



PROPOSED RESIDENTIAL
DEVELOPMENT,
KINGSWAY, BURNAGE

RESIDENTIAL TRAVEL PLAN

OCTOBER 2023

PROPOSED RESIDENTIAL DEVELOPMENT, KINGSWAY, BURNAGE

RESIDENTIAL TRAVEL PLAN

Triple Jersey

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TABLE OF CONTENTS

1	INTRODUCTION.....	7
1.1	OVERVIEW	7
2	TRAVEL PLAN OBJECTIVES AND BENEFITS	8
2.1	INTRODUCTION.....	8
2.2	OBJECTIVES.....	8
2.3	TRAVEL PLAN BENEFITS	8
3	EXISTING SUSTAINABLE TRANSPORT PROVISION	9
3.1	INTRODUCTION.....	9
3.2	WALKING ACCESSIBILITY	9
3.3	CYCLING ACCESSIBILITY.....	10
3.4	PUBLIC TRANSPORT	10
3.5	ACCESSIBLE AMENITIES.....	11
3.6	SUMMARY.....	11
4	ROLES AND RESPONSIBILITIES.....	12
4.1	INTRODUCTION.....	12
4.2	TRAVEL PLAN COORDINATOR	12
5	TRAVEL PLAN MEASURES	13
5.1	INTRODUCTION.....	13
5.2	PHYSICAL MEASURES	13
5.3	MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL	13
5.4	MEASURES TO REDUCE THE NEED TO TRAVEL.....	14
5.5	PEDESTRIAN MEASURES.....	14
5.6	CYCLE MEASURES.....	14
5.7	PUBLIC TRANSPORT MEASURES.....	14

5.8	SUSTAINABLE CAR USE MEASURES.....	15
5.9	SUMMARY.....	15
6	TRAVEL PLAN TARGETS	16
6.1	INTRODUCTION.....	16
6.2	MODE SHARE TARGET	16
6.3	TRIP RATE TARGET.....	17
7	TRAVEL PLAN MONITORING AND REVIEW	18
7.1	INTRODUCTION.....	18
7.2	MONITORING	18
7.3	RESIDENTIAL TRAVEL SURVEYS.....	18
8	SUMMARY AND CONCLUSION	19
8.1	SUMMARY.....	19
8.2	CONCLUSION	19
	FIGURES.....	20
	APPENDICES.....	21

T A B L E S

Table 3-1 National Cycle Routes in Vicinity of Site	10
Table 3-2 Local Bus Services	10
Table 3-3 Accessible Amenities	11
Table 6-1 Census Method of Travel to Work Data for Manchester 036 MSOA	16
Table 6-2 Proposed Development Vehicle Trip Rates per Dwelling	17
Table 6-3 Target Vehicle Trip Rates per Dwelling	17
Table 8-1 Summary of Measures.....	19

F I G U R E S

Figure 1 – Site Location Plan
Figure 2 – 2km Walking Isochrone
Figure 3 – 5km Cycling Isochrone
Figure 4 – Cycle Network Map
Figure 5 – Bus Stop Location Plan

A P P E N D I C E S

Appendix A – Proposed Site Layout

1 INTRODUCTION

1.1 OVERVIEW

- 1.1.1 Andrew Moseley Associates (AMA) have been commissioned by Triple Jersey to produce this Travel Plan in connection with the proposed development of 112 residential dwellings on land to the west of the A34 Kingsway, Burnage, Manchester.
- 1.1.2 The site is located approximately 5km southeast of Manchester city centre, within the suburb of Withington. The site is currently occupied by a B&M retail store and associated parking facilities. The site is bound to the north by Talbot Road, to the east by Kingsway, to the south by existing commercial units and to the west by the Styal railway line. The site location is shown in Figure 1.
- 1.1.3 The Local Planning Authority (LPA) and Local Highway Authority (LHA) is Manchester City Council (MCC).
- 1.1.4 A Transport Assessment (TA) has been prepared for the proposals under separate cover. The TA concludes that the site is located in a highly sustainable location, with excellent access to public transport provision.
- 1.1.5 This Travel Plan summarises the accessibility of the site and outlines a range of Travel Plan measures which could be promoted to residents to encourage sustainable travel patterns at the site. This document provides an outline of the proposed measures and monitoring strategy, which will be implemented at this site.
- 1.1.6 This report is structured as follows:
- ▶ Section 2 – The aims and objectives of the travel plan are outlined;
 - ▶ Section 3 – The accessibility of the site is assessed including details of existing facilities near to the site such as walk, cycle and public transport routes;
 - ▶ Section 4 – Details of the roles and responsibilities are outlined including the role of the Travel Plan Coordinator;
 - ▶ Section 5 – The proposed Travel Plan measures are detailed;
 - ▶ Section 6 – The Travel Plan targets are set out;
 - ▶ Section 7 – The proposed Travel Plan monitoring process is outlined; and
 - ▶ Section 8 - A summary of the Travel Plan measures and timescales for its implementation is provided.

2 TRAVEL PLAN OBJECTIVES AND BENEFITS

2.1 INTRODUCTION

- 2.1.1 This section sets out the vision and objectives that will guide the Travel Plan development and implementation. This Travel Plan seeks to outline a range of potential measures which encourage sustainable travel patterns at the site and achieve the objectives and subsequent benefits outlined below.

2.2 OBJECTIVES

- 2.2.1 This Travel Plan is based upon the achievement of the following key objectives:

- ▶ To reduce the impact and frequency of car travel, especially single occupancy vehicle use;
- ▶ To minimise the impact of the development on the local road network;
- ▶ To enable residents to have informed choices about their travel options;
- ▶ To improve the health and well-being of residents;
- ▶ To ensure the transport arrangements have minimum environmental impact; and
- ▶ To ensure that the development is accessible to the widest possible range of services.

- 2.2.2 The Travel Plan will therefore broadly seek to:

- ▶ Develop an awareness of locally available non-car modes of transport among residents;
- ▶ Promote sustainable travel and continue to engage with residents on sustainable travel choices to achieve a long-term commitment to changing travel habits; and
- ▶ Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private cars and to highlight the health and environmental benefits of adopting sustainable travel patterns.

2.3 TRAVEL PLAN BENEFITS

- 2.3.1 There are many benefits that will be derived from the successful implementation of a Travel Plan at the development, for residents and visitors as well as the wider community.

- 2.3.2 Residents and visitors to the proposed development could expect to enjoy:

- ▶ Improved health and fitness through increased levels of walking and cycling;
- ▶ Increased flexibility offered through wider travel choices;
- ▶ The social aspects of sharing transport with others; and
- ▶ A better environment within the site and its immediate environs as vehicular movements are minimised.

- 2.3.3 In terms of the wider community, the successful implementation of a Travel Plan will lead to reduced traffic impact as a result of the reduction in car use.

- 2.3.4 The overall Travel Plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the Plan.

3 EXISTING SUSTAINABLE TRANSPORT PROVISION

3.1 INTRODUCTION

- 3.1.1 The Government's objectives set out in the NPPF are to ensure that new developments are provided in sustainable locations, where the need to travel is minimised and the use of sustainable modes can be maximised.
- 3.1.2 The site has a excellent level of accessibility by sustainable modes of transport, which will encourage the use of alternative modes of travel to the private car.
- 3.1.3 This section outlines the existing walking, cycling and public transport facilities within the vicinity of the site and describes the accessibility of the site in terms of its proximity to key services and destinations.

3.2 WALKING ACCESSIBILITY

- 3.2.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to walking:
"Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometers" (Para 74)
- 3.2.2 Consideration has been given to the existing pedestrian facilities in the vicinity of the proposed development. A plan showing a 2km walking catchment from the centre of the site is attached at **Figure 2**.
- 3.2.3 This demonstrates that much of the surrounding residential area can be accessed within a reasonable walking distance of the site. A summary of those facilities that can be accessed within a 2km walk is provided in **Table 3-3**.
- 3.2.4 The surrounding highway network has an established network of interconnected footways and crossing points. Lit footways are provided along the length of the access road serving the site. To the south, adjacent to Mauldeth Road Railway Station, the footway is provided on the opposite side of the carriageway, and a marked zebra crossing is provided which offers pedestrian priority in this location.
- 3.2.5 Outside the site, dropped kerbs are provided over most local junctions. To the east of the site, controlled crossing facilities are provided at both the Talbot Road / Kingsway / Grangethorpe Drive and the Mauldeth Road / Kingsway signalised junctions. An informal pedestrian crossing point is provided over Kingsway between these two junctions, adjacent to Burnside Drive.
- 3.2.6 The site is therefore considered to be accessible on foot and is within an acceptable walking distance of key destinations in the local area.

3.3 CYCLING ACCESSIBILITY

3.3.1 Whilst superseded by the NPPF, the transport policies set out in the former PPG13 set out specific guidance related to cycling:

“Cycling also has potential to substitute for short car trips, particularly those under 5 kilometers, and to form part of a longer journey by public transport” (Para 77)

3.3.2 The plan attached at **Figure 3** shows a 5km cycling catchment from the site. The 5km cycling catchment includes the southern extents of Manchester, Chorlton, Heaton and Stockport.

3.3.3 The site is well connected to the local and strategic cycle network, as shown at **Figure 4**. Many of the roads neighbouring the site are subject to a 20mph speed limit and are therefore considered suitable for on-carriageway cycling.

3.3.4 A number of National Cycle Routes (NCR) operate within the vicinity of the site. Routes 6, 60 and 55 route in a general east / west direction to the north of the site. Routes 62 and 558 operate in a general east / west alignment to the south of the site. These routes are summarised in **Table 3-1**.

Table 3-1 National Cycle Routes in Vicinity of Site

Route No.	Route	Local Connections
6	London – Lake District	Manchester, Bury, Sheffield
55	Ironbridge – Preston	Heaton, Trafford, Bolton, Marple, Macclesfield
60	North Manchester – East Manchester	Withington, Harpurhey
62	Fleetwood – Selby	Stockport, Hadfield, Stretford, Warrington
558	Stockport – Herald Green	Cheadle

3.3.5 It is therefore considered that there is good opportunity for future residents to cycle to and from the site.

3.4 PUBLIC TRANSPORT

3.4.1 A number of bus stops are provided close to the site on Kingsway and Mauldeth Road. Those stops within a 400m walk distance of the site are shown at **Figure 5**. The stops closest to the site on Kingsway are provided with off-carriageway bus laybys and shelter facilities. The stops closest to the site on Mauldeth Road are provided with shelters.

3.4.2 A summary of the routes serving these stops and their frequency is provided in **Table 4-2**.

Table 3-2 Local Bus Services

Service	Route	Mon-Fri	Saturday	Sunday
25	Stockport – intu Trafford Centre	30 mins	30 mins	30 mins
50	Media City – East Didsbury	12 mins	12 mins	15 mins
51	Media City – East Didsbury	7 per day (AM)	-	-
728	Moss Side – Barlow High School	School Service	-	-
749	Moss Side – Barlow High School	School Service	-	-
750	Manchester – Barlow High School	School Service	-	-
750S	Levenshulme – Loreto Grammar	School Service	-	-
751	Manchester – Barlow High School	School Service	-	-

- 3.4.3 The local bus stops are served by approximately six services per hour, seven-days per week, providing access to key local destinations.
- 3.4.4 Mauldeth Road Railway Station sits adjacent to the site and can be accessed within less than one minute on foot. The station is operated by Northern Railway and provides four services per hour to destinations including Crewe, Liverpool, Manchester and Manchester Airport.
- 3.4.5 The Metrolink can be accessed from East Didsbury, via a 35-minute walk, 14-minute cycle or a 12-minute journey by public transport (either by rail or the number 50 bus).

3.5 ACCESSIBLE AMENITIES

- 3.5.1 There are a significant number of amenities located within close proximity to the site. Some of these are listed in **Table 3-3**.

Table 3-3 Accessible Amenities

Amenity	Distance	Walk Time	Cycle Time
Mauldeth Road Railway Station	140m	2 mins	1 mins
Mauldeth Road Primary School	400m	4 mins	2 mins
Rainbows Nursery	350m	4 mins	2 mins
Place of Worship	250m	3 mins	1 min
Takeaway	350m	5 mins	3 mins
Londis Convenience Store	400m	6 mins	3 mins
Burnage Community Sports and Social Club	450m	6 mins	3 mins
Hairdressers	400m	5 mins	3 mins
Co-op Food	600m	7 mins	2 mins
Mauldeth Pharmacy	500m	6 mins	2 mins
Mauldeth Medical Centre	650m	8 mins	2 mins
Ladybarn Lane Post Office	900m	11 mins	2 mins
Kingswood Park Playground	900m	11 mins	2 mins
Sainsburys Supermarket	1.6km	19 mins	5 mins
Burnage Academy for Boys	1km	13 mins	5 mins
Levenshulme High School	1.2km	15 mins	6 mins

- 3.5.2 It is therefore demonstrated that the site is located with ready access to a wide range of local amenities.

3.6 SUMMARY

- 3.6.1 The existing pedestrian, cycle, and public transport facilities within the vicinity of the site are of a high quality and the site is within a highly sustainable location with ready access to a range of local amenities.
- 3.6.2 It is therefore considered that the everyday journeys undertaken by future residents can be undertaken without reliance on the private car. The site is therefore considered to be in sustainable location for travel by non-car modes, in line with local and national planning policy.

4 ROLES AND RESPONSIBILITIES

4.1 INTRODUCTION

- 4.1.1 This section of the report sets out the roles of those who will be responsible for implementing the Travel Plan and its measures.
- 4.1.2 An important aspect of a successful Travel Plan is the allocation of sufficient time and resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved.

4.2 TRAVEL PLAN COORDINATOR

- 4.2.1 Three months prior to occupation of the development, the developer will appoint a Travel Plan Coordinator (TPC) who will be responsible for the implementation of the Travel Plan. The TPC will share their contact details with MCC upon appointment.
- 4.2.2 The TPC will be provided with appropriate training, time, and budget to fulfil the role. The TPC must be empowered to act on behalf of the community and should have management support from the end occupier or a suitably appointed consultant managing the Travel Plan. The TPC role does not need to be full time, and with appropriate support and budget, the role could also be fulfilled by a resident.
- 4.2.3 The duties of the TPC will include, but not be limited to:
- ▶ Oversee the implementation of the measures listed within this Travel Plan, including fulfilment of any Travel Plan obligations;
 - ▶ Prepare, distribute, and update the Travel Plan materials, as appropriate;
 - ▶ Engagement with residents, including actively encouraging and promoting sustainable modes of travel to and from the site, where possible;
 - ▶ Liaison with the highway authority with respect to the development of the plan, and the evaluation, monitoring, and review of targets; and
 - ▶ Preparation of an annual monitoring report.
- 4.2.4 A range of suggested Travel Plan measures have been included in this Travel Plan for implementation by the TPC. This is not an exhaustive list and should be subject to ongoing review as part of the monitoring process set out later in the report.

5 TRAVEL PLAN MEASURES

5.1 INTRODUCTION

- 5.1.1 This section outlines the Travel Plan measures which could be implemented at the site to achieve the objectives outlined in **Section 2**.
- 5.1.2 Physical measures to encourage sustainable travel such as improved walking and cycling links are described below, along with details of 'soft' measures to encourage the use of these modes and reduce the need to travel.

5.2 PHYSICAL MEASURES

- 5.2.1 A 3m shared footway / cycleway has been included within the proposed layout, which runs along the eastern side of the main access road serving the site. This offers cyclists a traffic-free route through the site and towards Mauldeth Road Railway Station to the south.
- 5.2.2 A high quantum of cycle storage is provided throughout the site. For houses this will be provided within sheds in the curtilage of each dwelling. For the apartments and houses without gardens, secure shared cycle stores are proposed.
- 5.2.3 A new push-button pedestrian crossing facility will be provided on the Talbot Road arm of the adjacent signalised junction with the A34 Kingsway and Grangethorpe Drive. This will better facilitate pedestrian movements to the north along Kingsway and provide safe crossing facilities for existing users and future residents.
- 5.2.4 Tactile paving and dropped kerbs will be provided across the site access onto Talbot Road to ensure safe access for those with visual or mobility impairments.

5.3 MEASURES TO ENCOURAGE SUSTAINABLE TRAVEL

SUSTAINABLE TRAVEL INFORMATION PACK

- 5.3.1 A Travel Information Pack will be provided to all residents at the site upon occupation. The pack will include details of local walking and cycling routes, public transport timetables and ticket information, car sharing, car clubs and the benefits of electric / hybrid vehicles, and links to further sources of sustainable travel information. It will include a walking and cycling map showing key routes and local amenities.

ANNUAL SUSTAINABLE TRAVEL NEWSLETTER

- 5.3.2 Providing residents with an annual newsletter allows the TPC to engage with residents year on year, reminding them of their sustainable travel options and the benefits of travelling sustainably. This also allows the TPC to update residents with any local travel changes that have occurred, for example, changes to bus timetables or the introduction of new services / routes.
- 5.3.3 The newsletter also provides an opportunity to engage with second occupants of any homes at the development.

- 5.3.4 The newsletter will promote regional, national and international sustainable travel related events, such as National Walking Month, Cycle to Work Day, Bike Week, Cycle September and Clean Air Day, amongst others.

PERSONAL JOURNEY PLANNING

- 5.3.5 The offer of a free personal journey plan to help inform residents of the journey options available to them. The personal journey plan will include helpful details such as journey start time, length of journey, route, and relevant ticket information if using public transport.

5.4 MEASURES TO REDUCE THE NEED TO TRAVEL

- 5.4.1 The TPC will encourage residents to examine their travel patterns in order to reduce the need to travel where appropriate. These measures could include the promotion of internet food shopping and flexible working practices to work from home or fit working hours around public transport services.

5.5 PEDESTRIAN MEASURES

- 5.5.1 The following measures are proposed to encourage walking to and from the site:

- ▶ Provide plans and information to residents indicating pedestrian routes to local amenities; and
- ▶ Publicise links to local walking resources such as <https://gmwalking.co.uk/>, https://www.manchester.gov.uk/info/500356/active_travel/2844/walking and <https://beeactive.tfgm.com/walking/>.

5.6 CYCLE MEASURES

- 5.6.1 The following measures are proposed to promote cycling:

- ▶ Provide plans and information to residents indicating cycle routes to local amenities;
- ▶ Publicise local cycle information such as <https://beeactive.tfgm.com/cycling/>, https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling and <https://www.visitmanchester.com/things-to-see-and-do/activities/cycling>.
- ▶ Publicise www.sustrans.org.uk for access to local, regional and national cycle route maps for use by residents;
- ▶ Promote and encourage walking and cycling to work, through events such as 'Cycle to Work Day' and 'Bike Week' (bikeweek.org.uk), to heighten awareness; and
- ▶ Consider providing a cycle repair kit in the cycle storage areas.

5.7 PUBLIC TRANSPORT MEASURES

- 5.7.1 The location of the site should encourage a high number of trips to be made by public transport. The following measures will be implemented to encourage the use of public transport to access the site.

- ▶ Supply up-to-date public transport information including timetables, ticketing information and route planning services available on <https://tfgm.com/public-transport> and https://www.manchester.gov.uk/homepage/917/public_transport.

5.8 SUSTAINABLE CAR USE MEASURES

- ▶ The website www.liftshare.com/uk will be promoted as a database for potential car sharers. This website contains details of people who live and work throughout the local area (as well as nationally) and therefore maximises the opportunity for potential matches to be made.
- ▶ Promote hybrid / electric vehicles and the benefits of sustainable car travel. The TPC will be available to provide advice on making the switch to an electric or hybrid vehicle, with links to further advice and key sources of information provided via the aforementioned communication channels.

5.9 SUMMARY

- 5.9.1 The package of measures described above has been designed to meet the Travel Plan objectives described in **Section 2**.
- 5.9.2 The objectives relating to reducing the impact of car travel (particularly single occupancy car trips) on the wider network have been addressed through the provision of measures designed to promote travel by sustainable modes.
- 5.9.3 The provision of travel packs and annual newsletters enables residents to have informed choices about their travel options and, subsequently, will help to achieve the health and well-being benefits outlined in the objectives through increased levels of cycling and walking.
- 5.9.4 The information provided in the Travel Packs and the annual newsletters will ensure that residents are aware of their travel options for accessing key facilities and services such as those outlined in **Section 3**.
- 5.9.5 The environmental impacts of the transport arrangements at the site are addressed through the promotion of measures to reduce the need to travel, with the encouragement of working from home and shopping deliveries meaning that the need for work / retail-based trips is minimised.

6 TRAVEL PLAN TARGETS

6.1 INTRODUCTION

6.1.1 This travel plan aims to promote travel choice for residents of the development, and hence to increase the use of sustainable transport modes.

6.1.2 Targets should be 'SMART' i.e. they must be:

- ▶ Site-specific;
- ▶ Measurable;
- ▶ Achievable;
- ▶ Realistic; and
- ▶ Time-bound.

6.2 MODE SHARE TARGET

6.2.1 The most recent Method of Travel to Work data was collected during the COVID-19 pandemic, which led to some major behavioural changes in the ways in which people travel to work. Since the 2021 Census, attitudes towards traveling to work have continued to adapt, with many workers adopting a hybrid way of working between their home and their place of work, suggesting that the 2021 Census is not the most representative dataset in showing current modal splits for the region.

6.2.2 Therefore, both 2011 and 2021 Census Method of Travel to Work Data for the Middle Super Output Area (MSOA) Manchester 036 have been considered. The mode split data is presented below in **Table 6-1**.

Table 6-1 Census Method of Travel to Work Data for Manchester 036 MSOA

Method of Travel	2011 Census Data	2021 Census Data
Driving a car or van	36%	30%
Passenger in a car or van	4%	3%
On Foot	10%	8%
Public Transport	41%	17%
Bicycle	5%	6%
Work from Home	3%	34%
Other	1%	2%
Total	100%	100%

6.2.3 It is anticipated that the actual modal split of the development would be a combination of both datasets, however, for the purpose of this Travel Plan it is assumed that the baseline car driver mode share is an average of the two, which equates to 33%.

- 6.2.4 It is proposed, as a minimum, that a 5% reduction in single occupancy car trips is targeted over the five-year TP monitoring period. The target will therefore be considered to be met if the percentage of journeys to work made by car drivers is 31% or less.
- 6.2.5 It should be noted that the mode share presented in **Table 6-1** will be validated by way of an initial residential travel survey. Should it differ significantly, the targets will be reviewed with MCC accordingly.
- 6.2.6 The travel survey response rate has been set at 30%. This is considered to provide a statistically reliable sample, whilst taking into account the difficulties experienced in undertaking residents travel surveys. To try and achieve this, a prize draw incentive will be considered by the TPC to encourage participation.
- 6.2.7 Should the response rate not be met, the vehicle trip rate targets outlined below will be implemented and monitored via peak period traffic surveys.

6.3 TRIP RATE TARGET

- 6.3.1 Trip rates for the residential development have been obtained from the accompanying TA prepared by AMA, for which the following peak hours were selected: 08:00 to 09:00 and 17:00 to 18:00. The vehicle trip rates are summarised in **Table 6-2**.

Table 6-2 Proposed Development Vehicle Trip Rates per Dwelling

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.102	0.316	0.291	0.147

- 6.3.2 The target for a reduction in the number of vehicular trips has been set at 5%. For the TPC to monitor the progress made towards the 5% target throughout the monitoring period, a target trip rate per dwelling has been derived, as set out in **Table 6-3**.

Table 6-3 Target Vehicle Trip Rates per Dwelling

	AM Peak		PM Peak	
	Arrivals	Departures	Arrivals	Departures
Trip Rate	0.097	0.300	0.276	0.140

- 6.3.3 Targets will be achieved if the number of two-way trips per dwelling is less than or equal to the target trip rates, averaged across the AM and PM peak hours.

7 TRAVEL PLAN MONITORING AND REVIEW

7.1 INTRODUCTION

- 7.1.1 The TPC is critical to the monitoring process and will oversee the implementation of the Travel Plan and its subsequent monitoring. Further details are set out below along with details on timescales for the implementation of the Plan.

7.2 MONITORING

- 7.2.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and areas for improvement) and reinvigorates the process where necessary.

7.3 RESIDENTIAL TRAVEL SURVEYS

- 7.3.1 The initial residential travel survey will be carried out 3 months post first occupation. A short monitoring note will be submitted to MCC, via the TPC, summarising the results of the survey, within 3 months of completion of the survey.
- 7.3.2 Surveys will be carried out on an annual basis, year on year from the month of the initial residential travel survey being carried out. An annual monitoring note will be prepared and submitted to MCC, via the TPC, within three months of completion of each of surveys.
- 7.3.3 The survey questionnaire should include the following elements, which should be agreed with the Highway Authority prior to issue:
- ▶ How residents currently travel to / from the site;
 - ▶ How residents would prefer to travel to / from the site; and
 - ▶ Measures that would encourage the use of sustainable modes.
- 7.3.4 The monitoring report should include a review of how well the plan is working to meet the objectives, with any revised targets for discussion and agreement with MCC as outlined in **Section 6**.

8 SUMMARY AND CONCLUSION

8.1 SUMMARY

- 8.1.1 A summary of the main TP measures is included in **Table 8-1**. The table summarises the associated timescales and the person / organisation responsible for the funding and implementation.

Table 8-1 Summary of Measures

Measures / Action	Target Date	Responsibility
Provision of a sustainable travel information pack	On occupation	TPC
Provision of an annual sustainable travel newsletter	Annually throughout lifetime of Travel Plan	TPC
Provision of personal journey planning support	Ongoing throughout lifetime of Travel Plan	TPC
Maximise opportunities for travel by walking and cycling	Through design	Developer
Provide cycle storage	At construction	Developer
Promotion of internet food shopping and flexible working practices	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage active travel	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage public transport use	Ongoing throughout lifetime of Travel Plan	TPC
Promote and encourage sustainable car use	Ongoing throughout lifetime of Travel Plan	TPC

8.2 CONCLUSION

- 8.2.1 Andrew Moseley Associates (AMA) has been commissioned to prepare this Travel Plan (TP) in connection with the proposed development of 112 residential dwellings on land to the west of the A34 Kingsway, Burnage, Manchester.
- 8.2.2 The Travel Plan appraises the current accessibility of the development site, describing the opportunities for sustainable travel for future residents. Consideration is then given to how these options can be best promoted to residents to encourage and facilitate sustainable travel behaviour, thereby minimising the impact of the development on the local transport network in terms of congestion, air pollution and road safety.
- 8.2.3 Clear targets and a monitoring regime are proposed that enable those responsible to measure, report upon and maximise the effectiveness of the Travel Plan in achieving its aims and objectives. A programme of impactful, yet realistic measures and deliverables are set out, that link back to the Travel Plans objectives and targets.

FIGURES

Figure 1 – Site Location Plan

Figure 2 – 2km Walking Isochrone

Figure 3 – 5km Cycling Isochrone

Figure 4 – Cycle Network Map

Figure 5 – Bus Stop Location Plan

APPENDICES

Appendix A – Proposed Site Layout

Appendix A

PROPOSED SITE LAYOUT

KINGSWAY, BURNAGE

Notes:



PLANNING LAYOUT LAYERS

Boundary treatments

- 1.8m High Brick wall
- 1.8m High Close boarded timber fence
- 1.2m High Metal railings
- Tree/vegetation to be retained.
- Root protection Zone.
- Tree/vegetation to be removed.
- Gate
- Plot Bin Store
- Bike Store

PLANNING LAYOUT

Accommodation Schedule							
Name	Floor Area Sq Ft	Beds	Persons	Storeys	Accom	No.	Total
Type 1	792	2	4	2	2B	6	4752
Type 2	906	2	4	3	2B	48	43488
Type 3	1128	3	4	2	3B	16	18048
Type 4	1305	4	6	3	4B	8	10440
Type 5 - Apt	537	1	2	3	1B	2	1074
	676	2	3	3	2B	21	14196
	666	2	3	4	2B	3	1998
	667	2	3	4	2B	8	5336
Sub Total						112	99332

Scaled @ 1:500
0 10m 20m 50m

B	Bike and Bin Storage added	SSH	Oct 23
A	All apartments made 4 storey's to LPA meeting	SSH	Sept 23
REV:	DESCRIPTION	BY:	DATE

STEN
ARCHITECTURE

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CLIENT:	TRIPLE JERSEY LIMITED		
SITE:	KINGSWAY BURNAGE		
TITLE:	PLANNING LAYOUT		
SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	AUG 23	SSH	-
PROJECT NO:	DRAWING NO:	REVISION:	
2305	2305:01:PL	B	



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