



Travel Plan

PALATINE ROAD, NORTHENDEN, MANCHESTER

Client: Express Solicitors



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CONTENTS

1	INTRODUCTION.....	3
1.1	Purpose of Report	3
1.2	Scope of Report	3
2	TRANSPORT POLICY, GUIDANCE AND OBJECTIVES	5
2.1	Introduction.....	5
2.2	National Planning Policy Framework.....	5
2.3	Planning Practice Guidance	7
2.4	Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)	8
2.5	National Climate Change Agenda	9
2.6	Greater Manchester Transport Strategy 2040	9
2.7	Manchester Core Strategy 2012 - 2027	10
2.8	Travel Plan Objectives	11
2.9	Summary	11
3	EXISTING SITUATION	12
3.1	Site Description	12
3.2	Local Highway Network	13
3.3	Public Rights of Way	13
4	DEVELOPMENT PROPOSAL.....	16
4.1	Development Description.....	16
4.2	Access Strategy & Internal Layout.....	16
4.3	Parking.....	16
5	ACCESS BY SUSTAINABLE MODES.....	18
5.1	Introduction.....	18
5.2	Access on Foot.....	18
5.3	Access by Cycle	19
5.4	Access by Bus.....	20
5.5	Access by Rail.....	20
5.6	Summary	21
6	TARGETS	22
6.1	Introduction.....	22
6.2	Vehicular Trip Generation	22
6.3	Modal Shift Targets	23
7	MEASURES	25
7.1	Introduction.....	25
7.2	Reducing the Need to Travel	25
7.3	Welcome Packs.....	26

7.4	Other Methods of Awareness Raising and Marketing.....	26
7.5	Measures to Encourage Walking.....	27
7.6	Measures to Promote Cycling	27
7.7	Measures to Encourage Public Transport	28
7.8	Measures to Reduce Single Occupancy Car Trips.....	28
7.9	Measures to Encourage Low Emission Vehicle Use.....	29
8	MANAGEMENT, MONITORING AND REVIEW	30
8.1	Management	30
8.2	Appointment of a Travel Plan Co-ordinator	30
8.3	Monitoring and Review	30
8.4	Action Plan.....	30

APPENDICES AVAILABLE IN TRANSPORT STATEMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Interim Travel Plan (TP) has been prepared to support a proposed development of 34 apartments and 5 houses at Palatine Road, Brett Street and Allanson Road Northenden.
- 1.1.2 Manchester City Council (MCC) is the Local Highway Authority (LHA) and Local Planning Authority (LPA) for the area. Prime Transport Planning (Prime) has produced this TP on behalf of the applicant, Express Solicitors.
- 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 eventual developer of the site, future residents and MCC.
- 1.1.4 This TP represents a commitment by Express Solicitors, 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.
- 1.1.5 This document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2014) and *Travel Plans, Transport Assessments and Statements* (2015). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.
- 1.1.6 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.
- 1.1.7 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.
- 1.1.8 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime accepts no liability for the accuracy or otherwise of this data.
- 1.1.9 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 and guidance and presents the objectives of this TP;
 - Section 3 describes the existing situation in terms of the site and local highway network;

- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the site and discusses the targets of this TP;
- Section 7 describes the measures to be employed to achieve the targets set; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRANSPORT POLICY, GUIDANCE AND OBJECTIVES

2.1 Introduction

- 2.1.1 It is important that any new 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 July 2021 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 105 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 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

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 [Footnote 46];

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.5 In determining planning applications, paragraph 111 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 would be severe.'

2.2.6 Paragraph 112 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 In the context of maximising sustainable transport solutions, paragraph 105 of NPPF acknowledges that the opportunities to do so will vary between urban and rural locations.

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 92 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 attractive, 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 lifestyles, especially where this would address identified local health and well-being needs – 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.'

2.2.10 Paragraph 98 highlights the importance of access to open spaces as well as opportunities for sport and physical activity in the context of the health and well-being of communities. Paragraph 100 continues to include the importance of access to and the enhancement of public rights of way (PRoW). In the context of PRoW connections and enhancement, point a) of paragraph 120 acknowledges improved public access to the countryside as being a benefit that should be encouraged.

2.2.11 Paragraph 113 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*'.

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 focussed 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.

2.3.3 The core components of the requirements for assessment, as set out in the guidance, can be summarised as:

'The key issues, which should be considered in developing a transport evidence base, include the need to:

- assess the existing situation and likely generation of trips over time by all modes and the impact on the locality in economic, social and environmental terms;

- assess the opportunities to support a pattern of development that, where reasonable to do so, facilitates the use of sustainable modes of transport;
- highlight and promote opportunities to reduce the need for travel where appropriate;
- identify opportunities to prioritise the use of alternative modes in both existing and new development locations if appropriate;
- consider the cumulative impacts of existing and proposed development on transport networks;
- assess the quality and capacity of transport infrastructure and its ability to meet forecast demands; and
- identify the short, medium and long-term transport proposals across all modes’.

2.3.4 The principles set out in Planning Practice Guidance are consistent with the approach undertaken in the production of this report.

2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a *‘transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities’*.

2.4.2 It believes that *‘we can build the balanced, dynamic low carbon economy that is essential for our future prosperity’* by improving sustainable transport links and investing in new projects that *‘promote green growth’* but importantly states that *‘investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole’*.

2.4.3 The paper makes the pertinent point that *‘two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport’* but practical alternatives to private car use must be made more attractive. Their research suggests that a *‘substantial proportion of car drivers would be willing to drive less, particularly for shorter trips’*.

2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *‘sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth’*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.

2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *‘it is at the local level that most can be done to enable people to make more sustainable transport choices’*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can

facilitate the effective delivery of local transport solutions that are *‘developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities’*.

2.5 National Climate Change Agenda

- 2.5.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a ‘net zero’ emitter of greenhouse gases by 2050 relative to 1990 emission levels. One way to help achieve this is to reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2030, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

2.6 Greater Manchester Transport Strategy 2040

- 2.6.1 In the first month of 2021, Transport for Greater Manchester (TfGM) unveiled a forward-looking transport vision slated for 2040. The plan emphasised the establishment of user-oriented travel alternatives, bolstered by sophisticated information systems, ticketing, and payment solutions, all woven into a seamless Greater Manchester transport system. It underscored that 80% of NO₂ contamination occurs alongside roads, posing significant health risks, and pegged the annual financial toll of congestion in Greater Manchester at approximately £1.3 billion, as calculated by TfGM. The strategy expressed a desire for a well-linked, carbon-neutral Regional Centre acting as a Northern hub.
- 2.6.2 According to the third policy mentioned in the strategy, TfGM will maintain a sequence of initiatives promoting sustainable travel choices. This would be backed by tools for journey planning and information to encourage a shift in travel behaviour and mode, aiming to maximise the use of existing capacity, especially during peak hours. These initiatives include:
- "Reducing the carbon and environmental cost of journeys; New ways of working which make the best use of the transport network;
 - Delivering public health benefits through enabling more active travel;
 - Improving access to key services and jobs;
 - Maximising sustainable travel in new developments; and
 - Becoming more resilient to disruption."
- 2.6.3 Under the strategy's fourth policy, TfGM commits to collaborating with developers to guarantee new developments are reachable by sustainable means, and to decrease transport emissions and impacts on the highway network. This will be aligned with the principles of:
- *"Reducing the need to travel;*
 - *Reducing the need to travel by car, and the distance travelled;*
 - *Maximising accessibility by sustainable modes;*

- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

2.6.4 These principles are mirrored in the accompanying Freight Transport Plan (FTP), which includes a host of initiatives to limit the number of car journeys generated by the development, and stimulate sustainable travel for residents, staff, and visitors.

2.6.5 It's believed that the suggested development will not negatively affect the transport network. Instead, it will bolster the Transport Strategy by improving the potential for sustainable travel through integration with existing infrastructure.

2.7 Manchester Core Strategy 2012 - 2027

2.7.1 The Manchester Core Strategy echoes principles similar to those of the National Planning Policy Framework (NPPF). It includes three specific Transport policies, which are:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

2.7.2 Policy T1 emphasizes sustainable transportation and universal access. The accessibility of the Site would motivate users of the proposed development to opt for sustainable travel methods.

2.7.3 According to Policy T2 in the Manchester Core Strategy:

"Parking...Standards are set for two different area types:

- *District Centres*
- *Areas not within the City Centre or District Centres*

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.."

2.7.4 The parking plan proposed for the Site mirrors the highly accessible nature of the Proposed Development while considering the genuine needs of its users. The Proposed Development would leverage active and sustainable transport connections throughout the city centre.

2.7.5 Manchester City Council evaluates parking provision in the city on an individual basis. It is worth noting that the Council has recently accepted new developments with minimal or no parking provision in areas with high public transport accessibility and proximity to City Centre locations. This approach

to car parking aligns with the guidelines outlined in the Greater Jobs and Skills (GJS) Framework and is consistent with other recently approved plots.

2.7.6 The proposals for cycle parking are consistent with the transport policies detailed in the Manchester City Council Core Strategy, offering full provision for residents.

2.7.7 Policy T3 pertains to the strategic integration of developments with the sustainable transport network. The proposed development would not hinder the execution of any strategic integration projects.

2.7.8 Policy H7 sets out the residential development requirements for the Wythenshaw area of the City.

2.8 Travel Plan Objectives

2.8.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.8.2 In line with the abovementioned policy and guidance, the following TP objectives are considered to be appropriate:

- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;
- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.9 Summary

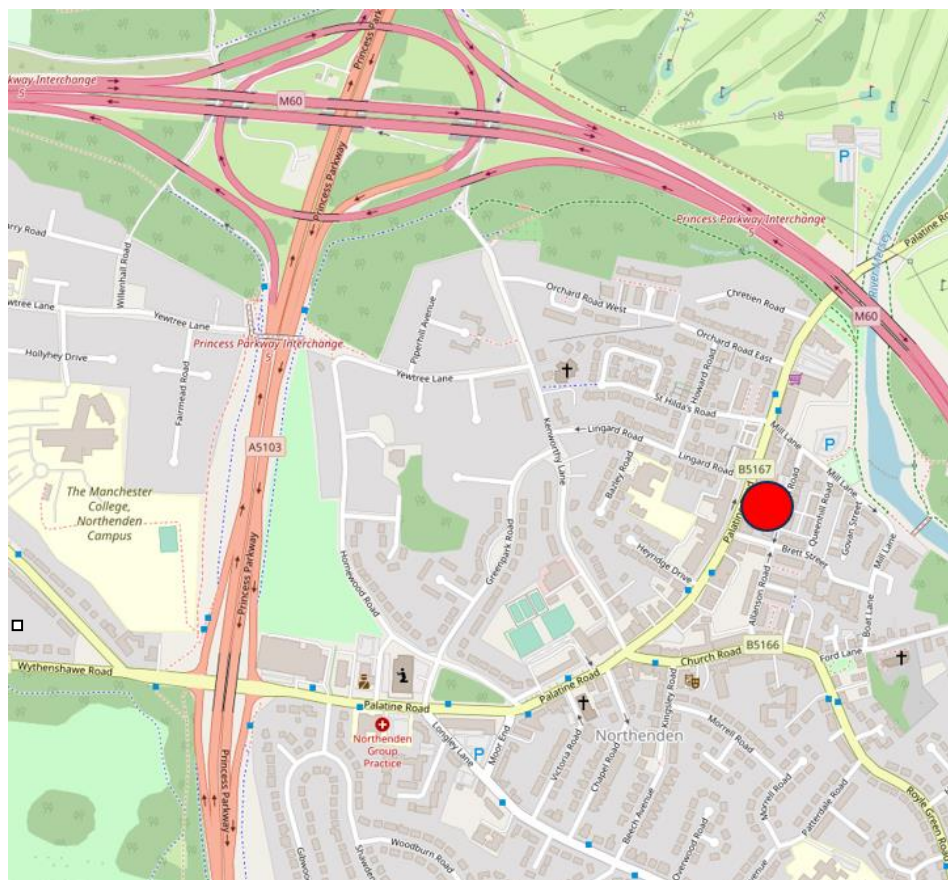
2.9.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. The objectives of this TP have also been stated. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The site is in Northenden, which is a suburb located in the south of the City of Manchester, in the district of Wythenshaw.
- 3.1.2 The town of Stockport lies approximately 9km to the east, Manchester City Centre is approximately 10km to north. Other nearby towns include Warrington, 25km to the west, and Macclesfield, which is approximately 25km to the south. Manchester Airport is 6km to the south.
- 3.1.3 The site is itself is located within the District Centre of Northenden, as defined in the Manchester City Council Core Strategy. The site comprises two parcels of land, the main one being an office and associated car park with frontages onto both Palatine Road and Allanson Road. The second, smaller parcel is also an office, plus car parking on the corner of Brett Street and Allanson Road. Both sites are currently operationally in use by the client. Junction 5 of the M60 is within 2km from the site.
- 3.1.4 The location of the site is shown in Image 3.1.

Image 3.1: Site Location Plan



Mapping Source: <https://www.openstreetmap.org/>

3.2 Local Highway Network

Palatine Road (B5167)

- 3.2.1 Palatine Road is a local distributor road which links the A5103 Princess Parkway in the south to Withington and other destinations to the north after it passes under the M60. It is a vibrant local high street. The carriageway fronting the site is approximately 6.7m wide, although a service road is present on the western side coincident with part of this site's frontage, which has some parking available, including dedicated loading and disabled bays. It is known as the Parade.
- 3.2.2 Footways start at approximately 1.6m on the western side increasing to 3.5m along the Parade.
- 3.2.3 and 2m on the eastern side, although the commercial premises fronting Palatine Road on the eastern side of this part of the road invariably have areas given over to public realm thus enhancing the effective width.
- 3.2.4 The road has streetlighting and is subject to a 30mph speed limit. A signalised pedestrian crossing is located immediately fronting the site. Waiting and loading restrictions are in force during the daytimes. There is public cycle parking in the area between the main carriageway and the service road. The nearest bus stops to the site are located on Palatine Road, with a pair at approximately 100-130m in either direction.

Allanson Road

- 3.2.5 Allanson Road provides the other frontage for the main parcel. It is a one way street in a southerly direction taking access from Palatine Road via Mill Lane, which itself is partially subject to one-way traffic between Palatine and Allanson Roads. The road is largely residential in nature, comprising mainly semi-detached dwellings with on-street parking on both sides.
- 3.2.6 The carriageway is approximately 5.5m wide with footways of 1.6m width.

Brett Street

- 3.2.7 Traffic from Allanson Road must turn onto Brett Street to return to Palatine Road. It is a 2 way road and is again largely residential in nature save for the second (smaller) parcel of this development proposal and a neighbouring hair salon. The houses here also have on-street parking only, however there are some areas subject to 24 hour waiting restrictions (with loading ban) and some time limited parking bays (1 hour maximum during the daytimes).
- 3.2.8 The carriageway measures 7.3m wide with footways of 1.6m

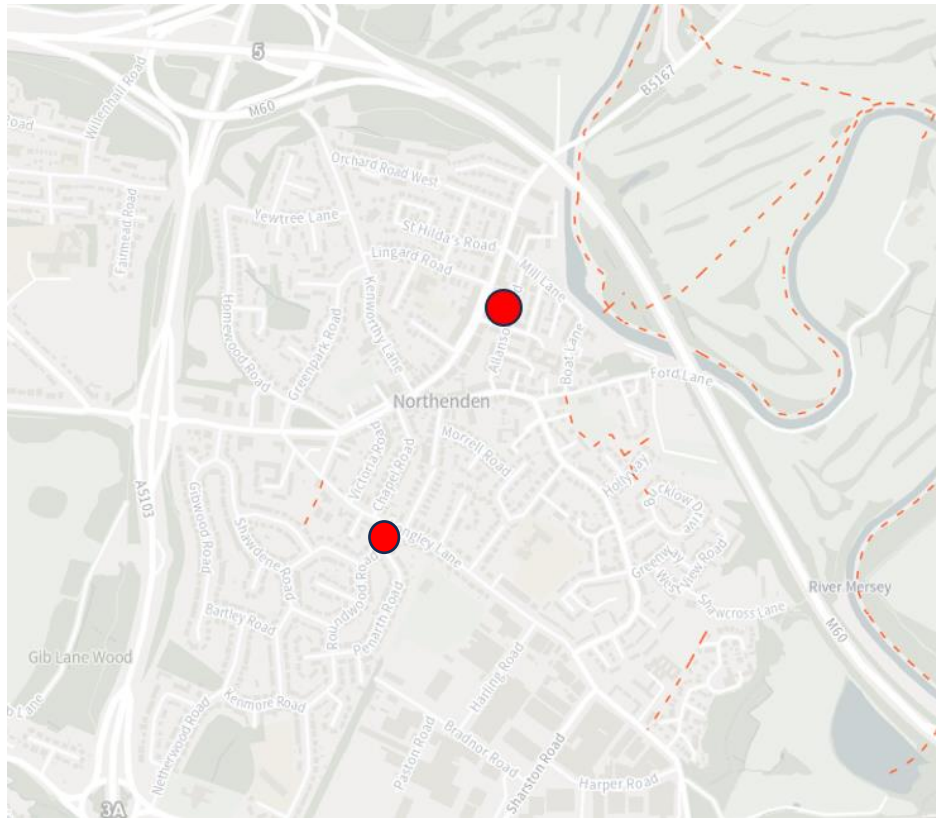
3.3 Public Rights of Way

- 3.3.1 The nearest Public Rights of Way (PRoW) are located approximately 300 from the site in a north easterly and a north westerly direction. Both are public footpaths, with the northern footpath linking

to a network of paths including one running along the northern bank of the River Mersey and across Withington Golf Course.

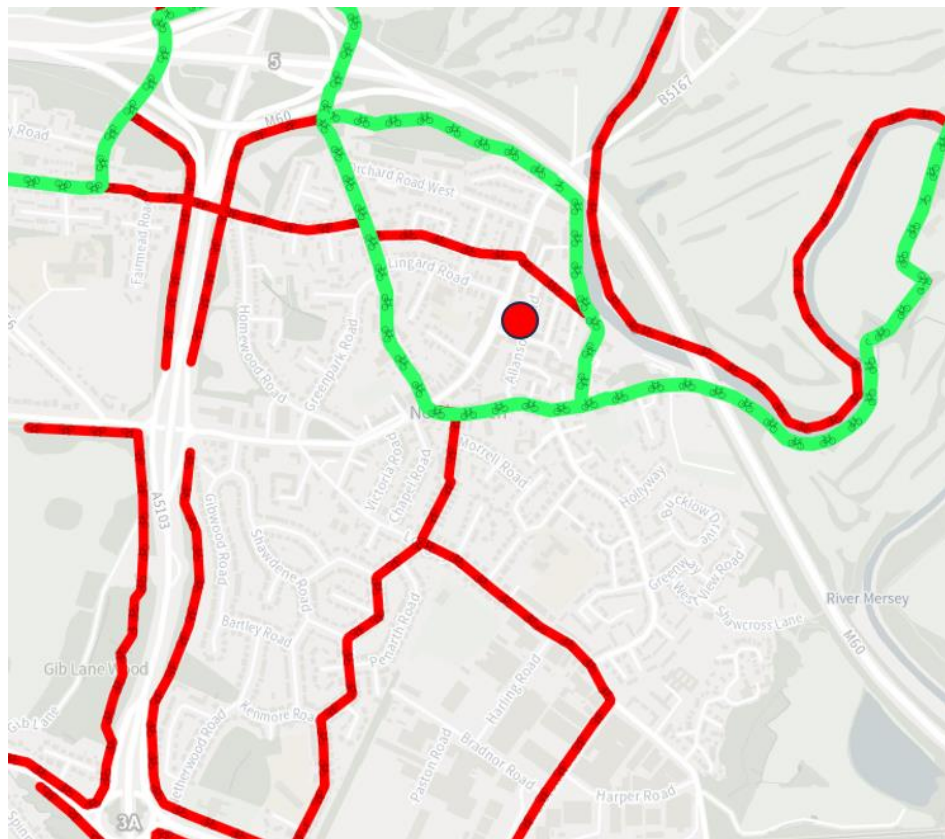
- 3.3.2 The PRoW and bridleway described above are shown in Image 3.2. The map shown in Image 3.2 is an extract from the MappingGM website which is developed by the Greater Manchester Combined Authority.

Image 3.2: Local Public Rights of Way



Source: <https://mappinggm.org.uk/>

- 3.3.3 Image 3.2 shows the National Cycle Network route 62 (green line) running along the southern bank of the River Mersey and extending in a loop around the site. The route is also open to pedestrians. The red lines indicate TfGM cycle facilities.

Image 3.2 Local Cycle Routes

Source: <https://mappinggm.org.uk/>

4 DEVELOPMENT PROPOSAL

4.1 Development Description

4.1.1 Outline planning permission is sought for the development of 34 apartments and 5 houses at Palatine Road, Brett Street and Allanson Road Northenden. The following accommodation schedule is proposed:

- Main Block
 - 12 x 1 bedroom 2 person flats;
 - 6 x 2 bedroom 3 person flats
 - 15 x 2 bedroom 4 person flats
- Allanson Road
 - 3 x 3 bedroom 5 person houses
- Brett Street
 - 2 x 3 bedroom 5 person houses.

4.1.2 24 car parking spaces will be provided at the main site for the apartments and 1 garage space each for the houses.

4.2 Proposed Access Arrangements

4.2.1 The main vehicular entry point from the highway network will be via a new access onto Allanson Road, adjacent number 22, which will serve the main car park for the apartments. The proposed access junction replicates that of the existing site access. Each of the proposed houses will each have in-built garages.

4.2.2 The main pedestrian access to the apartment block will be from Palatine Road immediately adjacent the signalised pedestrian crossing, with a secondary access from the car park. Each of the five houses will have access directly from the road frontage where they are located.

4.2.3 Access to the cycle parking store, which is located at the front of the apartment block is from Palatine Road.

4.3 Parking

4.3.1 Car parking is provided at a rate of 0.7 spaces per apartment (34 apartments - 24 spaces) and 1 space per dwelling for the houses. Each space within the car park will have minimum dimensions of 2.4m x 5.0m to ensure manoeuvrability and the aisle measures 7m. The townhouses each have garages of dimensions 3m x 6m.

4.3.2 The apartment provision is acknowledged to be lower than the headline rate set out in the Manchester Residential Design Guide, which states '100% parking provision as a starting point for areas outside of the City Centre.' However, further investigation reveals that the Core Strategy Policy

behind the Design Guide is Policy T2, places groups District Centres with the City Centre for the purposes of car parking. This site is located within the defined boundary of the District Centre, thus meeting the requirement. By having excellent access to the amenities in the immediate vicinity and good public transport accessibility as set out in section 5 below, the demand for car parking is reduced.

4.3.3 Electric vehicle (EV) charging points will be provided for every parking space.

A secure cycle store sufficient to cater for 1 bicycle per apartment will be provided within the apartment building as shown on the Site Layout drawing by AEW Architecture, with additional visitor spaces in the curtilage of the main apartment building. The townhouse garages are sufficient to accommodate at least 1 bicycle each.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 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. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low 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 within the District Centre of Northenden. The area boasts a comprehensive network of footways and a complementary package of formal and informal crossing points for pedestrians. Street lighting is provided and vehicle speeds are controlled where necessary by traffic calming to enhance the pedestrian experience in the vicinity of the site.
- 5.2.2 In general footways in the surrounding area are generously proportioned and in good condition. We recognise that some sections of footway in the vicinity fall short of the modern 2m minimum standard, but the widths available are in excess of the absolute minimums recommended in the DfT’s *Inclusive Mobility* (2021) and are typical features of older population centres.
- 5.2.3 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 a preferred maximum walking distance of 1.2km for local service trips and 2km for commuting and school trips. These distances are shown in Table 5.1, below:

Table 5.1: Suggested Acceptable 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

Source: CIHT Document *‘Providing for Journeys on Foot’* (2000)

- 5.2.4 Being located within the District Centre, a wide range of facilities are located within the 2km range including a number of primary schools, two Secondary Schools (Southern Cross and Pioneer House), the Spindles Health Club and Gym, the doctors' surgeries, and numerous pubs/restaurants, food stores, other shops and pharmacies.

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 5km, 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 (LTN) 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 The *National Travel Survey* states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *'in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds'*.

- 5.3.5 Aside from Palatine Road (B5167) many of the roads within Northenden are lightly trafficked, thus, making them conducive to cycling. The nearest official cycle route is the National Cycle Network (NCN) Route 62. It is approximately 200m from the site to the nearest point on the route. The route runs alongside the River Mersey. NCN 62 connects Fleetwood on the Fylde region of Lancashire with Selby in North Yorkshire. It forms the west and central sections of the Trans Pennine Trail which is a long-distance path running from coast to coast across northern England. More locally it connects to Stockport in the east and Sale in the west. It also provides a connection to route 85 linking Manchester Airport and Withington.

- 5.3.6 The amenities mentioned in the 'Access by Foot' section are, of course, within a 10-minute cycle time (2km). A 5km catchment includes the centre of Wythenshaw as well as Cheadle, Fallowfield, Heaton Moor, which may provide employment opportunities to future residents of the site. Stockport, Altrincham, Sale plus Manchester Airport and many other areas are located within an 8km catchment which include their own amenities and employment opportunities.

- 5.3.7 Clearly the site location and the surrounding infrastructure will mean that travel on foot and by cycle will be realistic and convenient modes of travel for future residents of the site.

5.4 Access by Bus

- 5.4.1 The CIHT document *Planning for Public Transport in Developments* (1999) recommends a walking distance of up to 400m to bus stops for new developments, which is equivalent to a five-minute walk based on a circa 1.4m/s walking speed.
- 5.4.2 As mentioned in Section 3, there are two pairs of bus stops located on Palatine Road within a 150m of the site. The stops all comprise flags, timetable information with three out of the four providing shelters too. They are frequented by services 41, 43 and 754. Further stops on Church Road (approximately 250m from the site) also provide access to service 103.
- 5.4.3 Table 5.2 summarised the bus services available from the stops on Palatine Road.

Table 5.2: Summary of Key Bus Services in Vicinity of Site

Service	Route	Weekday	Weekend	
			Saturday	Sunday
41 Cross City	Middleton – Sale	30 mins	60 mins	60 mins
43	Manchester Piccadilly - Manchester Airport	10 mins	15 mins	15 mins
103	Manchester Piccadilly - Manchester Airport	30 mins	-	-
754	No Info available at time of writing (school svc)			

- 5.4.4 The stops attract three frequent services, 41, 43 and 103. The 43 service runs 24 hours per day whilst the 103 runs from approximately 5am to 1am daily providing excellent accessibility for potential residents of the site.
- 5.4.5 Given the proximity of the bus stops and the frequency of the services, bus travel is considered to be a viable mode of transport and provides a convenient choice for future residents of the site.

5.5 Access by Rail

- 5.5.1 The site is approximately 2.8km walk/cycle from East Didsbury railway station. The station is operated by Northern Rail and has twice hourly trains to Manchester Airport, frequent services to Manchester Piccadilly, Manchester Oxford Road, Liverpool Lime Street, Crewe, and others. Via these stations, connections can be made to any mainland railway station, in the UK.
- 5.5.2 East Didsbury Station has 15 car parking spaces (2 accessible). The station can also be reached by bus/tram.

5.6 Bee Network

- 5.6.1 TfGM have introduced the Bee Network across Greater Manchester over recent years. The aim of it is to introduce a London-style transport system with capped fares, tickets covering all public transport modes, centralised information (including a website and Bee App) etc. From 24th September 2023, the first Bee Network buses will start operating in parts of Greater Manchester. The initiative means that a coordinated approach to harmonising all sustainable modes of travel is being pursued with the aim of making them easier to use and therefore more popular.

5.7 Summary

- 5.7.1 This section of the report has demonstrated that the site is in a sustainable location where local amenities, centres of employment and neighbouring residential areas are within nationally recognised acceptable walking and cycling distances.
- 5.7.2 In respect of public transport, the bus services which operate in proximity to the site provide connections to Manchester City Centre, Manchester Airport, Wythenshaw and other destinations. In addition, the rail services which operate at the nearby East Didsbury train station provide further connections to various destinations including Manchester, Manchester Airport, Crewe and Liverpool.
- 5.7.3 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 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.
- 5.7.4 It is therefore felt that, in relation to Paragraph 108 of the NPPF, *‘appropriate opportunities to promote sustainable transport modes can be – or have been – taken up’*.
- 5.7.5 The development proposals will also conform to and complement several local policies including MCC Core Strategy Policy T1, as well as the goals and transport priorities of the Greater Manchester Transport Strategy.
- 5.7.6 The opportunities afforded by the Bee Network will only serve to further enhance access by sustainable modes of transport.

6 TARGETS

6.1 Introduction

- 6.1.1 In order for TP measures to be successfully adopted, it is important to set achievable but challenging targets that can be monitored and reviewed at regular intervals. It is difficult to set targets at this stage as they need to be based on the actual travel characteristics of the site which will not be known until a baseline travel survey has been arranged following an agreeable level of occupation. It is expected that the developer/registered provider will arrange this baseline survey. However, as the applicant has a commitment to sustainable travel and the TP process, some initial targets can be set based on census data for the local area.

6.2 Vehicular Trip Generation

- 6.2.1 In order to determine the traffic generation associated with the site, the TRICS database has been used. This industry-standard database contains traffic generation surveys of numerous sites of various land use types across the UK and Eire.
- 6.2.2 The site is currently operating as the offices for a solicitors' practice. According to the TRICS database, trips for the offices generate higher trips than those from dwellings. The effect of introducing the development therefore will be to reduce the number of trips from the site.
- 6.2.3 A summary of the reduction in trips from the site is provided in Table 6.1. The typical AM and PM peak hours are shown in bold. Further details can be found in the TS.

Table 6.1: 12 Hour TRICS Derived Trip Generation

Time	Trip Generation		
	Arrivals	Departures	Total
07:00-08:00	-8	8	-1
08:00-09:00	-26	7	-19
09:00-10:00	-10	-3	-12
10:00-11:00	-4	2	-2
11:00-12:00	1	1	3
12:00-13:00	0	-4	-4
13:00-14:00	-4	-1	-4
14:00-15:00	-1	-1	-3
15:00-16:00	4	-4	0
16:00-17:00	4	-10	-7
17:00-18:00	6	-17	-11
18:00-19:00	6	-3	4
12-hour	-32	-25	-56

- 6.2.4 The negative traffic generation from the proposed development shows that the development will have a positive effect on the highway network.

6.3 Modal Shift Targets

- 6.3.1 The proportions of likely to be generated by the site has been forecast using 2011 Census Method of Travel to Work (MTW) data. The local Output Area that the site location is located within has been selected. The trip ends for each method of travel have been downloaded from Nomis (<http://www.nomisweb.co.uk>).
- 6.3.2 In line with national travel plan guidance, targets should be SMART (Specific, Measurable, Achievable, Realistic and Time-bound). At this stage in the TP process, the most suitable way to set targets will be to suggest a reduction in car or van driver trips with an increase in trips on foot, bike, bus, and as a passenger in a car or van trips.
- 6.3.3 It is generally accepted that a reduction in car or van driver trips of between 5 to 10% is both realistic and challenging and this should be split across the non-car driver modes of transport mentioned above based on their existing proportions. These modes are considered to be sustainable. Table 6.3 displays our initial targets with the forecast modal splits shown in Table 6.2 being used as the base situation. The green font represents a percentage increase with the red font representing a percentage decrease. We feel that these initial targets should be achieved within five years of full occupation of the site.

Table 6.3: Modal Split Targets for Five Years Post Full Occupation

User Class	Mode %	5%	10%
Work mainly at or from home	9%	10.0%	11.0%
Train/Tram	1%	1.5%	1.6%
Bus, minibus or coach	18%	19.6%	21.6%
Taxi	1%	0.6%	0.7%
Motorcycle, scooter or moped	0%	0.4%	0.5%
Driving a car or van	57%	51.8%	46.8%
Passenger in a car or van	5%	5.5%	6.1%
Bicycle	3%	3.8%	4.2%
On foot	6%	6.7%	7.4%
Other method of travel to work	0%	0.2%	0.2%
Total People	100%	100.0%	100.0%

- 6.3.4 Table 6.3 presents the targets of up to 7.4% of trips to be on foot, 6.1% as a car passenger, 1.6% via train, 21.6% as a bus passenger, and 4.2% by bicycle. It is hoped that the TP Co-ordinator, to be discussed in the next section, will arrange a repeat travel survey at agreed timescales to assess whether the targets have been achieved, then new targets can be established. Timescales can also be set for further surveys and targets.

- 6.3.5 We recommend that the initial targets are adjusted based on the baseline travel survey as this will provide more accurate, up-to-date and site-specific travel patterns rather than using modal split derived from the 2011 census for the local super output areas.

7 MEASURES

7.1 Introduction

- 7.1.1 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.
- 7.1.2 Not only should the measures be realistic but it is important that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly the eventual travel plan co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 As the TP progresses, liaison will be made with local schools and businesses as it may be possible to somewhat integrate proposed measures with existing ones already in place, or soon to be implemented, by third parties, given the common goal.
- 7.1.4 This section will present potential measures to help achieve the targets set in Section 6. Some of these measures will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.2.1 Section 5 of this TP has described how the site is well-located in terms of being within walking and cycling distance to local amenities, particularly given the location in the District Centre. It has also demonstrated how walking and cycling may provide viable and convenient modes of travel for a range of journey types. Furthermore, the site's access strategy, particularly with regards to its permeability for pedestrians and cyclists, maximises the potential for the attractiveness of travel via sustainable modes by providing convenient connections along natural desire lines.
- 7.2.2 Sections 4 and 5 have stated that the local highway network is conducive to walking and cycling trips, with established and new, well-lit footways in places, crossing facilities for pedestrians and the local road network having segregated facilities for cyclists.
- 7.2.3 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. The travel restrictions imposed during the Covid-19 pandemic saw a considerable increase in working from home, with many employers likely to be further supportive of working from home on a full or part-time basis. The developer is likely to incorporate home working facilities into the properties.
- 7.2.4 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/registered

provider 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, Morrisons and Waitrose, 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.

7.3 Welcome Packs

7.3.1 Welcome packs, which are also known as travel information packs, will be provided for each new residence upon first occupation and will be produced by the developer/registered provider with input from MCC. These packs will be essential to educating and informing future residents of both the sustainable transport modes available to them and the benefits they can have for them and their families 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. Typically, the content of such welcome packs 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;
- Public transport vouchers/discounts; and
- Details of the TP co-ordinator.

7.4 Other Methods of Awareness Raising and Marketing

7.4.1 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 families and individuals, often arranged by the TP Co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website 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 displaying information such as lists of sustainable travel websites, local taxi services and car clubs;
- Promotion of the sustainability and health benefits of the TP through the marketing of the properties; 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.

7.5 Measures to Encourage Walking

7.5.1 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/running-and-aerobic-exercises/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>).

7.5.2 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;
- Ensure the clear signage of pedestrian routes within and adjacent to the site; and
- Promotion of a 'walking buddy' scheme (through welcome packs, notice boards and social media).

7.6 Measures to Promote Cycling

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

7.6.2 The NHS website (<https://www.nhs.uk/live-well/exercise/>) suggests that adults should do at least 150 minutes of moderate intensity activity a week, such as riding a bike, or 75 minutes of vigorous intensity activity a week such as riding a bike at speed or on hills. Therefore, like walking, this could be broken down into 30-minutes five days a week, or a 30-minute bike ride could contribute towards the recommended weekly activity target.

7.6.3 Websites such as 'We are cycling UK' (<https://www.cyclinguk.org>) offer general advice, information and inspiration for all cyclists including beginners. Cycling UK highlights 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.

7.6.4 Other potential measures to encourage cycling will be provided in Welcome Packs and on notice boards in their 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 available 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); and
- Promotion of a Bicycle User Group (BUG) (through welcome packs, notice boards and social media) which could include cycle proficiency courses.

7.7 Measures to Encourage Public Transport

7.7.1 Public transport use and accessibility is an important element of TPs. Bus and rail transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this report has demonstrated that bus and rail travel should be a suitable and convenient mode of transport for some residents of the site.

7.7.2 The key measure to promote bus use will be through the provision of route and timetable information in welcome packs, on notice boards and at the stops themselves. Discount tickets or other fare incentives, as mentioned above, could be provided in welcome packs for a period of time.

7.7.3 It is expected that as the TP progresses, liaison will be made with local public transport operators in order to maximise the awareness of, and accessibility to, public transport. The continuing expansion of the Bee Network will only improve the take up of public transport in Northenden.

7.8 Measures to Reduce Single Occupancy Car Trips

7.8.1 Car/lift sharing can be an effective way to reduce single occupancy car trips. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- BlaBlaCar (www.blablacar.com);
- Liftshare (<https://liftshare.com/uk>); and
- GoCarShare (<http://gocarshare.com>).

7.8.2 The Liftshare 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.

7.8.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Preston City Centre. This could be managed through a residents committee or by the travel plan co-ordinator.

7.9 Measures to Encourage Low Emission Vehicle Use

- 7.9.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies, particularly fully electric engines and hydrogen-powered vehicles, with central government to impose a ban on the sale of new petrol and diesel engine vehicles in 2030 and hybrid vehicles to be phased out by 2035 as part of the national climate change agenda. 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.
- 7.9.2 To encourage the use of electric vehicles the applicant is willing to accept a condition requiring the developer to provide sufficient electrical infrastructure to facilitate electric vehicle charging ports to be installed on the site.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 The overall responsibility for the TP will initially lie with the developer/registered provider, from the first construction of the development to a 'trigger point' to be agreed with MCC. Following this, the TP will become the responsibility of a TP co-ordinator, site management company or registered provider.

8.2 Appointment of a Travel Plan Co-ordinator

- 8.2.1 It is envisaged that the developer/registered provider will appoint a Travel Plan Co-ordinator (TPC) prior to construction. The TPC will inherit the day-to-day responsibility for ensuring that the TP is regularly monitored, reviewed, updated and evolved. They will be tasked with implementing and marketing the TP measures, monitoring the uptake of the measures by arranging travel surveys at regular intervals to be agreed with MCC, assessing whether targets have been met, reviewing and updating the targets based on survey results and liaising with MCC and public transport operators.
- 8.2.2 It is expected that the TPC will initially be an employee of the developer/registered provider and that they will make arrangements for ongoing ownership of the TP at the end of the five-year period.

8.3 Monitoring and Review

- 8.3.1 It is important that the TP is monitored at regular intervals to assess its success and help to evolve it. It is also important that a suitable response rate is achieved during each round of surveys with 35% commonly cited as a minimum response rate. It will be expected that the developer/registered provider will need to achieve such response rates.
- 8.3.2 It is envisaged that the developer/registered provider will commit to monitor the TP at regular intervals over a period of time and will most likely be post 100% occupation.
- 8.3.3 The TP will need to be reviewed at regular intervals after monitoring is complete. The review should remove any unsuccessful incentives and replace them with measures that will help to achieve the TP targets. If the TP is shown to be underachieving, a remedial strategy will need to be outlined which should consider measures to address any failing aspects of the TP. Any changes to the TP will need to be made in agreement with MCC.

8.4 Action Plan

- 8.4.1 As part of this planning application, an action plan is proposed, to detail the actions likely to be undertaken by the developer. It should however be noted that this is only indicative at this outline stage as the developer is likely to offer its own action plan as part of a Full Travel Plan which may provide more detailed information on the TP actions and measures.

Table 8.1: Interim Action Plan

Stage	Action	Responsibility
3 months prior to occupation	Appoint Travel Plan Coordinator (TPC) and inform MCC of contact details	Developer
	Prepare home welcome packs and arrange printing	Travel Plan Coordinator
Completion of 1st phase of dwelling construction	Market the benefit of the site in terms of accessibility by non-car modes to potential buyers	Travel Plan Coordinator
	Provide a Full Travel Plan following consultation with MCC	
Occupation of dwellings	Arrange for welcome packs to be presented to new owners with keys to dwellings	Travel Plan Coordinator
	Provide sustainable travel vouchers on request and collate information on feedback forms	Travel Plan Coordinator
After 50% occupation	Undertake household travel survey and collate and report results to MCC	Travel Plan Coordinator
Annually for five years	Repeat travel surveys and if targets not met provide further sustainable travel vouchers and personal travel planning advice	Travel Plan Coordinator

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