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Travel Plan

Client: Bluesky Student Ladybarn House Limited
Project: Ladybarn House
Date: July 2024



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Appendix A Site Layout

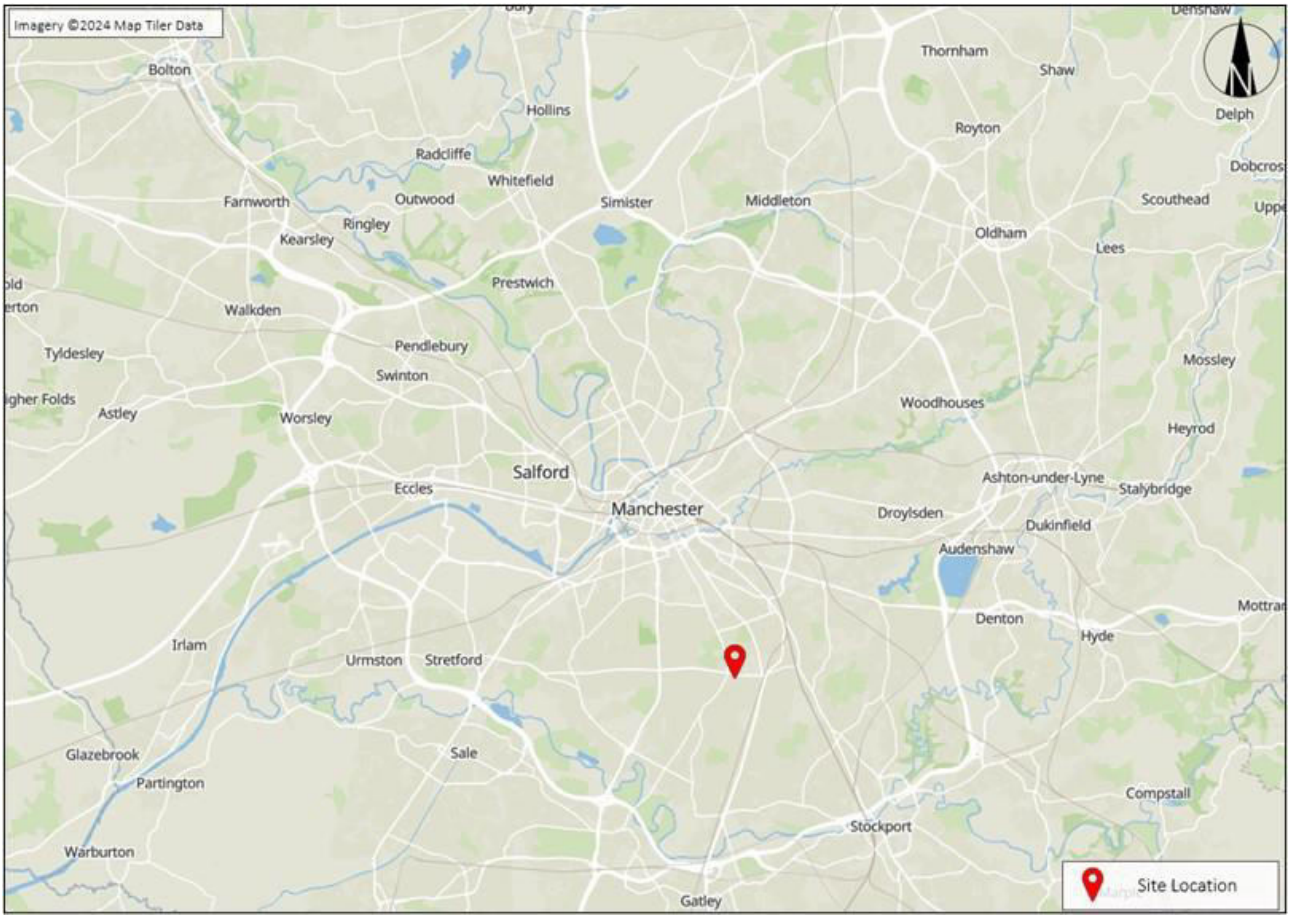
1. Introduction

1.1 Background

The Transportation Consultancy Ltd (ttc) has been commissioned by Bluesky Student Ladybarn House Limited (the client) to prepare a Travel Plan (TP) in support of a planning application for the construction of 36 no. new student units on the existing car park of Ladybarn House.

Figure 1.1 illustrates the site's location within a strategic context.

Figure 1.1 Site Location within a Strategic Context



1.2 Purpose of the Report

The TP has been prepared to support the planning application and aims to provide all students who live onsite with a greater awareness of alternative sustainable modes of transport that are available and reduce the impact of private car trips to and from the site.

The purpose of this report is to set out the details of the initiatives, deliverables, preliminary targets, and responsibilities of the TP. The document will be a recorded agreement between the Local Highway Authority (LHA) and Bluesky Students Ladybarn House Limited, who will pledge their commitment to delivering the TP.

This TP has been written in line with BREEAM standards in order to achieve credits from Tra 001 and Tra 002 to provide the new student accommodation with this building certification.

1.3 Report Structure

The content of this TP includes the following:

- Chapter 2 – The Travel Plan Process
- Chapter 3 – Policy Context & Review
- Chapter 4 – Site Profile & Accessibility
- Chapter 5 – Current Student Travel Behaviour
- Chapter 6 – Travel Plan Management & Coordination
- Chapter 7 – Marking & Communication
- Chapter 8 – Monitoring & Review
- Chapter 9 – Measures & Action Plan
- Chapter 10 – BREEAM Compliance Summary

2. Travel Plan Objectives

2.1 Introduction

A TP is a dynamic management tool which brings together transport and operational issues in a coordinated strategy. The emphasis is on increasing the choice of sustainable methods of travel and reducing single car occupancy usage.

A successful TP can bring the following benefits to a new development:

- Provide an effective, proactive approach to influencing the travel behaviour of students.
- Demonstrates corporate, social, and environmental responsibility from student accommodation providers
- Promote a healthier and more students.

2.2 Objectives

The principal objectives of the TP are as follows:

- Reduce unnecessary car use amongst students while increasing the use of sustainable modes of travel.
- Raise awareness of the travel options available and the environmental, health and social benefits of using them.
- Contribute to the improved health and wellbeing of students by promoting the use of active modes of travel.
- Assist in reducing the pressure and demand for car parking spaces.
- Improve Bluesky Students Ladybarn House Limited's environmental performance and reputation by reducing the level of carbon emissions generated by travel habits.
- Set an example within the local area by taking a lead on achieving significant gains in modal shift that align with both Manchester City and National targets on reducing carbon emissions.

The principal outcomes from the Travel Plan development process will comprise:

- A detailed understanding of current student travel behaviour.
- Achieve at least 90% modal share by sustainable means for students

Other benefits of this TP may include:

- Improved student health and fitness by encouraging more users to walk and cycle.
- Improved student satisfaction and morale by providing travel plan measures such as upgraded on-site facilities for cyclists and pedestrians and offers for using public transport.

3. Policy Background

3.1 Overview

This chapter of the TS outlines the relevant national and local policy guidance that the proposed development contributes to.

3.2 National Planning Policy Framework

In, December 2023 the Ministry of Housing, Communities and Local Government published the revised National Planning Policy Framework (NPPF), which sets out the Government planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The NPPF must be considered in the preparation of local and neighbourhood plans and is a significant piece of material consideration in planning considerations.

At the heart of the NPPF is a presumption in favour of sustainable development, an approach which should be followed by local planning authorities in their plan-making and decision-making. Decision takers at every level are encouraged, where appropriate, to consider favourably applications for sustainable development and an emphasis is also made within the NPPF on local planning authorities working proactively with applicants at the pre-application stage to secure this.

One of the core land-use planning principles, underpinning plan-making, and decision-taking, is that 'opportunities to promote walking, cycling and public transport use are identified and pursued.'

The NPPF sets out how sustainable development will be delivered, which includes promoting sustainable transport (Paragraphs 108-117). Within this section of the NPPF, it is recognised that transport policies have an important role to play in facilitating sustainable development and contributing to wider sustainability and health objectives. The NPPF identifies the need to favour sustainable transport modes to enhance travel choices and to locate sustainable transport modes that can be maximised.

Paragraph 114 identifies that plans and decisions should consider whether:

> *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.*
>
> *c) the design of streets, parking areas, other transport elements and the content of associated standards reflect current national guidance, including the National Design Guide and the National Model Design Code48; and*
>
> *d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost-effectively mitigated to an acceptable degree.*
>
> *Paragraph 116 identifies these developments should be located and designed where practical to:*
>
> *a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high-quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use.*
>
> *b) address the needs of people with disabilities and reduced mobility concerning all modes of transport.*

c) create places that are safe, secure, and attractive–which minimise the scope for conflicts between pedestrians, cyclists, and vehicles, avoid unnecessary street clutter, and respond to local character and design standards.

d) allow for the efficient delivery of goods and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible, and convenient locations.

With regards to impacts on highways, Paragraph 115, states:

'Development should only be prevented or reduced on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.'

Paragraph 117 concludes that all developments expected to generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

The proposed development will be designed in accordance with the NPPF guidelines.

3.3 Department for Transport Guidelines

In addition to the information contained within the NPPF, the Department for Transport (DfT) publication 'Travel Plans, Transport Assessments and Statements', which is one of several guidance documents contained within the 'Planning Practice Guidance' documents suite, provides further guidance on the development and implementation of Travel Plans.

The guidance strongly supports pre-application determination on the scope and content of the Travel Plan, stating:

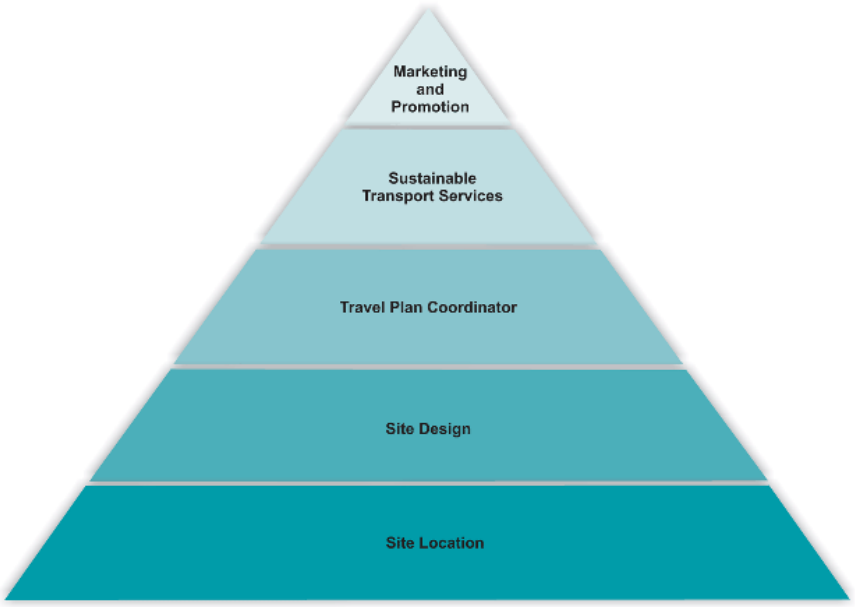
Consideration should be given at the pre-application stage to:

- *the form and scope of the Travel Plan.*
- *the outcomes sought by the Travel Plan.*
- *the processes, timetables and costs potentially involved in delivering the required outcomes (including any relevant conditions and obligations).*
- *the scope of the information needed; and*
- *the proposals for the on-going management, implementation, and review processes.*

Whilst the former guidance contained within DfT Document 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' has been superseded by the 'Planning Practice Guidance' documents, it is considered that the 'pyramid of measures and actions' referenced within the is still a useful guide when developing a Travel Plan.

There are five levels to the pyramid, with each level building on the lower levels. A version of the Travel Plan pyramid has been included to aid the development of the TP. This is illustrated in Figure 3.1.

Figure 3.1 Travel Plan Pyramid



At the first level of this pyramid is the fundamental issue of site location. A Travel Plan cannot be used to justify development in an inappropriate location therefore the site must display sufficient proximity to local facilities and services. The next level comprises the physical characteristics that need to be incorporated into the design of the site from an early stage to reduce the need to travel and support walking, cycling and public transport use i.e., the 'hard' measures.

The next item required is the resource to facilitate and develop the measures in the plan, commonly a Travel Plan Coordinator (TPC) or similar nominated person is appointed to fulfil this role. The end user will take on the co-ordination role and assume responsibility for developing the full Travel Plan for the site.

The next level is the physical measures and services that need to be obtained for the site, such as public transport measures. The top tier of the pyramid is occupied by the 'soft' measures which are required to promote the Travel Plan and raise its awareness to ensure that there is adequate take-up by users of the various services and facilities offered by the Plan.

3.4 Local Planning Policy

Greater Manchester Authority Joint Development Plan (2022-2039)

The Greater Manchester Authority Joint Development Plan Is a long-term plan of 9 Greater Manchester districts (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan) for jobs, new homes, and sustainable growth. The plan is in effect until 2039 at the latest or until it is replaced by a more updated plan.

Public Transport

The Greater Manchester Authority Joint Development Plan places an emphasis on inner city areas, like the area that the proposal is situated in, saying that they have had the highest increase in population out of any other of the city over the last 15 years. The plan sites this age group being ones with lower car ownership saying that sustainable transport has potential for growth in these areas.

"4.42 Increasing housing provision in the inner areas would enable more people to access easily the opportunities of the Core Growth Area by walking, cycling and public transport and thereby reducing the need to travel. Maintaining a good supply of affordable housing will be especially important, helping to reduce travel costs for those on lower incomes who need access to the Core Growth Area for employment and services. Over the period 2022-2039, land to accommodate around 175,000 sqm of office, around 86,500 sqm of industry and warehousing and around 35,000 new dwellings have been identified within the inner areas."

The long-term aim of the Greater Manchester Combined Authority is that:

"Policy JP-Strat14: A Sustainable and Integrated Transport Network The transport network will be improved so that half of all daily trips can be made by public transport, cycling and walking, especially those shorter journeys around neighbourhoods".

The proposal is also supported by the Joint Development Plan with the use of land within a short walking distance of transport hubs. Strategic objective 2 sets out how the city wants to create neighbourhoods of choice. One of these points from strategic objective 2 relating to transport is:

"Focus new homes within 800m of public transport hubs".

The sites generally zero car policy is also supported by the plan in Policy JP-S5: Clean Air which states that:

"*Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution."*

The site proposes to not replace any existing parking and will not allocate any remaining spaces to students; it intends for parking to be for pick up/ drop off students at the start/end of term and for the servicing of the site. Therefore, the site supports this policy by reducing the reliance on private vehicles.

Walking and Cycling

The plan addresses a long-term strategy for walking and cycling in the 9 districts this proposal is in support of.

1. *Creating safe, attractive, and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance.*
2. *Ensuring routes are direct, easily navigable and integrated with the street and public transport network.*
3. *Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle.*
4. *Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings.*
5. *Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements is proposed; and*
6. *Utilising and enhancing green infrastructure, including canals, parks, and recreation grounds, to create opportunities for walking and cycling.*

The proposed site's sustainable location and proximity to university campus will support a high proportion of trips by foot and bike which ensures that the development aligns with this policy's vision.

Greater Manchester Transport Strategy 2040

The Greater Manchester Transport Strategy 2040 is a statutory document prepared by Transport for Greater Manchester (TfGM), Greater Manchester's ten local councils and key partners and stakeholders. The plan focuses on creating an integrated and sustainable transport system considering all types of travel. The plan places a large emphasis on active travel and discouraging residents from using private, single occupancy cars.

"Policy 20: We will ensure our streets are welcoming and safe spaces for all people, enabling more travel on foot, bike and public transport while creating better places that support local communities and businesses."

The proposal is in support of this by being based in a highly sustainable location and by not allocating any parking to the students, in turn reducing the number of trips made by private vehicles.

3.5 Summary

Both the national and local planning policy has been used to inform the content and direction of this Travel Plan and it is considered that the aims and objectives of the Travel Plan align with all relevant policies.

4. Site Profile & Accessibility

4.1 Introduction

This section of the TP outlines the existing site conditions and identifies the existing sustainable transport and highway conditions, as well as reviewing highway safety in the vicinity of the proposed development site.

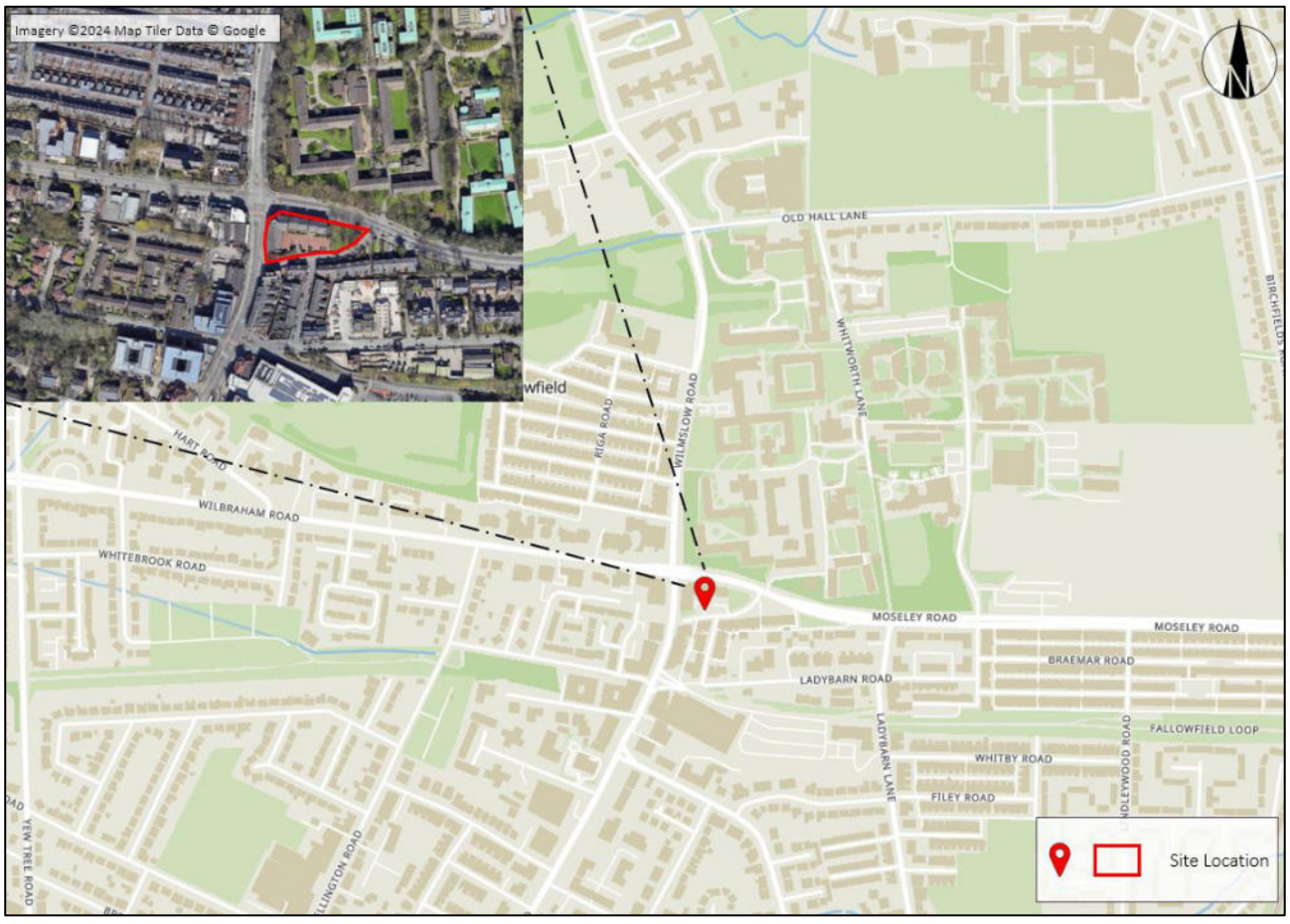
4.2 Local Transport Opportunities

Site Location and Context

The proposed development site is situated adjacent to the A6010 and B5093 junction in Fallowfield, Manchester. The site currently comprises of an existing student accommodation building for 120 students with an existing car park located off the access at Carill Drive. The site also has a small green space to the East of the site bound by Carill Drive and Moseley Road (B5093).

The site in a local context is illustrated in **Figure 4.1** below.

Figure 4.1 Site in Local Context



The proposed development site is situated in a mix-use area in proximity to existing established suburbs, services, local amenities, and transport connections. The site is triangular being bound by Moseley Road to the North, Carill Drive to the East and South and Wilmslow Road to the West.

Walking

Walking and cycling form sustainable modes of transport which not only provide benefits to students but also helps to reduce the amount of congestion and pollution within the local area.

It is generally considered that 2km for walking (25-minute journey) and 8km for cycling (30-minute journey) are acceptable distances to travel to work, education or nearby facilities and amenities (*Providing for Journeys on Foot* (2000), *Manual for Streets* (2007) and *Local Transport Note 1/20: Cycle Infrastructure Design* (2020)). These distances are illustrative, will vary by individual according to their personal mobility and fitness, and will be influenced by their perception and prejudices on factors such as local topography and attitude towards travel modes.

Regarding walking, the local environment surrounding the site has a network of permeable footways, which provide convenient and safe access to/from the site. The footways are contiguous, hard surfaced and generally in good condition. The footway network provides pedestrian access to surrounding destinations where numerous services and amenities are found such as:

- Fallowfield local centre
- Platts Fields Park
- Armitage Sports Ground
- Birchfield's Park
- Maudeth Road Station
- Ladybarn Park

A view the pedestrian environment on the main walking routes to public transport hubs is displayed within **Figure 4.2.**

Figure 4.2 Local Pedestrian Environment

Signalled Crossing in front of Ladybarn House

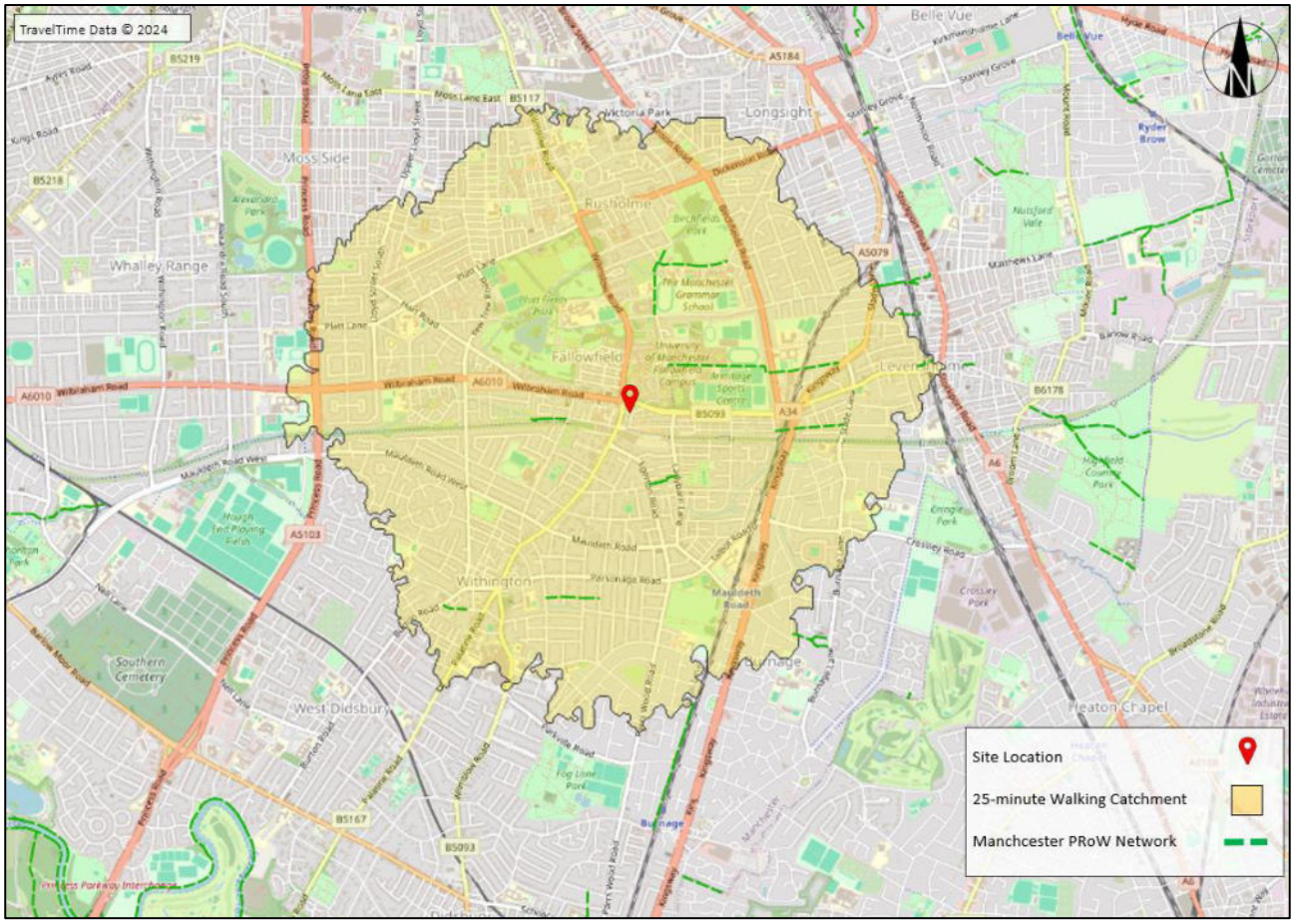


Uncontrolled crossing to the rear of Ladybarn House



An illustration of the local PRoW network in relation to a 25-minute walking isochrone is displayed within **Figure 4.3** below and by association the footway network, which is present along all highways within the vicinity of the site.

Figure 4.3 PRoW Network and 25-Minute Walking Isochrone



The site is situated within the vicinity of a local centre at the junction of the A6010 and the B5093. This means that within 500 metres of the proposal there are the following amenities:

- A church
- A Jewish student centres.
- Multiple restaurants and cafes
- Multiple pubs and bars
- A superstore and smaller independent grocery stores
- Multiple hotels
- Fast food restaurants

The local centre is within the 'acceptable' threshold for walking and provides all the services and facilities required to make a sustainable development without reliance on a private motor vehicle to access them.

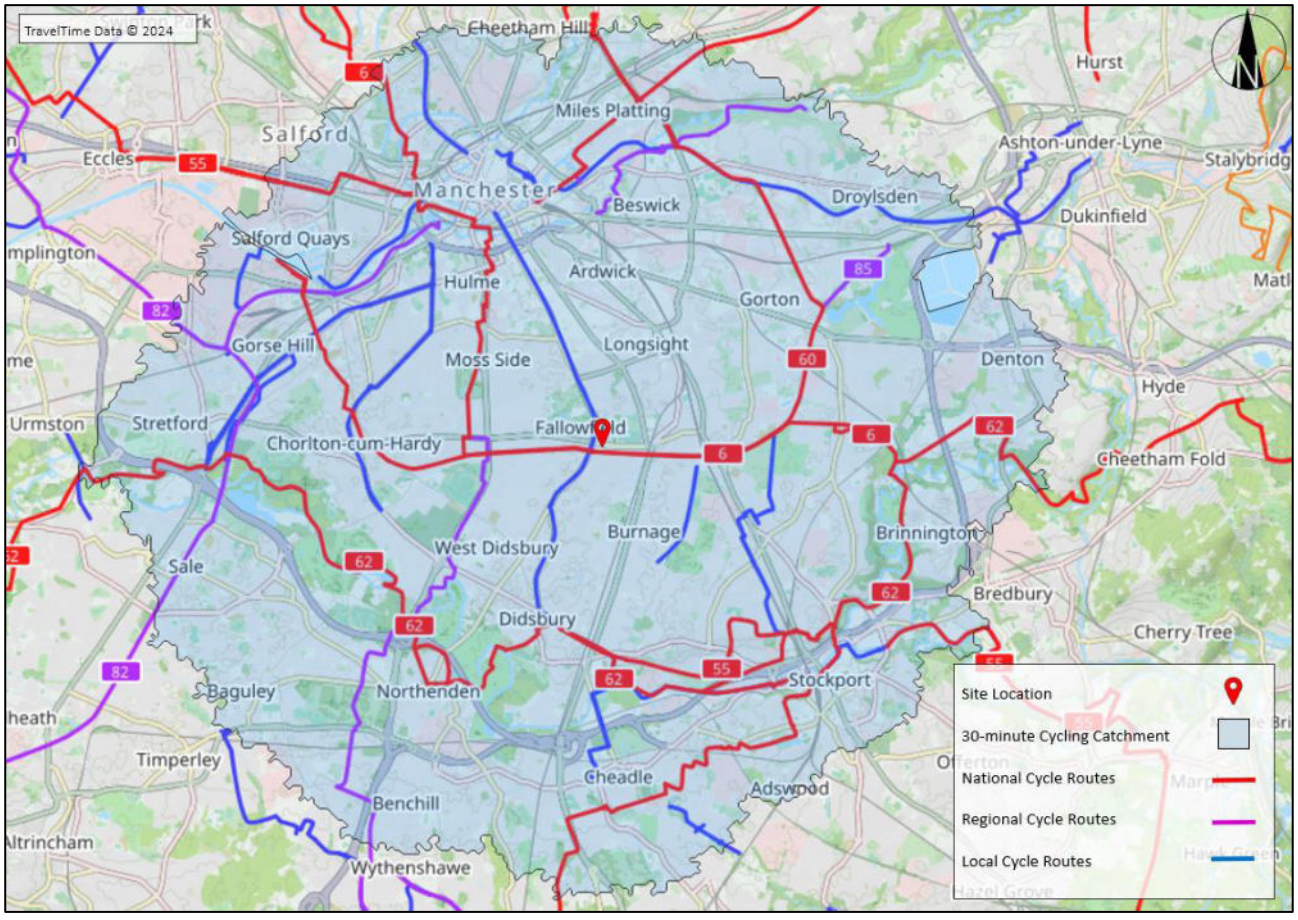
Cycling

The proposal also benefits from an impressive access to cycle routes. The site borders a local cycle route connecting to Manchester City Centre. The proposal is also in very close proximity to national cycle routes 60 and 6 which can be used to access the entire of Greater Manchester.

The 30-minute catchment for cycling from the site makes this site a very sustainable location. With the vast majority of Greater Manchester being in commutable distance, the site location will likely promote sustainable travel.

An illustration of the national, regional, and local cycle networks in relation to a 30-minute cycling isochrone is displayed within **Figure 4.4** below.

Figure 4.4 Cycle Network and 30 Minute Cycle Isochrone



The above-mentioned cycle infrastructure provides the proposed development with the following journey times via cycling:

- Manchester University Fallowfield Campus – 2 minuets
- Manchester Metropolitan University Main Campus – 10 minutes
- Manchester City Centre – 14 minuets
- Manchester University Main Campus - 16 minuets
- Media City – 28 minuets

- The Trafford Centre – 36 minuets

Bus Services

The nearest bus stop is c.155m North-East from the proposal on Wilbraham Road. This service has two stops with an alternative bus stop C. A summary of the services follows in **Table 4.1.**

Table 4.1 Bus Services Summary

Service	Route	Weekday Frequency	Saturday Frequency	Sunday Frequency
41	Middleton-Sale	Every 20 minutes	Every 30 minutes	Every 30 minutes
42A/B/C	Piccadilly-Handforth-Stockport	Every 30 minutes	Every 30 minutes	Every hour
43	Piccadilly-Manchester Airport	Every 10-15 minutes	Every 10-20 minutes	Every 30 minutes
142	Piccadilly-East Didsbury	Every 10 minutes	Every 10 minutes	Every 10 minutes
143	Piccadilly-West Didsbury	Every 10 minutes	Every 10 minutes	Every 10 minutes
147	Ancoats-West Didsbury	Every 30 minutes	No service	No service
150	Trafford Centre-Gorton	Every 30 minutes	Every 30 minutes	No service

As can be gauged from **Table 4.1** that the site benefits from frequent bus services to many destinations across the Greater Manchester Area most of the services run late into the night and resume in the early hours of the morning. Therefore, bus travel is highly encouraged as a mode of sustainable travel getting to and from the proposal.

Rail Services

The nearest railway station to the site is Mauldeth Road Station, c.1.5km / 22-minute walk from the proposal. Mauldeth road station has a range of facilities including:

- A ticket office open Mon - Fri, 07:10 - 13:50
- 20 vehicular parking spaces
- CCTV protected cycle storage.
- Ramps for train access

A summary of the services provided from this station follow below in **Table 4.2**.

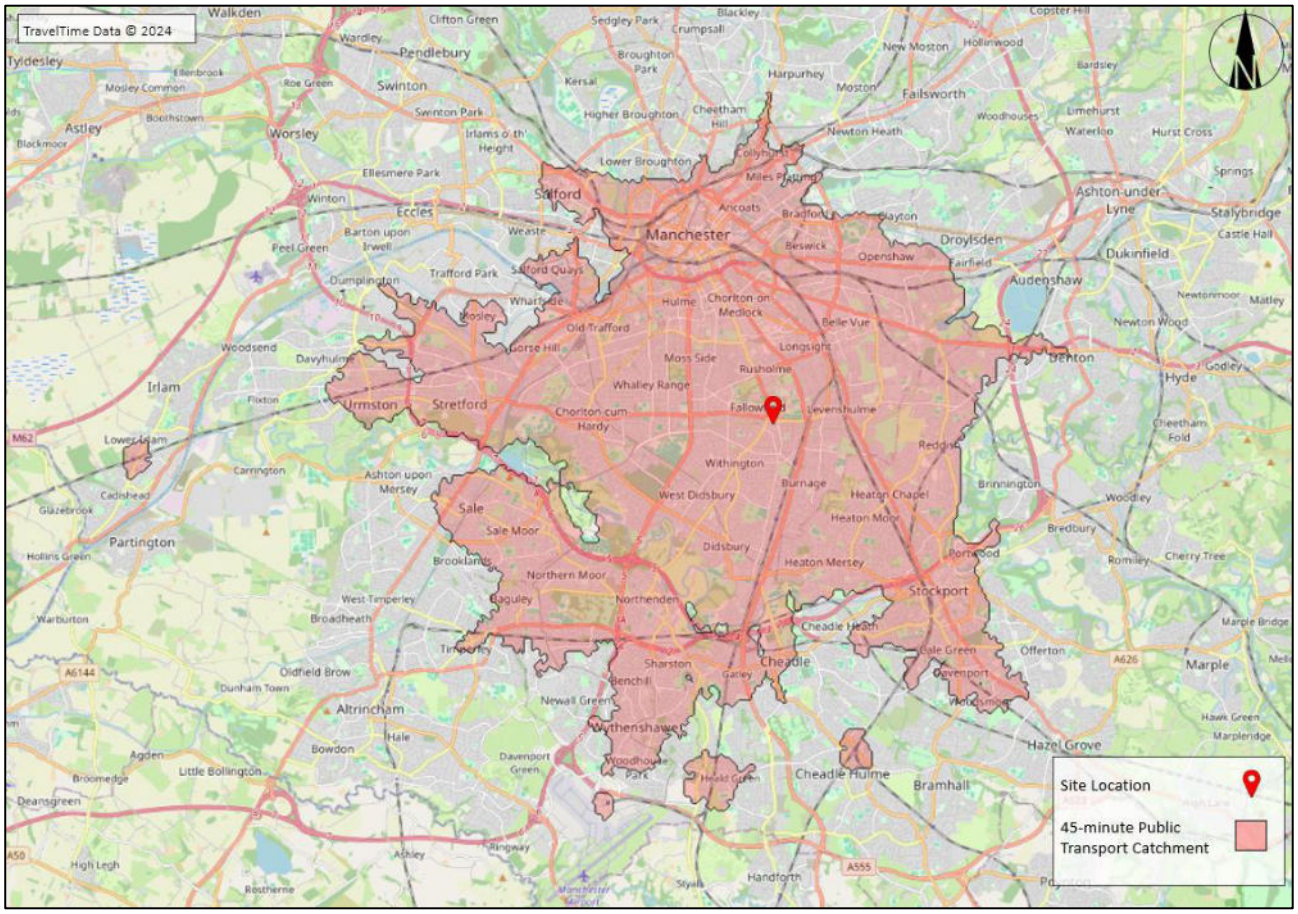
Table 4.2 Train Services Summary

Destination	Frequency	Journey Time
Manchester Piccadilly	Hourly	8-minutes
Crewe via Manchester Airport	Hourly	1 hour

Destination	Frequency	Journey Time
Liverpool Lime Street	Hourly	1 hour 10 minutes
Manchester Airport	Hourly	20 Minutes

An illustration of the locations which commuters can travel from the proposed development site by public transport is shown in **Figure 4.6** below.

Figure 4.6 45-minute Public Transport Isochrone



5. Current Travel Behaviour and Targets

5.1 Introduction

This section outlines the predicted student travel behaviour to the proposed development site and presents modal shift targets for encouraging sustainable travel.

5.2 Student Travel Behaviour

To gauge an understanding of the local student travel patterns, reference to the existing Manchester Metropolitan University Travel Plan (2023-2030) has been made. This document sets out how students at Manchester Metropolitan University travel (including potential students living in the existing Ladybarn House accommodation). This data set provides the most representative and recent impression of mode choice and travel behaviour amongst students in Manchester. Information from this is summarised below in **Table 5.1.**

Table 5.1 Travel Mode Data for Students Attending Manchester Metropolitan University

Modal Split	Year		
	2019/20	2020/21	2021/22
Private Vehicle	11.4%	13.4%	15.5%
Public Transport	59.2%	54.0%	52.7%
Active Travel	26.7%	28.9%	27.0%
Other	2.7%	3.7%	4.8%

Manchester Metropolitan University (2023)

Nearly eight in ten students travel by public transport or by active means, although public transport use has decreased slightly in recent years. This shift is likely because of the Covid-19 pandemic where public transport use fell nationally. Nevertheless, with private vehicle forming less than 16% of overall student mode share, this suggests there is an existing sustainable travel behaviours that has developed amongst students in Manchester.

5.3 Student Travel Behaviour Targets

Based on the baseline modal share data, the following targets are proposed for students in **Table 5.2** below. It is often suggested that a reduction of 10% private vehicle user is an appropriate, SMART target.

Table 5.2 Student Travel Behaviour Targets

Travel Mode	Existing (2021/22)	Proposed	Net Change
Private Vehicle	15.5%	5.5%	-10%
Public Transport	52.7%	57.7%	+5%
Active Travel	27.0%	32%	+5%
Other	4.8%	4.8%	0%

Therefore, it is suggested that to reduce private car users by 10%, that there needs to be an increase of 5% of public transport users, an increase of 5% of active travel users. This is deemed appropriate due to the development being promoted as 'car-free' by reducing existing car parking and due to the site's location within a well-connected area where sustainable travel behaviours are commonplace.

The above targets should be achieved within the first 6 months of full occupation of the site and should be seen as a baseline for rolling targets going forward. The measures to achieve these targets are presented within Chapter 9.

6. Travel Plan Management and Coordination

6.1 Introduction

This section sets out the guidance for the management and coordination of the TP for the proposed development site. All TPs are dependent on senior management support and nominated individuals taking responsibility for implementation and being given time and resources for success to occur.

6.2 Managing the Travel Plan: Roles and Responsibilities

The TPC is responsible for administration and the day-to-day operation of the TP and will be the first point of contact for student travel queries. The TPC will work closely with Manchester City Council (MCC) and the local universities to ensure a consistent approach is applied when influencing travel behaviour for education-based development.

The TPC's responsibilities will include:

- Promoting and encouraging the use of travel modes other than the private car.
- Providing a point of contact for members staff and students.
- The implementation of the TP measures.
- Marketing of the measures, raising awareness, and maintaining the momentum of the TP.
- Ensure that all relevant travel and TP information is provided to new students through the enrolling / moving in process.
- Ensure that all information on display in public areas and presented on the any relevant company webpages.
- Organising and undertaking the annual travel surveys for the monitoring process of the TP.
- Monitoring modal shift patterns and reviewing the effectiveness of the TP measures.
- Liaising with MCC and local universities to update travel survey results and discuss ongoing and future travel measures.

The appointed TPC will be confirmed prior to first occupation, and this is expected to form a condition of planning.

7. Marketing & Communications

7.1 Importance of Communications

A vital component of the TP is to make those it affects aware of its existence and highlight their role in helping to achieve its objectives and outcomes. The success of the measures is often linked to the success of marketing and communication of the measures. It is therefore extremely important for the TP to be effectively marketed and communicated to students to gain their support.

Marketing and awareness raising strategies form an important part of all TPs. They cover both the involvement/ engagement of students, as well as raising awareness about travel options and the benefits of more sustainable or efficient travel.

The TP will be marketed to all members of staff and students at the proposed development site.

The following tools outline the primary means of communicating the TP:

- TPC – to implement and manage the TP measures and be the first point of contact for all members of staff and students.
- Marketing Materials to raise awareness (a suite of materials to include social media posts, email flyers, posters, newsletters).
- Sustainable Travel Guide.
- Annual Update.
- Sustainable Travel Events.

7.2 Marketing Strategy

The following measures will assist in the marketing and communication of the TP:

Sustainable Travel Guide

A Sustainable Travel Guide would be provided to include basic travel information, allowing staff and students to plan their own personal journey.

The guide could include the following features:

- Details of the TP and its purpose.
- Contact details and responsibilities of the TPC.
- Details of travel survey.
- Details of a journey planner at https://www.tfgm.com/plan-a-journey
- Details of cycle parking (see site layout in **Appendix A**).
- Public transport details including location of bus stops, rail stations and associated services.
- Details of public transport ticketing.
- Calendar of key annual events (Bike Week etc).

- Promotion of Smartphone apps for up to date/real-time public transport, walking and cycling information/maps etc.

Social Media

Aspects of the TP could be promoted through social media accounts operated by occupying businesses. This method of communication will be used to promote the TP (as part of the Marketing Strategy) and raise awareness of promotional events.

Annual Update

The TP and its key measures will be promoted to students within an annual update email. The annual update would cover the TP aims and objectives plus the TP measures and their benefits to students.

Travel Surgery

Consideration will be given to holding regular 'travel surgery' drop-in sessions, whereby staff and students can come along and ask questions regarding their travel options. This would be organised by the TPC and communicated by the aforementioned communication methods.

Smart Phone Apps

The TPC will explore the potential to introduce an element of competition to the TP to encourage more staff and students to travel sustainably. Some form of competition could be established between individuals whereby travelling sustainably (walk, cycle, car share or use public transport) earn student points, which could form a league table to engender friendly competition.

The Strava GPS Cycling and Running App could be used to set up a 'Strava Group' where students (potentially separately) can log their walking or cycling activity and then share it with other students. Strava enables users to track running/walking and cycling with GPS, join challenges, share photos, and follow friends.

Staff and students will also be made aware of numerous Smart Phone apps such as National Rail Enquiries, National Cycle Network, Walkit and MapMyRide. These apps can help plan/map out journeys via foot, cycle and public transport within the local area.

Promotional Events

The TPC will continue to promote events for students, such as 'Bike Week' and 'Environment Day'. The participating student's success will be publicised to encourage them to continue with sustainable modes of transport.

8. Monitoring & Review

8.1 Monitoring Progress

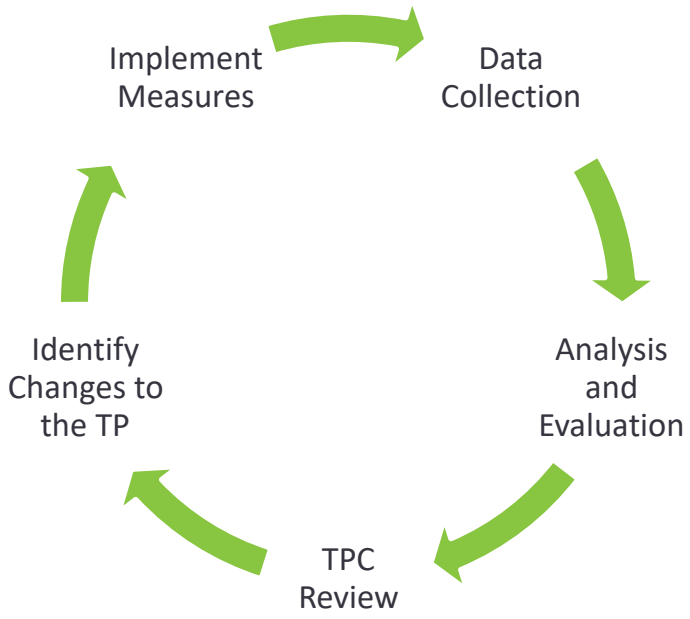
An integral part of the TP strategy is the monitoring process, which seeks to capture data on travel habits and, importantly, overall modal split (proportion of students that travel by each mode of transport). It also offers the opportunity for students to feedback on any travel-related issues that might offer a focus for the TP strategy moving forwards.

A TP is a 'living document' which should have a continuous process for improvement, requiring monitoring, review, and revision to ensure it remains relevant to the organisation and those using the site. This document sets out proposals for monitoring and review of the TP over the next 5 years but will adapt in response to any changes made by the management company.

The appointed TPC will undertake continued delivery of an annual students travel survey, following which it may be appropriate to prepare a revised strategy.

The monitoring process will offer a greater understanding of the changing travel needs of students, the success of the sustainable measures being implemented, and where travel planning efforts could be focussed on the future to meet the targets set.

A cyclical approach to managing the TP is proposed and this is shown below:



8.2 Monitoring plan

The results of the annual travel surveys and of any review of the TP measures will be reported to all relevant parties by the TPC.

Table 8.1 summarises the monitoring plan, including the data collection activities which will be undertaken and when these will occur. This process will ensure that a focus and momentum for the TP is maintained.

Where clear progress towards the targets is being made, the TPC will continue to implement the measures detailed within Chapter 9.

Table 8.1 Monitoring Plan

Data Collection Exercise	Frequency	Responsibility
Travel Survey	Annually	TPC
Monitor implementation of TP measures	Annually	TPC
Uptake of TP Measures	Annually	TPC
Prepare and share Monitoring Report	Annually	TPC

The results of the monitoring for this TP will be analysed and detailed within a Monitoring Report which will be prepared by the TPC.

The Monitoring Report would include the following:

- Introduction and Background: this section will provide information on the TP, including a summary of its purpose, objectives, and targets.
- Results of the Surveys: this section will detail the results of the travel surveys, provide analysis of the data received and the progress towards achieving the TP targets.
- Measures Undertaken: this section will provide details of the measures and measures that have been implemented over the year, including take-up levels were appropriate.
- Specific Measures: from the TP this section will provide specific details on how TP measures have been implemented.
- Problems and Issues: this section will highlight any problems encountered during the implementation of the TP and clarify any issues which remain unresolved and / or require additional attention.
- Travel Plan Amendments: this section will propose changes to the TP where appropriate, based on the survey results and experience gained and provide justification for these changes.
- Next Steps: this will summarise the findings of the surveys and set out an implementation plan for the next 12 months.

9. Measures & Action Plan

An Action Plan of Measures as set out in **Table 9.1** has been developed for the site to show what and when measures are being implemented, who will be responsible for their implementation and the frequency of their operation.

Table 9.1 Action Plan

Action	Objective	Responsibility	Frequency
Marketing and Communication			
Prepare promotional materials	To provide information to students and raise awareness of sustainable travel options through the provision of Sustainable Travel Guide and through communal notice boards.	TPC	Within 8 weeks of TP sign off
Briefings / Enrolment Information / Travel Surgery	To provide information to students and raise awareness of sustainable travel options.	TPC	Annually
Annual Update	To maintain the momentum of the TP.	TPC	Annually
Promotional Events	To raise awareness and offer incentives / rewards / competitions.	TPC	Annually
Encouraging Active Travel (Walking & Cycling)			
Promotion of cycling and walking through promotional material	To provide information to students and raise awareness of sustainable travel options.	TPC	Within 8 weeks of TP sign off
Organise walking and cycling events	To raise awareness and offer rewards and incentives.	TPC	In line with the National events.
Increasing Public Transport Use			
Promotion of Public Transport through promotional material	To provide information to students and raise awareness of sustainable travel options.	TPC	Within 8 weeks of TP sign off
Monitoring and Review			
Undertake annual travel survey.	Measure success / performance of travel.	TPC	Annually
Prepare and disseminate a Monitoring Report.	To measure the success of the TP and make amendments where necessary.	TPC	Annually

It will be the responsibility of the TPC to manage the Measures & Action Plan and ensure that the tasks are being undertaken. The Measures & Action Plan will then be reviewed annually and will contain an annual programme of measures designed to achieve the TP targets.

10. BREEAM Compliance Summary

This Travel Plan, alongside the Transport Statement have been prepared in accordance with BREEAM 'Tra 01 Transport assessment and travel plan'. This equates to **2 Credits**.

Table 10.1 examines how the Travel Plan presented in the above sections accords with BREEAM 'Tra 02 Sustainable Transport Measures'.

Table 10.1 Accordance with BREEAM Tra 02 Table 7.4

Assessment Option	Description	Comment	Location in TP / Evidence	Point
1	The existing AI calculated in Tra 01 achieves the following: ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types	Achieved 38.77	N/A	1 of 1
2	Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development. Or	No improvements to the existing services or bus stop infrastructure are proposed.	N/A	0 of 3
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions. Or			
	Provide a dedicated service, such as a bus route or service.			
3	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	Public transport information will be included on communal notice and advertised to all students on move in days / enrolment	Table 9.1	1 of 1
4	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	No new EV parking provided	N/A	0 of 1
5	Set up a car sharing group or facility to facilitate and encourage building users to car share.	No shared parking bays provided	N/A	0 of 1

Assessment Option	Description	Comment	Location in TP / Evidence	Point
	Raise awareness of the sharing scheme with marketing and communication materials. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.			
6	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and publicly accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	The site is existing and benefits from existing access to the local footway network. As a result, no improvements are proposed as part of the development.	N/A	0 of 2
7	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 on the facing page.	Safe and secure cycle storage is being proposed which is compliant with minimum standards stated (1 space per 2 residents, 18 provided)		1 of 1
8	Provide at least two compliant cyclists 'facilities for the building users, (including pupils where appropriate to the building type) – see Definitions on page 194 for the scope of each compliant facility: – Showers – Changing facilities – Lockers – Drying spaces.	Showers, lockers and drying spaces will be provided due to the nature of this development being student accommodation.	Chapter 1.1	1 of 1
9	At least three existing accessible amenities are present, see Table 7.6 on page 191, where relevant for a Building Group.	Local amenities are present and within 500m threshold specified within Table 7.6.	N/A	1 of 1
10	Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group is provided. Or Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191 for the relevant Building Group, is provided	No additional items from Table 7.6 are being provided.	N/A	0 of 3

Assessment Option	Description	Comment	Location in TP / Evidence	Point
11	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	N/A	N/A	0 of 3
Total				5 of 18

Based on Table 7.3 of the BREEAM Guidance and the existing AI of 38.77, a score of 5 points equates to 5 Credits.

This brings the total BREEAM Credits under 'Tra 01' and 'Tra 02' to 7 Credits.

Appendix A
Site Layout



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Date of 1st Issue	Description	Drawn by	Checked by
29.07.24	First Issue	OT	JM

Key:

- Site / Application Boundary
- Base Mapping / Architect Layout / Topographical Survey
- Proposed Design

Notes:

1. Drawing units are in metres unless specified otherwise.
2. Drawing is based on **architectural layout produced by BAL architecture.**

A3 SCALE
1:200

0 m — 5 m
Scale 1:100 @ A3

Drawing Title
Ladybarn, Manchester
Proposed Layout
General Arrangement

Client
Bluesky Student Ladybarn House Limited

Drawing Status
Planning

27 Park Street
Leamington Spa
CV32 4QN
E: info@ttc-transportplanning.com

Drawing Number
211038-01

Revision
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