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Transport Solutions

CAIRN GROUP

PROPOSED HOTEL DEVELOPMENT

BACK PICCADILLY

MANCHESTER

Framework Travel Plan

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1 INTRODUCTION

1.1 Introduction

1.1.1 Croft has been commissioned by Cairn Group to prepare a Framework Travel Plan to support two separate full planning applications for a proposed hotel development on two adjacent sites in Manchester city centre.

1.1.2 More specifically the proposals for each of the sites comprises the following;

- Little Lever Street site - new Build, 6 storey, 60 bedrooms; and
- Gardens Hotel site – bedroom extension and refurbishment, 82 bedrooms.

1.1.3 While the planning applications have been submitted, application reference no.'s 112670/FO/2016 (Little Lever Street) and 112667/FO/2016 (Gardens Hotel site), the applications have not yet been validated, as it has been requested by the planning case officer that a Framework Travel Plan for both sites be prepared and submitted.

1.1.4 In light of the above, this document is intended to form an 'Umbrella Travel Plan' for both sites, which will be connected via an overhead walkway at third floor level, in order to ensure travel by sustainable modes is both encouraged and maximised. The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all developments.

1.1.5 The Department for Transport (DfT) have produced guidance on the preparation of Travel Plans. The document, entitled 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' was published in August 2009.

1.1.6 The guidance explains how "*we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment*" and identifies that "*The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO_2 emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life*".

1.1.7 The document sets out an overview of the process and delivery of Travel Plans and states that "*A travel plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.*"

1.1.8 The Guidance states that "*Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use…*" and "*a Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review*".

1.1.9 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. The Travel Plan it advises "*needs to address all the journeys that may be made to and from a site*".

1.1.10 The guidance also specifies that "*It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks*".

1.1.11 It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because, as the sites are yet to be constructed/completed and the developments occupied, it is not desirable to simply list a series of policies to be implemented once the site is fully occupied.

1.1.12 Instead, it is preferable to provide a more detailed Travel Plan that takes into account the residential locations of employees and their modes of travel to work.

1.1.13 This Travel Plan therefore sets out a framework for all employees who will be employed at the hotel.

2 APPLICATION SITES & EXISTING CONDITIONS

2.1 Application Sites

2.1.1 The two sites are located within Manchester city centre as presented in **Plan 1**. The application sites are identified in **Figure 1.1** below, which shows the boundary of each site.

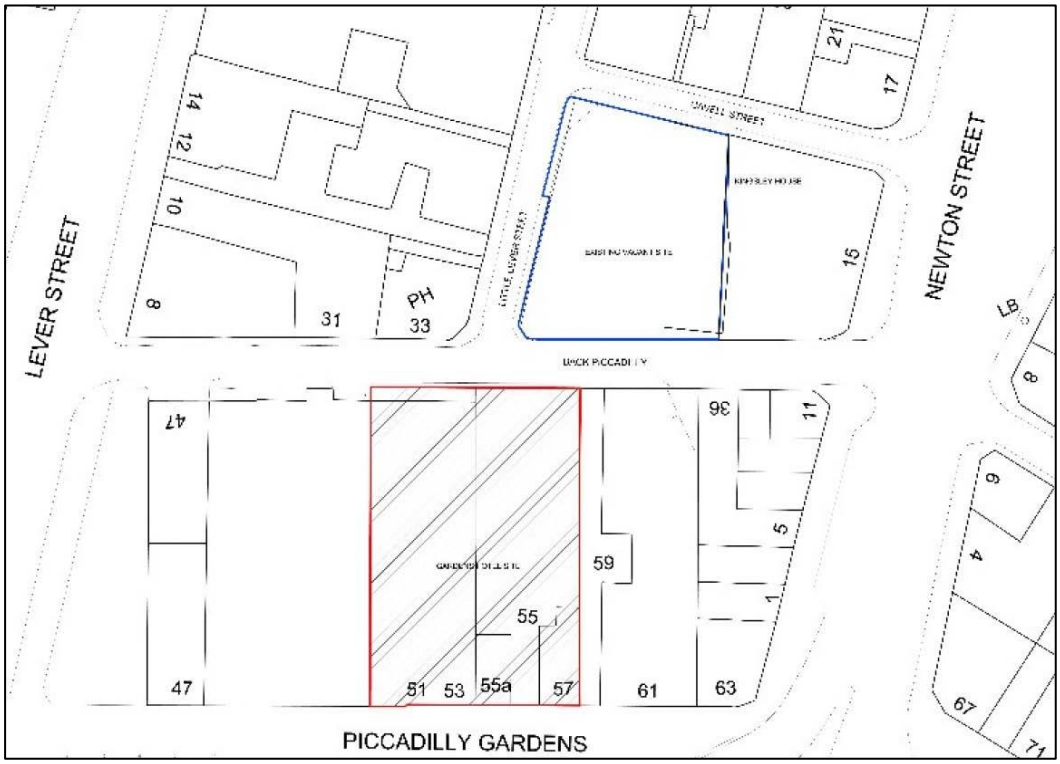


Figure 1.1 – Application Sites

2.1.2 The site on Little Lever Street adjoins Kingsley House, which fronts onto Newton Street, is currently vacant and is shown within the blue edge on the above. The Gardens Hotel site is a well-established hotel destination in the City, situated on Back Piccadilly and is identified by the red edge in the above.

2.1.3 Little Lever Street runs in a broadly north-south alignment and forms the western boundary of the Little Lever Street site. Back Piccadilly borders the site to the south while Kingsley House lies immediately to the east.

2.1.4 The Gardens Hotel site is bound by Back Piccadilly to the north and Piccadilly Gardens to the south, while other properties and business border the site on both sides.

3 DEVELOPMENT PROPOSALS

3.1 Introduction

3.1.1 The two planning applications seek full planning permission for the following;

Little Lever Street Site

3.1.2 As the site is currently vacant, the proposals for the Little Lever Street site refer to a new build 6 storey hotel to provide a total of 60 new bedrooms.

3.1.3 The proposals for the site on Little Lever Street includes the provision of a new glazed bridge link to connect to the rear elevation of the Gardens Hotel, thus the two sites will be joined to allow coalescence and connectivity between the two.

3.1.4 Once complete both sites will operate as one Hotel under the same brand.

3.1.5 In addition to the above, the proposals include the provision of two retail units at ground floor level and 7 parking spaces that will be accessed directly from Little Lever Street.

3.1.6 To encourage sustainable travel to and from the site, the car park will also accommodate secure cycle parking facilities for the use of staff and guests.

Gardens Hotel Site

3.1.7 There are currently 96 bedrooms at the Gardens Hotel. The proposals comprise some major refurbishment works and 2 storey part vertical extension to 55 Back Piccadilly and a new hotel entrance.

3.1.8 The internal layout of the existing hotel will be altered and the rooms enlarged to provide a total of 82 rooms, once complete.

3.1.9 It is proposed to reconfigure the basement floor to provide space for conferencing facilities and modest scale health and fitness suite.

4 THE TRAVEL PLAN

4.1 Introduction

4.1.1 The Travel Plan is a long-term strategy for reducing the dependence of employees on travel by private car. The aims of the Travel Plan are as follows:

- To encourage employees to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

4.1.2 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to employees.

4.1.3 In addition, the management of employee travel represents an important element in pursuing the overall aims of the latest national guidance included within the DfT's Best Practice Guide.

4.1.4 This document provides a framework for the preparation of a Travel Plan, which will be submitted to and agreed with Manchester City Council (MCC) within 6 months of the occupation of the development.

4.1.5 The Travel Plan will demonstrate the strategy that the Hotel operator is taking to assist the wider aims of sustainable transport.

4.2 Plan Administration

4.2.1 The Hotel operator will be required to designate a Travel Plan Co-ordinator (TPC).

4.2.2 Essentially, the TPC will provide an overall liaison in implementing the Travel Plan with the local authority.

4.2.3 Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority and the appropriate local bus companies.

4.2.4 The Travel Plan Co-ordinator will be the first point of contact for employees and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from employees relating to the Travel Plan.

4.2.5 The role includes administration of the Plan, ensuring all modes of travel to the site are promoted and marketed at all opportunities. The duties are permanent and the Council will be informed of any changes to the named TPC.

4.2.6 The post of Travel Plan co-ordinator will continue for the life of the development.

4.1 Consultation

4.1.1 The success of the Plan will rely on the support of staff and to a certain extent the guests of the hotel. The Travel Co-ordinator will retain close contact with the Hotel management and the Staff and will be the first point of contact for matters regarding travel to and from work. The role also involves responsibility for liaison with outside bodies, including the planning and highways authorities and public transport providers.

4.1.2 The Contact List to be produced will contain the names, addresses and phone numbers of representatives of the planning and highway authorities and public transport operators. The list will be amended or added to as necessary. It will be the responsibility of the Travel Co-ordinator to keep the Contact List updated.

4.2 Promotion

4.2.1 All staff, including new employees, will be made aware of the existence of the Travel Plan at the commencement of employment. The details of the Plan, its objectives in enhancing the environment and the role of individuals in achieving the objectives of the Plan, will be explained.

4.2.2 Information will be given to new staff encouraging sustainable travel and explaining how this can be achieved. They will also be informed of incentives and initiatives being run by the hotel to promote alternative travel modes.

4.2.3 Contact details of the Travel Co-ordinator will be advertised in the event that staff wish to discuss specific matters directly.

4.3 Updating

4.3.1 The Travel Plan is a strategy for the indefinite future and as such will evolve over time. The objectives of the Plan, to 'educate' staff and guests and to 'facilitate' travel by sustainable modes, will not change.

4.3.2 The on-going monitoring programme, and in particular the annual review, outlined in Section 7, will provide up-dated information that will allow the Plan to be revised, refined and improved.

4.4 Staff Travel Patterns

4.4.1 This Travel Plan will be implemented upon the opening of the new Hotel.

4.4.2 However, to establish the travel patterns of staff following the opening of the new accommodation suite, a comprehensive staff questionnaire survey (the Travel Survey) will be undertaken within 3 months of the Travel Plan being implemented.

4.4.3 One of the key findings of the Travel Survey will be establishing the modal split for staff travel. The results will be summarised in table form.

4.4.4 From the analysis of the Travel Survey, key information with regards to the travel patterns of staff and attitudes to possible measures will then be outlined and included in the Plan.

5 ACCESS BY A CHOICE OF MODE OF TRANSPORT

5.1 Introduction

5.1.1 In order to accord with the aspirations of the NPPF, any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

5.1.2 New proposals should attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

5.1.3 The accessibility of the proposed site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.
- Accessibility by rail/Metrolink.

5.2 Accessibility on Foot

5.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life.

5.2.2 This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and more vibrant neighbourhoods.

5.2.3 Existing footways are located to the south of the site around Piccadilly Gardens and Back Piccadilly, these provide pedestrian linkages to the nearby facilities in Manchester city centre.

5.2.4 Additionally, a signalised pedestrian crossing point is located to the south of the site, approximately 60 metres away, consisting of dropped kerbs and tactile paving, this enhances safe pedestrian movement within the vicinity of the site.

5.2.5 Good practice suggests that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2013 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

5.2.6 **Plan 2** shows the pedestrian catchment for 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.

5.2.7 The 2 kilometre walking catchment encompasses large areas of Manchester city centre along with areas such as Brunswick, Ardwick, Salford and Deansgate.

5.2.8 As illustrated, the development site benefits from being located within close proximity to Manchester city centre and surrounding areas, which will provide the opportunity staff to travel to the development by foot, therefore reducing the reliance on the private car.

5.3 Access by Cycle

5.3.1 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.

5.3.2 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester, along with areas such as Prestwich, Cheetham Hill, Longsight and Old Trafford.

5.3.3 A local cycle route is located approximately 40 metres north from the site, accessed via Dale Street. This cycle route travels through Northern Quarter into Manchester city centre and through the Green Quarter as well as Spinningfields and beyond.

5.3.4 Additionally, National Cycle route 66 is situated around 420 metres south east from the site, this cycle route runs from Central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

5.3.5 The site can therefore be considered as being accessible by cycle.

5.4 Access by Bus

5.4.1 The development site is within close proximity of a number of bus stops around Piccadilly Gardens, along with Manchester Piccadilly Bus Station which is located approximately 300 metres south of the site, this bus station offers 20 bus stands.

5.4.2 The services available at Piccadilly bus station provide opportunities for travelling to destinations such as Bolton, Bury, Eccles, Salford, Stockport, Oldham and Rochdale, to name a few.

5.4.3 In order to demonstrate the level of accessibility some example journey times by bus, along with the relevant bus service number are presented below **Table 5.1** below.

Destination	Duration	Service/Frequency
Salford	15 mins	Bus service 36 – 6 per hour
Eccles	31 mins	Bus Service 33 – 4 Per hour
Bury	40 mins	Bus Service 135 – 6 Per hour

Figure 5.1 – Example Bus Journeys

5.4.4 It is therefore concluded that the proposed development site is highly accessible by bus.

5.5 Accessibility by Rail

5.5.1 The site is within close proximity of a number or train stations including Manchester Victoria, Salford Central, Deansgate, Manchester Oxford Road and the closest train station to the site, which is Manchester Piccadilly.

5.5.2 Manchester Piccadilly is located around 470 metres from the site and is the principal station in Manchester. It serves intercity routes to London, Birmingham Bristol, South Wales, Edinburgh and Glasgow, along with providing journeys to destinations throughout Northern England such as Liverpool, Leeds, Sheffield and Newcastle. It offers around 40 services an hour to the above destinations and many more.

5.5.3 It is also worth noting that many Metrolink stations are located within suitable walking distance from the site, these include Castlefield, St Peter's Square, Piccadilly, Piccadilly Gardens, Market Street, Mosley Street, Shudehill and Victoria.

5.5.4 Manchester's Metrolink network travels throughout the city to destinations such as Altrincham, Eccles, Salford, South Manchester, Bury, Droylsden, Rochdale and Oldham with trams running on average every 6 or 12 minutes during the day, between Mondays and Saturdays, and every 12 or 15 minutes on Sunday's and in the evenings.

5.5.5 It is therefore concluded that the proposed development site is accessible by rail.

5.6 Summary

5.6.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development. The following conclusions can be drawn from this section of the Report:

- The site is accessible by foot. The existing infrastructure will provide excellent pedestrian linkages with the surrounding areas around Manchester Piccadilly.
- The site is accessible by cycle with a local cycle route located approximately 40 metres north of the site on Dale Street, thus providing staff with a sustainable travel option.

5.6.2 The site is also highly accessible by bus with services operating in the vicinity of the site from existing bus stops at Manchester Bus Station. There are a wide range of high frequency bus services available from the station travelling to destinations such as Bury, Eccles, Salford, and Stockport.

- The site is highly accessible by rail and Metrolink, with 5 train stations all located within 2 kilometres of the site offering a number of services per hour to various local and national destinations.

5.6.3 In light of the above, it is considered the site is a highly accessible and sustainable location for a new Hotel and the existing Gardens Hotel is an already established destination for people wishing to stay in Manchester.

6 MANAGEMENT MEASURES

6.1 Introduction

6.1.1 This section of the Plan outlines the specific physical and management measures to be undertaken as part of the Plan. The implementation of the listed measures, which include awareness initiatives, is the core of the Plan.

6.1.2 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 Co-ordinator will be free to investigate other potential initiatives.

6.1.3 The results of the Travel Survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to accord with the findings of the travel survey when this is repeated.

6.1.4 The following sections will review the possible package of measures.

6.2 Recruitment

6.2.1 To help meet the targets of the Travel Plan, the Hotel, when advertising new posts, will undertake to include the local community as part of a first round of publicity.

6.2.2 The Hotel will undertake to provide information on its commitment to the aims of the Travel Plan when recruiting and make it clear to new staff that they are actively encouraged to use sustainable modes of transport when travelling to work.

6.3 New Employee 'Welcome Pack'

6.3.1 As part of the Travel Plan measures, a 'Welcome Pack' will be provided to staff starting work at the hotel. The pack will include information contained within the Accessibility section of this Travel Plan.

6.3.2 The 'Welcome Pack' will include the Travel Plan's aims and why it has been produced, as well as contacts for the Travel Plan Co-ordinator.

6.3.3 The packs will include current information on walking and cycling routes in the area, plus current bus/rail timetables and approximate fares.

6.3.4 In addition, employees will be offered personalised journey planners and as an on-going part of the monitoring process the 'Welcome Pack' will be reviewed and updated annually.

6.3.5 Information regarding any changes to the bus services in the area will be passed to staff via leaflets or through staff briefing sessions.

6.3.6 The packs will include current information on walking and cycling routes in the area and information on current bus/rail services, i.e. timetables. Numerous maps and leaflets regarding travel and how to travel sustainably are available on the Transport for Greater Manchester (TfGM) website, as follows;

http://www.tfgm.com/journey_planning/Pages/Maps.aspx

6.3.7 In addition, employees will be offered personalised journey planners as an on-going part of the monitoring process the 'Welcome Pack' will be reviewed and updated annually. Information regarding any changes to the bus services in the area will be passed to employees via leaflets or a company website. This is another service provided on the TfGM website, as follows;

http://www.tfgm.com/journey_planning/Pages/default.aspx

6.4 Travel Plan Measures

6.4.1 The following measures to encourage sustainable travel for staff and guests will form part of the Travel Plan.

6.5 Walking

- The Travel Co-ordinator will report the results of the Travel Questionnaire to the relevant local authority Officer and will liaise with the Officer to establish the potential for improvements to existing off-site facilities.

- The Travel Co-ordinator will liaise with the planning authority to make them aware of issues raised by hotel staff and guests relating to the maintenance and safety of pedestrian routes in the vicinity of the hotel, including routes from bus stops.
- Staff will be provided with information and advice concerning safe pedestrian routes to the Hotel.
- Guests will be provided with information and advice concerning safe pedestrian routes from the hotel to various key locations within the city centre.
- Staff will be provided with changing facilities, as well as facilities for storage of wet clothes, umbrellas, etc.
- Staff will also be encouraged to walk by promoting the benefits, which include health, reduction in stress, cost and environmental friendliness.

6.5.1 Employees will be provided with information on WalkBUDi scheme through information contained within the 'Welcome Packs'. Information on the scheme is available on the website www.walkbudi.com.

6.5.2 The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It simply matches individuals with others walking the same way so they can walk together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

6.5.3 The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way. It can be used for regular trips such as walking to the office or going to the station as well as making a journey safer.

6.5.4 The health benefits of walking will be particularly promoted to employees and consideration will be given to the provision of personal attack alarms if this is deemed appropriate to reduce personal safety issues especially in the dark winter months.

6.5.5 It will be the responsibility of the Travel Plan Co-ordinator to ensure the WalkBUDI scheme is adequately publicised.

6.6 Cycling

- The Travel Co-ordinator will report the results of the Travel Questionnaire to the Cycling Officer at the Council and will liaise with the Officer to establish the potential for improvements to existing off-site facilities.
- The Travel Co-ordinator will liaise with the planning authority to make them aware of issues raised by hotel staff and guests relating to the maintenance and safety of cycle routes in the vicinity of the hotel.
- Staff will be provided with information and advice concerning safe cycle routes to the Hotel.
- A secure area is proposed for cycles within the car park of the Little Lever site to facilitate the use of cycles, as an alternative to the private car.

6.6.1 Employees interested in cycling to the development will be provided with information on the BikeBUDI scheme through information contained within the 'Welcome Packs' and on notice boards. Information on the scheme is available on the website www.bikebudi.com.

6.6.2 The BikeBUDi scheme is part of the National Lift Share Group and aims to match individuals with others cycling the same journey so they can ride together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

6.6.3 The idea is not just to help current cyclists to find a 'Bike Buddy' but also to encourage individuals who may be concerned about cycling to take up cycling, by putting experienced cyclists in touch with those willing to give it a try.

6.6.4 The 'Bike Buddy' scheme also assists cyclists find the safest, most direct route and will even ride it with you. The rides may simply be recreation routes, home to work, work to home or a combination of each. Lunchtime rides can also be arranged.

6.6.5 It will be the responsibility of the Travel Co-ordinator to ensure the BikeBUDi scheme is adequately publicised to all employees, and information will also be included in the Travel Plan.

6.7 Motorcycling

6.7.1 Motorcycles are generally more efficient than other motor vehicles in their use of fuel and the road-space they require. Emissions are also generally lower than those of private cars.

- A secure area is proposed for motorcycles within the car park of the Little Lever site to facilitate the use of motorcycles as an alternative to the private car.
- The use of motorcycle parking will be monitored.
- Staff changing facilities will be provided for motorcyclists.

6.8 Public Transport – Bus Services

- As relevant, the Travel Co-ordinator will provide the bus operators with information arising from the Travel Questionnaire and liaise with the operator to investigate the potential to improve services, if necessary.
- Up-to-date details of bus services, including route information, stop locations and service frequencies, will be permanently on display for the information of staff and available for guests.
- The Travel Co-ordinator will liaise with bus operators to ensure that information remains valid.
- The Travel Co-ordinator will periodically liaise with operators to ensure that issues raised by staff are considered, to assist in ensuring that use of bus services to the Hotel by staff is maximised.

6.9 Public Transport – Trains

- As relevant, the Travel Co-ordinator will provide the train operators with information arising from the Travel Questionnaire and liaise with the operator to investigate the potential to improve services, if necessary.
- Up-to-date details of services, including routes and service frequencies, will be permanently on display for the information of staff and available for guests.
- The Travel Co-ordinator will liaise regularly with operators to ensure that information remains valid.

6.10 Public Transport – Taxis

6.10.1 Taxis have an important role in providing for staff trips when other modes of transport may not be available. They also provide an invaluable service as connecting mode of travel for guests travelling to the hotel by bus or rail.

6.10.2 The Travel Co-ordinator will ensure that the contact details for local taxi operators are available within the reception area of the hotel.

6.11 Car Sharing

6.11.1 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage of staff by publicising the concept of car sharing.

6.11.2 Liftshare is a National Car Share scheme that helps individuals to travel more sustainably by sharing their journey. Their online network matches people with similar journeys so they can travel better together - saving money, cutting their carbon footprint, having fun and making the world a better place. As part of the Travel Plan;

- The Travel Co-ordinator will promote the use of Liftshare and encourage users to sign up to the scheme on line at the following website www.liftshare.com.
- The Travel Co-ordinator will ensure staff are be made aware of the travel database and encouraged to make use of the information for car sharing purposes.
- The Travel Co-ordinator will circulate applications to join the car-sharing scheme via staff newsletters or with the staff induction material.

6.12 Emergency Ride Home

6.12.1 In recognition of the fact that those staff walking, cycling, using public transport or car sharing to travel to and from work are losing the flexibility offered by using the private car, a free ride home will be available for employees in the event of a genuine personal emergency.

6.13 Sustainable Travel by Guests

6.13.1 As confirmed earlier in this section, with regard to the nature of the development consideration should also be given to the way in which the guests travel to the Hotel and also whilst they are in Manchester and its surrounding area.

6.13.2 It is of course more difficult to influence the way in which hotel guests and visitors travel to the and from the hotel.

6.13.3 The emphasis of the Plan is therefore to increase awareness of the available opportunities for travelling to attractions by sustainable forms of transport, through the provision of:

- Details of pedestrian routes from the Hotel to the bus and rail stations.
- Details of pedestrian routes to key locations within the city such as Museums and major leisure and retail areas.
- Contact numbers for Manchester's Tourist Information office will be available to all guests.
- Up-to-date details of bus services, including route information, bus stop locations, service frequencies and costs of certain journeys.
- Details of train services, routes, frequencies.
- Details of how to travel to destinations further afield by modes other than car.

6.13.4 This information will be available at the hotel reception area for guests on request.

6.13.5 Details of how to get to the hotel by means other than the private car i.e. by train and bus could be made available on the Hotel website. The information could also include telephone numbers for local taxi companies as well as train, bus and coach operators.

7 TRAVEL PLAN TARGETS

7.1 Introduction

7.1.1 This section of the Travel Plan will provide details of the targets against which the success of the Plan in achieving its objectives will be measured.

7.1.2 These targets are designed to be quantifiable, be relevant to both measures and objectives identified in the Plan and to include timescale.

7.2 Travel Targets

7.2.1 In order to set the targets further information may have to be obtained in order to establish against which to set the targets. This information will be related to patterns of movement (i.e. the proportion of employees who travel to their workplace by non-car mode) and may be obtained from sources such as the National Travel Survey and the National Census.

7.2.2 The main source of baseline information would however come from the employees Travel Survey, which will be completed 6 months post full occupation of the development and will be completed every two years thereafter.

7.2.3 Suitable targets for reducing the need to travel by private car will be set and agreed with MCC Travel Plan Officer at a more advanced stage in the planning process.

7.3 Potential Targets

7.3.1 Targets that may potentially be included in the Travel Plan include the following:

- Certain percentage of employees who travel to work by non-car modes. This is to be achieved within a 5 year timeframe of the development commencing operation and continue at the same level thereafter.
- Certain percentage model shift of employees on the proposed development away from the public car to non-car modes. To be achieved within the 5 year timeframe discussed below.

- Certain percentage decrease in the number of single occupancy journeys to and from the site by employees.

- Certain percentage increase in the number of employees joining and participating in the car share scheme. This will be reviewed and re-evaluated annually to promote the objectives of the Travel Plan.

7.3.2 Whilst it is considered that the Travel Plan targets are challenging, it is essential that they are also realistic and achievable.

7.3.3 Experience suggests that a Travel Plan containing only marketing and promotional initiatives is unlikely to achieve a shift in the mode of travel used, whereas one also incorporating car sharing and cycle measures may achieve a 3% - 5% reduction in single occupancy car-based commuting.

7.3.4 Further shifts to public transport, walking and cycling away from private car use may be achieved through the above measures being supplemented by other initiatives. It is clear, therefore, that in making a meaningful contribution to the achievement of the above targets, the Travel Plan must incorporate a range of initiatives that go beyond marketing and promotion.

7.4 Travel Plan Framework

7.4.1 **Table 7.1** below provides a framework and guidance as to timescales for the Travel Plan.

Before Occupation	Ensure the sites Travel Plan Co-ordinator is appointed
0-6 months	Complete staff travel surveys Establish modal user groups (such as car share, bike users, walkers)
6-12 months	Submission of full Travel Plan and modal split targets to MCC Continuous updating of Travel Plan database Continuous updating of all public transport information
12+ months	Update and monitor Staff Travel questionnaire annually The Travel Plan will be in place for the life of the development

Table 7.1 Travel Plan Framework Timescales

7.5 Plan Monitoring and Assessment

7.5.1 The Travel Plan Co-ordinator will be responsible for on-going monitoring and regular employee travel surveys. These will assess the travel habits of employees and visitors to the site and thus enable the success of the Travel Plan.

7.5.2 In order to assess travel habits, all staff will be asked to complete the Travel Survey. Principally these surveys will aim to establish the location of employees, how they travel to the development and what other modes of transport they would consider using to travel to the site.

7.5.3 Each survey will result in an annual monitoring report, which will present results and progress. Any problems will be identified and specific actions noted and carried forward to the next annual report.

7.5.4 In addition to snap shot surveys, full employee surveys will be completed between every 2 to 3 years. These surveys will provide a more in-depth understanding of staff travel habits, shift patterns and options that would encourage employees to travel by sustainable modes.

7.5.5 The timescale for Travel Plan reviews and repeat travel surveys will be included within the Final Travel Plan. However, it is anticipated that these reviews should occur annually to provide on-going information on the impact of the Plan. Monitoring should take place over a wide range of time periods to reflect the different pattern of journeys that can be generated by the development.

7.5.6 The monitoring will include items such as:

- Full employee travel surveys to be completed between every 2 to 3 years, in addition to snap shot surveys which will be completed every 12 months.
- Feedback from bus operators to establish demand for local bus services.
- Monitoring of the usage of employee cycle parking facilities.
- Information gathered as part of the continuous monitoring process will be made available to the local authority to assist the assessment of ongoing modal split.

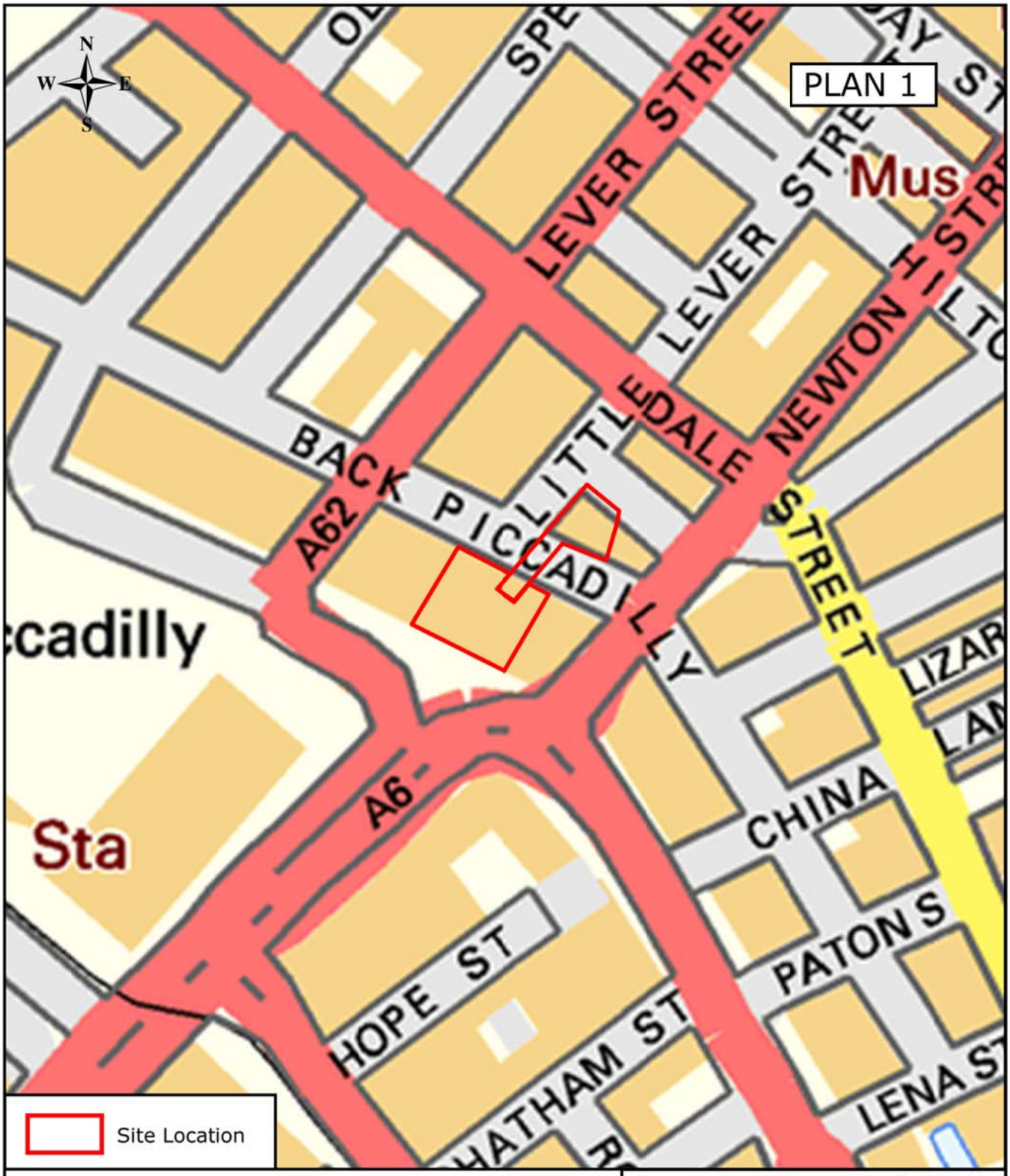
7.5.7 Future strategies for further delivering plan objectives can be considered in partnership between the TPC and the local planning and highway authority.

7.5.8 The monitoring and assessment of the plan will include the submission of annual progress reports detailing the results of the travel surveys with regards to targets, budgets, general effectiveness and current initiatives.

7.5.9 An annual report is to be submitted to the local authority no later than one month following the anniversary of the approval of the Travel Plan.

7.5.10 This will allow effective measures to be promoted and increased while ineffective measures can be revised and rectified. New initiatives for the coming year will also be contained within the report and submitted to officers at MCC.

PLANS



CAIRN GROUP

PROPOSED HOTEL DEVELOPMENT
BACK PICCADILLY
MANCHESTER
SITE LOCATION PLAN

croft
Transport Solutions

Email: info@croftts.co.uk
Tel: 0161 667 3746
Web: www.croftts.co.uk

9 Jordan Street,
Manchester
M15 4PY

DRAWN:	DATE:	CHECKED:	DATE:	SCALE:	DRAWING NUMBER:	REVISION:
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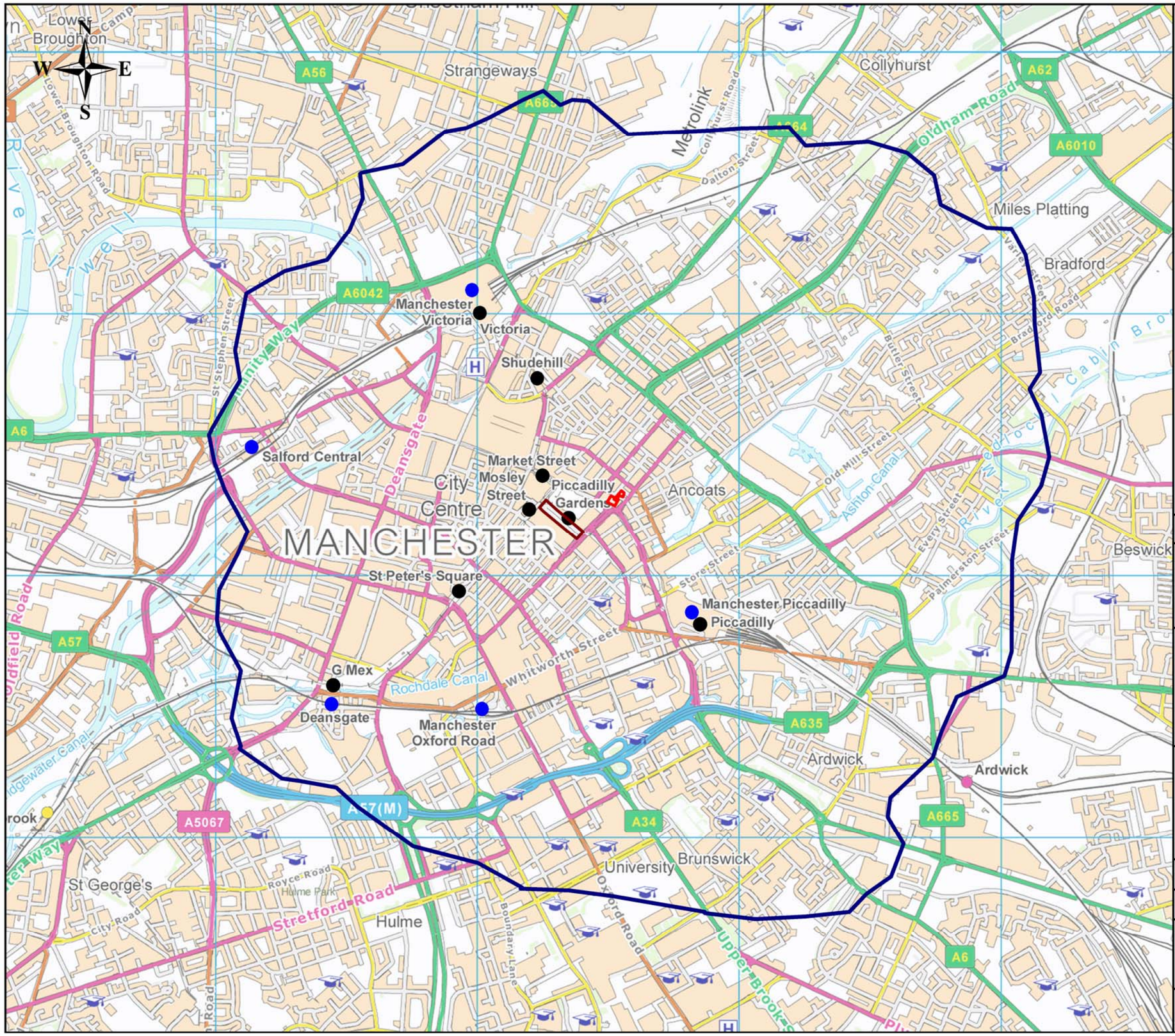

NOTES

PLAN 2

- Site
- 2km Pedestrian Catchment
- Manchester Piccadilly Bus Station
- Metrolink
- Train Station

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

CAIRN GROUP

PROJECT:

PROPOSED HOTEL DEVELOPMENT BACK PICCADILLY MANCHESTER

DRAWING TITLE:

2KM PEDESTRIAN CATCHMENT

SCALE: 1:15000 @ A3

DRAWN:	CHECKED:	DATE:
SM	MR	01.08.16

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Manchester,
M15 4PY

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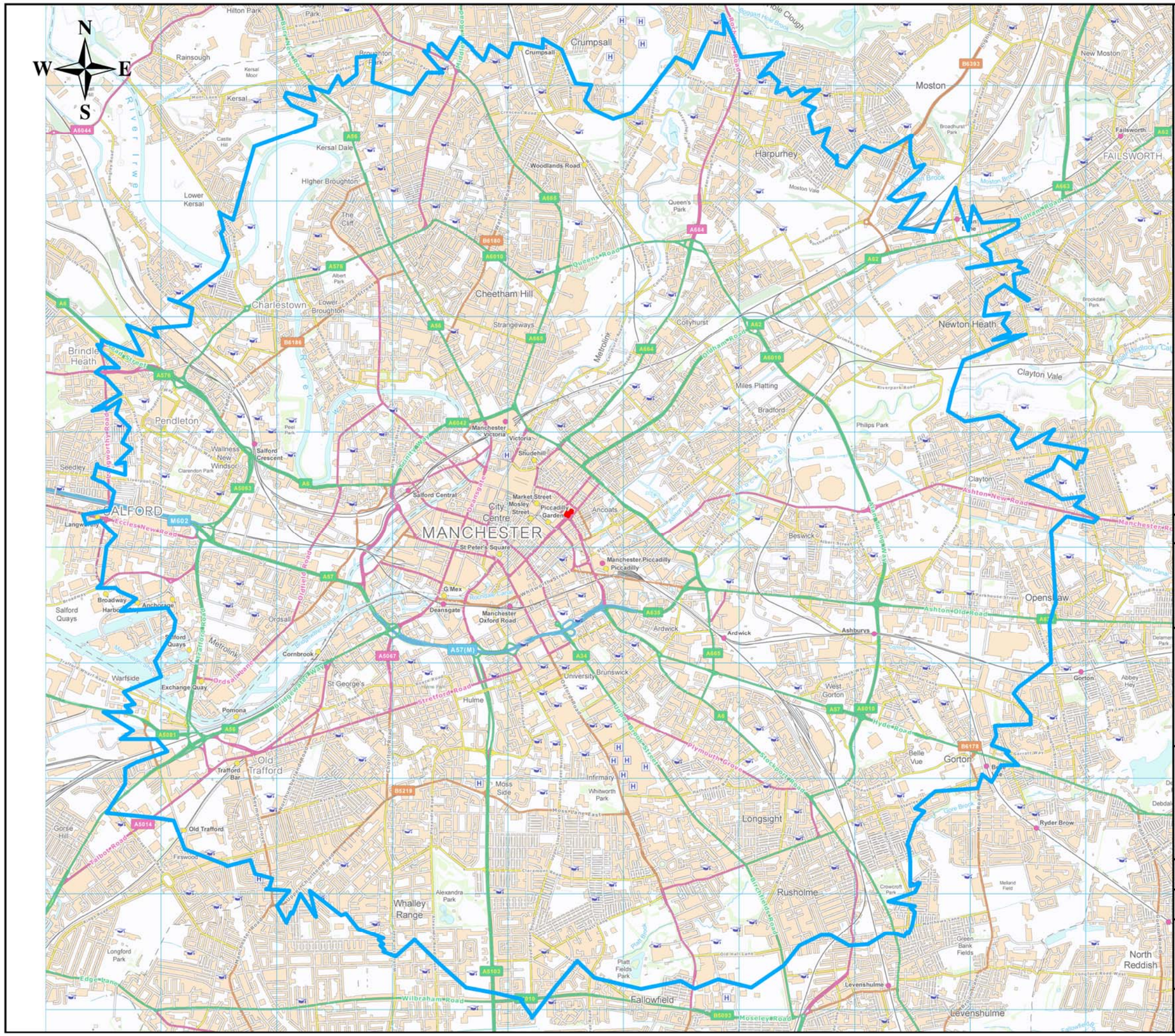
DRAWING NUMBER: 1563-02

REVISION: .



NOTES

PLAN 3

Site

5km Cycle Catchment

REV.	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

CAIRN GROUP

PROJECT:

PROPOSED HOTEL DEVELOPMENT BACK PICCADILLY MANCHESTER

DRAWING TITLE:

5KM CYCLE CATCHMENT

SCALE: 1:34000 @ A3

DRAWN: SM

CHECKED: MR

DATE: 01.08.16

9 Jordan Street,
Manchester,
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Email: info@croftts.co.uk
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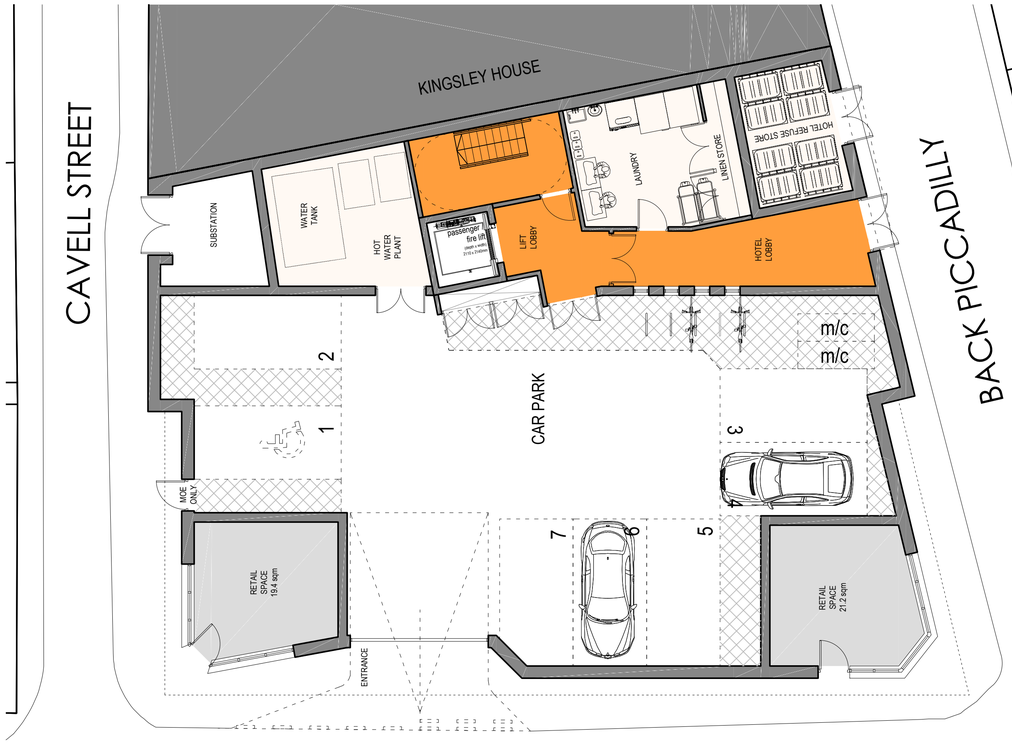
DRAWING NUMBER: 1563-03

REVISION: .

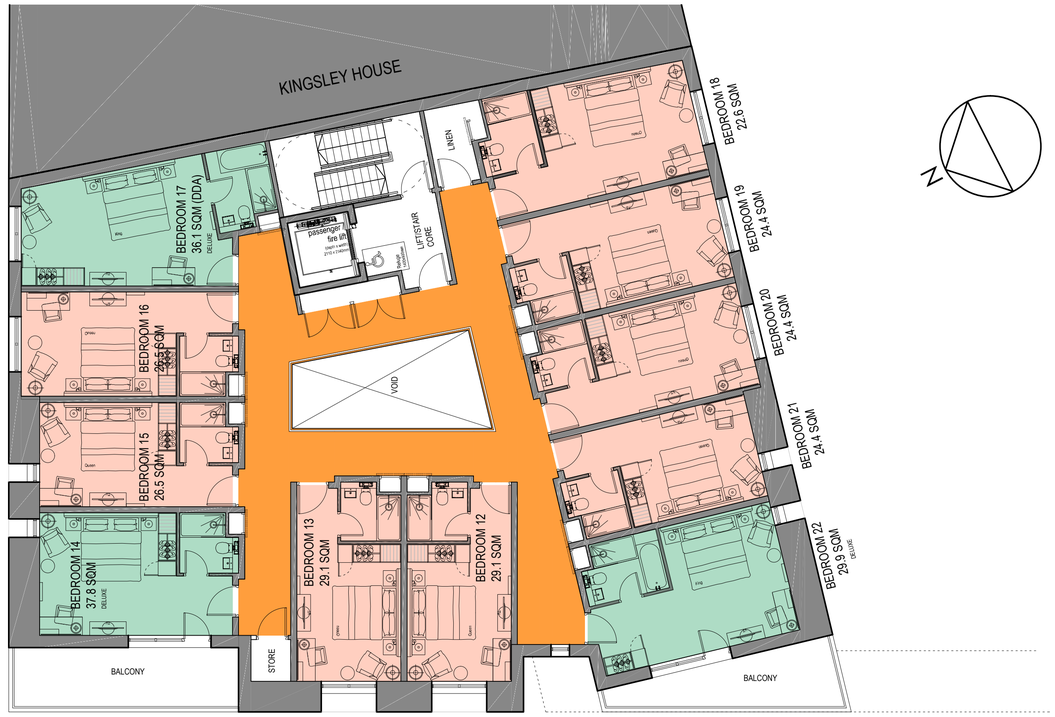
APPENDICES

APPENDIX 1

Scheme Proposals



PROPOSED GROUND FLOOR PLAN



PROPOSED SECOND FLOOR PLAN

PROPOSED FIRST FLOOR PLAN

NOTE:DO NOT SCALE FROM THIS DRAWING.ALL DIMENSIONS TO BE CHECKED ON SITE.TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSULTANTS DOCUMENTATION

Construction (Design and Management) Regulations 2015

Designer Considerations

Street Design Partnership's duty on this project is that of "Designer" as defined by Regulation 9, and have avoided foreseeable risks to those involved in the construction and future use of the structure and in so doing eliminated hazards (so far as is reasonably practical, taking account of other design considerations) and reduced risks associated with those hazards.
The Designer has provided adequate information about any significant risks associated with the design and co-ordinated the work with others in order to improve the way in which risks are managed and controlled.
The associated risks are restricted to site or project specific risks and as such are not considered as a complete and final list of all hazards that may exist

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revision: date:

client:	project:	drawing:
THE STATION HOTEL (NEWCASTLE) LTD.	PROPOSED HOTEL EXTENSION 2 LITTLE LEVER STREET MANCHESTER	PROPOSED GROUND, FIRST & SECOND FLOOR PLANS

project no:	drawing no:	revision:	drawn:	checked:	date:	scale @ A1
6886	PS102		DF		29.06.16	1:100

street design partnership
architecture urban design interiors
16 brewery yard deva centre trinity way salford m3 7bb t:0161 834 7262 f:0161 834 7112 e:info@street-design.net

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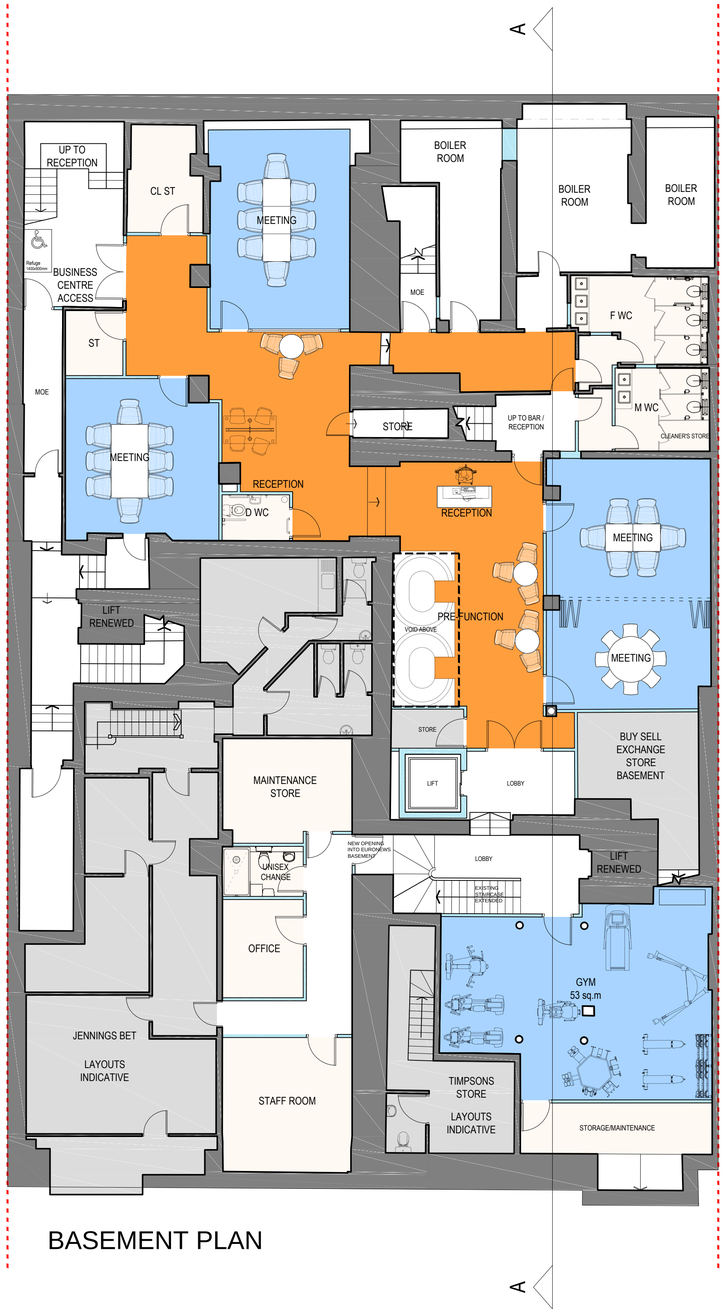
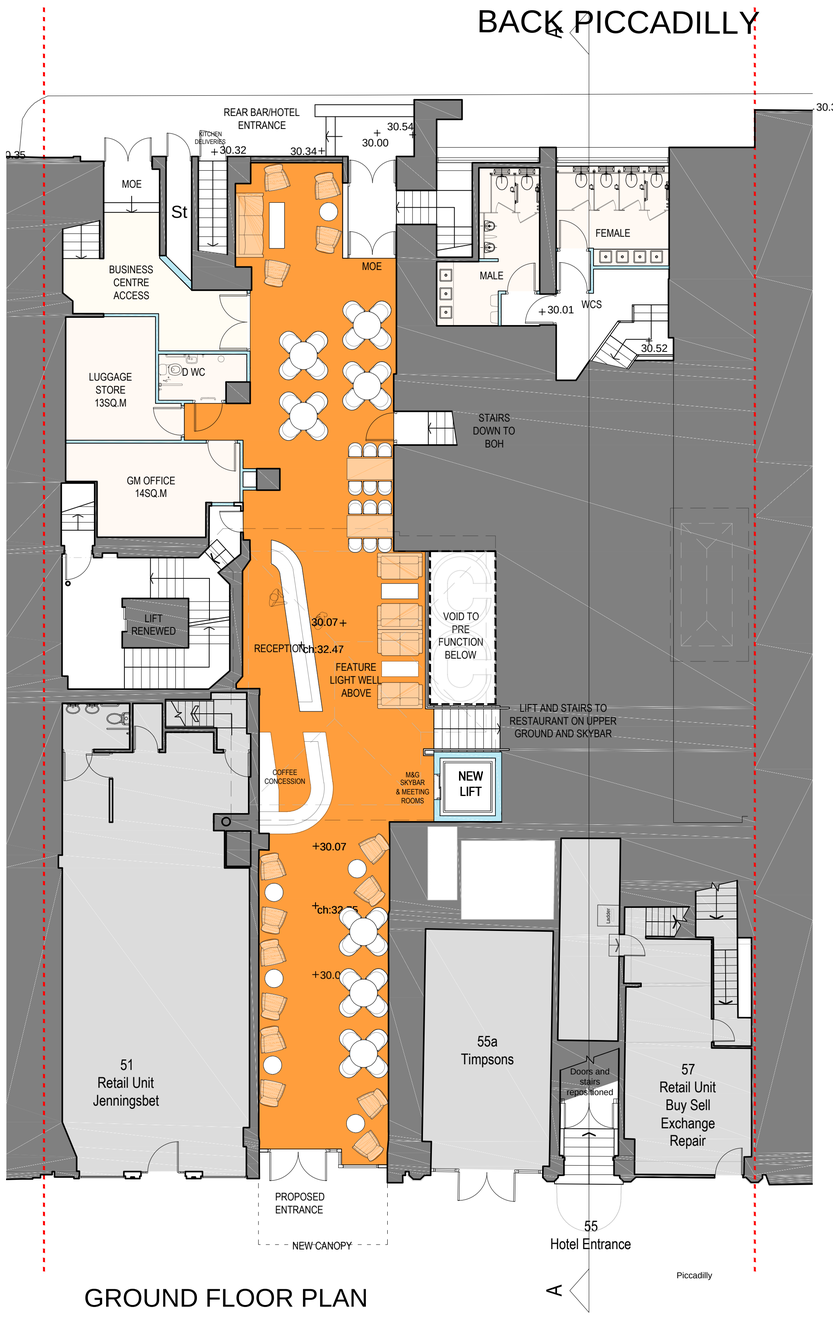
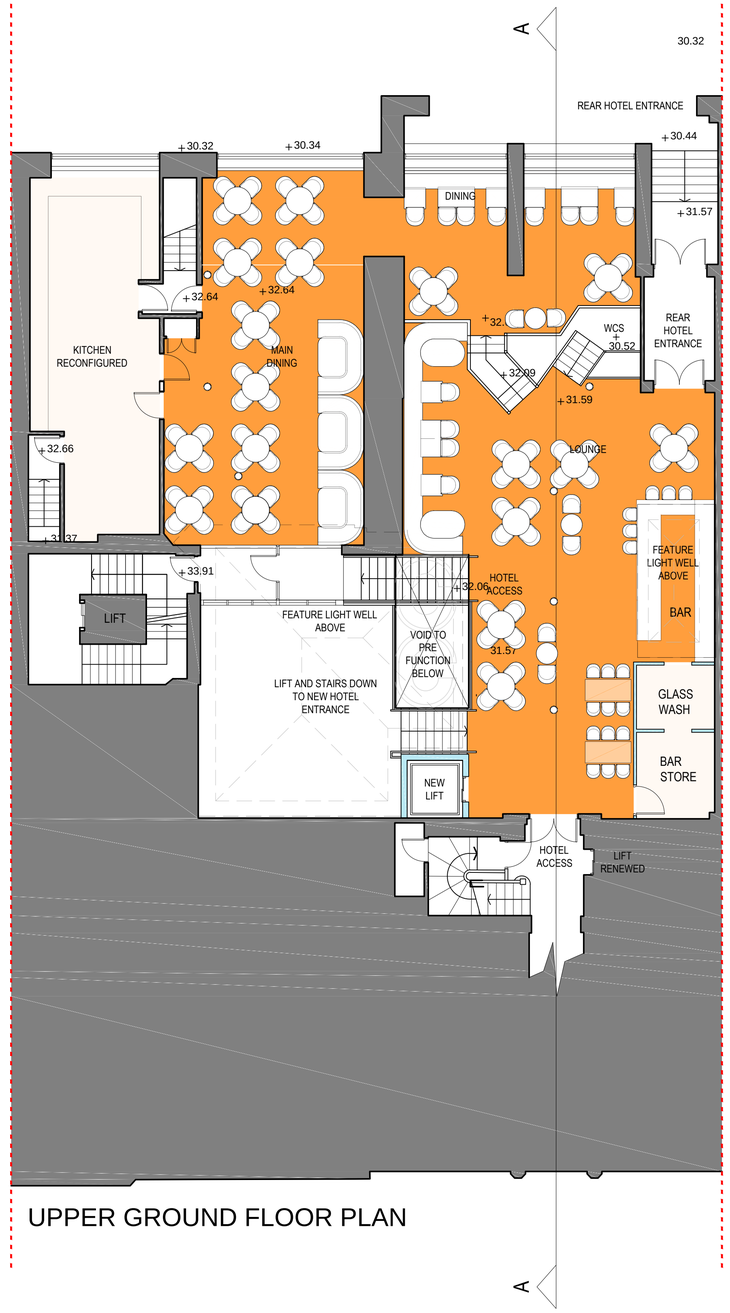


BASEMENT PLAN



GROUND FLOOR PLAN



UPPER GROUND FLOOR PLAN

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PICCADILLY GARDENS

N

client:	project:	drawing:
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project no:	drawing no:	revision:	drawn:	checked:	date:	scale @ A1
6513	PS120		DF		13.08.15	1:100

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