



Travel Plan

4B Albany Road, Chorlton-cum-Hardy
Manchester M21 0AW

Client: Bowsall Developments Ltd



Document Control		
Report Reference	P22058/TP	
Document Version	Final	
File Reference	N:\Projects 2022\P22058 - Albany Road, Chorlton\7.Reports\TP	
Date	March 2023	
Client	Bowsall Developments Ltd & MSV Housing Group	
	Name	Position
Written By	Conor Mackin	Graduate Transport Planner
Checked & Approved By	David Stoddart	Associate Director

CONTENTS

1	INTRODUCTION.....	3
1.1	Purpose of Report	3
1.2	Scope of Report	3
2	TRANSPORT POLICY AND GUIDANCE.....	5
2.1	Introduction.....	5
2.2	National Planning Policy Framework.....	5
2.3	Planning Practice Guidance	6
2.4	Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)	7
2.5	National Climate Change Agenda	7
2.6	Manchester Core Strategy (2012-2027)	8
2.7	Greater Manchester Transport Strategy 2040	8
2.8	Manual for Streets.....	9
2.9	Travel Plan Objectives	9
2.10	Summary	10
3	EXISTING SITUATION	11
3.1	Site Description	11
3.2	Local Highway Network	12
3.3	Existing Traffic Conditions	12
4	DEVELOPMENT PROPOSAL.....	15
4.1	Development Description.....	15
4.2	Access Strategy.....	15
4.3	Parking.....	16
4.4	Summary	17
5	ACCESS BY SUSTAINABLE MODES.....	19
5.1	Introduction.....	19
5.2	Access by Foot	19
5.3	Access By Cycle.....	20
5.4	Access by Bus.....	21
5.5	Access by Tram	22
5.6	Access by Rail.....	22
5.7	Car Club	22
5.8	Deliveries	23
5.9	Home Working.....	23
5.10	Summary	23
6	TRIP GENERATION.....	25
6.1	Vehicular Trip Generation	25

6.2	Multi-Modal Trip Generation	25
7	MEASURES	27
7.1	Introduction.....	27
7.2	Reducing the Need to Travel	27
7.4	Welcome Packs.....	28
7.5	Other Methods of Raising Awareness and Marketing.....	28
7.6	Measures to Promote Walking.....	29
7.7	Measures to Promote Cycling	30
7.8	Measures to Encourage Public Transport	30
7.9	Measures to Promote Taxi Use	31
7.10	Measures to Reduce Single Occupancy Car Trips.....	31
7.11	Measures to Encourage Low Emission Vehicle Use.....	31
8	MANAGEMENT, MONITORING AND REVIEW	33
8.1	Management	33
8.2	Role of Travel Plan Co-ordinator	33
8.3	Travel Plan Budget.....	33
8.4	Interim Action Plan.....	34

APPENDICES AVAILABLE IN TRANSPORT STATEMENT

1 INTRODUCTION

1.1 Purpose of Report

- 1.1.1 This Travel Plan (TP) has been prepared to accompany a full planning application for a proposed residential development, comprising 40 affordable apartments, at 4B Albany Road, Chorlton-cum-Hardy (Chorlton), M21 0AW.
- 1.1.2 Manchester City Council (MCC) is Local Planning Authority (LPA) and Local Highway Authority (LHA) for the area. Prime Transport Planning (Prime) has produced this TP on behalf of the applicant, Bowsall Developments Ltd & MSV Housing Group.
- 1.1.3 This report should not be read as a definitive document, but as the first stage of the TP process which will continue and evolve over time with input from the applicant, future residents of the site and MCC. This TP represents a commitment by the applicant to ensure that the proposed development is accessible by sustainable modes of transport and every effort will be made to ensure that opportunities to encourage the use of these sustainable modes, particularly walking, cycling and public transport, will be promoted.
- 1.1.4 The document has been prepared in accordance with the Government's Planning Practice Guidance: *Transport evidence bases in plan making and decision taking* (2015) and *Travel Plans, Transport Assessments and Statements* (2014). It considers the accessibility of the site and safety for all modes of travel but specifically walking, cycling and public transport.
- 1.1.5 This document has been prepared alongside a Transport Statement (TS) for the development proposal. As many highway and transportation details are pertinent to both documents, there is some repetition between the two and several of the TS appendices are referenced in this document.
- 1.1.6 The suggestions and recommendations contained herein have been drawn based on information available and obtained in advance of the planning submission to which this report relates.
- 1.1.7 Reasonable checks have been carried out on any third-party information used in the preparation of this report but, nonetheless, Prime Transport Planning accepts no liability for the accuracy or otherwise of this data.
- 1.1.8 Third-party rights are excluded for the use of information contained within this report.

1.2 Scope of Report

- 1.1.9 Following this introduction, the remainder of this report is structured as follows:
- Section 2 describes the relevant local and national TP policy and guidance and presents the objectives of this TP;
 - Section 3 describes the existing situation in terms of the site and local highway network;

- Section 4 details the development proposal including the access strategy;
- Section 5 details access to the site by sustainable modes of transport which includes walking, cycling and public transport;
- Section 6 set outs the trip generation for the site;
- Section 7 describes the measures to be employed to help promote and encourage sustainable travel; and
- Section 8 discusses the management of the TP and describes how it will be monitored and reviewed.

2 TRANSPORT POLICY AND GUIDANCE

2.1 Introduction

2.2 National Planning Policy Framework

2.2.1 The current *National Planning Policy Framework* (NPPF) was published in July 2021 and sets out the Government's current planning policies. At the heart of NPPF is '*a presumption in favour of sustainable development*' as detailed in paragraphs 10 and 11.

2.2.2 Section 9 of the NPPF, *Promoting sustainable transport*, outlines the important role that the planning system has in facilitating sustainable development. It states in paragraph 105 that:

'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. This can help to reduce congestion and emissions, and improve air quality and public health.'

2.2.3 The document offers guidance for planning policies including:

- supporting appropriate mixes of land uses;
- minimising the number and length of journeys;
- actively involving local highway authorities, transport infrastructure providers and operators and neighbouring councils in order to align strategies and investments for supporting sustainable travel; and
- providing high quality walking and cycling networks and associated supporting facilities such as cycle parking.

2.2.4 Paragraph 110 of the NPPF provides direction for the assessment of sites for development, stating:

'...it should be ensured that:

a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code;

d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.'

2.2.5 In determining planning applications, paragraph 111 states that:

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

2.2.6 Paragraph 112 continues:

'Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

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

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

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

2.2.7 Paragraph 113 highlights the need for planning applications for developments that will *'generate significant amounts of movement'* to be accompanied by a Transport Assessment or Transport Statement and a Travel Plan so that the *'likely impacts of the proposal can be assessed'*.

2.3 Planning Practice Guidance

2.3.1 The theme of sustainable development runs throughout Planning Practice Guidance, with the detailed elements regarding transport being focussed in the following sections:

- Transport evidence bases in plan making and decision taking; and
- Travel Plans, Transport Assessments and Statements.

- 2.3.2 Both sections of the Guidance provide significant amounts of detail on the information types and sources that are appropriate for helping Local Planning Authorities to take forward their Local Plan with an appropriate evidence base. The Guidance is also a useful reference for assessing schemes such as the development which this report accompanies.

2.4 Creating Growth, Cutting Carbon: Making Sustainable Local Transport Happen (2011)

- 2.4.1 This Transport White Paper, prepared by the Department for Transport (DfT), states its vision for a ‘transport system that is an engine for economic growth, but one that is also greener and safer and improves quality of life in our communities’.
- 2.4.2 It believes that ‘we can build the balanced, dynamic low carbon economy that is essential for our future prosperity’ by improving sustainable transport links and investing in new projects that ‘promote green growth’ but importantly states that ‘investment on its own is not enough – we also need to help people to make transport choices that are good for society as a whole’.
- 2.4.3 The paper makes the pertinent point that *‘two thirds of journeys are under five miles – many of these could be easily cycled, walked or undertaken by public transport’* but practical alternatives to private car use must be made more attractive. Their research suggests that a *‘substantial proportion of car drivers would be willing to drive less, particularly for shorter trips’*.
- 2.4.4 It recognises that sustainable modes of travel are not viable alternatives to private car travel for all journeys, particularly those in rural areas or long distance trips. Greener car technologies will develop over the long term but *‘sustainable travel initiatives are available now, and will continue to have benefits for congestion and wealth’*. It states that short, local journeys are where the greatest opportunities for encouraging sustainable travel lie.
- 2.4.5 In terms of how sustainable transport choices can be encouraged, the White Paper believes that *‘it is at the local level that most can be done to enable people to make more sustainable transport choices’*. At this level it can be a mix of smaller-scale transport schemes and citizens acting together which can facilitate the effective delivery of local transport solutions that are *‘developed for the places they serve, tailored for the specific needs and behaviour patterns of individual communities’*.

2.5 National Climate Change Agenda

- 2.5.1 In 2019 the UK Government made an Order to The Climate Change Act of 2008. Through this Order, the Government committed to make the UK a ‘net zero’ emitter of greenhouses gases by 2050 relative to 1990 emission levels. One way to help achieve this is the reduce greenhouse emissions caused by road traffic, with the Government announcing the ban of new petrol and diesel engine cars by 2030, outlining a clear shift toward electric vehicles, whilst at the same time continuing to encourage active travel (walking and cycling) as well as public transport use.

- 2.5.2 The proposed development offers the opportunity to closely align with central Government's climate change agenda.

2.6 Manchester Core Strategy (2012-2027)

- 2.6.1 The Manchester Core Strategy was adopted in July 2012 and covers the period from 2012-2027 which outlines Manchester and its vision. Transport is highlighted as Objective 5 and aims to:

- *Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.*

- 2.6.2 There are three specific planning policies directed towards transport which are:

- T1 – Sustainable Transport;
- T2 – Accessible areas of opportunity and need; and
- T3 – Strategic Integration.

- 2.6.3 Policy T1 aims 'To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport.'

- 2.6.4 Policy T2 focuses on 'Accessible areas of opportunity and need' by ensuring that new development is located in areas that have 'good access to the city's main economic drivers including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport'. It also aims to ensure new development is 'easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.'

- 2.6.5 Policy T3 states that 'The Council will support proposals that contribute to an economically and environmentally sustainable transport network.'

2.7 Greater Manchester Transport Strategy 2040

- 2.7.1 The Greater Manchester Transport Strategy (GMTS) 2040 was first published in February 2017 and updated in January 2021 and outlines the vision for Greater Manchester and highlights the approach to achieving this vision. It states that as well as meeting the needs of travelling customers, the need for the transport network to aid the local economy's growth and providing for residents so that they can benefit from it.

- 2.7.2 Policy 4 reiterates the same aim as Policy T2 of the Core Strategy by ensuring 'new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network.'

2.8 Manual for Streets

2.8.1 *Manual for Streets* (MfS) was published on behalf of the DfT and Communities and Local Government in March 2007 and provides advice for the design of residential streets in England and Wales.

2.8.2 The focus of MfS is to demonstrate the:

'benefits that flow from good design and assigns a higher priority to pedestrians and cyclists, setting out an approach to residential streets that recognises their role in creating places that work for all members of the community. MfS refocuses on the place function of residential streets, giving clear guidance on how to achieve well-designed streets and spaces that serve the community in a range of ways' (MfS p. 7).

2.8.3 The guidance addresses many common design principles and discusses detailed design issues, often presenting recommended design criteria. Some of the key principles of MfS include:

- The need to shift from focusing on designing for motor vehicles to designing streets around the needs of pedestrians, cyclists and public transport users which in turn enhances safety;
- Good design can help to create and strengthen a sense of place and community;
- Creating streets that are permeable and offer good quality connections to main destinations for all road users;
- Inclusive design that recognises the needs of people of all ages and abilities; and
- Cost-effective construction often by avoiding over-designing.

2.8.4 In September 2010 a companion document *Manual for Streets 2 - wider application of the principles* (MfS2) was published. This document expands on some of the design principles of MfS and provides examples of places where designs based on these principles have been implemented.

2.9 Travel Plan Objectives

2.9.1 From consideration of national and local transport policy it is clear that TPs have an important role in reducing congestion, minimising the environmental impact of travel and in supporting healthy living. Clearly providing funding alone is insufficient to encourage the use of sustainable modes of transport; any funding should be accompanied by encouragement to use these modes and promotion of their benefits.

2.9.2 In line with the abovementioned policy and guidance, the applicant feels that the TP should have the following objectives:

- Enable residents of the site and visitors to it to make sustainable travel choices that benefit themselves, their community and the environment;
- Design the development in such a way that it is accessible to all people regardless of any disability or impairment in order to enhance social inclusion;

- Raise awareness of the benefits of sustainable transport modes in terms of the benefits to individuals, local communities and the environment;
- Ensure that sustainable travel modes offer convenient options for door-to-door travel; and
- Ensure that sustainable travel choices are encouraged in the short term and continue to be used in the long term.

2.10 Summary

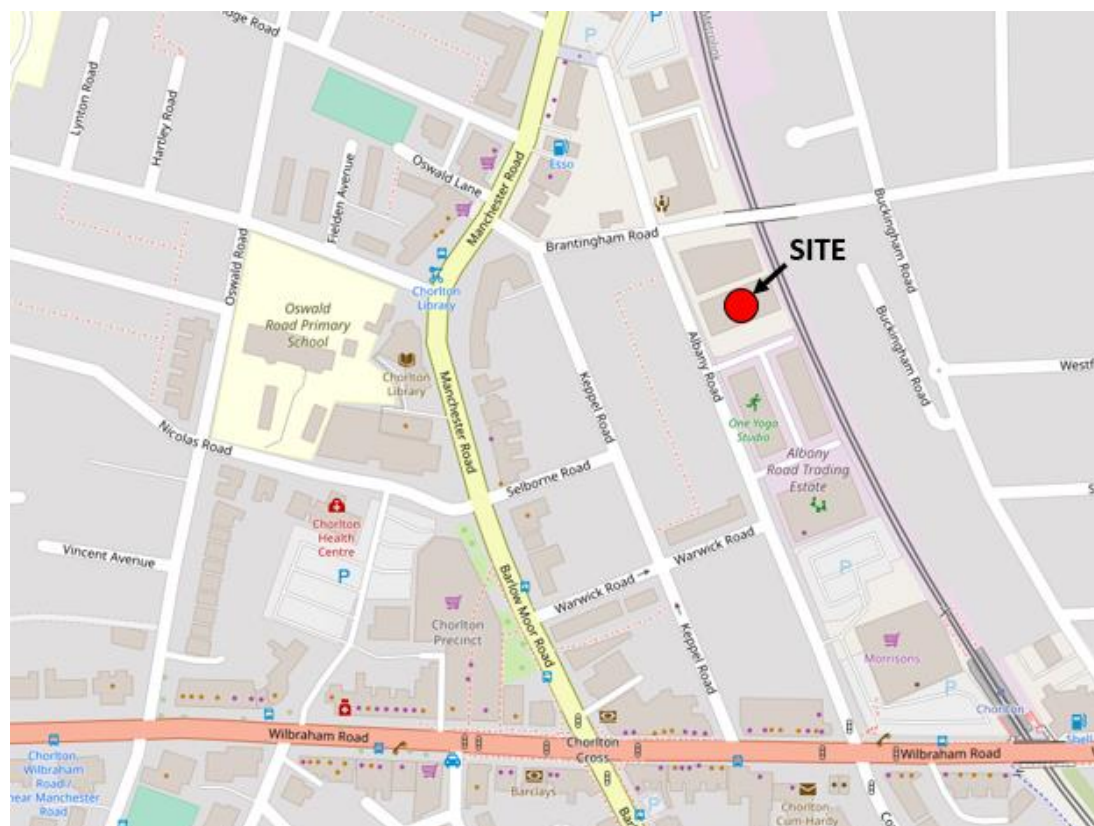
- 2.10.1 This section has outlined national and local transport policies and guidance which are applicable to the development site. How the site conforms to and complements these policies and guidance will be discussed in the following sections of this report, where relevant. The objectives of this TP have also been outlined.

3 EXISTING SITUATION

3.1 Site Description

- 3.1.1 The application site is located off Albany Road, Chorlton, and is currently occupied by a light industrial unit. The site is bound by The Quadrangle apartments to the north and the Metrolink tram tracks to the east. To the south is Albany Road Trading Estate and to the west is Albany Road which is the site's only highway frontage.
- 3.1.2 The site currently takes access from Albany Road via a shared access with Albany Road Trading Estate. The shared access takes the form of an unmarked priority controlled junction. There is evidence of a disused former access to the site from Albany Road to the north of the shared access as indicated by kerb stones and corner radii, although it does not appear to have been used since the light industrial unit was built.
- 3.1.3 The site is around 5.2km south-west of Manchester city centre, circa 5.2km south-east of the centre of Trafford Park, 2.5km east of Stretford and around 10km north-west of Stockport.
- 3.1.4 The location of the site in context of the local highway network is illustrated in Image 3.1.

Image 3.1: Site Location Plan



© OpenStreetMap contributors

- 3.1.5 There are no public rights of way that pass through or are located in the immediate vicinity of the site.

3.2 Local Highway Network

- 3.2.1 Albany Road is a two-way single lane street measuring circa 8m in width at the site frontage. It is circa 450m in length and connects to the A6010 Wilbraham Road at a traffic signal controlled junction to the south and becomes a cul-de-sac to the north which provides access to a number of businesses and residential units. Before reaching the cul-de-sac to the north, it forms a crossroads with Brantingham Road which continues through predominantly residential areas to the east and connects to Manchester Road to the west. To the south of the site beyond Albany Road Trading Estate is a Morrisons foodstore.
- 3.2.2 Albany Road is subject to a 20mph speed limit across the site frontage with street-lit 2m+ wide footways on both sides of the carriageway along its entirety. Dropped kerbs are provided across side roads and accesses with The Quadrangle access also benefitting from tactile paving.
- 3.2.3 On-street parking is popular on the western side of Albany Road as it is on many streets in central Chorlton with many terraced properties lacking off-street parking. Single yellow lines are present along much of Albany Road's eastern side with parking restriction notices stating that the no parking traffic regulation order (TRO) applies Monday to Saturday between 8am and 6pm. Single yellow lines are also present in the bell-mouths of The Quadrangle, Trading Estate and Morrisons accesses. Double yellow lines offer junction protection at the junction with Warwick Road to the south of the site and at many other local junctions.
- 3.2.4 There are bus stops circa 200m from the site on Manchester Road and stops on Wilbraham Road around 350m from the site. The Chorlton Metrolink stop is circa 400m south-east of the site.
- 3.2.5 In terms of wider road connections, the A6010 Wilbraham Road connects to the A5103 Princess Road east of Chorlton and to the A56 at Stretford to the west via the A5145 Edge Lane. The A56 connects central Manchester to the Mancunian Way, M60 and M56 via Old Trafford, Stretford, Sale and Altrincham. The A56 can also be accessed via Manchester Road, Seymour Grove, Talbot Road and the A5063 at the White City Circular in Old Trafford. Princess Road also connects central Manchester, via Medlock Street, to the Mancunian Way and the A57.

3.3 Existing Traffic Conditions

Site Visit

- 3.3.1 A site visit was undertaken in August 2022, though staff at Prime are also familiar with the local area and traffic conditions throughout the day. Walking and cycling are popular locally. Chorlton benefits from a Metrolink stop and buses are frequent. The area is also well-served by taxis.

- 3.3.2 On-street parking is commonplace though parking restrictions are in place at junctions and on certain sections of road.

This page has been
left intentionally
blank

4 DEVELOPMENT PROPOSAL

4.1 Development Description

- 4.1.1 Full planning permission is sought for the erection of 40 affordable apartments, car parking, cycle parking and associated infrastructure at 4B Albany Road, Chorlton.
- 4.1.2 The development will consist of 1 and 2 bedroom dwellings with a proposed split of 21:19 spread across four floors.
- 4.1.3 The proposed site layout has been designed by WDW Architecture and is included in the planning application submission.

4.2 Access Strategy

Vehicular Access

- 4.2.1 The connection to the existing shared access Albany Road Trading Estate will be removed as part of the development proposals, with the site provided with its own dedicated access directly from Albany Road.
- 4.2.2 It is proposed to reinstate the former access to the site which sits in between the accesses to The Quadrangle and the Trading Estate. The former access will be widened to 5.5m with 6m corner radii as discussed with MCC Highways during pre-application discussions. The access will ramp down to the serve the car park with dropped kerbs and tactile paving provided at the access to aid pedestrian crossing movements on Albany Road.
- 4.2.3 The proposed access strategy is shown in Drawing P22058-001B in Appendix B of the TS. The drawing also demonstrates 2.4m x 43m visibility splays in accordance with MfS guidelines for a 30mph speed limit. Whilst the signed speed limit is 20mph which would require less onerous visibility splays, we recognise that some traffic will likely be travelling faster than the signed speed limit so the splays shown should provide a degree of comfort.
- 4.2.4 Following discussions with MCC, it is proposed to amend the existing TRO at the site frontage by providing double yellow lines on the corner radii of the proposed access and approximately 5m either side of the access on Albany Road to discourage parking that may interfere with the free flow of pedestrian and traffic movements at the access. The proposed double yellow lines to the south extend slightly further than 5m to encompass the pedestrian access.

Pedestrian/Cycle Access

- 4.2.5 Cyclists will be able to use the vehicular access to utilise the cycle store, while a dedicated pedestrian access including steps and a ramp will be provided to the south of the vehicular access will lead from

the Albany Road footway into the main building. Users of the car park will be able to access the building via paths that lead to two doors, but use of the vehicular access by pedestrians will be discouraged by lack of footways and the provision of the dedicated pedestrian access.

4.3 Parking

Cars

- 4.3.1 20 car parking spaces will be provided including two accessible spaces. The spaces will be 2.5m x 5.0m with the accessible spaces benefitting from 1.2m wide safety zones. The spaces will be served by a 6m wide aisle. These are commonly regarded to be standard dimensions.
- 4.3.2 Four parking spaces (20%), including one of the accessible spaces, will have access to electric vehicle (EV) charging facilities (minimum 7kW units) as discussed with MCC during pre-application discussions. It was also agreed that ducting will be provided at every space to futureproof these spaces so that EV facilities can be installed in the future depending on the level of demand.
- 4.3.3 The parking provision for this development has been carefully considered based on the aims and objectives of the applicant, the likely demographics of future residents and the accessibility of the site by non-car modes. We understand that MCC does not currently have definitive parking standards and consider each development on its own merits. During pre-application discussions, the planning and highway officers at MCC confirmed that the proposed 50% parking provision (1 space per 2 apartments) was acceptable in this particular location.
- 4.3.4 It is acknowledged that the proposed car parking provision falls short of the traditional 100% parking provision i.e. one space per apartment, however the level of provision should be considered to be acceptable given the affordable nature of the scheme, likely tenure and the highly accessible location which is detailed further in Section 5. It is important to recognise the opportunity this development brings, to establish a community that is not overly reliant on access to the private car.
- 4.3.5 One way to encourage travel by sustainable modes is to not overprovide car parking spaces. The importance of sufficient parking for new developments is fully understood and appreciated, as the under provision of spaces can lead to off-site parking issues in certain locations, however it is also important to consider the repercussions of providing too much parking which include:
- Contrary to central Government and local planning policies seeking to promote sustainable development and greenhouse gas emissions by reducing overall car usage;
 - May encourage residents to retain and rely on cars for longer than necessary for their needs and capabilities;
 - Inefficient use of land which may otherwise provide valuable amenity space;
 - Likely to result in underutilised parking for much of the time – functionally and visually undesirable;

- This in turn can encourage unauthorised parking within the development;
- Viability of a development may be affected by excessive parking provision due to reduced buildable land; and
- Significant engineering solutions may be required such as undercroft or underground parking which can be expensive, and visually and functionally compromising.

4.3.6 It is important to recognise that owning or leasing a new or second-hand car is becoming increasingly expensive. A person living in an affordable 1 or 2-bed apartment in central Chorlton is less likely to have sufficient income to afford a car than someone owning a 3+ bed house in the more suburban areas of Chorlton.

4.3.7 Section 5 will further detail how the development location is conducive to low levels of car ownership. It builds on the information presented in the Highways Scoping Note, following the submission of this and the subsequent meeting with the planners at MCC on 8th December 2022, MCC officers confirmed that the provision of 20 spaces for 40 apartments was acceptable to both the planning and highway officers. MSV Housing Group, who will manage the site when completed, has confirmed that the provision will also meet their needs.

4.3.8 Prime are aware of the consented application at 419 – 421 Barlow Moor Road which was assigned the application reference 124237/FO/2019. This site is around 1km south of the proposed development site and further from the centre of Chorlton and the nearest Metrolink station. The proposals were for 39 apartments with just 16 car parking spaces. This 41% provision is less than the 50% provision of the development proposals. There is no reference on the Decision Notice to the tenure of the scheme so it is assumed that it was for open market apartments rather than affordable ones which naturally have a lower car dependency.

Bicycles

4.3.9 A secure cycle storage area will be provided within the main building capable of accommodating at least 40 bicycles which should easily be sufficient for the scale and tenure of the development. Space will also be provided for cargo bikes and the store will be secured via coded entry. Further details are provided in the Proposed Cycle Store drawing by WDW Architecture.

4.4 Summary

4.4.1 This section of the TS has detailed how a former access to the site will be reopened and brought up to modern design standards. The connection to the existing shared access with the Albany Road Trading Estate will be removed.

4.4.2 A safe level of visibility is easily achievable from the proposed access. Dropped kerbs and tactile paving will be provided across the access and the existing TRO will be modified to install double yellow lines at the access in order to protect the access junction.

-
- 4.4.3 A dedicated pedestrian access will be provided from Albany Road. The cycle store which will provide parking for at least 40 bicycles can be accessed via the car park. Pedestrian access to the building will also be provided from the car park.
- 4.4.4 It is acknowledged that the level of parking provision is below what traditionally might be expected for an apartment scheme, though MCC does not set specific parking standards. The 50% parking provision meets the needs of the applicant and should help to encourage low car dependency living, with the site being located in a highly accessible location by non-car modes, which will be detailed in the following section. During pre-application discussions it was agreed that the 50% parking provision was agreeable with both the planning and highway officers at MCC.
- 4.4.5 As described in this section, the development proposals will conform to national and local policy guidance. The design of the access road and internal layout will conform to the guidance in MfS. As such the design will also conform to and complement MCC Core Strategy Policies T1, T2 and T3 as well as Policy 4 of the GMTS.
- 4.4.6 These principles in turn help the site to conform to NPPF guidance including paragraph 112 in terms of giving priority to pedestrian and cycle movements, and paragraph 110 in creating '*safe and suitable access*' which minimises conflicts between traffic and cyclists or pedestrians and considers the '*needs of people with disabilities and reduce mobility*'.

5 ACCESS BY SUSTAINABLE MODES

5.1 Introduction

- 5.1.1 National and local transport planning policy centres on the importance of sustainable development, meaning that new developments should be located in areas where there is access to sustainable modes of travel, or where sustainable modes of travel can be introduced. The *National Design Guide* (2021) defines sustainable transport modes as:

‘Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, low and ultra low emission vehicles, car sharing and public transport.’

- 5.1.2 Walking, cycling and public transport are commonly regarded to be the most sustainable modes of transportation. This section of the report will describe how the site can be accessed by these modes.
- 5.1.3 The site is located in the thriving suburb of Chorlton in a predominantly residential area but on the edge of the main retail and local business areas. It benefits from an excellent level of accessibility by sustainable modes of transport as recognised by MCC Highways during pre-application discussions.

5.2 Access by Foot

- 5.2.1 The site is located adjacent to existing dwellings with well-established street-lit footways and crossing facilities on the routes to the main local amenities.
- 5.2.2 The site is a short walk to the multitude of amenities in the centre of Chorlton, including the numerous shops, restaurants, cafes, bars, banks and other local businesses on Wilbraham Road, Barlow Moor Road and Manchester Road which are largely within a 400m walking distance, which the Chartered Institution of Highways and Transportation (CIHT)¹ considers to be a ‘desirable’ walking distance for local service trips.
- 5.2.3 Albany Road Trading Estate which contains numerous businesses is adjacent to the site. The local Morrison’s foodstore is less than a 250m walk from the site with numerous convenience retailers also being located nearby. These local amenities may also offer employment opportunities over time.
- 5.2.4 Chorlton and surrounding areas benefit from numerous opportunities for sport and recreation including Chorlton Park, St Margaret’s Playing Field, Hough End Playing Fields and Sale Waterpark.

¹ Providing for Journeys on Foot (2000)

5.3 Access By Cycle

5.3.1 It is widely recognised that cycling can offer an attractive alternative to short car trips, particularly those under 5km, but also as part of longer journeys by public transport.

5.3.2 The CIHT document *Cycle Friendly Infrastructure* (2004) states in paragraph 2.3 that:

‘Three quarters of journeys by all modes of travel are less than five miles (8km) and half under two miles (3.2km) (DoT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person.’

5.3.3 Local Transport Note (LTN) 1/20 *Cycle Infrastructure Design* states similar, that

‘Two out of every three personal trips are less than five miles [8km] in length - an achievable distance to cycle for most people’.

5.3.4 The *National Travel Survey* states that in 2019, the average cycling trip took 23-minutes, equivalent to 6,133m (based on an average speed of 16kph), again this being an average with a proportion of respondents cycling a greater distance than this. LTN 1/20 also recognises that lightly trafficked, low speed streets can be conducive to cycling, stating, *‘in quiet residential streets, most people will be comfortable cycling on the carriageway even though they will be passed by the occasional car moving at low speeds’.*

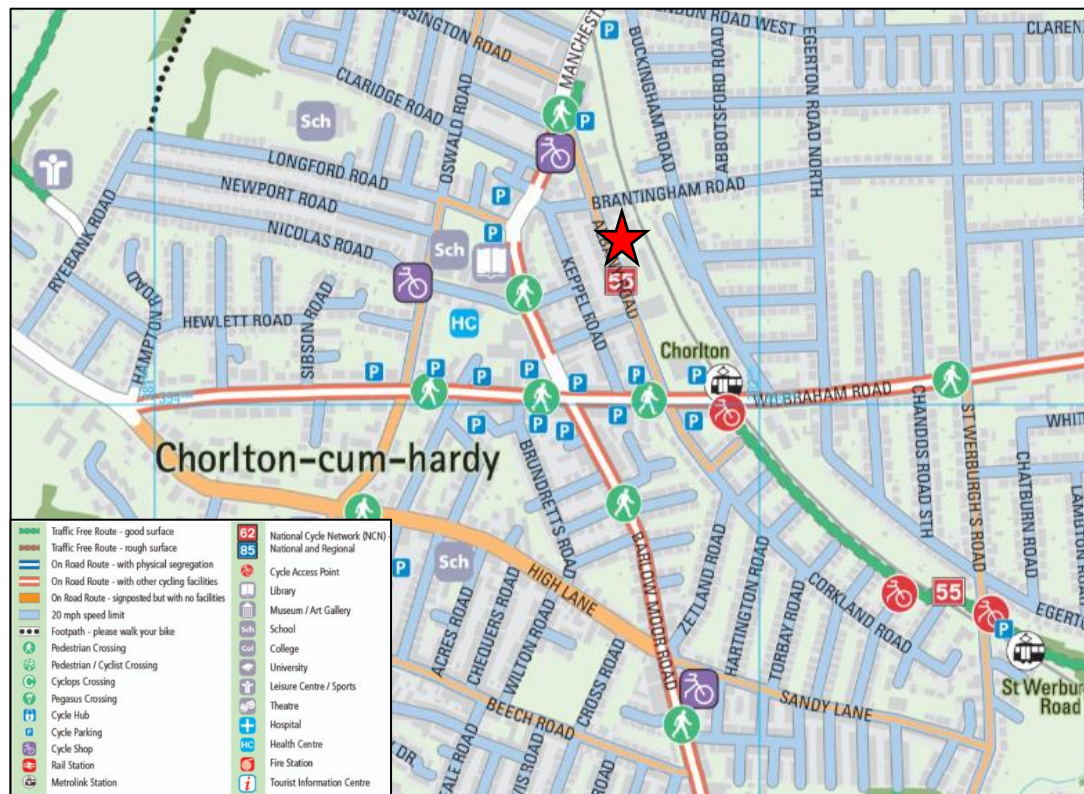
5.3.5 Numerous cycle routes and cycle facilities are present in the local area. Albany Road itself forms part of National Cycle Route (NCR) 55 which to the south connects to NCR 6 along a traffic-free section near St Werburgh’s Road. To the north NCR 55 passes through Old Trafford and continues towards Salford Quays including Media City UK and to Eccles.

5.3.6 The national routes are supplemented by on-road infrastructure on Wilbraham Road, Barlow Moor Road, Upper Chorlton Road and Seymour Grove. Three cycle shops are available in Chorlton.

5.3.7 The Chorlton Busy Beeway, part of the Bee Network, is under construction along Manchester Road between Seymour Grove and Sandy Lane. This includes a number of junction upgrades including at the Four Banks junction which will be upgraded to a CYCLOPS (cycle-friendly) junction. The improvements will provide enhanced connectivity with the NCR, Fallowfield Loop and the Wilmslow Road cycling corridor².

5.3.8 Image 5.1 below shows the cycling amenities available in the surrounding area including a number of cycle shops and access points onto traffic free routes.

² <https://beeactive.tfgm.com/schemes/manchester/chorlton-busy-beeway-area-3/>

Image 5.1 : Extract from TfGM's Interactive 'The Manchester Cycle Network Map'³

5.4 Access by Bus

- 5.4.1 As mentioned above, there are bus stops on Manchester Road, as well as Barlow Moor Road and Wilbraham which provide access to services that run to Piccadilly Gardens, Gorton and The Trafford Centre.
- 5.4.2 The bus stops on Manchester Road ('Chorlton Library' & 'Kensington Road') provide access to the 86 service which runs from Manchester to Chorlton with up to 6 services an hour on weekdays and Saturdays and up to 3 services an hour on Sundays.
- 5.4.3 The bus stops on Wilbraham Road provide access to the 85, 85A and 150 service. The 85 from Manchester to Chorlton provides up to 5 services per hour on weekdays and up to 4 on Saturdays. There is a reduced service on Sundays with up to 3 services per hour.
- 5.4.4 The 85A runs between Manchester to Chorlton which provides an hourly service on weekdays and Saturdays. There is no service on a Sunday.
- 5.4.5 The 150 service runs between Gorton and The Trafford Centre and provides up to 2 services per hour weekdays and Saturdays, with no services on a Sunday.

³ https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.4291738804146&lng=-2.2247314453125004

5.5 Access by Tram

- 5.5.1 The site is around a 2-minute walk to the Chorlton Metrolink stop which sits on the Victoria – Manchester Airport, Rochdale – East Didsbury and Shaw and Crompton – East Didsbury lines, all of which provide connection to Manchester city centre. Connection can be made at Cornbrook to The Trafford Centre and Salford Quays.

5.6 Access by Rail

- 5.6.1 Longer distances rail services can be accessed via Manchester's three main train stations, Piccadilly, Oxford Road and Victoria, which can in turn be accessed via Metrolink, bus, bicycle and taxi.
- 5.6.2 The closest train station to the site is Trafford Park, around a 3.5km cycle ride from the site. The station provides regular services to Oxford Road, Liverpool and Warrington Central.

5.7 Car Club

- 5.7.1 According to the Enterprise Car Club website⁴, two vehicles are regularly available from Nicholas Road, close to the junction with Barlow Moor Road. This location is approximately 370m from the site. Other car club vehicle locations can be found in the local area. The cars or vans can be rented on an hourly or daily basis starting at £4.60 per hour.
- 5.7.2 Residents will benefit from this as it will reduce the need for private car-ownership and offers a more sustainable alternative to residents who drive infrequently, but occasionally require access to a car or van, such as for rural trips or bulky goods shopping.
- 5.7.3 Due to Manchester City Council's support, Manchester residents can avail of a promotional code which allows them to join Enterprise Car Club for just £10 plus get £10 free driving credit along with referral promotions and service discounts.
- 5.7.4 At the request of MCC we have contacted Enterprise to enquire about the popularity of the Car Club. Enterprise has informed us that uptake of Car Club membership across Manchester has been very popular and they are open to discussions for the provision of additional Car Club spaces. Whilst the Car Club will be beneficial future residents, we believe that on-street spaces will encourage the use for neighbouring residents rather than dedicating one of the site's proposed spaces for Car Club use that would predominantly be used by residents of the site. Furthermore, we do not believe that the modest scale of the development will bring a direct requirement for additional Car Club spaces. Residents will however be made aware of the local car club(s) through the welcome packs detailed in Section 7.

⁴ <https://www.enterpriseclub.co.uk/gb/en/home.html> accessed 08/03/23

5.8 Deliveries

- 5.8.1 The applicant will make appropriate arrangements to address the practical needs of home deliveries with convenience and safety being key considerations. This may take the form of a bank of lockers within the development. The popularity and availability of online shopping should help some residents to live car-free and also reduce the need to travel.

5.9 Home Working

- 5.9.1 The applicant will facilitate working from home through the provision of broadband infrastructure, ample power sockets and generous space standards to enable residents to dedicate a position(s) within the flats for working. Home working will help to reduce the need to travel and enable car-free or low car availability living.

5.10 Summary

- 5.10.1 This section of the report has demonstrated that the site is in a sustainable location where local amenities, centres of employment and neighbouring residential areas are within nationally recognised acceptable walking and cycling distances. The level of accessibility by sustainable modes of transport is conducive to car-free living and low car dependency.
- 5.10.2 A key theme of national and local transport planning policy is that development should be located where the need to travel will be minimised and the use of sustainable transport modes can be maximised.
- 5.10.3 It has been demonstrated that the proposed development accords with NPPF for the following reasons:
- Paragraph 105 as the site is in a location that is accessible by sustainable modes;
 - The principles of Paragraph 110 in terms of promoting opportunities for sustainable travel, safe access being achieved;
 - Is located and designed to give priority to pedestrian, cycle and public transport movements as per paragraph 112;
 - Section 8, paragraph 92, paragraph 98 and point f of paragraph 130 in terms of promoting healthy communities through the encouragement of active travel and health and well-being;
 - Paragraph 152 as well as the National Climate Change agenda by encouraging a low carbon future; and
 - Paragraphs 107 and 108 by considering accessibility, type, opportunities for public transport and promoting accessibility for pedestrians and cyclists, as well as electric vehicle charging provision.

- 5.10.4 It is therefore felt that, in relation to Paragraph 108 of the NPPF, 'appropriate opportunities to promote sustainable transport modes can be – or have been – taken up'.
- 5.10.5 The development proposals also align with Core Strategy Policies T1, T2 and T3 as well as GMTS Policy 4.

6 TRIP GENERATION

6.1 Vehicular Trip Generation

- 6.1.1 The TRICS database has been used to calculate the potential trip generation of the proposed use. The trip rates and associated generation for 40 affordable apartments are summarised in Table 6.1. Full details of the TRICS site selection process are provided in the outputs included in Appendix D of the TS.

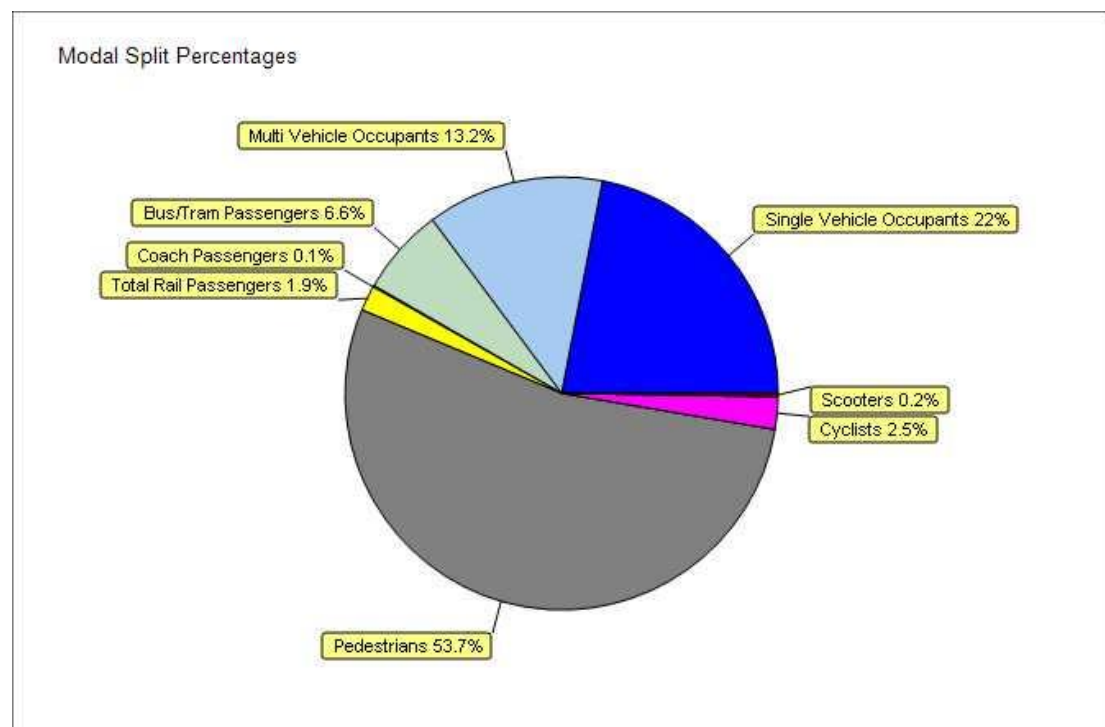
Table 6.1: 12 Hour TRICS Derived Trip Rates and Trip Generation – Proposed Use

Time	Trip Rate			Trip Generation		
	Arrivals	Departures	Total	Arrivals	Departures	Total
07:00-08:00	0.042	0.056	0.098	2	2	4
08:00-09:00	0.063	0.084	0.147	3	3	6
09:00-10:00	0.066	0.059	0.125	3	2	5
10:00-11:00	0.070	0.070	0.140	3	3	6
11:00-12:00	0.056	0.049	0.105	2	2	4
12:00-13:00	0.056	0.084	0.140	2	3	5
13:00-14:00	0.084	0.070	0.154	3	3	6
14:00-15:00	0.056	0.052	0.108	2	2	4
15:00-16:00	0.063	0.073	0.136	3	3	6
16:00-17:00	0.087	0.042	0.129	3	2	5
17:00-18:00	0.094	0.066	0.160	4	3	7
18:00-19:00	0.056	0.052	0.108	2	2	4
12-Hour	0.793	0.757	1.550	32	30	62

- 6.1.2 As the above table shows, the proposed development, is likely to generate in the region of 6 two-way trips in the AM peak hour and 7 two-way trips in the PM peak hour which would also be the maximum number of trips in any one hour. The number of trips across a 12-hour day will likely be circa 62 trips.

6.2 Multi-Modal Trip Generation

- 6.2.1 The number of non-car trips likely to be generated by the site has been forecast using the same TRICS sample to calculate the vehicular trips. Image 6.1 presents the modal split.

Image 6.1: Forecast Multimodal Person Trips Based on TRICS

- 6.2.2 Whilst the above figures are indicative, particularly as we anticipate a higher proportionate use of the tram (Metrolink) and a higher proportion of cyclists, it shows just 22% of trips being made by car which equates to just 9 apartments of the 40 proposed.

7 MEASURES

7.1 Introduction

- 7.1.1 It is important that TP measures are appropriate for the development and have realistic potential to influence the increased uptake of sustainable modes of transportation. It is also important that they can influence people in the short, medium and long term.
- 7.1.2 Not only should the measures be realistic, but it is vital that resources are made available to help achieve them. Therefore, the roles and responsibilities of all parties involved, particularly MCC and the eventual travel plan co-ordinator for the site, should be presented, discussed and agreed at the earliest opportunity.
- 7.1.3 Specific targets to reduce single occupancy car use will not be set given that the development quantum falls below the traditional 80 dwellings threshold for target setting and as the forecast levels of private car use are limited, coupled with the site's highly accessible location and TP measures offered.
- 7.1.4 This section will present such measures, some of which will be collective and apply to all modes of sustainable transport while others will be specific to each mode.

7.2 Reducing the Need to Travel

- 7.3.1 Section 5 of this TP has described how the site is well-located in terms of being in central Chorlton which offers a multitude of amenities within reasonable walking and cycling distances. It has also demonstrated how local bus and Metrolink travel should provide a viable and convenient mode of travel for a range of journey types.
- 7.3.2 Sections 4 and 5 have stated that the local highway network is conducive to walking and cycling trips, with established, well-lit footways and crossing facilities for pedestrians and demarcated cycle routes for cyclists.
- 7.3.3 Development of the site could also see an increase in working from home given improvements in home telecommunications, such as broadband and video calling, and information technology, including cloud computing and the increase in '.com' industries. Anecdotally, more employers, often through adoption of their own TPs and following the changing working practices following the Covid-19 pandemic, are allowing increasing numbers of staff to work from home. The applicant will provide broadband infrastructure, ample power sockets and space within each apartment to facilitate working from home.
- 7.3.4 In addition, the emergence of home deliveries from large supermarkets and online retailers has the potential to further reduce the need for travel. There is an opportunity for the developer to promote these alternatives and raise awareness of the potential time, cost and environmental savings of home

deliveries, both in relation to the large supermarket chains including Sainsbury's, Asda, Tesco and Morrisons, as well as online retailers such as Ocado and Amazon. Many of these retailers allow purchases to be delivered on a specific day and some between a specific time window to ensure that someone is home to accept the delivery. Alternative delivery addresses and locations can also often be specified. It is however anticipated that appropriate arrangements for deliveries will be provided.

7.4 Welcome Packs

7.4.1 Welcome Packs will be provided for each new apartment upon first occupation. These will be produced by the developer with input from MCC and TfGM. Such packs will be essential to educating and informing the future residents of the scheme, of the sustainable transport modes available to them and the benefits they can have for them including time and cost savings, supporting a healthy lifestyle and minimising their carbon footprint. They are therefore essential to the promotion of what this TP aims to achieve.

7.4.2 Typically, the content a Welcome Pack would include:

- Introduction to the TP concept dealing with objectives and benefits;
- Educational literature on the health benefits of walking and cycling and the environmental benefits of sustainable modes of transport;
- Maps highlighting local walking and cycling routes and catchment plans indicating typical walking and cycling times to key destinations;
- Public transport route maps and timetables;
- Weblinks to travel planning and public transport websites;
- Contact details for local taxi companies;
- Details of local car clubs; and
- Details of the appropriate TP co-ordinator.

7.5 Other Methods of Raising Awareness and Marketing

7.5.1 Aside from Welcome Packs, there are other effective ways to raise the awareness of and market the benefits of sustainable travel including:

- Personalised travel planning for individuals, often arranged by a TP co-ordinator;
- Establishment of local sustainable transport forums or groups where issues can be shared and solutions discussed. This could be at physical meeting or by using social media with website such as *Twitter*, *Facebook* and *Nextdoor* having mass appeal and membership, yet having localised content and discussion groups;
- Set-up of travel notice boards in communal areas, particularly the lobby, displaying information such as lists of sustainable travel websites; and

- Promotion of events such as National Bike Week and Living Street’s series of walking events including Walk to Work Week and Walk to School Week.

7.6 Measures to Promote Walking

7.6.1 Walking is considered to be the most sustainable and accessible mode of travel. It also has the benefit of zero carbon emissions and significant health benefits, with doctors recommending 150 minutes of activity per week to keep your body healthy and prevent illness including heart disease, cancer and diabetes (<https://www.nhs.uk/live-well/exercise/>). The 150 minutes could be achieved by walking leisurely for 30 minutes per day, five days a week, or briskly for 10 minutes per day (<https://www.nhs.uk/live-well/exercise/walking-for-health/>). Furthermore, recent research from the University of Cambridge has discovered that just a brisk 20-minute walk each day, burning between 90 and 110 calories, could reduce the risk of premature death by between 16-30% for inactive individuals (<http://www.cam.ac.uk/research/news/lack-of-exercise-responsible-for-twice-as-many-deaths-as-obesity>).

7.6.2 Potential measures to encourage walking include the following:

- Raise awareness of the health benefits of walking for all ages of people of fair health, emphasising how it is a cost-effective alternative to other exercise methods such as gym membership and does not involve a considerable change to people’s day-to-day lifestyles;
- Promote the local walking routes available (through welcome packs and notice boards) including off-road PRowS and pedestrian cut-throughs;
- Provision of discount vouchers for redemption at local outdoor wear retailers;
- Promotion of a ‘walking buddy’ scheme or residents walking group (through welcome packs, notice boards and social media);
- Promotion of the Walk.It App – which is an urban walking route planner, including themed walks, city tours and events, and or other apps;
- Provide useful links to source further information including:
 - <https://beeactive.tfgm.com/>
 - https://www.manchester.gov.uk/info/500356/cycling_and_walking/2844/walking
 - <https://gmwalking.co.uk/>
- Also, provide information to key events which promote walking such as:
 - GM Walking Festival: <https://gmwalking.co.uk/gm-walking-festival-2023/>
 - Living Streets’ Walking Month: www.livingstreets.org.uk/get-involved/campaign-with-us/national-walking-month.

7.7 Measures to Promote Cycling

- 7.7.1 Like walking, cycling is sustainable and accessible. It has the benefits of zero carbon emissions and has significant health benefits.
- 7.7.2 The NHS website (<https://www.nhs.uk/live-well/exercise/cycling-for-beginners/>) outlines the health benefits of cycling stating that, *'For health benefits, adults and older adults should do at least 2 hours and 30 minutes (150 minutes) of moderate-intensity activity each week...A 30-minute ride will count towards your recommended weekly activity target'*.
- 7.7.3 The website also makes the pertinent point that cycling has broad appeal with young and old, the able-bodied and people with disabilities who can all enjoy cycling with the right equipment.
- 7.7.4 The applicant is keen to encourage cycling to and from the development and will provide 40 secure cycle parking spaces along with space for cargo bikes.
- 7.7.5 Other potential measures to encourage cycling will be provided in welcome packs and on notice boards in the communal areas and will include the following:
- Raise awareness of the health benefits of cycling for all ages of people with fair health, again emphasising how it is a cost-effective alternative to other exercise methods and promoting the 'fun' element of cycling;
 - Promote the local cycling routes, cycle hire and training available, via TfGM's website <https://beeactive.tfgm.com/cycling/>;
 - Include details of cycling routes and cycle storage facilities at key destinations such as in district centres (through welcome packs and notice boards);
 - Promotion of events such as National Bike Week (www.bikeweek.org.uk);
 - Promotion of cycling apps;
 - Promotion of a Bicycle User Group (BUG) (through Welcome Packs, notice boards and social media) which could include cycle proficiency courses;
 - Provide useful links to source further information including:
 - <https://beeactive.tfgm.com/>
 - https://www.manchester.gov.uk/info/500356/cycling_and_walking/6850/cycling
 - www.cyclinguk.org
 - Key events which promote walking such as:
 - Bike Week: www.cyclinguk.org/bikeweek
 - Cycle to Work Day: www.cyclinguk.org/bikeweek.

7.8 Measures to Encourage Public Transport

- 7.8.1 Public transport use and accessibility is an important element of TPs. Public transport can often be effective options for many trip types, particularly mid to long distance journeys. Section 5 of this

report has demonstrated that tram and bus travel should be a suitable and convenient mode of transport for residents of and visitors to the site, with Chorlton Metrolink stop being a 2-minute walk away as are several bus stops.

7.8.2 Potential measures to encourage public transport will be provided in welcome packs and will include the following:

- Bus and Metrolink route maps and timetable information;
- Link to TfGM's journey planner <https://tfgm.com/plan-a-journey>; and
- Discount tickets subject to discussions with TfGM.

7.9 Measures to Promote Taxi Use

7.9.1 Taxi use is considered to be a sustainable mode of travel, particularly in terms of an infrastructure provision perspective as it reduces the need for car parking. The local area is currently well-served by taxi, including app and phone based private hire and Hackney cabs. Contact details for local taxi companies will be provided in the welcome packs.

7.10 Measures to Reduce Single Occupancy Car Trips

7.10.1 Car/lift sharing can be an effective way to reduce single occupancy car trips for those residents who choose to travel by car. These trips can often be arranged between friends and neighbours or by using lift sharing websites including the following:

- Liftshare (<https://liftshare.com/uk/community/tfgm>)
- BlaBlaCar (www.blablacar.co.uk); and
- GoCarShare (<http://gocarshare.com>).

7.10.2 The lift share websites enable users to register and search for lifts in their area. Users typically have to be over 18 years of age but do not always have to have driving licences (as passengers). Websites such as these can be promoted through welcome packs, notice boards and social media.

7.10.3 Residents could also manage their own lift sharing as many residents will travel to destinations within close proximity of each other such as Manchester city centre, Media City UK, Trafford Park or other destinations in Greater Manchester and further afield. This could be managed through a residents committee or by the travel plan co-ordinator.

7.11 Measures to Encourage Low Emission Vehicle Use

7.11.1 It has been well publicised in the national media in recent years that car manufacturers are actively investing in low emission technologies such as electric hybrid engines and fully electric engines, with central government due to impose a ban on the sale of new petrol and diesel engine vehicles in 2030. The purchase prices of such low emission technologies are becoming more in line with standard petrol

and diesel engine vehicles, with some manufacturers setting targets to fully switch to electric vehicle or hybrid production only.

- 7.11.2 Four EV charging spaces will be provided in the development as agreed with MCC during pre-application discussions. Ducting will be provided to the other spaces in order to allow additional charging facilities to be easily provided in the future.

8 MANAGEMENT, MONITORING AND REVIEW

8.1 Management

- 8.1.1 As mentioned above, the overall responsibility for TP implementation will lie with the applicant either directly or via their designated partner.

8.2 Role of Travel Plan Co-ordinator

- 8.2.1 The roles and responsibilities of the TPC will include:
- Support, oversee and implement the requirements of the TP upon early stages of occupation of the development and through the life of the plan;
 - Provide travel advice and guidance to residents in the early stages of occupation and throughout the development process;
 - Liaise with MCC's sustainable travel team on the production and management of the welcome pack;
 - Distribute the welcome packs to all households in the early stages of occupation;
 - Assess the potential journeys that residents may make and identify what modes of transport are available from the site, promoting sustainable options;
 - Continuously monitor the impact that resident's journeys may have on the surrounding areas and existing transport infrastructures;
 - Undertake personal journey planning for residents where appropriate;
 - Ensure the travel information made available is always current and up to date;
 - Design and implement effective marketing and awareness-raising campaigns to promote the initiatives and sustainable transport infrastructure within the TP;
 - Ensure cycle storage facilities are functional and maintained throughout the life of the TP;
 - Investigate new ideas, modes of transport and future plans, for example, additional electric car charging points and promote or implement as appropriate; and
 - The contact details of the TPC will be provided to MCC at the earliest opportunity.

8.3 Travel Plan Budget

- 8.3.1 The applicant will allocate a budget to assist with the launch and implementation of the TP, whilst an annual budget will be in place to deal with the day to day operation of the TP by the TPC. The use of this budget will be at the discretion of the TPC, with the initial spending being aimed at the production and delivery of welcome packs. Ongoing commitment to funding will also ensure that regular monitoring of the TP is undertaken.

- 8.3.2 The applicant is committed to providing a level of funding appropriate to the implementation of the TP commensurate with the level of development proposed and as such will identify an outline budget for implementation of the TP on an ongoing basis.

8.4 Interim Action Plan

- 8.4.1 An interim action plan has been produced, outlining actions likely to be undertaken upon early occupation of the site. It should however be noted that this is only indicative at this stage of the process and will be updated at appropriate times.

Table 8.1: Interim Action Plan

Stage	Action	Responsibility
Prior to occupation	Install EV charging facilities	Applicant
	Install cycle parking	Applicant
	Accommodate space and infrastructure for home working	Applicant
	Appoint Travel Plan Coordinator (TPC) and inform MCC of contact details	Applicant
	Contact and negotiate with local retailers and TfGM to arrange discount for outdoor clothing, cycling equipment and discounted public transport tickets	TPC
Early stages of occupation	Market the benefits of the site in terms of accessibility by non-car modes to potential buyers	TPC/ Sales Agent
	Prepare welcome packs and arrange printing	TPC
	Arrange for welcome packs to be presented to new owners with keys to apartments	TPC
	Consider the provision of sustainable travel vouchers on request	TPC