

Finlay's Yard
Manchester City Centre
Travel Plan
231004/SK22377/TP01(-01)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22377	TP01	00	Draft for comment	L Speers	LGS	02/10/2023
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1 Introduction

- 1.1 SK has been appointed to prepare a Travel Plan for a residential development at Finlay's Yard off Mangle Street in the Northern Quarter area of Manchester city centre.
- 1.2 The development was granted planning permission under reference 115529 / FO / 2017 for the construction of 14 apartments (all two-bed) with the pedestrian entrance from Mangle Street and 32 cycle parking spaces in a secure storeroom. The development is car free. The ground floor layout is attached as Appendix A.
- 1.3 The Travel Plan has been prepared to discharge Planning Condition 9 attached to the planning consent.

'9) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented, and monitored for effectiveness, shall be submitted to, and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy.

Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented prior to first occupation of the building by residential occupiers and shall be kept in operation at all times thereafter.'

2 Travel Plan Process

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Transport (2007), Making Residential Travel Plans Work
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Manchester City Council (2012), Core Strategy
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Department for Levelling Up, Housing & Communities (2021), Planning Practice Guidance
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
- 2.2 Paragraph 113 of NPPF¹ states that all development that will generate significant levels of movement should prepare a Travel Plan. While the development (14 dwellings) will not generate a significant level of movement a Travel Plan has still been prepared. The glossary of NPPF describes a Travel Plan as:

'A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.'
- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there

¹ Department for Levelling Up, Housing & Communities (2022), National Planning Policy Framework

is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.

Travel Plan Pyramid

- 2.6 The Department of Transport² (DfT) states that:

'... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought.'

- 2.7 The DfT pyramid is shown in Figure 2.1.

- 2.8 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, and this is examined in Section 3 and 4 of the Plan.

- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and cycle parking provision. These aspects are set out in Section 1 and 6.

- 2.10 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

- 2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

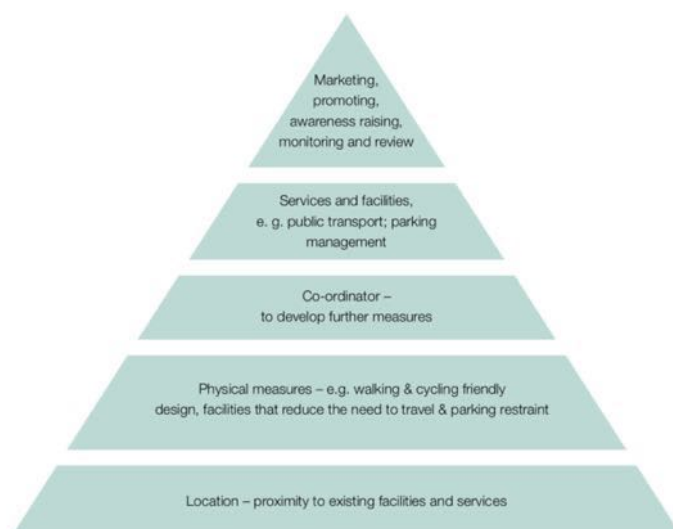


Figure 2.1: Travel Plan Pyramid
[source: DfT]

² Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

Travel Plan Benefits

- 2.13 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.18 The objectives of the Travel Plan are to:
 - Objective 1:** To increase trips by active / sustainable modes of travel.
 - Objective 2:** To reduce the number of single occupancy private car trips.

3 Site Location

Site Location

- 3.1 Figure 3.1 shows that the site is located to the north of the city centre, in the Northern Quarter area. The site location occupies a prominent position within the conservation area of Stevenson Square. The site forms part of an island site bounded by Dale Street, China Lane, Back Piccadilly, and Mangle Street.

Local Transport Network

- 3.2 Mangle Street is a service character route that creates a connection between Dale Street and Back Piccadilly. Mangle Street has footways on both sides of the road and is subject to Traffic Regulation Orders (TRO) waiting controls.
- 3.3 At its eastern end, Mangle Street meets Dale Street at a priority junction. Dale Street is one of the principal routes through the Northern Quarter and it benefits from wide footways on both sides of the carriageway and street lighting. Continuing north on Dale Street provides access to the rest of the Northern Quarter and continuing south provides access to Piccadilly station. Controlled and uncontrolled pedestrian crossing facilities are provided at regular intervals along the route.

Traffic Regulation Orders

- 3.4 The site sits within City Centre Parking Control Zone 2. Parking in the zone is controlled by TRO which include double yellow lines and Pay & Display parking bays. The control period is in operation between Monday to Sunday (8am to 8pm) and allows a maximum parking stay time of two hours.

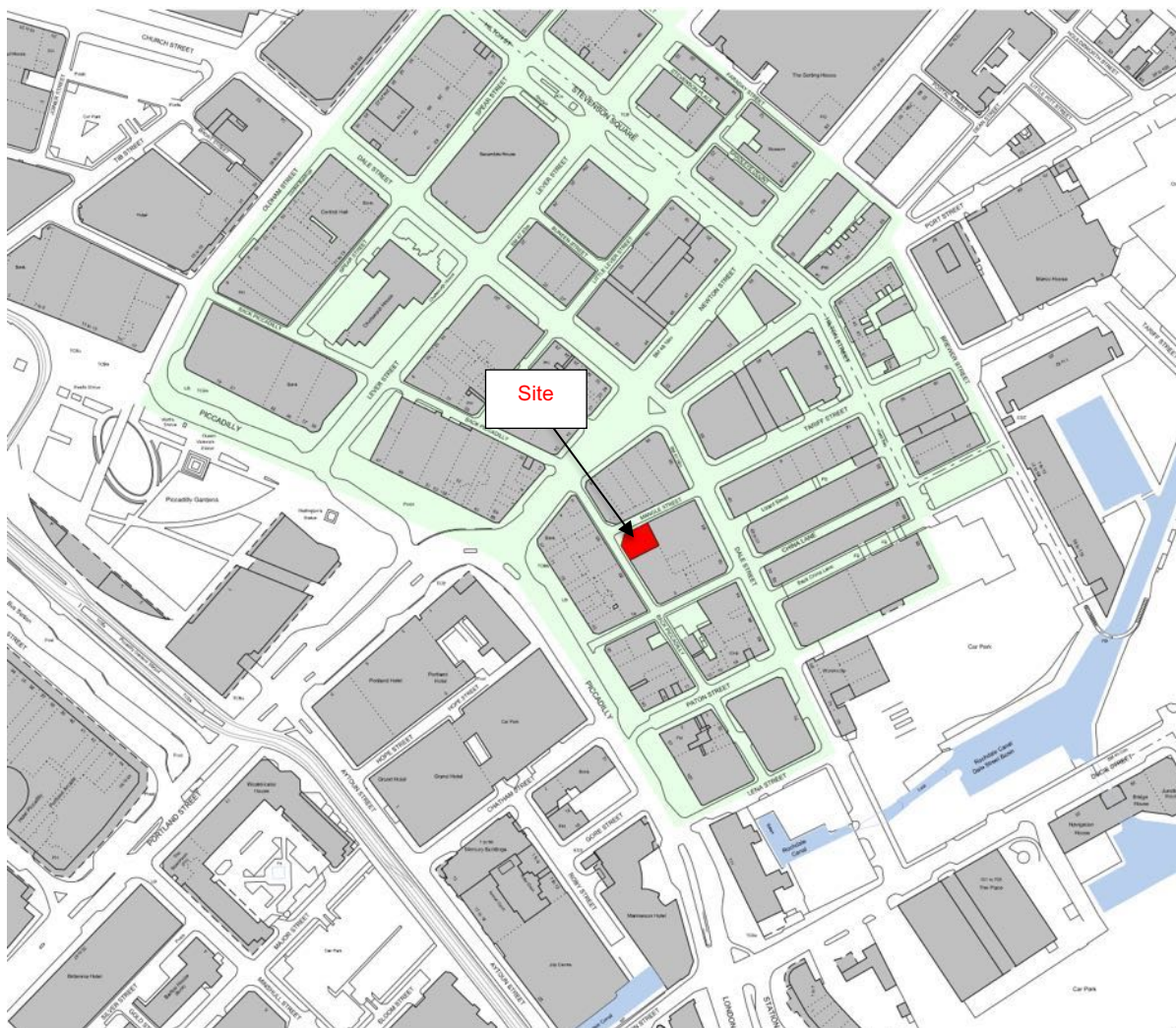


Figure 3.1: Site Location
[source: Stephenson Hamilton Risley Studio]

4 Accessibility Audit

Active Travel Routes

- 4.1 The site is well located within the city centre is served by pedestrian routes that provide street-lit footways with frequently provided controlled and uncontrolled crossings.
- 4.2 Figures 4.1 and 4.2 shows the [cycle network](https://tfgm.pindarcreative.co.uk)³ and [Bee Network](https://mappinggm.org.uk/bee-network/)⁴ routes serving the site. Figure 4.1 shows that the roads serving the site are subject to a 20mph speed limit making them a suitable environment for active travel trips. These routes provide a good means of connecting to formal cycle infrastructure. Figure 4.2 shows that Dale Street in the vicinity of the site, is part of the Bee Network and that this route is being improved as part of the Northern Quarter Bee Network scheme.
- 4.3 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester)⁵. Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme launched in Summer 2022 providing pedal bikes and e-bikes across Manchester, Salford, and Trafford.

³ <https://tfgm.pindarcreative.co.uk>

⁴ <https://mappinggm.org.uk/bee-network/>

⁵ <https://beryl.cc/scheme/greater-manchester>

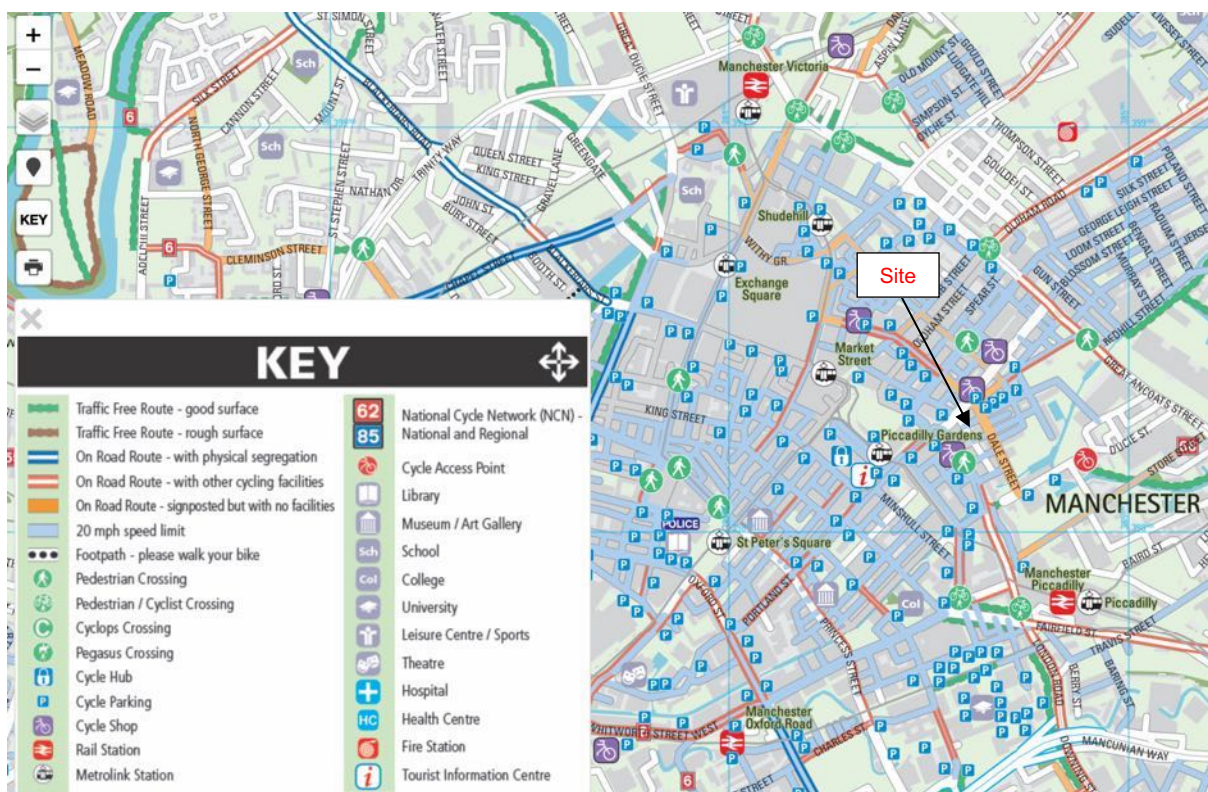


Figure 4.1: Greater Manchester Cycle Network
[source: TfGM]

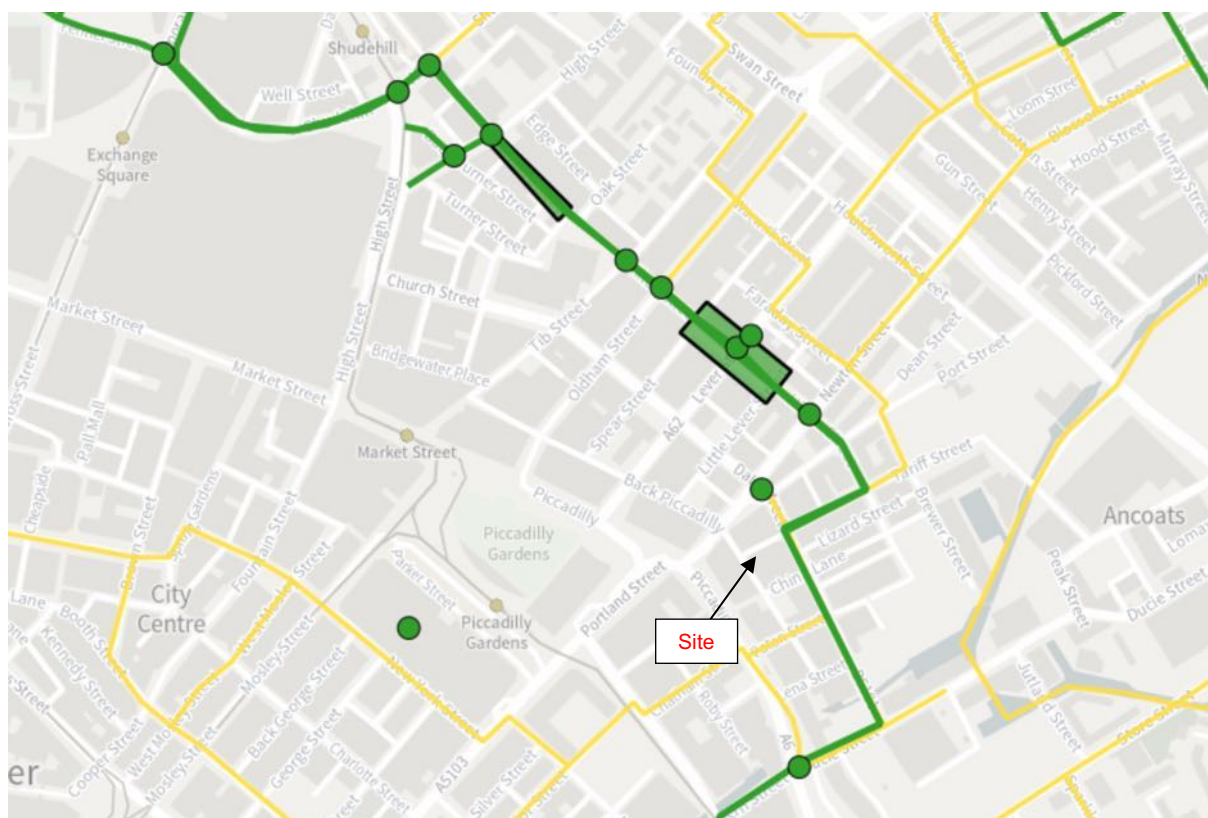


Figure 4.2: Bee Network
[source: Mapping GM]

Public Transport Routes

- 4.4 Figure 4.3 shows the [public transport network](#)⁶ serving the site.

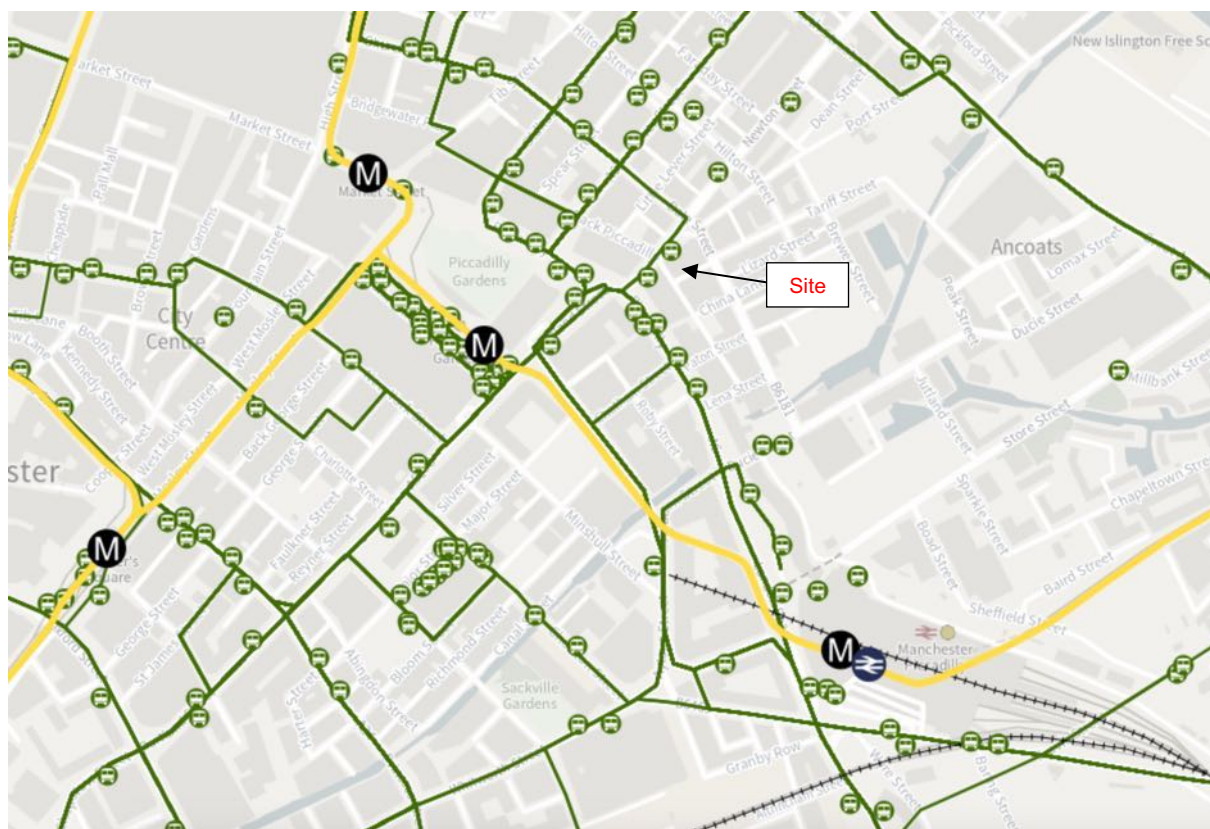


Figure 4.3: Public Transport Network
[source: Mapping GM]

- 4.5 The nearest bus stops to the site are located 60m away (one-minute walk) on Newton Street and 120m away on Piccadilly. Table 4.1 gives a sample of the bus services from the nearest stops taken from the timetables are available from the [TfGM website](#)⁷.

⁶ <https://mappinggm.org.uk/people/>

⁷ <https://tfgm.com/bus/timetables>

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
192	Hazel Grove – Stockport – Manchester	6	6	6	6	6
219	Glossop – Hadfield – Manchester	6	6	3	6	3
203	Stockport – Reddish – Manchester	6	6	4	6	4
201	Hattersley – Denton – Manchester	6	6	2	6	2
205	Dane Bank – Manchester	2	2	1	2	2
202	Gee Cross – Manchester	2	2	1	2	1
220/21	Dukinfield – Openshaw – Manchester	2	-	-	-	-

Table 4.1: Bus Services
[source: TfGM]

- 4.6 More bus service routes are available a short walk away (350m) at Piccadilly Gardens bus interchange.
- 4.7 Access can also be gained to [Routes 1 and 2 of the Free Bus](#)⁸ can also be accessed at Piccadilly. These bus services circulate the city centre providing a free service and connection to key public transport nodes and destinations.
- 4.8 [Metrolink tram services](#)⁹ can be accessed at Piccadilly Gardens tram stop (300m) and Piccadilly station tram stop (360m away). The tram services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.
- 4.9 The nearest mainline train station to the site is Piccadilly station (360m) which can be used to access [mainline trains](#)¹⁰ offering comprehensive service coverage of Greater Manchester and Northwest destinations.

Car Club Scheme

- 4.10 While the site is car free there may be occasions when residents require the use of a car. The city centre sustainable transport strategy provides for these instances with a network of car club vehicles serving the city.
- 4.11 Car clubs provide an alternative to car ownership that complements the sustainable transport system in Greater Manchester. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.12 [Enterprise Car Club](#)¹¹ has vehicles parked across the city. The nearest car club vehicles to the site are located at the Grand car park on Piccadilly, Dale Street car park and Tariff Street.

⁸ <https://tfgm.com/public-transport/bus/free-bus>

⁹ <https://tfgm.com/public-transport/tram>

¹⁰ <https://tfgm.com/public-transport/train>

¹¹ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Accessibility Assessment

- 4.13 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km, which equates to a walk time of 25 minutes based on an average (all-age) walk speed of 80m / min. TfGM supports developments that meet 15-Minute City principles, whereby residents can access a range of services and amenities within a short walk or cycle of their home. Figure 4.4 shows a 15-minute and 25-minute walk time from the site.
- 4.14 Figure 4.4 shows that the site is within a 15-minute walk of the core of the city, including Market Street, St Peter's Square, Cutting Room Square, Piccadilly station, Shudehill interchange and Manchester Victoria. The site is within a 25-minute walk of City Centre Salford, Deansgate and Manchester Oxford Road.

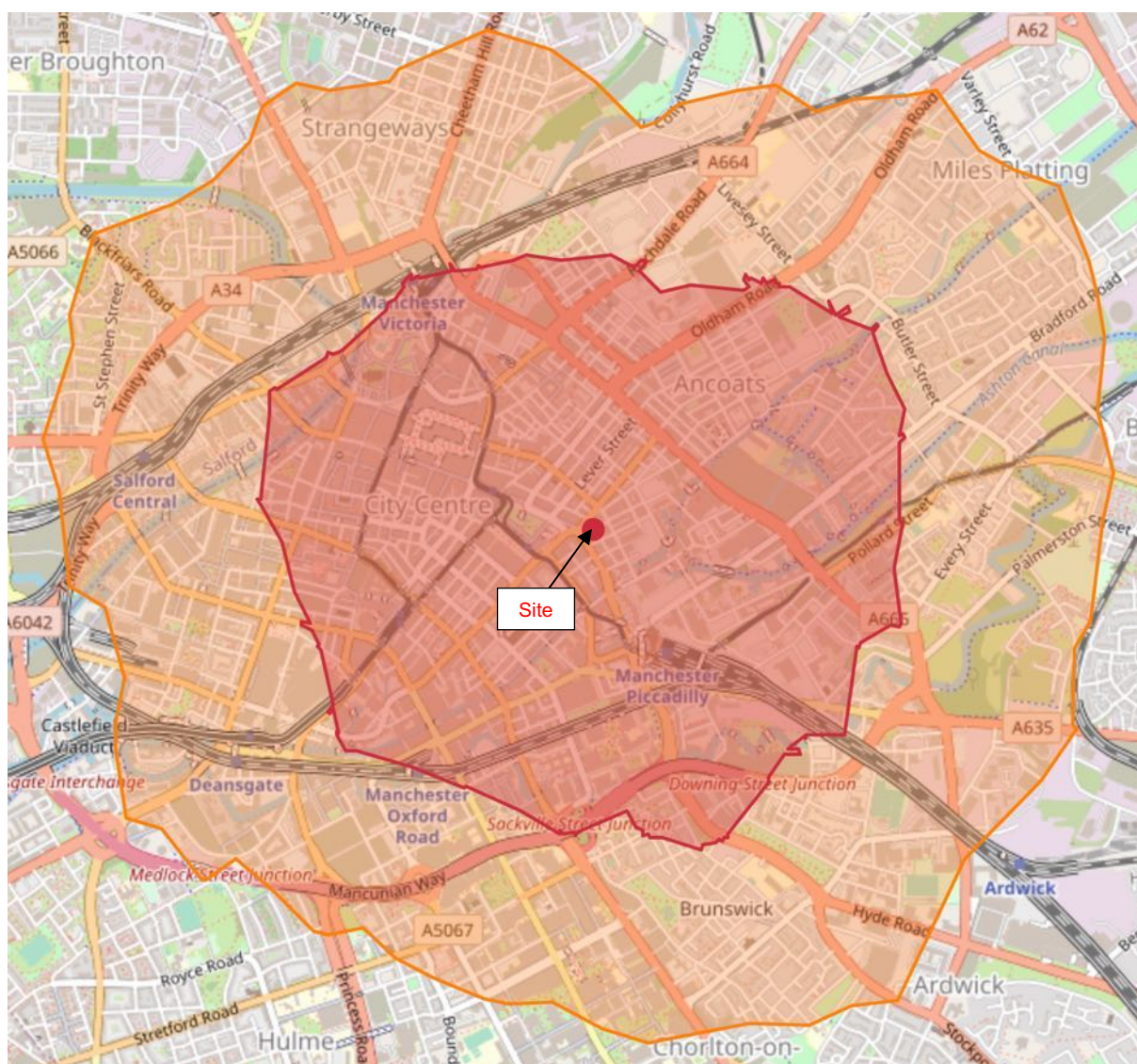


Figure 4.4: 15-Minute & 25-Minute Walking Isochrone

- 4.15 A [Greater Manchester Accessibility Level](#)¹² (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.

¹² <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

- 4.16 Figure 4.5 shows that the site has a GMAL rate of 8 and a score of 144.63. The site has the highest GMAL rate in Greater Manchester and a very high score. The assessment confirms that the site is highly accessible by public transport.

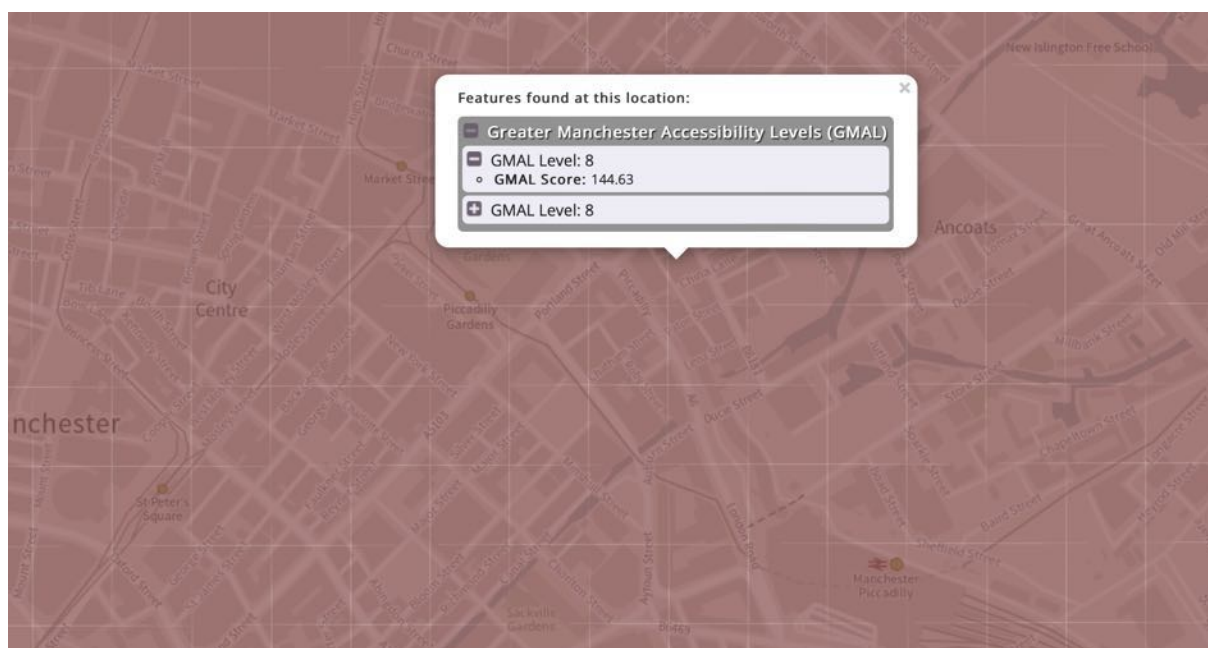


Figure 4.5: GMAL
[source: Mapping GM]

5 Management Measures

Management Structure

- 5.1 Ultimate responsibility for the Travel Plan will be the applicant and they have been involved in the preparation of the Travel Plan and are committed to the effective implementation of the Travel Plan. The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.

Travel Plan Co-ordinator

- 5.2 DfT guidance states that at all times a named individual needs to be responsible for leading the delivery of the Travel Plan¹³. A Travel Plan Co-ordinator has been identified for the site and contact details are provided below:

Darren Norris
Complete Property Management Solutions Limited
darren@completepropertymanagement.co.uk

- 5.3 The primary leadership for implementing the Travel Plan will be the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for site residents. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and monitoring its effectiveness.
- 5.4 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
- Looking after the day-to-day operation of the Travel Plan
 - Providing a point of contact for site residents and the Council
 - Engaging with site residents on travel related matters

¹³ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
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- Implementing the Travel Plan measures
- Monitoring the performance of the Travel Plan and reporting to the Council

Handover Arrangements

- 5.5 Should the Travel Plan Co-ordinator change, responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner (within three months) to allow the Travel Plan to continue uninterrupted at the site.
- 5.6 Should the applicant's interest in the Campus be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Strategy Measures

Communication Measures

- 6.1 The measures set out in this section will be continually and clearly communicated to site residents to maximise effectiveness. The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that site residents are aware of the travel options and initiatives available to them. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.
- 6.2 Table 6.1 summarises the measures that will be used as part of the communication strategy.

Initiative	Description
Information Dissemination	Distributing promotional materials / updates to residents.
Travel Packs	Succinct travel packs will be provided to all residents.
Journey Planning Software	Promoting relevant journey planning software to residents.

Table 6.1: Communications Initiatives

- 6.3 Residents will be asked to provide the Travel Plan Co-ordinator with an email address so that updates to travel initiatives and local services can be shared with them. The Travel Plan Co-ordinator will be responsible for regularly reviewing local services on the [TfGM website](#)¹⁴ to check for changes to routes, services, and TfGM initiatives.
- 6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them.
- 6.5 The travel packs will be issued to residents when they move in. The travel packs will contain the following types of information:
1. Links to [TfGM journey planning software](#)¹⁵
 2. Links to [Google Play](#)¹⁶ and [Apple Store](#)¹⁷ Bee Network app
 3. Links to [TfGM travel alerts and updates software](#)¹⁸
 4. Links to [TfGM walking and cycling route maps](#)¹⁹
 5. Links to [TfGM ticketing information](#)²⁰
 6. Links to [TfGM active travel tips](#)²¹

¹⁴ <https://tfgm.com>

¹⁵ <https://tfgm.com/plan-a-journey>

¹⁶ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁷ <https://apps.apple.com/gb/app/bee-network/id1669705230>

¹⁸ <https://tfgm.com/travel-updates>

¹⁹ <https://tfgm.pindarcreative.co.uk>

²⁰ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²¹ <https://beeactive.tfgm.com>

- 6.6 A sample travel pack has been prepared and is attached as Appendix B.
- 6.7 Residents will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](#)²²
 - [Public transport maps](#)²³
 - [Active Travel route software](#)²⁴
 - [Walking and cycling route maps](#)²⁵
 - Links to [Google Play](#)²⁶ and [Apple Store](#)²⁷ Bee Network app

Active Travel Measures

- 6.8 Active travel provides the following benefits:
- **Builds activity into your daily routine.**
A 20-25 minute brisk walk daily can add seven years to your life.
 - **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
 - **Fewer cars equals cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
 - **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
 - **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.
- 6.9 Section 4 shows that the site is very well located for access on foot or by cycle. As part of the development, cycle parking has been provided. The Travel Plan Co-ordinator will provide information site residents on active travel facilities by sharing the journey planning software set out earlier via the travel packs.
- 6.10 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing site residents with resources provided by [TfGM](#)²⁸, [GMWalking](#)²⁹, [Sustrans](#)³⁰ and [Cycling UK](#)³¹.
- 6.11 TfGM provides [cycle training sessions](#)³² for adults and family groups. This scheme will be promoted to site residents.
- 6.12 The Travel Plan Co-ordinator will provide information to site residents on how they can try cycling, without committing to the purchase of a bike. Resources that will be used include the [Beryl Bike Hire Scheme](#)³³, [TfGM's Bike Libraries](#)³⁴ lending scheme, and a [number of charities](#)³⁵ that provide bike loan services.
- 6.13 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by residents to set themselves personal walking challenges, such as the [NHS Active 10](#)³⁶ app and [TfGM's 10 for 10 Challenge](#)³⁷. The Travel Plan Co-ordinator will also

²² <https://tfgm.com/plan-a-journey>

²³ <https://tfgm.com/maps>

²⁴ <https://beeactive.tfgm.com>

²⁵ <https://tfgm.pindarcreative.co.uk>

²⁶ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

²⁷ <https://apps.apple.com/gb/app/bee-network/id1669705230>

²⁸ <https://beeactive.tfgm.com>

²⁹ <https://gmwalking.co.uk>

³⁰ www.sustrans.org.uk/

³¹ www.cyclinguk.org/

³² <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

³³ <https://beryl.cc/scheme/greater-manchester>

³⁴ <https://beeactive.tfgm.com/cycling/bike-libraries/>

³⁵ <https://beeactive.tfgm.com/cycling/get-a-bike/>

³⁶ <https://www.nhs.uk/better-health/get-active/>

³⁷ <https://beeactive.tfgm.com/10-for-10/>

promote events to encourage increased cycling such as [Love to Ride](#)³⁸ to encourage new cycling journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

6.14 Table 6.2 summarises the active travel measures.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to residents using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide cycle parking for residents.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.
Cycle Hire	The Travel Plan Co-ordinator will provide information to residents on how they can hire a bike.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.2: Active Travel Initiatives

Public Transport Measures

- 6.15 Section 4 shows that the site is well located for access to bus, tram, and train services. The Travel Plan Co-ordinator will use the information resource mechanism in the communications strategy to make sure that residents are aware of the travel choices available to them.
- 6.16 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available to residents using information from [TfGM ticketing information](#)³⁹.
- 6.17 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)⁴⁰
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)⁴¹
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)⁴²
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.
- 6.18 Table 6.3 summarises the measures that will be used to promote public transport use.

³⁸ <https://www.lovetoride.net/gm>

³⁹ <https://tfgm.com/tickets-and-passes/find-a-ticket>

⁴⁰ <https://tfgm.com/get-on-board>

⁴¹ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

⁴² <https://www.northernrailway.co.uk/tickets/flexi>

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that residents are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to residents.

Table 6.3: Public Transport Initiatives

Sustainable Vehicle Measures

- 6.19 Recognising the sustainable location of the site, the development is car-free.
- 6.20 Information on the [Enterprise Car Club](https://www.enterpriseclub.co.uk/gb/en/home.html)⁴³ scheme will be provided to residents in the travel packs.
- 6.21 The travel pack will include information on on-line food retail facilities that serve the area, such as [Sainsburys](https://www.sainsburys.co.uk/)⁴⁴, [Tesco](http://www.tesco.com/)⁴⁵ and [Ocado](http://www.ocado.com/)⁴⁶.

Initiative	Description
Enterprise Car Club	The Travel Plan Co-ordinator will provide information to residents on the city centre car club scheme.
Home Shopping	The Travel Plan Co-ordinator will provide information on home delivery services to residents.

Table 6.4: Sustainable Vehicle Measures

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline resident travel surveys will be undertaken within six months of occupancy the development. The travel surveys will be undertaken using a simple questionnaire that will collect the following information:
1. Home location
 2. Work location
 3. Usual mode of travel to work
 4. Household car and cycle ownership
- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and these will be set out in the baseline Monitoring Report.
- 7.4 A sample survey has been prepared and is attached as Appendix C.

Monitoring Surveys

- 7.5 Surveys will be undertaken every two years for a period of five years (baseline, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with residents by email update.

⁴³ <https://www.enterpriseclub.co.uk/gb/en/home.html>

⁴⁴ <https://www.sainsburys.co.uk/>

⁴⁵ <http://www.tesco.com/>

⁴⁶ <http://www.ocado.com/>

Exercise	Key Information	Frequency	Responsibility
Issue of travel packs	Dissemination of travel information and travel survey to residents	On occupation	Travel Plan Co-ordinator
Baseline resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation	Travel Plan Co-ordinator
Baseline Monitoring Report	To set out baseline travel patterns and updates to targets, as required	Within 3 months of the baseline survey	Travel Plan Co-ordinator
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Targets

- 7.6 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.7 Targets for the Travel Plan will be set following the baseline travel surveys and will be based on achieving a measurable and realistic change in travel modes used for commuting trips. The targets will be quantifiable so that the progress of the Travel Plan can be measured in line with the monitoring plan.
- 7.8 In the meantime, the following Preliminary Outcome Targets have been set.

Provision of Travel Packs

Specific	The Travel Plan Co-ordinator will provide residents with a travel pack. These resources will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be distributed with travel packs.
Realistic	The travel packs will be provided to individual households.
Timebound	Ongoing.

Undertake Resident Surveys

Specific	Resident travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.

Table 7.2: Preliminary Travel Plan Targets

8 Action Plan & Funding

Budget

- 8.1 The anticipated relative, annual cost of each Travel Plan measure is set out in Table 8.1 based on the following criteria:
- **Low Cost**
Low costs primarily involve small costs in organising external meetings and the cost of staff time and internal resources. Low-cost items are expected to cost up to £500.
 - **Medium Cost**
Medium costs are small improvements and larger events which take more time to organise and carry out and need more implementation funding. Medium cost items are expected to cost up to £2,500.
 - **High Cost**
High costs are sometimes longer term, more expensive costs. High-cost initiatives are expected to cost over £2,500.

Funding Commitment

- 8.2 The applicant is committed to funding the costs required to ensure the continuous operation of the Travel Plan, including the costs associated with introducing the stated measures and also the costs associated with managing and communicating the Travel Plan. Funding will also be made available for the cost required for the Travel Plan Co-ordinator's time.

Timescales

- 8.3 The Action Plan in Table 8.1 also sets out the timescales for implementing each measures proposed. The following timescales are referred to:
- **Immediate**
To be actioned on adoption of the Travel Plan
 - **Long Term**
To be completed within 5 years
 - **On-going**
An on-going item which spans the full life of the Travel Plan

Action Plan

- 8.4 Table 8.1 sets out the Action Plan for the Travel Plan.

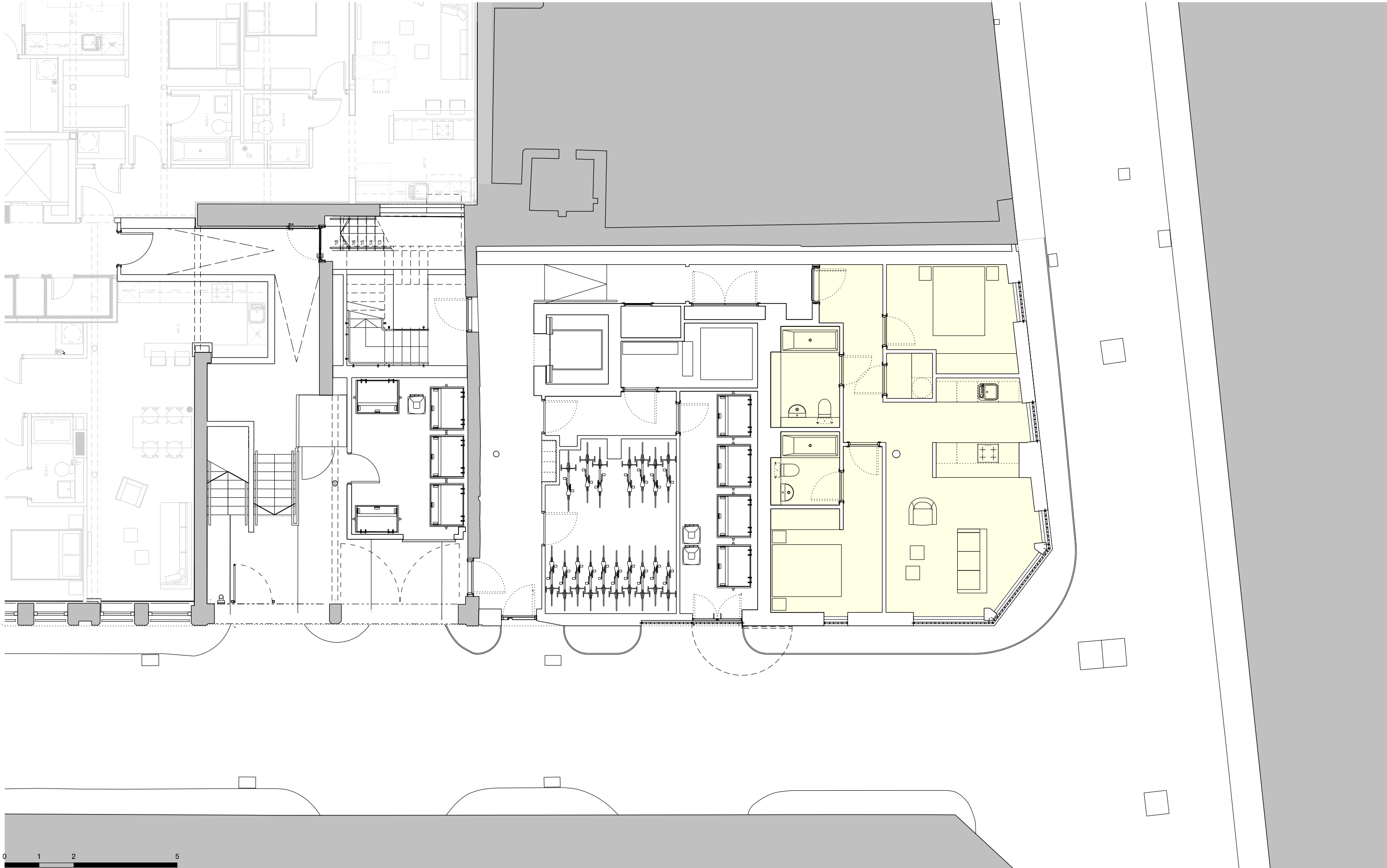
Initiative	Description	Cost	Timescale	Responsibility
Travel Plan Co-ordinator	Appoint Travel Plan Co-ordinator.	Medium	Immediate	Applicant
Travel Packs	Travel packs will be provided to all households.	Low	Immediate	Travel Plan Co-ordinator
	Travel packs will be provided to new residents.	Low	On-going	Travel Plan Co-ordinator
	Update packs every 6 months.	Low	On-going / Long-term	Travel Plan Co-ordinator
Information Dissemination	Regularly review TfGM website for service updates.	Low	On-going / Long-term	Travel Plan Co-ordinator
	Collate information for	Low	On-going / Long-term	Travel Plan Co-ordinator

Initiative	Description	Cost	Timescale	Responsibility
	inclusion in email updates.			
Active Travel Information	Distribute information on active travel routes and benefits to residents via communications strategy.	Low	Immediate	Travel Plan Co-ordinator
	Review active travel routes every 6 months and advertise any changes.	Low	On-going / Long-term	Travel Plan Co-ordinator
New Infrastructure	Provide cycle parking.	High	Immediate	Applicant
Cycle Training	Provide information on TfGM's cycle training schemes.	Low	Immediate	Travel Plan Co-ordinator
Cycle Hire	Provide information on TfGM's bike hire and bike libraries to residents.	Low	On-going	Travel Plan Co-ordinator
Maintaining Momentum	Provide resources that can be used for competitions and to maintain interest in active travel.	Low	Immediate	Travel Plan Co-ordinator
Ticketing Arrangements	Advertise and promote public transport ticketing arrangements to residents.	Low	Immediate	Travel Plan Co-ordinator
	Review ticket prices every 6 months and re-advertise if any changes.	Low	On-going / Long-term	Travel Plan Co-ordinator
Public Transport Information	Distribute information on public transport routes to residents via communications strategy.	Low	Immediate	Travel Plan Co-ordinator
	Review public transport services and walking and cycling routes every 6 months and advertise any changes.	Low	On-going / Long-term	Travel Plan Co-ordinator
Enterprise Car Club	Provide information on city centre car	Low	Immediate / On-going	Travel Plan Co-ordinator

Initiative	Description	Cost	Timescale	Responsibility
	club membership.			
Home Delivery	Provide information on home delivery services.	Low	Immediate / On-going	Travel Plan Co-ordinator
Monitoring	Undertake resident surveys.	Medium	On-going / Long-term (in line with monitoring)	Travel Plan Co-ordinator

Table 8.1: Action Plan

Appendix A



revision: P01
date: 20230929
note: preliminary first issue



project
Finlay's Yard, 2 Mangle Street
7633
title
proposed ground floor plan
scale
1:100 @ A3
drawing no.
al(05)0010

stephenson hamilton risley
STUDIO

3 riverside mews
4 commercial street
manchester, M15 4RQ
www.shr.studio
email@shr.studio
0161 832 0244

Appendix B



Our Travel Plan

We have prepared a Travel Plan for the building you live in. A Travel Plan is a strategy document that is put together to help promote active travel modes, and to set out information we will provide you with to help you travel actively and sustainably.

The Travel Plan's objectives are to:

- Increase the number trips using active / sustainable travel modes.
- Reduce the number of car trips undertaken on your own.

We have also appointed a Travel Plan Co-ordinator who will be your point of contact for all things travel related and who can help you explore alternative ways of getting to and from work. The Travel Plan Co-ordinator is Darren:

darren@completepropertymanagement.co.uk

We would be happy to email you a copy of the Travel Plan if you would like to see what we are going to do. Please let the the Travel Plan Co-ordinator know if you would like an email copy of the report.

Why get active?

For your mind:

- A 20-25 minute brisk walk daily can add 7 years to your life.
- A moderate cycle ride can burn 400 calories per hour.
- Builds your stamina making everyday movement easier and giving you more energy.
- Helps your core muscles and glutes.
- Boosts your immune system.

For your body:

- Walking and cycling releases endorphins, putting you in a better mood and can reduce anxiety.
- Daily walks can improve your memory and the way your mind works.
- A nice walk can help you sleep better, giving you more energy during the day.
- Helps to focus on your breathing, calming your nervous system.

For a better place to live and work:

- 250 million car trips every year in Greater Manchester are less than 1km – that's a 10 minute walk or 4 minute cycle.
- Air pollution is linked to a range of serious health conditions and contributes to early deaths across the region.
- The more journeys undertaken by active modes the more cars are removed from our roads, helping clean our air and making a nicer, more attractive place for people to grow up, get on and grow old.

For your pocket and time:

- Not only will you spend less on petrol, you might also save money on gym or fitness centre fees, leaving you with more cash in your pocket.
- By the time you've sat in your car in crawling traffic, found somewhere to park and then walked from the car park, it's often quicker by foot or on your bike.
- On foot and by bike is the most reliable way to travel as it takes exactly the same time everyday.

Help us to help you

We have prepared a short travel survey and would appreciate it if one member of your household could complete it - it won't take very long to complete. The information you provide will not be used for any other purpose than to inform our Travel Plan. You can complete the survey on-line here - <https://www.surveymonkey.co.uk/r/FinlaysYard>

If you would prepare a paper copy of the survey please let the Travel Plan Co-ordinator know.

We will also regularly reviewing transport and travel services in the local area so that we can provide you with information on any changes or new initiatives. If you would like us to provide you with this information please provide the Travel Plan Co-ordinator with a contact email address.

Finlay's Yard: Travel Pack



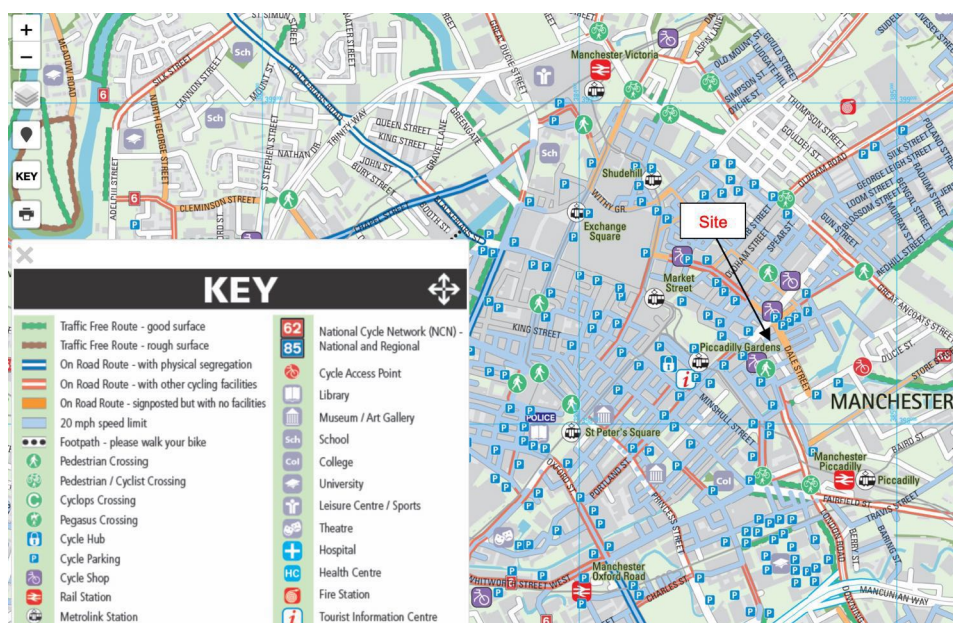
How to plan your journeys

TfGM maintains a journey planner - <https://tfgm.com/plan-a-journey> - that allows you to explore the different options available for your journey. It includes public transport times and active travel options.

You can also use the following to get live journey time updates - <https://tfgm.com/travel-updates> - and travel alerts - <https://tfgm.com/travel-updates/travel-alerts>.

A new phone app has been launched that is a handy resource for planning journeys in Greater Manchester and buying tickets. You can download the phone app by searching for 'Bee Network' in the Apple Store (<https://apps.apple.com/gb/app>) or Google Play (<https://play.google.com/store/games>).

Discover the Bee Network



The Bee Network is TfGM's vision for an integrated transport system which will join together buses, trams and trains as well as walking and cycling. Tips and information on walking and cycling yourself happy can be found here - <https://beeactive.tfgm.com/walking/> and here - <https://beeactive.tfgm.com/cycling/>.

You can plan your travel around the active travel options in your area here - <https://beeactive.tfgm.com/schemes-near-me/> - and find walking and cycling maps here - <https://tfgm.pindarcreative.co.uk>.

Free cycle training sessions are available from TfGM for different levels, including one-to-one coaching for building more confidence. These can be organised here - <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>.

If you want to try cycling to work before you commit to buying a bike of your own you can hire a Beryl Bike from locations across Manchester - <https://beryl.cc/scheme/greater-manchester> - or you can use TfGM's Bike Library lending scheme - <https://beeactive.tfgm.com/cycling/bike-libraries/>.

If you want to buy your own bike advice on what to look for can be found here - <https://beeactive.tfgm.com/cycling/get-a-bike/>.

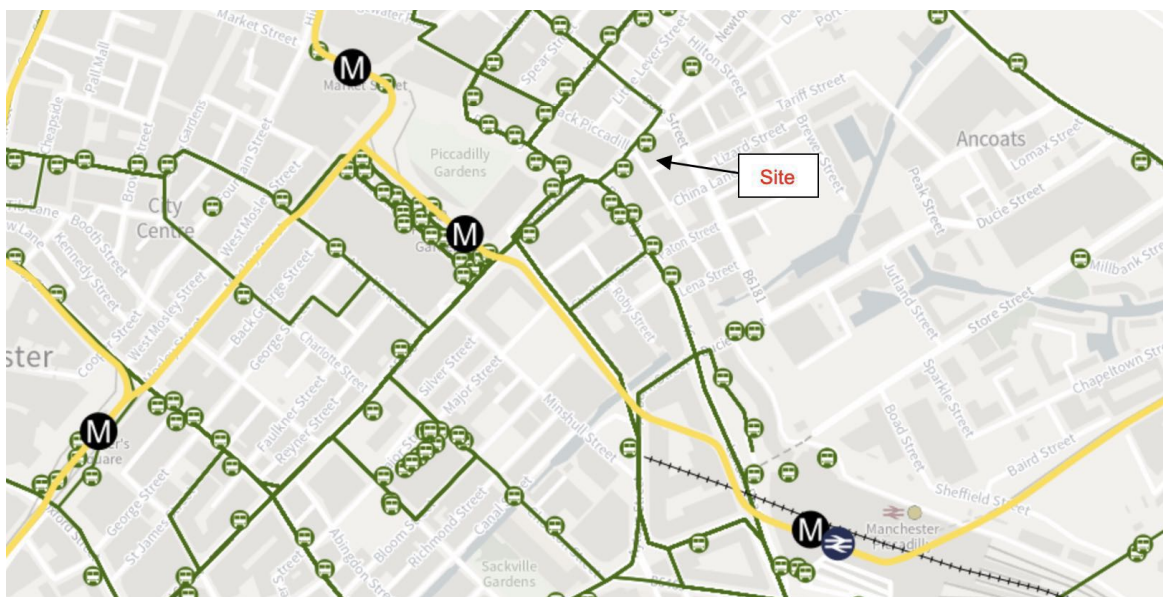
Cycle parking is provided in the building in a secure store, please contact the Travel Plan Co-ordinator if you would like to know how to access this parking.

If you fancy a challenge you could use the NHS Active 10 tracker app to set daily walking challenges - <https://www.nhs.uk/better-health/get-active/> - join TfGM's 10 for 10 Challenge - <https://beeactive.tfgm.com/10-for-10/> - or you can log your cycle mileage and compete with other cyclists in the area here - <https://www.lovetoride.net/gm>.

Finlay's Yard: Travel Pack



Travelling by public transport



You can plan your journey here - <https://tfgm.com/plan-a-journey> - or by using the Bee Network phone app. If you would need live route information this can be found here - <https://tfgm.com/travel-updates>.

The site is handily located for access by bus, with buses stopping nearby on Newton Street (1 minute walk) and Piccadilly (2 minute walk). The table below provides an example of the buses stopping on these roads. You are also close to Piccadilly Gardens Interchange where more bus or tram services can be accessed (4 minute walk) and Piccadilly Station where tram and mainline train services can be accessed (4.5 minutes walk).

Access can also be gained to the Free Bus Service that circles the cities providing convenient and frequent connections to numerous destinations. The Free Bus Service stops on Piccadilly. <https://tfgm.com/public-transport/bus/free-bus>

You can find information on accessible transport options and help when you travel by public transport here - <https://tfgm.com/accessibility>.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
192	Hazel Grove – Stockport – Manchester	6	6	6	6	6
219	Glossop – Hadfield – Manchester	6	6	3	6	3
203	Stockport – Reddish – Manchester	6	6	4	6	4
201	Hattersley – Denton – Manchester	6	6	2	6	2
205	Dane Bank – Manchester	2	2	1	2	2
202	Gee Cross – Manchester	2	2	1	2	1
220/21	Dukinfield – Openshaw – Manchester	2	-	-	-	-

Various cost effective ticket options are available and information on these can be found here - <https://tfgm.com/tickets-and-passes/find-a-ticket>. The following ticketing options incentives are currently offered in Greater Manchester:

- **Bus Travel**

Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21.

Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.

- **Tram Travel**

The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.

- **Train Travel**

The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Finlay's Yard: Travel Pack



Sustainable car use

You may not own a car, but there could be occasions when you need to use one. Enterprise Car Club offer a pay-as-you-go car hire service with vehicles located across the city centre. These vehicles provide a solution for short trips when you need a car. The nearest vehicles are located in the Grand Car Park on Piccadilly, the Dale Street Car Park and on street at Tariff Street.

Further information on membership can be found here - <https://www.enterprisecarclub.co.uk/gb/en/home.html>

Home deliveries

The following websites can be used so that you can do your food shopping on-line:

<https://www.sainsburys.co.uk/>

<http://www.tesco.com/>

<http://www.ocado.com/>

Dates for your diary

There are local and national sustainable travel campaigns happening throughout the year. We have provided details of some of these below so that you can see what is going on across the UK.

The Walk and Wheel - March

<https://bigwalkandwheel.org.uk>

National Walking Month / Walk to Work Week - May

www.livingstreets.org.uk

Bike Week - June

www.bikeweek.org.uk

Cycle to Work Day - September

www.cycletoworkday.org

World Car Free Day - September

www.worldcarfree.net

GM Walking Festival - October

<https://gmwalking.co.uk/festival/>

Road Safety Week - November

www.roadsafetyweek.org.uk

Appendix C



Finlay's Yard

Resident Travel Survey

We would be grateful if one member of your household could complete this travel survey to allow us to better understand your travel patterns, needs and opinions on travel choices.

The survey will take less than five minutes to complete and all responses will be treated confidentially. Any information you give us will not be used for any other purpose and will be processed and held in line with GDPR.

Thank you for your assistance.

1. We would like to keep in touch with you regarding travel matters and the progress of the Travel Plan. If you would be happy for us to do this please provide us with an email address.

* 2. How many people live in your home?

☐ 1

☐ 3

☐ 5+

☐ 2

☐ 4

* 3. How many cars does your household own?

☐ 0

☐ 2

☐ 4+

☐ 1

☐ 3

* 4. How many bikes does your household own?

☐ 0

☐ 2

☐ 4

☐ 1

☐ 3

☐ 5

* 5. Do you have a mobility issue or disability that impacts on the way you travel?

☐ Yes

☐ Rather not say

☐ No

* 6. Do you have a child care or other caring responsibility that impacts on the way you travel?

☐ Yes

☐ Rather not say

☐ No

* 7. If you work or study, where do you work or study? [Please provide full work/study location postcode]

