SCP TRANSPORT PLANNING
an RSK company

Biz Assets Ltd

Travel Plan

Proposed Change of Use - 77-79 Mosley Street, Manchester

230681

SEPTEMBER 2025

SCP GENERAL NOTES

Project No.: 230681-TP (0.0)

Title: Travel Plan, Proposed Change of Use - 77-79 Mosley Street, Manchester

Client: Biz Assets Ltd

Date: 25 September 2025

Office: Manchester

Author	Abbie Moore	**Reviewer**	Peter Todd
Date:	25.09.2025	Date:	29.09.2025

Revision	Date	Status	Prepared by	Approved by
00	25.09.2025	Planning	AM	PT

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
Background 1
Travel Plan Approach 1
2 POLICY CONTEXT 3
National policy 3
Regional policy 5
Local policy 5
3 SITE AUDIT 6
Existing Site 6
Development Proposals 6
Accessibility 7
4 TRAVEL PLAN ADMINISTRATION 9
Travel Plan Coordinator 9
Funding 9
5 TRAVEL SURVEY 10
Travel Survey 10
6 OBJECTIVES AND TARGETS 11
Objectives 11
Modal Share Targets 11
7 TRAVEL PLAN MEASURES 14
8 ACTION PLAN 17
9 MONITORING AND REVIEW 19
10 SUMMARY 20

APPENDICES
APPENDIX A ..... SITE PLAN
APPENDIX B ..... CYCLE ROUTES

1 INTRODUCTION

Background

1.1 SCP have been instructed by Biz Assets Ltd to produce a Travel Plan in support of a development comprising the change of use of ground floor and basement to Class E use and the refurbishment of the upper floors to provide upgraded offices, at an existing building at 77-79 Mosley Street, Manchester.

1.2 A planning application (Reference: 139183/FO/2024) was submitted to Manchester City Council on the 2nd July 2024 for the following:-

'*Change of use of ground floor and basement to Class E and external alterations associated with refurbishment of building for upgraded offices including provision for a bin and bike store to the basement, updated WC facilities, plant deck to the roof and repair of the existing shop frontage to Mosley St.*'

1.3 The planning application was approved on the 18th of September 2024 subject to a number of conditions. The relevant highway condition which this Travel Plan seeks to discharge is as follows:

- 7) Before the development hereby approved is first occupied a 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

  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 school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

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.

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 staff 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 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.

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.

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

National policy

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

2.7 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 - 2024) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.

2.8 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. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.'

2.9 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, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.*
- *Applications for development should:*
    - *give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
    - *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
    - *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
    - *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
    - *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

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.

2.12 The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.

Regional policy

2.13 Greater Manchester Transport Strategy 2040 2.14 In February 2017, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 which sets out the vision for Greater Manchester and provides a plan to "establish a fully integrated, high capacity transport system across Greater Manchester".

2.14 The Transport Strategy has identified key challenges to help protect the environment such as increasing the use of sustainable transport, reduce transport emissions and make the best use of existing infrastructure.

2.15 As such, "TfGM will continue to work with planning authorities and developers to better integrate transport and new development in accordance with the principles of:

- Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel."

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

Local policy

Manchester City Council- City Centre Transport Strategy to 2040 (March 2021)

2.17 The Manchester City Centre Transport Strategy 2040 is a key part of Greater Manchester's wider transport vision, aiming to transform how people move within the city centre. Its primary goal is to ensure that by 2040, 90% of morning peak trips into the city centre are made by sustainable modes such as walking, cycling, or public transport, significantly reducing reliance on private cars. This shift is designed to improve air quality, reduce carbon emissions, and create a safer, more pedestrian-friendly urban environment.

2.18 The strategy focuses on several core areas: enhancing active travel infrastructure by expanding and connecting cycling routes and improving pedestrian spaces; developing the Bee Network, an integrated public transport system offering seamless connections and improved services; and reducing private vehicle use through restrictions on car access, lowering speed limits, and minimizing parking availability. Additionally, public spaces like St Peter's Square and Albert Square are being redesigned to prioritize people over vehicles, contributing to a greener, more accessible city centre.

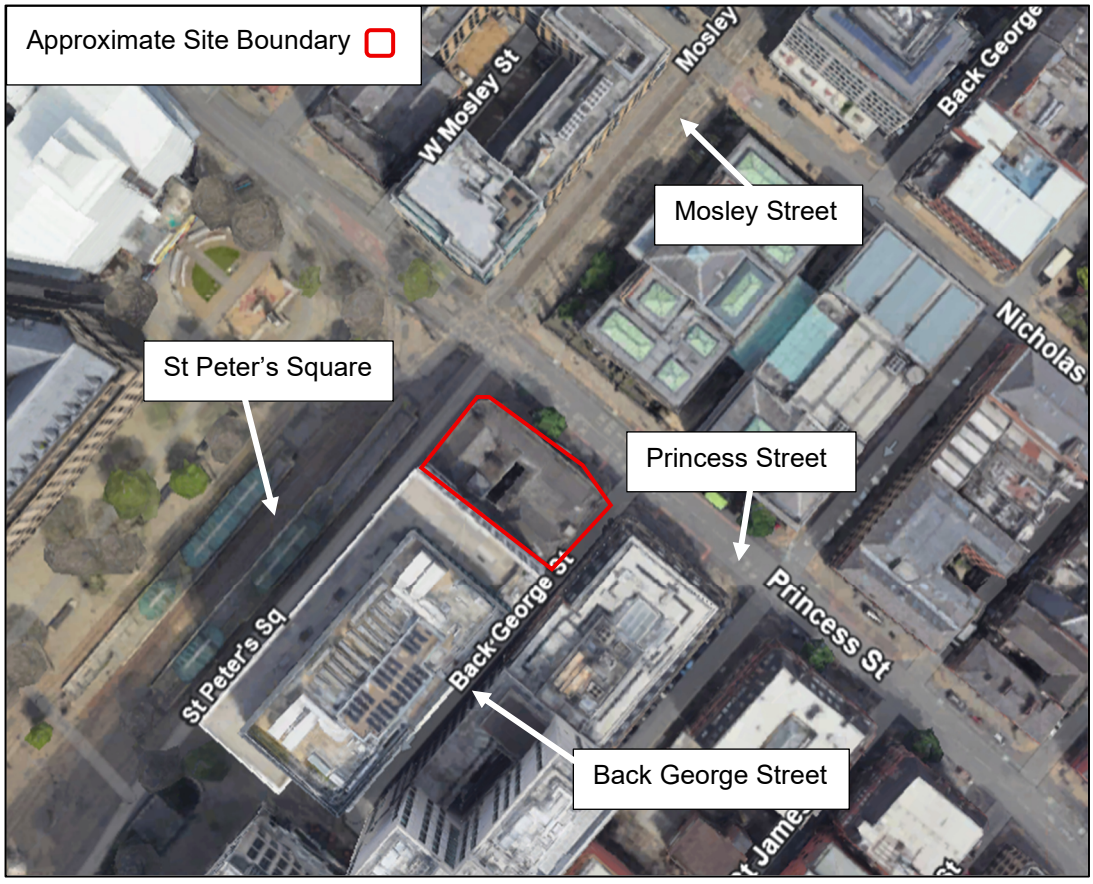
2.19 Implementation has already seen progress with projects such as the completion of the Second City Crossing tram line and enhancements to pedestrian zones. However, the strategy faces challenges including the need for significant investment, cultural shifts away from car dependency, and balancing access needs for deliveries, emergency services, and disabled users. Coordinated efforts among local authorities and transport agencies are critical to overcoming these challenges and achieving the city's vision of a cleaner, healthier, and more connected Manchester by 2040.

3 SITE AUDIT

Existing Site

3.1 The site is located at 77-79 Modley Street, Manchester located to the southwest of Princess Street, within Manchester City Centre. **Figure 3.1** below shows the site location in relation to the local highway network.

Figure 3.1 Site in relation to the local Highway Network



Development Proposals

3.2 The proposals include the change of use of the ground floor and basement to Class E and the refurbishment of the upper floors to provide upgraded offices.

3.3 The proposed development will be car-free, with no on-site vehicle access. Pedestrian access will be provided via individual entrances for each unit:

- Unit A, and Unit D will be accessed from the site's eastern boundary
- Units C will be accessed from the site's southern boundary, which will also serve as the access point to the basement.
- Unit B will be accessible from the sites northern corner and along the northern boundary, via St Peters square and Princess Street.
- Pedestrian access to the office spaces will also be from the northern boundary.

Accessibility

3.4 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.

3.5 The site is located within Manchester City Centre, and therefore within an acceptable walk distance of a range of residential areas within and surrounding the City Centre, including the vast array of local facilities this area has to offer.

3.6 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 by public transport.

3.7 There are large residential areas within 5km cycle distance. As the site is located within the city centre, it is surrounded by numerous cycle routes on the Bee Network, as shown in **Appendix B**.

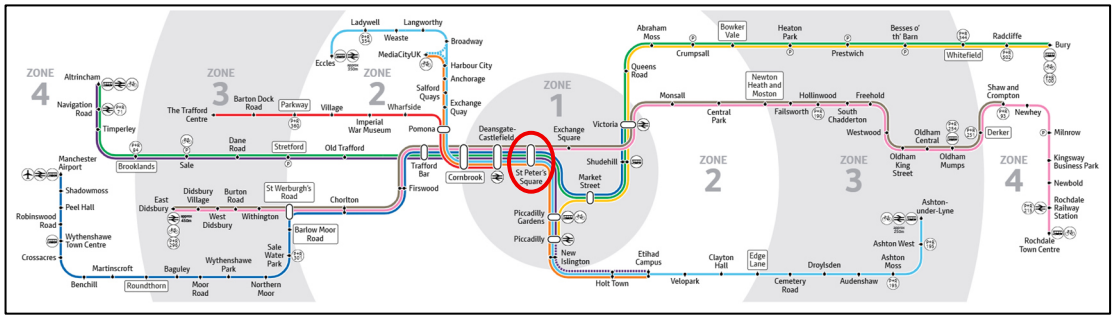
3.8 The closest bus stops to the application site are located directly outside of the site on Princess Street. This bus stop provides access to several services as detail in **Table 3.1** below.

Table 3.1: Bus Services

Bus Service	Route	Frequency (Approx. Mins)		
		Mon-Fri	Sat	Sun
35	Manchester - Bryn	Every 30 mins	Every 30 mins	Every 30 mins
36	Manchester - Bolton	Every 10-15 mins	Every 10-15 mins	Every 10-15 mins
37	Manchester - Bolton	Every 10 mins	Every 12 mins	Every 20 mins
38	Manchester - Logistics North	Every 10-15 mins	Every 10-15 mins	Every 30 mins
50	Salford Quays - East Didsbury	Every 10 mins	Every 10-15 mins	Every 10-15 mins
51	East Didsbury - Salford Quays	Every 10 mins	Every 10 mins	Every 10 mins
V1	MRI - Leigh	Every 10 mins	Every 10 mins	Every 10 mins
V2	MRI - Atherton	Every 20 mins	Every 30 mins	Every 30 mins
V4	MRI - Ellenbrook	Every 10 mins	Every 10 mins	Every 10 mins

3.10 In terms of tram services, the closest stop is located on St Peters Square immediately to the west of the site From here users can access a variety of destinations across Greater Manchester including regular services to Piccadilly, Bury, Manchester Airport, Altrincham, Eccles, Rochdale Town Centre and Ashton-under-Lyne. St Peters Square tram stop is part of the Greater Manchester Tram Network, located on the brown, pink, blue, green and purple lines within zone 1, as shown in **Figure 3.2** below. This tram stop provides services every 12 minutes, Monday-Saturday 06:00-00:00 and on Sundays 07:00-00:00.

Figure 3.2: Greater Manchester Tram Network Map



3.11 In terms of rail services, Manchester Oxford Road Railway Station is located approximately 600m south of the site or a 9-minute walk, Manchester Piccadilly and Manchester Victoria railway stations are both located approximately 1km south or a 15-minute walk of the site.

3.12 Manchester Oxford Road Railway Station is managed by Northern and offers regular and direct services to Manchester Airport, Liverpool Lime Street, Llandudno, Windermere, Blackpool and Cleethorpes amongst others. Manchester Piccadilly also offers regular and direct services to the above destinations, as well as providing additional services to Sheffield, Buxton, London Euston, Stalybridge, Crewe and Chester amongst others. Manchester Piccadilly railway station is the main railway station of the city of Manchester which connects the city to the rest of the UK.

3.13 Finally, Manchester Victoria railway station provides regular services to destinations including Liverpool Lime Street, Stalybridge, Leeds, Wigan Wallgate, Redcar Central, Blackburn, Southport and Rochdale among others.

3.14 Having regard to the above, it is considered that the site is accessible by sustainable modes and has a range of local amenities within walking distance. There are a number of bus and train services within close proximity providing access to a range of local destinations.

3.15 These findings demonstrate that prospective staff will not be reliant on the private car.

4 TRAVEL PLAN ADMINISTRATION

Travel Plan Coordinator

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 role will be undertaken by a staff member or consultant, whose 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 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 the travel team at Manchester City Council. 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 Manchester City Council.

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 Manchester City Council. The funding stream will allow the travel plan to operate for a minimum of five years, subject to Manchester City Council requirements.

5 TRAVEL SURVEY

Travel Survey

5.1 Travel surveys are undertaken at occupation in order to understand how staff 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 The TPC will undertake an initial travel survey within 3 months of occupation of the site, to enable a staff travel database to be set up. The TPC will prepare and distribute a questionnaire to each member of staff, to collect the following details:

- Staff profile, including age, gender etc;
- Normal working hours;
- Mode of travel to work;
- Car ownership / usage;
- Reasons for not using public transport and other modes;
- The anticipated take-up of a car sharing scheme for work journeys as well as use of public transport or other non-car modes of travel to work; and
- Information relating to potential areas for sustainable travel improvement, upon which the TPC could act and draw up measures to improve the TP.

5.3 On receipt of the completed questionnaires the TPC will set up the travel database within 1 month. The individual unit TPCs will ensure that all new staff members are entered into the database within one month of commencing employment with all staff members who leave their employment having their details removed from the database.

5.4 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.

5.5 The TPC will submit the results of the survey data to the Local Planning Authority for their information within 3 months of occupancy. Information contained within the database and the travel patterns derived from the data will inform the annual review process which will be carried out in conjunction with the Local Planning Authority.

5.6 All data collected from the travel survey in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC for each unit will hold the database and be responsible for the release of information, with all data held being used solely for the purposes of the TP.

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 staff at the site 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:

- Achieving the minimum number of single occupancy car traffic movements to and from the development;
- Reducing reliance upon the car and improving awareness and usage of alternative modes;
- Promoting walking, cycling, public transport and car sharing;
- Minimising the total travel distance of staff and customers; and
- Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

6.4 The TPC will analyse the travel survey questionnaires within 1 month of setting up the travel database to determine the existing travel patterns to the site.

6.5 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.

6.6 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 staff travelling by single occupancy vehicles should be recorded along with the agreed short-term annual targets.

6.7 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.

6.8 **Table 6.1** shows the initial modal share targets which have been drafted based on the existing modal split for staff travelling to the Manchester 060 for work, as recorded in the 2011 census (Source: Office of National Statistics)

Table 6.1 – Travel to Work Modal Split

Mode	Modal Split
Car Driver	39%
Car Passenger	4%
Public Transport	43%
Walk and Cycling	13%
Motorcycle	1%
Taxi	0%
Other	0%

Source: Nomis

6.9 The modal split for Manchester 060 shows that the majority of people travelling to the area in which the site is located do so by private car, and currently only a small percentage travel by sustainable modes such as public transport, walking and cycling.

6.10 **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 staff surveys at this site have been completed and returned to the TPC. As the site is a car free development, it is considered acceptable to assume that 'Car Driver' modes, will be lower than the existing area split, therefore the proposed targets have been adjusted accordingly.

Table 6.2 – Proposed Targets

Mode	Target		
	1 year	3 years	5 years
Car Driver	20%	10%	7%
Car Passenger	4%	4%	4%
Public Transport	50%	55%	56%
Walk and Cycling	25%	30%	32%
Motorcycle	1%	1%	1%
Taxi	0%	0%	0%
Other	0%	0%	0%

Indicators

6.11 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 staff.

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

- Issue of a travel plan information pack to all staff within one week of site opening.
- Undertaking cycle and car parking surveys; and
- Uptake of the various measures, including interest in car sharing.

6.13 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 staff, 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. 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

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 employees 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 staff induction, and providing information on a staff noticeboard. Any parking management policies will be explained to members of staff during the recruitment process.

7.4 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 staff on a biannual / annual basis in the form of leaflets and on the staff noticeboard.

7.6 The TPC will promote and encourage staff 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

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

7.8 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 Manchester City Council 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

7.9 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,
- Promote the availability of cycling information, including route maps and provide information on cycle proficiency courses and adult cycle training from TFGM website: https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/
- Promote the availability of cycling information from Manchester City Council websites and from TFGM website: https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling/2 & https://beeactive.tfgm.com/cycling/
- Liaise regularly with the cycling officer at Manchester City Council to ensure that up-to-date information is available.

Public Transport Information

7.10 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:

- Staff 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 staff to obtain details on their individual requirements, including Traveline (Telephone: 0871 200 2233 and Website: http://www.traveline.info/);

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

Car Sharing Scheme

7.11 Car sharing can provide monetary benefits for individuals, as well as reducing demand for on-site car parking.

7.12 The TPC will update the car sharing scheme / register within 3 months of receiving the initial staff travel surveys. Staff 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 staff 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

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 staff, 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 staff upon the opening of the site (prior if possible), as well as to new staff as appropriate.
- Regular updates will be provided to staff 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 Manchester City Council	As per planning agreements with Manchester City Council	Developer / Manchester City Council	Developer
Appointment of TPC	At least 1 month prior to site completion	Developer	Staff time
Exchange contact details with relevant officers	At least 1 month prior to site completion	TPC	Staff time
Obtain public transport timetables, maps, car sharing information, route plans etc. to provide to staff	At least 1 month prior to site completion	TPC	Staff time
Procure and produce information to populate welcome packs	2 weeks prior to site completion	TPC	Staff time+ materials
Upon Occupation			
Issue travel welcome packs to staff	Upon occupation	TPC	Staff time+ printing
Ensure staff travel noticeboards are erected and populated in communal areas, and further leaflets/info are available	Upon occupation	TPC	Staff time+ noticeboards
Within 3 Months of Occupation			
Prepare staff baseline travel survey	Within 3 Months of occupation	TPC	Staff time
Issue surveys to staff	Within 3 Months of occupation	TPC	Staff time
Collect travel plan surveys and analyse responses	Within 3 weeks of issue	TPC	Staff time
Review travel plan objectives	Review travel plan objectives and	TPC	Staff time
Produce full travel plan document and submit to Manchester City Council	Within 3 months of survey completion	TPC	Staff time
Liaise with Manchester City Council to agree final travel strategy, objectives and targets	Within 3 months of survey completion	TPC / Manchester City Council	Staff time
Ongoing Tasks			
Update staff with regard to any service or provision changes with regard to local transport on annual basis	Annually	TPC	Staff time
Implement measures in line with staff requirements / interest, including promotion of e.g. Bike Week, Walk to Work Week etc.	Ongoing	TPC	Staff 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	Staff time+ printing

Analyse responses, produce progress report and submit to Manchester City Council	Within 3 months of receipt of responses	TPC	Staff time
Report updates to staff	Within 1 month of analysis taking place	TPC	Staff time+ printing
Continue regular monitoring as set out and agreed with Manchester City Council	As agreed with Manchester City Council	TPC	Staff 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 developed and submitted to Manchester City Council 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 Manchester City Council 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 Manchester City Council. 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 staff.
- Measures implemented at each stage.

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 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:

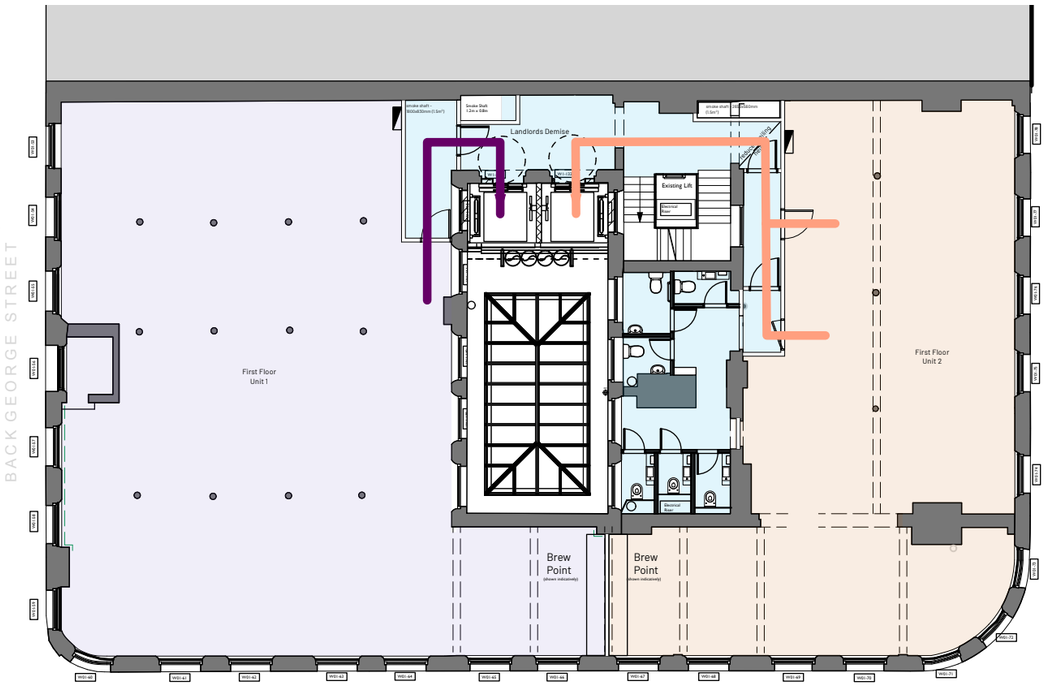
- Reduce reliance upon the car and improve awareness and usage of alternative modes
- Promote walking, cycling, public transport and car sharing;
- Reduce the transport impact of the development upon the environment;
- Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

10.3 This document therefore ensures that sustainable access to the development is facilitated.

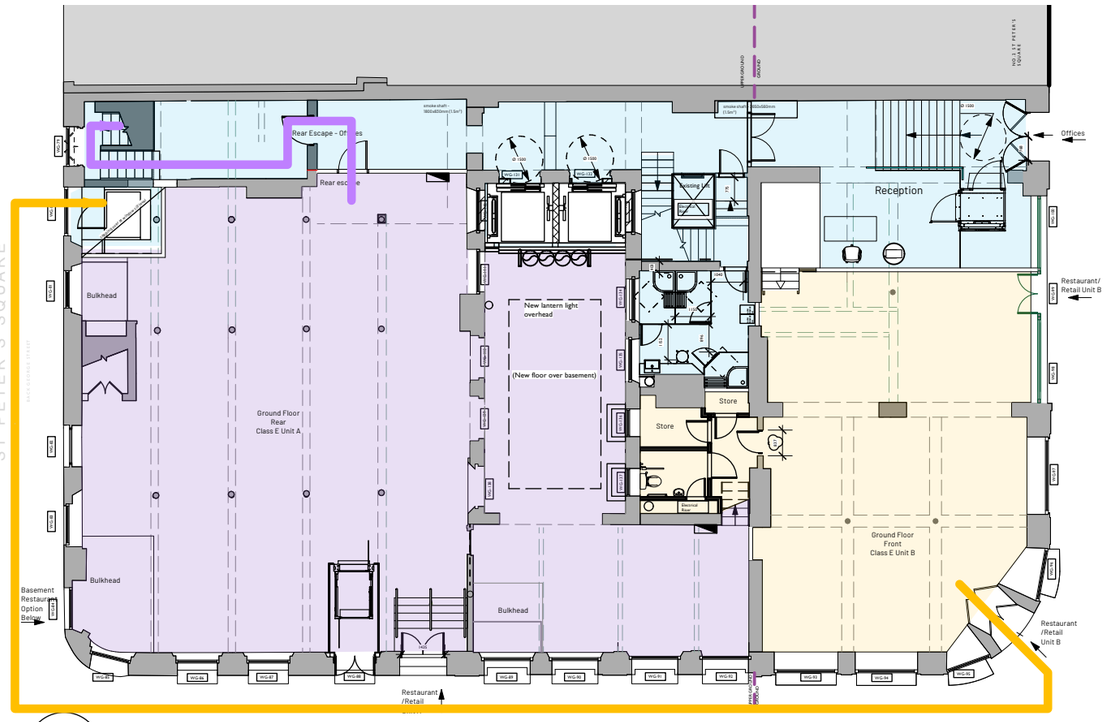
S|C|P

APPENDIX A

COPYRIGHT OF ATELIER MB LTD
DO NOT SCALE FROM THIS DRAWING
DIMENSIONS TO BE CHECKED ON SITE

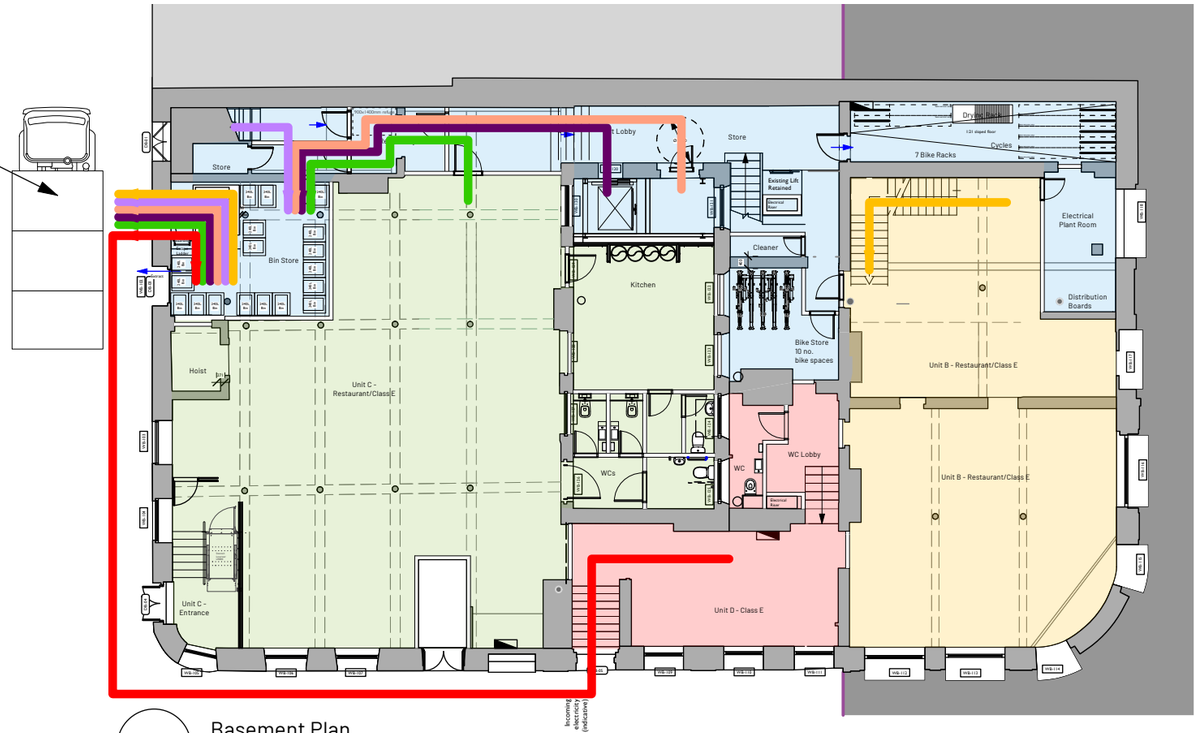


1 Upper Floors Plan
Scale: 1:200



2 Ground Floor Plan
Scale: 1:200

Collection to be located on Back George Street



3 Basement Plan
Scale: 1:200

A 26/09/2025 Drawing updated RG

REV	NOTE	DRN	CHK

77-79 Mosley St, Manchester

Refuse Plans

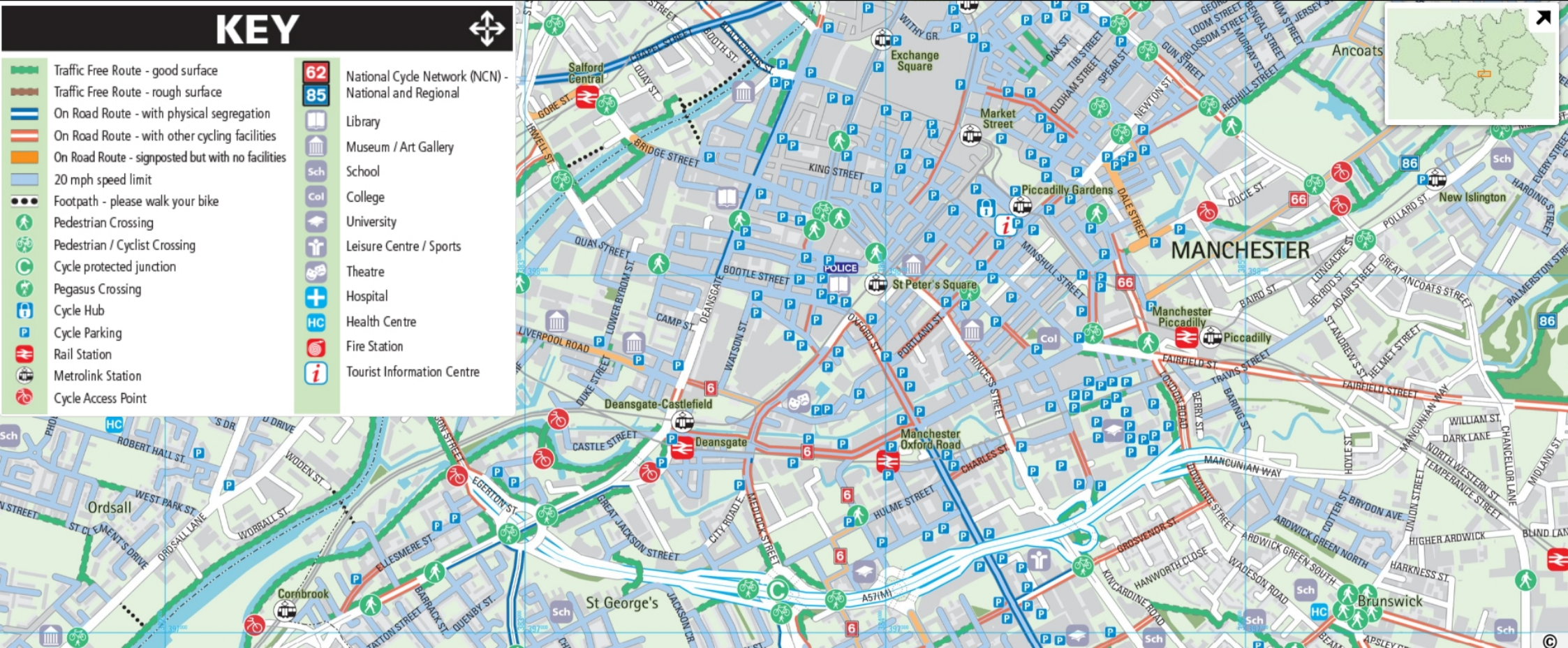
SCHEME	1995
DRWG NO.	P(930)
REVISION	A
SCALE	1:100 @ A3
DATE 1st	October 24
DRAWN	RG

SK sketch E existing P proposed T tender C construction FI final issue

+44 161 236 0051
ARCHITECT@ATELIERMB.CO.UK
ATELIER.MB

S|C|P

APPENDIX B


KEY
Traffic Free Route - good surface
Traffic Free Route - rough surface
On Road Route - with physical segregation
On Road Route - with other cycling facilities
On Road Route - signposted but with no facilities
20 mph speed limit
Footpath - please walk your bike
Pedestrian Crossing
Pedestrian / Cyclist Crossing
Cycle protected junction
Pegasus Crossing
Cycle Hub
Cycle Parking
Rail Station
Metrolink Station
Cycle Access Point
National Cycle Network (NCN) - National and Regional
Library
Museum / Art Gallery
School
College
University
Leisure Centre / Sports
Theatre
Hospital
Health Centre
Fire Station
Tourist Information Centre
MANCHESTER
Exchange Square
Market Street
Piccadilly Gardens
St Peter's Square
Manchester Piccadilly
Piccadilly
Deansgate-Castlefield
Deansgate
Manchester Oxford Road
Salford Central
Ancoats
New Islington
Ordsall
Cornbrook
St George's
Brunswick
Higher Ardwick
Ardwick Green North
Ardwick Green South
Wadeson Road
Hanworth Close
Kincardine Road
Harkness St
Brydon Ave
Cotter St
Hoyle St
Union Street
Dark Lane
William St
Chancellor Lane
Midland St
Blind Lane
Temperance Street
Northwestern St
Mancunian Way
Fairfield Street
Travis Street
Helmet Street
St Andrew's St
Adair Street
Heyrod St
Longacre St
Great Ancoats Street
Palmerston Street
Every Street
Harding St
Pollard St
Ducie St
Redhill Street
Murray St
Bengal Street
Jersey St
Gun Street
Blossom Street
Loom Street
Oak St
Tib Street
Spear St
Oldham Street
Newton St
Withy Gr
Quay St
Booth St
Gore St
Irwell St
Bridge Street
King Street
Quay Street
Lower Byrom St
Bootle Street
Camp St
Deansgate
Watson St
Liverpool Road
Duke Street
Minshull Street
Princess Street
Oxford St
Portland St
Baird St
Dale Street
London Road
Berry St
Barnig St
Charles St
Hulme Street
Great Jackson Street
City Road E
Medlock Street
Castle Street
Egerton St
Woden St
Robert Hall St
West Park St
Worrall St
Ordsall Lane
St Clement's Drive
Ellesmere St
Barrack St
Queenby St
Hatton Street
Jackson Dr
Grosvenor St
Dauntsey Street
Mancunian Way
A57(M)
Police
Col
Sch
HC
66
86
6
62
85