




mode
transport planning

Zentra Group

# Old Mill Street, Manchester

# Framework Travel Plan

September 2026







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Zentra Group

# Old Mill Street, Manchester

# Framework Travel Plan

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# 1. Introduction

## 1.1 Preamble

1.1.1 Mode Transport Planning ('Mode') has been appointed by Zentra Group (the 'Applicant') to provide transport planning and highways advice in relation to a planning application for a proposed residential development on Old Mill Street in Manchester.

1.1.2 The proposed development comprises 41no. residential apartment units.

1.1.3 This Framework Travel Plan (FTP) has been prepared as part of the planning application documentation and should be read in conjunction with the Transport Statement (TS) also produced by Mode.

## 1.2 Overview of the Travel Planning Process

1.2.1 A Travel Plan (TP) is a long-term management strategy for integrating proposals for sustainable travel into the planning process. The TP provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term.

1.2.2 The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, and as a result mitigating the impact of travel.

1.2.3 A successful TP can be established by the Travel Plan Pyramid shown in Figure 1.1.

Figure 1.1 : Travel Plan Pyramid (source : Department for Transport)



1.2.4 This TP forms the starting point in providing the following:

- Details of the provision for cyclists, pedestrians and public transport users;
- An example toolkit of sustainable transport measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.5 The key objectives of the TP will be taken forward by a TPC who will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to staff on sustainable modes of travel to and from the site; and
- Provide information to staff on the alternative sustainable modes of transport.

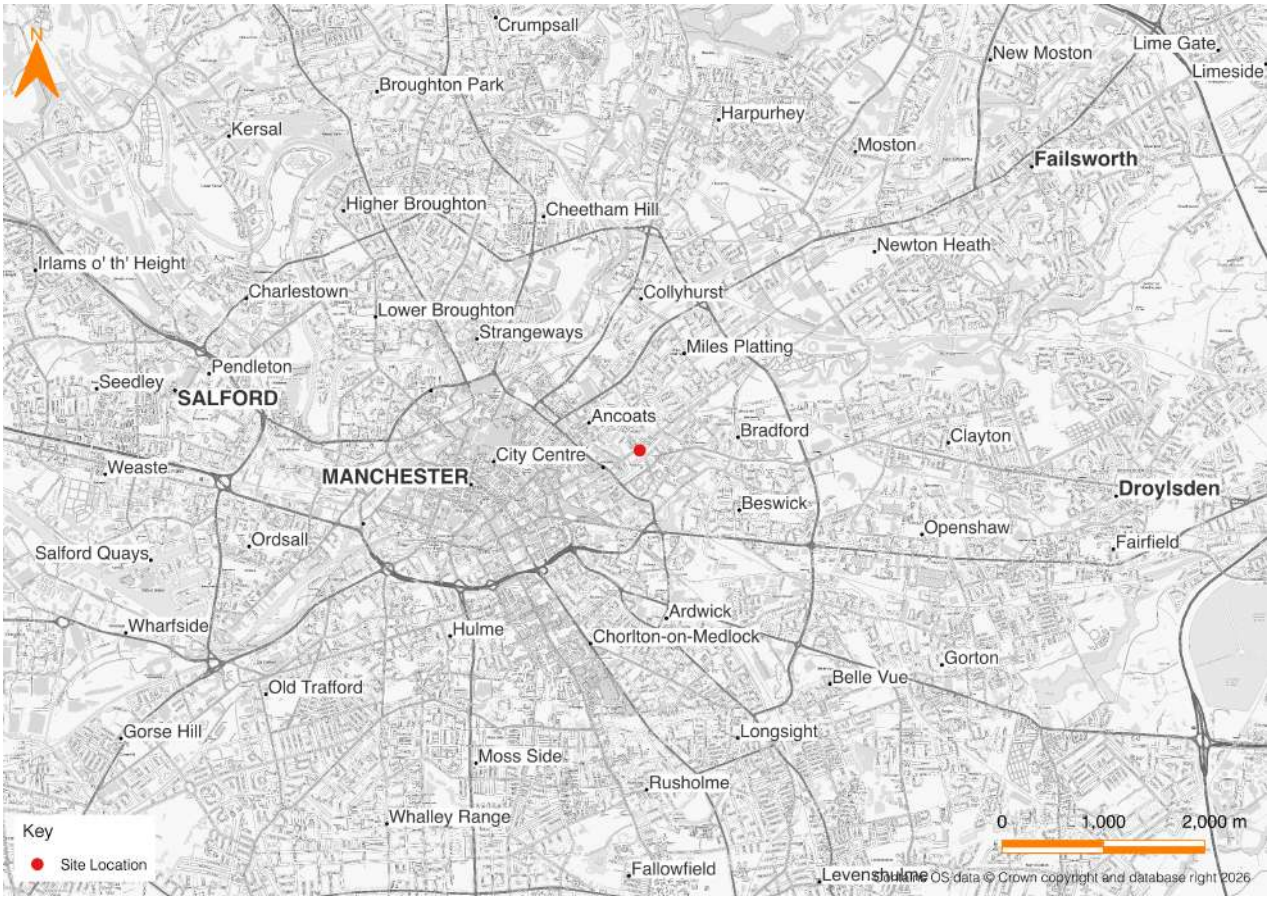
# 2. Existing Conditions

## 2.1 Site Location and Existing Site

2.1.1 The proposed development site is situated within Manchester's New Islington Masterplan, which has been subject to regeneration in recent years.

2.1.2 The proposed development site is located off Old Mill Street in New Islington, c.1.4km east of Manchester City Centre and c.850m northeast of Manchester Piccadilly Rail Station, as shown in Figure 2.1.

Figure 2.1 : Strategic Site Location




## 2.2 Local Highway Network

2.2.1 The development site is bound by Old Mill Street to the north, Lampwick Lane to the west, and existing private access roads to the south and east.

2.2.2 Figure 2.2 shows the location of the site in the context of the local highway network.

Figure 2.2 : Local Highway Network




Old Mill Street

2.2.3 The site is located on land to the southeast of Old Mill Street, which provides access to a number of residential and commercial uses along its length.

2.2.4 Old Mill Street runs between a signalised junction with the A665 to the southwest and a signalised junction with Bradford Road / Beswick Street / Butler Street to the northeast.

2.2.5 Old Mill Street is a boulevard, providing one lane in each direction, separated by a central strip which features public artwork, forming a major part of the urban public realm. Zebra crossings are also available across Old Mill Street, including one directly adjacent to the proposed development site.

2.2.6 The existing conditions along Old Mill Street in the vicinity of the site are summarised in Table 2.1.

Table 2.1 : Old Mill Street – Existing Conditions

| | | | |
|---|---|---|---|
| Road Classification | Unclassified | Footway Width | c.3.0m+ |
| Road Type | Two-way single carriageway | Pedestrian Facilities | Zebra crossings, including adjacent to development site |
| Speed Limit | 30 mph | Cycle Facilities | On-road cycle routes part of NCN Route 66 |
| Carriageway Width | c.13.0m (including central area) | Public Transport Provision | No |
| Adoption Status | Adopted | Streetlighting | Yes |

### Lampwick Lane

2.2.7 Lampwick Lane runs along the western boundary of the site in a broadly northwest-to-southeast alignment, providing access between Old Mill Street and a number of commercial and residential units.

2.2.8 Lampwick Lane features Traffic Regulation Orders (TROs) in the form of double yellow lines to restrict inappropriate waiting and parking. One public disabled parking bay is also provided to the west of the carriageway.

2.2.9 The existing conditions along Lampwick Lane in the vicinity of the site are summarised in Table 2.2.

Table 2.2 : Lampwick Lane – Existing Conditions

| | | | |
|---|---|---|---|
| Road Classification | Unclassified | Footway Width | c.2.0m |
| Road Type | Two-way single carriageway | Pedestrian Facilities | Old Mill Street footway along Lampwick Lane as a vehicle crossover |
| Speed Limit | 30 mph | Cycle Facilities | No |
| Carriageway Width | c.5.0m | Public Transport Provision | No |
| Adoption Status | Adopted | Streetlighting | Yes |

## 2.3 Modal Split

2.3.1 To provide an accurate representation of the forecast modal split anticipated at the proposed development, the journey to work data from the 2011 Census has been reviewed for the population living in the site area.

2.3.2 The modal split for people residing in the 'Manchester 013' Middle Super Output Area (MSOA) has been examined and is summarised in Table 2.3.

Table 2.3 : 2011 Census Travel to Work Data – Modal Split (MSOA: 'Manchester 013')

| Mode of Travel | Modal Share |
|---|---|
| On foot | 33% |
| Driving a car or van | 30% |
| Bus, minibus or coach | 20% |
| Train | 6% |
| Bicycle | 4% |
| Passenger in a car or van | 3% |
| Underground, metro, light rail, tram | 3% |
| Taxi | 1% |
| Total | 100% |

2.3.3 As shown in Table 2.3, the modal split data for 'Manchester 013' MSOA shows that 34% of people travel by car to get to work, including 30% who drive, 3% who are passengers and 1% who use taxis. The Census data also shows that 66% of work trips are made using sustainable modes, including 33% on foot, 20% by bus, 6% by train, 4% by cycle and 3% by tram.

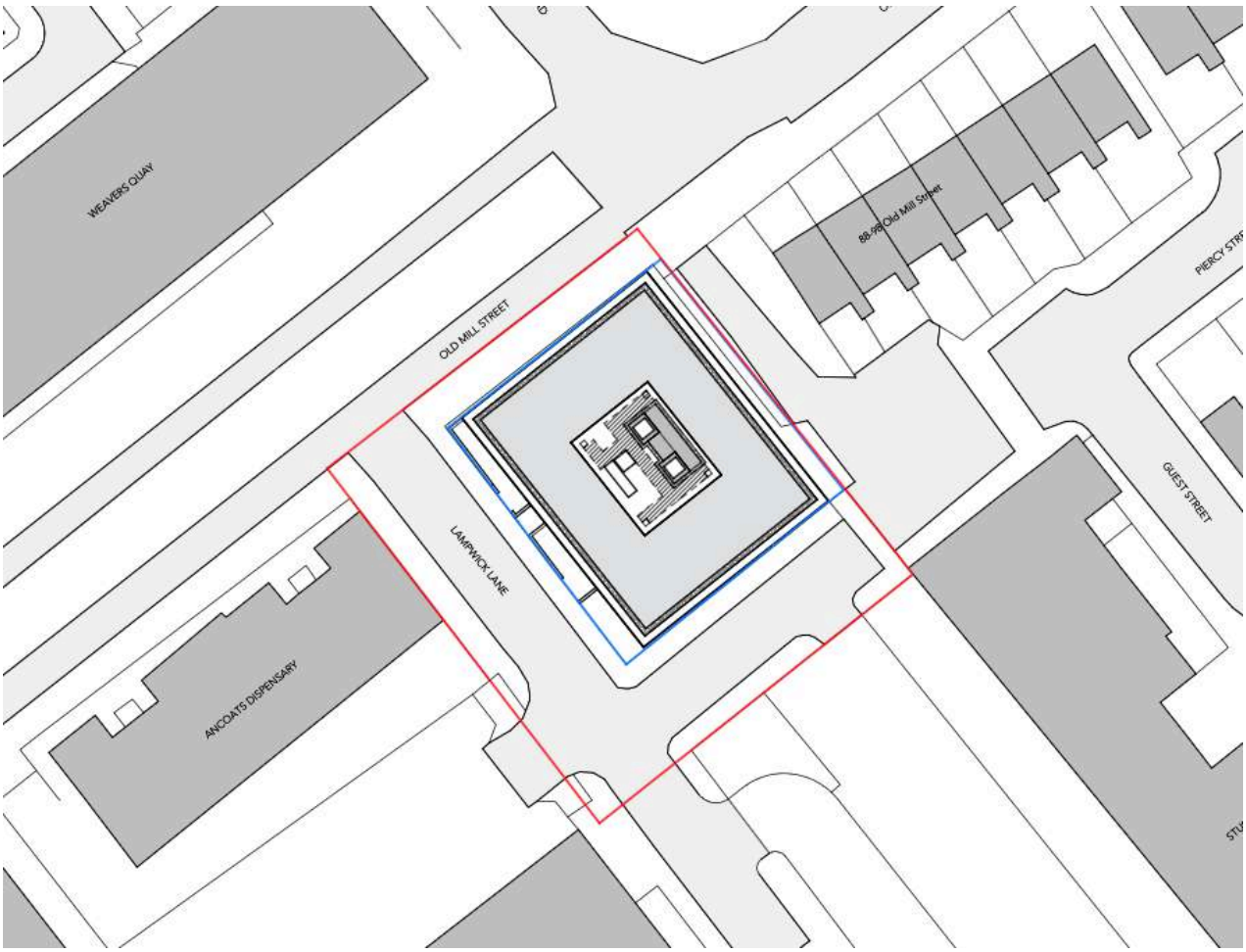
# 3. Development Proposals

## 3.1 Proposed Use

3.1.1 The proposed development comprises 41no. residential apartment units, including 19no. 1-bed units, 20no. 2-bed units, 1no. 3-bed unit and 1no. 4-bed unit. No on-site car parking is proposed.

3.1.2 The proposed site plan is shown in Figure 3.1.

Figure 3.1 : Proposed Site Plan (source : Buttress Architects)




## 3.2 Proposed Site Access Arrangement

3.2.1 The main pedestrian access to the site will be taken directly from Old Mill Street. Access to the cycle store and bin store will be taken directly from an access road off Lampwick Lane.

3.2.2 As no on-site parking is provided, vehicular access is not permitted.

## 3.3 Servicing and Delivery Arrangements

3.3.1 Servicing is proposed to be undertaken kerbside from an access road off Lampwick Lane, which will provide access to the bin store. This reflects the existing arrangement for adjacent developments.

## 3.4 Parking Provision

3.4.1 Given the site's City Centre location, no on-site car parking provision will be provided.

3.4.2 MCC summarise their residential parking standards in Appendix B of their 'Core Strategy Development Plan Document', which forms part of Manchester's Local Development Framework, adopted in July 2012. For residential developments within the City Centre, *'Developments will be required to provide where possible, an appropriate level of car parking within the constraints of site specific circumstances and other requirements'.*

3.4.3 Car-free residential developments in City Centres are common; as outlined in Chapter 4, the site is accessible by a range of sustainable modes and is within a short walking distance of numerous amenities, including food outlets, shops and public transport connections.

3.4.4 However, for those who will own a car, off-site contract parking is available within the vicinity of the development site.

3.4.5 In addition, reduced on-site car parking can be justified on the basis of *'secure cycle parking in excess of 50% provision relative to apartment numbers'.* Over 100% (42no. spaces) cycle parking will be provided in a secure cycle store on the ground floor of the building.

# 4. Sustainable Accessibility and Active Travel

## 4.1 Introduction

4.1.1 Current Government policy and guidance places significant emphasis on the promotion of sustainable transport modes for all new developments. This forms part of a long-term strategy to reduce the reliance on private car trips.

4.1.2 The National Planning Policy Framework (NPPF) sets out the Government's planning policies for England and outlines the important role that transport policies have to play in facilitating sustainable development.

4.1.3 Policy TR3.1 states that *"Development proposals which could generate a significant amount of movement, in the context of the area within which they would be situated, should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means the location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical".*

4.1.4 This chapter considers accessibility via sustainable modes of transport to the proposed development site, including access by public transport, cycling and on foot.

## 4.2 DfT's Connectivity Tool

4.2.1 The Department for Transport's (DfT) Connectivity Tool provides a measure of how well-connected a location is to locations of interest by walking, wheeling, cycling and public transport, compared with other areas across England and Wales. In line with Policy TR3.2 of the NPPF, The Connectivity Tool *"should be used alongside other relevant quantitative or qualitative evidence in assessing the connectivity of particular locations proposed for development".*

4.2.2 The tool combines accessibility to key destinations by sustainable travel modes with the availability and frequency of public transport to produce an overall connectivity score. Higher scores indicate locations with better access to employment, services and facilities by sustainable modes, while lower scores indicate a greater reliance on private car travel. The tool is intended to provide an evidence-based measure of connectivity and does not, in itself, determine whether a location is suitable for development.

4.2.3 Connectivity scores should be interpreted alongside the site's rural-urban classification using the Connectivity Matrix, as shown in Figure 4.1. This allows the site's connectivity to be compared with similar locations across England and Wales.

Figure 4.1 : DfT Connectivity Score – Connectivity Matrix

| | Urban major conurbation | Urban minor conurbation | Urban city and town | Rural town and fringe | Rural village | Rural hamlets and isolated dwellings |
|---|---|---|---|---|---|---|
| 10th percentile | 64.1 | 58.5 | 52.7 | 35.1 | 14.9 | 7 |
| 20th percentile | 68.5 | 62.1 | 57.3 | 39.8 | 19.5 | 11.3 |
| 30th percentile | 71.8 | 64.9 | 60.6 | 43.2 | 22.9 | 15.1 |
| 40th percentile | 74.5 | 67.3 | 63.3 | 46 | 25.8 | 18.7 |
| Median | 77.2 | 69.5 | 65.7 | 48.4 | 28.5 | 22.4 |
| 60th percentile | 79.9 | 71.7 | 68 | 50.8 | 31.1 | 26.7 |
| 70th percentile | 82.7 | 74 | 70.5 | 53.1 | 34.1 | 31.5 |
| 80th percentile | 86.2 | 76.8 | 73.3 | 56 | 37.8 | 37 |
| 90th percentile | 90.5 | 80.2 | 77.2 | 59.8 | 42.6 | 44.9 |

4.2.4 The DfT Connectivity Score for this development site in the context of the site location is outlined below:

- Score – **86**
- Rural-urban classification – **Urban Major Conurbation**
- Interpretation from matrix – **80th percentile**

4.2.5 The application site achieves a DfT Connectivity Score of 86, which falls within the 80th percentile for locations classified as Urban Major Conurbation. This indicates that, relative to other sites within the same rural-urban classification, the site exhibits relatively high connectivity by sustainable travel modes.

## 4.3 Pedestrian Accessibility

4.3.1 Guideline walking distances provided in the Chartered Institution of Highways and Transportation (CIHT) document *'Guidelines for Providing for Journeys on Foot (2000)'*, are shown in Table 4.1.

Table 4.1 : CIHT Acceptable Walking Distances

| Criteria | Town Centre | Commuting | Elsewhere |
|---|---|---|---|
| Desirable | 200m | 500m | 400m |
| Acceptable | 400m | 1,000m | 800m |
| Preferred Maximum | 800m | 2,000m | 1,200m |

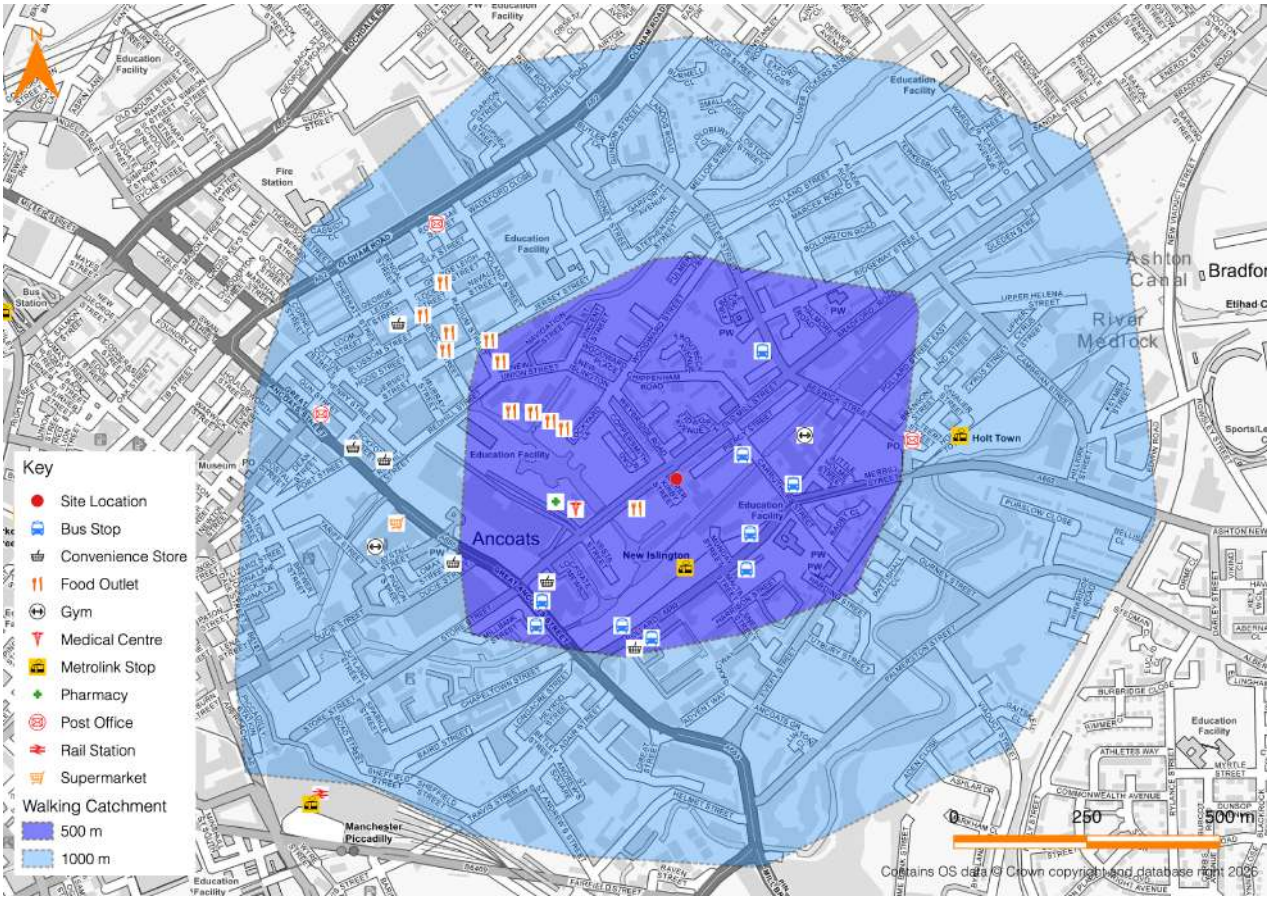
4.3.2 The CIHT guidelines shown in Table 4.1 suggest that for commuting purposes up to 500m is a desirable walking distance, up to 1,000m is considered an acceptable walking distance and 2,000m is the preferred maximum walking distance.

4.3.3 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high-quality pedestrian footways, crossings and pedestrianised areas.

4.3.4 As described previously, a network of existing footways is in place on the local highway network providing dedicated pedestrian access to nearby amenities, leisure facilities, communities, and employment areas.

4.3.5 Figure 4.2 presents the local amenities and 500m and 1,000m walking catchments from the site, as specified in CIHT guidance for commuting purposes.

Figure 4.2 : Walking Catchment Area with Local Amenities



4.3.6 Table 4.2 provides an indication of the distances and approximate walking times to local bus stops and local amenities. The distances have been measured from the centre of the site and the times are based on an average walking speed of 1.4 metres per second and do not allow for waiting time to cross junctions.

Table 4.2 : Local Amenities – Distances and Walking Times

| Amenity | Distance | Average Walking Time |
|---|---|---|
| Aori Street Food | 75m | <1 minute |
| Urban Village Medical Practice (with pharmacy) | 200m | 2 minutes |
| New Islington Metrolink Stop | 210m | 3 minutes |
| Sainsbury's Local Convenience Store | 350m | 4 minutes |
| Bus Stops on Pollard Street | 400m | 5 minutes |
| Proper Gym | 500m | 6 minutes |
| Cotton Field Wharf | 500m | 6 minutes |
| Aldi Supermarket | 700m | 8 minutes |
| Manchester Piccadilly Rail Station & Metrolink Stop | 1.0km | 12 minutes |

4.3.7 As shown in Figure 4.1, several bus stops are available on the local highway network, including the closest bus stops to the site which provide access to local public services on Pollard Street within c.400m (5-minute walk) to the southeast of the proposed development site. Additional school/college-only services are available from Carruthers Street / Piercy Street within c.150m (2-minute walk).

4.3.8 New Islington Metrolink Stop is accessible to the south within c.210m (3-minute walk). Manchester Piccadilly, which provides a rail station and a Metrolink stop, is also accessible within c.1.0km (12-minute walk).

4.3.9 Given the site's location on the edge of Manchester City Centre, the development site is located within a short walk of a range of amenities. This includes various shops, food outlets and cafes. Additional amenities are also available within the vicinity of the site, which includes the Urban Village Medical Practice within c.200m (2-minutes), the Proper Gym within c.500m (6-minutes) and an Aldi supermarket within c.700m (8-minutes).

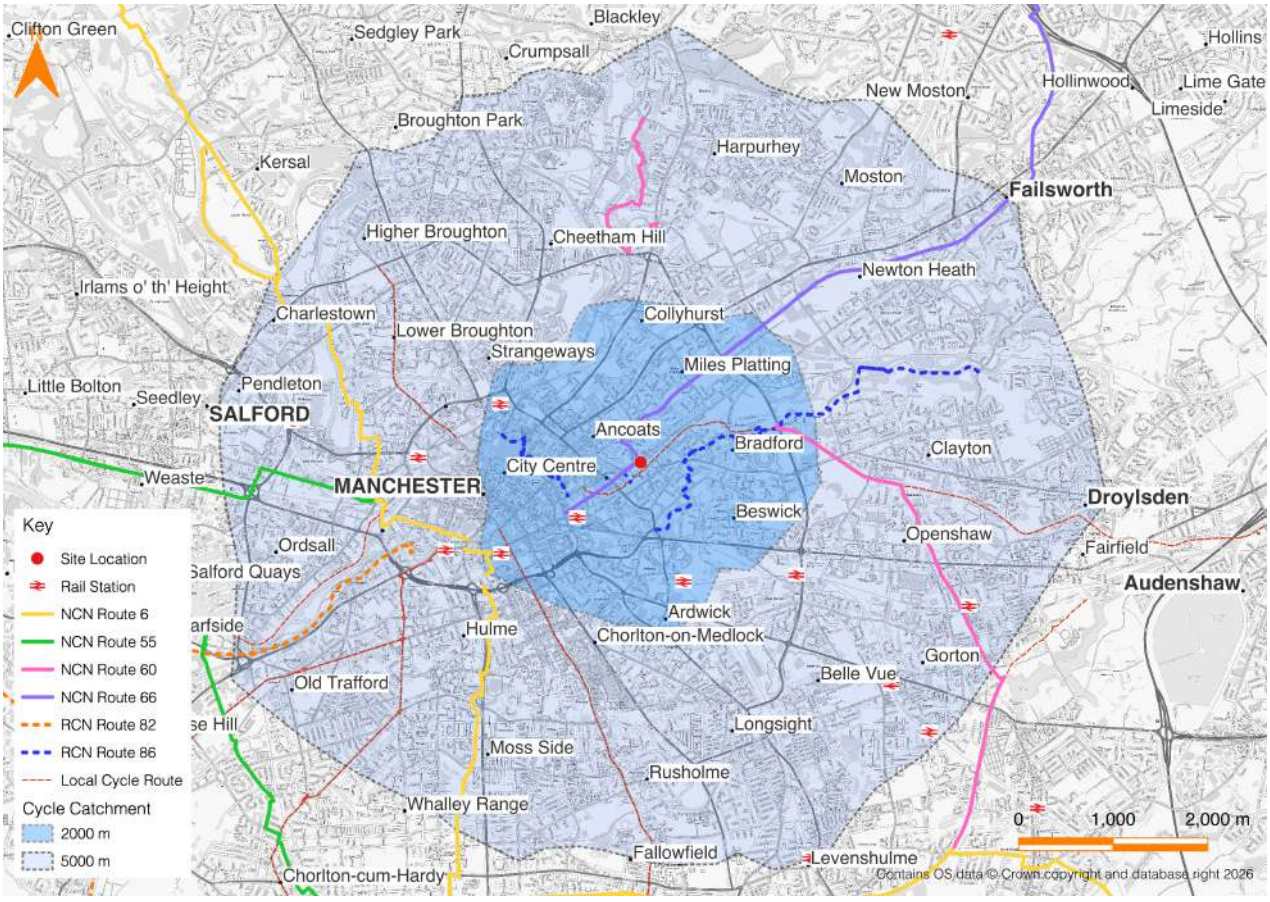
## 4.4 Cycle Accessibility

4.4.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.4.2 In respect of acceptable cycle distances, 'Local Transport Note 1/20: Cycle Infrastructure Design', published by the Department for Transport (DfT), states that 'two out of every three personal trips are less than five miles in length - which is an achievable distance to cycle for most people'.

4.4.3 Figure 4.3 indicates the cycling catchment area around the proposed development site for 2km and 5km.

Figure 4.3 : Cycle Catchment Plan

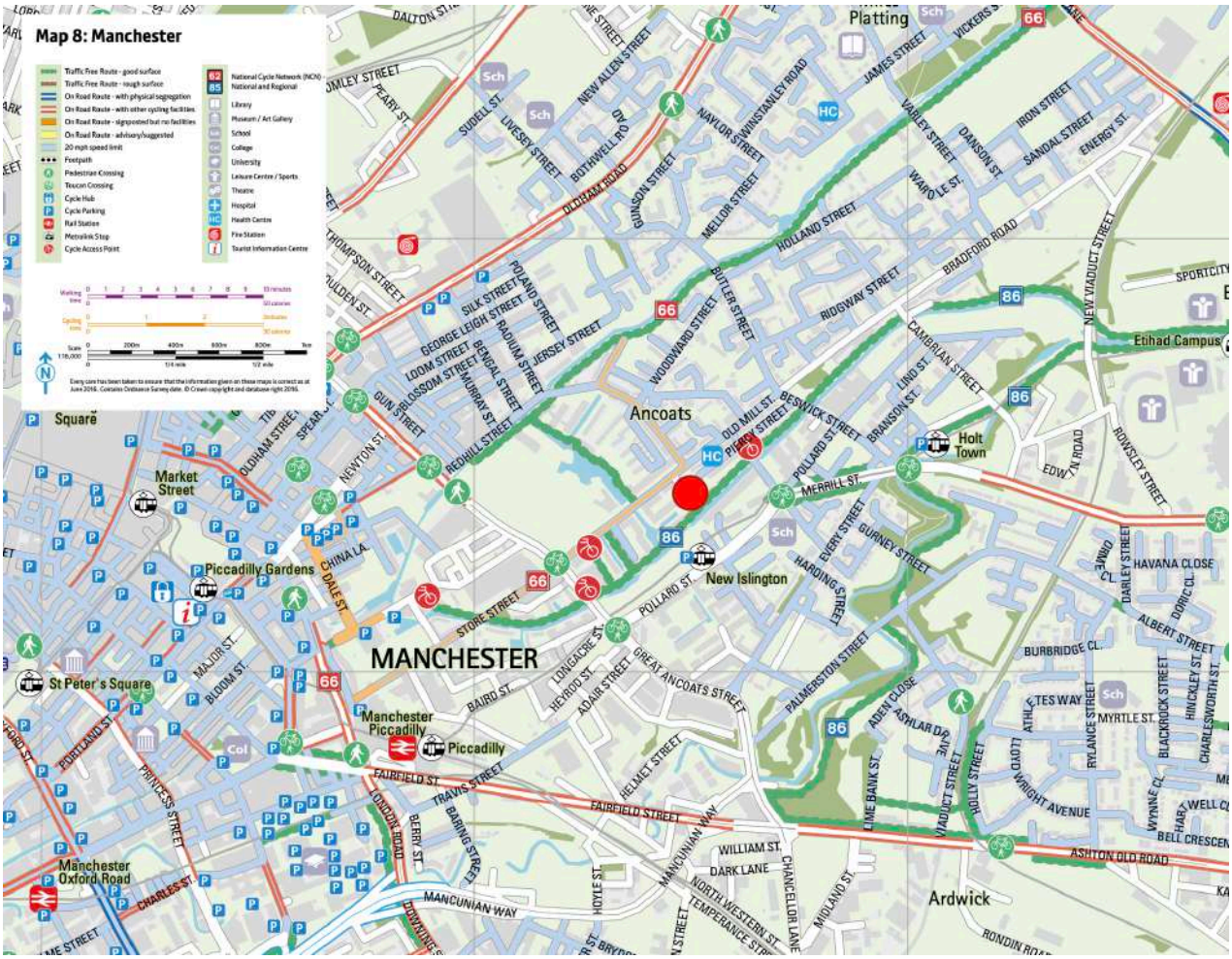



4.4.4 As shown in Figure 4.3, Ancoats, Beswick and Miles Platting are accessible within the 2km catchment, with Manchester City Centre and Salford accessible within a 5km cycle catchment.

4.4.5 A range of routes on the National Cycle Network (NCN) are available within the cycle catchment. This includes NCN Route 66 which runs along Old Mill Street and Waybridge Road adjacent to the site, providing access to Manchester Piccadilly Station, Failsworth and Rochdale, and into West Yorkshire.

4.4.6 Local cycling routes and infrastructure are also available in the vicinity of the site as shown in Figure 4.4.

Figure 4.4 : Manchester Cycling Map (source : TfGM)

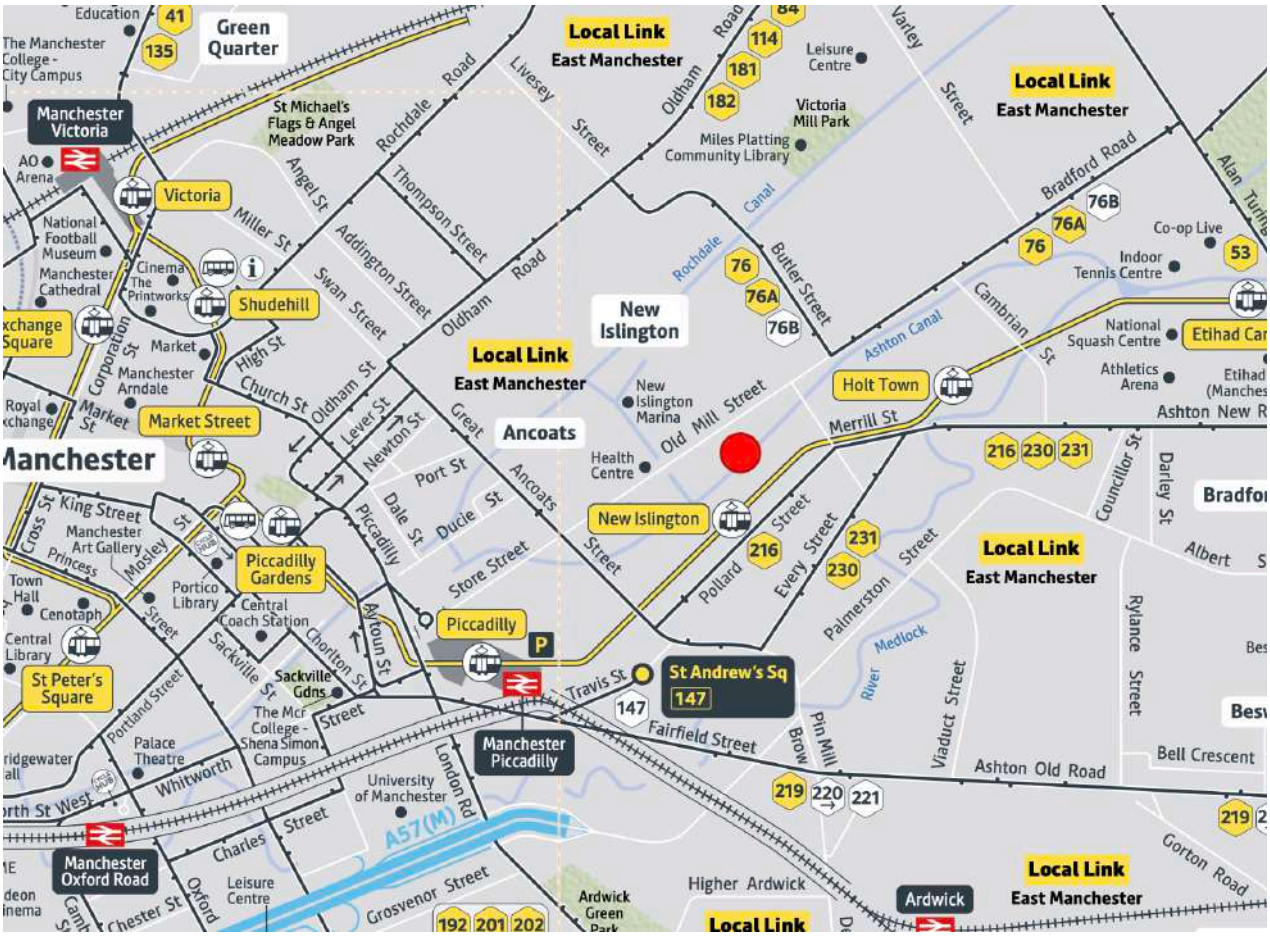



4.4.7 As shown in Figure 4.4, there is an existing network of cycle routes in the vicinity of the site, including traffic-free cycle routes, on-road cycle routes and Toucan crossings.

## 4.5 Public Transport Services

4.5.1 A map of local public transport services is shown in Figure 4.5.

Figure 4.5 : Local Public Transport Map (source : TfGM)




Local Bus Services

4.5.2 As described previously, the closest bus stops to the site which provide access to local public services are located on Pollard Street within c.400m (5-minute walk) to the southeast of the proposed development site.

4.5.3 Additional school/college-only services are available from Carruthers Street / Piercy Street within c.150m (2-minute walk).

4.5.4 Table 4.3 provides a summary of routes and frequencies of local public bus services accessible from these bus stops. Full bus timetables are attached in Appendix A.

Table 4.3 : Local Bus Services – Pollard Street

| Service No. | Route | Approx. Two-Way Frequency (buses / hour) | | | | |
|---|---|---|---|---|---|---|
| | | AM | Off-Peak | PM | Sat | Sun |
| 216 | Ashton - Droylsden - Clayton - Manchester | 6 | 5 | 5 | 5 | 4 |

4.5.5 As shown in Table 4.3, the no.216 bus service is available throughout the week and on weekends within a short walk of the site. It provides regular services (up to every 10 minutes) between Manchester City Centre and Ashton.

### Rail Services

4.5.6 The closest rail station to the site is Manchester Piccadilly Station, accessible within c.1.0km (12-minute walk) to the west of the site.

4.5.7 Manchester Piccadilly Station provides step-free access to all platforms, as well as 254no. cycle parking spaces located on Fairfield Street, Ducie Street and at the front entrance to the station.

4.5.8 Manchester Piccadilly provides a wide range of local, regional and national rail services to destinations such as London, Birmingham, Liverpool, Sheffield, Leeds, Newcastle, Glasgow and Edinburgh. These services also provide access to a wide range of local stations across Greater Manchester.

### Metrolink Services

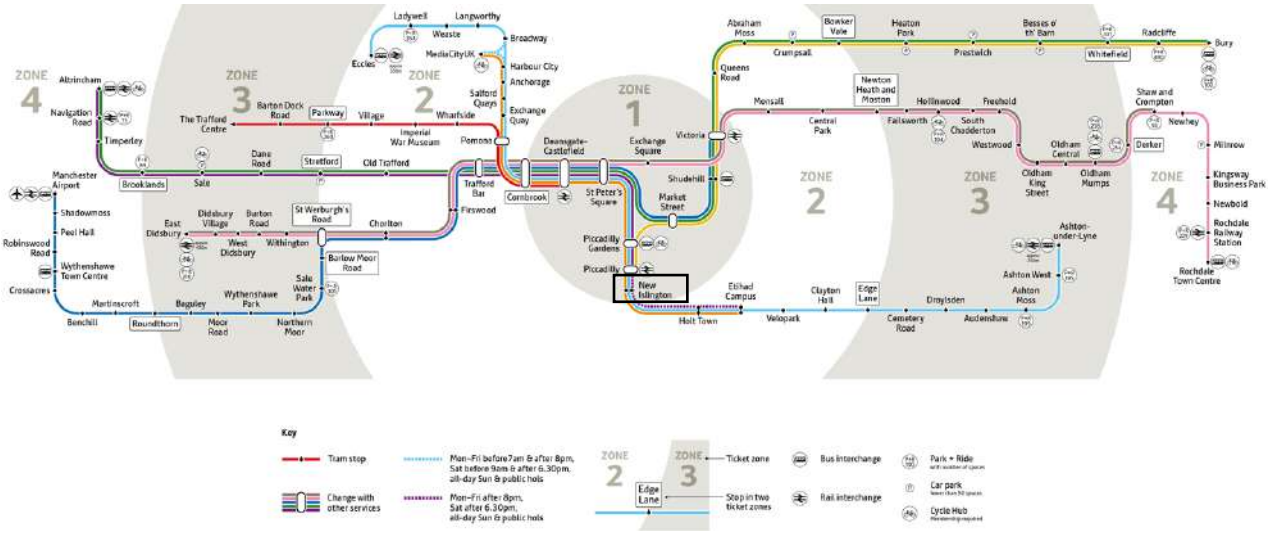
4.5.9 The nearest Metrolink Stop to the site is the New Islington Metrolink stop, accessible within c.210m (3-minute walk).

4.5.10 The regular Metrolink services which operate here are:

- Orange Line (MediaCityUK – Etihad Campus);
- Light Blue Line (Eccles – Ashton-under-Lyme); and
- Purple Line (Altrincham– Piccadilly / Etihad Campus).

4.5.11 Figure 4.6 presents the TfGM Metrolink network, with the New Islington stop highlighted.

**Figure 4.6 : Metrolink Tram Network (source: TfGM)**



4.5.12 The tram services available operate on a 12-minute frequency throughout the day. All tram stops have step-free access to all platforms, help points and security camera coverage.

# 5. Overarching Aim, Objectives and Benefits

## 5.1 Overarching Aim

5.1.1 The overarching aim of this FTP is to put in the place the management tools deemed necessary to enable residents to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment. This aim is achieved by setting out a strategy for eliminating barriers that keep residents from making use of sustainable modes.

5.1.2 Improving transport choices available to people, rather than focusing on providing for the private car, will lead to a more equitable and sustainable development. It will also provide travel options for all the site users, regardless of whether they own a car or not.

## 5.2 Objectives

5.2.1 The transport principles for the site reflect sustainable objectives which can be summarised under the following headings:

- Promoting sustainable and active travel to the site for all residents.
- Promoting accessibility to the site by walking, cycling, public transport and car sharing.
- Increasing the awareness of the environmental and social benefits of using alternative modes of transport.

5.2.2 It is intended that the objectives of this FTP will be met by identifying and implementing initiatives that provide future residents and visitors with a variety of travel choices and, in doing so, reduce the need to travel by private car.

## 5.3 Travel Plan Benefits

5.3.1 The overall TP strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other measures to assist in the achievement of the objectives of the TP.

5.3.2 The proposed monitoring strategy that will be adopted for the site to determine how the TP is performing against these objectives is set out later in this report.

5.3.3 The TP will incur different benefits, to different groups / individuals:

### Resident Benefits

5.3.4 By meeting the objectives, the TP will bring about the following benefits to residents:

- Health benefits associated with walking and cycling, including reduced levels of stress.

- The opportunity to save money using alternative modes of travel to the car.
- Improved quality and reliability of journeys to and from home and work.
- Create a pedestrian / cyclist friendly environment.

5.3.5 Figure 5.1 shows the benefits of increases active travel across Greater Manchester.

Figure 5.1 : Benefits of Active Travel in Greater Manchester (source : Sustrans)




Wider Community Benefits

- By meeting the objectives, the TP will bring about the following wider community benefits:
- On-going reductions in vehicular generated traffic on the local highway network;
- Increasing patronage on existing public transport modes;
- Health benefits associated with walking and cycling;
- A contribution to reduced traffic, congestion, air pollution and accidents; and
- Improving accessibility and travel choice for reaching local facilities.

Environmental Benefits

5.3.6 Data from the Department for Business, Energy and Industrial Strategy shows that domestic transport is the greatest-emitting sector in the UK (27% in 2019). The main source is the use of petrol and diesel, particularly for passenger cars. How people travel will therefore play a large role in the UKs, and Greater Manchester's, journey to net zero.

5.3.7 A Clean Air Plan is being developed by the 10no. Greater Manchester local authorities to tackle air pollution. Several measures have been proposed, including the provision of a Clean Air Zone (CAZ) to charge non-compliant vehicles. At the time of writing, the scheme has not been finalised.

5.3.8 In 2021, TfGM published the 2040 Vision for Transport, to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car.

5.3.9 The 2040 Vision for Transport is aiming for 90% of morning peak trips into the City Centre to be made by sustainable modes by 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

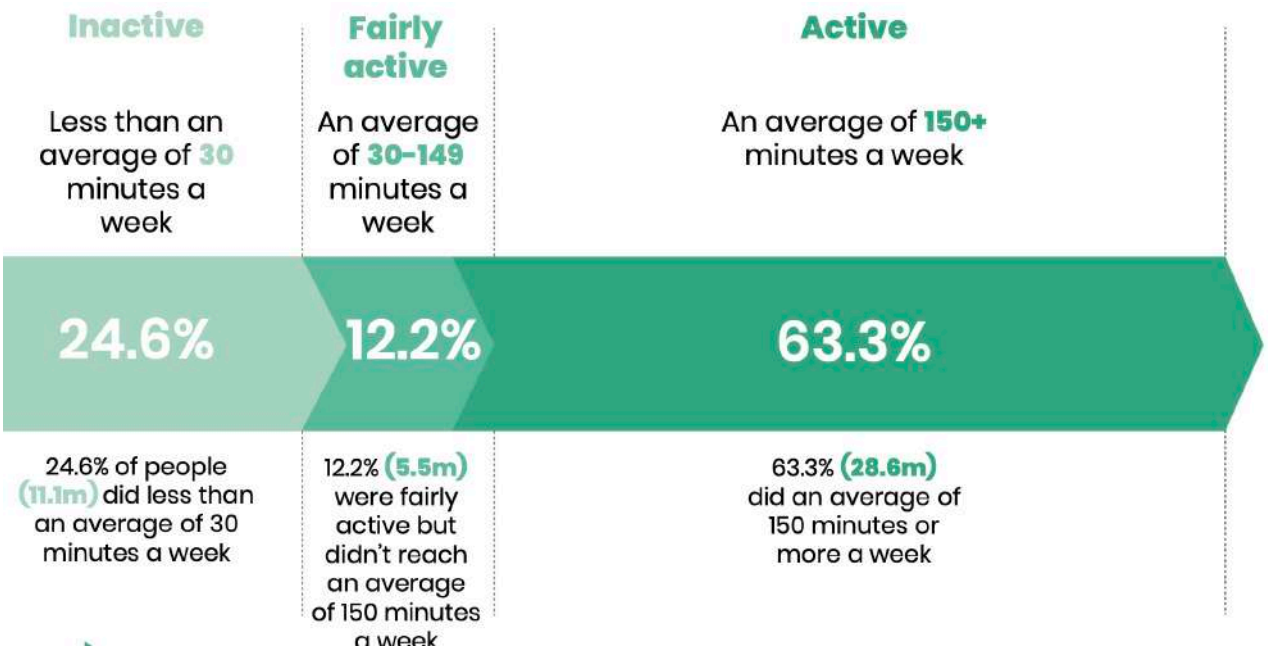
5.3.10 Therefore, encouraging people to make sustainable choices in the way they travel will considerably reduce the impact that a development has on the environment.

### Health Benefits

5.3.11 A reduction in car use will contribute to improved air quality, which in turn will propose health benefits. There are also numerous direct health benefits associated with active travel (walking and cycling).

5.3.12 The NHS advise that adults undertake at least 150 minutes of moderate intensity activity a week, or 75 minutes of intense activity. Figure 5.2 shows that whilst most adults meet this recommendation, a large amount do not. Active travel therefore presents an easy and convenient way to incorporate more activity in the adult daily life.

Figure 5.2 : Activity Levels Amongst Adults (source : Active Lives Adult Survey Nov 2018/19)

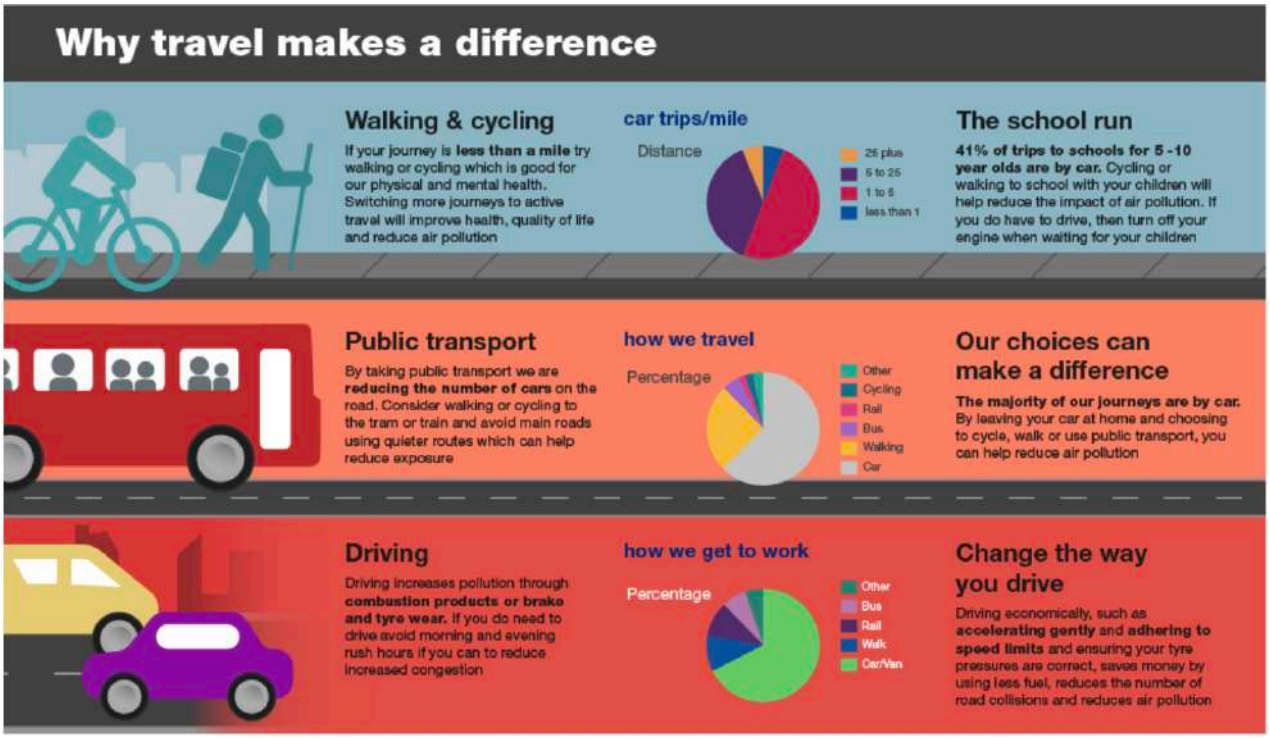


5.3.13 Public Health England published an edition of 'Health Matters' in 2018 with a focus on air pollution, noting that poor air quality is the largest environmental health risk in the UK; it showed that road transport contributes 33.6% and 12.4% of all nitrogen dioxide and particulate matter emissions respectively. Their effects include the exacerbation of asthma, coughing and wheezing in the short-term, and lung cancer, respiratory conditions and strokes in the long term, amongst many others.

5.3.14 Moderate activity, including walking and cycling can prevent / reduce the risk of various health problems; including, but not limited to, cancer, obesity, diabetes, strokes, mental health issues and high blood pressure. Further impacts of different travel modes on public health are shown in Figure 5.3.

5.3.15 The implementation of TPs therefore has a large scope to improve the health of those who they target.

Figure 5.3 : Impact of Travel Behaviour on Public Health (source : Public Health England)




Financial Benefits

5.3.16 Financial gains are also to made through increased active travel (physical inactivity was thought to have cost the NHS £455 million in 2013-14), as well as public transport, that may present itself as a more affordable alternative to car ownership or regular car use.

5.3.17 Individuals can save money by choosing the most appropriate sustainable mode of travel to themselves, instead of using a private car. Such transitions and choices are made easier by the implementation of an effective TP.

# 6. Targets

## 6.1 Purpose of Target Setting

6.1.1 Targets are the measurable goals by which progress will be assessed. The TP sets out mode share targets that the occupier will seek to achieve via liaising with Manchester City Council (SCC). These mode share targets are SMART; that is Specific, Measurable, Achievable, Realistic and Time related.

## 6.2 Mode Share Targets

6.2.1 Individual modal share targets are outlined in Table 6.1. Due to the limited control over modes of travel adopted by visitors, targets are not set specifically for these site users. However, measures outlined in this TP may also benefit visitors, as well as residents.

Table 6.1 : Provisional Mode Share Targets

| Mode of Travel | Mode Share Targets by Timescales | | | | | |
|---|---|---|---|---|---|---|
| | Baseline | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
| Single Occupancy Vehicle (SOV) | 30% | 28% | 26% | 24% | 22% | 20% |
| Sustainable Travel Modes | 70% | 72% | 74% | 76% | 78% | 80% |

6.2.2 The targets outlined in Table 6.1 aim to achieve a 10% mode shift from SOV trips to sustainable travel modes (and corresponding 10% uplift in sustainable modes). The actual baseline mode share will be confirmed as part of the baseline Residents' Travel Survey. At this stage, these are interim percentages based upon the multimodal trip calculations from 2011 Census data. The mode share targets are subject to change on this basis.

6.2.3 It is recognised that it is not possible to set accurate targets far into the future, even when based on actual mode share data. Given this, it should be acknowledged that the targets may change over time as the results of ongoing monitoring become available.

6.2.4 All data collected will be in accordance with local authority standards, to ensure the TPs are being accurately monitored and that targets are being met as per the ambitions of this TP.

# 7. Travel Plan Management

## 7.1 Overview

7.1.1 This chapter sets out the actions and responsibility for managing the TP. Further actions are presented in the Action Plan in Chapter 10.

## 7.2 Travel Plan Co-ordinator

### Role and Responsibilities

7.2.1 The TPC will act as a liaison point for residents for any issues relating to the TP. The role will also include liaising with the MCC as the Local Highway Authority, as well as public transport operators, where required.

7.2.2 The roles and responsibilities of the TPC will include:

- Administer and manage the TP and provide a liaison with MCC when implementing the plan;
- Ensure travel awareness amongst residents;
- Provide a point of contact to discuss travel information and options;
- Promote and encourage the use of sustainable travel modes as an alternative to single occupancy car trips, where appropriate; and
- Ensure the availability of the most up to date travel information.

7.2.3 The TPC will be responsible for conducting annual Residents' Travel Survey. The TPC will submit these results to MCC, and they will inform the relevant targets and measures for the TP document.

## 7.3 Funding

7.3.1 The TP will be funded by the developer who will cover the cost of the TPC role, all the measures, as well as the cost of the monitoring and reporting.

## 7.4 Liaising with Stakeholders

7.4.1 It will be necessary for the TPC to liaise with MCC and local public transport operators on a regular basis to obtain information and share ideas, review the existing TP, to monitor the effectiveness and to agree new measures required to meet the TP aims, objective and targets.

7.4.2 As part of the TPC role, where required, they would need to liaise with other interested parties which can include sharing ideas with other adjacent developments, working with a transport authority to obtain/development information to pass on to users and liaising with other groups such as cycle user groups.

# 8. Travel Plan Measures

## 8.1 Overview

8.1.1 This section of the report will outline the specific physical and management measures which should be undertaken as part of the TP.

## 8.2 Promotion and Marketing

8.2.1 Residents will be made aware of the existence of the TP upon commencement of their residence at the development. The following methods could be used as a means of disseminating information to residents as well as promoting events / campaigns / promotions:

- TPC will utilise notice boards to promote the TP;
- Resident newsletters (where possible);
- The TP will be presented and promoted to residents as an opportunity and possibly a challenge rather than as a chore;
- Residents at the site will be provided with a Travel Pack upon moving in. This Travel Pack will inform residents of the information that they need to make an informed choice with regards to their travel options;
- E-groups and forums; and
- Other means of promoting the TP will also be investigated.

## 8.3 Travel Pack

8.3.1 The TPC will prepare a Travel Pack to be provided to each new resident on first occupation.

8.3.2 The Travel Pack will inform residents of the TP and would contain some or all of the following information:

- Location of nearest bus stops and train station(s);
- Up to date local bus timetables;
- Maps showing safe walking routes to the nearest key facilities including bus stops and train stations;
- Maps showing safe cycling routes to the site;
- Promotional material highlighting the health and financial benefits of walking and cycling;
- Promotion events, where applicable;
- Details of trip planning apps;

- Details of national websites such as https://www.enterprise.co.uk/en/home.html;
- Details of car share services such as https://liftshare.com/uk;
- Details of websites such as https://www.routeyou.com/en-gb/route/planner/2/walking-route-planner which provides a free online walking journey planner;
- Details of journey planning websites such as https://www.traveline.info/; and
- Details of websites and apps where you can get the next departures from any bus stop sent to your mobile phone.

## 8.4 Travel Database

8.4.1 The TPC will produce and maintain a travel database of the travel characteristics of residents.

8.4.2 The TPC will obtain residents travel data by asking residents to complete a baseline Residents' Travel Survey once at least 50% of units are occupied. A Residents' Travel Survey will then be undertaken annually for a period of 5 years.

8.4.3 The surveys would request details of the following (this is not an exhaustive list):

- Normal working hours;
- Mode of travel to work;
- Car ownership;
- Reason for driving;
- Reasons for not using public transport and other modes;
- Measures that would encourage car sharing, use of public transport or other non-car modes of travel to work;
- Estimates of public transport journey times and cost; and
- Profile, including age, gender etc.

8.4.4 All data collected in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the database and be responsible for the release of information.

8.4.5 The baseline Residents' Travel Survey should be undertaken once at least 50% of units are occupied. The baseline Residents' Travel Survey results also provide a valuable 'baseline' against which the success of the TP in reducing car journeys and increasing journeys by walking, cycling and public transport will be measured.

8.4.6 An example Travel Survey that may be used as a starting point by the TPC is attached in Appendix B.

## 8.5 Encouraging Walking

8.5.1 In order to encourage walking at the site, the TPC will ensure that residents have received information and advice concerning safe pedestrian routes to and from the site to local amenities, and public transport links. They will also be encouraged to walk by promoting the benefits which include health, reduction in stress, cost and environmental friendliness.

8.5.2 The following websites can be accessed to plan safe walking routes and obtain information on walking:

- https://www.google.co.uk/maps
- https://www.livingstreets.org.uk/
- https://www.routeyou.com/
- https://beeactive.tfgm.com/walking/

## 8.6 Encouraging Cycling

8.6.1 The TPC's role will include the promotion of cycling to residents. This may be through the provision of details regarding local cycle routes and facilities and other relevant information such as bicycle purchase / repair.

8.6.2 The following websites can be used to find information on local cycle routes, groups and further information of cycling around Manchester:

- https://beeactive.tfgm.com/cycling/
- https://beeactive.tfgm.com/cycling/cycling-for-beginners-start-riding/

## 8.7 Promoting Public Transport

8.7.1 The promotion of walking and cycling will encourage residents to adopt these modes, but for those travelling further from the development site, public transport provides a more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

8.7.2 Public transport information would be provided within the travel information pack.

8.7.3 The following websites can be used to access timetables and ticketing information regarding local services in the vicinity of the site:

Local Buses

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

Metrolink

- https://tfgm.com/ways-to-travel/tram

Rail

- https://www.thetrainline.com/
- https://www.traveline.info/

## 8.8 Promoting Car Sharing and Car Hire

8.8.1 Car sharing represents a convenient and alternative form of travel with significant potential to reduce the total private car mileage and car parking demand.

8.8.2 The principal benefits associated with the introduction of a car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced $CO_2$ emissions – which in turn will help to reduce the development of global warming.

8.8.3 Residents will be provided with details of publicly accessible databases and websites that provide the opportunity for people to car share in the wider area. These may include:

- https://liftshare.com/uk
- https://www.blablacar.co.uk/

## 8.9 Car Alternatives

8.9.1 It is understood that sometimes access by car is necessary. Employees and visitors will also be provided the details of local minicab/ taxi firms, popular services and facilities they require as necessary.

# 9. Monitoring and Review

## 9.1 Overview

9.1.1 Monitoring of the TP has the following key roles led by the TPC:

- To provide feedback to allow the TP to be developed; and
- To measure the level of success in meeting identified targets of the TP using key performance indicators.

9.1.2 A strategy for undertaking the monitoring and review is outlined in this section.

## 9.2 Monitoring Strategy

9.2.1 The monitoring programme will begin with the initial baseline Employee Travel Survey, to be undertaken upon first of occupation. Further surveys will be completed annually for a period of up to 5 years, which will be carried out to monitor progress towards the targets of the TP.

9.2.2 The surveys undertaken will also confirm the number of employees surveyed, the number of respondents, the date of survey, the type of survey used and how the modal split has been calculated.

9.2.3 Cycle storage usage will also be monitored, in order to judge whether the implementation or proportion of cycle measures would benefit from modification.

## 9.3 Reporting

9.3.1 Respective TP reviews will be undertaken annually. These will provide an opportunity for the TPC to assess the progress of their TP. This will outline the results of the monitoring in the preceding period, measures that have been implemented and any suggested changes to targets and measures as a result of the survey data.

9.3.2 If the targets and measures outlined in the annual monitoring reports are not being achieved, the potential for introducing remedial actions will be explored. The actions could include increasing the working time allocated to the TPC position or offering personalised travel planning to staff.

# 10. Action Plan

10.1.1 An example 'Action Plan' is outlined in Table 10.1. This provides a schedule of the key actions detailed within this TP in terms of who is responsible and their timescale. All actions are directed at influencing travel patterns to achieve the stated targets in-line with the objectives.

Table 10.1 : Travel Plan Action Plan

| Measure | Responsibility | Timescale |
|---|---|---|
| Appointment of TPC | Occupier | Prior to occupation |
| Provision of sustainable travel information | TPC | Upon occupation / Ongoing |
| General promotion of sustainable travel opportunities | TPC | Ongoing |
| Undertake baseline Residents' Travel Survey | TPC | When 50% of units are occupied |
| Undertake Year 1 Residents' Travel Survey | TPC | First anniversary of occupation |
| Undertake Year 2 Residents' Travel Survey | TPC | Second anniversary of occupation |
| Undertake Year 3 Residents' Travel Survey | TPC | Third anniversary of occupation |
| Undertake Year 4 Residents' Travel Survey | TPC | Fourth anniversary of occupation |
| Undertake Year 5 Residents' Travel Survey | TPC | Fifth anniversary of occupation |
| Update Travel Plan with survey and monitoring findings for the preceding period and issue to MCC | TPC | Within 6 months of survey |

mode
transport planning

# APPENDICES

# APPENDIX A Full Bus Timetables

BEE NETWORK

From 19 July to 29 August
**216**
We're making minor changes to the times of Monday to Friday journeys during the quieter summer period.

Bus

**Summer Times**

# 216

Easy access on all buses

Ashton-under-Lyne
Audenshaw
Droylsden
Clayton
Ancoats
Manchester

Including Monday to Friday early morning/ early evening journeys to/from Stalybridge

**From 19 July to 29 August 2026**

For public transport information visit **beenetwork.com**

or phone **0161 244 1000**

7am – 8pm Mon to Fri
8am – 8pm Sat, Sun & public holidays

PO Box 429, Manchester, M1 3BG
©Transport for Greater Manchester 26-SC-0235–G216–web–0626

Transport for Greater Manchester

This timetable is also available at **beenetwork.com**

For information about using public transport phone our friendly team on **0161 244 1000** 7am – 8pm Mon to Fri 8am – 8pm Sat, Sun and public holidays or download the Bee Network app

## Other formats

To ask for leaflets to be sent to you, or to request large print, Braille or recorded information phone **0161 244 1000** or visit **beenetwork.com**

## Easy access on buses

All buses have no steps at the entrance, making getting on and off easier. Low floor buses have a ramp for access and a dedicated space for wheelchairs and pushchairs inside the bus. Ask the driver for any assistance you require.

## Using this timetable

Timetables show the direction of travel, bus numbers and the days of the week. Main stops on the route are listed on the left. Where no time is shown against a particular stop, it means the bus does not stop there on that journey.

Check any letters which are shown in the timetable against the key at the bottom of the page.

## Where to find information about service changes

Visit **beenetwork.com** or download the Bee Network app.

Check the service change posters displayed in the bus station or pick up a service change leaflet from your local library, town hall, shops, post office, community centre and lots of other places.

## Lost property

For lost property information visit **beenetwork.com/lost-property**

## Using the 24 hour clock




Times are shown in four figures. The first two are the hour and the last two are the minutes.

0753 is 53 minutes past 7am morning.

1953 is 53 minutes past 7pm evening.

## Information and tickets

There's a range of tickets to use on buses and multi-modal tickets for buses, trams and trains. For more information on which is the best ticket for you, visit **beenetwork.com**, download the Bee Network app or call into one of our information and ticket offices in bus stations where the team will provide you with journey planning advice on buses, trams and trains.

**Ashton-under-Lyne Interchange**
Monday to Friday: 7am – 5.30pm
Saturday: 8.30am – 1.15pm and 2pm – 4pm
Sunday and public holidays: Closed

**Manchester Shudehill Interchange**
Monday to Saturday: 7am – 6pm
Sunday and public holidays: 8.30am – 4pm

Printed on paper made from 100% post-consumer waste, using sustainable inks or toners.

# Ashton — Droylsden — Clayton — Manchester



## Including some Monday to Friday early morning journeys from Stalybridge

## Mondays to Fridays

| Stalybridge, Bus Station | | | | | | | | | | | 0631 | | | | 0702 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 0426 | 0446 | 0506 | 0526 | 0546 | 0556 | 0606 | 0616 | 0626 | 0634 | 0642 | 0649 | 0657 | 0705 | 0713 | 0724 | 0734 | 0744 | 0754 |
| Droylsden, Metrolink Stop | 0436 | 0456 | 0517 | 0537 | 0557 | 0607 | 0618 | 0628 | 0638 | 0647 | 0655 | 0702 | 0710 | 0718 | 0726 | 0737 | 0747 | 0757 | 0807 |
| Sportcity | 0446 | 0507 | 0528 | 0548 | 0608 | 0619 | 0630 | 0640 | 0650 | 0659 | 0707 | 0715 | 0723 | 0731 | 0739 | 0750 | 0800 | 0810 | 0820 |
| Manchester, Piccadilly Gardens | 0456 | 0517 | 0538 | 0559 | 0620 | 0631 | 0642 | 0652 | 0702 | 0711 | 0719 | 0727 | 0735 | 0743 | 0751 | 0802 | 0812 | 0822 | 0832 |

| Ashton Interchange | 0804 | 0814 | 0824 | 0834 | 0844 | 0856 | 0908 | 0920 | 0931 | and | | 1431 | 1442 | 1453 | 1504 | 1515 | 1525 | 1535 | 1545 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Droylsden, Metrolink Stop | 0817 | 0827 | 0837 | 0847 | 0857 | 0909 | 0921 | 0933 | 0944 | every | | 1444 | 1455 | 1506 | 1517 | 1528 | 1538 | 1548 | 1558 |
| Sportcity | 0830 | 0840 | 0850 | 0900 | 0910 | 0921 | 0933 | 0945 | 0956 | 12 mins | | 1456 | 1507 | 1518 | 1529 | 1540 | 1550 | 1600 | 1610 |
| Manchester, Piccadilly Gardens | 0842 | 0852 | 0902 | 0912 | 0922 | 0933 | 0945 | 0957 | 1008 | until | | 1508 | 1519 | 1530 | 1541 | 1552 | 1602 | 1613 | 1623 |

| Ashton Interchange | 1555 | 1605 | 1615 | 1624 | 1633 | 1642 | 1651 | 1700 | 1710 | 1720 | 1730 | 1740 | 1750 | 1800 | 1811 | 1823 | 1835 | 1850 | 1905 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Droylsden, Metrolink Stop | 1608 | 1618 | 1628 | 1637 | 1646 | 1655 | 1704 | 1713 | 1723 | 1733 | 1743 | 1753 | 1803 | 1813 | 1824 | 1836 | 1847 | 1902 | 1917 |
| Sportcity | 1621 | 1631 | 1641 | 1650 | 1659 | 1708 | 1717 | 1726 | 1736 | 1746 | 1756 | 1806 | 1815 | 1825 | 1836 | 1847 | 1858 | 1913 | 1927 |
| Manchester, Piccadilly Gardens | 1634 | 1644 | 1654 | 1703 | 1712 | 1721 | 1730 | 1739 | 1749 | 1759 | 1809 | 1819 | 1828 | 1838 | 1849 | 1900 | 1911 | 1925 | 1939 |

| | | | | | | | | | F | F | F |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 1920 | 1935 | 1950 | 2005 | and | 2205 | 2235 | 2335 | 0030 | 0130 | 0230 |
| Droylsden, Metrolink Stop | 1932 | 1947 | 2002 | 2016 | every | 2216 | 2246 | 2345 | 0039 | 0139 | 0239 |
| Sportcity | 1942 | 1957 | 2012 | 2026 | 15 mins | 2226 | 2256 | 2355 | 0050 | 0150 | 0250 |
| Manchester, Piccadilly Gardens | 1954 | 2009 | 2023 | 2037 | until | 2237 | 2307 | 0006 | 0058 | 0158 | 0258 |

On matchdays and other events at Etihad football stadium, buses will run via Alan Turing Way, Ashton Old Road and Pin Mill Brow instead of Merrill Street and Pollard Street. This will be from ninety minutes before kick off until the area clears after the end of the match.

F – Friday nights/Saturday mornings only

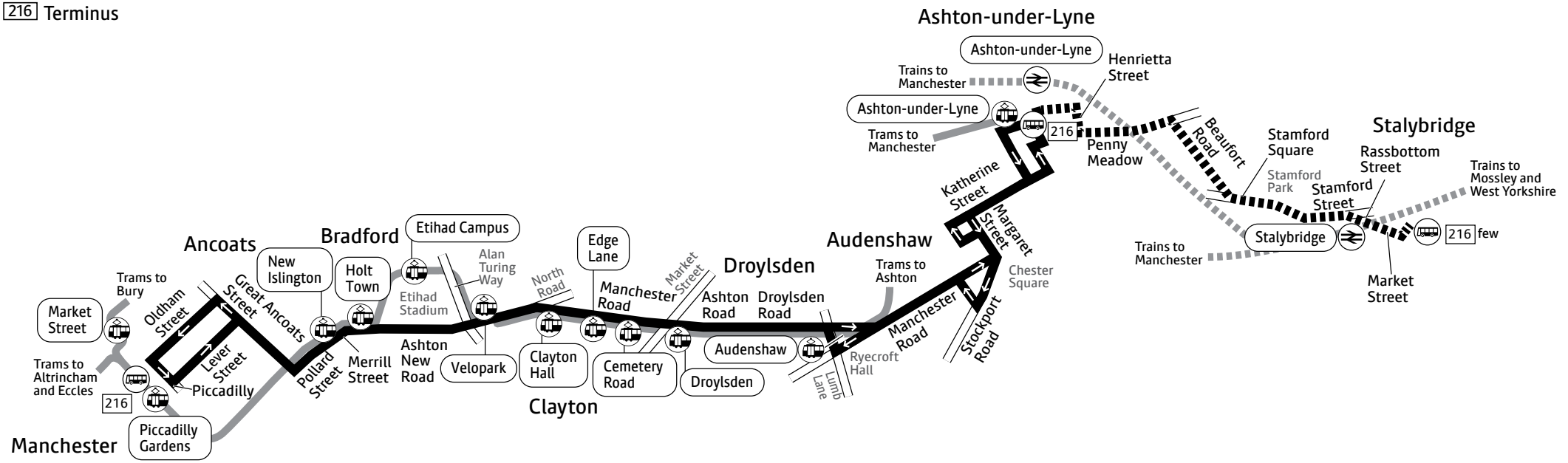
♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

Continues after route plan

# 216

## Key

- Bus route
- Some Monday to Friday peak period journeys
- Train line
- Tram line
- Direction of travel
- Bus station/connection point
- Train station
- Metrolink stop
- 216 Terminus




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## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 0524 | 0554 | 0614 | 0634 | 0654 | 0709 | 0724 | 0738 | 0751 | 0805 | 0820 | 0835 | 0850 | 0905 | 0920 | 0934 | 0946 | 0958 | 1010 |
| Droylsden, Metrolink Stop | 0535 | 0605 | 0625 | 0645 | 0705 | 0720 | 0735 | 0749 | 0802 | 0819 | 0834 | 0849 | 0904 | 0919 | 0934 | 0948 | 1000 | 1012 | 1024 |
| Sportcity | 0545 | 0615 | 0635 | 0655 | 0715 | 0730 | 0745 | 0759 | 0812 | 0829 | 0844 | 0859 | 0914 | 0929 | 0944 | 0958 | 1010 | 1022 | 1034 |
| Manchester, Piccadilly Gardens | 0555 | 0625 | 0645 | 0705 | 0725 | 0740 | 0755 | 0810 | 0823 | 0840 | 0855 | 0910 | 0925 | 0940 | 0955 | 1009 | 1021 | 1033 | 1045 |

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 1022 | 1034 | 1046 | and | | 1822 | 1835 | 1850 | 1905 | and | | 2105 | 2135 | 2205 | 2235 | 2335 | 0000 | 0030 | 0130 |
| Droylsden, Metrolink Stop | 1036 | 1048 | 1100 | every | | 1836 | 1846 | 1901 | 1916 | every | | 2116 | 2146 | 2216 | 2246 | 2346 | 0010 | 0040 | 0140 |
| Sportcity | 1046 | 1058 | 1110 | 12 mins | | 1846 | 1856 | 1910 | 1925 | 15 mins | | 2125 | 2155 | 2225 | 2255 | 2355 | 0017 | 0047 | 0147 |
| Manchester, Piccadilly Gardens | 1057 | 1109 | 1123 | until | | 1859 | 1909 | 1923 | 1936 | until | | 2136 | 2206 | 2236 | 2306 | 0006 | 0027 | 0057 | 0157 |

| | |
|---|---|
| Ashton Interchange | 0230 |
| Droylsden, Metrolink Stop | 0240 |
| Sportcity | 0247 |
| Manchester, Piccadilly Gardens | 0257 |

## Sundays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 0534 | 0604 | 0634 | 0704 | 0734 | 0800 | 0820 | 0840 | 0900 | 0920 | 0940 | 1000 | 1013 | 1026 | 1039 | 1054 | 1109 | 1124 | 1139 |
| Droylsden, Metrolink Stop | 0545 | 0615 | 0645 | 0715 | 0745 | 0811 | 0831 | 0851 | 0912 | 0932 | 0952 | 1013 | 1026 | 1039 | 1052 | 1107 | 1122 | 1137 | 1152 |
| Sportcity | 0555 | 0625 | 0655 | 0725 | 0755 | 0821 | 0841 | 0901 | 0923 | 0943 | 1003 | 1024 | 1037 | 1050 | 1103 | 1118 | 1133 | 1148 | 1203 |
| Manchester, Piccadilly Gardens | 0605 | 0635 | 0705 | 0735 | 0805 | 0831 | 0851 | 0911 | 0934 | 0954 | 1014 | 1035 | 1048 | 1101 | 1118 | 1133 | 1148 | 1203 | 1218 |

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ashton Interchange | 1154 | and | 1354 | 1409 | and | 1709 | 1725 | 1740 | 1800 | 1820 | 1840 | 1905 | and | 2205 | 2245 | |
| Droylsden, Metrolink Stop | 1207 | every | 1407 | 1421 | every | 1721 | 1737 | 1752 | 1810 | 1830 | 1850 | 1915 | every | 2215 | 2255 | |
| Sportcity | 1218 | 15 mins | 1418 | 1432 | 15 mins | 1732 | 1748 | 1803 | 1821 | 1841 | 1901 | 1924 | 30 mins | 2224 | 2304 | |
| Manchester, Piccadilly Gardens | 1233 | until | 1433 | 1447 | until | 1747 | 1803 | 1818 | 1835 | 1855 | 1912 | 1935 | until | 2235 | 2315 | |

On matchdays and other events at Etihad football stadium, buses will run via Alan Turing Way, Ashton Old Road and Pin Mill Brow instead of Merrill Street and Pollard Street. This will be from ninety minutes before kick off until the area clears after the end of the match.

♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

# Manchester — Clayton — Droylsden — Ashton



## Including some Monday to Friday early evening journeys to Stalybridge

## Mondays to Fridays

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 0529 | 0549 | 0609 | 0629 | 0639 | 0649 | 0659 | 0709 | 0719 | 0726 | 0733 | 0740 | 0747 | 0755 | 0803 | 0811 | 0820 | 0829 | 0838 |
| Sportcity | 0539 | 0559 | 0619 | 0639 | 0649 | 0659 | 0709 | 0720 | 0730 | 0737 | 0744 | 0751 | 0758 | 0806 | 0814 | 0822 | 0831 | 0840 | 0849 |
| Droylsden, Metrolink Stop | 0547 | 0607 | 0627 | 0648 | 0658 | 0708 | 0719 | 0730 | 0741 | 0748 | 0755 | 0802 | 0809 | 0817 | 0825 | 0833 | 0842 | 0851 | 0900 |
| Ashton Interchange | 0558 | 0618 | 0639 | 0700 | 0710 | 0720 | 0731 | 0743 | 0754 | 0801 | 0808 | 0816 | 0823 | 0831 | 0839 | 0847 | 0856 | 0905 | 0914 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 0847 | 0854 | 0902 | 0910 | 0918 | 0928 | 0937 | 0947 | 0957 | 1007 | 1017 | 1028 | and | | 1352 | 1404 | 1416 | 1428 | 1440 |
| Sportcity | 0858 | 0905 | 0913 | 0921 | 0929 | 0939 | 0948 | 0958 | 1008 | 1018 | 1028 | 1039 | every | | 1403 | 1415 | 1427 | 1439 | 1451 |
| Droylsden, Metrolink Stop | 0909 | 0916 | 0924 | 0932 | 0940 | 0950 | 0959 | 1009 | 1019 | 1029 | 1039 | 1050 | 12 mins | | 1414 | 1426 | 1438 | 1450 | 1502 |
| Ashton Interchange | 0923 | 0930 | 0938 | 0946 | 0954 | 1004 | 1013 | 1023 | 1033 | 1043 | 1053 | 1104 | until | | 1428 | 1440 | 1452 | 1504 | 1516 |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 1452 | 1504 | 1516 | 1528 | 1540 | 1552 | 1604 | 1617 | 1628 | 1638 | 1648 | 1658 | 1708 | 1718 | 1728 | 1738 | 1748 | 1758 | 1808 |
| Sportcity | 1503 | 1516 | 1528 | 1540 | 1552 | 1604 | 1616 | 1629 | 1640 | 1650 | 1700 | 1710 | 1720 | 1730 | 1740 | 1750 | 1800 | 1809 | 1819 |
| Droylsden, Metrolink Stop | 1514 | 1527 | 1539 | 1551 | 1603 | 1615 | 1627 | 1640 | 1651 | 1701 | 1711 | 1721 | 1731 | 1741 | 1751 | 1801 | 1811 | 1820 | 1830 |
| Ashton Interchange | 1528 | 1541 | 1553 | 1605 | 1617 | 1629 | 1641 | 1654 | 1705 | 1715 | 1725 | 1735 | 1745 | 1755 | 1805 | 1814 | 1824 | 1833 | 1843 |
| Stalybridge, Bus Station | | | | | | | | | | | | | | | | | | 1843 | |

| | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 1818 | 1828 | 1838 | 1848 | 1858 | 1908 | 1918 | 1928 | 1940 | 1955 | 2010 | 2025 | 2040 | 2055 | 2110 | 2125 | 2140 | 2155 | 2210 |
| Sportcity | 1829 | 1839 | 1849 | 1859 | 1909 | 1919 | 1929 | 1939 | 1951 | 2006 | 2020 | 2035 | 2050 | 2105 | 2120 | 2135 | 2150 | 2205 | 2220 |
| Droylsden, Metrolink Stop | 1840 | 1850 | 1900 | 1910 | 1919 | 1929 | 1939 | 1949 | 2001 | 2016 | 2030 | 2045 | 2100 | 2114 | 2129 | 2144 | 2158 | 2213 | 2228 |
| Ashton Interchange | 1853 | 1903 | 1913 | 1923 | 1932 | 1942 | 1952 | 2002 | 2013 | 2028 | 2042 | 2057 | 2111 | 2125 | 2140 | 2155 | 2209 | 2223 | 2238 |
| Stalybridge, Bus Station | 1903 | | | | | | | | | | | | | | | | | | |

| | | | | | F | F | F |
|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 2225 | 2240 | 2310 | 0010 | 0100 | 0200 | 0300 |
| Sportcity | 2235 | 2250 | 2320 | 0020 | 0110 | 0210 | 0310 |
| Droylsden, Metrolink Stop | 2243 | 2258 | 2328 | 0028 | 0118 | 0218 | 0318 |
| Ashton Interchange | 2253 | 2308 | 2337 | 0037 | 0127 | 0227 | 0327 |

On matchdays and other events at Etihad football stadium, buses will run via Pin Mill Brow, Ashton Old Road and Alan Turing Way instead of Pollard Street and Merrill Street. This will be from ninety minutes before kick off until the area clears after the end of the match.

F – Friday nights/Saturday mornings only

♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

## Saturdays

| | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 0600 | 0630 | 0650 | 0710 | 0730 | 0745 | 0800 | 0815 | 0830 | 0845 | 0900 | 0915 | 0928 | 0940 | 0952 | 1004 | 1016 | 1028 | 1040 |
| Sportcity | 0610 | 0640 | 0700 | 0720 | 0740 | 0755 | 0810 | 0825 | 0840 | 0855 | 0911 | 0926 | 0939 | 0951 | 1003 | 1015 | 1027 | 1039 | 1051 |
| Droylsden, Metrolink Stop | 0618 | 0648 | 0708 | 0728 | 0748 | 0803 | 0818 | 0833 | 0848 | 0903 | 0922 | 0937 | 0950 | 1002 | 1014 | 1026 | 1038 | 1050 | 1102 |
| Ashton Interchange | 0629 | 0659 | 0719 | 0739 | 0759 | 0815 | 0830 | 0845 | 0900 | 0915 | 0935 | 0950 | 1003 | 1015 | 1027 | 1039 | 1051 | 1103 | 1115 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 1052 | and | 1828 | 1840 | 1852 | 1904 | 1916 | 1928 | 1941 | 1956 | and | 2126 | 2141 | 2211 | 2241 | 2311 | 0011 |
| Sportcity | 1103 | every | 1839 | 1851 | 1903 | 1914 | 1926 | 1938 | 1951 | 2006 | every | 2136 | 2151 | 2221 | 2251 | 2321 | 0021 |
| Droylsden, Metrolink Stop | 1114 | 12 mins | 1850 | 1902 | 1913 | 1924 | 1936 | 1948 | 2001 | 2016 | 15 mins | 2146 | 2201 | 2231 | 2301 | 2331 | 0029 |
| Ashton Interchange | 1127 | until | 1903 | 1914 | 1925 | 1936 | 1948 | 2000 | 2013 | 2028 | until | 2158 | 2212 | 2242 | 2312 | 2342 | 0040 |

| | | | |
|---|---|---|---|
| Manchester, Piccadilly Gardens | 0100 | 0200 | 0300 |
| Sportcity | 0110 | 0210 | 0310 |
| Droylsden, Metrolink Stop | 0118 | 0218 | 0318 |
| Ashton Interchange | 0129 | 0229 | 0329 |

## Sundays

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 0610 | 0640 | 0710 | 0740 | 0810 | 0835 | 0855 | 0915 | 0935 | 0955 | 1010 | 1025 | 1040 | 1055 | and | 1725 | 1740 | 1755 |
| Sportcity | 0620 | 0650 | 0720 | 0750 | 0820 | 0845 | 0905 | 0925 | 0945 | 1005 | 1021 | 1036 | 1051 | 1106 | every | 1736 | 1750 | 1805 |
| Droylsden, Metrolink Stop | 0628 | 0658 | 0728 | 0758 | 0828 | 0853 | 0915 | 0935 | 0955 | 1015 | 1031 | 1046 | 1101 | 1118 | 15 mins | 1748 | 1801 | 1816 |
| Ashton Interchange | 0639 | 0709 | 0739 | 0809 | 0839 | 0904 | 0927 | 0947 | 1007 | 1027 | 1043 | 1058 | 1115 | 1132 | until | 1802 | 1815 | 1830 |

| | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Manchester, Piccadilly Gardens | 1810 | 1825 | 1840 | 1900 | 1920 | 1940 | 2010 | 2040 | 2110 | 2140 | 2210 | 2240 | 2320 |
| Sportcity | 1820 | 1835 | 1850 | 1910 | 1930 | 1950 | 2020 | 2050 | 2120 | 2150 | 2220 | 2250 | 2330 |
| Droylsden, Metrolink Stop | 1831 | 1846 | 1903 | 1920 | 1940 | 2000 | 2030 | 2100 | 2128 | 2158 | 2228 | 2258 | 2338 |
| Ashton Interchange | 1845 | 1900 | 1914 | 1931 | 1951 | 2011 | 2041 | 2111 | 2139 | 2209 | 2239 | 2309 | 2349 |

On matchdays and other events at Etihad football stadium, buses will run via Pin Mill Brow, Ashton Old Road and Alan Turing Way instead of Pollard Street and Merrill Street. This will be from ninety minutes before kick off until the area clears after the end of the match.

♿ – All bus 216 journeys are run using easy access buses. See inside front cover of this leaflet for details

# APPENDIX B Example Travel Survey

# Travel Survey Questionnaire

**Please return the survey once you have completed it. (*Be assured that any personal data will be kept confidential)***

**Please select an answer to the questions below with a tick:**

**1. Your postcode:** …….....

**2. Are you:** Male ○ Female ○

**3. Your age:** 16- 25 ○ 26-40 ○ 41-55 ○ 56+ ○

**4. How often are you typically required to travel to work?**

- Most days
- Up to three times a week
- Once a week
- Less than once a week

**5. How do you usually travel off site?**
*Please tick your usual mode of travel for the longest part of your journey:*

| Walk | Cycle | Bus | Train | Light Rail | Car Driver | Car Passenger |
|---|---|---|---|---|---|---|
| | | | | | | |

**6. Would you be interested in receiving more information on the following?**

- Local public transport options
- Car sharing opportunities
- Walking maps for the area
- Cycle maps for the area
- Other (Please specify).....

**Do you have any further comments or suggestions about how we can improve your journey to work options?**
……
……
……
……
……

***Thank you taking the time to complete this questionnaire***

mode
transport planning

keep up with mode:


Birmingham
0121 794 8390

London
020 3848 9719

Manchester
0161 464 9495

info@modetransport.co.uk modetransport.co.uk @mode_transport