

Application Reference: 131147/FO/2021- Northenden Campus, Sale Road, Manchester Residential Development – Travel Plan Monitoring Report – September 2025

Introduction

Eddisons have been commissioned by Miller Homes to formally discharge the specific Travel Plan condition relating to a residential development, known as Northenden Campus site on Sale Road in Manchester.

A planning application (App Ref No: 131147/FO/2021, which was accompanied by a Transport Assessment (TA) and Travel Plan (TP), has been granted subject to Conditions.

Condition 19 of the extant planning consent relates to the specific Travel Plan condition which is provided below:

“Prior to the first occupation of the development hereby approved a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by residents*
- ii) a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) measures for the delivery of specified travel plan services*
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007)".

Travel Plan

In accordance with the planning condition (no. 19), Miller Homes are aware that they are obligated to continue to meet the monitoring requirements as set out in the Travel Plan for a period of 5 years.

Table 1 below sets out the action plan and provides an update on the current position of the Travel Plan for monitoring purposes.

Action	Target Date	Indicator/Measured by	Responsibility	Progress
Appointment of TPC	TPC appointed at least one month prior to first occupation of site	Appointment of TPC by target date	Miller Homes	Complete
Production of Residents Travel Pack	Before Occupation	Resident travel survey	Miller Homes /TPC (handover)	Complete
Undertake initial travel surveys	Within 6 months of the development reaching 50% occupancy	Receipt of survey results	TPC	Complete

Submit Full Travel Plan	Within 3 months of the development reaching 50% occupancy	Submission to MCC's Sustainable Travel Team (STT)	TPC	Complete
Agree Travel Plan Targets	3 months after initial travel survey undertaken	Agreed with MCC's Sustainable Travel Team (STT)	TPC/SCC	Complete
Year 1 – Annual Monitoring Report and Target Review	1 year from submission of full Travel Plan (July 2025)	Results of multimodal snapshot surveys conducted and submission of monitoring report	TPC	Complete
Year 2 – Annual Monitoring Report and Target Review	2 years from submission of full Travel Plan (July 2026)	Results of multimodal snapshot surveys conducted and submission of monitoring report	TPC	
Year 3 – Annual Monitoring Report and Target Review	3 years from submission of full Travel Plan (July 2027)	Results of multimodal snapshot surveys conducted and submission of monitoring report	TPC	Travel Plan to be revised as necessary
Achieve target car driver travel to work mode split	3 years after initial travel survey	Residents travel surveys conducted in years 1, 2 and 3	TPC	

Table 1 Travel Plan Action Plan and Timescales

Year 1 Travel Survey Results

Since the initial Travel Survey, the development at Northenden Campus site is now 70% occupied and survey results have been obtained as a result of the new properties being occupied.

A total of 15 households out of the 158 occupied dwellings have completed the Travel Survey. This represents a 10% response rate.

The latest results of the travel survey can be seen the below figures below.

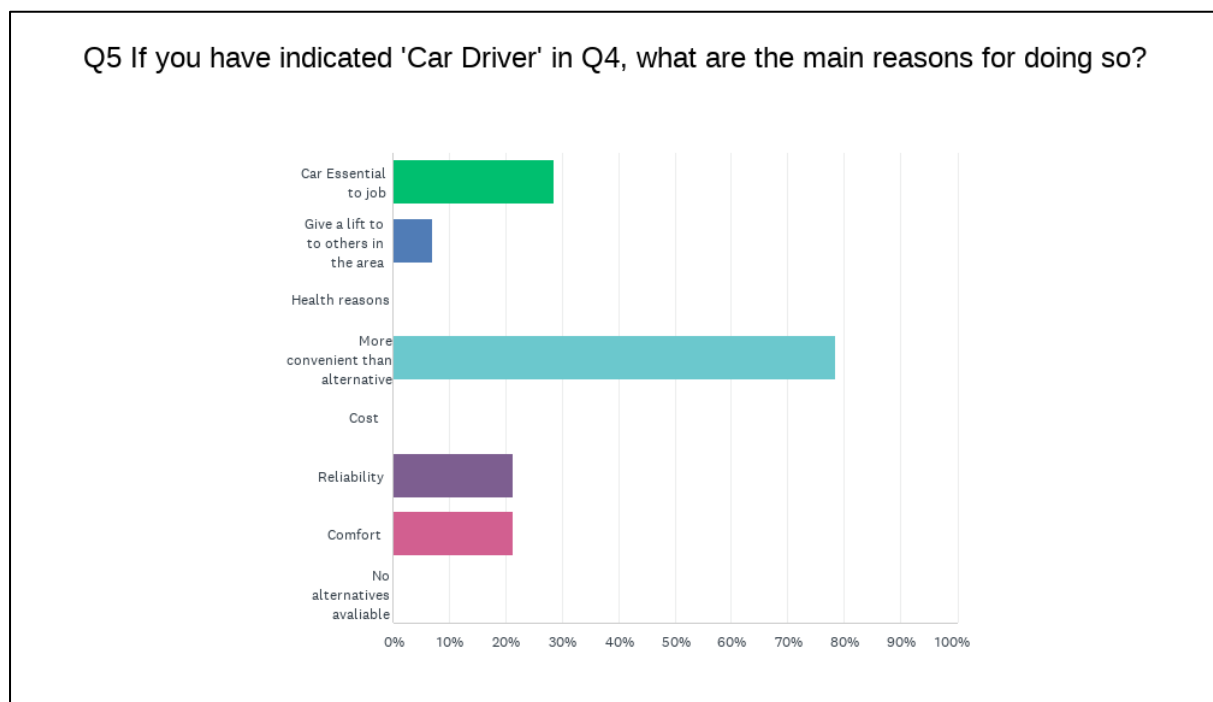


Figure 1 – Travel Survey Question 5 Results

As can be seen from **Figure 1** above, more convenient than alternatives was the most common reason for travelling by car, whilst car essential to job coming second and, the reliability/ comfort coming a close third.

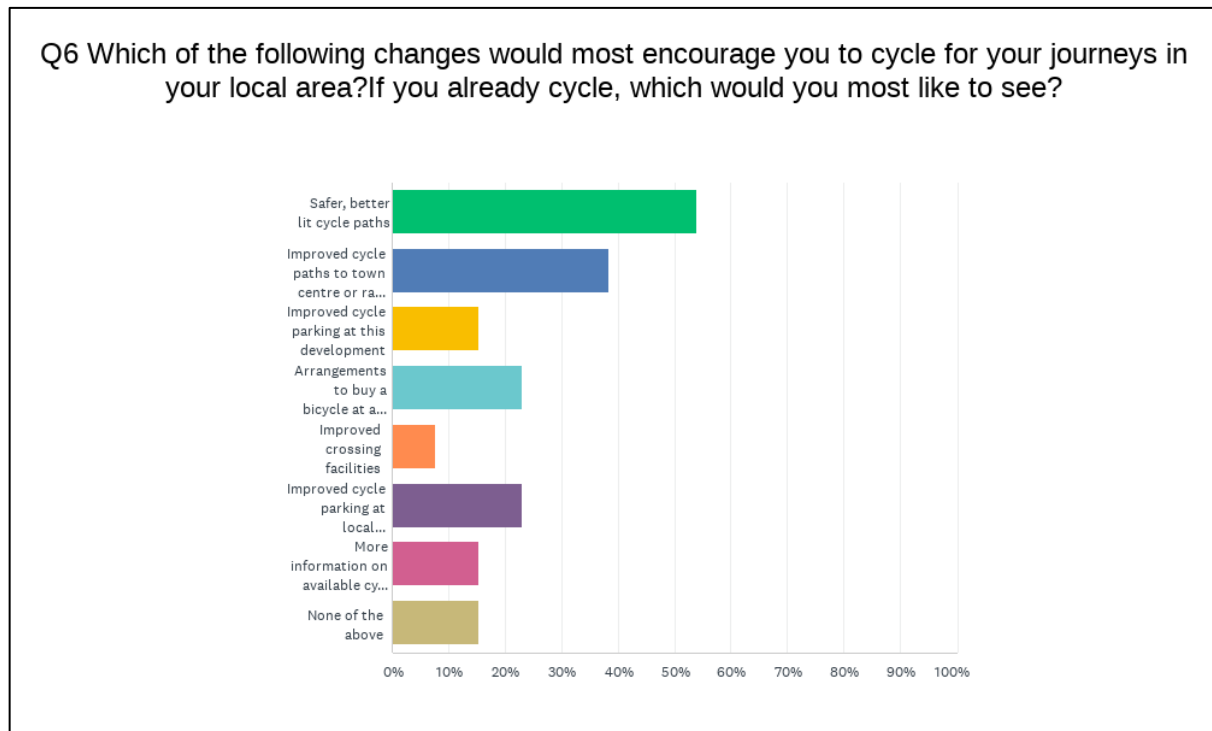


Figure 2 – Travel Survey Question 6 Results

As can be seen from **Figure 2** above, the most common answer was safe and better lit cycle paths needed for changes to encourage people to cycle for journeys, while improved cycle paths coming second.

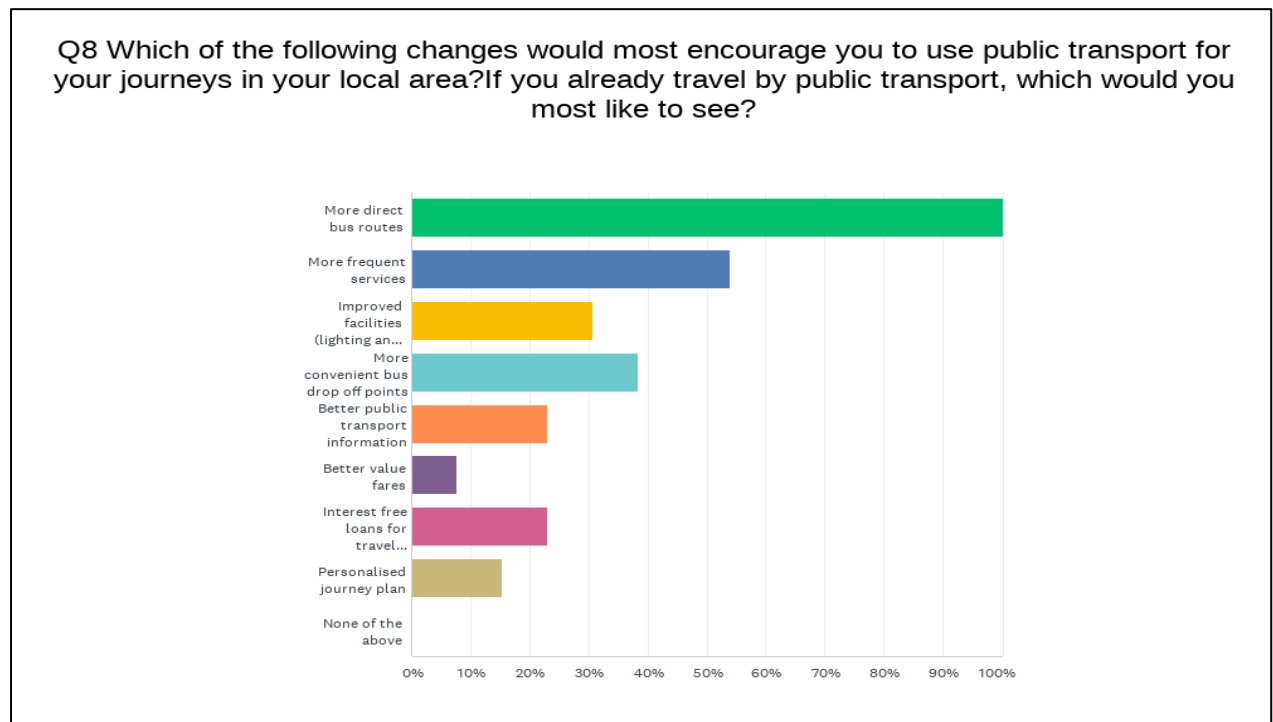


Figure 3 - Travel Survey Question 8 Results

As can be seen from **Figure 3** above, more direct bus routes is the top answer for what would encourage people to use public transport for journeys. More frequent services came in at a close second, with more convenient bus drop off points coming in at third.

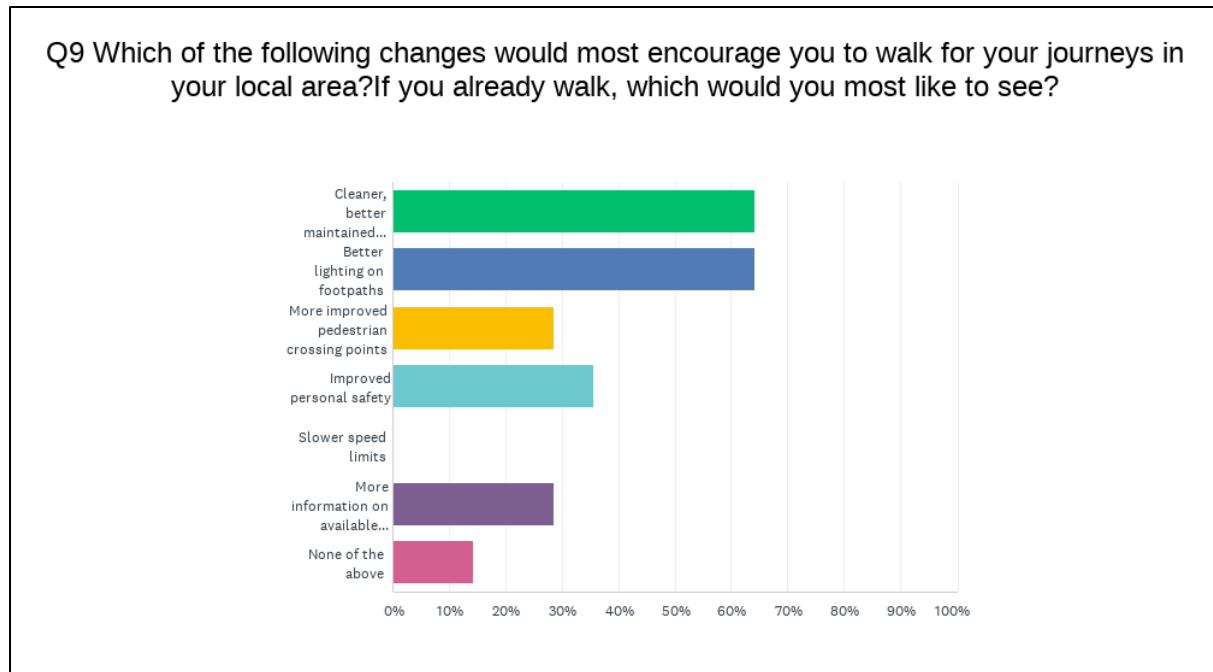


Figure 4 - Travel Survey Question 9 Results

As can be seen from **Figure 4** above, the most popular answer for what would encourage you to walk for journeys was cleaner and better maintained walking routes and with better lighting on footpaths, improved personal safety second and more improved pedestrian crossing points as third.

The latest results of the 2025 Travel Survey and the modal split results can be seen in **Table 2** below:

Mode	MSOA Manchester 044	2024 Ongoing Travel Survey Results	Target
Car (Driver)	58%	38%	35%
Car (Passenger)	7%	20%	18%
Public Transport	23%	28%	31%
Bicycle	4%	5%	5%
Walk	8%	8%	10%
Motorbike	0%	0%	0%
Other	0%	1%	1%
Total	100%	100%	100%

Table 2 Modal Split and Targets

As can be seen from Table 2, the current modal split at the development site is 38% which is 20% under the current Car Driver target. The Car Driver percentage is also below the typical proportion for the Manchester 044 Middle Super Output Area (area where the site located). The results also show an encouraging amount of Public Transport use at the site.

As such, the Travel Plan is considered to be on track towards meeting its targets and no further action is currently required.

A final travel survey will be undertaken at the site at the end of Year 3 (circa Aug/Sep 2027). This will conclude the Travel Plan monitoring period and subsequently a Final Travel Plan will be produced for NYCC's information.

The Travel Plan will remain as a fluid 'live' document and any changes to Travel Plan Coordinator will be reported to MCC's Sustainable Travel Team (STT). The current details of the Travel Plan Coordinator are provided below:

Current Details of Travel Plan Coordinator

For MCCs records, Eddisons are currently appointed to act as Travel Plan Co-ordinator at the site. Contact details can be found below

Point of contact: Marty Rae

E-mail: Marty.Rae@eddisons.com

Address: 340 Deansgate, Manchester, M3 4LY

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