Transportation Planning : Infrastructure Design
an RSK company

Chapter WBL Ltd and Jigsaw Homes North

Proposed Residential Development – White Moss Road, Blackley

Travel Plan

260270

SEPTEMBER 2026



SCP GENERAL NOTES

Project No.: 260270-TP (0.0)

Title: Proposed Residential Development – White Moss Road, Blackley, Travel Plan

Client: Chapter WBL Ltd and Jigsaw Homes North

Date: 09 September 2026

Office: Manchester

Author	Craig Thomson / Orla Proffitt	**Reviewer**	Craig Thomson

Revision	Date	Status	Prepared by	Approved by
0.0	09.09.2026	Issue	CT/OP	CT

SCP (an RSK company) has prepared this report for the sole use of the client, showing reasonable skill and care, for the intended purposes as stated in the agreement under which this work was completed. The report may not be relied upon by any other party without the express agreement of the client and SCP. No other warranty, expressed or implied, is made as to the professional advice included in this report.

Where any data supplied by the client or from other sources have been used, it has been assumed that the information is correct. No responsibility can be accepted by SCP for inaccuracies in the data supplied by any other party. The conclusions and recommendations in this report are based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.

No part of this report may be copied or duplicated without the express permission of SCP and the party for whom it was prepared.

Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

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

CONTENTS

1 INTRODUCTION 1
2 TRAVEL PLAN BACKGROUND 2
3 SITE AUDIT 4
4 TRAVEL PLAN ADMINISTRATION 12
5 TRAVEL SURVEY 13
6 TRAVEL PLAN TARGETS 15
7 TRAVEL PLAN MEASURES 17
8 PLAN MONITORING AND REVIEW 20
9 ACTION PLAN 22
10 CONCLUSION 24

1 INTRODUCTION

1.1 SCP have been instructed by Chapter WBL Ltd and Jigsaw Homes North to provide transport planning advice in relation to a planning application for a residential development, comprising 43 no. apartments (16 no. 1-bedroom and 27 no. 2-bedroom), on land located to the north of White Moss Road, Blackley.

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

Travel Plan Purpose

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

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

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

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

2 TRAVEL PLAN BACKGROUND

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

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

Travel Plan Benefits

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

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

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

Policy Context

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

2.6 Travel plans were first secured within the planning system within the context of *"Planning Policy Guidance Note 13: Transport"* published by the Government in March 2001. The publication of the government's '**National Planning Policy Framework**' (NPPF - 2026) 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 aims to promote sustainable transport and ensure that transport issues are considered from the earliest stages of plan making and development proposals.

2.8 Significant development should be located where it can support sustainable patterns of movement and make effective use of existing or proposed transport infrastructure, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

2.9 The NPPF states that development proposals that are likely to generate significant amounts of movement should be supported by a Travel Plan, which indicates how sustainable transport objectives will be delivered, monitored and managed over time, and that applications should be supported by a Transport Statement or Transport Assessment so that the likely impacts of the proposal can be assessed.

2.10 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.

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

3 SITE AUDIT

Existing Site

3.1 The application site is located to the north of White Moss Road and east of the A664 Rochdale Road within Blackley, approximately 3km south of Middleton and 6.5km north of Manchester City Centre.

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

Figure 3.1 – Site Location Wider Highway Network



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

Figure 3.2 – Site Location Local Highway Network



Development Proposals

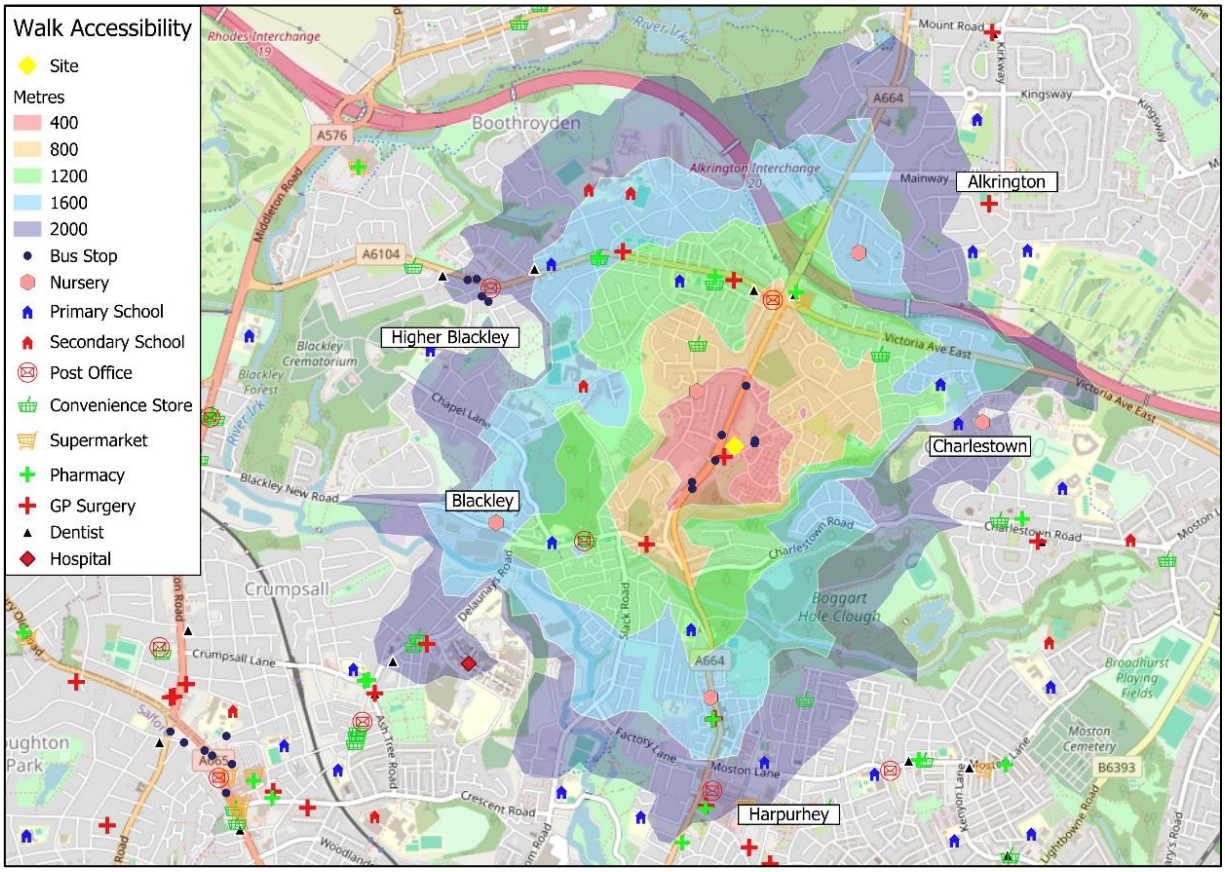
3.4 The development proposals involve the demolition of the existing building and erection of an apartment block comprising of 43 no. apartments on land to the north of White Moss Road, Blackley.

Pedestrian Accessibility

3.5 The 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 residents may access comfortably on foot. However, it goes on to state that this is not an upper limit and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

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

Figure 3.3 – 2km Walking Accessibility



3.7 The site is within an acceptable walk distance of Blackley, Higher Blackley, Charlestown and some areas of Alkrington, as well as the vast array of amenities these areas have on offer including retail, education, leisure, food outlets and healthcare. The site is also within an acceptable walk distance of transport facilities to encourage prospective residents to travel via sustainable modes, as detailed later. The local area benefits from footways with street lighting and natural surveillance from the businesses and homes that abut all the main walking routes.

3.8 A selection of the key facilities located within an acceptable walk distance of the site is provided in **Table 3.1** below.

Table 3.1 – Local Facilities

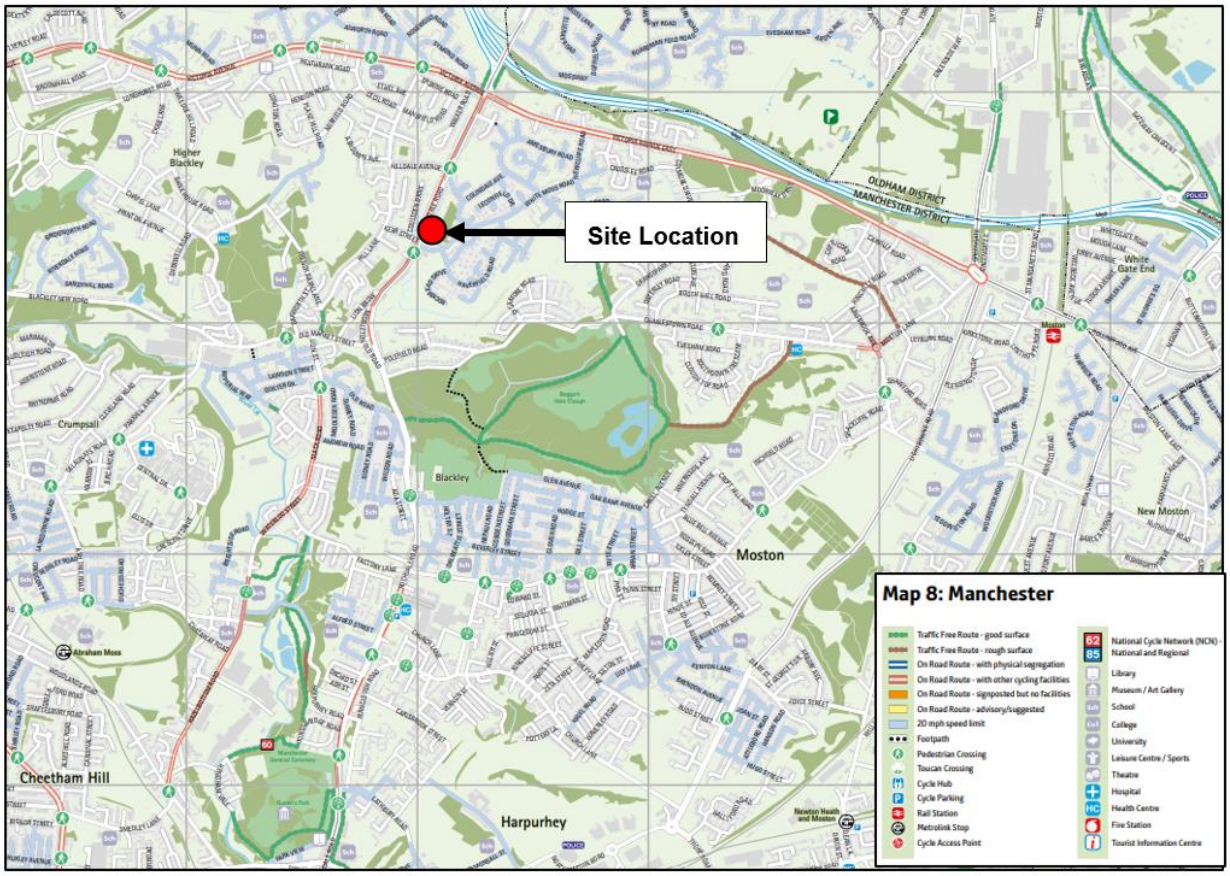
Facility	Details	Distance from Site
Bus Stop	White Moss Road (S-WB)	<50m
Bus Stop	White Moss Road (N-EB)	<50m
GP Surgery	Damhead Medical Centre, Rochdale Road	<200m
Bus Stop	A664 Rochdale Road / White Moss Road (SB)	<200m
Bus Stop	A664 Rochdale Road / White Moss Road (NB)	<200m
Convenience Store	One Stop, Haverfield Road	300m
Convenience Store	Texaco, Rochdale Road	350m
Pharmacy	Prescriptions Direct Pharmacy, Rochdale Road	700m
Convenience Store	SPAR Blackley, Hill Lane	800m
Post Office	Victoria Avenue Post Office, Victoria Avenue	850m
Dentist	Jct 20 Dental Clinic, Rochdale Road	900m
Pharmacy	Tesco Pharmacy, Victoria Avenue	900m
Supermarket	Tesco Superstore, Victoria Avenue	940m
Dentist	Stonemount Dental Practice, Victoria Avenue	950m
Primary School	Crosslee Primary School, Crosslee Road	1.0km
GP Surgery	The Avenue Medical Centre, Victoria Avenue	1.1km
Pharmacy	Cohens Chemist, Victoria Avenue	1.1km
Secondary School	Co-op Academy Manchester, Plant Hill Road	1.3km
Nursery	Tiddlywinks Nursery, Victoria Avenue	1.4km
Primary School	St John Bosco Primary School, Hall Moss Road	1.5km
Secondary School	North Ridge High School, Alworth Road	1.8km

3.9 Overall, the site benefits from high levels of accessibility by foot, with Blackley, Higher Blackley, Charlestown and some areas of Alkrington, as well as an array of local facilities being only a short walk from the site, allowing walking to be a viable alternative to private car use for prospective residents.

Cycle Accessibility

3.10 There are numerous cycle facilities in close proximity to the site, as shown on **Figure 3.4** below. White Moss Road is identified as a 20mph route which is suitable for cyclists and there are a number of on-road cycle routes along the A664 Rochdale Road and the A6104 Victoria Avenue, which provide a useful cycle connection to Moston, as well as traffic free cycle paths through Boggart Hole Clough.

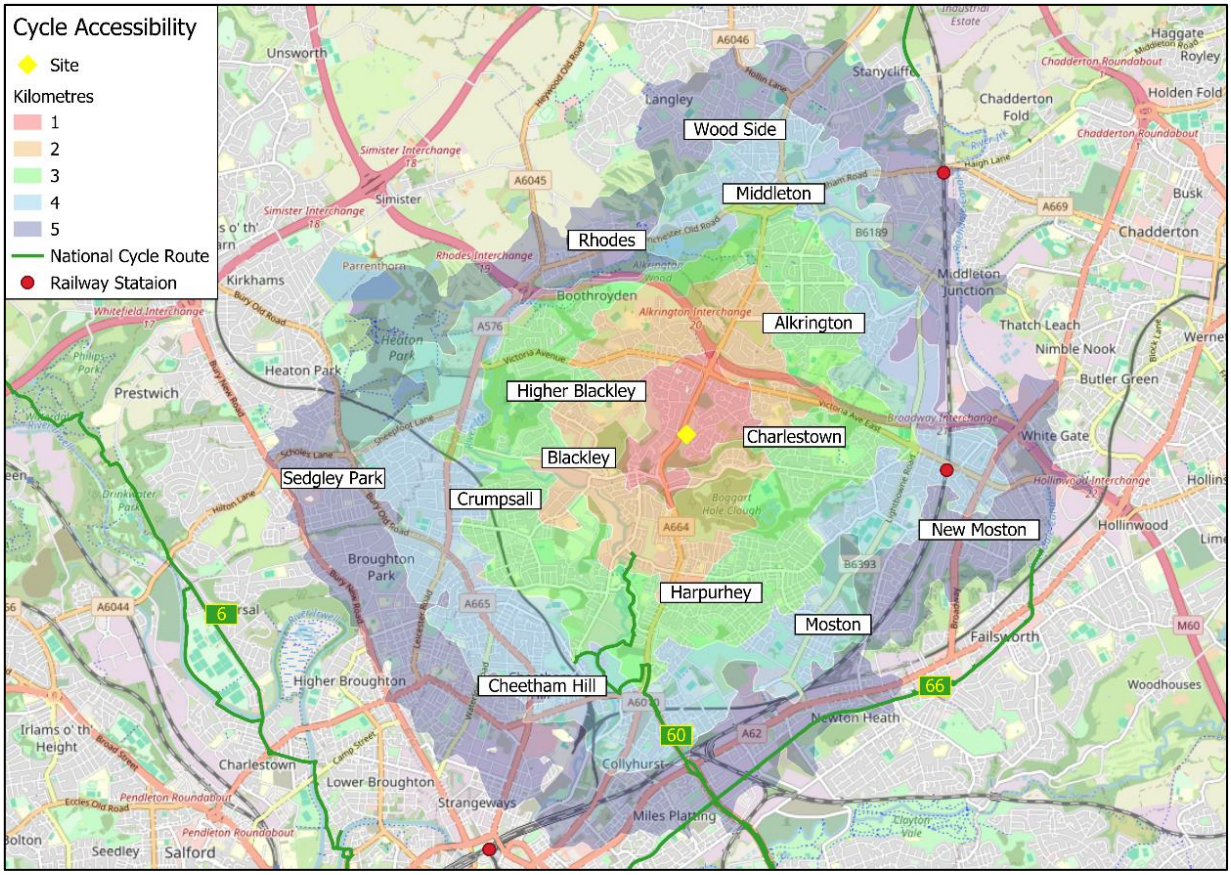
Figure 3.4 – Cycle Facilities Plan



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

3.12 GIS TRACC software has again been used to assess the accessibility of the site by bicycle, for a 5km cycle distance and is shown on **Figure 3.5** below.

Figure 3.5 – 5km Cycling Accessibility



3.13 The plan demonstrates that the nearby areas of Wood Side, Middleton, Alkrington, Blackley, New Moston, Moston, Harpurhey, Cheetham Hill, Crumpsall and Sedgley Park, amongst others, are all located within the 5km catchment area from the development site.

3.14 **Figure 3.5** also shows the sites proximity to National Cycle Routes 60 which provides a local connection to Manchester City Centre and Failsworth via National Cycle Route 66.

3.15 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, particularly given that secure and covered cycle parking is also proposed.

Public Transport

3.16 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*."

3.17 There are bus stops located on both sides of White Moss Road in the immediate vicinity of the site and there are additional bus stops, which offer additional services, located on both sides of the A664 Rochdale Road less than 200m walking distance north and south of the site.

3.18 A summary of the bus services provided from these stops is listed in **Table 3.2** below.

Table 3.2 – Bus Service Summary

Service Number	Route	Average Service Headway (mins)			
		Mon-Fri		Sat	Sun
		AM	PM		
17 /17A	Shudehill - Middleton - Trub - Rochdale - Bamford - Norden	10	10	10	15
18	Langley - Middleton - Blackley - Manchester Royal Infirmary	10	10	10	15
115	Middleton - Moston - Harpurhey - Higher Blackley circular	60	-	60	-
116	Middleton - Higher Blackley - Harpurhey - Moston	60	-	60	-
119	Higher Blackley - Charlestown - Moston - Piccadilly Gardens	15	15	15	30
163	Piccadilly Gardens - Middleton - Langley - Heywood - Bury	12	12	12	15
715	Cheetham Hill - Coop Academy North Manchester	School Bus			

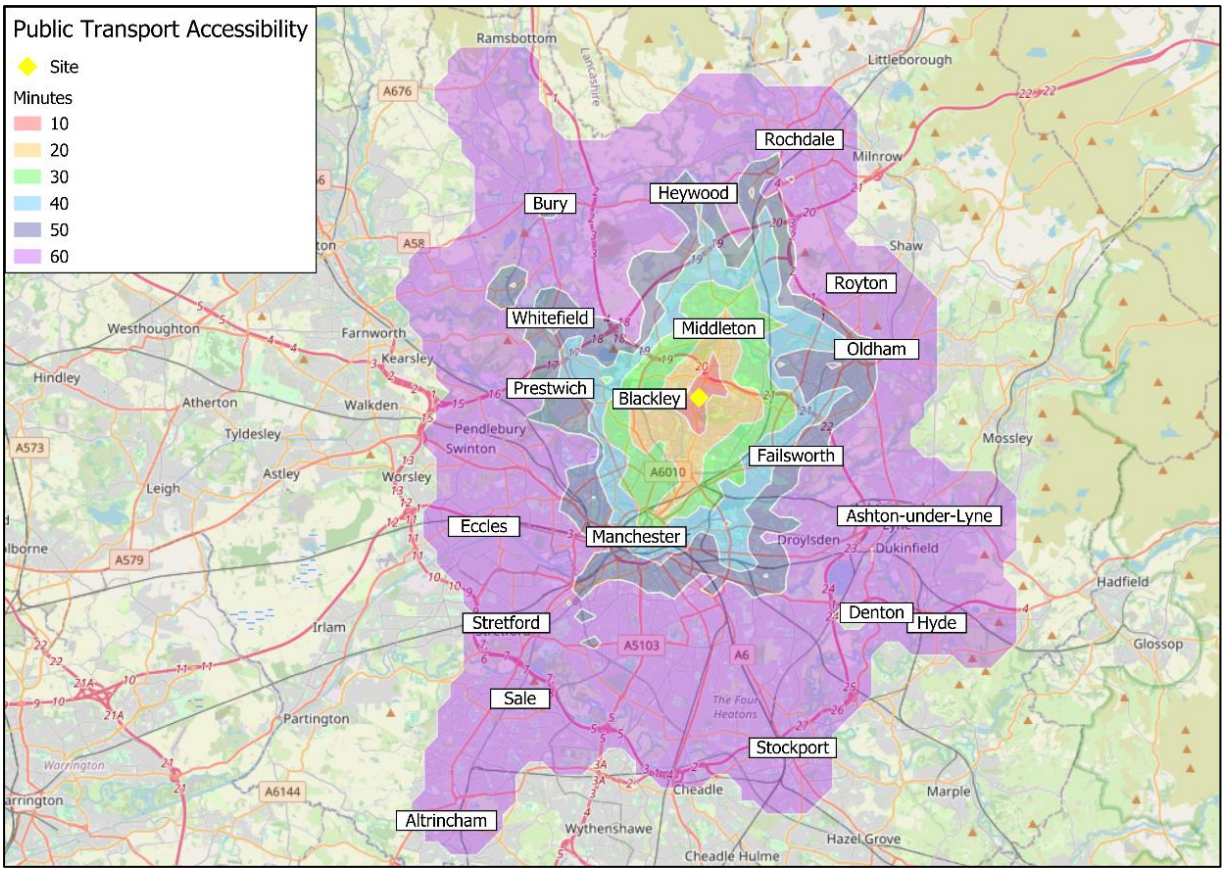
3.19 Having regard to the above, prospective residents of the site will have access to regular bus services stopping within a short walk distance from the site which provide access to key destinations such as Rochdale, Bury, Langley, Middleton, Moston, and Manchester City Centre, amongst others, at a high frequency.

3.20 In terms of rail services, Moston Train Station is located approximately 3.3km east of the application site and is therefore well within an acceptable cycling distance. Moston Train Station is managed by Northern and offers regular and direct services throughout the week between Blackburn and Rochdale, as well as, Clitheroe and Rochdale.

3.21 Services between Blackburn and Rochdale call at stations such as Darwen, Bromley Cross, Bolton, Manchester Victoria, Mills Hill and Castleton, amongst others. Services between Clitheroe and Rochdale call at stations such as Castleton, Mills Hill, Salford Central, Salford Cresent, Bolton, Entwhistle, Darwen, Blackburn, Ramsgreave and Wilpshire, Langho and Whalley, amongst others.

3.22 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site 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 areas of Rochdale, Royton, Oldham, Middleton, Ashton-under-Lyne, Denton, Hyde, Stockport, Sale, Altrincham, Eccles, Manchester City Centre, Prestwich, Heywood and Bury, 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 high 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 Coordinator

4.1 The travel plan will be managed by a travel plan coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan for the development.

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

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

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

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

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

Funding

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

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

5 TRAVEL SURVEY

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

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

5.3 The surveys will be produced by the TPC and disseminated to residents within three months of 50% occupation of the site, to collect the following data:

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

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

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

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

Future Surveys

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

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

6 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 needs to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

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

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

Modal Share Targets

6.4 Baseline travel surveys will be carried out and analysed by the TPC, which will establish the travel patterns of residents at the site and provide a basis on which to set SMART targets. As this data is not currently available, initial targets have been drafted with reference to the existing modal split for people travelling to work in the Manchester 002 (E02001046) middle super output area, which has been obtained from Nomis and summarised in **Table 6.1** below.

Table 6.1: Method of Travel to Work Modal Split

Trip Mode Comparison	2011 Census – Method of Travel to Work
Mode	Manchester 002 (E02001046)
Car Driver	53%
Motorcycle	1%
Car Passenger / Taxi	9%
Public Transport	26%
Walk and Cycling	11%
Other	1%

6.5 The initial targets will be aimed at maintaining the existing modal splits. Following the initial surveys, the above targets will be adjusted to take account of actual travel patterns, home working, site specific circumstances etc. and also to ensure that the targets remain realistic and achievable.

Indicators

6.6 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.

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

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

6.8 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.

Travel Awareness

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

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

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

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

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

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

Walking

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

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

Cycling

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

- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (www.sustrans.org) and on the TfGM website: (https://beeactive.tfgm.com/cycling/)
- Provide information to residents on any local cycle proficiency 'Bikeability' courses;
- Promote campaigns, such as National Bike Week and Cycle Week; and,
- Investigate interest in setting up a Bicycle User Group to encourage residents to cycle to work.

Public Transport Information

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

- Provide up-to-date public transport information including route maps within welcome packs and on noticeboards;

- Provide details of websites and telephone advice services to enable residents to obtain details on their individual journey requirements, including the Traveline website (http://www.traveline.info/); and
- Liaise regularly with public transport operators to ensure that information remains valid.

Car Sharing

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

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

Marketing Summary

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

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

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

8 PLAN MONITORING AND REVIEW

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

Monitoring

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

- It demonstrates to the local authority the effectiveness of measures implemented and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes; and,
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective.

8.3 Annual travel surveys will be used to monitor the number of residents walking, cycling, travelling by car and public transport to and from the site. The results will then be compared with the mode share targets identified earlier in this travel plan.

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

Reviewing

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

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

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

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

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

9 ACTION PLAN

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

Action	Target Date	Responsibility	Budget Indication
Initial Setup – Prior to Occupation			
Appointment of TPC	At least 1 month prior to site occupation	Developer	Staff time
Exchange contact details with relevant MCC Officers	At least 1 month prior to site occupation	TPC	Staff time
Obtain public transport info, maps, car sharing information etc. to provide to residents	At least 1 month prior to site occupation	TPC	Staff time
Procure and produce information to provide to residents	2 weeks prior to site occupation	TPC	Staff time + materials
Negotiate with local taxi firm for reduced price travel	2 weeks prior to site occupation	TPC	Staff time
Upon Occupation			
Issue travel info to residents	Upon occupation	TPC	Staff time + printing
Ensure travel noticeboards are erected and populated, and further leaflets/info are available	Upon occupation	TPC	Staff time + noticeboards
Within 3 Months of 50% Occupation			
Issue travel survey to residents; analyse and issue final travel plan to MCC within 3 months of survey completion	Within 3 months of 50% occupation	TPC	Staff time
Promote any local area cycle training and cycle maintenance sessions	Within 3 months of occupation	TPC	Staff time
Set up informal car share scheme	Within 3 months of occupation	TPC	Staff time

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

10 CONCLUSION

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

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

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

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