



mode
transport planning

Chancerygate Manchester Limited

Crabtree Lane, Manchester

Framework Travel Plan

October 2024







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Chancerygate Manchester Limited

Crabtree Lane, Manchester

Framework Travel Plan

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1. Introduction

1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Chancerygate Manchester Limited (the 'Applicant') to provide transport planning and highways advice in relation to a Section 73 planning application for an industrial development on land off Crabtree Lane in Manchester.

1.1.2 The proposed scheme will comprise 6no. industrial units (Use Class E(g)(iii)/ B2/ B8) with a Gross Internal Area (GIA) of 10,029 sqm, as well as on-site car parking provision, cycle parking and associated landscaping. Access to the site will be provided via a new priority access from Crabtree Lane.

1.1.3 This FTP has been prepared as part of the supporting documentation for a Section 73 planning application for the variation of conditions on existing planning permission App Ref : 138914/FO/2023 and should be read in conjunction with the Transport Statement (TS).

1.1.4 Full planning permission was granted on 17th April 2024 by Manchester City Council (MCC) for the:

'Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures'.

1.1.5 Amendments have been made to the scheme and this Section 73 application seeks variation to conditions attached to the existing planning permission to enable variations to the proposed layout. The majority of the proposed development remains identical to that approved under App Ref : 138914/FO/2023, but changes have been made to enable Units 1 – 4 to be merged and create a single unit along the northern boundary, which is to be occupied by a single operator.

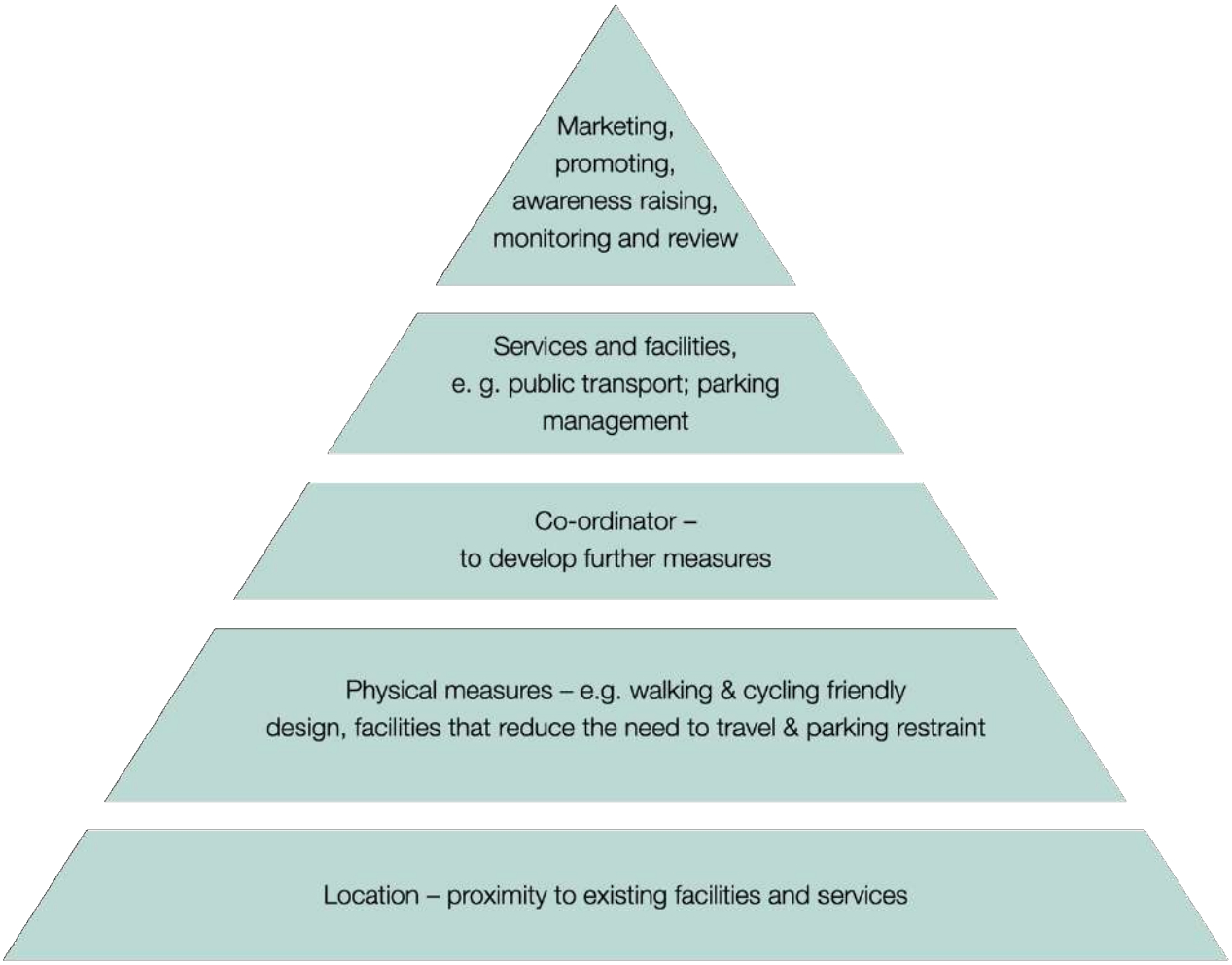
1.1.1 The overall aim of this FTP is to encourage staff and visitors to travel by sustainable modes to and from the site and reduce Single Occupancy Vehicle (SOV) trips and will provide a reference point for the implementation and management of a full Travel Plan (TP) once the Occupiers are known.

1.2 Overview of the Travel Planning Process

1.2.1 A Travel Plan (TP) is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.

1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel. A successful TP can be established by the Travel Plan Pyramid shown in Figure 1.1.

Figure 1.1 : Travel Plan Pyramid (Source: Department of Transport)



1.2.3 This TP forms the starting point in providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinators (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.4 The key objectives of the TP will be taken forward by the TPCs who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to staff on sustainable modes of travel to and from the site; and
- Provide information to staff on the alternative sustainable modes of travel.

1.3 Report Structure

1.3.1 Following this introduction, the TP has been structured as follows:

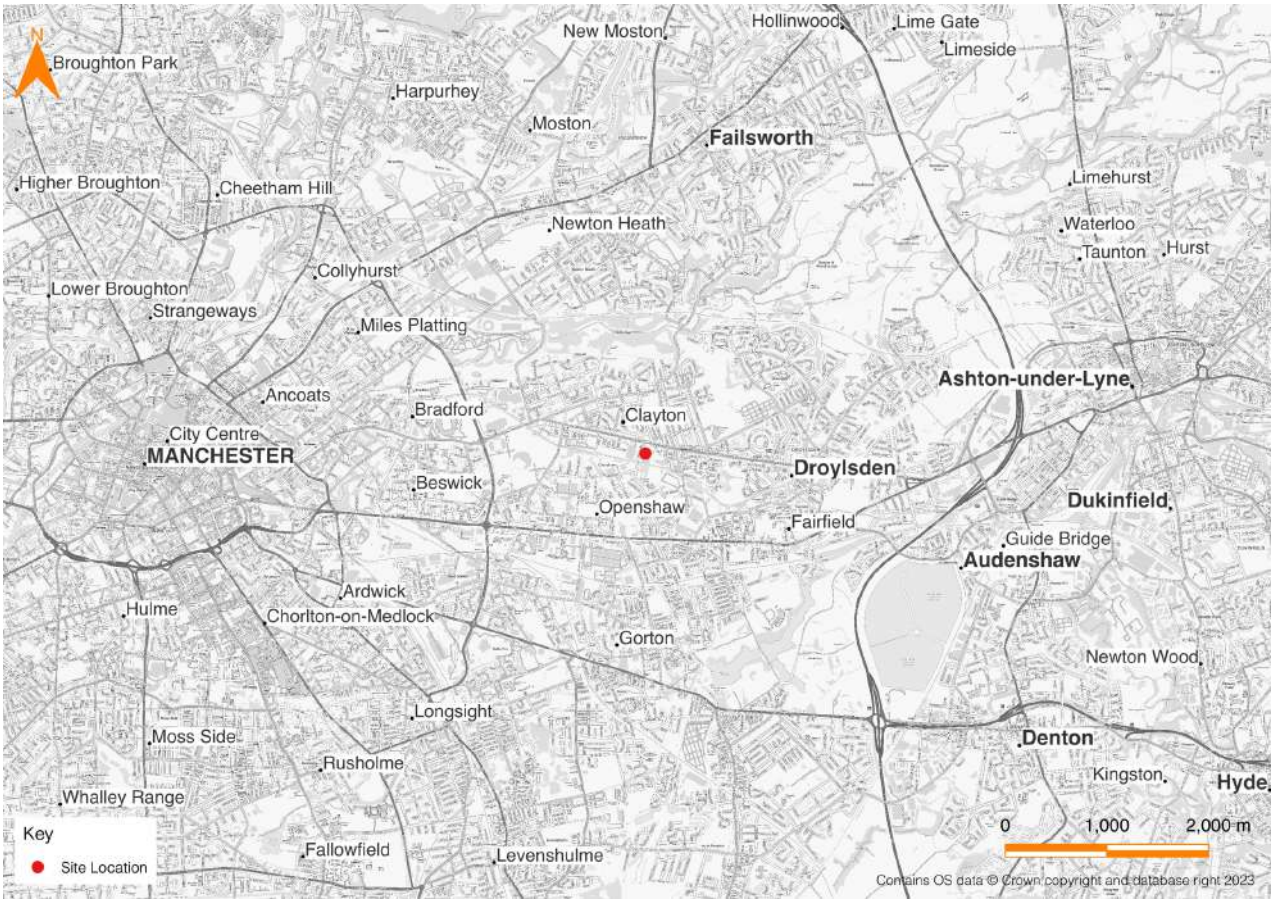
- Chapter 2 reviews the existing conditions;
- Chapter 3 provides an overview of the development proposals;
- Chapter 4 sets out the sustainable travel connections for the site;
- Chapter 5 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 6 sets out targets;
- Chapter 7 presents the strategy for the Travel Plan;
- Chapter 8 identifies the measures and initiatives;
- Chapter 9 outlines how the plan can be monitored and reviewed; and
- Chapter 10 presents an action plan for the implementation and delivery of the plan.

2. Existing Conditions

2.1 Site Location and Existing Site

2.1.1 The site is located on the edge of the suburb of Clayton in Greater Manchester, c.1.5km west of Droylsden and c.4.5km east of Manchester City Centre as shown in Figure 2.1.

Figure 2.1 : Site Location Plan



2.1.2 The development site previously consisted of an unused warehouse which has since been demolished.

2.1.3 The existing development site is shown in Photograph 2.1 and Photograph 2.2.

Photograph 2.1 : Existing Development Site



Photograph 2.2 : Existing Development Site Access

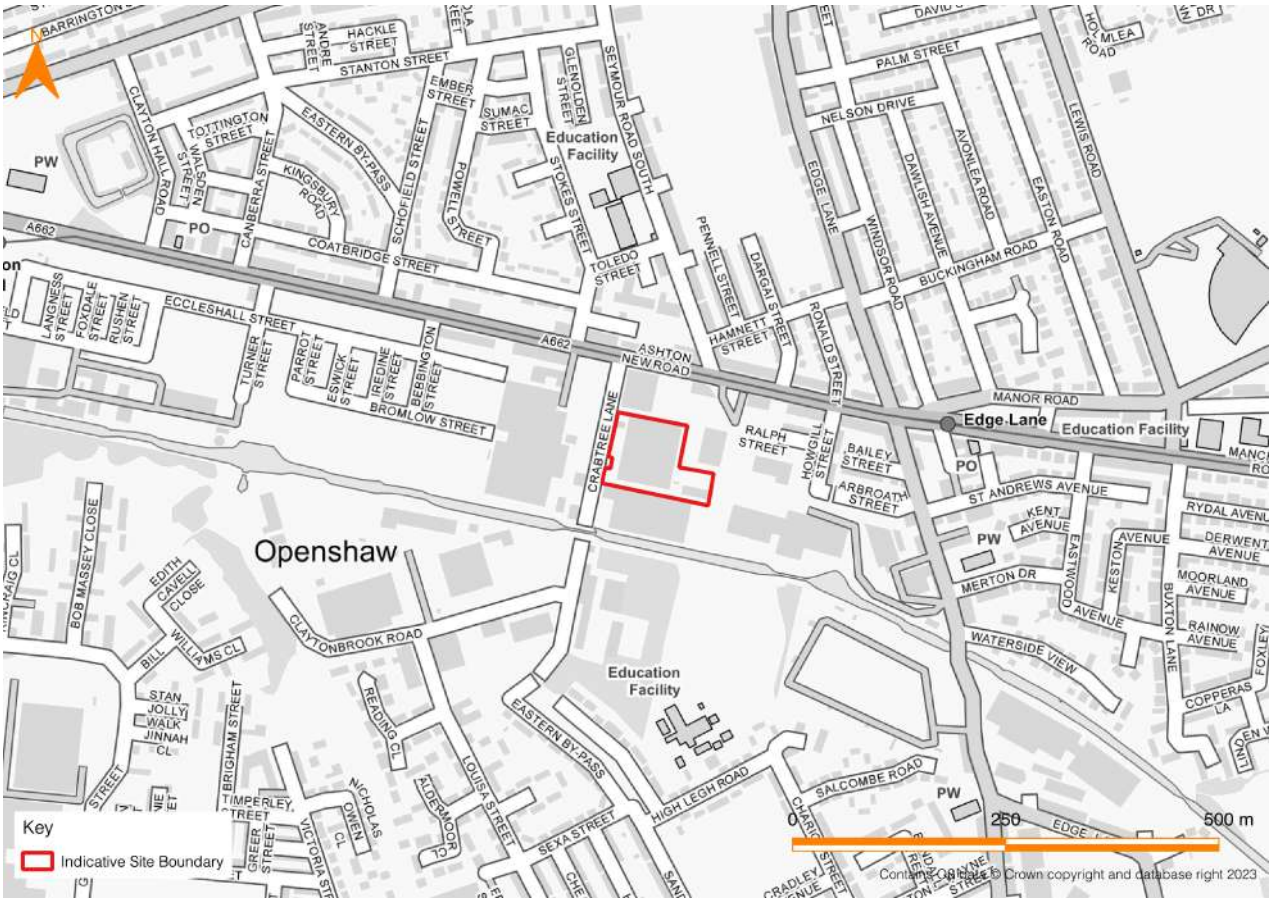


2.2 Local Highway Network

2.2.1 The site is bound by Crabtree Lane to the west, and existing commercial and industrial units to the north, east and south.

2.2.2 The location of the development site in the context of the local highway network is shown in Figure 2.2.

Figure 2.2 : Local Highway Network



Crabtree Lane

2.2.3 Access to the site will be taken from Crabtree Lane. The existing conditions along Crabtree Lane are detailed in Table 2.1 and shown in Photograph 2.3 to Photograph 2.5.

Table 2.1 : Crabtree Lane – Existing Conditions

Road Classification	Unclassified	Footway Width	c.2.5m
Road Type	Two-way single carriageway	Pedestrian Facilities	Dropped kerbs and tactile paving at junction with Ashton New Road
Speed Limit	20 mph	Cycle Facilities	No
Carriageway Width	c.7.8m	Public Transport Provision	No
Adoption Status	Adopted	Streetlighting	Yes

Photograph 2.3 : Crabtree Lane – northbound



Photograph 2.4 : Crabtree Lane – southbound



Photograph 2.5 : Crabtree Lane – Speed Limit



Ashton New Road (A662)

2.2.4 In the vicinity of the site, Crabtree Lane is accessed via Ashton New Road. The Ashton New Road / Crabtree Lane priority junction is shown in Photograph 2.6.

Photograph 2.6 : Ashton New Road / Crabtree Lane Priority Junction



2.2.5 The existing conditions along Ashton New Road are detailed in Table 2.2 and shown in Photograph 2.7 to Photograph 2.10.

Table 2.2 : Ashton New Road – Existing Conditions

Road Classification	A-road (A662)	Footway Width	c.3.0 – 5.0m
Road Type	Two-way single carriageway	Pedestrian Facilities	Pelican crossing c.37m west of Crabtree Lane junction
Speed Limit	30 mph	Cycle Facilities	On-road traffic free routes on both sides of the carriageway
Carriageway Width	c.9.3m	Public Transport Provision	Yes
Adoption Status	Adopted	Streetlighting	Yes

2.2.6 As shown in Photograph 2.7 to Photograph 2.10, Ashton New Road features on-road tram tracks in both directions that form part of Greater Manchester's Metrolink network.

Photograph 2.7 : Ashton New Road – eastbound



Photograph 2.8 : Ashton New Road – westbound



Photograph 2.9 : Ashton New Road – Pelican crossing



Photograph 2.10 : Ashton New Road – On-road Cycle Routes



2.3 Modal Split

2.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data for the population working in the site area has been reviewed.

2.3.2 The modal split from the 2011 Census for the 'Manchester 012' Middle Super Output Area (MSOA) has been examined and is summarised in Table 2.3.

Table 2.3 : Census travel to Work Data – Modal Split ('Manchester 012')

Mode of Travel	Percentage
Driving a car or van	59%
On foot	21%
Bus, minibus or coach	12%
Passenger in a car or van	5%
Bicycle	2%
Taxi	1%
Total	100%

2.3.3 Table 2.3 indicates that currently 65% of people travel to work by car or van, of which 59% are drivers, 5% are passengers and 1% use taxis. The census data also shows that 35% of people travel to work using more sustainable modes, including 21% on foot, 12% by bus and 2% by bicycle.

2.3.4 It should be noted that this data was collected prior to the opening of the East Manchester Line (EML) on TfGM's Metrolink network in 2013, that runs from Manchester City Centre to Ashton-under-Lyne. Use of the tram as a mode of travel is therefore negligible in the 2011 Census data.

3. Development Proposals

3.1 Proposed Use

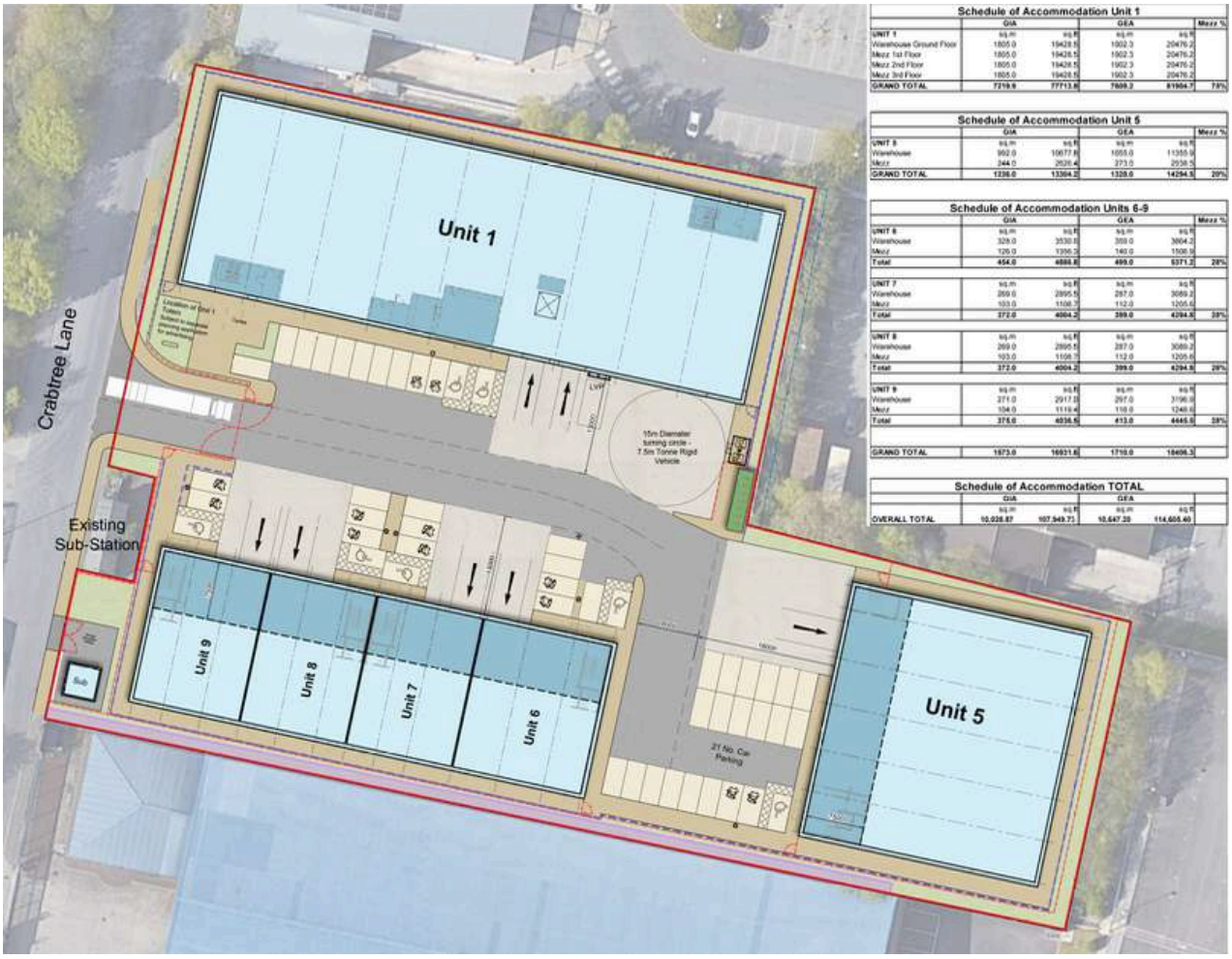
3.1.1 The proposed scheme will comprise 6no. industrial units (Use Class E(g)(iii)/B2/B8) with a total GIA of 10,029 sqm, with associated on-site car parking, cycle parking, servicing areas and landscaping.

3.1.2 Full planning permission was granted on 17th April 2024 for the *'Erection of 9 no. units (in 3 no. buildings) with access and servicing arrangements, car parking, landscaping and associated works (Use Classes E(g) (iii) B2 and B8) following demolition of existing buildings and structures'.* The permission allowed for a total of 5,535.6 sqm GEA (5,124.1 sqm GIA).

3.1.3 Unit 1 will be used for self-storage, which falls under the B8 Use Class. The remaining units will fall under Use Class E(g)(iii)/ B2/ B8.

3.1.4 The proposed site layout is shown in Figure 3.1.

Figure 3.1 : Proposed Site Layout (source : UMC Architects)



3.1.5 The quantum of development is shown in Table 3.1.

Table 3.1 : Proposed Unit Areas

Unit	GIA
1	7,219.9 sqm
5	1,236.0 sqm
6	454.0 sqm
7	372.0 sqm
8	372.0 sqm
9	375.0 sqm
Total	10,028.9 sqm

3.2 Proposed Access Arrangement

3.2.1 Access to the site will be taken via a new priority junction from Crabtree Lane, which was approved under App Ref : 138914/FO/2023.

3.2.2 The proposed access will comprise a 7.3m wide carriageway with a 10m kerb radii to the north and a 3m kerb radii to the south. 2m wide footways will also be provided on both sides from Crabtree Lane that will connect with the existing footway network.

3.3 Parking Provision

3.3.1 In total, 50no. car parking spaces will be provided at the site, inclusive of 7no. accessible spaces (14%) all located near the unit entrances. Secure parking for up to 36no. cycles is also proposed.

Car Parking

3.3.2 Unit 1 (self-storage) will be provided with 12no. car parking spaces, inclusive of 2no. disabled bays and 2no. EVCP bays.

3.3.3 The remaining units will be provided with a total of 38no. spaces. This includes 5no. disabled bays and 10no. EVCP bays.

3.3.4 7no. accessible parking bays will be provided across the site, which equates to 14% provision.

3.3.5 12no. Electric Vehicle Charging Point (EVCP) spaces are also proposed (2no. per unit), which equates to 24% provision. The remaining spaces will be cable-enabled to ensure 100% EVCP provision is achievable in the future.

3.3.6 A car sharing scheme will be implemented at the site and dedicated car sharing spaces will be provided (5% of total provision).

Cycle Parking

3.3.7 A cycle shelter providing secure parking for up to 14no. cycles is located to the east of Unit 1. 5no. Sheffield stands, providing cycle parking for up to 10no. cycles, will also be provided to the southwest of Unit 1.

3.3.8 Each unit will also provide 2no. internal cycle spaces (10no. in total), therefore providing a total of 36no. secure cycle spaces at the site.

4. Sustainable Accessibility and Active Travel

4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.

4.1.3 Paragraph 109 states that *"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".*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycle and on foot.

4.2 Pedestrian Accessibility

4.2.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing* for *Journeys on Foot (2000)'* are shown in Table 4.1.

Table 4.1 : CIHT Guideline Acceptable Walking Distances

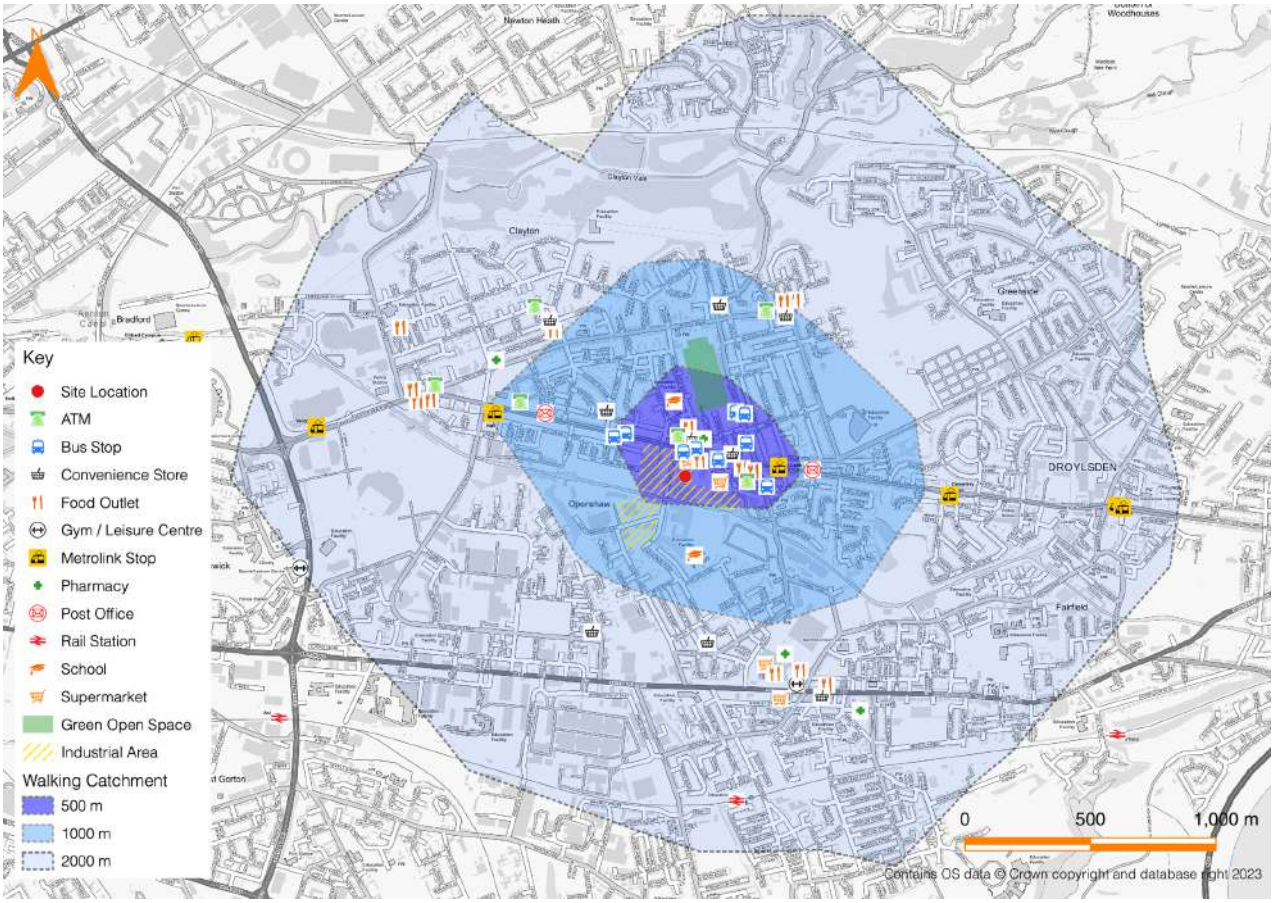
Criteria	Town Centre	Commuting/Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

4.2.2 The CIHT guidelines shown in Table 4.1 suggest that, for commuting purposes, up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.2.3 Appropriate walking distances are dependent upon the location of the specific development; in more remote locations, people will be more likely to be prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.2.4 Figure 4.1 presents the local amenities accessible within the 500m, 1,000m and 2,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.1 : Walking Catchment with Local Amenities



4.2.5 As shown in Figure 4.1, the site is located in an area which comprises existing industrial and commercial land uses.

4.2.6 Table 4.2 provides an indication of the distances and approximate walking times to a selection of local amenities. The distances have been measured from the access to the site; the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions. All distances were measured from the centre of the site.

Table 4.2 : Local Amenities – Distances and Walking Times

Amenity	Distance	Average Walking Time
Bus Stops on Ashton New Road	180m	2 minutes
Best One Convenience Store with ATM	190m	2 minutes
Cohen's Pharmacy	270m	3 minutes
Subway Sandwich Shop	300m	4 minutes
Seymour Road Academy	350m	4 minutes
Hewlett Johnson Playing Fields	400m	5 minutes
Edge Lane Post Office	550m	7 minutes
Edge Lane Metrolink Stop	550m	7 minutes
Gorton Rail Station	1.6km	19 minutes
Droylsden Town Centre	1.8km	21 minutes

4.2.7 As shown in Figure 4.2 and Table 4.2, the walking catchment provides access to a range of public transport connections, including bus stops within c.180m (2-minute walk) and Edge Lane Metrolink stop within c.550m (7-minute walk) both on Ashton New Road.

4.2.8 A range of amenities are available within a 500m walking catchment, including a Subway sandwich shop, Cohen's Pharmacy, Hewlett Johnson Playing fields and a Best One convenience store with an ATM. Edge Lane Office is also located just beyond the 500m walking catchment.

4.2.9 Within a 2,000m walking catchment, Gorton Rail Station is accessible within c.1.6km (19-minute walk) to the south of the site. Further amenities are also accessible c.1.8km (21-minutes) east in Droylsden Town Centre.

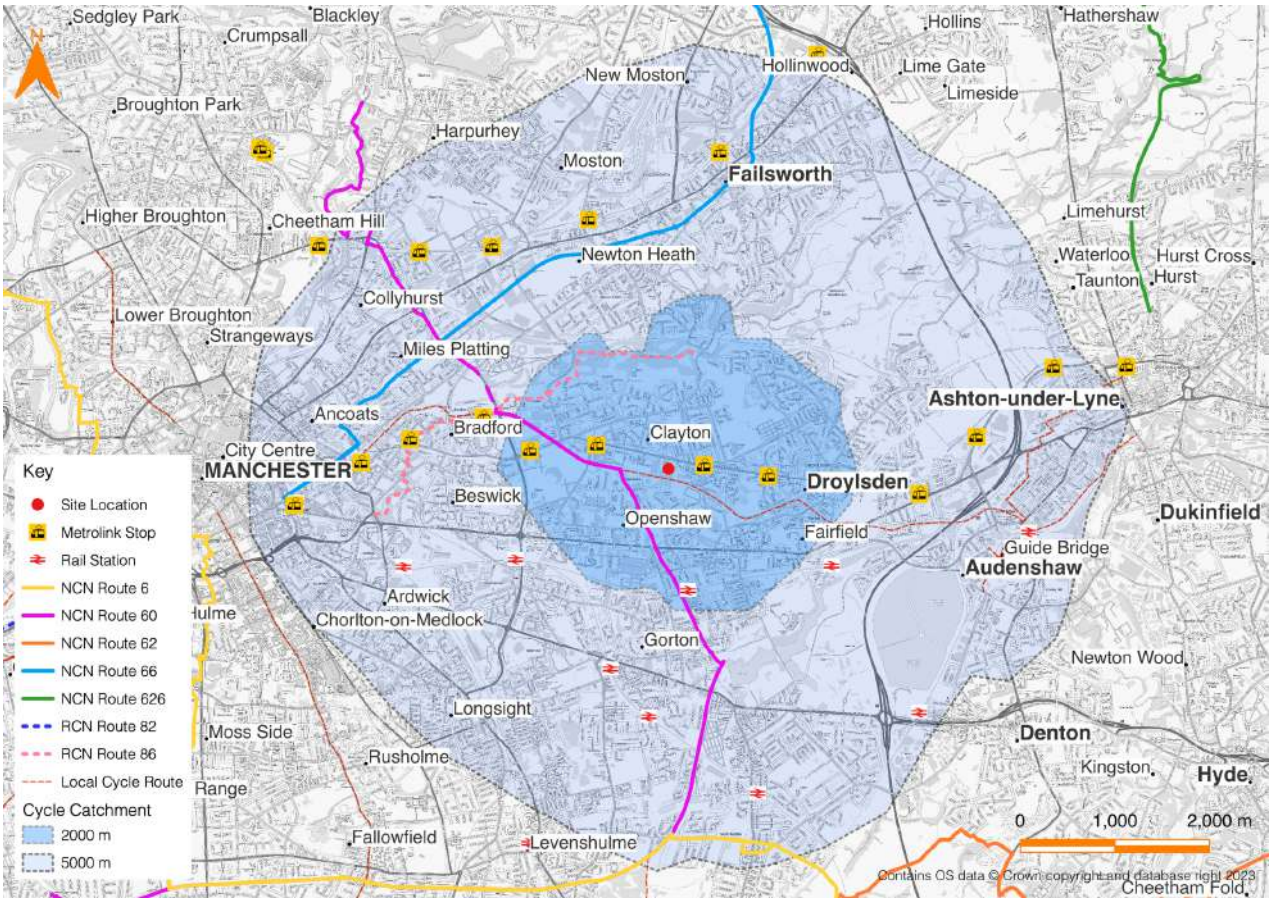
4.3 Cycle Accessibility

4.3.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.3.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by DfT, states that *'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.*

4.3.3 Figure 4.2 presents the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.2 : Cycling Catchment Area



4.3.4 As shown in Figure 4.2, multiple routes on the National Cycle Network (NCN) are available within the cycle catchment. NCN Route 60 runs c.500m from the site, accessed via the Ashton Canal towpath. The route is located alongside the Ashton Canal connecting Collyhurst to the north with Gorton to the south, and onto the Fallowfield Loop around south Manchester.

4.3.5 These routes are further supplemented by a network of local cycle routes a shown in Figure 4.3.

Figure 4.3 : Local Cycle Network (source: TfGM)



4.3.6 As shown in Figure 4.3, and discussed in Chapter 2, on-road cycle routes and Pelican crossings are available along Ashton New Road in the vicinity of the site. Cycle access points are also available on the south of Crabtree Lane, allowing cycle access from a traffic-free cycle route to the south.

4.4 Public Transport

4.4.1 A map of the local bus and Metrolink services in the vicinity of the site is shown in Figure 4.4.

Local Bus Services

4.4.2 As shown in Figure 4.1, the closest bus stops to the site are located on Ashton New Road within c.180m (2-minute walk) of the site via Crabtree Lane.

4.4.3 Table 4.3 provides a summary of routes and times of local public bus services accessible from Ashton New Road.

Figure 4.4 : Public Transport Map (source: TfGM)

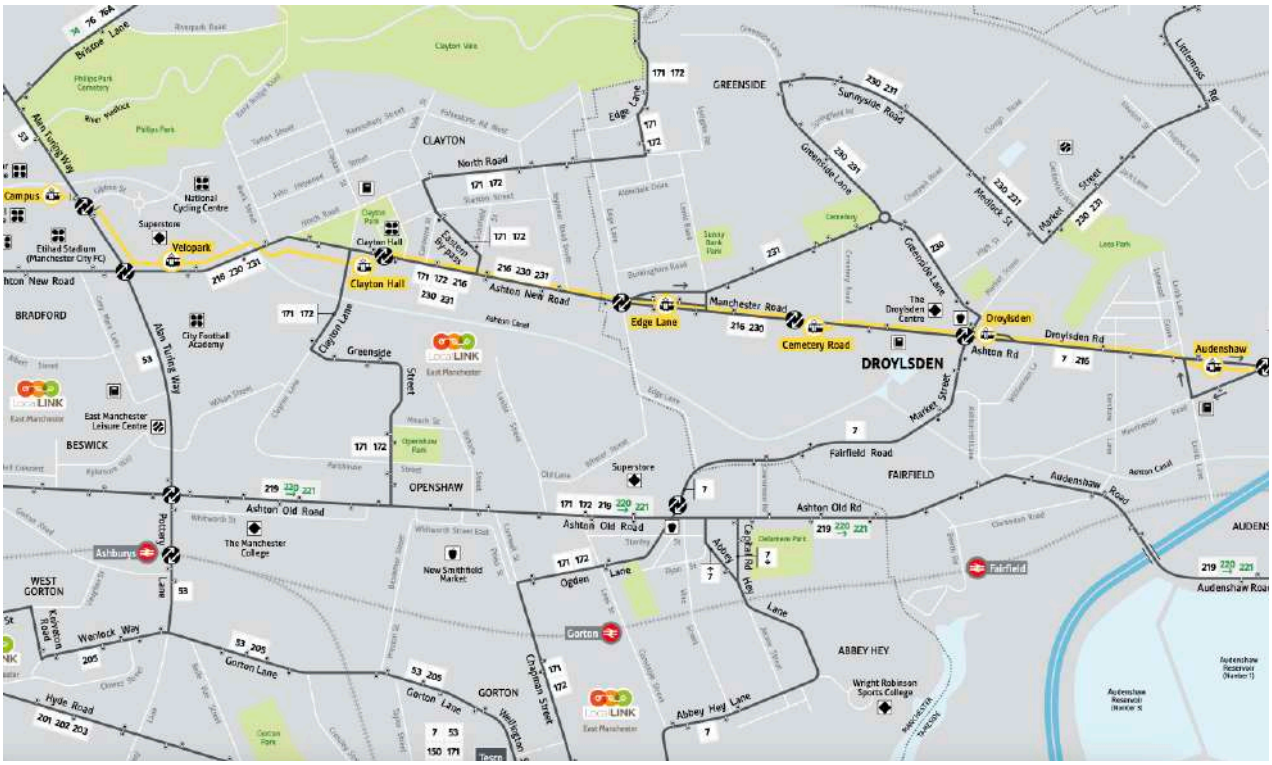


Table 4.3 : Local Public Bus Services – Ashton New Road and Edge Lane

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
216	Stalybridge - Ashton-under-Lyne – Manchester City Centre	6	6	6	4	3
230 / 231	Ashton-under-Lyne – Manchester City Centre (via Tameside General Hospital)	4	2	2	2	2

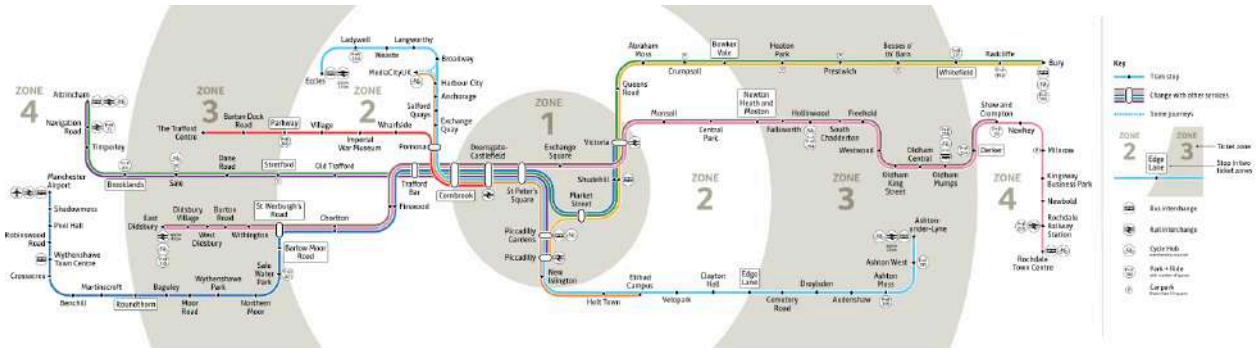
4.4.4 As shown in Table 4.3, frequent bus services are available from Ashton New Road between Ashton-under-Lyne and Manchester Centre.

Metrolink Services

4.4.5 The closest tram stop to the site is Edge Lane c.550m (7-minute walk) east of the development site on Ashton New Road.

4.4.6 Figure 4.5 shows a map of the Transport for Manchester (TfGM) Metrolink network.

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.4.7 As shown in Figure 4.5, Cemetery Road is a stop on Eccles – Ashton-under-Lyne (light blue) line, which passes through St Peters Square and Piccadilly Station in Manchester City Centre, as well as local destinations including Audenshaw and the Etihad Campus. Services are available in each direction up to every c.12-minutes.

Rail Services

4.4.8 The closest rail station to the site is Gorton Station c.1.6km south of the site, which is accessible within a 20-minute walk.

4.4.9 Gorton Station features accessible ticket machines and offers step-free access.

4.4.10 Table 4.4 summarises the direct rail services available from Gorton Station.

Table 4.4 : Direct Rail Services – Gorton Station

Destination	Approx. Frequency	Approx. Journey Time
Manchester Piccadilly	1 to 2 services / hour	10 minutes
Rose Hill Marple via Hyde Central	1 to 2 services / hour	25 minutes

4.4.11 Table 4.4 shows that 2no. regular direct services are available to Manchester Piccadilly and Rose Hill Marple, accessing local destinations along these routes.

5. Overarching Aim, Objectives and Benefits

5.1 Overarching Aim

5.1.1 The overarching aim of this FTP is to put in the place the management tools deemed necessary to enable employees to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep staff from making use of sustainable modes.

5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

5.2 Objectives

5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- Individual occupiers working together to promote sustainable and active travel to the site for all staff members working on the site;
- Promoting sustainable transport choices for employees and visitors travelling to and from the site;
- Promoting accessibility to the site by walking, cycling, public transport and car sharing; and
- Increasing the awareness of the environmental and social benefits of using alternative modes of transport.

5.2.2 It is intended that the objectives of this FTP will be met by identifying and implementing initiatives that provide future employees and visitors with a variety of travel choices and, in doing so, reduce the need to travel by private car.

5.3 Travel Plan Benefits

5.3.1 The overall travel plan strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.

5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.

5.3.3 The TP will incur different benefits, to different groups / individuals:

Occupier Benefits

5.3.4 By meeting the objectives, the TP will bring about the following benefits to the Occupiers:

- An improved compliance with the planning context.
- A demonstration of any environmental credentials.
- An incentive to recruiting and retaining employees.
- A healthier and more productive work force.

Employee Benefits

5.3.5 By meeting the objectives, the TP will bring about the following benefits to employees:

- Health benefits associated with walking and cycling, including reduced levels of stress.
- The opportunity to save money using alternative modes of travel to the car.
- Improved quality and reliability of employee journeys to and from work.
- Create a pedestrian / cyclist friendly environment.

5.3.6 Figure 5.1 shows the benefits of increases active travel across Greater Manchester.

Figure 5.1 : Benefits of Active Travel in Greater Manchester (source : Sustrans)



Social Benefits - Wider Community Benefits

5.3.7 By meeting the objectives, the TP will bring about the following social community benefits:

- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling;
- A contribution to reduced traffic, congestion, air pollution and accidents; and
- Improving accessibility and travel choice for reaching local facilities.

Environmental Benefits

5.3.8 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the UKs, and Greater Manchester's, journey to net zero.

5.3.9 A Clean Air Plan is being developed by the 10no. Greater Manchester local authorities to tackle air pollution. Several measures have been proposed, including the provision of a Clean Air Zone (CAZ) to charge non-compliant vehicles. At the time of writing, the scheme has not been finalised.

5.3.10 In 2021, TfGM published the 2040 Vision for Transport, to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

5.3.11 The 2040 Vision for Transport is aiming for 90% of morning peak trips into the City Centre to be made by sustainable modes by 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

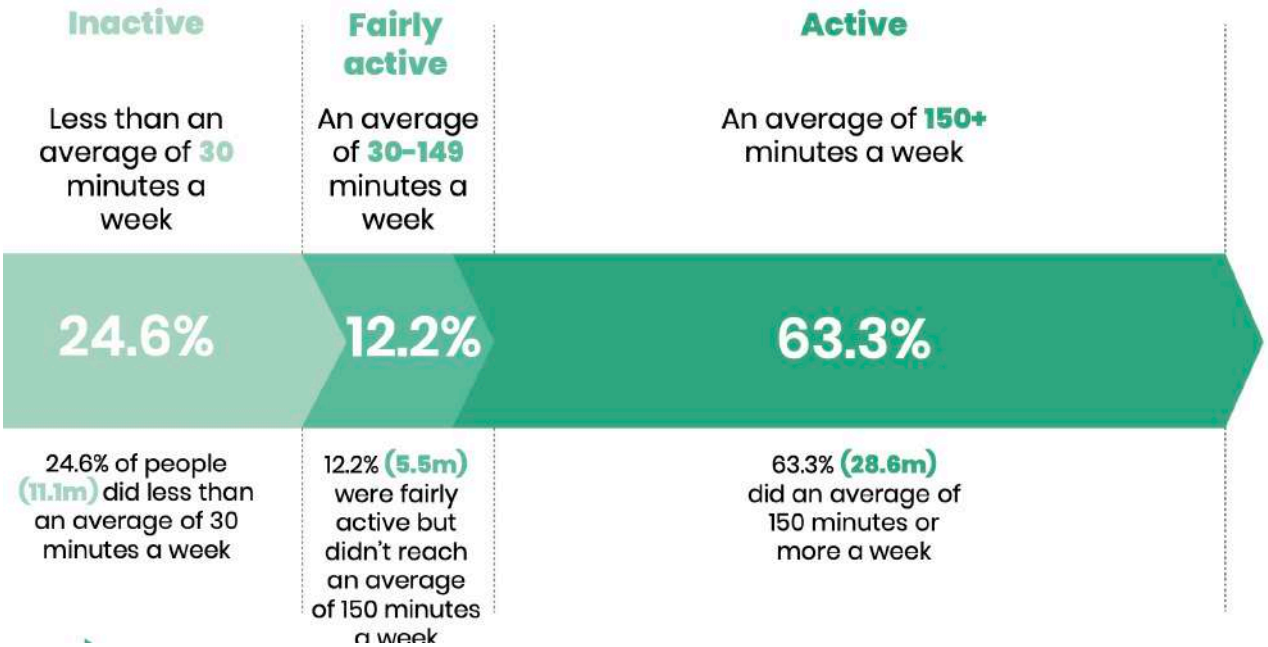
5.3.12 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

Health Benefits

5.3.13 A reduction in car use will contribute to improved air quality, which in turn will propose health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).

5.3.14 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. Figure 5.2 shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

Figure 5.2 : Activity Levels Amongst Adults (source : Active Lives Adult Survey Nov 2018/19)

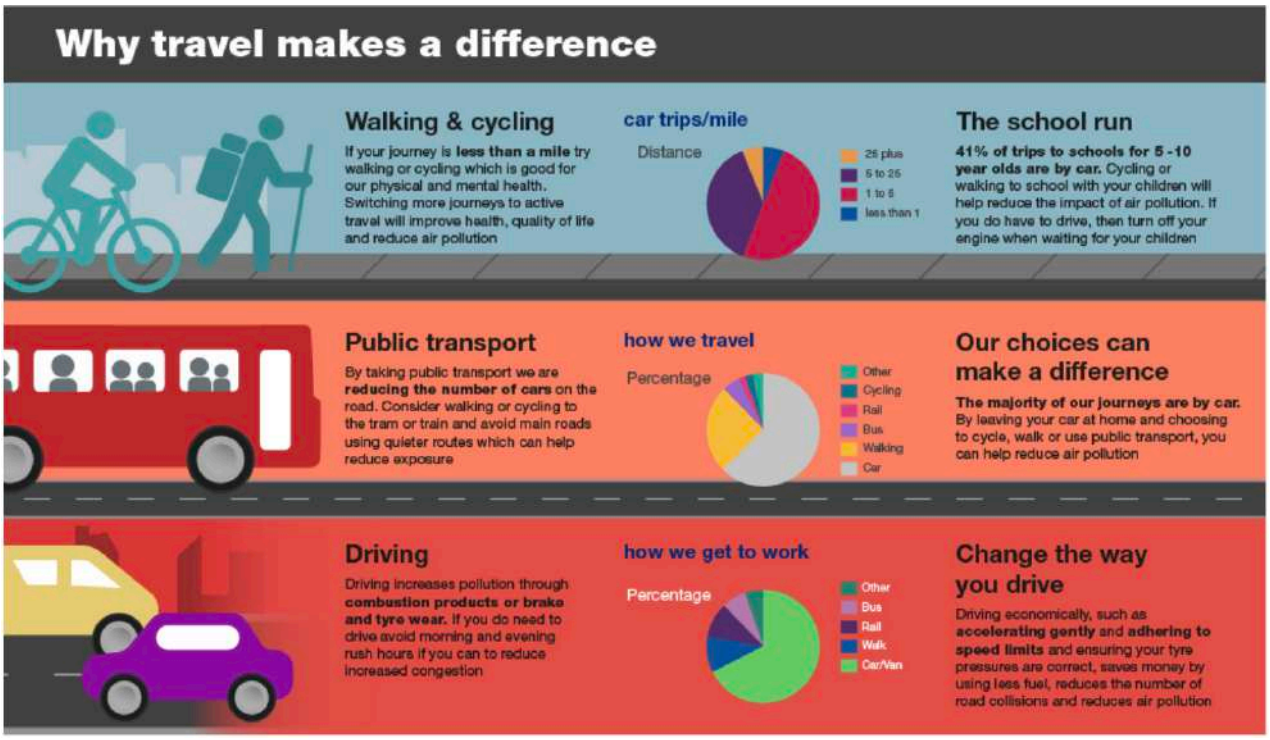


5.3.15 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.

5.3.16 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in Figure 5.3.

5.3.17 The implementation of TPs therefore has a large scope to improve the health of those who they target.

Figure 5.3 : Impact of Travel Behaviour on Public Health (source : Public Health England)



Financial Benefits

5.3.18 Financial gains are also to made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.19 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the provision of an effective TP.

6. Targets

6.1 Purpose of Target Setting

6.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out mode share targets that the occupiers will seek to achieve via liaising with Manchester City Council (MCC). These mode share targets are SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in Table 6.1. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors as well as employees.

Table 6.1 : Provisional Mode Share Targets

Mode of Travel	Mode Share Targets by Timescales					
	Baseline	Year 1	Year 2	Year 3	Year 4	Year 5
Single Occupancy Vehicle (SOV)	59%	57%	55%	53%	51%	49%
Sustainable Travel Modes	41%	43%	45%	47%	49%	51%

6.2.2 The targets outlined in Table 6.1 aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of initial baseline Employee Travel Survey to be undertaken within 3 months of the first occupation. At this stage, these are interim percentages based upon the multimodal trip calculations from Census 2011 data. The mode share targets are subject to change on this basis.

6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets for individual occupiers may change over time as the results of ongoing monitoring become available.

6.2.4 All data collected will be in accordance with local authority standards, to ensure the TP is being accurately monitored and that targets are being met as per the ambitions of this TP.

7. Travel Plan Strategy

7.1 Overview

7.1.1 Travel Plan Co-ordinators (TPC) will be appointed once the occupiers of the site are known and will be responsible for overseeing the management, development, implementation, monitoring and review of the TP on behalf of the occupiers.

7.2 Travel Plan Co-ordinator

7.2.1 The TPC will be a part-time role whose responsibilities will include:

- Acting as a point of contact for all employees;
- Managing the development and implementation of the TP measures;
- Promoting the objectives and benefits of the TP;
- Monitoring the success of the targets outlined within this TP; and
- Reporting the results of the monitoring to Officers at MCC as necessary.

7.2.2 When TPCs are appointed, their contact details will be submitted to MCC immediately.

7.3 Marketing

7.3.1 Employees will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- Employee notice boards;
- Employee newsletters (where possible);
- Employee Travel Pack; and/or
- E-groups and forums.

8. Travel Plan Measures

8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

8.2 Promotion and Marketing

8.2.1 Employees will be made aware of the existence of the TP upon commencement of their employment. The following methods are to be used as a means of disseminating information to employees as well as promoting events / campaigns / promotions:

- Notice boards to promote the TP;
- Employee newsletters (where possible);
- The TP will be presented and promoted to staff members as an opportunity and possibly a challenge rather than as a chore;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated, which might take the form of staff mailings for example.

8.3 Travel Database

8.3.1 The TPC will produce and maintain a travel database of the travel characteristics of the staff. The TPC will obtain travel data by asking staff to complete a baseline Employee Travel Survey within 3 months of first occupation, and then annually for a period of 5 years.

8.3.2 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.3.3 The baseline Employee Travel Survey will be undertaken within 3 months of first occupation. The Travel Survey results provide a valuable 'baseline' against which the success of the TP in reducing car journey and increasing journey by walking, cycling and public transport will be measured.

8.3.4 The example Employee Travel Survey is attached in Appendix B.

8.4 Encouraging Walking

8.4.1 In order to encourage walking at the site, the TPC will ensure that staff and visitors have received information and advice concerning safe pedestrian routes to and from the site. Staff and visitors will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.4.2 The following websites can be accessed to plan safe walking routes:

- https://www.google.co.uk/maps
- https://www.livingstreets.org.uk/
- https://www.routeyou.com/
- https://beeactive.tfgm.com/walking/

8.5 Encouraging Cycling

8.5.1 In terms of proposed operational measures, the TPC role will include the promotion of cycling to staff and visitors. This may be through the provision of details on local cycle routes/ facilities accessible from the development and other relevant information such as bicycle purchase/repair.

8.5.2 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle clubs will also be promoted through similar measures.

8.5.3 Other national campaigns will be promoted by the development including 'The Bike Week' where staff and visitors can register (https://www.cyclinguk.org/bikeweek) to take part in The Bike Week Challenge.

8.5.4 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Manchester:

- https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling/2
- https://beeactive.tfgm.com/cycling/
- https://beeactive.tfgm.com/cycling/cycling-for-beginners-start-riding/

8.6 Promoting Public Transport

8.6.1 The promotion of walking and cycling will encourage many staff and visitors to adopt these modes, but for those travelling further from the proposed development site, public transport provides a more suitable alternative to the private car.

8.6.2 A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities. The TPC's will therefore ensure that up-to-date public transport frequency information is available to staff and visitors at the development to maximise the potential use of this mode.

8.6.3 Public transport information would be displayed prominently on any notice boards and will be kept up to date by the TPC's.

8.6.4 TfGM has deployed the initial phases of the Bee Network across Greater Manchester, with the aim of creating a more integrated public transport and active travel network. The following website can be used to view information about the Bee Network, including live departures, ticketing information and travel alerts, as well as a journey planner:

- https://tfgm.com/

8.6.5 The following websites can be used to access timetables and ticketing information regarding local services in the vicinity of the site:

Local Buses

- https://tfgm.com/public-transport/bus
- https://www.gonorthwest.co.uk/
- https://www.stagecoachbus.com/

Metrolink

- https://tfgm.com/public-transport/tram
- https://tfgm.com/public-transport/tram/tram-schedule
- https://tfgm.com/live-updates

Rail

- https://www.nationalrail.co.uk/stations/gorton/
- https://www.thetrainline.com/
- https://www.traveline.info/

8.7 Promoting Car Sharing and Car Hire

8.7.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.7.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced CO_2 emissions – which in turn will help to reduce the development of global warming.

8.7.3 Staff and visitors will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- https://liftshare.com/uk/search/from/manchester-united-kingdom
- https://www.blablacar.co.uk/ride-sharing/manchester

8.8 Car Alternatives

8.8.1 It is understood that sometimes access by car is necessary. Staff and visitors will also be provided the details of local minicab/ taxi firms, popular services and facilities they require as necessary.

8.9 Liaising with Stakeholders

8.9.1 It will be necessary for the TPCs to liaise with local planning authorities and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

8.9.2 The TPC will seek to negotiate with local transport operators to receive a discounted travel card for employees traveling to work via public transport.

8.9.3 As part of the TPC role, they would need to liaise with other interested parties which can include sharing ideas with other adjacent businesses or developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

9. Monitoring and Review

9.1 Overview

9.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of the TP using key performance indicators.

9.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

9.2 Monitoring Strategy

9.2.1 The monitoring programme will begin with the initial baseline employee travel questionnaire survey, to be undertaken within 3 months of first occupation. Further surveys will be completed annually for 5 years which will be carried out to monitor progress towards the final targets of the TP.

9.2.2 The surveys undertaken will also confirm the number of employees surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

9.2.3 Monitoring of the following will also be useful to judge whether the implementation or proportion of certain measures would benefit from modification. The following will also be monitored as part of the programme:

- A record of employee registration numbers and inclusion of a count of car parking utilisation when undertaking the travel questionnaires to monitor general uptake by employees and visitors; and
- Usage of internal cycle parking, in order to inform views on its ongoing ability to satisfy demand.

9.3 Reporting

9.3.1 Respective TP reviews will be undertaken annually. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

9.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be explored. The actions could include increasing the working time allocated to the TPC position or offering personalised travel planning to staff.

10. Action Plan

10.1.1 An example 'Action Plan' is outlined in Table 10.1. This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 10.1 : Travel Plan Action Plan

Measure	Responsibility	Timescale
Appointment of TPC	Occupier	Once occupier is known
Provision of sustainable travel information	TPC	Upon occupation / ongoing
Undertake baseline Employee Travel Survey	TPC	Within 3 months of first operation
Preparation of detailed Travel Plan with upload to TfGM's Travel Plan Toolkit and issue to Manchester City Council	TPC	Within 3 months of first operation
General promotion of sustainable travel opportunities and measures	TPC	Ongoing
Keep up-to-date record of employee car registration details and spot checks of car parks	Occupier / TPC	Ongoing
Monitor usage of internal cycle parking	Occupier / TPC	Ongoing
Undertake Year 2 employee travel questionnaire surveys	TPC	Year 2 anniversary of occupation
Undertake Year 3 employee travel questionnaire surveys	TPC	Year 3 anniversary of occupation
Undertake Year 4 employee travel questionnaire surveys	TPC	Year 4 of occupation
Undertake Year 5 employee travel questionnaire surveys	TPC	Year 5 anniversary of occupation
Implement Travel Plan across the site	TPC	Minimum period of 5 years

APPENDICES

APPENDIX A Bus Timetables

Transport for Greater Manchester

From 3 September
216
Monday to Friday timetable changes

Bus

216

Easy access on all buses

Ashton-under-Lyne
Audenshaw
Droylsden
Clayton
Ancoats
Manchester

Including Monday to Friday early morning/ early evening journeys to/from Stalybridge

From 3 September 2023

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at www.tfgm.com

Operated by
Stagecoach

PO Box 429, Manchester, M1 3BG
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Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit www.tfgm.com

Easy access on buses

Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.
Main stops on the route are listed on the left.
Where no time is shown against a particular stop, the bus does not stop there on that journey.
Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

www.tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.



0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm

Operator details

Stagecoach
Head Office
Hyde Road
Ardwick
Manchester
M12 6JS
Telephone 0345 241 8000
Email manchester.enquiries@stagecoachbus.com
Twitter @stagecoachGM

Travelshops

Ashton-under-Lyne Interchange
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sunday 8am to 1.15pm and 2pm to 4pm
Public hols 8am to 5.20pm

*Including public holidays

Printed on coated recycled paper made using 50% recycled fibre from post consumer sources and 50% virgin fibre from sustainable forests.

Ashton — Droylsden — Clayton — Manchester

Including some Monday to Friday early morning journeys from Stalybridge

Mondays to Fridays

Stalybridge, Armentieres Square											0633				0703					
Ashton, Interchange arr											0643				0714					
Ashton, Interchange dep	0426	0446	0506	0526	0546	0556	0606	0616	0626	0636	0645	0654	0702	0710	0718	0726	0734	0742	0751	
Droylsden, Metrolink Stop	0436	0456	0516	0536	0556	0606	0616	0628	0638	0648	0657	0706	0715	0723	0731	0740	0749	0759	0809	
Sportcity	0448	0508	0528	0548	0608	0618	0628	0638	0648	0658	0707	0717	0726	0734	0743	0753	0803	0813	0823	
Manchester, Piccadilly Gardens	0459	0519	0539	0559	0619	0629	0639	0649	0659	0709	0718	0728	0737	0746	0756	0806	0816	0826	0836	

Ashton, Interchange	0801	and at frequent		0921	0933	and		1433	1444	1455	1506	1517	and at frequent		1737	1748	1759			
Droylsden, Metrolink Stop	0819	intervals of not		0934	0946	every		1446	1458	1509	1521	1532	intervals of not		1752	1802	1812			
Sportcity	0833	more than 10		0946	0958	12 mins		1458	1510	1521	1533	1544	more than 10		1803	1813	1823			
Manchester, Piccadilly Gardens	0846	minutes until		0958	1010	until		1510	1522	1534	1546	1557	minutes until		1814	1824	1834			

										F	F	F								
Ashton, Interchange	1811	1823	1835	1850	1905	and	2205	2235	2335	0030	0130	0230								
Droylsden, Metrolink Stop	1823	1834	1846	1901	1915	every	2215	2245	2345	0040	0140	0240								
Sportcity	1833	1844	1856	1910	1924	15 mins	2224	2254	2354	0047	0147	0247								
Manchester, Piccadilly Gardens	1844	1855	1906	1920	1934	until	2234	2304	0004	0055	0155	0255								

Saturdays

Ashton, Interchange	0525	0555	0615	0635	0655	0705	0720	0735	0750	0805	0820	0835	0850	0905	0919	0933	0945	0957	1009	
Droylsden, Metrolink Stop	0535	0605	0625	0645	0705	0715	0731	0746	0801	0816	0831	0846	0901	0917	0931	0945	0958	1010	1022	
Sportcity	0544	0614	0634	0654	0714	0724	0740	0755	0810	0825	0840	0855	0911	0927	0942	0957	1010	1022	1034	
Manchester, Piccadilly Gardens	0554	0624	0644	0704	0724	0734	0750	0806	0821	0837	0852	0907	0923	0939	0954	1009	1022	1034	1046	

This service may suffer some disruption immediately before and after football matches and other events at the Etihad Stadium, Stagecoach will make every effort to ensure this is kept to a minimum

F – Friday nights/Saturday mornings only

♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

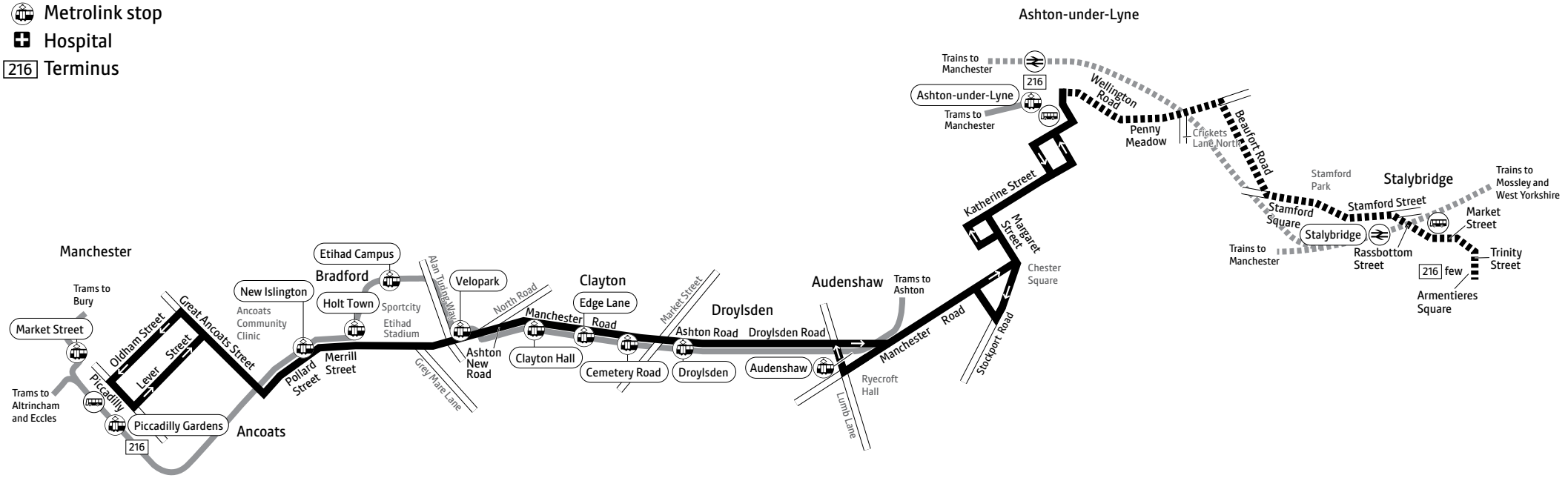
Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Continues after route plan

216

Key

- Bus route
- Some Monday to Friday peak period journeys
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 216 Terminus



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Saturdays (continued)

Ashton, Interchange	1021	and	1733	1745	1757	1809	1821	1835	and	2105	2135	2205	2235	2335	0000	0030	0130
Droylsden, Metrolink Stop	1034	every	1746	1757	1808	1820	1831	1845	every	2115	2145	2215	2245	2345	0010	0040	0140
Sportcity	1046	12 mins	1758	1809	1819	1830	1841	1854	15 mins	2124	2154	2224	2254	2354	0017	0047	0147
Manchester, Piccadilly Gardens	1058	until	1810	1820	1830	1840	1851	1904	until	2134	2204	2234	2304	0004	0025	0055	0155

Ashton, Interchange	0230
Droylsden, Metrolink Stop	0240
Sportcity	0237
Manchester, Piccadilly Gardens	0255

Sundays and public holidays (except Christmas and New Year period)

Ashton, Interchange	0535	0605	0635	0705	0735	0800	0820	and	1000	1013	1025	1037	and	1622	1638	1654	1710
Droylsden, Metrolink Stop	0545	0615	0645	0715	0745	0810	0830	every	1010	1024	1036	1048	every	1633	1649	1705	1721
Sportcity	0554	0624	0654	0724	0754	0819	0839	20 mins	1019	1033	1046	1059	15 mins	1644	1700	1716	1732
Manchester, Piccadilly Gardens	0604	0634	0704	0734	0804	0829	0849	until	1029	1044	1057	1110	until	1655	1711	1727	1743

Ashton, Interchange	1725	1740	1800	1820	1840	1905	and	2205	2245
Droylsden, Metrolink Stop	1736	1751	1811	1830	1850	1915	every	2215	2255
Sportcity	1747	1802	1821	1839	1859	1924	30 mins	2224	2304
Manchester, Piccadilly Gardens	1758	1812	1831	1849	1909	1934	until	2234	2314

For details of buses during the Christmas and New Year period, please phone 0161 244 1000
This service may suffer some disruption immediately before and after football matches and other events at the Etihad Stadium, Stagecoach will make every effort to ensure this is kept to a minimum
♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

Manchester — Clayton — Droylsden — Ashton

Including some Monday to Friday early evening journeys to Stalybridge

Mondays to Fridays

Manchester, Piccadilly Gardens	0530	0550	0610	0630	and at frequent			1004	1016	and		1504	1516	1528	1540	1552	1604	1616	1627
Sportcity	0539	0559	0619	0639	intervals of not			1014	1026	every		1514	1527	1540	1552	1604	1617	1630	1641
Droylsden, Metrolink Stop	0548	0608	0628	0648	more than 10			1026	1038	12 mins		1526	1539	1552	1605	1618	1631	1644	1655
Ashton, Interchange	0559	0619	0639	0659	minutes until			1039	1051	until		1539	1552	1605	1618	1631	1644	1657	1708

Manchester, Piccadilly Gardens	1638	and at frequent	1748	1800	1812	1822	1832	1842	1852	1902	1912	1922	1932	1942	1955	2010	2025
Sportcity	1652	intervals of not	1802	1814	1826	1834	1844	1853	1903	1912	1921	1931	1941	1951	2004	2019	2034
Droylsden, Metrolink Stop	1706	more than 10	1816	1828	1840	1847	1856	1905	1914	1923	1931	1940	1950	2000	2013	2028	2043
Ashton, Interchange	1719	minutes until	1828	1840	1852	1859	1908	1917	1926	1934	1942	1951	2001	2011	2024	2039	2054
Stalybridge, Armentieres Square				1852		1912											

						F	F	F
Manchester, Piccadilly Gardens	2040	and	2240	2310	0010	0100	0200	0300
Sportcity	2049	every	2249	2319	0019	0108	0208	0308
Droylsden, Metrolink Stop	2058	15 mins	2258	2328	0028	0115	0215	0315
Ashton, Interchange	2109	until	2309	2339	0039	0125	0225	0325

Saturdays

Manchester, Piccadilly Gardens	0600	0630	0650	0710	0730	and	0900	0914	0928	0940	0952	and	1716	1728	1740	1752	1804
Sportcity	0609	0639	0659	0719	0739	every	0909	0923	0937	0950	1002	every	1726	1737	1749	1801	1813
Droylsden, Metrolink Stop	0618	0648	0708	0728	0748	15 mins	0918	0932	0947	1001	1014	12 mins	1738	1749	1801	1813	1824
Ashton, Interchange	0629	0659	0719	0739	0759	until	0929	0944	0959	1013	1027	until	1751	1802	1813	1824	1835

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Saturdays (continued)

Manchester, Piccadilly Gardens	1816	1828	and	1940	1955	and	2140	2210	2240	2310	0010	0100	0200	0300
Sportcity	1825	1837	every	1949	2004	every	2149	2219	2249	2319	0019	0108	0208	0308
Droylsden, Metrolink Stop	1835	1846	12 mins	1958	2013	15 mins	2158	2228	2258	2328	0028	0115	0215	0315
Ashton, Interchange	1846	1857	until	2009	2024	until	2209	2239	2309	2339	0039	0125	0225	0325

Sundays and public holidays (except Christmas and New Year period)

Manchester, Piccadilly Gardens	0610	0640	0710	0740	0810	0835	0855	0915	0935	0955	1010	1023	and	1823	1840	1900	1920	1940
Sportcity	0619	0649	0719	0749	0819	0844	0904	0924	0944	1004	1019	1032	every	1832	1849	1909	1929	1949
Droylsden, Metrolink Stop	0629	0659	0729	0759	0829	0854	0914	0934	0954	1014	1029	1042	15 mins	1842	1859	1918	1938	1958
Ashton, Interchange	0641	0711	0741	0811	0841	0906	0926	0946	1006	1026	1041	1054	until	1854	1911	1929	1949	2009

Manchester, Piccadilly Gardens	2010	2040	2110	2140	2210	2240	2320
Sportcity	2019	2049	2119	2149	2219	2249	2329
Droylsden, Metrolink Stop	2028	2058	2128	2158	2228	2258	2338
Ashton, Interchange	2039	2109	2139	2209	2239	2309	2349

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

This service may suffer some disruption immediately before and after football matches and other events at the Etihad Stadium, Stagecoach will make every effort to ensure this is kept to a minimum

♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

Transport for Greater Manchester

From 5 September
230 and 231
Monday to Friday peak period times are changed

Buses

230 231

Easy access on all buses

Ashton-under-Lyne
Tameside General Hospital
Hurst
Hartshead
Smallshaw
Littlemoss
Droylsden
Clayton
Manchester

From 5 September 2021

For public transport information phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

This timetable is available online at tfgm.com

PO Box 429, Manchester, M1 3BG
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Operated by
Stagecoach

Additional information

Alternative format

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone 0161 244 1000 or visit tfgm.com

Easy access on buses

Journeys run with low floor buses have no steps at the entrance, making getting on and off easier. Where shown, low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. The bus operator will always try to provide easy access services where these services are scheduled to run.

Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week.
Main stops on the route are listed on the left.
Where no time is shown against a particular stop, the bus does not stop there on that journey.
Check any letters which are shown in the timetable against the key at the bottom of the page.

Where to find information about service changes

tfgm.com
Bus station posters
Leaflets from outlets.

Tickets and information

Bus companies offer a range of tickets for use on their own buses. For travel on any service in the County, use System One tickets, including DaySaver. Travelshops provide tickets, information and journey planning advice on buses, trains and trams for work and pleasure.

Using the 24 hour clock

Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am
1953 is 53 minutes past 7pm



Operator details

Stagecoach
Head Office
Hyde Road
Ardwick
Manchester
M12 6JS
Telephone 0161 273 3377

Travelshops

Ashton-under-Lyne Interchange
Mon to Fri 7am to 5.30pm
Saturday 8am to 5.30pm
Sunday* Closed

Manchester Shudehill Interchange
Mon to Sat 7am to 6pm
Sundays Closed
Public holidays 10am to 1.45pm
and 2.30pm to 5.30pm

*Including public holidays

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Ashton — Droylsden — Clayton — Manchester 230
Ashton — Hartshead — Droylsden — Clayton — Manchester 231

Mondays to Fridays

	231	231	231	231	231	230	231	231	231	231	230	231	231	230	231	230	231	230	231
Ashton, Interchange						0644		0638			0732	0722	0734	0816	0803	0854	0846	0924	0921
Tameside General Hospital			0556	0616	0627		0641	0651	0701	0711		0733	0745		0818		0901		0936
Hartshead, The Waterhouse		0551	0607	0627	0638		0654	0704	0715	0726		0745	0757		0830		0913		0945
Droylsden, Littlemoss Road	0534	0559	0616	0636	0647	0653	0703	0714	0725	0737	0744	0756	0808	0828	0840	0906	0922	0936	0954
Cemetery Road Metrolink Stop						0709					0804			0846		0921		0951	
Clayton, Aldi	0547	0612	0631	0651	0705		0721	0733	0745	0757		0816	0828		0858		0937		1009
Sportcity	0554	0619	0639	0659	0714	0718	0730	0742	0756	0808	0815	0827	0839	0857	0908	0930	0945	1000	1015
Manchester, Piccadilly Gardens	0607	0632	0652	0712	0727	0731	0743	0755	0809	0821	0830	0842	0854	0910	0921	0942	0957	1012	1027

	230	231		230	231	230	231		231	230	231	230	231	230	231	230	231	230	231
Ashton, Interchange	0954	0953		24	23	54	53		1253	1322	1323	1352	1353	1420	1423	1451	1453	1518	1513
Tameside General Hospital		1006			36		06	mins	1306		1336		1406		1436		1506		1528
Hartshead, The Waterhouse		1015	then		45		15	past	1315		1345		1415		1445		1515		1541
Droylsden, Littlemoss Road	1006	1024	at	36	54	06	24	each	1324	1336	1354	1406	1424	1436	1454	1506	1524	1533	1554
Cemetery Road Metrolink Stop	1021			51		21		hour		1351		1421		1451		1521		1551	
Clayton, Aldi		1039			09		39	until	1339		1409		1439		1509		1539		1609
Sportcity	1030	1045		00	15	30	45		1345	1400	1415	1430	1445	1500	1515	1530	1545	1600	1615
Manchester, Piccadilly Gardens	1042	1057		12	27	42	57		1357	1412	1427	1442	1457	1512	1527	1542	1557	1612	1627

	230	231	230	231	230	231	231	230	231	231	230	231	M 230	M 231	M 230	M 231	M 230	M 231	M 230
Ashton, Interchange	1548	1541	1621	1614	1647	1644	1715	1745	1730	1815	1845	1915	1945	2025	2040	2125	2140	2225	2240
Tameside General Hospital		1558		1631		1701	1732		1747	1828		1928		2035		2135		2235	
Hartshead, The Waterhouse		1611		1644		1714	1745		1800	1837		1937		2043		2143		2243	
Wilshaw Lane/Oldham Road														2047		2147		2247	
Droylsden, Littlemoss Road	1603	1624	1636	1657	1702	1727	1758	1800	1813	1846	1856	1946	1955		2050		2150		2250
Cemetery Road Metrolink Stop	1621		1654		1720			1815			1908		2006		2101		2201		2301
Clayton, Aldi		1639		1712		1742	1812		1827	1858		1958							
Sportcity	1630	1645	1703	1718	1729	1748	1818	1824	1833	1902	1916	2002	2012		2107		2207		2307
Manchester, Piccadilly Gardens	1642	1657	1715	1730	1741	1800	1830	1835	1845	1913	1927	2012	2022		2117		2217		2317

M – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 230 and 231 journeys are run using easy access buses. See inside front cover of this leaflet for details

Ashton — Droylsden — Clayton — Manchester 230
Ashton — Hartshead — Droylsden — Clayton — Manchester 231

Saturdays

	231	231	230	231	231	230	231	230	231	230	231	230		231	230	231	230		230
Ashton, Interchange			0824	0825	0854	0924	0924	0954	0954	1024	1024	1054		53	24	23	54		1654
Tameside General Hospital	0608	0737		0837	0906		0936		1006		1036			06		36		mins	
Hartshead, The Waterhouse	0617	0746		0846	0915		0945		1015		1045		then	15		45		past	
Droylsden, Littlemoss Road	0625	0755	0836	0855	0924	0936	0954	1006	1024	1036	1054	1106	at	24	36	54	06	each	1706
Cemetery Road Metrolink Stop			0851			0951		1021		1051		1121			51		21	hour	1721
Clayton, Aldi	0637	0807		0907	0939		1009		1039		1109			39		09		until	
Sportcity	0640	0810	0900	0910	0944	1000	1015	1030	1045	1100	1115	1130		45	00	15	30		1730
Manchester, Piccadilly Gardens	0650	0820	0910	0920	0956	1012	1027	1042	1057	1112	1127	1142		57	12	27	42		1742

	231	231	230	231	M 230	231	M 230	M 231	M 230	M 231	M 230	M 231	M 230
Ashton, Interchange	1653	1723	1754	1753	1840	1853	1940	2025	2040	2125	2140	2225	2240
Tameside General Hospital	1706	1736		1806		1906		2035		2135		2235	
Hartshead, The Waterhouse	1715	1745		1815		1915		2043		2143		2243	
Wilshaw Lane/Oldham Road								2047		2147		2247	
Droylsden, Littlemoss Road	1724	1754	1806	1824	1852	1924	1950		2050		2150		2250
Cemetery Road Metrolink Stop			1821		1906		2001		2101		2201		2301
Clayton, Aldi	1739	1808		1838		1936							
Sportcity	1745	1813	1830	1843	1915	1940	2007		2107		2207		2307
Manchester, Piccadilly Gardens	1757	1825	1840	1853	1925	1950	2017		2117		2217		2317

Sundays and public holidays (except Christmas and New Year period)

	M 231	231	M 230		231	M 230		M 230	231	M 230	231	M 230	M 231	M 230	M 231	M 230	M 231	M 230	M 231
Ashton, Interchange	0833	0918	0948		18	48		1648	1718	1748	1818	1840	1925	1940	2025	2040	2125	2140	2225
Tameside General Hospital	0845	0930			30				1730		1830		1935		2035		2135		2235
Hartshead, The Waterhouse	0854	0939			39		mins		1739		1839		1943		2043		2143		2243
Wilshaw Lane/Oldham Road				then			past						1947		2047		2147		2247
Droylsden, Littlemoss Road	0903	0948	0959	at	48	59	each	1659	1748	1759	1848	1850		1950		2050		2150	
Cemetery Road Metrolink Stop			1013			13	hour	1713		1813		1900		2000		2100		2200	
Clayton, Aldi	0918	1003			03		until		1801		1901								
Sportcity	0924	1009	1022		09	22		1722	1806	1822	1906	1906		2006		2106		2206	
Manchester, Piccadilly Gardens	0935	1020	1033		20	33		1733	1817	1833	1916	1915		2015		2115		2215	

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

M – Journey provided with the financial support of Transport for Greater Manchester

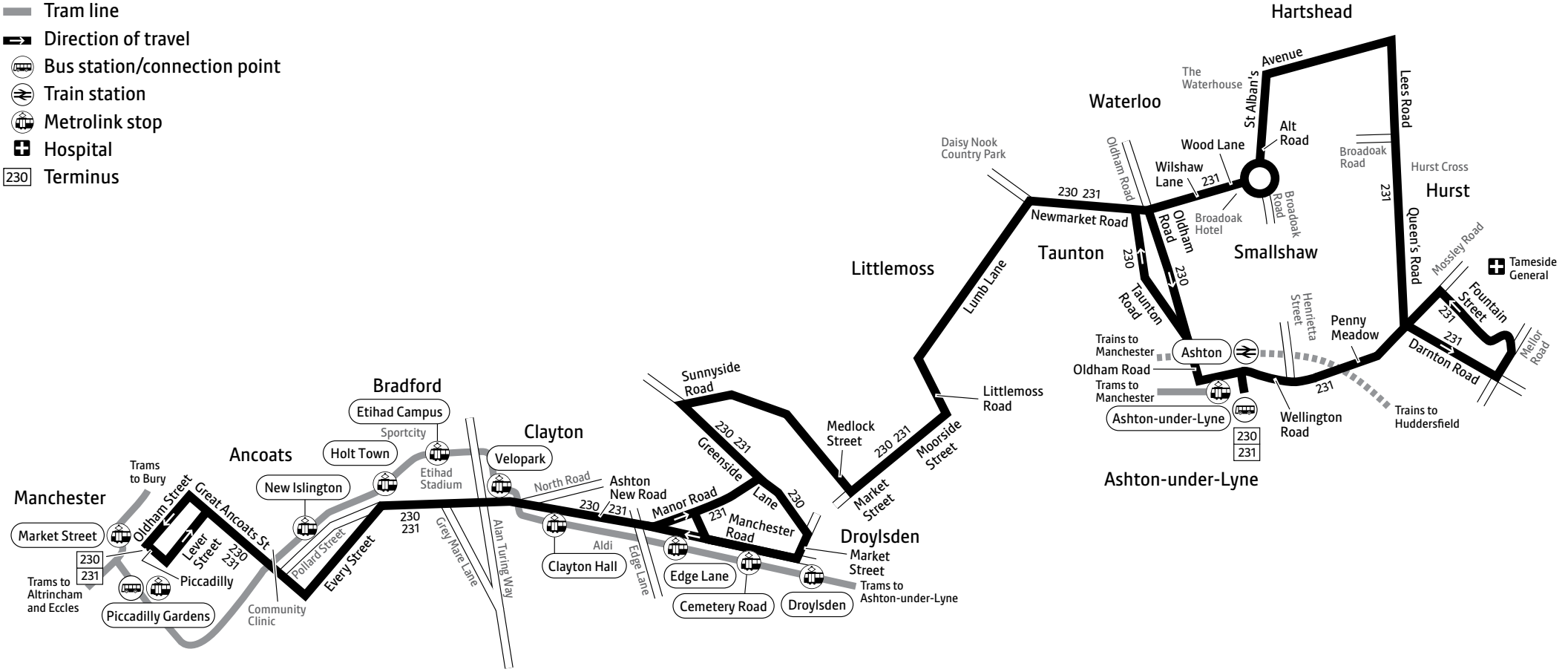
♿ – All bus 230 and 231 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

230 231

Key

- Bus route
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- Hospital
- 230 Terminus



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Manchester — Clayton — Droylsden — Ashton 230
Manchester — Clayton — Droylsden — Hartshead — Ashton 231

Mondays to Fridays

	231	230	231	231	231	230	231	231	230	231	230	231	230	231	230	231	230	231	230
Manchester, Piccadilly Gardens	0612	0632	0647	0707	0727	0742	0754	0817	0832	0847	0902	0917	0932	0948	1003	1018	1033	1048	1103
Sportcity	0621	0641	0658	0718	0738	0754	0806	0831	0844	0900	0913	0927	0942	0958	1013	1028	1043	1058	1113
Clayton, Aldi	0625		0703	0723	0743		0811	0836		0905		0932		1003		1033		1103	
Cemetery Road Metrolink Stop		0648				0801			0851		0920		0949		1020		1050		1120
Droylsden, Littlemoss Road	0636	0701	0718	0738	0758	0816	0826	0851	0906	0919	0935	0946	1004	1016	1035	1046	1105	1116	1135
Hartshead, The Waterhouse	0644		0727	0750	0810		0835	0900		0927		0954		1024		1054		1124	
Tameside General Hospital	0657		0743	0806	0826		0850	0915		0940		1007		1037		1107		1137	
Ashton, Interchange	0705	0713	0755	0817	0837	0830	0901	0926	0920	0950	0947	1017	1016	1047	1047	1117	1117	1147	1147

	231		230	231	230	231		230	231	230	231	230	231	230	231	230	231	230	231
Manchester, Piccadilly Gardens	1118		33	48	03	18		1403	1418	1433	1448	1503	1518	1533	1548	1603	1620	1630	1643
Sportcity	1128		43	58	13	28	mins	1413	1428	1443	1458	1513	1528	1543	1600	1615	1633	1643	1656
Clayton, Aldi	1133			03		33	past		1433		1503		1533		1605		1639		1702
Cemetery Road Metrolink Stop		then	50		20		each	1420		1450		1520		1550		1623		1651	
Droylsden, Littlemoss Road	1146	at	05	16	35	46	hour	1435	1448	1506	1518	1536	1548	1606	1620	1639	1654	1707	1717
Hartshead, The Waterhouse	1154			24		54	until		1456		1526		1556		1629		1704		1727
Tameside General Hospital	1207			37		07			1512		1542		1612		1646		1721		1744
Ashton, Interchange	1217		17	47	47	17		1447	1523	1520	1553	1550	1623	1620	1658	1653	1733	1721	1755

	231	231	231	230	231	231	231	231	230	231	M 231	M 230	M 231	M 230	M 231	M 230	M 231	M 230
Manchester, Piccadilly Gardens	1700	1712	1723	1730	1737	1752	1803	1815	1830	1900	1930	2027		2127		2227		2327
Sportcity	1713	1725	1736	1743	1750	1805	1816	1826	1840	1909	1939	2036		2136		2236		2336
Clayton, Aldi	1719	1731	1742		1756	1811	1822	1832		1913	1943							
Cemetery Road Metrolink Stop				1753					1850			2042		2142		2242		2342
Droylsden, Littlemoss Road	1734	1746	1757	1808	1810	1825	1836	1846	1901	1924	1954	2053		2153		2253		2353
Wilshaw Lane/Oldham Road													2052		2152		2252	
Hartshead, The Waterhouse	1744	1756	1807		1820	1834	1845	1855		1932	2002		2054		2154		2254	
Tameside General Hospital	1801	1813	1824		1837	1849	1900	1909		1943	2013		2104		2204		2304	
Ashton, Interchange	1812	1824	1835	1820	1847	1858	1909	1918	1913	1951	2021	2103	2113	2203	2213	2303	2313	0003

Saturdays

	231	231	231	230	231	230	231		230	231	230	231		230	231	Ⓜ 231	Ⓜ 230	231	Ⓜ 230
Manchester, Piccadilly Gardens	0705	0755	0825	0853	0923	1003	1018		33	48	03	18		1733	1748	1818	1835	1905	1930
Sportcity	0714	0804	0834	0903	0932	1013	1028		43	58	13	28	mins	1743	1758	1828	1845	1914	1939
Clayton, Aldi	0718	0808	0838		0936		1033	then		03		33	past		1803	1833		1917	
Cemetery Road Metrolink Stop				0910		1020		at	50		20		each	1750			1852		1945
Droylsden, Littlemoss Road	0729	0819	0849	0925	0947	1035	1046		05	16	35	46	hour	1805	1816	1846	1907	1928	1956
Hartshead, The Waterhouse	0737	0827	0857		0955		1054			24		54	until		1824	1854		1936	
Tameside General Hospital	0749	0839	0909		1007		1107			37		07			1837	1907		1947	
Ashton, Interchange	0759	0849	0919	0937	1017	1047	1117		17	47	47	17		1817	1847	1917	1919	1955	2006

	Ⓜ 230	Ⓜ 231	Ⓜ 230	Ⓜ 231	Ⓜ 230	Ⓜ 231	Ⓜ 230
Manchester, Piccadilly Gardens	2030		2130		2230		2330
Sportcity	2039		2139		2239		2339
Cemetery Road Metrolink Stop	2045		2145		2245		2345
Droylsden, Littlemoss Road	2056		2156		2256		2356
Wilshaw Lane/Oldham Road		2052		2152		2252	
Hartshead, The Waterhouse		2054		2154		2254	
Tameside General Hospital		2104		2204		2304	
Ashton, Interchange	2106	2113	2206	2213	2306	2313	0006

Ⓜ – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 230 and 231 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Manchester — Clayton — Droylsden — Ashton 230
Manchester — Clayton — Droylsden — Hartshead — Ashton 231

Sundays and public holidays (except Christmas and New Year period)

	M 231	231	M 230	231		M 230	231		231	M 230	231	M 230	M 231	M 230	M 231	M 230	M 231	M 230
Manchester, Piccadilly Gardens		0940	1025	1055		25	55		1755	1825	1855	1925		2025		2125		2225
Sportcity		0949	1034	1104		34	04		1804	1834	1904	1934		2034		2134		2234
Clayton, Aldi		0955		1110			10	mins	1810		1910							
Cemetery Road Metrolink Stop			1041		then	41		past		1841		1940		2040		2140		2240
Droylsden, Littlemoss Road		1008	1055	1123	at	55	23	each	1823	1855	1923	1950		2050		2150		2250
Wilshaw Lane/Oldham Road	0913							hour					1952		2052		2152	
Hartshead, The Waterhouse	0915	1016		1131			31	until	1831		1931		1954		2054		2154	
Tameside General Hospital	0925	1029		1144			44		1844		1943		2004		2104		2204	
Ashton, Interchange	0934	1039	1106	1154		06	54		1854	1906	1952	1959	2013	2059	2113	2159	2213	2259

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

M – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 230 and 231 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX B Example Travel Survey

Staff Travel Survey

The following questionnaire seeks to understand how staff currently travel to and from work, and how we can address your needs/concerns regarding sustainable modes of travel.

This questionnaire will only take a few minutes to fill in. We do not require any personal details.

1. How far do you typically travel to work?

- ❑ Less than 2km
- ❑ Between 2km and 5km
- ❑ More than 5km

2. How do you usually travel to work?

- ❑ Car as driver (Please answer Question 3 and 4)
- ❑ Car as passenger
- ❑ Motorcycle
- ❑ Train
- ❑ Bus
- ❑ Taxi
- ❑ Bicycle
- ❑ Walk
- ❑ Other (please specify) _____

3. If you drive, why do you usually travel to work by car?

- ❑ Essential to use a car during the working day
- ❑ Dropping off/collecting children
- ❑ Get a lift
- ❑ Health reasons
- ❑ Personal security
- ❑ Cost
- ❑ Lack of an alternative
- ❑ Reliability
- ❑ Other (please specify) _____

4. If you drive, where do you usually park?

- ❑ On-Site
- ❑ On the local highway
- ❑ Other (please specify) _____

5. Which of the following (if any) would encourage you to CAR SHARE for your journey to work?

(Please tick all that apply)

- ❑ Help in finding a suitable car share partner
- ❑ Alternative lift home if let down by the car sharer
- ❑ Parking permit for car sharers
- ❑ Other (please specify) _____

6. Which of the following (if any) would encourage you to use the BUS or TRAIN for your journey to work?

(Please tick all that apply)

- ❑ More reliable service
- ❑ More direct routes
- ❑ More frequent services
- ❑ Cleaner/smarter buses/trains
- ❑ Cheaper fares
- ❑ Annual season ticket loan
- ❑ Improved or more frequent park and ride service
- ❑ Better quality waiting environments at bus stops
- ❑ Better security at bus, train stations
- ❑ Cleaner/smarter bus, train stations
- ❑ Easier access to timetable information
- ❑ Having my journey planned for me
- ❑ Frequent shuttle bus to train station
- ❑ Other (please specify) _____

7. Which of the following (if any) would encourage you to CYCLE for your journey to work?

- ❑ Improved cycle path/lanes on the journey to work
- ❑ Improved and secure cycle parking
- ❑ Improved changing facilities, showers and lockers at work
- ❑ Improved street lighting
- ❑ Interest free loan to purchase a bicycle
- ❑ Discount at cycle shops
- ❑ Cycling refresher course
- ❑ Map of cycle routes
- ❑ Other (please specify) _____

8. Which of the following (if any) would encourage you to WALK for your journey to work?

- ❑ Better quality footpaths
- ❑ Safer routes
- ❑ Improved road safety
- ❑ Availability of a walking partner
- ❑ Walking maps
- ❑ Financial incentives
- ❑ Improved road crossing facilities
- ❑ Other (please specify) _____

Thank you for your time. Please return your completed survey to the Travel Plan Coordinator

mode
transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 3848 9719

Manchester
0161 464 9495

info@modetransport.co.uk modetransport.co.uk @mode_transport