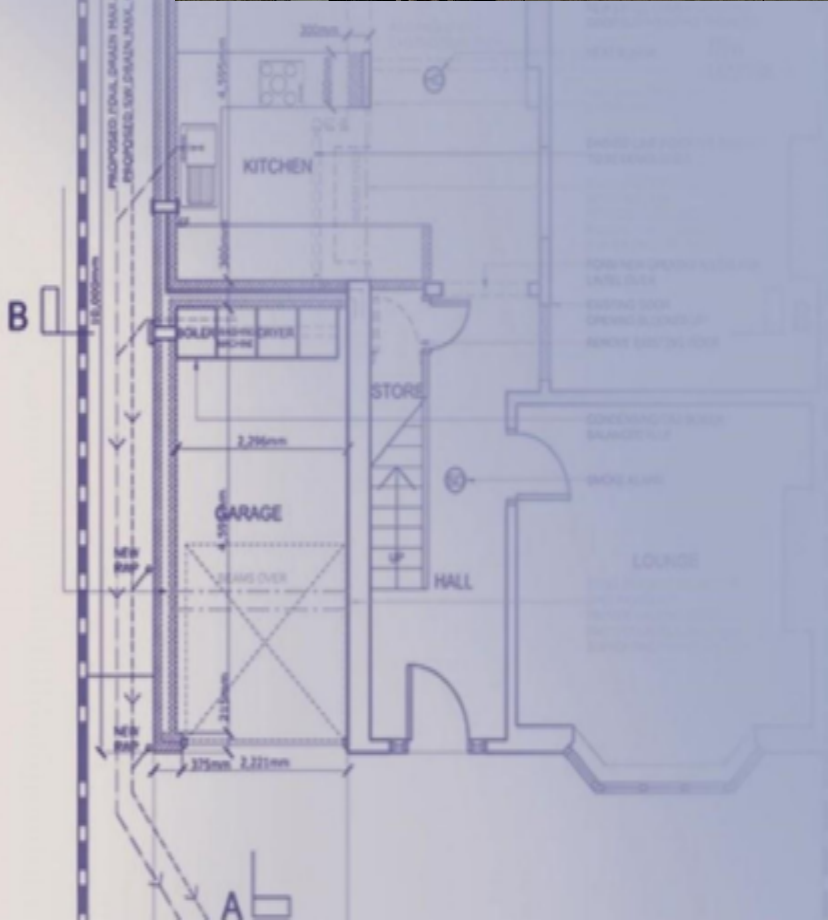


134 Seymour Rd S, Manchester M11 4PS



GL 364 Travel Plan

Graham Lea

BA(Hons) Dip Arch

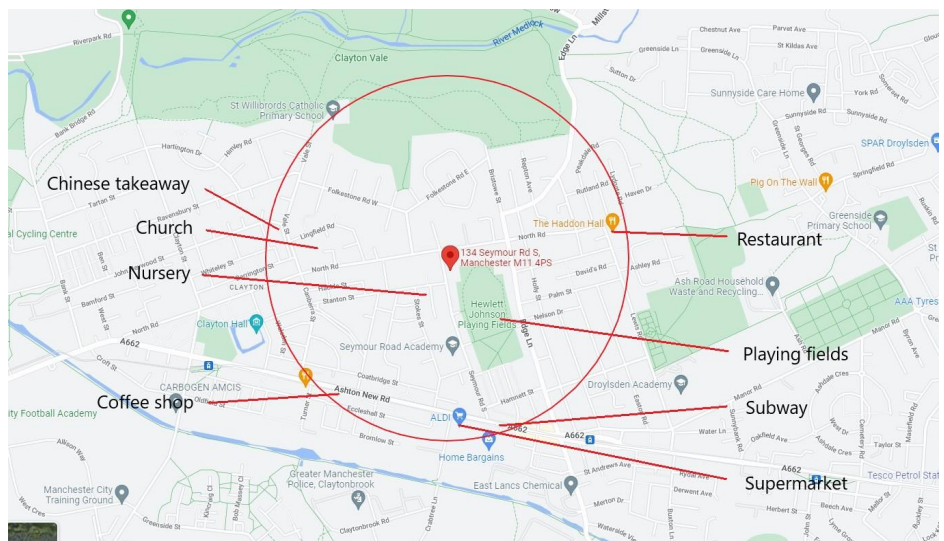


**GRAHAM LEA
ARCHITECTURE**

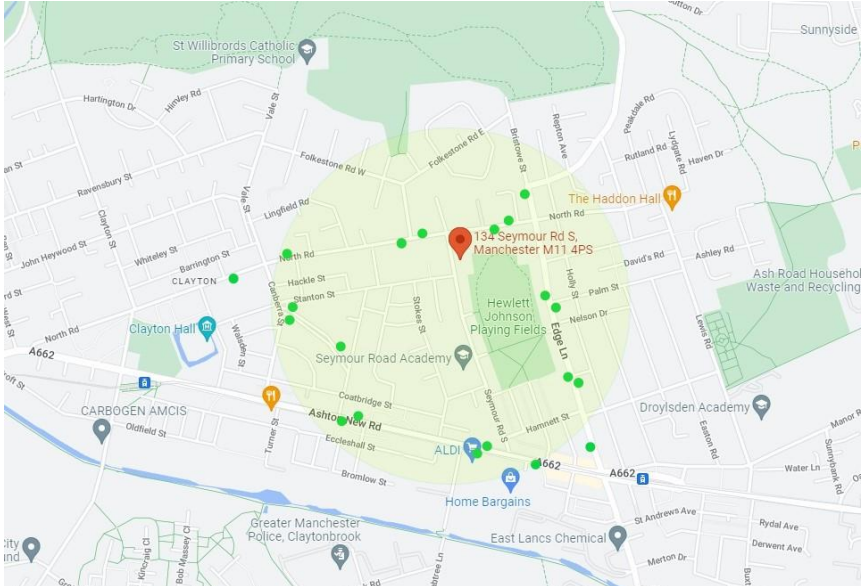
Travel Plan

1. Proposal and Baseline Data.

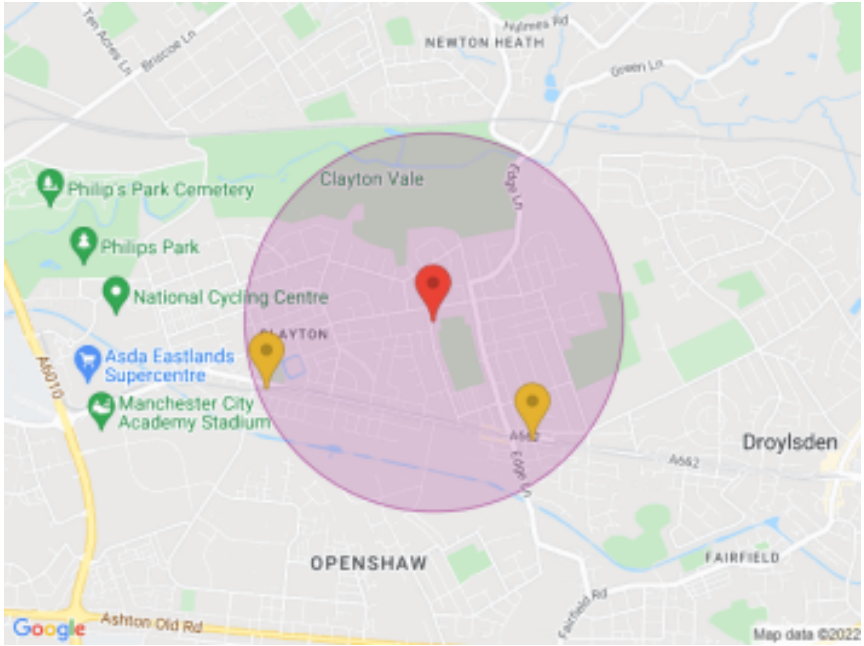
Description of land-use proposals	The building was previously used as a 15 bed HMO and has had planning approval for use as 7 single bedroom flats. This equates to a reduction from 15 bedrooms to 7 Bedrooms
Pedestrian access	Secondary we expect a high number of walking due to the wide range of services and facilities within very close proximity. All roads surrounding the plot provide excellent pedestrian friendly access. The road is currently reasonably low traffic. Within a 5-minute walk of the site Residents can access various amenities including (but not limited to): ● ALDI ● Subway ● Coffee store ● Nursery ● Places of worship ● Playing Fields ● Bar 10-minute walk: ● Lucky Panda Chinese ● Various Bus Stops ● Various Supermarkets ● Various Bars
<i>Diagram showing amenities within 5-minute walk of the site</i>	



Travel Plan

Bus Stops and bus routes	Bus stops are located along North Road (0.1 miles), Edge Lane (0.3 miles) and Ashton New Road (0.4 miles) all of which can be accessed by foot in under 10 minutes. The Bus Routes are as follows: Folkestone Road – 171,172,217,704,713,771 Palm Street – 217 Manchester Road – 216,230,231,704,713 and many more. The earliest bus service starts at 6:47am and ends at 19:15 in a 15 minutes interval. The average return bus fare to and from the site £4.20 with plus bus week pass £14.60 and monthly bus Plus pass £55. These bus routes combined provide excellent access to Eccles, Manchester city centre and the surrounding areas. 
Cycle routes	The site is located less than 3.5 miles from Manchester city centre. The roads are partially designated for safe cycle driving. Majority of roads are without designated cycle lanes, however most lanes are low traffic allowing safe cycling.
Rail and Tram	There are two tram stops accessible by foot 0.5 mile (shown by yellow marker), with earliest tram service at 6:07 am till latest 23:19pm. In under 15 minutes Blue line tram lines reach the station of Manchester Victoria for other connections if needed. In addition to this the local tram network is also accessible in under 10 minutes by foot and provides access to western Ashton-under-Lyne and central Manchester.

Travel Plan

	
Parking spaces to be provided. Cars Disabled Bays Cycles (State if Covered) Motorbikes (State if Covered)	4 car park spaces are provided None provided. None provided. None provided.

Travel Plan

2. Transport Characteristics of Scheme.

Non-Residential	N/A
Residential	
Total number of residents expected per day	Up to 18
Residents expected to access by:	
Car	4
Foot	2
Bus	5
Train	5
Cycle	2
Other	0
Total number of visitors expected per day	6 (one per unit)
Visitors expected to access by:	
Car	4
Foot	2
Bus	5
Train	5
Cycle	2
Other	0

Travel Plan

3. Outline of any planned measures to limit transport impacts.

Please describe any measures planned to influence the way residents and visitors access the site (such as encouraging walking, cycling and public transport)	Residents will also be made aware of local public transport provisions. As we decrease the amount of car parking spaces.
Please describe any measures you propose to ensure freight and delivery traffic is efficient and causes as little disruption as possible.	N/A
Please describe any proposed measures to alter or improve the surrounding road network	N/A
Please identify any improvements proposed to enhance walking, cycling and public transport within or outside of the development.	There are Bus stops close to the site which have the times of the relevant services provided.
Please provide explanation of any parking controls and parking management	N/A

4. Other transport related impacts foreseen

Are there likely to be any impacts on the safety of road users (including pedestrians) in the area?	The site provides car parking provisions, alongside there are foot access paths safety of road users (including cyclists and pedestrians).
Are there likely to be any impacts on the local environment and community caused by transport to and from, or within the site?	We are reducing the amount of car park spaces.
What impact will the traffic accessing the site have on the surrounding road network?	There will be little to no impact as traffic accessing the site will comprise of pedestrian, cycle and cars both of which the surrounding road networks are well provisioned to accommodate.

5. Conclusion

In this travel plan we aim to show we have considered the impact of the development on the surrounding area and conclude that transport provisions are adequate and do not impact the surrounding networks or users.

The proposal will result in a reduction of bedrooms from 15 to 7 and thus the number of people living in the property will be around half the previous occupancy.

As part of the works the carpark has been reworked so that car parking spaces can be independently accessed.

We anticipate residents to adopt public transport as the primary mode of transport due to the excellent public transport system within very close proximity making car ownership unnecessary in this area. However, we provide 5 car park spaces within the site.

Overall, we conclude that transport provisions and arrangements provided are suitable for this site and its use and should be considered ample and acceptable.