S|C|P

Transportation Planning : Infrastructure Design

Travel Plan

Proposed Residential Development

26A Wilbraham Road, Fallowfield, Manchester

Creative Property People Limited

August 2023

Doc Ref: CT/220852/TP/00

Prepared by:	Craig Thomson / Orla Proffitt
Checked by:	Craig Thomson

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
00	04/08/23	Issue	CT/OP	CT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www. scptransport.co.uk

This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0 INTRODUCTION 1
2.0 TRAVEL PLAN BACKGROUND 2
3.0 SITE AUDIT 4
4.0 TRAVEL PLAN ADMINISTRATION 11
5.0 TRAVEL SURVEY 12
6.0 TRAVEL PLAN TARGETS 14
7.0 TRAVEL PLAN MEASURES 16
8.0 PLAN MONITORING AND REVIEW 19
9.0 ACTION PLAN 21
10.0 CONCLUSION 23

1.0 INTRODUCTION

1.1 This report has been prepared by SCP on behalf of Creative Property People Limited to support a residential development, comprising 30 apartments, at 26A Wilbraham Road, Fallowfield, Manchester.

1.2 This travel plan sets out the developer's commitment to reducing the number of vehicular trips generated by the development and identifies the key measures which will be developed as part of the travel plan implementation.

Travel Plan Purpose

1.3 A travel plan is an important tool for delivering sustainable access to a development. Residential travel plans focus on a single origin (home) and aim to provide a long-term strategy to positively influence travel patterns in favour of sustainable modes.

1.4 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with the promotion of healthy lifestyles.

1.5 A travel plan provides benefits to all parties, including the developers, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

1.6 As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.

1.7 As this travel plan has been prepared for a residential site, the travel plan focuses on journeys to work and local facilities, suggesting measures to reduce reliance on single occupancy private vehicle use and reducing the overall need and distance that resident's travel.

1.8 This travel plan contains objectives and targets to guide the travel plan, along with a detailed implementation plan which aims to promote sustainable travel through delivery of a number of enabling and assisting measures. Monitoring and marketing measures are also identified, together with timescales for implementation, responsibilities and an indication of the budget required in order to deliver actions.

2.0 TRAVEL PLAN BACKGROUND

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

Policy Context

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

2.6 Travel plans were first secured within the planning system within the context of *"Planning Policy Guidance Note 13: Transport"* published by the Government in March 2001. The publication of the government's '**National Planning Policy Framework**' (NPPF - 2021) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision making process.

2.7 The NPPF notes that:

'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes'.

2.8 The NPPF also advises the following in relation to sustainable travel and travel plans:-

- All developments that will generate significant amounts of movement should be required to provide a travel plan.
- Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 entitled *"Good Practice Guidelines: Delivering Travel Plans through the Planning Process"*. This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.

2.10 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

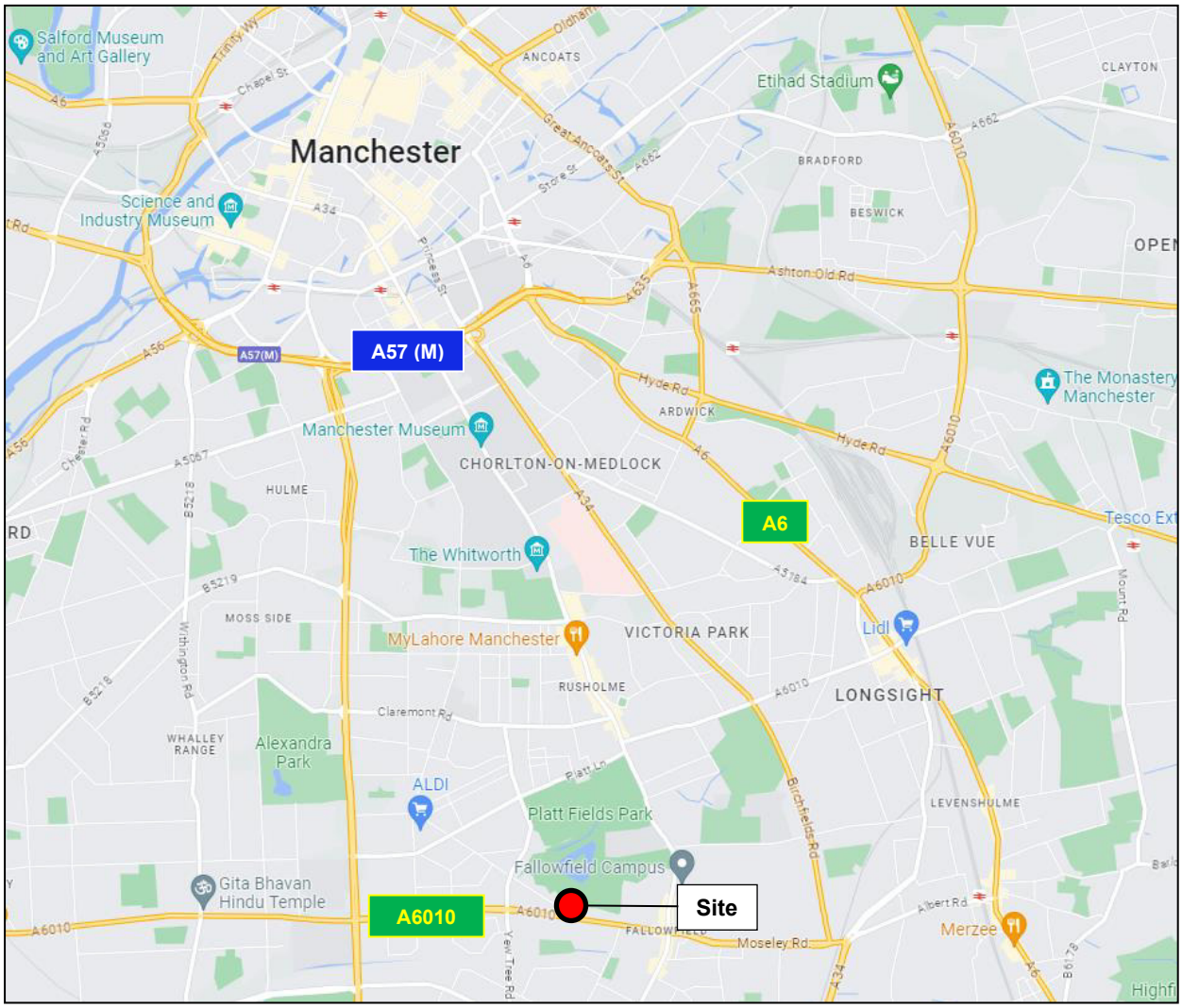
3.0 SITE AUDIT

Existing Site

3.1 The application site is located at 26A Wilbraham Road, Fallowfield, Manchester. The site currently comprises an existing day nursery and associated car park accessed off the A6010 Wilbraham Road at the south-east corner of the site.

3.2 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

Figure 3.1 – Site Location – Wider Highway Network



3.3 The site boundary is shown in relation to the local highway network in red on **Figure 3.2** below.

Figure 3.2 – Site Location – Local Highway Network

Development Proposals

3.4 The development proposals consist of the demolition of the existing building and erection of a single block of apartments, comprising 30 dwellings, with associated landscaping at 26A Wilbraham Road, Fallowfield, Manchester.

3.5 The proposed site layout is presented in **Appendix A**.

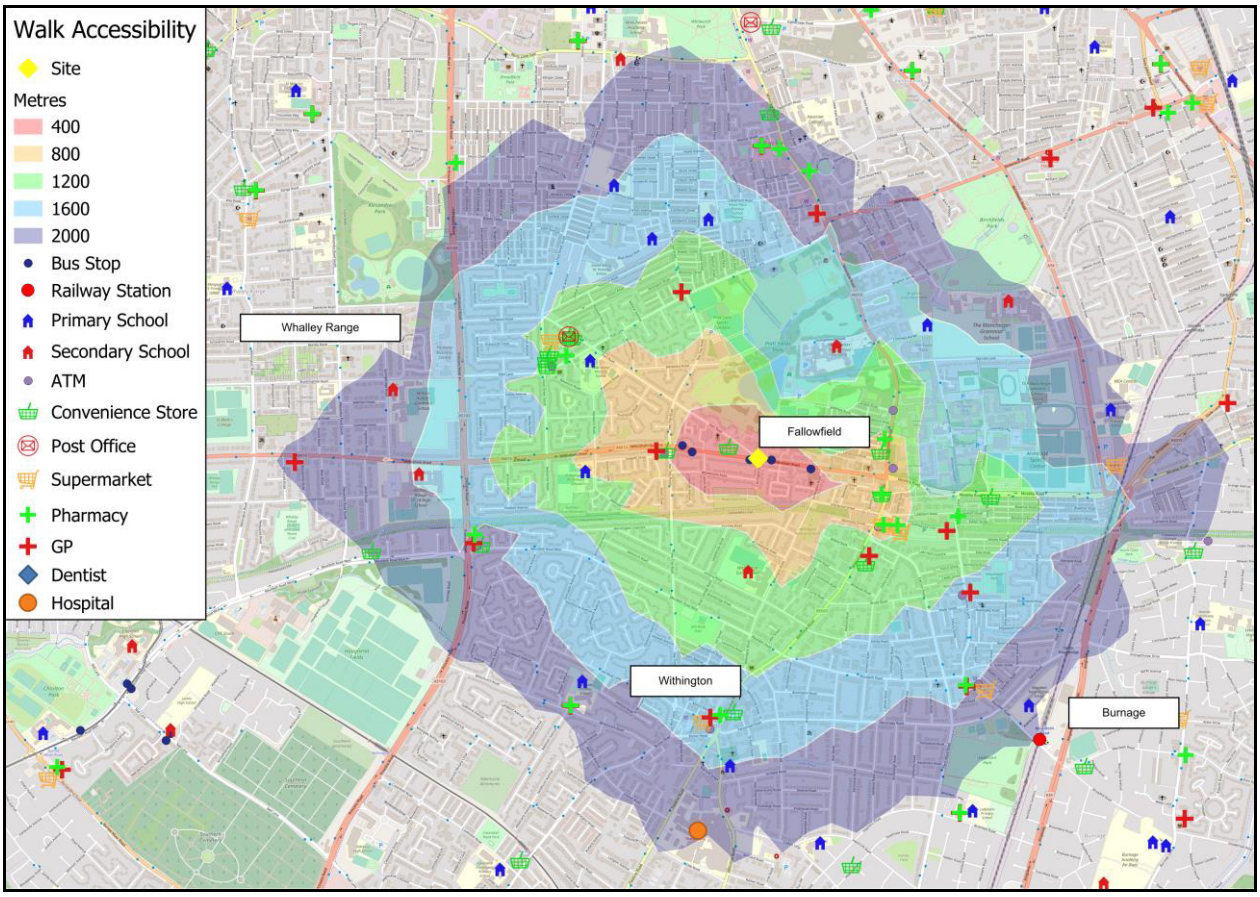
3.6 Vehicular and pedestrian access to the car park and proposed development will continue to take place via the existing site access, off the A6010 Wilbraham Road, and a refuse store and large cycle store are proposed to the north-west of the access.

Pedestrian Accessibility

3.7 Manual for Streets 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, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.8 GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walking distance from the site access, as shown on **Figure 3.3** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 3.3 – Walk Accessibility



3.9 The topography of the local area is generally flat and conducive to pedestrian trips and the roads in the vicinity of the site benefit from footpaths and regularly spaced street lighting columns on both sides as well as natural surveillance from the existing residential properties and businesses that abut the main walking routes.

3.10 In addition to the above, there is a pedestrian refuge island with dropped kerbs and tactile paving on the A6010 Wilbraham Road, immediately opposite the site, to assist pedestrians across.

3.11 **Figure 3.3** demonstrates that Fallowfield and Withington are within an acceptable walking distance as well as the array of facilities they have to offer. A selection of the key facilities located within an acceptable walk distance of the site access are summarised in **Table 3.1** below.

Table 3.1 – Local Facilities

Facility	Details	Approx. Distance from Site
Bus Stop	A6010 Wilbraham Road	50m
Convenience Store	SPAR, A6010 Wilbraham Road	120m
Convenience Store	Freshers, A6010 Wilbraham Road	400m
Primary School	Wilbraham Primary School, Platt Lane	750m
Primary School	St Kentigern's Primary School, Bethnall Drive	770m
Supermarket	Sainsbury's, Wilmslow Road	800m
Secondary School	Withington Girls' School, Wellington Road	850m
Pharmacy	Ladybarn Lane Chemist, Ladybarn Lane	900m
Convenience Store	One Stop Shop, Balmoral Road	950m
Post Office	Post Office, Hart Road	950m
GP	Bodey Medical Centre, Ladybarn Lane	950m
Supermarket	ALDI, Lloyd Street	1.0km
Secondary School	Whalley Range 11-18 High School, Wilbraham Road	1.4km
Leisure Centre	Whalley Range Sports Centre, Wilbraham Road	1.6km

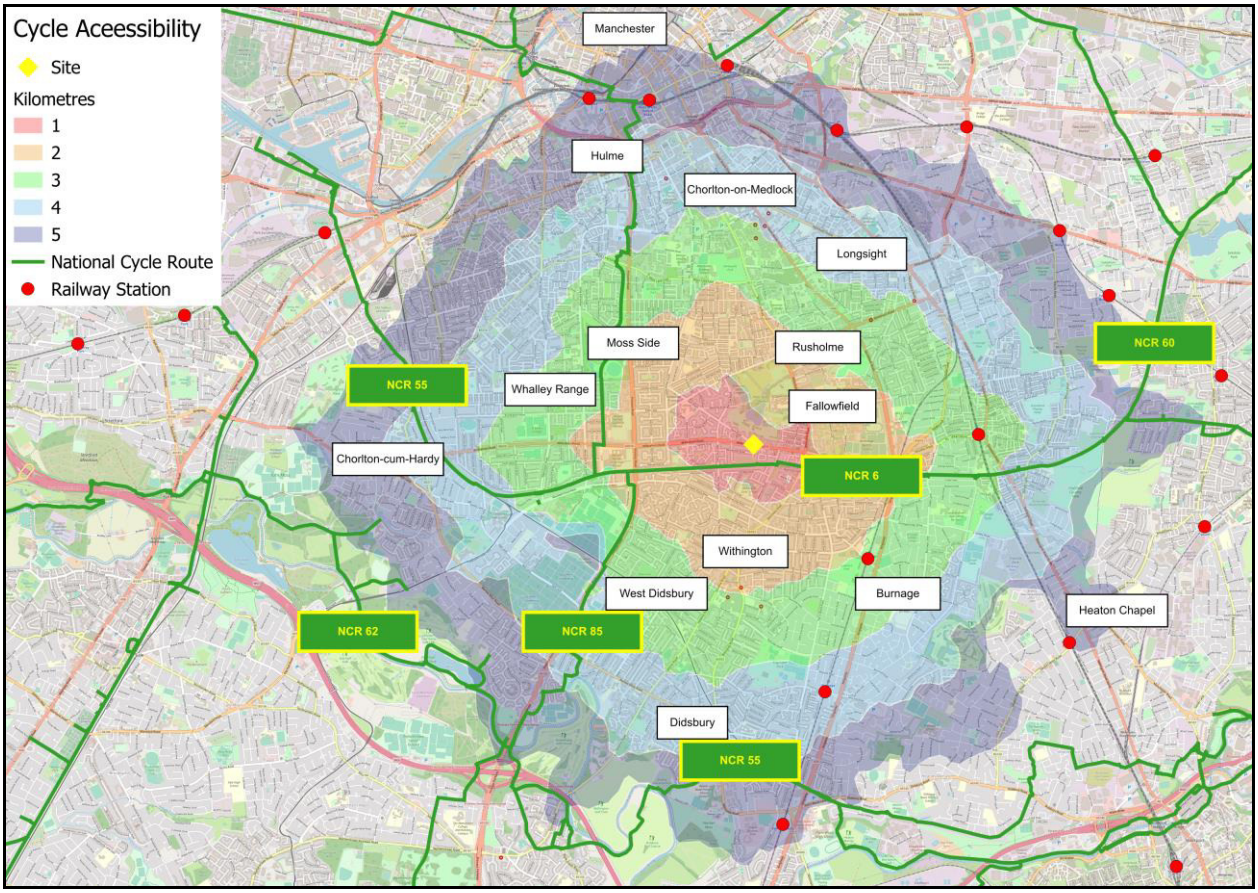
3.12 Overall, the site benefits from high levels of accessibility by foot, with surrounding areas of Fallowfield and Withington as well as their associated facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

3.13 Transport policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

3.14 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3.4**.

Figure 3.4 – Cycle Accessibility



3.15 The plan demonstrates that Manchester City Centre, Chorlton-cum-Hardy, Didsbury, Heaton Chapel, Rusholme, and Hulme, amongst others, are all located within the 5km catchment area from the development site. **Figure 3.4** also shows the sites proximity to National Cycle Route (NCR) 6 which connects to a number of other NCRs providing prospective residents with convenient access to various areas of Greater Manchester, including Manchester City Centre, Eccles and Salford, amongst other areas.

3.16 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for prospective residents of site, particularly given that secure cycle storage is proposed.

Public Transport Accessibility

3.17 The development is well placed to encourage travel by bus. Guidance published by the CIHT 'Planning for Public Transport in Developments' (1999), recommends that *"Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

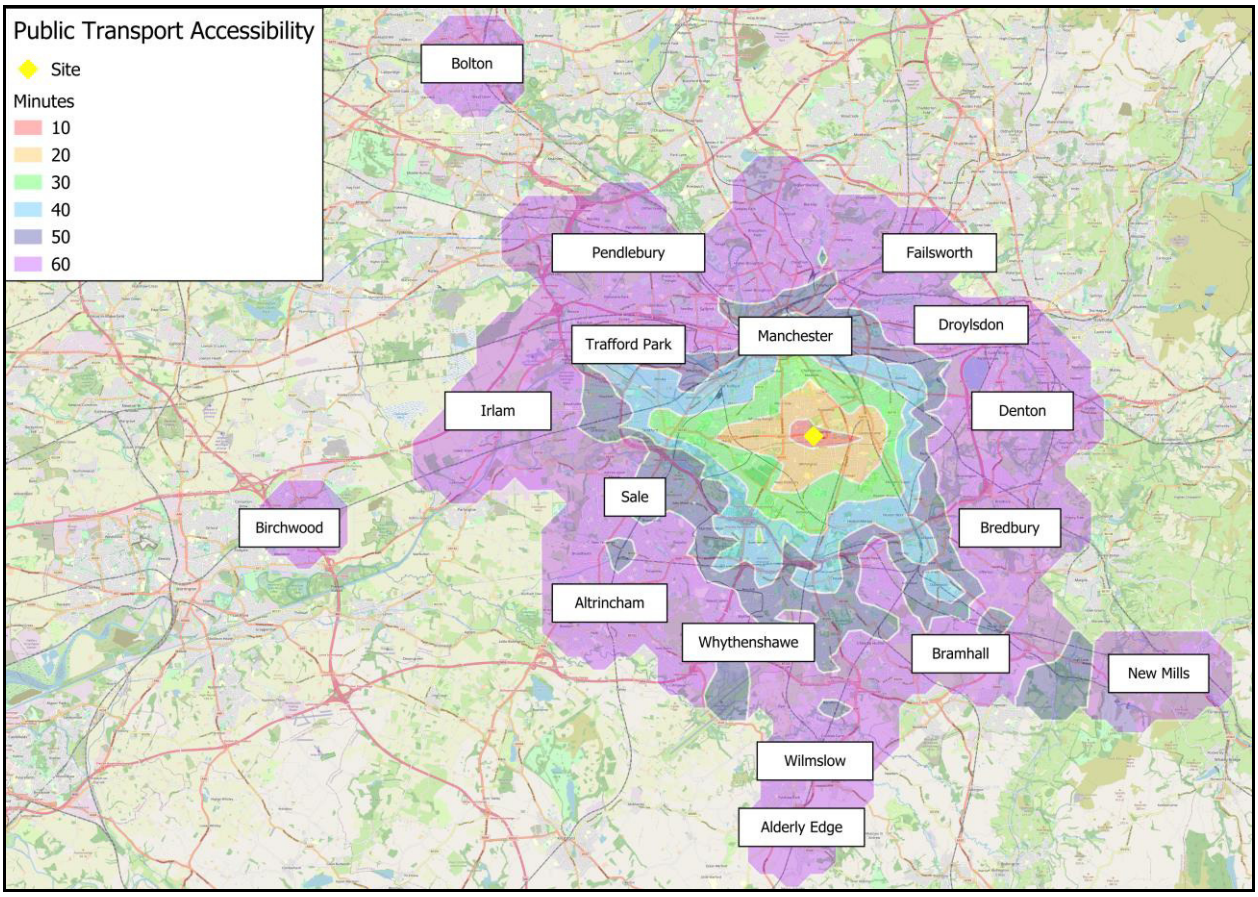
3.18 There are bus stops located on both sides of the A6010 Wilbraham Road, less than 50m from the site access, that are well within an acceptable walk distance. These bus stops are served by the number 150 bus which provides a regular service (Monday to Saturday) every 30 minutes to destinations such as The Trafford Centre, Stretford, Chorlton, Levenshulme, Longsight and Gorton, amongst others.

3.19 In terms of rail services, Mauldeth Road Railway Station is located circa 2.1km south-east of the site and is therefore within a reasonable walk distance and well within an acceptable cycling distance. The railway station offers regular direct services throughout the week including services to Manchester City Centre, Crewe, Manchester Airport, Burnage, Eccles and Liverpool, amongst others. Furthermore, the aforementioned 150 bus service, which stops in the immediate vicinity of the site, also stops outside Levenshulme Railway Station for prospective residents not wanting to walk. Levenshulme Railway Station offers regular direct services throughout the week including services to Manchester City Centre, Heaton Chapel, Stockport, Cheadle Hulme, Hazel Grove and Wilmslow, amongst others.

3.20 Having regard to the above, prospective residents of the site will have access to bus services stopping close to the site which provide access to key destinations at a high frequency.

3.21 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 3.5** below**.** The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

Figure 3.5 – Public Transport Accessibility



3.22 The above demonstrates that the site is within a close proximity to public transport links, serving both the local area and other destinations further afield. The figure shows that key areas of New Mills, Wilmslow, Birchwood, Pendlebury, Bolton, Failsworth and Manchester, amongst other areas, are all within an acceptable 60-minute commute time.

Summary

3.23 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a large range of local amenities within close proximity. Access to the site on foot and by cycle is of a good standard and there are multiple transport facilities within close proximity providing access to a range of local destinations. These findings demonstrate that prospective residents will not be wholly reliant on the private car.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan for the development. The TPC role for the residential development would most commonly be overseen by a Management Company, which in time could evolve to be overseen by the residents of the site themselves.

4.2 The TPC role will be established prior to the opening of the development and will act as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. Once appointed, the TPC will act as the main contact for the travel plan and will be responsible for implementing plan measures, involving new residents, maintaining a database and monitoring the effects of implementation.

4.3 The TPC will inform the LPA and the appropriate local public transport operators of their contact details. Similarly, the TPC will obtain the contact details of the owners and complete a 'Contact' form to provide easy reference when dealing with travel plan matters.

4.4 The TPC will be the first point of contact for all residents in all matters regarding travel to and from the site, therefore the TPC will set up a file for all correspondence relating to each travel plan, and keep it up-to-date.

4.5 If required, the TPC will nominate other people to whom travel plan duties can be delegated; however, the designated TPC will retain overall responsibility for all matters pertaining to the travel plan for each element of the development. The TPC will record details of nominated persons along with their delegated duties within each respective travel plan file, if necessary.

4.6 The primary target of the travel plan will be to replace private car journeys with other means of more sustainable transport. The majority of private car journeys are commuter trips made to and from a workplace; this therefore represents a useful starting point to target.

Funding

4.7 Appropriate funding will be allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

4.8 The funding will cover all costs relating to the TPC, implementation of measures, marketing of the travel plan, annual monitoring and submission of a review to Manchester City Council (MCC).

5.0 TRAVEL SURVEY

5.1 Travel surveys are undertaken in order to understand how residents travel, how they would like to travel and what would encourage them to make those changes; repeat surveys are used to monitor ongoing travel patterns, over time.

5.2 As part of the travel plan, regular residents' travel surveys will be required. The survey responses provide an indication of what targets would be most appropriate, and which measures would be most successful in helping to achieve them.

5.3 The surveys will be produced by the TPC and disseminated to residents within three months of first occupation of the site, to collect the following data:

- Destination postcode;
- Typical working / educational patterns;
- Mode of travel to work / education;
- Measures that would encourage use of active travel modes or public transport;
- Barriers to use of active travel modes / public transport.

5.4 The TPC will strive to achieve a 30% return rate for surveys. The survey responses will be entered into a spreadsheet to enable modal shift to be tracked over time and provide guidance on which measures are most likely to encourage modal shift. The findings will be used to update the travel plan and to confirm or modify the identified targets and measures. The travel plan will be resubmitted to MCC within 3 months of the survey closing.

5.5 The TPC will agree the annual targets with the LPA within 1 month of submission of the survey review reports. The agreed short-term annual targets will form the basis of the annual review and monitoring process to gauge the effectiveness of the travel plan.

5.6 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. To ensure confidentiality, the TPC alone will manage the database and be responsible for the release of information, with all data being used solely for travel plan purposes.

Future Surveys

5.7 Changes to existing travel patterns, as derived from the data, will inform the annual review process. The annual review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action plan.

5.8 The TPC will undertake a survey annually (at the same time of year) and submit the results of the annual review to MCC for review and discussion, within 3 months of the monitoring period. Surveys will be undertaken for the first five years of the development, following occupation. The TPC will be responsible for the surveys, together with delivery of the travel plan.

6.0 TRAVEL PLAN TARGETS

Objectives

6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.

6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

6.3 This travel plan has been prepared to achieve the following objectives:

- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
- Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
- Minimising the total travel distance of residents;
- Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

6.4 Baseline travel surveys will be carried out and analysed by the TPC, which will establish the existing travel patterns of residents and will inform the initial year one Modal share targets. The targets will be updated following annual travel survey analysis to ensure they are representative of SMART targets based on the actual population.

Indicators

6.5 The TPC will be responsible for implementing measures at the site, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.

6.6 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of travel information to residents upon site occupation;
- Uptake of the various measures, including interest in car sharing.

6.7 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7.0 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with residents is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

Travel Awareness

7.2 Good accurate information on the range of services and travel initiatives available will be a critical element of a successful travel plan.

7.3 The TPC will make new residents aware of the existence of the travel plan by providing them with a welcome pack summarising the travel plan, both within the sales suite prior to rental / purchase, as well as upon occupation of the property. This will help to ensure that sustainable travel patterns are created from the outset.

7.4 The welcome pack information would include, though not exclusively, the following:

- An introductory leaflet providing a summary of the travel plan, listing any key measures along with the contact details of the TPC;
- A map showing the location of the development in relation to the local area, highlighting key local facilities such as health, education and shopping within easy walking distance of the site;
- Public transport information, including:
    - A map showing the location of the accommodation in relation to the local area, highlighting nearby bus stops and the railway station;
    - Details of existing bus services from nearby stops.
- Active travel information, including:
    - A map showing local cycle and walking routes;
    - Details of local bike repair shops/retailers, along with available training and maintenance sessions.
- Information about car sharing;
- Details of local taxi firms.

7.5 Travel information noticeboards (TIBs) will be installed in communal areas to encourage resident travel via sustainable modes. They will provide up-to-date travel information, promotion of sustainable travel events including Bike Week / Walk to Work Week, and contact details for the TPC.

7.6 The TPC will promote and encourage participation in national and local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted will be agreed and co-ordinated with MCC.

Walking

7.7 The TPC will encourage walking by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material on noticeboards and in welcome pack;
- Provide a map showing walking routes, indicating distances and times at appropriate intervals to the site;
- Liaise with a local taxi firm to provide competitive rates in case of emergency to replace a regular walk journey; and
- Promote walking to walk, for example, using national events such as Walk to Work Week (May, annually) (www.walktoworkweek.org.uk/).

Cycling

7.8 The TPC will encourage cycling by implementing the following initiatives:

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (www.sustrans.org), MCC website (https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling) and TfGM website (https://beeactive.tfgm.com/cycling/)
- Provide information to residents on any local cycle proficiency 'Bikeability' courses;
- Promote Bike Week in June (http://bikeweek.org.uk/);
- Investigate interest in setting up a Bicycle User Group to encourage residents to cycle to work; and,
- Establish contact with the MCC cycling officer to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site.

Public Transport Information

7.9 The TPC will encourage use of public transport by implementing the following initiatives:

- Provide up-to-date public transport information including route maps within welcome packs and on noticeboards;
- The TPC will provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including the Traveline website (http://www.traveline.info/) and TfGM website: (https://www.tfgm.com/public-transport); and
- Provide details of community transport options and concessionary ticket availability.

Car Sharing

7.10 The TPC will set up an informal car sharing scheme within 3 months of occupation of the site. Information about the scheme will be placed in the welcome pack and on noticeboards.

7.11 Should sufficient demand be present, the TPC will set up a 'formal' car share scheme for residents using online software. Interest in a formal scheme will be assessed as part of the first annual review of the travel plan.

Marketing Summary

7.12 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes.

7.13 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation:

- Development of materials to promote the travel plan, including a welcome pack providing a summary of the travel plan and key measures for implementation, to be disseminated to residents upon initial interest in the properties, as well as upon occupation;
- Resident travel information noticeboards will be set up, to promote new and ongoing measures along with events, for example, linked to Bike Week and European Mobility Week. Noticeboards will be maintained by the TPC on a biannual basis, or as required.
- Updated information will be communicated to residents, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

8.0 PLAN MONITORING AND REVIEW

8.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

8.2 Monitoring of the plan is important for the following reasons:

- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes;
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
- The data can be shared with any other nearby residential travel planning sites, as well as inform the local authority and public transport operators of local travel patterns.

8.3 The surveys will be used to monitor the number of residents walking, cycling, travelling by car and public transport to and from the site. The results will then be used to identify initial modal share targets.

8.4 The TPC will monitor travel patterns associated with the site on a regular basis. Surveys will take place on an annual basis for the first five years of site operation.

Reviewing

8.5 The TPC will undertake an annual review of the travel plan following monitoring, in conjunction with MCC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site; and
- Comments received from residents.

8.6 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.

8.7 The TPC will also use spot check data and may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.

8.8 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement within 3 months of surveys being undertaken. This will take place for the first five years; any further reporting will be undertaken by agreement with the local authority.

9.0 ACTION PLAN

9.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Appointment of TPC	At least 1 month prior to site occupation	Developer	Staff time
Exchange contact details with relevant MCC Officers	At least 1 month prior to site occupation	TPC	Staff time
Obtain public transport info, maps, car sharing information etc. to provide to residents	At least 1 month prior to site occupation	TPC	Staff time
Procure and produce information to provide to residents	2 weeks prior to site occupation	TPC	Staff time + materials
Negotiate with local taxi firm for reduced price travel	2 weeks prior to site occupation	TPC	Staff time
Upon Occupation			
Issue travel info to residents	Upon occupation	TPC	Staff time + printing
Ensure travel noticeboards are erected and populated, and further leaflets/info are available	Upon occupation	TPC	Staff time + noticeboards
Within 3 Months of Occupation			
Issue travel survey to residents; analyse and issue final travel plan to MCC within 3 months of survey completion	Within 3 months of occupation	TPC	Staff time
Promote any local area cycle training and cycle maintenance sessions	Within 3 months of occupation	TPC	Staff time
Set up informal car share scheme	Within 3 months of occupation	TPC	Staff time

Ongoing Tasks			
Provide updates re any service or provision changes with regard to local transport	6 monthly to align with seasonal timetable changes	TPC	Staff time
Implement measures in line with requirements / interest, including promotion of national annual events such as Bike Week and Walk to Work Week	Ongoing	TPC	Staff time
Annual Monitoring / Review			
Conduct repeat travel survey at same time of year as baseline survey, for four years	For four years after baseline survey completed	TPC	Staff time + printing
Analyse responses, produce progress report and submit to LA	Within 1 months of survey completion	TPC	Staff time
Report updates to residents using noticeboards	Within 1 month of analysis taking place	TPC	Staff time + printing
Continue regular monitoring as set out and agreed with LA	As agreed with LA	TPC	Staff time

10.0 CONCLUSION

10.1 This travel plan reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:

- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
- Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
- Minimising the total travel distance of residents; and
- Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

10.3 This document will assist in ensuring that the development is sustainable.

S|C|P

APPENDIX A

All dimensions are to be checked on site, any discrepancies are to be reported to the Architect before work commences, Do not scale from this drawing.

This drawing is to be read in conjunction with all relevant consultants and specialists drawings / documents, any discrepancies are to be reported to the Architect before the affected work commences.

All structural components shown are indicative only. Details / calculations of structural members are to be provided by the Structural Engineer.

This drawing is copyright.

A	First Issue	20/10/2022
B	Amendments following client's comments 20/10/2022	26/10/2022
C	Amendments following client's comments 27/10/2022	28/10/2022
D	Amendments following receipt of pre-application comments 16/11/2022	12/12/2022
E	Amendments following client's comments 14/12/2022	14/12/2022
F	Amendments following client's comments 17/01/2023	14/02/2023
G	Amendments following receipt of pre-application comments received on 17/01/2023	28/02/2023

N

Proposed Site Plan 1:250
Scale Bar 1:250

0 12.5 25m

Demolition

Trees to be removed

Tang & Associates Ltd
Chartered Architects

Tel : 0161 877 9587
e-mail: barrytang@tangassociates.co.uk

10/F, 1 City Approach, Albert Street,
Eccles,
Manchester, M30 0BQ, UK

Client:
Creative Property People Limited

Project:
26A Wilbraham Road, Fallowfield, Manchester
M14 6JU

Drawing Title:
Proposed Site Plan

Scale: 1:250@ A1

Date: October 2022

Drawing No: 9792/102

Revision: G