

Full Travel Plan

**Proposed Residential Development
A664 Rochdale Road, Manchester**

Beech Holdings Investments Ltd

September 2024

Doc Ref: OP/231085/TP/

Prepared by: Orla Proffitt

Checked by: Peter Todd

Document Revision Control

Revision	Date	Status	Prepared By	Approved By
0	23.09.24	Draft	OP	PT

Colwyn Chambers
19 York Street
Manchester
M2 3BA

T: 0161 832 4400

E: info@scptransport.co.uk
W: www.scptransport.co.uk



This document has been prepared for the titled project or named part thereof and should not be relied upon or used for any other project without an independent check being carried out as to its suitability and prior written authority of SCP being obtained. SCP accepts no responsibility or liability for the consequence of this document being used for a purpose other than the purposes for which it was commissioned. Any person using or relying on the document for such other purposes agrees and will by such use or reliance be taken to confirm his agreement to indemnify SCP for all loss or damage resulting there from. SCP accepts no responsibility or liability for this document to any party other than the person by whom it was commissioned.

CONTENTS

1.0	INTRODUCTION.....	2
2.0	TRAVEL PLAN BACKGROUND	4
3.0	SITE AUDIT	6
4.0	TRAVEL PLAN ADMINISTRATION.....	18
5.0	TRAVEL SURVEY	19
6.0	TRAVEL PLAN TARGETS	21
7.0	TRAVEL PLAN MEASURES	24
8.0	PLAN MONITORING AND REVIEW	28
9.0	ACTION PLAN	30
10.0	CONCLUSION	32

APPENDICES

A	SITE LAYOUT PLAN
B	TRAVEL SURVEY RESULTS
C	WELCOME PACK

1.0 INTRODUCTION

General

- 1.1 This report has been prepared by SCP on behalf of Beech Holdings Investments Ltd, in support of the completed residential development, Ancoats Gardens, located to the southeast of the A664 Rochdale Road, Manchester.
- 1.2 The development was subject to a planning application (Application Reference: 118120/FO/2017) in November 2017, for the erection of part 15, part 9, part 7 storey building to form 155 residential apartments together with ground floor commercial uses, with associated car parking following the demolition of the existing buildings. The application was approved in May 2018, subject to a number of planning conditions.
- 1.3 This report builds on the Framework Travel Plan, approved at the planning stage and seeks to meet Condition 28:

Condition 28:

The development hereby approved shall be carried out in accordance with the Travel plan framework stamped as received by the City Council, as Local Planning Authority, on the 7 November 2017.

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 living at the development;*
- ii) A commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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.

- 1.4 This FTP sets out Beech Holdings Investments Ltd commitment to reducing the number of vehicular trips generated by the development and identifies the key measures which will be developed as part of the travel plan implementation, as well as providing the necessary information required to allow Condition 28 to be discharged.

[Travel Plan Approach](#)

- 1.5 The main emphasis of this travel plan will be on the journeys made by residents and staff at the site.
- 1.6 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.
- 1.7 This travel plan focuses on influencing greater use of sustainable transport by residents and 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 residents and staff 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. The plan will continue to be implemented, for the life of the development.
- 2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

Travel Plan Benefits

- 2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:
- Promote healthy lifestyles and sustainable, vibrant communities;
 - Provide adequately for all users, with a variety of mobility needs;
 - Reduce demand for car parking, thereby enabling more efficient land use;
 - Reduce pressure on highway capacity, particularly at peak times;
 - Improve social inclusion;
 - Cut carbon emissions and their contribution to climate change;
 - Reduce road danger and protecting vulnerable road users; and
 - Improve local air quality, while reducing noise pollution.
- 2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

National Policy 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 recent publication of the government's 'National Planning Policy Framework' (NPPF - 2023) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.
- 2.7 The NPPF notes that:
- 'The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.'*
- 2.8 The NPPF also advises the following in relation to sustainable travel and travel plans:-
- All developments that will generate significant amounts of movement should be required to provide a travel plan.
 - Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.
- 2.9 The key national policy document for travel plans was published by the Department for Transport in April 2009 entitled "Good Practice Guidelines: Delivering Travel Plans through the Planning Process". This document updates previous guidance following significant changes in travel planning and an increased awareness of how transport affects other aspects of life, such as climate change and health.
- 2.10 The guidelines identify that travel plans are an important tool for delivering sustainable access as part of a new development and encouraging sustainable travel behaviour from the outset. The document provides assistance in the preparation of a travel plan, including when a travel plan is required and what it should contain, as well as how travel plans should be evaluated, secured, implemented and then monitored and managed long term. The document also outlines the responsibilities of the developer, occupier, local transport operators, highways and planning authorities in the implementation of the travel plan.
- 2.11 This travel plan has therefore been developed in line with local and national transport policy and guidance.

3.0 SITE AUDIT

Existing Site

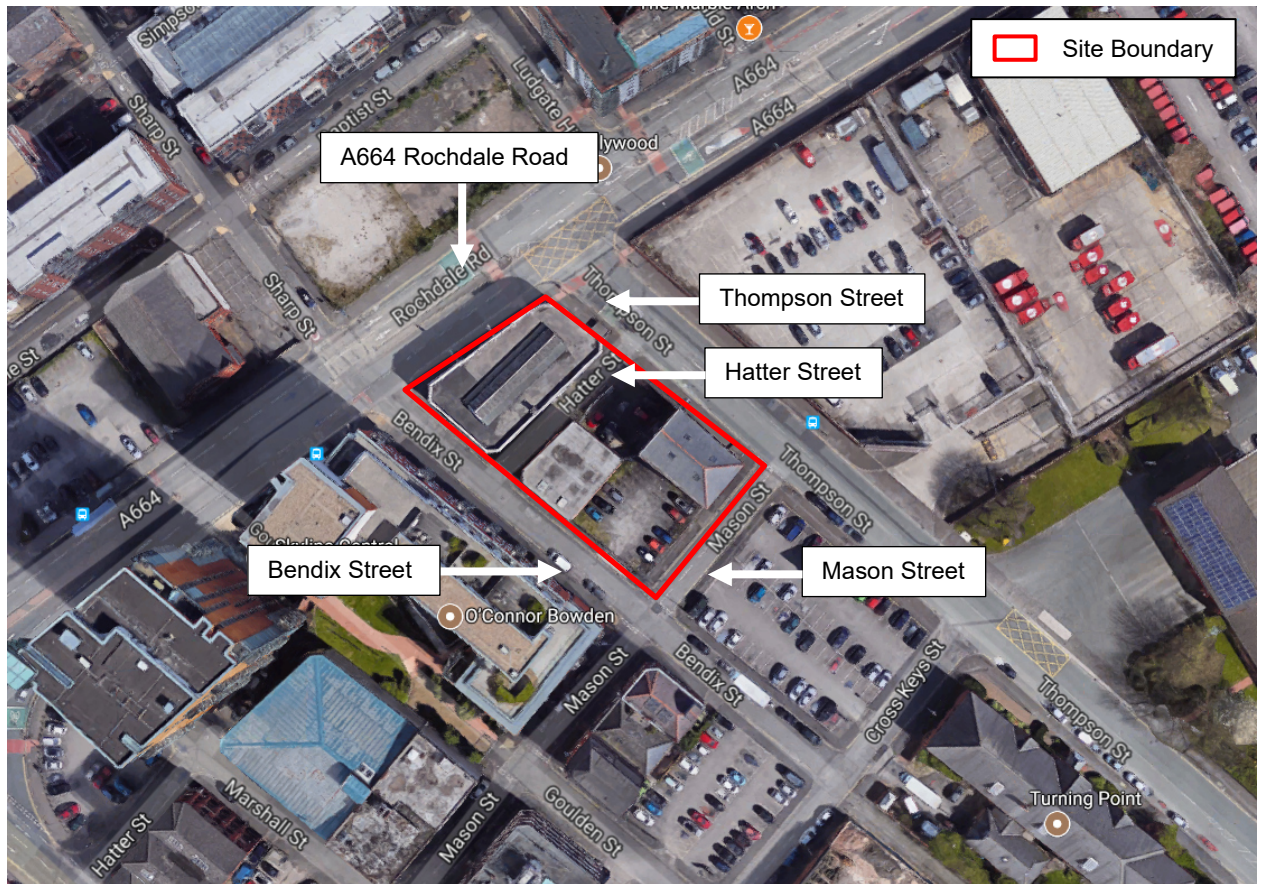
3.1 **Figure 3.1** below shows the site location in relation to the wider area of Manchester.

Figure 3.1 – Site Location Plan – Wider Context



3.2 The site boundary is shown in relation to the local highway network in red on **Figure 3.2** below:-

Figure 3.2 – Site Location Plan – Closer View



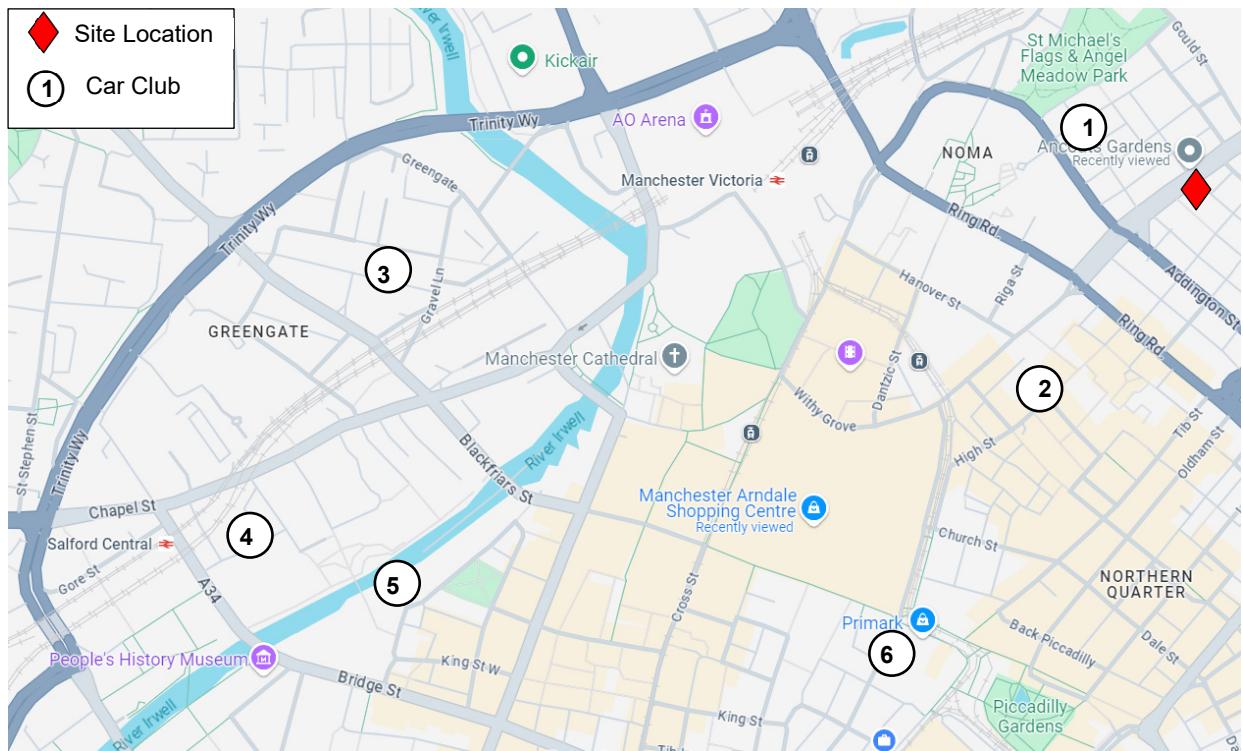
- 3.3 The site is located within the New Cross Development area of the Manchester city centre boundary. The proposals fully align with the guidance stated in the New Cross Neighbourhood Development Framework.
- 3.4 The site has an area of around 0.5 acres and is currently occupied by a church, a commercial building, a garage and a private car park with approximately 12 parking spaces.
- 3.5 The site is bound by the A664 Rochdale Road to the northwest, Thompson Street to the northeast, Mason Street to the southeast and Bendix Street to the southwest.
- 3.6 Hatter Street Road runs diagonally through the site providing a link between Bendix Street and Thompson Street.

The Development Provides

- 3.7 The development provides 155 residential apartments with 297m² of commercial space and 85m² of gym space on the ground floor. The gym is for resident use only.

- 3.8 The site layout plans are contained in **Appendix A** for reference. The residential element of the scheme comprises the following:
- 45 x one-bedroomed apartments;
 - 105 x two-bedroomed apartments; and
 - 5 x three-bedroomed apartments.
- 3.9 As part of the proposals, Hatter Street has been stopped up and the dropped kerbs have been reinstated to full height footway.
- 3.10 Vehicular access to the development has been provided via Mason Street where a car lift is provided to the basement parking area.
- 3.11 Pedestrian access to the commercial element of the scheme has been provided via the A664 Rochdale Road, Bendix Street and Thompson Street on the northwestern section of the site.
- 3.12 Pedestrian access to the apartments has been provided via Bendix Street and Thompson Street with the main entrance to the apartments from Thompson Street.
- 3.13 Servicing takes place along Bendix Street in the loading bay. A bin lorry is able to pick up refuse satisfactorily from within a reasonable man-carry distance of the bin store entrance located on the ground floor of the building along the A664 Rochdale Road.
- 3.14 There are 27 parking spaces provided on the basement floor for the residential element of the scheme.
- 3.15 Further off-street parking is available at the Euro Car Park located directly to the southeast of the site along Cross Keys Street. Euro Car Parks offer season ticket deals at their facilities. Further off-street car parking is available southwest along Cross Keys Street. Residents are made aware of these car parks upon taking residency at the site.
- 3.16 The car parking levels are therefore considered to be appropriate for the scale and nature of the proposals.
- 3.17 Another option for residents are Car Clubs whereby cars can be rented for an hourly/daily cost instantly at the commuter's convenience. There are a number of car clubs nearby, as shown in **Figure 3.3** and summarised below:

Figure 3.3 – Nearby Car Clubs



1. Enterprise Car Club - New Mount Street M4 4DE
2. Enterprise Car Club - 104 High Street M4 1BD
3. Co Wheels - Salford King Street (2 cars)
4. Co Wheels – Salford Browncross Street (2 cars)
5. Enterprise Car Club - 20 St Mary's Parsonage M3 2LG
6. Enterprise Car Club - Enterprise, Grand CarPark, Manchester, M1 3AY

3.18 Further car clubs can be found at the following links:

- [Co Wheels](#)
- [Enterprise Manchester](#)

3.19 Cycle Parking Standards for new developments are outlined in the 'Greater Manchester Parking Standards' document. The minimum parking standards are summarised below:

- C3 Flats/apartments: 1 secure locker per 5 dwellings – minimum of 2 spaces.
- A1 Non-food retail: 1 space per 30sqm/22sqm.

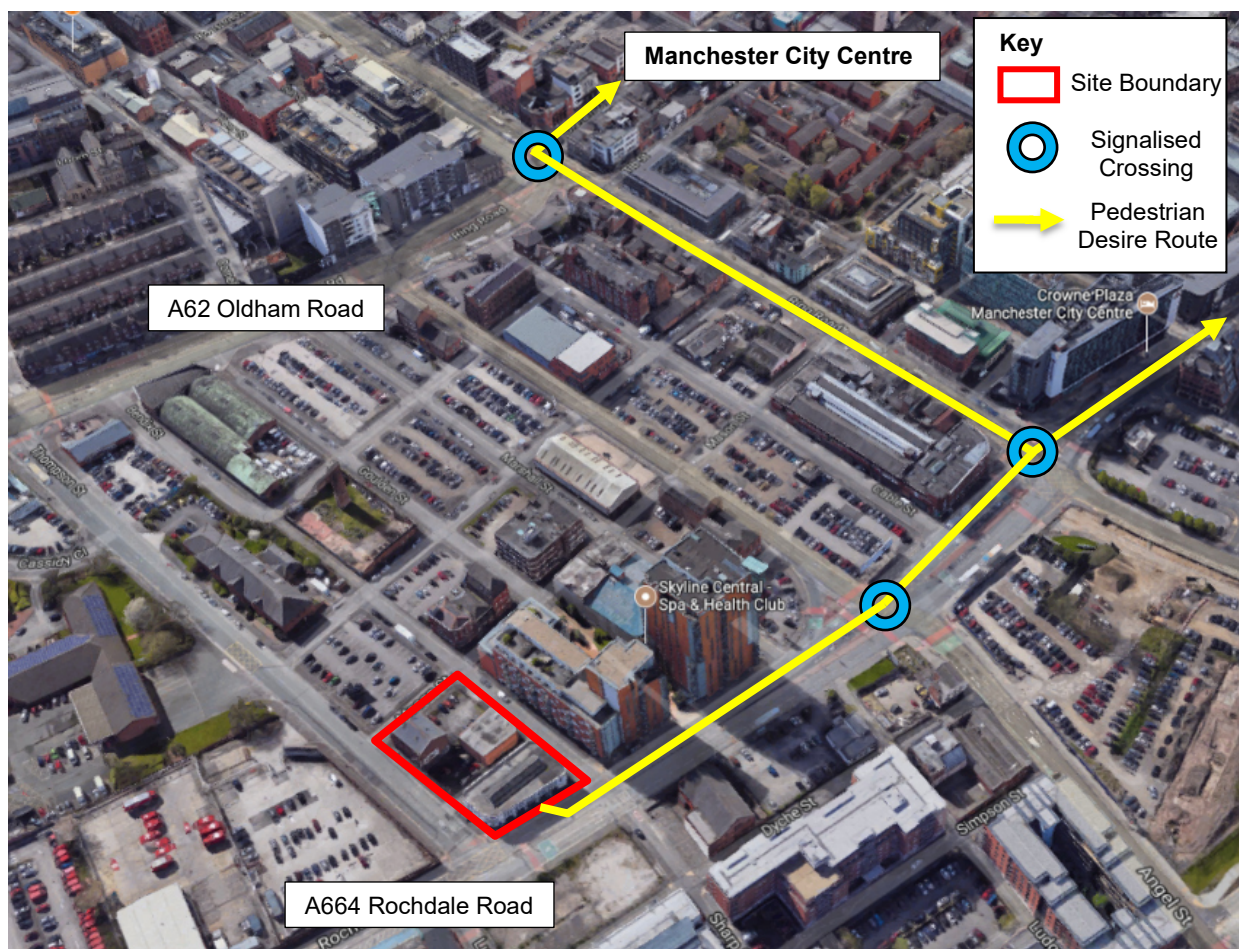
- A3 Food and Drink: 1 space per 140sqm public floor area – minimum of 2 spaces.

3.20 155 secure cycle parking spaces (i.e. 100% provision) have been provided internally on the ground floor of the site for the 155 apartments.

Pedestrian Accessibility

3.21 The area surrounding the site benefits from a good level of pedestrian infrastructure. There are wide footways, street lighting, and dropped kerb pedestrian crossing points across most junctions, with tactile paving also provided. The infrastructure present provides connections between the site and the facilities within the city centre, as shown in **Figure 3.3** below:-

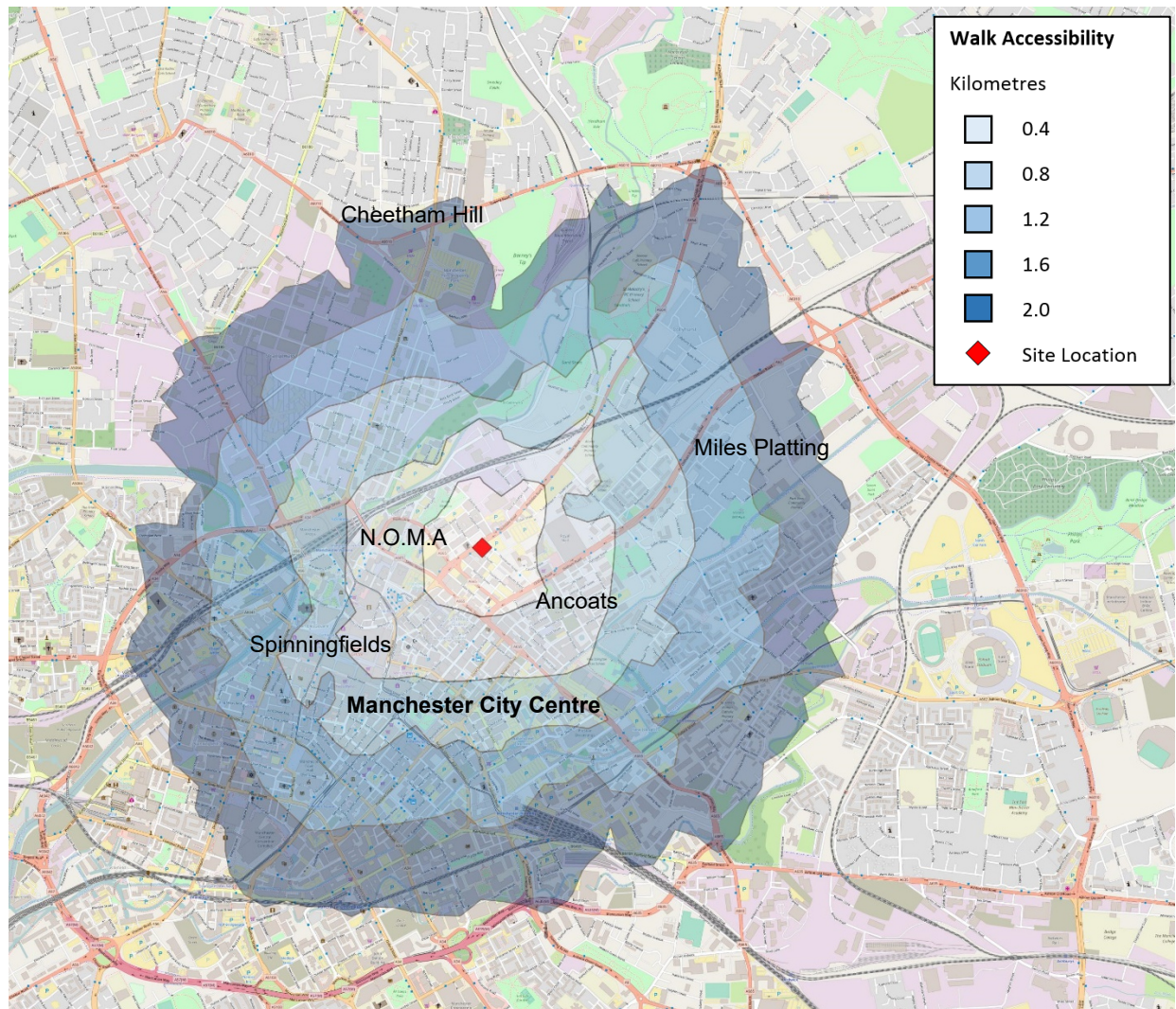
Figure 3.3 – Pedestrian Desire Lines and Accessibility to Manchester City Centre



3.22 The topography of the local area is generally flat and conducive to pedestrian trips, and the area benefits from natural surveillance from the commercial and residential properties that abut all the main walk routes.

- 3.23 Accession software (as recommended by the DfT) has been used to assess the accessibility of the development by foot for a 2km / 800m walk distance from the site, as shown on **Figure 3.4** below. The plan shows the reachable areas within 400m coloured bands from the site.

Figure 3.4 – 2.0km Walk Distance Isochrone



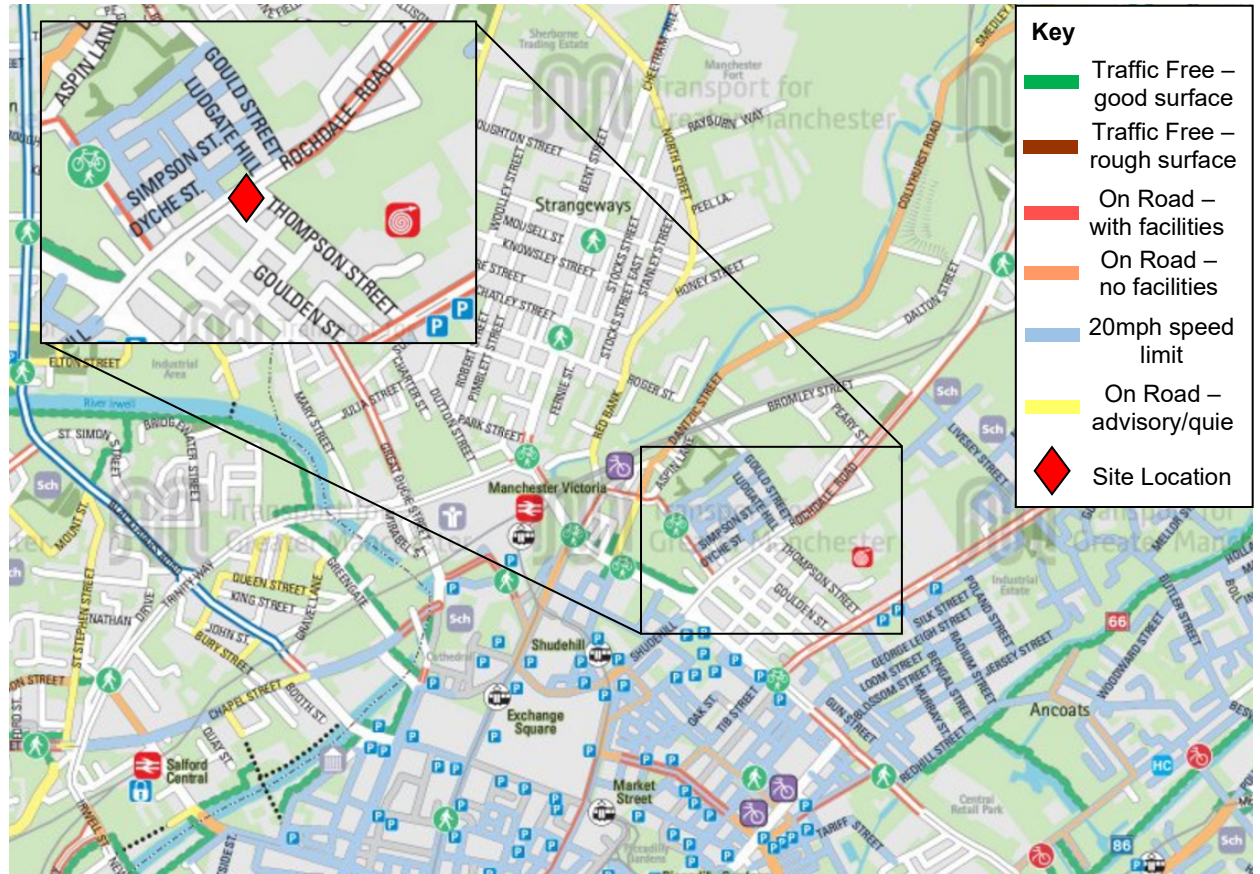
- 3.24 **Figure 3.4** above clearly demonstrates that the site is in a good location for the accessing the key areas throughout Manchester city centre.

Cycle Accessibility

- 3.25 A 5km cycling distance is considered an appropriate journey length to replace the private car with cycling.
- 3.26 There are on-road advisory cycle lanes running along the A665 Angel Street to the northwest of the site and along the A664 Rochdale Road to the northeast of the site. There are also 20mph

speed limits to the northwest of the site and throughout the city centre, as shown in **Figure 3.5** below:

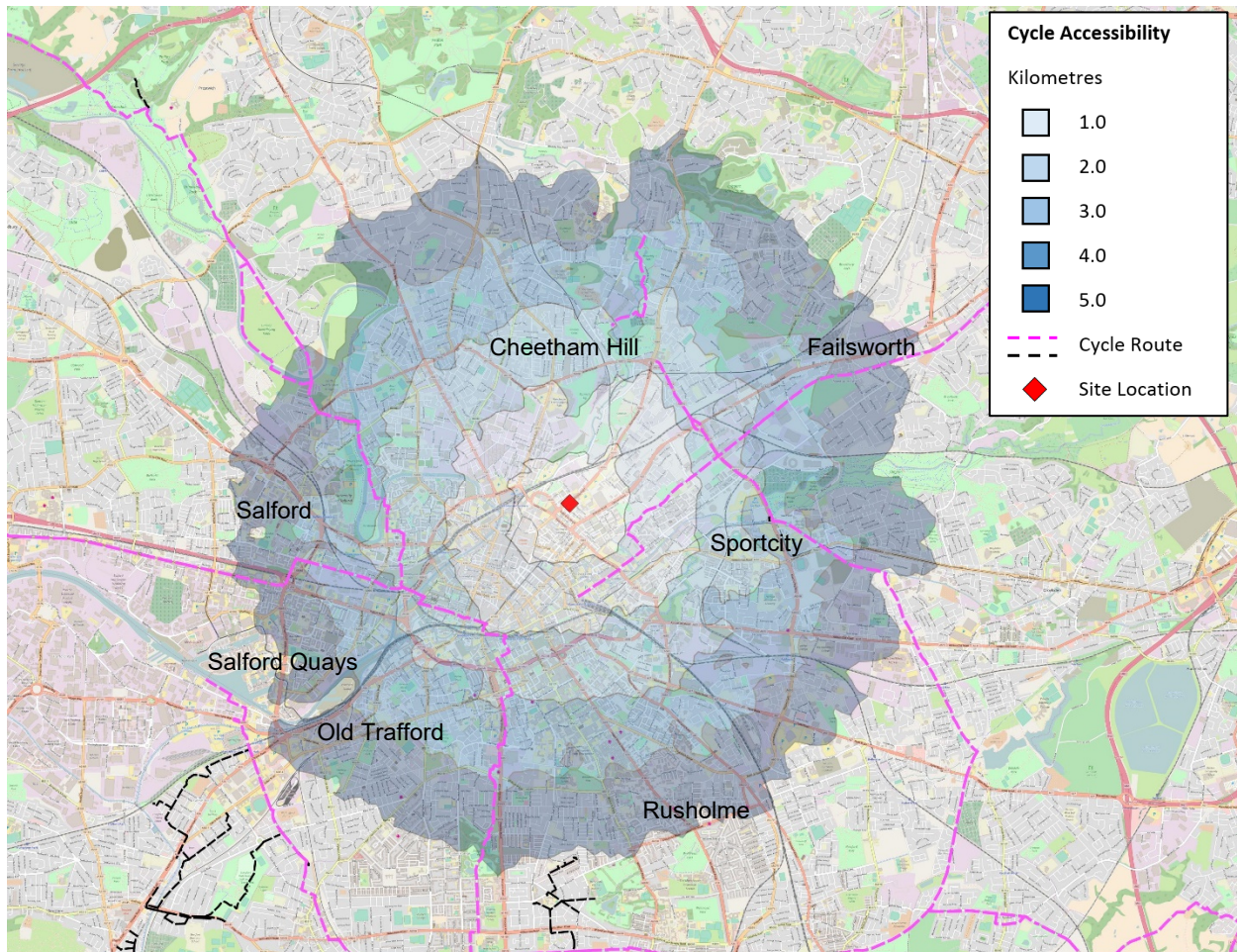
Figure 3.5 – Cycle Routes within Manchester City Centre



3.27 Some of the most attractive cycle routes in the area lie alongside the waterway network. There are cycle routes alongside both the Bridgewater canal and the River Irwell that are easily accessible from the site and link onto the National Cycle Network.

3.28 **Figure 3.6** below illustrates a 5km cycling isochrone centred on the site.

Figure 3.6 – 5.0km Cycle Distance Isochrone



- 3.29 The above plan shows that a large portion of the city region and the surrounding areas can be accessed within a 5km cycle distance of the site, including Salford, Salford Quays, Old Trafford, Cheetham Hill and Sportcity, amongst others.
- 3.30 As mentioned previously, 155 secure cycle spaces (i.e. 100% provision) will be provided internally on the ground floor for the apartments.

Public Transport

- 3.31 SCP have carried out an appraisal of the accessibility of the site by public transport (bus, tram and rail).
- 3.32 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."
- 3.33 The nearest bus stops to the site are located opposite the sites frontage along Thompson Street and are therefore well within the recommended walking distance. Further bus stops are provided approximately 65m to the west of the site along the A664 Rochdale Road.
- 3.34 Details of the bus services and frequencies which use these stops are provided in **Table 4.1** below:-

Table 4.1 – Bus Service Summary

Service Number	Bus Stop Location		Route	Average Service Headway (mins)		
	Thompson St	A664 Rochdale Rd		Mon - Fri	Sat	Sun
17/17A		✓	Manchester – Harpurhey – Middleton – Rochdale	10	10	15
18		✓	Langley - Middleton - Blackley - Manchester Royal Infirmary	10	15	15
56/56A		✓	Manchester — Blackley — North Manchester General Hospital — Higher Crumpsall circular	30	30	-
81/81A		✓	Manchester City Centre - Moston - White Gate - Oldham	30	60	60
112		✓	Manchester City Centre - Moston - Greengate - Middleton	15	15	30
113		✓	Middleton - Greengate - Moston - Piccadilly Gardens	07:40 & 08:03	-	-
114		✓	Albert Square - Moston - Greengate - Middleton - Boarshaw	20	30	60
118		✓	Higher Crumpsall - Blackley - Moston - Piccadilly Gardens	15	20	30
119		✓	Manchester City Centre - Charlestown - Higher Blackley	30	30	60
156		✓	Shudehill - Higher Crumpsall - Higher Blackley - Middleton	30	30	30
163		✓	Manchester City Centre - Middleton - Heywood - Bury	12	12	15

Source: Source: TfGM

-
- 3.35 As can be seen from **Table 4.1** above, there is a very high frequency of bus services stopping close to the site provide convenient access to locations including Middleton, Sale, Bury, Rochdale, Intu Trafford Centre, North Manchester General Hospital and Manchester Airport.
- 3.36 Shudehill Interchange is located approximately 450m to the southwest of the site, and is therefore well within an acceptable walking distance. Shudehill Interchange provides additional bus services to locations through Greater Manchester and the northwest region.
- 3.37 Shudehill Interchange also includes Shudehill Metrolink Station which is on the A (Altrincham to Bury) and C (Piccadilly to Bury) routes. Trams run on the Metrolink network run between approximately 0600 to 0030 Mondays to Thursdays, with the last trams running later on Fridays and Saturdays. On Sundays, trams start later and finish earlier in a time range of approximately 0700 to 2230.
- 3.38 Victoria Railway Station is located approximately 600m to the west of the site and provides frequent train services to a range of destinations such as Southport, Wigan, Blackburn, Huddersfield, Leeds and Liverpool, amongst others. Trains operate at a peak frequency of over 15 services per hour in either direction.
- 3.39 Manchester city centre provides an extensive network of additional bus, tram and railway facilities within walking distance of the site, serving both the local area and other destinations, as shown in **Figure 3.7** below:-

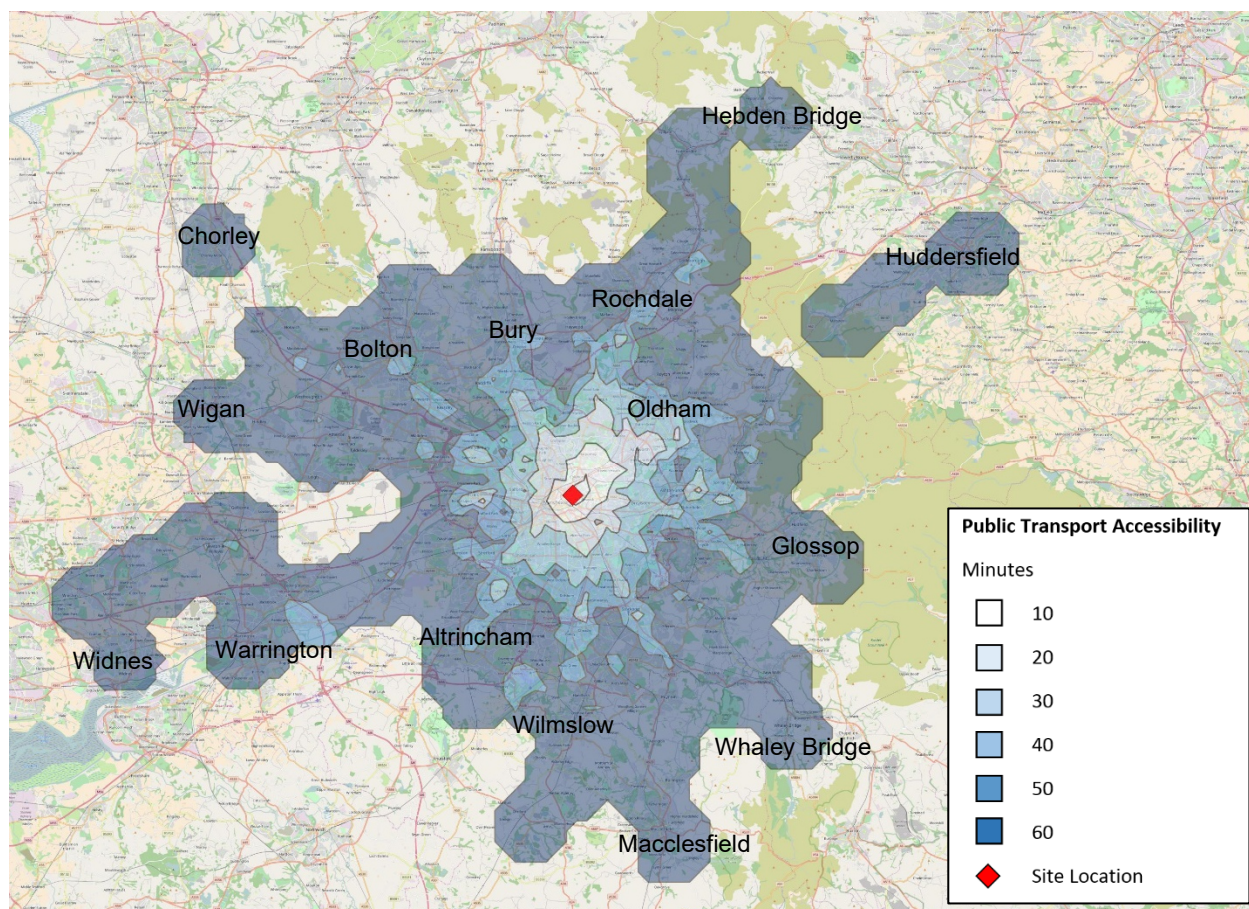
Figure 3.7 – Bus Route Map



Source: TfGM

3.40 **Figure 3.8** below indicates a 60 minute public transport journey from the site. The time includes the walk to the nearby bus stops and railway station, demonstrating that it is possible to reach most of the Greater Manchester Region as well as Chorley, Huddersfield, Macclesfield and Warrington within an acceptable commute time.

Figure 3.8 – Bus Service Summary



Summary

- 3.41 Overall, the site is considered to be extremely well located in terms of its accessibility by all the major non-car modes of transport.

4.0 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. The TPC role for the residential development has been overseen by Beech Holdings Investments Ltd.
- 4.2 The TPC role was established prior to the opening of the development, and has acted as the fulcrum for the development of the travel plan measures and the day to day operation of the plan. The TPC has acted and will continue to 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 has informed the LPA and the appropriate local public transport operators of their contact details. Similarly, the TPC has obtained the contact details of the owners and completed a 'Contact' form to provide easy reference when dealing with travel plan matters.
- 4.4 The TPC is the first point of contact for all staff and other outside organisations in all matters regarding travel to and from the site, therefore the TPC has set up a file for all correspondence relating to each travel plan.
- 4.5 The primary target of the travel plan has been 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

- 4.6 Appropriate funding was 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.
- 4.7 The funding covers all costs relating to the TPC, implementation of measures, marketing of the travel plan, annual monitoring and submission of a review to MCC. The funding stream will allow the travel plan to operate for a minimum of five years, subject to MCC requirements.

5.0 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 issues is included in **Appendix B**.
- 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, 14% of residents use their cars for work, 7% of residents use their car for education, and 7% of residents use their car for leisure purposes.
- 5.5 With regard to work trips each resident identified travel by walking (29%) 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, 67% of residents suggested improved footpaths on local routes, with 17% of residents suggested improved lighting on local routes. A further 8% of residents suggested having someone to walk with (buddy scheme), and another 8% suggested shorter walking journeys.
- 5.9 To encourage residents to cycle, they were also asked how their cycle experience could be improved, 23% of residents suggested that cycle training and maintenance assistance, whilst another 15% suggested cycle information and map availability. A further 15% of residents suggested having someone to cycle with.

- 5.10 In addition to walking and cycling residents were also asked what would encourage them to use public transport, 46% of respondents stated that increased frequency of public transport services is needed, while 15% of residents would prefer better waiting environments, such as shelters / waiting rooms. Another 15% stated that discounts on public transport passes / tickets. In addition to this 8% of residents stated that better public transport information, while another 8% stated cleaner public transport. Another 8% of respondents stated they would like help planning their journey.
- 5.11 Finally, residents were asked about car sharing. [60%](#) of people said that if they would like more [information on](#) car sharing, while [40%](#) of residents said that [they would like help finding a partner.](#)

Future Surveys

- 5.12 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.
- 5.13 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.
- 5.14 The TPC will submit the results of the annual review along with the survey data to MCC for their review and decision.

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 staff 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:
- 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 staff; and,
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.

Modal Share Targets

- 6.4 The current modal split for residents is shown below in **Table 6.1**

Table 6.1 – Current Modal Share for Residents

Mode	Manchester
Single Occupancy (Car)	14%
Public Transport	32%
Walk	39%
Car Share	14%
Taxi	0%
Motorcycle	0%

6.5 **Table 6.2** highlights the 5-year targets which cover the application site, as identifies in the previous version of this travel plan.

Table 6.2 - Proposed Targets

Mode	Manchester
Single Occupancy (Car)	30%
Public Transport	30%
Walk / Cycle	32%
Car Share	5%
Taxi	1%
Motorcycle	1%

Indicators

6.6 The TPC is responsible for implementing measures at the units, which are set out in an action plan later in this report. The measures are 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; and,
- 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.

7.0 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 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 suite prior to rental / purchase, as well as upon occupation of the property. This will help to ensure that sustainable travel patterns are created from the outset. The welcome pack can be found in **Appendix C**.

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

- An introductory leaflet providing a summary of the 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 key local facilities such as health, education and shopping within easy walking distance of the site;
- Public transport information, including:
 - A map highlighting nearby bus stops, and tram and train stations;
 - Details of existing bus / tram / train 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 noticeboard/s have been installed in communal areas, as well as within the commercial unit, to encourage residents and staff 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 has promoted and encouraged participation in national and local events, organised by others, aimed at promoting awareness of sustainable transport. The range of events that will be promoted has been agreed and co-ordinated with MCC.

Walking

- 7.7 The TPC has encouraged walking by implementing the following initiatives:
- Raising awareness of the health benefits of walking through promotional material on noticeboards and in welcome pack;
 - Providing a map showing walking routes, indicating distances and times at appropriate intervals to the site;
 - Promoting the Bee Network website for journey planning on foot (<https://beeactive.tfgm.com/walking/>).
 - Liaise with a local taxi firm to provide competitive rates in case of emergency to replace a regular walk journey; and
 - Promoting walking to work, for example, using national events such as Walk to Work Week (May, annually) (<https://www.livingstreets.org.uk/get-involved/national-walking-month/>).

Cycling

- 7.8 The TPC has encouraged cycling by implementing the following initiatives:
- Promoting the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website (<http://www.sustrans.org.uk/>) as well as on the Bee Network (TfGM) website (<https://beeactive.tfgm.com/cycling/>);
 - Providing information to residents/staff on any local cycle proficiency 'Bikeability' courses;
 - Encouraging signing up to the 'BikeBUDI' scheme which offers a journey matching service for those who would like a cycling partner to help build confidence, skill level etc.
 - Promoting Bike Week in June (<https://www.cyclinguk.org/bikeweek/>);
 - Liaised with a local taxi firm to provide competitive rates for staff in case of emergency to replace the regular cycle journey; and

- Assisted in improving conditions for cycling locally, the TPC will establish contact with the cycling officer at MCC to ensure that up-to-date information is available regarding cycle routes and other facilities for cyclists in the vicinity of the site.

Public Transport Information

7.9 The TPC has encouraged use of public transport by implementing the following initiatives:

- Provided up-to-date public transport information including route maps within welcome packs and on noticeboards;
- Provided details of websites and telephone advice services to enable residents/staff to obtain details on their individual journeys, including the Traveline journey planner (<https://www.traveline.info/>) and the Bee Network (TfGM) journey planner website. (<https://tfgm.com/plan-a-journey/>);
- Liaised regularly with public transport operators to ensure that information remains valid; and
- Worked with the local authority to ensure local bus stops remain to an acceptable standard.

Car Sharing and Car Clubs

7.10 The TPC has 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.

7.12 The TPC will also promote car club usage.

Marketing Summary

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

7.14 As noted above, the following marketing tasks have been 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 and staff travel information noticeboards have been set up, to promote new and ongoing measures along with events, for example, linked to Bike Week and European Mobility Week. Noticeboards will be maintained by the TPC on a biannual basis, or as required; and,
 - Updated information has been communicated to residents and staff, to identify any changes in bus timetabling, local area facilities, cycle training and maintenance courses etc.

8.0 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;
 - It helps to identify any deficiencies within the travel plan, including any measures that are not effective; and
 - The data can be shared with any other nearby residential travel planning sites, as well as inform the local authority and public transport operators of local travel patterns.
- 8.3 The surveys will be used to monitor the number of residents (and staff) 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 continue to 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 annual 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 and staff.
- 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 regarding usage of facilities such as the informal car share scheme, 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.
- 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. This will take place for the first five years; any further reporting will be undertaken by agreement with the local authority.

9.0 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	In place	Developer	Staff time
Exchange contact details with relevant MCC Officers	In place	TPC	Staff time
Obtain public transport info, maps, car sharing information etc. to provide to residents & staff	In place	TPC	Staff time
Procure and produce information to provide to residents & staff	Welcome Pack Distributed	TPC	Staff time + materials
Negotiate with local taxi firm for reduced price travel	In place	TPC	Staff time
Upon Occupation			
Issue travel info to residents and staff	In place	TPC	Staff time + printing
Ensure travel noticeboards are erected and populated, and further leaflets/info are available	In place	TPC	Staff time + noticeboards
Within 3 Months of Occupation			
Issue travel survey to residents/staff; analyse and issue final travel plan to MCC within 3 months of survey completion	In place	TPC	Staff time
Promote any local area cycle training and cycle maintenance sessions	In place	TPC	Staff time
Set up informal car share scheme	In place	TPC	Staff time
Ongoing Tasks			

Provides updates re any service or provision changes with regard to local transport	Ongoing	TPC	Staff time
Implement measures in line with requirements / interest, including promotion of national annual events such as Bike Week and Walk to Work Week	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 & staff using noticeboards	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

10.0 CONCLUSION

- 10.1 This FTP reviews the existing transport facilities at the development site and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.
- 10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:
- Reducing the transport impact of the development, by reducing reliance upon the car and improving awareness and usage of alternative modes;
 - Increasing opportunities for residents, by promoting walking, cycling, public transport and car sharing;
 - Minimising the total travel distance of residents and staff; and,
 - Promoting healthy lifestyles and sustainable, vibrant communities, accessible by all.
- 10.3 This document ensures that sustainable access to the development is facilitated.

S|C|P

APPENDIX A

- GENERAL NOTES
1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.
 2. ALL LEVELS ARE IN METRES UNLESS OTHERWISE STATED.
 3. DIMENSIONS ARE NOT TO BE SCALED FROM THE DRAWING.
 4. ALL WORK TO BE CARRIED OUT IN ACCORDANCE WITH THE CURRENT EDITION OF THE BUILDING REGULATIONS 1991 (INCLUDING AMENDMENTS) AND ALL RELEVANT BRITISH STANDARDS/CODES OF PRACTICE.
 5. CONTRACTOR IS RESPONSIBLE FOR THE CORRECT SETTING OUT OF THE WORKS ON SITE. ALL DIMENSIONS TO BE CHECKED PRIOR TO FABRICATION OF MATERIALS.
 6. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT DRAWINGS AND SPECIFICATIONS.
 7. THIS DRAWING SHALL NOT BE DUPLICATED WITHOUT THE EXPRESS WRITTEN PERMISSION OF BEECH DESIGN AND BUILD LIMITED.



01 Level 00 / GA Plan
1:100

P2 Issued for information LA 2017.08.31
P1 Issued for information ER 2017.07.21
Issued for information ER 2017.06.23

Rev Description By Date



Client:
Rochdale Road
Project:
Level 00
Proposed GA Plan

Drawing Title:

Information

Drawing Status:

Drawn: LA I Checked: SL

Approved: IG I Date: AUGUST 17

1:100 103_101 P2

SCALE DRAWING NUMBER REV. (A1)

S|C|P

APPENDIX B



Ancoats Gardens, Manchester Residents' Travel Survey

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

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

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

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

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

Thank you for your time!

Throughout the survey, please tick all boxes that apply

1 Please enter your name and address:

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

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

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

☐
☐
☐
☐
☐

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

5 How do you usually travel on the following journeys:

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

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

6 Why do you travel in this way?

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

☐
☐
☐
☐
☐
☐
☐

7 How many bicycles are in your household?

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

9 What would encourage you to walk on future journeys?

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

☐
☐
☐
☐
☐
☐

10 What would encourage you to cycle on future journeys?

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

☐
☐
☐
☐
☐

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

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

☐
☐
☐
☐
☐
☐

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

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

☐
☐
☐

S|C|P

APPENDIX C



Ancoats Gardens, Manchester

Travel Information Pack

Contents

Page 2: Your Travel Pack & Travel Plan

Page 3: Your Local Area Plan

Page 4: Walking & Cycling

Page 6: Public Transport

Page 9: Concessionary Travel and Journey Planning

Page 10: Car Use

Page 11: Cars Costs, Taxis and Alternatives to Travel

Page 12: Further Information & Comments

About Beech Holdings Investments Ltd

Beech Holdings Investments Ltd is committed to increasing sustainable travel for all residents. As a new resident at Ancoats Gardens you can help Beech Holdings Investments Ltd support this vision.

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

Contact us:

info@scptransport.co.uk

Enquiries: 01618324400

Why should I read this...

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

Travel Survey

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

About this pack and Ancoats Gardens Travel Plan

The Pack

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

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

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

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

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

The Travel Plan

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

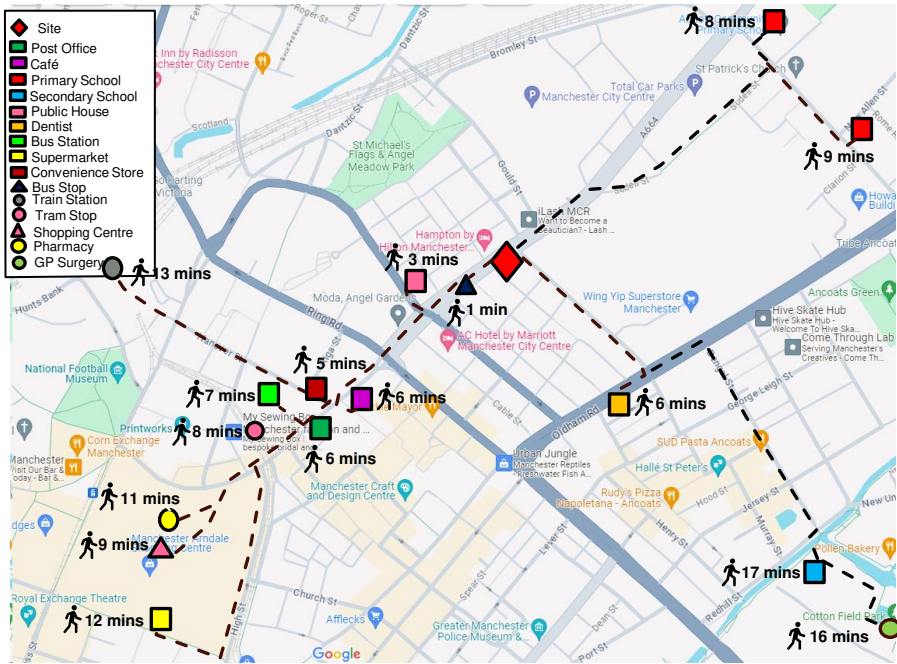
On an annual basis, all residents of Ancoats Gardens will be invited to take part in a repeat survey to monitor the site's sustainability to inform the travel plan, with the first survey due to take place shortly.

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

info@scptransport.co.uk



Your Local Area



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

Facility	Description	Distance from Site
Bus Stop	Rochdale Road / Marshall Street	40m
Public House	The Angel Pub, Angel Street	180m
Café	Café North, Shudehill	350m
Convenience Store	Shudehill Convenience Store, Shudehill	350m
Post Office	Shudehill Post Office	350m
Dentist	New Cross Dental Surgery	400m
Bus Station	Shudehill Bus Station	450m
Tram Stop	Shudehill	500m
Primary School	Abbot Community Primary School, Livesey Street	550m
Train Station	Manchester Victoria	650m
Shopping Centre	Manchester Arndale	650m
Pharmacy	Superdrug, Manchester Arndale	700m
Primary School	St Patricks RC Primary School, Livesey Street	700m
Secondary School	Co-op Academy New Islington, Hugh Oldham Way	1.2km
GP Surgery	Urban Village Medical Practice, Ancoats	1.2km

Walking and Cycling

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

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

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

A number of facilities can be reached within 2km of your new home, including a post office, convenience store, pharmacy, dentist, doctors, supermarket, shopping centre, Abbot Community Primary School, The Angel public house and several public transport links including bus and tram stops, as well as a train station.

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

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

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

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

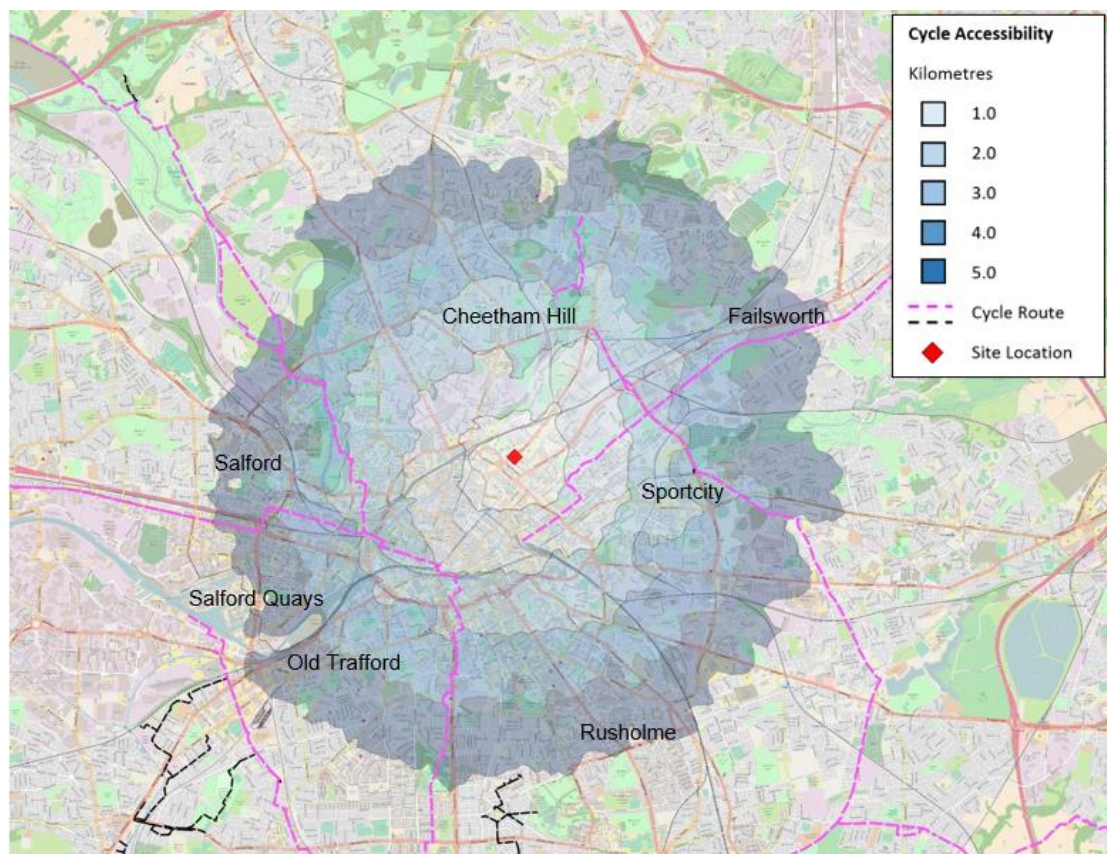
Destination	Distance	Time
Manchester City Centre	1.5km	6 mins
Cheetham Hill	2.4 km	10 mins
Sport City	2.2km	12 mins
Rusholme	4.5 km	16 mins
Salford	4.6 km	19 mins

If you don't own a bike, there are a number of Bee Network Bikes available for hire using the Beryl Mobile App. This provides a low-cost option to rent one by the minute or day for use around Manchester City Centre. Visit <https://beeactive.tfgm.com/cycle-hire/> for more information and visit the following websites for more information on walking and cycling :

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



Destinations which can be reached within 5km of cycling



Public Transport

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

Your nearest bus stop is located on Rochdale Road approximately 40m from the site and additional bus stops are located on the along Rochdale Road.

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

The buses serving these stops provide direct connections from the site to Manchester City Centre, Middleton, Oldham, Bury and Heywood, well as other destinations.

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

The nearest Train Station is Victoria, which is located 650m from the site, approximately a 10-minute walk or a 5-minute cycle. The nearest tram stop is Shudehill, which is located 500m away from the site, approximately an 8-minute walk or a 4-minute cycle. Ticket prices vary between £1.40 and £7.10 for unlimited day travel. Weekly, monthly and annual tickets are also available.

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

- TfGM Transport Information (<https://tfgm.com/>)
- TfGM Journey Planner (<https://tfgm.com/plan-a-journey>)
- Coach information (<https://www.nationalexpress.com/en> and <https://uk.megabus.com/>)
- National train travel and real time train information (<http://www.nationalrail.co.uk>)

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

Useful App



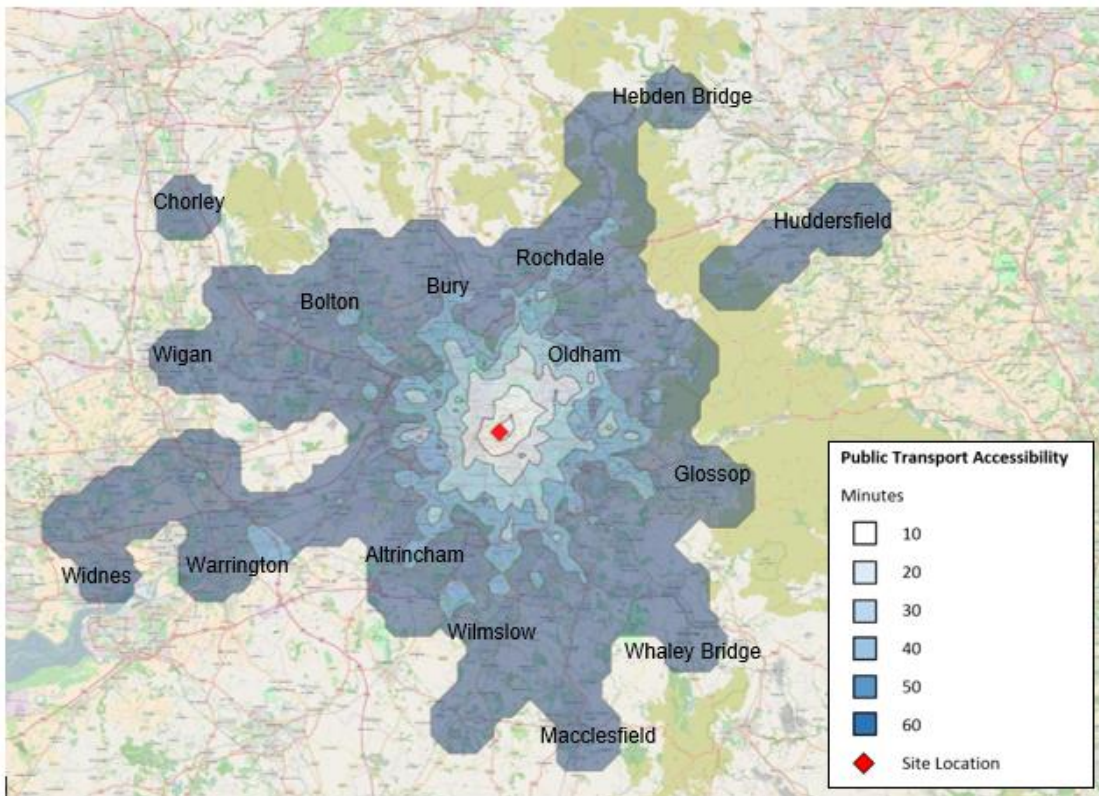
The **Trainline** app enables you to easily plan your next train journey, check live train times, view station information and buy paper or mobile tickets.



Bus Routes from your local stops

Service No.	Destinations	Average Frequency (mins)
		Weekday (Monday – Friday)
17 / 17A	Manchester – Harpurhey – Middleton – Rochdale	10
18	Manchester Royal Infirmary – Langley Circular	12
56	Manchester — Blackley — North Manchester General Hospital — Bank House circular	30
81	Holts – Oldham – Harpurhey – Collyhurst - Manchester	30
112	Manchester – Harpurhey – Moston – Alkrington - Middleton	10
114	Manchester – Harpurhey – Moston – Alkrington - Middleton	15
118	North Manchester – Blackley – Moston – Harpurhey – Manchester	15
119	Manchester - Middleton	50
156	Hollin – Heaton Park – North Manchester General Hospital - Manchester	40
163	Bury – Heywood – Middleton – Collyhurst – Manchester	15

Destinations which can be reached within 60 minutes
by public transport



Concessionary Travel and Journey Planning

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

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

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

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

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

Under 11 Travel

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

Railcards

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

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

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

School Transport

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

Journey Planning

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

TfGM Journey Planner:

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

National Traveline:

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

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

Car Use

Car sharing is the easiest change you can make!

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

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

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

Car Share Schemes

Existing Car Share Schemes can be found at

<https://liftshare.com/uk/search/from/manchester-united-kingdom>

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

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

Car sharing has numerous benefits including:

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

Car Clubs

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

You can register here:

www.enterpriseclub.co.uk

Useful App



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



Cars Costs, Taxis and Alternatives to Travel

Car Cost Calculator

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

We've included some of our favourites below:

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

Taxi Services

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

- Street Cars Manchester 0151 228 7878
- Radio Cars 0161 236 8033
- Uber (<https://www.uber.com/gb/en/>)

Alternatives to Travel:

Working from Home

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

Internet Shopping

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

Further Information & Comments

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

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

SCP Address

SCP
Colwyn Chambers
19 York Street
Manchester
M2 3BA

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