



Project: Proposed Residential Redevelopment
Burnage Cricket Club, Mauldeth Road, Burnage, Manchester

Client: Views (Holdings) Ltd

Document: Travel Plan Framework



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Doc Ref:
CBO-0827-003

Issue:
3

Status:
Final

Date:
23.01.25



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1 Introduction

General

- 1.1 CBO Transport Ltd [CBO] has been commissioned by Views (Holdings) Ltd to undertake an assessment of the transport matters associated with a proposed residential redevelopment at the former Burnage Cricket Club, Mauldeth Road, Burnage, Manchester.
- 1.2 This Travel Plan Framework represents a culmination of this work and is submitted with the planning application for the scheme. A Transport Assessment has also been prepared and submitted with the application.
- 1.3 The former Burnage Cricket Club, referred to from here on in as "the site", is located in the northern area of Burnage and is bound by residential properties to the north and east, Mauldeth Road to the south and commercial premises and the A34 Kingsway to the west, The location of the site is shown in **Figure 1.1**.
- 1.4 The site as existing is vacant, with no public access. However, the site was formerly used by Burnage Cricket Club and is formed of grass land aside from areas of hard standing to the east and west.
- 1.5 The proposals would see the site redeveloped for a residential use comprising a total of 66 dwellings across the site. These dwellings would include a mix of houses and apartments.
- 1.6 The site is located in the Manchester City area and Manchester City Council is both the local planning authority and highway authority for the local roads in the vicinity of the site.

Introduction to the Travel Plan

- 1.7 In conjunction with Transport Assessments, Travel Plans produced at the planning application stage can play a key role in shaping travel choice at proposed developments, managing future travel demand and reducing the reliance on the private car. As alluded to above, it is clearly not possible to derive specific and detailed measures and objectives relating to the day to day operation of the site at this early stage of its delivery given the variety of unknowns. However, it is possible to identify overarching objectives and targets to be met to ensure appropriate early action is taken and that the developer and future residents have an understanding of the direction the full and detailed Travel Plan needs to take in the future.
- 1.8 The purpose therefore of this document is to provide a framework of measures on which a full Travel Plan will be prepared as the residential development becomes occupied. This document therefore identifies a package of measures and initiatives tailored to the requirements of the site with the aim of promoting more sustainable travel choice and reducing reliance on the private car. It is intended to be a dynamic document which will be continuously monitored and reviewed throughout the life of the development.

Scope of Report

- 1.9 In light of the above, this Travel Plan has been produced in 8 sections including this introduction.
- 1.10 Section 2 considers the policy and guidance background to the Travel Plan, whilst Section 3 provides details of the development proposals. Section 4 then goes on to look at existing transport conditions and the accessibility of the site.
- 1.11 Section 5 looks at the Travel Plan objectives and targets, whilst Section 6 outlines measures that can be implemented to support the Travel Plan.
- 1.12 Section 7 then identifies how the Travel Plan will be delivered, monitored and reviewed, whilst Section 8 outlines a potential Action Plan for its implementation.

2 Policy and Guidance

Introduction

- 2.1 This section considers the proposed development and its associated Travel Plan against the backdrop of current national and local policy, as it relates to sustainable travel and the requirement to reduce single occupancy vehicular trips and reliance on the private car. It also considers current guidance relating to the production of Travel Plans.

National Policy

- 2.2 The need for and benefit of travel plans in supporting sustainable development has now been included in national policy for many years. This theme has been continued in the revised National Planning Policy Framework [NPPF] December 2024, paragraph 118 of which states that:

"All developments that will generate significant amounts of movement should be required to provide a travel plan".

- 2.3 In a transportation context, NPPF also states at 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. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making".

Planning Practice Guidance

- 2.4 Planning Practice Guidance was updated on the 6th March 2014. This guidance includes a section entitled "Travel plans, transport assessments and statements in decision-taking".
- 2.5 In considering the over-arching principles that should be taken into account in preparing Travel Plans, this section of the guidance suggests they should be:
- *"proportionate to the size and scope of the proposed development to which they relate and build on existing information wherever possible;*
 - *established at the earliest practicable possible stage of a development proposal;*
 - *be tailored to particular local circumstances;*
 - *be brought forward through collaborative ongoing working between the Local Planning Authority/ Transport Authority, transport operators, Rail Network Operators, Highways Agency where there may be implications for the strategic road network and other relevant bodies."*
- 2.6 This report accords with this guidance.

National Guidance

- 2.7 The Department for Transport [DfT] have produced a number of documents providing guidance on Travel Plans, including "Making residential travel plans work: guidelines for new development" (2007) and "Good Practice Guidelines: Delivering Travel Plans through the Planning Process" (April 2009).
- 2.8 These guidelines include a Travel Plan pyramid, which sets out five key tiers to a successful residential Travel Plan. This Pyramid is reproduced and discussed below.



- 2.9 Considering the above tiers, the first tier considers site location. This is seen as a key element by the guidance and one that underpins *"all the other aspects of accessibility of the site"*.
- 2.10 The second tier *"comprises the fundamental characteristics that need to be incorporated into the design of the site from an early stage in order to reduce the need to travel and support walking, cycling and bus use"*. This effectively relates to the physical measures that can be delivered as part of the development to ensure it ties into the sustainable transport network as effectively as possible.
- 2.11 The third tier puts in place *"the resource to facilitate and develop the measures in the plan"*. This effectively means the identification of a suitable person to lead the Travel Plan process and ensure the effective management and development of the Travel Plan.
- 2.12 The fourth tier then goes on to consider *"the services that will need to be obtained for the site"* and primarily relates to the 'soft' travel planning measures, whilst the fifth and final tier looks at *"promotion, marketing and awareness raising to ensure adequate take-up of these services and to communicate the travel plan to residents"*.

3 Development Proposals

Development Proposals

- 3.1 The proposals would see the site redeveloped for a residential use comprising a total of 66 dwellings across the site. These dwellings would include:
- 13 No. 1 bed apartments;
 - 7 No. 3 bed houses; and
 - 46 No. 4 bed houses
- 3.2 The proposed site layout for the scheme is reproduced at **Appendix A**.

Site Access

- 3.3 As shown on the proposed site layout at **Appendix A**, access to 64 of the proposed 66 dwellings on the site would be provided via a new simple priority junction arrangement off Mauldeth Road. The remaining 2 dwellings would be served by direct private driveways off Mauldeth Road.
- 3.4 The main access would include a 5.5 metre wide carriageway, 6 metre radii and 1.8 metre wide footways to both sides. The direct private driveways would be traditional dropped crossing arrangements.
- 3.5 All other existing accesses to the site would be closed as part of the development.

Junction spacing

- 3.6 As shown on the proposed site layout at **Appendix A**, the proposed Mauldeth Road access would be located approximately 43 metres to the west of the eastern site boundary and approximately 3 metres to the east of Avonlea Drive. As a result, the proposed access would effectively create a crossroads junction with Avonlea Drive.
- 3.7 In determining the appropriateness of the proposed site access, due cognisance has been given to the Avonlea Drive junction opposite the site.
- 3.8 Research carried out and presented in Manual for Streets 2 (dated September 2010) indicates that:
- "The need for and provision of junctions on new highways, and additional junctions on existing routes, should be assessed in the round, considering a wide range of factors such as the need for access at particular locations, the impact on the size of development blocks, the potential interaction between adjacent junctions and the consequent effect on user delay and road safety".*
- 3.9 Considered against the above, Mauldeth Road past the site serves a local function with vehicles leaving and joining the route via a number of access junctions and individual private access driveways. It also includes a priority controlled crossroads arrangement at the Mauldeth Road / Glendale Avenue / St Margaret's Avenue junction and a left / right staggered crossroads arrangement at the Mauldeth Road / Hembury Avenue / Kenwood Avenue junction where the side arms are separated by circa 16 metres. The emergence of vehicles from accesses in close proximity to one another is not therefore unusual in this location.
- 3.10 It is also the case that, despite the number of access junctions and individual private access driveways located along the circa 480 metre length of Mauldeth Road between the A34 Kingsway and Burnage Lane, information that is freely available on the internet shows there have been just three personal injury access recorded along this length over a 5 year period.
- 3.11 In terms of development blocks and generations, it is considered that the 18 dwellings served off Avonlea Drive, in combination with the 64 dwellings served of the proposed access (including 13 apartments), are not sizeable 'development blocks'. Observed traffic flows also show that Avonlea Drive does not generate high levels of traffic movement, whilst the proposed development would not generate significant traffic movements.

3.12 In addition to the above, the low levels of traffic movement at the Mauldeth Road junctions with Avonlea Drive and the proposed site access means that neither would be subject to delay, as is currently the case at the Avonlea Drive junction. It is also the case that the very low right turn movement into Avonlea Drive from Mauldeth Road (no more than 10 vehicles per hour during the peak hours), coupled with the low right turn movement into the site from Mauldeth Road (calculated to be no more than 6 vehicles per hour), mean that vehicles undertaking these manoeuvres would rarely interact.

3.13 For the reasons set out above in paragraphs 3.8 to 3.12, it is suggested that an access in the proposed location would have no detrimental impact on existing highway safety or operation.

Visibility provision

3.14 With regard to visibility provision at the proposed site access and the two direct private driveways, the requirements set out in Manual for Streets [MfS] are appropriate for roads with an 85th percentile speed of up to 37mph. As a result and based on a 30mph design speed derived through observed speeds, MfS requires a 'y' distance of 43 metres. With regard to the 'x' distance and as set out in MfS, a 2.4 metre provision should be adopted.

3.15 With regard to the proposed site access visibility splay and looking to the west, the 2.4 x 43 metre provision is achievable to the kerbline. It would also be protected by the existing double yellow line, at any time waiting restrictions on Mauldeth Road. To the east, the 2.4 x 43 metre provision is achievable to the kerbline. To achieve this, the visibility splay would pass through the bus stop and along the section of Mauldeth Road carriageway fronting the development properties with direct private driveways. As a result and whilst this splay is not protected by waiting restrictions, these splays would be protected by virtue of the fact that people should not park in a bus stop or across direct private driveways.

3.16 With regard to the bus stop, the shelter is a cantilever shelter that cantilevers from the rear of the footway. It would not, therefore, obstruct the visibility splays. In addition and as set out later in Section 4, this bus stop is only used to access buses running every 30 minutes, whilst this arrangement is the same as that further east along Mauldeth Road at the Mauldeth Road / Hembury Avenue junction where there is no recorded personal injury accident record.

3.17 In terms of the direct private driveways, 2.4 x 43 metre splays are achievable in both directions from each driveway. Looking to the west, these splays would also be protected by the bus stop and the existing double yellow line, at any time waiting restrictions on Mauldeth Road. To the east, the splays would not be protected by waiting restrictions. However, they would cross an existing private driveway and extend through the Mauldeth Road / Brookthorpe Avenue. They would also be subject to the same conditions as the existing private driveways in this area, where there is no recorded personal injury accident record despite vehicles parking in the visibility splays for the driveways.

3.18 Based on the above, it is considered that appropriate visibility provision is achievable at the site.

Traffic regulation orders

3.19 MCC highways pre-application advice requests *"that a review of TROs surrounding the site is undertaken with a view to covering whether any additional restrictions are required. Highways requests that No Waiting restrictions are in place covering the visibility splay extents of the site access"*.

3.20 As set out above, the majority of the site frontage and all of the site access visibility splays are covered by existing waiting restrictions, the bus stop and the proposed direct private driveways, as are the splays to the west from the private driveways. The only splays not covered by waiting restrictions are those to the east from the direct private driveways but, for the reasons set out above, this is considered acceptable.

3.21 In light of the above, it is considered that no additional waiting restrictions are required.

Parking obstruction issues

3.22 MCC highways pre-application advice notes *"that there are existing parking/obstruction issues along Mauldeth Road. Due to taxi dropping off/pick-up, Deliveroo/just eat food delivery, there has been a number of complaints in regard to on-pavement parking along the southern side of Mauldeth. Therefore, mitigation strategies will need to be in-place to discourage on-pavement parking and protect the proposed site access and driveway parking spaces facing Mauldeth Road."*

- 3.23 MCC identify that these obstruction issues occur on the south side of Mauldeth Road. They will not, therefore, impact on the proposed site access. In addition and as previously identified, double yellow line, at any time waiting restrictions are provided on the north side of Mauldeth Road between the proposed site access and the A34 Kingsway. As a result, 'on-pavement' parking in this location would be a traffic offence and could be enforced.

- 3.24 In light of the above, it is considered that no mitigation strategies are required.

Summary

- 3.25 Based on the above, the proposed site access and direct private driveway arrangements from Mauldeth Road are considered acceptable and appropriate from a design, safety and operational perspective. The junction form of the proposed site access is also considered to be in keeping with the surrounding highway network. Furthermore, it is considered that no additional waiting restrictions or mitigation measures associated with parking obstruction are required.

Internal Site Layout

- 3.26 Within the site and as shown on the proposed site layout at **Appendix A**, the site access would continue northwest on a straight alignment for a distance of approximately 60 metres, where it would effectively form a 'T' junction arrangement. At this point, the layout would include a circular area. However, this junction would still operate as a 'T' junction arrangement.
- 3.27 At this junction, the access road would travel northeast on a straight alignment for a distance of approximately 41 metres. Travelling southwest from the junction, the access road would travel on a straight alignment for a distance of approximately 35 metres, where a turning head area would be provided. Private drive accesses would be provided from the southern and western stubs of this turning head area.
- 3.28 The 60 metre length of access road from Mauldeth Road, together with the access roads running northeast and southwest from this access within the site, would be 5.5 metres in width and include 1.8 metre wide footways to both sides. The one exception would be the 'stub' of the turning head area that serves the private drive to the west, which would measure 4.5 metres in width with 1.8 metre footways to both sides.

Pedestrian and Cycle Provision

Pedestrian provision

- 3.29 As set out above, the site access would include 1.8 metre wide footways to both sides and link the site to the surrounding pedestrian network off Mauldeth Road. These footways would continue throughout the site on both sides of the highway network referred to above. Dropped crossings with tactile paving would also be provided at the site access on Mauldeth Road.
- 3.30 It is also proposed that the northern Mauldeth Road footway will be widened where necessary to provide a minimum 2 metre width along the site frontage.
- 3.31 In addition to the above and as shown on the proposed site layout at **Appendix B**, there would be a pedestrian / cycle link to the site from the A34 Kingsway to the west.
- 3.32 With these provisions in place, residents of the development travelling on foot could access the local pedestrian network.

Cycle provision

- 3.33 With regard to cycle provision, the internal site layout is considered to be conducive to cycle use.

Parking Provision

Car parking

- 3.34 MCC have no specific standards for car parking requirements at residential schemes. However, the MCC highways pre-application advice states that "a provision of 100% car parking spaces will be made for the proposed residential dwellings. This is acceptable but the provision for apartments will need to be justified within the TA."

- 3.35 With regard to the apartments, it is proposed that 7 spaces would be provided for the 13 apartments, a provision of 0.54 spaces per dwelling (i.e. a 54% provision).
- 3.36 In this regard, the 2021 census data provides information relating to car and van availability at households, with dataset RM001 of the census provides data relating to "Accommodation type by car or van availability by number of usual residents aged 17 years or over". This data allows car or van availability to be split between 'whole houses and bungalows' and 'flats, maisonettes, apartments, caravans or other mobile or temporary structures'. This data is also available for each Super Output Areas (SOAs).
- 3.37 Based on the above and for the SOA within which the site sits, namely Manchester 034 and 041, Table 3.1 below sets out car and van availability for flats from the 2021 census.

Table 3.1: 2021 Census Car & Van Availability Data for Flats

No.	Number	Percentage
Total: All households	1,234	
No cars or vans in household	633	51.3%
1 car or van in household	512	41.5%
2 cars or vans in household	68	5.5%
3 or more cars or vans in household	21	1.7%
Total vehicles	711	
Vehicles per dwelling	0.58	

- 3.38 The information set out above shows that the residents of 51% of flats in the SOAs do not have access to a car or van and that the vehicle availability is just 0.58 vehicles per dwelling (i.e. a 58% demand). Based on the above, and given that not all of the dwellings referred to in Table 5.2 will be one bedroom dwellings, it is considered that the proposed provision of 7 spaces for the 13 apartments (i.e. a 54% provision) at the site would provide sufficient car parking to accommodate demand at the apartments.
- 3.39 Based on the above and the location of the site, the scheme is considered to provide a sufficient level of car parking.

Cycle parking

- 3.40 In terms of cycle parking, the MCC highways pre-application advice states that:
*"secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit.
 A provision of 100% cycle parking will be made available for each dwellinghouse. This is acceptable but 100% provision for apartments will need to be made."*
- 3.41 With regard to the houses, each dwelling would include in the garden a standalone covered and secure bike store to accommodate 2 bikes. This is considered appropriate.
- 3.42 In terms of the apartments, secure and covered cycle stores are proposed which would provide parking for up to 13 bicycles, i.e. 1 space per dwelling. This is also considered appropriate.

4 Site Accessibility

Site Description

- 4.1 The site is located in the northern area of Burnage and is bound by residential properties to the north and east, Mauldeth Road to the south and commercial premises and the A34 Kingsway to the west.
- 4.2 The site as existing is vacant, with no public access. However, as set out in the introduction, the site was formerly used by Burnage Cricket Club and is formed of grass land aside from areas of hard standing to the east and west.
- 4.3 The location of the site is shown in **Figure 1.1**.
- 4.4 There are two existing accesses to the site, one from Mauldeth Road on the southern site boundary and one from the A34 Kingsway on the western site boundary. The Mauldeth Road access is a circa 3.2 metre wide access located at the south-eastern corner of the site which joins Mauldeth Road via kerbed radii and includes gates at the rear of the Mauldeth Road footway. The A34 Kingsway access is a circa 5 metre wide left in / left out only access located approximately 20 metres south of the northern boundary which joins the A34 Kingsway via a dropped crossing arrangement.
- 4.5 These existing accesses are no longer in use, with the Mauldeth Road gates permanently closed.

Pedestrian & Cycle Infrastructure

- 4.6 As shown in the local linkages plan at **Figure 4.1**, the proposed site has good accessibility for pedestrians and cyclists.

Existing pedestrian infrastructure

- 4.7 Mauldeth Road includes good quality and width footways to both sides. Related to these footways, the MCC highways pre-application advice comments that *"it would be beneficial to understand the width of the footway along Mauldeth Road in order to understand whether the site may be able to improve pedestrian mobility by dedicating land in order to achieve 2.0m wide footways"*
- 4.8 In this regard and on the north side as it passes the proposed site frontage, the Mauldeth Road footway measures approximately 1.85 metres in width along the majority of its length, although there is a section towards the eastern site boundary where it widens to 2.4 metres. It is therefore proposed that this footway would be widened where necessary to provide a minimum 2 metre width along the site frontage.
- 4.9 Travelling away from the proposed site and as shown in **Figure 4.1**, the northern Mauldeth Road footway to the east of the site includes dropped crossings on the radii of its junctions with northern minor streets, whilst the A34 Kingsway / Mauldeth Road and Burnage Lane / Mauldeth Road traffic signal junctions include controlled pedestrian crossings on all arms.
- 4.10 From these points, pedestrians can join the wider pedestrian network to access the services and facilities referred to later in this section.

Existing cycle infrastructure

- 4.11 Although there are no dedicated cycle facilities on Mauldeth Road past the site, the route is considered conducive to cycle use, whilst the A34 Kingsway / Mauldeth Road traffic signal controlled junction includes advanced cycle stoplines on all approaches. Mauldeth Road west of the A34 Kingsway is also subject to a 20mph speed limit, as are other routes in the local area.

Proposed pedestrian / cycle infrastructure

- 4.12 As set out above, it is proposed that the northern Mauldeth Road footway would be widened where necessary to provide a minimum 2 metre width along the site frontage.
- 4.13 In addition and set out previously in Section 3, the footways within the site would link to the existing provision on Mauldeth Road to the south, whilst there would be a pedestrian / cycle link to the site from the A34 Kingsway to the west. Dropped crossings with tactile paving would also be provided at the site access off Mauldeth Road.
- 4.14 In addition, the streets within the scheme would be conducive to cycle use.

- 4.15 With these provisions in place, residents of the development travelling on foot and by bicycle could access the pedestrian and cycle routes surrounding the site and shown in **Figure 4.1**.

Levenshulme and Burnage Low traffic Neighbourhood Scheme

- 4.16 The closest the Levenshulme and Burnage Low Traffic Neighbourhood Scheme extends towards the proposed site is to Grangethorpe Drive and Erwood Road to the north of the site. The Grangethorpe Drive section is now implemented, whilst the Erwood Road section includes proposals for traffic calming measures and improved pedestrian / cycle provision.
- 4.17 These schemes are too remote to materially change pedestrian and cycle accessibility for future residents of this site, or for them to be materially impacted by traffic arising from the proposed development of this site.

Summary

- 4.18 Based on the above and with the proposed linkages in place, the pedestrian and cycle infrastructure in the vicinity of the site is considered to be of a good quality, providing a suitable and safe pedestrian and cyclist environment. This pedestrian and cycle infrastructure also provides access to the services, facilities and public transport network discussed below that are within walking and cycling distance of the site.

Accessibility for Pedestrians

- 4.19 It is commonly accepted that walking has the greatest potential to replace short car trips, particularly those under two kilometres, whilst the Institution of Highways and Transportation "Guidelines for Providing for Journeys on Foot" states that *"Walking accounts for over a quarter of all journeys and four fifths of journeys less than one mile"*.
- 4.20 The "Guidelines for Providing for Journeys on Foot" also includes a table which suggests that 800 metres is an acceptable maximum walking distance in a town centre and that 1.2km is an acceptable maximum walking distance elsewhere. It also suggests a distance of 2km is an acceptable maximum for commuter and education journeys, although statutory guidance indicates that just over 3km is an acceptable walk distance for primary school pupils, with secondary school pupils being expected to walk up to 5km.
- 4.21 In the context of the above, **Figure 4.2** shows the 800m, 1.2km and 2km walking catchments for the site. The areas, services and facilities within these catchments, which are based on walking route distances from the Mauldeth Road and A34 Kingsway site frontages and not distances as the crow flies, are discussed below.

Local Schools

- 4.22 As shown in **Figures 4.1 and 4.2**, Mauldeth Road Primary School and Ladybarn Primary School are located 400 metres and 700 metres respectively from the site to the west of the A34 Kingsway. Green End Primary School and St Bernards RC Primary School are also located 600 metres to the southeast of the site. All four of these schools are therefore within the 800 metre walking catchment for the site.
- 4.23 At around a 1km and 1.2km walk respectively, **Figures 4.1 and 4.2** show Acacias Community Primary School and Cringle Brook Primary School are within the 1.2km walking catchment for the site.
- 4.24 In addition, **Figure 4.2** shows there are five other primary schools within the 2.0km catchment, including St Cuthbert's Primary School (1.4km), St Paul's Primary School (1.5km), St Mary's RC Primary School (1.6km), Birchfields Primary School (1.6km) and Alma Park Primary School (1.8km).
- 4.25 All eleven of the primary schools referred to above are therefore within the 2km distance deemed acceptable by the IHT guidelines and well within the 3km statutory walk distance.
- 4.26 With regard to high schools and as shown in **Figures 4.1 and 4.2**, Levenshulme High School is 1km from the site and therefore well within the 2km distance deemed acceptable by the IHT guidelines and well within the 5km statutory walk distance. In addition and at 2.3km from the site, The Barlow RC High School is also around the 2km catchment and well within the 5km statutory walk distance. At 3km from the site, Parris Wood High School is also within the statutory walk distance.
- 4.27 In addition to the above and as shown in **Figures 4.1 and 4.2**, Burnage Academy for Boys is 750 metres from the site, whilst Withington Girls School is around a 1.7km walk away. Manchester Grammar School is also around 2km from the site.

- 4.28 In the context of the above, it is suggested that the site is well placed to allow future pupils to walk to and from school.

Local Shops and Post Offices

- 4.29 As shown in **Figures 4.1 and 4.2**, the 800 metre catchment for the site takes in convenience stores and local shops in three locations, namely on Mauldeth Road opposite the site and around the A34 Kingsway to the west, on Burnage Lane to the east around its junction with Mauldeth Road and to the south on the A34 Kingsway around its junction with Green End Road.
- 4.30 As well as a convenience store, the shops opposite the site and around the A34 Kingsway / Mauldeth Road junction include a number of takeaways, a hair studio and a locksmith.
- 4.31 As well as two convenience stores, the shops on Burnage Road around its junction with Mauldeth Road include a pharmacy, butchers, a gift store, numerous hairdressers / barbers, a betting shop and a number of takeaways.
- 4.32 As well as a supermarket, two convenience stores and a Post Office, the shops to the south on the A34 Kingsway include numerous hairdressers / barbers and takeaways.
- 4.33 In addition and as also shown in **Figures 4.1 and 4.2**, there is another Post Office located approximately 850 metres to the northeast of the site off Burnage Lane.
- 4.34 These facilities therefore provide key services and shopping facilities within an acceptable walk distance of the site.

District Centre

- 4.35 As shown in **Figure 4.2**, the 2km catchment for the site takes in the edge of Levenshulme District Centre to the northeast.
- 4.36 This district centre, which is considered to be within walking distance of the site, include numerous retail, leisure and employment destinations.

Doctors / Health Facilities

- 4.37 As shown in **Figures 4.1 and 4.2**, Burnage Medical Centre is 600 metres from the site and within the 800 metre catchment. There is therefore considered to be access to health facilities within walking distance of the site.

The Christie Hospital

- 4.38 As shown in **Figure 4.2**, the Christie Hospital is situated to the west of the site and within the 2km catchment. There is therefore considered to be access to employment opportunities at the Hospital within walking distance of the site.

Local Employment Area

- 4.39 As shown in **Figure 4.2**, a local employment area taking in Discovery Park, Crossley Park and McVities is situated to the east of the site and within the 2km catchment. There is therefore considered to be access to local employment opportunities within walking distance of the site.

Ladybarn Park

- 4.40 As shown in **Figures 4.1 and 4.2**, Ladybarn Park is situated around 250 metres to the west of the site and offers future residents access to a recreational facility within easy walking distance.

Bus Stops and Railway Station

- 4.41 As shown in **Figures 4.1 and 4.2**, the closest bus stops are situated immediately outside the site on Mauldeth Road. There are also bus stops located approximately 160 metres (southbound) and 220 metres (northbound) to the west of the site on the A34 Kingsway.
- 4.42 In addition to these bus stops and as also shown in **Figures 4.1 and 4.2**, Mauldeth Road railway station is situated approximately 250 metres from the site.
- 4.43 As set out later in this section, these bus stops and the railway station are considered accessible from the proposed site on foot.

Summary

- 4.44 The above demonstrates that the site is well placed in terms of pedestrian connectivity and that walking represents a very realistic alternative to the car for future residents undertaking educational and 'top up' shopping trips, some recreational trips and potentially employment trips. Furthermore, the site is well placed for future residents to access local facilities and clusters of shops and to connect to the local bus and rail networks.

Accessibility for Cyclists

- 4.45 Considering the accessibility of the site by bicycle, it is commonly accepted that cycling also has the potential to substitute for short car trips, particularly those under five kilometres, and to form part of a longer journey by public transport. In this context, **Figure 4.3** shows the 5km cycling catchment for the site.
- 4.46 As can be seen from **Figure 4.3**, the south side of Manchester is within the 5km distance, as are places such as Reddish, Heaton Norris, Heaton Mersey, Cheadle, Didsbury, Whalley Range and Longsight. The 5km catchment also extends almost to the southern edge of Manchester City Centre and the northern edge of Stockport Town Centre, whilst just a further 1km or 2km would take in these centres in their entirety. Although outside the 5km catchment, these 6km or 7km catchments would be accessible to some future residents, particularly given the growing popularity of e-bikes.
- 4.47 In addition, Mauldeth Road and Levenshulme railway stations are within a 250 metre and 2km cycle ride respectively from the site.
- 4.48 The site is therefore ideally placed for future residents to travel by bicycle for educational, employment, retail and leisure trips. It also offers the opportunity for future residents to cycle to join the local rail network.

Accessibility by Public Transport

Bus

- 4.49 As set out above and shown in **Figures 4.1 and 4.2**, the closest bus stops are situated immediately outside the site on Mauldeth Road. There are also bus stops located approximately 160 metres (southbound) and 220 metres (northbound) to the west of the site on the A34 Kingsway. These stops are within the 400 metre distance referred to in guidance.
- 4.50 Based on the above, Table 4.1 below shows the buses serving the site.

Table 4.1: Local Bus Services (Monday to Saturday and Sunday)

No.	Route	AM Peak	Off Peak	PM Peak	Saturday	Sunday
Mauldeth Road						
25	The Trafford Centre – Lostock – Stretford – Chorlton – Fallowfield - Burnage - Green End - Stockport	Every 30mins	Every 30mins	Every 30mins	Every 30mins	Every 30mins
A34 Kingsway						
50 / 51	East Didsbury – Kingsway – Upper Brook Street - Manchester – Salford Crescent Train Station - MediaCityUK	Every 5 to 12mins	Every 12mins	Every 12mins	Every 12mins	Every 15mins

- 4.51 As can be seen from the above, the local buses provide regular services between the site and a number of local destinations across Greater Manchester. These services therefore offer the opportunity for future residents to travel by bus, with regular services to local employment, retail and leisure destinations.

Rail

- 4.52 In addition to the bus access, Mauldeth Road railway station is situated approximately 250 metres from the site and within the 800 metre distance referred to in guidance. This station is on the Manchester to Crewe via Manchester Airport Line, calling at stations in between including East Didsbury, Gately, Heald Green, Wilmslow, Alderley Edge, Holmes Chapel and Sandbach. There are hourly services between Mauldeth Road and the stations beyond Manchester Airport and two services an hour between Manchester and Manchester Airport and the stations in between.
- 4.53 In addition to the above, Levenshulme station is within a 2km cycle ride of the site and therefore considered accessible. This station provides regular services into Manchester City Centre and Stockport. From these stations, regular services are provided across the north-west.
- 4.54 Via these stations, the proposed site is considered to be connected to the local rail network, which offers an excellent opportunity for travel by rail for employment, retail and leisure purposes.

Summary

- 4.55 Based on the review set out in this section it is considered that the site is accessible by the sustainable modes. There are numerous schools, shops and local facilities within walking and cycling distance of the site for future residents undertaking educational, employment, retail and leisure trips. There are also regular bus services accessible from the site, whilst Mauldeth Road railway station is within easy walking distance of the site. These provisions will also offer the opportunity for future residents to travel by public transport.

Highway Network

Mauldeth Road

- 4.56 Mauldeth Road past the southern site frontage is a single carriageway road with a varying width of between circa 6 and 10 metres. It broadly travels in an east – west direction, linking with Burnage Lane to the east and the A34 Kingsway and beyond to the west. The route is lit and subject to a 30mph speed limit between Burnage Lane and the A34 Kingsway.
- 4.57 Approximately 45 metres west of the eastern site boundary, Mauldeth Road is joined on the southern side by Avonlea Drive via a simple priority junction. Avonlea Drive is a circa 100 metre long cul-de-sac serving 18 residential dwellings. It is also used by vehicles parking in the area to the east of the commercial premises located on the southern side of Mauldeth Road and to the west of Avonlea Drive.
- 4.58 The give way line of Avonlea Drive is pulled forward of the southern Mauldeth Road kerbline via a hatched area. To the west of the junction, this hatched area forms the start of a section of marked on-street parking that runs approximately 75 metres west to Broadhill Road and includes a physical build out approximately 30 metres west of Avonlea Drive, which also forms a westbound bus stop. To the east, this hatching tapers back to the Mauldeth Road kerbline over a distance of approximately 30 metres. There is a short section of double yellow line, at any time waiting restriction located on the western radius of the Mauldeth Road / Avonlea Drive junction.
- 4.59 On the northern, site side of Mauldeth Road, there is a bus stop located immediately to the west of the existing site access. West of this bus stop, the northern side of Mauldeth Road is protected by a double yellow line, at any time waiting restriction right through to the A34 Kingsway / Mauldeth Road junction.
- 4.60 Approximately 100 metres west of the Mauldeth Road / Avonlea Drive junction, the south side of Mauldeth Road is joined by Broadhill Road via a simple priority junction.

A34 Kingsway / Mauldeth Road junction

- 4.61 Immediately to the west of the Mauldeth Road / Broadhill Road junction and approximately 70 metres west of the site, Mauldeth Road joins the A34 Kingsway via a large, traffic signal controlled crossroads arrangement.
- 4.62 The Mauldeth Road approach to this junction from the site side flares from a single lane approach to provide dedicated left, ahead and right turn lanes. The western Mauldeth Road approach to this junction is a single lane approach, whilst both of the A34 Kingsway approaches include two through lanes and dedicated right turn lanes.

Highway Conditions

- 4.63 Traffic survey undertaken at the Mauldeth Road / Avonlea Drive junction showed that the junction is operating with ample spare capacity, with no prolonged queuing or delay being observed. The survey also showed that any queuing from the A34 Kingsway / Mauldeth Road junction never extended to the proposed site at any point during the survey period.
- 4.64 With regard to on-street parking, observations on site showed that the parking area on Mauldeth Road to the south of the site is well used and that the double yellow line waiting restrictions outside the site are obeyed. They also showed that there is a notable level of on-street parking taking place on Mauldeth Road to the east of the site and in close proximity to existing junctions. This is assumed to be associated with residents of (and visitors to) the frontage properties on Mauldeth Road.

Conclusions

- 4.65 This section of the Travel Plan demonstrates that existing pedestrian, cycle and public transport provisions and infrastructure surrounding the site are of a high quality and provide good links to local employment, education, retail and leisure services. These provisions mean the site is well placed in terms of pedestrian, cycle and public transport connectivity and ideal for encouraging travel by the sustainable modes.
- 4.66 In light of the above, it is suggested that the location of the site adequately meet tier 1 'Location – proximity to existing facilities and services' of the DfT's Travel Plan Guidance pyramid and *"provides the foundation for good accessibility, by ensuring proximity to existing facilities and services, including shops, health facilities, schools and public transport"* (as set out in Section 2).

5 Travel Plan Objectives and Targets

Overview

- 5.1 In Sections 3 and 4 of this Travel Plan the physical elements of providing an accessible site are described both in the context of existing provision and how this would be enhanced through the development of the site.
- 5.2 This shows that the site is accessible to all main modes of transport and there are realistic opportunities for future residents to make many journeys without having to use their cars. In the context of the Travel Plan pyramid this represents tiers one and two.
- 5.3 Tiers three, four and five of the pyramid deal with how the Travel Plan can encourage the use of these modes and how this process can be effectively implemented, managed and monitored.

Objectives

- 5.4 Travel Plans offer a package of measures to encourage site users to choose alternatives to single-occupancy car use. They can deliver real benefits to residents, site users and the local community and can help improve issues associated with health, accessibility and air quality. The objectives of this Travel Plan are:
 - To encourage sustainable transport and increase the use of walking, cycling and public transport, as well as car sharing;
 - To improve access to the site by all modes and promote viable alternatives to the car; and
 - To ensure safe access and help improve site user health.

Travel Plan Targets

- 5.5 Travel Plans include targets against which the success of the plan can be monitored over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to this Travel Plan Framework: "action type" and "aim type" targets.
- 5.6 Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. Possible measures are discussed further in Section 6 and will be reviewed and agreed following the residents travel surveys.
- 5.7 Aim targets are aspirational and set out a target for the changes in travel modes used by residents. These are typically defined by a reduction in the number of single occupancy car journeys or targets for non-car modes of travel.
- 5.8 Aim targets are site specific and cannot be set until developments start to be occupied and peoples travel characteristics determined through surveys.
- 5.9 The developer will set interim aim targets.

6 Measures

Introduction

- 6.1 In order to ensure that the opportunities for modal shift can be realised there are a number of measures that can be implemented during construction or by the site management team post construction.
- 6.2 This chapter sets out general measures for the site and potential measures that could be taken forward to encourage sustainable travel and reduce reliance on the private car.

Tier 2 – Physical Measures

Sustainable Provision

- 6.3 As set out in Section 3, a number of physical measures would be implemented as part of the development to enhance sustainable access, including:
- The provision of 1.8 metre wide footways to both sides of the site access and internal site access roads;
 - The provision of dropped crossings with tactile paving at the site access on Mauldeth Road;
 - The widening of the northern Mauldeth Road footway where necessary to provide a minimum 2 metre width along the site frontage.
 - The provision of a pedestrian / cycle link to the site from the A34 Kingsway to the west;
 - The provision in the garden of each house of a standalone covered and secure bike store to accommodate 2 bikes;
 - The provision of secure and covered cycle stores with parking for up to 13 bicycles for the apartments.
- 6.4 These facilities will enhance the accessibility of the development and help promote additional use of sustainable transport.
- 6.5 In addition to the above, the vast majority of dwellings within the scheme would be provided with Electric Vehicle Charging points.

Tier 3 - Appointment of the Travel Plan Co-ordinator [TPC]

- 6.6 The Travel Plan will be implemented under the control of a Travel Plan Co-ordinator [TPC] who will work in conjunction with the planning and highway authorities for the continuing progression of the Travel Plan. The TPC will be appointed by the developer and will be appointed prior to the first dwelling becoming occupied.
- 6.7 The TPC will be the key decision maker on day-to-day matters of implementation of the Travel Plan at the site.
- 6.8 The role of the TPC will be as follows:
- Provision of walking information to and from the site to all residents;
 - Provision of cycling information to and from the site to all residents;
 - Providing information on appropriate public transport routes to travel to and from the site;
 - Ensuring that all relevant information is provided to all new residents;
 - Providing information for new residents within standard welcome packs to encourage them to travel to and from the site, where possible, by alternative modes of transport to the private car;
 - Participation in the annual multi-modal travel survey of residents;
 - To liaise with Manchester City Council and Transport for Greater Manchester to assist with the development and implementation of the Travel Plan.

Tier 4 – ‘Soft’ Measures

- 6.9 Set out below are a number of ‘soft’ travel planning measures which will be explored and assist in meeting the developer’s objectives. These will be continually reviewed / investigated as the development progresses and the Travel Plan evolves.

Car Share

- 6.10 Given the scale of development proposed, a dedicated car share scheme would not be effective. However, there are a number of car share websites and smartphone apps on the internet therefore details of these schemes would be provided to new residents through the welcome pack.

Public Transport Awareness

- 6.11 The TPC will make residents aware of local bus and rail services, and direct them to websites and applications to assist planning their journey by these modes.

Take Part in National Sustainable Travel Events

- 6.12 Throughout the year a wide range of sustainable travel events take place including bike week, walk to work day, car free day and others associated with health such as world health day or obesity awareness week. The TPC should look to promote these events and get involved with local community schemes where possible.

Measures to Educate Residents to Travel More Sustainably

- 6.13 Travel information would be provided in the residents welcome packs.
- 6.14 The welcome pack would offer a range of information on travel by non-car modes. This may include local walking and cycling maps, details of safe walking and cycling routes, local bus and train timetables and details of car share schemes. The welcome pack could also be used to promote the measures discussed below. Details would also be provided in the welcome pack in relation to current journey planning websites and applications.

Provide travel information

- 6.15 The TPC would liaise with Manchester City Council and Transport for Greater Manchester to identify readily available information such as maps and timetables, or website links to these maps and timetables, and arrange for these to be circulated to residents via the residents welcome pack.
- 6.16 To ensure that all residents understand their travel options, a Travel Plan summary with associated plans would be distributed to all residents through the welcome pack. The summary would clearly state the name and number of the TPC, allowing those who need extra help to plan their journeys to easily contact them.

School Travel

- 6.17 The TPC could review the potential for promoting measures specifically aimed at school travel, such as walking buses and scoot to school arrangements. The TPC may also speak to local schools to link any identified measures to the aims and objectives of individual School Travel Plans within the local catchment.

7 Delivery, Monitoring and Review

Introduction

- 7.1 A Travel Plan is a site specific document and remains a live document influenced by continuous improvement. As such, travel plans need to be based on surveys and monitoring. This section therefore sets out a suggested process for delivering, monitoring and reviewing the Travel Plan.

Travel Plan Co-ordinator

- 7.2 The TPC will be responsible for co-ordinating the travel survey as well as launching, promoting and monitoring the Travel Plan.

Resident Engagement

- 7.3 Information on the Travel Plan, for example new initiatives, should be disseminated to residents via the appropriate mechanism.

Promotion of the Travel Plan

- 7.4 The Travel Plan would be promoted to all residents with a focus on the objectives of travel planning and the benefits for individuals, the site and the local community. All residents would be able to access this Travel Plan via the TPC.
- 7.5 Findings of the travel surveys and on-going monitoring and review should be communicated to residents via appropriate mechanisms.
- 7.6 Following the residents surveys, the approach to marketing may be reviewed to respond to local issues.
- 7.7 The TPC would liaise with Manchester City Council and Transport for Greater Manchester to obtain leaflets, posters and other marketing information that may help with promoting non-car modes.

Liaison with Local Authority

- 7.8 There will be an on-going improvement process including periodic monitoring, as necessary, by the TPC. This will include monitoring the use of facilities, ascertaining the impact on residents travel behaviour and collecting feedback.
- 7.9 The TPC will in any case, as the key point of contact, consult with the local authority on a regular basis as necessary.
- 7.10 Findings of the residents travel survey will be made available to Manchester City Council (and possibly Transport for Greater Manchester) and should be submitted with a short report comparing results with targets. This information should be made available annually within 3 months of the survey.

Residents Travel Surveys

- 7.11 A residents travel survey will be undertaken as part of the preparation of the Travel Plan. This survey will provide information on the existing travel patterns of residents and help identify changes to the measures if required to assist in meeting targets. Surveys will be repeated as part of the review process every 12 months for a period of up to three years. The surveys will be used to determine any changes in mode split and uptake of travel plan initiatives. The residents surveys could be shared with Manchester City Council (and possibly Transport for Greater Manchester) prior to the first survey and any subsequent changes agreed.
- 7.12 The first residents travel survey will be undertaken upon occupation of 35 dwellings or 12 months after first occupation. However, this date may be reviewed, in conjunction with Manchester City Council, if either of these points in time does not allow a representative sample to be collected.
- 7.13 The surveys will aim to ascertain how residents currently travel and why, investigate awareness and opinions of measures to encourage sustainable travel and which factors might encourage greater sustainable travel.

Timescales

7.14 The suggested timescales for implementing the Travel Plan and monitoring are set out below.

Action	Timescale
TPC in post	The TPC will be nominated and in post in due course
Completion of welcome packs. Identification and implementation of initial measures.	Before first occupation
First Residents Travel Survey	35 dwellings occupied / 12 months after first occupation
Review of Travel Plan and measures and set site specific targets	1 to 2 months after completion of first travel survey
Implementation of revised measures	3 months after Travel Plan review
Updated residents survey	Annual, starting 12 months after first survey for a period of up to 3 years

Improvements

7.15 Should targets not be met, discussions should be held with the local authority on ways that non-car travel can be further encouraged

8 Action Plan

- 8.1 A summary of the key actions is set out in the Table below. This is a guide only and may be subject to change as the plan is implemented, operated and reviewed.

Action	Purpose	Timescale	Responsibility
TPC in post	Effective Travel Plan Implementation	The TPC will be nominated and in post in due course	Developer
Completion of welcome packs. Identification and implementation of initial measures.	Disseminate information to residents	Prior to first occupation	Developer and TPC
Liaison with MCC	Information sharing / approvals	First occupation and on going	TPC
Residents Travel Survey	Monitoring	35 dwellings occupied / 12 months after first occupation	TPC
Updated Travel Survey	Monitoring	Annual, starting 12 months after first survey for a period of up to 3 years	TPC
Setting and review targets	Monitoring	1 to 2 months after completion of first travel survey	TPC / MCC



Figures

Figure 1.1: Site Location

Figure 4.1: Local Linkages

Figure 4.2: Walking Catchment and Site Accessibility

Figure 4.3: 5km Cycle Catchment

Figure 1.1 Site Location

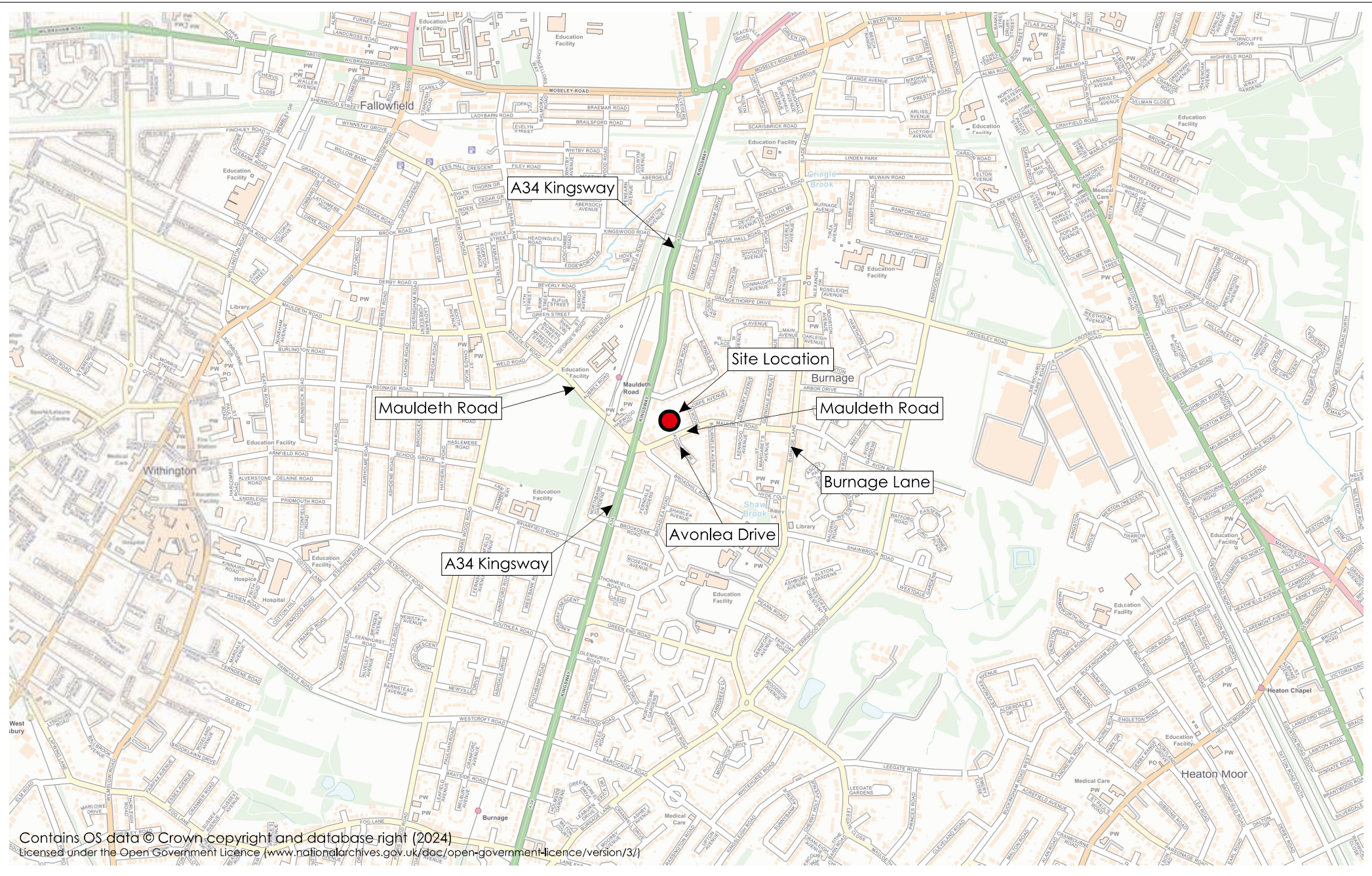


Figure 4.1 Local Linkages

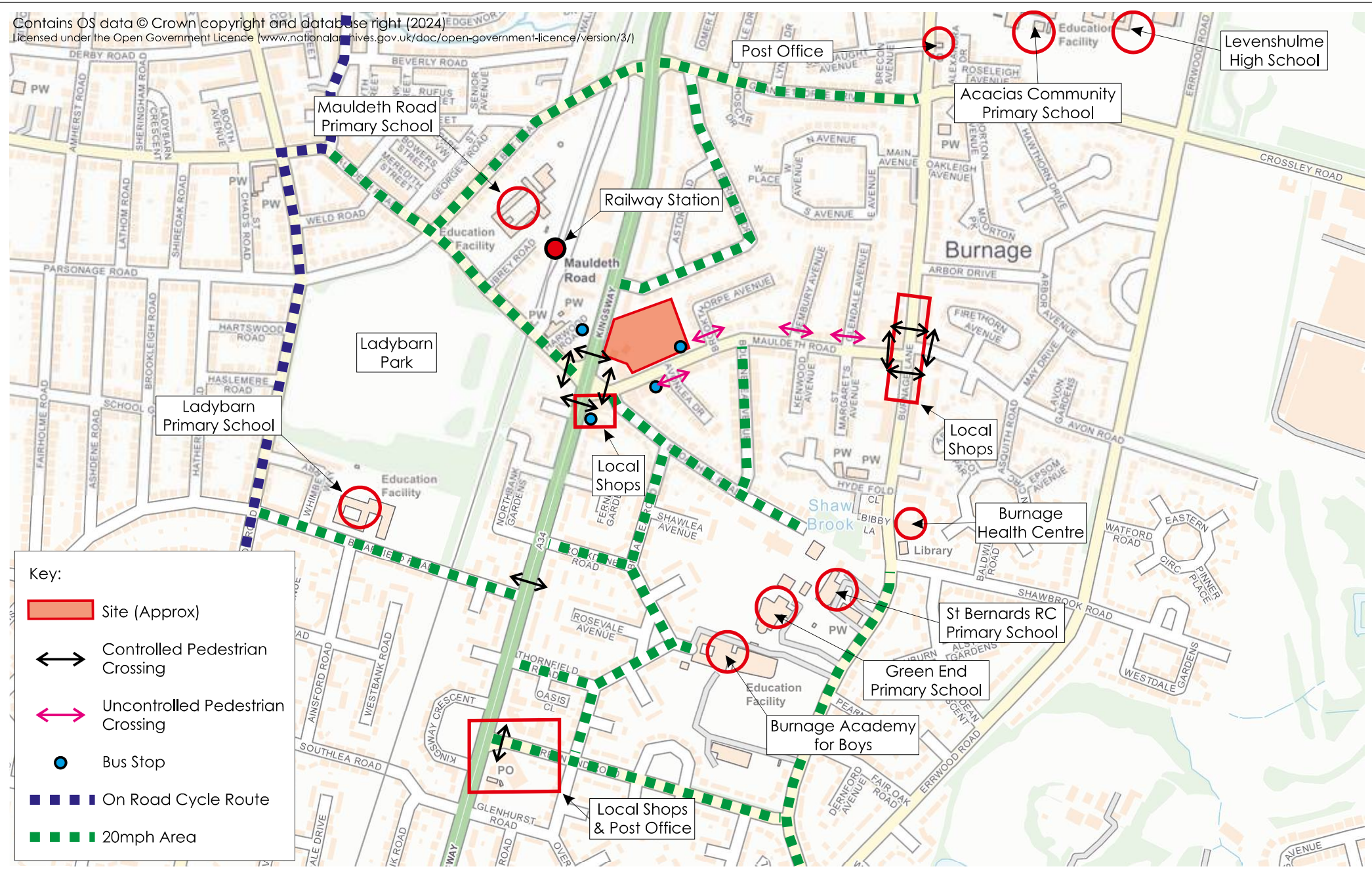


Figure 4.2 Walking Catchment and Site Accessibility

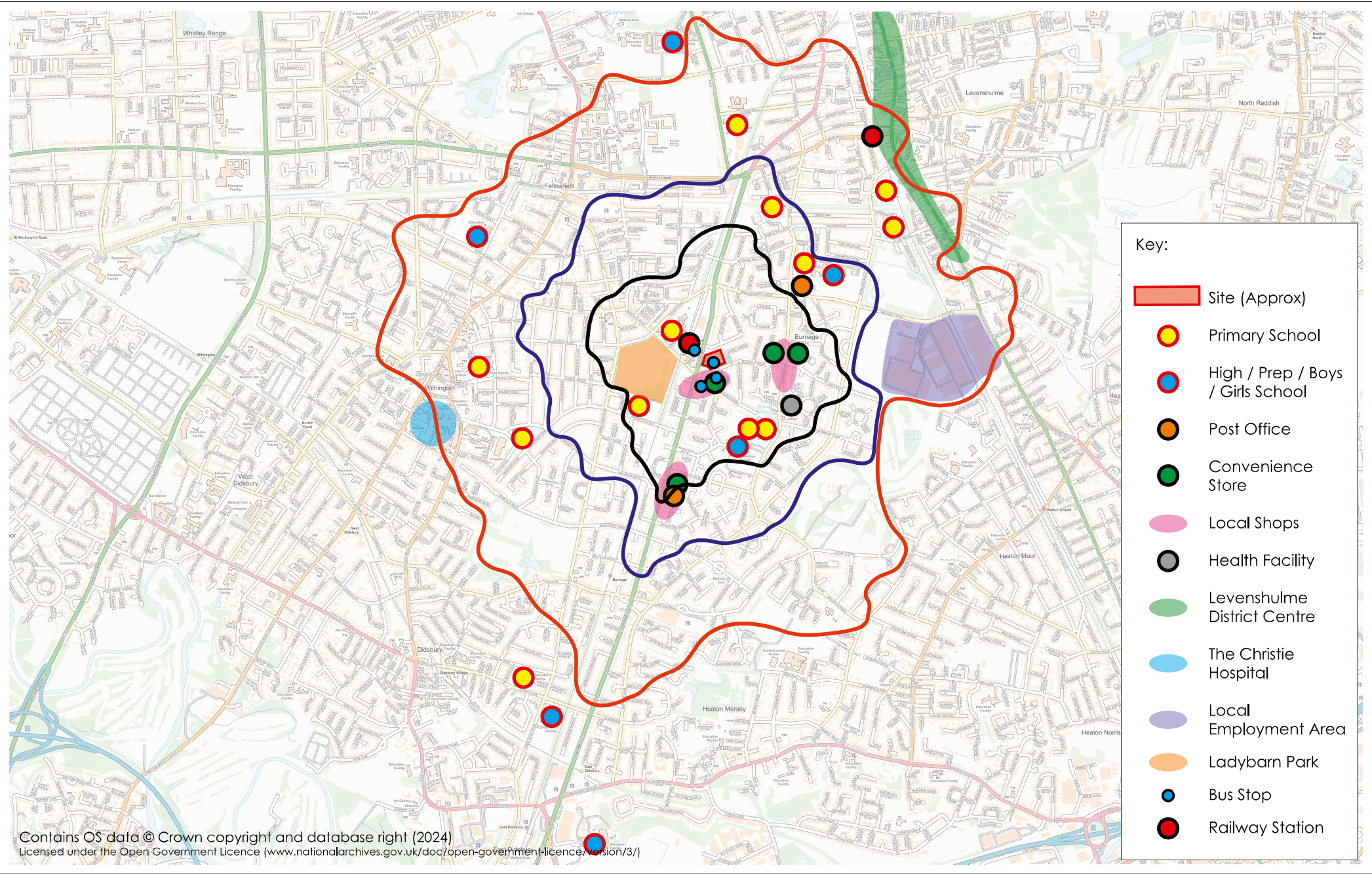
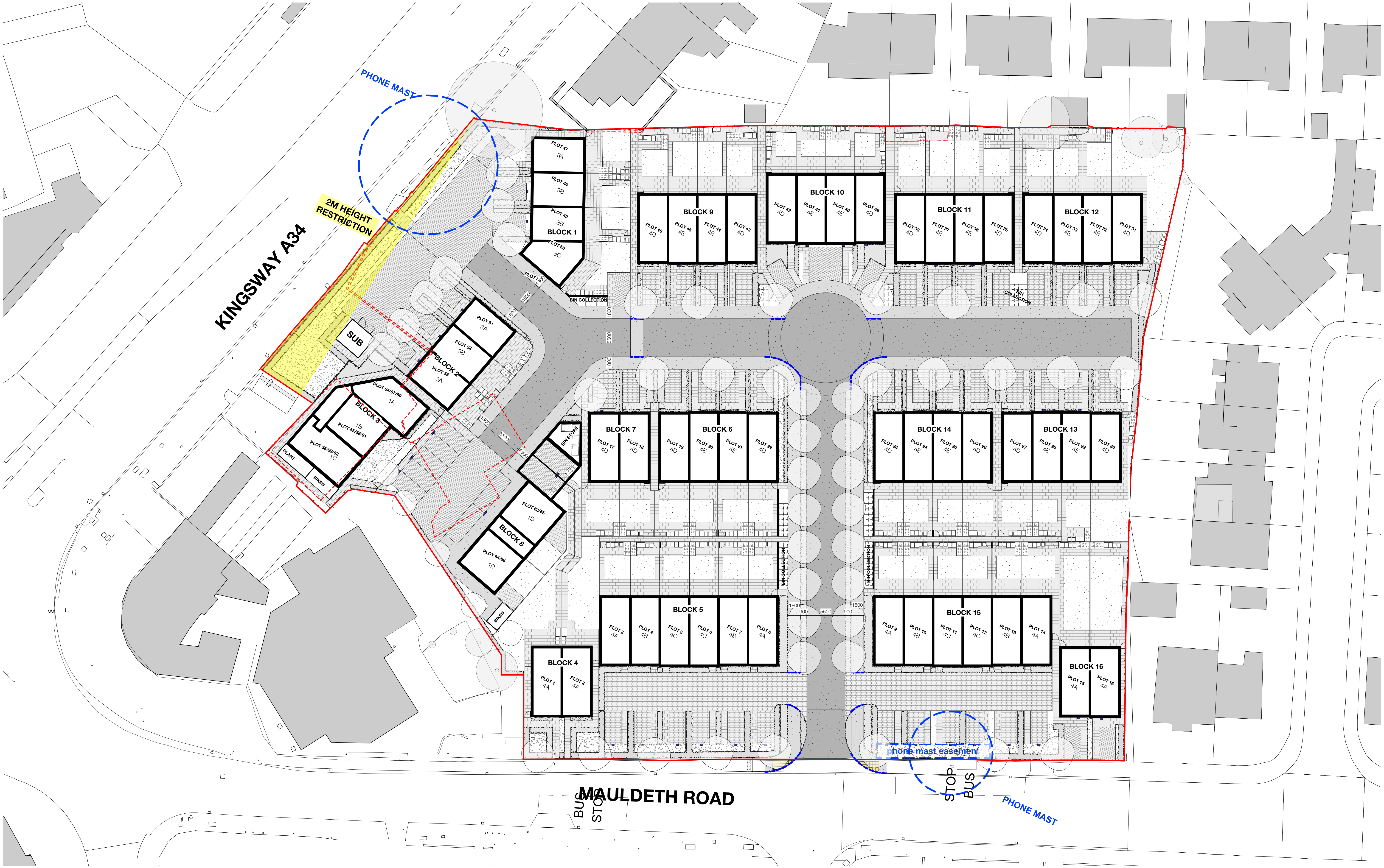


Figure 4.3 5km Cycle Catchment





Appendix A: Proposed Site Layout



PROPOSED SITE PLAN
1:250@A1

0 5 10 15 20 25 M

N

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IMPORTANT NOTES:

E	13/01/25	AMENDED PATHS AND BIN AND BIKE LOCATIONS
D	23/12/24	GENERAL AMENITIES
C	06/12/24	GENERAL AMENDMENTS
B	11/11/24	ADDED AREA SCHEDULE
A	05/11/24	EXTENDED ADOPTED ROAD
REVISION	DATE	DESCRIPTION

CLIENT: VIEWS
PROJECT: PROPOSED RESIDENTIAL DEVELOPMENT
ADDRESS: BURNAGE CRICKET CLUB, M19 1AX
DRAWING TITLE: PROPOSED SITE PLAN
SCALE: 1:250@A1
DATE: AUGUST 2024
DRAWING NO: AB15_P_100E

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