

Watson Construction Ltd

Travel Plan

Proposed Residential Development
Levenshulme Road, Gorton

220507

JANUARY 2025



SCP GENERAL NOTES

Project No.: 220507-TP (0.0)

Title: Travel Plan, Proposed Residential Development Levenshulme Road,
Gorton

Client: Watson Construction Ltd

Date: 31 January 2025

Office: Manchester

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Date:	<u>07.02.2025</u>	Date:	<u>07.02.2025</u>

Revision	Date	Status	Prepared by	Approved by
0	07.02.2025	Issue	OP	MD

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This work has been undertaken in accordance with the quality management system of SCP.

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1 INTRODUCTION

General

- 1.1 This report has been prepared by SCP on behalf of Watson Construction Ltd, in support of a residential development, comprising of 37 dwellings, on land to the east of Levenshulme Road, Gorton.
- 1.2 A planning application (Application Reference: 135270/FO/2022) was submitted to Manchester City Council (MCC) in November 2022, for the Erection of 6 x 2 storey dwellinghouses and 3 storey building to form 31 apartments (Class C3) together with parking, access road, landscaping and boundary treatment. The application was approved in February 2023, subject to conditions.
- 1.3 Condition 8 requires the submission of a Full Travel Plan to MCC, prior to occupation of the development and states the following:-

Condition 8:

A) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development*
- ii) A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time*
- iii) Mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) Measures for the delivery of specified travel plan services*
- v) Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car*

B) Within six months of the first occupation of each phase of development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for that phase of development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

- 1.4 This Travel Plan sets out Watson Construction Ltd 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, as well as providing the necessary information required to allow Condition 8 to be discharged.

Travel Plan Approach

- 1.5 The main emphasis of this travel plan will be on the journeys made by residents at the site.
- 1.6 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 promotion of healthy lifestyles. 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 This travel plan focuses on influencing greater use of sustainable transport by residents when travelling to and from the site, and will establish and promote the sustainable transport links available. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that residents travel.

2 POLICY CONTEXT

- 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. The plan will continue to be implemented, for the life of the development.
- 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.

National Policy

- 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 recent publication of the government's 'National Planning Policy Framework' (NPPF – December 2024) 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.
- 2.11 This travel plan has therefore been developed in line with local and national transport policy and guidance.

Regional Policy

Places for Everyone Joint Development Plan (March 2024)

- 2.12 The Places for Everyone Joint Development Plan of Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan Councils sits at the foundations of our proposals to improve employment opportunities for our communities, build the right homes in the right places, rejuvenate green spaces and reshape town centres. As a long-term plan for jobs, new homes, and sustainable growth it will enable us to tackle the inequalities experienced by so many of our communities. The Places for Everyone spatial strategy seeks to deliver sustainable, inclusive growth by focusing significant growth in jobs and housing at the core; boosting northern competitiveness through provision of significant new employment and housing opportunities and infrastructure and supporting key economic drivers in the south.
- 2.13 Chapter 10 of the plan details the aims and objectives that are in place to ensure that places are well connected through an integrated network. Some of the policies are listed *below*:
- *An Integrated Network - in order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:*
 1. *Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;*
 2. *Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services*
 3. *Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):*
 - *Pedestrians (and people using mobility aids);*
 - *Cyclists, powered two-wheelers, and public transport users;*

- *People doing business or providing services (such as taxis/private hire, deliveries or waste collection)*
- *People in personal motorised vehicles*
- *Public Transport - In order to help deliver major improvements to public transport, we will support a range of measures, including:*
 1. *Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;*
 2. *Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;*
 3. *Improved public transport routes and services to the City Centre and wider Core Growth Area;*
 4. *Improved public transport routes and services to Manchester Airport;*
 5. *Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;*
 6. *More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;*
- *Streets for All - Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.*
 1. *Targeted improvements to the highway network will be supported through studies and scheme development, where they complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.*
- *Walking and Cycling - Both walking and cycling have minimal costs and are open to people of all ages. So encouraging more people to walk and cycle will support greater social inclusion and independence.*

1. *The increased physical exercise they bring, particularly in comparison to driving, will also help benefit peoples' health and wellbeing. By encouraging fewer people to drive for shorter journeys we will help reduce carbon emissions, congestion, air and noise pollution and the other negative impacts of vehicle traffic.*
2. *If walking and cycling are to become the natural choice for shorter journeys, then a dramatic improvement in the quality and extent of our walking and cycling infrastructure will be required. New and improved routes will be needed, and the barriers that currently discourage people from walking and cycling will need to be removed. High-quality walking and cycling infrastructure will also be vital in increasing the use of public transport, and so will need to be integrated with the public transport network.*

Local Policy

Manchester's Local Development Framework – Core Strategy Development Plan (July 2012)

- 2.14 The Core Strategy Manchester's Local Development Framework was adopted by MCC in 2012 and describes the Council's vision for Manchester in 2027 along with the planning objectives and policies which will be used to deliver that vision.
- 2.15 Objective 5 relates to transport;
"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."
- 2.16 There are some policies that have been set out, to help achieve this objective.
- 2.17 Sustainable Transport - 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 by;
 - Improving choice by developing alternatives to the car;
 - Promoting regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;

- Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improving pedestrian routes and the pedestrian environment and Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail);
- Contributing to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.

2.18 Strategic Integration - The Council will support proposals that contribute to an economically and environmentally sustainable transport network following strategic transport initiatives.

Summary

2.19 In general, the national and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

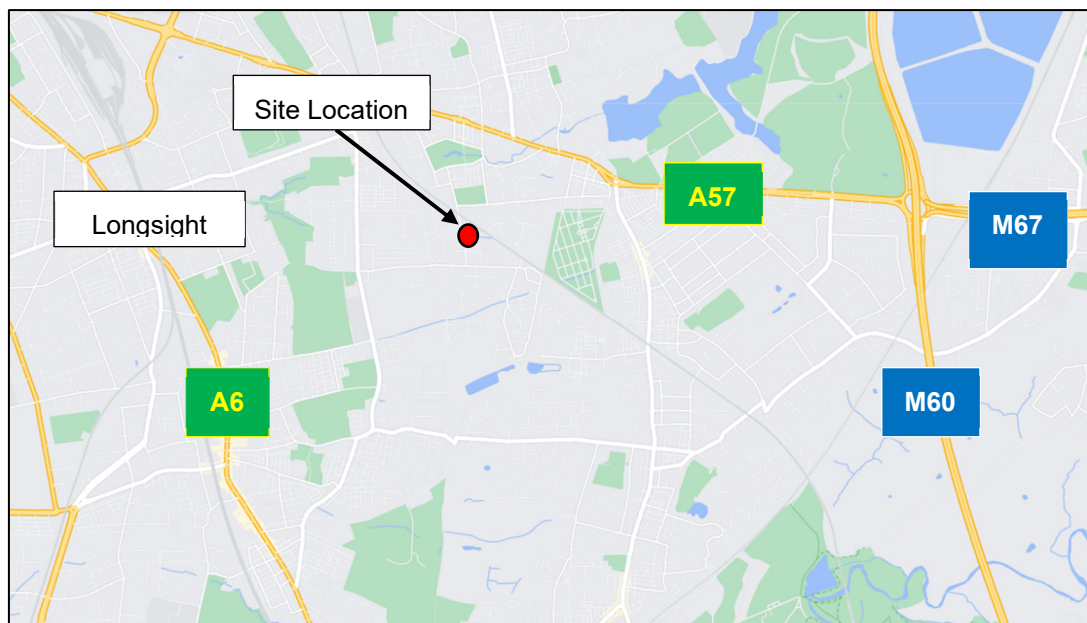
2.20 This travel plan has been developed in line with local and national transport policy and guidance.

3 SITE AUDIT

Existing Site

- 3.1 The application site comprises undeveloped land, which has been used to accommodate mobile homes. It is located to the east of Levenshulme Road in Gorton, approximately 1km south-west of Gorton and 6km east of Manchester city centre. There is a dropped kerb along the full length of the site frontage and an existing gated access at the southern end of this.
- 3.2 The location of the application 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 location of the application site in relation to the local highway network is shown in red on **Figure 3.2** below.

Figure 3.2 – Site Location – Local Highway Network



- 3.4 The existing site access can be seen in **Figure 3.3** below and shows a dropped kerb shared surface arrangement. An application (Ref: 111239/FO/2016/N2) was submitted to Manchester City Council on the 28th of April 2016 for 'Retrospective application for the retention of a caravan and steel storage container'. This application was approved on the 19th of July 2016. Therefore, the existing site is current used for a caravan dwelling with a single resident as well as one steel storage container.

Figure 3.3 – Existing Site Access off Levenshulme Road



Local Highway Network

Levenshulme Road

- 3.5 Levenshulme Road is primarily a residential road that fronts the western site boundary and provides a connection between Brookhurst Road to the north and Hemsworth Road of the site. Levenshulme Road is subject to a 20mph speed limit and benefits from regularly spaced street lighting columns and footways on both sides of the road. On street parking occurs within the vicinity of the site along Levenshulme Road.

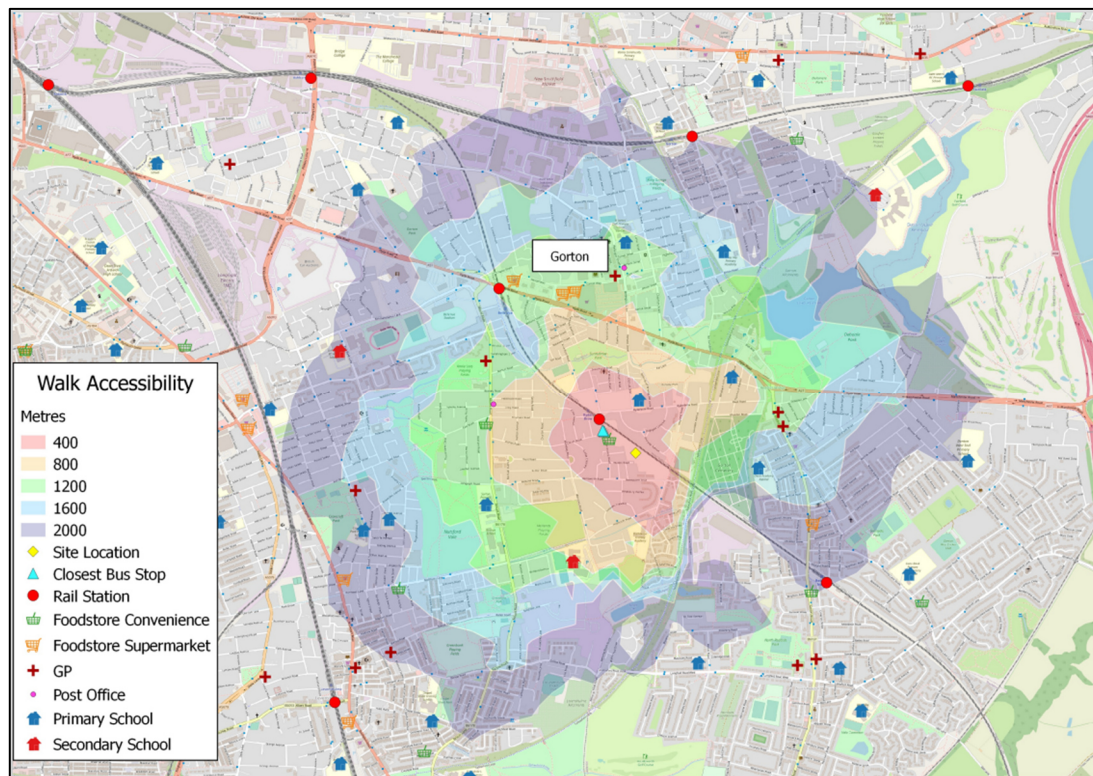
Proposed Development

- 3.6 The development proposals consist of a residential development, comprising 37 dwellings, on land to the east of Levenshulme Road, Gorton.
- 3.7 The proposed site layout plan is contained in **Appendix A** and the proposed development mix is as follows:
- 11 no. 2-bed apartment dwellings
 - 20 no. 1-bed apartment dwellings
 - 6 no. 2-bed house dwellings

Access by foot

- 3.8 Manual for Streets (MfS) 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 employees 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.
- 3.9 The pedestrian accessibility of the development has been modelled using Geographical Information System (GIS) software to produce isochrones mapping. The purpose of the isochrones is to demonstrate the areas within an acceptable walk distance of the site, as shown on **Figure 3.4** below:-

Figure 3.4 – Walk Accessibility



- 3.10 Pedestrian and cycle access to the site will be provided at the same location as the vehicular access, off Levenshulme Road.
- 3.11 The site is within an acceptable walk distance of Gorton and the local area benefits from street lighting and natural surveillance from the businesses and houses that abut all the main walking routes.
- 3.12 A selection of the key facilities located within an acceptable walk distance of the site are summarised in **Table 3.1** below, including retail, education and healthcare.

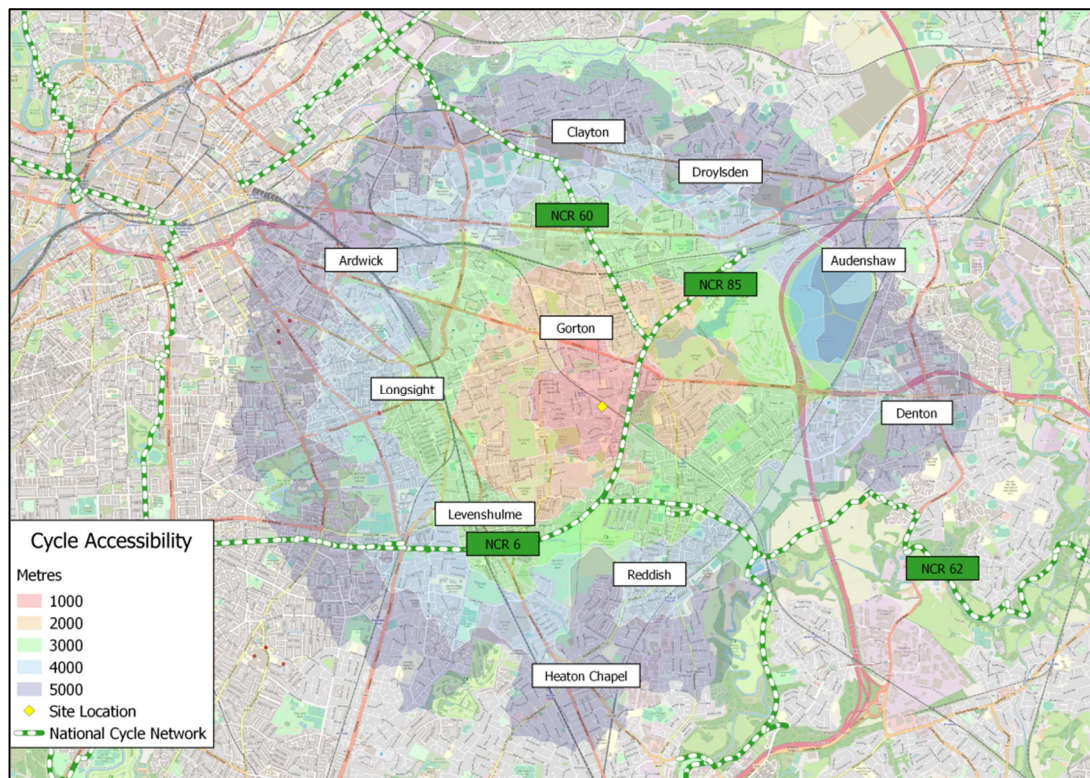
Table 3.1 - Facilities within 1km Walk Distance of the Site

Facility	Details	Distance from Site
Bus Stop	Levenshulme Road	31m
Railway Station	Ryder Brow Railway Station	110m
Primary School	Sacred Heart Primary School, Knutsford Road	350m
Nursery	Sutton Road Nursery, Sutton Road	500m
Convenience Store	Premier Mount Convenience Store, Mount Road	650m
Post Office	Khan News, Mount Road	750m
Supermarket	Tesco Extra, Hyde Road	800m
Secondary School	Cedar Mount Academy, Wembley Road	800m
Primary School	Rushbrook Primary Academy School, Shillingford Road	800m
Secondary School	Melland High School, Wembley Road	800m
Primary School	Gorton Primary School, Mount Road	900m
GP	Gorton Medical Centre, Wellington Street	1.0km
Pharmacy	Lloyds Pharmacy, Mount Road	1.0km
Post Office	Gorton Post Office, Wellington Street	1.0km
Supermarket	ALDI, Garrett Way	1.1km
Secondary School	Grange School, Matthews Lane	1.1km
Supermarket	Asda Gorton Supermarket, Reddish Lane	1.3km
Supermarket	Asda Levenshulme Supermarket, Stockport Road	1.9km

Access by Cycle

- 3.13 Transport Policy identifies that cycling represents a realistic and healthy option to use of the private car for making journeys up to 5000m as a whole journey or as part of a longer journey by public transport.
- 3.14 **Figure 3.5** illustrates the 5km cycle catchment of the site, which is equivalent to a 25 minute cycle.

Figure 3.5 – Cycle Accessibility



- 3.15 The plan demonstrates that the nearby areas of Gorton, Reddish, Denton, Audenshaw, and Ardwick, amongst others, are all located within the 5km catchment area from the development site.
- 3.16 **Figure 3.5** also shows the sites proximity to National Cycle Route (NCR) 6, 60 and 85. NCR 6 locally connects Manchester city centre with NCR 62 in the south-east. NCR 60 provides a connection between NCR 6 in the west, with Harpurhey and NCR 66 to the north. Additionally, NCR 85 creates a route from NCR 60 to Fairfield railway station.
- 3.17 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.

Access by public transport

- 3.18 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) "*Guidelines for Planning for Public Transport in Developments*" document identifies, at section 6.20, 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.”

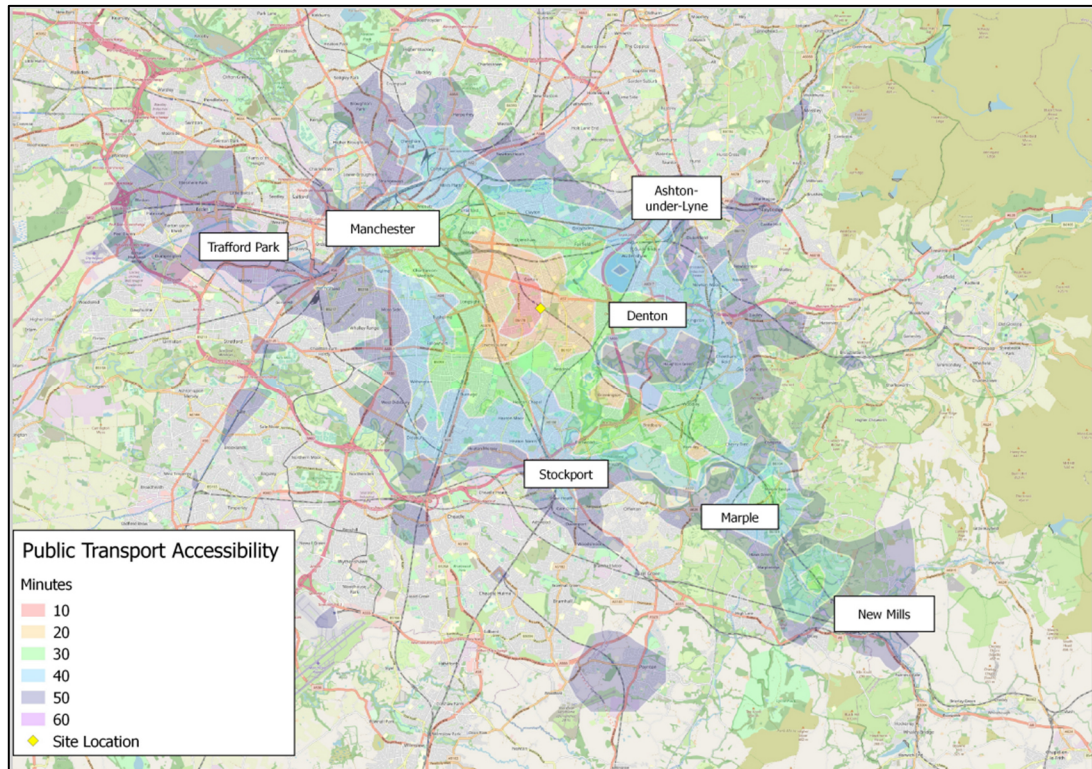
- 3.19 The closest bus stops to the site are located on both sides of Levenshulme Road, approximately 31m north of the site and are therefore within the recommended walk distance. These bus stops provide the following services for prospective residents:

Table 3.2 – Bus Timetable Summary

Bus Service	Route	Frequency		
		Mon-Fri	Sat	Sun
171	Newton Heath - East Didsbury	Approx. every 60 mins	Approx. every 60 mins	-
172	Newton Heath - East Didsbury	Approx. every 60 mins	Approx. every 60 mins	Approx. every 60 mins
688	Gorton Education Village - Monsall	School Bus		
752	Altrincham Schools - Cheadle	School Bus		
727	Barlow RC High School - Gorton	School Bus		
748	Gorton - Burnage Academy	School Bus		

- 3.20 Having regard to the above, prospective residents of the site will have access to regular bus services stopping within a reasonable walking distance from the site.
- 3.21 In terms of rail services, Ryder Brow Railway Station can be accessed in under a 1-minute walk time (or <110m walk distance) and is therefore well within an acceptable walking and cycling distance. Furthermore, residents can conveniently access Ryder Brow Railway Station via bus, as detailed above. The railway station offers regular direct services throughout the week including services to Manchester Piccadilly, and New Mills Central, amongst others.
- 3.22 The level of accessibility by public transport has been analysed using GIS TRACC software and is shown on **Figure 3.6** 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 3.6 – Public Transport Accessibility



- 3.23 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 Manchester Piccadilly, New Mills, Marple, Stockport, and Sale, amongst others, are all within an acceptable 60-minute commute time.

Summary

- 3.24 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 reliant on the private car.

4 TRAVEL PLAN ADMINISTRATION

Travel Plan Co-ordinator

- 4.1 Management of the travel plan process will be achieved through the Travel Plan Coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan.
- 4.2 The TPC's name and contact details will be provided to the local authority as soon as the current details have been confirmed.
- 4.3 The TPC role will be established prior to the occupation of the site and will act as the fulcrum for the development of the travel plan measures and the day-to-day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan.
- 4.4 The TPC will exchange contact details with Manchester City Council (MCC) officers. The TPC will be responsible for setting up and launching the travel plan. The TPC will get involved in any area-wide travel initiatives, to be advised by MCC.

Funding

- 4.5 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.
- 4.6 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 MCC. The funding stream will allow the travel plan to operate for a minimum of five years, subject to MCC requirements.

5 TRAVEL SURVEY

- 5.1 Travel surveys are undertaken at occupation in order to understand how residents currently 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 In order to understand how residents are travelling, along with changes to those journeys over time as a result of the travel plan, regular residents' travel surveys are required. The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.
- 5.3 To capture resident contact information, the TPC will set up a resident database upon first occupation, containing household contact details. The TPC will then issue a travel survey within the welcome pack for resident completion. The survey will be a rolling survey for the first 3 months of site operation, aiming to collect data from all new tenants within that period.
- 5.4 The survey will be disseminated to all households, to collect the following data:
- Household profile, including number of occupants and children;
 - Work postcode;
 - Mode of travel to work and other trip purposes;
 - Measures that would encourage use of active travel modes or public transport;
 - Barriers to use of active travel modes / public transport.
- 5.5 The surveys are included at [Appendix B](#).
- 5.6 The responses received from the surveys will be entered into the resident database to enable modal shift to be tracked and allow future comparison of travel patterns for each household, as well as providing information on which measures are most likely to encourage modal shift.
- 5.7 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.

- 5.8 The TPC will ensure that all new residents are entered into the database within one month of residency (if possible).
- 5.9 Information contained within the database and the travel patterns derived from the data will inform the annual review process. The TPC will submit the results of the annual review along with the survey data to the local authority for their review and discussion, within 1 month of the anniversary of the approval of the residential Travel Plan. However, in the interests of security, all personal details will be anonymised.

6 OBJECTIVES AND 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:
- Minimising the total travel distance of residents.
 - Reducing reliance upon the private car and improving awareness and usage of alternative modes of transport;
 - Promoting walking, cycling, public transport and car sharing; and
 - Promoting healthy lifestyles and sustainable communities which are accessible by alltravel database to determine the existing travel patterns to the site.

Modal Share Targets

- 6.4 The TPC will analyse the travel survey questionnaires within 3 month of setting up the travel database to determine the existing travel patterns to the site.
- 6.5 In order to achieve the long-term objective of the TPs of reducing single occupancy vehicle travel over the first 5 years of the TP, the TPC will set realistic short-term annual targets for mode share based on the initial surveyed travel patterns.

- 6.6 Following the results of the travel surveys, the TPC will set realistic short-term annual targets in agreement with the local highway authority to increase the percentage of walk/cycle travel associated with the site. These targets will be based on the surveyed travel patterns and will be examined in light of the existing mode share usage for these types of travel.
- 6.7 The TPC will agree the annual targets with the LPA within 1 month of completion of the survey review reports. The initial travel survey results for the proportion of residents travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.
- 6.8 The agreed short-term annual targets will form the basis of the annual review and monitoring process, which alongside the assessment of the implementation of measures will gauge the effectiveness of the TP.
- 6.9 **Table 6.1** shows the initial modal share targets which have been drafted based on the existing modal split for residents travelling to the Manchester 023 (E02001067) area for work, in which the site is located, as recorded in the 2011 census (Source: Office of National Statistics).

Table 6.1 – Travel to Work Modal Split

Mode	Manchester 023
Car Driver	42%
Car Passenger	5%
Public Transport	37%
Walk and Cycling	14%
Motorcycle	1%
Taxi	1%
Other	0%

Source: Nomis

- 6.10 The modal split for Manchester 023 shows that the majority of people travelling from the area in which the site is located do so by walking and cycling, with the remainder by other sustainable modes such as public transport, followed by the private car.
- 6.11 **Table 6.2** below highlights the initial 5-year targets which cover the development site, these will be reviewed and updated as necessary after initial residents' surveys at this site have been completed and returned to the TPC.

Table 6.2: Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	40%	38%	36%
Car Passenger	5%	5%	5%
Public Transport	38%	39%	40%
Walk and Cycling	15%	16%	17%
Motorcycle	1%	1%	1%
Taxi	1%	1%	1%
Other	0%	0%	0%

- 6.12 Following the baseline surveys, the above targets will be adjusted to take account of home working and to ensure that the targets remain realistic and achievable.

Indicators

- 6.13 Mode share targets will be set once the updated baseline travel surveys have been undertaken, within 3 months of the development becoming occupied. The targets will be updated annually for a period of 4 years following on from baseline surveys, to ensure they are representative of SMART targets based on the travel patterns of the residents.
- 6.14 Milestones to assess progress against the travel plan objectives and targets include:
- Issue of a travel plan information pack to all residents within one week of site occupation;
 - Undertaking cycle and car parking surveys; and
 - Uptake of the various measures, including interest in car sharing.
- 6.15 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7 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.

7.2 The following sections outline the measures to be promoted by the TPC.

Travel Awareness

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

7.4 The TPC will make new residents aware of the existence of the TP by providing them with an information leaflet summarising the TP as part of a welcome pack, included with the resident's induction, and providing information on a residents noticeboard. This will help to ensure that sustainable travel patterns are created from the outset. The welcome pack can be found in **Appendix C**. The travel information pack will include, though not exclusively, the following:

- An introduction to the new 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 the nearby bus stops and key local facilities within easy walking distance of the site;
- Public transport information, including:
 - A map showing the location of the store in relation to the local area, highlighting nearby bus stops;
 - Bus timetables of existing local services from nearby bus stops;
 - A map showing the location of the store in relation to the local area, highlighting nearby Train Stations;
 - Rail timetables of existing local services from nearby bus stops;
- Active travel information, including:

- A map showing local cycle and walking routes, which would also indicate the locations of cycle parking and cycle shops in the area;
- Details of local bike repair shops/retailers and available discounts/promotions, along with available training and maintenance sessions;
- Health information;
- Information about car sharing
- Details of local taxi firms

7.5 The TPC will ensure that any changes to the TP or any relevant information are passed on to members of residents on a biannual / annual basis in the form of leaflets and on the residents' noticeboard. The TPC will promote and encourage residents to participate 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 the Local Planning Authority and the working group.

Walking

7.6 Walking is suitable for journeys under two kilometres and can be combined with other methods such as public transport to cover longer distances.

7.7 The TPC will encourage walking as a mode of travel to work by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in the welcome pack;
- Promote Google Maps for journey planning on foot;
- Promote the availability of walking information, including route maps and useful tips and guidance on the Bee Network website
- Provide a map showing walking routes as part of the welcome pack, indicating distances and times to key local facilities near to the site; and
- Walk to work week – Is an annual event run by living streets an aim is to encourage workers to walk to work and experience the benefits it brings. More information on this can be found at: <https://www.livingstreets.org.uk>

Cycling

7.8 The TPC will encourage cycling as an alternative mode of travel by implementing the following initiatives:

- Raise awareness of the health benefits of cycling through promotional material in the welcome pack;
- Providing Cycle facilities on site including a cycle store, showers/changing room and lockers for potential residents
- Promote the availability of cycling information, including route maps and provide information on cycle proficiency courses and adult cycle training from the Bee Network website: <https://beeactive.tfgm.com/cycling/>
- Promote the availability of cycling information from the below cycle related websites: <https://www.sustrans.org.uk/> and <https://www.lovetoride.net/uk?locale=en-GB> and
- Liaise regularly with the cycling officer at Manchester City Council (MCC) to ensure that up-to-date information is available.

Public Transport Information

7.9 The TPC will actively promote public transport with the following specific measures to be implemented, which will be promoted through the welcome information as well as via noticeboards and newsletters:

- Residents and residents will be provided with public transport route and timetable information in the travel information packs, which will be updated by leaflet drop as necessary;
- Provide details of journey planning websites and telephone advice services to enable residents to obtain details on their individual requirements, including Traveline (Telephone: 0871 200 2233 and Website: <http://www.traveline.info/>);
- Negotiation with local bus, train or tram companies an increase in the local service provision for the development. Provide details of Community Transport including voluntary car schemes, Minibuses and rural, village and community wheels, which provide transport for people having difficulty using public transport. Registration is mandatory before using the service and

booking can be made between seven days to an hour before travelling. More information is provided here: <https://liverpool.gov.uk/parking-roads-and-travel/getting-around-liverpool/> and on the interactive journey planner map <https://tfgm.com/plan-a-journey>;

- Details of local taxi firms will be provided within the travel information pack.

7.10 It has not been possible to negotiate with public transport operators at this stage during the planning process, however this will be undertaken prior to occupation once the details and timing of the development is known.

Car Sharing

7.11 The TPC will promote the use of the car sharing scheme which will be highlighted in the Travel Pack given to all residents when moving on to site. The promotion of this type of scheme is fundamental to the site because it allows two or more individuals to mutually share journeys to places of work or leisure in one car as a complete journey or as part of a journey involving sustainable modes of transport. The benefits of car sharing include:

- Cost savings on fuel and car parking charges;
- Reducing the number of cars on the highway network
- Reducing congestion and lowering journey times;
- Reduced stress;
- A reduction greenhouse emissions; and
- Increased travel choices which could include walking, cycling and public transport.

7.12 The TPC will update the car sharing scheme / register within 3 months of receiving the initial residents travel surveys. Residents will be consulted by their TPC to allow potential car sharers to register an interest and provide details of their journey to and from work. The TPCs will then identify suitable matches for residents that may be able to share their journeys to and from work.

Journey Planning

7.13 A particularly useful journey planning website is:

- National Traveline www.traveline.info / 0871 200 22 33

- Bee Network <https://tfgm.com/plan-a-journey>

7.14 Traveline contains region-specific journey planning support, and can help you plan your bus, tram or rail journey. The website provides access to public transport information, as well as allowing you to develop journey plans, view timetables and find out about any public transport disruptions.

Marketing Summary

7.15 The TPC will be responsible for providing residents and users, with an overview of the travel plan in order to promote the use of a range of modes of transport.

7.16 As noted above, the following marketing tasks will be undertaken as part of the travel plan implementation and will be reviewed on a regular basis:

- Development of introductory information for the travel plan, to be disseminated to residents upon the opening of the site (prior if possible), as well as to new residents as appropriate;
- Regular updates will be provided to residents via printed and noticeboard information, to promote new and ongoing measures; and,
- Any local authority leaflets, posters, timetables will be obtained, for display on noticeboards within the units.

8 ACTION PLAN

- 8.1 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			
Provide all highway and transport measures as agreed with MCC	As per planning agreements with MCC	Developer / MCC	Developer
Appointment of TPC	At least 1 month prior to site completion	Developer	Residents time
Exchange contact details with relevant officers	At least 1 month prior to site completion	TPC	Residents time
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to residents	At least 1 month prior to site completion	TPC	Residents time
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC	Residents time + materials
Upon Occupation			
Issue travel welcome packs to residents	Upon occupation	TPC	Residents time + printing
Ensure residents travel noticeboards are erected and populated in communal areas, and further leaflets/info are available	Upon occupation	TPC	Residents time + noticeboards
Within 3 Months of Occupation			
Prepare residents baseline travel survey	Within 3 Months of occupation	TPC	Residents time
Issue surveys to residents	Within 3 Months of occupation	TPC	Residents time
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC	Residents time
Review travel plan objectives	Review travel plan objectives and	TPC	Residents time
Produce full travel plan document and submit to MCC	Within 3 months of survey completion	TPC	Residents time

Liaise with MCC to agree final travel strategy, objectives and targets	Within 3 months of survey completion	TPC / MCC	Residents time
Ongoing Tasks			
Update residents with regard to any service or provision changes with regard to local transport on annual basis	Annually	TPC	Residents time
Implement measures in line with residents requirements / interest, including promotion of e.g. Bike Week, Walk to Work Week etc.	Ongoing	TPC	Residents time
Annual Monitoring / Review			
Conduct repeat travel survey one year after the baseline survey, and thereafter, annually, for four years	For four years after baseline survey completed	TPC	Residents time + printing
Analyse responses, produce progress report and submit to MCC	Within 3 months of receipt of responses	TPC	Residents time
Report updates to residents	Within 1 month of analysis taking place	TPC	Residents time + printing
Continue regular monitoring as set out and agreed with MCC	As agreed with MCC	TPC	Residents time

9 MONITORING AND REVIEW

- 9.1 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

- 9.2 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
- 9.3 The TPC will monitor travel patterns associated with the site on an annual regular basis over a total of five year, commencing with baseline surveys within 3 months of occupation and another 4 years of annual surveys. Upon completion of the first baseline travel survey, a Full Travel Plan will be updated and submitted to MCC for review. The document will be submitted within three months of survey completion.
- 9.4 As part of the annual monitoring, surveys will be distributed to all occupied households to monitor travel to and from the site and gain an understanding of travel habits.
- 9.5 The TPC will agree the monitoring programme with MCC to ensure that the monitoring procedures are appropriate.

Reviewing

- 9.6 The TPC will undertake a review of the travel plan annually 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.

- 9.7 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.
- 9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.
- 9.9 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.

10 SUMMARY

- 10.1 This FTP 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 ensures that sustainable access to the development is facilitated.

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APPENDIX A



Boundary /Wall Types

- TYPE A**
(Boundary wall at access road junction with Levenshulme Road)
New 1.2m high boundary consisting of 600mm high brick wall, topped with 600mm high black powder coated metal railings
- TYPE B**
(Separation of rear gardens)
1.8 m high boundary comprising 1.5m high close boarded timber fence infill panel on 300mm concrete base panel between concrete posts. Concrete base panels to allow for passage of hedgehogs, as per latest landscape plan.
- height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.
- TYPE C**
(Rear/side private gardens adjacent to railway)
2.1 m high Acoustic Reflective close boarded timber fencing by Nationwide Fencing Services Ltd (with average surface density 10.66 kg/m²).
- TYPE D**
(Boundary fence adjacent to site perimeter)
2.1 m high boundary comprising 1.8m high close boarded timber fence infill panel on 300mm concrete base panel between concrete posts - height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.
- TYPE E**
(Boundary fence fronting properties on Lowfell Walk)
1.5 m high boundary comprising 200mm high metal plinth acting as litter trap topped with 1.3m high black powder coated metal railings, with shrubs/planting - Refer to latest landscape drawing for planting specification
- TYPE F**
(Boundary fence fronting Plots 3-6)
1.2 m high boundary comprising 200mm high metal plinth acting as litter trap topped with 1.0m high black powder coated metal railings
- TYPE G**
Existing metal wired fencing to be retained
- TYPE H**
(Separation of rear gardens overlooking car parking bays behind Plots 1 and 2)
1.2 m high boundary comprising 1.5m high 'hit and miss' timber fence infill panel on 300mm concrete base panel between concrete posts. Concrete base panels to allow for passage of hedgehogs, as per latest landscape plan.
- height of timber fence panels and concrete base panels may vary - Refer to Structural Engineer's drawings.

Co-ordinate point	Easting	Northing
A1	388638862	395471557
A2	388640369	395462466
A3	388649682	395464010
A4	388648175	395473101
B1	388665889	395474864
B2	388669891	395472164
B3	388672408	395475895
B4	388679682	395470988
B5	388682445	395475084
B6	388671168	395482690
C1	388680719	395470289
C2	388687993	395465382
C3	388685477	395461651
C4	388689479	395458952
C5	388694758	395466778
C6	388683481	395474384

Co-ordinate point	Easting	Northing
S1	388638574	395460045
S2	388639874	395455192
S3	388667155	395464784
S4	388667973	395459851
S5	388674121	395456982
S6	388678427	395459524
S7	388675916	395453942
S8	388675821	395439349
S9	388673390	395437914
S10	388675932	395433608
S11	388678363	395435043
S12	388693332	395434275
S13	388689926	395428387
S14	388677499	395427038
S15	388678147	395421073
S16	388694897	395428927
S17	388707972	395424311
S18	388721108	395422613
S19	388743118	395422805
S20	388744994	395418322
S21	388747993	395425382
S22	388752519	395421593
S23	388758324	395429736
S24	388753821	395433771

Setting Out Co-ordinates

Note: All setting out co-ordinates for houses and apartment block taken to outside face of brickwork corners

General Notes
01: Dimensions must not be scaled from this drawing. If in doubt, please ask.
02: All dimensions are in millimetres unless noted otherwise.
03: All dimensions should be verified on site before proceeding with the work.
04: TADW Architects shall be notified in writing of any discrepancies.
05: © TADW Limited (UK) 2015

Legend

- Development site boundary
- Surface Finishes**
- Grassed Area (200mm mowing strip where lawn meets buildings)
 - Footpaths, pavements and paved areas
 - Block paving to parking bays and raised crossings / rumble strips on access road.
 - Tarmac to unadopted road and parking courtyards
- Refer to Landscape Plan by Trevor Bridge Associates for landscaping proposals
- EVCP** Electric vehicle charging point
- Secure external bike storage container
- Electric Meter positions to Houses
Flush fitted electric meter box
409 (w) x 595 (h) x 60 (+ 150mm within wall) (d)
- Water Meter positions to Houses
below kitchen sink
- Electric and water meters for apartments within plant rooms

P5	Type B fence added along northern site boundary	05.06.24	KM	MH
P4	Note to Type E boundary clarified	14.08.23	KM	MH
P3	Type C and D boundary treatment updated. Side gate removed from Plot 1	02.08.23	KM	MH
P2	Proposed FFLs indicated. Bin storage areas added to houses. Parking bay lengths updated to houses.	26.06.23	KM	MH
P1	Issued for comments	23.05.23	KM	MH
Issue	Description	Date	Drawn	Checked

Drawing Status
P - Planning | T - Tender | C - Construction | R - As Record

For Approval

tadw architects

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Client Watson Construction Ltd

Job Levenshulme Road Gorton

Title Proposed Site Plan with Setting Out Co-ordinates

Scale 1:250 @ A1

Note - Prints from PDF files may not be to scale, check accuracy against scale

Job Number 221310	Drawing Number 0101	Issue P5
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APPENDIX B



Levenshulme Road, Gorton

Travel Information Pack

Contents

Page 2: Your Travel Pack & Travel Plan

Page 3: Your Local Area Plan

Page 4: Walking & Cycling

Page 6: Public Transport

Page 9: Concessionary Travel and Journey Planning

Page 10: Car Use

Page 11: Cars Costs, Taxis and Alternatives to Travel

Page 12: Further Information & Comments

About Watson Construction Ltd

Watson Construction Ltd is committed to increasing sustainable travel for all residents. As a new resident at Levenshulme Road, you can help Watson Construction Ltd support this vision.

During the planning process a Travel Plan was developed and is now being implemented. The Travel Information Pack you are reading is just part of this plan to give you the information you need regarding travel.

Contact us:

info@scptransport.co.uk

Enquiries: 01618324400

Why should I read this...

Travelling can be expensive and time consuming, and our travel behaviour can sometimes get stuck in a rut. With this in mind, this Travel Information Pack aims to provide you with all the information you will need to make an informed decision on how best to travel on your future commuting and leisure journeys.

Travel Survey

Linked to the Planning Application consent, travel surveys will be undertaken to help the Council understand how you and other members of your household travel and how travel in your area could be improved. Surveys will take place shortly and will continue to take place annually.

About this pack and Levenshulme Road Travel Plan

The Pack

This Travel Information Pack has been funded by Watson Construction Ltd and is designed to give you all the information you need regarding sustainable travel in and around your local area.

This Travel Information Pack provides a range of travel options which could help you to:

- Save money
- Cut down time spent travelling
- Travel sustainably
- Improve your health

Travel options within this pack include walking, cycling, public transport and car use. We have also included information on journey planning options, cost calculators and taxis.

Please keep your Travel Information Pack in a safe place for future reference.

The Travel Plan

The Levenshulme Road Travel Plan is an on-going process which will be managed by your Travel Plan Coordinator.

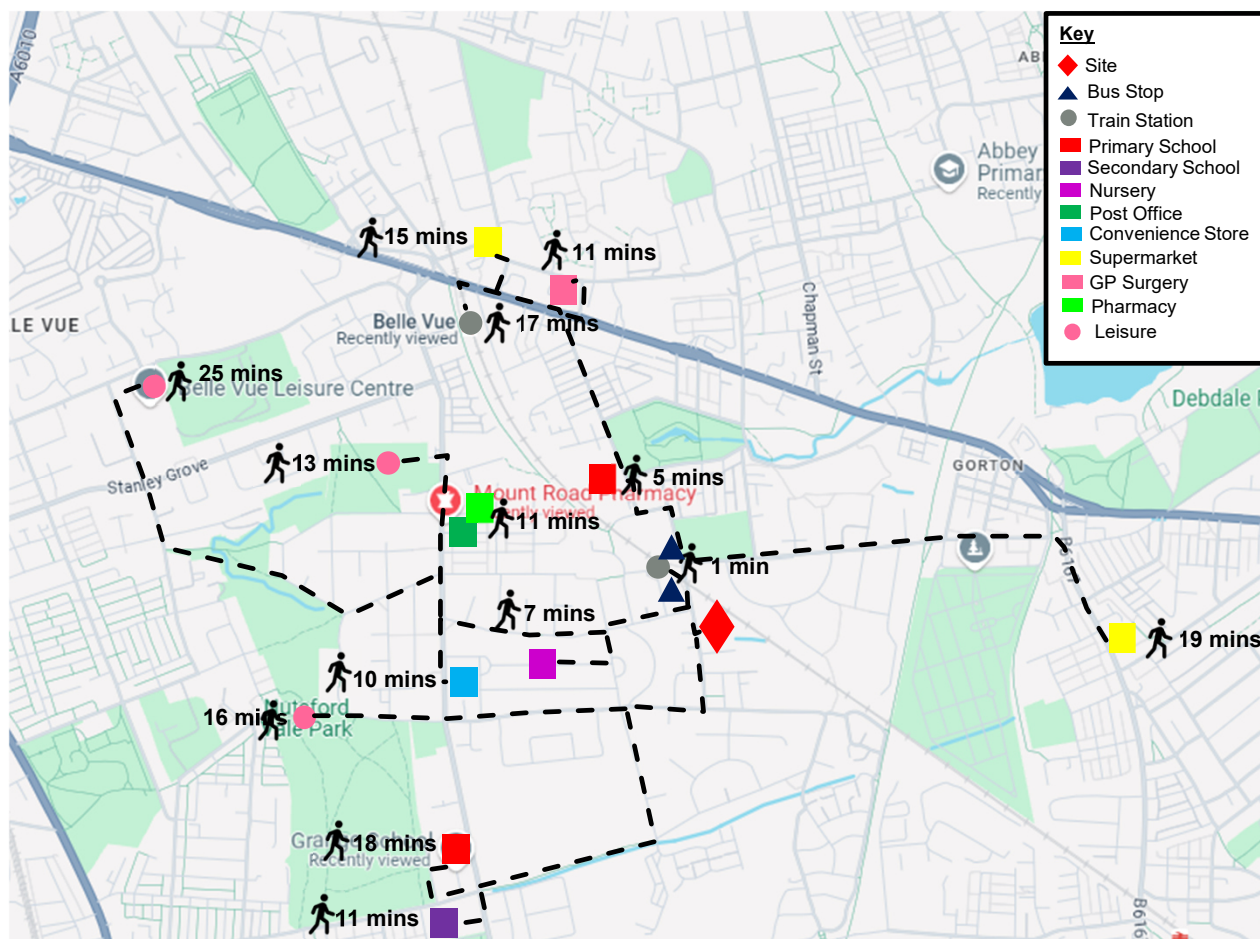
On an annual basis, all residents of Levenshulme Road will be invited to take part in a repeat survey to monitor the site's sustainability to inform the travel plan, with the first survey due to take place shortly.

You will receive a copy of the survey in the post and a digital link by email if you find this easier to complete. If you have any questions, please email your Travel Plan at:

info@scptransport.co.uk



Your Local Area



A wide range of facilities are available within two kilometres of your new home which takes approximately 30 minutes to walk. Some of the nearby facilities are shown on the above map and listed in the table below.

Facility	Description	Distance from Site
Bus Stop	Levenshulme Road	31m
Railway Station	Ryder Brow Railway Station	110m
Primary School	Sacred Heart Primary School, Knutsford Road	350m
Nursery	Sutton Road Nursery, Sutton Road	500m
Convenience Store	Premier Mount Convenience Store, Mount Road	650m
Post Office	Khan News, Mount Road	750m
Supermarket	Tesco Extra, Hyde Road	800m
Secondary School	Cedar Mount Academy, Wembley Road	800m
Primary School	Rushbrook Primary Academy School, Shillingford Road	800m
Secondary School	Melland High School, Wembley Road	800m
Primary School	Gorton Primary School, Mount Road	900m
GP	Gorton Medical Centre, Wellington Street	1.0km
Pharmacy	Lloyds Pharmacy, Mount Road	1.0km
Post Office	Gorton Post Office, Wellington Street	1.0km
Supermarket	ALDI, Garrett Way	1.1km
Secondary School	Grange School, Matthews Lane	1.1km
Supermarket	Asda Gorton Supermarket, Reddish Lane	1.3km
Supermarket	Asda Levenshulme Supermarket, Stockport Road	1.9km

Walking and Cycling

There are lots of different ways to travel but travelling on foot and by bicycle are by far the healthiest and cheapest.

Whether travelling individually or as part of a group, walking or cycling to your destination instead of using a car or public transport can help you save money, improve your health, help you lose weight and get in shape, and increase confidence and independence.

On shorter journeys, choosing to walk or cycle could help you reach your destination faster than using a car or public transport.

A number of facilities can be reached within 2km of your new home, including a post office, a number of supermarkets, convenience stores, pharmacy, dentist, doctors, primary and secondary schools, and public transport links such as bus stops and train stations, as well as leisure facilities.

A 2km walk takes approximately 30 minutes. Some key facilities within a 2km walk can be seen on the map on page 3.

Footways surrounding the site are wide, well surfaced and street lit.

Cycling is a cheap, efficient and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport, as it is subject to fewer traffic and congestion delays.

Some of the destinations which can be reached by a 5km cycle ride can be seen on the map on page 5. These include:

Destination	Distance	Time
Longsight	2.2km	10 mins
Openshaw	2.5km	11 mins
Burnage	2.7km	14 mins
Denton	4.4 km	15 mins
Audenshaw	4.5km	14 mins

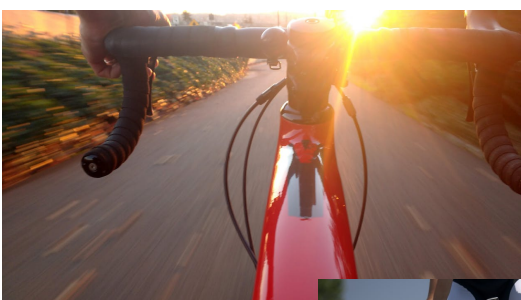
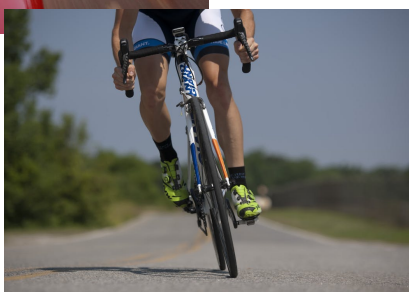
If you don't own a bike, there is the Bury Bike Library hubs, where you can borrow a bike for up to a week at a time. Visit Bury Council's Website for more details:

<https://www.bury.gov.uk/libraries-and-archives/bury-bike-libraries>

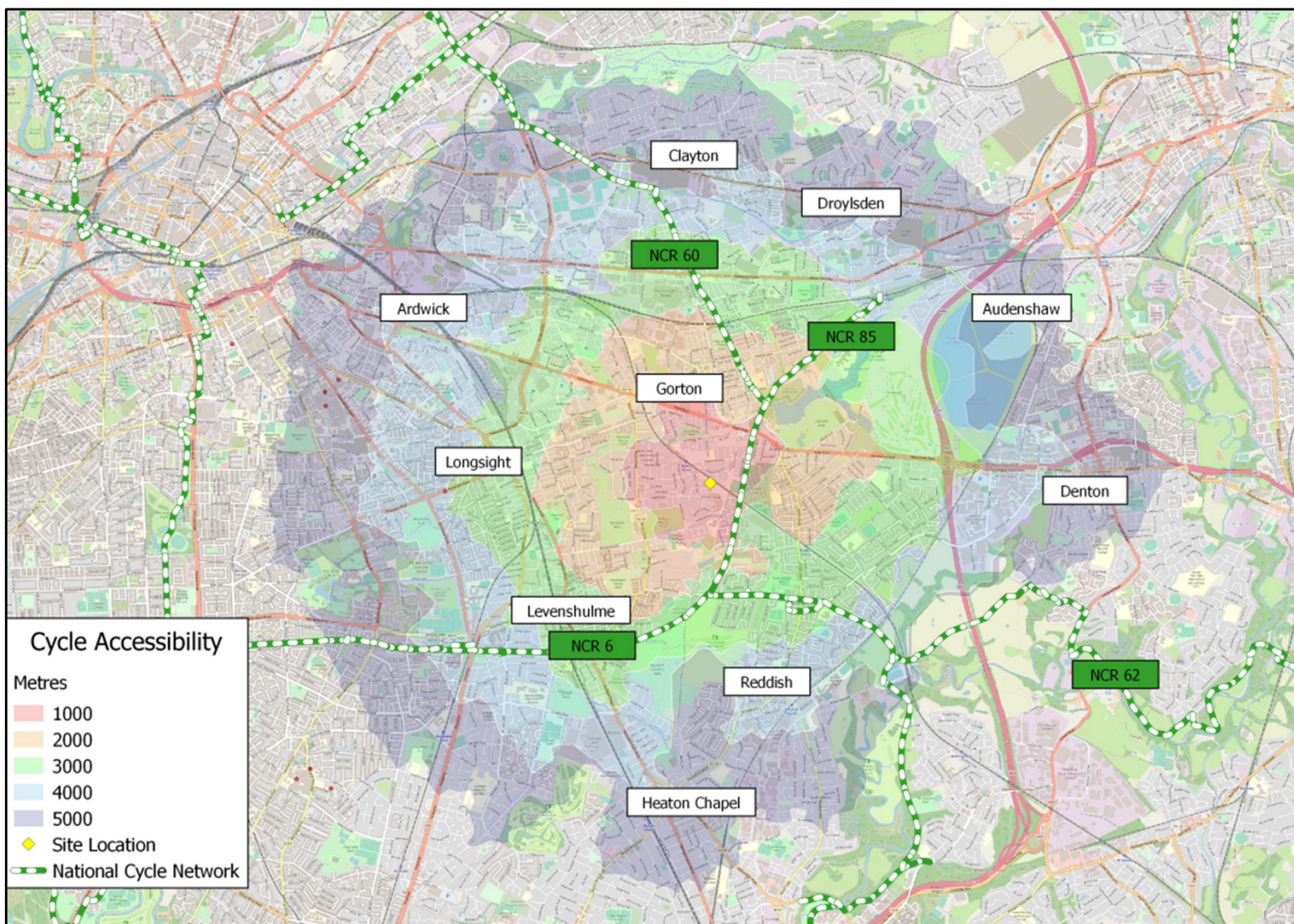
There are a number of Bee Network Bikes available for hire using the Beryl Mobile App. This provides a low-cost option to rent one by the minute or day for use around Manchester City Centre. Visit

<https://beeactive.tfgm.com/cycle-hire/> for more information and visit the following websites for more information on walking and cycling :

- TfGM Active Travel (<https://beeactive.tfgm.com/schemes/>) – active travel information
- Sustrans (<http://www.sustrans.org.uk>) – walking and cycle maps and route planner
- Cycle Journey Planner and Cycle Map (<https://tfgm.com/cycling-district-maps>)



Destinations which can be reached within 5km of cycling



Public Transport

Using public transport is convenient, enables you to get some exercise and could help you save money!

Your nearest bus stop is located on Rochdale Road approximately 30m from the site on Bridge Street and additional bus stops are located along the A676 Bolton Street.

The table on page 7 shows the current routes which are accessible via the bus stops shown on your local area map.

The buses serving these stops provide direct connections from the site to Newton Heath and East Didsbury, well as other destinations.

A 1-day Bee Any Bus ticket allows for unlimited bus travel around Greater Manchester for £5. Weekly, monthly and annual tickets are also available.

Further bus, tram and train information can be found here:

- TfGM Transport Information

(<https://tfgm.com/>)

- TfGM Journey Planner

(<https://tfgm.com/plan-a-journey>)

- Coach information

(<https://www.nationalexpress.com/en> and <https://uk.megabus.com/>)

- National train travel and real time train information (<http://www.nationalrail.co.uk>)

The map on page 8 shows the areas which can be reached within 60 minutes using public transport.

Useful App



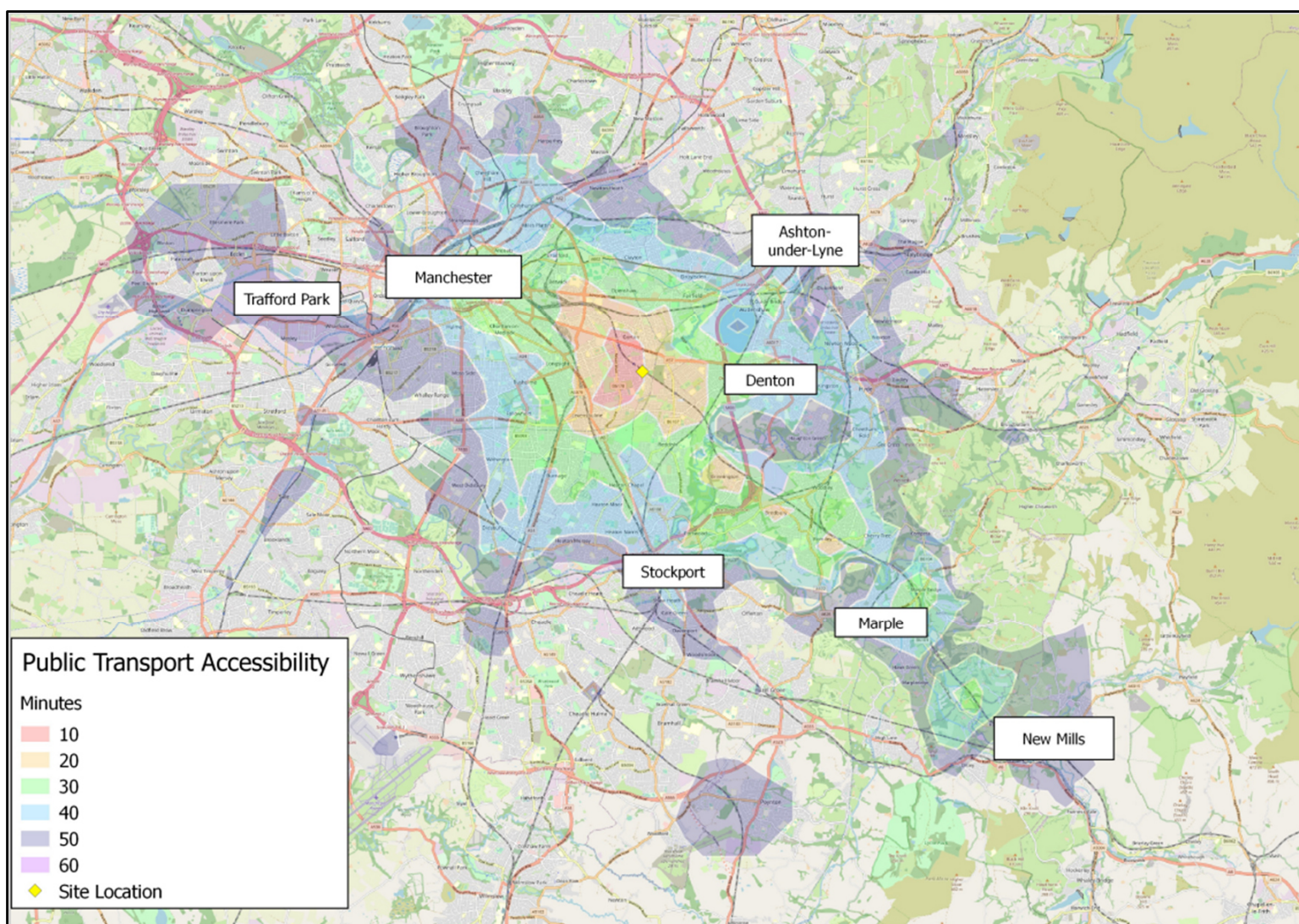
The **Trainline** app enables you to easily plan your next train journey, check live train times, view station information and buy paper or mobile tickets.



Bus Routes from your local stops

Service No.	Destinations	Average Frequency (mins)
		Weekday (Monday – Friday)
171	Newton Heath - East Didsbury	60
172	Newton Heath - East Didsbury	60
688	Gorton Education Village - Monsall	School Bus
752	Altrincham Schools - Cheadle	School Bus
727	Barlow RC High School - Gorton	School Bus
748	Gorton - Burnage Academy	School Bus

Destinations which can be reached within 60 minutes by public transport



Concessionary Travel and Journey Planning

You could be eligible for concessionary travel. If you think you might be, please read the below sections, or contact TfGM.

All information and applications can be made on the TfGM Website:

<https://tfgm.com/tickets-and-passes/discounted-and-free-travel>

<https://tfgm.com/tickets-and-passes>

<https://tfgm.com/tickets-and-passes/find-a-ticket>

Under 11 Travel

Children under 5 travel for free when accompanied by a fare-paying passenger on most buses and children aged 5 -11 can pay child fares for tickets. This is the same for train travel.

Railcards

National Rail offer a range of discount tickets available including Railcards for:

- Age groups: 16-25, 26-30 and Senior
- Family & Friends group travel
- Groups of two travelling together
- Disabled Persons

A Railcard typically costs £30 a year (£20 if you have a disability) with discounts for some cards if purchasing for 3 years. Find out more here: www.railcard.co.uk.

School Transport

If your child is attending a school which requires bus travel you can find out what discounts you are entitled to by visiting: <https://tfgm.com/schools/taking-a-school-bus>

Journey Planning

Not sure how to get where you want to go? Journey planners can help! Two particularly useful journey planning websites are:

TfGM Journey Planner:

<https://tfgm.com/plan-a-journey>

National Traveline:

<https://www.traveline.info/>

Both websites contain region-specific journey planning support and can help you plan your bus or rail journey. The websites provide access to public transport information, as well as allowing you to develop journey plans, view timetables and find out about any public transport disruptions.

Car Use

Car sharing is the easiest change you can make!

Car sharing will help you save money, reduce your emissions and reduce congestion in the local area, making the roads quieter and safer.

Joining a car sharing scheme will enable you to simply and securely find others travelling in the same direction so you can arrange to share a car. It works whether you have a car or not – meaning you are able to travel either as a driver, or by joining someone else as a passenger.

If everyone car shared just once a week, there would be a 20% reduction in traffic. Why not register and give it a try today?

Car Share Schemes

Existing Car Share Schemes can be found at
<https://liftshare.com/uk/search/from/manchester-united-kingdom>

Log on, register and you can immediately enjoy the benefit of car sharing.

You can share a car for any journey, just enter the details of where and when you are going, it could be your daily commute to work, the weekly shop, taking the children to school, getting to or from university or even getting to the airport.

Car sharing has numerous benefits including:

- Saving up to £1000 a year
- Reducing the need for a private car
- Less environmental impact as the number of cars on the road are reduced
- Fewer parking problems

Car Clubs

Car clubs offer you the ability to rent vehicles by the hour reducing the need to own your own vehicle.

You can register here:

www.enterprisecarclub.co.uk

Useful App



Google Maps makes travelling anywhere easy. You can pick different transport modes and it will give you up to date travel information wherever you are looking to go.



Cars Costs, Taxis and Alternatives to Travel

Car Cost Calculator

Would you like to know how much your car costs to run on an annual basis? Why not check out a car cost calculator to find out car costs and get some tips on how to save money and fuel.

We've included some of our favourites below:

- This is Money – helps you to calculate the true cost of running calculator:
<http://www.thisismoney.co.uk/money/cars/article-1633412/Calculator-True-cost-running-car.html>
- The AA – useful information on the costs of driving and how to keep the costs down where possible:
<http://www.theaa.com/driving-advice/driving-costs/running-costs>
- Which? – annual fuel cost calculator:
<http://www.which.co.uk/reviews/cars/article/driver-calculators-and-tools/petrol-vs-diesel-calculator>

Taxi Services

Provided below are a small selection of taxi firms who operate within your local area:

- Intime Taxis 0161 256 1222
- Club Cars Levenshulme 0161 443 3333
- Uber (<https://www.uber.com/gb/en/>)

Alternatives to Travel:

Working from Home

Moving to a new home is a time of change, so it presents a good opportunity to think about other changes that could make your life easier, such as working from home. Working from the comfort of your home has become increasingly popular over the last few years, as it is no longer necessary to be in the office full-time to be a productive member of the team. High-speed internet connections, multiple points within your home for telephone and internet, and home office space all help to make home working an attractive option for many.

Internet Shopping

All kinds of shopping goods can now be ordered on the internet and delivered to your home, saving you time, legwork, parking stresses and hassle. Most companies have websites which enable you to order anything from food shopping, to garden furniture, to home decorating items. Many items have free delivery and easy return policies. Why not consider changing the way you shop, and putting your feet up instead?

Further Information & Comments

For further information on any of the content within this travel pack please contact your Travel Plan Coordinator at info@scptransport.co.uk

We would like to reduce the use of paper in issuing newsletters/leaflets which will be prepared to keep all residents up to date on events, initiatives and any service changes which take place and will therefore use email where possible. If you would prefer to receive paper copies, please email your Travel Plan Coordinator.

SCP Address

SCP
Fourways House
Hilton Street
Manchester
M1 2EJ

For general enquires, please email us using info@scptransport.co.uk

S|C|P

APPENDIX C



Levenshulme Road, Gorton Residents' Travel Survey

This travel survey is being undertaken to help us understand how you and other members of your household travel on journeys to work, education and leisure trips, and your reasons for travelling as you do.

The survey is completely confidential; the information we collect will be used to help us provide useful travel information such as timetable changes, discounts at local retailers and on public transport, and improve your journeys. The information will not be shared with anyone else.

Please complete this paper survey and return it to the Building Reception.

If you would like to speak to someone about this survey, would like some assistance with your travel plans or would just like further information, please get in touch using the details below:

Travel Plan Coordinator: SCP Transport
Contact Email: info@scptransport.co.uk
Phone: 0161 832 4400

Thank you for your time!

Throughout the survey, please tick all boxes that apply

1 Please enter your name / address / email address (optional):

2 How many people live in your home (including yourself)?

3 What are the main reasons for journeys in your household:

To get to work
To access education
To access healthcare
For leisure purposes
Other (please specify below)

☐
☐
☐
☐
☐

4 How many cars are owned / available for use in your household?

5 How do you usually travel on the following journeys:

Car (alone)
Car with others (as passenger or driver)
Train
Bus
Cycle
Walk
Other (please specify below)

	Work	Education	Health	Leisure
Car (alone)	☐	☐	☐	☐
Car with others (as passenger or driver)	☐	☐	☐	☐
Train	☐	☐	☐	☐
Bus	☐	☐	☐	☐
Cycle	☐	☐	☐	☐
Walk	☐	☐	☐	☐
Other (please specify below)	☐	☐	☐	☐

6 Why do you travel in this way? (Please tick all that apply)

Quicker/easier/more convenient than alternatives
No suitable public transport services
Personal safety
I give a lift/get a lift
Cheaper than alternatives
I need my car for my job (travel to other sites etc.)
Health reasons

☐
☐
☐
☐
☐
☐
☐

7 How many bicycles are in your household?

8 Do you / any of your household have a disability that affects the way you travel? Yes
No

9 What would encourage you to walk on future journeys?

Improved footpaths on local routes
Improved lighting on local routes
Someone to walk with (walking buddy)
Help planning my journey
Walking information / maps
Other (please specify below)

☐
☐
☐
☐
☐
☐

10 What would encourage you to cycle on future journeys?

Cycle training / maintenance assistance
Someone to cycle with (cycle buddy)
Cycling information / maps
Help planning my journey
Other (please specify below)

☐
☐
☐
☐
☐

11 What would encourage you to use public transport on future journeys?

Better public transport information
Discounts on public transport passes/tickets
Help planning my journey
Improved waiting environment e.g. bus shelters, waiting room at train station etc.
Increased frequency of public transport services
Other (please specify below)

☐
☐
☐
☐
☐
☐

12 What would encourage you to car share on future journeys?

Help finding a partner
More information on car sharing
Other (please specify below)

☐
☐
☐