

Proposed Residential Development
Chain Road, Blackley

October 2023

RESIDENTIAL TRAVEL PLAN

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Eddisons

REPORT

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PROJECT: Proposed Residential Development, Chain Road, Blackley

CLIENT: Great Places/Terra Nova

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Great Places/Terra Nova to prepare a Travel Plan to support a proposed residential development on land off Chain Road in Blackley, Manchester.

1.1.2 The site benefits from outline planning permission (Ref: 131891/FO/2021) for residential uses (up to 32 dwellings).

1.1.3 Condition 35 of the outline planning consent relates to the specific Travel Plan condition which is provided below:

‘Prior to the first occupation of the development, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;

ii) a commitment to surveying the travel patterns of residents during the first three months of the first use of the development and thereafter from time to time

iii) mechanisms for the implementation of the measures to reduce dependency on the private car

iv) measures for the delivery of specified travel plan services

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.'

1.1.4 This Travel Plan seeks to formally discharge Condition 35 contained within planning permission reference 131891/FO/2021, prior to occupation of the site.

1.1.5 The Travel Plan will set out the principal strategies that will be put in place once the development is open and residents are occupying the dwellings, to encourage sustainable travel to the development. The document will evolve into a formally agreed final Travel Plan within 6 months of the first occupation of the development.

1.2 Site Location

1.2.1 The development site is located in Higher Blackley, a suburb around 7km north of Manchester city centre. The site is a broadly rectangular area of land, bounded by residential development to the west, Chain Road to the north-east and Victoria Avenue to the south.

1.2.2 The site location is shown in **Plan 1**.

1.3 Development Proposals

1.3.1 Outline planning permission was granted for a residential development providing 32 dwellings with associated access and parking.

1.3.2 The proposals will provide 32 residential dwellings, comprised of a mix of houses and apartments. Access to the site will be gained via an access point located to the east of the site off Chain Road in the form of priority controlled junction. The proposed site layout is shown in **Plan 2**.

1.4 Travel Plan Objectives

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

1.4.2 The aims of the Travel Plans are as follows:

- To encourage residents and visitors to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.4.3 This document provides an interim framework for the preparation of a final Travel Plan, which will be submitted to Manchester City Council (MCC) within 6 months of the development reaching the first occupation.

1.4.4 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote the different means of travel available to residents.

1.4.5 This document will set out the principal strategies of the Travel Plan, which will evolve into a formally agreed document once residents are occupying dwellings.

1.5 Residents Travel Pack

1.5.1 The principal measure will consist of a Residents Travel Pack containing relevant material to promote non-car modes of travel. This will be discussed further in Section 4.

2 PLAN ADMINISTRATION

- 2.1.1** The administration of the Travel Plan (once implemented) will be the responsibility of the developer, in this case Great Places/Terra Nova, or whoever succeeds them in relation to these proposals. The developer will be required to designate a Travel Plan Co-ordinator (TPC) for the site.
- 2.1.2** Eddisons will initially act as the Travel Plan Co-ordinator on behalf of the developer. This responsibility is likely to transfer to an employee of the Management Company catering for the site once the development is occupied; this is yet to be confirmed. Essentially the co-ordinator will provide a liaison in implementing the plan with the residents and the local authority.
- 2.1.3** The contact details of the current Travel Plan Co-ordinator are as follows: Sam Mcloughlin at Eddisons:sam.mcloughlin@eddisons.com
- 2.1.4** The Travel Plan Co-ordinator 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 Travel Plan Co-ordinator of the residential development will be overseen by the housing management company or developer (in this case Great Places/Terra Nova).
- 2.1.6** 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 Buyers Information Pack.
- 2.1.7** The role of the Travel Plan Co-ordinator will also be to develop and manage the Travel Plan for the site. The duties will include monitoring, reviewing targets and forming action plans to remedy areas where the Travel Plan is not performing.

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 proposed site has been considered by the following modes of transport:

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

3.2 Accessibility 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.

3.2.2 Footways with a width of around 4m front the site along Chain Road, whilst footways of around 3m are located along Victoria Avenue adjacent to the site. These footways connect to the wider footway network and provide direct linkages to the nearby day-to-day amenities within the vicinity of the site.

- 3.2.3 A signalised pedestrian crossing facility is provided along Victoria Avenue immediately adjacent to the site whilst a pedestrian refuge is available across Chain Road at its junction with Victoria Avenue.
- 3.2.4 A pedestrian refuge is provided across Victoria Avenue, around 50m east of Chain Road and adjacent to the Avenue Medical Centre, whilst full pedestrian crossing facilities are incorporated within the Victoria Avenue/A664 Rochdale Road signalised junction 250m to the east of the site.
- 3.2.5 A signalised crossing facility is also provided around 170 m west of the site, adjacent to Blackley Academy.
- 3.2.6 The DFT National Travel Survey of 2018 confirms that 80% of all trips less than a mile (1.6km) are carried out on foot.
- 3.2.7 The Institute of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot', provides information on acceptable walking distances. Table 3.2 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

- 3.2.8 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.'*

3.2.9 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’.*

3.2.10 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

3.2.11 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.

3.2.12 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.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 3.4 WYG Report/NTS Data Walk Distances

- 3.2.13 In summary, the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 3.2.14 In a recent 2023 YouGov poll, respondents were asked to identify the local amenities they valued the most within a 15 minute walk of their home.
- 3.2.15 The poll results highlight amenities that people consider essential for their day to day lives, such as, grocery stores, healthcare facilities and public transportation. The results of the YouGov Poll are displayed in Table 3.5 below:

Do you think each of the following should or should not be included as amenities to have within a 15 minute walk of every home in your neighbourhood?

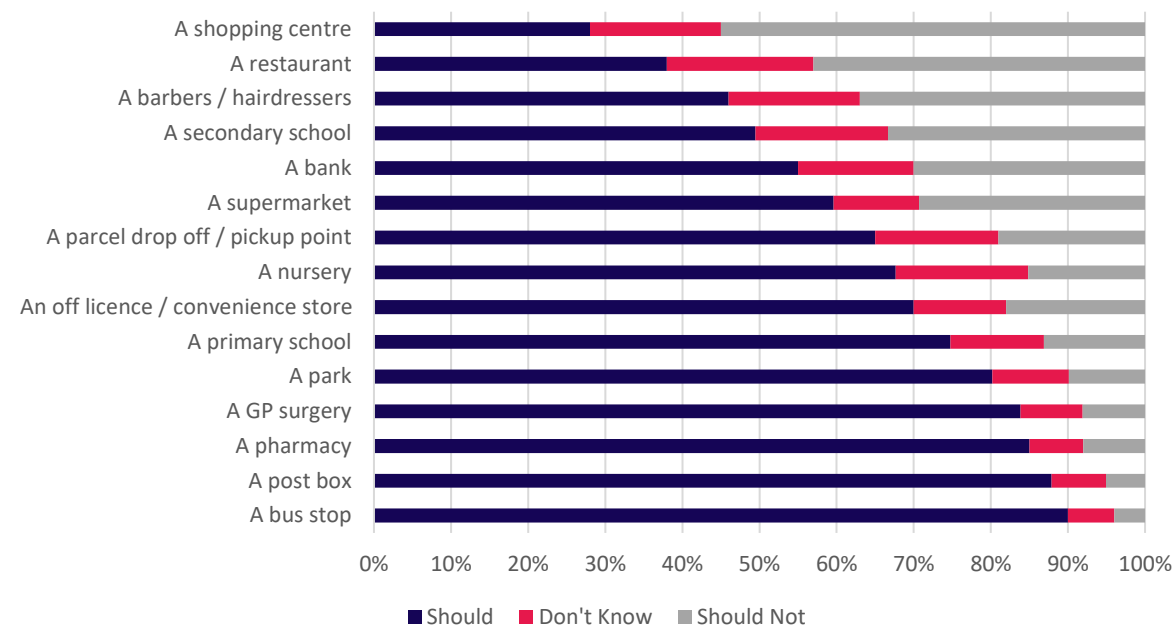


Table 3.5 YouGov Poll Results (Source YouGov)

3.2.16 Table 3.5 shows that the majority of respondents, approximately nine in ten, believe that having a bus stop (90%) and a post box (87%) within a short walk of their home is most important. Similarly, a significant proportion of Britons think that medical facilities like a pharmacy (85%) and a GP surgery (83%) should be easily accessible. Less than half of the respondents see the need for a shopping centre (28%), restaurant (38%), or hairdressers (46%) to be located nearby.

3.2.17 There are a range of ‘day to day’ amenities that are located within a short walk of the site, namely:

- Bus stops along Victoria Road.
- The Avenue Medical Centre.
- E-ACT Blackley Academy.

- GoLocal Convenience Store.
- Victoria Avenue Post Office.
- Our Lady's RC High School.

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

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 Macclesfield, Prestbury, Gawsorth, Tytherington and areas of Alderley Edge.

3.3.3 This distance equates to a journey of around 40 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass large parts of Manchester, including the city centre, Bury, Rochdale and Oldham.

3.3.4 On-carriageway cycle lanes are provided along Victoria Avenue, whilst additional on-carriageway cycle lanes are available along the A664, to the south of its junction with Victoria Avenue.

3.3.5 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 southern segment forming part of the Fallowfield Loopline.

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

3.4 Access by Bus

3.4.1 An effective public transport system is essential in providing good accessibility for large parts of the population to provide opportunities for work, education, shopping, leisure and healthcare in the town and beyond.

3.4.2 The nearest bus stops to the site are located along Victoria Avenue, within 100m of the site. The eastbound bus stop consists of a bus stop pole, shelter and timetable, whilst the westbound bus stop pole.

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

Service No	Route	Monday - Friday			Saturday			Sun
		Pre 08:00	08:00-17:00	Post 17:00	Pre 08:00	08:00-17:00	Post 17:00	
41	Middleton – Manchester – Sale	2 services	1 Service per hour	7 Services	2 services	1 Service per hour	7 Services	1 Service per hour
115	Middleton – Blackley - Middleton	0 Services	1 Service per hour	0 Services	0 Services	1 Service per hour	0 Services	0 Services
116	Middleton – Blackley - Middleton	0 Services	6 Services	0 Services	0 Services	0 Services	0 Services	0 Services

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

3.4.4 As can be seen from Table 3.6, the nearest bus stops to the site provide access to Middleton, Manchester City Centre and Sale, to name just a few.

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

3.5 Accessibility Summary

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

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

- The site is well located to cater for trips on foot and provides potential for a high degree of pedestrian trips between the development and the surrounding area;
- it has been demonstrated that the site is accessible by cycle, with a number of local and national cycle routes being located within close proximity of the site;
- the services from the bus stops on Victoria Avenue, travelling to destinations such as Manchester city centre, shows that the proposed development can be considered as accessible by bus.

3.5.3 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.

4 MANAGEMENT MEASURES

4.1 Introduction

4.1.1 . The following Travel Plan measures will be considered:

- Travel Plan Co-ordinator;
- Residents Travel Survey;
- Residents Travel Pack;
- Travel Awareness and Information;
- Promotion of Lift Share Scheme;
- Encouraging Walking/Cycling;

4.2 Management Measures

Travel Plan Co-ordinator

4.2.1 It is anticipated that Eddisons (sam.mcloughlin@eddisons.com) will initially act as the Travel Plan Co-ordinator (TPC) for the development. The TPC will be responsible for all aspects of the Travel Plan.

4.2.2 His or her 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, walking and car sharing schemes; and
- Maintenance of all necessary systems, data and paperwork. we management company although this will be confirmed in due course.

- 4.2.3 The brief of the Travel Plan Co-ordinator is shown in **Appendix 1**.

Residents Travel Survey

- 4.2.4 In order to establish the travel modes of residents (within 3 months of the developments first occupancy) a Residents Travel Survey will be undertaken.
- 4.2.5 The resident's travel survey will be provided to all the residents as part of their 'Welcome Pack' when they purchase a property.
- 4.2.6 This information will be used to determine which modes of travel will need to be promoted and encouraged the most.
- 4.2.7 Repeat surveys may be used for the Travel Plan monitoring process in order to establish what may be required to further encourage travel by non-car modes.

Residents Travel Pack

- 4.2.8 It is an important 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.
- 4.2.9 The proposed development is well placed for encouraging access on foot or by cycle to a wide range of facilities. Similarly, the existence of local bus services will encourage choice of public transport as a primary means of travel for the development.
- 4.2.10 However, in order to further encourage sustainable travel, it is recommended that a Residents Travel Pack is provided for the occupants of each new residential dwelling.
- 4.2.11 The contents of such a travel pack will 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 facilities.

- 4.2.12 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.

Travel Awareness and Information

- 4.2.13 Residents will be made aware of the existence of the Travel Plan and a copy of the plan will be made available to residents on purchasing a property.
- 4.2.14 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.

Promotion of Car Share Scheme

- 4.2.15 The Travel Plan Co-ordinator will promote the use of car sharing via registering on the Liftshare website. It allows users to register their details, where they are travelling to in the area, if they are offering a lift, or need a lift to their destination.
- 4.2.16 The website can be found at the following location www.liftshare.com

Encouraging Walking / Cycling

- 4.2.17 Residents will be provided with information and advice concerning safe pedestrian and cycle routes via the Residents Welcome Pack and additional information is provided on the following websites:
- *Free Journey Planner:* <https://www.traveline.info/>
 - *Walking Routes and Initiatives:* <http://www.livingstreets.org.uk/walk-with-us> & <http://www.walk4life.info/>
 - *Online Cycle Route Planner:* <http://www.sustrans.org.uk/ncn/map>
 - *Bus Timetables, Leaflets and Maps:* <http://www.traveline.info/>

- *Bus Stop Finder:*
<https://www.nextbuses.mobi/WebView/BusStopSearch/Index>
- *Rail Travel Information:* www.thetrainline.com & www.nationalrail.co.uk/

5 TRAVEL PLAN MONITORING

5.1.1 It is important that monitoring data gathered through the travel plan is collected in such a way as to provide a clear indication of how successful the travel plan has been in minimising single occupancy car journeys and encouraging sustainable travel patterns. Therefore, the following monitoring will be provided as part of the Travel Plan for the site which is in line with DfT best practice;

- A full Residents' travel survey: A travel survey will be distributed to all residents via the Residents Travel Pack. This will ask questions about how they currently travel to and from the site, how they would prefer to travel to and from the site, any travel or transport issues they are encountering, and their attitudes towards sustainable travel.

5.2 Frequency of Monitoring

5.2.1 The full residential travel survey will be conducted once every two years for at least 5 years, with the results reported to MCC in the form of an annual monitoring statement. The initial survey will be undertaken within 3 months of the developments first occupancy.

5.2.2 The TPC will endeavour to undertake the surveys at the same time every year to allow for comparison without seasonal influences on travel patterns.

5.3 Monitoring Reporting and Review

5.3.1 Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of on-going modal split.

5.3.2 Future strategies for further delivering plan objectives can be considered in partnership with MCC.

5.3.3 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

- 5.3.4 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at MCC.
- 5.3.5 The monitoring measures outlined below incorporate both the collection of ‘hard’ analytical data and ‘soft’ data in the form of general feedback and correspondence following the opening of the development.
- 5.3.6 Actions will include:
- Seek regular feedback from bus operators to establish the perceived level of demand for local bus services;
 - Monitor the take-up of the lift share scheme; and
 - Record comments received from residents relating to the operation and implications of the Plan.
- 5.3.7 Information gathered through the monitoring process will be recorded for the input to the Annual Review, outlined below. The information will be sent to the planning authority at regular intervals.

5.4 Action Plan

5.4.1 **Table 5.1** below provides a Draft Action Plan to timescales for the Travel Plan;

Action	Target Date	Indicator/Measured by	Responsibility
Appointment of TPC	TPC appointed at least 1 month prior to first occupation of site	Appointment of TPC by target date	Great Places/Terra Nova
Production of Welcome Pack	Upon Occupation	Resident travel survey	Great Places/Terra Nova/TPC
Undertake initial travel surveys	Within 3 months of reaching first occupation of development	Receipt of survey results	TPC
Agree Travel Plan Targets	Within 6 months of reaching first occupation of development	Receipt of Written agreements of target	TPC
Achieve target car driver travel to work mode split	5 years after initial travel survey (75% occupation)	Resident travel surveys conducted in years 1, 3 and 5	TPC

Table 5.1 Travel Plan Framework Timescales

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. The action plan is to be agreed with MCC prior to the submission of the final Travel Plan.

6 TRAVEL PLAN TARGETS

6.1 Introduction

- 6.1.1** 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.
- 6.1.2** The targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.
- 6.1.3** In order to set the targets, further information (e.g. a travel survey) will have to be obtained in order to establish against which to set the targets. This information will be related to existing patterns of movement (i.e. the proportion of residents who travel to their workplace by non-car mode).
- 6.1.4** Despite this it is recognised that measurable and achievable targets need to be set for sustainable modes to encourage their use. For the purpose of this Travel Plan reference will be made to the Travel to Work Data for the Manchester Area (Middle Super Output Area: Manchester 001) contained in the 2011 Census at the next stage of the Travel Plan process.
- 6.1.5** Based on this data obtained from the 2011 Census initial minimum targets for the developments model split will be proposed.
- 6.1.6** A summary of the modal split results and the proposed targets are provided in **Table 6.1** below:

Mode	MSOA Manchester 001	Target
Car (Driver)	53%	48%
Car (Passenger)	8%	8%
Public Transport	23%	24%
Bicycle	2%	4%
Walk	7%	9%
Motorbike	1%	1%
Work Mainly from Home	6%	6%
Other	0%	0%
Total	100%	100%

Table 6.1 Modal Split Targets

6.1.7 As can be seen that the largest travel mode is that of Car Driver, however, there is currently an encouraging level of travel on foot.

6.1.8 In summary, based on the data obtained from the residents travel survey, initial minimum targets for the developments model split have been proposed as follows;

Car Driver - Reduction of 5% to 58%.

Public Transport - Increase of 1% to 4%.

Bicycle - Increase of 2% to 3%.

Walking - Increase of 2% to 6%.

6.1.9 These targets will be revised and agreed with MCC and included in the final Travel Plan for the development within 6 months of reaching the first occupancy of the development.

6.2 Other Potential Targets

6.2.1 Other targets which according to the DfT may potentially be included in the Travel Plan include the following:

- Car trips per household - targets set on the basis of predicted trip rates for the development.
- Uptake of alternatives - Targets for bus patronage, membership and use of car clubs, registration and participation in car share scheme, cycle counts and pedestrian counts.
- Car ownership and mode of travel - trip based targets may be supplemented by targets related to car ownership, travel to work by mode and travel to school by mode.

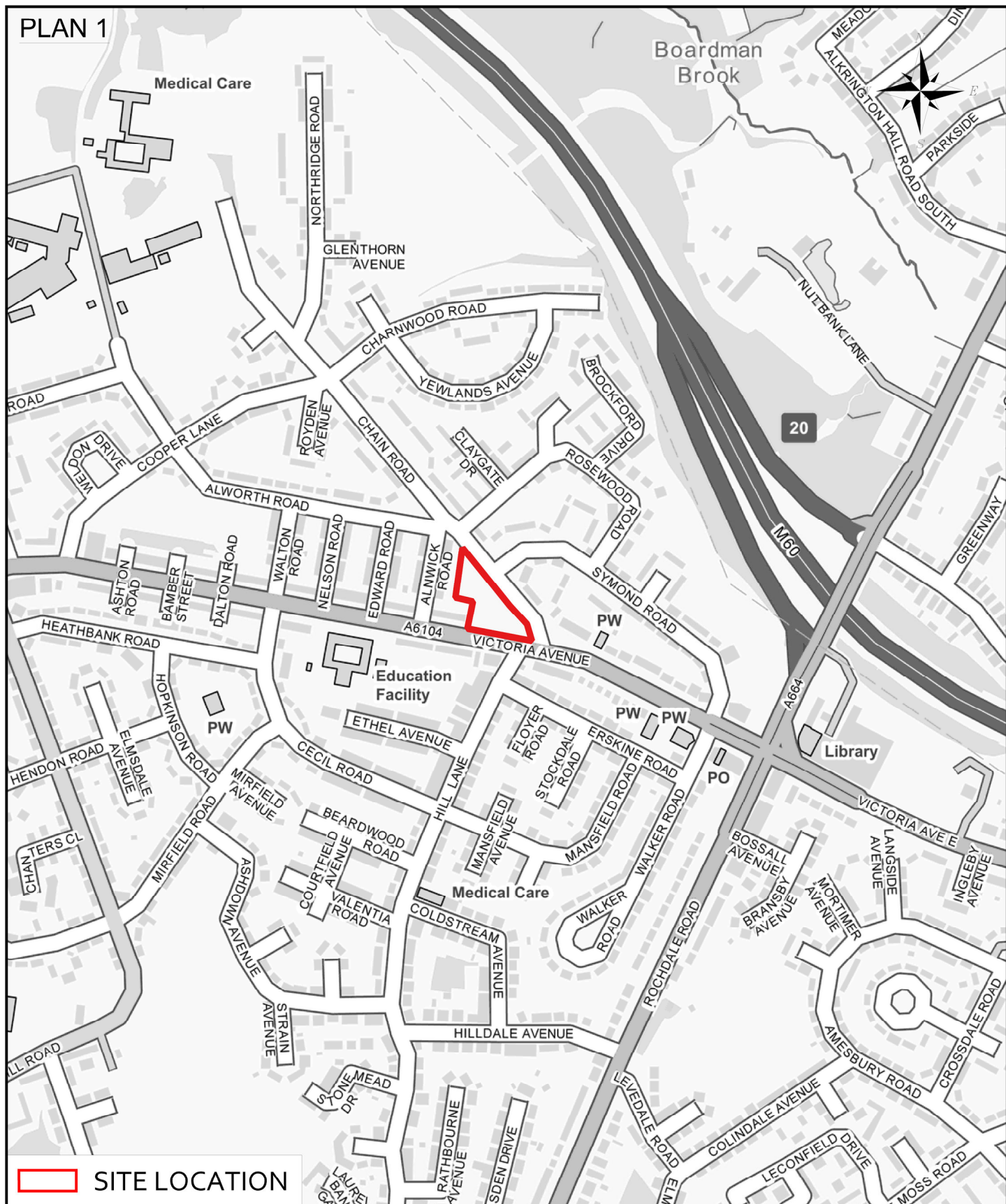
6.2.2 Travel Plan awareness targets - for example, a target can be established to ensure a significant percentage of residents are aware of the travel plan and its purpose.

7 CONCLUSIONS

- 7.1.1** This Travel Plan has detailed the measures which will be implemented at the Chain Road, Blackley residential development in order to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2** The Travel Plan provides information and details of sustainable modes of transport which will be accessible to residents and visitors of the development.
- 7.1.3** The aim of the Travel Plan is:
- To encourage residents and visitors to use alternatives to the private car;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes, and
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.
- 7.1.4** A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.5** The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.6** A detailed resident Travel Survey will be undertaken to establish travel modes of residents and following this, specific targets will be set and agreed with the Travel Plan team at MCC.

PLANS

PLAN 1



SITE LOCATION

CLIENT:

GREAT PLACES HOUSING GROUP

DRAWING TITLE:

**CHAIN ROAD, BLACKLEY
SITE LOCATION PLAN**

DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
HZ	08.09.21	TR	08.09.21	NTS @ A4

Croft Transport Planning & Design
340 Deansgate
Manchester
M3 4LY

Email: info@crofts.co.uk
Tel: 0161 837 7380
Web: www.eddisons.com/services/transport-planning

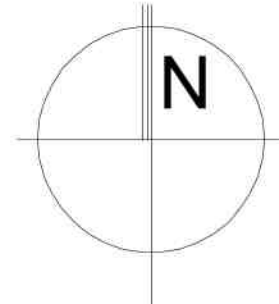
DRAWING NUMBER:

3511-01

REVISION:

-

Eddisons | Incorporating
Croft



- Exgt trees removed
- Exgt trees retained
- Proposed trees
- 100% (1no) electric charging point / parking space

E	18.09.23	SP	Parking 12 moved	
D	25.08.23	ACo	Dimensions added to boundary walls	CL
C	13.02.23	SP	Revised hard landscape and boundary treatment at the entrance of the block of flats	
B	31.08.22	SP	Additional land strip on south-east boundaries	CL
A	07.04.07		Parking arrangement in front of Block 4&5 updated	

Rev.	Date	Dm.	Chkd.
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0161 406 7333 | office@bowker-sadler.co.uk | www.bowker-sadler.co.uk

Client
Great Places Housing
Group

Scale As indicated	Sheet Size @ A1	Drawn SP	Checked SW	Date 17.01.22
Project No. 18-002	Originator -BSA-	Zone	Level	Form Discipline
				Number Revision 2001 E
Status				

APPENDICES

APPENDIX 1

Travel Plan Coordinator Brief

BRIEF OF APPOINTMENT OF TRAVEL CO-ORDINATOR

This Brief of Appointment has been compiled with reference to the roles and responsibilities of the Travel Co-ordinator who will need to be appointed formally as part of the Travel Plan implementation.

The appointment for the role of Travel Co-ordinator is proposed to last for the life of the development.

After five years, the position will be reviewed and a new person appointed if necessary.

In terms of the roles and responsibilities, the Travel Co-ordinator will be expected to:

- Ensure travel awareness amongst residents.
- Creation of a travel database with information of the current and historic travel patterns of the members of residents
- Ensure the availability of the most up to date travel information.
- Ensure that all tenants receive a Residents Welcome Pack, which will contain details of public transport services i.e. timetables and route information as well as advice on walking and cycle routes to the site.
- Administer the Travel Plan and provide a liaison in implementing the plan with the local authority.
- Provide their details to the Planning and Highway Authority and the appropriate local bus companies.

Any changes in the personnel of the Travel Co-ordinator must be provided to the local planning authority.

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