Ducie Street

Manchester

Travel Plan

251205/SK22539/TP01(-02)

SK Transport Planning Ltd
Albion Wharf, Manchester, M1 5LN
0161 234 6509
info@sktransport.co.uk
sktransport.co.uk

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22539	TP01	00	Draft for comment	L Speers	LGS	10/10/2025
SK22539	TP01	01	Updated draft	L Speers	LGS	13/10/2025
SK22539	TP01	02	Submission	L Speers	LGS	05/12/2025

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1 Introduction

1.1 SK has been appointed to prepare a Travel Plan for residential development on Ducie Street in Manchester city centre.

1.2 Planning permission was granted for the development in 2019 under planning reference 120149/FO/2018.

1.3 The Travel Plan has been prepared for submission to discharge the first part of Condition 8 attached to the planning permission for the site. Condition 8 reads as follows:

"The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by SK Transport Planning Ltd dated May 2018. In this condition a travel plan means a document that includes the following:

i. the measures proposed to be taken to reduce dependency on the private car by residents and those [attending or] employed in the development
ii. a commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time
iii. mechanisms for the implementation of the measures to reduce dependency on the private car
iv. measures for the delivery of specified travel plan services
v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

2 Travel Plan Process

Relevant Planning Policy & Guidance

2.1 The Travel Plan draws on the following policy and guidance:

- 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 (2007), The Guide to Development in Manchester SPD
- Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
- Ministry for Housing, Communities & Local Government (2025), National Planning Policy Framework
- Ministry for Housing, Communities & Local Government (2014), Planning Practice Guidance
- Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

What is a Travel Plan?

2.2 National Planning Policy Framework (NPPF) defines a Travel Plan as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are delivered, and which is monitored and regularly reviewed."[1]

[1] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework

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2.3 This is further expanded in Planning Practice Guidance (PPG) which states that:

"Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.
Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.
Where there may be more effective or sustainable outcomes, and in order to mitigate the impact of the proposed development, consideration may be given to travel planning over a wider area."[2]

2.4 Annex 2 of NPPF states that a sustainable transport mode is described as:

"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."

2.5 PPG states that Travel Plans are important because they can:

"…positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

They support national planning policy which sets out that planning should actively manage patterns of growth in order to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable. Government's policy on parking is set out in the National Planning Policy Framework. Travel Plans, Assessments and Statements can also be important tools to improve the quality of town centre parking (and where, necessary to improve the vitality of town centres, the quantity too). Local planning authorities and developers should both consider the wider benefits of Travel Plans, Transport Assessments and Statements such as helping to promote the attractiveness of a district or site to new visitors and releasing land for development that would otherwise be taken up by required related parking."

2.6 The Department for Transport (DfT) defines a Travel Plan as follows:

"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

2.7 Transport for Greater Manchester (TfGM) supports the use of Travel Plans to improve the accessibility of a site, reduce traffic on the network, and improve health. TfGM states that Travel Plans can achieve the following benefits:

[2] Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance

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- "A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
- Safe access for pedestrians and cyclists; and
- A coordinated approach to developing and implementing realistic travel options."[3]

2.8 In summary a Travel Plan is a tool that sets out the strategy and management measures that will be used at a development to encourage people to consider choosing an alternative means of travel to the private car (particularly a single occupancy car trip). Targets are expected that relate to defined objectives. A Travel Plan is also a document that is regularly reviewed through a robust monitoring and reporting system.

Travel Plan Pyramid

2.9 The Department of Transport (DfT) states that it is helpful to:

"… view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment." [4]

2.10 The DfT pyramid is shown in Figure 2.1.

2.11 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.

2.12 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. These measures include pedestrian arrangements, car and cycle parking provision and other infrastructure that will be delivered to serve the proposal. This information is as set out in Section 5.

2.13 The remaining levels outline the management, promotion and *soft* 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 6 and 7 of the Plan.

2.14 Section 8 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.

2.15 Section 9 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding information.

[3] Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers
[4] Department for Transport (2007), Making Residential Travel Plans Work

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Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.16 Travel Plans result in a variety of health, financial, environmental and site operation benefits, including:

- Promoting healthier lifestyles through increased physical activity and the use of active travel and public transport.
- Providing 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.
- Providing the opportunity to reduce the parking spaces required by a development, thereby cutting car parking costs in terms of provision and maintenance and enabling space to be reallocated for more beneficial uses.
- Reducing greenhouse gas emissions, climate change effects and air quality impacts.

Aims

2.17 The aim of the Travel Plan is to:

Reduce single occupancy vehicle journeys to/from the development by influencing the travel behaviour of residents and supporting a long-term shift towards sustainable transport modes.

Objectives

2.18 The objectives of the Travel Plan are to:

Objective 1:
To raise awareness of the travel choices available to residents.
Objective 2:
To provide travel packs that can be issued to households.
Objective 3:
To appoint a Travel Plan Co-ordinator to oversee the Plan.
Objective 4:
Periodically evaluate the transport needs of residents.
Objective 5:
To periodically review local transport routes and update residents to make sure they have all relevant travel information.

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3 Site Location

Site Location

3.1 Figure 3.1 shows the location of the site.

3.2 The site is bounded to the north by Lomax Street, to the east by a small commuter car park (accessed off Ducie Street), to the south by Ducie Street, and to the west by a consented development site. Immediately to the north of the site is an apart-hotel building.

Local Transport Network

3.3 The site fronts Lomax Street which is a lightly trafficked road that routes east-west past the site between the A665 (Great Ancoats Street) and Brock Street. The road operates two-way for vehicles. Footways are provided on both sides of Lomax Street and street lighting is present. Lomax Street is subject to a 20mph speed limit.

3.4 At its western end, Lomax Street routes north where it becomes Brock Street. At its northern end Brock Street meets Laystall Street at a priority junction. Laystall Street is one-way eastbound and due to this vehicles are only permitted to turn right out of Brock Street and to turn right into Brock Street.

3.5 At its eastern end, Lomax Street meets Great Ancoats Street at a priority junction.

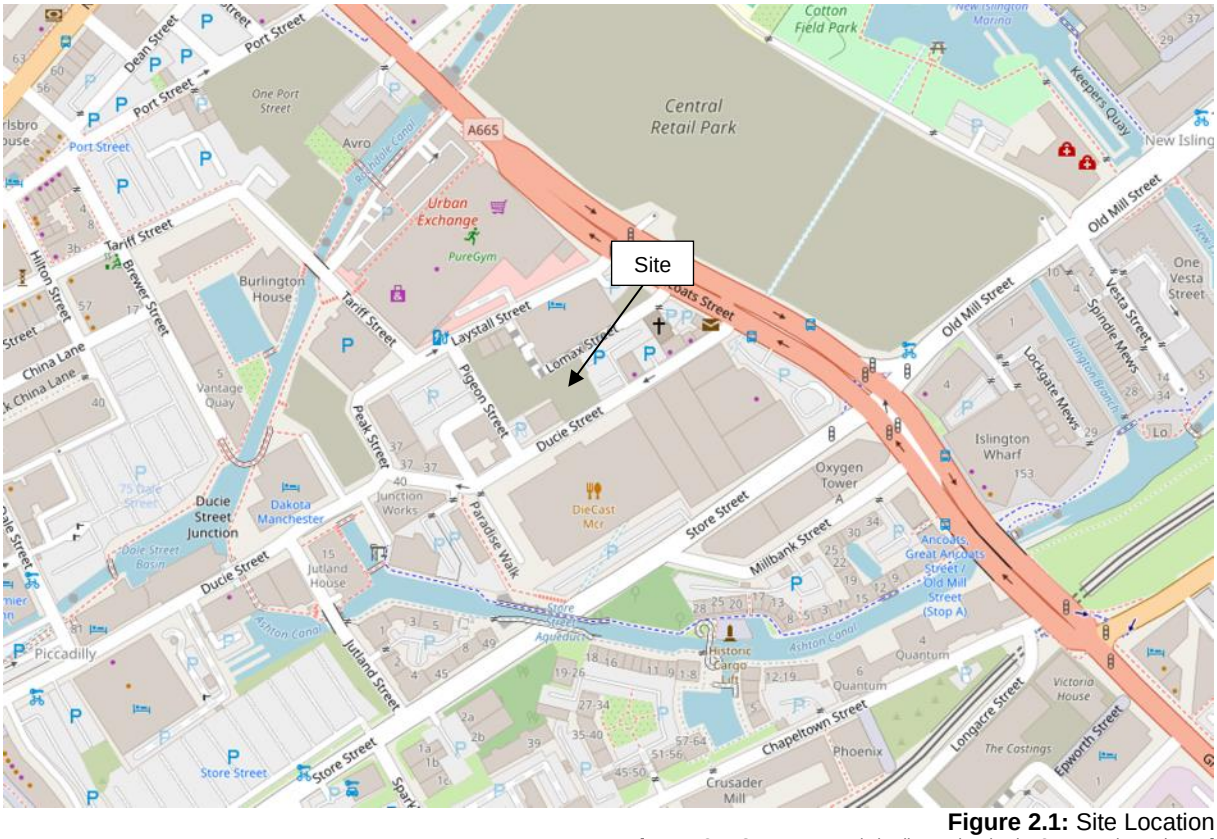


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows the active travel network serving the site from the TfGM website.[5]

[5] https://tfgm.pindarcreative.co.uk

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4.2 The site is well located to allow connections to key city centre. The principal route to the city centre is gained by travelling west on Lomax Street and using Brock Street to access Laystall Street. Access can also be gained to facilities in Ancoats using the controlled crossings on Ancoat Street.

4.3 Most of the roads in the city centre are 20mph streets to create a suitable environment for pedestrians and cyclists. Access can be gained to defined cycle routes close to the site, such as Routes 66 and 86 of the National Cycle Network that is located just to the south of the site.

4.4 The site sits within TfGM's Cycle Hire Scheme area, with bikes provided by Beryl.[6] The cycle hire scheme extends to parts of Salford, Manchester and Trafford providing low-cost cycle hire with both pedal and electric bikes.

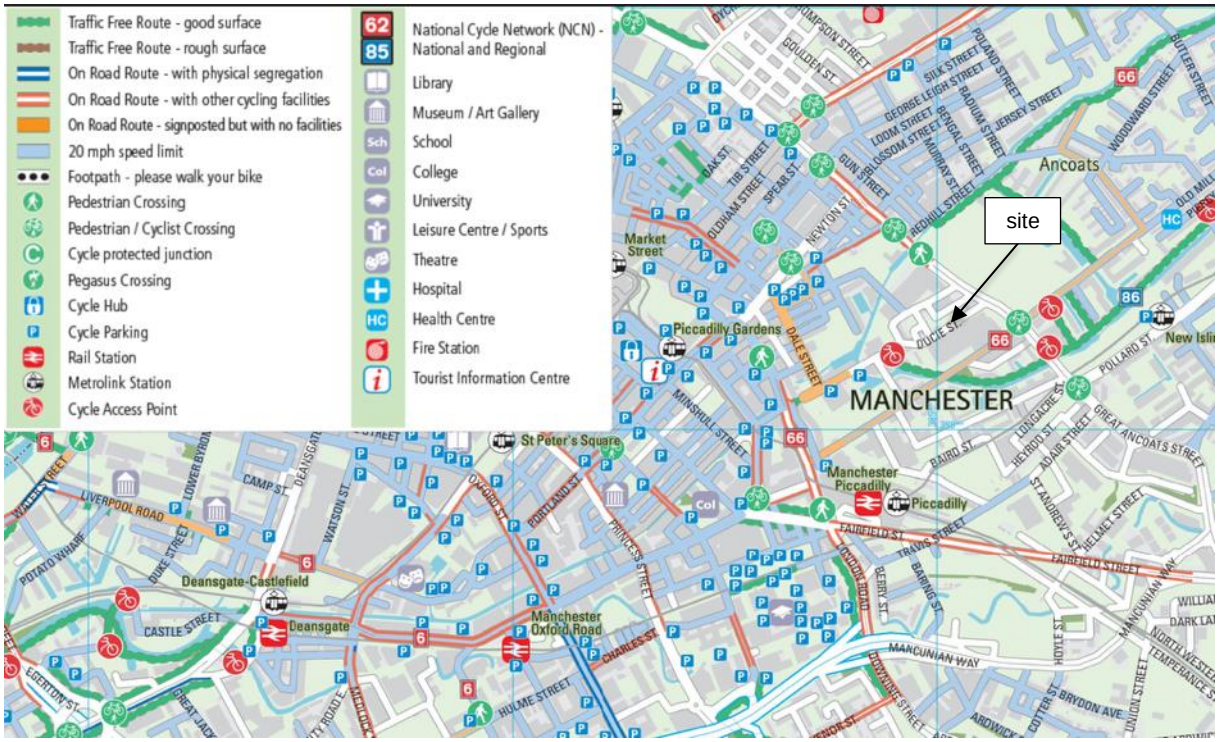


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

Public Transport Routes

4.5 Figure 4.2 shows TfGM's public transport network map for the local area.[7]

[6] https://beeactive.tfgm.com/cycle-hire/
[7] https//tfgm.com/maps

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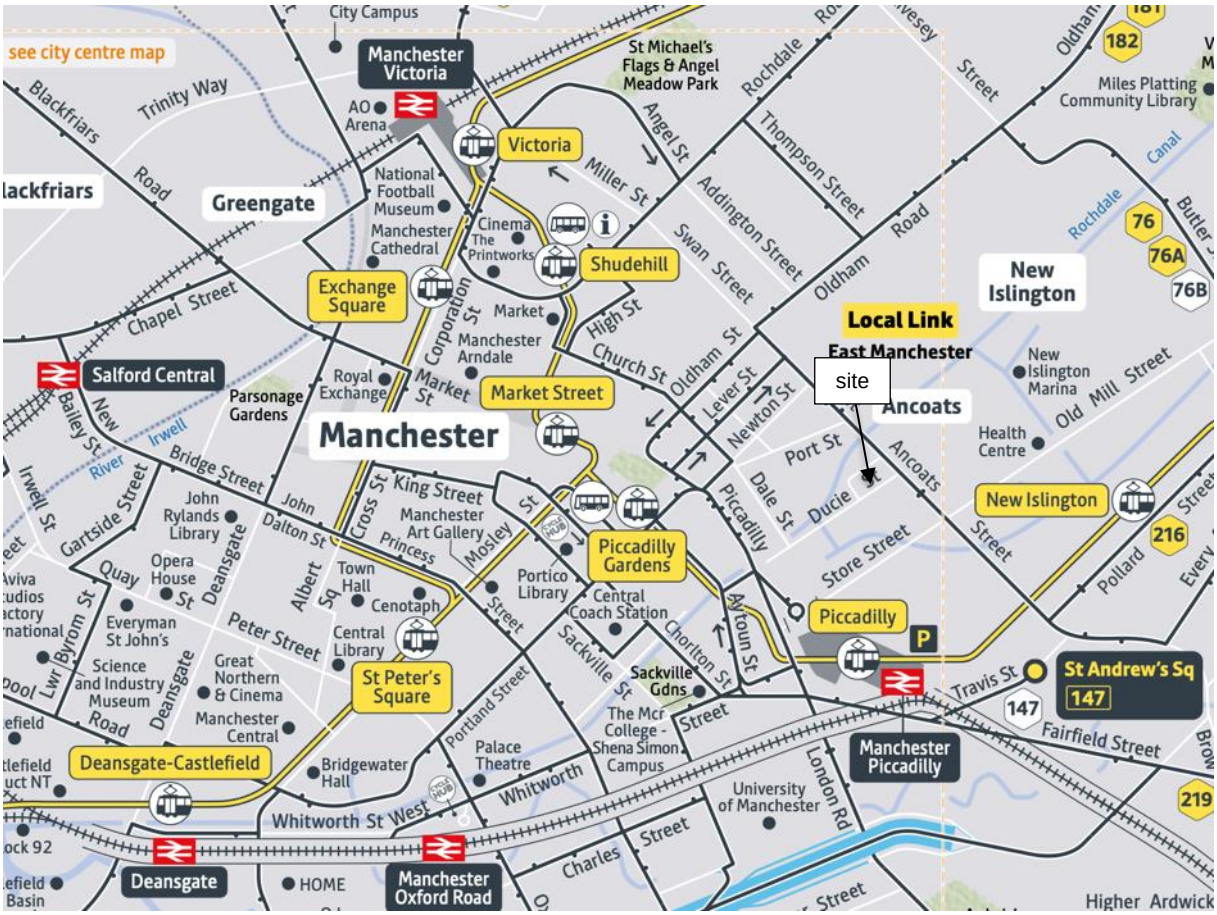


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.6 The nearest bus stops to the site are located a two-minute walk away on Great Ancoats Street. Access can also be gained to Piccadilly Gardens Interchange is a 10-minute walk from the site where access can be gained to further bus services. Access can also be gained to Routes 1 and 2 of the Free Bus at Piccadilly, a seven-minute walk from the site.

4.7 Tram services can be accessed at Piccadilly Station, a 5-minute walk from the site, and Piccadilly Gardens, a 10-minute walk from the site. Metrolink tram services connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.[8]

[8] https://tfgm.com/public-transport/tram

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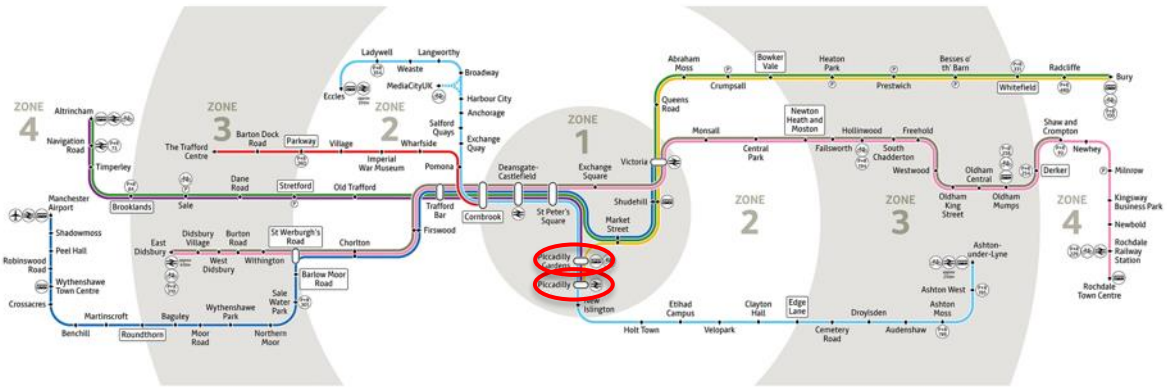


Figure 4.3: Tram Network
[source: Transport for Greater Manchester]

4.8 Train services can also be accessed at Manchester Piccadilly Station. Mainline train services at the station offer coverage of Greater Manchester and beyond.[9]

Car Clubs

4.9 Car clubs provide people that live in local areas with an opportunity to borrow a car if they need one. 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.

4.10 The car club in Manchester is operated by Enterprise.[10] The nearest car club vehicles to the site are located on Tarriff Street and Dale Street.

Accessibility Assessment

4.11 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle. Access to amenities is considered in terms of 10-minute walk times to local retail facilities, 15-minute walk times to other destinations such as health care, leisure destinations and open space, and 25-minute walk times for commuting or education trips.

4.12 Figure 4.5 shows walking time isochrones from the site.

[9] https://tfgm.com/public-transport/train
[10] https://www.enterprisecarclub.co.uk/gb/en/home.html

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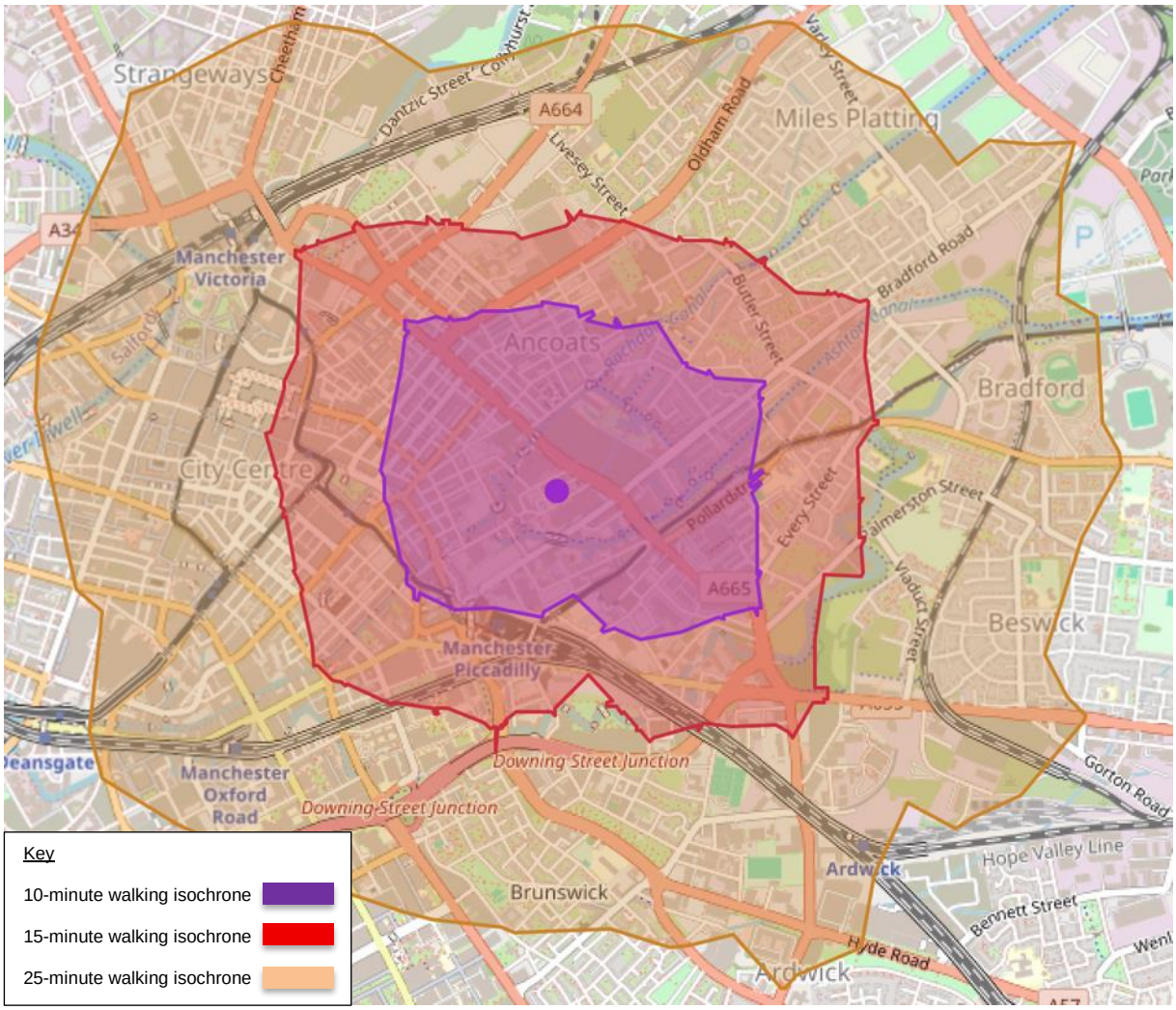


Figure 4.5: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.13 The site is within a 10-minute walk of amenities and services in the Northern Quarter, Ancoats, New Islington and Piccadilly. It is a 15-minute walk of Market Street, the Arndale, Piccadilly Gardens, the Village and New Cross, and a 25-minute walk of the rest of the city centre, including Victoria and Deansgate.

4.14 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.[11] 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 usually found in the city centre.

4.15 The site has a GMAL of 8 which is an exceptional level of accessibility by public transport.

5 Development Content

5.1 The ground floor layout is shown in Figure 5.1.

[11] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

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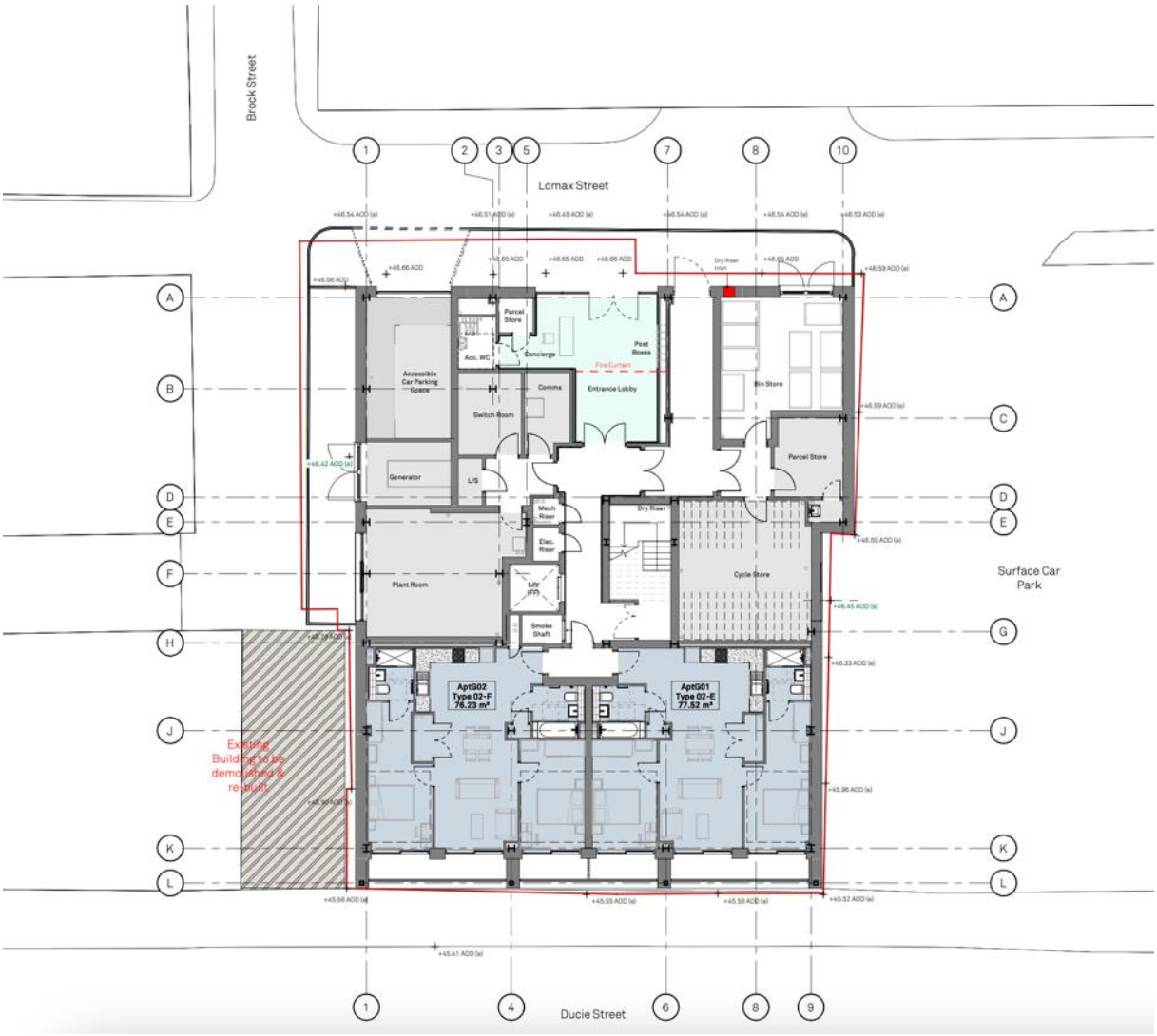


Figure 5.1: Ground Floor Layout
[source: Falconer Chester Hall]

5.2 The development provides 41 apartments (Use Class C3).

5.3 The main entrance to the site is provided from Lomax Street on the northern boundary of the site. This provides access to the entrance foyer, concierge area, post boxes, parcel stores (x2), cycle store, bin store, lifts, etc.

5.4 The site is car-free other than a single accessible parking space accessed from Lomax Street.

5.5 Cycle parking is provided in a ground floor store accessed from either the entrance foyer or via a dedicated route to a secondary access point on Lomax Street.

5.6 The bin store is located at ground floor adjacent to the Lomax Street frontage. An external door is provided direct onto Lomax Street to facilitate bin collection. A door is also provided through to the rest of the building to allow residents to move rubbish.

6 Travel Plan Management

Applicant Responsibilities

6.1 An effective Travel Plan needs a clear hierarchy of responsibility.

6.2 The applicant has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is with the applicant.

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6.3 The applicant has appointed the following Travel Plan Co-ordinator for the site:

Hannah Abbott
hannah.abbott@mypropertyhost.com

Travel Plan Co-ordinator

6.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

6.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for residents and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs for new households.
- Providing regular updates to residents on any changes to local services and facilities.
- Monitoring and surveying travel patterns.
- Periodically reporting to the Council.

Handover Arrangements

6.6 Should the Travel Plan Co-ordinator change then the new Travel Plan Co-ordinator contact details will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted at the site.

7 Measures Toolkit

Communication Measures

7.1 The measures set out in the Travel Plan will be clearly communicated to residents to maximise effectiveness and encourage greater levels of take-up.

7.2 The communications strategy is a vital component of the Travel Plan as it will be used to ensure that residents are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to residents.

7.3 Table 7.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for each resident.
Journey Planning	Residents will be provided with details on how they can access journey planning software for the area.

Table 7.1: Communications Initiatives

7.4 Travel packs are good means of disseminating information and making sure that residents are aware of the travel choices available to them.

7.5 The travel pack contains the following types of information:

1. Travel Plan Co-ordinator contact details.
2. Information on on-line and phone app journey planning software.
3. Information on cycle and walking routes.
4. Information on cycle hire schemes.
5. Information on bus routes and frequencies.
6. Information on bus ticketing arrangements.

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7. Information on car sharing.

7.6 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date and provided to all new residents in a timely fashion. A travel pack has been prepared and is attached as Appendix A.

7.7 Residents will be encouraged to familiarise themselves with the following journey planning resources:

- TfGM journey planning software[12]
- Public transport maps[13]
- Active Travel route software[14]
- Walking and cycling route maps[15]
- Links to Google Play[16] and Apple Store[17] Bee Network app

7.8 Details of the journey planning resources will be provided to residents via the communications strategy.

Active Travel Measures

7.9 Table 7.2 summarises the active travel measures that will be adopted.

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.
Development Infrastructure	The development will provide the development infrastructure as set out in Section 5.
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 scheme.
Cycle Hire	The Travel Plan Co-ordinator will provide information to residents on how they can try a bike without buying one and how they can hire bikes in the area.

Table 7.2: Active Travel Initiatives

7.10 Active travel provides the following benefits:

- **Builds activity into daily routines.**
  Helps to meet the government guidelines which recommend that adults should get at least 150 minutes of moderate activity per week.
- **Boost mental health and wellbeing.**
  According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equal cleaner air.**
  Five times higher pollution levels in a car than walking or on a bike.
- **Feeling ready to start the day.**
  People who walk and cycle arrive more relaxed and alert than those who travel by car.

[12] https://tfgm.com/plan-a-journey
[13] https://tfgm.com/maps
[14] https://beeactive.tfgm.com
[15] https://tfgm.pindarcreative.co.uk
[16] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[17] https://apps.apple.com/gb/app/bee-network/id1669705230

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7.11 The Travel Plan Co-ordinator will provide information on the benefits of active travel via communication methods.

7.12 Section 3 confirms that the site relates well to existing active travel routes. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel packs.

7.13 The development will provide the infrastructure set out in Section 5.

7.14 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of active travel using the communication methods.

7.15 The Travel Plan Co-ordinator will provide walking and cycling safety tips using the communication strategies to provide residents using resources provided by TfGM[18], GMWalking[19], Sustrans[20] and Cycling UK[21].

7.16 TfGM provides cycle training sessions for adults.[22] This scheme will be promoted to residents via the travel packs.

7.17 The Travel Plan Co-ordinator will provide information to residents on how they can try cycling, without committing to the purchase of a bike (TfGM's Cycle Hire Scheme). [23]

Public Transport Measures

7.18 Table 7.3 shows the measures that will be used to encourage residents to travel by public transport.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the relevant 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 7.3: Public Transport Initiatives

7.19 Section 3 shows that access can be gained to the site via bus and train. The Travel Plan Co-ordinator will provide information on these routes to residents via the travel pack.

7.20 The Travel Plan Co-ordinator will make sure that all residents are aware of ticketing arrangements available using information from TfGM ticketing information.[24] For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[25]
  The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
  A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
- Tram Travel[26]
  The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
  Weekly Contactless is capped at £31 even if you travel in all zones.

[18] https://beeactive.tfgm.com
[19] https://gmwalking.co.uk
[20] www.sustrans.org.uk/
[21] www.cyclinguk.org/
[22] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/
[23] https://beeactive.tfgm.com/cycle-hire/
[24] https://tfgm.com/tickets-and-passes/find-a-ticket
[25] https://tfgm.com/get-on-board
[26] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card

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- Train Travel[27]
  The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

7.23 TfGM also offer a bus pass for older people. The Travel Plan Co-ordinator will discuss with any residents whether they may qualify for the Older Person Free Travel scheme and will help with the application.[28]

8 Monitoring Plan

Baseline/Year 1 Travel Survey

8.1 In line with planning condition requirements, travel surveys have been undertaken of residents at the site. The travel surveys were undertaken using an on-line survey form and all occupied households were provided with the link (Survey Monkey).[29] Residents were offered the opportunity to enter a prize draw to win a £100 shopping voucher to encourage completion of the survey.

8.2 The survey link was issued to each household as soon as they moved in from the start of occupancy in May 2025. The survey ran from May until it was closed in December 2025 and the applicant sent reminders to residents and land lords on numerous occasions to encourage completion. At the time of closing the survey 33 households were occupied. The survey was only closed so that the Travel Plan could be completed for submission to discharge the planning condition.

8.3 Despite the offer of the prize draw and the applicant's best endeavours, only two households have completed the surveys. This is in part due to 29 of the dwellings being Short Term Lets with some residents renting the accommodation for as little as a week. Notwithstanding the low response rate, the data has been analysed for inclusion in the Travel Plan. The survey data is attached as Appendix B.

8.4 The surveys show that 100% of the dwellings have a single occupant and that the occupants do not own cars or bikes. The residents live within a 15-20 minute travel time of their place of work and 100% of trips are undertaken by active/sustainable modes (50% by bus and 50% on foot).

[27] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card
[28] https://tfgm.com/tickets-and-passes/travel-pass-for-older-people
[29] https://www.surveymonkey.com/r/ardwickgreen

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	Mode Share
Works at Home	0%
Car Driver – alone	0%
Car Driver – with passenger	0%
Car Passenger	0%
Bus	50%
Train	0%
Tram	0%
Walk	50%
Cycle	0%
Powered 2-Wheeler	0%
Taxi	0%
Other	0%

Table 8.1: Baseline/Year 1 Mode Share

Monitoring Travel Surveys

8.5 Monitoring surveys will be undertaken biennially for a period of five years (Baseline/Year 1, Year 3, and Year 5). The same survey method will be used as for the baseline surveys based on the Survey Monkey used in 2025. Households will again be offered the opportunity to enter a prize draw to encourage completion.

Monitoring Reports

8.6 Following each monitoring survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of completion of each survey period.

8.7 The results of each monitoring period will be used to review progress against the target mode shares.

Monitoring Strategy Summary

8.8 Table 8.2 provides a summary of the monitoring mechanisms that will be used as part of the Travel Plan.

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Exercise	Key Information	Frequency	Responsibility
Baseline/Year 1 resident surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Already completed	SK
Updated Travel Plan report	Set out baseline mode share and any changes to targets/measures proposed	Already completed	SK
Monitoring resident surveys	Data to be used to establish progress of the Plan and review success of measures	Biennially (Years 3 and 5)	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	Within 3 months of survey	Travel Plan Co-ordinator

Table 8.2: Monitoring Summary

Targets

8.9 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.

8.10 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.

8.11 The following Output Targets have been set for this version of the Travel Plan:

- Following Baseline/Year 1 surveys undertake monitoring surveys biennially for the remainder of the five-year life of the Plan (Years 3 and 5)
- Submit monitoring reports within 3 months of each survey period

8.12 The surveys show that residents already travel by active/sustainable modes and the target has been set to maintain a high level of this type of trip making for the development.

9 Action Plan

Funding

9.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. The applicant has confirmed that it will fund all costs associated with the operation of the Travel Plan, including the Travel Plan Co-ordinator resources.

Action Plan

9.2 The Action Plan summarises the measures set out in the Plan, who will be responsible for delivering them and target timescales.

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Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation
	Provide Contact Details to Council	Applicant	Prior to occupation
Communications	Prepare Travel Pack Information	Applicant	Prior to occupation
	Distribute Travel Packs	Travel Plan Co-ordinator	On occupation On-going
	Provide Journey Planning Software	Travel Plan Co-ordinator	On occupation On-going
Active Travel	Promote Active Travel Benefits	Travel Plan Co-ordinator	On occupation On-going
	Raise Local Route Awareness	Travel Plan Co-ordinator	On occupation On-going
	Provide Development Infrastructure	Applicant	Prior to occupation
	Provide Safety Information	Travel Plan Co-ordinator	On occupation On-going
	Promote TfGM Cycle Training	Travel Plan Co-ordinator	On occupation On-going
	Promote Cycle Hire Facilities	Travel Plan Co-ordinator	On occupation On-going
Public Transport	Raise Local Route Awareness	Travel Plan Co-ordinator	On occupation On-going
	Provide Ticketing Arrangement Information	Travel Plan Co-ordinator	On occupation On-going
	Regular Review	Travel Plan Co-ordinator	On-going
	Regular Review	Travel Plan Co-ordinator	On-going

Table 9.1: Action Plan

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Appendix A

Ducie Street: Resident Travel Pack

Welcome to your new home!

Your new home is located in the City Centre close to all the amenities that it has to offer, which means that you can easily travel around on foot or bike. You are also close to frequent public transport services if you need to travel further afield.

Travel Plan & Travel Plan Co-ordinator

A Travel Plan is a strategy document that is put together to help promote sustainable and active travel modes and help to reduce single occupancy car trips. Travelling actively and sustainably provides the following benefits:

For your body:

- A 20-25 minute brisk walk daily can add 7 years to your life.
- A moderate cycle ride can burn 400 calories per hour.
- Boosts your immune system.

For your mind:

- 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.

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.
- Active modes remove cars from our roads, helping clean our air and making a more attractive place for people.

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.

We have appointed a Travel Plan Co-ordinator who will be your main point of contact for all things travel related.

hannah.abbott@mypropertyhost.com

We have prepared a Travel Plan for the building and we would be happy to provide you a copy of this. Please contact the Travel Plan Co-ordinator if you would like a copy of the document.

Getting going

TfGM maintains a journey planner - **https://tfgm.com/plan-a-journey** - that allows you to explore the different travel options available to you. 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**. 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**).

Keep in touch

We would like to keep in touch with you about the progress of the Travel Plan and we would also like to be able to send you updates on any changes to local travel routes. If you would like us to do this please email the Travel Plan Co-ordinator to provide us with a contact email address confirming that you are happy for us to keep in touch in this way. The email address you provide will be kept securely and will not be used for any other purpose.

Ducie Street: Resident Travel Pack

Walking

Walking is the cheapest and most sustainable form of travel. Most people of relatively fair health will be able to incorporate some walking as part of a daily routine and this can have very real impacts on health and wellbeing.

NHS advice states that a 20 minute brisk walk can lead to lots of physical and mental health benefits. The following local amenities are located a short walk from your home.

Within a 10 minute walk:

- Northern Quarter
- Ancoats
- New Islington
- Piccadilly

Between 10 and 20 minute walk:

- Market Street
- The Arndale
- Piccadilly Gardens
- The Village

Details of how to plan your walking trip and to get tips on walking can be found on these websites:

https://tfgm.com/walking

https://beeactive.tfgm.com

https://gmwalking.co.uk

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 before you commit to buying a bike of your own you can use TfGM's Bike Library lending scheme - **https://beeactive.tfgm.com/cycling/bike-libraries/** or you could hop on a Beryl Bike which is active in this area - **https://beeactive.tfgm.com/cycle-hire**

These websites provide useful tips on cycling safely and equipment that you may need:

www.cyclinguk.org/

www.sustrans.org.uk/

Challenge Yourself!

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**.

Ducie Street: Resident Travel Pack

Cycle Map



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**.

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 bus and tram ticketing option incentives are currently offered in Greater Manchester:

- **Bus Travel**

The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.

A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.

- **Train Travel**

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

- **Train Travel**

The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.

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

Younger residents may qualify for free bus travel via the Our Pass scheme. The scheme is available for students who are between 16 and 18 and costs an initial start up cost of only £10- **https://ourpass.co.uk**.

Children between 5 and 16 will need an igo card to benefit from child tickets on bus and tram services. There is an initial start up cost of £10 - **https://tfgm.com/tickets-and-passes/discounted-and-free-travel/young-people/igo**.

Ducie Street: Resident Travel Pack

Public Transport (cont.d)

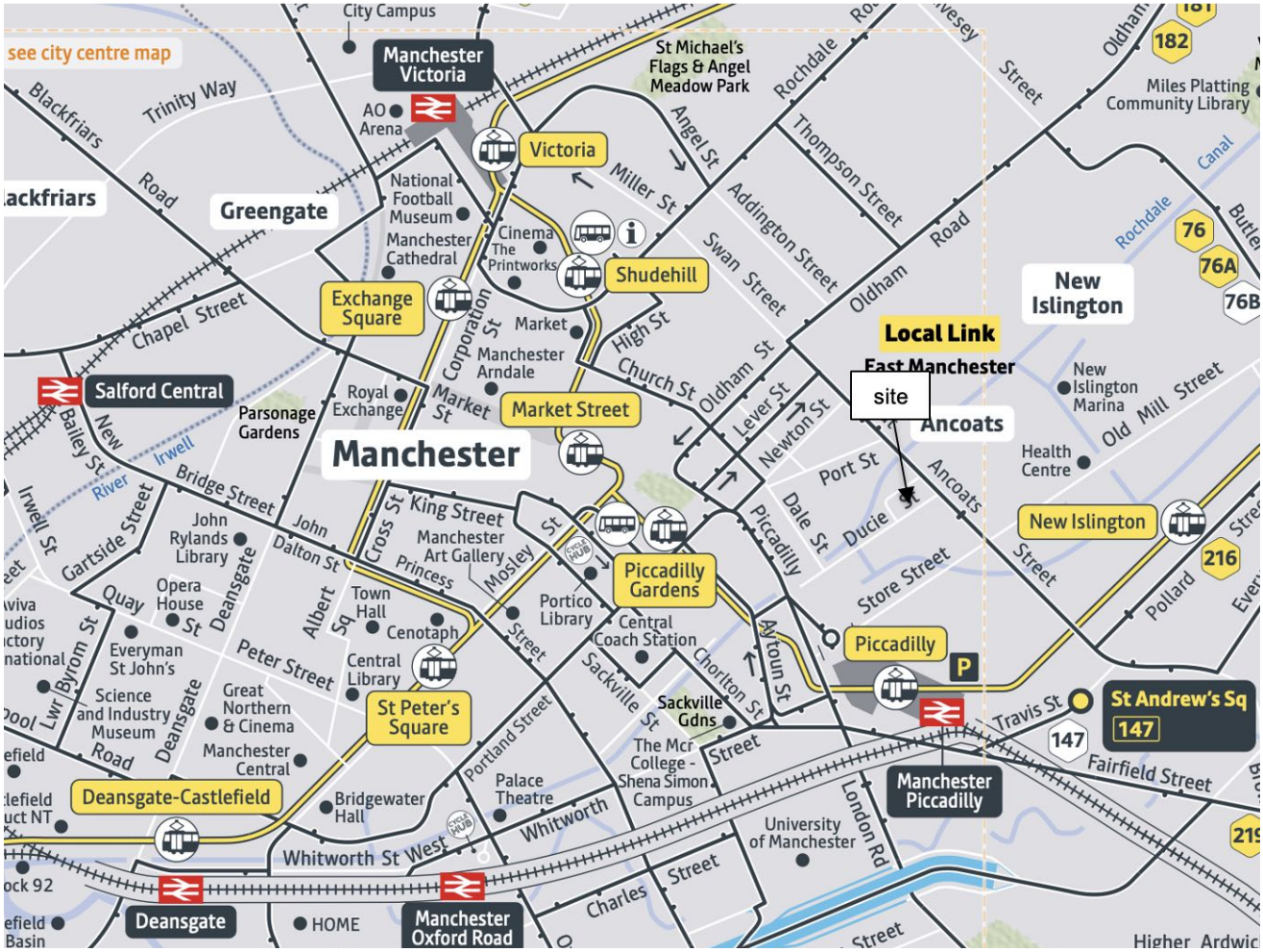
As shown on the plan below, the site is very well located for access to local bus services.

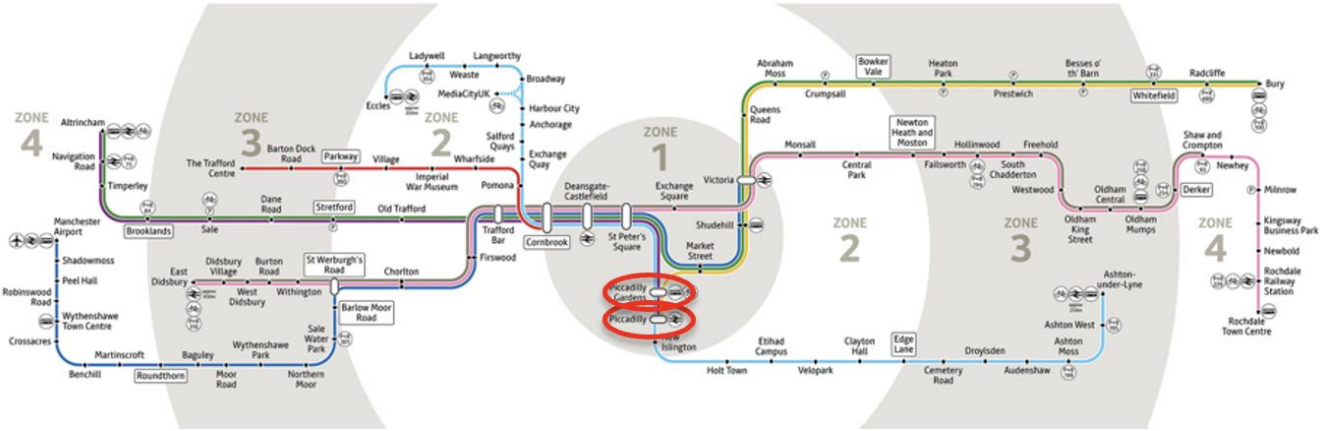
The nearest bus stops are located a 2 minute walk away on Great Ancoats Street. Access can also be gained to Piccadilly Gardens Interchange in a 10 minute walk. Access can also be gained to Routes 1 and 2 of the Free Bus at Piccadilly, a 5 minute walk from the site.

Trams can be accessed at Piccadilly Station, a 5 minute walk from the site and at Piccadilly Gardens a 10 minute walk away. Train services can also be accessed at Piccadilly Station. You can plan tram and train journeys using these websites:

https://tfgm.com/public-transport/tram

https://tfgm.com/public-transport/train





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 so that you can get involved. If you provide us with a contact email address we will provide details throughout the year of any other events and initiatives that you can get involved with.

The Big Pedal - March

www.bigpedal.co.uk

National Walking Month/Walk to Work Week - May

www.livingstreets.org.uk

Work Wise/National Home Working Day - May

www.workwiseuk.org

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/

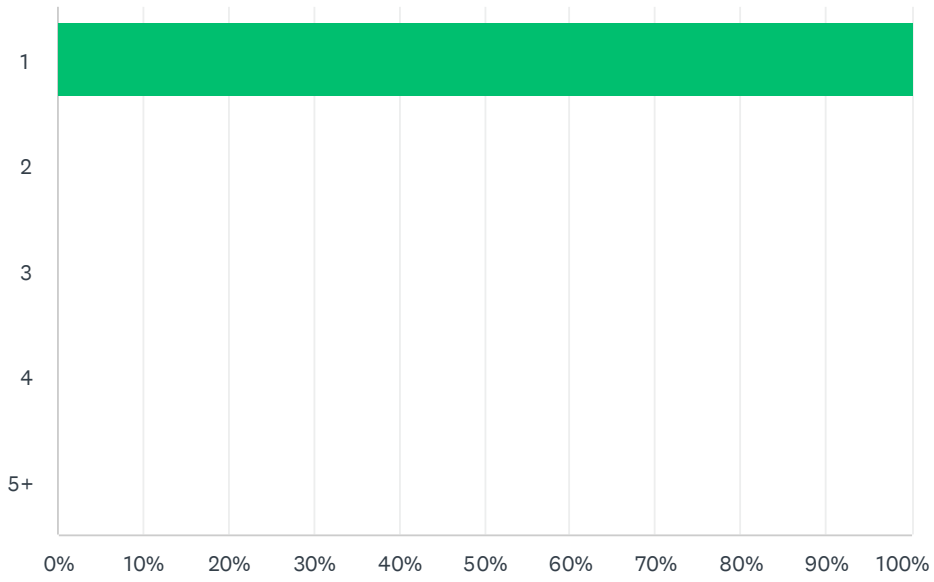
Road Safety Week - November

www.roadsafetyweek.org.uk

Appendix B

Q1 How many people live in your home?

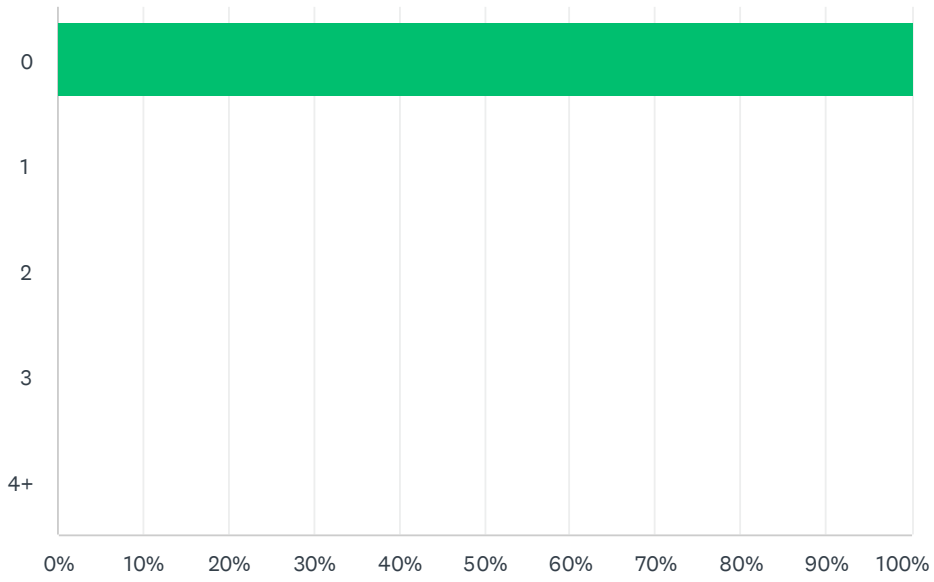
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	100.00%	2
2	0.00%	0
3	0.00%	0
4	0.00%	0
5+	0.00%	0
TOTAL		2

Q2 How many cars does your household own?

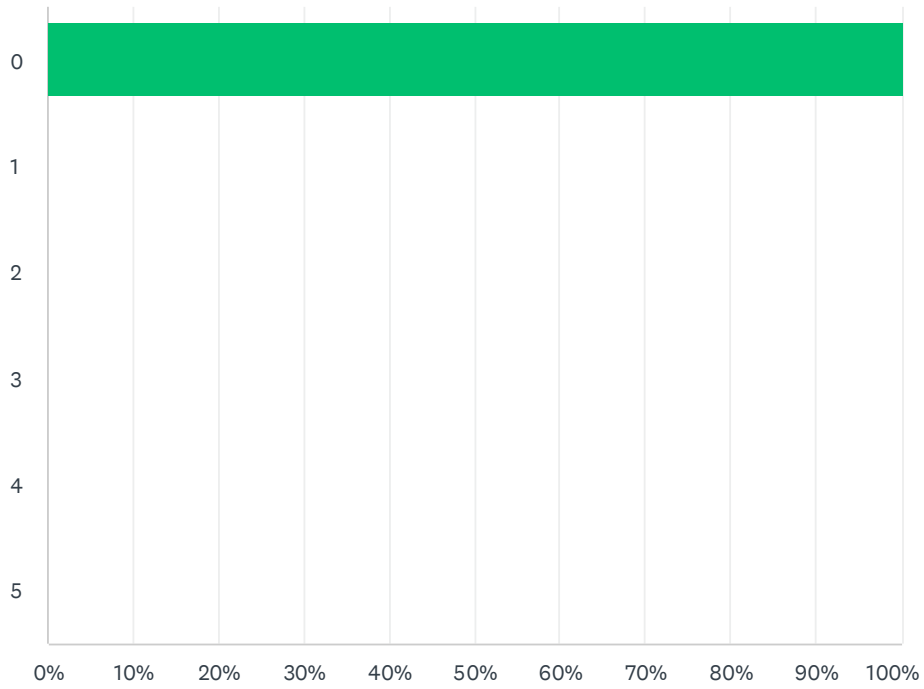
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
0	100.00%	2
1	0.00%	0
2	0.00%	0
3	0.00%	0
4+	0.00%	0
TOTAL		2

Q3 How many bikes does your household own?

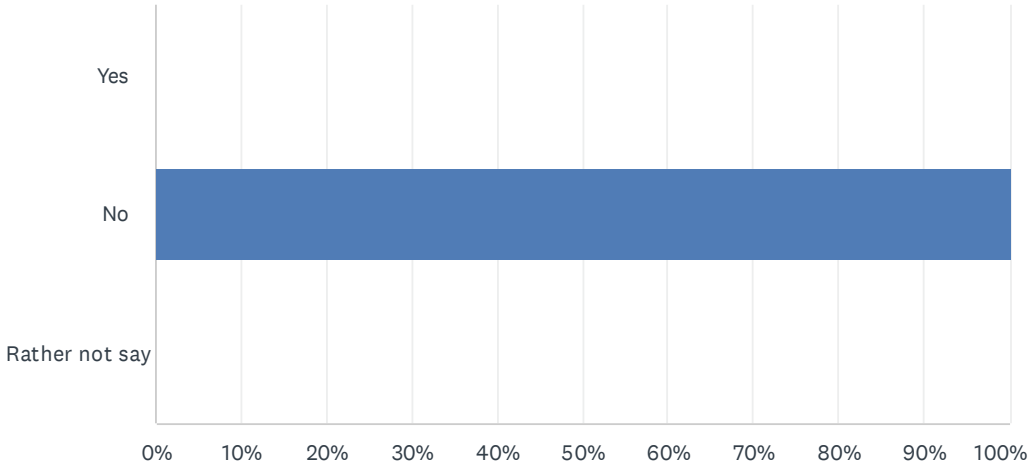
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
0	100.00%	2
1	0.00%	0
2	0.00%	0
3	0.00%	0
4	0.00%	0
5	0.00%	0
TOTAL		2

Q4 Do you have a mobility issue or disability that impacts on the way you travel?

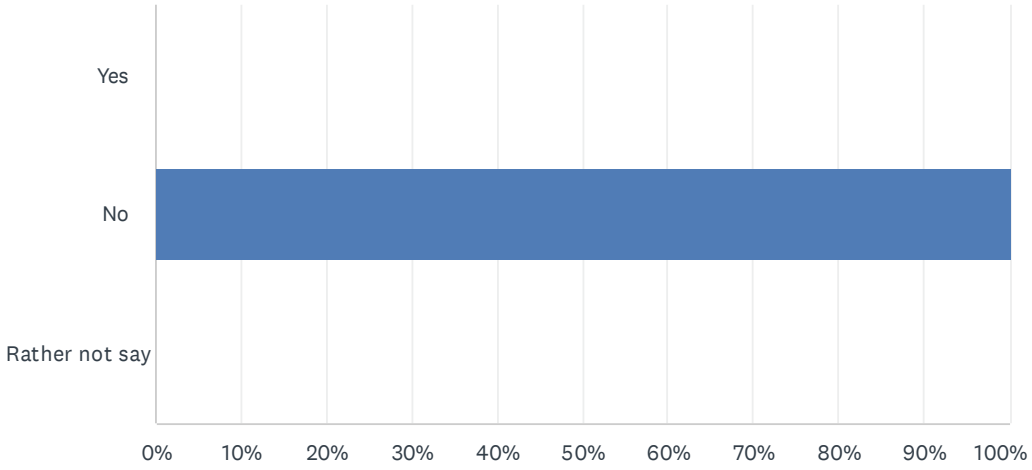
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	2
Rather not say	0.00%	0
TOTAL		2

Q5 Do you have a child care or other caring responsibility that impacts on the way you travel?

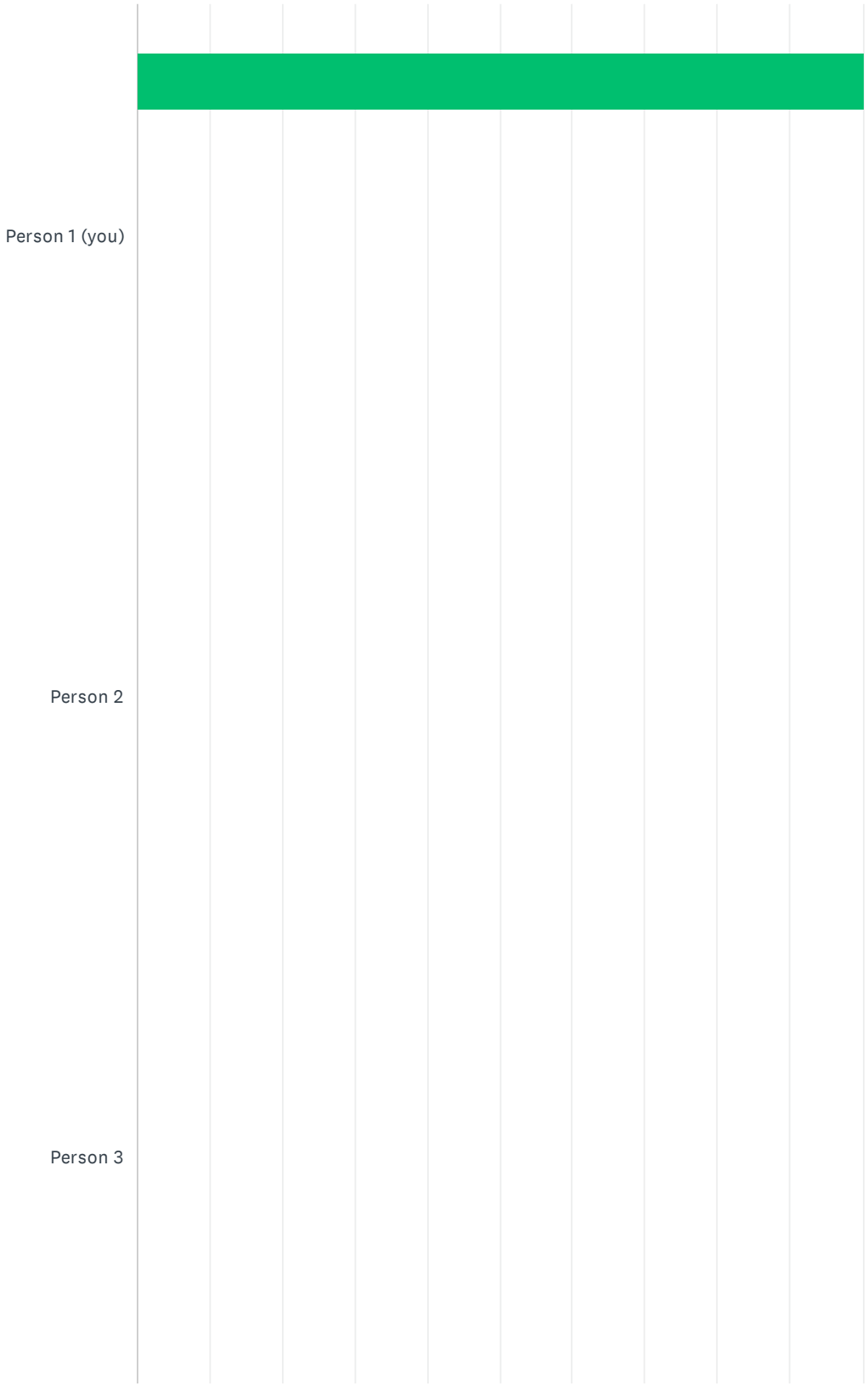
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	100.00%	2
Rather not say	0.00%	0
TOTAL		2

Q6 For each person in your household, please identify the main reason for the journeys they make during a typical week? (Monday-Friday)

Answered: 2 Skipped: 0




Person 4
Person 5
Person 6
0%
10%
20%
30%
40%
50%
60%
70%
80%
90%
100%
Work
Education
Shopping
Leisure
Other
Not Applica...

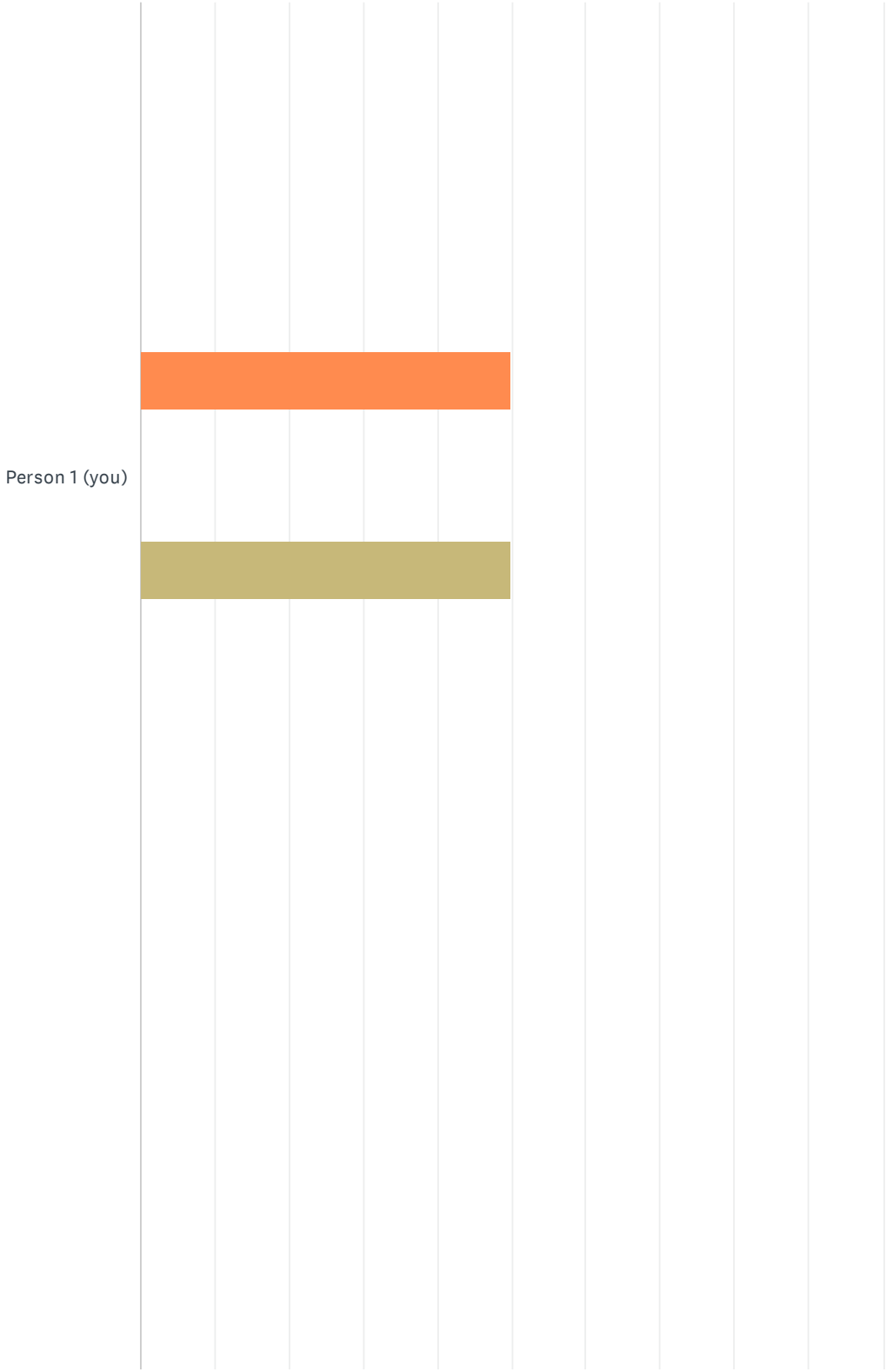
	WORK	EDUCATION	SHOPPING	LEISURE	OTHER	NOT APPLICABLE	TOTAL
Person 1 (you)	100.00% 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	2
Person 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Person 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Person 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Person 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0
Person 6	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0

Q7 If you work or study, where do you work or study? [Please provide full work/study location postcode]

Answered: 2 Skipped: 0

Q8 For each person in your household, what is their main mode of travel for journeys to work/study? Please tick ONE mode for each person in your household

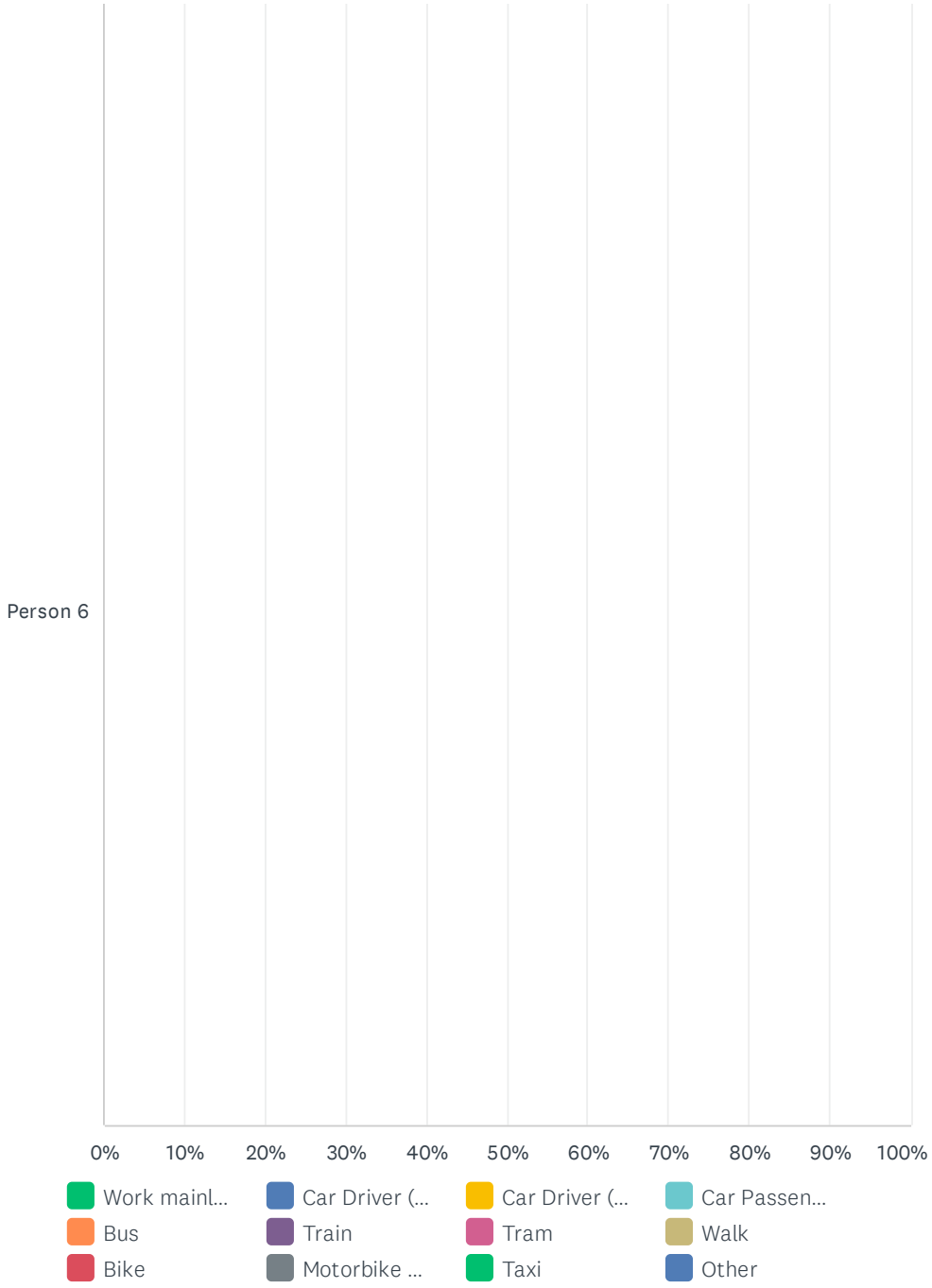
Answered: 2 Skipped: 0




Person 2
Person 3


Person 4
Person 5

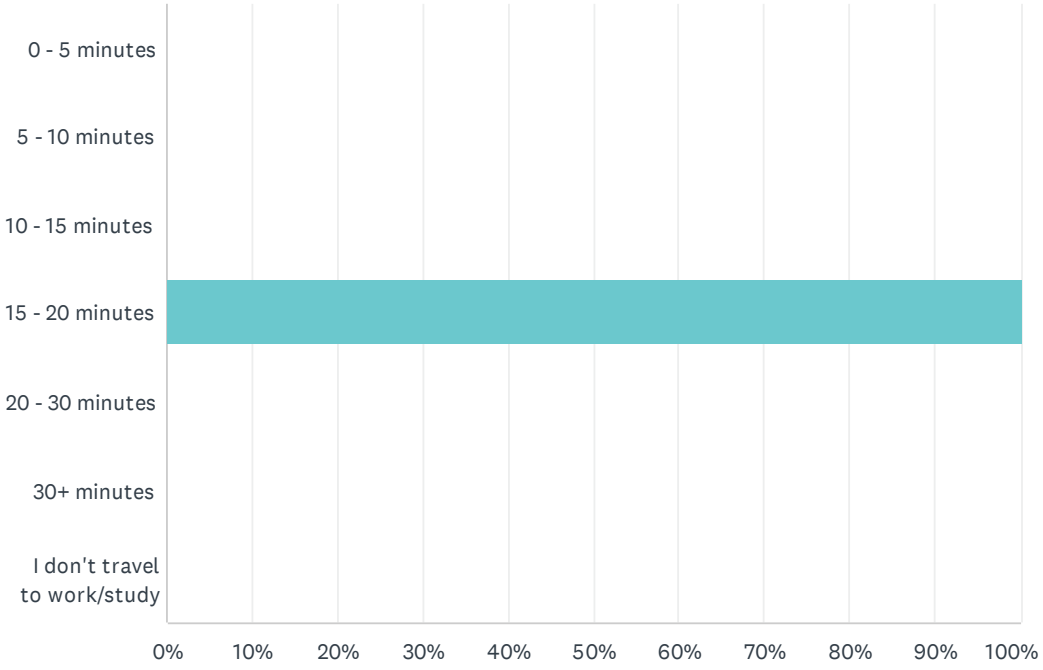
Ducie Street, Manchester



	WORK MAINLY AT HOME	CAR DRIVER (ALONE)	CAR DRIVER (WITH PASSENGERS)	CAR PASSENGER	BUS	TRAIN	TRAM	WALK	BIKE	MOTORBIKE OR POWERED 2 WHEELER
Person 1 (you)	0.00% 0	0.00% 0	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0	50.00% 1	0.00% 0	0.00% 0
Person 2	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 6	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0

Q9 How long does your journey to work or place of study usually take?

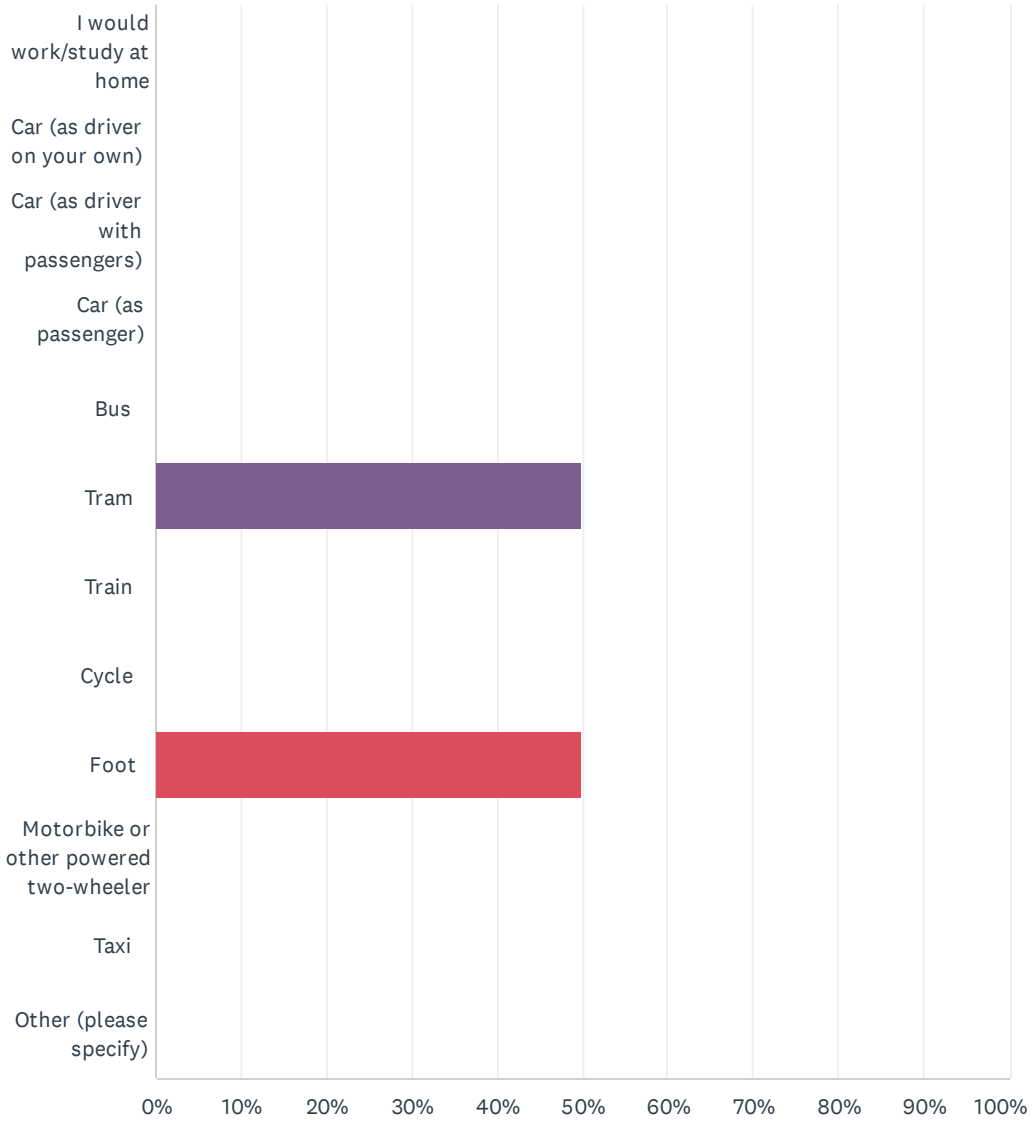
Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
0 - 5 minutes	0.00%	0
5 - 10 minutes	0.00%	0
10 - 15 minutes	0.00%	0
15 - 20 minutes	100.00%	2
20 - 30 minutes	0.00%	0
30+ minutes	0.00%	0
I don't travel to work/study	0.00%	0
TOTAL		2

Q10 If your usual mode of travel to work/study was unavailable what alternative would you use? [Please answer this for the person completing the survey only]

Answered: 2 Skipped: 0



ANSWER CHOICES	RESPONSES	
I would work/study at home	0.00%	0
Car (as driver on your own)	0.00%	0
Car (as driver with passengers)	0.00%	0
Car (as passenger)	0.00%	0
Bus	0.00%	0
Tram	50.00%	1
Train	0.00%	0
Cycle	0.00%	0
Foot	50.00%	1
Motorbike or other powered two-wheeler	0.00%	0
Taxi	0.00%	0
Other (please specify)	0.00%	0
TOTAL		2

Q11 If you currently drive to work/study would you consider car sharing with another resident that lives nearby? [Please only answer this question if you currently drive to work]

Answered: 0 Skipped: 2

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Yes	0.00%	0
No	0.00%	0
TOTAL		0

Q12 If you currently travel by car to work/study what would encourage you to use it less? [Please check all that apply]

Answered: 0 Skipped: 2

⚠ No matching responses.

ANSWER CHOICES	RESPONSES	
Information on local cycle routes	0.00%	0
Information on bike training run by TfGM	0.00%	0
Information on local bus/tram services	0.00%	0
Information local bus/tram ticketing arrangements	0.00%	0
Information on walking routes and locations of safe crossing points	0.00%	0
Information on where you can find tips on safe travel practices	0.00%	0
Information on how you can find someone to car share with	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 0		

Q13 Do you have any additional comments on the site or the Travel Plan?

Answered: 0 Skipped: 2