Downley Drive, Ancoats, Manchester

TRAVEL PLAN

Report prepared for
Great Places Housing Association

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ASSOCIATES

Travel Plan

Downley Drive, Ancoats, Manchester

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Travel Plan

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1 Introduction

1.1 Ashley Helme Associates (AHA) are appointed by Great Places to prepare a Travel Plan (TP) report for the residential development at Downley Drive, Ancoats, Manchester (henceforth referred to as the Site). The location of the Site is indicated on Figure 1.1.

1.2 Overview

1.2.1 This TP supports the development at Downley Drive, Ancoats. The development comprises the construction of 23 townhouses and 52 apartments.

1.2.2 The development comprises:

(i) St Vincent Street: Direct access to 12No town houses and vehicular access to the apartment block,
(ii) Downley Drive: Direct access to 11No town houses.

1.2.3 The town houses on Downley Drive and St Vincent Street form part of Phase 1 and are complete and occupied. The apartment block is built and first occupation took place in December 2025.

1.2.4 The development was granted planning consent under planning reference 133099/JO/2022 (and as amended by 137803/NMC/2023) & 137841/FO/2023. Condition 34 & 36 of the planning permissions require the preparation of a Travel Plan for the Site. Condition 34 has previously been discharged. This Travel Plan is prepared to discharge planning condition 36. This Travel Plan is prepared for the apartment block.

1.2.5 The access strategy for the development is founded on the fundamental principle of encouraging travel by residents of the Site to be made by sustainable travel mode choices. The TP provides the context and means of achieving the development access strategy. The TP proposals ensure that, from the outset, sustainable travel choices are available for occupants of the development.

1.3 Travel Plan Objectives

1.3.1 The TP provides the context and means of achieving the development access strategy and objectives, and its formulation is ongoing and dynamic, in accordance with best practice.

1.3.2 The key objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,

- Improve accessibility of the Site by sustainable modes of transport and address traffic and parking issues,
- Widen choice of travel mode for all those travelling to/from the Site.

1.3.3 It is imperative that the TP measures are effective and efficient.

1.3.4 The Planning Practice Guidance (PPG) 'Travel Plans, transport assessments and statements in decision taking' provides the most up-to-date national guidance.

1.3.5 PPG states that Travel Plans are a way of *"mitigating the negative impacts of development in order to promote sustainable development. They are required for all developments which generate significant amounts of movements."* (Reference ID: 42-002-20155306)

1.4 Scope of Travel Plan

1.4.1 It is established and acknowledged that there are two broad types of TP:

- 'Destination': designed to increase sustainable travel to a particular location, and
- 'Origin': residential Travel Plans where journeys are made to varied locations.

The development is for residential use, and hence this TP is an 'origin' TP.

1.4.2 The outcomes approach is an established TP approach and is adopted for this TP. In the outcomes approach, the focus is on securing the performance of the TP through ensuring targets are met. To work, the approach needs the developer to commit to achieving specific targets/outcomes and agree to a review and monitoring process. The advantage of this approach is that it is objective led. The outcomes sought should relate to the local situation and individual Site requirements. The approach provides scope for adjusting the means of achieving the outcomes over time in relation to experience at the Site.

1.4.3 The underlying purpose of a residential TP is to reduce car travel and encourage alternative modal choices that are more sustainable, such as walk, cycle and public transport, as well as car share.

2 Existing Conditions: Key Information

2.1 Site Location

The location of the Site is indicated on Figure 1.1 in the context of the local highway network.

2.2 Accessibility by Walk

2.2.1 It is established and acknowledged that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres.

2.2.2 The National Travel Survey (NTS) provides data on travel by choice of mode. The NTS 2024 is the latest available data. NTS 2024 confirms that 29% of **all** trips are undertaken on foot. However, for trips less up to 1 mile (1.6km), 81% of journeys are carried out on foot.

2.2.3 The NTS establishes that:

(i) 25% of all trips were under 1 mile (1.6km) and 70% were under 5 miles (8km);
(ii) 81% of all trips under 1 mile are made by foot;
(iii) The average number of walk trips per person 2024 was 267;
(iv) Walking accounts for 29% of all trips and 4% of distance travelled;
(v) Education and Shopping trips account for 36% of all walk trips;
(vi) For children aged 5 to 10, 83% of trips less than a mile to school are made by foot. For children aged 11 to 16, this figure is 91%.

2.2.4 The CIHT provides guidance about journeys made on foot. It does not provide a definitive view of distances, but does suggest a preferred maximum distance of 2000m for walk commuting trips. A 400m distance corresponds to a walk time of five minutes, based upon typical normal walking speed. Figure 4.1 presents the 5, 10, 15, 20 and 25 minute walk time isochrones for the Site, (ie reflecting 400m, 800m, 1200m, 1600m and 2000m distances).

2.2.5 Shops and Food stores

2.2.5.1 Review of Figure 5.1 shows that Great Ancoats Street is within a 10 minute walk and there are numerous shops and amenities along both sides of the road. There is a Sainsburys Local at the junction of Old Mill Street/Great Ancoats Street. The Sainburys Local is within a 630m walk of the Site. There is an existing Aldi at Urban Exchange, which is just off Great Ancoats Street and within an 800m walk of the Site.

2.2.5.2 There is a co-op food store on Blossom Street, which is within a 10 minute walk of the Site and a row of shops on Bollington Road that includes a convenience store and is also within a 10 minute walk.

2.2.5.3 The Northern Quarter is located within a 15/20 minute walk and contains numerous shops and food stores.

2.2.6 Education

2.2.6.1 There are also schools within a practical walk of the Site. The Co-op Academy School and St Anne's Roman Catholic Primary School are both located within a 10 minute walk of the Site. Park View Community School is within a 15 minute walk of the Site

2.2.6.2 There is a nursery located at the Chips Building within a circa 525m walk of the Site.

2.2.7 Leisure & Recreation

2.2.7.1 There is a children's playground to the south of Woodward Street. Ancoats Green Park and Cotton Fields Parks are all located within a 5 minute walk of the Site. Victoria Mill Park is located within a 10 minute walk of the Site.

2.2.7.2 There are numerous sports facilities at Sportcity and these are around a 25 minute walk of the Site. The facilities at Sportcity which are open to the public include:

(i) Athletics facilities
(ii) Squash courts
(iii) Tennis courts
(iv) Velodrome
(v) Fitness centre
(vi) Philips Park recreational area.

2.2.8 Health

2.2.8.1 New Islington Medical Practice is within a 10 minute walk of the Site. The practice is part of New Islington Primary Care Centre which also includes a dentist and pharmacy.

2.2.9 Transport

2.2.9.1 There are bus stops on Great Ancoats Street and Old Mill Road that are within a 10 minute walk of the Site. Piccadilly Gardens bus station and Shudehill bus interchange is within a circa 20 minute walk of the Site.

2.2.9.2 New Islington Tram Stop is located next to Pollard Street to the south of the Site and within a 10 minute walk of the Site. The New Islington stop is located on the Ashton-under-Lyne to Eccles Metrolink line.

2.2.9.3 Both Manchester Piccadilly and Victoria train stations are located within a 25 minute walk of the Site.

2.2.9.4 Transport for Greater Manchester have introduced a cycle hire scheme which covers all of Manchester city centre and surrounding areas including Ancoats, parts of Salford, Trafford and Manchester. There are docking stations located on Woodward Street within a circa 115m walk of the Site.

2.2.10 The Bee Network

2.2.10.1 The Greater Manchester Bee Network is a proposal to create a joined up walk and cycle network to connect all of the communities of Greater Manchester, making it easily to undertake journeys without using a car. It has been developed in collaboration with all 10 Greater Manchester local authorities and co-ordinated by Transport for Greater Manchester.

2.2.10.2 Figure 2.2 presents the proposed Bee Network in the vicinity of the Site and Figure 2.3 shows the section of this network that have already been confirmed as Beeways. There are proposals for an extensive network of Beeways in the vicinity of the Site.

2.2.10.3 Review of Figure 2.3 shows that the canal tow path to the north of St Vincent Street is a confirmed Beeway. This part of the network continues to westward to the A665 Great Ancoats Street. Improvements to this route have been completed.

2.2.10.4 There are crossing improvements that form part of the Northern and Eastern Gateway improvements in the vicinity of the Site which provide an improved cycle route across Ancoats and the surrounding areas. The works include an improved bridge crossing of Ashton Canal, improving connectivity between the Site and New Islington Metrolink stop

2.2.11 Summary

2.2.11.1 It is clear that there are a range of amenities within a practical walk of the Site, providing good opportunity to undertake walk journeys to/from the proposed residential development.

2.2.12 Proposed Walk Measures

2.2.12.1 Measures to promote walking as part of the development proposals are outlined in Section 6.1, Chapter 6.

2.3 Cycle

2.3.1 It is recognised that cycling also has potential to substitute for short car trips, particularly those under 5 kilometres and to form part of a longer journey by public transport.

2.3.2 The CIHT guidance 'Cycle Friendly Infrastructure' (2004) states that:

"Most journeys are short. Three quarters of journeys by all modes are less than five miles (8km) and half under two miles (3.2km) (DOT 1993, table 2a). These are distances that can be cycled comfortably by a reasonably fit person."(para 2.3)

2.3.3 Figure 2.4 indicates the 2km and 5km cycle isochrones for the Site, reflecting typically 10 minute and 25 minute journeys. Review of Figure 2.4 highlights that a large part of the city centre of Manchester is within a 10 minute cycle ride. All of the city centre, west Gorton, Clayton and parts of Failsworth and Crumpsall are within a 25 minute cycle ride. This provides very good opportunity for residents to undertake journeys to/ from the Site by cycle for a variety of purposes, including work, education, shopping and leisure.

2.3.4 Cycle Routes

2.3.4.1 Figure 2.5 presents the national cycle routes in the vicinity of the Site. National Cycle Route 66 runs along St Vincent Street to the north of the Site. The Route runs from the centre of Manchester to Kingston upon Hull, also passing through Leeds, York and Beverley. This route also forms part of the Beeway network.

2.3.4.2 National Cycle Route 60 runs to the east of the Site along the A6010. National Route runs between the northernmost edge of Houldsworth Golf Course in Reddish and Harpurhey to the north.

2.3.4.3 Also shown on Figure 2.5 is part of National Cycle Route 6, to the west of the Site in the centre of the city. National Cycle Route 6 is a long-distance route that links London to the Lake District,

passing through numerous towns and cities, including Manchester city centre. It also connects with National Cycle Route 60 at North Reddish.

2.3.4.4 Figure 2.6 presents the Transport for Greater Manchester (TfGM) cycle routes in the vicinity of the Site. There is a route to the west of the Site that provides a link between Redhill Street and Old Mill Street in New Islington. There are additional routes to the north along Oldham Road and to the south along Pollard Street. There are numerous routes on the approach to and within the city centre.

2.3.4.5 It is evident that the location of the Site and the existing infrastructure provides good opportunity for residents of the Site to undertake journeys by cycle.

2.3.5 Proposed Cycle Measures

2.3.5.1 Measures to promote cycling as part of the development proposals are outlined in Section 6.2, Chapter 6.

2.4 Accessibility by Public Transport

2.4.1 The proposed development affords opportunity for development generated public transport journeys to be made by bus, Metrolink and rail.

2.4.2 Bus

2.4.2.1 There are existing bus stops on Butler Street within a 5 minute walk of the Site. There are existing bus stops on Great Ancoats Street and Old Mill Street that are within a 10 minute walk of the Site. The bus services that call at these stops are set out below:

		Frequency		
Service	**Route**	**Mon-Fri**	**Saturday**	**Sunday**
76/76A	Manchester - Oldham	12 min	12 min	30 min
216	Manchester - Ashton	10-15 min	12-20 min	15-30 min
230	Manchester - Littlemoss/Ashton	30-60 min	30-60 min	60 min
231	Manchester - Littlemoss/Ashton	30 min	30 min	60 min.

2.4.2.2 In addition to the above bus service, the 709 bus calls on Old Mill Street. The 709 is a school service that operates between Ancoats and St Matthews High School. This service operates 1 trip from Ancoats to the school in the morning and 1 return trip in the evening. A school service (No 724) calls on Carruthers Street and provides a morning departure to Trinity High School with a single return trip at the end of the school day.

2.4.2.3 The 722, 726, 776 and 739 services call on Butler Street/Every within a 10 minute walk of the Site. These are school bus service that serve Co-op Academy North Manchester, The East Manchester Academy, Co-op Academy in Failsworth and St Peter's High School in Belle Vue. The services operate 1 trip to the school in the morning and 1 return trip in the afternoon.

2.4.2.4 As set out above, Shudehill bus interchange is within a 20 minute walk. There are numerous bus services available from Shudehill to a variety of destinations in Greater Manchester.

2.4.2.5 There is a free bus service operating around the Manchester city centre. The service operates with 2 routes and these are set out below:

Route 1

Monday to Friday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Salford Central Station, Spinningfields, St James Square, to Piccadilly Rail Station.

Saturday: Piccadilly Rail Station, St Mary Gate, Spinningfields, Museum of Science & Industry, Deansgate rail station, Bridgewater Hall, Chorlton Street Coach Station to Piccadilly Rail Station.

Route 2

Piccadilly Rail Station, Stevenson Square, Shudehill Interchange, Victoria Rail Station, St Annes Square, King Street, Charlotte Street to Piccadilly Rail Station.

2.4.2.6 Route 1 operates with a 10 min frequency between 0700 and 1900 and at a 30 minute frequency between 1900-2330 on Mondays to Fridays. On Saturdays it operates with a 10 min frequency between 0830 and 1900 and on Sundays it has a 10 min frequency and operates between 1000 and 1830.

2.4.2.7 On Mondays to Fridays, Route 2 operates with a 10 minute frequency between 0700 and 1900 and then with a 30 minute frequency between 1915 and 2315. It operates between 0830 and 1930 on Saturdays with a 10 minute frequency, reducing to a 30 minute frequency between 1915 and 2315. On Sundays, the service operates between 1000 and 1830 with a 10 minute frequency.

2.4.2.8 All free bus services call at Piccadilly rail station within a 1200m (15 minute) walk of the Site.

2.4.3 Metrolink

2.4.3.1 The nearest Metrolink station to the Site is New Islington which is within a 280m walk of the Site.

2.4.3.2 New Islington tram stop is on the Eccles/ Media City UK – Ashton-Under-Lyne tram line.

2.4.3.3 The frequency of the services calling at the New Islington Metrolink stop are as follows:

Day	Frequency
Monday-Saturday	every 12 mins
Friday and Saturday 00:00-01:00	every 24 mins
Sunday	every 15 mins.

2.4.3.4 Review of the above shows that residents of the Site will benefit from a frequent Metrolink service only a short walk from their homes. Whilst the New Islington stop is on the Eccles-Ashton-under-Lyne Metrolink line, there is opportunity to change trams to access other parts of the network.

2.4.4 Rail

2.4.4.1 Manchester Piccadilly rail station is located within a 1200m (15 minute) walk of the Site and Manchester Victoria is within a 2000m (25 minute) walk of the Site. Both stations are also connected to the Greater Manchester Metrolink network, providing residents of the Site the opportunity to travel to/from these stations by tram. Cycle storage is also available at both stations.

2.4.4.2 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Piccadilly are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Manchester Airport	13-22	3-7
Stalybridge	13-15	1
Huddersfield	40-46	1
Dewsbury	53-59	1
Leeds	72	1
Wigan	28-32	1
Preston	36-57	1-3
Stockport	9-13	8-15
Glossop	30	2
Macclesfield	21-32	4
Stoke-on-Trent	34-55	5
Sheffield	52-77	3
New Mills	42	1

Liverpool Lime St	52-59	1-3.

2.4.4.3 Other destinations available from Manchester Piccadilly include Birmingham, Edinburgh, Glasgow and London.

2.4.4.4 Some of the commutable destinations, frequencies and approximate journey times of the services at Manchester Victoria are set out below:

Destination	Journey Time (min)	Frequency (hourly)
Rochdale	13-20	6
Salford Central	3	5
Salford Crescent	6-7	5
Bolton	19-23	3
Blackburn	48-66	3
Clitheroe	77-79	1
Huddersfield	25-29	2
Leeds	62-90	5
Wigan Wallgate	40-45	3
Chester	55-63	1
Liverpool Lime St	38-43	1
Stalybridge	10-13	2.

2.4.4.5 It is clear from the above that the residents of the Site will have very good opportunity to undertake journeys to a range of destinations by train.

2.4.5 Proposed Public Transport Measures

2.4.5.1 Measures proposed to improve public transport infrastructure, as part of the development proposals, are outlined in Chapter 6.

3 Objectives & Outcomes

3.1 The underlying objectives of the TP are to:

- Contribute to traffic reduction and other sustainable transport objectives set out in national and local policies,
- Promote accessibility to the development by sustainable modes of transport.

3.2 A key objective is that the TP measures are effective and efficient.

3.3 Specific outcomes sought from the development TP are to:

- Achieve the minimum number of car traffic movements to/from the development,
- Address the access needs of Site users, by supporting walking, cycling and public transport and other sustainable transport options,
- Reduce the need for travel to/from the Site.

These outcomes are consistent with the underlying objectives of the TP (refer para 4.1).

3.4 As explained in para 1.4.1, this TP is an 'origin' TP.

3.5 It is important that, as far as possible, measures are in place that provide good active encouragement for sustainable transport choices, from the commencement of people residing at the Site. Thus, emphasis is placed on achieving, from the outset, a development 'culture' oriented to offering sustainable transport choices that are attractive to residents.

3.6 The TP seeks to influence the choices made by people travelling to/from the Site, to favour selection of sustainable travel modes for journeys. Emphasis is to be placed on promoting all sustainable modes of travel.

4 Targets & Indicators

4.1 The term 'targets' is used in relation to a TP to cover any measurable aim that will be monitored and is agreed with the local authority to be an important indicator to the TP's effectiveness.

4.2 The TP is a tool identified by the local authority to be employed to assist in supporting and promoting identified policies to reduce car travel. Similarly, at national level the TP is an identified instrument for pursuing sustainable transport policies. A general target for what such sustainable transport policies must achieve is represented by the SMART criteria. The SMART criteria adopted for this TP are:

Specific	there must be no ambiguity in the output,
Measurable	the policy target(s) can be set against directly observable output(s),
Achievable	the policy must be feasible,
Realistic	target should be within reasonable bounds and not too optimistic,
Time bound	the output of the policy should be observable over a pre-determined time frame.

The TP provides a mechanism for implementing the above SMART criteria.

4.3 Benchmarking: Travel Surveys

4.3.1 Travel surveys have been issued to residents of the apartments to understand their existing travel patterns. The survey that was sent out to residents is included in Appendix A.

4.3.2 In addition to the travel surveys, a survey of the car park access has also been completed. The survey of the car park recorded the existing vehicular trip generation of the apartment block.

4.3.3 Resident Questionnaire Travel Survey

4.3.3.1 An initial resident questionnaire travel survey has been undertaken to establish the travel patterns of residents of the apartments. The survey identified that sustainable travel options were favoured by residents. There was a high proportion or walking trips recorded with few trips made by car and low car ownership amongst residents. The sustainable modes of transport favoured by residents are bus, train, Metrolink and car share for journeys that were deemed to be too far to walk. Bus and walk are the most commonly undertaken modes of travel for commuting and shopping purposes with a high proportion of respondents confirming that they undertake walk and bus journeys very often (7 or more in every 10 trips).

4.3.3.2 The surveys established that sustainable travel options are already favoured by residents, perhaps influenced by low car ownership as a result of the very sustainable location of the Site.

4.3.4 Trip Rate Survey

4.3.4.1 The trip rate surveys were undertaken to compare the trip rate targets that were set as part of the Framework Travel Plan submitted with the planning application.

4.3.4.2 The trip rates that were adopted in the Transport Statement submitted for the planning application for the apartments are as follows:

	Arrival	Departure	Two-way
AM	0.114	0.168	0.282
PM	0.141	0.145	0.286.

4.3.4.3 The survey established that the apartments generated the following vehicular trips:

	Arrival	Departure	Two-way
AM	0	1	1
PM	4	0	4

4.3.4.4 This results in the following trip rates for the apartments:

	Arrival	Departure	Two-way
AM	0.000	0.019	0.019
PM	0.077	0.000	0.077

4.3.4.5 Review of the above shows the apartments generate very low levels of traffic. The trips rates are significantly lower than those estimated in the TS submitted with the planning application. This is a positive situation where car ownership is assumed to be low and reliance on the private motor vehicle is not so prevalent owing to the very sustainable location of the Site.

4.4 TP Target Methodology

4.4.1 Benchmarking information has been investigated and analysed, to assist in informing the setting of targets and indicators for the TP.

4.4.2 Established approaches for setting the residential TP target include:

- 'Number of car vehicle trips per occupied unit per weekday will not exceed X',
- 'Number of peak hour trips'.

4.4.3 The approach/philosophy adopted for the TP target setting is to:

- Set the TP target in terms of the 'Number of peak hour trips' taking account of the benchmarking information and the SMART criteria (refer para 5.2),

4.5 TP Residential Target

4.5.1 The approach within this the TP is to set the TP target in terms of 'peak hour vehicle trip rate' for the apartments. A practical and pragmatic advantage of setting the TP target, in terms that relates to peak hour vehicle trips, is that this can be conveniently (and hence economically) measured, thereby providing an inherent assistance to the efficient and effective monitoring of the TP progress towards the TP target.

4.5.2 The residential TP target is set as maximum peak hour 2-way vehicle trip rate of **0.077 vehicles/hour/dwelling for the apartments.**

4.5.3 The survey recorded very low level of trips for the 52 apartments. The approach taken is to apply the higher recorded trip rate as the TP target for the apartments. This was the PM peak hour where the trip rate recorded was **0.077.** This is markedly reduced from the TRICS derived trip rate target adopted in the Framework TP and represents a robust test of the trip generation for the apartments.

4.5.4 There is no need, or requirement, to set associated TP targets for other mode choices. This is because the limiting of car driver mode in itself requires alternative more sustainable modes to be selected.

4.5.5 The TP promotion of sustainable travel choices, and facilitating sustainable transport measures provided with the development, provides a basis for it being concluded that the TP target complies with the SMART criterion of being 'realistic'.

4.6 Timescale

4.6.1 A specified timescale is required to provide the context for aiming to achieve the TP targets. This is in accordance with the SMART criterion of 'time bound'. The initial TP target timescales are set out below. This can be kept under review with the Council on an ongoing basis as part of the TP monitoring and review regime. The TP sets a timescale of 5 years from first occupation, for achievement of the TP residential target.

4.7 Indicators

4.7.1 TP indicators will also be recorded through the monitoring process (refer para 9.12), including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

5 Management Strategy

5.1 Travel Plan Co-Ordinator (TPC)

5.1.1 The administration and management of the Travel Plan will be undertaken by Great Places.

5.1.2 The TPC will prepare/update Resident Induction Pack and work with the sales/lettings staff. The Induction Pack is included in Appendix B.

5.1.3 The TPC will work in partnership with the local authority and others to undertake the following:

- Manage the implementation of measures set out in the TP,
- Collect data and other information relevant to the implementation and future monitoring of the TP,
- Prepare and produce marketing material for residents and for the residential lettings team, eg residents Travel Packs
- Set up appropriate management arrangements, eg contact arrangements with local authority.

5.1.4 A key objective of the early stages of the TPC being in post is to provide the optimal platform for the TPC to work with the new residents before their travel habits are set.

5.1.5 In general terms, the duties of the TPC include:

- Identifying transport initiatives, including information and marketing, (refer Chapter 7),
- Promotion of bus, Metrolink and rail travel,
- Promotion of walking and cycling to work,
- Promotion of car sharing & ongoing promotion of the car share scheme,
- Arranging questionnaire Travel Surveys and statistical analysis of findings,
- Monitoring and review of TP,
- Preparation of annual Monitoring & Review report for submission to the Council,
- Liaison with the residents, local authority and other key stakeholders.

5.1.6 As part of the ongoing management of the TP, the TPC will maintain a dialogue with the Council, and monitor emerging best practice information, to provide the most efficient platform for maximising the effectiveness of the TP.

5.3 Financial Arrangements

5.3.1 It is the responsibility of the developer to ensure that the TPC is appointed and remains in post. This will be a requirement of all sale agreements with residential developer(s).

5.3.2 The TPC should be in post for a period of 5 years after first occupation of the development. This means that the developer must identify a sufficient revenue budget to employ the TPC for a period of 5 years after first occupation of the development. This is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

5.4 Community Interaction

5.4.1 The management strategy of the TP will include liaison with other interested parties and relevant bodies, eg local authority, local residents, bus operators, to seek to work with and support travel initiatives being developed for the wider community.

6 Measures to Encourage Sustainable Travel

6.1 Walk

6.1.1 The existing pedestrian infrastructure near the Site is described in Chapter 3.

6.1.2 There is footway on both sides of St Vincent Street. Woodward Place operates as a shared surface and Downley Drive has footways on both sides of the road. It is clear that the development benefits from good pedestrian links.

6.1.3 Promotional literature will be arranged by the TPC and included in the Travel Pack, to encourage walking, and emphasising the health benefits.

6.1.4 The TPC will prepare and arrange for distribution of maps showing local amenities and walking routes. This will include among other things promotion of the Greater Manchester Bee Network and other pedestrian infrastructure, which will provide encouragement for residents to walk to local facilities.

6.2 Cycle

6.2.1 Information about the existing cycle infrastructure and opportunities is provided in Chapter 3.

6.2.2 Residents of the development will have opportunity to park cycles at their homes, and similarly for their visitors.

6.2.3 Ancoats Mobility Hub is a project being developed for a site circa 770m from the proposed development, on Poland Street. The Mobility Hub will include cycle hire opportunities. This may include e-bike hire. Residents will be kept informed of the range of facilities available at the Mobility Hub through the Travel Pack and other promotional activities.

6.2.4 The TfGM cycle hire scheme that operates across parts of Manchester City Council, Salford City Council and Trafford Council boundaries will be promoted to residents. There are existing cycle docking stations with a circa 70m walk of the Site with opportunities to cycle to a range of destinations.

6.2.5 Awareness of cycling as a travel choice, for essential (eg work) as well as other journey purposes (eg leisure) is to be promoted to residents by the TPC from the outset, and indeed in advance, of their taking up occupation of the new dwellings.

6.2.6 Promotional literature will be arranged by the TPC, and included in the Travel Pack, to encourage cycling and emphasise the health benefits. The TPC will prepare and arrange for distribution of maps showing local amenities and cycling routes. This will include among other things promotion

of the Greater Manchester Beeways and other national cycle routes, which will provide encouragement for residents to undertake journeys by cycle.

6.3 Public Transport

6.3.1 The information and marketing aspects of the opportunity to make journeys by public transport to/from the development are important, and are discussed in Chapter 8. The Induction Pack that has been issued to all new residents includes information on bus, Metrolink and rail services.

6.4 Car Share

6.4.1 Car sharing is proven as an effective means of reducing the number of car trips generated by a Site, especially for commuting trips to work, and is thus an established sustainable travel choice. It is concluded that modal shift to passenger, from car driver travelling alone, ie single occupancy vehicle (SOV), is an important component of the TP strategy. This is supported by evidence of successful car share schemes achieving significant modal shift and reducing car traffic.

6.4.2 The TPC will identify a car share scheme to be promoted to residents. For example, Liftshare is an established car share platform. The car share scheme matches up car drivers and passengers who travel on similar routes at similar times. There is no fee for registering or using the website. There is no cost to the developer. This proposal has the advantage of the 'pool' of potential car sharers being able to also include existing residents of Manchester, and indeed residents at other locations that may share a route for journey to work with residents of the development.

6.4.3 The car share scheme will be promoted by the TPC through a variety of means (refer Chapter 8), including for example sales literature, Induction Packs, online resources.

6.4.4 In order to maximise this potential, the strategy is that, from initial occupation:

- Liftshare is to be promoted to residents;
- Information about this scheme is to be included in Induction Packs;
- The benefits of car sharing are to be highlighted in the Induction Pack. This is to provide information to appeal to the widest range of reasons for deciding to car share, including for example, environmental, cost saving, potential to not need a car.

6.5 Car Club

6.5.1 Enterprise Car Club operates within Manchester at several locations within and around the city, including New Islington which is within an 800m walk of the Site. The Enterprise Car Club website or mobile app can be used to book a car for as littles as 30 minutes or up to 7 days. The proximity of the car club may encourage reduced car ownership at the proposed development. The

Travel Pack will include information on the car club including vehicle locations, costs, and benefits of joining.

6.5.2 The Ancoats Mobility Hub includes up to 30 car club spaces. The Mobility Hub site is located on Poland Street, circa a 770m walk from the proposed development. Residents will be kept informed of car club opportunities available at the Mobility Hub through the Travel Packs and other promotional initiatives.

6.6 Work at Home

6.6.1 The development will include provision of infrastructure for broadband service to be delivered to the new houses and apartments. The Travel Pack will highlight to residents the benefits of working at home. A broadband connectivity assessment has been undertaken and will be submitted as part of the planning application.

6.7 Summary

6.7.1 Suitable infrastructure is provided as part of the proposed development, enable trips to be undertaken by sustainable transport modes. This is to be complemented by a comprehensive Travel Pack to be issued to residents with information promoting, walk, cycle and public transport, and more sustainable car use, encouraging and achieving sustainable travel choices for people living at the development.

7 Marketing Strategy

7.1 The information and marketing aspects of the TP are crucial to its success. It is of little use having TP initiatives if people are not adequately informed of them and persuaded to try them. The marketing strategy for the TP aims to:

- Raise awareness of sustainable travel options,
- Promote individual measures and initiatives,
- Disseminate travel information from the outset of first occupation, and indeed in advance of occupation (through the residential sales and marketing literature), and on an ongoing basis.

7.2 The first step is to ensure that good quality information is readily available and well disseminated, and this will be administered by the TPC.

7.3 It is the responsibility of the TPC to set up and oversee arrangements for every new household to receive an Induction 'Travel Pack' prior to their residency commencing.

7.4 The Induction Packs will be prepared and kept up-to-date by the TPC, who will maintain a stock. These can be available in hard copy and/or electronic format.

7.5 The objective of the Induction pack is twofold: to inform and to promote. The latter aspects of the Induction Pack are aimed at promoting and achieving sustainable travel choices for trips to/from the development. It is anticipated that the TP Induction Pack will include items such as, but not exclusively:

- TP objectives,
- TPC: description of role and contact details,
- Walk: health benefits of walking,
- Cycle: health benefits of cycling, sources of cycle route information,
- Public Transport: information about bus and rail services,
- Car share/Car club: information about the financial benefits/incentives, and the environmental benefits. Details of registering,
- Information sources: eg residential sales office, websites, etc.

7.6 Targeted promotional events and literature will be arranged by the TPC, to promote sustainable travel initiatives and options. This will include, inter alia, encouraging walking and cycling, and emphasising the health benefits, taking advantage of the platform of national and local initiatives, such as National Bike Week, as well as arranging development specific events. Similarly events/promotional activities will be aimed at promoting public transport and car sharing.

8 Monitoring & Review

8.1 Implementation of the TP must be monitored and reviewed if the intended and optimum benefits are to be secured.

8.2 Key points about the TP monitoring and review regime are that this:

- Is essential to ensure that the TP objectives are being met,
- Assesses the effectiveness of the TP measures and provides opportunity for review,
- Must be done over time, and hence requires action and resources.

8.3 The monitoring and review process needs to be systematic and planned. The role of the TPC in leading this is crucial.

8.4 The monitoring and review process provides the mechanism for identifying amendments to the TP that are agreed with the Council. The optimal approach for the effectiveness of the TP, in achieving the agreed TP outcomes, is that the ongoing management process (throughout the year) led by the TPC includes liaison with the relevant local authority officer.

8.5 The key objective of the monitoring of the TP is to measure the effectiveness and to ensure that it remains relevant over time. It is also important that flexibility is retained to amend the TP to respond to changing/emerging circumstances, and that the monitoring and review process provides the mechanism for this.

8.6 Monitoring of the TP is to employ two types of survey:

- Traffic count surveys: recording the morning peak hour vehicle trip generation of the residential development,
- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices (refer Appendix A for example questionnaire).

8.7 The surveys will:

- Be the vehicle traffic counts peak hours,
- Be undertaken at the development access,
- Establish the travel characteristics of the residential development,

8.9 The surveys will be undertaken biennually on the anniversary of the initial survey, until 5 years after first occupation of the development.

8.10 TP indicators will also be recorded through the monitoring process, including, but not necessarily exclusively:

- Pedestrian movements to/from the development,
- Cycle movements to/from the development.

8.11 Data collected from all the surveys will comply with the Data Protection Act. Residents will be identified only by numbers in the database, and data will not be used or disclosed except for the purpose it was collected.

8.12 The residential travel surveys will not only provide information about residents' travel choices and habits, but also, and importantly, about attitudes to change in choice of travel mode. This is vital information for optimising the effectiveness of the targeting of the TP marketing strategy.

8.13 An annual 'Monitoring & Review' report will be prepared by the TPC and submitted to the local authority for the TP implementation period. This will set out the way in which the TP has been operated throughout the year, providing, inter alia:

- A record of key information collected throughout the year, including results of monitoring surveys (refer para 9.6) and analysis (if applicable),
- A record of TP initiatives introduced/operated during the year, and information about initiatives considered but not implemented (if applicable),
- A record of promotional activities,
- Assess efficacy of TP measures that have been pursued throughout the year and, on the basis of this, reach conclusions about measures to be taken forward for the coming year. This may reflect positive results and/or the need to revise the TP measures/strategy in pursuit of the TP target.

9 Action Plan & Budget

9.1 It is essential that key tasks in connection with the TP are commenced (and some completed) prior to first occupation. This is so that TP measures are in place prior to the travel habits of the residents being set. It is also important that there is ongoing TP activity that seeks to influence the modal choice of residents to achieve the residential TP target of **0.077vehicles/hour/dwelling for the apartments.**

9.2 Action Plan

9.2.1 Key elements of the Action Plan for the development's TP are set out below, as well as some examples of specific measures to be pursued. This is **not** an exhaustive list, but is intended to confirm that the intention is for the TP to deploy a variety of measures and strategies:

TPC:

- TPC contact details to be provided to local authority,
- Resident Induction Travel Pack prepared/updated by TPC and stock readied for distribution to each household prior to taking up residence at the Site,
- TPC to prepare and provide information for Great Places staff,
- TPC to liaise with bus operators,
- Car share scheme arrangements, and in particular promotional strategy, to be established by TPC.

Upon occupation and subsequently:

- Each new household to have been provided with an Induction Pack prior to moving in. TPC to ensure suitable arrangements in place,
- TPC to consider arranging an online TP resource,
- Promotional activities to residents, by a variety of means (and ongoing),

Within 3 months of full occupation of the development:

- Questionnaire Travel Survey to be undertaken and analysed,
- AM & PM peak hour vehicle traffic count survey at the development access to be undertaken and subsequently analysed,

Within 1 month of first year's anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Biennually, within 1 month of anniversary of first occupation:

- TPC to prepare and submit Annual Monitoring & Review report to Council,

Subsequent **traffic count surveys** as follows:

- Annually on the anniversary of the initial survey, until five years after first occupation of the development,

Subsequent residential **questionnaire travel surveys**:

- Biennially until 5 years after first occupation of the development.

9.2.2 Thereafter the operation of the TP will continue in a similar manner, guided by the evidence that accrues through operation of the TP and the contributions of the local authority. An Annual Monitoring & Review report is to be prepared by the TPC and submitted to the Council.

9.3 Funding/Budget

9.3.1 Great Places is responsible for the appointment of the TPC and other monetary aspects of the funding of the TP

9.3.2 A sufficient revenue budget must be identified by the developer to employ the residential TPC for a period of 5 years after first occupation of the development, and commencing minimum 3 months prior to first occupation. The budget is to be on a sufficient basis to cover employment costs of the TPC as well as to introduce and manage the TP initiatives, and thereafter as required to manage the initiatives, finance the measures identified in this and subsequent TP Monitoring and Review reports, and enable the TPC postholder to carry out the duties identified above.

10 Conclusions

10.1 A Travel Plan (TP) promotes sustainable travel awareness and encourages sustainable travel choices. This TP is prepared taking account of currently available best practice and experience, and the 2014 national guidance (PPG).

10.2 This TP report is prepared for the 52 apartments that were consented and are now built at St Vincent Street (planning ref 137841/FO/2023).

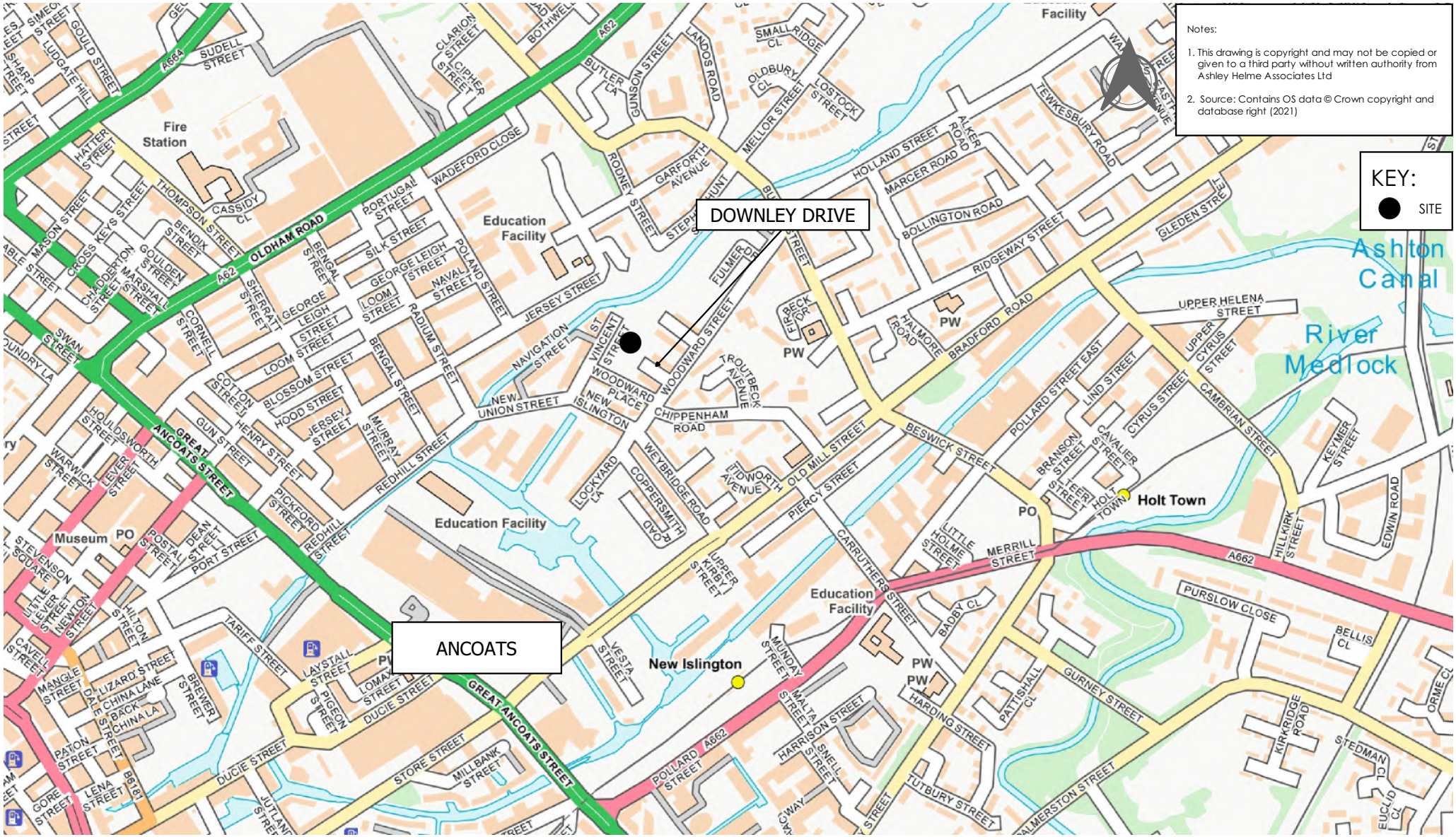
10.3 The TP will be managed and operated by the Travel Plan Coordinator (TPC).

10.4 The outcomes approach is adopted for the TP.

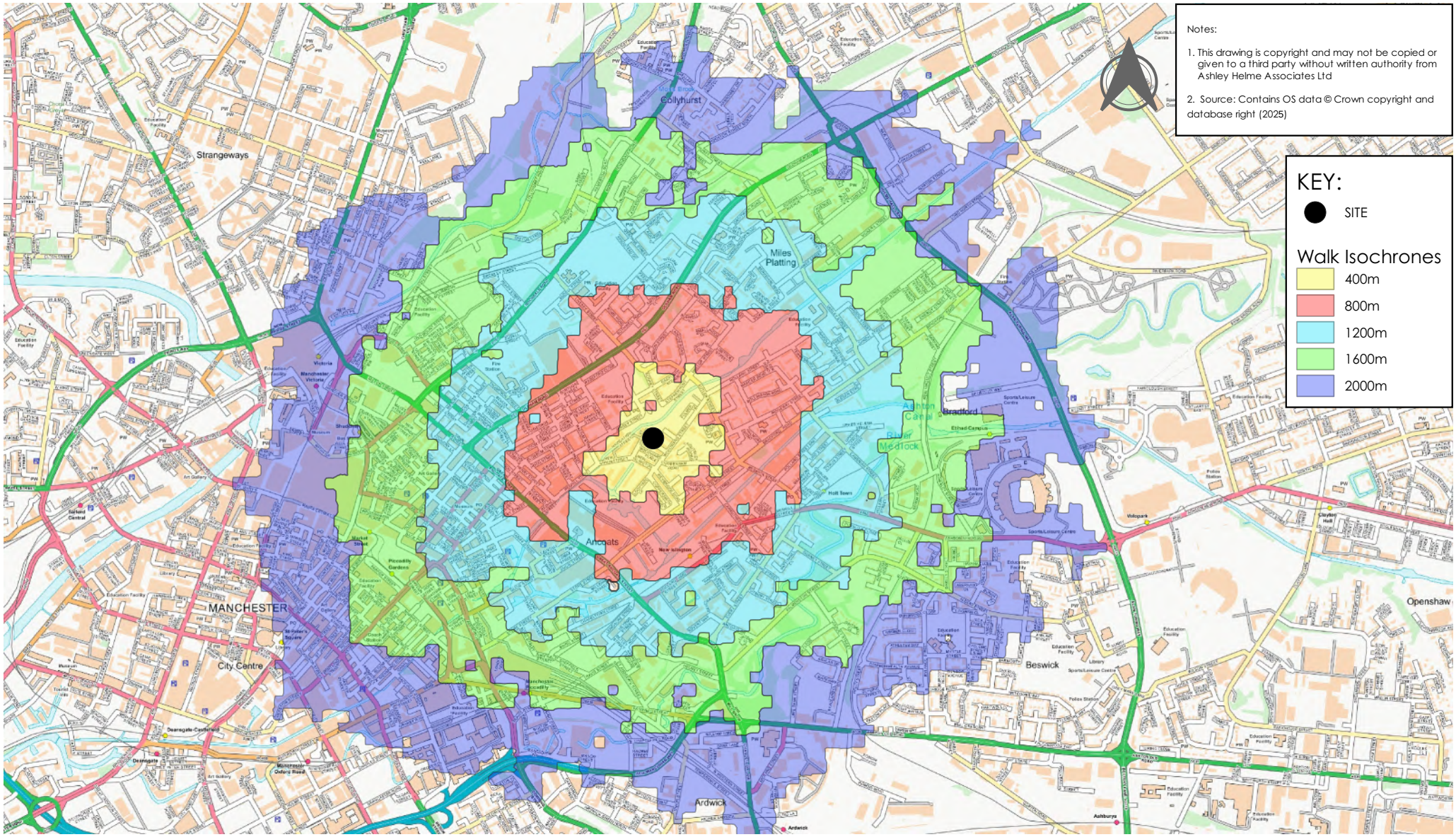
10.5 A residential TP target is set as **a maximum peak hour 2-way vehicle trip rate of 0.077 vehicles/hour/dwelling for the apartments.**

10.6 Chapter 9 sets out the Action Plan and Funding/Budget arrangements for the TP. This summarises identified measures that are proposed, and indicates the timing for the measures. This illustrates the holistic approach adopted for the TP, aimed at encouraging from the outset a positive sustainable transport awareness and culture for the development. The TP measures will be reviewed and amended as appropriate as part of the ongoing dynamic monitoring and review process for the TP.

Figures

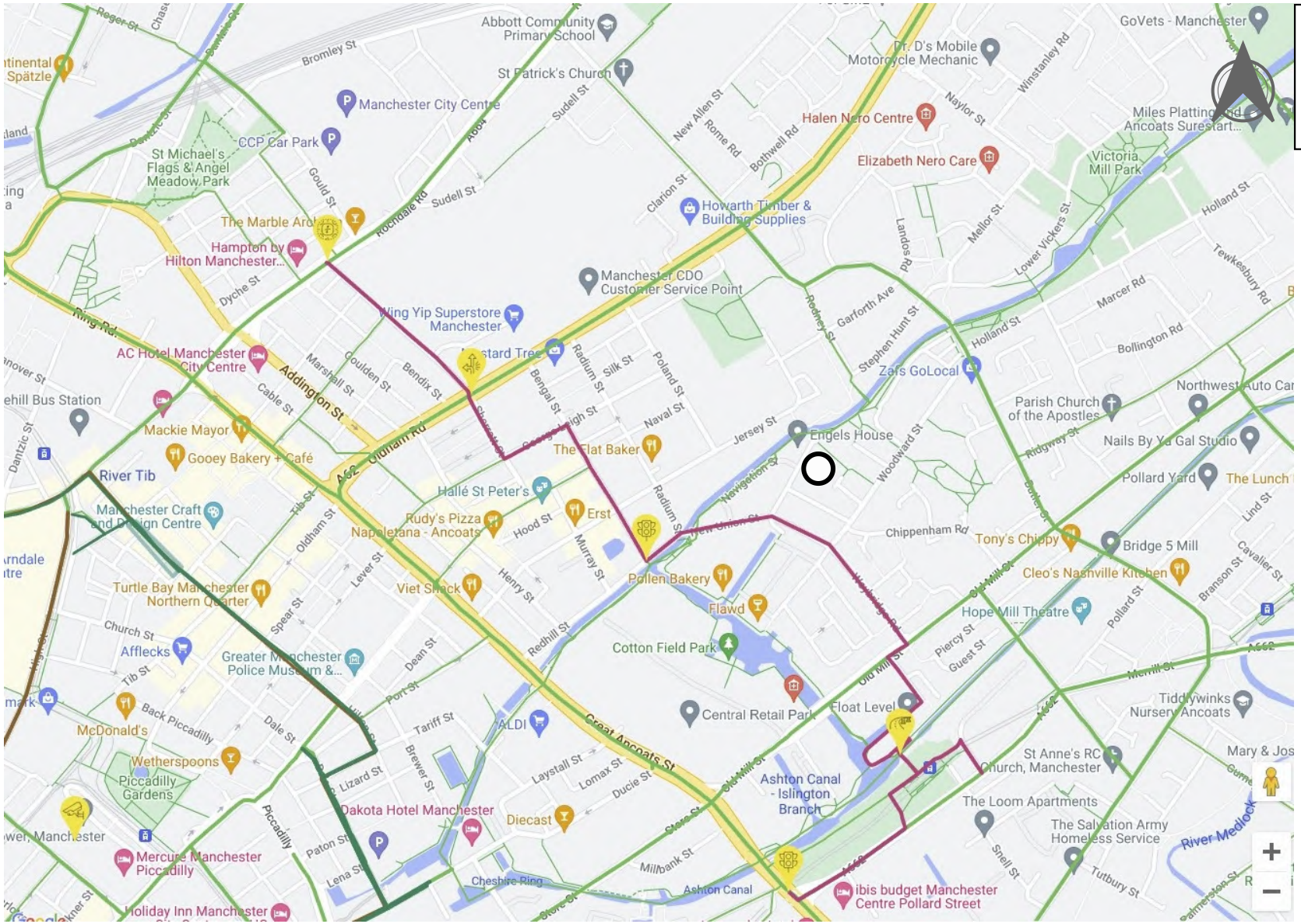


Project: DOWNLEY DRIVE, ANCOATS	Title: LOCATION PLAN	FIGURE 1.1	ASHLEY HELME ASSOCIATES
Client: GREAT PLACES		Date: FEBRUARY 2025	Scale: NTS



Project: DOWNLEY DRIVE, ANCOATS	Title: WALK ISOCHRONES	FIGURE 2.1	
Client: GREAT PLACES		Date: FEBRUARY 2025	Scale: NTS

ASHLEY HELME ASSOCIATES



Notes:

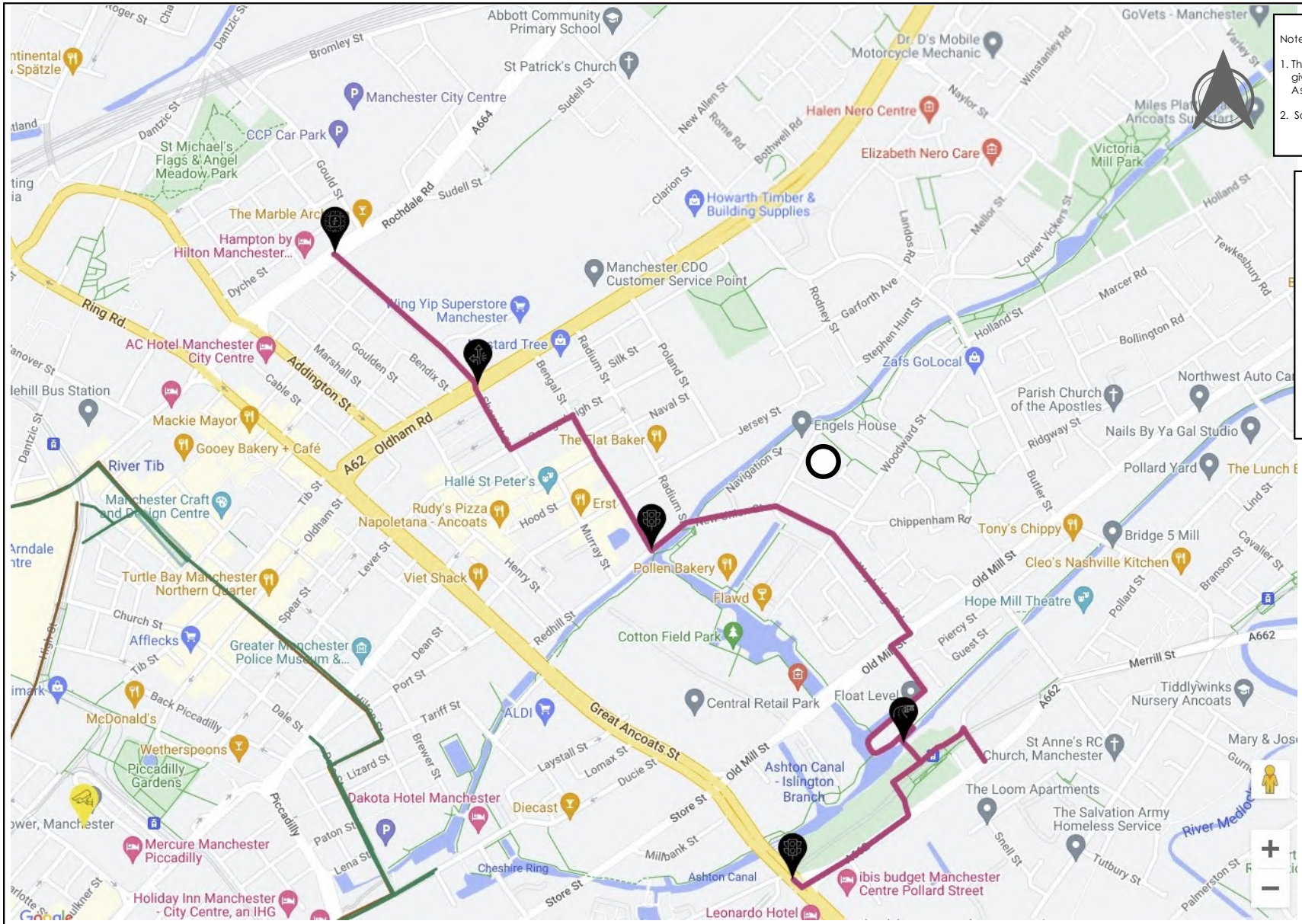
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2. Source: www.tfgm.com

KEY:

- Site
- Northern & Eastern Gateway
- Route 86 Northern Quarter
- City Centre Triangle

Project: DOWNLEY DRIVE, ANCOATS	Title: THE BEE NETWORK INCLUDING FUTURE SCHEMES	FIGURE 2.2	
Client: GREAT PLACES		Date: FEBRUARY 2025	Scale: NTS

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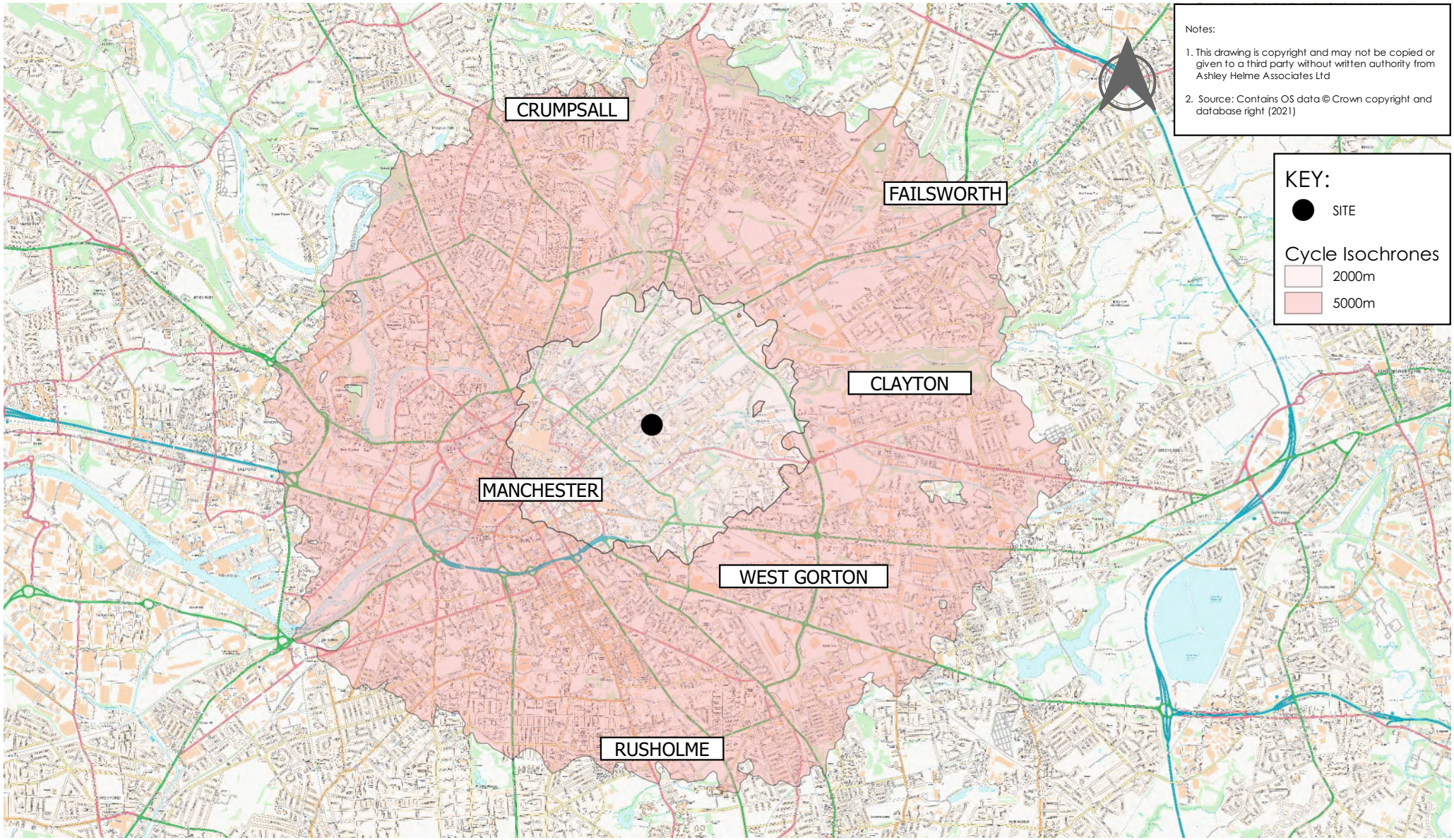
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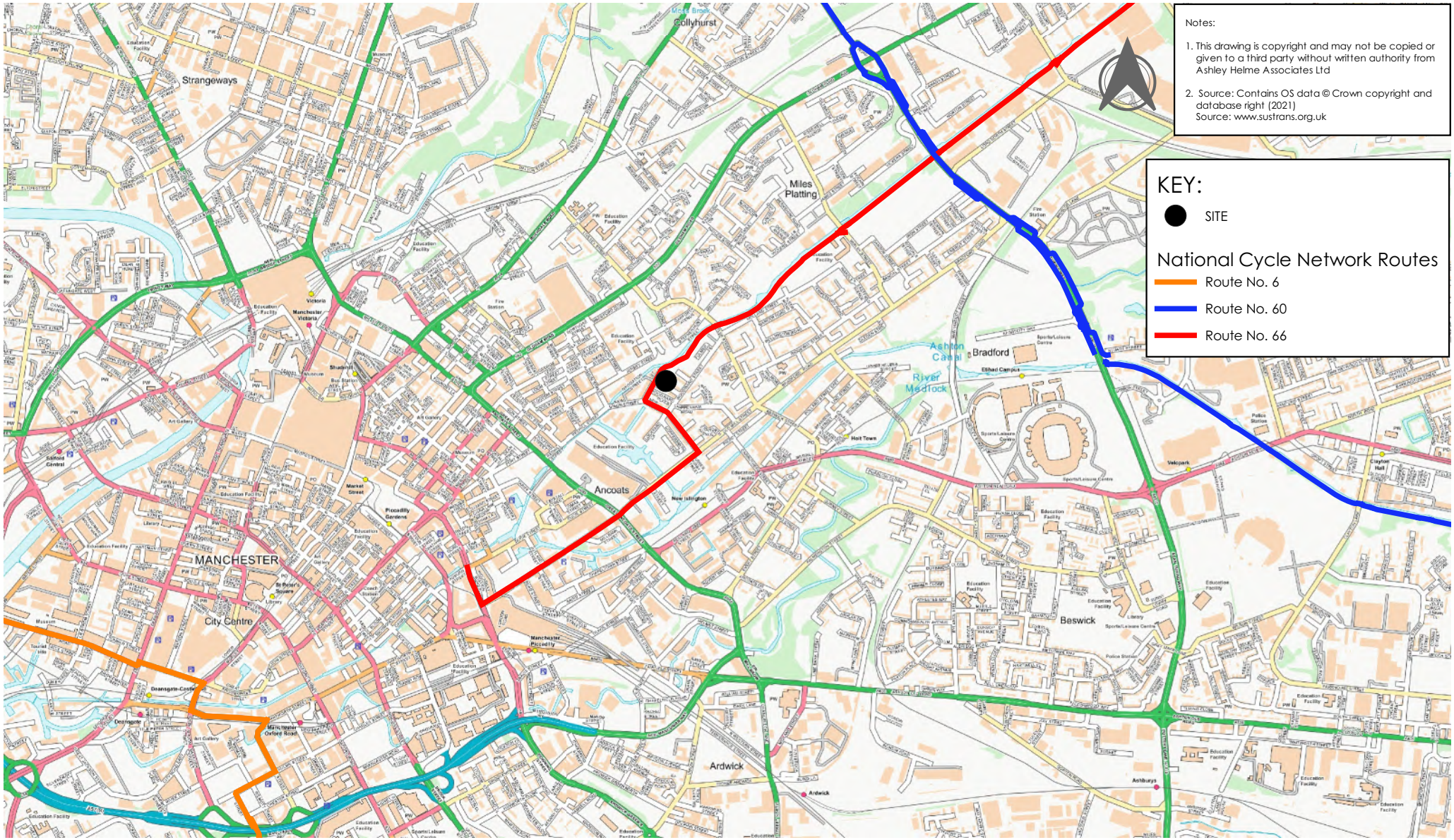
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Project: DOWNLEY DRIVE, ANCOATS	Title: THE BEE NETWORK CONFIRMED INFRASTRUCTURE
Client: GREAT PLACES	FIGURE 2.3
	Date: FEBRUARY 2025
	Scale: NTS

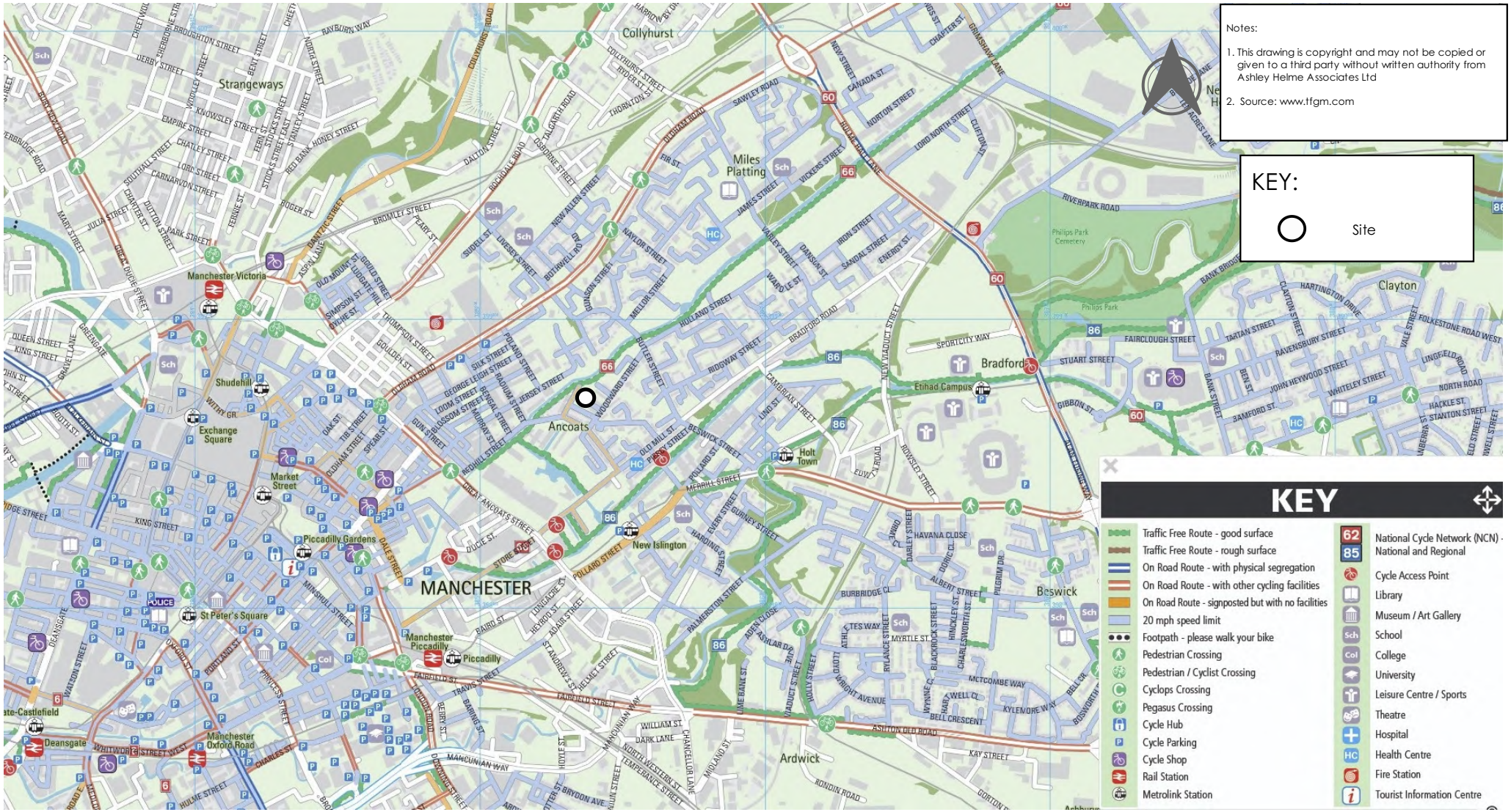
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Project: DOWNLEY DRIVE, ANCOATS	Title: CYCLE ISOCHRONES	FIGURE 2.4	ASHLEY HELME ASSOCIATES
Client: GREAT PLACES		Date: FEBRUARY 2025 / Scale: NTS	



Project: DOWNLEY DRIVE, ANCOATS	Title: CYCLE ROUTES (NATIONAL CYCLE NETWORK)	FIGURE 2.5	ASHLEY HELME ASSOCIATES
Client: GREAT PLACES		Date: FEBRUARY 2025	Scale: NTS



Project: DOWNLEY DRIVE, ANCOATS	Title: TFGM CYCLE ROUTES	FIGURE 2.6	
Client: GREAT PLACES		Date: FEBRUARY 2025	Scale: NTS

ASHLEY HELME ASSOCIATES

Appendix A: Resident Questionnaire Travel Survey

RESIDENT TRAVEL SURVEY

TO BE COMPLETED BY AN ADULT MEMBER OF THE HOUSEHOLD

SECTION A: ABOUT YOU AND YOUR HOME

1. Are you:	
Male	
Female	

2. Which age range do you fall into?	
Under 25	
25-35	
36-45	
46-55	
56-65	
65+	

3. How many other people live in your household?	
Adult (aged 18 or over)	
Children/young person (under 18)	

4. Do you or any member of your household have a car?	
Yes	
No	
If yes, how many in total?	

5. If you do own a car where doyou park it?	
Designated parking space on site	
On road Nearby	
Other (please specify)	

SECTION B: ABOUT YOUR TRAVEL TO AND FROM YOUR HOME (Please answer the following questions based on your travel alone, NOT that of your entire household)

6. How do you most frequently travel to and from your home for the following activities? (Choose the mode of travel that you use most often)							
Reason for travel	Walk	Cycle	Bus	Train	Car Share	Car (alone)	Other (please specify)
Work							
Shopping							
Education							

7. How often do you use the following modes of travel for journeys from your home? (Tick all modes that you ever use, for all or part of a journey, choosing the frequency with which you use them)				
Travel Mode	Very often (7 or more in every 10 trips)	Quite often (between 3 & 6 out of every 10 trips)	Occasionally (less than 2 out of every 10 trips)	Never
Walk				
Cycle				
Bus				
Train				
Tram				
Metrolink				
Car Share (driver/passenger)				
Car (alone)				
Other				

8. Have you changed your most common mode of transport since moving to this development?	
Yes	
No	
If yes, what was the main reason for this change?	

SECTION C: ABOUT YOUR FUTURE JOURNEYS

9. Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)	
Safer, better lit cycle paths	
Improve cycle paths on the journey to town centre/rail station	
Improve cycle parking at this development	
Arrangements to buy a bicycle at discount	
Improved crossing facilities	
Improved cycle parking at destination-where?	
None of the above	
Other (please specify)-	

PTO →

RESIDENT TRAVEL SURVEY

10. Which of the following changes would most encourage you to use public transport for your journeys in the local area?	
More direct bus routes	
More frequent bus services	
More frequent train services	
More frequent Metrolink services	
Better lighting at bus shelters, Metrolink stations and on footpaths	
More convenient bus drop-off points	
Public transport information	
None of the above	
Other (please specify)-	

11. Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)	
Cleaner better maintained workplace footpaths	
Better lighting on workplace footpaths	
More improved pedestrian crossing points	
Higher presence of security around the site	
Slower speed limits	
Better street lighting in the local area	
None	
Other (please specify)-	

12. Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)	
More help finding car share partners who have similar work patterns	
Free taxi home if let down by car	
More information regarding car sharing i.e. benefits and cost savings	
None	
Other (please specify)-	

13. If you currently use a car, what would discourage you from car travel and help make a switch to another mode of transport?	
Traffic congestion	
Cost to run a car	
Petrol prices	
Parking availability	
Other (please specify)	

14. If yes, how did you find out about the Travel Plan?	
During the sales process	
Word of mouth	
Resident induction pack	
Other (please specify)-	

15. Would you like to receive more information regarding the Travel Plan?	
Yes	
No	

If you wish to provide any comments in relation to travel in the local area please use the box below

ALL INFORMATION PROVIDED WILL BE USED IN THE STRICTEST CONFIDENCE

THANK YOU FOR YOUR TIME

Prepared by Ashley Helme Associates on behalf of

greatplaces HOUSING GROUP

Appendix B: Resident Travel Induction Pack

RESIDENT TRAVEL INDUCTION PACK

Downley Drive, New Islington

Prepared by Ashley Helme Associates

on behalf of

greatplaces HOUSING GROUP

Introduction

Many of us automatically use the car for trips, without thinking about how else we could travel.

Often the alternatives could save you time, money and reduce congestion and pollution. They can also contribute to a healthier lifestyle.

This Travel Induction Pack aims to help you find the best ways of getting about taking into account cost, journey time and convenience. It details the transport options available and provides the information you will need to make your journeys run as smoothly as possible.

What travel options are available?

This induction pack gives you information on how to get to travel by:

- **Walking**
- **Cycling**
- **Metrolink**
- **Rail**
- **Bus**
- **Car Share**

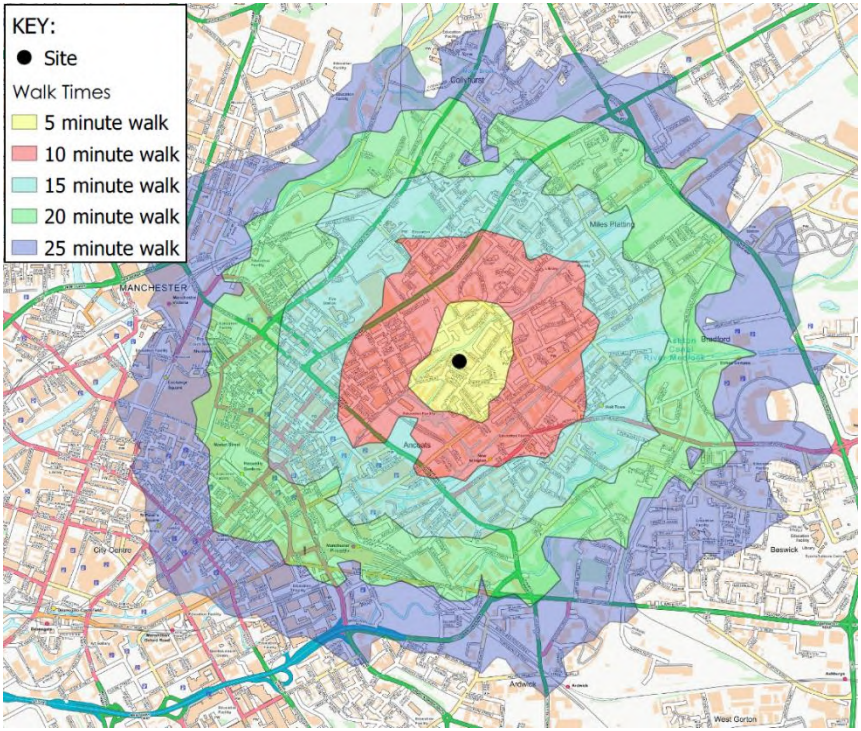
It also provides information about the benefits of travelling by each of these modes

Walking

New Islington has a very good network of walk routes. The map below provides an indication of walk times from the Site to help you assess how long journeys will take.

Walk Times

This map shows how far you could get on foot in a 5, 10, 15, 20 & 25 minute walk, based on an average walk speed of 80m per minute.



What are the benefits of walking?

- It is good exercise— a brisk 20 minute walk a day can be enough to keep you healthy, improving fitness and mood, and reducing stress,
- Walking is free, and creates no carbon emissions,
- For some journeys walking can actually be quicker than travelling by car, particularly at peak times,
- Getting the all important steps in!

Where can I find out more?

- Transport for Greater Manchester Bee Network,
  beeactive.tfgm.com/walking/

- Manchester City Council website
  www.manchester.gov.uk/info/500356/cycling_and_walking

- Greater Manchester Walking website provides leisure walking routes across the conurbation, grading them on difficulty and allowing for filters to include amenities such as cafes and pubs on the way!
  gmwalking.co.uk/

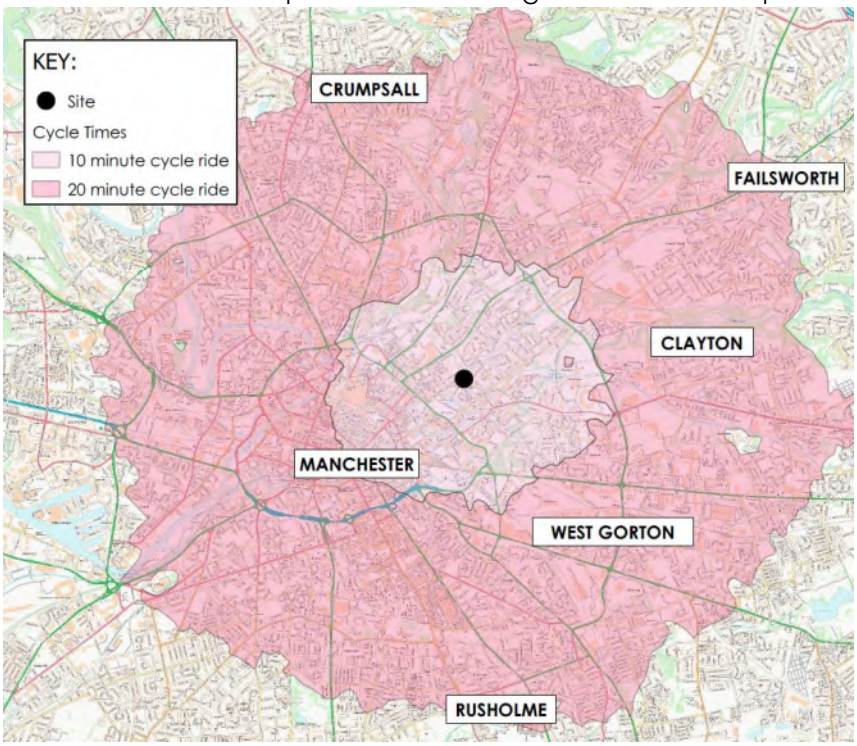
- Many phones includes step counters. For those that don't, the Active10 app from the NHS provides opportunity to track steps, set goals, record achievements and the app provides tips to help boost activity.

Cycling

New Islington has a very good network of cycle routes. The map below shows approximate cycle times from the Site to help you assess how long journeys will take.

Cycle Times

This map shows how far you could get on a bicycle in 10 and 20 minutes, based on a cycle speed of 15kmph. Experienced cyclists can exceed these speeds and can get there even quicker!



There are a range of cycle routes that are accessible from the development. National Cycle Route 66 runs along Rochdale Canal towpath to the east, and passes the development along St

Vincent Street before connecting to Old Mill Street and beyond into Manchester city centre. The **Sustrans** website shows the routes.

Cycle Hire Scheme

There are opportunities to hire bicycles in the vicinity of the development. Cycle hire docking stations are located on New Islington, New Union Street and Old Mill Street. There are pedal and E-bikes available for hire with docking stations available across the city centre and beyond to Chorlton, Media City and Salford, amongst other locations.

Pay as you ride will cost 50p to unlock a pedal bike and 5p per minute to ride. The E-bikes can be unlocked for £1 and cost 10p per minute to ride. A cycle into Manchester city centre could cost as little as 70p!

What are the benefits of cycling?

- It is good exercise—just 20 minutes of brisk exercise a day can be enough to keep you healthy,
- Cycling is a good, low impact form of exercise and can be a fun way to see the city,
- Cycling is free, and creates no carbon emissions,
- For some journeys cycling can actually be quicker than travelling by car, particularly at peak times.

Where can I find out more?

- Transport for Greater Manchester Bee Network, **beeactive.tfgm.com/cycling/**

- Manchester City Council website **www.manchester.gov.uk/info/500356/cycling_and_walking**

- Sustrans website for information on local cycle routes **sustrans.org.uk**

Metrolink

New Islington Metrolink station is located within an 8 minute walk or 3 minute cycle from the development. **New Islington** tram stop is on the **Eccles/ Media City UK – Ashton-Under-Lyne** tram line.

Frequency of service

Monday to Saturday	every 12 minutes
Friday and Saturday (0000-0100)	every 24 minutes
Sunday	every 15 minutes

Wider network

Whilst the New Islington stop is on the Eccles/Media City-Ashton-under-Lyne Metrolink line, there is opportunity to change trams to access the wider parts of the network, including **Altrincham, Sale, Didsbury, Chorlton, The Trafford Centre, Bury, Oldham and Rochdale.**

Where can I find out more?

- **tfgm.com/ways-to-travel/tram**
- **Citymapper app** – a great tool for planning the most effective route for your journeys, by walk, cycle and public transport

Travelling by Metrolink regularly?

Contactless payment can be made for journeys by tapping on and off at each station. The Bee Network app can also be used to purchase tickets and ticket machines are available at stations for paper tickets.

28 day and annual passes are available to purchase. Pricing is available at **tfgm.com/tickets-and-passes**

Rail

Manchester Piccadilly train station is located within a 20 minute walk or 6 minute cycle from the development. There are over 250 cycle parking spaces at Manchester Piccadilly providing opportunity for a linked trip. The Metrolink service calling at New Islington also calls at Piccadilly train station.

Manchester Victoria station is located within a 22 minute walk.

Key destinations served by direct trains and travel times

Stockport	9 – 13 minutes
Manchester Airport	13 – 22 minutes
Macclesfield	21 – 32 minutes
Stoke on Trent	34 – 55 minutes
Leeds	48 - 72 minutes
Sheffield	52 – 77 minutes
Liverpool	52 – 59 minutes
London	2hrs 6 minutes – 2hrs 19 minutes

What are the benefits of travelling by train?

- You can sit back and relax during your journey – read a good book or catch up with social media,
- You can significantly reduce your carbon footprint compared with using the car,
- It can be cheaper to make journeys by train, particularly if you have to pay parking charges.

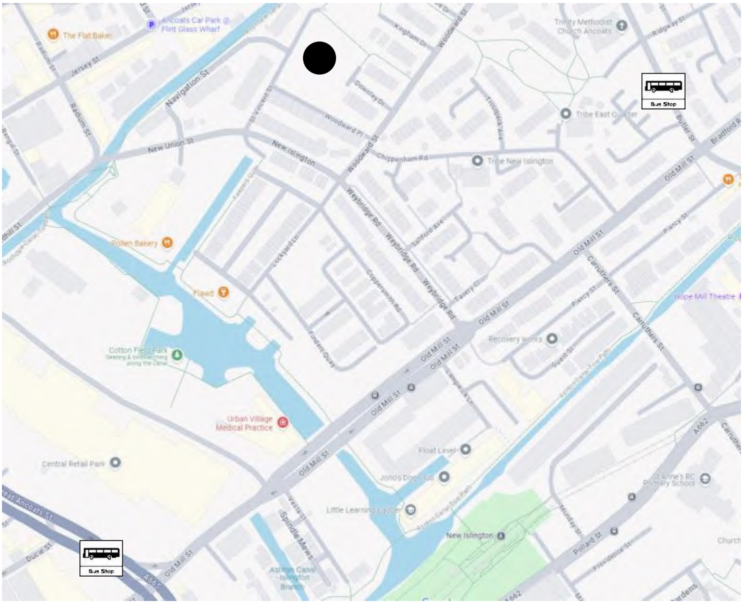
Where can I find out more?

www.nationalrail.co.uk & www.trainline.com

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Bus

The nearest bus stops are close by, on Butler Street. and Great Ancoats Street. The services calling at these stops run frequently between Manchester city centre and Ashton/Oldham. The bus stops are shown below



The journey time from these bus stops to **Manchester city centre is 5 minutes and to Ashton-under-Lyme is 31 minutes**. Piccadilly Gardens bus station and Shudehill Interchange are located within a 20 minute walk. There are a wide range of bus services available from these stations for travel across Greater Manchester

What are the benefits of travelling by bus?

- You can sit back and relax during your journey – read a good book or catch up with social media,
- You can significantly reduce your carbon footprint compared with using the car,
- It can be cheaper to make journeys by bus, particularly if you have to pay parking charges.

Where can I find out more?

- **TfGM website;**
- **Traveline;**
- **Citymapper app – a great tool for planning the most effective route for your journeys, by walk, cycle and public transport**

Travelling by bus regularly?

A 7-day BeeAnyBus travelcard is available for £21 for adults and cheaper for children (£10.50) and students (£18.20).

Single tickets can be purchased for a flat fee of £2 for adults and £1 for children on buses, with contactless payment available.

Car Share

Car sharing allows you to share both the cost and the stress of driving. There is a car share matching service at **www.liftshare.com**, with over half a million members. This database allows you to register details of your journey and matches you to people undertaking similar journeys at similar times. It is easy to register, and completely free!

What are the benefits of car sharing?

- It saves you money,
- You can meet new people – it gives you somebody to talk to during your journey,
- It is really flexible, you can car share every day, or just a few times a week when it is convenient,
- If you are a passenger, you can even sleep during the journey, perfect for the early starts and finishes!

Where can I find out more?

www.liftshare.com provides information about car sharing including how the database works, frequently asked questions, and a cost saving calculator.