

APARTHOTEL
LAYSTALL STREET, MANCHESTER

INITIAL TRAVEL PLAN

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1.0 INTRODUCTION TO THE TRAVEL PLAN

1.1 This Travel Plan (TP) has been prepared by TTHC Ltd to promote sustainable travel to and from the ApartHotel located on Laystall Street, Manchester.

1.2 The current emphasis of Government and local transport policy is sustainability, and national and local policies place a strong emphasis on the promotion of sustainable transport and associated measures. The Department for Transport (DfT) and Transport for Greater Manchester (TfGM) have identified Travel Plans as an important tool in meeting sustainable transport objectives.

1.3 This TP has been designed to improve awareness of the opportunities for reducing car usage (particularly single occupancy journeys) through the promotion of walking, cycling public transport and car sharing.

1.4 This TP is to be promoted amongst all staff and guests at the earliest opportunity to maximise the potential for influencing trip making.

1.5 The key objectives of this TP are to:

- **Reduce reliance upon the private car** by improving awareness and promoting the use of alternative modes of transport including walking, cycling and public transport amongst visitors, staff and volunteers; and
- **Minimise total travel distance** through the reduction of car journeys to and from the site.

2.0 NON-CAR ACCESSIBILITY

The Site

- 2.1 The Site lies between Laystall Street and Lomax Street in the 'Piccadilly Basin' to the southwest of the A665 Ring Road.

Walking and Cycling

- 2.2 The Site is very well served in terms of access to pedestrian and cycle routes; there are a variety of routes within close proximity. These include footpaths along both sides of Laystall Street and the surrounding roads. Street lighting is also provided on the surrounding road network.
- 2.3 The Site is within easy walking distance to destinations in the city centre, Northern Quarter and Piccadilly Gardens. It is 1-1.2km from the main shopping district in Manchester city centre, which includes the Arndale Centre and Selfridges, and 700m away from the Northern Quarter and Piccadilly Gardens. These areas are key retail, leisure and employment destinations in Manchester.
- 2.4 The surrounding canal network also provides convenient walk and cycle routes. Rochdale Canal can be accessed approximately 180m from the Site. It provides traffic free walking and cycling routes, and also forms part of National Cycle Network Route 66. The Rochdale Canal connects the Site to the surrounding residential areas of Miles Platting, Newton Heath and Failsworth. As such these routes could be particularly convenient for employees.
- 2.5 The Ashton Canal can be accessed approximately 200m from the Site. It provides a traffic free walking and cycling route spanning a distance of approximately 11km, linking Manchester city centre to destinations within the Sportcity area (the Etihad Campus and National Cycling Centre etc.) and

residential areas towards Ashton-under-Lyne. The canal tow path comprises the Ashton Canal Cycleway, which provides a good surface cycle route, including Solar LED lighting. **Appendix A** is an extract from TfGM's cycle map, which shows the cycle network in the vicinity of the Site.

- 2.6 The Site will be designated as a 'bike friendly hotel', which will allow guests to store their cycles in their room. The site will also provide 8 secure sheltered cycle parking spaces for employee use. Shower facilities and lockers will also be available for employees who walk or cycle to work.

Rail

- 2.7 Manchester Piccadilly Station, Manchester's principal rail station, is located within easy walking distance of the site; approximately 650 metres walk away.
- 2.8 The station carries intercity and cross-country services to destinations including London Euston, Birmingham, Bristol, Southampton, Wales and Scotland, and local and regional services to destinations in Northern England, including Liverpool, Leeds and Sheffield. Manchester Piccadilly is also a major interchange with the Metrolink light rail system.
- 2.9 **Appendix B** provides an extract from TfGM's Greater Manchester rail network map.

Metrolink

- 2.10 The Metrolink network comprises seven lines which radiate through Manchester city centre to termini at Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport and Rochdale. Trams operate at a 6-12 minute frequency. An extension of the network to intu Trafford Centre is currently under construction and is due to open in 2020.

2.11 The Site is located equidistant between Metrolink stations at Manchester Piccadilly rail station to the south and New Islington to the north.

2.12 An extract from TfGM's Metrolink network map is shown in **Appendix C**.

Bus

2.13 The closest bus stops to the Site are located on the A665 Ring Road, approximately 120-160m away at Great Ancoats Street and Ducie Street. **Table 1** below shows the routes and frequencies of these buses.

Table 1: Nearby Bus Routes		
Bus	Route	Frequency
216	Manchester – Clayton – Droylsden – Ashton - Stalybridge	10-15 minutes
216N	Manchester – Ashton	3 night services hourly
217	Manchester – Clayton – Droylsden - Ashton	Hourly
231	Manchester – Clayton – Droylsden – Hartshead - Ashton	12-15 minutes

2.14 Further bus services are provided at Manchester Piccadilly Rail Station and at Manchester Bus Station in Piccadilly Gardens. These provide frequent buses serving the Greater Manchester area, as well as to Glossop, Huddersfield, Macclesfield and Wilmslow. The bus station is approximately a 700m walk from the Site and is also connected via the Metrolink network. Manchester coach station also provides access to destinations served by long distance coach services.

2.15 Transport for Greater Manchester (TfGM) produce train, Metrolink and bus information which includes up to date details of every direct service to Manchester city centre from the surrounding areas. Details of these services,

including routes and timetables can be viewed on their website (www.tfgm.com).

Metroshuttle

- 2.16 The Metroshuttle is a free bus service that serves Manchester city centre. It comprises of three circular routes that operate high frequency services, each starting and ending at Piccadilly rail station. The routes link the city centre's main rail stations, car parks, shopping areas and businesses. **Appendix D** is an extract from TfGM's Metroshuttle information, which shows a map of city centre Metroshuttle network.
- 2.17 The Site is therefore served by a very wide range of non-car transport modes and is ideally located to encourage sustainable trip making to and from the Site. The Transport modes serving the more local catchment are most suited to serving employee trips to / from work and also guest trips between the Site and Manchester's work, leisure and entertainment venues. This high level of non-car accessibility therefore provides significant potential for sustainable trip making to and from the Site.

3.0 PROPOSED MEASURES

3.1 This TP sets out the proposed commitments upon operation of the Plan and at various stages beyond. As the TP is updated over time, these actions will be reviewed and updated as necessary.

3.2 This TP has been produced as part of a Retrospective Planning Application; the Site has been operating as an ApartHotel for several years. This Travel Plan will therefore become operational once Planning Permission has been obtained.

3.3 The following sections set out the detail of what facilities and measures will be provided and when.

Within 3 Months of Obtaining Planning Permission

3.4 The following facilities will be provided as soon as practicable, but within 3 months of Planning Permission:

- Provision of secure cycle parking facilities;
- Provision of changing facilities, which, lockers and showers for employee use; and
- the Travel Plan Coordinator will be identified.

3.5 A Travel Plan Co-ordinator (TPC), who will be responsible for the planning and implementation of the TP, will be appointed within 3 months of Planning Permission. The role of the TPC is discussed in more detail in Section 4 below. This early appointment will enable the TP to be developed as part of the staff recruitment and training process and to advise guests of the Site's sustainable travel options at the earliest opportunity.

Following identification of the TPC

3.6 Following identification of the TPC, the following will be undertaken:

- Staff induction/training to advise of alternative transport choices other than the car and to identify, and set up a database of, potential car sharers;
- Provision of a Transport Information Point (TIP) to be situated within the main lobby to promote public transport options;
- Provision of a travel bulletin board to advise staff of alternatives to the car;
- Provision of a staff suggestion scheme to encourage staff to propose additional or alternative transport options as part of the TP;
- Implementation of an employee travel database;
- Introduction of a car-sharing scheme;
- Introduction of a Bicycle User Group (BUG); and
- Monitoring and Management of the TP.

4.0 ACTIONS AND COMMITMENTS

- 4.1 The TPC will be responsible for monitoring the success of the TP. As part of this ongoing monitoring and management, the TPC will be available to meet with TfGM every 12 months after its implementation to undertake a review. The objective will be to consider its success and to identify any potential for refinements or improvements.
- 4.2 Consultation will be essential for the success of the TP. It will therefore be explained to all staff at an early stage in order to gain staff support from the start. Suggestions from staff on how to improve the TP will be encouraged and all staff will have access to a copy.
- 4.3 In order that all staff are made aware of the travel alternatives available to them, a Transport Information Point (TIP) will be provided at an appropriate location. The TIP will be managed by the TPC and will include:
- Maps of local walking and cycling routes.
 - Maps and timetables for bus and rail services.
 - Information on cycle safety, local cycle retailers and Greater Manchester Cycling Campaign¹.
 - Details of useful websites and smartphone applications such as those produced by TfGM and Sustrans.
 - Information on the CarShareGM car-sharing website.
 - Any other relevant information or initiatives which promote sustainable travel.
- 4.4 Within three months of Planning Permission, the TPC will undertake a survey of staff travel patterns and all staff will be required to complete a travel questionnaire. This will be repeated on an annual basis as part of the ongoing

¹ <http://www.gmcc.org.uk/>

monitoring of travel behaviour. An example questionnaire is shown in **Appendix E**.

- 4.5 Using the results of the staff travel survey, it will be possible to assess the modal split and travel behaviour of employees. The survey will provide information on their place of residence, current travel mode, car ownership etc. The survey results will be made available to TfGM, who can liaise with the TPC.
- 4.6 The staff travel survey will help in raising awareness of the TP and will identify employee preferences to join a particular mode group (for example car sharers), and invite suggestions for improvements. It will also assist in evaluating options to achieve a modal shift and enable the setting of mode shift targets.
- 4.7 Prior to the first staff travel survey, Census journey to work data for the area can be used to formulate baseline staff travel to work trips by mode, from which a target reduction in single occupancy car journeys will be set. The current census journey to work data for people working in the 'Manchester 055' area is set out in **Table 2** below. The TPC will check for updates to this data before setting the targets.

Table 2: Journey to Work Data	
Mode of transport	Percentage
Public Transport	14.5%
Taxi	0.1%
Motorcycle	0%
Driving a car or van	9.9%
Passenger in a car or van	0.9%
Bicycle	1.3%
On foot	26.4%
Other	0.3%
Data from Census 2011, Method of travel to work, for Manchester 055 MSOA	

- 4.8 The employee travel database will be managed by the TPC and will be used to assist staff car sharing by matching interested employees with similar home postcodes, working hours and personal preferences.
- 4.9 The TPC will also monitor public transport demand, usage and feedback to consider whether difficulties in accessing services exist. In such circumstances the TPC will consider whether these issues can be alleviated, by adjusting working hours to coincide with bus service times for example.
- 4.10 The TPC will also investigate incentives for workers wanting to use sustainable transport. These may include interest free bike loans and interest free loans to facilitate the purchase of public transport season tickets.
- 4.11 The TPC will join the Transport for Greater Manchester's free Business Travel Network, which provides support and resources to businesses in order to promote sustainable travel.
- 4.12 The BUG will be implemented by the TPC to assist in promoting initiatives to encourage cycling. This can include route planning, establishing a 'bike buddy' scheme and providing advice on safe cycling practice including that provided by TfGM's online cycle information.

Car Parking Management

- 4.13 The Site's City Centre location means that it is particularly convenient for access by means other than the car, particularly for employees. Employees living in or around the city centre are also likely to have low levels of car ownership.
- 4.14 With regards to guest access, their typical travel patterns to an Aparthotel will involve travel from relatively long distance locations in order to access

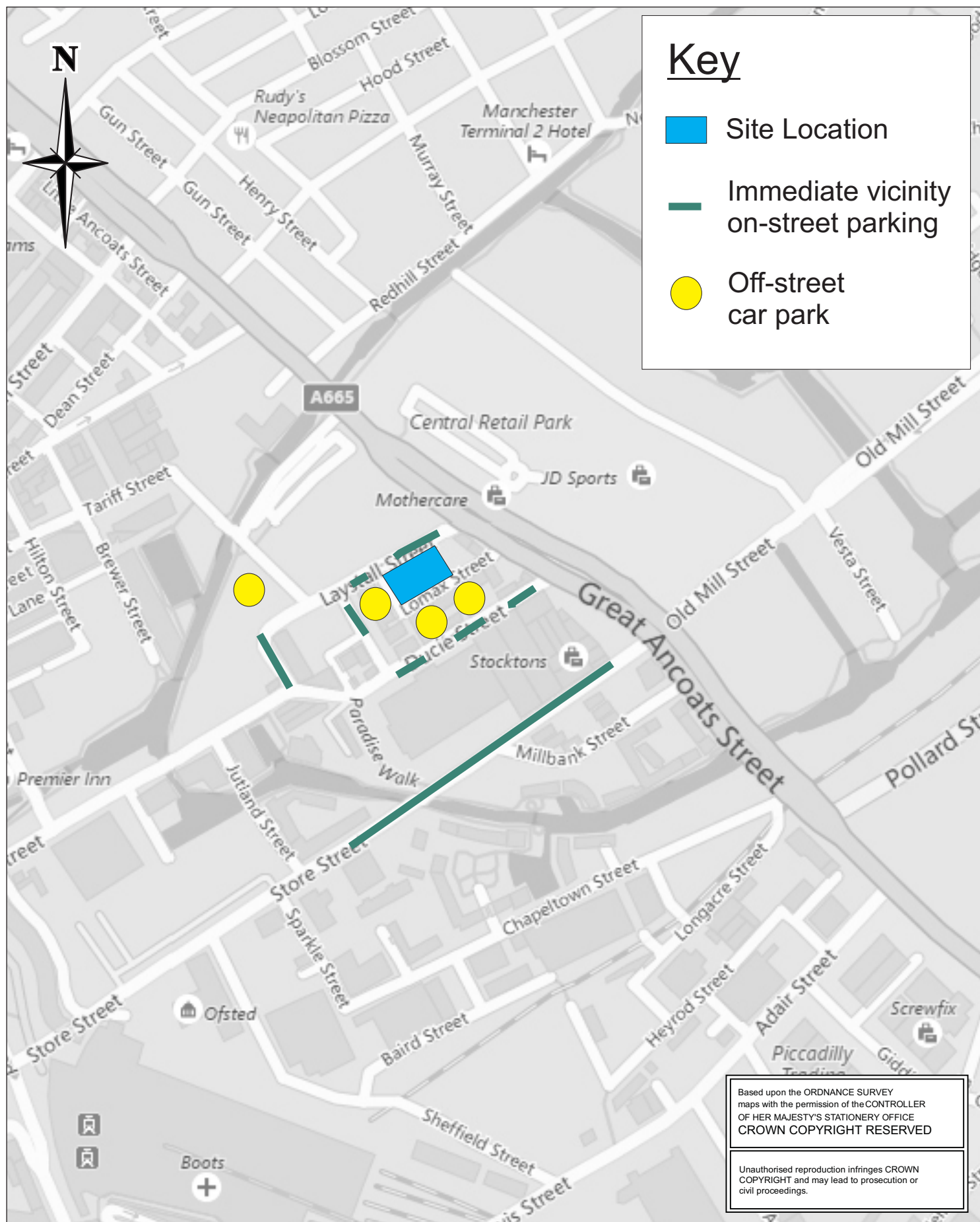
destinations within the city centre. Such activity typically involves travel to the city by public transport and does not require access to a car during their stay. It is therefore not expected that the site will generate any significant level of car-based demand (and therefore parking activity) from employee or guest access.

- 4.15 There is no car parking available on Site, however, there are several parking opportunities surrounding the Site that can accommodate this demand should it transpire.
- 4.16 For relatively short stay parking, there are a number of on-street 'pay and display' parking bays available close to the Site, as located in **Figure 1**. These parking bays areas are located in 'Manchester Parking Zone 2', and charge for parking between the hours of 0800-2000 daily, with free parking on bank holidays. Outside of these hours, the bays are unrestricted and allow free overnight parking.
- 4.17 For longer stay parking, a number of private car parks are in operation nearby, including on Tariff Street and Lomax Street. These car parks are also identified in **Figure 1**.
- 4.18 The above car parks have a total capacity of 340 cars, and there are further multi-storey car parks located conveniently nearby. This should therefore provide sufficient parking capacity for the Site considering that only very limited parking demand is expected.

5.0 SUMMARY

- 5.1 The main aim of this Travel Plan is to minimise the total travel distance by private car, and in particular single occupancy car trips.
- 5.2 It is promoted to assist in reducing the reliance upon the private car and to improve awareness and usage of alternative travel modes, including, walking, cycling, public transport and car sharing for the benefit of the environment and the personal wellbeing of employees and guests.
- 5.3 It is the intention that the measures outlined in this TP will encourage all hotel employees and visitors to carefully consider their travel behaviour to help in achieving these objectives.

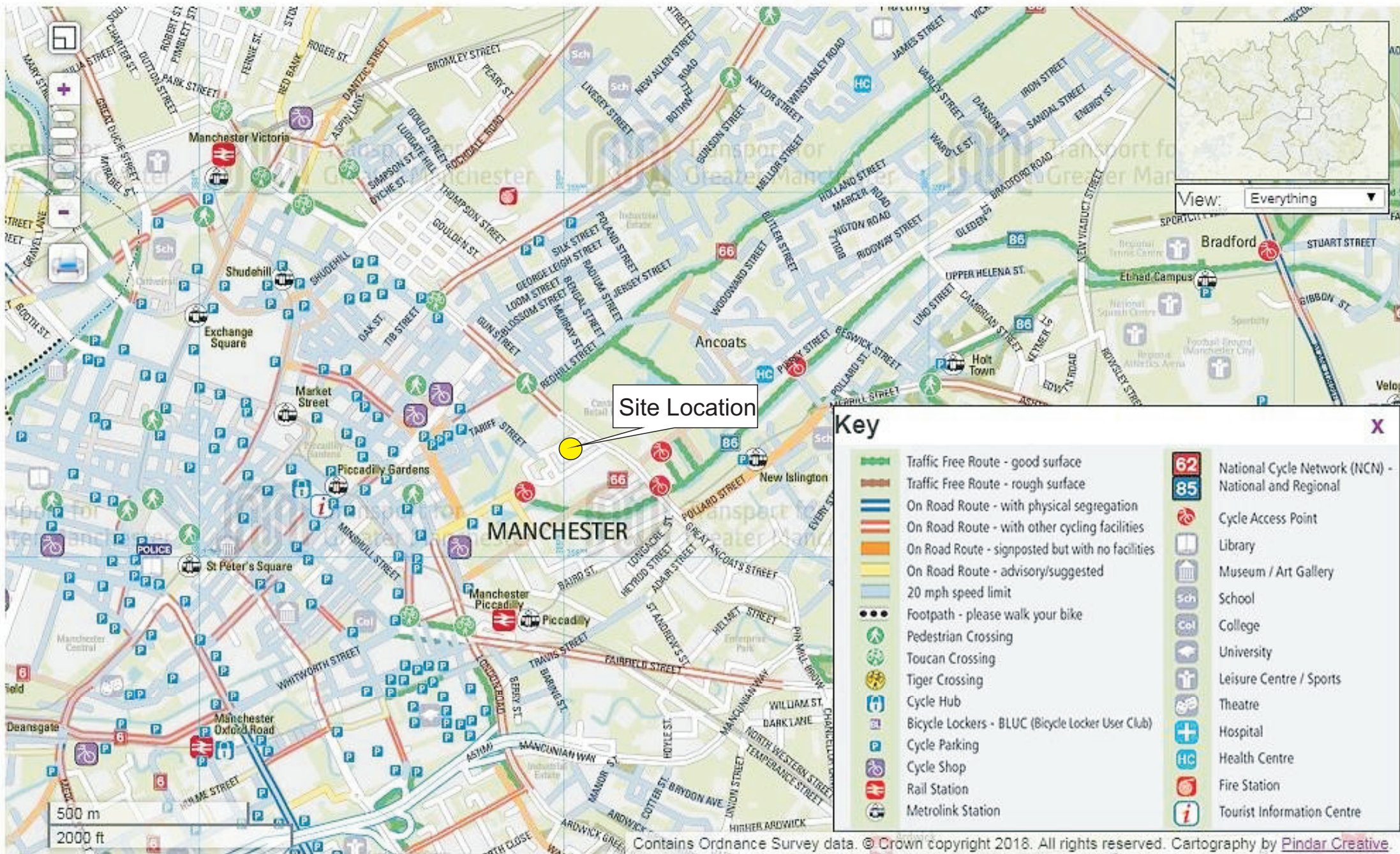
Figures



 the Traffic, Transport & Highway Consultancy	Drawing No	Rev	LAYSTALL STREET	
	M18009-C-001	.	PARKING LOCATION PLAN	
	Date	Rev Date	FIGURE 1	
14/02/2018	Authorised	Scale		
MS	JE	NTS		

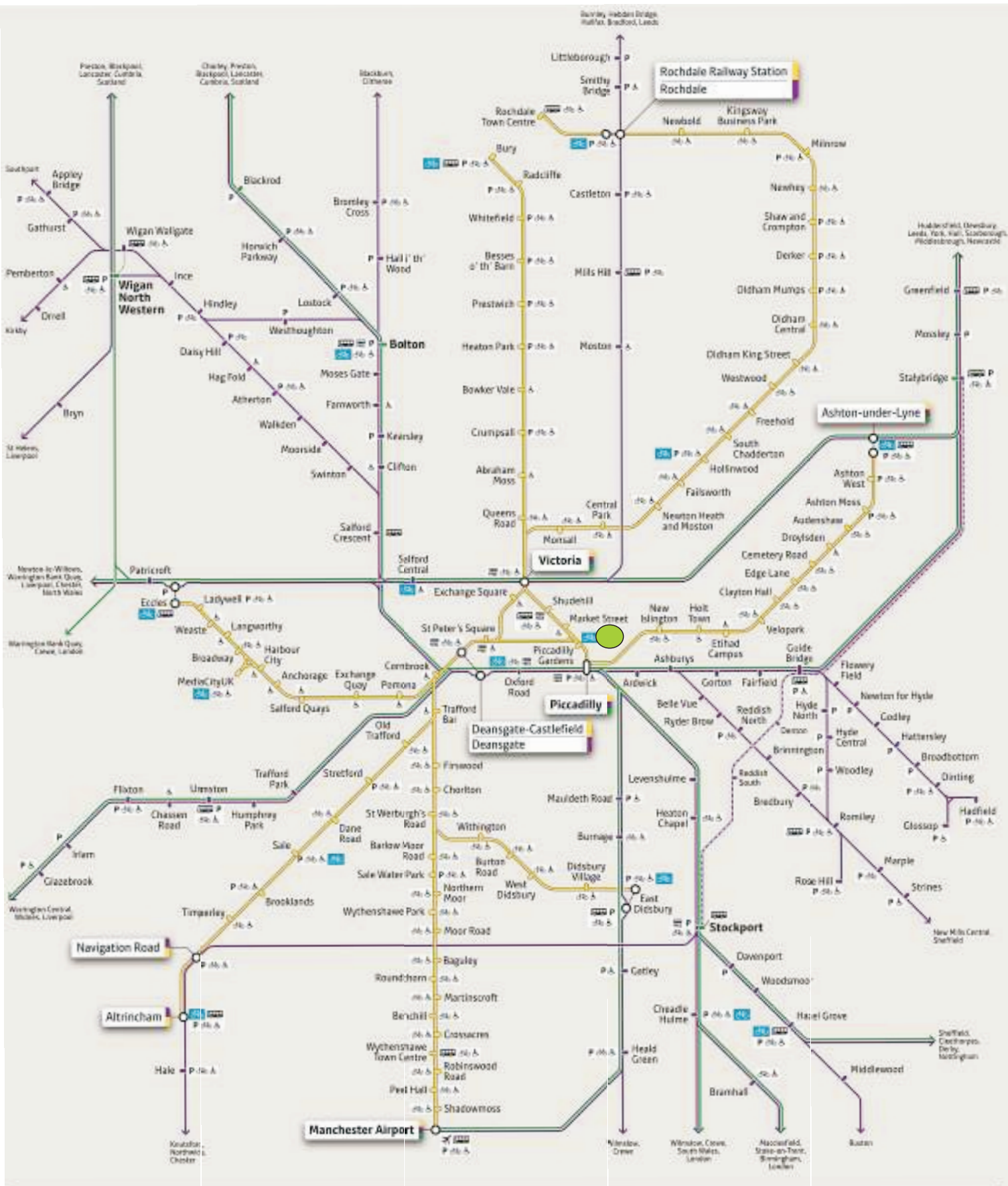
Appendix A

Local Cycle Network



Appendix B

Greater Manchester Rail Network

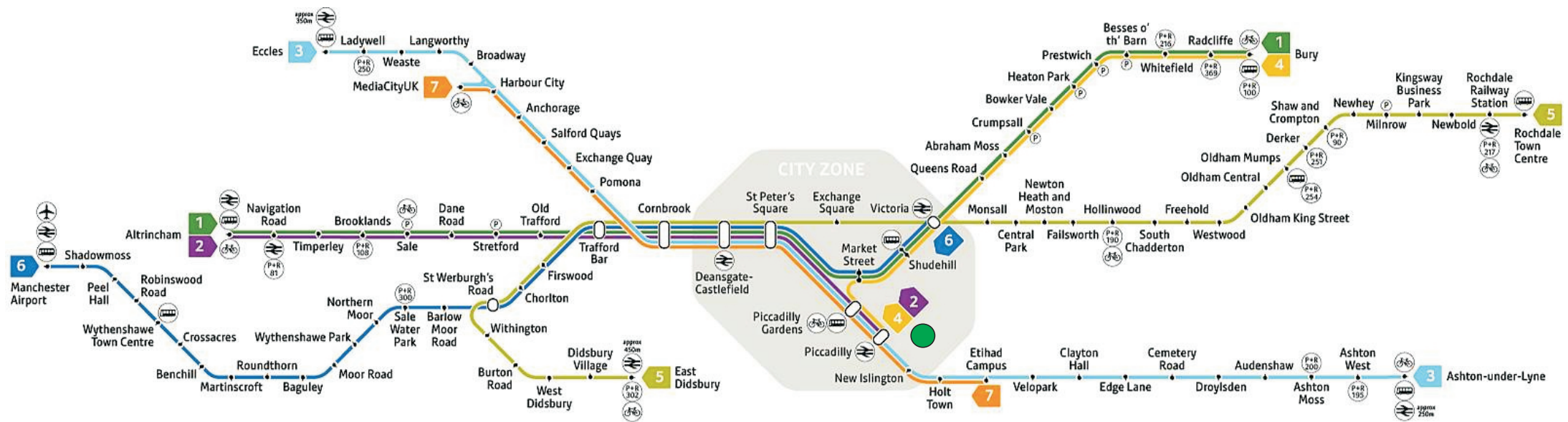


Metrolink and stop Northern Rail Limited service line (one train per week) Rail/Metrolink interchange	Other trains: Arriva Trains Wales East Midlands Trains TransPennine Express Virgin Trains Cross Country	Major bus interchange Interchange with free Metrolink shuttle bus Parking available Cyclist Hub Men's toilet available	Cycle parking or storage available Within easy walking distance Station or stop with step-free access to all platforms	National Rail Enquiries 08457 48 49 50 @nationalrailenq Public transport information 0161 244 1000 Open - 9pm Mon to Fri 8am - 9pm Sat, Sun & public holidays
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Key: Site Location

Appendix C

Metrolink Network



Services

- 1** Altrincham – Bury
- 2** Altrincham – Piccadilly
- 3** Ashton-under-Lyne – Eccles
- 4** Bury – Piccadilly
- 5** East Didsbury – Rochdale Town Centre

- 6** Manchester Airport – Victoria*
- 7** MediaCityUK – Etihad Campus

* Early services operate on a 20 minute frequency between Manchester Airport and Deansgate-Castlefield. Please check journey planning posters or tfgm.com before travelling.

Key

- Metrolink stop
- Bus interchange
- Rail interchange
- Change with other services
- Park + Ride with number of spaces
- Car park fewer than 50 spaces
- Cycle Hub membership required

Key: ● Site Location

Appendix D

Metroshuttle Map



Appendix E

Example Questionnaire

STAFF TRAVEL QUESTIONNAIRE

TTHC Ltd are currently undertaking a travel study for your company and we need to understand how all of you travel to and from work, what options are available to you and what can be don't to improve work related travel in the future.

Your answers to the questionnaire and the subsequent findings of our study will provide us with an accurate basis on which to make recommendations towards improving travel patterns across the company.

Please note that minimal personal information is required and confidentiality will be maintained.

1 ABOUT YOU

- 1.1 Home Postcode: 1.2 Sex: Male ☐ Female ☐
- 1.3 Age Group: Under 21 ☐ 21-30 ☐ 31-40 ☐ 41-50 ☐ 51-60 ☐ Over 60 ☐
- 1.4 Do you have a disability which affects your travel arrangements? Yes ☐ No ☐
If 'Yes', then what are your travel requirements?
- 1.5 Do you own (Please tick all that apply)? A bike ☐ a motorbike/scooter ☐

2 YOUR USUAL JOURNEY

- 2.1 How do you usually travel to work?
(Please tick main form of transport only)
- Walk ☐ Cycle ☐ Bus ☐
Motorcycle ☐ Train ☐
Car on your own ☐
Car share with *Morrisons* colleague (you drive) ☐
Car share with *Morrisons* colleague (as passenger) ☐
Car share with other person (you drive) ☐
Car share with other person (as passenger) ☐
Dropped off / picked up ☐
Other (please specify) ☐
- 2.2 Do you usually travel directly to work or is the journey multi-purpose?
Direct ☐ Multi- Purpose ☐
(Please state e.g. taking children to school etc)
- 2.3 How long does it take you to get to work?
- 15 minutes or less ☐
16-30 minutes ☐
31-60 minutes ☐
Longer than 60 minutes ☐
- 2.4 What distance do you travel to and from work? (e.g. distance from home to work and back again)
- Up to 1km ☐
Over 1km up to 2km ☐
Over 2km up to 5km ☐
Over 5km up to 10km ☐
Over 10km up to 20km ☐
Over 20km ☐

3 YOUR OCCASIONAL JOURNEY

- 3.1 Which of the following do you occasionally use instead of your usual form of travel? (Tick up to two)
- Walk ☐ Cycle ☐ Bus ☐
Motorcycle ☐ Train ☐
Car on your own ☐
Car share with *Morrisons* colleague (you drive) ☐
Car share with *Morrisons* colleague (as passenger) ☐
Car share with other person (you drive) ☐
Car share with other person (as passenger) ☐
Dropped off / picked up ☐
Other (please specify) ☐
- 3.2 Please specify why you use these alternatives?
- 3.3 Approximately, how often do you use this alternative?
- More than once a week ☐
Once a week ☐
2 or 3 times a month ☐
Once a month ☐
Less than once a month ☐

4 ALTERNATIVE TRAVEL CHOICES

4.1 Would any of the following encourage you to **CYCLE** to work and if you already do so which would you like to see? (*tick two only*)

- Improved, well lit cycle paths ☐
- Improved cycle parking ☐
- Improved changing facilities & lockers ☐
- Improved cycle route ☐
- Guaranteed lift home in an emergency ☐
- Relaxed dress code ☐
- Financial assistance purchasing a bicycle ☐
- Other (*specify*) ☐

None (*specify why*)

4.2 Would any of the following encourage you to **WALK** to work and if you already do so which would you like to see? (*tick two only*)

- Improved, well lit footpaths ☐
- Improved changing facilities & lockers ☐
- Improved walk route ☐
- Guaranteed lift home in an emergency ☐
- Relaxed dress code ☐
- Other (*specify*) ☐

None (*specify why*)

4.3 Would any of the following changes encourage you to use **PUBLIC TRANSPORT** for your journey to work?
(*tick two only*)

- More direct bus routes ☐
- More frequent bus services ☐
- More lighting at bus shelters/footpaths ☐
- Better walk routes from bus stops ☐
- Easier access to public transport information ☐
- More flexible working hours ☐
- Improved access to/from train station ☐
- Financial assistance for discounted tickets ☐
- Other (*specify*) ☐

None (*specify why*)

4.4 If you travel to work by car, what are the main reasons for this? (*tick up to five*)

- | | |
|--|---|
| Cheaper ☐ | Time saving ☐ |
| Essential use ☐ | Personal safety ☐ |
| Dropping off / ☐ | Reliability ☐ |
| collecting children ☐ | Irregular hours ☐ |
| Get a lift ☐ | Lack of alternative ☐ |
| Health reasons ☐ | Other (<i>specify</i>) ☐ |

4.5 How often do you usually use your car for work related purposes (excluding travel to and from)?

- Daily ☐
- Approximately 2-4 time a week ☐
- Approximately once a week ☐
- Approximately once a fortnight ☐
- Approximately once a month ☐
- Usually less than once a month ☐

4.6 Where do you usually park once you get to work?

- Office car park ☐
- Free parking in nearby streets ☐
- Paid parking nearby ☐
- Other (*specify*) ☐

4.7 Would you be prepared to car share?

- Yes ☐ No ☐
If no, reasons why

4.8 Which of the following would most encourage you to car share? (*tick two only*)

- Help finding a car share colleague with similar travel patterns ☐
- Guaranteed lift home in an emergency ☐
- Reserved parking for those who car share ☐
- Other (*specify*) ☐

4.9 If available, would you consider working from home?

- Yes ☐ No ☐

4.10 Comments

Please return your completed form to:
morrisonstravelsurvey@tthc.co.uk