



Transportation Planning : Infrastructure Design

Travel Plan

**Residential Development
Dakley Street, Audenshaw**

Watson Construction Ltd

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CONTENTS

1.0 INTRODUCTION 3

2.0 TRAVEL PLAN BACKGROUND 5

3.0 ACCESSIBILITY OF THE DEVELOPMENT SITE 9

4.0 TRAVEL PLAN ADMINISTRATION 16

5.0 TRAVEL SURVEY 17

6.0 TRAVEL PLAN TARGETS 19

7.0 TRAVEL PLAN MEASURES 23

8.0 MONITORING AND REVIEW 26

9.0 SUMMARY 28

Appendices

Appendix 1: Residents’ Travel Surveys

1.0 INTRODUCTION

Background

- 1.1 This report has been prepared by SCP on behalf of Watson Construction Ltd in support of a residential development on land located off Ashton Old Road, Openshaw.
- 1.2 The development received planning consent for 38 residential dwellings and associated car parking, boundary treatments and landscaping, under planning application number 123900/FO/2019, in September 2019. The following conditions have been set with regard to the travel plan:

Condition 12b: Within six months of the first use of the development, 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. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

REASON: To assist promoting the use of sustainable forms of travel to the hotel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

- 1.3 This report sets out Watson Construction Ltd's commitment to reducing the number of vehicular trips generated by the residential development and seeks the discharge of the above condition.

Travel Plan Approach

- 1.4 A travel plan is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action. Travel plans provide a way of assessing and managing access to specific sites.
- 1.5 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.

- 1.6 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 site users travel.

2.0 TRAVEL PLAN BACKGROUND

- 2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.
- 2.2 Travel plans are designed to be flexible to suit an individual site and the local characteristics. Similarly, 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 those with mobility difficulties;
 - 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 should provide benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

Policy Context

- 2.5 The **National Planning Policy Framework** (July 2021) (NPPF) is published by the Ministry for Communities and Local Government, along with thematic Planning Practice Guidance (PPG) to set the framework under which local transport, parking and accessibility plans and policies are set. The NPPF was revised in July 2018, with the most recent amendment made in July 2021.
- 2.6 The NPPF states that when promoting developments “it should be ensured that:
- *appropriate opportunities to promote sustainable transport modes are taken up, given the type of development and its location;*

- *safe and suitable access to the site can be achieved for all users; and*
- *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree”.*

- 2.7 It goes on to say that “*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.*”
- 2.8 With regard to promoting sustainable transport the NPPF states at para 113 that ‘All developments *that will generate significant amounts of movement should be required to provide a Travel Plan, and the application should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.*’
- 2.9 Planning Practice Guidance (PPG) is in place to support the NPPF. The PPG on “**Travel Plans, Transport Assessments and Statements**” was provided in 2014. The PPG provides advice on when these documents are required, and what they should contain.
- 2.10 The document states that travel plans should where possible be considered in parallel to development proposals, and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
- 2.11 The primary purpose of a travel plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes.
- 2.12 Travel plans should identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements, all of which should be proportionate.
- 2.13 Travel plans should address all journeys resulting from a proposed development by anyone who may need to visit or stay and they should to fit in with wider strategies for transport in the area.
- 2.14 A further key national policy document for travel plans was published by the Department for Transport in April 2009 and is 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.
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- 2.15 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.
- 2.16 Whilst older than the above guidance, the DfT's "**Making Residential Travel Plans Work: Good Practice Guidelines for New Development**" (2007) remains relevant, and highlights the fact that travel planning to date has largely focused on the development of destination travel plans, which are generally designed to reduce car use to a specific destination – such as a workplace, school or visitor attraction. In contrast, the report states that a residential travel plan is concerned with journeys made from a single origin (home) to multiple and changing destinations.
- 2.17 The guidance states the key differences between origin-based residential travel plans and destination travel plans include:
- The pattern of journeys originating at home is more varied, with residents having multiple destinations and different needs and travel choices over time.
 - An ongoing management organisation and structure for the travel plan needs to be put in place, as there is often no single company or institution to provide continuity and a common point of interest for residents.
- 2.18 The guidance states that travel planning for residential development has potential to help achieve more sustainable communities by improving their accessibility. It also notes that new housing development is normally characterised by high car trip generation; however, better choices about the location and density of new housing, combined with the increased use of residential travel plans, should deliver a real impact on travel patterns and aid progress towards sustainable transport and land use objectives.
- 2.19 The government requires **Local Transport Plans** (LTPs) to demonstrate a contribution to delivering "shared priorities" and places emphasis on outcome indicators relating to accessibility, road casualty reduction, public transport patronage, congestion reduction and air quality. Local authorities must show that their LTPs contribute to the achievement of their broader policy aims and service delivery as set out in their community strategies.
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2040 Greater Manchester Transport Strategy

- 2.20 The 2040 Transport Strategy focuses on creating an integrated, sustainable and well-coordinated transport system that supports a wide range of different travel needs. The strategy is based on seven core principles:
- *Integration – to allow customers to move seamlessly between modes and services;*
 - *Inclusion – to provide accessible and afford transport;*
 - *Health – through promotion of walking and cycling for local trips;*
 - *Environmental Responsibility – to deliver lower emissions, and a better quality environment;*
 - *Reliability – to give customers confidence in journey times;*
 - *Safety and security – to reduce accidents and deaths; and*
 - *Well maintained and resilient – to be able to withstand unexpected events and weather conditions.*
- 2.21 The ambition for 2040 is to deliver a transport system which makes it easier for residents, business and visitors of Greater Manchester to travel by sustainable means to a wide range of destinations and opportunities, and where sustainable transport is a viable and attractive alternative to the car.

Conclusion

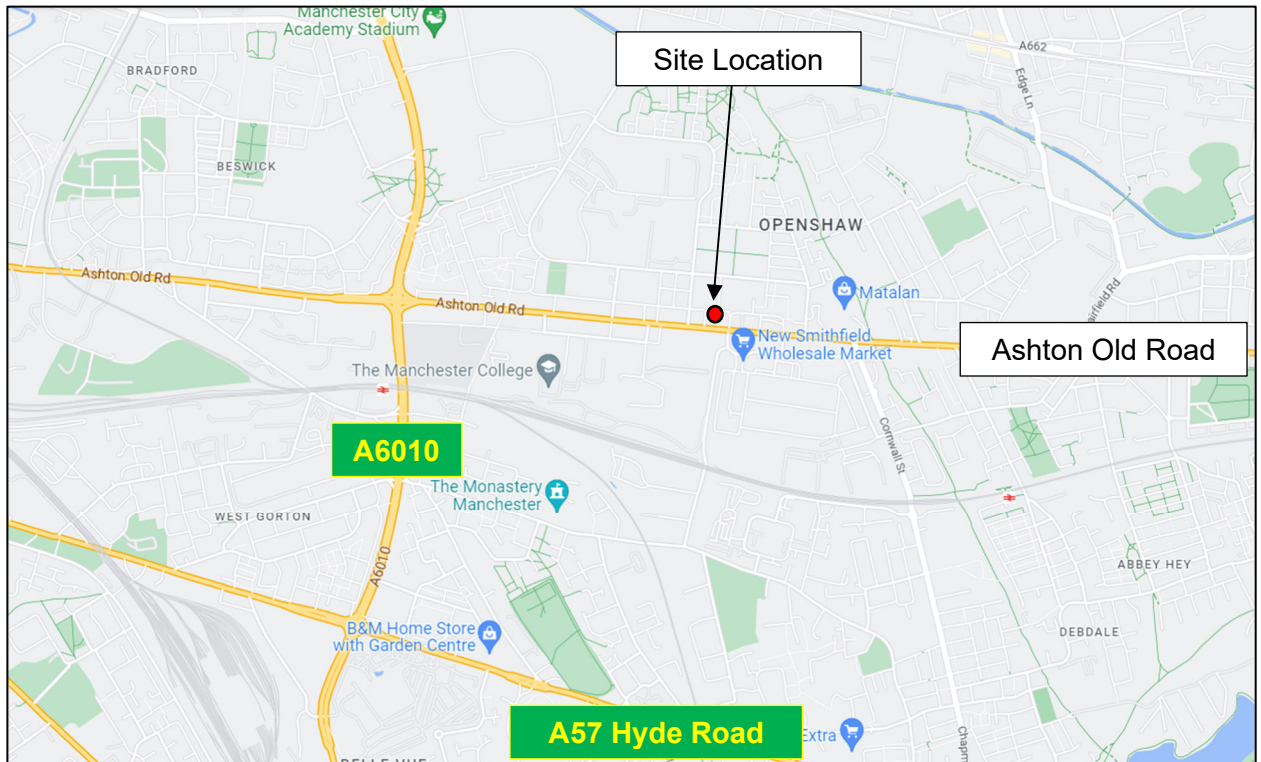
- 2.22 This travel plan has been developed in line with local and national transport policy and guidance.

3.0 ACCESSIBILITY OF THE DEVELOPMENT SITE

Site Location

- 3.1 The site is located off Ashton Old Road, Openshaw; its location is illustrated in **Figures 3.1** and **3.2** below: The site is situated approximately 4km east from Manchester centre.

Figure 3.1 - Site Location – Wider Context



- 3.2 **Figure 3.2** shows the site location in a local context.

Figure 3.2 – Site Location: Local Context



- 3.3 The site is bound by industrial/ commercial land and Compass Street to the west, south street to the north, existing residential land and Dakley Street to the east, and the A635 Ashton Old Road to the south.

Development Proposals

- 3.4 The development is a 3-storey building to provide 38 no. residential apartments (Class C3a), with associated car parking, boundary treatments and landscaping.
- 3.5 Vehicle access to the site is from a simple access to the north off South Street. Pedestrian and cycle access will be provided from the main site access, along with a further footpath / cycle link from the development onto Ashton Old Road to the south.

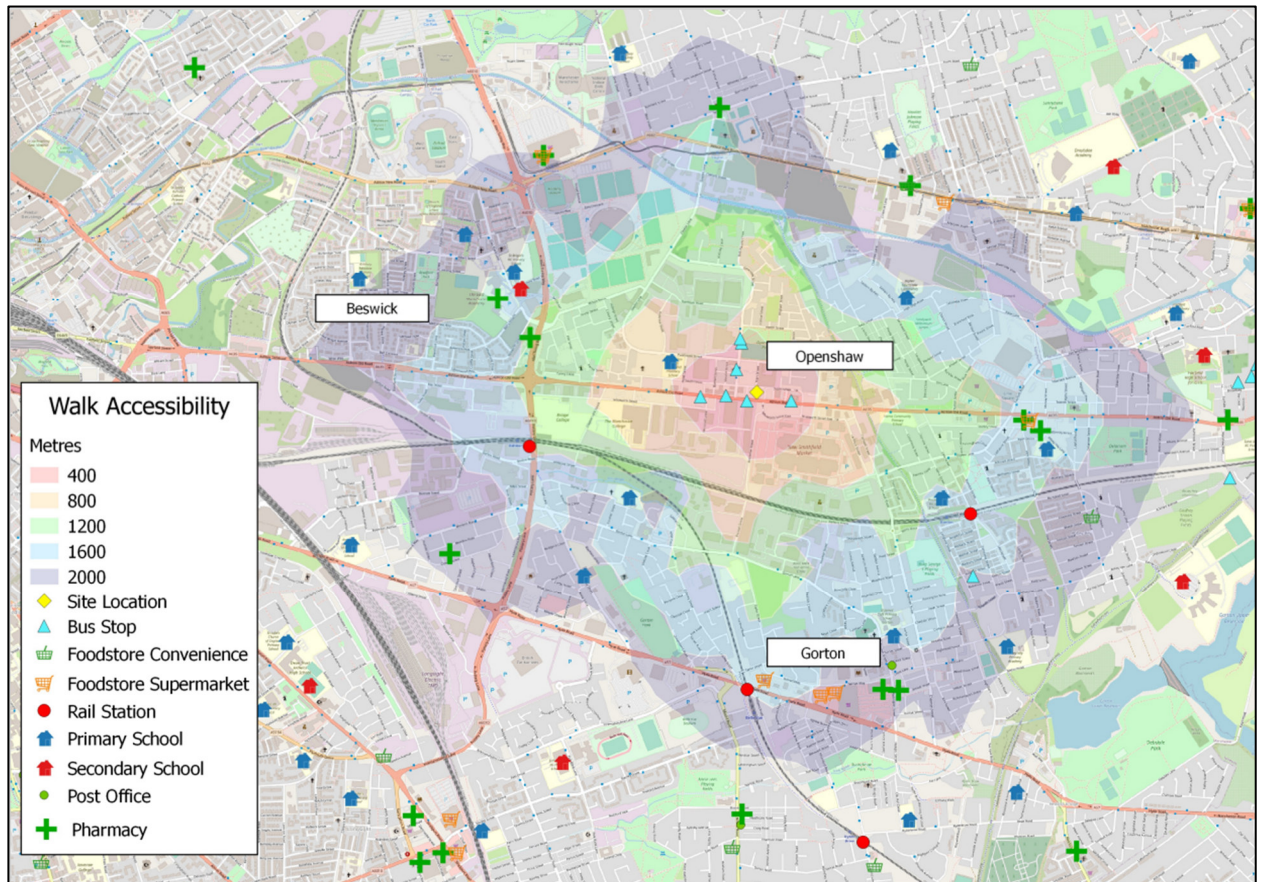
- 3.6 The development provides 22no. car parking spaces.

Access by Non-Car Modes of Transport

Walking

- 3.7 Walking is the most important mode of travel at local level and offers the greatest potential to replace short car trips, particularly those under 2km.
- 3.8 TRACC software has been used to assess the accessibility of the development by foot for a 2km walk distance from the site, as shown on **Figure 3.3**. The plan shows local amenities accessible in this area within 400m coloured bands from the site.

Figure 3.3 – 2km Walk Accessibility

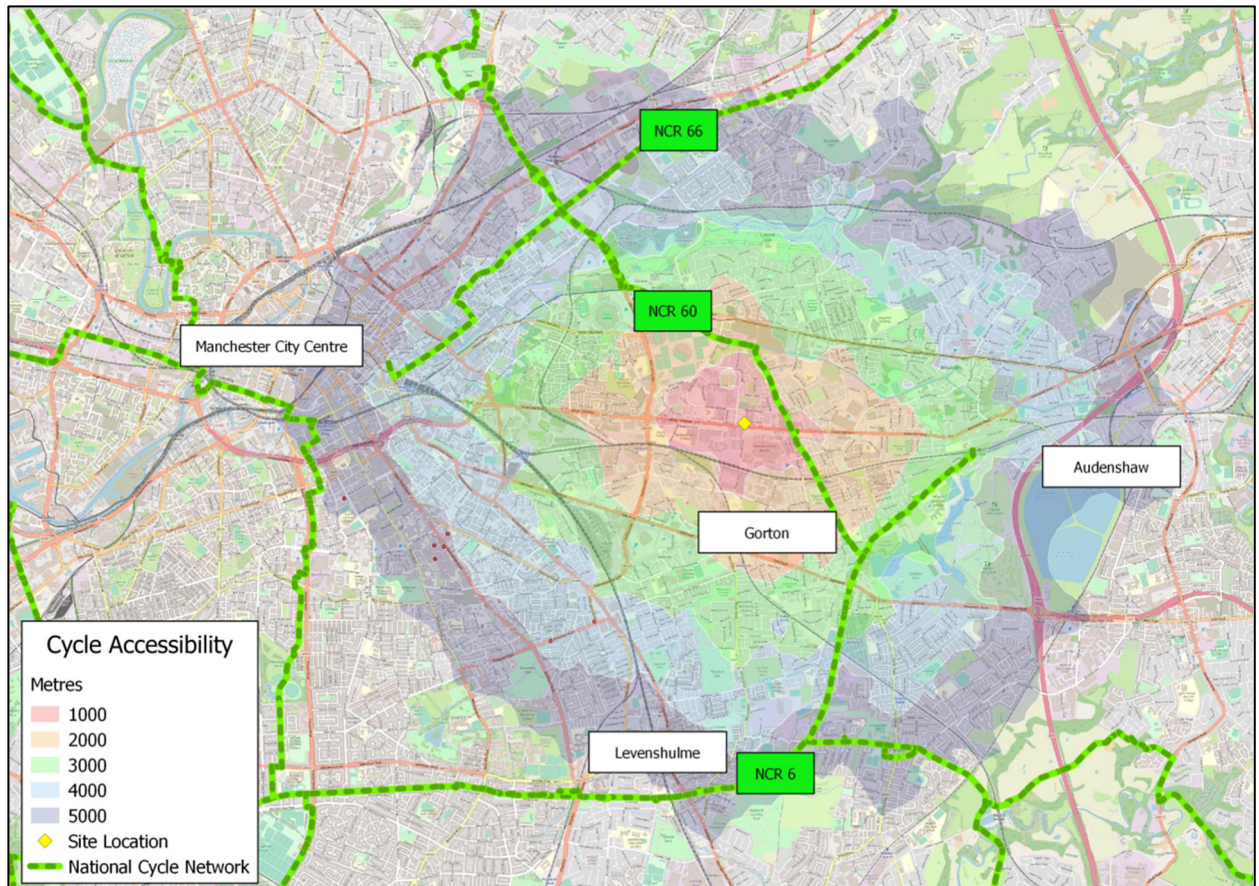


- 3.9 This shows that a range of amenities are accessible within a 2km radius of the site, demonstrating that there is a reduced need for reliance upon the use of a private car by residents.

Cycling

- 3.10 Transport policy identifies that cycling represents a realistic and healthy alternative to the private car when making journeys up to 5km as a whole journey or as part of a longer journey by public transport.
- 3.11 GIS software has been used to model a 5km cycle catchment from the site and is shown in **Figure 3.5**.

Figure 3.5 – 5km Cycle Accessibility



- 3.12 The mapping provided above demonstrates that all of Manchester City Centre and areas such as Audenshaw, Levenshulme, and Gorton are within a 5km cycle distance from the site. The topography of the area is generally flat and conducive to cycling, making it possible for residents to cycle to employment, education and leisure opportunities in the surrounding areas.
- 3.13 **Figure 3.5** above shows that NCR 60 to the east, and NCR 66 to the north. NCR 60 runs from Monsall to the north with North Reddish to the south. NCR 66 runs from Manchester City Centre in the north-west, to Failsworth to the north-east.

Public Transport

- 3.14 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."

- 3.15 The nearest accessible bus stops to the site are located on the A635 Ashton Old Road located opposite the site's southern boundary, providing shelter, seating and timetable information, and a flag and pole arrangement.
- 3.16 The bus stops are served by a number of services which are summarised in **Table 3.1**:

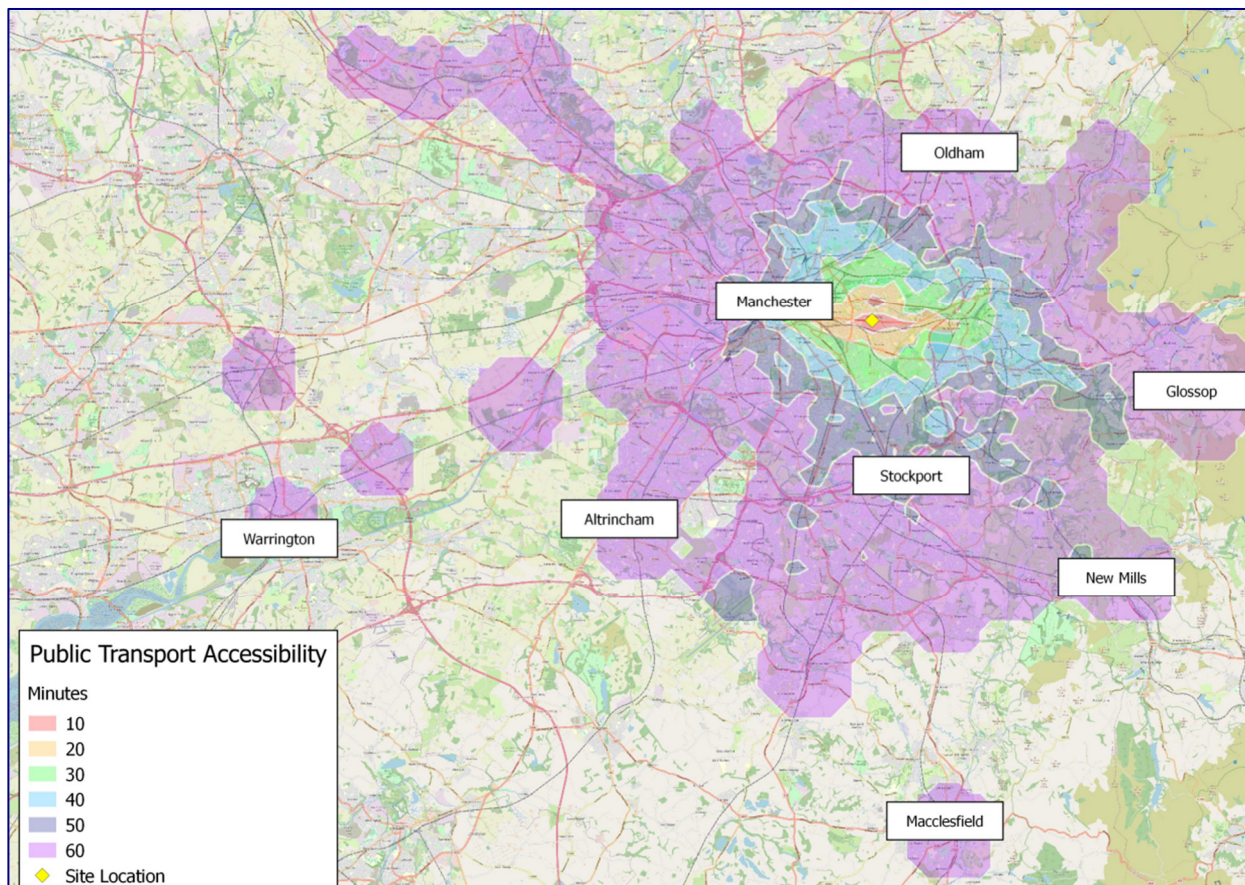
Table 3.1 – Bus Service Summary

Service Number	Route Description	Average Frequency (mins)		
		Mon-Fri	Sat	Sun
171	Newton Heath - East Didsbury	60	60	
172	Newton Heath - East Didsbury	60	60	60
219	Manchester - Ashton / Stalybridge	10	15	10
719	Alan Turing Way - St Thomas More HS	Schl	-	-
688	Monsall - Cedar Mount Academy via Clayton	Schl	-	-
703	Wright Robinson College - Monsall via Clayton	Schl	-	-

Source: Traveline

- 3.17 The table demonstrates that residents will have access to several bus services which provide the means to reach a range of destinations including Manchester, Newton Heath, East Didsbury, and Ashton/Stalybridge.
- 3.18 Gorton Rail Station and Ashbury railway station are located approximately 1.2km to the south-east and south-west of the site retrospectively. This is therefore within an acceptable cycle distance. Gorton Rail Station provides hourly train services throughout the week to Manchester Piccadilly, Hadfield and Rose Hill Marple via locations including Fairfield, Romiley and Hyde Central.
- 3.19 **Figure 3.6** indicates a number of locations which are within a 60-minute public transport commute from the proposed site. The time includes the walk to the bus stops / railway stations and demonstrates that it is possible to access locations such as Oldham, Warrington, Macclesfield, Glossop and Stockport within an acceptable 60-minute public transport commute.

Figure 3.6 – 60-Minute Public Transport Accessibility



Conclusion

- 3.20 Having regard to the above, it is considered that the site has good levels of accessibility by the main non-car modes of transport. The site is therefore considered to be well located with regard to promoting the use of non-car modes of transport.

4.0 TRAVEL PLAN ADMINISTRATION

Travel Plan Co-ordinator

- 4.1 Management of the travel plan process will be achieved through the identification of a suitable person or organisation as the travel plan co-ordinator (TPC). The TPC will provide a key role in delivering a successful travel plan.
- 4.2 The TPC role will be undertaken by the site manager, whose name and contact details will be provided to the local authority as soon as the post has been filled.
- 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 Watson Construction Ltd, as the developer of the site, 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 and initiatives, marketing of the travel plan and annual monitoring. The funding stream will allow the travel plan to operate for a minimum of five years.

5.0 TRAVEL SURVEY

- 5.1 Travel surveys have been undertaken 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 will be used to monitor ongoing travel patterns over time. 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.
- 5.2 A copy of the surveys issued is included at **Appendix 1**.
- 5.3 10% of residents responded to the initial surveys. .
- 5.4 The responses suggest that journeys were for a variety of purposes, including employment, leisure and healthcare means. Of this sample, 100% of residents use their cars for work, 25% of residents use their car for education, 50% use their car for healthcare and 75% of residents use their car for leisure purposes.
- 5.5 With regard to work trips each resident identified travel by car as their primary mode of transport.
- 5.6 In conjunction with this, residents felt they needed to rely on their car due to the below reasons:
- Quicker / more convenient
 - Personal safety
 - More affordable
- 5.7 Residents were asked about their attitudes to sustainable methods of travel. The results are summarised below.
- 5.8 To encourage residents to walk on future journeys, residents were asked what could be done to improve their experiences, 50% of residents suggested improved lighting on local routes.
- 5.9 To encourage residents to cycle, they were also asked how their cycle experience could be improved, 25% of residents suggested that cycle training and maintenance assistance and cycle purchase, whilst another 25% said that cycle purchase would encourage them to cycle more. It should be noted that 75% of the sample have their own bike.

- 5.10 In addition to walking and cycling residents were also asked why they don't use public transport, 50% of respondents stated that more affordable public transport passes and tickers are needed, while 25% of residents would prefer better waiting environments, such as shelters / waiting rooms. Another 50% stated that increased frequency of public transport would encourage them to use public transport.
- 5.11 Finally, residents were asked about car sharing. 25% of people said that if they had help finding a partner to car share with they would consider it. Another 25% stated that they would like more car sharing, while another 25% of residents said that if there was a car sharing scheme for the site it would encourage them.
- 5.12 Hybrid working was selected by 50% of the residents, so residents are not wholly reliant on their car when it comes to working.

Future Surveys

- 5.13 The TPC will be responsible for the surveys and will undertake a residents' survey annually (at the same time of year) for the first five years of site operation.
- 5.14 An annual review will be undertaken following each survey, to identify progress towards delivery of measures and achievement of targets. The review will summarise the data collected and propose revised initiatives and measures where targets have not been met, including a revised action plan.
- 5.15 The TPC will submit the results of the annual review along with the survey data to MCC for their review and discussion.

6.0 TRAVEL PLAN TARGETS

Objectives

- 6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.
- 6.2 The travel plan recognises that there is not one specific mode of transport suitable for all residents and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.
- 6.3 This travel plan has been prepared to achieve the following objectives:
- Achieve the minimum number of single occupancy car movements to and from the development;
 - Reduce reliance upon the car and improving awareness and usage of alternative modes;
 - Promote walking, cycling, public transport and car sharing;
 - Minimise the total travel distance of residents;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

- 6.4 Baseline travel surveys have been carried out to establish the existing travel patterns of residents at the site. 4 responses were received and initial targets have been drafted with reference to the existing modal split for people travelling to work within the Manchester 015 (E02001059) middle super output areas (MSOA), as noted in the 2011 Census. This can be seen in

6.5 **Table 6.1: Mode Share for Residents of E02001059 : Manchester 015 MSOA**

Mode	E02001059 : Manchester 015
Single Occupancy Car	41%
Car Share	51%
Public Transport	35%
Walk / Cycle	18%
Motorcycle	0%
Taxi	1%

6.6 The existing residents within the Manchester 015 and 017 MSOA areas are in a similar location to the proposed site; the modal split can therefore be considered representative for residents of the proposed site. The Manchester 015 MSOA data has been used as the baseline for the purpose of target setting as this is marginally more sustainable in terms of travel patterns.

6.7 below:

Table 6.1: Mode Share for Residents of E02001059 : Manchester 015 MSOA

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Single Occupancy Car	41%
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- 6.8 The existing residents within the Manchester 015 and 017 MSOA areas are in a similar location to the proposed site; the modal split can therefore be considered representative for residents of the proposed site. The Manchester 015 MSOA data has been used as the baseline for the purpose of target setting as this is marginally more sustainable in terms of travel patterns.
- 6.9 Residents' targets have been identified and are shown below in **Table 6.2**. The targets will be updated following the travel survey analysis to ensure they are representative of SMART targets based on the actual population.

Table 6.2 - Resident Targets

Mode	E02001059 : Manchester 015	5 Year Target
Single Occupancy Car	41%	36%
Car Share	51%	6%
Public Transport	35%	38%
Walk / Cycle	18%	19%
Motorcycle	0%	0%
Work mainly at or from home	1%	1%

- 6.10 The standard and design of residential property enables residents to work from home through the provision of high-speed internet connections as is identified by the travel surveys showing 50% of residents hybrid working.

Indicators

- 6.11 The TPC will be responsible for implementing measures at the site, which are set out in an action plan later in this report. The measures will be reviewed annually following monitoring, to identify whether the programmed measures are the most appropriate, and if not, what replacement measures need to be identified. Any new measures will be set out in a revised action plan, alongside timescales for implementation.
- 6.12 Milestones to assess progress against the travel plan objectives and targets include:
- Negotiations with local public transport operators to identify any potential for provision of discounted travel for residents within 6 months of occupation; and
 - Uptake of the various measures.
- 6.13 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

7.0 TRAVEL PLAN MEASURES

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

7.2 The below measures have been agreed to be useful at this time; changes may be made over the course of the travel plan in conjunction with the local authority, to ensure that appropriate measures are in place.

Travel Awareness

Walking

7.3 The TPC will encourage walking as a mode of travel to and from the site by implementing the following initiatives:

- Provide a map showing walking routes, indicating distances and times at appropriate intervals to the site;
- Promote existing walking routes and information to residents on the Manchester City Council:
(https://www.manchester.gov.uk/info/500356/cycling_and_walking/2844/walking/3)
- Promote walking to work, for example, using national events such as Walk to Work Week and Clean Air Day. Further information can be found at: <https://www.livingstreets.org.uk/> and (<https://www.cleanairday.org.uk/>).

Cycling

7.4 The TPC will encourage cycling as a mode of travel to and from the site by implementing the following initiatives:

- Promote the provided cycle parking to residents;
- Provide a cycling map showing local routes, along with local bike shops, and highlight any which offer discounts to residents;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (www.sustrans.org.uk/) as well as on the Manchester

City Council:

(https://www.manchester.gov.uk/info/500356/cycling_and_walking/6850/cycling)

- Provide information to residents on any local cycle proficiency courses such as Transport for Manchester (TfGM) (<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>); and
- Promote Bike to Work Week in June (bikeweek.org.uk/)

Public Transport Information

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

- Provide details of any discounts that can be secured for residents;
- Promote the Traveline journey planner (<https://www.traveline.info/>) to residents; and
- Provide details of local taxi companies.

Personalised Journey Planners

7.6 Targeting individual journeys can be the most effective way of reducing car travel and encouraging use of sustainable modes.

7.7 Residents will be signposted to local journey planning websites such as the one available on the Traveline website (<https://www.traveline.info/>).

7.8 The personalised journey plans could include:

- Maps showing the location of bus stops to use at either end of the journey along with the accompanying walk and public transport route to their destination;
- Details of how and where to buy tickets, including the current cost for travel; and
- Timetable information for public transport services used on their journey.

Car Sharing Scheme

7.9 The TPC will promote car sharing to residents using any locally available schemes within three months of occupation of the site. Information about schemes such as those identified on the Transport for Greater Manchester website (<https://travelplankit.tfgm.com/implement/supporting-initiatives/car-sharing>) will be placed on residential notice boards.

Marketing Summary

7.10 The TPC will be responsible for providing residents with an overview of the travel plan in order to promote a range of modes of transport and increase awareness of the alternative modes. The following marketing tasks will be undertaken as part of the travel plan implementation:

- The TPC will ensure the promotion and participation in national and local events that encourage further use of sustainable modes of transport; and,
- Updated information will be communicated to residents on a regular basis, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

8.0 MONITORING AND REVIEW

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

Monitoring

- 8.2 Monitoring of the plan is important for the following reasons:
- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
 - It justifies the commitment of the TPC(s) and of other resources; and
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective.
- 8.3 The TPC will monitor travel patterns associated with the site on a regular basis over a five-year period, with baseline surveys commencing within 3 months of the site reaching 50% occupancy (when the 19th unit is occupied).
- 8.4 Following the baseline period, surveys will take place on an annual basis for the first five years of site occupation, with surveys undertaken at the same time of year upon each anniversary.
- 8.5 The TPC(s) will agree the monitoring programme with the local authority to ensure that the monitoring procedures are appropriate.

Reviewing

- 8.6 The TPC will undertake an annual review of the travel plan following annual monitoring. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:
- The level of car / non-car usage at the site; and
 - Comments received from residents.
- 8.7 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, in agreement with the local authority, in order to maintain a realistic travel plan goal.

- 8.8 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to MCC for their review following each monitoring period.

9.0 SUMMARY

- 9.1 This travel plan reviews the transport facilities at the proposed residential development, 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.
- 9.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Achieve the minimum number of single occupancy car movements to and from the development;
 - Reduce reliance upon the car and improving awareness and usage of alternative modes;
 - Promote walking, cycling, public transport and car sharing;
 - Minimise the total travel distance of residents;
 - Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 9.3 This document therefore ensures that sustainable access to the proposed development is facilitated.

S|C|P

APPENDIX 1



Dakley Street, Audenshaw

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 information you provide will be used to help us provide useful travel information and improve your journeys. The information will be shared with the local Council, as required for the planning condition for the site, but will be anonymised.

The survey can be completed online, and is available at <https://forms.gle/UR9w3QTc3naWMUY29>

Alternatively please complete this paper survey and return it to:
SCP
Colwyn Chambers
19 York Street
Manchester M2 3BA

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:

Contact Email: info@scpttransport.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 and plot number / address:

2 How many people live in your house?

3 Please enter the work/education postcodes of all residents in your household:

4 Please specify the age ranges of those living in your household:

0-10	
11-20	
21-40	
41-50	
51-65	
65+	

5 Please identify the main reasons for journeys in your household:

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

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

7 How do you/others in your household usually travel on the following journeys:

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

8 Why do you/your family travel in this way?

	Car	Public transport	Cycle	Walk
Quicker/easier/more convenient				
Cheaper than alternatives				
No suitable public transport services				
Health reasons				
Personal safety				
I give a lift/get a lift				
Car needed for job purposes				

9 How many bicycles are in your household?

10 Do you / any of your household have a disability that affects the way you travel?

Yes
No

11 What would encourage you / your family to walk / continue to walk on future journeys? (Please choose up to 3 answers)

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

12 What would encourage you / your family to cycle / continue cycling on future journeys? (Please choose up to 3 answers)

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

13 What would encourage you / your family to use / continue to use public transport on future journeys? (Please choose up to 3 answers)

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)	

14 What would encourage you / your family to car share / continue to car share on future journeys?

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

15 Please provide a personal/household email address we could send relevant offers / discounts to:

16 Do you currently work from home?

Yes	
No	
Hybrid	

Thank you for completing this survey. Please return it to the Travel Plan Coordinator.