Devonshire Street

Manchester

Travel Plan

250911/SK22574/TP01(-02)

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

Contents

		Page
1	Introduction	1
2	Travel Plan Process	1
3	Site Location	5
4	Sustainable Connectivity	6
5	Development Layout	11
6	Management Structure	11
7	Measures Toolkit	12
8	Monitoring Plan	15
9	Action Plan	16

Appendices

A	Development Layout
B	Travel Packs
C	Survey Questionnaire

Project	Document	Rev	Description	Authorised by	Signed	Date
SK22574	TP01	00	Draft for comment	L Speers	LGS	05/09/2025
SK22574	TP01	01	Submission	L Speers	LGS	11/09/2025
SK22574	TP01	02	Updated TPC	L Speers	LGS	11/09/2025

© SK Transport Planning Ltd 2025. All Rights Reserved.

1 Introduction

1.1 SK has been appointed by the Jigsaw Housing Group to prepare a Travel Plan for supported housing development off Devonshire Street in Manchester. The development was granted planning permission in 2024 under reference 138482/FO/2023.

1.2 The Travel Plan has been prepared for submission to discharge the first part of Condition 9 attached to the planning permission for the site. Condition 9 reads as follows:

"A) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed with the City Council as Local Planning Authority. 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 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

B) Within six months of the first use of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), 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

© SK Transport Planning Ltd 2025. All Rights Reserved.

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

© SK Transport Planning Ltd 2025. All Rights Reserved.

- "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

© SK Transport Planning Ltd 2025. All Rights Reserved.

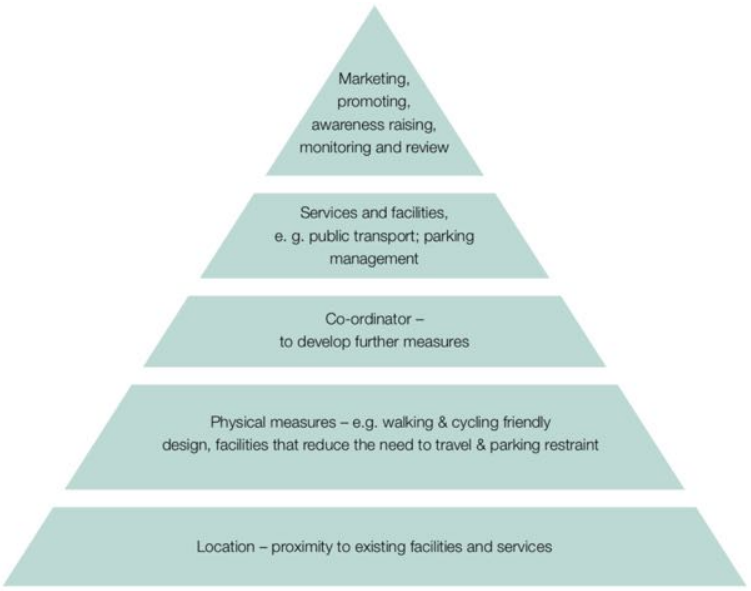


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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 site users 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 and staff.
Objective 2:
To provide travel packs that can be issued to residents and staff.
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 and staff to make sure they have relevant travel information.

© SK Transport Planning Ltd 2025. All Rights Reserved.

3 Site Location

Site Location

3.1 Figure 3.1 shows the location of the site.

3.2 The site is in Ardwick, to the south of the A57 Hyde Road and north of the A6 Stockport Road. The site is well located for access to local amenities, such as local retail facilities fronting Stockport Road, and public transport services.

3.3 The site is bounded to the north by Coverdale Crescent, to the east by residential properties, to the south by Devonshire House, and to the west by the A665 Devonshire Street.

Local Transport Network

3.4 Near the site, Coverdale Crescent is a 7.6m single carriageway road with a 2.5m – 3.5m footway on the southern side of the road (site-side). The road is subject to a 20mph speed limit and traffic calming features are in place (raised tables). The road has street lighting.

3.5 On the Coverdale Crescent site frontage has no parking controls except for double yellow line protection markings at the junction with Devonshire Street. On the Devonshire Street site frontage double yellow line controls are in place. There are no loading restrictions on the site frontage.

3.6 Travelling east on Coverdale Crescent provides access to residential properties to the east of the site.

3.7 At its western end, on the corner of the site, Coverdale Crescent meets Devonshire Street and Hellidon Close at a crossroad priority junction. Dropped kerbs are present on the Coverdale Crescent arm of the junction, but no tactiles are provided.

3.8 Travelling south on Devonshire Road provides access to Stockport Road. Stockport Road (A6) is part of the Key Route Network and is an important bus route corridor. Dropped kerbs with tactile paving are provided on the route to Stockport Road. The Devonshire Road / Stockport Road junction is signal controlled with advanced stop lines, tactile paving, and controlled pedestrian crossing facilities. The crossings can be used to access westbound bus stops located to the east and west of the junction. Further crossing facilities are available on Stockport Road, including a pedestrian refuge crossing, signal-controlled crossing and tactile paving / dropped kerbs at side roads.

3.9 To the north of Devonshire Road meets Hyde Road at a signal-controlled junction. Hyde Road (A57) is part of the Key Route Network and is an important bus route corridor. The junction has advanced stop lines, tactile paving, and controlled pedestrian crossing facilities. The crossing facilities can be used to access eastbound bus stops.

© SK Transport Planning Ltd 2025. All Rights Reserved.



Figure 3.1: 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]

4.2 On the site frontage Coverdale Crescent has a 3.5m footway on the southern side of the road (site-side). The road is subject to a 20mph speed limit and traffic calming features are in place, making it a suitable environment for pedestrian trips.

4.3 To the west of the site Coverdale Crescent meets Devonshire Street and Hellidon Close at a crossroad priority junction. Dropped kerbs are present on the Coverdale Crescent arm of the junction.

4.4 Devonshire Road has 2m+ footways on both sides of the road.

4.5 Travelling south on Devonshire Road provides access to Stockport Road. Dropped kerbs with tactile paving are provided on the route to Stockport Road. The Devonshire Road / Stockport Road junction is signal controlled with advanced stop lines, tactile paving, and controlled pedestrian crossing facilities. The crossings can be used to access westbound bus stops located to the east and west of the junction. Further crossing facilities are available on Stockport Road, including a pedestrian refuge crossing, signal-controlled crossing and tactile paving / dropped kerbs at side roads.

4.6 To the north of Devonshire Road meets Hyde Road at a signal-controlled junction. The junction has advanced stop lines, tactile paving, and controlled pedestrian crossing facilities. The crossing facilities can be used to access eastbound bus stops.

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

© SK Transport Planning Ltd 2025. All Rights Reserved.

4.7 Coverdale Crescent and the streets to the east of the site are 20mph routes with traffic calming, making them a suitable environment for cycle trips. Devonshire Street and Coverdale Crescent are also part of the Bee Network. Devonshire Street provides access to Hyde Road and Stockport Road which has formal cycle facilities.

4.8 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.

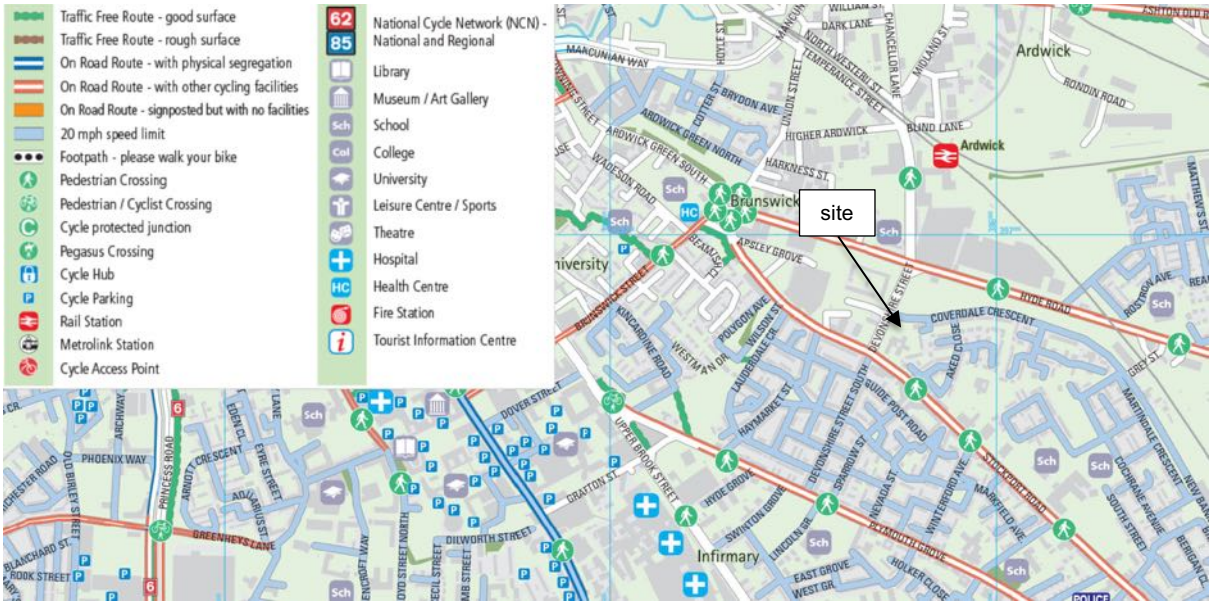


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

Public Transport Routes

4.9 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

© SK Transport Planning Ltd 2025. All Rights Reserved.



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

4.10 The nearest bus stops to the site are located on Stockport Road (200m/2.5-minute walk) and Hyde Road (280m/3.5-minute walk). The bus stops have shelters, timetable information and seating.

4.11 Table 4.1 shows the frequency of buses serving the nearest stops. Details of these services is provided in Table 4.1 and timetables are available from the TfGM website.[8]

[8] https://tfgm.com/bus/timetables

© SK Transport Planning Ltd 2025. All Rights Reserved.

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
192	Manchester – Stockport – Hazel Grove	6	6	7	6	6
201	Manchester – Denton – Hyde	6	6	4	6	3
202	Manchester – Hyde – Gee Cross	2	2	2	2	1
203	Manchester – Reddish – Stockport	6	6	5	6	5
205	Manchester – Denton – Dane Bank	2	2	1	2	2

Table 4.1: Bus Routes
[source: Transport for Greater Manchester]

4.12 The site is located 700m to the south of Ardwick Station.[9] The station is served by trains between Manchester and Glossop, with one service per hour in each direction during the week.

Accessibility Assessment

4.13 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.

4.14 Figure 4.3 shows walking time isochrones from the site.

[9] https://tfgm.com/public-transport/train

© SK Transport Planning Ltd 2025. All Rights Reserved.

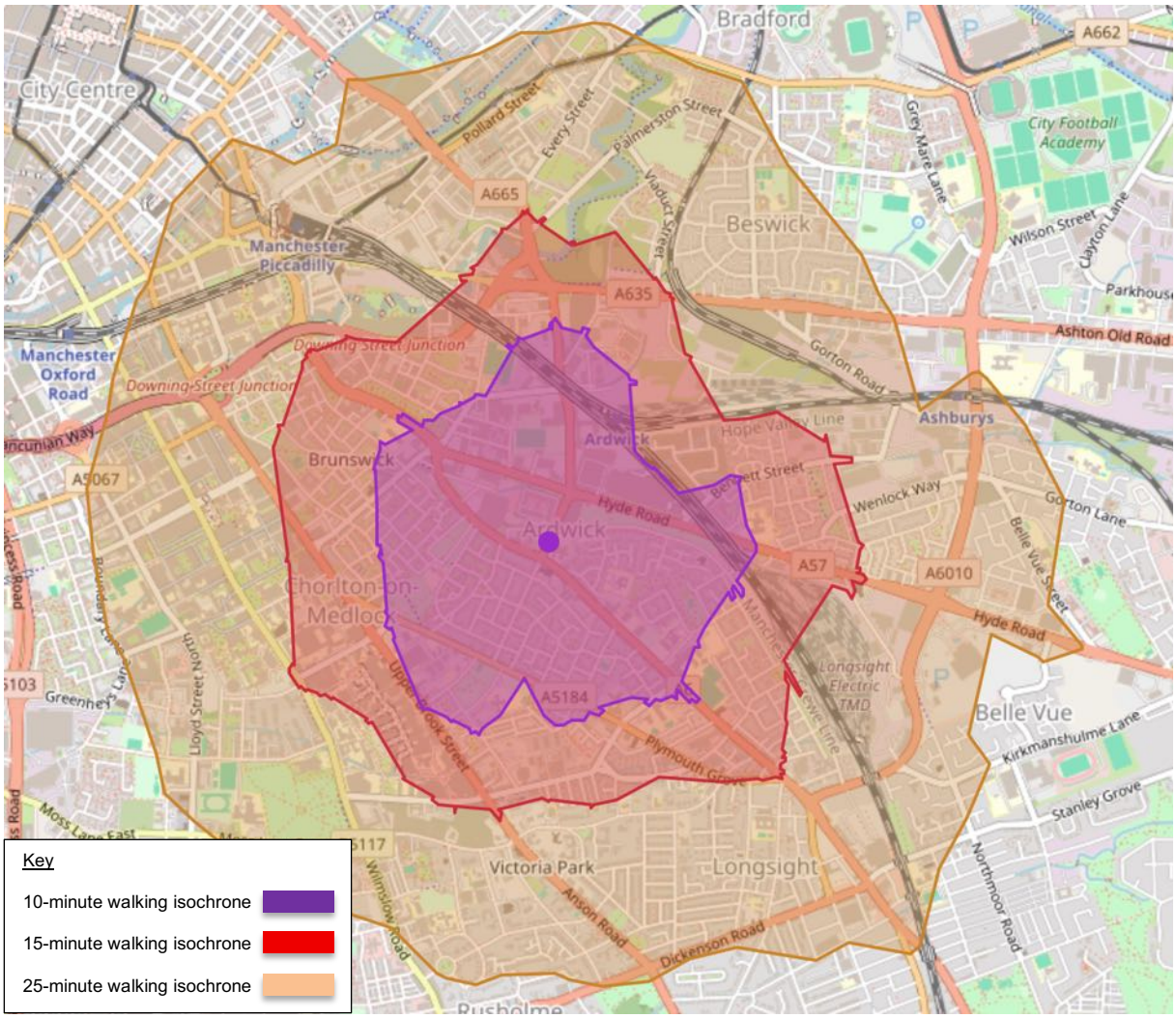


Figure 4.3: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.15 Examples of local amenities that can be accessed within a 10-minute walk from the site are provided below:

- Nisa Local, Stockport Road
- Everest Pharmacy, Brunswick Street
- Salvation Army, Stockport Road
- McDonalds, Stockport Road
- St Luke's Church, Stockport Road
- Greggs, Stockport Road
- Ardwick Sports Hall, Stockport Road
- Plymouth Grove Medical Centre, Upper Brook Street
- Go Local, Brunswick Street
- Tesco Express, Ardwick Green South
- Tesco Bank, Ardwick Green South

4.16 Examples of local amenities that can be accessed between a 10-minute and 25-minute walk from the site are provided below:

- Manchester Royal Infirmary, Upper Brook Street
- Manchester City Centre

© SK Transport Planning Ltd 2025. All Rights Reserved.

4.17 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.[10] 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.

4.18 The site has a GMAL of 7 which is a very high level of accessibility by public transport.

5 Development Content

5.1 The development provides 24 flats that are supported housing for vulnerable adults.

5.2 Staff will be employed at the site, and the applicant has advised that there will be a maximum of six staff on site at any one time (FTE). The site will be manned 24 hours a day, seven days a week.

5.3 Vehicle access to the site is provided from a new priority junction formed on Coverdale Crescent. Tactile paving and dropped kerbs are provided at the site access junction.

5.4 A segregated pedestrian access to the site is also provided from Coverdale Crescent and a footway is provided at the vehicle access junction.

5.5 The development provides seven parking spaces, including one disabled parking space. All of the spaces have access to an EV charging station.

5.6 A covered and secure cycle store is provided with space for 24 bikes to the rear of the property. Two cycle stands are provided at the main entrance for use by visitors (four spaces).

5.7 Servicing and refuse collection will be undertaken from kerbside on Coverdale Crescent.

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 lies with the applicant.

6.3 The applicant has confirmed that the Travel Plan Co-ordinator is Timothy Ditchfield. Contact details will be provided to residents and staff, and the Council, as required.

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, staff and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs for new residents and new staff.
- Providing regular updates to residents and staff on any changes to local services and facilities.
- Monitoring and surveying resident travel patterns.
- Periodically reporting to the Council.

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

© SK Transport Planning Ltd 2025. All Rights Reserved.

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 and staff 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 and staff 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 and staff.

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 and staff member.
Journey Planning	Residents and staff 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 and staff 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/train routes and frequencies.
6. Information on bus/train ticketing arrangements.
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 and staff in a timely fashion. Draft travel packs have been prepared and are attached as Appendix B.

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

- TfGM journey planning software[11]
- Public transport maps[12]
- Active Travel route software[13]
- Walking and cycling route maps[14]
- Links to Google Play[15] and Apple Store[16] Bee Network app

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

© SK Transport Planning Ltd 2025. All Rights Reserved.

7.8 Details of the journey planning resources will be provided to residents and staff 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 and staff 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 site users 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.**
  It'll help 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.**
  You experience 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.

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 and staff 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 and staff using resources provided by TfGM[17], GMWalking[18], Sustrans[19] and Cycling UK[20].

7.16 TfGM provides cycle training sessions for adults.[21] This scheme will be promoted to residents and staff via the travel pack.

[17] https://beeactive.tfgm.com
[18] https://gmwalking.co.uk
[19] www.sustrans.org.uk/
[20] www.cyclinguk.org/
[21] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

© SK Transport Planning Ltd 2025. All Rights Reserved.

7.17 The Travel Plan Co-ordinator will provide information to residents and staff on how they can try cycling, without committing to the purchase of a bike (TfGM's Cycle Hire Scheme). [22]

Public Transport Measures

7.18 Table 7.3 shows the measures that will be used to encourage residents and staff 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 and staff 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 and staff.

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 and staff via the travel pack.

7.20 The Travel Plan Co-ordinator will make sure that all residents and staff are aware of ticketing arrangements available using information from TfGM ticketing information.[23] For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[24]
  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[25]
  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.[26]

Sustainable Vehicle Use

7.24 Table 7.4 shows the measures that will be used to encourage sustainable vehicle use.

Initiative	Description
Car Sharing	Car sharing will be promoted to staff.
Low Emissions Vehicles	The development provides EV charging infrastructure.

Table 7.4: Sustainable Vehicle Use Initiatives

[22] https://beeactive.tfgm.com/cycle-hire/
[23] https://tfgm.com/tickets-and-passes/find-a-ticket
[24] https://tfgm.com/get-on-board
[25] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card
[26] https://tfgm.com/tickets-and-passes/travel-pass-for-older-people

© SK Transport Planning Ltd 2025. All Rights Reserved.

7.25 Staff will be provided with information on the benefits of car sharing and information on Liftshare via the communications strategy.[27]

7.26 EV charging infrastructure is provided at the site.

8 Monitoring Plan

Baseline/Year 1 Travel Survey

8.24 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.

8.25 The planning condition requires that resident travel patterns be surveyed periodically. In line with this a resident travel survey will be undertaken within three months of occupation. The surveys will be undertaken on line using Survey Monkey or via paper copy.[28] A copy of the questionnaire is attached as Appendix B.

Travel Plan Update

8.26 Once the surveys have been undertaken the Travel Plan will be updated and submitted to the Council to discharge the second part of the planning condition.

Monitoring Travel Surveys

8.27 Resident 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 questionnaire in Appendix B.

Monitoring Reports

8.28 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.

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

Monitoring Strategy Summary

8.30 Table 8.1 provides a summary of the monitoring mechanisms that will be used as part of the Travel Plan.

[27] https://liftshare.com/uk
[28] https://www.surveymonkey.com/r/devonshirest

© SK Transport Planning Ltd 2025. All Rights Reserved.

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	Within 3 months of occupation	Travel Plan Co-ordinator
Updated Travel Plan report	Set out baseline mode share and any changes to targets/measures proposed	Within 6 months of occupation	Travel Plan Co-ordinator
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 8.3: Monitoring Summary

Targets

8.31 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.

8.32 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.

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

- Following Baseline/Year 1 surveys undertake monitoring surveys annually 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

8.34 Outcome targets will be set out in the updated Travel Plan once the baseline/Year 1 travel survey data has been collected.

9 Action Plan

Funding

9.24 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

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

© SK Transport Planning Ltd 2025. All Rights Reserved.

Initiative		Responsibility	Target Delivery
Management	Appoint Travel Plan Co-ordinator	Applicant	Prior to occupation – already achieved
	Provide Contact Details to Residents/Staff	Applicant	On occupation
Communications	Prepare Travel Pack Information	Applicant	Prior to occupation – already achieved
	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
Sustainable Vehicle	Provide EV Charging	Applicant	Prior to occupation
	Promote Car Sharing	Travel Plan Co-ordinator	On occupation On-going

Table 9.1: Action Plan

© SK Transport Planning Ltd 2025. All Rights Reserved.

Appendix A

REVISION NOTES

Revision	Date	Description
B	03/10/2024	Updated to include updated GA Plan
C	15/10/2024	Updated to include updated GA Plan incorporating changes to Treatment Room Layout
D	10/01/2025	Updated to reflect general development to GA plan

HARD WORKS

- Patio Space / Property footpath: Tobermore Beaufort Natural 400 x 400 x 40mm
- PERMEABLE TEGULA PAVING TO SHARED SURFACE AND PARKING BAYS BY TOBERMORE (equal or approved) Colour: Tegula Trio Cedar
- 80mm charcoal blocks to delineate carparking spaces. Driveways suitable for vehicular loadings - all laid to engineer's detail and specification.
- 200mm zone for demarcation to prevent window collision - Contrasting Tobermore product - in acordance with ADoc -K
- Tarmacadam road surface
- Main Entrance Lobby and Entrance paving Lithos 20mm DXF DCLT02 Brush Hammered Finish 900 x 900 Exterior unglazed porcelain tiles

SOFT WORKS

TREES: Large — Proposed Locations :

Liriodendron Tulipifera.	Tulip Poplar	12-14cm girth
Acer Campestre Elsrijk	Field Maple	20-25cm girth

Native trees (medium size)
The current Biodiversity Net Gain guidance advises that "most newly planted street trees should be categorised as 'small'" and that "evidence is required to justify the input of larger size classes". As such the majority of proposed new trees on site have been estimated to only reach a small size within 30 years (outlined above). However, it is proposed that 5 new trees will be planted as semi-mature trees (i.e. 18cm+ girth). Based on the model produced by the Bristol Tree Forum (see Figures 1 & 2 below) which uses the industry standard tree growth rate of 2.54cm girth per year, a semi-mature tree can reach a diameter of 31.1cm within 30 years, meaning it will be classified as a medium tree.

TREES: Small — Proposed Locations:

Native trees (small size)

Wild cherry Prunus avium
Field rose Rosa arvensis
Wild pear Pyrus pyraster
Guelder rose Viburnum opulus Yew Taxus baccata
Hawthorn Crataegus monogyna
Alder Alnus glutinosa
Hazel Corylus avellana

Holly Ilex aquifolium
Juniper Juniperus communis Aspen Populus tremula
Bay willow Salix pentandra Pedunculate oak Quercus robur
Bird cherry Prunus padus
Silver birch Betula pendula
Honeysuckle Lonicera periclymenum Dog rose Rosa canina
Wayfare tree Viburnum lantana
Field maple Acer campestre
Rowan Sorbus aucuparia

- Location of planting between shrubs to the discretion of landscape designer

Scrub Planting - Hedge

Scrub planting — Proposed Locations: North and East boundaries

Planting of desirable species only including:
o Blackthorn (30%) o Hawthorn (30%) o Hazel (20%)
o Holly (20%)
o Guelder Rose (15%)
• Planting should take place between November and March.
• The planting pattern should include a mix of species planted close toegther, with some areas left open to create natural openings.
• Wood chip/mulch should be placed around each newly planted scrub to prevent weed competition and improve water retention.
• Upon planting the aree will be left for 1 year to allow the new plants to be established before any management is started.

- Location of planting between shrubs to the discretion of landscape designer

TURFED AREA: — Proposed Locations:

Lindum festival LT7 turf laid on 200mm approved topsoil - TBA

Please refer to **Biodiversity Net Gain Assessment by Arbtech**

EM2 – general purpose meadow mixture - composition

This meadow mixture contains species that are characteristic of traditional meadows across a wide range of soil types.

Wild Flowers

%	Latin name	Common name
0.3	Achillea millefolium	Yarrow
3.5	Centaurea nigra	Common Knapweed
1.3	Daucus carota	Wild Carrot
1	Galium verum	Lady's Bedstraw
0.5	Knautia arvernsis	Field Scabious
0.2	Leucanthemum Vulgare	Ox-eye Daisy
0.5	Leucanthemum vulgare	Ox-eye Daisy
0.5	Lotus corniculatus	Birdsfoot Trefoil
2.5	Malva moschata	Musk Mallow
1	Plantago lanceolata	Ribwort Plantain
1	Primula veris	Cowslip
1.7	Prunella vulgaris	Selfheal
1.5	Ranunculus acris	Meadow Buttercup
1.5	Rhinanthus minor	Yellow Rattle
99		

Grasses

%	Latin name	Common name
5	Agrostis capillaris	Common Bent
40	Cynosurus cristatus	Crested Dogstail
29	Festuca rubra	Slender creeping Red fescue
4	Phleum bertolonii	Smaller Cat's-tail
80		

Sowing Rates

kg/ha	kg/acre	g/m²
80	16	8

N
0m 1m 2m 5m 10m

Additional Notes
Do not scale from this drawing.
Copyright of this drawing belongs solely to DK-Architects
All dimensions on this drawing are shown in millimeters unless stated otherwise.
All dimensions and levels on this drawing are to be checked by the contractor and any discrepancies must be reported back to the architect prior to the commencement of works.
Drawings to be read in conjunction with all Architects Specifications.
Please refer to M+E drawings for all Mechanical and Electrical information.
Please refer to SE Drawings for all Structural, Connection and Underground Details.

ISSUED FOR:

CONSTRUCTION

DK-Architects
26 Old Haymarket Liverpool L1 6ER
T 0151 231 1209 E mail@dk-architects.com
F 0151 227 2053 W www.dk-architects.com

Job:	Devonshire Street
Client:	Jigsaw North
Drawing Title:	Proposed Site Plan
Date:	25/04/2024
Drawing no:	1326-1001 revision: D
Scale:	1:100 @ A1
Drawn:	NS

Appendix B

Devonshire Street: Resident Travel Pack

Welcome to your new home!

Your new home is located in Ardwick close to local amenities and Manchester City Centre 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:

- 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.

We have appointed a Travel Plan Co-ordinator who will be your main point of contact for all things travel related. Timothy Ditchfield is the Travel Plan Co-ordinator. Please talk to the building management team and they will provide contact details.

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**).

If you don't have access to online services then please speak to the Travel Plan Co-ordinator who will provide you with information on local routes and services by paper copy.

Help us to help you

We are undertaking a short travel survey so we can understand your current travel patterns and your thoughts on travel routes and initiatives. A link to the survey is provided below and it will take less than 5 minutes to complete the form on-line. If you would prefer to complete a paper version of the survey or require any help completing the survey in anyway please talk to the Travel Plan Co-ordinator.

Any information you give us will only be used to analyse the general travel trends and will not be used for any other purpose.

If you complete the survey you can enter into a prize draw with the opportunity to win a £50 High Street Shopping Voucher.

https://www.surveymonkey.com/r/devonshirest

Devonshire 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:

- Nisa Local, Stockport Road
- Everest Pharmacy, Brunswick Street
- Go Local Food Store, Brunswick Street
- Tesco Express, Ardwick Green South
- Tesco Express, Ardwick Green South
- Salvation Army, Stockport Road
- St Luke's Church, Stockport Road
- Greggs, Stockport Road
- Ardwick Sports Hall, Stockport Road
- Plymouth Grove Medical Centre, Upper Brook Street

Between 10 and 20 minute walk:

- Manchester Royal Infirmary
- Manchester City Centre

Details of how to plan your walking trip and to get tips on walking can be found on these websites or by talking to the Travel Plan Co-ordinator. Plans are provided in this travel pack to help you.

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:

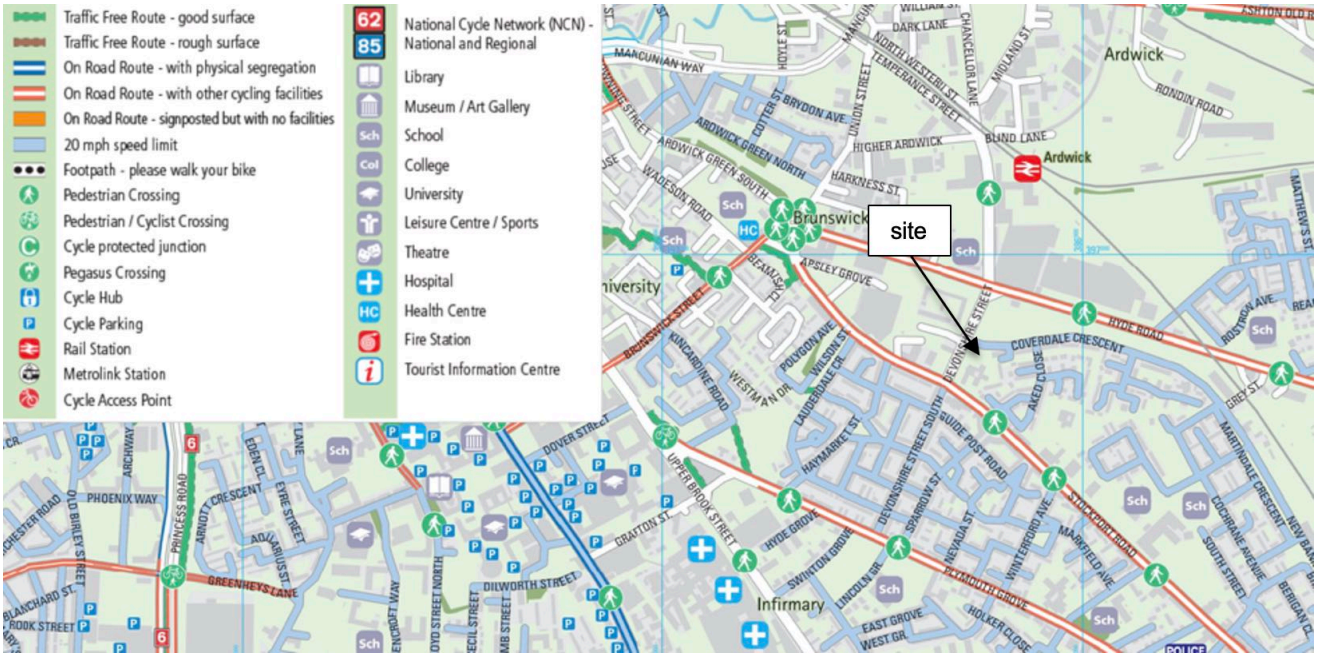
www.cyclinguk.org/

www.sustrans.org.uk/

Again, if you do not have access to on-line services please talk to the Travel Plan Co-ordinator who will endeavour to help you.

Devonshire 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.

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**.

Again, if you do not have access to on-line services please talk to the Travel Plan Co-ordinator who will endeavour to help you.

Devonshire Street: Resident Travel Pack

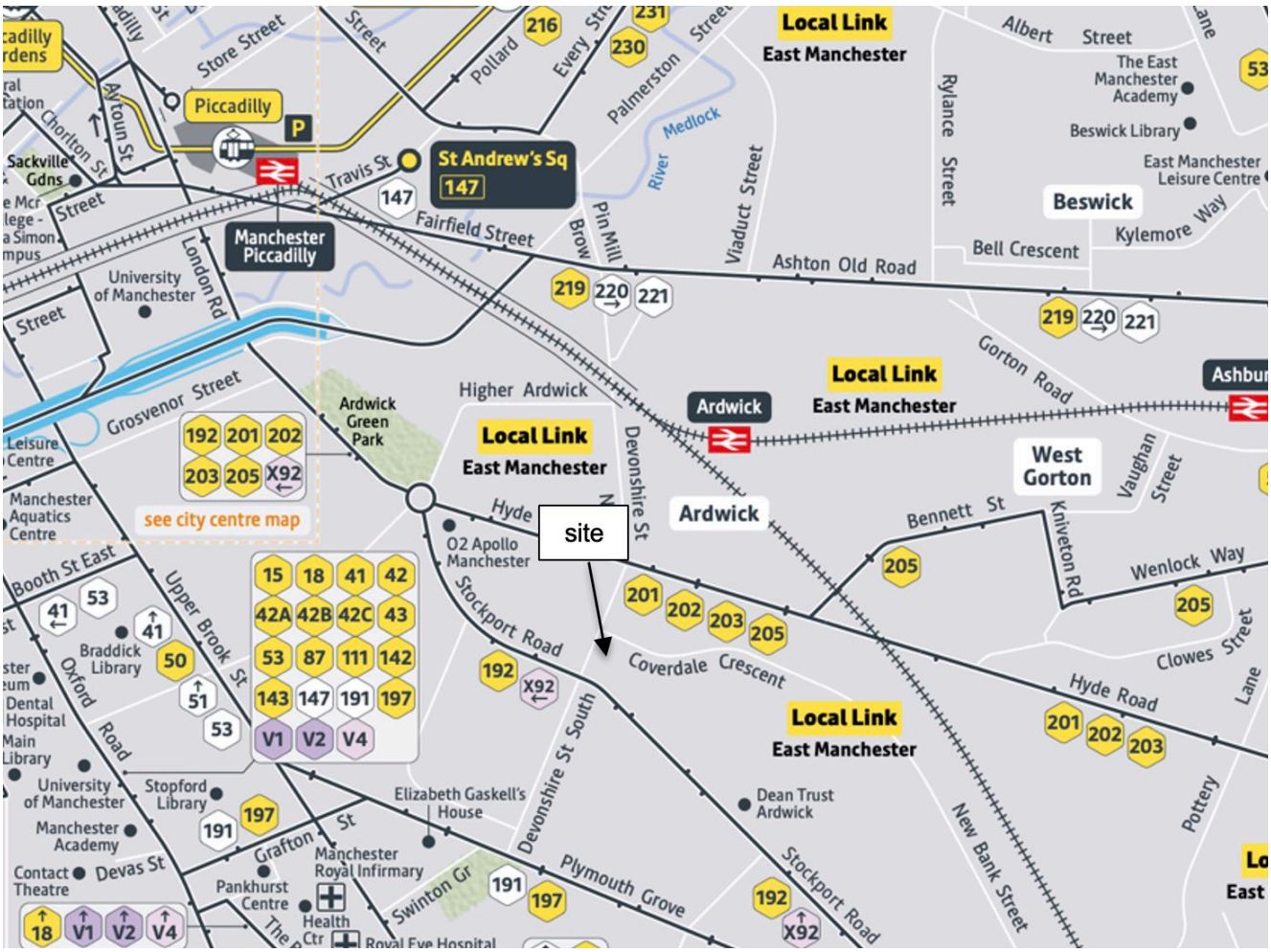
Public Transport (cont.d)

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

As shown on the plan, the site is very well located for access to local bus and train services. The nearest bus stops are located on Stockport Road (2.5 minute walk) and (Hyde Road (3.5 minute walk). Examples of the types of service routes and frequencies is provided below.

You can also access the site by train using Ardwick Station which is less than a 10-minute walk from the site. Information on local train services can be found here - **https://tfgm.com/public-transport/train**

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
192	Manchester – Stockport – Hazel Grove	6	6	7	6	6
201	Manchester – Denton – Hyde	6	6	4	6	3
202	Manchester – Hyde – Gee Cross	2	2	2	2	1
203	Manchester – Reddish – Stockport	6	6	5	6	5
205	Manchester – Denton – Dane Bank	2	2	1	2	2



Devonshire Street: Staff Travel Pack

Welcome to your new job!

Your new job is located in Ardwick close to public transport services, cycle routes and Manchester city centre, which means you have lots of options on how to commute to work. You are also close to local services and amenities in Ardwick if you need to nip out and run an errand or buy something to eat during your breaks - you could undertake this trip on foot.

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:

- 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 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. Timothy Ditchfield is the Travel Plan Co-ordinator. Please talk to the building management team and they will provide contact details.

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**).

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 the site so that you can run errands if you need to during your breaks:

Within a 10 minute walk:

- Nisa Local, Stockport Road
- Everest Pharmacy, Brunswick Street
- Go Local Food Store, Brunswick Street
- Tesco Express, Ardwick Green South
- Tesco Express, Ardwick Green South
- Salvation Army, Stockport Road
- St Luke's Church, Stockport Road
- Greggs, Stockport Road
- Plymouth Grove Medical Centre, Upper Brook Street
- Ardwick Sports Hall, Stockport Road

Devonshire Street: Staff Travel Pack

Walking

Between 10 and 20 minute walk:

- Manchester Royal Infirmary
- Manchester City Centre

Details of how to plan your walking trip and to get tips on walking can be found on these websites. Plans are provided in this travel pack to help you.

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**

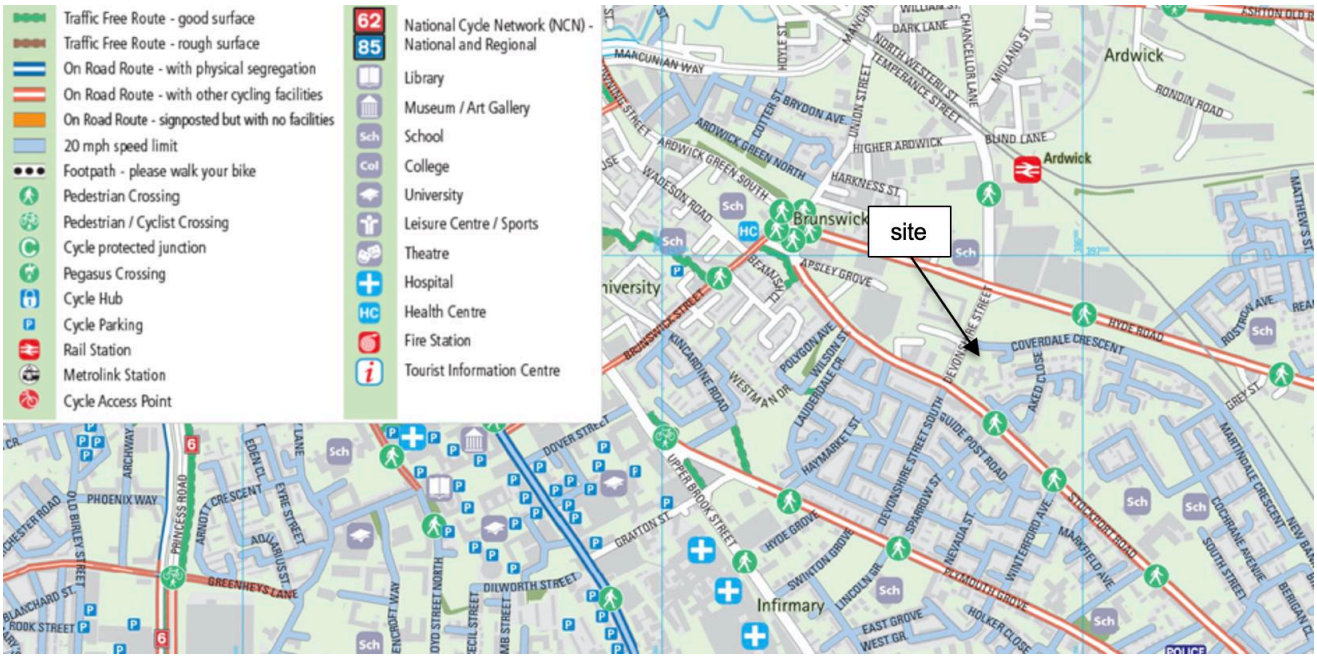
These websites provide useful tips on cycling safely and equipment that you may need:

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**.



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.

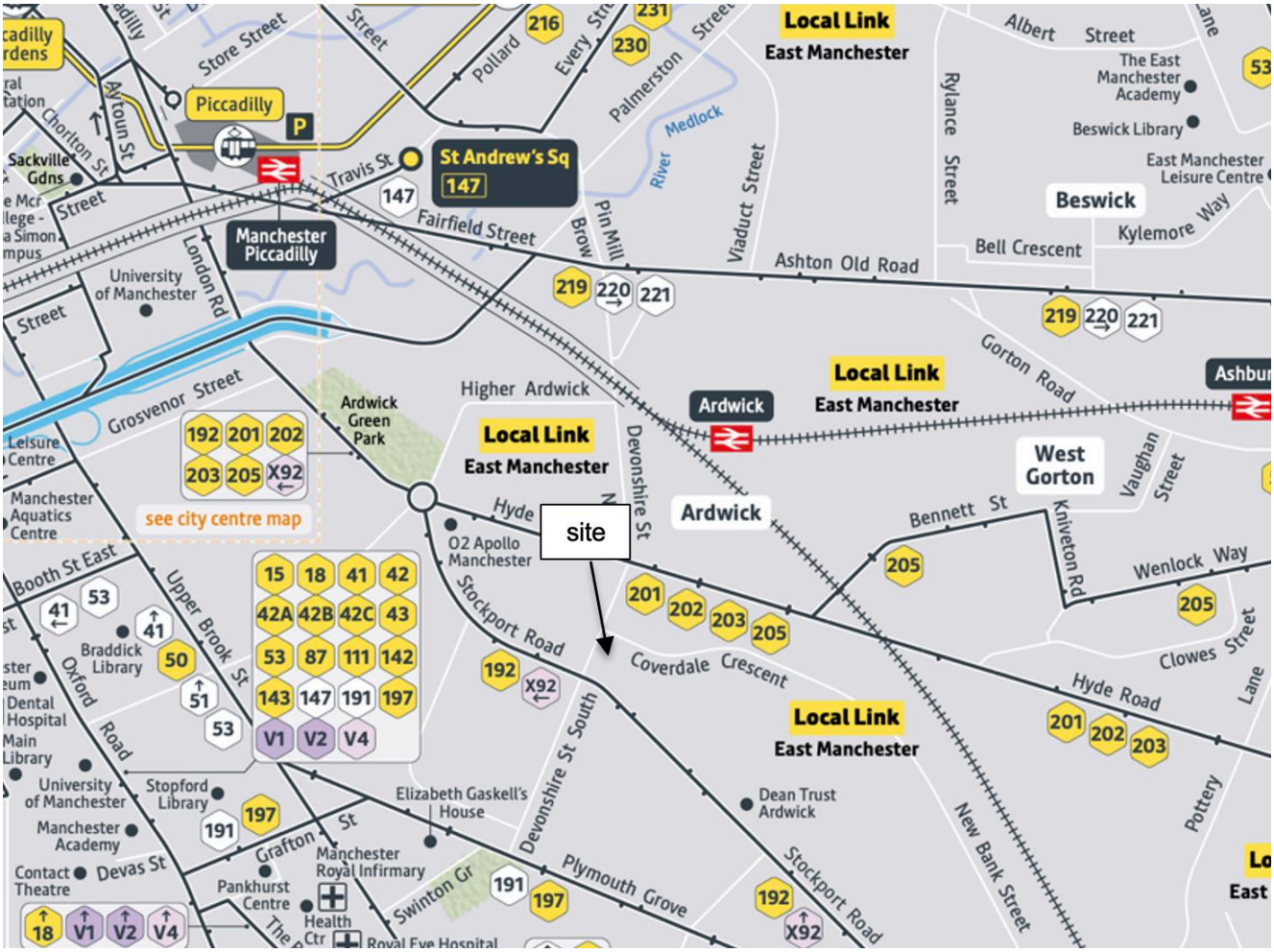
As shown on the plan overleaf, the site is very well located for access to local bus services. The nearest bus stops are located on Stockport Road (2.5 minute walk) and (Hyde Road (3.5 minute walk). Examples of the types of service routes and frequencies is provided below.

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
192	Manchester – Stockport – Hazel Grove	6	6	7	6	6
201	Manchester – Denton – Hyde	6	6	4	6	3
202	Manchester – Hyde – Gee Cross	2	2	2	2	1
203	Manchester – Reddish – Stockport	6	6	5	6	5
205	Manchester – Denton – Dane Bank	2	2	1	2	2

You can also access the site by train using Ardwick Station which is less than a 10-minute walk from the site. Information on local train services can be found here - **https://tfgm.com/public-transport/train**

Devonshire Street: Staff Travel Pack

Public Transport Map



Sustainable Private Car Use

Car sharing is recognised as a method of achieving sustainable car use and is a good means of encouraging behaviour change for people that need to use their car or are not able for other reasons to travel by public transport or active travel.

Car sharing benefits include:

- Saving money by sharing the cost of your commute with another person.
- Shared journeys are less stressful and introduce like-minded sharers to make new friends.
- Reduce the per person carbon emissions of your commute.

If you would like to try car sharing you can organise this here - **https://liftshare.com/uk/** - or discuss with the Travel Plan Co-ordinator who may be able to help you to find someone to car share with that works at the site.

Appendix C

SK

Devonshire Street

Travel Survey

We would be grateful if you would complete this very quick travel survey to allow us to better understand your travel patterns.
The survey will take less than five minutes to complete and all responses will be treated confidentially. Any information you give us will be used to understand your travel patterns / needs as part of the Travel Plan.
Please let us know if you need any help to complete the survey and our travel plan co-ordinator will endeavour to assist you.
Once you have completed the survey you have the opportunity to enter a prize draw with the chance to win a £50 High Street Shopping Voucher.
Thank you for your assistance.

* 1. Do you own a car?

- ◯ Yes
- ◯ No

* 2. Do you own a bike?

- ◯ Yes
- ◯ No

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

- ◯ Yes
- ◯ Rather not say
- ◯ No

* 4. Please tell us which mode of travel you use the most during a typical week.

	Car Driver (alone)	Car Driver (with passengers)	Car Passenger	Bus	Train	Tram	Walk	Bike	Motorbike or Powered 2 Wheeler	Taxi	Other
Main Mode of Travel	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯	◯