



50 Richmond Grove, Manchester,
M13 0DP

Travel Plan

9 Bed HMO

May 2025

Prepared by HAD



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TRAVEL PLAN FOR:

50 Richmond Grove, Manchester, M13 0DP

CONCERNING:

Changes to existing 9-bed HMO

1. INTRODUCTION

- 1.1 The travel plan will confirm the proposed arrangement and methods of travel for future occupants including details on parking availability. Furthermore, it will demonstrate sustainable travel methods available within the site that residents can make use of by encouraging the substitution of cars.
- 1.2 Access points, routes and transport types will be assessed to facilitate the occupants of the 9-bed HMO property at 50 Richmond Grove, Manchester, M13 0DP.



Figure 1. Front Elevation (Google Street View, taken Sept 2023, accessed 2024)

2. LOCATION

- 2.1 The property situated at 50 Richmond Grove, Manchester, M13 0DP is located near the Longsight area of Manchester City within a predominantly residential neighbourhood complimented by educational premises, local convenience units and some small industrial facilities. It benefits from access to basic services such as educational, religious, retail and some sports and leisure sites.



Figure 2. Location of Site (Google maps satellite view, accessed 2024)

- 2.2 The property has an ease of access to some small nearby green spaces that can be used for recreational activities, in addition to some leisure facilities such as: Ardwick Sports hall to the North, Wonderland Park, Swinton Grove Park and Victoria Baths. The site is easily legible and provides ease of pedestrian movement through its residential street arrangement allowing the local community to easily access nearby services at short walking distances.
- 2.3 Demonstrating that the site has been well-designed as it provides clear legibility through its effective urban planning. Furthermore, the site's accessibility to green infrastructure illustrates that sustainable development is a key priority within the neighbourhood. Green space provides many benefits to health and reduces the negative impacts of climate change, demonstrating that future occupants' health needs and diversification in biodiversity have been maintained.
- 2.4 The site sits well with the A5184, A6 and the A34 roads that connect to the city centre of Manchester, thus demonstrating that the site sits well with main roads as well as local roads that carry high levels of traffic indicating that multiple types of transport are available to be used by future HMO residents of the property.
- 2.5 This document will show that the site is located within a sustainable zone that provides walkable access to employment, education, local convenience and green spaces and has an array of diverse types of transport to choose from when travelling in and out of the area.

3. LOCAL SERVICES AND FACILITIES

- 3.1 This area in Longsight offers a reasonable range of local services, facilities, and amenities including local shops, eateries, health centres, and other community facilities. In addition to the typical amenities provided for residential areas- this area has a strong connection to various levels of educational sites such as Manchester Campus, Dean Trust Ardwick, Plymouth Grove Primary School and St Joseph's RC Primary School.
- 3.2 Additionally, Table 1 provides the distances to various local services, facilities, and amenities around 50 Richmond Grove. According to the 'Manual for Streets,' "walkable neighbourhoods are typically characterized by having a range of facilities within 10 minutes" (up to about 800m) walking distance from residential areas, allowing residents to comfortably access them on foot. However, this is not a strict limit as PPS134 also indicates that "walking offers the greatest potential to replace short car trips, particularly those under 2 km" (Manual for Streets, 2007, p45, 4.4.1).

Nearby Location	Service/ Facility	Approx distance from site	Approx Journey Time on foot	Approx Journey time by bicycle
Ardwick Sports Hall, Ardwick Green N, Manchester M12 6FZ	Leisure/Sports	500m	7 minutes	2 minutes
Victoria Baths, Hathersage Rd, Manchester M13 0FE	Leisure/Swimming	750m	10 minutes	3 minutes
Swinton Grove Park, Swinton Grove, Manchester M13 0AB	Outdoor/Recreation	600m	8 minutes	2 minutes
Manchester Royal Infirmary, Oxford Rd, Manchester M13 9WL	Health/ Hospital	1.2km	15 minutes	5 minutes
St. Mary's Hospital, Oxford Rd, Manchester M13 9WL	Health/ Hospital	1.1km	14 minutes	4 minutes
Manchester University NHS Foundation Trust, Oxford Rd, Manchester M13 9WL	Health/ Hospital	1.2km	15 minutes	5 minutes
Dean Trust Ardwick, Stockport Rd, Manchester M13 9LR	Education/School	800m	10 minutes	3 minutes
Plymouth Grove Primary School, Plymouth Grove W, Manchester M13 0AQ	Education/School	700m	9 minutes	3 minutes
Manchester Campus, Oxford Rd, Manchester M13 9PL	Education/University	1.3km	16 minutes	5 minutes

Wonderland Park, Langport Ave, Manchester M12 4NG	Outdoor/Recreation	800m	10 minutes	3 minutes
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Table 1: Shows walking/ cycling distance to local amenities

- 3.2 Perhaps more notably the connection and close-proximity to the large group of hospitals to the west is a key indicator of the necessity to provide a wide range of housing options that could provide accommodation to medical students and those working through the ranks in the medical profession that would make it ideal to be located close-by as they advance their studies. These hospitals include St Mary's Hospital, Manchester Royal Infirmary, Royal Manchester Children's Hospital, Manchester University NHS Foundation Trust and the A&E department among others.
- 3.3 The location of a hospital, especially one as large as this, effectively demonstrates that the site will already be sustainably located for many diversified services that meet people's needs as the hospital acts as a focal point for the rest of the built environment to develop and grow.
- 3.4 Education zones featuring varying levels of learning are found all around the site also proves the need for a diverse range of housing for the area. All of which can be easily accessed through walking and cycling for employment and education opportunities, at 50 Richmond Grove.



Figure 3. Showing locations of education/hospitals (Google Maps, 2024)

- 3.5 Other local services such as leisure, sport, religion, shopping and convenience are also located within an easy to access distance via travelling by foot or cycle. The nearest A&E department is a 4 min drive, cycle and a 16-minute walk.

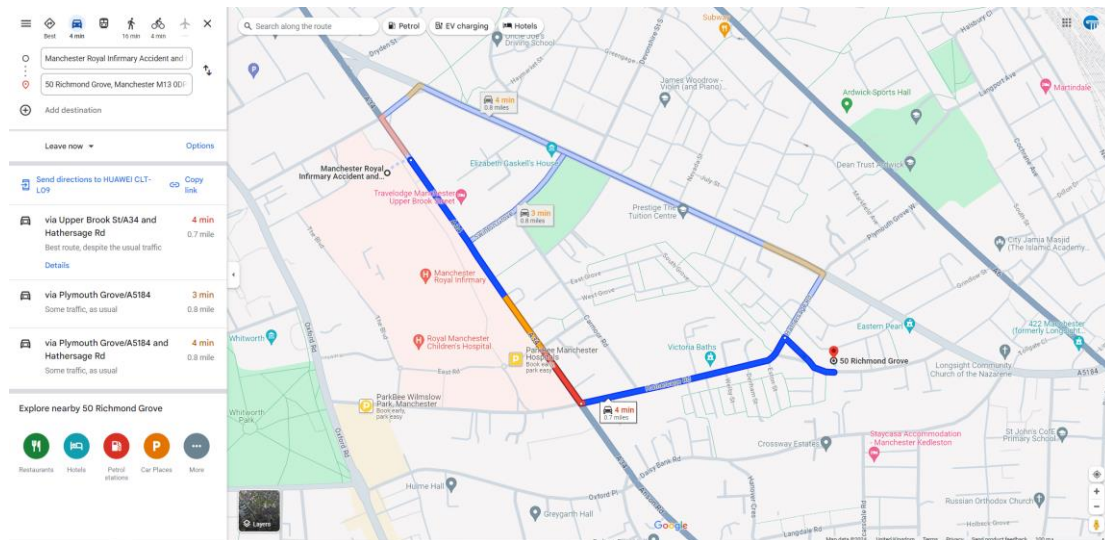


Figure 4. Shows route to nearest A&E: Manchester Royal Infirmary (Google Maps, 2024)

4. EXISTING SUSTAINABLE TRAVEL OPTIONS

4.1 WALKING

- 4.1.1 The pedestrian analysis of the area demonstrated in Table 1 shows that the area is easily legible with high permeability levels. Indicating that walking is a very likely method of travelling to be used due to the proximity of local services. The property is located within a residential neighbourhood that is also surrounded by green pockets and pedestrian friendly spaces, demonstrating that the area has been considered for pedestrians to access all nearby amenities.
- 4.1.2 Walking is a very viable transportation method to be used. The surrounding area is quite urban and well-developed with easy access for pedestrians with footpaths and safe crossing points at the busier routes near the site. This shows that the site has plenty of public rights of way to keep pedestrians and other road users safe from high traffic levels along nearby connections to principal routes and popular roads like Stockport Road and Plymouth Grove.



Figure 5. Showing safe crossing points on nearby route (Google Steet View, 2024)

4.2 CYCLING

- 4.2.1 Cycling is a popular mode of transport near the site demonstrated by the dedicated cycle lanes running throughout the local area and along Barton Road directly outside the property. The popularity of nearby green spaces has enabled cycle lanes to be developed in the locality, aiding in creating an effective cycle scheme for Stretford. Cycling as a mode of transport can be beneficial for the area and a more sustainable method of commuting, as its stated "Development must be designed to ensure movement by means other than the car." (Development Control Policy Guidance Note 16, 2008). Table 1 has also demonstrated cycling as a likely transport method to be used within the area specifically beneficial to access the industrial zones to the North.



Figure 6. Showing a ginnel or bicycle friendly access off road at Hathersage Road across from the Richmond Grove junction. (Google Street View, accessed 2024)

- 4.2.2 Moreover, cycle lanes provide direct access to the property itself. The large proportion of green spaces near the residential properties and urban-formation of residential pockets with access ginnels and off-road routes have aided in allocating dedicated cycle lanes that provide a well-connected network to various services.

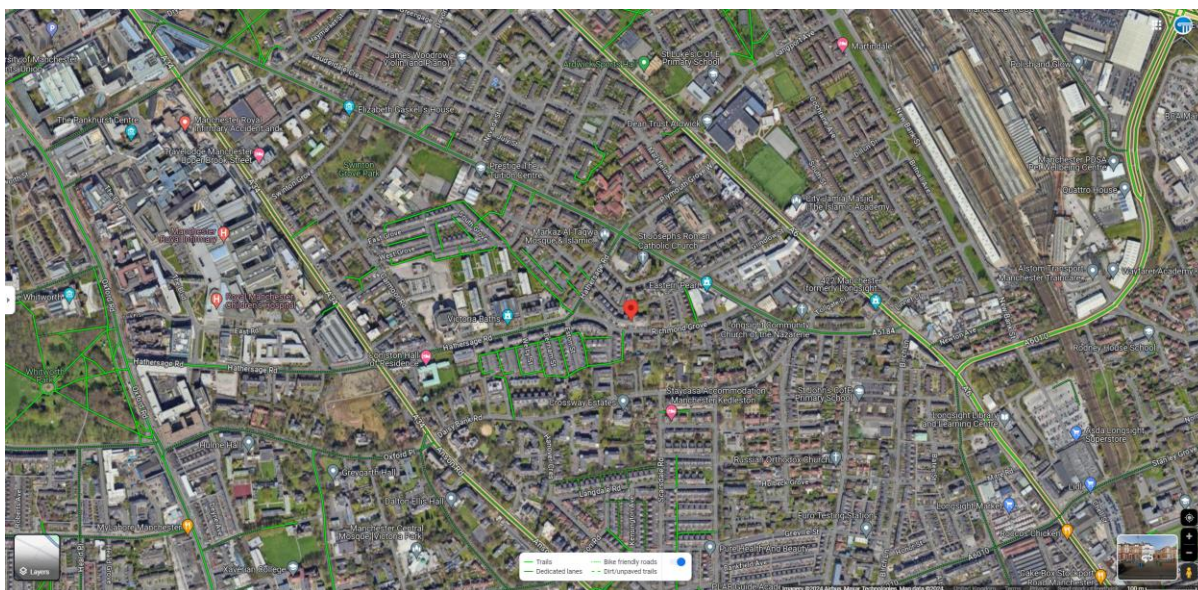


Figure 7. Showing cycle routes near the site (Google Maps, 2024)

4.2.3 To support the increase of HMO room sizes the proposal will offer future occupants to store bikes securely at the rear of the property by providing a lockable bike shed. At least 9 cycle parking spaces will be available within the boundary of the site allowing ease of storage and use of a sustainable transport method in contrast to private car use. The site hosts a long garden to the rear and offers parking space at the front.

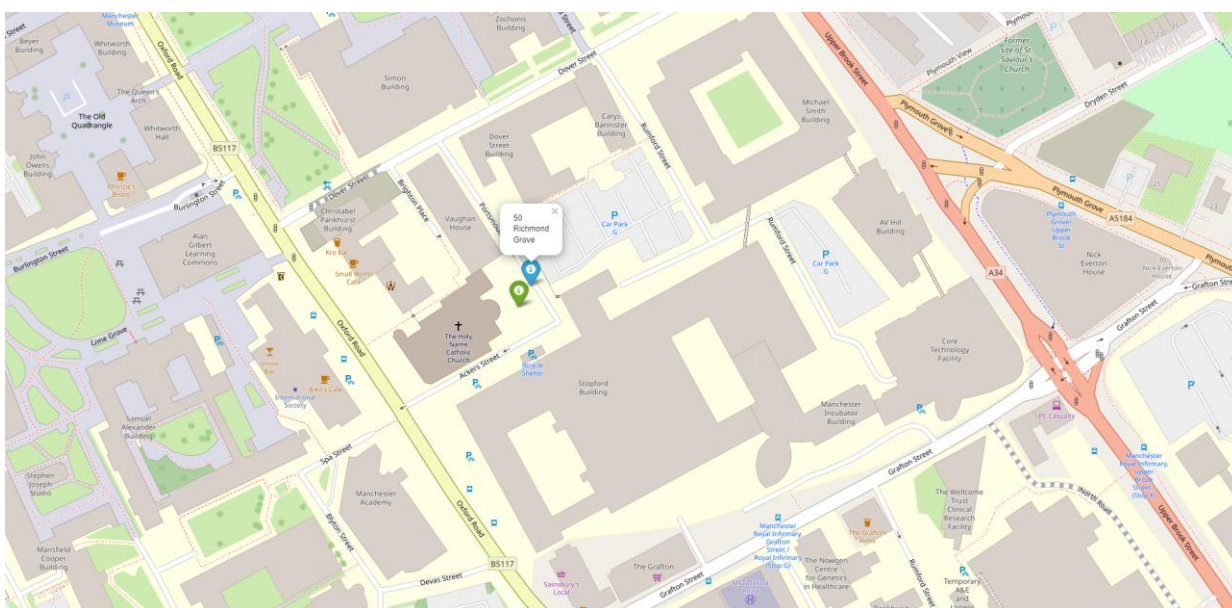


Figure 8. Showing bike parking located to the rear (Accessed, 2024)

4.3 BUSES

- 4.3.1 Buses traverse through the area at regular intervals throughout the day with the nearest bus stop located less than a minute walk away along Plymouth Grove.
- 4.3.2 Bus services from 'Stagecoach' travel to these stops including routes: 191 and 197. These provide access to: Hazel Grove and Stockport, respectively. Other stops slightly further away but still within walkable distance provide Bee Network services to Piccadilly Gardens and Salford, and other Stagecoach services to Media City. This shows that individuals can make use of bus services to access various destinations as these bus routes link to several amenities and facilities that may be out of reach via walking or cycling.

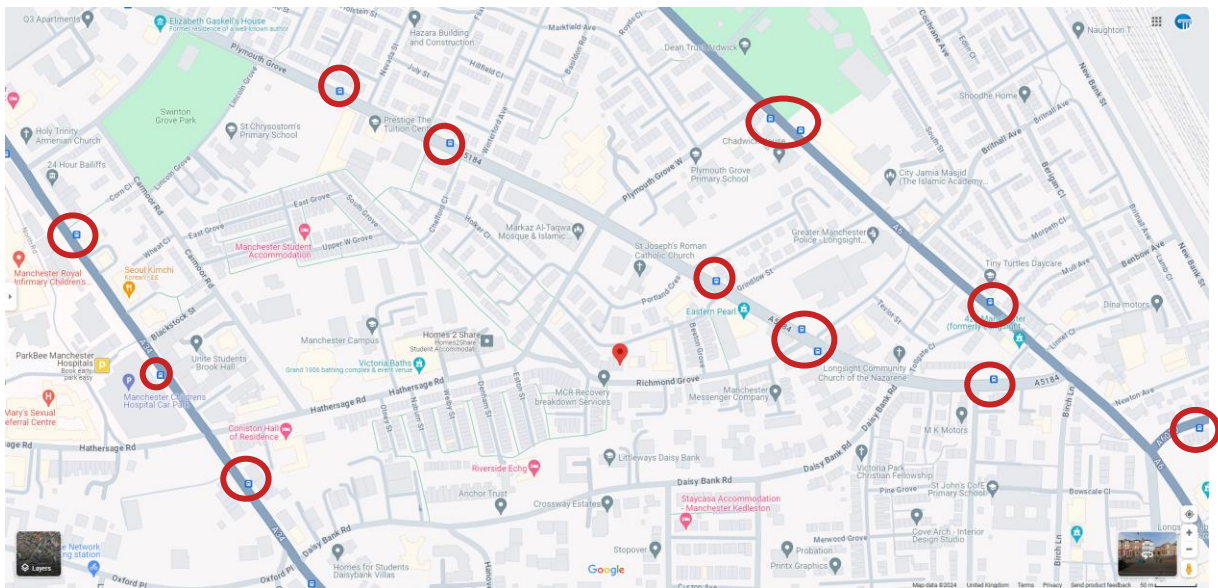


Figure 9. Highlighting nearby bus stops. Shown in RED (Google Maps, edited 2024)

- 4.3.3 It is calculated that the time distance from each of the bus points shown in the above figure is approximately 8 minutes walk, demonstrating that residents can access alternative bus routes if the closest services do not go to their chosen destination.

4.4 Railway

- 4.4.1 The closest railway station is Belle Vue, at a 33-minute walk or a 7 minute bike ride. Using the bus is also another convenient option as bus services nearby travel past both stations. Alternatively, an additional minute's walk would take one to Ashburys station which has more train links to other destinations.

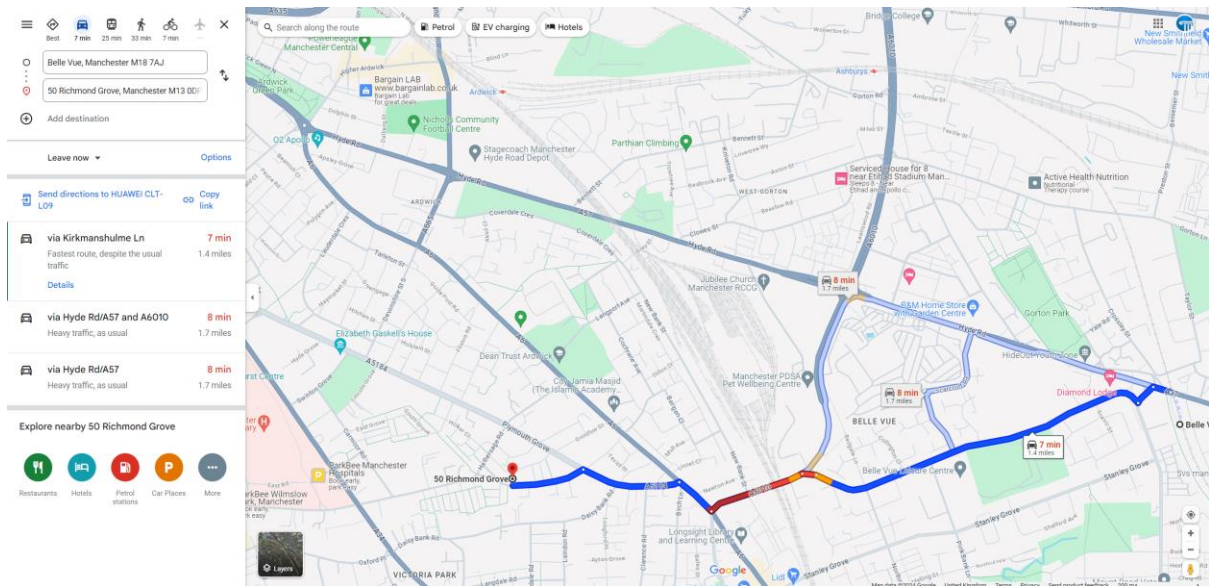


Figure 10. Showing route to Belle Vue Railway station (Google Maps, 2024)

4.4.2 The train stations have several services run by Northern Rail which have destinations like Manchester Piccadilly, Marple, and Hadfield. Some of the destination stations also provide wider service connections to other cities like London, Leeds, Birmingham and other places further afield. Trains arrive and leave these stations almost every 5-10 minutes throughout the day.

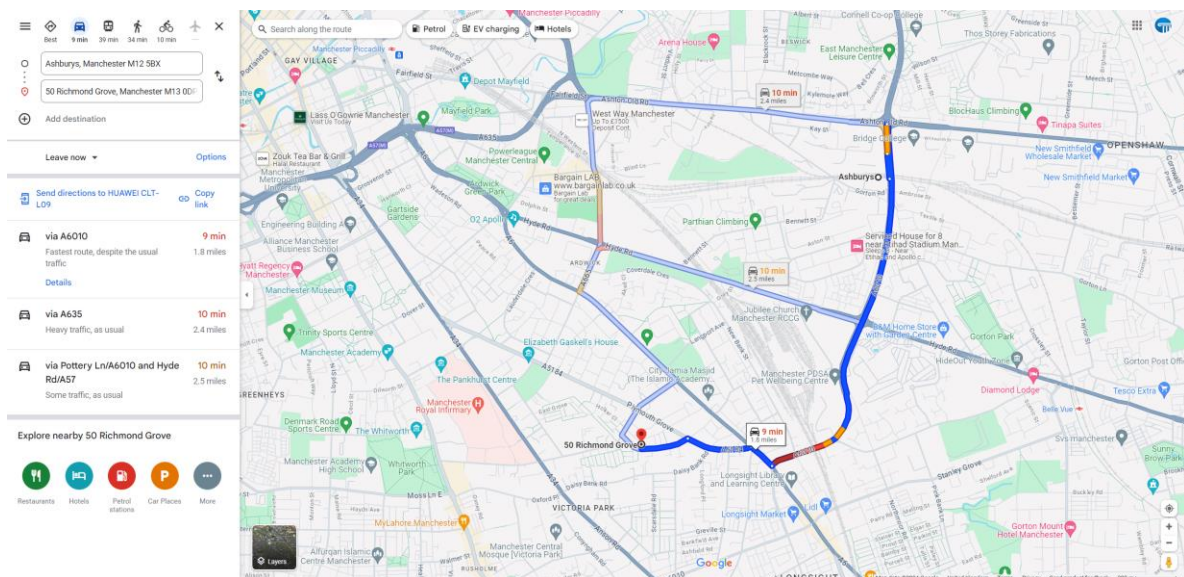


Figure 11. Showing route to Ashburys station (Google Maps, 2024)

4.4.2 The Metrolink / Tram service has not been fully incorporated within the local area, however, to mitigate this the availability of the railway stations can aid in meeting the traveling needs of the local community.

4.4.3 The availability of multiple sustainable transport methods with multiple access points will encourage future occupants to make use of these, without heavily relying on car usage. The site benefits from a well-connected transport network that will enable individuals to easily access services locally and further afield.

5. PARKING

- 5.1 The property currently has limited parking space for cars, with space at the front and existing vehicular access for 1 car. The proposed lightwell to allow light to the basement level has been designed to enable an adequate car space to the front driveway.
- 5.2 Restricted on-street car parking is also available to the front and nearby streets of the property should residents need to, they can obtain a parking permit from the council. Should there be visitors to the dwelling, the restricted parking bays allow for 3 hours parking during the hours of 8am-6pm, Mon-Fri.
- 5.3 This Travel Plan will aim to show it may be more suitable for individuals to make use of alternative modes of transport to access various destinations. The local travel network supports commuting obligations that individuals may require for educational, and employment purposes as well as additional needs, for which heavy reliance on car usage may be inadequate.
- 5.4 It is also anticipated that those looking to live in shared accommodation do so due to the close location of their required needs like employment and educational facilities, and thus would not necessarily own their own private car for transport purposes. This could also be a mitigating factor to the lower provision of car parking spaces on site.



Figure 12. Parking restriction on Richmond Grove (Google Street View, accessed 2024)

7. ALTERNATIVE MODES OF TRANSPORT

- 7.1 The best travel options to get to and from the site will be through public transport and cycling, as well as walking. Vehicles could be an option for occupants as parking is readily available nearby on street with a small provision on site. The location of the site is not far from the key local commercial areas and essential amenities. Furthermore, the area is also well developed with close regular public transport stops therefore could not warrant any expectation for additional parking than what is proposed.
- 7.2 Taxis can be another viable method for the occupants to commute to the local town centre or further afield. The building is situated next to a well-connected highway meaning it will be easy for the hired vehicle/s to get to and from the site. However, as the building is located to many cheaper and regular public transport services, it can be expected that privately hired cars will be a travel option used only exceptional circumstances.
- 7.3 The proposal has demonstrated that there are plenty of sustainable travel methods within the proximity of the site that future residents can benefit from. As well as walking, cycling, and public transport, residents also have the option of using Taxis to get to destinations that may not be easily accessed.

8. CONCLUSION

- 8.1 Overall, the proposal complies with the policy outlined by the NPPF of "Promoting sustainable transport" through the well-designed transport network and parking availability included near the site. Furthermore, it meets with policy JP-C1 of providing an integrated travel network as outlined by Greater Manchester 'Places for Everyone' spatial framework and JP-C4 streets for all, the analysed travel arrangements, streets and routes demonstrate that the needs of all road users have been acknowledged within the local area providing safety and efficiency of travel use. Policy JP-C5 of Walking and cycling has also been well-met by the proposal as the site offers multiple services located at a short walking and cycling distance.
- 8.2 The proposal is suitable with its effective transport methods and routes. The urban planning of the site is favourable as it provides clear legibility that will aid in ease of commuting. Moreover, the site has health benefits as the green infrastructure further encourages recreational activities that can be done through cycling and walking.
- 8.3 The development aims to promote sustainable methods of transportation by increasing cycling and walking. The location of the site has a wide variety of public transport links with the addition of critical amenities within a walkable proximity to the property. Residents of the building won't have to travel far meaning personal motorised vehicles won't be a necessity for many of the occupants. The tenants of the building will also be encouraged to use more sustainable transportation, creating an overall positive impact on the surrounding area.