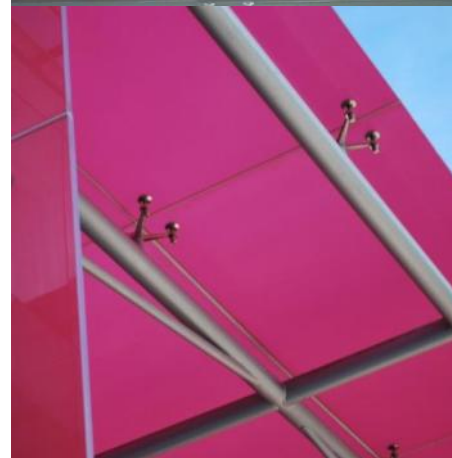
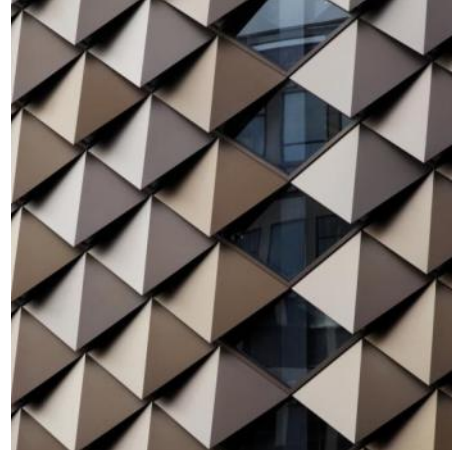


Home Farm Residential Development, Llay

Interim Travel Plan

Curtins Ref: TPMA5021/ITP
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Client Name: Michael Cunningham Architects



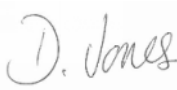
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- Plan TPMA5021_005** – TRACC Public Transport Accessibility Plan

Appendices

- Appendix A** – Indicative Masterplan Drawing

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed to provide all traffic and transportation advice in relation to a proposed residential development at Home Farm in Llay, Wrexham.
- 1.1.2 This Interim Travel Plan (ITP) has been prepared to demonstrate the applicants' commitment to encouraging sustainable travel.
- 1.1.3 It is envisaged that the Travel Plan will be developed as part of the Transport Implementation Strategy (TIS) as contained in Section 8 of the accompanying Transport Assessment **Document Ref: TPMA5021/TA**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

Sources: *National Planning Policy Framework, DCLG, 2012.*

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Structure of this Report

- 1.3.1 Following this introduction, **Section 2** of this report provides background information on TPs. It also sets out key aims and objectives, and describes some of the benefits that can arise from a successful Travel Plan (TP).
- 1.3.2 **Section 3** provides a short description of the development proposals, whereas **Section 4** assesses the accessibility of the site by sustainable travel including travel to the site by bus, train, pedal cycle and on foot.
- 1.3.3 **Section 5** outlines various initiatives that will be considered to encourage a modal shift away from single occupancy car travel, and towards sustainable modes.

- 1.3.4 **Section 6** provides example modal shift targets to be updated following a Travel Survey and provided in the full Travel Plans, whereas **Section 7** details the management and coordination strategy.
- 1.3.5 The document is concluded in **Section 8**, which contains an Action Plan Table Detailing the next steps up to the submission of a full Travel Plan to Wrexham County Borough Council (WCBC).

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements which can be made during a successful Travel Planning process.

2.2 Health Benefits

2.2.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of:

- Cardiovascular disease;
- Cancer;
- Obesity;
- Diabetes;
- Stroke;
- Mental health problems
- High blood pressure; and
- Musculoskeletal problems.

2.3 Environmental Benefits

2.3.1 Climate change is a global issue that affects all nations. Encouraging people to make smarter choices in the way they travel can drastically reduce the impact that a particular development or organisation makes on the environment.

2.3.2 This includes both the global environment, and the local environment. It is important that the development plays its part in reducing its impact on the environment.

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates. Individuals can benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel.

- 2.4.2 In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage future residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on future residents of the site, as well as the surrounding community in Llay.
- 2.5.2 This TP aims to achieve the following benefits once occupied:
- Objective 1 – To reduce single occupancy car travel to and from the site;
 - Objective 2 – To increase the level of cycling to and from the site;
 - Objective 3 – To increase the level of walking to and from the site; and
 - Objective 4 – To increase the level of public transport use to and from the site.

3.0 Development Proposals

3.1 Introduction

- 3.1.1 It is envisaged that the site could accommodate in the region of 365 residential dwellings. An indicative site plan is included within **Appendix A** to the rear of this report.

3.2 Site Location

- 3.2.1 The site is located at the north eastern edge of Llay, bound by the B5102 The Straight Mile to the north and the B5373 Gresford Road to the west. Undeveloped land binds the site to the east and west.
- 3.2.2 **Plan TPMA5021_001** illustrates the location of the site in relation to the surrounding areas, and **Plan TPMA5021_002** shows the site in a more local context relating to the local highway network.

3.3 Vehicular Access

- 3.3.1 Vehicular access is proposed at three separate points, comprising:

- Site Access 1 – The Straight Mile
- Site Access 2 – Gresford Road
- Site Access 3 – Gresford Road

3.4 Pedestrian/Cycle Access

- 3.4.1 Pedestrian and cycle access into the application site will be via all three access points. It is envisaged that 2m footways would be provided along both edges of the carriageway for each of the access points.
- 3.4.2 It is envisaged that an internal footway would be provided in parallel to The Straight Mile, along the northern bounds of the site. This would provide a route that is adjacent to the road, yet screened from vehicular traffic.
- 3.4.3 There would also be pedestrian access points to the site from the Public Right of Way (PRoW) LLA/5, which extends parallel to the eastern boundary of the site.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 One of the key elements of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel are available. Developments should not be isolated, but should instead be located close to complementary land uses. Encouraging the integration of planning and transport supports the aim of reducing overall travel and use of private car.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

4.2.2 The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1** below.

CIHT Category	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan TPMA5021_003** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips and school trips. These are considered likely to be the most common trips that would occur at the development.

- 4.2.4 Within the 500m pedestrian catchment, there are existing residential areas to the south of the site located off Gresford Road including properties off roads such as Walnut Grove and Ffordd Y Goedwig. Also within 500m walk of the site are the eastern most points of the Llay Industrial Estate, which includes providing employment opportunities in the engineering, construction and automotive industries.
- 4.2.5 Within 1,000m of the centre of the proposed development, there are additional residential properties off roads to the south, such as Ffordd Gwenllian, and to the west off roads such as Acacia Court. Additional businesses and employment opportunities at the Llay Industrial Estate are accessible. Also to the west of the site and approximately 1,000m from the centre of the site is the Llay Miner's Institute.
- 4.2.6 Still within the 1,000m pedestrian catchment from the centre of the site are a number of facilities along situated at the centre of Llay. These include Park Community Infants and Primary Schools, and the Alyn Family Doctors. Along Fifth Avenue there is a community garden adjacent to a collection of facilities which are situated marginally outside the 1,000m catchment including Llay Library, a pharmacy, convenience foodstore, take-away food outlet, The Church of Saint Martin of Tours, and Llay Park Resource Centre. In addition along Second Avenue there is the Tir-Y-Capel place of worship.
- 4.2.7 Further south within the 2,000m pedestrian catchment is Llay United Youth Football Club, the Llay Royal British Legion and Bethel Baptist Church. The full extent of Llay Industrial Estate is also accessible within the 2,000m pedestrian catchment.

Pedestrian Accessibility Summary

- 4.2.8 In summary, it is considered that there are a significant number of employment, education, place of worship, retail, health and leisure opportunities within walking distance of the centre of the proposed development site.
- 4.2.9 The site is situated to the north of an established residential area, and walking is therefore likely to be an attractive option for many future residents of the site, as they walk southwards and westwards to existing services and facilities.

4.3 Cycle Accessibility

- 4.3.1 To assist in assessing the accessibility of the site by cycle, a 5km cycle catchment from the centre of the site is shown on **Plan TPMA5021_004**. The 5km distance equates to a journey time of around 25 minutes, while cycling at a speed of 12km per hour.

- 4.3.2 The 5km cycle catchment includes all of Llay and incorporates some surrounding residential areas such as Rossett, Marford, Gresford, Cefn-y-bedd, Caergwrle and Hope. The cycle catchment also includes northern areas of Wrexham town.
- 4.3.3 Cefn-y-bedd, Caergwrle and Hope (Flintshire) Railway Stations are all within the 5km cycle catchment, so it is considered that future residents could cycle to a station as part of a multi-modal trip involving rail.
- 4.3.4 There is a designated local cycle route along Llay New Road which links the previously described roundabout with Llay Road and First Avenue with New Rhosrobin in approximately 2.5km. Adjacent to the Fore Golf leisure facility, the route also branches to the west into some woodland area adjacent to the River Alyn. The cycle route is formed almost entirely of a designated off-road cycle provision, with just a short section of approximately 180m in Llay being on the road itself.

Cycle Accessibility Summary

- 4.3.5 In summary, it is considered that cycling is likely to be a realistic mode of travel for residents wanting to access local services, but also for residents who want to travel further afield as either a commuting or leisure based trip. It is considered that a multi-modal trip involving rail could also be a viable option for some future residents.

4.4 Public Transport Accessibility

- 4.4.1 To assist in assessing the accessibility of the site by public transport, a plan has been produced using specialist GIS software to illustrate journey times from the site. **Plan TPMA 5021_005** shows the range of areas accessible by public transport from the site illustrated in 10 minute journey times up to half an hour.
- 4.4.2 The plan shows that parts of Wrexham town centre are accessible within 10 – 20 minutes to the south of the site, as are Gwersyllt, Wrexham General and Wrexham Central railway stations.
- 4.4.3 To the north of the site, areas of Hope and Penyffordd are accessible within 10 – 20 minutes, as is Hope Railway Station. Parts of Buckley are accessible within 20 – 30 minutes.
- 4.4.4 Further analysis of rail and bus accessibility is presented in the following corresponding subsections.

Rail

- 4.4.5 The closest Railway Station to the development is Cefn-y-bedd, located 2.9km to the north west of the site. It offers hourly services to Wrexham Central and Bidston railway stations.

- 4.4.6 These services call at Caergwrle and Hope (Flintshire) railway stations as previously mentioned, in addition to a number of other stations along the Borderlands Line including Shotton, Buckley and Wrexham General.
- 4.4.7 Wrexham General offers additional services to destinations across Wales and the UK, including Llanelli, Holyhead and Birmingham International.

Bus

- 4.4.8 The Chartered Institution of Highways and Transportation (CIHT) document, Planning for Public Transport in Developments recommends that developments should ideally be within 400m of a bus stop.
- 4.4.9 There are various bus stops located along Gresford Road at the western boundary of the site. In addition, there are stops located along Llay Road which may be even more accessible for some future residents. A summary of the services which call at these stops is provided below:

Service	Stop Location	Route	Frequency		
			Weekday	Saturdays	Sundays / Hols
28A	Llay Road	Wrexham – Flint (via Llay, Hope, Penyffordd, Buckley and Mold)	6 Services a day	6 Services a day	-
34	Gresford Road & Llay Road	Wrexham – Trevalyn (via Pandy, Gwersyllt, Bradley, Llay Gresford Road and Burton)	3 Services a day	3 Services a day	-
PC1	Llay Road	Coedpoeth – Brynteg – Gwersyllt – Bradley – Llay Industrial Estate	1 AM and PM Peak Service	-	-
PC2	Llay Road	Gatewen – Wrexham – Hightown – Rhosrobin – Llay Industrial Estate	1 AM and PM Peak Service	-	-

Table 4.2 – Bus Services Local to the site

- 4.4.10 There are a total of 4 services which call at stops adjacent to the site. As detailed throughout the Transport Implementation Strategy contained as Section 8 of the accompanying Transport Assessment (**Document Ref: TPMA5021/TA**), it is proposed that internal infrastructure is provided in order to facilitate the re-routing of buses through the site.
- 4.4.11 It is considered that any re-routing of bus services may also enhance the attractiveness of travelling by rail, as part of a multi-modal journey.

4.5 Accessibility Summary

- 4.5.1 In summary, it is considered that the site is well located to benefit from existing pedestrian and cycle infrastructure. There is a wide range of facilities, employment opportunities and other residential areas within CIHT recommended walking distance of the site, and more located just over 1,000m walk

of the site along Fifth Avenue. The development would also provide links to the existing PRow network and surrounding residential area.

4.5.2 It is also considered that the surrounding area is relatively conducive to cycling, with infrastructure present at the nearby roundabout at the Llay Miners Institute in the form of off-road cycle routes and crossing points with dropped kerbs. The off road route runs south from the roundabout for approximately 2.5km to Rhosrobin, with only a small section of on-road route.

4.5.3 Paragraph 8.1.3 of the Planning Policy Wales document states that:

“The Welsh Government supports a transport hierarchy in relation to new development that establishes priorities in such a way that, wherever possible, they are accessible in the first instance by walking and cycling, then by public transport and then finally by private motor vehicles.”

4.5.4 As the site is considered accessible by walking and cycling, the development can be viewed as satisfying the more important elements of the transport hierarchy.

4.5.5 The site is considered accessible by bus services which run along Gresford Road and Llay Road. In order to further enhance bus accessibility, it is proposed that the development will provide appropriate internal infrastructure in order to facilitate the re-routing of services through the site.

4.5.6 It is considered that multi-modal trips involving rail travel is a viable option for some future residents. It is envisaged that any bus re-routing through the site may also enhance the appeal of rail as a mode of transport. The site is also highly accessible from the wider strategic highway network, in particular via the A483 at the Rossett Interchange.

5.0 Residential Travel Plan Initiatives

5.1 Introduction

- 5.1.1 This section of the TP outlines suggested measures which could be implemented to reduce residents' dependency on the private car, and encourage sustainable modes of transport.
- 5.1.2 Throughout **Section 4**, the site has been demonstrated as being located in a relatively accessible area. The development would be situated within an existing residential area, and there are opportunities for sustainable travel.
- 5.1.3 Nevertheless, there are measures that could be implemented. The following are initiatives that could be implemented in the full Travel Plan in order to reduce residents' dependency on the private car and encourage sustainable modes of travel.

5.2 Production of Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns, and therefore it is envisaged that welcome packs will be supplied to all residents at the development upon moving in. The contents of the welcome packs could include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

5.3 Measures to Encourage Walking

- 5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.3.2 The proposed internal layout would provide roads that encourage lower vehicle speeds, which would in turn be conducive to walking. The development would also provide links to the existing provision in the surrounding area.

5.3.3 It is envisaged that an internal footway would be provided in parallel to The Straight Mile, along the northern bounds of the site. This would provide a route that is adjacent to the road, yet screened from vehicular traffic.

5.3.4 In order to further encourage residents to walk, a number of additional initiatives will be considered:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Provide maps/information on the local pedestrian routes, including public footpaths;
- The promotion of 'walking buddy' schemes; and
- Promote the www.walkit.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 Similarly, the proposed internal layout would provide roads that encourage lower vehicle speeds, which would in turn be conducive to cycling.

5.4.2 In order to further encourage residents to cycle, the following measures will be considered:

- Information about National Cycle Routes is made available in the previously mentioned welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness; and
- The setting up of a residential Bicycle User Group (BUG).

5.5 Measures to Encourage Public Transport

5.5.1 There are existing bus services accessible from the site. In order to further enhance bus accessibility, it is proposed that the development will provide internal features to facilitate the re-routing of services.

5.5.2 It is considered that a multi-modal trip involving rail is a viable option for some future residents. It is envisaged that any bus re-routing would enhance the appeal of rail as a mode of transport. This would most likely include the provision of bus priority measures throughout the development to allow safe, reliable progression through the site.

5.5.3 To encourage residents to make use of these services, the following measures will be considered:

- Distribute details of the Traveline Journey Planning tool for Wales. Future residents can contact Traveline by phoning 0871 200 2233. They can also explore the Traveline website at www.traveline-cymru.info;
- Provide up to date bus information including timetables and contact information in the Welcome Packs;
- Advertise any promotions/discounts offered by public transport operators;
- Liaise with local bus companies and WCBC on any future improvements and/or extensions to local services; and
- Limited time discount tickets could be provided in the previously discussed Welcome Packs.

5.6 Measures to Encourage Car Sharing

- 5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of residents travel to the same location each day. This could be simply encouraged on an informal basis, or managed through a residents' committee who could match interested people.
- 5.6.2 There are also private companies who offer this same service. Users simply register details, where they are travelling to and from and whether they are offering a lift or seeking a lift. The site will search for appropriate matches. 'Lift Share' is an example of an online car share database which has members throughout Wales. The site can be accessed at www.liftshare.com/wales.
- 5.6.3 Alongside promoting such schemes, there could also be advertisement to raise awareness of car ownership costs.

5.7 Summary

- 5.7.1 This section has outlined a variety of measures to foster sustainable travel patterns at the site from the outset. These measures have been designed specifically in relation to the sites' location and end use, with walking, cycling and public transport considered key modes of transport to access education, retail, employment and employment destinations.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall Travel Plan process and a measure against which the initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of the future target monitoring.

6.2 Example Targets

- 6.2.1 As the ITP accompanies an application, no development has been constructed and it is not possible to undertake any Travel Surveys. However, it is possible to provide an indication of potential targets.
- 6.2.2 Example targets that have been used on schemes elsewhere in the UK are provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Single Occupancy Car	TBC following surveys	-2%	-3%	-5%	-10.0%
Public Transport		+0.5%	+0.5%	+1.5%	+2.5%
Cycling		+0.5%	+0.5%	+1.5%	+2.5%
Walking		+0.5%	+0.5%	+1.5%	+2.5%
Car Sharing		+0.5%	+0.5%	+1.5%	+2.5%

Table 6.1 – Example of Potential TP Targets

- 6.2.3 The initial modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.
- 6.2.4 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving 50% occupancy of the site.

6.3 Travel Plan Performance Indicators

6.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered:

- Car trips per household – targets could be set on the basis of predicted trip rates for the development as generated by the TRICS assessment carried out in the accompanying Transport Assessment (**Document Ref: TPMA5021/TA**), validated by traffic counts;
- Uptake of alternative modes – targets could be set for bus patronage, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work/school by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to residents' appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

6.4 SMART Targets

6.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be a suitable interim measure before travel surveys are undertaken three months after occupation.

6.4.2 At this point official targets will be set through consultation with WCBC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full Travel Plan.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with site owner. Following construction and occupation of the site, this ITP will need to be updated to a full Travel Plan. This would involve the distribution of travel surveys, which are usually initially completed within three months of occupation of a proportion of the site.
- 7.2.2 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance, and approved by WCBC. These will extract key travel characteristics such as:
- Post code;
 - Purpose of trip;
 - Mode of travel;
 - Reason for mode of travel; and
 - Barriers to other mode choices.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 The results of these initial surveys will be incorporated into a full Travel Plan, and provided to WCBC for consideration.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift from the developer to the appropriately appointed TPC. The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;

- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

7.3.2 A residential TPC will be nominated for the development prior to occupation of the first dwellings at the site.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.4.2 Annual monitoring reports will be provided to officers at WCBC following the receipt of the first surveys. Monitoring will be carried out for a period of five years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Action Plan Table

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Indicator	Target Date	Responsibility
Appoint TPC	Development build nearing completion	One month before occupation	Site Owner
Produce Welcome Pack	TPC appointed	First occupation of development	TPC
Undertake Initial Travel Surveys	50% occupancy of development	Within three months of achieving 50% occupancy	TPC
Decide Modal Split Targets	Receipt of the initial Travel Surveys	Within one month of undertaking the initial surveys	TPC/WCBC
Update ITP to a full Travel Plan	Once Modal Split Targets are agreed with WCBC	Within six months of achieving 50% occupancy	TPC
Present Annual Monitoring Report	Once full Travel Plan is approved by WCBC	Annual for five years following the agreement of targets with WCBC	TPC

Table 8.1 – Action Plan

Plans