



Chancerygate Manchester Limited

Crabtree Lane, Manchester

Framework Travel Plan

December 2023



Chancerygate Manchester Limited

Crabtree Lane, Manchester

Framework Travel Plan

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PROJECT NO:

327475

DATE:

December 2023

REPORT No:	FILE NAME	PREPARED:	DATE OF ISSUE:	STATUS:	CHECKED:	AUTHORISED:
1	231201 327475 TP RW RIBA S3 v1.1.docx		06 December 2023	Final	LCW	ME

CHANGE LOG

VERSION	DATE:	CHECKED BY:	REASON FOR CHANGE:
1.0	01 December 2023	LCW	Draft for client team review
1.1	06 December 2023	LCW	Final version for planning submission

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1. Introduction

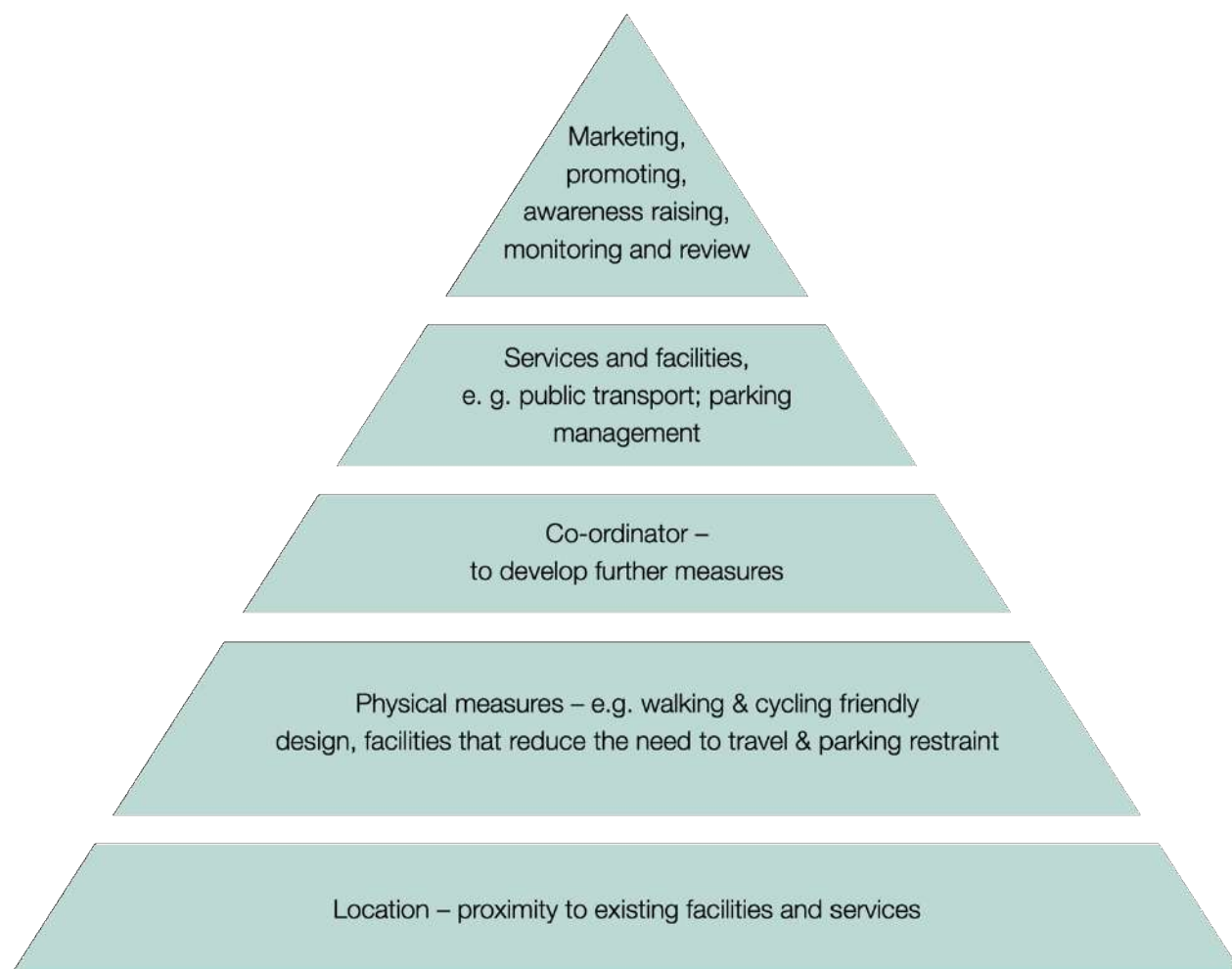
1.1 Preamble

- 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 planning application for an industrial development on land off Crabtree Lane in Manchester.
- 1.1.2 The proposed scheme will comprise 9no. industrial units (Use Class E(g)(iii)/B2/B8) with a Gross Internal Floor Area (GIFA) of 5,124sqm, as well as on-site car parking provision, cycle parking and associated landscaping. Access to the site will be via a new priority access from Crabtree Lane.
- 1.1.1 This Framework Travel Plan (FTP) has been produced as part of the planning application documentation and should be read in conjunction with the Transport Statement (TS).
- 1.1.2 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 BREEAM Sustainability Assessment

1.3.1 The site will be a BREEAM rated development, that will create a more sustainable environment and will enhance the well-being of the people who visit and work within the development site. As such, this FTP will assess the site in accordance with BREEAM 2018.

1.4 Report Structure

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

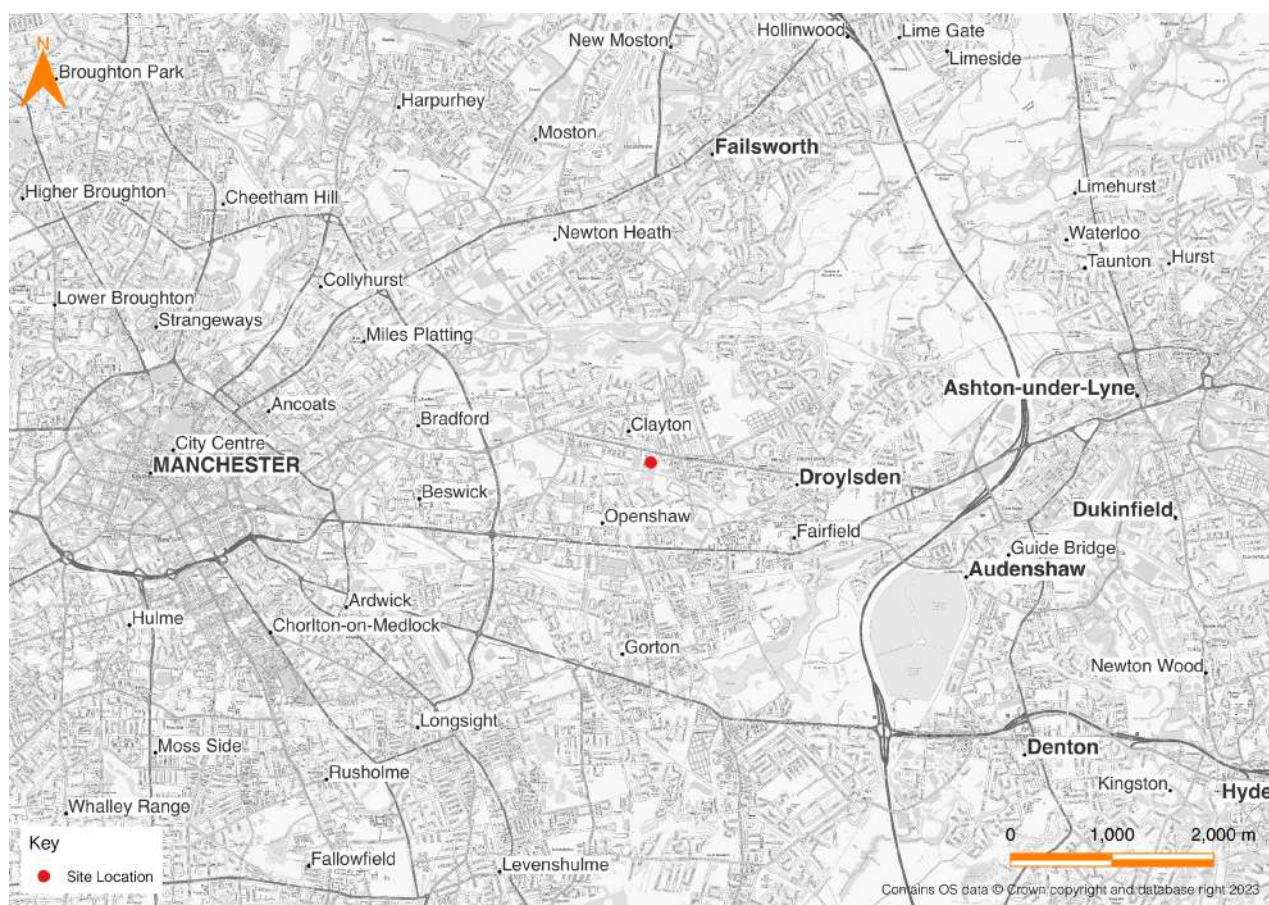
- Chapter 2 reviews the existing conditions;
- Chapter 3 provides an overview of the development proposals;
- Chapter 4 sets out the sustainable travel connections for the site;
- Chapter 5 outlines the overarching aims, objectives and benefits of the plan;
- Chapter 6 sets out targets;
- Chapter 7 presents 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 currently consists of an unused warehouse which will be demolished as part of the proposals.

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

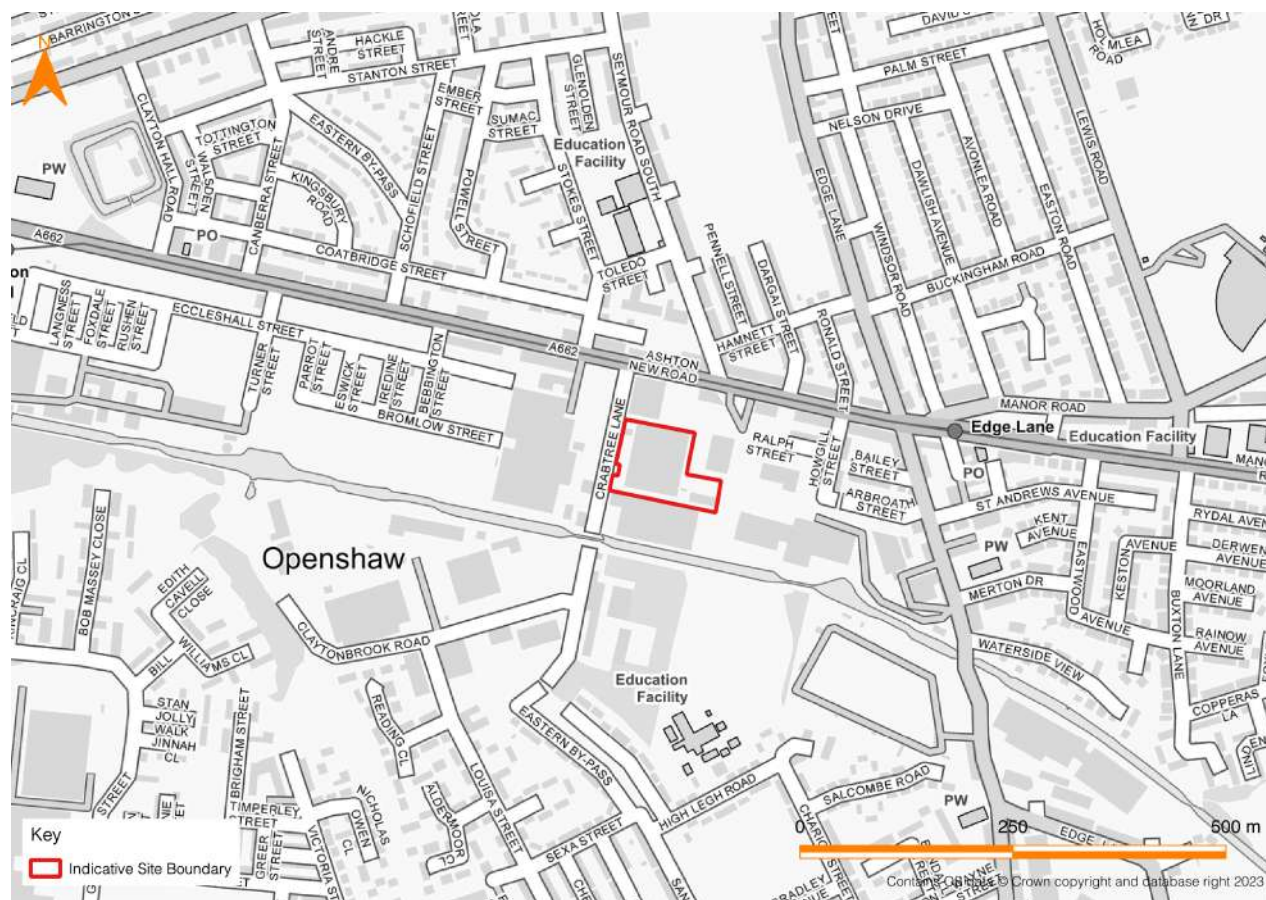


2.2 Local Highway Network

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, minibuss 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 9no. industrial units (Use Class E(g)(iii)/B2/B8) with a total GIFA of 5,124sqm, with associated on-site car parking, cycle parking and landscaping.
- 3.1.2 The proposed site layout is shown in [Figure 3.1](#).

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



- 3.1.3 The quantum of development is shown in [Table 3.1](#).

Table 3.1 : Proposed Unit Areas

Unit	GIA	Unit	GIA
1	758.6 sqm	6	454.0 sqm
2	566.5 sqm	7	372.0 sqm
3	455.0 sqm	8	372.0 sqm
4	535.0 sqm	9	375.0 sqm
5	1,236.0 sqm	Total	5,124.1 sqm

3.2 Proposed Access Arrangement

- 3.2.1 Access to the site will be taken via a new priority junction from Crabtree Lane.
- 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, 58no. car parking spaces will be provided at the site, inclusive of 9no. accessible spaces all located near the unit entrances. Secure parking for up to 25no. cycles is also proposed.

Car Parking

- 3.3.2 9no. accessible parking bays will be provided across the site, which equates to c.18% provision and therefore will be provided in excess of MCC's standards.
- 3.3.3 18no. Electric Vehicle Charging Point (EVCP) spaces are also proposed (2no. per unit), which equates to 31% provision. The remaining spaces will be cable-enabled to ensure 100% EVCP provision is achievable in the future.
- 3.3.4 A car sharing scheme will be implemented at the site and dedicated car sharing spaces will be provided (5% of total provision).

Cycle Parking

- 3.3.5 A cycle shelter providing secure parking for up to 14no. cycles is located to the east of the parking provision at Unit 4. Each unit will also provide 2no. internal cycle spaces; (18no. in total), therefore providing a total of 32no. secure cycle spaces at the site.
- 3.3.6 Cycle parking is far provided in excess of MCC's cycle parking standards for B2 and B8 uses as shown in [Table 3.2](#).

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 105 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](#).

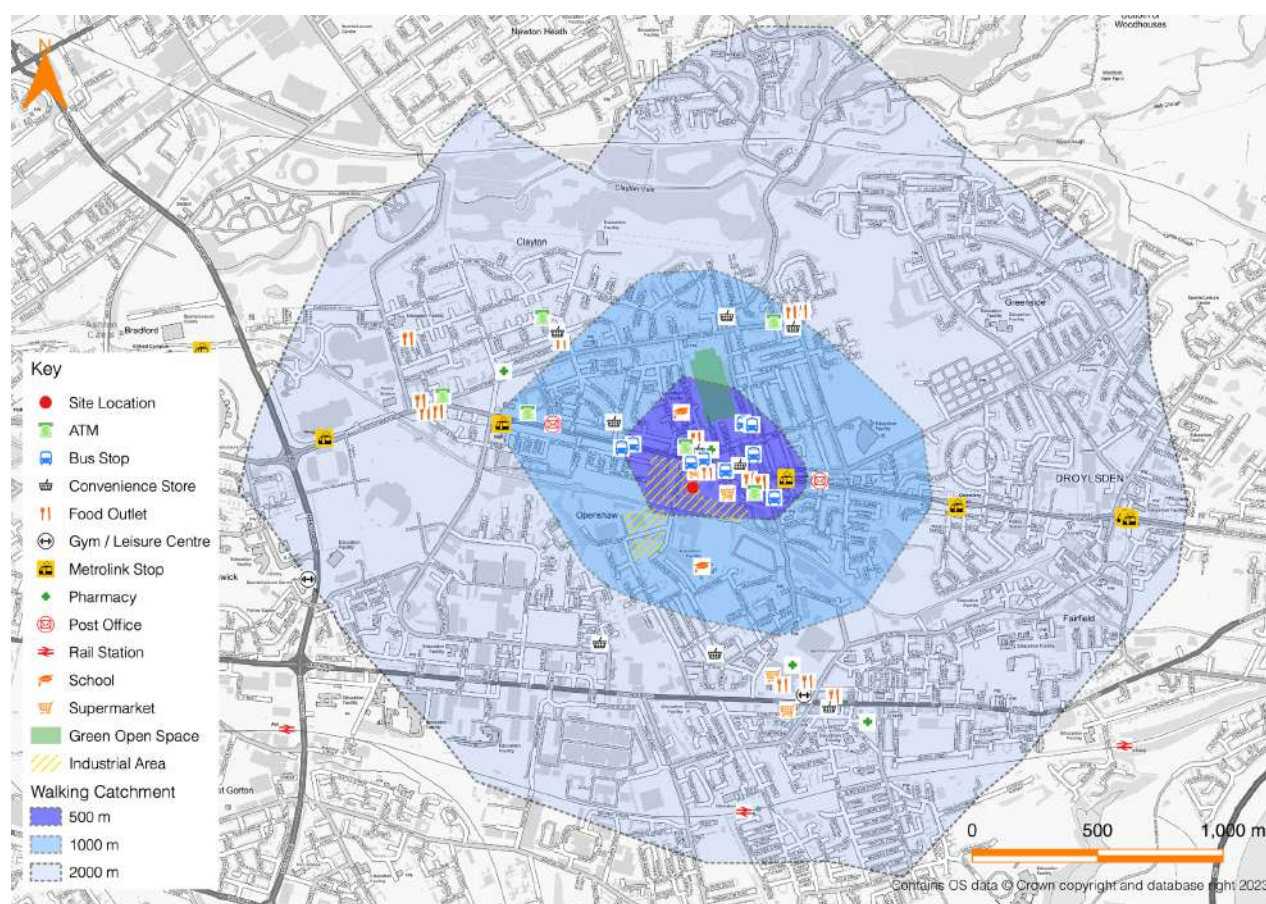
Table 4.1 : CIHT Guideline Acceptable Walking Distances

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
*BREEAM compliant amenities within 500m		

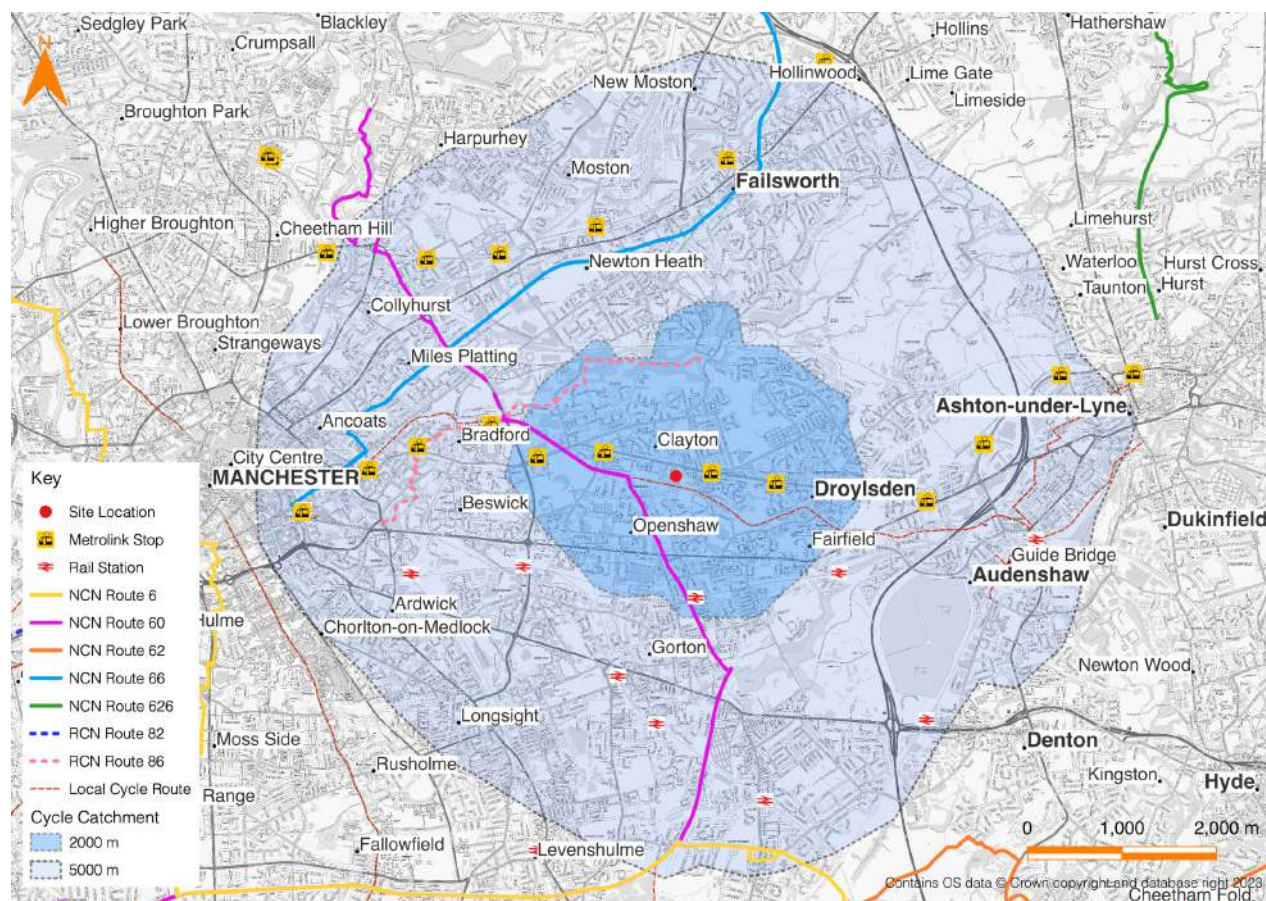
- 4.2.7 As shown in [Figure 4.2](#) and [Table 4.2](#), the walking catchment provides access to a range of public transport connections, including bus stops within c.180m (2-minute walk) and Edge Lane Metrolink stop within c.550m (7-minute walk) both on Ashton New Road.
- 4.2.8 A range of amenities are available within a 500m walking catchment that are BREEAM-compliant for this land use, 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 as 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 Additional services are also available from stops on Edge Lane within c.400m (5-minute walk) to the east of the site, as well on Ashton New Road to the west of Schofield Road within c.650m (8-minute walk).

4.4.4 Table 4.3 provides a summary of routes and times of local public bus services accessible from Ashton New Road and Edge Lane. Full bus timetables are attached in Appendix A.

Figure 4.4 : Public Transport Map (source: TfGM)

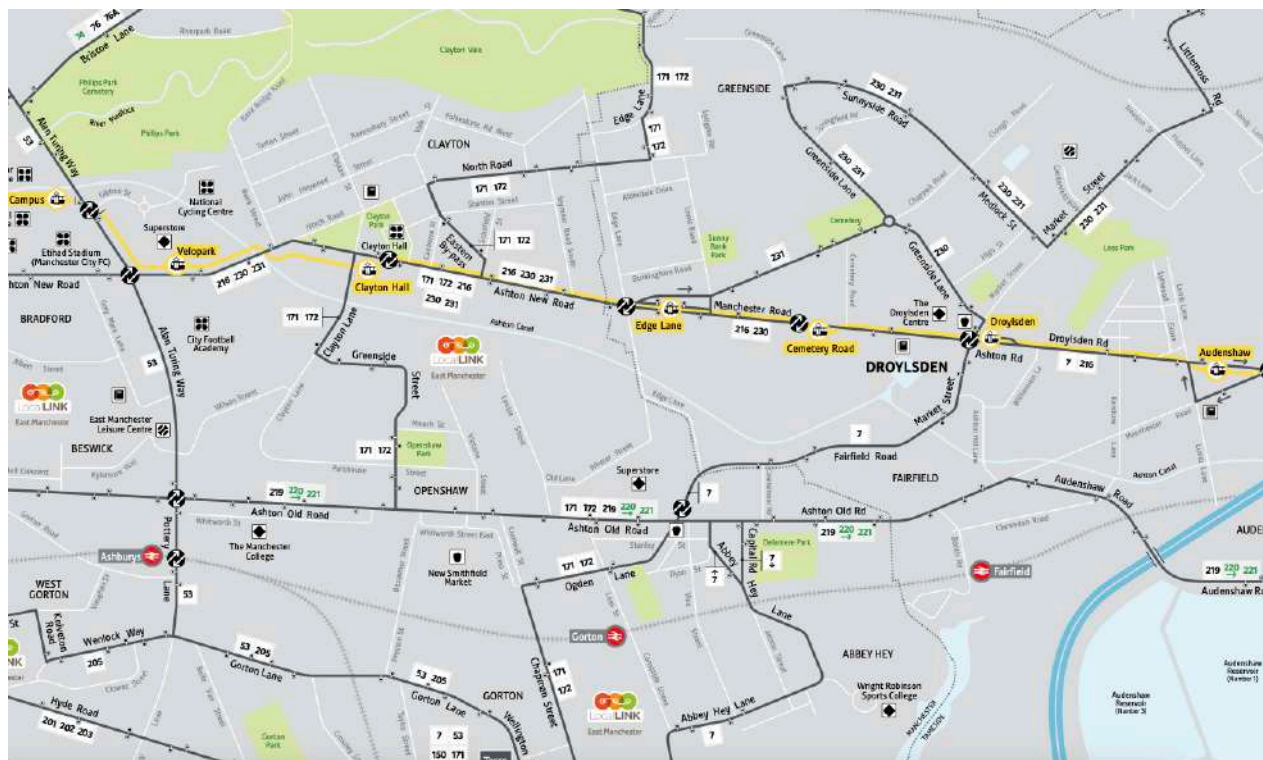


Table 4.3 : Local Public Bus Services – Ashton New Road and Edge Lane

Service No.	Route	Approx. Two-Way Frequency (buses / hour)				
		AM	Off-Peak	PM	Sat	Sun
171	Newton Heath - Didsbury	1	1	1	1	No Service
172	Newton Heath - Didsbury	1	1	1	1	1
216	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
688	Gorton Education Village Service	<1	0	<1	0	0
703 / 704	Wright Robinson Sports College Service	<1	0	<1	0	0

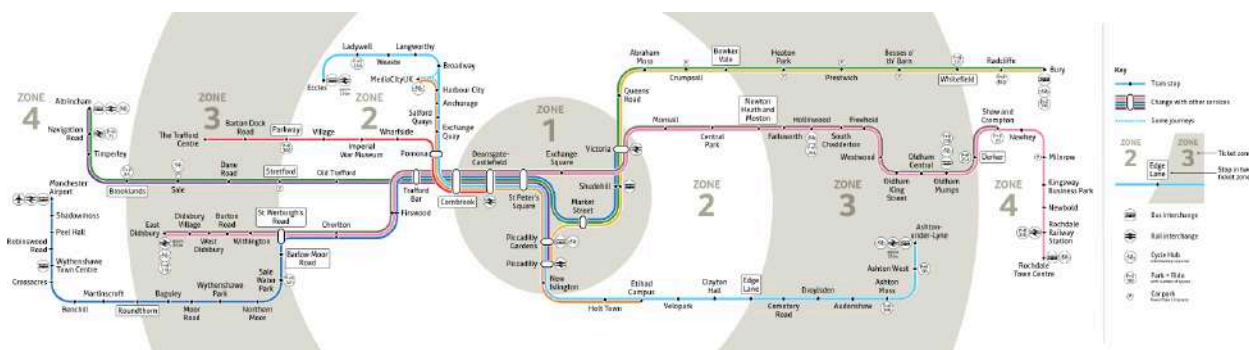
4.4.5 As shown in Table 4.3, frequent bus services are available from Ashton New Road between Ashton-under-Lyne and Manchester Centre.

Metrolink Services

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

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

Figure 4.5 : Metrolink Network Map (source: TfGM)



4.4.8 As shown in Figure 4.5, Cemetery Road is a stop on Eccles – Ashton-under-Lyne (light blue) line, which passes through St Peter's 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

4.4.9 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.

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

4.4.11 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

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

4.5 BREEAM 2018 Accessibility Index

- 4.5.1 The BREEAM 2018 Accessibility Index (AI) calculator tool has been utilised to demonstrate the 'AI' of the public transport services within a short walking distance of the site. The 'AI' calculator tool provides local services with an 'AI' of 5.78.
- 4.5.2 The full calculations are attached in [Appendix B](#).

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 Benefits

- 5.3.1 By meeting the objectives, the TP will bring about the following benefits:

Employee Benefits

- 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; and
- Improved quality and reliability of employee journeys to and from work.

Operator Benefits

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

Wider 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.

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 **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime related.

6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in [Table 5.1](#). 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 C](#).

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 first phase 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 CO₂ 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



From 29 January

172

The 1856 journey from Southern Cemetery to Newton Heath on Saturdays has changed to run 8 minutes later

Buses

171 172



Easy access on all buses

Southern Cemetery
West Didsbury
Didsbury
East Didsbury
Burnage
Levenshulme
Ryder Brow
Gorton
Openshaw
Clayton
Newton Heath

Including bus 172 journeys to/from
Chorlton on Sundays and public holidays

From 29 January 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

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 8.30am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

Stockport Mersey Square

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

East Didsbury, Millgate Lane	0635	0735	0831	0935		1235	1335	1435	1535	1635	1735	1835
East Didsbury, Cricket Club	0638	0738	0834	0938		1238	1338	1438	1538	1639	1738	1838
Didsbury, School Lane	0641	0742	0838	0941		1241	1341	1441	1542	1643	1742	1841
Fog Lane Park	0646	0749	0843	0946		1246	1346	1447	1548	1650	1748	1846
Levenshulme, Train Station	0657	0804	0857	0957	and	1257	1357	1500	1602	1706	1803	1857
Matthews Lane/Mount Road	0701	0811	0903	1002	every	1302	1402	1507	1608	1712	1808	1902
Ryder Brow, Highgate Crescent	0706	0817	0907	1006	hour	1306	1406	1514	1615	1716	1812	1907
Ryder Brow, Sacred Heart Church	0708	0819	0909	1008	until	1308	1408	1516	1617	1718	1814	1910
Gorton, Tesco	0716	0829	0918	1015		1315	1415	1529	1630	1726	1822	1915
Openshaw, Lidl	0722	0836	0924	1021		1321	1421				1828	1921
Droylsden, Chatsworth Road	0734	0851	0936	1032		1332						1932
Newton Heath, Old Church Street	0743	0900	0945	1041		1341						1941

Saturdays

East Didsbury, Millgate Lane		0935		1735	1835
East Didsbury, Cricket Club		0938		1738	1838
Didsbury, School Lane		0941		1741	1841
Fog Lane Park		0946		1746	1846
Levenshulme, Train Station	0857	0957	and	1757	1857
Matthews Lane/Mount Road	0902	1002	every	1802	1902
Ryder Brow, Highgate Crescent	0906	1006	hour	1806	1906
Ryder Brow, Sacred Heart Church	0908	1008	until	1808	1908
Gorton, Tesco	0915	1015		1815	1915
Openshaw, Lidl	0921	1021		1821	
Droylsden, Chatsworth Road	0932	1032		1832	
Newton Heath, Old Church Street	0941	1041		1841	

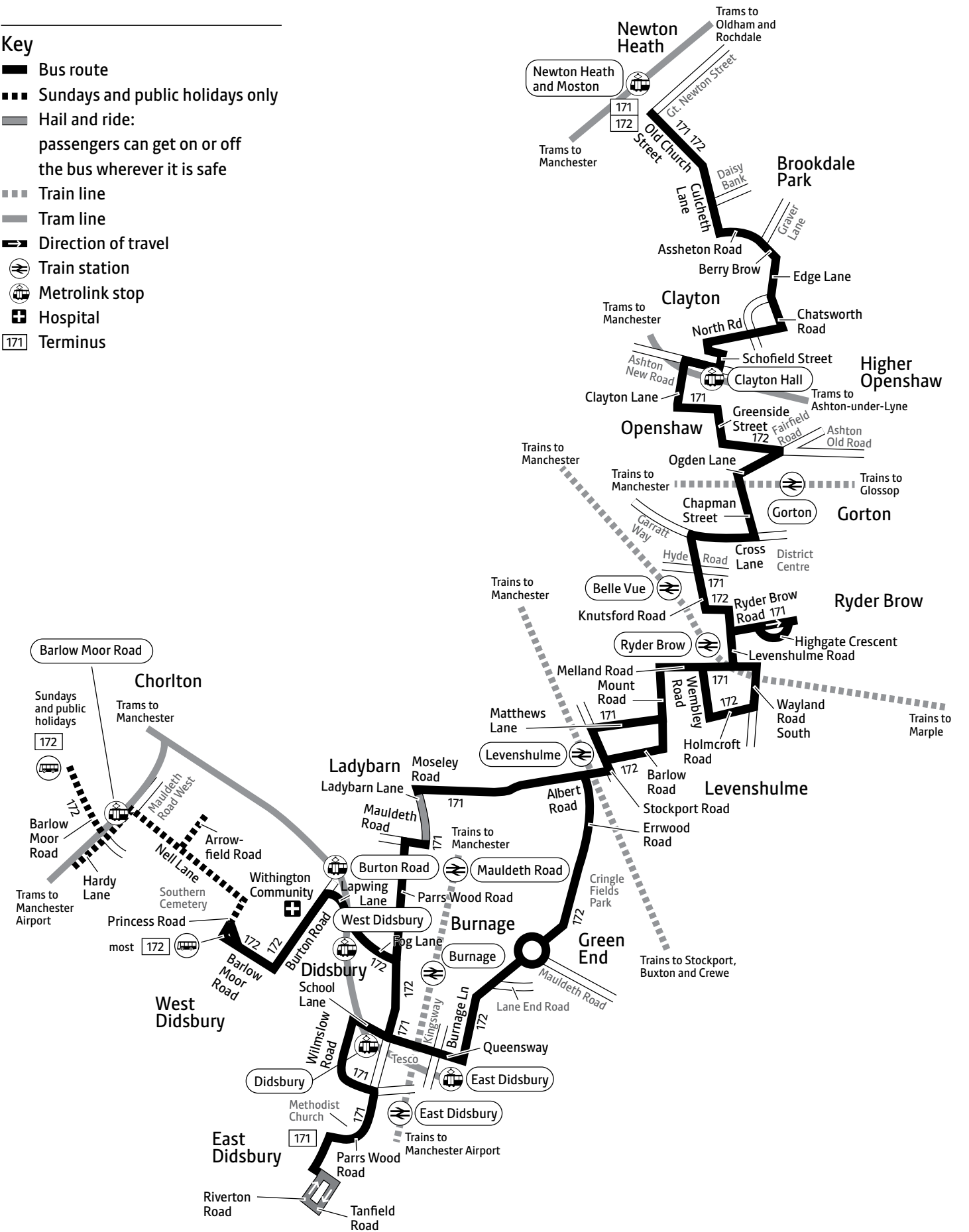
Bus 171 does not run on Sundays or public holidays

Bus 171 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 171 journeys are run using easy access buses. See inside front cover of this leaflet for details

171 172

- Key**
- Bus route
 - Sundays and public holidays only
 - Hail and ride:
passengers can get on or off
the bus wherever it is safe
 - Train line
 - Tram line
 - Direction of travel
 - Train station
 - Metrolink stop
 - Hospital
 - 171 Terminus



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Transport for Greater Manchester uses reasonable endeavours to check the accuracy of information published and to publish changes to information in a timely manner. In no event will Transport for Greater Manchester be liable for any loss that may arise from this information being inaccurate.

Mondays to Fridays

Newton Heath, Old Church Street	0659	0807	0920	1320						
Clayton, North Road	0707	0815	0927	1327						
Higher Openshaw, Morrisons	0726	0832	0939	1339	1436	a			1839	
Gorton, Tesco	0647	0739	0845	0950	1350	1441	1543	1641	1746	1850
Ryder Brow, Sacred Heart Church	0650	0744	0849	0953	and	1353	1446	1547	1645	1853
Ryder Brow, Glenside Avenue	0652	0746	0851	0955	every	1355	1448	1549	1647	1855
Matthews Lane/Mount Road	0657	0751	0856	0959	hour	1359	1456	1555	1652	1859
Levenshulme, Train Station	0703	0757	0902	1004	until	1404	1503	1602	1658	1904
Fog Lane Park	0713	0808	0913	1014		1414	1513	1613	1710	1914
Didsbury, School Lane	0720	0816	0920	1021		1421	1520	1621	1719	1820
East Didsbury, Cricket Club	0724	0820	0924	1025		1425	1524	1625	1724	1824
East Didsbury, Riverton Road	0730	0826	0930	1030		1430	1530	1631	1730	1830
East Didsbury, Millgate Lane	0732	0828	0932	1032		1432	1532	1633	1732	1832

Saturdays

Newton Heath, Old Church Street	0920		1720	1820						
Clayton, North Road	0927		1727	1827						
Higher Openshaw, Morrisons	0939		1739	1839						
Gorton, Tesco	0950		1750	1850						
Ryder Brow, Sacred Heart Church	0953	and	1753	1853						
Ryder Brow, Glenside Avenue	0955	every	1755	1855						
Matthews Lane/Mount Road	0959	hour	1759	1859						
Levenshulme, Train Station	0904	1004	until	1804	1904					
Fog Lane Park	0914	1014		1814						
Didsbury, School Lane	0921	1021		1821						
East Didsbury, Cricket Club	0925	1025		1825						
East Didsbury, Riverton Road	0930	1030		1830						
East Didsbury, Millgate Lane	0932	1032		1832						

Bus 171 does not run on Sundays or public holidays

Bus 171 is provided with the financial support of Transport for Greater Manchester

a – On college days starts from Wright Robinson Sports College at 1535

♿ – All bus 171 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Southern Cemetery, Bus Station	0544	0704	0804	0904		1304	1404	1504	1604	1704	1804	1856	1959	2102	2205	2308
Withington Community Hospital	0546	0706	0806	0906		1306	1406	1506	1606	1706	1806	1858	2001	2104	2207	2310
West Didsbury, Metrolink Stop	0549	0709	0810	0909		1309	1409	1510	1610	1710	1809	1900	2003	2106	2209	2312
Fog Lane Park	0553	0714	0814	0913		1313	1413	1515	1615	1715	1814	1903	2006	2109	2212	2315
Errwood Road/Crossley Road	0603	0727	0828	0923	and	1323	1423	1528	1631	1730	1827	1912	2015	2118	2221	2324
Levenshulme, Train Station	0607	0731	0832	0927	every	1327	1427	1533	1635	1734	1831	1916	2019	2122	2225	2328
Matthews Lane/Mount Road	0612	0738	0839	0932	hour	1332	1433	1539	1641	1739	1836	1919	2022	2125	2228	2331
Ryder Brow, Hemsworth Road	0617	0744	0845	0937	until	1337	1440	1545	1646	1744	1841	1924	2027	2130	2233	2336
Ryder Brow, Sacred Heart Church	0620	0749	0849	0940		1340	1444	1550	1650	1747	1844	1927	2030	2133	2236	2339
Gorton, Tesco	0625	0756	0856	0945		1345	1452	1557	1656	1752	1850	1931	2034	2137	2240	2343
Openshaw, Lidl	0631	b		0951		1351	1458	1606	1704	1759	1856	1937	2040	2143	2246	
Clayton, North Road	0642			1002		1402	1512	1619	1720	1811	1907	1946	2049	2152	2255	
Newton Heath, Old Church Street	0651			1011		1411	1521	1629	1729	1819	1915	1955	2058	2201	2304	

Saturdays

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

Chorlton, Bus Station											0823	1823				
Chorltonville, Hardy Lane											0827	1827				
Chorlton, Arrowfield Road											0832	1832				
Southern Cemetery, Bus Station	0704		1804	1904	1959	2102	2205	2308			0837	1837	1959	2102	2205	
Withington Community Hospital	0706		1806	1906	2001	2104	2207	2310			0839	1839	2001	2104	2207	
West Didsbury, Metrolink Stop	0709		1809	1908	2003	2106	2209	2312			0841	1841	2003	2106	2209	
Fog Lane Park	0713		1813	1911	2006	2109	2212	2315			0845	and	1845	2006	2109	2212
Errwood Road/Crossley Road	0723	and	1823	1920	2015	2118	2221	2324			0853	every	1853	2015	2118	2221
Levenshulme, Train Station	0627	0727	every	1827	1924	2019	2122	2225	2328		0858	hour	1858	2019	2122	2225
Matthews Lane/Mount Road	0632	0732	hour	1832	1927	2022	2125	2228	2331		0903	until	1903	2022	2125	2228
Ryder Brow, Hemsworth Road	0637	0737	until	1837	1932	2027	2130	2233	2336		0908		1908	2027	2130	2233
Ryder Brow, Sacred Heart Church	0640	0740		1840	1935	2030	2133	2236	2339		0911		1911	2030	2133	2236
Gorton, Tesco	0645	0745		1845	1939	2034	2137	2240	2343		0915		1915	2034	2137	2240
Openshaw, Lidl	0651	0751		1851	1945	2040	2143	2246			0921		1921	2040	2143	2246
Clayton, North Road	0702	0802		1902	1954	2049	2152	2255			0932		1932	2049	2152	2255
Newton Heath, Old Church Street	0711	0811		1911	2003	2058	2201	2304			0941		1941	2058	2201	2304

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

Bus 172 is provided with the financial support of Transport for Greater Manchester. b – On college days continues to Wright Robinson Sports College arriving at 0803

♿ – All bus 172 journeys are run using easy access buses. See inside front cover of this leaflet for details

Mondays to Fridays

Newton Heath, Old Church Street	0556	0635			0950	1050	1150	1250	1345	1438	1537	1640	1740	1855	1958	2101	2204	
Clayton, North Road	0601	0642			0957	1057	1157	1257	1352	1445	1544	1647	1746	1901	2004	2107	2210	
Higher Openshaw, Morrisons	0612	0656			1009	1109	1209	1309	1405	1501	1601	1704	1759	1911	2014	2117	2220	
Gorton, Tesco	0621	0707	0810	0917	1020	1120	1220	1320	1416	1514	1613	1716	1810	1921	2024	2127	2230	
Ryder Brow, Sacred Heart Church	0624	0711	0814	0920	1023	1123	1223	1323	1419	1518	1617	1719	1813	1923	2026	2129	2232	
Ryder Brow, Wayland Road South	0626	0714	0817	0923	1025	1125	1225	1325	1422	1521	1620	1722	1815	1925	2028	2131	2234	
Matthews Lane/Leybourne Avenue	0630	0720	0823	0928	1029	1129	1229	1329	1426	1526	1625	1727	1819	1929	2032	2135	2238	
Levenshulme, Train Station	0514	0634	0728	0831	0934	1034	1134	1234	1334	1432	1533	1632	1733	1825	1933	2036	2139	2242
Errwood Road/Crossley Road	0518	0638	0732	0835	0938	1038	1138	1238	1338	1436	1537	1636	1737	1829	1937	2040	2143	2246
Fog Lane Park	0526	0646	0741	0845	0946	1046	1146	1246	1346	1445	1546	1645	1746	1837	1944	2047	2150	2253
West Didsbury, Metrolink Stop	0530	0650	0747	0849	0950	1050	1150	1250	1350	1449	1550	1649	1750	1841	1947	2050	2153	2256
Withington Community Hospital	0535	0655	0753	0854	0955	1055	1155	1255	1355	1454	1555	1654	1755	1845	1951	2054	2157	2300
Southern Cemetery, Bus Station	0539	0659	0759	0859	0959	1059	1159	1259	1359	1459	1559	1659	1759	1852	1955	2058	2201	2304

Saturdays

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

Newton Heath, Old Church Street	0650		1750	1855	1958	2101	2204			0855		1755	1855	1958	2101	
Clayton, North Road	0657		1757	1901	2004	2107	2210			0901		1801	1901	2004	2107	
Higher Openshaw, Morrisons	0709		1809	1911	2014	2117	2220			0913		1813	1911	2014	2117	
Gorton, Tesco	0720		1820	1921	2024	2127	2230		0823	0923		1823	1921	2024	2127	
Ryder Brow, Sacred Heart Church	0723	and	1823	1923	2026	2129	2232		0826	0926		1826	1923	2026	2129	
Ryder Brow, Wayland Road South	0725	every	1825	1925	2028	2131	2234		0828	0928		1828	1925	2028	2131	
Matthews Lane/Leybourne Avenue	0729	hour	1829	1929	2032	2135	2238		0832	0932	and	1832	1929	2032	2135	
Levenshulme, Train Station	0634	0734	until	1834	1933	2036	2139	2242	0736	0836	0936	every	1836	1933	2036	2139
Errwood Road/Crossley Road	0638	0738		1838	1937	2040	2143	2246	0740	0840	0940	hour	1840	1937	2040	2143
Fog Lane Park	0646	0746		1846	1944	2047	2150	2253	0748	0848	0948	until	1848	1944	2047	2150
West Didsbury, Metrolink Stop	0650	0750		1850	1947	2050	2153	2256	0752	0852	0952		1852	1947	2050	2153
Withington Community Hospital	0655	0755		1855	1951	2054	2157	2300	0756	0856	0956		1856	1951	2054	2157
Southern Cemetery, Bus Station	0659	0759		1859	1955	2058	2201	2304	0800	0900	1000		1900	1955	2058	2201
Chorlton, Arrowfield Road									0805	0905	1005		1905			
Chorltonville, Hardy Lane									0809	0909	1009		1909			
Chorlton, Bus Station									0814	0914	1014		1914			

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

Bus 172 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 172 journeys are run using easy access buses. See inside front cover of this leaflet for details

APPENDIX B BREEAM AI Calculation

BREEAM-NOR v6.0 Tra 01 Accessibility Index Calculator

BREEAM[®] NOR

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type **Offices/Industrial**

No. nodes required **3**

Select

NODE 1

Public transport type	Tram									
Distance to node (m)	550									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	10									

NODE 2

Public transport type	Bus									
Distance to node (m)	180									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	2								

NODE 3

Public transport type	Bus									
Distance to node (m)	400									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.5									

NODE 4

Public transport type	Bus									
Distance to node (m)	650									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	0.5	1	1							

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APPENDIX C

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



keep up with mode:



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