APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TRAVEL PLAN

AMNI TRANSPORTATION

APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TRAVEL PLAN

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APPLICATION FOR PROPOSED EXTENSION TO UNITED SHALOM PENTECOSTAL CHURCH, FLOATSHALL ROAD, WYTHENSHAWE

TRAVEL PLAN

1.0 Introduction and Background

1.1 This Travel Plan (TP) has been produced to support an application to extend the United Shalom Pentecostal Church and car park located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers).

1.2 The main objective of the TP is to minimise the number of private car trips that are generated by the proposed development and especially those with a single occupant. The TP also seeks to encourage travel by sustainable modes of transport such as walking, cycling and the use of public transport to reduce the transport and environmental impact of the development. This will assist local, national and international targets to reduce CO_2 emissions from transport. The TP will also aim to reduce the demand for parking at the proposed development. The TP will promote safer, active and sustainable travel, which will have a positive impact on the mental well-being and physical health of the staff and congregation. The TP will create an opportunity for more quality family time together on the walk to the church. The TP will create a positive opportunity for members of the church community to work together to implement and update the TP.

1.3 The following Sections describe the analysis and assessment undertaken as follows :-

- Section 2 site location
- Section 3 existing site characteristics
- Section 4 development proposals
- Section 5 Travel Plan approach
- Section 6 Travel Plan objectives and indicators
- Section 7 Travel Plan implementation and monitoring
- Summary and conclusions.

2.0 Site Location

2.1 The proposed development site is located in a residential area on the south side of Floatshall Road. The existing access to the site is a shared access off Floatshall Road serving the church car park to the east of the access with 10 car parking spaces and is located in front of the church building and parking for the adjoining bungalows to the west.

2.2 The site is bounded to the north by Floatshall Road, residential dwellings and a green space amenity. The site is bounded to the east by Oakmoor Road which provides access to Baguley Hall primary School and residential dwellings. The site is bounded

to the south by Baguley Hall Primary School and residential dwellings. The site is bounded to the west by two bungalows adjoining the site and residential dwellings beyond.

2.3 The site location of the proposed development, in relation to the surrounding road network, is shown in the Figure below.

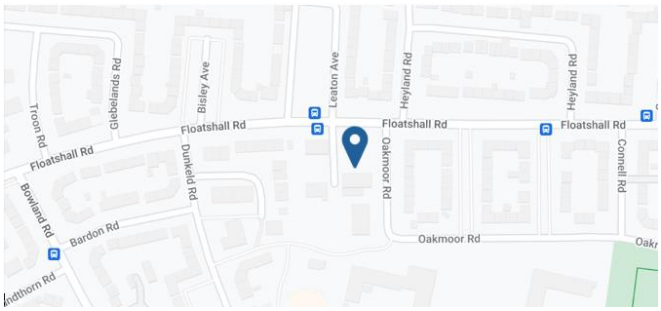


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Road Layout

3.2 The site is located in a residential area on the south side of Floatshall Road Wythenshawe. Floatshall Road is a C classified road subject to a speed limit of 20 mph and has a system of street lighting in place. There are footways located along Floatshall Road, with grass verges separating them from the highway for the majority of the route. There are traffic calming features along Floatshall Road and a prohibition of HGVs except buses and loading/unloading. Floatshall Road has a single traffic lane in each direction and there is a controlled crossing facility located adjacent to the site on Floatshall Road.

3.3 Floatshall Road connects to Southmoor Road to the west of the site. At the junction of Floatshall Road/Southmoor Road there are traffic signals installed with pedestrian and cycle crossing facilities on all arms of the junction. There is guard rail, tactile paving and dropped crossings at the junction. Southmoor Road is a single carriageway road subject to a speed limit of 30 mph and has a system of streetlighting and footways on both sides of the carriageway. There are advance stop markings for cyclists located at the traffic lights and there is a shared use pedestrian and cycle path in the vicinity. There is a tram stop located close to the Floatshall Road/Southmoor Road junction on Southmoor Road. Southmoor Road connects to the A560 to the north, which then connects to the M56 and M6 to the east.

3.4 Floatshall Road connects to Hall Lane to the east of the site via a mini roundabout. Hall Lane forms part of the Sustrans cycle network. Hall Lane is a single carriageway road subject to a speed limit of 20 mph and has a system of streetlighting and footways on both sides of the carriageway. There are pedestrian crossing facilities along Hall Lane and traffic calming features along Hall Lane. Hall Lane connects to the A560 to the north, which then connects to the M56 and M6 to the east, offering a shorter route than the Southmoor Road route.

3.5 Parking on-street is generally unrestricted except when denoted by the zig zags at the crossing located almost directly in front of the Church, bus stops, directly on junctions and across driveways.

3.6 Public Transport Access

3.7 Bus

3.8 The site is well served by public transport with bus services passing along Floatshall Road on both sides of the carriageway. There is a bus stop for west bound services located approximately 13 metres from the site access and a bus stop for east bound services approximately 20 metres away from the site access on Floatshall Road.

3.9 The west bound service on Floatshall Road has a bus stop pole with timetable information. The east bound service on Floatshall Road has a bus stop pole, a bus stop shelter and timetable information.

3.10 Tables 1 and 2 show the bus services, west bound and east bound, along Floatshall Road. Tables 1 and 2 indicate that there are 14 bus services per hour all day on Saturdays and between 7 and 9 bus services per hour all day on Sundays servicing the site. The bus service frequency and destinations served on the weekends when the site is in operation means bus travel to the site is a realistic option for travel.

3.11 The bus stops on Floatshall Road are comfortably located within the 400-metre 'desirable' walking distance recommended for accessing public transport (CIHT, Providing for Journeys on Foot, 2000).

Table 1- Bus Services along Floatshall Road (west bound)

Service	Route	Services per Hour					
		Saturday			Sunday		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
18	Manchester Airport-Eccles	1	1	1	0.5	0.5	0.5
19	Altrincham-Wythenshawe	2	2	2	1	1	1
101	Wythenshawe -Piccadilly Gardens	4	4	4	2-3	3	2
Total		7	7	7	3.5-4.5	4.5	3.5

Table 2 - Bus Services along Floatshall Road (east bound)

Service	Route	Services per Hour					
		Saturday			Sunday		
		Morning	Afternoon	Evening	Morning	Afternoon	Evening
18	Eccles-Manchester Airport	1	1	1	0.5	0.5	0.5
19	Wythenshawe - Altrincham	2	2	2	1	1	1
101	Piccadilly Gardens-Wythenshawe	4	4	4	2-3	3	2
Total		7	7	7	3.5-4.5	4.5	3.5

3.12 Figure 2 below shows the bus routes in the vicinity of the site on Floatshall Road.

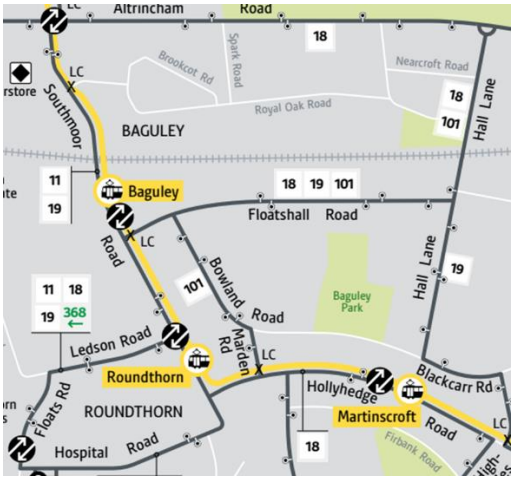


Figure 2 - Map of bus routes along Floatshall road (Source: TfGM)

3.13 Tram

3.14 The site is well served by Public Transport access with Baguley Tram Stop located approximately 550 metres to the west of the site, a walk of around 8 minutes. Baguley tram stop serves the Navy line with Trams running between Manchester Airport and Victoria via Market Street. The Figure below shows the tram lines which can be accessed from Victoria. Trams run in each direction every 12 minutes on Saturdays and every 15 minutes on Sundays from early morning until after midnight.

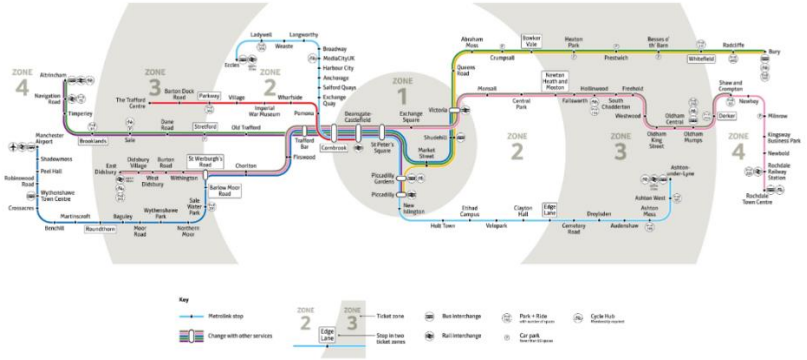


Figure 3 - Route of Tram Services (Source: TfGM)

3.15 Cycle Access

3.16 In relation to cycling, it is widely recognised that cycling can be a substitute for car trips particularly for journeys under 5km. An assessment has been made of the locations

that can be accessed within a 5km cycle ride from the proposed development. The analysis is illustrated below in Figure 4.

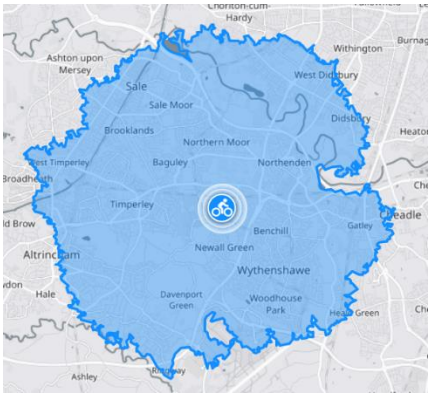


Figure 4 - Cycle Access to the Development Site (www.app.traveltime.com)

3.17 Figure 5 below shows the TfGM cycle network which includes on road and off-road cycle paths and routes and can be accessed approximately 400 metres west of the site on Southmoor Road. The Sustrans cycle network can be accessed approximately 500 metres east of the site on Hall Lane. Hall Lane forms part of the Nation Cycle Network route number 56 which is opened and signed from Chester to Wallasey and via the Mersey ferry to Liverpool and connects to National Cycle route number 62 – the Trans Pennine trail.

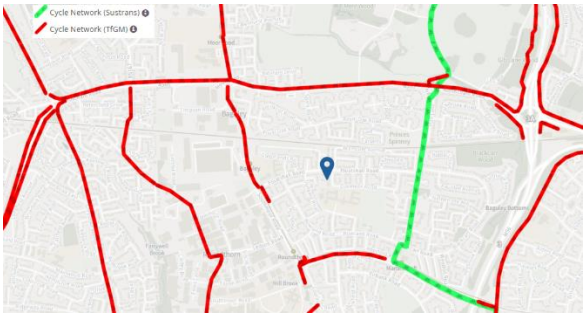


Figure 5 - Cycle Map of Local Routes (Source: TfGM))

3.18 Walking Access

3.19 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.

3.20 An assessment has been made of the locations that can be accessed within a 2km walk from the proposed development. This analysis is depicted in Figure 6 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltime.com)

3.21 There are footways and street lighting along the roads surrounding the site. There is a zebra crossing facility adjacent to the front of the site on Floatshall Road. There are traffic light controlled pedestrian crossings located on Southmoor Road and Hall Lane to the east and west of the site.

3.22 The DfT National Travel Survey of 2020 confirms that 82% of all trips less than a mile (1.6km) are carried out on foot.

3.23 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on desirable, acceptable and preferred maximum walking distances. The ‘preferred maximum’ distances are shown below in Table 3.

Table 3 - CIHT Walking Distances

Purpose	Suggested Preferred Maximum Walk
Town Centre	800m
Commuting / School	2000m
Elsewhere	1200m

3.24 Manual for Streets in 4.4.1 discusses walkable neighbourhoods : ‘Walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800 m) walking distance of residential areas which residents may access comfortably on foot. However, this is not an upper limit and PPS134 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km. MfS encourages a reduction in the need to travel by car through the creation of mixed-use neighbourhoods with interconnected street patterns, where daily needs are within walking distance of most residents.’

3.25 The Table below summarises this guidance.

Table 4 - MfS Walking Distances

Walk	Distance
Comfortable Walk	800m
Preferred Maximum Walk	2000m

3.26 A Report by WYG 'Accessibility – How Far Do People Walk and Cycle' indicated the following 85th percentile walking distances in the Table below.

Table 5 - Recommended Walking Distances

Purpose	85th Percentile Walk Distances
All Journeys	1950m
Commuting	2100m
Shopping	1600m
Education	3200/4800m
Personal	1600m
Overall Recommended Preferred Maximum	1950m

3.27 The United Shalom Pentecostal Church serves the local community and the wider communities of Manchester and Greater Manchester. The above information demonstrates that a reasonable walking distance is 2km which will encompass some of the homes of Church members in the vicinity of the Church. By integrating walking with nearby public transport stops, a larger group of Church members can access the site sustainably, reducing the reliance on cars.

3.28 Site Accessibility by the Congregation – Postcode Plot

3.29 The Travel Survey has provided post code details of present members of the United Shalom Pentecostal Church congregation at Floatshall Road, Wythenshawe. The figure below shows the location of the church members residence relative to the United Shalom Pentecostal Church at Floatshall Road, Wythenshawe.

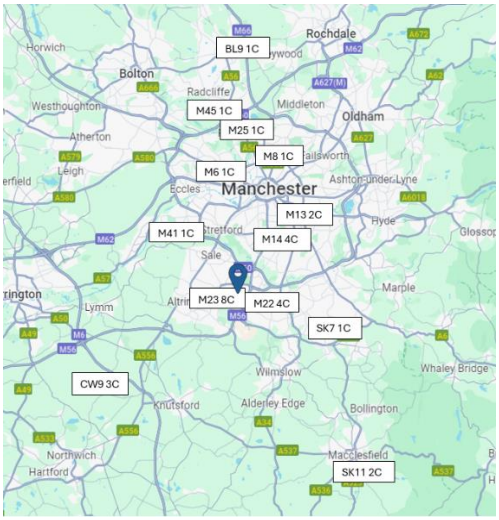


Figure 7 - Postcode plot of Members

3.30 Analysis of the origins of the people travelling to the Church show that the congregation is widespread.

4.0 Proposed Development

4.1 The application seeks consent for the demolition of the existing single storey entrance to the United Shalom Pentecostal Church and the construction of a two storey side

extension and a single storey infill extension to the rear at United Shalom Pentecostal Church, Floatshall Road, Manchester, M23 1JB. The scheme seeks consent to provide off street parking on an extended car park in front of the building accessed from the existing access and increasing car parking space from 10 to 28.

4.2 Vehicular Access

4.3 Access into the development site is proposed to be served by the existing, established access onto Floatshall Road, Wythenshawe situated to the north in front of the Church building.

4.4 Operational Management

4.5 The United Shalom Pentecostal Church formed an executive body and nominated members from local churches for the smooth running of the activities of the church. The executive body oversee the organisation, management and planning for the United Pentecostal Church. The caretaker is in attendance when the Church is open to ensure access into the building is available and that it is locked up later.

4.6 A Traffic Management/Event Management Plan and a Car Park Management Plan has been produced to supplement this Travel Plan. The executive body is willing to arrange marshalling of parking and provide guidance to people in cars on which order to access the parking spaces on the site and on the surrounding roads. Details of how car parking will be managed is set out in the Car Park Management Plan.

4.7 The executive body will promote the use of cycling, walking and walking combined with public transport to access the site and this will be communicated to Church members. In terms of drop-offs / pick-ups for the Church, the executive body will advise Church members beforehand where to drop-off / pick-up and Marshalls shall be on site to assist. Church members at present arrive and leave at staggered times and this will help with future operation of the site.

4.8 **Appendix A** contains the proposed site layout.

4.9 Car Parking

4.10 The scheme proposes a car park to accommodate 28 car parking spaces which will be constructed on the grassed area to the front of the building.

4.11 Cycle Parking

4.12 The Applicant will be providing secured and sheltered cycle parking at the Church building.

5.0 Travel Plan Approach

5.1 National Planning Practice Guidance: Travel Plans (2014) provides advice on travel plans including what should be included and how they should be monitored.

What are Travel Plans?

5.2 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

5.3 Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

What information should be included in Travel Plans?

5.4 Travel Plans should set the specific outcomes, targets and measures required to deliver a reduction in single occupancy car use and encourage sustainable travel.

5.5 They should evaluate and consider:

- benchmark travel data including trip generation databases;
- Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
- relevant information about existing travel habits in the surrounding area;
- proposals to reduce the need for travel to and from the site via all modes of transport; and
- provision of improved public transport services.

5.6 They may also include:

- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
- proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

How should Travel Plans be monitored?

5.7 Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.

5.8 The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer and the Local Planning Authority.

5.9 Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the

objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

6.0 Travel Plan Objectives and Indicators

6.1 Objectives are required to give the Travel Plan a direction and focus. The objectives of the Travel Plan are :-

- To improve access and provide safe access to the site by a variety of transport modes;
- To maximise the proportion of Church members travelling to and from the site by sustainable modes, for example, public transport, walking and cycling;
- To provide information regarding the choice of alternative transport modes available;
- To promote healthy lifestyles and a sustainable vibrant community i.e. through raising awareness of the environmental and health benefits of using more sustainable modes of transport;
- To manage the demand for car parking; and
- To minimise traffic generation on the local road network.

6.2 The proposed development is well located to encourage sustainable travel journeys and the approved development benefits from a number of features :-

- The site is well served for bus travel with regular and frequent services serving the site along Floatshall Road;
- The site is located a walk of approximately 550 metres from a tram stop
- There is good infrastructure located in the immediate vicinity of the proposed development to encourage walking and cycling journeys and sustainable travel journeys including
  - cycle routes close by;
  - bus stops a very short distance away;
  - tram stop a short distance away;
  - pedestrian crossing facilities across Floatshall Road, Hall Lane and Southmoor Road; and
  - secure cycle storage will be installed by the Applicant within the site.

6.3 Travel Survey

6.4 A travel survey of the congregation has been undertaken. This information was collected during the service on Sunday 28th April 2024. The survey asked for the travel method of Church members to the Church. The survey also collected postcode information so that the travel origins could be determined.

6.5 The Table below provides a summary of the travel survey.

Table 6 - Mode Share of Travel from the Travel Survey

Existing Travel Method	Number	%Mode Share
Car Driver	41	24%
Car Sharing	115	68%
Taxi	14	8%
Total People	170	100%

6.6 The travel survey showed a strong propensity for car sharing to travel to the Church. The survey also revealed car journeys had an average occupancy of 3.8 people. Taxi occupancy was shown to be 3.5 people per taxi trip.

6.7 Travel Plan Targets

6.8 Targets are measurable goals which are set to assess whether the objectives have been achieved. Targets should be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

6.9 The Travel Plan targets are established following the analysis of travel surveys. Typically a 10% shift from single car trips to other modes would usually be proposed. However, the main mode of travel to the Church is by private car or taxi (again car sharing) so the likelihood of achieving a 10% shift would appear to be limited. The congregation are generally employed in the NHS and work shift patterns and / or on-call so the potential for larger travelling sharing in larger groups would be limited.

6.10 Church members presently travel in family groups, so single occupancy vehicles are currently being avoided. If this trend continues after the Church extension has opened the initial target will aim to have no mode share increase in car driving so to plan would be to retain the 24% mode share for car driving. Following the opening of the extension and the next travel survey and analysis, the Church will look to see if there is scope to have a reduction target on car travel and switch to sustainable methods of travel.

6.11 Travel Plan Measures

Travel Plan Co-ordinator (TPC)

6.12 The TPC will have the responsibility for the Travel Plan including the implementation of measures identified in the Travel Plan and the monitoring and review of those measures. The executive body will appoint the TPC to undertake the management and delivery of the Travel Plan and measures. The TPC will have access to a budget for delivering the agreed measures within the Travel Plan.

Members Travel Information Pack

6.13 Initial travel information showing sustainable transport bus and tram routes and timetables will be provided as a pack of information to Church members when they access the Church so that sustainable travel is embedded from the outset, this information will also be provided to existing Church members. Information on the igo

card for young people and discounted and free travel for older people, disabled people and care leavers would be provided at this stage. This will be provided in a digital or paper format. The Travel Information Pack (and other regular communication with the Church members) will be used to explain to Church members that when travelling to the Church by car they should park on the car park on the site or in a considerate and safe on road parking space.

Promoting and enforcing sustainable travel

6.14 The executive body of the Church will promote sustainable travel as the preferred method of travel to the site. The executive body proposes the following measures :-

- Providing information on access and travel with the emphasis on walking, cycling and using sustainable transport to travel to and from the site on enrolment information for the Church members.
- Displaying information inside the building on the notice board to the Church, including the benefits of walking
  - part of daily exercise routine,
  - healthy lifestyle,
  - encouraging and embedding walking as a key method of travel for future journeys.
- Undertaking further travel surveys and sharing the results with Church members and celebrating increases in sustainable travel modes and reductions in car travel.
- Issuing regular communications to reinforce the messages on sustainable travel through either email or a WhatsApp group.

6.15 The need to access the Church by car:

- Encouraging the use of car sharing for any of the Church members that need to travel by car through communications at convenient times at the start or the end of prayer session, via email and / or the WhatsApp group.
- Communicating to church members the importance of considerate and safe on road parking and the importance of being a considerate neighbour;
- Communicating that those that need to travel by car should use the on site car park when possible;
- Consider prioritising the car park for older or less mobile people or pre arrange use of car park.
- The marshal on-site will actively manage access into the on-site car parking.

Car Sharing

6.16 Car sharing opportunities could be promoted to new Church members, as the present Church members have a good habit of car sharing. The TPC could explore opportunities to promote other vehicle sharing initiatives possibly through mini-bus hire.

Travel Planning

6.17 As part of the programme for providing travel information and advice to Church members the TPC could arrange for travel planning tools to be shared with Church members as appropriate, which could include the following websites :
Plan a journey | Bee Network | Powered by TfGM

www.nationalrail.co.uk/
www.liftshare.com
www.carshare.com/
www.nationalcarshare.co.uk/

Church members Travel Survey

6.18 The executive body, via the TPC, will undertake a travel survey of Church members to assess how they are travelling to and from the site. The survey will also ask questions on the method of travel for Church members and will also request information on car parking locations for Church members that travel by car. The travel survey will be undertaken within 3 months of the Church extension opening. The survey is proposed to be discussed with the executive body at meetings and findings and/or actions shared with the wider Church community. The survey will be conducted in a way, and results shared in a way, that will not identify any individual taking part.

6.19 Summary

6.20 Postcode information evidences that current Church members are located within the local area and in the wider Manchester area with a small minority from the wider Greater Manchester area. This Travel Plan sets out the measures to promote sustainable travel and to manage car access to the site.

6.21 Floatshall Road has parking restrictions by way of zebra crossing zigzags along its northern boundary, but there are on-street parking on other sections of the road.

6.22 Church members who live within a 2km walk of the Church could be encouraged to walk.

6.23 Church members who live slightly further than 2km away, but with the potential to walk, should be encouraged to make occasional journeys to walk to the Church. These achievements should be celebrated but no one should be treated less favourable because for whatever reason this is not an option for them.

6.24 The main service at the United Shalom Pentecostal Church occurs on Sundays 10.30am-1.30pm with a Sunday School beforehand 9.30am-10.30am, in addition there is a service on Saturdays at 4.00pm.

6.25 The Church is well located to households that will use it with good walking and cycling infrastructure adjacent and around the site, frequent and regular public transport close by and an approximately 3.2km drive to the M60 for households that need to use a car.

6.26 The use of the extended Church should not result in an impact that could be classed as severe under the NPPF para 115.

7.0 Travel Plan Implementation and Monitoring

7.1 A Travel Plan has been produced but it is important to set out how it can be implemented once the occupation of the building starts to take place. The Table below provides an Initial Implementation Programme for the Travel Plan. This Implementation Plan will provide a focus for the TPC when developing the full Travel Plan.

Table 7 - Initial Implementation Plan

Timescale	Activity
Prior to Occupation / On Occupation	Appoint Travel Plan Co-ordinator
	Travel Information Pack produced and ready for distribution prior to first use of the building
	Audit of pedestrian, cycle, walking and public transport access to the building.
3 months after opening of the extension	Travel Surveys undertaken
	Identify Travel Plan measures
	Review Travel Plan objectives and mode share
	Submit Revised Travel Plan
Review Every Year	Undertake Travel Survey
	Review travel survey results against mode share targets and objectives

7.2 To gauge the success of the Travel Plan it is important for the TPC to monitor the implementation of travel plan measures. The TPC will be responsible for distributing and analysing the travel surveys.

7.3 The Table below shows the main areas of monitoring activity identified for the Travel Plan.

Table 8 - Monitoring Schedule

Monitoring Type	Monitoring Method
Mode of travel by Church members	Every year travel survey
Car use by Church members	Every year travel survey
Car parking survey	Every year parking survey
Cycle parking usage	Every year travel survey, every year cycle parking surveys
Use of car share initiatives	Every year travel survey
Use of public transport	Every year travel survey

7.4 A Travel Questionnaire is provided in **Appendix B.** The results of the travel survey will be reported after the survey is undertaken and analysed. A draft Action Plan is contained in **Appendix C**.

8.0 Summary and Conclusions

8.1 This Travel Plan (TP) has been produced to support an application to extend the United Shalom Pentecostal Church located at 89 Floatshall Road, Wythenshawe, M23 1JB (the site). The Church building is located on the south side of Floatshall Road, Wythenshawe (139359/FO/2024 refers).

8.2 The TP describes the existing sustainable transport infrastructure and services that are available to reduce the number of private car trips that are generated by the development, especially single occupancy car trips. Information will also be provided to Church members to support and encourage them to travel to the site by means other than by single occupancy vehicles.

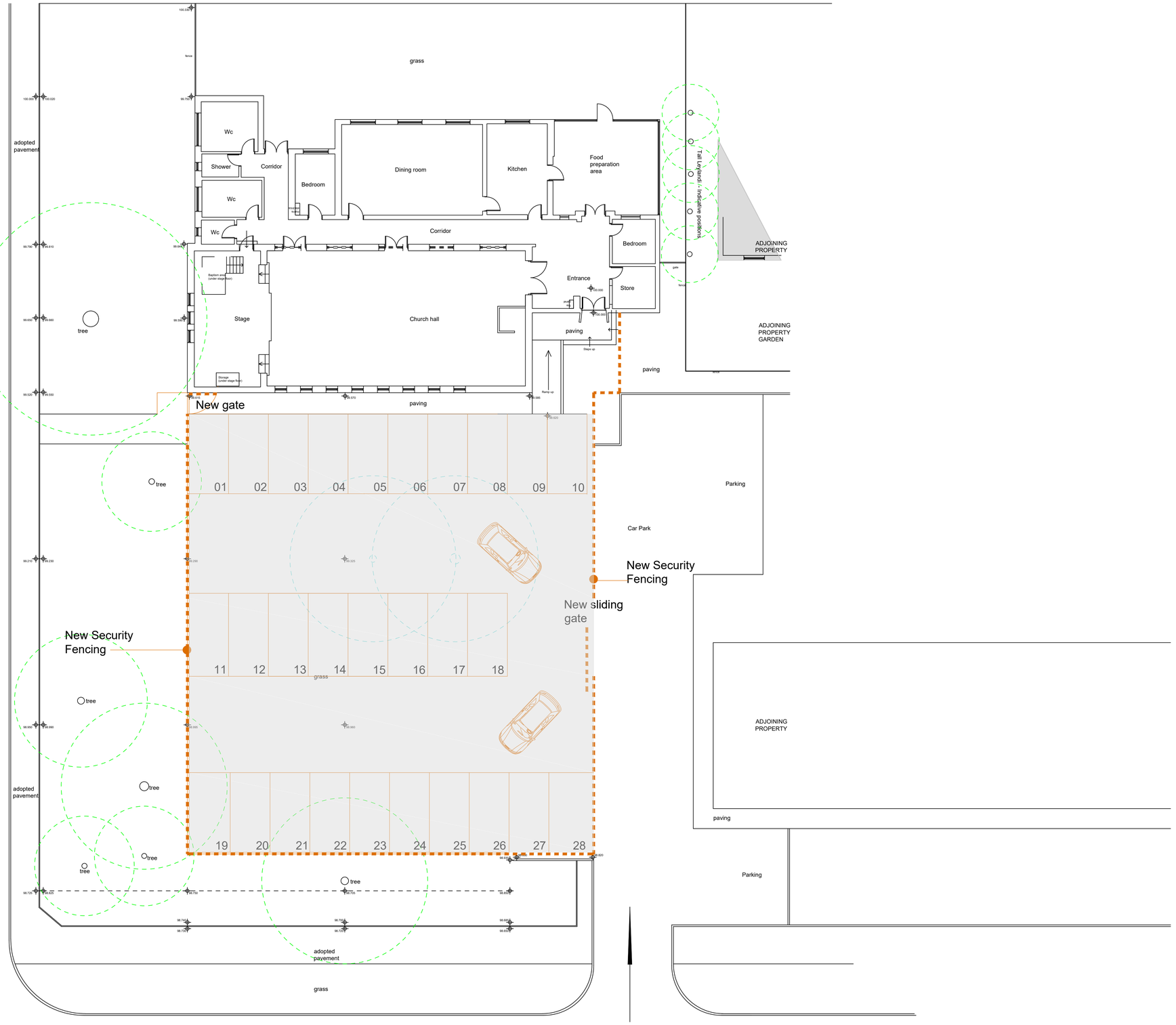
8.3 The Travel Plan includes measures and initiatives to encourage Church members to travel by means other than the private car. Travel surveys will be carried out and monitoring every year and monitored over a 5-year period after occupation of the extended Church building. It is hoped the strategies and understanding of the importance of sustainable travel will be positively received by the Church members and monitoring will continue beyond the five-year period and continuing improvement strived for.

8.4 The TP aims to reduce the number of single occupancy private vehicle trips and the number of vehicle trips for the benefit of the local community, other road users, the safety and health and well-being of Church members and the environment. The TP will also aim to reduce the demand for parking in the area and minimise the number of vehicles that use the road network. The TP will aim to encourage more trips to be made by sustainable transport and this will be beneficial for Church members in terms of their health and well-being.

8.5 It is also noted that for some Church members who travel as a family by car from areas in the wider Manchester area or Greater Manchester area, sustainable travel options may not be an option due to the time it would take or the cost for a family to travel.

Appendix A

Scheme 7



Oakmoor Road

Creation of 28no parking spaces in new car park. Requires the removal of only 2 trees.

Proposed Site Plan - Scheme 7

Notes

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Do not scale from this drawing.

All dimensions are to be checked on site prior to construction, manufacture of any components and ordering of materials and equipment.

Any discrepancies are to be reported to the architect for clarification.

All materials and workmanship to be in accordance with the current British Standards and codes of practice.

Rev	Date	Drawn by	Comments

Client

United Shalom Pentecostal Church

Project

Proposed Creation of Car Parking
89 Floatshall Rd, Wythenshawe

Drawing

Proposed Car Parking - Scheme 7

Date	Drawn by	Scales
July 2023	jad /tw	1:125 @ A1

Job No - Dwg No - Rev

23037-sk7

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Appendix B

Date Time Period Establishment

Group size	Did you travel together *If not together fill in number for each group YES	NO	Walk	Public Transport	Car Driver	Car Passenger	Cycle	Dropped Off by Car/Taxi	Other, please state	All How far have you traveled?	Car Where did you park?

Date 28/04/2024 Establishment United Shalom Pentecosta Church

Group size	Did you travel together *If not together fill in number for each group		Walk	Public Transport	Car Driver	Car Passenger	Cycle	Dropped Off by Car/Taxi		Other, please state	Postcode	All	Car
	YES	NO										How far have you traveled?	Where did you park?
5	✓				1	4					[redacted]	5 miles	Car Park
4	✓				1	3						4 miles	Car Park
4	✓				1	3						20 miles	Nearby Street
5	✓				1	4						17 miles	Car Park
4	✓				1	3						2	Street
4	✓				1	3						5	Street
5	✓				1	4						8 miles	Street
4	✓				1	3						5	Street
4	✓				1	3						3	Street
5	✓				1	4						10	Street
2	✓							✓	2			10	Not needed
4	✓				1	3						7	Street
4	✓				1	3						8	Street
4	✓				1	3						9	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
4	✓				1	3						5	Street
5	✓							✓	5			5	Street
3	✓							✓	3			3	Street
6	✓				2	4						4	Car Park
4	✓							✓	4			7	N/A
3	✓				1	2						3	Street
4	✓				1	3						7	Street
4	✓				1	3						7.5	Street
4	✓				1	3						5	Street
3	✓				1	2						4	Street

4	✓				1	3						20 km	Street
3	✓				1	2						22 miles	Street
2	✓				1	1						15 min	Street
4	✓				1	3						25 min	Street
3	✓				1	2						10 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						25 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						20 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						35 min	Street
4	✓				1	3						10 min	Street
4	✓				1	3						5 min	Street
4	✓				1	3						30 min	Street
4	✓				1	3						5 min	Street
2	✓				1	1						10 min	Street
4	✓				1	3						10 min	Street
3	✓				1	2						30 min	Street
170					41	115			14	170			
1					24%	68%	0%	0%	8%	100%			
						2.804878			2.8				

Appendix C

United Shalom Pentecostal Church, Floatshall Road, Wythenshawe

Travel Plan Action Plan

	Action	Responsibility	Timescale
1.	Travel Plan Coordinator (TPC)		
	○ Agree brief of appointment /responsibility with management team	Operator	○ prior to occupation
	○ Appoint Site Travel Plan Co-ordinator	Operator	○ prior to occupation
2.	Liaison		
	○ Liaison with local residents on car parking	TPC	○ Prior to occupation
3.	Access Audit		
	○ Audit of pedestrian, cycle and public transport access to the site	TPC	○ prior to occupation / completed
4	Undertake Travel Surveys	TPC	○ after occupation
5.	Prepare digital Travel Guide/TP Marketing Literature		
	○ Information and advice concerning pedestrian/cycle routes to/from the development.	TPC	○ prior to occupation
	○ Bus route maps and timetables	TPC	○ prior to occupation
	○ Details of car sharing schemes	TPC	○ prior to occupation
	○ Contact details of TP Co-ordinator	TPC	○ prior to occupation
6.	Design Travel Plan Infrastructure into development	Operator	○ provided as part of the development / completed
7.	Set up travel database	TPC	○ within 2 months of occupation
8.	Personalised journey plan available for each staff member (if requested).	TPC	○ within 2 months of occupation
9.	Travel Plan Development		

○ Develop Travel Plan to ‘Final’ status – to include results of travel surveys, revised mode share targets (as appropriate) and details of confirmed measures.	TPC /Site Management Team	○ Within 6 months of occupation
○ Implement ‘Final’ Travel Plan	TPC	○ Within 6 months of occupation