

Interim Travel Plan



Land off Elizabeth Street, Cheetham Hill



Change list

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1. Introduction

1.1 Background

This Interim Travel Plan (ITP) has been prepared by Sweco, on behalf of Kier Property Ltd, to support the proposed demolition of existing unit and redevelopment of site for industrial and logistics uses (Classes B2 and B8) with ancillary office floorspace, including provision of revised access arrangements from Elizabeth Street and all associated works and landscaping (the Site). A separate Transport Assessment (TA) has also been prepared based on a scope agreed with Manchester City Council (MCC).

The requirement for a Travel Plan has been identified as part of discussions with MCC and the BREEAM pre-assessment in accordance with the prevailing BREEAM guidance. The proposed development quantum is greater than the 2,500 sqm threshold for a Travel Plan based on B2/B8 uses identified within the Transport for Greater Manchester (TfGM) Travel Plan Toolkit for the MCC area.

By producing this ITP, Kier Property Ltd confirms its intention to implement a clear strategy to address sustainable transport issues and travel patterns associated with the future use of the site.

The ITP recognises the importance of giving practical and informed consideration to sustainable modes of travel for the occupants of the new development with a particular focus on reducing the number of trips made by single occupancy vehicle (SOV).

This ITP will provide a foundation on which a more detailed Travel Plan can be developed once the Site occupiers have been identified.

1.2 BREEAM Compliance

The proposals will be assessed against the requirements for BREEAM UK 'New Construction, Non-domestic Buildings, Technical Manual, SD5078: 3.0: Section - Tra 01'; the TfGM Travel Plan Toolkit; and the Department for Transport's (DfT) 'Good Practice Guidelines Delivering Travel Plans through the Planning Process', (April 2009).

The design of the Site is being progressed with the intention of achieving BREEAM Excellent standard.

As noted in Tra 01, the aim of a Travel Plan is to encourage the reduction of user reliance on forms of travel that have the highest environmental impact. In line with Tra 01, this ITP will:

- Consider all types of travel relevant to the development;
- Be structured to meet the needs of the development; covering:
 - o Travel patterns of future users;
 - o Review of the current local environment;
 - o Disabled access;
 - o Public transport links;
 - o Current cycling facilities;
 - o Current walking facilities.
- Contain a package of measures to minimise car-based travel.

As the development is a new build construction on a site which has been derelict for a number of years there are no historical usage records. As such, it is not possible for the ITP to assess the existing travel patterns, or the opinions of existing site users, relating to the use of public transport, cycling and walking. It is proposed that a site-specific transport survey is undertaken once the development is fully operational and regular travel behaviour is established.

1.3 Travel Plan Benefits

Travel Plans are management tools designed to enable the users of a site to make more informed decisions about their travel to minimise any adverse impacts on the environment. This is achieved by setting out a strategy for eliminating the barriers to using sustainable transport modes and managing single occupancy car use, where appropriate.

If well-designed and properly managed, the implementation of a Travel Plan can provide realistic access opportunities for travel to a site by sustainable modes such as public transport, walking and cycling.

Travel Plans can also:

- Improve the environmental credentials of the occupying organisation;
- Offset against the implications of reduced parking within developments;
- Reduce the carbon footprint of the organisation/development;
- Reduce the traffic impact on the surrounding road network;
- Improve the health and wellbeing of the employees through the use of active travel modes such as walking and cycling; and
- Reduce the adverse impacts of traffic on local residents and businesses.

1.4 Report Structure

Following this introduction, the report is structured as follows:

- **Chapter 2** presents a review of the prevailing transport planning policy and other applicable guidance;
- **Chapter 3** provides a baseline description of the site location and the accessibility of the site by non-car modes;
- **Chapter 4** sets out the detail of the proposed development, including a description of the proposal, the access strategy and future parking provision;
- **Chapter 5** sets out the strategy, aims and objectives of the Travel Plan;
- **Chapter 6** details the measures and initiatives to be used to promote active travel, and use of public transport and reduction of private car use;
- **Chapter 7** presents an interim action plan;
- **Chapter 8** discusses the proposed methods by which targets will be set for future travel habits; and
- **Chapter 9** proposes a future monitoring strategy which is intended to ensure the Travel Plan remains effective.

2. Transport Policy Review

2.1 Introduction

The following section details the findings of a review of the national, regional and local transport planning policies which are applicable to the Site.

2.2 National Policy

2.2.1 National Planning Policy Framework (2021)

The National Planning Policy Framework (NPPF) sets out the Government's planning policy and its expectations in terms of the application of this policy. The purpose of NPPF is to achieve sustainable development, with a presumption that development should be allowed to proceed without delay if it meets the criteria under the roles of delivering economic, social and environmental objectives. In addition, NPPF states that proposals according with an up to date development plan should also be approved.

At its core, NPPF requires the planning system to:

"...actively manage patterns of growth to make fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable."

Furthermore, paragraph 110 states that decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all users; and
- Improvements can be undertaken within the transport network that cost- effectively limits the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

Paragraph 113 states that a development which generate a significant amount of traffic movements should be supported by a Travel Plan.

2.3 Regional Policy

2.3.1 Greater Manchester Transport Strategy 2040 (2021)

The Regional Centre is a major driver of economic growth in Greater Manchester and will continue to be in the future. As such, the Strategy aims to increase the number of sustainable transport trips by improving public transport access to the Regional Centre and encouraging active travel for people who live and work in the area.

The Strategy will support development of brownfield sites into mixed-use and housing developments. Proposals should ensure provision of quality walking and cycling infrastructure, appropriate parking provision, adequate servicing arrangements and other interventions supporting sustainable travel, including car clubs.

2.3.2 Greater Manchester Spatial Framework Publication Plan (2020)

A draft of the Greater Manchester Spatial Framework was published in October 2020 following a number of consultations with stakeholders. It sets out the development plans for the borough up to 2037. The plan identifies the amount of new housing, office and industrial development across Greater Manchester, site allocations for employment and housing, and supports the delivery of key infrastructure.

2.4 Local Policy

2.4.1 Manchester Local Plan

The Manchester Local Plan comprises the Core Strategy (2012-2027) and the Extant Unitary Development Plan Policies (1995). MCC is currently in the early stages of developing a new Local Plan. A formal consultation was undertaken in early 2020 on the Local Plan 'Issues'. The key policies relevant to the proposed development are outlined below.

Core Strategy

Policy EC3: The Regional Centre

The proposed development is located within the Regional Centre. Employment development, including offices and other commercial development, and large scale leisure developments are appropriate within the Regional Centre.

Policy EC4: North Manchester

The proposed development falls within the boundary of North Manchester, where it is expected that approximately 14ha of employment land will be provided.

The district centre of Cheetham is one of the key development areas. There are opportunities for mixed use proposals for small businesses providing local employment opportunities.

Policy CC5: Transport

The Transport Strategy for Manchester City Centre will be delivered to ensure that transport is managed in a way which supports the projected growth of the City Centre.

Developers need to ensure that developments are accessible to all users by sustainable transport, in particular during the peak times. Proposals that provide improvements to pedestrian safety, air quality and public realm, will be supported. Adequate parking provision, including cycle parking, will need to be provided in accordance with the parking standards provided in Appendix B of the Core Strategy.

Extant UDP Policies

Policy CC10:

The Council will encourage the continued high level of economic activity in the lower Cheetham Hill Road areas. Proposals will be supported if they provide sufficient parking and servicing for their own needs, subject to a proper balance of other planning requirements contained in policies expressed elsewhere in the Local Plan.

2.5 Other Applicable Guidance

2.5.1 BREEAM UK New Construction (2018)

The BREEAM UK New Construction 2018 scheme can be used to assess the environmental life cycle impacts of new non-domestic buildings at the design and construction stages.

The transport category includes two assessment criteria:

- Tra 01 Transport Assessment and Travel Plan (2 credits)
- Tra 02 Sustainable transport measures (10 credits)

For Tra 01 the Transport Assessment should cover current and future travel patterns, existing pedestrian and cycling infrastructure, existing amenities in the vicinity, and accessibility assessment. The Travel Plan should consider measures such as the provision of electric vehicle charging stations, cycle storage and pedestrian and cycle facilities.

Tra 02 relates to the sustainable transport measures to be implemented at the proposed development, and the proximity to amenities and quality public transport services. Credits are awarded according to the existing Accessible Index (AI) of the project, calculated for Tra 01, and the total number of points achieved for the implemented measures.

The Site is currently accessed via Bridcam Street, which is an unadopted private road. The area within the application boundary is wholly private land and in a derelict condition except for building No 19-21 Elizabeth Street which is to be demolished as part of the development proposals. There is no public access to the Site and no Public Rights of Way (PRoW).

The Site is irregular in shape and is surrounded by other commercial and employment uses to the north-east, south-east and south-west, with a residential apartment block (St David's Court) to the north-east. Further to the north lie the residential areas of Cheetham Hill. Manchester Fort Shopping Park, one of the City's largest out of the centre retail destinations is located 250m to the east on Cheetham Hill Road, which connects the Site with the city centre.

3.2 Sustainable Access Audit

3.2.1 Introduction

This section provides a baseline accessibility assessment to establish the existing transport provision serving the Site and its surroundings. The assessment considers travel by all modes of transport and provides details of available infrastructure and service provision.

The assessment recognises that the type of development proposed has a need for both local and longer distance travel and that the use of public transport is likely to be the primary non-car mode of transport to this development. It also recognises that walking and cycling are primary modes of travel, but can also be linked modes of travel for public transport users.

3.2.2 Pedestrian Accessibility

Footways are provided on both frontages of Elizabeth Street with dropped crossings provided at each junction/private access. Tactile paving is only present at the retail park junctions, and the junctions of Queens Road and Cheetham Hill Road. The road is subject to a 30mph speed limit and is street lit. The current condition of the footway on the southern frontage of Elizabeth Street adjacent to the Site is noted as being in a poor state of repair.

The Elizabeth Street / Cheetham Hill Road junction includes controlled pedestrian crossings across the segregated left-turn lane of Elizabeth Street and across the northern arm of Cheetham Hill Road. An uncontrolled pedestrian crossing is in place across the main Elizabeth Street arm.

At the Elizabeth Street / Queens Road junction, a pedestrian central refuge is provided incorporating dropped kerbs and tactile paving.

Controlled pedestrian crossings are provided across Cheetham Hill Road at Elizabeth Street, the Manchester Fort access and the A6010 junctions.

Reference to Table 3.2 of the IHT document, 'Providing for Journeys on Foot (2000)', suggests that the preferred maximum walking distance to common facilities is 1.2 km and up to 2 km for commuting.

BREEAM guidelines indicate that the site should be within 500m of a range of local amenities. **Figure 3.2** illustrates the location of the amenities that are closest to the site, which includes two supermarkets, various food outlets, two pharmacies, St Chad's Primary School and an NHS Primary Care Centre. All the amenities can be reached by foot via a safe pedestrian route and are well within the 500m catchment area.

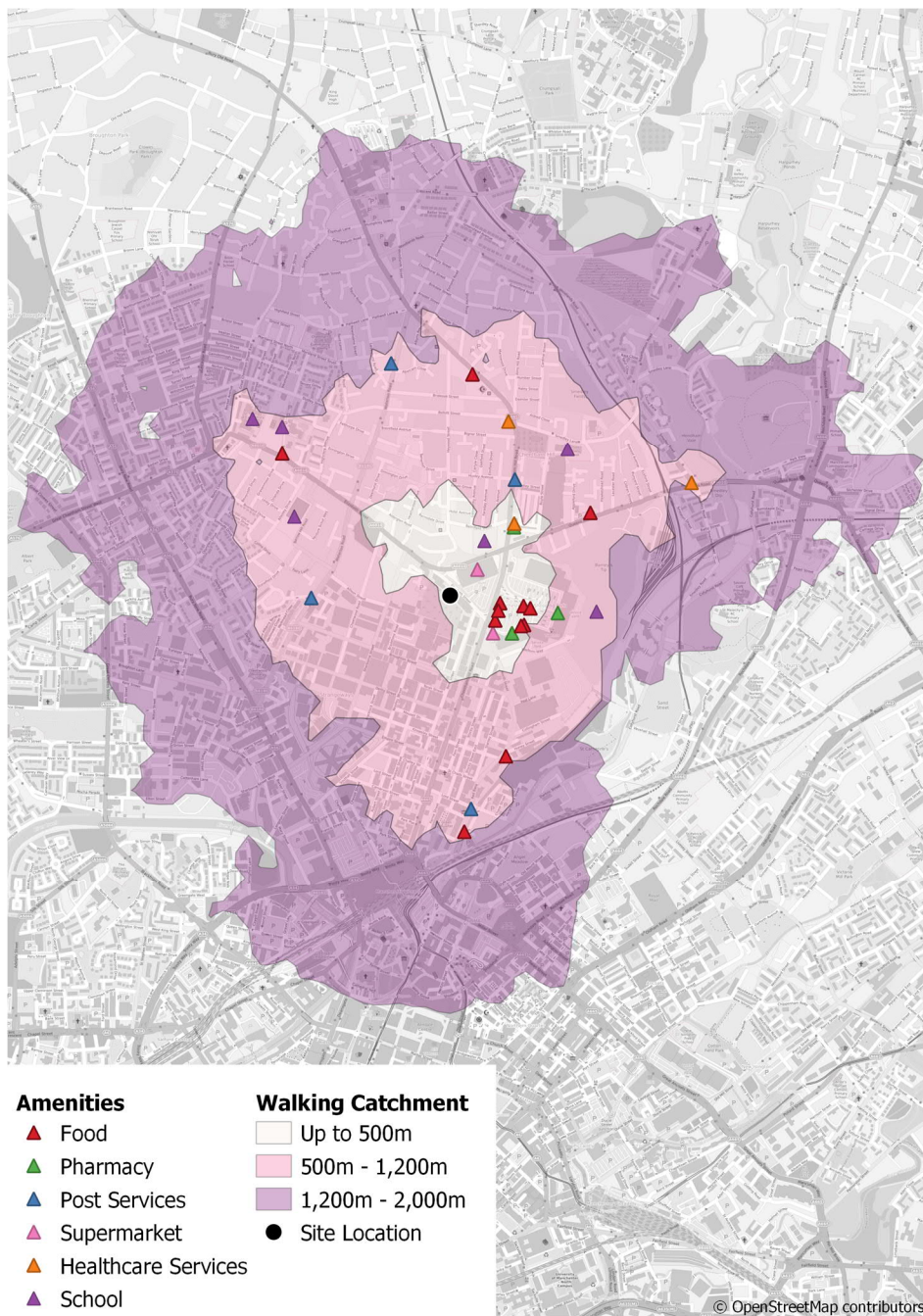


Figure 3.2 – Walking catchment

In addition, BREEAM guidelines indicate that a compliant public transport node includes any bus stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route. **Figure 3.3** shows the location of compliant public transport nodes in the vicinity of the Site. Given that the development comprises multiple buildings, the walking distance has

been measured from the centre of the Site. Further details of public transport access are provided in [Section 3.2.4](#) below.

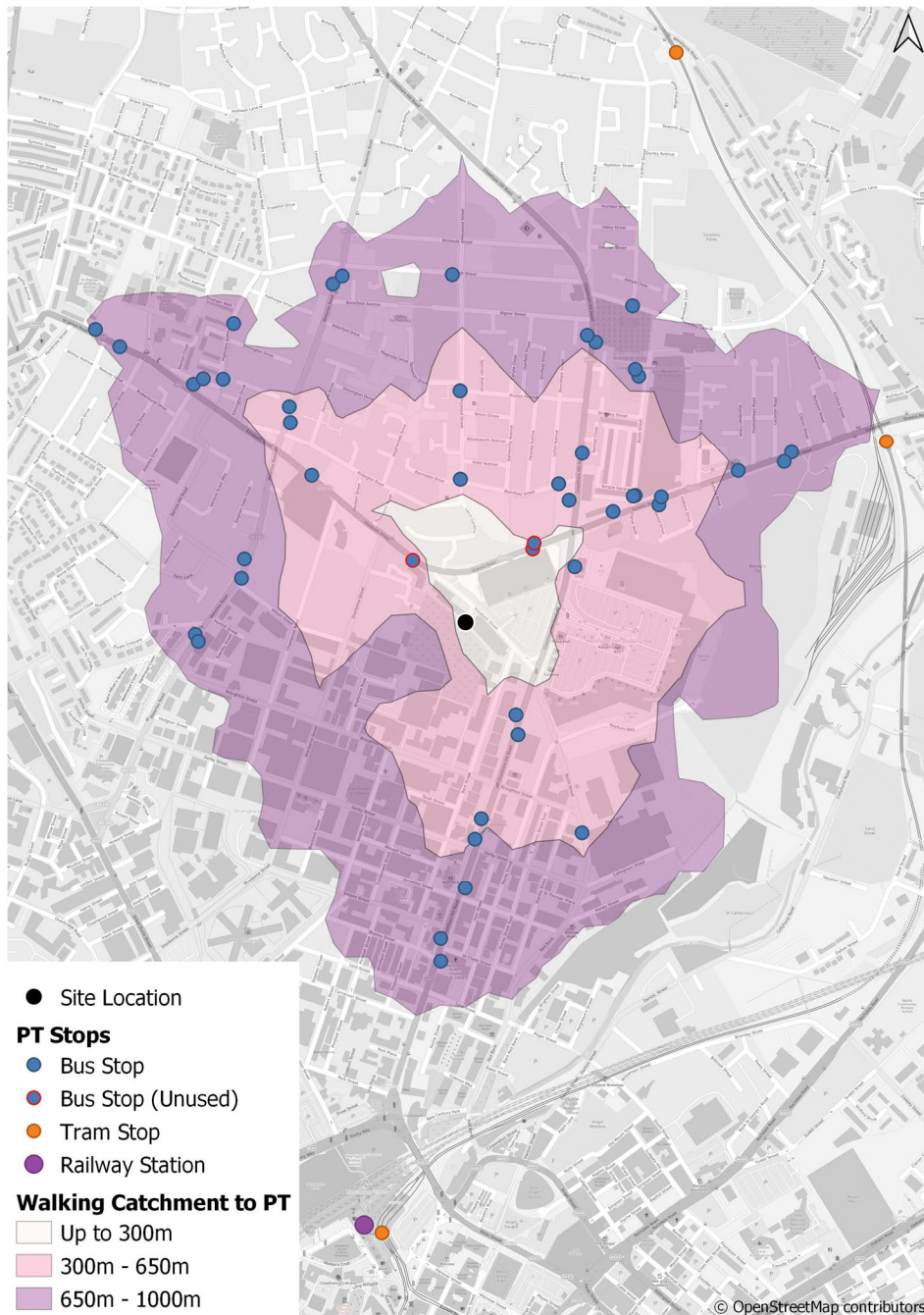


Figure 3.3 – Public Transport nodes accessible on foot

Given the combination of good pedestrian infrastructure and high levels of pedestrian accessibility to local amenities and public transport hubs, it can be concluded that the Site is well placed to encourage trips by foot.

3.2.3 Cycle Accessibility

Cheetham Hill Road provides a predominately north-south connection with the Inner Ring Road, the radial A6010 route and the A576 Bury Old Road, which provides an onward connection to the north. As such, the road forms part of a major arterial link from the city centre.

Advanced cycle stop lines are provided on all approach arms to the three signalised junctions on Cheetham Hill Road and on-road cycle lanes are provided in both directions between Queens Road and Elizabeth Street. A section of cycle lane is set back from the northbound carriageway which offers northbound cyclists additional protection through the Manchester Fort access junction.

It is widely recognised that cycling is a potential substitute for short car trips, particularly those under 5 miles (8 km) and can form part of a longer journey by public transport.

Applying this criteria, **Figure 3.4** shows the area accessible by bike. At its furthest most reaches, this includes Middleton and Whitefield to the north; Swinton and Eccles to the west; Levenshulme and Chorlton-cum-Hardy to the south; and Droylsden to the east.

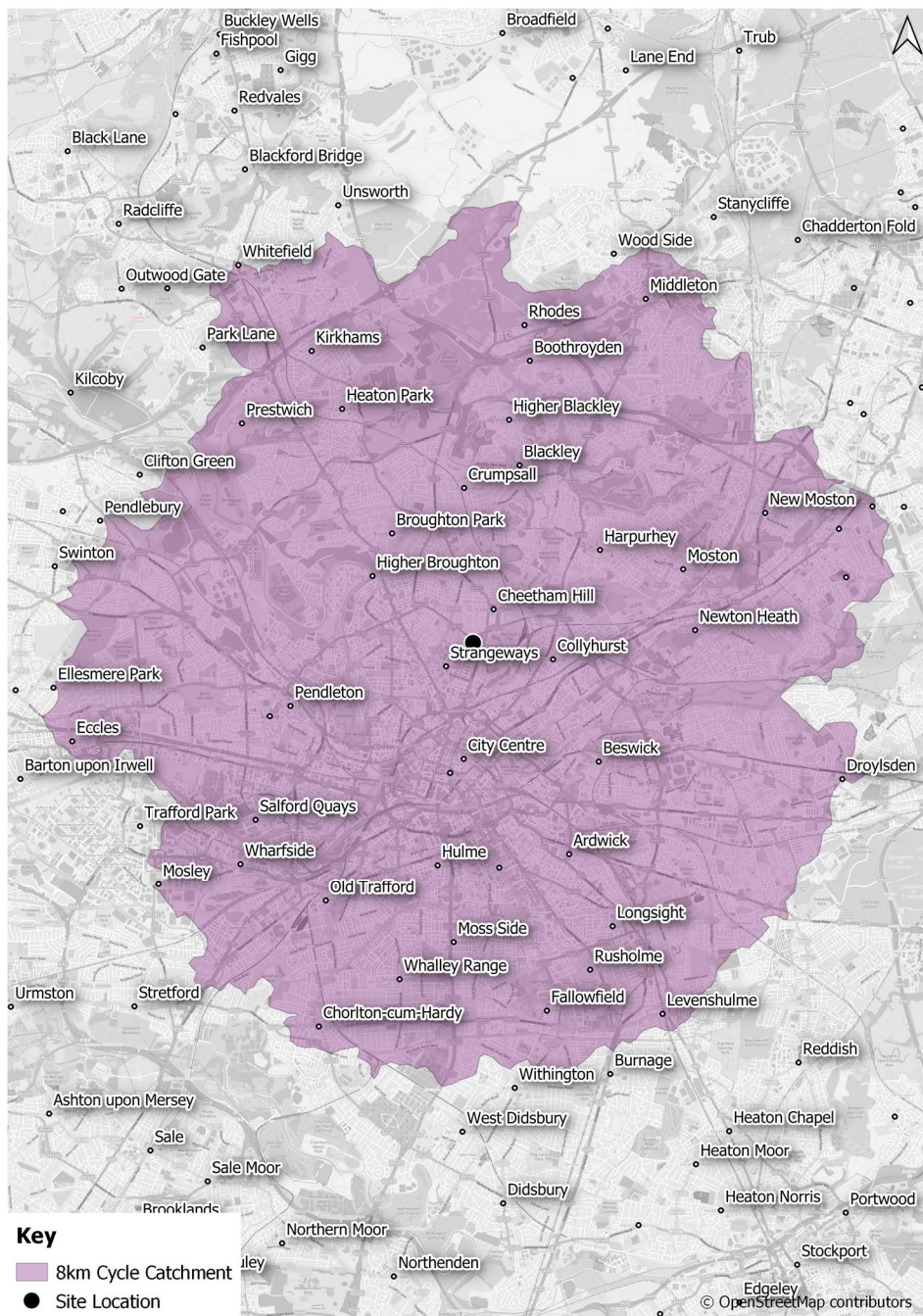


Figure 3.4 – Cycle catchment

With the majority of Greater Manchester being within the recognised cycling catchment it can be concluded the Site is well located to encourage trips by bicycle.

3.2.4 Public Transport Accessibility

Based on the proximity to public transport nodes, an assessment using the BREEAM Accessibility Index (AI) calculator tool has confirmed that the site has an AI rating of 5.10.

Bus

Table 4 of the Chartered Institution of Highways and Transportation (CIHT) document 'Buses in Urban Developments (2018)' suggests a maximum recommended walking distance of 500m to a bus stop within a core bus corridor which provides two or more high frequency services; and 300m to a bus stop with less frequent routes.

In addition, BREEAM guidelines indicate that a compliant node includes any bus stop within 650m of the assessed building's main entrance, measured via a safe pedestrian route. The accessible bus stops, measured from the centre of the Site, are shown in **Figure 3.3** above.

The closest active bus stops to the site are located on Cheetham Hill Road, approximately 350m walking distance from the centre of the Site. The stops are serviced by bus routes 135 and 41 CrossCity operated by Go North-West.

Additional bus stops are located on Queens Road, to the east of Cheetham Hill Road. The stops are approximately 500 to 600m walking distance from the centre of the site and provide access to the 151 service operated by Little Gem.

Bus stops are also located on Waterloo Road, to the west of the Site. The stops are just inside the 650m walking distance, as recommended by BREEAM, and provides access to the No 59 service operated by First.

The 135 route runs between Manchester Piccadilly and Bury Interchange via Cheetham Hill, Heaton Park and Whitefield. The service runs every 10 minutes daily with a slightly reduced frequency prior to 6am and after 8pm during the week.

The 41 route runs between Sale and Middleton via West Didsbury, Rusholme, Piccadilly, Shudehill Interchange, Victoria Station, Cheetham Hill and Bowker Vale. A full service runs Monday to Saturday every 15 minutes, with every other bus (at 30 minutes intervals) terminating at North Manchester General Hospital rather than continuing to Middleton. Service frequency is halved on Sundays.

The 151 route runs between Crumpsall and Ashton under Lyne, via Cheetham Hill, Collyhurst, Failsworth and Hathershaw. The service runs hourly Monday to Saturday.

The 59 service runs between Piccadilly Gardens and Oldham Mumps Bridge. The service runs every 10 minutes daily with a reduced frequency service on a Sundays.

The bus stops located on Cheetham Hill Road are within a core bus corridor with high frequency services to a range of destinations. The walking distance of 350m from the site is therefore well within the recommended maximum suggested by CIHT and by BREEAM. The

bus stops located on Waterloo Road are outside of the CIHT recommended walking parameters, but just within the BREEAM recommended walking distance.

Two bus stops located on Queens Road offer access to only 1 low frequency service. Therefore the walking distance of 500-600m, respectively, are outside the recommended maximum 300m noted by CIHT but is still considered a compliant stop within the BREEAM guidance. Given the additional destinations served by this stop, it is considered that future Site occupants would still benefit from this service.

Rail

The Chartered Institution of Highways & Transportation (CIHT) document 'Planning for Walking' (2015) suggests that people will walk up to 800m to get to a railway station, which reflects the greater perceived quality or importance of rail services.

BREEAM guidelines indicate that a compliant node includes any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route. The closest rail/tram stops are shown in **Figure 3.3** above.

The closest railway station to the Site is Victoria which is approximately 1.6km walking distance resulting in a 20 minute walk. Whilst it is likely that future employees at the Site may choose to utilise the railway network as the main part of their journey, this is likely to be in combination with a bus journey for the "last mile".

The closest Metrolink stop is located on Queens Road, approximately 1.1km walking distance from the site resulting in a 15 minute walk. The stop serves the route from Bury, Altrincham and Piccadilly and also serves Shudehill and Victoria interchanges. Whilst this, is just outside the CIHT and BREEAM recommended maximum walking distance to a rail facility, based on the frequency of service and extensive network of stops it is expected that the Metrolink is likely to be an attractive mode of transport for travel to work.

3.3 Existing Travel Patterns

It is not possible to establish existing travel patterns for the Site as it has been cleared and in a derelict condition for a number of years (except for a small building No 19- 21 Elizabeth Street which is to be demolished as part of the development proposals).

4. Development Proposals

4.1 Development Description

The application seeks planning permission for the erection of new and replacement industrial and logistics (Class B2 & B8) warehouse units, including the provision of revised access arrangements from Elizabeth Street and all associated works and landscaping.

The proposed development comprises approximately 8,100 sq. m (GIA) of Class B2/ B8 floorspace (with ancillary office space) across nine units of varying sizes, along with areas of hardstanding, turning circles for delivery vehicles, dedicated employee and visitor car parking, electricity substation, landscaping and the provision of a revised access arrangement from Elizabeth Street.

The envisaged development opening year is 2023. The Site masterplan is shown in the Fletcher Rae plan included as **Appendix A**.

4.2 Access and Servicing

Access to the Site will be provided by a revision to the existing Bridcam Street / Elizabeth Street junction. The junction will provide access to the Site for all car and HGV traffic as well as pedestrians and cyclists.

The proposed junction comprises a 2m central island to assist pedestrians crossing on the southern frontage of Elizabeth Street. Dropped crossings and tactile paving are also provided.

The proposals include for the resurfacing of the footway on the southern frontage of Elizabeth Street with tarmacadam and replacement of damaged / fallen kerbs. The redundant vehicle access in front of the building to be demolished (19 – 21 Elizabeth Street) will be removed and the footway reinstated as part of these works.

Individual access to each unit within the Site is provided by a central spine road.

No Waiting at any Time (double yellow lines) TRO will be implemented on the southern frontage of Elizabeth Street, from its junction with Queens Road to its junction with Bent Street. The extent of the TRO will ensure that the full extent of Elizabeth Street incorporates waiting restrictions.

In line with best practice and the Equality Act (2010):

- Disabled people will, in all cases, use the same entrances as other users of the building;
- The entrance will be fully accessible and step free with dropped crossing provided at key points. The internal design will be level; and
- Escape routes are provided with disabled refuges to ensure safe evacuation of people in wheelchairs.

Footways provide safe pedestrian routes from each parking area and cycle store into the individual units, and along the main spine road of the Site.

Given the development is designed for industrial uses only, no provision has been made for accommodating children who it is expected will be accompanied by a responsible adult.

4.3 Car Parking Spaces

The proposals include for a total of **86 parking spaces** which is significantly less than the parking requirements set out in the MCC Local Development Framework (2012) Core Strategy and reflects the accessible nature of the Site location. Providing parking significantly below the maximum allowable accords well with the promotion of other, more sustainable modes of travel to the private car and supports the ITP objectives.

4.3.1 Disabled Parking

The standards state that provision for disabled parking spaces should be provided on a 1 to 1 basis for currently known disabled employees, plus either 2 spaces or 5% of total capacity, whichever is greater. As the number of disabled employees cannot be identified at this stage, the proposal is to provide **9 disabled parking spaces** which is well above the 5% requirement. If a need for additional spaces is identified, standard car parking spaces can be converted as required. The spaces will be located in the most accessible location relative to the entrances to the units.

4.3.2 Motorcycle Parking

No parking standards are provided by MCC or by BREEAM for motorcycles. As detailed in Section 8, motorcycle trips are only expected to make up around 0.4% of total traffic movements to the Site and these will be expected to utilise the standard car parking spaces, as required. The introduction of designated motorcycle parking will be considered if / when demand requires it.

4.3.3 Car Share Spaces

A total of **4 Car Share spaces** will be marked out for exclusive use by employees who have chosen to car share. These spaces are

distributed throughout the site and are located close to the building access points for additional convenience. This represents 5% of the total car parking provision, when excluding disabled parking provision.

4.3.4 Electric Vehicle Provision

MCC has requested that 20% of parking spaces should have active EV charging provision utilising capable charging stations across two adjacent spaces. It was also requested that the remainder of the parking stock has ducting in place to enable the installation of EV charging in the future as demand increases.

The chargers will be appropriate to provide sufficient charging capacity for employees to charge a vehicle during the working day. The same infrastructure is also considered appropriate for the charging of light commercial vehicles overnight. This is based on research which shows that major car manufacturers are using the same EV platforms across their electric ranges and their light commercial vehicle offerings.

Given the above, **18 EV Ready parking spaces** are proposed as part of the proposals which accounts for 20% of total provision.

4.4 Cycle Parking

The proposals include a total of **50 cycle parking spaces**, provided across the site, which has been derived using BREEAM cycle parking standards. This is significantly higher than the minimum MCC requirement. It will therefore be a major encouragement for cycle usage to the site.

Once the Site is operational, cycle usage will be monitored to identify if further provision is needed.

The cycle parking provision will be covered shelters suitable for long stay cycle parking.

Cycle parking areas are located on paved, non-traffic areas at key locations throughout the Site.

In addition to the cycle parking, each building will also have changing facilities and lockers compliant to BREEAM standards, allowing cyclists to change in a safe and secure environment. Furthermore, the following will also be provided as part of the cycle facilities:

- The spaces are located within the car park and are covered overhead to protect from the weather;
- The cycles are secured within spaces in racks. The racks consist of fixings for one or more cycles;
- The cycle racks are set in or fixed to a permanent structure.
- All the cycle racks are within 100m of the building entrances.

4.5 Predicted Traffic Impact

The Junction Impact Assessment detailed within the TA has identified that the development generated traffic will not result in any notable

queueing on the highway network of interest and no junction mitigation works are required.

The TA also sets out a review of the likely trip generation and mode share. This identified that the existing public transport, cycle and pedestrian infrastructure serving the Site has sufficient spare capacity to accommodate the expected development generated trips for each mode.

5. Travel Plan Strategy

5.1 Travel Plan Co-ordinator

Travel Plan Co-ordinators (TPC) will be appointed by the respective tenants who will occupy the various buildings once complete. The main roles and responsibilities of the TPC will be to:

- Oversee the implementation of the Travel Plan Measures and Objectives for their business;
- Consult, where appropriate, with the relevant stakeholders including MCC, TfGM and the main bus operators in the area; and
- Promote the Travel Plan to employees.

On completion, Kier Property Ltd will advise MCC of the named individuals who will act as the TPC on behalf of each occupant.

5.2 Aims and Objectives

The objectives of the TP will be to:

- Reduce of use of forms of travel with the highest environmental impact;
- Raise awareness of the use of alternative means of travel which are more sustainable and environmentally friendly; and
- Promote a healthier lifestyle.

The aims of the TP will be to:

- Encourage walking;
- Encourage cycling;
- Encourage the use of public transport; and
- Encourage car sharing if no other option is available.

5.3 Marketing and Promotion

The TP will be promoted via information boards and internal communications. Additionally, an employee Travel Information Pack (TIP) will be issued to all the tenants' employees and will include

information on the TP measures, its aims and targets. Promotion of the TP will be coordinated by each tenant's appointed TPC.

6. Proposed Travel Plan Measures and Initiatives

6.1 Introduction

This section sets out a proposed package of measures to be adopted and implemented by future tenants through the Travel Plan. The short, medium and long term measures outlined have been designed to influence the use of sustainable forms of transport taking into account the available access options to the Site.

6.2 Active Travel

To ensure the promotion of informed travel choices for staff, each occupier should provide journey planning advice to staff on sustainable travel options from their home postcode, prior to, or shortly after locating to the Site. This will encourage the use of sustainable transport modes before travel patterns are established. This should include the provision of route maps (walking and cycling), bus and rail timetables and details of interchange options where appropriate.

An information board should be provided in a communal area for each tenant which provides a central point for travel information for employees.

Information regarding walking times and simple route options for access to the main bus and rail facilities will be made freely available.

Links to websites such as those listed below will be provided and promoted to employees.

- [Sustrans.org.uk](https://sustrans.org.uk)
- [TfGM.com](https://tfgm.com)
- Local cycle and walking forums

6.3 Walking

Maps showing walking routes in the vicinity of the site will be displayed on notice boards. Additionally, employees will also have access to shower, changing and locker facilities within each building.

6.4 Cycling

The tenant's and their appointed TPCs should promote the Government cycle to work scheme whereby interest free loans can be taken out by employees to purchase a bicycle. The Government scheme deducts the cost price from wages before income tax and national insurance, enabling significant savings to be made on bicycle and related equipment purchases, (including clothing, lights, etc.) Information on the scheme will be provided to all employees.

The development will provide cycle parking provision in line with BREEAM guidelines. The site will also have changing facilities within each building allowing cyclists to change in a safe and secure environment.

Information on local cycle routes and cycling events such as 'National Cycle Week' will be provided and promoted to employees via information boards and other internal communication channels.

The TPCs should also investigate establishing a Site-wide Bicycle User Group (BUG).

6.5 Public Transport

The development is BREEAM compliant in relation to distances to major public transport nodes.

Bus / rail travel information will be provided to staff. Employees will also be able to utilise the internet to access TfGM's webpages which serve as a central location for multiple public transport providers. Additional information will be provided for specific operators, as needed. These companies will include, but are not limited to:

- Go North-West
- Little Gem
- Nationalrail.com

Smart phone apps will also be promoted as they provide portable real-time information and travel updates which increase the ease and attractiveness of using public transport. These Apps include:

- Go North West
- TfGM Get Me There
- National Rail and the train operators

6.6 Car Travel

It is recognised that for some employees the private car will still be the preferred mode of transport to work if cycling, walking and using public transport are not realistic options.

The focus will therefore be on promoting measures that will encourage a more sustainable use of this mode to increase car occupancy (car

sharing) and therefore reduce the number of Single Occupancy Vehicle (SOV) trips.

4 Car Share spaces will be marked out for exclusive use by employees who have chosen to car share. These spaces are distributed throughout the site and are located close to the building access points for additional convenience.

The TPC will promote car sharing schemes such as liftshare.com and blablacar.co.uk. These schemes encourage members to be connected with other car sharers travelling a similar, or the same journey. This type of car share scheme could be a very effective way for employees to share car journeys, reducing travel costs and the number of SOV trips to and from the Site.

Although no Car Club spaces are currently located within easy walking distance of the Site, Enterprise, Co Wheels and Ubeejo all currently operated in the region. Use of a Car Club vehicle allows access to a car when needed and reduces the need for employees to use their own vehicle for commuting only. The proximity and availability of Car Club facilities will be monitored and promoted to employees, when appropriate.

7. Action Plan

An Action Plan is provided below. It includes information on each of the measures to be implemented, outlining actions required to ensure the measures are carried out, who is responsible for carrying out the actions and a timescale to complete the actions.

An Interim Action Plan is provided in **Table 7.1**.

Action / Measure	Completion Date	Responsible Person
An appropriate member of staff will be appointed to act as the Travel Plan Co-ordinator	Upon occupation	Occupier
The Travel Plan Co-ordinator will undertake a travel survey six months after the building becomes occupied. Thereafter, surveys will be undertaken annually.	Six months after building is occupied. Annually thereafter	Travel Plan Co-ordinator
Travel information will be displayed on notice boards.	Ongoing from occupation	Travel Plan Co-ordinator
All new staff will be provided with a staff induction pack which includes a Staff Travel Pack, detailing how they can travel to work by means other than the private car.	Ongoing from occupation	Travel Plan Co-ordinator
The Travel Plan Co-ordinator will promote national and local sustainable travel events, including the Bike Week, Walk to Work Week and National Lift-share Day.	Ongoing from occupation	Travel Plan Co-ordinator
The health and financial benefits of walking and cycling will be promoted to all staff through a variety of means (including the travel notice boards and staff induction packs).	Ongoing from occupation	Travel Plan Co-ordinator

Secure cycle parking spaces will be provided.	Built into design	
Showers and lockers will be accessible to all staff within the development.	Built into design	
The Travel Plan Co-ordinator will encourage occupiers to support Cycle to Work salary sacrifice schemes for their respective staff.	Ongoing from occupation	Travel Plan Co-ordinator
Public Transport timetable information will be available for all staff.	Ongoing from occupation	Travel Plan Co-ordinator

Table 7.1 – Interim Action Plan

8. Targets

As the site is currently vacant, the existing travel to work mode split for the adjacent area has been estimated using the NOMIS 2011 census data “*Location of usual residence and place of work by method of travel to work (MSOA level)*” with the location of work set as “*E02006915 : Manchester 058 (2011 super output area - middle layer)*”. The data are presented in **Table 8.1**.

Mode	Existing %age Split	Proposed %age Split
Driving a car or van	63.3%	55%
Passenger in a car or van	6.4%	6%
Motorcycle, scooter or moped	0.4%	1%
Taxi	0.7%	1%
Bus, minibus or coach	11.9%	15%
Train	2.5%	3%
Tram	1.4%	2%
Bicycle	1.8%	3%
On foot	11.0%	14%

Table 8.1 – Existing Modal Split

Table 8.1 summarises the existing mode share for people working in the area local that includes the development Site.

The data presented in Error! Reference source not found.**8.1** indicate that approximately 65% of trips to work are made using a private car, motorcycle or taxi with the remaining 35% using sustainable modes of transport, with walking and bus travel being the most prevalent methods of travel.

Table 8.1 also presents the initial proposed targets which aim to improve sustainable travel usage and reduce use of private car, in particular with SOVs.

In the absence of existing site specific data the NOMIS data have been used as a proxy baseline to define initial mode share targets, which can be refined once a travel survey has been undertaken at a time, or milestone, to be agreed with MCC. After which, site specific targets will be agreed and included in the final Travel Plan.

The targets will be Specific, Measurable, Achievable, Realistic and Timed (SMART) and will be aimed at:

- Reducing private car and, in particular, SOV journeys;
- Increasing public transport journeys;
- Increasing the number of journeys made on foot; and
- Increasing the number of journeys made by bicycle.

9. Monitoring and Review

The Travel Plan will be a live document with an evolving strategy. Regular monitoring is essential to ensure the measures and targets are current and relevant to the occupiers. Monitoring progress towards meeting the set targets allows the success of the Travel Plan to be assessed and also to identify those measures that may be less successful to enable the Plan to be refined as needed.

The monitoring of the Travel Plan will involve an employee travel survey which should identify the following:

- Method of travel to work (mode share);
- Trip origins and destinations;
- Propensity to other modal preferences;
- Views on the practicability of the range modes of travel available; and
- The uptake of the range of initiatives promoted by the Travel Plan.

The results will be summarised in a report to be submitted to MCC, who together with the TPC, will review progress against the Travel Plan Objectives and Targets to identify any changes that may be needed to improve the effectiveness of the Travel Plan.

The monitoring schedule should be agreed between the tenants and MCC. However, it is suggested that monitoring be carried out at years two and four following the approval of the final Travel Plan.

Appendix A – Site Masterplan

Schedule of Areas

	GIA		GEA	
Unit 1	3,400 sqft	316 sqm	3,824 sqft	355 sqm
Total	3,400 sqft	316 sqm	3,824 sqft	355 sqm
Unit 2	14,000 sqft	1,301 sqm	14,680 sqft	1,364 sqm
FF Office @10%	1,400 sqft	130 sqm	1,532 sqft	142 sqm
Total	15,400 sqft	1,431 sqm	16,212 sqft	1,506 sqm
Unit 3	20,500 sqft	1,904 sqm	21,463 sqft	1,994 sqm
FF Office @10%	2,050 sqft	190 sqm	2,181 sqft	203 sqm
Total	22,550 sqft	2,905 sqm	23,644 sqft	2,197 sqm
Unit 4	4,844 sqft	450 sqm	5,206 sqft	484 sqm
Mezzanine	1,086 sqft	101 sqm	1,214 sqft	113 sqm
Total	5,930 sqft	551 sqm	6,420 sqft	596 sqm
Unit 5	4,844 sqft	450 sqm	5,080 sqft	472 sqm
Mezzanine	1,086 sqft	101 sqm	1,185 sqft	110 sqm
Total	5,930 sqft	551 sqm	6,265 sqft	582 sqm
Unit 6	7,000 sqft	650 sqm	7,311 sqft	679 sqm
Mezzanine	1,569 sqft	146 sqm	1,705 sqft	158 sqm
Total	8,569 sqft	796 sqm	9,016 sqft	838 sqm
Unit 7	5,500 sqft	511 sqm	5,813 sqft	540 sqm
Mezzanine	1,249 sqft	116 sqm	1,357 sqft	126 sqm
Total	6,749 sqft	627 sqm	7,170 sqft	666 sqm
Unit 8	5,500 sqft	511 sqm	5,974 sqft	555 sqm
Mezzanine	1,249 sqft	116 sqm	1,395 sqft	130 sqm
Total	6,749 sqft	627 sqm	7,369 sqft	685 sqm
Unit 9	11,000 sqft	1,022 sqm	11,743 sqft	1,091 sqm
FF Office@10%	1,100 sqft	102 sqm	1,231 sqft	114 sqm
Total	12,100 sqft	1,124 sqm	12,974 sqft	1,205 sqm
TOTAL	87,377 SQFT	8,118 SQM	92,893 SQFT	8,630 SQM
SITE AREA	4.9 ACRES	20,000 SQM		
DENSITY		40.6%		

Parking Allocation

	Cycle Spaces	Sheffield Hoops	EV	Car Parking DDA	Standard
Unit 1	6	3	/	1	3
Unit 2	10	5	6	1	13
Unit 3	10	5	4	1	14
Unit 4	2	1	1	1	2
Unit 5	2	1	1	1	2
Unit 6	4	2	/	1	5
Unit 7	4	2	1	1	4
Unit 8	4	2	1	1	4
Unit 9	8	4	4	1	12
Total	50	25	18	9	59

Proposed Site Plan

1 : 500



General Notes

Do not scale from this drawing. Only work to written dimensions.

All site dimensions shall be verified by the Contractor on site prior to commencing any works.

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PLANNING

Development Site Boundary
(Site Area: 4.9 Acres)

- Tree to be removed
 - Tree Root Protection Area/ Tree to be retained
 - Paladin Fencing
 - Concrete finish in Service Yard
 - Tarmac Finish
 - Linear Flag Paving to Main Footpaths & Car Parking
 - Soft Landscaping
- Also refer to Landscape Architect's Design for further details

P1 Issued for Planning 21.01.22 NP
Rev. Description Date ISS APP

Scale As indicated @ A1
Status Planning
Drawn By NP
Checked By BB
Date January 2022

Client:

Kier Property

Project:
Elizabeth Street, Cheetham Hill
Manchester

Sheet Name:

Proposed Site Plan

Project No. Orig. Zone Level Type Role Cls Dwg No. Rev
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