

Proposed Residential Development

Victoria Avenue, Blackley

MULBURY HOMES LTD/ GREAT PLACES HOUSING GROUP

Framework Travel Plan

March 2021

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

REPORT

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft have been instructed by Mulbury Homes Ltd & Great Places Housing Group to advise on the traffic and transportation issues relating to proposals to redevelop a site along Victoria Avenue, Blackley, for residential purposes.

1.1.2 This Travel Plan sets out a framework for future residents and visitors of the site. The Government has produced the National Planning Practice Guidance (NPPG) on the preparation of travel plans. Within the NPPG, there is specific section clarifying the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. There are also sections advising further on each of the three documents discussed.

1.1.3 The NPPG guidance on Travel Plans reinforces the requirement for a Travel Plan, the scope of the document, and need for monitoring to continue the strategy into the future. The NPPG has been considered in the production of this Framework Travel Plan.

1.1.4 The Department for Transport has also issued two separate guides on the preparation of travel plans, which although now superseded, still provides good practice guidance which is of relevance to this proposed development. These documents are as follows:

- Making Residential Travel Plans Work - Published in September 2005,
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process – Published in April 2009.

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1.2 Development Site and Proposals

1.2.1 The development site is located in Higher Blackley, a suburb around 7km north of Manchester city centre. The site is bounded by Victoria Avenue to the north, a parade of shops to the east, the remaining half of the Community Centre to the west and residential properties to the south.

1.2.2 The site is occupied by the eastern half of the Higher Blackley Community Centre, the former Royal British Legion Club, together with associated areas of hardstanding and grass.

1.2.3 The development proposals will provide remove the existing development on the site and provide 25 new residential dwellings.

1.2.4 A number of units will be accessed directly from Victoria Avenue, whilst the remaining units will be served via two access points along Victoria Avenue. Whilst these broadly coincide with the existing access points to the site, there may be a requirement to relocate the existing pedestrian refuge located adjacent to the site.

1.3 The Travel Plan

1.3.1 The Travel Plan is a long-term strategy for reducing the dependence of residents on travel by private car.

1.3.2 The aims of the Travel Plan are as follows:

- To encourage residents to use alternatives to the private car,
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and

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- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.3.3 The principal strands of the plan are set out as follows.

i) Appointment of a Travel Plan Co-ordinator;

ii) Baseline data; and

iii) Ensuring the availability of travel information.

1.3.4 In addition, the management of resident's travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide.

1.3.5 This document provides a Framework Travel Plan, which demonstrates the strategy that the tenant is taking to assist the wider aims of sustainable transport.

1.3.6 A Travel Plan is a working document which is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents.

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2 PLAN ADMINISTRATION

2.1.1 The administration of the Travel Plan (once implemented) will be the responsibility of the developer, Mulbury Homes.

2.1.2 The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the development and initially it is likely that this will be an employee of Mulbury Homes. Essentially, this Co-ordinator will provide a liaison in implementing the plan with the residents and the local authority.

2.1.3 Details of the appointed TPC will be submitted to the Planning and Highway Authority and the appropriate local bus companies 1 month prior to the first occupation on the site. Similarly, the TPC will be advised of appropriate contact personnel at the development.

2.1.4 The TPC will be the first point of contact for residents and other outside organisations in all matters regarding travel.

2.1.5 The post of the TPC of the residential development will be overseen by the housing management company or developer (Mulbury Homes).

2.1.6 The TPC will be responsible for all aspects of the Travel Plan. Their primary functions will be as follows:

- Liaison with the local planning and highways authorities;
- Provision of a Residents Travel Pack containing information for residents;
- Promotion of the sustainable transport options available to residents, including public transport, cycle and walking; and
- Maintenance of all necessary systems, data and paperwork.

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2.1.7 Essentially, this TPC will act as a main point of contact and liaison in implementing the plan with the local authority.

2.1.8 Prospective buyers will be made aware of the Travel Plan and its aims when viewing properties. For example, a Residents Travel Pack will form part of a Prospective Buyers Information Pack.

2.1.9 In addition, the Travel Plan will form part of the terms of the lease or sale of the dwellings and as such any future occupier will be aware in advance of what is required of them within the Travel Plan framework. This will ensure the long-term continuation of the Travel Plan and ongoing commitment, even when a new resident moves into a dwelling at the development.

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3 ACCESSIBILITY BY NON CAR MODES

3.1 Introduction

3.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

3.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

3.1.3 The accessibility of the site has been considered briefly by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus; and
- Accessibility by rail.

3.2 Access on Foot

3.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

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3.2.2 Footways, with a width of around 2 metres, are located along Victoria Avenue adjacent to the site. These footways provide pedestrian links throughout Blackley and provides direct linkages to the nearby day to day amenities within the vicinity of the site.

3.2.3 A pedestrian refuge is provided along Victoria Avenue immediately adjacent to the site whilst a signalised crossing facility is available around 150m east of the site, adjacent to St Clare's RC Primary School.

3.2.4 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.

3.2.5 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 2.2 suggests distances for desirable, acceptable and preferred maximum walks to 'town centres', 'commuting/schools' and 'elsewhere'. The 'preferred maximum' distances are shown below in Table 3.1.

Suggested Preferred Maximum Walk		
Town Centre	**Commuting/School**	**Elsewhere**
800m	2,000m	1,200m

Table 3.1 IHT 'Providing for Journeys on Foot' Walk Distances

3.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that *'Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.'*

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3.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000 metre distance in paragraph 4.4.1. This states that '*walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km*'.

3.2.8 Table 3.2 below summarises this guidance in tabular form.

'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 3.2 Manual for Streets Walk Distances

3.2.9 More specific guidance on the distances that children will walk to school is found in the July 2014 document published by the Department for Education (DfE) entitled 'Home to School Travel and Transport' statutory guidance document. This suggests that the maximum walking distance to schools is 2 miles (3.2 kilometres) for children under 8 and 3 miles (4.8 kilometres) for children over the age of 8. This is summarised below in Table 3.3.

Children under 8 Walk Distances	Children over 8 Walk Distances
3,200m	4,800m

Table 3.3 DfE Walk Distances to Schools

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3.2.10 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Report entitled 'Accessibility – How Far Do People Walk and Cycle'. This report refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms the following 85th percentile walk distances:

- All journey purposes – 1,930 metres;
- Commuting – 2,400 metres;
- Shopping – 1,600 metres;
- Education – 3,200 or 4,800 metres;
- Personal business – 1,600 metres.

3.2.11 Overall, in Table 5.1, the document states that 1,950 square metres is the 85th percentile distance for walking as the main mode of travel. Table 3.4 below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85th Percentile Walk Distances					Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Education	Personal	
1,950m	2,100m	1,600m	3,200m/4,800m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances

3.2.12 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses although clearly the DfE guidance for walking to school is up to 3.2 kilometres.

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3.2.13 Section 3.1 of the CIHT guidance 'Planning for Walking' mentioned earlier in this report provides a useful reminder of the health benefits of walking. This states that:

'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death.'

3.2.14 A 20-minute walk equates to a walking distance of around 1,600 metres.

3.2.15 In light of the above review, a pedestrian catchment of 2 kilometres from the centre of the site, using all usable pedestrian routes, has been considered.

3.2.16 The 2,000 metre pedestrian catchment illustrates that the majority of Blackley can be accessed, including various amenities such as St Clares Roman Catholic Primary School, Well Pharmacy, McColls Convenience Store, Spar, Duke of Wellington Public House, The Flying Horse Public House, The Co-operative Academy of Manchester, Plant Hill Park, Boots Pharmacy and Victoria Avenue Post Office.

3.2.17 Table 3.5 below, shows the walking distance from the centre of the site to various the local key amenities in the immediate vicinity of the site. The table also confirms whether or not the particular amenity is within the 'preferred maximum' walk distances using the above guideline criteria.

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Local Amenity	Distance	Guidance Criteria	Meets with Guidance?
St Clare's Roman Catholic Primary School	150m	3,200m	YES
Well Pharmacy	190m	1,600m	YES
McColls Convenience Store	210m	1,600m	YES
Spar	370m	1,600m	YES
Duke of Wellington Public House	570m	1,600m	YES
The Flying Horse Public House	570m	1,600m	YES
The Co-operative Academy of Manchester	640m	4,800m	YES
Plant Hill Park	640m	1,600m	YES
Boots Pharmacy	750m	1,600m	YES
Victoria Avenue Post Office	1,030m	1,600m	YES

Table 3.5 Distance from Site to Local Facilities

3.2.18 As can be seen in the above table, the site is located within close proximity to a number of local amenities including shops and schools.

3.2.19 All of the day-to-day amenities are well within the 'preferred maximum' walk distances described earlier in this section and indeed many, including the nearest convenience store, pharmacy and nearest primary school, are around the 800 metres 'comfortable walk' from the site as contained within MfS guidance.

3.2.20 It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

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3.3 Access by Cycle

3.3.1 An alternative mode of travel to the site could be achieved by bicycle.

3.3.2 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Prestwich, Crumpsall, Cheetham Hill and Middleton.

3.3.3 On-carriageway cycle lanes are provided along Victoria Avenue, adjacent to the site, whilst National Cycle Route 60 is located approximately 2.5 kilometres to the south of the site. This cycle route runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loopline.

3.3.4 The site can therefore be considered as being accessible by cycle.

3.4 Access by Bus

3.4.1 The nearest bus stop is located to the north of the site on Victoria Avenue with an approximate walking distance of 70 metres from the centre of the site. This consists of a bus shelter, a bus stop pole with passing services shown and a bus service timetable. There are also further bus stops located further along Victoria Avenue and Plant Hill Road. All of the bus stops within 400 metres are shown on Plan 3.

3.4.2 A summary of the services available from the nearest bus stops from the development site is provided in Table 3.6 below.

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Service No	Route	Monday - Friday				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
41	Sale - Middleton	2	2	2	0	2	0
56	Manchester – North Manchester	2	2	1	0	2	0
149	Cheetham Hill - Oldham	1	2	2	0	2	0
156	Middleton - Shudehill	1	2	2	1	2	1

Table 3.6 Existing Bus Services Operating in the Vicinity of the Site

3.4.3 As can be seen from Table 3.6, the nearest bus stops to the site provides upto 8 services in peak periods to Middleton, Manchester City Centre and Oldham .

3.4.4 It is noted that the above services provide a choice of how people travel, with the bus services operating from around 6.30am to around midnight, making travel by public transport a real alternative to travelling by car for commuting and leisure trips.

3.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below Table 3.7 below.

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Destination	Duration
Middleton	12 minutes
Manchester City Centre	30 minutes
Oldham	34 minutes

Table 3.7 Example Bus Journey Times from the Site

3.4.6 The above table demonstrates that Manchester City Centre is just a 30 minute bus journey from the site and Oldham is just a 34 minute bus journey.

3.4.7 It is therefore concluded that the proposed development site is accessible by bus.

3.5 Accessibility by Rail

3.5.1 The most accessible train station to the site is Moston. Although this is situated outside of the 2 kilometre pedestrian catchment, the station can be accessed by a 9-minute bus journey. This train station is managed by Northern and has 2 platforms, offering 4 services per hour to destinations such as Rochdale, Clitheroe and Blackburn.

3.5.2 This provides opportunities for commuting/leisure opportunities from the site via rail.

3.6 Accessibility Summary

3.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

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3.6.2 The following conclusions can be drawn from this section of the report:

- The site is accessible on foot and by cycle, with numerous services and amenities available within close proximity to the site;
- The services from the bus stops on Victoria Avenue, travelling to Middleton, Manchester City Centre and Oldham, demonstrates that the proposed development can be accessed by bus;
- The site is accessible via rail with Moston train station located just a short bus journey from the site.

3.6.3 In light of the above, it is considered the site is highly accessible by non-car modes and will cater for needs of the development's residents and assist in promoting a choice of travel modes other than the private car.

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4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 The Travel Plan measures are:

i) Residents Travel Pack;

ii) Travel Awareness and Information;

iii) Encouraging Walking/Cycling;

iv) Car Sharing Scheme;

v) Residents Travel Survey;

vi) Encouraging Travel by Public Transport; and

vii) Marketing and Promotion.

4.1.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the TPC would be free to investigate other potential initiatives.

4.2 Residents Travel Pack

4.2.1 It is an important and emerging principle in residential developments that where appropriate the implementation of travel plan type measures can establish a pattern of travel behaviour favouring sustainable modes from the inception of the development.

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4.2.2 The development is very well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of a regular and frequent local bus service should encourage the choice of public transport as a primary means of travel for the development.

4.2.3 However, in order to build on these locational advantages, it is recommended that a Residents Travel Pack is provided for the occupants of each new residential unit, prior to the occupation of the first unit.

4.2.4 The contents of such a Travel Pack would include information relating to walking and cycling routes in the area and the provision of up to date bus and rail timetable information in addition to an identification of the location of nearby amenity facilities as part of the information supplied to purchasers. Links to further information will be included within the Travel Pack.

4.2.5 The adoption of such Travel Packs is recognised as being an important element in ensuring that access by non-car modes is promoted from the earliest occupation of a residential development.

4.2.6 Within the Residents Travel Pack, residents will be encouraged to consider ways in which to reduce their need to travel such as 'Home Delivery' for shopping and working from home. The first issue of the Residents Travel Pack will be the responsibility of Mulbury Homes or their Housing Management Company.

4.2.7 The provision of a Residents Travel Pack forms part of the terms of the sale or occupancy of the dwellings and therefore they are aware in advance of what is required of them within this Travel Plan.

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4.3 Travel Awareness and Information

4.3.1 All residents will be made aware of the existence of the Travel Plan.

4.3.2 As mentioned previously, Residents Travel Packs will be issued for new residents moving into the development and prospective buyers will be made aware of the Travel Plan when viewing properties.

4.3.3 Travel Information for residents will be provided for in numerous ways, such as websites, cycle and walking maps for the surrounding areas.

4.3.4 As part of the Travel Information, residents will also be offered personalised journey planners, which is a free service offered by Traveline.

4.3.5 To cater for this, a form is included within the 'Travel Pack' for residents to request a journey planner. The residents can complete the form including a start and end point of their journey and this can be either sent to Traveline or to the Travel Co-ordinator on their behalf.

4.3.6 Some residents will of course be able to do this for themselves providing they have access to a computer.

4.3.7 Some helpful websites to aid residents which are also included in the Travel Pack in planning their travel are:

www.travelline.org.uk,

www.nationalrail.co.uk,

www.walkit.com,

www.cyclegm.com; and

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www.tfgm.com.

4.4 Encouraging Walking/Cycling

4.4.1 Residents will be provided with information and advice concerning safe pedestrian and cycle routes to the site through the TfGM website. Information on these schemes is available on the following website addresses:

https://tfgm.com/walking

4.4.2 As part of these schemes the provision of walking/cycling signage will be investigated by the Travel Plan Co-ordinator. This signage could provide details on the routes and distances to and from local services and amenities in the area.

4.4.3 The Travel Pack will include information on any cycle user groups operating in the vicinity of the site as well as information on cycle routes and facilities in the area.

4.4.4 The Pack will also include contacts details of Local Authority cycling officers for any residents wishing to investigate setting up new user groups, and to ensure residents input into the further development of the Council's cycling strategy.

4.4.5 Information regarding cycling in Manchester can be found at the following website;

https://tfgm.com/Cycling

4.4.6 The Travel Plan Co-ordinator will investigate the potential to offer loans to residents to purchase cycles or cycling equipment, to encourage the cycling to and from the site.

4.4.7 In order to promote cycling as an alternative to the private car, a bike user group will be established by the Travel Plan Co-ordinator.

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4.4.8 It is envisaged that this would take the form of a Facebook page or similar, so that residents interested in cycling can sign up and meet other residents with an interest in cycling either as part of a commuter trip or for leisure.

4.4.9 Further information regarding cycling and advice on using shared paths is available at the following link;

https://www.sustrans.org.uk/what-you-can-do/cycling/cycling-safety-and-rules/advice-using-shared-use-paths

4.4.10 TfGM also produce comprehensive cycle maps of the city, available on the TfGM website.

4.5 Car Sharing Scheme

4.5.1 The Travel Plan Co-ordinator will promote the use of car sharing scheme and employees will be encouraged to register on the free car share website *www.carshareGM.com* and on the Liftshare website.

4.5.2 This allows users to register their details, where they are travelling to in the local area and if they are offering a lift or require a lift to their destination.

4.6 Residents Travel Survey

4.6.1 In order to establish the travel modes of residents (following 6 months of first occupation (or 75% occupation whichever happens first) a Residents Travel Survey will be undertaken.

4.6.2 This information will be used to define the 'interim' targets and will determine which modes of travel will need to be promoted/encouraged the most.

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4.6.3 Repeat surveys will be used for the Travel Plan monitoring process and establish where additional incentives may be required to encourage travel by non-car modes.

4.6.4 Snap shot surveys could take the form of door-to-door surveys to establish the travel characteristics of residents in between the full Residents Surveys. These surveys could be supplemented with traffic counts at points into and out of the site to assess motorised vehicle, cycle and pedestrian movements in and out of the site and counts at local bus stops to determine their relative use.

4.6.5 A representative sample of residents could also be encouraged to keep travel diaries to provide a long-term process of data collection.

4.7 Encouraging Travel by Public Transport

4.7.1 The TPC will liaise with the local bus operators to promote the use of bus and rail services and ensure that up to date timetable information is readily available to residents.

4.7.2 Travel by public transport will be promoted and residents will be encouraged to access the public transport information provided on relevant websites, as well as utilising the Journey Planning tools available.

4.7.3 The TPC will be able to liaise with bus operators to explore the potential to provide discounted tickets to encourage travel by public transport from the onset. The TPC will be free to investigate how the Travel Plan can be promoted, for example Travel Plan events could be organised to coincide with national initiatives such as such as national Walking Month and Bike Week. Posters and promotional material for such events are available to download free of charge off the internet.

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4.8 Marketing and Promotion

4.8.1 To ensure that potential residents of the site are informed about the Travel Plan and its goals from the earliest stage, the Travel Plan will have a significant presence within the sales suite of the development which will include a display outlining the sustainable travel measures being implemented and details of access by sustainable travel modes.

4.8.2 The sales staff will be given training to promote the Travel Plan as an asset and selling point of the development and key concepts relating to accessibility included in marketing/sales particulars.

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5 TRAVEL PLAN TARGETS

5.1 Introduction

5.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

5.1.2 These targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

5.2 Potential Targets

5.2.1 Targets that may potentially be included in the Travel Plan include the following:

- Certain percentage of residents who travel to work by non-car modes. This is to be achieved within a 5-year timeframe of the development commencing operation and continue at the same level thereafter;
- Certain percentage model shift of residents on the proposed development away from the public car to non-car modes. To be achieved within the 5-year timeframe discussed below;
- Certain percentage decrease in the number of single occupancy journeys to and from the site by residents;
- Certain percentage increase in the number of residents joining and participating in the car share scheme. This will be reviewed and re-evaluated annually to promote the objectives of the Travel Plan.

5.2.2 Whilst it is considered that the Travel Plan targets should be challenging, it is essential that they are also realistic and achievable.

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5.3 Plan Monitoring and Assessment

5.3.1 In line with the DfT best practice guidelines, it is important to manage Travel Plans to ensure they remain effective. Monitoring is a key aspect to identifying whether the measures implemented are assisting in reducing travel by the private car.

5.3.2 Monitoring of the Travel Plan will be the responsibility of the Travel Plan Co-ordinator and will take place on the following basis:

- Full residential surveys to be completed at least every 2 years;
- Snap-shot surveys in between and at different times of year to assess seasonal changes on travel habits;
- Annual review of Travel Plan performance for 5 years following implementation; and
- Annual/biannual feedback from bus operators to establish demand for local bus services.

5.3.3 Further consideration will be given on how best to monitor and measure the success of the Travel Plan measures when preparing the final Travel Plan for the development. Appropriate monitoring arrangements will be discussed and agreed with Manchester Council.

5.4 Action Plan and Timescales

5.4.1 Table 5.1 below provides an Action Plan to timescales for the Travel Plan.

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Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed one month prior to first occupation of site	Appointment of TPC by target date	Developer
Production of Travel Pack	Upon Occupation	Resident travel survey	Developer/Travel Plan Co-ordinator
Undertake initial travel surveys	Within 1 month of reaching 75% occupation of development	Receipt of survey results	Travel Plan Co-ordinator
Agree Travel Plan Targets	1 month after initial travel survey undertaken	Receipt of written agreements of target	Travel Plan Co-ordinator
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Multimodal resident travel surveys conducted in years 1, 3 and 5	Travel Plan Co-ordinator
Produce final Travel Plan	3 months following collection of initial Travel Surveys	Amend targets (if necessary) and submit final document to Local Authority	Travel Plan Co-ordinator

5.4.2 The table above sets out the key tasks that will need to be undertaken by the Travel Plan Co-ordinator as part of the Travel Plan including guidance as to timescales for the tasks to be undertaken.

5.4.3 The above table includes the production of the final Travel Plan document which will be submitted to the Travel Officer at the Council within 3 months of the initial travel surveys.

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