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LANE END ROAD, BURNAGE

FRAMEWORK TRAVEL PLAN

Curtins Ref:	**083754-CUR-00-XX-T-TP-00002**
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Client Name:	Mr Waqqass Sheikh
Client Address:	Hasaza Estates Limited, 117b Withington Road, Whalley Range, M16 8EE
Site Address:	2A Lane End Road, Manchester, M19 1WA

02 February 2026

Control Sheet

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P04	Updated Development Proposals	JA	JA	19 December 2025
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Hasaza Estates Limited to provide transport and highways advice in relation to a planning application for a proposed mixed-use development in Burnage, Manchester. The proposed scheme will consist of 56 apartments and associated car parking. The description of development is as follows:

"Demolition of the existing buildings and erection of a mixed-use development with retail (Use Class E) at the ground floor and residential development (Use Class C3) and roof terrace above, in addition to car parking, landscaping, and associated infrastructure at the site."

1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined[1] as:

> *"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."*

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 083754-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals. The TS is provided in **Appendix B.**

1.3.2 A FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

[1] Department for Levelling Up, Housing and Communities (2024). National Planning Policy Framework [Online]. Available at https://www.gov.uk/government/publications/national-planning-policy-framework--2

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1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013

1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, DLUHC, 2024; and
- National Planning Practice Guidance, DCLG (now DLUHC), 2014.

1.4 Influencing Choices

1.4.1 A key aim of this Travel Plan is to influence individuals travel choices, and demonstrate how businesses, companies and individuals can reduce carbon emissions through changing travel patterns and behaviours.

1.4.2 A study conducted[2] has estimated that the potential impact on carbon emissions of a shift from driving to walking and cycling is as follows:

"Research shows that walking or cycling can realistically subsiture for 41% of short car trips, saving nearly 5% of C02e emissions from car travel. This is on top 5% of 'avoided' emissions from cars due to existing walking and cycling."

1.5 Travel Plan Objectives

1.5.1 Considering the above, this FTP aims to achieve the following objectives:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site;

[2] Neves, Andre & Brand, Christian. (2018). Assessing the potential for carbon emissions savings from replacing short car trips with walking and cycling using a mixed GPS-travel diary approach. Transportation Research Part A Policy and Practice. 10.1016/j.tra.2018.08.022.

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- **Objective 3 –** To increase the level of public transport use to and from the site;
- **Objective 4 –** To increase the number of people car sharing to and from the site; and in turn,
- **Objective 5 –** To reduce single occupancy car travel to and from the site.

1.6 Structure of the Report

1.6.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

1.6.2 **Section 3** of the report provides information on the Travel Plan Initiatives.

1.6.3 **Section 4** sets out the Travel Plan targets, outlining the need to present SMART targets, following the completion of the base Travel Surveys.

1.6.4 **Section 5** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC).

1.6.5 An Action Plan that summarises the key actions to be completed as part of the travel planning process can be found in **Section 6.**

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2.0 Travel Plan Benefits

2.1 Benefits of a Travel Plan

2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.

2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions[3], causing adverse physical and mental health including premature deaths[4], and costs to the health service[5] and businesses.

2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK[6].

2.1.4 Conversely, physical activity is a "miracle cure"[7], with cycling in particular having "staggering"[8] health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS[9], boost local businesses, improve the mobility and independence of those who cannot drive[10], and encourage greater social cohesion[11].

2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

2.1.6 Within workplaces, walking and exercise can boost morale and job satisfaction, improve staff performance, promote physical and mental health, reduce absenteeism, enhance corporate image, and boost operating income[12].

[3] Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf
[4] Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: https://cleanairgm.com/air-pollution/
[5] Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.
[6] Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution
[7] Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report
[8] The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292
[9] Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205
[10] Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf
[11] Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process
[12] Living Streets (undated). Walking Works [Online]. Available at: https://www.livingstreets.org.uk/products-and-services/projects/walking-works

3.0 Travel Plan Initiatives

3.1 Introduction, Aim and Objectives

3.1.1 Considering the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site. These are targeted at both residents and staff at the ground floor uses.

3.1.2 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan at the site.

3.1.3 Considering the benefits in **Section 2** and the end users, this FTP aims to minimise the number of car trips generated by the development – particularly single occupancy ones and those undertaken in internal combustion engine vehicles.

3.1.4 The FTP will be guided by with the following objectives, all within the above overarching aim:

- **Objective 1 –** To increase the level of walking to and from the site;
- **Objective 2 –** To increase the level of cycling to and from the site;
- **Objective 3 –** To increase the level of public transport use to and from the site;
- **Objective 4 –** To encourage car sharing and shared transport to and from the site; and
- **Objective 5 –** To encourage uptake of Ultra Low and Zero Emission vehicles.

3.2 Provision of Sustainable Travel Information

3.2.1 Sustainable Travel Information Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all residents and staff at the development in the early stages of operation and be made available in a communal area, for example on a noticeboard.

3.2.2 The Welcome Packs will introduce the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the TPC, and consider the following information:

Objectives	Contents
1 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Raise awareness of the health benefits of walking, promote online resources such as: Walking | TfGM Bee Active and Walking in Manchester | Walking | Manchester City Council • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as “National Walking Month’.

Objectives	Contents
2 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2**; • Maps showing local cycling routes, for example: The Manchester cycle network map and GPS cycling routes • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as 'National Bike Week'; and • The https://www.cyclestreets.net/ website for journey planning by bike.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in **Section 2** • A map showing local bus and rail stations in the vicinity of the site • Links to up-to-date public transport services, timetables, and routes (for example: Plan a journey | Bee Network | Powered by TfGM • Advertise Burnage Railway website: Burnage Station | Trains to Burnage & Times | Northern (northernrailway.co.uk) • Details of the tram services, routes and frequencies: Tram service frequency | Bee Network | Powered by TfGM • Details of Traveline's online journey planning resources: https://www.traveline.info/ • Promote the 16-17 Saver card and 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year • Linking information systems regarding bus and rail travel timetables to the staff intra-web service / website to form a "One-Stop-Shop" for all public transport queries; • Details of MCC's community transport options for residents/staff who may have difficulty accessing regular public transport; • Advertise any promotions / discounts offered by public transport operators.
4 – To encourage car sharing and shared transport to and from the site	• Links to Liftshare registration: https://liftshare.com/uk; and • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.
5 – To encourage uptake of Ultra Low and Zero Emission vehicles	• Details of alternative modes of travel and their benefits, such as the use of electric vehicles and EV charging locations. The proposed development includes 100% EV parking provision.

Table 3.1 – Sustainable Travel Information

3.2.3 This information will be periodically updated by the Travel Plan Coordinator (TPC). An example Sustainable Travel Information Pack is provided in **Appendix C**.

3.3 Measures to Encourage Walking

3.3.1 In addition to the information within the Sustainable Travel Information Packs, the following measures will be provided and maintained in order to encourage residents and employees to walk:

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Participating in Living Streets' Walking Works (which includes weekly challenges tailored to the business, Walk Champion training, Walking Works Award)

3.3.2 Additional measures such as marketing campaigns incorporating free issue pedometers/alarms and the implementation of a "walking buddy" scheme could also be considered.

3.4 Measures to Encourage Cycling

3.4.1 It has been demonstrated throughout Section 4 of the TS in **Appendix B** that there is an existing good level of cycle infrastructure in the surrounding area. It is considered that cycling is a realistic mode of travel for residents and employees wanting to access areas of Manchester, and beyond for those that want to travel further afield for commuting and leisure-based trips. There will be 100% cycle parking provision as part of the development proposals. The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.

3.4.2 To encourage users to cycle, the following measures will be considered:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities provided onsite. Should the demand for spaces or facilities increase, the management company could consider providing additional supply where appropriate;
- Register employees to the cycle to work scheme, which can save up to 42% on a new cycle and safety accessories;
- Offering bicycle loans or bicycle rental schemes where staff who give up their parking permits could use any of the bikes available to rent free of charge.
- Provide adequate lighting, secure cycle parking and landscaping to create pleasant cycle environments.
- Encourage residents to set up a BUG (Bicycle User Group), with local cycle clubs/forums invited to take part, if there is sufficient interest.

3.5 Measures to Encourage Public Transport

3.5.1 It is considered that promoting initiatives to encourage public transport use could help offset journeys that would otherwise be made by private car. This is particularly significant as it has been demonstrated throughout Section 4 of the TS in **Appendix B** that the site is accessible by public transport, and that there are further opportunities for wider public transport travel across surrounding areas of Burnage.

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3.5.1 In addition to the information within the Sustainable Travel Information Packs, the following measures will be provided and maintained in order to encourage residents and employees to use public transport:

- Provide the details of public transport services and journey planning links.
- Having the TPC liaise with bus companies for details on any future improvements and/or extensions to local services.
- Advertise any promotions / discounts offered by public transport operators

3.5.2 Additional measures such as offering limited time discount tickets for staff, adjusting shift times to suit public transport schedules, providing a guaranteed lift home for staff who travel by public transport in the event of an emergency.

3.6 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

3.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents or staff travel to the same location each day. It is envisaged that the proposed level of parking provision will encourage less to drive to the site, and more to engage in sustainable modes of travel such as car sharing. This could be simply encouraged on an informal basis, or managed by the TPC who could match interested people.

3.6.2 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for employees who do not own a car but require occasional use.

3.7 Measures to Encourage Ultra-Low and Zero Emission Vehicles

3.7.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation[13]. The proposed development includes a 100% Electric Vehicle Charge (EVC) provision. Each bay will be fitted with EV charging capabilities.

[13] Carbon Brief (2019). Factcheck: How electric vehicles help to tackle climate change [Online]. Available at: https://www.carbonbrief.org/factcheck-how-electric-vehicles-help-to-tackle-climate-change/

4.0 Targets

4.1 Introduction

4.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged.

4.1.2 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents/employees. Therefore, it is not appropriate to provide a definitive set of targets.

4.1.3 This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

4.2 Initial Modal Split Targets

4.2.1 In order to understand travel habits, a snapshot survey will be undertaken within 6 months of occupation of development. Residents and staff will be encouraged to participate, and the surveys will extract the following key information:

- Place of work/residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage residents to travel more sustainably.

4.2.2 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

4.2.3 Survey Questions will be distributed amongst residents/staff, either in electronic or paper format.

4.2.4 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be summarised. Residents and staff would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

4.3 Data Analysis and Modal Split Targets

4.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

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4.3.2 The following **Table 4.1** summarises the resident modal split and associated targets based on findings from the 2011 Census data for the Manchester 040,041,045 Middle Super Output Area (MSOA) where the site is located, alongside some indicative modal shift targets.

Travel Mode	Existing Modal Split Percentage (Census Data)	Target Modal Shift Change
Car Driver	54%	**-5.0%**
Passenger in Car/Van	5%	+0.5%
Public Transport	26%	+1.5%
Cycle	4%	+1.5%
Foot	9%	+1.5%
Other	1%	-/+0%

Table 4.1 – Example of Potential Targets

4.3.3 As can be seen from the targets, they aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, such as by active travel (walking and cycling) and public transport. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

4.3.4 The above targets are indicative only, and final targets will be decided following the receipt of the baseline travel surveys, which will be arranged within 6 months of occupation. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, and shape effective initiatives. An example of a Travel Survey can be found in **Appendix D.**

4.3.5 The targets are considered to be realistic when considering the initiatives as detailed throughout **Section 3** of this Travel Plan.

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5.0 Monitoring and Review

5.1 Introduction

5.1.1 This section of the report sets out the proposed management arrangements associated with the Travel Plan. DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *"Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area."*

Source: Good Practice Guidelines: *Delivering Travel Plans though the Planning Process.* DfT, 2009.

5.1.2 It is clear from the above that a Travel Plan document should be considered as the starting point of the process. The implementation of a Travel Plan is an ongoing requirement and will require support and leadership in achieving its objectives.

5.2 Travel Plan Coordinator (TPC)

5.2.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan, and explaining its purpose and opportunities;
- Promoting sustainable travel initiatives and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties;
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

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5.2.2 The nominated TPC role has not yet been confirmed. The position would be maintained for a period of at least 5 years.

5.2.3 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

5.3 Monitoring and Evaluation

5.3.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

> *"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."*

Source: Good Practice Guidelines: Delivering Travel Plans though the Planning Process. DfT, 2009.

5.3.2 The monitoring of travel behaviour is important in measuring progress towards the targets and will be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC and TfGM on transport-related matters, the main monitoring process will involve resident/staff travel surveys.

5.3.3 Following the baseline travel surveys, the TPC will arrange for travel surveys to be carried out annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include five surveys: the baseline travel survey and four follow-up surveys. The results and analysis of the surveys will be sent to MCC within one month from the collection of the survey results.

5.3.4 Future year surveys need not be as detailed as the surveys in the first few years, but as a minimum, future surveys should include a question concerning mode of travel to allow the indication of progress against modal shift targets. Any changes to the Travel Plan, in particular the targets, will be made in agreement with MCC.

5.3.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce an annual monitoring report which will be provided to officers at MCC for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to residents by the TPC.

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6.0 Action Plan

6.1 Introduction

6.1.1 In order to effectively coordinate the Travel Plan initiatives and ultimately encourage sustainable modes of travel at the site, it is important to establish a clear timetabled Action Plan. This is intended to ensure that the steps to implementing each measure are considered in detail.

6.1.2 It is also important to ensure that appropriate funding is made available so that the Travel Plan can continue to be implemented on the same basis in future, particularly as there is a capital cost associated with some measures.

6.2 Budget and Funding

Budget

6.2.1 The anticipated relative cost of each Travel Plan measure will need to be determined by the TPC upon the commencement of their role. The following estimations are typically used, based on previous experience:

- Those categorised as “No Cost” only involve small amounts of time for organisation and encouragement.
- “Low” costs primarily involve small costs in organising external meetings and liaison, and time costs. Low-cost initiatives are expected to cost up to £500.
- Those categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and carry out and need more funding to implement. Medium cost initiatives are anticipated to cost £500 – 2,000.
- Costs categorised as “High” are often longer term, expensive costs. High-cost initiatives are expected to cost over £2,000.

Funding

6.2.2 Funding should continue to be made available not only for the implementation of the measures proposed in this Travel Plan, but also for their management and communication. The communication and management of a Travel Plan is best undertaken by a TPC.

6.2.3 Funding should continue to be made available for the provision of this role, whether this be an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

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6.3 Action Plan Table

6.3.1 **Table 6.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

No.	Action	Target Date	Responsibility	Budget
1	Implementation of Site Infrastructure	During construction phase.	Hasaza Estates Limited	High
2	Appoint TPC	Three months prior to first occupation.	Hasaza Estates Limited	Varies
3	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development management.	TPC	Varies
4	Undertake Baseline Travel Survey	Within six months of occupation.	TPC	Low
5	Decide Targets	Within three months of undertaking the baseline travel survey.	TPC	No Cost
6	Undertake Follow-Up Travel Surveys	Annually as part of a five-year monitoring schedule.	TPC	Low
7	Present Annual Monitoring Reports	As requested by MCC during the five-year monitoring schedule.	TPC	Medium

Table 6.1 – Action Plan

6.3.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from Torus.

6.3.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Appendix A – Site Layout Plans

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Rev	Date	Description	Drawn by
			--

Status/Stage
Planning

Project
Renold's Corner

Address
Lane End Road, Manchester, M19 1WA

Scale	Date	Drawn by
1:200 @ A1	12/12/2025	ET

Title
PROPOSED SITE PLAN

Dwg No
GDD25028-GDA-MB-ZZ-DR-A-1228

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RIBA Chartered Practice

Appendix B – Transport Statement

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LANE END ROAD, BURNAGE

TRANSPORT STATEMENT

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Client Name:	Mr Waqqass Sheikh
Client Address:	Hasaza Estates Limited, 117b Withington Road, Whalley Range, M16 8EE
Site Address:	2A Lane End Road, Manchester, M19 1WA

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Appendix A – Proposed Site Layout
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of Hasaza Estates Limited to provide transport and highways advice in relation to a planning application for a proposed mixed-use development in Burnage, Manchester. The proposed scheme will consist of 56 apartments and associated car parking. The description of development is as follows:

"Demolition of the existing buildings and erection of a mixed-use development with retail (Use Class E) at the ground floor and residential development (Use Class C3) and roof terrace above, in addition to car parking, landscaping, and associated infrastructure at the site."

1.1.2 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

1.2.1 The purpose of this Transport Statement (TS) is to inform Highways Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and any potential impacts on the surrounding area from a traffic and transportation perspective. A separate Framework Travel Plan (FTP) has also been produced by Curtins in respect of the development proposals (Curtins Document Reference: 083436-CUR-00-XX-RP-TP-00002).

1.3 Pre-application

1.3.1 Curtins, alongside members of the wider design team, attended a pre-application meeting (Microsoft Teams) with Highways Officers from MCC on Wednesday 17th April 2024 to discuss the latest development proposals and scope of the documentation required to support the forthcoming planning application, and discuss traffic and transportation matters in greater detail.

1.3.2 Subsequently, Curtins undertook further pre-application engagement with MCC Highway Officers in June 2025 regarding the proposed development.

1.3.3 The pre-application meeting was undertaken on a previous iteration of the scheme for 32 dwellings, but the principles discussed with MCC have been retained for the updated scheme.

1.3.4 Discussions with MCC Highways to date have included the proposed access, car/cycle/EV/disabled parking and servicing arrangements.

1.4 Scope of the Report

1.4.1 The scope of this report has been shaped by the pre-application discussions to date and is consistent with the guidance and recommendations set out in Local and National planning policy. On this basis, the TS contains the following:

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- Details of the existing use and the development proposals, together with a proposed site layout plan;
- A review of highway safety within the vicinity of the site for the most recent five years;
- Drawings showing the site access proposals, vehicle tracking and visibility splays;
- Details of the proposed parking arrangements and justification for the proposed provision;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Information regarding traffic generation and trip rates; and,
- A review of the relevant local and national transport planning policy.

1.5 Structure of the Report

1.5.1 Following this introduction, **Section 2** of the report provides a comprehensive description of the existing site and its location. This includes the local highway network and facilities for pedestrians, cyclists and public transport users.

1.5.2 **Section 2** also reviews the local area in terms of highways safety by way of obtaining records of accidents adjacent to the site over the most recent five-year period available.

1.5.3 **Section 3** gives an overview of the development proposals including details on proposed access, parking provision, and a servicing and refuse strategy.

1.5.4 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.5.5 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals, and the highway impact.

1.5.6 Information on national and local planning summary is in **Section 6** and **Section 7** summarises and concludes the report.

2.0 Site Location

2.1 Site Location

2.1.1 The site is located in Burnage, approximately 7km south of Manchester City Centre and 4km west of Stockport.

2.1.2 The site is bounded by the A34 to the west, Lane End Road to the north, Kingsway Medical Practise to the east and Fog Lane to the south.

2.1.3 **Figure 2.1** below shows the site in a local context relating to the local highway network:

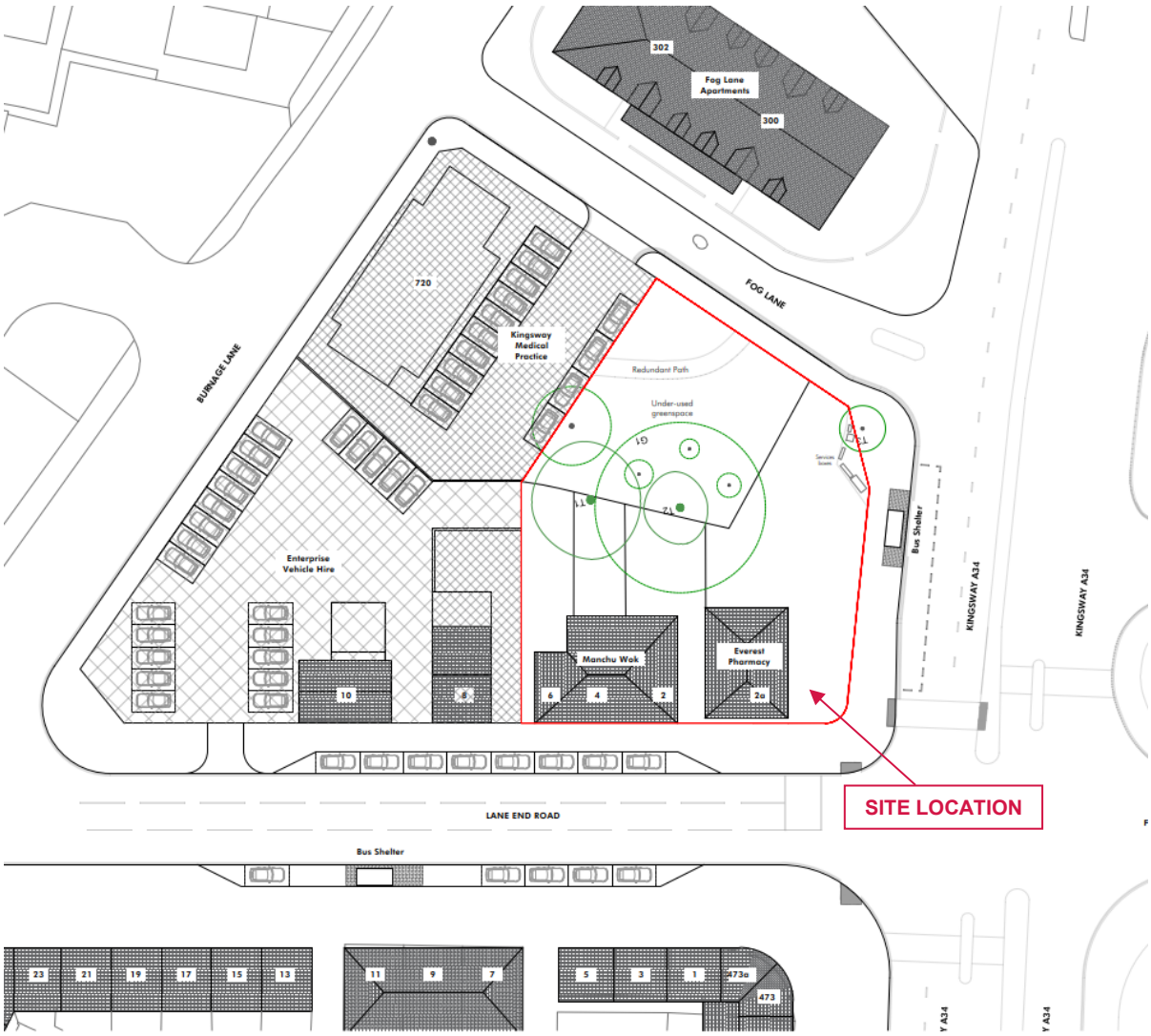


Figure 2.1 – Site Location (Source: Group/d Architects)

2.2 Existing Use and Access

2.2.1 The site currently operates as 'Everest Pharmacy' and includes an area of informal surface car parking. Vehicular access for the current site takes place to the south of the building from Fog Lane. Pedestrian access takes place from existing footway provisions along Lane End Road and the A34 Kingsway.

2.3 Surrounding Highway Network

Lane End Road

2.3.1 Lane End Road is situated to the north of the proposed development site and extends on a west to east alignment, forming a signalised crossroads junction with the A34 Kingsway and Fog Lane. Lane End Road is a two directional single carriageway road with right turn lanes situated at the west and east ends of the carriageway and is subject to a 30mph speed limit.

2.3.2 Land End Road has a carriageway width of approximately 10m and footways are situated on both sides of the carriageway behind metal vehicular restraint posts. There are also keep clear markings situated at certain points on both sides of the carriageway to protect access points. On-street parking is available with no loading signs between the hours of 07:30-09:30 and 16:00-18:30. Street lighting is present throughout its entirety and signalised crossings are present at both the west and eastern ends of the carriageway, as well as tactile paving. **Figure 2.2** below shows site imagery from Lane End Road.



Figure 2.2 – Site Imagery of Lane End Road

A34 (Kingsway)

The A34 Kingsway is located to the west of the site and runs on a general north to south alignment, forming part of the signalised crossroad junction with Lane End Road. The A34 Kingsway is a two-lane two-way road with a central grass verge in the middle of the carriageway and an average total width of c.20m.

2.3.3 There are high levels of pedestrian infrastructure present on the A34 with wide footways measuring approximately c.5m. Additionally, there are pedestrian crossing points with tactile paving at the T-junction with the A34/Fog Lane. There is bus stop infrastructure on the A34 which will be further explored in **Section 4** of this TS, and the road is subject to a 30mph speed limit at this location.

Fog Lane (West of the Site)

2.3.4 Fog Lane is situated approximately 50m to the west of the proposed development site and is a 20mph road with a carriageway width of approximately c.7m. Fog Lane forms the western arm of the signalised crossroads with Lane End Road and the A34 Kingsway.

2.3.5 There is a footway present on both sides of the carriageway, measuring approximately c.2-3m as well as street lighting present throughout its entirety. At the eastern end of the carriageway there is a pedestrian crossing with tactile paving and dropped kerbs present. Generally, Fog Lane (west of the site) has limited Traffic Regulation Orders (TROs) meaning that on-street parking is available, some of which was observed on site.

Fog Lane (South of the Site)

2.3.6 Fog Lane is also situated to south of the proposed development and runs on a west to east alignment. At its western end Fog Lane is a one-way directional road (eastbound) with a contraflow cycle lane, the eastern end operates two-way up until the Kingsway Medical Practice. A speed limit of 30mph and footways and streetlighting are present throughout. TROs are present in the form of double yellow lines on both sides of the carriageway. **Figure 2.3** below shows site view imagery of Fog Lane (south of the site):



Figure 2.3 – Site Imagery of Fog Lane

2.4 ATC Survey

2.4.1 Curtins commissioned a 3rd party traffic survey to undertake a 7-day Automatic Traffic Count (ATC) survey along Fog Lane (from 15th May 2025 onwards). The key findings from the ATC survey are summarised in **Table 2.1** below and the raw survey data is provided in **Appendix B**:

Direction	Average Daily Vehicles	OGV/Bus %	Average Speed (mph)	85th Percentile Speed (mph)
North-westbound	17	0%	11.5	14.6
South-eastbound	360	0%	15.0	19.7

Table 2.1 – Fog Lane ATC Survey

2.4.2 The above table demonstrates that average and 85th percentile vehicle speeds were recorded comfortably lower than the posted 30mph speed limit on Fog Lane. Average daily vehicles were low with 360 vehicles travelling south-eastbound, some vehicles were observed to be travelling north-west bound against the existing TROs, but these were observed be very low/infrequent.

2.4.3 For the traditional network peak hours, the south-eastbound weekday average was 14 vehicles in the AM peak and 34 vehicles in the PM peak. This equates to approximately one vehicle every 4 minutes in the AM peak and 2 minutes in the PM peak. This demonstrates that Fog Lane is very lightly trafficked past the proposed site access.

2.5 Highway Safety

Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from Transport for Greater Manchester (TfGM)'s reported road accidents website for the most recent five years (60-month period). The Study Area considered for the accident review is shown at **Figure 2.4** below and a breakdown of the information is contained in **Table 2.2:**

Junction/Link	Slight	Serious	Fatal	Totals
Lane End Road/A34 Junction	3	0	1	4
Lane End Road	2	0	0	2
Fog Lane (west)	2	0	0	1
Kingsway (A34)	4	1	0	4
Burnage Lane	2	0	1	3
Total	**13**	**1**	**2**	**16**

Table 2.2 – Accident Data Collision Data Summary

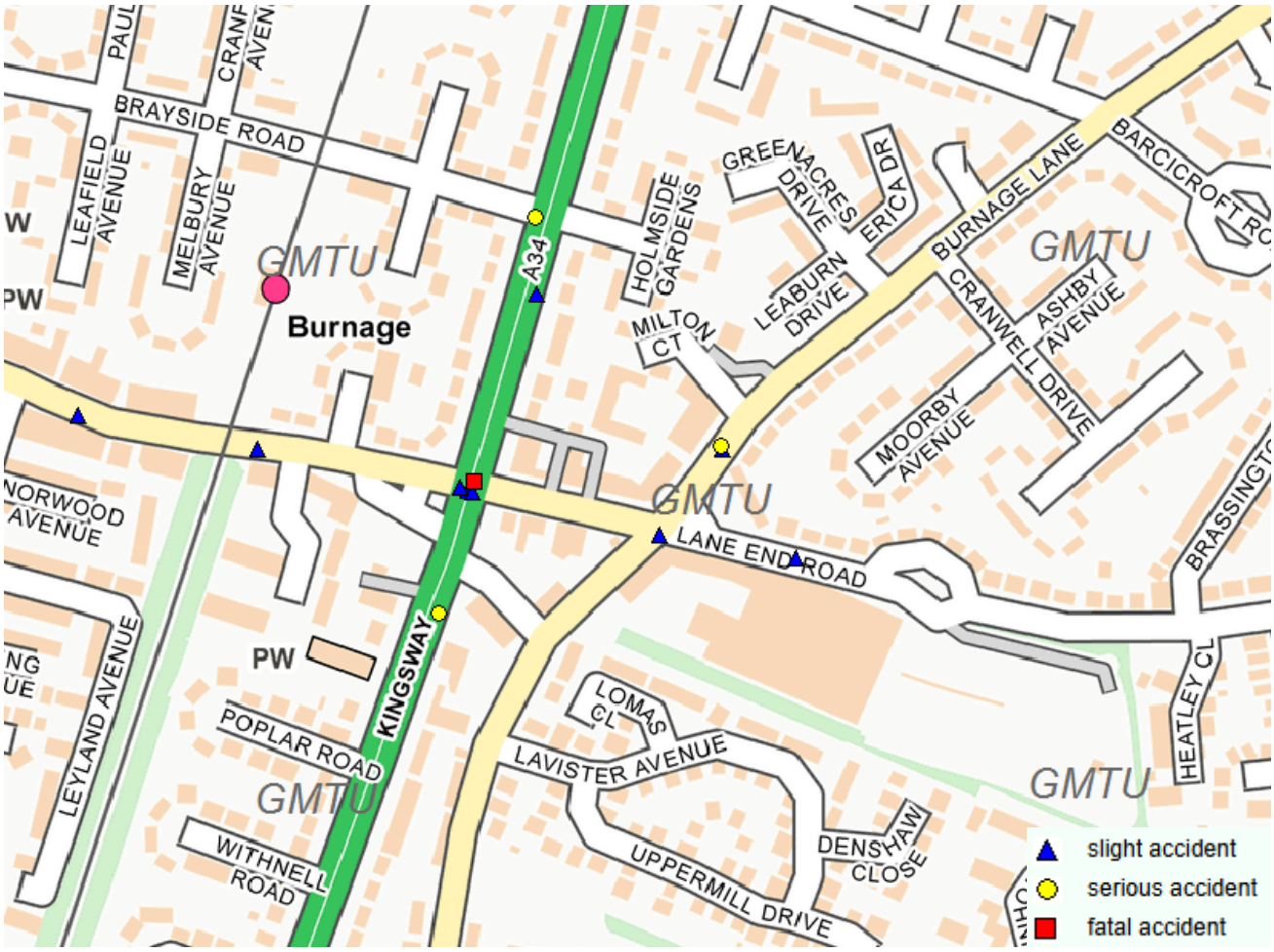


Figure 2.4 – Accident Data Study Area (5 years)
(Source: TfGM, 2025)

2.5.1 There has been a total of 11 collisions in the latest five-year period available, comprising 7 slight, 3 serious and 1 fatal accident.

2.5.2 The information on TfGM's online mapping database does not include causation factors, therefore additional information has been obtained from CrashMap. Crashmap is a professional service which only publishes official data that is provided by the Department for Transport (DfT). This information can be beneficial in reviewing highway safety and therefore reports for the three serious and one fatal accidents have been obtained and summarised in the following paragraphs. The full Crashmap records for the fatal accidents have been included in **Appendix C**.

2.5.3 A fatal accident was recorded at the A34 Kingsway/Lane End Road signals to the north-west of the site. The incident occurred on Saturday 28th November 2020 during darkness (with streetlights present and

lit) and dry road conditions, when a car proceeding normally along the carriageway collided with a cyclist resulting in fatal injuries to the rider. It is noted that the A34 Kingsway/Lane End Road junction is signal controlled and includes advanced cycle stop lines on all arms.

2.5.4 A serious accident was recorded at the Brayside Road/Kingsway Junction. The incident occurred on Monday 13th September 2021 in dry and dark conditions, when a car proceeding along the carriageway collided with a pedestrian crossing from the drivers nearside in the centre of the carriageway (not on refuge or central island). The pedestrian was seriously injured.

2.5.5 A serious accident was recorded on the A34 on Monday 8th July in dry and daylight conditions. A car collided with a motorcyclist at its front impact point. The rider of the motorcyclist was seriously injured.

2.5.6 A serious accident was reported on Burnage Lane on Monday 12th August 2024 in dry and daylight conditions. A vehicle which was stationary in the carriageway was hit from the back and the offside by two other vehicles on the carriageway. Two pedestrians were seriously injured.

2.5.7 Following a review of the accident records, there is nothing to suggest that highway layout or condition were contributory factors, and although the fatal accidents were unfortunate events, it is not considered that there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Introduction

3.1.1 This TS supports the proposed redevelopment of the Land End Road site to create 56 apartments and communal outdoor uses. Additionally, there will be an under-croft resident's car parking area with space for 24 vehicles (at a 43% provision) and 100% secure cycle parking provision.

3.2 Proposed Access

Vehicular Access

3.2.1 Vehicular access for the proposed under croft car park is located on Fog Lane to the south of the site, c.40m east of the existing access to the current surface car parking on site. The existing access will be re-instated as footway with a kerb reintroduced.

3.2.2 As detailed in **Section 2** Fog Lane operates one-way (eastbound) at the location of the proposed access with 30mph speed limit in place, however vehicles have been observed to be travelling much slower past the site access (85th percentile speeds of 20mph). Vehicles would access the site by turning left onto Fog Lane from the A34 Kingsway, before turning left into the under-croft car park access, which will also operate as left out only. A new dropped kerb will be provided at the proposed access location. This access arrangement is shown in **Drawing 083754-CUR-XX-00-D-TP-75001** at the rear of this report.

3.2.3 As demonstrated on **Drawing 083754-CUR-XX-00-D-TP-75001,** 2.4m X 25m can be achieved to oncoming vehicles, which equates to a 20mph design speed. When considering the recorded vehicle speeds and that vehicles will be slowing down to navigate the A34/Fog Lane left turn (which narrows due to existing kerb radii), this is viewed as sufficient visibility (and a betterment to the existing situation).

Pedestrian and Cycle Access

3.2.4 Pedestrian access for the various end uses will be achieved from existing footway provisions along the site frontages. As demonstrated on the site plan in **Appendix A**, a pedestrian access gate has been included off Lane End Road. Depending on the nature of the journey type and end user, cyclists will either utilise the secure under-croft cycle provisions (accessed off Fog Lane), or the visitor spaces available in the public realm.

3.3 Proposed Parking Provision

3.3.1 As demonstrated on the site plan in **Appendix A**, an under-croft car parking area with 21 standard car parking spaces and 3 disabled parking spaces is proposed equating to an 43% provision. The standard parking bays have been provided with dimensions of 2.4m x 4.8 which is in line with MfS guidance for perpendicular parking bays. Each bay will be fitted with EV charging capabilities.

3.3.2 There will also be a 100% cycle provision, located in secure and covered cycle parking facility for use by residents, supporting the proposed car parking provision on site.

3.3.3 It is considered that this parking provision is in accordance with the transport policies set out in the Manchester Residential Quality Guidance (2017), with respect to the nature of the site and realistic needs of the end users, and the proximity of the site to sustainable modes of transport.

3.3.4 As prospective residential occupiers come forward, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase or rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport, which would be supported further by the measures set out in the Framework Travel Plan.

3.3.5 Furthermore, as discussed in **Section 4**, it is considered the site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester and neighbouring areas, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users.

3.3.6 Further justification for the proposed car parking provision is provided in the following sections.

3.4 On-Site Parking Considerations/Justifications

Parking Standards

3.4.1 The Manchester Residential Quality Guidance (2017) document recommends 100% car parking provision "*as a starting point*" outside the city centre, however:

"*Reduced on site provision may be justified on the basis of:*

- *Secure cycle parking in excess of 50% provision relative to apartment numbers (4 cycle spaces per car park space);*
- *Identification of sufficient off-site capacity, within 5 minutes' walk of the development, to accommodate designated spaces associated with the development (via a long-term leasehold to be available for the life of the development);*
- *Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document;*

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- *Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated; and*
- *Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme."*

Local Ownership Levels

3.4.1 The level of car parking provision has further been informed by Dataset QS416EW of the 2011 Census, titled 'Car or van availability', centred around the Manchester 040, 41 and 45 Middle Super Output Area (MSOA) where the site is located, for all dwelling types. The findings are demonstrated in **Table 3.1**:

	Number	Percent
No cars or vans in household	2872	30%
1 car or van in household	4320	45%
2+ cars or vans in household	2433	25%

Table 3.1 – Car Ownership

3.4.2 2011 census data has been chosen due to 2021 data being impacted by the Covid pandemic. Recent documentation has been produced by several transport research bodies which suggests that private car use and ownership is declining and there is a more positive shift in the way of alternative, more sustainable, modes of travel. This should be borne in mind when considering the above data.

3.4.3 The table above demonstrates that in 2011, 30% of residents in the area had no cars/vans in their household and 45% owned one car/van (in line with the proposed provisions on site). Limiting the availability of parking would lower this existing level of ownership further in the case of the proposed development site. It should be noted that the above data is based on all dwelling types, whereas the proposed development would include higher density apartments, so demand may also not meet the figures presented above.

3.4.4 In line with this information, and the site's location and its opportunities for the use of sustainable modes of transport, it is anticipated that the car parking provided will be enough to meet demand within the area.

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Local Work Opportunities

3.4.5 The site has excellent access to local public transport services and large local employers that are accessible from the site via different modes of travel. For example, within a 2km walking distance of the site (deemed Preferred Maximum for commuting trips on foot, based on guidance by The Chartered Institution of Highways and Transportation (CIHT)), employment opportunities include East and West Didsbury, Christie Hospital, two large Tesco stores, Parrs Wood Entertainment Centre, Parrs Wood High School and Towers Business Park.

3.4.6 For cycling, within a 5.5km cycling distance (deemed the average cycling distance according to the Department for Transport's walking and cycling statistics in 2021) lies employment opportunities within areas such as Levenshulme, Gatley, Stockport town centre, and Withington. Further afield, an 8km catchment (deemed the maximum acceptable cycling distance based on the 2019 National Travel Survey statistics) includes Chorlton, the southern extents of Manchester city centre, universities along Manchester Oxford Road, Droylsden, Cheadle Hulme and Manchester Airport, all of which comprise a variety of jobs.

3.4.7 Manchester city centre would also be readily accessible via public transport services within a 20–40-minute journey. It is highly likely that residents would use public transport to access such destinations as this would be more convenient and would avoid existing traffic conditions in the city centre.

3.4.8 The 2011 Census dataset 'WU03EW' titled 'Location of usual residence and place of work by method of travel to work (MSOA level)' suggests that c.10% of people who live Burnage/Didsbury area, work in the Burnage/Didsbury area. In the context of the proposed development, it is likely that a similar proportion would work within the local area and would therefore be able to walk or cycle to work.

3.4.9 The 2011 census modal split data corroborates this, with 14% of residents travelling to work on foot or by bicycle. 54% of residents were observed to travel to work by car. This broadly aligns with the proposed parking provision on site and should be interpreted in the context of since 2011 private car use/ownership is declining, and there is a more positive shift in the way of alternative, more sustainable, modes of travel. Furthermore, the Covid pandemic has accelerated the shift towards flexible work patterns and opportunities to work remotely/from home.

Nearby Developments/Precedents

3.4.10 Curtins assisted with the recently consented development for 75 residential apartments at **Tesco Parrs Wood** (Application Reference: 133746/FO/2022) – which proposed similar levels of car parking at 48% provision and was approved at appeal. This scheme is located in close proximity to the site and has similar accessibility characteristics as the proposed development in terms of proximity to active travel links, public transport hubs and local centre amenities. Similarly, a key principle of that site was aimed to promote a car-free lifestyle and low carbon travel choices due to its sustainable location.

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3.4.11 As discussed, it is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Burnage, neighbouring towns and to access Manchester City Centre. A variety of amenities are available are within walking distance and therefore a car may not be necessary for many site users, however Curtins recognises that some residents may still require access to a car. The development proposals therefore include a 47% parking provision (with disabled spaces available).

Local TRO Review of Surrounding Area

3.4.12 A review of the surrounding TRO's has been produced below, to demonstrate that the land surrounding the proposed development site is well controlled, to protect the operation of the adjacent highway network:

- Single and Double yellow lines restricting on-street parking along key highways; and,
- Short-stay parking zones (1 hour).

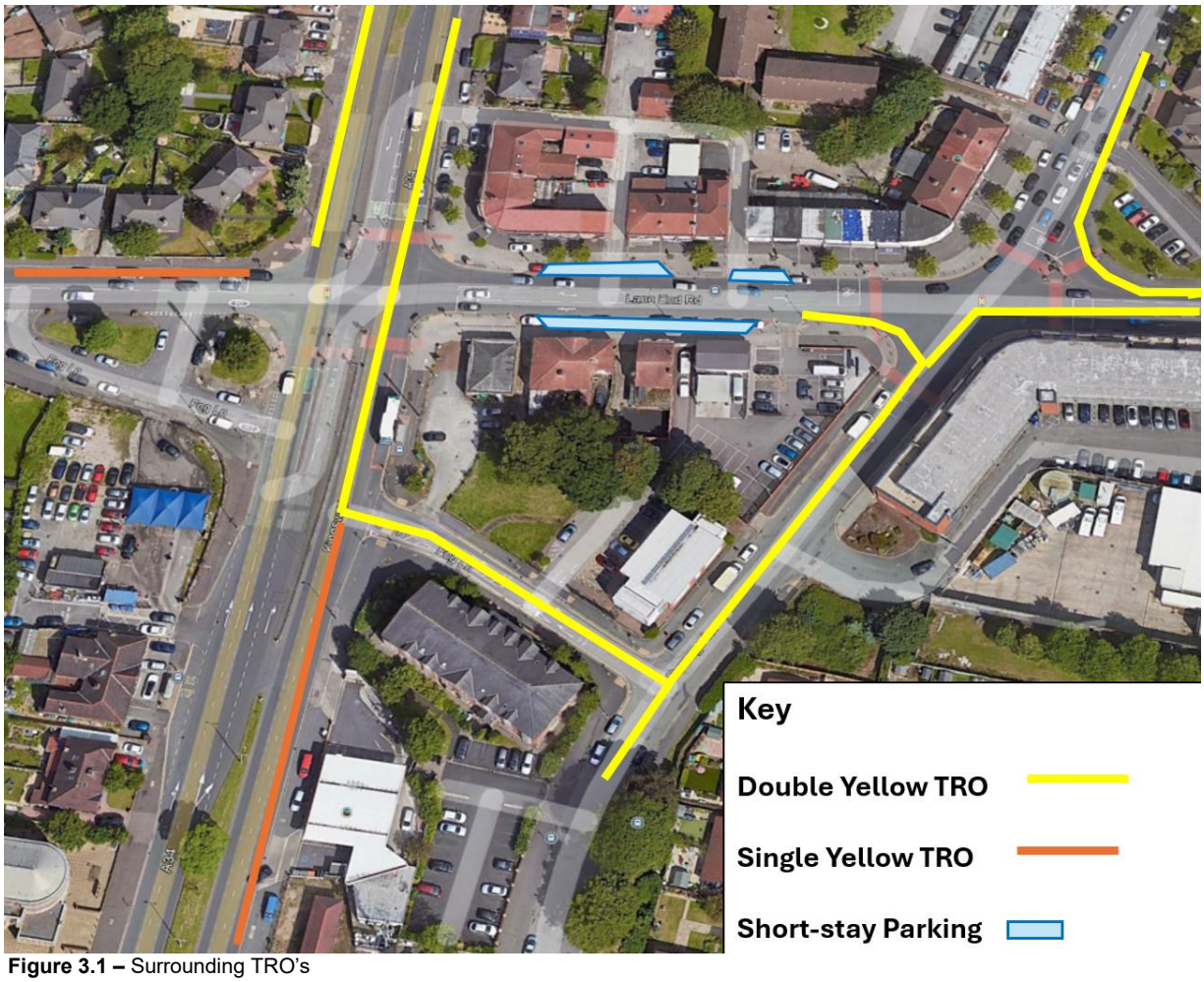


Figure 3.1 – Surrounding TRO's

3.4.13 On-street parking bays in the vicinity of the site can be found along sections of Lane End Road. However, due to the short length of stay for on-street parking bays, it is predicted that these facilities would more likely be used by visitors to the site instead of residents. Fog Lane (west of the site) has limited Traffic Regulation Orders (TROs) meaning that on-street parking is available here, some of which was observed on site. Again, this could be utilised by prospective visitors if required.

Travel Planning

3.4.14 The developer is also committed to the principles of sustainable development and seeks to influence the travel choices of site users with the implementation of a Travel Plan. The travel plan document will seek to encourage sustainable development and travel patterns, to reduce single occupancy vehicular use and in turn reduce the demand for on-site parking.

3.4.15 A separate Framework Travel Plan (FTP) has also been produced by Curtins in respect of the development proposals (Curtins Document Reference: 083436-CUR-00-XX-RP-TP-00002) which has been submitted alongside the development proposals.

Car Parking Summary

3.4.16 It is important that site masterplanning is mindful of changes in travel behaviour so that their assumptions concerning travel demand (and parking), which are then carried through in Transport Statements/Assessments, are appropriate and relevant to the development that they are supporting. This is also borne out in recent updates to the NPPF in terms of a 'vision-led' approach to transport planning.

3.4.17 It is considered the site is accessible by sustainable modes of transport. It is likely that site residents and users will utilise the various public transport and cycle options available to access places of work and leisure within Manchester and neighbouring areas, and a variety of amenities are available are within walking distance. A car may not be necessary for many site users and the proposed level of car parking reflects this.

3.4.18 As prospective residential occupiers come forward, they would be aware of the private vehicle ownership restrictions living in the proposed development would bring and would decide on whether to purchase or rent such a property in consideration of this. The levels of parking on site would act as an initiative to encourage alternative modes of transport.

3.4.19 In summary, it is considered that the above provides compelling evidence that the level of car parking that is proposed is appropriate for the scale, nature and location of the proposed scheme.

3.5 Proposed Servicing Arrangements

3.5.1 During pre-application discussions with MCC highways various strategies for servicing the site were discussed. These included the following:

- Servicing from the existing layby provisions of Lane End Road (to the north of the site). It should be noted that these may be used by delivery drivers etc. in any event;
- Servicing kerbside from Fog Lane; and,
- Servicing from a new layby provision of Fog Lane.

3.5.2 MCC has expressed a preference for refuse servicing to occur kerbside from Fog Lane. **Drawing 083754-CUR-XX-00-D-TP-05002** at the rear of this report shows the swept path analysis of a large refuse vehicle manoeuvring on Fog Lane. It demonstrates that a refuse vehicle will turn left onto Fog Lane from the A34, and pull up outside the site on Fog Lane, whilst bins are dragged onto the street for refuse collection.

3.5.3 As Fog Lane is one-way past the site (SE bound) with a contraflow cycle lane, protected by a kerbed island, a refuse vehicle waiting at this location would block traffic. However, it is not uncommon for refuse vehicles to block residential roads, and space remains for c.3-4 Passenger Car Units (PCUs) to wait at this location.

3.5.4 It is anticipated that refuse collection will take place once a week. As discussed in **Section 2**, Fog Lane is lightly trafficked and typically has 360 daily vehicle movements past the site. During the AM hour peak (06:00 – 09:00), when refuse collection could be expected, vehicular movements peak at around 14 vehicles. Approximately this equates to one vehicle every 4 minutes. Given that the anticipated dwell times on site for refuse collection on site would likely be around 2 minutes the likelihood of 3-4 PCUs queuing back to the A34 Kingsway is considered reduced.

3.5.5 MCC Highway Officers also expressed a preference for commercial deliveries to occur from Lane End Road (in the existing layby provisions), and Curtins has suggested that this is supported by a flexible TRO amendment that permits some commercial deliveries during certain hours, whilst also retaining some short stay parking. Whilst the TRO amendments process would sit outside of planning, MCC's Highway Officers have confirmed that the principle of this would be acceptable.

3.5.6 In summary, it is considered that a suitable servicing strategy for the site could be achieved in line with the above. Existing provisions are available from Lane End Road, and Fog Lane (which has been demonstrated to be lightly trafficked) could be used for refuse servicing kerbside. Anticipated servicing will be infrequent, with low dwell times, and it not considered that there would be any adverse impacts on the operation of the adjacent highway network.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 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 for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this residential planning application. These are reproduced in **Table 4.1.**

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 In order to assist with summarising the accessibility by foot of the proposed site development, catchment plan **083754-CUR-XX-XX-G-TP-06001-P01** has been produced and shows distances of 500m,1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting and or school trips.

4.2.3 Within 500m from the site, a range of amenities can be accessed including a large Tesco superstore, Costa Coffee, ATM, Shell Petrol station and Burnage Train Station. A number of food and drink options are also accessible in this catchment. There is a high level of pedestrian infrastructure surrounding the site within a 500m distance including signalised pedestrian crossings, tactile paving and dropped kerb. Furthermore, there is bus infrastructure present within 500m, which will be explored in further detail below.

4.2.4 Within 1,000m from the site, there is an increased choice of amenities available such as further restaurants, cafes and bars, more retail options such as Aldi as well as schools such as Priestnall School and The Barlow RC High School. There is also greenspace within the 1,000m catchment area including Didsbury Park and Fog Lane Park.

4.2.5 Within 2,000m, there is a further option of similar facilities to listed above, as well as an additional train station including Mauldeth Road and East Didsbury, and East Didsbury Metro Link is also within 2,000m. Further schools can be found within this distance such as Parrs Wood High School, as well as a further range of retail options such as M&S and Heaton Moor Golf Club.

4.2.6 The pedestrian infrastructure which connects the site to the above facilities is generally excellent and there are well lit, wide footways with a number of controlled crossing points across key roads.

4.2.7 It is considered that the site is situated within a highly accessible area, with a number of complimentary uses within walking distance.

4.3 Cycle Accessibility

4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which, depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

4.3.2 In order to assist in assessing the accessibility of the site by cycle an 8km cycle catchment has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). **Plan 083754-CUR-XX-XX-G-TP-06002-P01_** considers 5.5km and 8km cycle catchments for the site.

4.3.3 The 5.5km catchment encompasses the entirety and Burnage and Didsbury including key transport links. The catchment also extends as far as Levenshulme to the north, Stockport to the east, Cheadle to the south, and Chorlton to the west. The 8km catchment extends further to Manchester City Centre to the north, Sale to the west, Heald Green to the south and Bredbury to the east.

4.3.4 TfGM local mapping for the cycle network in the immediate vicinity of the site is shown in **Figure 4.1** below:

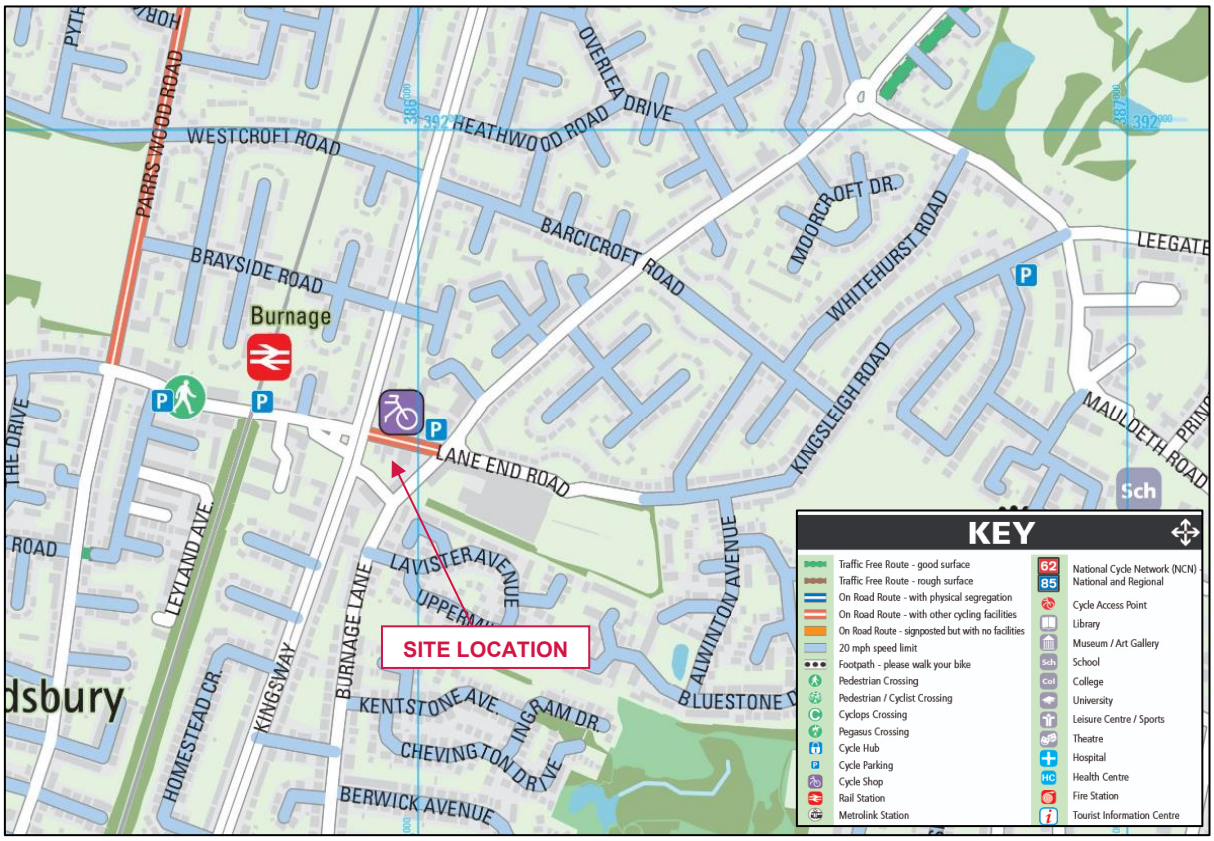


Figure 4.1 – Local Cycle Network in the Vicinity of the Site

4.3.5 In addition to the above there are several National Cycle Routes (NCR) within the vicinity of site. NCR 55 runs to the south of the site, as well as NCR 62. Route 56 is situated to the west of the site and provides access for routes into Manchester City Centre. These are shown on **Figure 4.2** below:



Figure 4.2 – NCRs in the Vicinity of the Site

4.3.6 The site is well placed to take advantage of the cycle connections, and it is considered that cycling is a highly realistic mode of travel to and from the site, and the site provides 100% cycle parking provisions.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described by TfGM as 'very high') and level 1 a low level of accessibility (described by TfGM as 'very low'). The site is located in an area with a GMAL rating of 5 and is considered well situated to take advantage of existing public transport infrastructure in the surrounding area.

4.4.3 Accessibility by bus and rail are considered further, with a local public transport network map included in **Figure 4.3.**

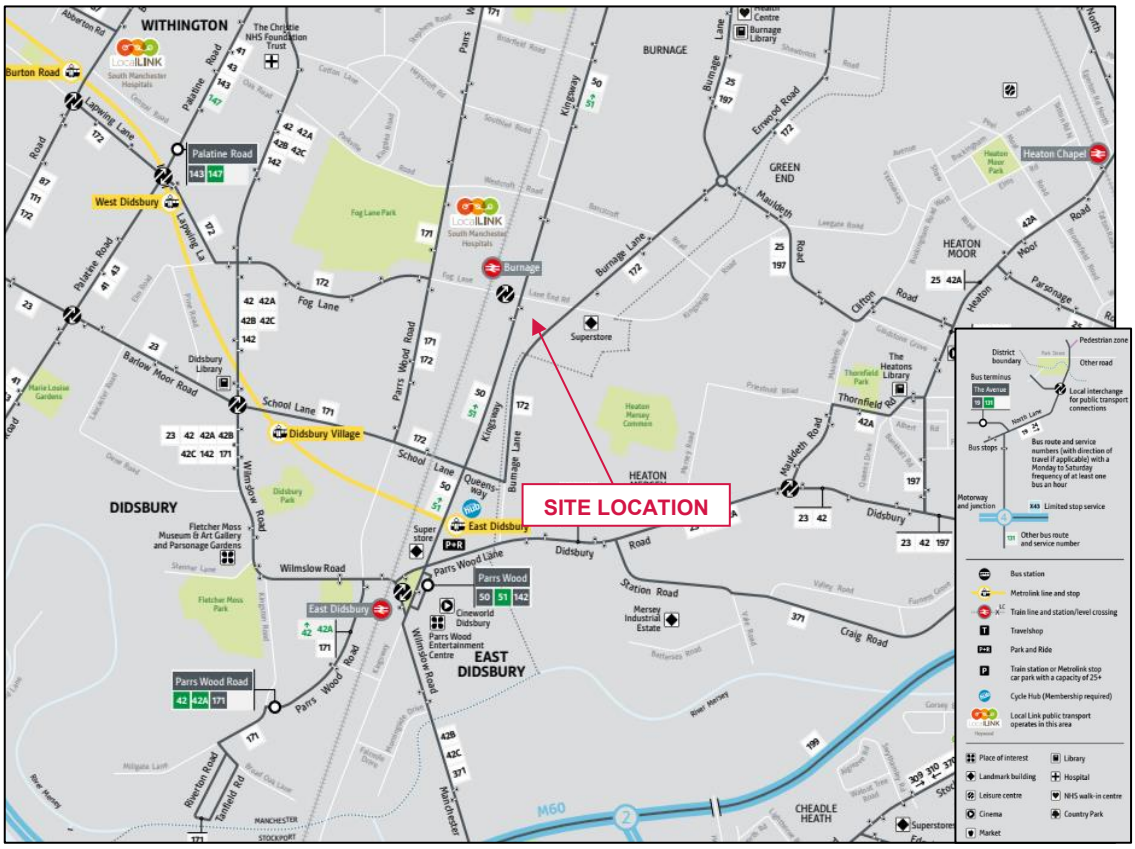


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2024)

Bus Accessibility

4.4.4 The nearest bus stop to the site is located directly adjacent to the site along the A34 Kingsway which operates southbound services, The bus stops here host good infrastructure such as shelters with seating, flag and pole, notice boards, and raised platforms for level access into buses. Northbound bus stops can be accessed c. 60m further to the south of the site, via signalised crossings with tactile paving.

4.4.5 **Table 4.2** details the services that call at these stops, and the associated frequencies:

Bus Service	Route	Times		
		Mon – Fri	Sat	Sun/Hols
50	Media City-East Didsbury	10 minutes	15 minutes	15 minutes
51	East Didsbury-The Quays at Huron Basin	10 minutes	n/a	n/a
172	Chorlton-Burnage-Levenshulme-Droylsden-Newton	60 minutes	60 minutes	60 minutes
727	Burnage-Levenshulme-Gorton-West Gorton-Ardwick	Daily at 15:08	n/a	n/a

Table 4.2 – Summary of Bus Services

4.4.6 The above table demonstrates that the site is accessible via bus and offers transport to a range of surrounding areas such as Salford, Birchfields, Media City and Manchester Royal Infirmary. A range of up-to-date services can be found on TfGM's website: https://tfgm.com/public-transport/bus.

4.4.7 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

4.4.8 The closest rail station to the development is Burnage, located c. 200m to the west of the site. The station is staffed with a ticket office. All the platforms are accessible via a footbridge or lamp and there are 8 cycle stands available as well as CCTV cameras.

4.4.9 The trains that service Burnage run regularly for 7 days a week from a number of different locations in the surrounding area such as Liverpool, Manchester Piccadilly, Manchester Airport and Crewe. Futher services from Manchester Piccadilly and Liverpool Lime Street provides regional and national frequent services to London, Leeds, Preston, Newcastle, Birmingham and Bristol.

4.4.10 These services also provide journeys to more local surrounding areas including Didsbury, Alderley Edge, Newton-le-Willows and St Helens; this provides frequent access for residents and visitors to the site and is a viable alternative to private car use.

4.4.11 All up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: https://www.northernrailway.co.uk/travel/timetables;
- Transpennine Express: https://www.tpexpress.co.uk/travel-updates/timetables;
- East Midlands Railway: https://www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: https://tfw.wales/service-status/timetables;
- CrossCountry: https://www.crosscountrytrains.co.uk/travel-updates-information/train-timetables; and
- Avanti West Coast: https://www.avantiwestcoast.co.uk/travel-information/plan-your-journey/timetables.

4.4.12 Overall, the site is highly accessible via rail, and it is a viable alternative to private car use.

Metrolink (Light Rail)

4.4.13 **Figure 4.4** below shows the Greater Manchester Metrolink network:

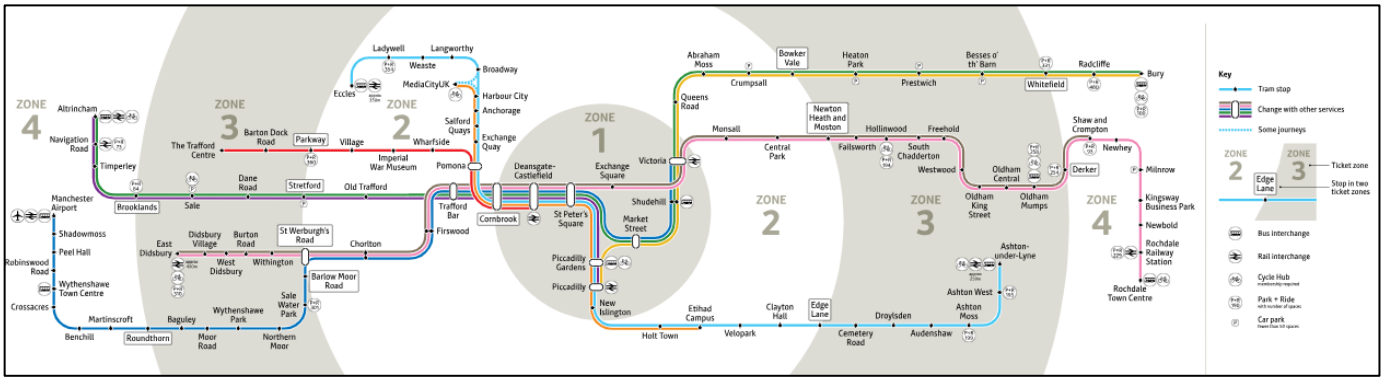


Figure 4.4 – Greater Manchester Metrolink Network
(Source: TfGM, 2022)

4.4.14 The nearest Metrolink stop is at East Didsbury, approximately 1km south of the site which some prospective users may choose to walk/cycle to. There is also cycle parking spaces here which provides opportunities for a multi-modal journey.

4.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.

4.4.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: https://tfgm.com/public-transport/tram/tram-times.

4.4.17 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Cornbrook, and a direct service to Manchester Airport.

4.4.18 In summary, it is considered the site can be accessed by Metrolink (light rail).

4.5 Summary

4.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site. The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester which is supported by the proposed car parking provision and 100% cycle parking provision.

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5.0 Traffic Forecasting

5.1 Introduction

5.1.1 The following section contains trip generation analysis for the proposed development during the weekday AM and PM peak hours. Given the site's sustainable location, proximity to local centre uses and proposed level of car parking, it is anticipated that there will be very low vehicular traffic associated with the development proposals. Nonetheless, a TRICS assessment has been undertaken on the proposed development.

5.1.2 TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development. The database contains multi-modal surveys of varying land uses in multiple destinations across the UK, including residential and retail/commercial uses. The full TRICS outputs are included within **Appendix D** to the rear of this report.

5.1.3 It is considered that the proposed ground floor retail/commercial uses will support existing local centre visitor trips already on the network and be ancillary to the wider residential uses. No parking is proposed for staff, who will be encouraged to travel to site via sustainable modes of travel (supported by the Framework Travel Plan).

5.1.4 The site currently houses a pharmacy and the Manchu Wok restaurant/takeaway, and no netting-off of trips has been applied for these existing uses.

5.2 Forecast Trip Generation

5.2.1 The proposed development involves 56 residential flats. The level of trips generated by the residential uses on site has been estimated using multi-modal trip rates.

5.2.2 The applied selection for the site's existing office uses are set out in the criteria below:

- TRICS category "Flats – Privately Owned";
- Excluding London & Ireland;
- Covid surveys removed;
- Weekday surveys;
- Suburban area, Edge of Town, neighbourhood centre; and,
- Multi-modal results.

5.2.3 Consideration has been given to the traditional highway network peak hours of 08:00 – 09:00 and 17:00 – 18:00 to understand development impact at peak times.

5.2.4 The results are summarised in **Table 5.1** below:

56 flats	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Total Vehicles	3	11	14	9	4	13
Trip Generation	0.059	0.193	0.252	0.165	0.071	0.236
Cyclists	0	1	1	1	0	1
Trip Generation	0.001	0.02	0.021	0.012	0.005	0.017
Pedestrians	2	7	9	4	3	7
Trip Generation	0.036	0.119	0.155	0.073	0.047	0.120
Public Transport	0	4	4	2	0	3
Trip Generation	0	0.075	0.075	0.056	0.008	0.044

Table 5.1 – Proposed Trip Generation

5.3 Highway Impact Summary

5.3.1 The above table demonstrates that the proposed residential units could generate up to 14 vehicular trips in the AM and PM peaks respectively. It is considered that the proposed ground floor retail/commercial uses will support existing local centre visitor trips already in the network and be ancillary to the wider residential uses. Volumetrically the above equates to one additional vehicle every 4 minutes, on average, which would be imperceptible.

5.3.2 Due to the site's location, accessible nature of the proposed development, and proposed parking levels, the above is considered a worst-case assessment as residents would be less motivated to travel by car. Furthermore, the proposed development consists of utilising previously developed land and a surface car park, which should be encouraged from a planning and sustainability perspective.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 When developing proposals, it is important to understand the national and local transport related planning policies. This section aims to outline the relevant policies throughout key policy and guidance documents and how the proposal accords with them.

6.2 National Planning Policy Framework December 2024 ('NPPF')

6.2.1 The NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development. **Section 2** emphasises the importance of achieving sustainable development:

"The purpose of the planning system is to contribute to the achievement of sustainable development. At a very high level, the objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs". (para 7)

6.2.2 Paragraph 11 states that plans and decisions should apply a "presumption in favour of sustainable development". For decision making this means granting permission unless:

"…any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole." (para 11 d) ii))

6.2.3 Section 9 'Promoting Sustainable Transport' outlines the important role that transport policies have to play in facilitating sustainable development. Para 110 states:

"The planning system should actively manage patterns of growth in support of these objectives. 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".

6.2.4 Paragraph 115 states:

"In assessing sites that may be allocated for development in plans, or specific applications for development, 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. and*

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

6.2.5 Paragraph 116 of the NPPF states that:

6.2.6 *Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

6.2.7 It has been demonstrated throughout this TA that the development is situated in an accessible location and the residual cumulative impacts of the proposed development (considered as a sensitivity test) would not be 'severe' from a highways and transportation perspective. Therefore, proposed development accords with the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the government. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements.

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is appropriate that a Transport Assessment is provided for a development of this scale, and that a Travel Plan would also be necessary. The NPPG has been considered in the production of this Transport Statement.

6.4 Planning Practice Guidance (PPG)

6.4.1 In addition to the NPPF, Planning Practice Guidance (PPG) has been developed by the Department for Communities and Local Government (DCLG; now the DLUHC) in 2014. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*

- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

6.4.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS.

6.4.3 As outlined above, this TS demonstrates that the site is highly accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the PPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 In 2021, TfGM updated the 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a programme of interventions designed to encourage people to make sustainable journeys. We will support this through journey planning tools and information to encourage travel behaviour change and mode shift, and in order to make the most efficient use of available capacity (particularly during peak periods)." Such interventions comprise:

- *"Reducing the carbon and environmental cost of journeys;*
- *New ways of working which make the best use of the transport network;*
- *Maximising the benefit of new, integrated transport infrastructure and services;*
- *Delivering public health benefits through enabling more active travel;*
- *Supporting town and city centre economic vitality and sustainability;*
- *Improving access to key services and jobs;*
- *Maximising sustainable travel in new developments; and*
- *Becoming more resilient to disruption."*

6.5.3 Under Policy 4, TfGM will also "work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network." This will be in accordance 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."*

6.5.4 It is considered that the development proposals will not adversely impact the transport network and instead would support the Transport Strategy by promoting opportunities for sustainable travel.

6.6 Manchester Core Strategy (2012 – 2027)

6.6.1 The Manchester Core Strategy promotes similar principles to the NPPF. It contains three specific "Transport" policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible Areas of Opportunity and Need; and
- Policy T3 – Strategic Integration.

6.6.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage users of the proposed development to travel by sustainable modes.

6.6.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that … Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development."

6.6.4 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.6.5 **Section 4** above has demonstrated that the development will benefit from sustainable transport links within its surrounding area.

6.6.6 It has been clarified in this report that the proposed development aims to promote low carbon travel choices. The site is conveniently located to access local amenities within walking and cycling distance of the site, with public transport services available in the immediate vicinity.

6.7 Places for Everyone (PfE) Plan

6.7.1 The Places for Everyone Plan was adopted by nine Greater Manchester local authorities – Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan – in March 2024. PfE forms part of the Development Plan for Manchester.

6.7.2 The transport-related policies within PfE are as follows:

- Policy JP-C1 – An Integrated Network;
- Policy JP-C3 – Public Transport;
- Policy JP-C4 – The Strategic Road Network;
- Policy JP-C5 – Streets for All;
- Policy JP-C6 – Walking and Cycling;
- Policy JP-C7 – Freight and Logistics; and
- Policy JP-C8 – Transport Requirements of New Development.

6.7.3 Transport Requirements of New Development states:

"We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

We will do this by:

<u>Connectivity and Permeability</u>

1. *Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;*
    - *Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:*
        - *be direct, safe and convenient;*
        - *connect to nearby facilities, employment areas, public transport stops; and*
        - *improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;*
    - *Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*
    - *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;*
2. *Ensure appropriate connectivity to the existing highway network;*

6.7.4 The site is located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Design

3. *Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;*

4. *Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;*

Public Transport

5. *Ensuring (through funding improvements where appropriate) that the nearest public transport stops (both within and adjacent to the development site) are attractive to users in terms of seating, shelters, information and easy step-free access;*

6. *Subsidising new or amended public transport services where the development would otherwise have inadequate public transport access;*

6.7.5 The existing bus stops on the A34 Kingsway are situated immediately along the site boundary, so walking distances will be minimal. The site is also well connected by rail and Metrolink, being within walking/cycle distance.

Parking Infrastructure

7. *Making adequate car parking provision, including for disabled drivers and passengers;*

8. *Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;*

9. *Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:*

   - *Showers, changing facilities and lockers for cyclists and walkers,*
   - *Pool or hire bikes for use by occupiers,*
   - *Information in advance about facilities to visitors.*

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10. *Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;*

11. *Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans;*

12. *Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location;*

6.7.6 Parking provision, including for EVs and cycles, is detailed in **Section 3** and accords with the above policies.

Access and Servicing

13. *Providing designated pick-up/drop-off points for taxis and other demand-responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;*

14. *Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:*

    - *meets road safety requirements,*
    - *reduces transport emissions and other environmental impacts,*
    - *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries.*

Construction Management

15. *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries;*

Transport Assessments

16. *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. Where a Transport Assessment is required, this should start with a vision of what the development/allocation is seeking to achieve and then test a set of scenarios to determine the optimum design and transport infrastructure to realise this vision. Consultation should be undertaken, at pre-application stage,*

with the relevant local highway authorities to agree which committed developments / allocations and which potential transport interventions should be considered, with reference to Appendix D, as appropriate;

17. *Planning applications which are required to be accompanied by a Transport Assessment will need to consider air quality impacts on Holcroft Moss, within the Manchester Mosses Special Area of Conservation (SAC). Any proposals that would result in increased traffic flows on the M62 past Holcroft Moss of more than 100 vehicles per day or 20 Heavy Goods Vehicles (HGVs) per day must devise a scheme-specific range of measures to reduce reliance on cars, reduce trip generation and promote ultra-low emission vehicles and provide a contribution towards restoration measures in accordance with the Holcroft Moss Habitat Mitigation Plan."*

6.7.7 It is considered that the site, and development proposals, align with the Places for Everyone Plan.

6.8 Conclusions

6.8.1 Overall, it is concluded that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices within walking and cycling distance. The proposed development meets the sustainable objectives of the National Planning Policy Framework and its residual traffic impacts are not severe (in line with Paragraph 116).

7.0 Summary and Conclusions

7.1 Summary

7.1.1 This Transport Statement has been prepared by Curtins on behalf of Hasaza Estates Limited to provide transport and highways advise in relation to a planning application for a proposed mixed-use development in Burnage, Manchester.

7.1.2 The proposed scheme will consist of 56 apartments, ground floor commercial units and associated car parking for residents.

7.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the Proposed Development.

7.1.4 Relevant details of the proposed site layout, access, parking facilities, and servicing arrangements have been provided.

7.1.5 The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.6 The vision led approach for the proposed development is for a highly sustainable and accessible site in Manchester which is supported by the proposed car and cycle parking provisions

7.1.7 Trip generation forecasts using TRICS data have demonstrated that this development would have a negligible effect on the surrounding highway network.

7.1.8 Additionally, measures are proposed in the accompanying Framework Travel Plan to increase the level of walking, cycling and public transport use to and from the site, and to reduce reliance on the private car.

7.1.9 A review of relevant national transport planning guidance has been undertaken. It is considered that the Proposed Development conforms with such policy.

7.2 Conclusions

7.2.1 It is Curtins' view that from a highways and transport perspective there are no reasons why the development proposals should not be granted planning approval.

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Appendix C – Example Travel Information Pack

Lane End Road, Burnage
Travel Information Pack

Last Updated: 18 June 2025

Travel Plan Coordinator

Organisation:	Hasaza Estates Limited
Contact:	To be Confirmed

Resources for Sustainable Travel

A summary of resources is provided below – please click on the images to access the relevant websites. If you are unsure about any of the resources and how they can benefit you, please speak to the Travel Plan Coordinator

Resource	Description
Walking	• Walking is the most sustainable mode of travel. • There are great routes around our park. Ask at reception for a Park Map! • Did you know you can use walking toolkit www.routeyou.com to plan your walking route? • If you get caught short and need an umbrella – find one at reception! • The Living Streets website contains some useful • information on encouraging more people to travel on foot. • Check out the Fitforme websites with walking tips! • The Greater Manchester Walking Website has tips on walking and various routes. • Check out the TfGM website at which comprises details of walking routes and facilities accessible within a 15-minute walk.
Cycling	• Cycling is a convenient and sustainable option for those journeys too far to walk. • Did you know you can use cycle toolkit m.cyclestreets.ne to plan your cycling route? • And that www.sustrans.org.uk has loads of detail on dedicated cycle routes? • The TfGM website contains lots of cycling tips and various routes. • If you get caught short and need a puncture repair kit – find one at reception!

Resource	Description
Public Transport	• Using public transport could save you time and money. Why not sit back, relax and let someone else do the driving? • Did you know you can use the traveline.info toolkit for more journey planning information? • The National Rail website allows you to keep track of live journeys! • The TfGM website provides live public transport services, timetables, and routes!
Car Sharing	• Walking, cycling or public transport are not always realistic options. • So have you thought about car sharing? • Free-to-join car share scheme liftshare.com/uk can match you with someone who has a similar journey to you! • Enterprise Car Club allows you to book a car for a few hours or a few days!

Appendix D – Example Survey

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Example Travel Survey

We need your views to help us develop a Travel Plan, which will help provide environmental, financial and health benefits for all those who live/work at our site. Please complete this short anonymous residential survey to help us continue shape our plans for sustainable travel in the future. It should take between 3 and 5 minutes to finish.

1. **What is your workplace/residential postcode? (e.g. L1 8JQ)**

   ……

2. **Approximately how far do you travel to work?**

   - O Up to 1 mile
   - O 1-2 miles
   - O 3-5 miles
   - O 6-10 miles
   - O 11-20 miles
   - O Over 20 miles

3. **How do you typically travel to work? If you use multiple modes of transport, please pick the longest leg (in time) of your journey.**

   - O Car- as driver, single occupant
   - O Car- as driver, with passenger(s)
   - O Car- as passenger
   - O On Foot
   - O Bicycle
   - O Bus
   - O Train
   - O Taxi
   - O Motorcycle

4. **If your typical mode of travel (your answer to Question 3) was by car, why?**

   - O I did not travel by car
   - O I give other people a lift
   - O For safety and security
   - O Bad weather
   - O Inadequate public transport
   - O To save time
   - O To save money
   - O To carry equipment

- O Disability/heath reasons
- O Personal commitment/childcare
- O Car essential for job
- O Convenience
- O Other – please specify ……

5. Which of the following changes would most encourage you to use sustainable modes of travel? (*Please tick no more than three).*

- O Better quality public transport waiting facilities
- O Readily available up-to-date easy-to-use public transport timetables
- O More frequent public transport services
- O Better Information on public transport
- O Discounted bus/train fares
- O Existing bus services re-timed to better fit your work hours – if so, please specify service …….....
- O New bus service – if so, please specify location ……
- O Improved cycle lanes and infrastructure
- O Improved footpaths and crossings
- O Better walking and cycle route information
- O Nothing
- O Other – please specify ……

6. Do you have any other comments about your travel patterns?

……

Thank you for completing the survey.

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