

FRAMEWORK TRAVEL PLAN

# First Street Developments Ltd

First Street Plot 9a

December 2021

VN81029

Framework Travel Plan



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## Plans and Drawings

|                         |                                                  |
|-------------------------|--------------------------------------------------|
| VN81029-G100            | - Site Location (Wider Context)                  |
| VN81029-G101            | - Site Location (Local Context)                  |
| 7378-MJ-00-00-DR-D-1799 | - Princess Rd/Mancunian Way Junction Improvement |
| VN81029-G104            | - Public Car Parks within 800m Catchment         |
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## Appendices

|            |                                          |
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| Appendix A | - Proposed Site Layout and Area Schedule |
| Appendix B | - Draft Travel Survey                    |



# 1 INTRODUCTION

## Background

- 1.1 This report has been prepared by Vectos in support of a planning application for the development of a commercial office building at Plot 9a of the First Street Regeneration Area.
- 1.2 The location of the development site is shown in a wider context in **Plan VN81029-G100**, with **Plan VN81029-G101** presenting the site in a local context.
- 1.3 The site is 0.48 ha and is bound by River Street and the Number 8 First Street office building to the north, a future development site known as Plot 10 to the east, Plot 9b/Hulme Street to the south, and Medlock Street to the west. The site currently consists of an area of hard standing that has previously been used as a surface car park, and more recently as temporary food, beverage and events space.
- 1.4 The wider area is characterised by a mix of uses including primarily office and leisure uses to the north, residential to the east and west, and student residential to the south.
- 1.5 The development proposals comprise the “erection of a 9-storey building with basement comprising office accommodation (Use Class E(c)), car parking, cycle parking and associated facilities, landscaping and associated works”
- 1.6 The gross internal area (GIA) of the proposed development will be 18,977sqm.
- 1.7 This development is also supported by a Transport Statement and a Waste and Servicing Strategy Report prepared by Vectos.

## Objectives

- 1.8 A Travel Plan is a long-term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:
  - Minimise the number of single occupancy car journeys;
  - Promote alternative modes of travel other than the car;
  - Provide quality travel information on the mode choices available;
  - Present to occupiers the incentives available in choosing sustainable travel options;
  - Promote Active Travel modes to improve health;
  - Promote Car Sharing.

- 1.9 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:
- Improved air quality and less noise, dirt and fumes;
  - Walking and cycling can provide daily exercise and thus improve/maintain health; and
  - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

### **Report Detail**

- 1.10 This Interim Travel Plan has been prepared to consider travel to and from the office development and should be read in conjunction with the Transport Statement (TS). It will note:
- Context of the Site;
  - Travel Plan Initiatives;
  - Travel Plan Administration, Monitoring and Review; and
  - Action Plan.

## 2 BASELINE CONDITIONS AND SITE ACCESSIBILITY

- 2.1 This section of the report provides a summary of the existing site location and its accessibility by all travel modes.

### Existing Site

- 2.2 The site currently consists of an area of hard standing that has previously been used as a surface car park. Access has historically been provided via River Street at the northern boundary of the site.

### Local Highway Network

#### A5103 Medlock Street

- 2.3 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, the A57 Mancunian Way forms part of the Manchester and Salford Inner Relief Route (MSIRR), connecting the north and south of the city and providing strategic access to the city centre.
- 2.4 In the vicinity of the site, Medlock Street is circa. 12m in width and the southbound lane flares on approach to the roundabout to provide two lanes. Northbound, there is a right turn ghost island arrangement, providing a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit and there are footways with street lighting provided to either side of the carriageway. Mandatory cycle lanes are provided in both directions along Medlock Street. **Photo Plate 1** shows a view of Medlock Street looking north towards the City Centre.



**Photo Plate 1, Medlock Street looking North towards the City Centre (Google Streetview)**

- 2.5 Planning permission 125833/FO/2019 on the site included a condition to provide a signalised pedestrian crossing which would give access across Medlock Street, a layby on River Street, tree planting and other landscaping works.



### A5103 / A57 (M) Mancunian Way Junction

- 2.6 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.
- 2.7 This junction was recently improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and also provide new dedicated off-road cycle infrastructure at the junction.
- 2.8 The scheme layout as of July 2019 is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

### River Street

- 2.9 River Street forms the northern boundary of the site and links to Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is subject to a 30mph speed limit. It is a private road, and the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Photo Plate 2** shows a view of River Street looking west past James Grigor Square.



**Photo Plate 2, River Street looking West past James Grigor Square (Google Streetview)**

- 2.10 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street in addition to a bus stop lay by adjacent to James Grigor Square.

### Hulme Street

- 2.11 Vehicular access to the site will be taken from Hulme Street, which is in the process of being stopped up is c.6m in width and providing connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street and there are some on-street parking bays along the northern side of the road, with double yellow line waiting restrictions along the southern side.
- 2.12 The on-street parking bays lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend.
- 2.13 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area.

### Existing Car Parking Provision

- 2.14 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces, the NCP Hulme Street car park with 114 spaces and the NCP Bridgewater Hall car park with 288 spaces, all within 200m of the site. **Plan VN81029-G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are approximately 2,296 public car parking spaces within a short walk of the site.
- 2.15 Overall, given the moderately high volumes of vehicles and pedestrians in the area, it is considered that the number and severity of accidents is relatively low perhaps reflecting the lower traffic speeds in the area.
- 2.16 It is considered that there are no material prevailing road safety issues in the vicinity of the site that would call into question the suitability of the proposed development in terms of road safety.

### Walking

- 2.17 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 2.18 The more recent CIHT document '*Planning for Walking*' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 km) are made wholly on foot and therefore represent a key mode to access the site either on its own or as part of a multi-modal journey.
- 2.19 In line with this guidance, **Plan VN81029-G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.

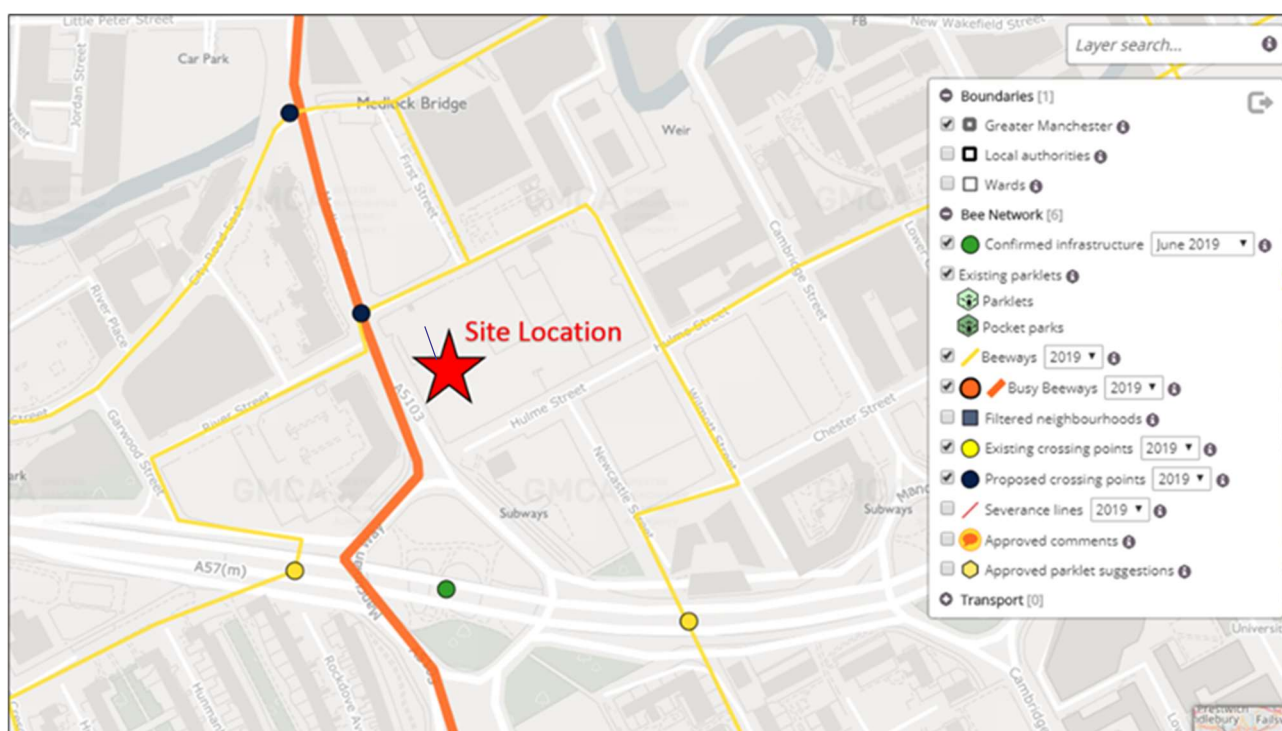
- 2.20 The existing pedestrian facilities in the vicinity of the site are of a good standard. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. There are footways provided along both sides of First Street which provide east/ west connections to/ from the site. In addition to this, immediately north of the site, First Street continues as a pedestrian and cyclist only road providing a traffic free route to/ from Whitworth Street and the City Centre.
- 2.21 It is expected that a similar planning condition to permission 125833/FO/2019 will be applied to provide a pedestrian crossing of Medlock Street, north of River Street.
- 2.22 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200 metres north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/ Whitworth Street West junction.
- 2.23 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.
- 2.24 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

## Cycling

- 2.25 The Department for Transport's (DfT) Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under three miles although for commuters a trip distance of over five miles is not uncommon. Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan VN81029-G103**.
- 2.26 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.
- 2.27 **Plan VN81029-G103** also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

## Bee Network Proposals

- 2.28 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed. The network will consist of signed routes 'beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and TfGM.
- 2.29 The existing and proposed cycle facilities as described on the Beelines mapping is shown in **Figure 2.1**.



**Figure 2.1: Bee Network Proposals**

- 2.30 It can be seen from **Figure 2.1** that there are proposed beeways along Wilmott Street, Hulme Street and River Street as it passes adjacent to the northern boundary of the site. Medlock Street is identified as a 'Busy Beeway' and a proposed crossing point is identified on Medlock Street in the vicinity of the junction with River Street. The Princess Road / Mancunian Way junction improvement has greatly helped pedestrian and cycle access from the south.
- 2.31 Overall, it is considered that the cycling infrastructure in the area surrounding the site facilitates connectivity with a number of key areas and therefore ensures cycling can be actively promoted as a sustainable mode.



## Public Transport – Bus

- 2.32 The IHT document ‘Guidelines for Planning for Public Transport in Developments’ (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 2.33 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information.
- 2.34 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the south west of the conurbation site and can also be used to access Piccadilly Gardens.
- 2.35 The frequency of that bus service is presented in **Table 2.1** below.

**Table 2.1: Bus Services within 400 metres**

| Service No. | Route                                                                      | Approximate Frequency (services per hour) |        |         |         |     |     |
|-------------|----------------------------------------------------------------------------|-------------------------------------------|--------|---------|---------|-----|-----|
|             |                                                                            | Mon-Fri                                   |        |         |         | Sat | Sun |
|             |                                                                            | AM Peak                                   | Midday | PM Peak | Evening |     |     |
| <b>256</b>  | Piccadilly Gardens - Flixton via Hulme, Trafford Bar, Stretford, Davyhulme | 6                                         | 6      | 6       | 2       | 6   | 2   |

- 2.36 **Table 3.1** highlights that there is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas south west of the site and can be used to access Piccadilly Gardens.
- 2.37 There are other bus services which have bus stops just over a 400m walk from the site including:
- Free Bus 2, the free city centre shuttle bus, every 10 minutes;
  - 255 service to Partington, every 30 minutes;
  - X50 to Trafford Centre, every 20 minutes; and
  - X58 to Flixton once a day commuter service.
- 2.38 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

## Public Transport – Metrolink

- 2.39 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400 metres walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 2.40 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre. The Trafford Park line has six new tram stops, offering sustainable transport links to some of Greater Manchester's busiest visitor destinations. It also runs through Trafford Park, Europe's largest trading estate and home to more than 1,300 businesses employing over 35,000 people.
- 2.41 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 2.2** overleaf.
- 2.42 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.
- 2.43 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 2.44 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

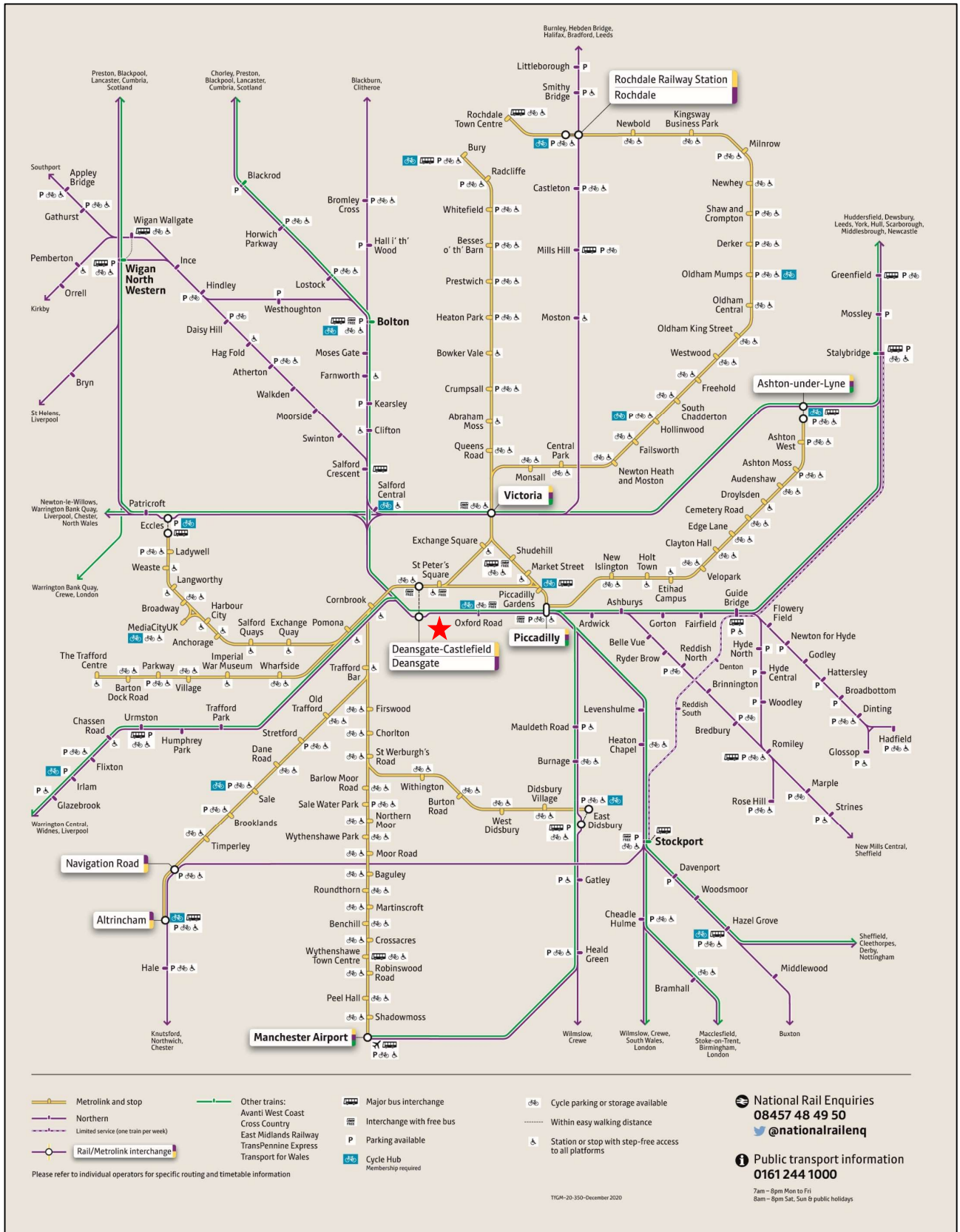


Figure 2.2: Greater Manchester Metrolink and Rail Network Map

## Public Transport – Rail

- 2.45 Deansgate railway station is the closest rail station located adjacent to the tram stop and is just under 500 metres north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 2.46 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 2.47 Manchester Oxford Road and Piccadilly rail stations are also accessible within walking distance of the site, and these provide extensive regional and national rail connections.
- 2.48 The combined Greater Manchester Metrolink and Train Network Map is provided in **Figure 2.2** on the previous page.
- 2.49 This station can be accessed using the existing pedestrian network surrounding the site.
- 2.50 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.



### 3 DEVELOPMENT PROPOSALS

#### Proposed Development

- 3.1 The development proposals comprise the erection of a 9-storey building with basement comprising office accommodation (Use Class E(c)), car parking, cycle parking and associated facilities, landscaping and associated works.
- 3.2 The gross internal area (GIA) of the proposed development will be 18,977sqm.
- 3.3 The proposed site layout and area schedule is shown in **Appendix A**.

#### Access and Parking

- 3.4 The main pedestrian entrances into the office development are from the corner facing north-east onto First Street. Access for cyclists will be from the northern façade facing River Street and servicing access will be from the south.
- 3.5 The pedestrianised First Street boulevard continues along the eastern boundary of the site, affording convenient access on foot. Improved areas of public realm will also be provided along the west and southern sides of the building, to create a pleasant environment for pedestrians.
- 3.6 Along the southern side of the building, a service yard area will be provided, accessed off Hulme Street and via a service route to the west. This will facilitate the majority of the servicing activity associated with the building.
- 3.7 The proposed development will have 26 accessible car parking spaces located in the basement of the proposed development.
- 3.8 Cycle parking with changing rooms, lockers and showers will be provided with a total of 130 spaces located on the ground floor, which therefore meets the required number of spaces necessary for a development of this size based on BCO guidance.

## 4 TRAVEL PLAN INITIATIVES

- 4.1 This Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied.
- 4.2 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator.
- 4.3 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator should investigate other potential initiatives which could be beneficial based on circumstances at the time.

### Travel Plan Co-ordinator

- 4.4 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan. The role will also include evaluating and reporting on the effectiveness of the Travel Plan.
- 4.5 A Travel Plan Co-ordinator will be appointed prior to the proposed new development being occupied.
- 4.6 The Travel Plan Co-ordinator will ultimately be appointed by the developer. However, as discussed earlier in this document, Vectos will act as the interim Travel Plan Co-ordinator for the development with a site Travel Plan Co-ordinator appointed within 3 months of occupation.

### New Staff 'Welcome Pack'

- 4.7 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each employee on the site. Based on the above, the 'Welcome Pack' will be provided to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Travel Plan.
- 4.8 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:
- Health and financial benefits associated with use of sustainable forms of transport;
  - Walking and cycling routes in the area;
  - Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them;
  - Travel Plan Coordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.

- 4.9 In addition, employees will be offered personalised journey planners (coordinated with TfGM). As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

### Travel Information Boards

- 4.10 Travel Information Screens will be provided in the reception area which will include automatic updates on the travel situation using information from TfGM and transport providers. In addition notice boards in communal areas such as kitchens will include timetable information and other information as provided in the 'Welcome Pack'.
- 4.11 The Travel Plan Co-ordinator will publicise relevant events such as 'Bike Week' and will encourage staff to participate wherever possible.
- 4.12 To satisfy the objectives, a range of initiatives are provided in this document. These are discussed in the following section and are intended to encourage travel by sustainable modes. Where it is not possible for employees to make journeys to the site either on foot, cycle, or public transport, car sharing may be promoted as the next most sustainable alternative.
- 4.13 As far as possible, the measures set out in this section are designed to be suitable for review and monitoring. The list is not exhaustive and additional measures may be added to the list in the future.
- 4.14 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

### Walking Measures

- 4.15 Measures to encourage walking as part of a multi-modal journey might include:

- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
- Provision of umbrellas in reception areas;
- Simple review of local street furniture by the Landscape Architect such as bollards, seating to ensure locations are appropriate and do not introduce hazard to visually impaired. Where appropriate white strips can be affixed to bollards and tactile paving used to warn of hazards such as steps; and
- Travel Plan Co-ordinator liaison with the Highway Authority and First Street Developer to ensure that potential pedestrian walking routes are appropriately maintained and signed.



## Cycling

4.16 Cycling is promoted with secure cycle parking provided within the development. The site offers cycle parking spaces on the ground floor along with lockers and shower facilities. Further measures to encourage cycling might include:

- Promote the financial benefits of the Cycle to Work scheme (see overleaf);
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for employees;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new employees;
- Special travel events could be promoted at the site (e.g. Cycle to Work Day); and
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.





## Provide savings for employees while boosting your green credentials

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### How it works

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It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

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- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
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- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

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- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
- ✓ Built-in facilities to cater for low earners, casual staff and under-18s.
- ✓ Available as a stand-alone benefit or as an integrated part of a wider benefits package.



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## Public Transport Services

- 4.17 As previously noted, there is a bus stop located on Medlock Street in close proximity of the site and other services stop just over 400m away to the north. In addition, the site is within a 5-10 minute walk of the Metrolink and Rail station at Deansgate Castlefield.
- 4.18 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:
- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees through links such as:  
<https://my.tfgm.com/#/planner/>  
<http://www.nationalrail.co.uk/>
  - The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
  - The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
  - Promote Travel Discount offers and TravelCards such as 'Get me There'.

## Taxis

- 4.19 A list of local taxi company's contact details will be available within the Travel Pack. Taxis would benefit from the drop-off lay-by on River Street.

## Car Sharing

- 4.20 Given the proximity to other office developments in the vicinity, a car sharing scheme could be proposed for employees administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme such as [www.carsharegm.com](http://www.carsharegm.com).
- 4.21 It should be highlighted that by car sharing, employees will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.
- 4.22 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.



### Enterprise Car Club

4.23 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. It is proposed to provide two car club spaces within the basement car park. Enterprise Car Club is operated by Enterprise Car Rental with hourly and daily rates available. The closest car club location is in QPark, less than 200m from the site, with more locations approximately 400 metres from the site, on Cambridge Street to the south-east and Whitworth Street West to the north-east.



4.24 The Travel Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

### Off-Street Car Parking

4.25 The Travel Plan recognises that there may be demand for long stay, employee or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided to employees.

## 5 ADMINISTRATION, MONITORING AND REVIEW

### Administration

#### Management

- 5.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide employees with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for employees and other outside organisations in all matters regarding travel.
- 5.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:
- The operation of the Plan;
  - Management of the allocated budget;
  - Maintenance of a database containing existing travel information;
  - Monitoring of the Travel Plan;
  - The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
  - Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
  - Liaison with Public Transport providers (where appropriate);
  - Promotion of the Travel Plan; and
  - Promotion of travel events.
- 5.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

### Monitoring

- 5.4 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

#### Baseline

- 5.5 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. These could be supplemented by a questionnaire survey for employees.

- 5.6 It is envisaged that the first questionnaire surveys will be issued to employees as part of the Travel Pack. An example of the Travel Survey is provided in **Appendix B**.
- 5.7 Within 6 months of first occupation, that survey data will be collected and analysed. This will establish the baseline upon which to set targets and monitor progress.
- 5.8 The surveys should be repeated on an annual basis if required (for a five-year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and will encompass the following elements:
- Monitoring the use of cycle parking;
  - Monitoring the demand for additional cycle parking;
  - Monitoring the take up of a potential car share scheme;
  - Monitoring of the Travel Plan budget and spending; and
  - Recording of comments/observations received on transport and travel to the site.
- 5.9 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

#### Targets

- 5.10 Following the establishment of the baseline, a full Travel Plan for the site will be produced which will include targets (to be agreed with the Local Authority).
- 5.11 It is envisaged that targets will be set for the percentage of trips by sustainable modes over a five-year period. It may be possible to increase the number of walking and cycling trips by a percentage (to be agreed) over a five-year period to assist with general health and wellbeing.

#### **Review**

- 5.12 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.

- 5.13 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might include:
- Analysis of the latest travel survey responses;
  - Review of the Travel Plan budget and spending;
  - The latest bus, cycle, and walking route information;
  - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
  - Review of targets for the future year;
  - Any additional measures, any changes/refinements to existing measures; and
  - Evaluation of the success of the various measures implemented to date.



## 6 DRAFT ACTION PLAN

- 6.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 6.1** overleaf. The Action Plan should:
- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
  - Name the person who is to be responsible for making sure the actions are accomplished; and
  - Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

| Measure                                                                                                             | Target Date                         | Ownership                          |
|---------------------------------------------------------------------------------------------------------------------|-------------------------------------|------------------------------------|
| <b>Prior to Construction</b>                                                                                        |                                     |                                    |
| Appointment of Travel Plan Coordinator                                                                              | As per planning approval            | Developer                          |
| <b>During Construction</b>                                                                                          |                                     |                                    |
| Installation of on-site infrastructure for sustainable travel including cycle store.                                | As per planning approval            | Developer                          |
| Construct quality pedestrian links to access the site                                                               | As per planning approval            | Developer                          |
| Set up Travel Plan budget                                                                                           | As per planning approval            | Developer                          |
| <b>Sales Phase</b>                                                                                                  |                                     |                                    |
| Sustainable travel information included within initial information pack                                             | During sales period                 | Developer                          |
| Sales and marketing staff to be made aware of sustainable travel options                                            | During sales period                 | Developer/Sales Staff              |
| Investigate potential for community website                                                                         | During sales period                 | Travel Plan Coordinator            |
| Establish contact with local cycle store                                                                            | During sales period                 | Travel Plan Coordinator            |
| <b>Upon Occupation (Short Term)</b>                                                                                 |                                     |                                    |
| Provision of Travel Packs for employees                                                                             | Upon individual occupation          | Occupier's Travel Plan Coordinator |
| Baseline travel data to be analysed                                                                                 | Within 6 months of first occupation | Occupier's Travel Plan Coordinator |
| Promote benefits of walking and cycling – make health benefits clear via 3 <sup>rd</sup> party promotional material | Upon individual occupation          | Occupier's Travel Plan Coordinator |
| Advertise car sharing initiatives and active travel information                                                     | Upon individual occupation          | Occupier's Travel Plan Coordinator |
| <b>During Occupation (Medium Term)</b>                                                                              |                                     |                                    |
| Conduct further travel surveys/travel questionnaires (if considered appropriate)                                    | On-going                            | Occupier's Travel Plan Coordinator |
| Manage Travel Plan budget and make residents aware of ongoing initiatives                                           | On-going                            | Occupier's Travel Plan Coordinator |
| Advertise travel events such as Dr Bike and national travel days to encourage participation                         | On-going                            | Occupier's Travel Plan Coordinator |
| Ensure travel information is periodically kept up to date and made available for employees                          | On-going                            | Occupier's Travel Plan Coordinator |
| Complete annual review for Local Authority for 5 years following first occupation                                   | On-going                            | Occupier's Travel Plan Coordinator |

# Plans and Drawings





CLIENT:

First Street Developments Ltd

PROJECT TITLE:

First Street Plot 9a

DRAWING TITLE:

Site Location (Wider Context)

**vectos.**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ  
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWN:

TO

CHECKED:

TR

DATE

Dec 2019

SCALE:

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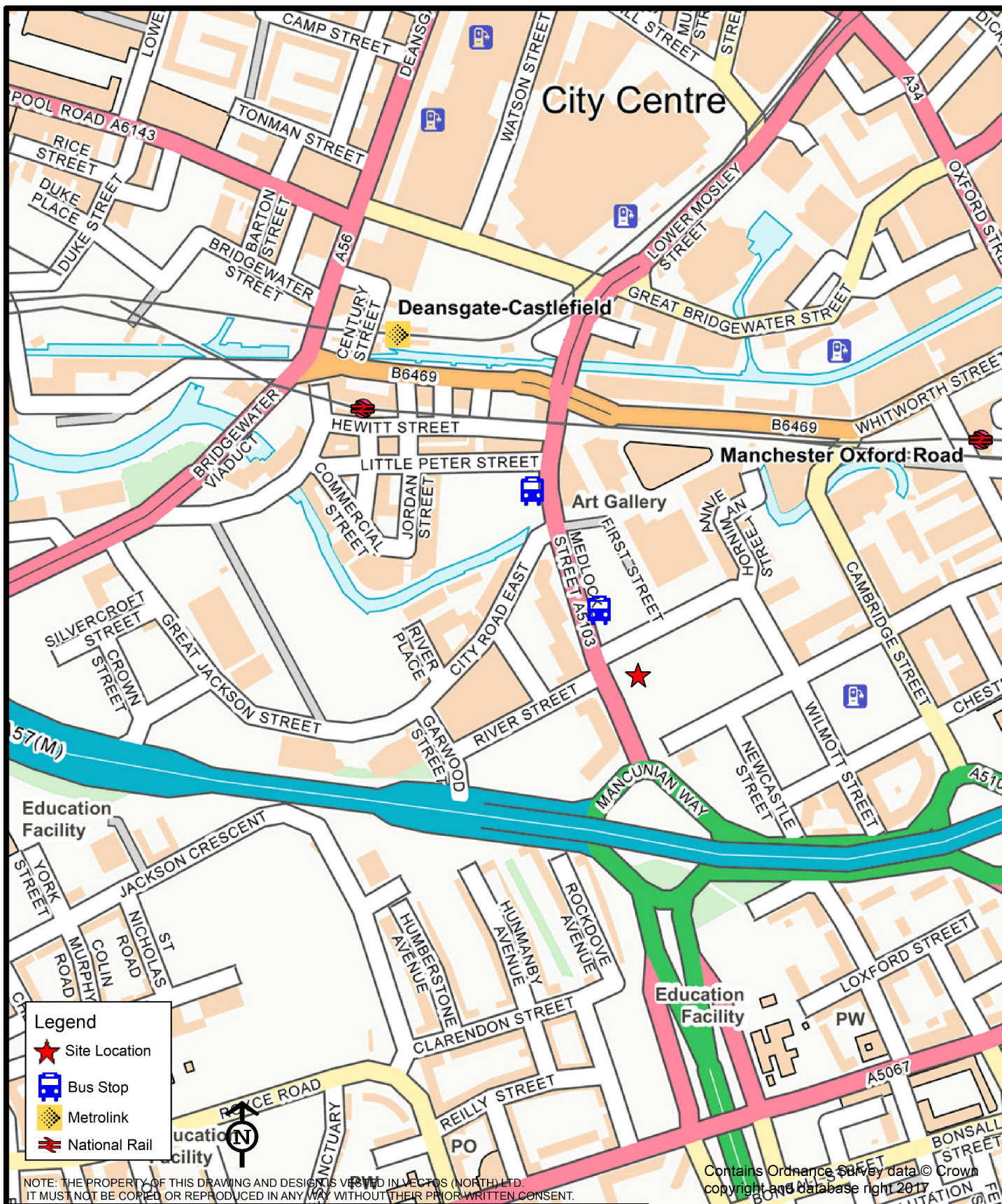
DRAWING NO:

VN81029-G100

REVISION:

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CLIENT:

First Street Developments Ltd

PROJECT TITLE:

First Street Plot 9a

DRAWING TITLE:

Site Location (Local Context)

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DRAWN:

TO

CHECKED:

TR

DATE

Dec 2019

SCALE:

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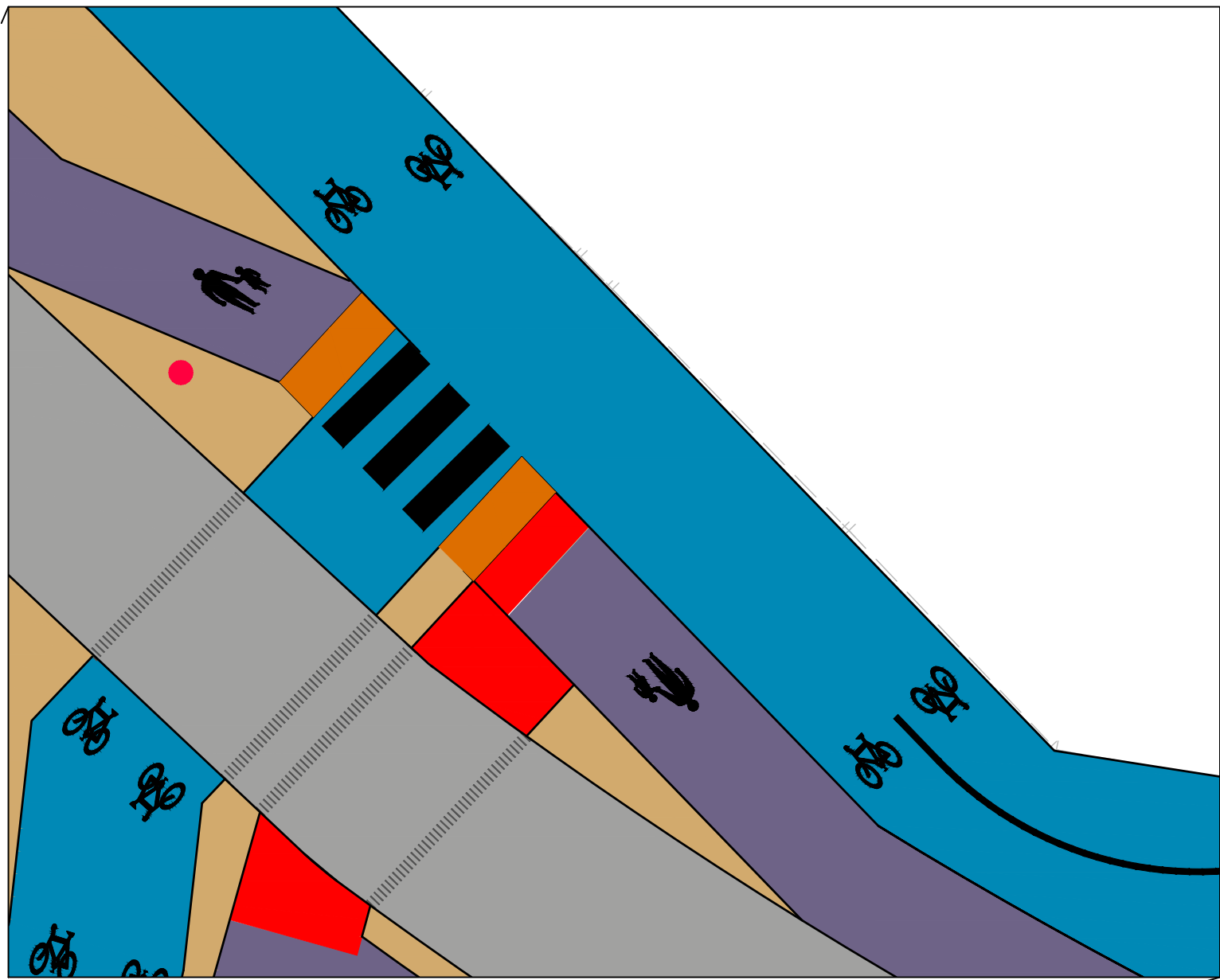
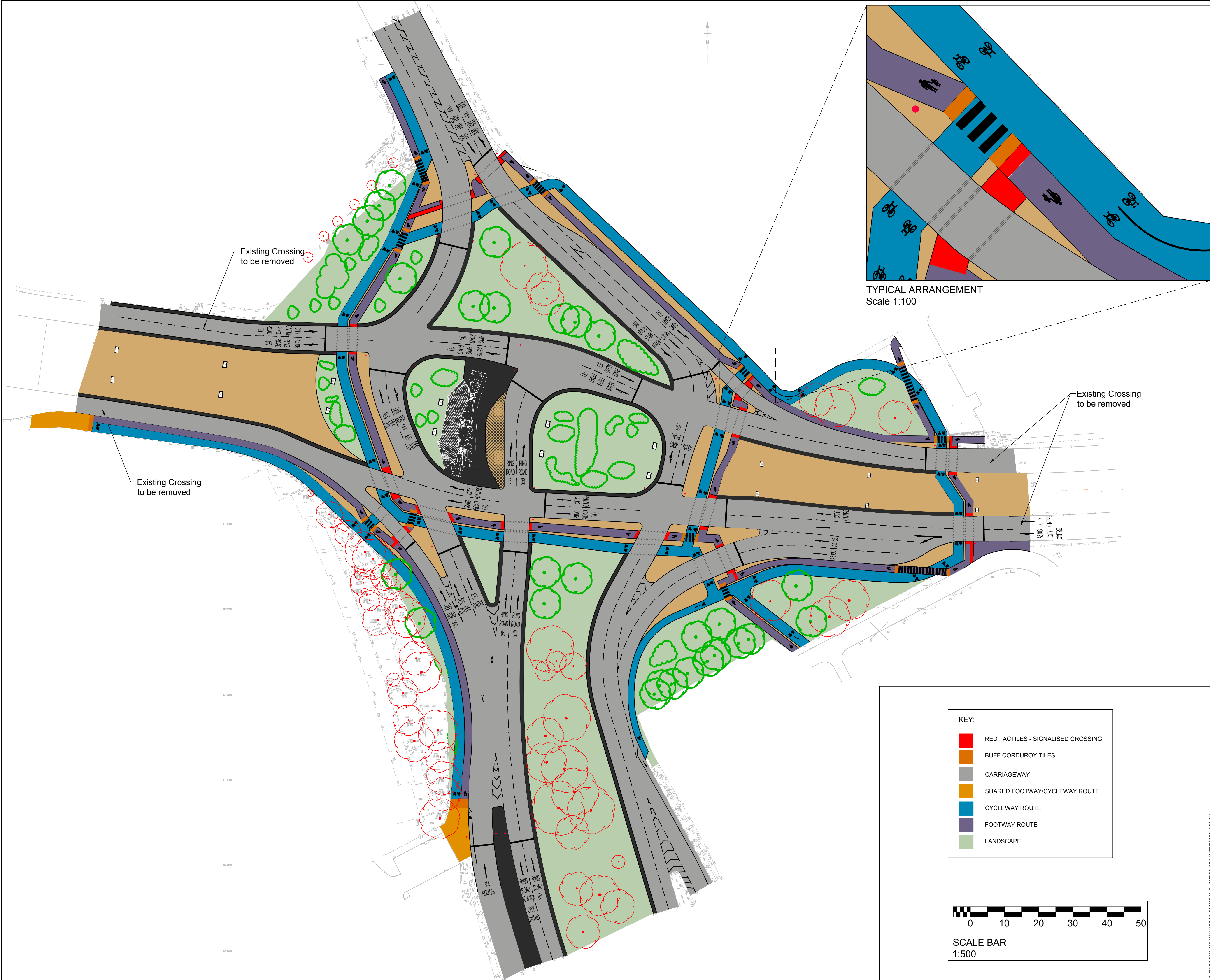
DRAWING NO:

VN81029-G101

REVISION:

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TYPICAL ARRANGEMENT  
Scale 1:100

KEY:

- RED TACTILES - SIGNALISED CROSSING
- BUFF CORDUROY TILES
- CARRIAGEWAY
- SHARED FOOTWAY/CYCLEWAY ROUTE
- CYCLEWAY ROUTE
- FOOTWAY ROUTE
- LANDSCAPE

SCALE BAR  
1:500

0 10 20 30 40 50

| DESIGNER RISK INFORMATION                                                                                                               |  |
|-----------------------------------------------------------------------------------------------------------------------------------------|--|
| IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING:               |  |
| CONSTRUCTION:                                                                                                                           |  |
| MAINTENANCE/CLEANING:                                                                                                                   |  |
| DECOMMISSIONING/DEMOLITION:                                                                                                             |  |
| IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT. |  |

|     |          |                                                                                            |    |    |
|-----|----------|--------------------------------------------------------------------------------------------|----|----|
| Rev | Date     | Amendment                                                                                  |    |    |
| P15 | 24.08.19 | Amended Cycle/Pedestrian Routes                                                            | nt | TD |
| P14 | 18.08.19 | Amended Cycle/Pedestrian Routes                                                            | TD | TD |
| P13 | 13.08.19 | Amended Cycle/Pedestrian Route Medlock Street                                              | TD | TD |
| P12 | 10.08.19 | Left Turn Amended Princess Road                                                            | TD | TD |
| P11 | 04.08.19 | Footway/Cycleway amended.                                                                  | nt | TD |
| P10 | 29.08.19 | Footway/Cycleway further separated.                                                        | nt | TD |
| P9  | 20.08.19 | Client requested amendments.                                                               | nt | TD |
| P8  | 19.08.19 | Client requested amendments.                                                               | nt | TD |
| P7  | 13.08.19 | REDESIGN.                                                                                  | nt | TD |
| P6  | 31.07.19 | Service Zone amended. Pedestrian/Cycle route across junction amended. Hatching added back. | nt | TD |
| P5  | 30.07.19 | Additional details added.                                                                  | nt | TD |
| P4  | 23.07.19 | Additional planting shown.                                                                 | nt | RE |
| P3  | 22.07.19 | Additional notes added.                                                                    | nt | RE |
| P2  | 19.07.19 | AMENDED to suit client comments                                                            | nt | TD |

**mjm** Consulting Engineers Ltd

Southgate House, 38 Southgate, Wakefield WF1 1TL  
T: 01924 811 000 [mjm.co.uk](http://mjm.co.uk)

Project:  
**NPIF  
PRINCESS ROAD/MANCUNIAN WAY  
JUNCTION IMPROVEMENTS**

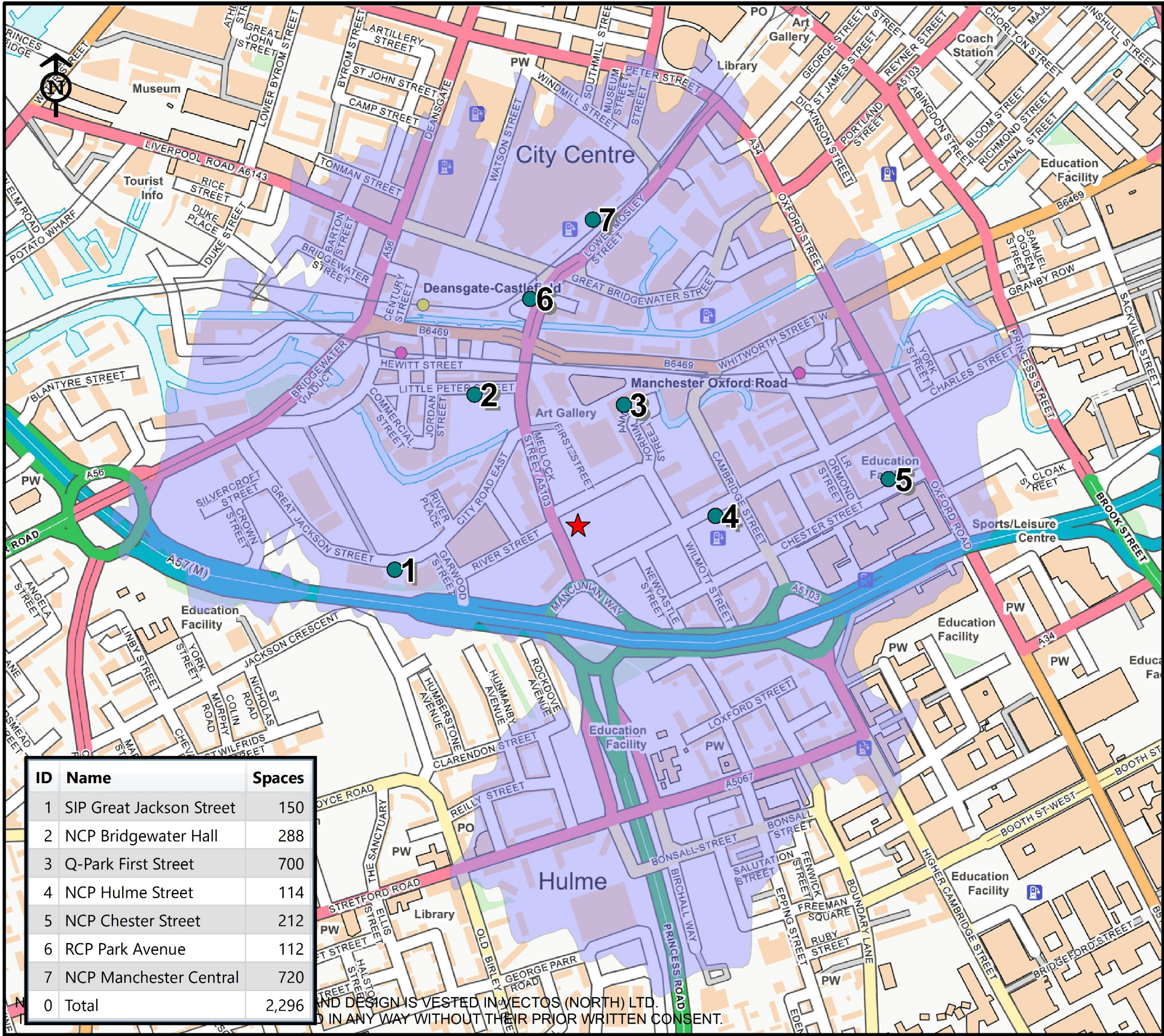
Client:  
**COLAS**

Drawing Title:  
**INDICATIVE GENERAL ARRANGEMENT**

|                                                                                                                               |                                  |                           |
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| nt                                                                                                                            | TD                               | TD                        |
| MJM Ref:<br><b>7378</b>                                                                                                       | Scale:<br><b>1:500</b>           | Sheet Size:<br><b>A1</b>  |
| Revision Status:<br><b>P15</b>                                                                                                | Suitability Status:<br><b>S2</b> | Date:<br><b>July 2019</b> |
| Suitability Description:<br><b>ISSUED FOR INFORMATION</b>                                                                     |                                  |                           |
| Drawing Reference:<br>Project - Originator - Zone - Level - File Type - Discipline - Number<br><b>7378-MJ-00-00-DR-D-1799</b> |                                  |                           |

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- Legend
- ★ Site Location
  - Car Park
  - 800m Walk Catchment

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CLIENT:  
First Street Developments Ltd

PROJECT TITLE:  
First Street Plot 9a

DRAWING TITLE:  
Public Car Park within  
800m Catchment

SCALE:  
N.T.S

|              |                |                   |
|--------------|----------------|-------------------|
| DRAWN:<br>TO | CHECKED:<br>TR | DATE:<br>Dec 2019 |
|--------------|----------------|-------------------|

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t:0161 228 1008 e:manchester@vectos.co.uk

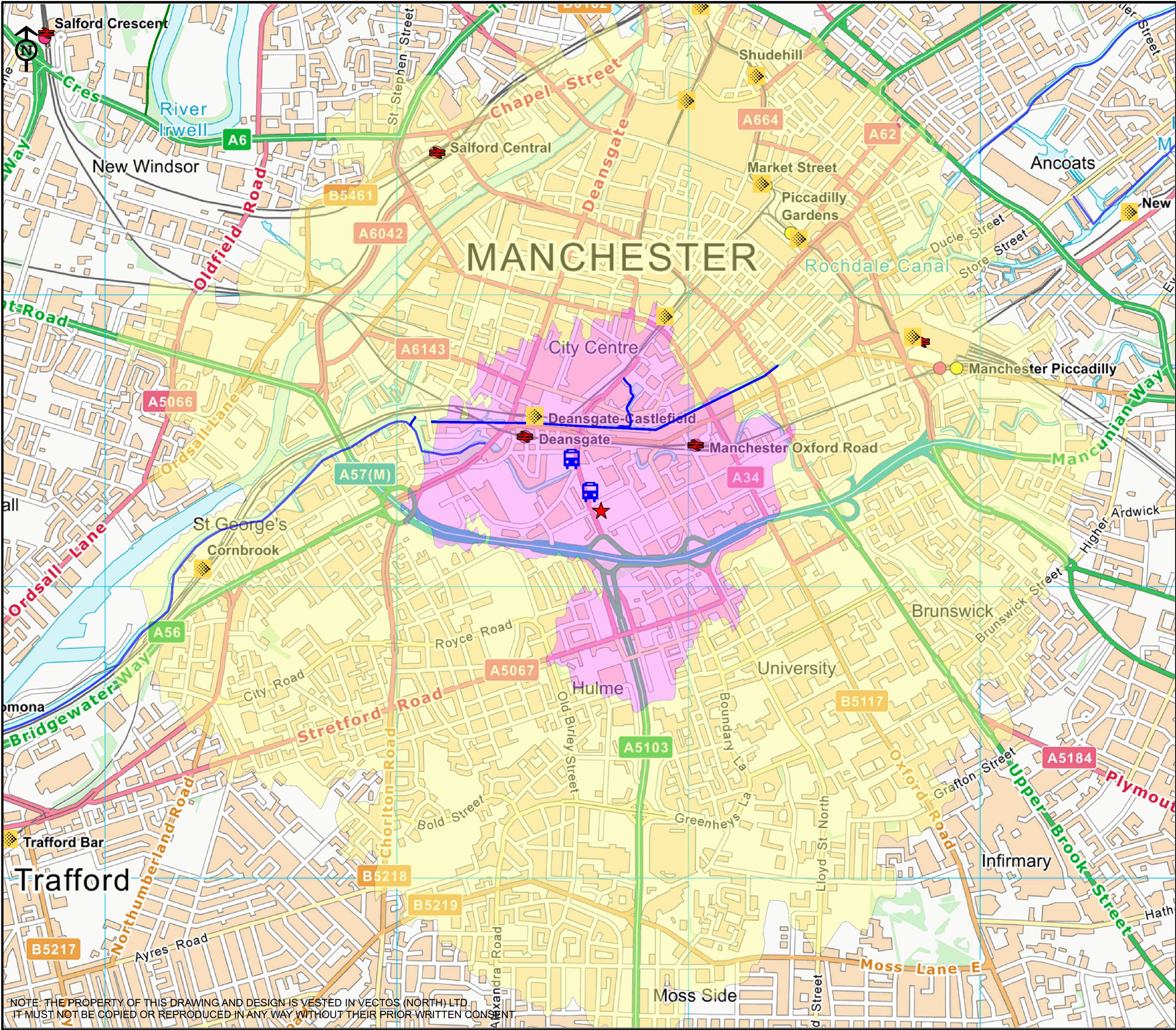
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VN81029-G104

REVISION:

| ID | Name                     | Spaces |
|----|--------------------------|--------|
| 1  | SIP Great Jackson Street | 150    |
| 2  | NCP Bridgewater Hall     | 288    |
| 3  | Q-Park First Street      | 700    |
| 4  | NCP Hulme Street         | 114    |
| 5  | NCP Chester Street       | 212    |
| 6  | RCP Park Avenue          | 112    |
| 7  | NCP Manchester Central   | 720    |
| 0  | Total                    | 2,296  |

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Legend

- ★ Site Location
- Bus Stop
- Metrolink
- National Rail
- Canal Tow Path

Pedestrian Walking Catchment

- 0 - 800m
- 800m - 2km

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CLIENT:  
**First Street Developments Ltd**

PROJECT TITLE:  
**First Street Plot 9a**

DRAWING TITLE:  
**Pedestrian Walking Catchment**

SCALE:  
**N.T.S**

|           |             |                |
|-----------|-------------|----------------|
| DRAWN: TO | CHECKED: TR | DATE: Dec 2019 |
|-----------|-------------|----------------|

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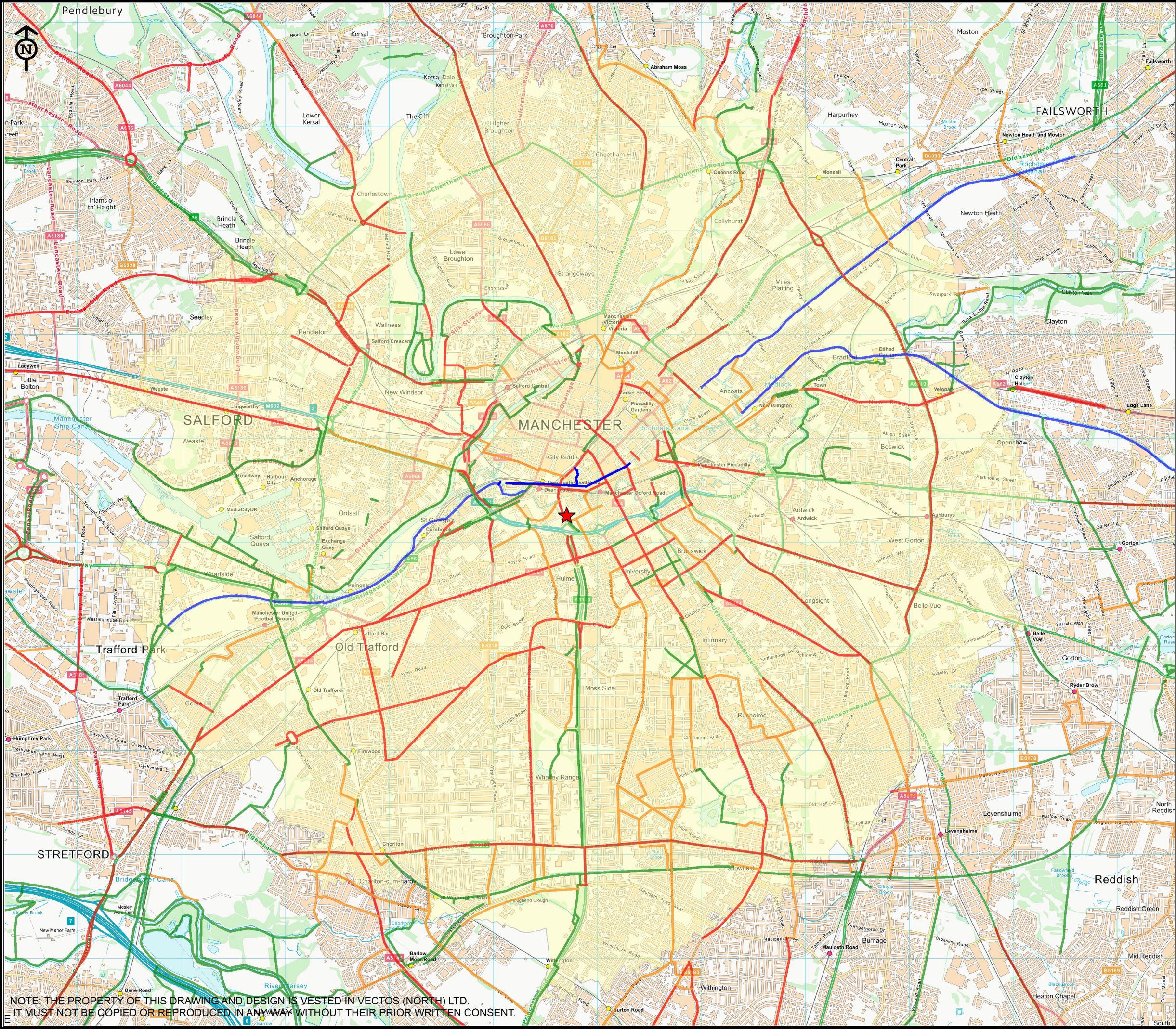
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REVISION:

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- Legend**
- ★ Site Location
  - Cycle Routes**
    - Signed Routes
    - On Road with Cycle Lanes
    - Off Road
    - Canal Tow Path
  - Cycling Catchment**
    - 0 - 5km

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CLIENT:  
**First Street Developments Ltd**

PROJECT TITLE:  
**First Street Plot 9a**

DRAWING TITLE:  
**Cycling Catchment**

SCALE:  
**N.T.S**

|        |    |          |    |       |          |
|--------|----|----------|----|-------|----------|
| DRAWN: | TO | CHECKED: | TR | DATE: | Dec 2019 |
|--------|----|----------|----|-------|----------|

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**VN81029-G103**

REVISION:

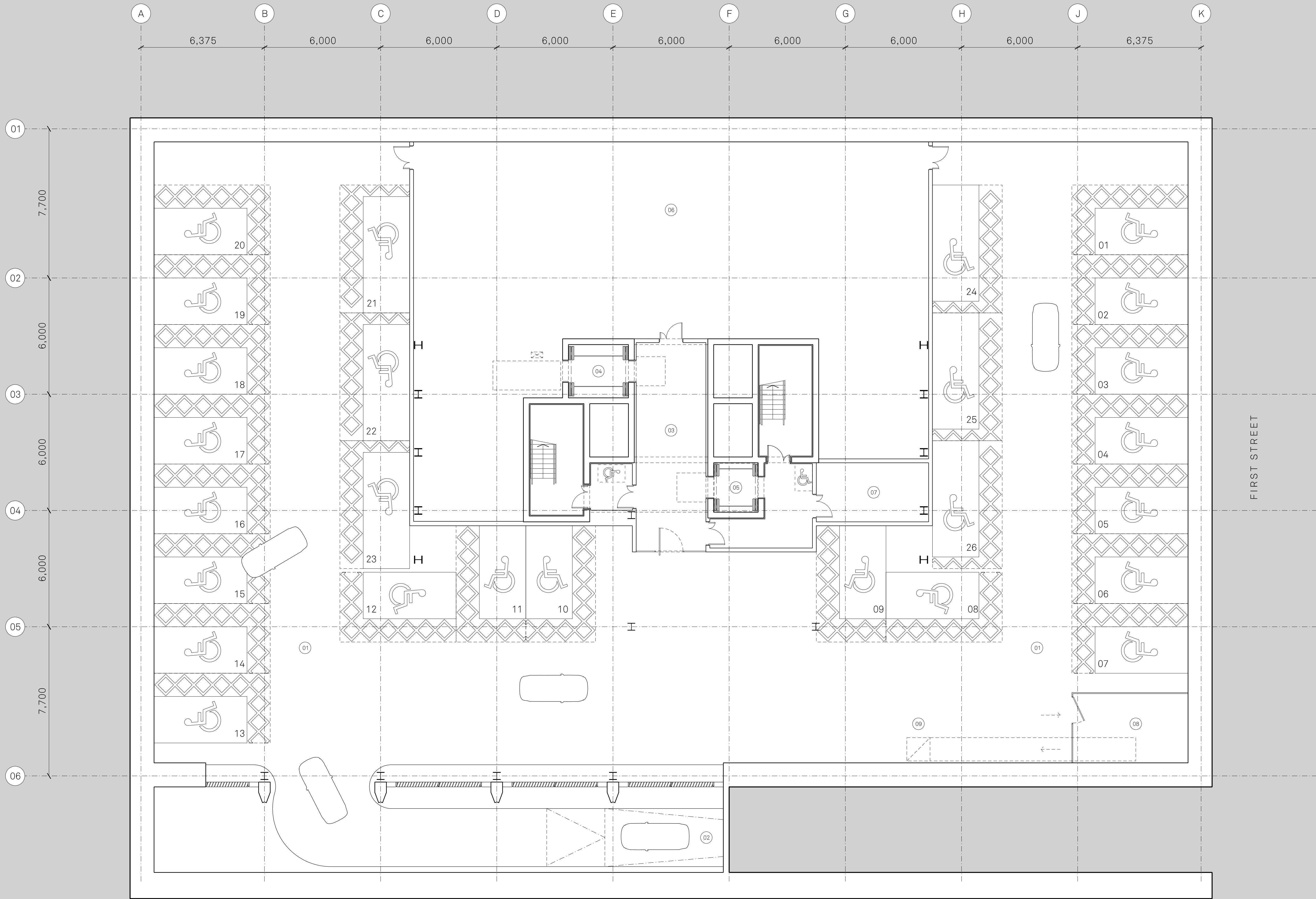
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# Appendix A

Proposed Site Layout and Area Schedule





FIRST STREET

Notes:

KEY

- 01 Car parking showing 26 accessible spaces
- 02 Access ramp
- 03 Lift lobby
- 04 Goods / passenger lift
- 05 Fire fighting / passenger lift
- 06 Plant
- 07 Building technology equipment plant room
- 08 Duty / standby fans plant room
- 09 Exhaust duct at high-level

Project Name:  
Plot 9a  
First Street

Drawn: HM  
Checked: MH

Status:  
Information

Project:  
05662

Drawing No:  
\_B1\_02\_2199

Rev:  
A

Details:  
- 14/12/21

Title:  
Basement Floor  
General Arrangement Plan

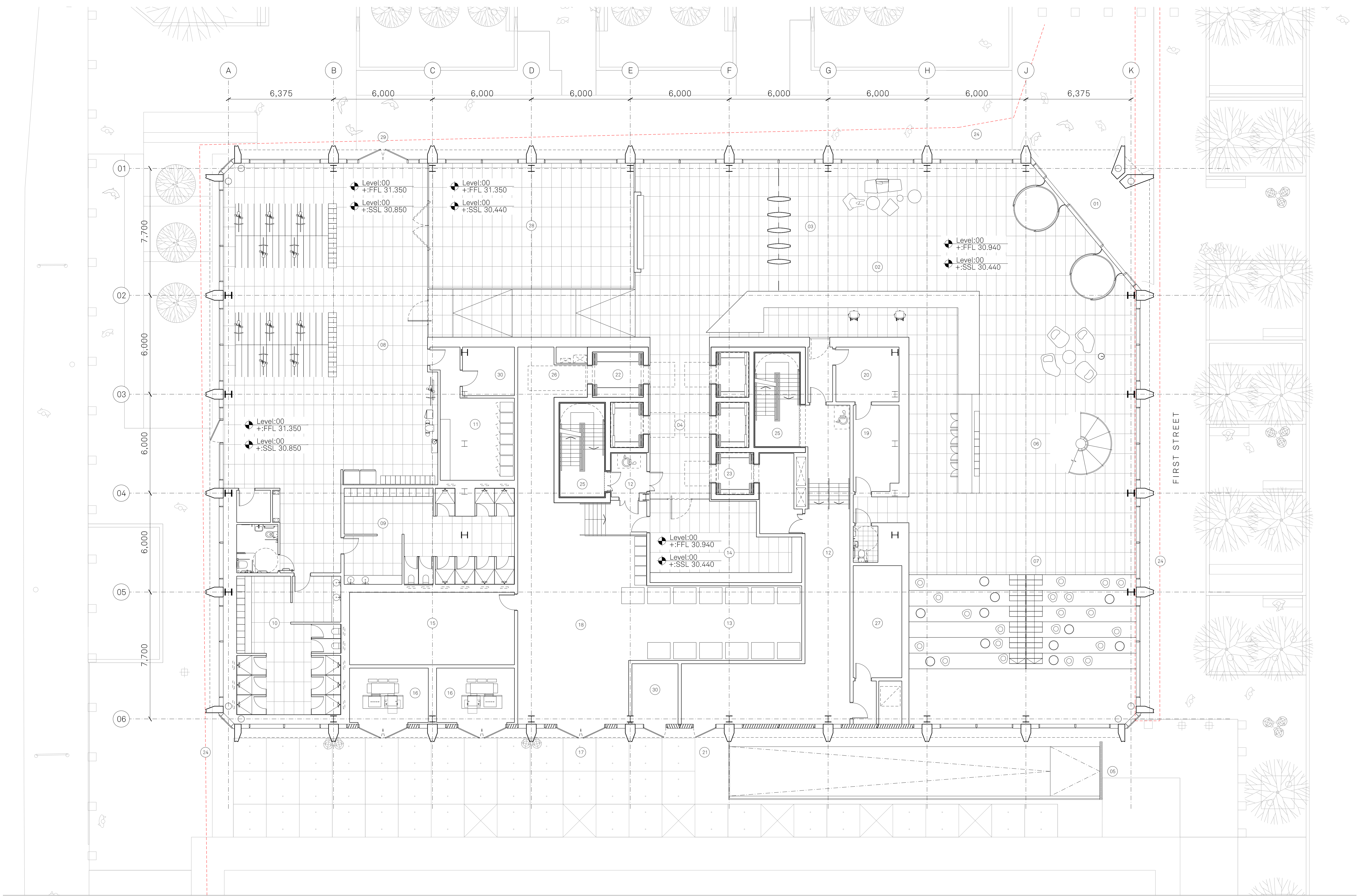
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Jon Matthews Architects

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Notes:



KEY

- |                    |                                  |                          |                        |                              |                                    |                           |                                   |                                       |                         |
|--------------------|----------------------------------|--------------------------|------------------------|------------------------------|------------------------------------|---------------------------|-----------------------------------|---------------------------------------|-------------------------|
| 01 Office entrance | 04 Lift lobby                    | 07 Ampitheatre seating   | 10 Male changing rooms | 13 Refuse store              | 16 Substation                      | 19 Building manager suite | 22 Goods / passenger lift         | 25 Stairs to upper floors             | 28 Gym/yoga studio      |
| 02 Reception       | 05 Basement entrance access ramp | 08 Cycle store           | 11 Drying room         | 14 Post room / package store | 17 Service / refuse store entrance | 20 CCTV room              | 23 Fire fighting / passenger lift | 26 Access hatch for plant replacement | 29 Cycle store entrance |
| 03 Speed gates     | 06 Feature stair to 1st floor    | 09 Female changing rooms | 12 Fire escape         | 15 LV / HV switchroom        | 18 Service area                    | 21 Fire service entrance  | 24 Gas easement                   | 27 Comms room                         | 30 Data room            |

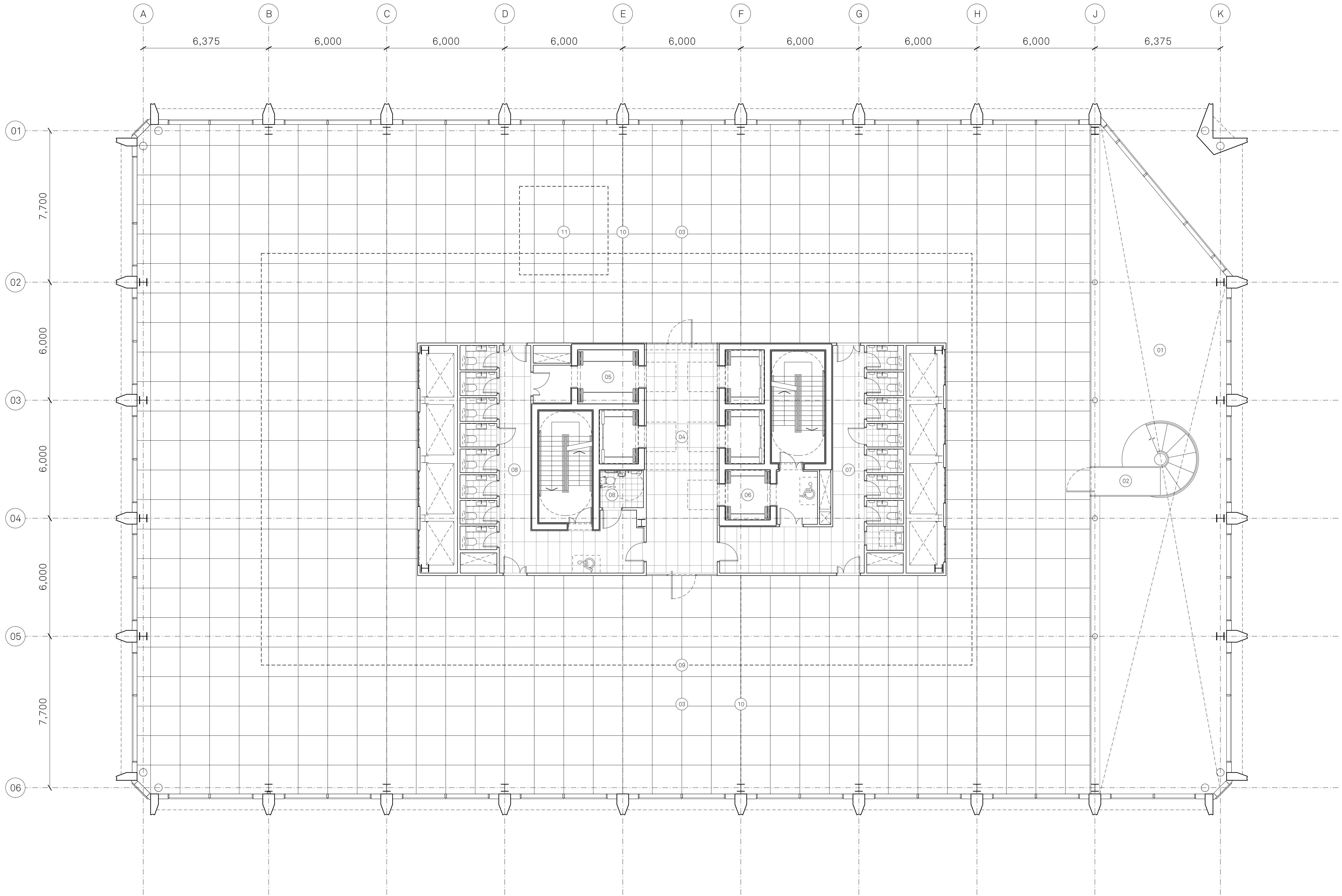
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| Drawn:<br>HM                             | Checked:<br>MH | Status:<br>Information                             | Project:<br>05662 | Drawing No:<br>_B1_02_2200 | Rev:<br>B |
| Details:<br>- 14/12/21                   |                | Issued for Information                             |                   |                            |           |

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Notes:

KEY

- |                              |                                   |                                            |                                                  |
|------------------------------|-----------------------------------|--------------------------------------------|--------------------------------------------------|
| 01 Void                      | 04 Lift lobby                     | 07 Male WCs / cleaning cup'd               | 10 Primary split                                 |
| 02 Feature stair from ground | 05 Goods / passenger lift         | 08 Female, gender neutral & accessible WCs | 11 Indicative location for interconnecting stair |
| 03 Office                    | 06 Fire fighting / passenger lift | 09 6m prime line                           |                                                  |

Project Name:  
Plot 9a  
First Street

Drawn: HM  
Checked: MH

Details:

Title:  
1st Floor  
General Arrangement Plan

Status:  
Information

Issued for Information

Scale:  
1:100 @ A1

Project:  
05662

Drawing No:  
\_B1\_02\_2201

Rev:  
A

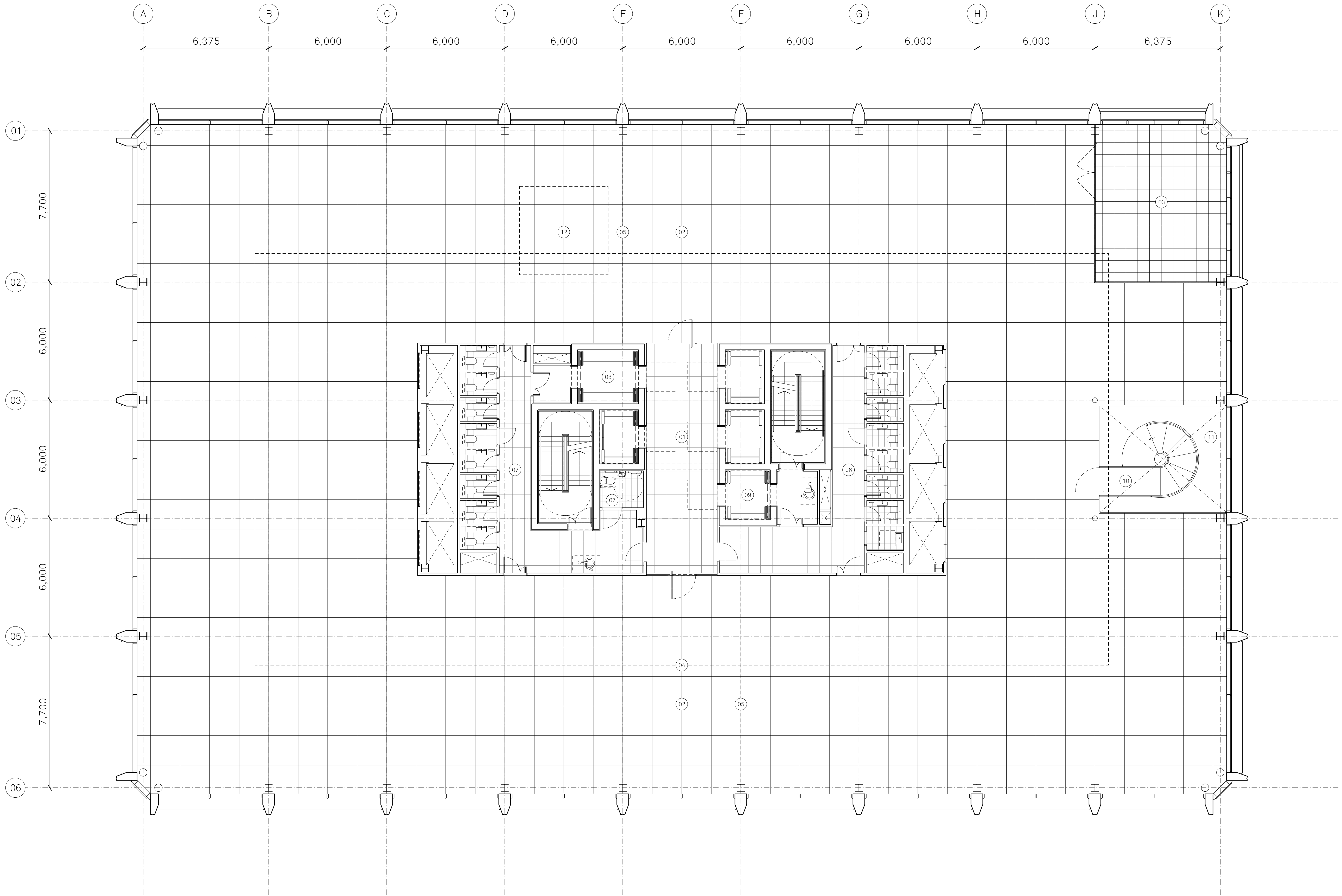
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Notes:



KEY

- |    |               |    |                           |    |                                         |    |                                               |
|----|---------------|----|---------------------------|----|-----------------------------------------|----|-----------------------------------------------|
| 01 | Lift lobby    | 04 | 6m prime line             | 07 | Female, gender neutral & accessible WCs | 10 | Feature stair from ground                     |
| 02 | Office        | 05 | Primary split             | 08 | Goods / passenger lift                  | 11 | Void                                          |
| 03 | Winter garden | 06 | Male WCs / cleaning cup'd | 09 | Fire fighting / passenger lift          | 12 | Indicative location for interconnecting stair |

Project Name:  
Plot 9a  
First Street  
Drawn: HM  
Checked: MH  
Details:  
- 14/12/21

Title:  
2nd Floor  
General Arrangement Plan  
Status:  
Information  
Issued for Information

Scale:  
1:100 @ A1  
Project:  
05662  
Drawing No:  
\_B1\_02\_2202  
Rev:  
A

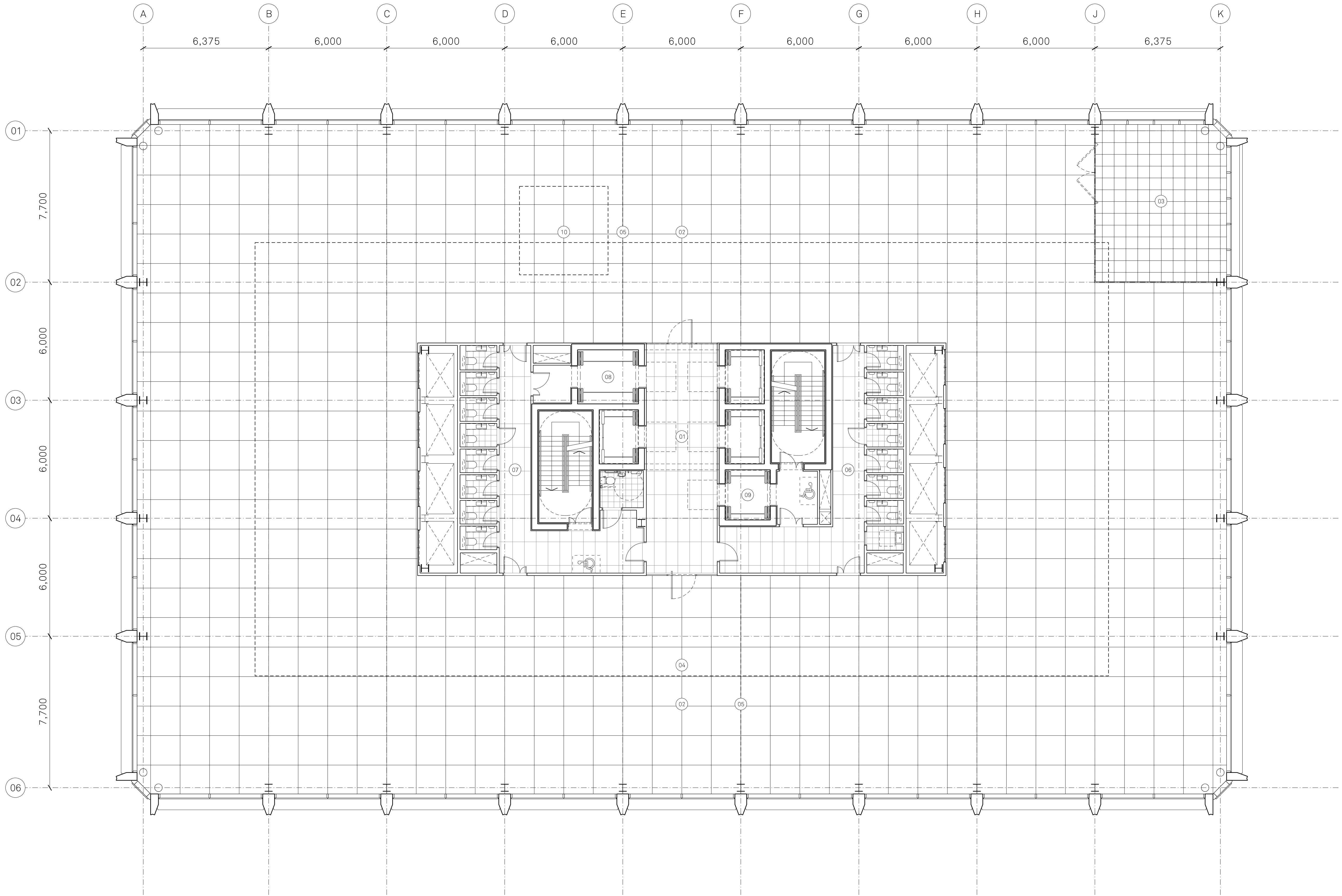
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Notes:

KEY

- 01 Lift lobby
- 02 Office
- 03 Winter garden
- 04 6m prime line
- 05 Primary split
- 06 Male WCs / cleaning cup'd
- 07 Female, gender neutral & accessible WCs
- 08 Goods / passenger lift
- 09 Fire fighting / passenger lift
- 10 Indicative location for interconnecting stair

Project Name:  
Plot 9a  
First Street

Drawn: HM  
Checked: MH

Details:

Title:  
3rd-8th Floor  
General Arrangement Plan

Status:  
Information

Issued for Information

Scale:  
1:100 @ A1

Project: 05662  
Drawing No: \_B1\_02\_2203  
Rev: A

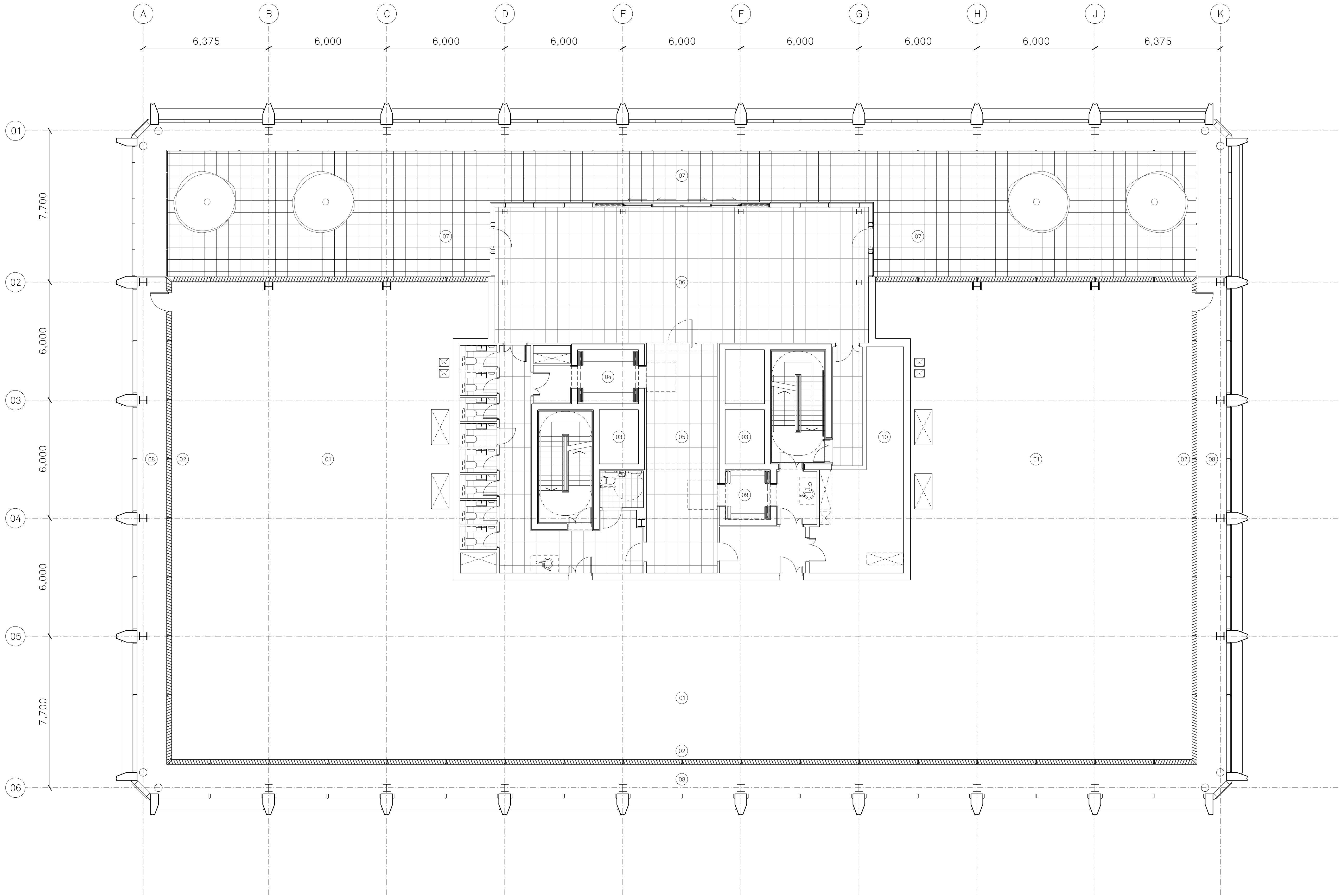
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Notes:

KEY

- 01 External plant
- 02 Plant screen
- 03 Lift overrun
- 04 Goods/passenger lift
- 05 Lift lobby
- 06 Roof pavilion
- 07 External terrace
- 08 External walkway for access, cleaning & maintenance
- 09 Fire Fighting / passenger lift
- 10 Internal plant

Project Name:  
Plot 9a  
First Street

Drawn: HM  
Checked: MH

Status:  
Information

Project:  
05662

Drawing No:  
\_B1\_02\_2209

Rev:  
A

Details:  
- 14/12/21

Title:  
9th Floor  
General Arrangement Plan

Scale:  
1:100 @ A1

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Notes:

KEY

- |                                   |                                      |                                               |
|-----------------------------------|--------------------------------------|-----------------------------------------------|
| (01) Reception & shared workspace | (04) Void at mezzanine / first floor | (07) Basement containing disabled car parking |
| (02) Cycle store & changing       | (05) Office                          |                                               |
| (03) Back of house                | (06) External plant space            |                                               |

Project Name:

Plot 9a

First Street

Drawn:

HM

Details:

A

Title:

Section AA

Status:

Information

Issued for Information

Scale:

1:125 @ A1

Project:

05662

Drawing No:

\_B1\_05\_2200

Rev:

A

Jon Matthews Architects

4th Floor, Centurion House, 129 Deansgate, Manchester, M3 3WR

0161 974 3690

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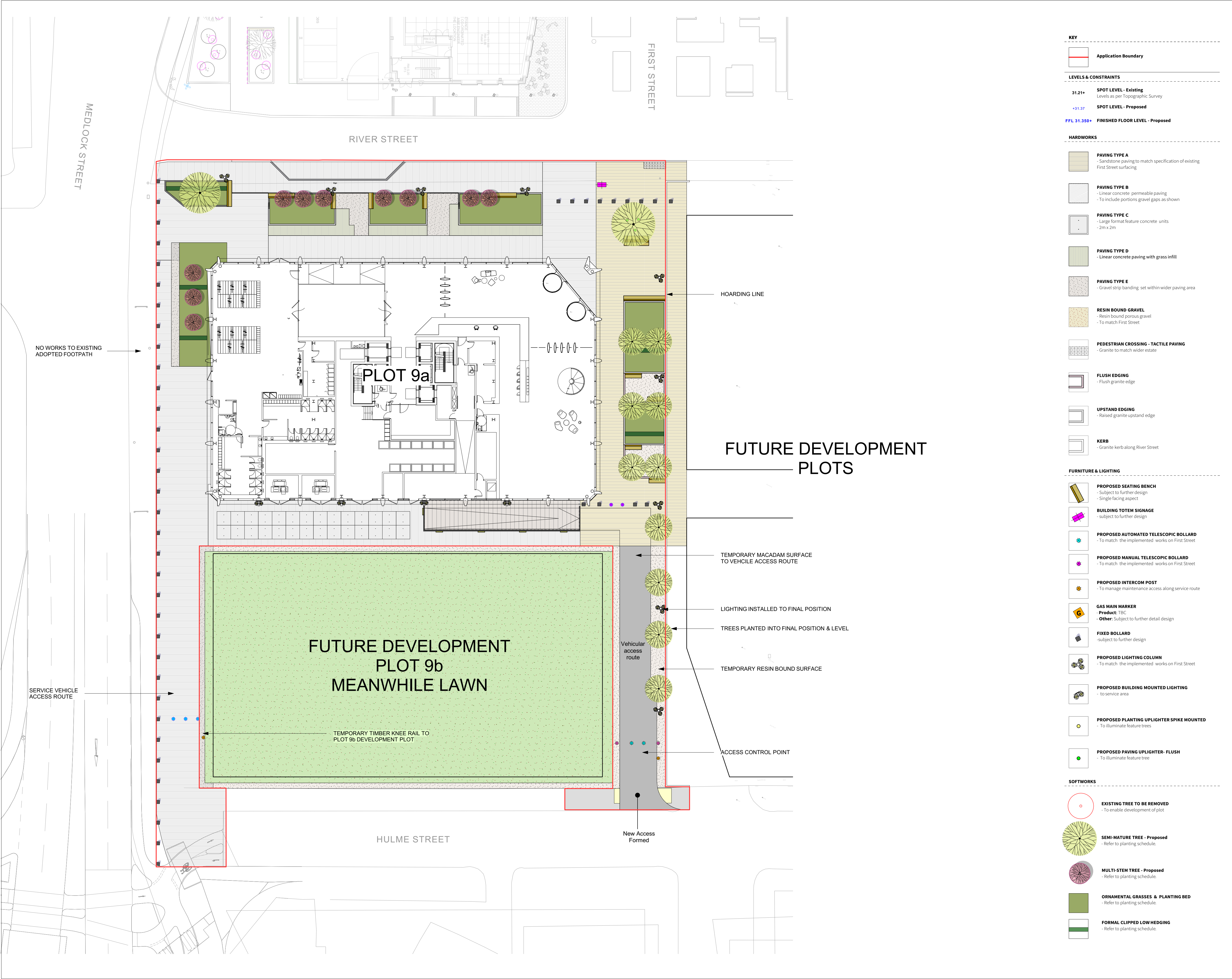
Jon Matthews Architects

|             |                       |
|-------------|-----------------------|
| Project     | Plot 9a, First Street |
| Filing Code | 05662_0.03_009        |
| Option      | Planning              |
| Issue Date  | 14/12/2021            |

| Floor    | GIA    |         | NIA    |         | NIA:GIA | Winter Gardens NIA |       | Office Front of House Area |       | Office Fitness Area |       |
|----------|--------|---------|--------|---------|---------|--------------------|-------|----------------------------|-------|---------------------|-------|
|          | m²     | ft²     | m²     | ft²     | %       | m²                 | ft²   | m²                         | ft²   | m²                  | ft²   |
| Basement | 1,877  | 20,204  |        |         |         |                    |       |                            |       |                     |       |
| Ground   | 1,859  | 20,010  |        |         |         |                    |       | 687                        | 7,395 | 521                 | 5,608 |
| 1st      | 1,680  | 18,084  | 1,322  | 14,225  | 79%     |                    |       |                            |       |                     |       |
| 2nd      | 1,863  | 20,053  | 1,519  | 16,345  | 82%     | 51                 | 549   |                            |       |                     |       |
| 3rd      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 4th      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 5th      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 6th      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 7th      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 8th      | 1,884  | 20,279  | 1,554  | 16,722  | 82%     | 51                 | 549   |                            |       |                     |       |
| 9th      | 394    | 4,241   |        |         |         |                    |       | 131                        | 1,410 |                     |       |
| TOTAL    | 18,977 | 204,268 | 12,161 | 130,901 | 64%     | 357                | 3,843 | 818                        | 8,805 | 521                 | 5,608 |

Notes: NIA includes winter gardens. Areas subject to change following coordination.





**KEY**

Application Boundary

**LEVELS & CONSTRAINTS**

31.21+

**SPOT LEVEL - Existing**  
Levels as per Topographic Survey

+31.37

**SPOT LEVEL - Proposed**

FFL 31.350+

**FINISHED FLOOR LEVEL - Proposed**

**HARDWORKS**

**PAVING TYPE A**  
- Sandstone paving to match specification of existing First Street surfacing

**PAVING TYPE B**  
- Linear concrete permeable paving  
- To include portions gravel gaps as shown

**PAVING TYPE C**  
- Large format feature concrete units  
- 2m x 2m

**PAVING TYPE D**  
- Linear concrete paving with grass infill

**PAVING TYPE E**  
- Gravel strip banding set within wider paving area

**RESIN BOUND GRAVEL**  
- Resin bound porous gravel  
- To match First Street

**PEDESTRIAN CROSSING - TACTILE PAVING**  
- Granite to match wider estate

**FLUSH EDGING**  
- Flush granite edge

**UPSTAND EDGING**  
- Raised granite upstand edge

**KERB**  
- Granite kerb along River Street

**FURNITURE & LIGHTING**

**PROPOSED SEATING BENCH**  
- Subject to further design  
- Single facing aspect

**BUILDING TOTEM SIGNAGE**  
- Subject to further design

**PROPOSED AUTOMATED TELESCOPIC BOLLARD**  
- To match the implemented works on First Street

**PROPOSED MANUAL TELESCOPIC BOLLARD**  
- To match the implemented works on First Street

**PROPOSED INTERCOM POST**  
- To manage maintenance access along service route

**GAS MAIN MARKER**  
- Product: TBC  
- Other: Subject to further detail design

**FIXED BOLLARD**  
- Subject to further design

**PROPOSED LIGHTING COLUMN**  
- To match the implemented works on First Street

**PROPOSED BUILDING MOUNTED LIGHTING**  
- to service area

**PROPOSED PLANTING UPLIGHTER SPIKE MOUNTED**  
- To illuminate feature trees

**PROPOSED PAVING UPLIGHTER- FLUSH**  
- To illuminate feature tree

**SOFTWORKS**

**EXISTING TREE TO BE REMOVED**  
- To enable development of plot

**SEMI-MATURE TREE - Proposed**  
- Refer to planting schedule.

**MULTI-STEM TREE - Proposed**  
- Refer to planting schedule.

**ORNAMENTAL GRASSES & PLANTING BED**  
- Refer to planting schedule.

**FORMAL CLIPPED LOW HEDGING**  
- Refer to planting schedule.

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**NOTES:**

- Do not scale from this drawing.
- Always work to noted dimensions.
- All dimensions are in millimetres unless otherwise stated.
- All setting out, levels and dimensions to be agreed on site.
- The dimensions of all materials must be checked on site before being laid out.
- This drawing must be read with the relevant specification clauses and detail drawings.
- Order of construction and setting out to be agreed on site.

|     |          |          |    |    |
|-----|----------|----------|----|----|
| P27 | 17-12-21 | PLANNING | RM | RM |
| P26 | 08-12-21 | PLANNING | RM | RM |
| P25 | 02-12-21 | PLANNING | RM | RM |
| P24 | 29-11-21 | PLANNING | BT | RM |
| P23 | 27-09-21 | PLANNING | JC | RM |

| Revision | Date | Description | Drawn | Apprvd. |
|----------|------|-------------|-------|---------|
|          |      |             |       |         |

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**Client** First Street Developments LTD

**Project** First Street Plot 9

**Drg Title** Landscape GA

|                   |                   |                    |
|-------------------|-------------------|--------------------|
| <b>Created on</b> | <b>Created by</b> | <b>Approved by</b> |
| 13-06-19          | JC                | RM                 |

|              |             |                  |
|--------------|-------------|------------------|
| <b>Scale</b> | <b>Size</b> | <b>Workstage</b> |
| 1:200        | A1          | Planning         |

|                              |                    |                 |
|------------------------------|--------------------|-----------------|
| <b>Drg No.</b>               | <b>Suitability</b> | <b>Revision</b> |
| PL1471.1-PLA-XX-00-DR-L-0001 | S1                 | P27             |

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# Appendix B

Draft Travel Survey



# First Street Plot 9A Travel Survey

Please complete this Survey by \_\_\_\_\_

**1 Name\*** \_\_\_\_\_  
Providing your name is not essential but it does help us target measures in the right areas.

**2 Home Postcode/Street name** \_\_\_\_\_

**3 Gender**  
1 ☐ Male      2 ☐ Female

**4 Age**  
1 ☐ Under 25    4 ☐ 45-54  
2 ☐ 25-34      5 ☐ 55 or Over  
3 ☐ 35-44

**5 Is your work?**  
1 ☐ Full Time    2 ☐ Part Time

**6 What are your normal start/finish times?**  
Days \_\_\_\_\_ Start Time \_\_\_\_\_  
Finish Time \_\_\_\_\_

If you have other variable working hours please specify

**7 On your normal trip to work, which form of transport do you usually use?**

- 1 ☐ Car (as driver on my own)  
2 ☐ Car (as passenger or as driver with passenger)  
3 ☐ Bus  
4 ☐ Train  
5 ☐ Tram  
6 ☐ Motorbike  
7 ☐ Bicycle  
8 ☐ Walk  
9 ☐ Other (specify) \_\_\_\_\_

10 ☐ If you travel by different modes on different days/times of the year please specify

**8 How long does it normally take you to travel to work?**

- 1 ☐ 0 to 15 minutes  
2 ☐ 16 to 30 minutes  
3 ☐ 31 to 60 minutes  
4 ☐ 61 to 90 minutes  
5 ☐ More than 90 minutes

**9 Do you have a Disability that may affect your travel arrangements?**

- 1 ☐ Yes      2 ☐ No

**10 Do you require a Disabled Parking Space**

- 1 ☐ Yes      2 ☐ No

**11 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so? (tick 3 most applicable)**

- 1 ☐ Need for business travel during day  
2 ☐ Giving a lift to others  
3 ☐ Health reasons  
4 ☐ Faster than other modes of transport  
5 ☐ More convenient than alternative  
6 ☐ Need to travel off site at lunchtime  
7 ☐ No alternative available  
8 ☐ Other (specify) \_\_\_\_\_

**12 If you indicated car driver in Q8, would you consider car sharing?**

- 1 ☐ Yes regularly  
2 ☐ Yes occasionally  
3 ☐ No

**13 Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.**

- 1 ☐ Financial help on the cost of tickets  
2 ☐ Flexible working patterns  
3 ☐ Personalised journey plan  
4 ☐ Better Travel Information  
5 ☐ More convenient bus service  
6 ☐ Cycle to Work Scheme  
(tax breaks on cycle purchases)  
7 ☐ Other (specify) \_\_\_\_\_

**14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**

- 1 ☐ Bus  
2 ☐ Train  
3 ☐ Tram  
4 ☐ Bicycle  
5 ☐ Car passenger  
6 ☐ Walk  
7 ☐ Motorbike  
8 ☐ None  
9 ☐ Other (specify) \_\_\_\_\_

**15 Your views and ideas are important, so please add any other comments about your journey to work**

\_\_\_\_\_  
\_\_\_\_\_

## Contact

---

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