

53-55 Mosley Street

Travel Information Pack

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Introduction

53-55 Mosley Street is in an excellent location, benefiting from a city centre location with convenient transport links and access to a broad range of local services and facilities.

This Travel Information Pack contains information about the travel options available to you as well as links to further information to facilitate increased use of sustainable travel modes. When traveling to the building (53-55 Mosley Street), building users should be considerate to reduce the number of car journeys into the city centre by utilising local public transport networks, or by walking and cycling.

Planning Your Journey

The TfGM website (<https://tfgm.com/>) alongside visiting any of the TfGM Travelshops (the closest Travelshop to the building is at Shudehill) will provide information allow you to access information to assist with planning your journey by public transport across Greater Manchester

Other useful applications that can be downloaded to your smart phone

- Get Me There - TfGM Metrolink
- Metrolink App
- Traveline
- Citymapper
- Transit
- Google Maps
- Apple Maps



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Mode of transport

The following information identifies various methods which building users could travel to 53-55 Mosley Street.



Walking

53-55 Mosley street is well connected to key local destinations by a comprehensive network of safe, well lit, pedestrian routes across the city centre. The building is accessed from the front entrance off Mosley Street which connects to various pedestrian footways around the local area.



Cycling

53-55 Mosley Street is well located for access by cycling which is a sustainable, cheap and quick method of getting around the city and to the building.

53-55 Mosley Street does not have an on-site cycle storage facility, however the city centre is served by Cycle Hubs, which provide secure and covered facilities at key locations. The nearest Cycle Hubs to the site are at Piccadilly Gardens (City Tower) and Oxford Road Station. Further information can be found at:

City Tower Cycle Hub:

<https://activetravel.tfgm.com/cycling/cycle-parking/>

Oxford Road Station Cycle Hub:

<https://www.northernrailway.co.uk/travel/cycling/58-cycling-facilities>

There is also on-street Sheffield stand cycle parking facilities near to the site. This includes stands located at the corner of New York Street / Mosley Street, George Street, Piccadilly Gardens and St Peter's Square.



Tram / Train

The site occupies a prominent city centre location in close proximity to public transport nodes. It is a 3 minute walk to tram services at St Peter's Square, 5 minute walk tram services at Piccadilly Gardens, and 10 minute walk to train services at Piccadilly and Oxford Road Stations and a 15 minute walk to Victoria Station.

To minimise car travel into the city centre, building users who are traveling from further away can use one of the many Park and Ride facilities located around Greater Manchester. See link below for further information:

<https://tfgm.com/public-transport/park-and-ride>



Bus

Bus services can also be accessed from Charlotte Street and Princess Street a very short walk from the main entrance. Bus services can also be accessed from Piccadilly Gardens interchange. Other bus interchanges / coach stations are located at Shudehill Interchange and Manchester Coach Station on Chorlton Street.

The Route 1 of the Metroshuttle free bus service routes close to the site on Charlotte Street and links up to key city centre destinations.

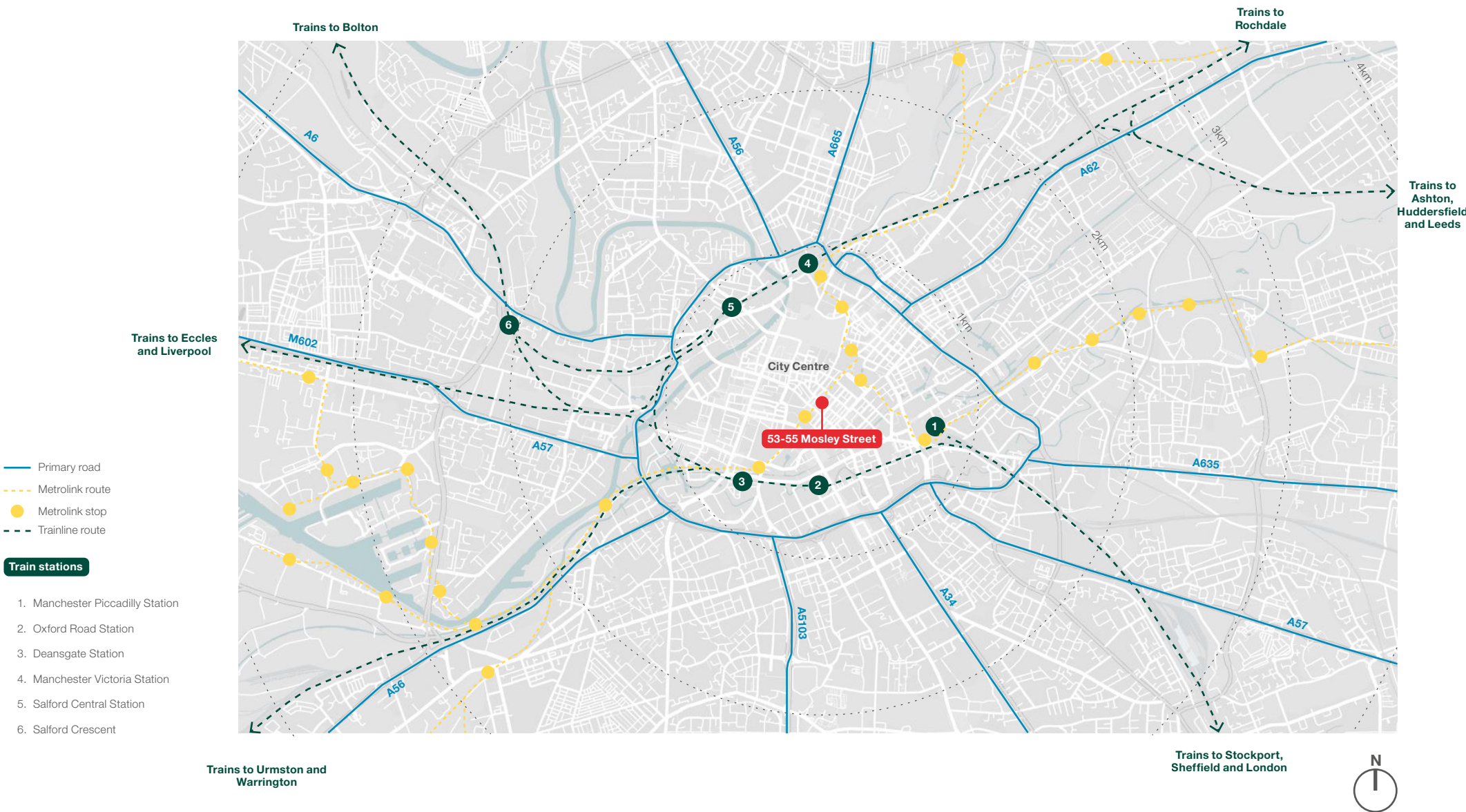


Car

Where car journeys to the city centre are needed, long-stay parking is provided across the city centre in off-street public car parks. The nearest car parks to the site are located in China Town, Piccadilly Plaza, Piazza, Chorlton Street, Major Street, Bloom Street and Piccadilly Gardens. These car parks are all within a 10 minute walk of the site and provide over 2,000 parking spaces.

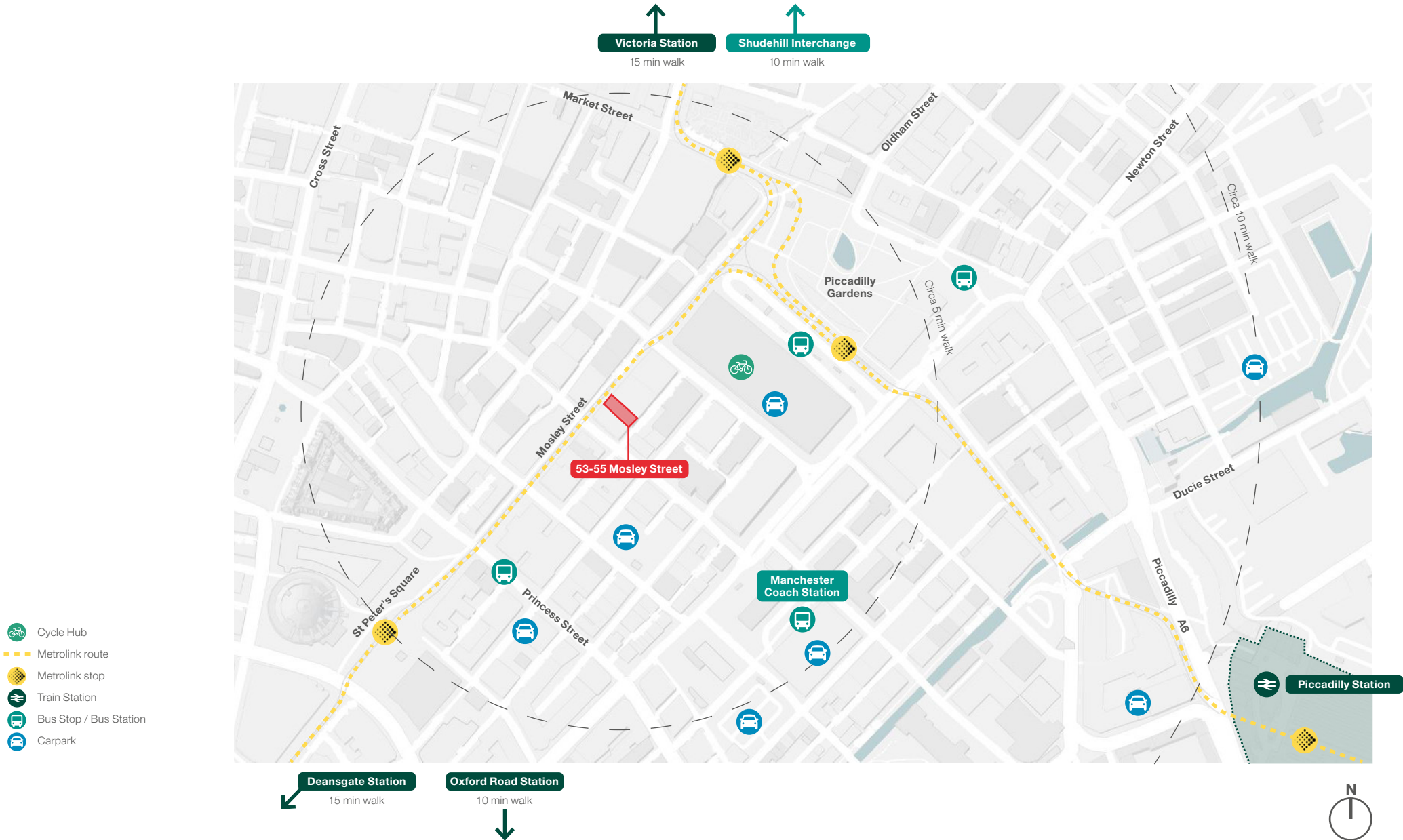
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Wider transport map



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City Centre transport map



London\
Edinburgh\
Manchester\
Los Angeles\

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Disclaimer: All details were correct at time of going to press (October 2021). Whilst every care has been taken to ensure the accuracy of the information shown in this publication, Hawkins\Brown cannot be held responsible for any loss, damage or inconvenience caused by any errors, omissions or subsequent changes.