close to Manchester City Centre, which offers a multitude of amenities within reasonable walking and cycling distances. It has also demonstrated how local bus and Metrolink travel should provide a viable and convenient mode of travel for a range of journey types.

6.2.2 Sections 4 and 5 have stated that the local highway network is conducive to walking and cycling trips, with established, well-lit footways and crossing facilities for pedestrians and demarcated cycle routes for cyclists.

6.2.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. Anecdotally, more employers, often through adoption of their own TPs and following the changing working practices following the Covid-19 pandemic, are allowing increasing numbers of staff to work from home. The applicant will provide broadband infrastructure, ample power sockets and space within each apartment to facilitate working from home.

6.2.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the developer to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home

deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco and Morrisons, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified. It is however anticipated that appropriate arrangements for deliveries will be provided.

6.3 Welcome Packs

6.3.1 Welcome Packs will be provided for each new apartment upon first occupation. These will be produced by the developer with input from MCC and TfGM. Such packs will be essential to educating and informing the future residents of the scheme, of the sustainable transport modes available to them and the benefits they can have for them including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve.

6.3.2 Typically, the content a Welcome Pack would include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables;
- Weblinks to travel planning and public transport websites;
- Contact details for local taxi companies;
- Details of local car clubs; and
- Details of the appropriate TP co-ordinator.

6.4 Other Methods of Raising Awareness and Marketing

6.4.1 Aside from Welcome Packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for individuals, often arranged by a TP co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at a physical meeting or by using social media with websites such as *Twitter*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups;
- Set-up of travel notice boards in communal areas, particularly the lobby, displaying information such as lists of sustainable travel websites; and

- Promotion of events such as National Bike Week and Living Street's series of walking events including Walk to Work Week and Walk to School Week.

6.5 Measures to Promote Walking

6.5.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (https://www.nhs.uk/live-well/exercise/). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (https://www.nhs.uk/live-well/exercise/walking-for-health/). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity).

6.5.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people's day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs and notice boards) including off-road PRoWs and pedestrian cut-throughs;
- Provision of discount vouchers for redemption at local outdoor wear retailers;
- Promotion of a 'walking buddy' scheme or residents walking group (through welcome packs, notice boards and social media);
- Promotion of the Walk.It App – which is an urban walking route planner, including themed walks, city tours and events, and or other apps;
- Provide useful links to source further information including:
  - https://beeactive.tfgm.com/
  - https://www.manchester.gov.uk/info/500356/cycling_and_walking/2844/walking
  - https://gmwalking.co.uk/
- Also, provide information to key events which promote walking such as:
  - GM Walking Festival: https://gmwalking.co.uk/gm-walking-festival-2023/
  - Living Streets' Walking Month: www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month

6.6 Measures to Promote Cycling

6.6.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.

6.6.2 The NHS website (https://www.nhs.uk/live-well/exercise/cycling-for-beginners/) outlines the health benefits of cycling stating that, *'For health benefits, adults and older adults should do at least 2 hours and 30 minutes (150 minutes) of moderate-intensity activity each week…A 30-minute ride will count towards your recommended weekly activity target*'.

6.6.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment.

6.6.4 The applicant is keen to encourage cycling to and from the development and will provide 40 secure cycle parking spaces along with space for cargo bikes.

6.6.5 Other potential measures to encourage cycling will be provided in welcome packs and on notice boards in the communal areas and will include the following:

- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
- Promote the local cycling routes, cycle hire and training available, via TfGM's website https://beeactive.tfgm.com/cycling/;
- Include details of cycling routes and cycle storage facilities at key destinations such as in district centres (through welcome packs and notice boards);
- Promotion of events such as National Bike Week (www.bikeweek.org.uk);
- Promotion of cycling apps;
- Promotion of a Bicycle User Group (BUG) (through Welcome Packs, notice boards and social media) which could include cycle proficiency courses;
- Provide useful links to source further information including:
  - https://beeactive.tfgm.com/
  - https://www.manchester.gov.uk/info/500356/cycling_and_walking/6850/cycling
  - www.cyclinguk.org
- Key events which promote walking such as:
  - Bike Week: www.cyclinguk.org/bikeweek
  - Cycle to Work Day: www.cyclinguk.org/bikeweek.

6.7 Measures to Encourage Public Transport

6.7.1 Public transport use and accessibility is an important element of TPs. Public transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this

report has demonstrated that tram and bus travel should be a suitable and convenient mode of transport for residents and visitors to the site, with Monsall Metrolink stop being a 15-minute walk away and several bus stops with an even shorter distance.

6.7.2 Potential measures to encourage public transport will be provided in welcome packs and will include the following:

- Bus and Metrolink route maps and timetable information;
- Link to TfGM's journey planner https://tfgm.com/plan-a-journey; and
- Discount tickets subject to discussions with TfGM.

6.8 Measures to Promote Taxi Use

6.8.1 Taxi use is considered to be a sustainable mode of travel, particularly in terms of an infrastructure provision perspective as it reduces the need for car parking. The local area is currently well-served by taxi, including app and phone based private hire and Hackney cabs. Contact details for local taxi companies will be provided in the welcome packs.

6.9 Measures to Reduce Single Occupancy Car Trips

6.9.1 Car/lift sharing can be an effective way to reduce single occupancy car trips for those residents who choose to travel by car. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (https://liftshare.com/uk/community/tfgm)
- BlaBlaCar (www.blablacar.co.uk); and
- GoCarShare (http://gocarshare.com).

6.9.2 The lift share websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

6.9.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Manchester city centre, Media City UK, Trafford Park or other destinations in Greater Manchester and further afield. This could be managed through a residents committee or by the travel plan co-ordinator.

6.10 Measures to Encourage Low Emission Vehicle Use

6.10.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2030. The purchase prices of such low emission technologies are becoming more in line with standard petrol

and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.

6.10.2 Four EV charging spaces will be provided in the development as agreed with MCC during pre-application discussions. Ducting will be provided to the other spaces in order to allow additional charging facilities to be easily provided in the future.

7 MANAGEMENT, MONITORING AND REVIEW

7.1 Management

7.1.1 As mentioned above, the overall responsibility for TP implementation will lie with the applicant either directly or via their designated partner.

7.2 Role of Travel Plan Co-ordinator

7.2.1 The roles and responsibilities of the TPC will include:

- Support, oversee and implement the requirements of the TP upon early stages of occupation of the development and through the life of the plan;
- Provide travel advice and guidance to residents in the early stages of occupation and throughout the development process;
- Liaise with MCC's sustainable travel team on the production and management of the welcome pack;
- Distribute the welcome packs to all households in the early stages of occupation;
- Assess the potential journeys that residents may make and identify what modes of transport are available from the site, promoting sustainable options;
- Continuously monitor the impact that resident's journeys may have on the surrounding areas and existing transport infrastructures;
- Undertake personal journey planning for residents where appropriate;
- Ensure the travel information made available is always current and up to date;
- Design and implement effective marketing and awareness-raising campaigns to promote the initiatives and sustainable transport infrastructure within the TP;
- Ensure cycle storage facilities are functional and maintained throughout the life of the TP;
- Investigate new ideas, modes of transport and future plans, for example, additional electric car charging points and promote or implement as appropriate; and
- The contact details of the TPC will be provided to MCC at the earliest opportunity.

7.3 Travel Plan Budget

7.3.1 The applicant will allocate a budget to assist with the launch and implementation of the TP, whilst an annual budget will be in put in place to deal with the day to day operation of the TP by the TPC. The use of this budget will be at the discretion of the TPC, with the initial spending being aimed at the production and delivery of welcome packs. Ongoing commitment to funding will also ensure that regular monitoring of the TP is undertaken.

7.3.2 The applicant is committed to providing a level of funding appropriate to the implementation of the TP commensurate with the level of development proposed and as such will identify an outline budget for implementation of the TP on an ongoing basis.

7.4 Interim Action Plan

7.4.1 An interim action plan has been produced, outlining actions likely to be undertaken upon early occupation of the site. It should however be noted that this is only indicative at this stage of the process and will be updated at appropriate times.

Table 7.1: Interim Action Plan

Stage	Action	Responsibility
Prior to occupation	Install EV charging facilities	Applicant
	Install cycle parking	Applicant
	Accommodate space and infrastructure for home working	Applicant
	Appoint Travel Plan Coordinator (TPC) and inform MCC of contact details	Applicant
	Contact and negotiate with local retailers and TfGM to arrange discount for outdoor clothing, cycling equipment and discounted public transport tickets	TPC
Early stages of occupation	Market the benefits of the site in terms of accessibility by non-car modes to potential buyers	TPC/ Sales Agent
	Prepare welcome packs and arrange printing	TPC
	Arrange for welcome packs to be presented to new owners with keys to apartments	TPC
	Consider the provision of sustainable travel vouchers on request	TPC