



INVICTA HOUSE

2-4 ATKINSON STREET
MANCHESTER
M3 3HH

HENRY BOOT DEVELOPMENTS &
KE HOTELS

TRAVEL PLAN

MODE
322785 FTP
APRIL 2017



mode

transport planning



KE Hotels/ Henry Boot Developments

Invicta House, Manchester

Framework Travel Plan

March 2017



modetransport.co.uk



Invicta House, Manchester City Centre Framework Travel Plan

Prepared on behalf of:



Project No: J322785



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1 Introduction

1.1 Background

1.1.1 mode transport planning have prepared this Framework Travel Plan (FTP) document on behalf of KE Hotels/ Henry Boot Developments to accompany the planning application for new hotel at Invicta House in Manchester City Centre.

1.2 Overview of the Travel Planning Process

1.2.1 A Travel Plan (TP) provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term. The underlying aim of any TP is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, as a result mitigating the impact of travel.

1.2.2 A successful TP needs to follow a four stage process as indicated in the diagram below. The fourth element of the process, monitoring, must be undertaken on a continual basis. A flow chart for the complete TP process is shown in **Figure 1.1**.

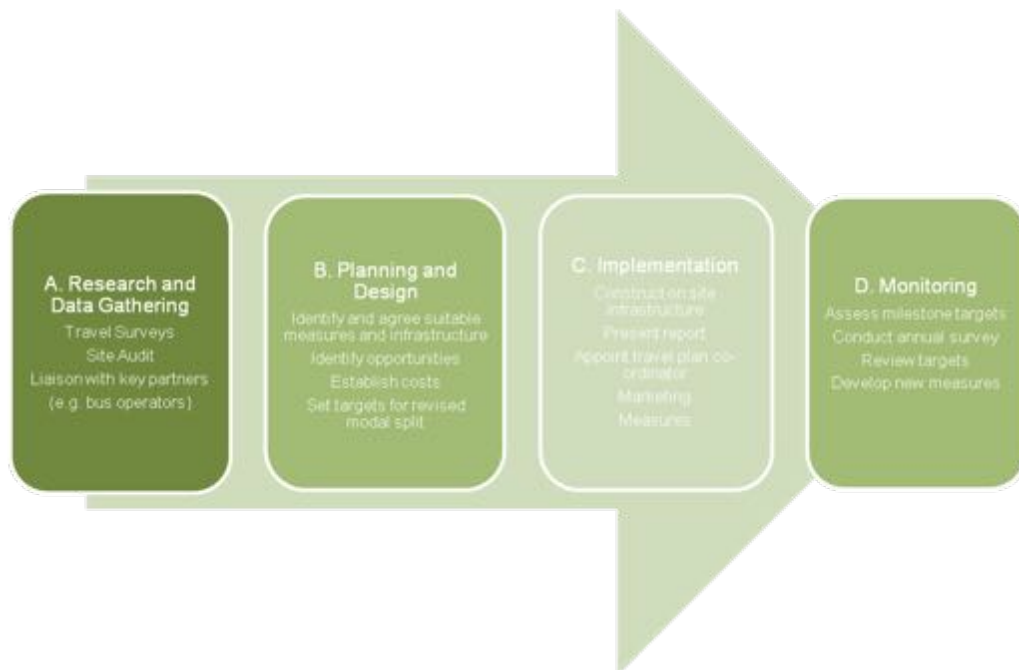


Figure 1.1 – Travel Plan Process



1.2.3 This FTP forms the starting point in the TP process by providing the following:

- Details of the provision for cyclists, pedestrians, and public transport users;
- An example toolkit of sustainable travel measures;
- Potential milestone targets that could be developed for on-going implementation; and
- A Strategy for ongoing monitoring and review would be developed and this would include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

1.2.4 The key objectives of the TP will be taken forward by a TPC and he/she will seek to:

- Reduce the need to travel by car to and from the site;
- Promote the health and cost benefits of cycling, walking and using public transport;
- Promote the cost benefits of car sharing;
- Provide clear information to employees on sustainable modes of travel to and from the site;
- Provide information to employees on the alternative sustainable modes of travel; and
- Enhances safety and security for employees travelling to and from the site.

1.3 Report Structure

1.3.1 The remainder of this FTP is set out as follows:

- **Section 2** discusses the FTP in the context of policy and guidance;
- **Section 3** outlines the development proposals;
- **Section 4** describes the accessibility to the site by non-car modes;
- **Section 5** presents a toolkit of potential measures / initiatives that will be implemented for the proposed development; and
- **Section 6** identifies TP targets and a process for monitoring and reviewing the TP is also detailed.



2 Policy Context

- 2.1.1 The **National Planning Policy Framework**, 2012 (NPPF) was published by the Government, superseding the previous national policy documents, Planning Policy Guidance (PPGs) and Planning Policy Statements (PPSs). National planning policies have been revised to place a greater emphasis on the need to promote development, to assist in driving the economy forward, whilst also maintaining a need for sustainability.
- 2.1.2 The NPPF Chapter 4 “Promoting Sustainable Transport” notes that all developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment and Travel Plan.
- 2.1.3 The **Manchester Local Development Framework (LDF) Core Strategy (2012)** covers a 15 year period from 2012 – 2027. The Cores Strategy outlines the council's vision for Manchester and identifies policies within six Strategic Objectives (SOs) to deliver that vision, one of which is Transport (SO6), which reads as follows:
- Improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.*
- 2.1.4 In order to meet SO6, the Core Strategy provide three specific policies relating to Transport. Of these, Policy T2 requires the submission of Travel Plans Travel Plans “*for all major applications and for any proposals where there are likely to be access or transport Issues*”.
- 2.1.5 The production and submission of this FTP therefore accords with the requirements of the NPPF and the Manchester Core Strategy.

2.2 Travel Planning Guidance

Delivering Travel Plans Through the Planning Process

- 2.2.1 In April 2009 the DfT published “*Good Practice Guidelines: Delivering Travel Plans through the Planning Process*”. The guidelines are a valuable tool with detailed information, good practice and case studies presented in a user friendly document.
- 2.2.2 The guidelines improve understanding of how to make use of the planning process in ensuring the effective implementation of TPs. The application of the case studies has been acknowledged within the presented FTP to maximise the deliverability of



sustainable transport initiatives and encouraging a modal split which reduces the dependency on single occupancy vehicular trips.

2.2.3 The guidelines make clear following core requirements for any TP:

- Defining specific aims and objectives;
- Proposing hard (infrastructure) and soft (management) initiatives;
- Establishing realistic targets relevant to the baseline conditions; and
- The need for on-going monitoring and review.

2.2.4 This guidance stresses the importance of a partnership approach, between the developer and the Local Authority, in respect of the successful delivery of TPs.

2.3 Objectives and Benefits of Travel Planning

2.3.1 The key objectives of a TP can be summarised as follows :

- Minimise the total travel distances travelled through the reduction of journey lengths and frequency – particularly single occupancy car trips;
- Reduce the reliance upon the private car and improve awareness and usage of alternative modes of transport;
- Promote car sharing, walking, cycling and public transport as safe, efficient, affordable alternatives to private car;
- Highlight the health and environmental benefits of using sustainable travel modes; and
- Enable people to make more informed and therefore better choices.

2.3.2 There are a range of benefits which may be derived from the successful implementation of the TP for employees as well as the wider community, including;

- Improved health and fitness through increased levels of walking and cycling;
- Increased flexibility offered through wider travel choices;
- The social aspects of sharing transport with others; and
- Improved environment surrounding the site as vehicular movements are minimised and parking pressures are reduced.



3 Development Information

3.1 Development Proposals

3.1.1 The current development proposals for the hotel include the following:

- 145 bedrooms with a bar/ restaurant and gym;
- No on-site car parking; and
- Secure cycle parking.

3.1.2 A ground floor plan prepared by the architect, ICA, is attached in **Appendix A**.

3.2 Site Access Arrangements

3.2.1 The site access arrangements for the proposed development comprises:

- The main pedestrian access to the hotel off Scott Place.
- A pedestrian access for staff provided to the rear of the building off Tivoli Street.
- To the rear of the building, separate pedestrian entrances are provided as follows:
 - A service/delivery access into the main building,
 - Access the bin store;
 - A switch room (not accessible from within the main building);
 - A meter room (not accessible from within the main building); and
 - An electricity sub-station (not accessible from within the main building).

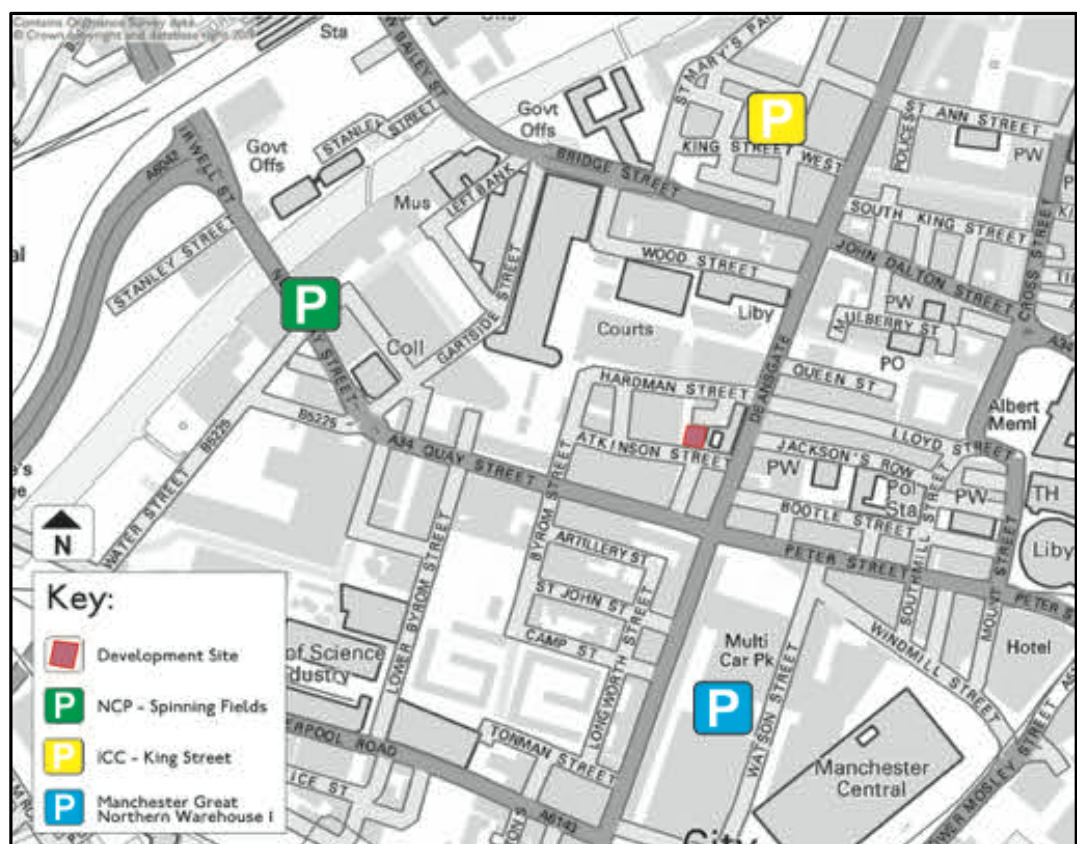
3.3 Cycle Parking

3.3.1 MCC parking standards require the provision of 1 cycle parking space per 10 bedrooms. In accordance with the MCC cycle parking standards a minimum of 15 secure spaces will be provided.

3.4 Parking

- 3.4.1 No car parking is proposed as part of the development. The existing 22 car parking spaces will be removed to facilitate the new building.
- 3.4.2 Notwithstanding this, there are plenty of off-site public car parking available in the city centre. The main public car parks within a 500m walk of the site are shown in **Figure 3.1**.

Figure 3.1 – Public Car Parks, 500m Catchment from Site



- 3.4.3 As can be seen in **Figure 4.1**, there are three major car parks within 500m of the development, which are as follows:

- NCP Spinningfields (Quay Street): 680 spaces, including 35 disabled bays;
- ICC (King Street): 544 spaces, including 5 disabled bays; and
- Manchester Great Northern (Deansgate): 519 spaces, including 24 disabled bays.

- 3.4.4 This equates to at least 1,743 public car parking spaces accessible 500m from the site all of which is within a 5 to 6 minute walk time.

3.5 Drop-Off/ Pick-Up

- 3.5.1 There is insufficient space to provide a layby in Atkinson Street. However, it is likely that some taxi drop-offs and pick-ups will occur on Atkinson Street. In addition to this, taxi drop-offs and pick-ups are likely to take place from Deansgate within the existing buildout adjacent to the retail units on the southern side. **Photograph 3.1** shows the buildout location on Deansgate.



Photograph 3.1 – Existing Buildout on Deansgate

- 3.5.2 To control drop-offs and pick-ups, the hotel will have an agreement with a local taxi company



4 Sustainable Transport Accessibility

4.1 Pedestrian Accessibility

4.1.1 Guideline walking distances provided in the Chartered Institute of Highways and Transportation (CIHT) document, “Guidelines for Providing Journeys on Foot”, are shown in **Table 4.1**.

Table 4.1 – CIHT Guideline Acceptable Walking Distances

Criteria	Town Centre	Commuting / Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

4.1.2 Appropriate walking distances are dependent upon the location of the specific development; more remote locations will see people being prepared to walk further to their end destination. Similarly, appropriate walking distances are also dependent upon the standard of existing pedestrian infrastructure provision, with further walking distances achievable in locations with extensive and high quality pedestrian footways, crossings and pedestrianised areas.

4.1.3 As described in Section 3, good quality pedestrian footways are provided in the vicinity of the site, with minimum 3.0m wide footways on Deansgate and Hardman Street, and with access to restaurant/café and drinking establishment developments within the pedestrianised area of Hardman Square a short distance from the site. Furthermore, the proposed developments location within Manchester City Centre provides opportunities for access on foot to a wide range of surrounding developments in and around the city centre, including pedestrianised retail areas located at King Street, St Anne’s Square and Market Street.

4.1.4 **Figure 4.1** presents the walking isochrones around the proposed development site for 5 minutes, 10 minutes and 15 minutes.

Figure 4.1 – Walking Isochrones



4.1.5 As can be seen in **Figure 4.1**, most of the key city centre attractions are located within a 15 minute walking time of the proposed development site including the main transport interchanges.

4.1.6 In light of the facilities available within a walking distance of the site, and the good standard of existing pedestrian infrastructure, it is considered that the site is highly accessible for travel on foot.

4.2 Cycle Accessibility

4.2.1 As with pedestrian accessibility, the level of a site's cycle accessibility depends upon a combination of the distance from local amenities and the standard of existing cycle infrastructure. It should, however, be noted that that cycle infrastructure can include facilities shared with vehicles and pedestrians as well as dedicated cycle infrastructure.

4.2.2 In respect of acceptable cycle distances, "Local Transport Note 2/08: *Cycling Infrastructure Design*", published by DfT, states that many utility cycle trips are less than three miles (approximately five kilometres), but for commuter journeys a distance of over five miles (approximately eight kilometres) is not uncommon.

- 4.2.3 **Figure 4.2** presents the cycling isochrones around the proposed development site for 15 minutes, 30 minutes and 45 minutes.

Figure 4.2 – Cycle Isochrones



- 4.2.4 As can be seen in **Figure 4.2**, a significant proportion of Manchester City centre and the surrounding wards are accessible within a 3,000m cycle distance from the site. Due to its central location there are an abundance of city centre amenities that can be accessed within a short distance of the site; these include shops, restaurants, cash machines, bars and Post Offices. Further afield, residential areas including Chorlton to the south, Eccles and Salford to the west; Rushholme to the south-east; Higher Blackley and Moston to the north are accessible from the site within the accepted commuter distance of 8 kilometres, thus making sustainable travel a realistic option for employees of the proposed development.

Existing Cycle Infrastructure

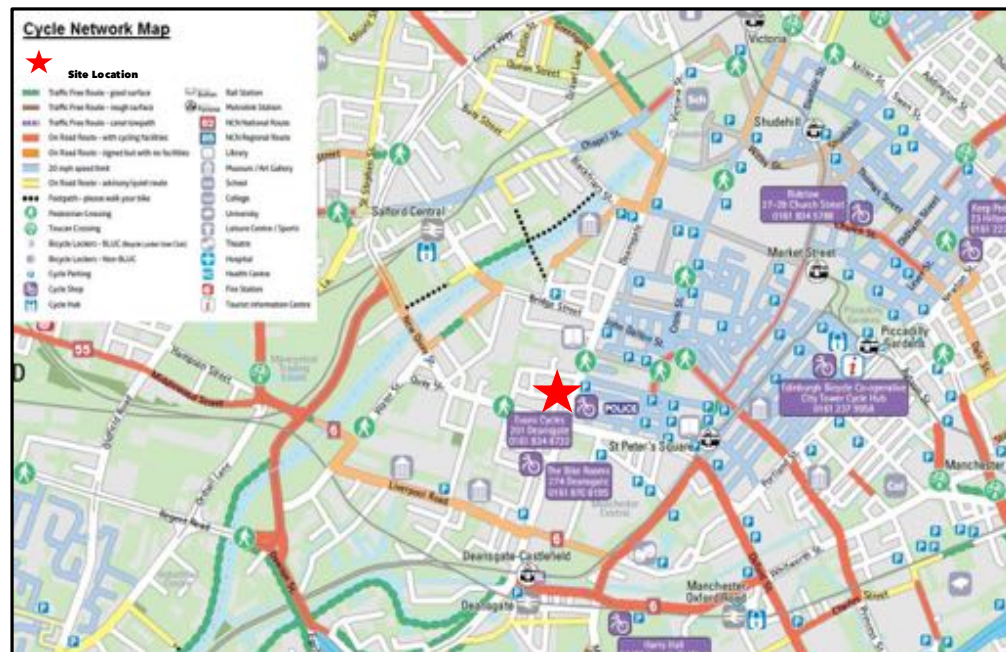
- 4.2.5 The site benefits from the availability of several on-street cycle parking areas within a short distance of the proposed development which provide an important resource to facilitate and encourage cycle movements. There are two cycle shops located along Deansgate to the south of the site that can be accessed within a short distance, along with 'Sheffield cycle parking stands' that are provided immediately next to Invicta House

on Hardman Street and are part of a network of city centre cycle parking locations. As stated in Section 4, the proposed development will provide 15 cycle parking spaces in accordance with MCC parking standards.

4.2.6 Furthermore, cycle ahead boxes at local road junctions near to the site, such as those found at the junction of Peter Street/ Deansgate and Quay Street, also those found at the junction of Bridge Street/ Deansgate help to further facilitate and encourage cycle movements within the immediate vicinity of the site.

4.2.7 The site is located adjacent to a number of established local cycle routes across Manchester City Centre as seen in **Figure 4.3**.

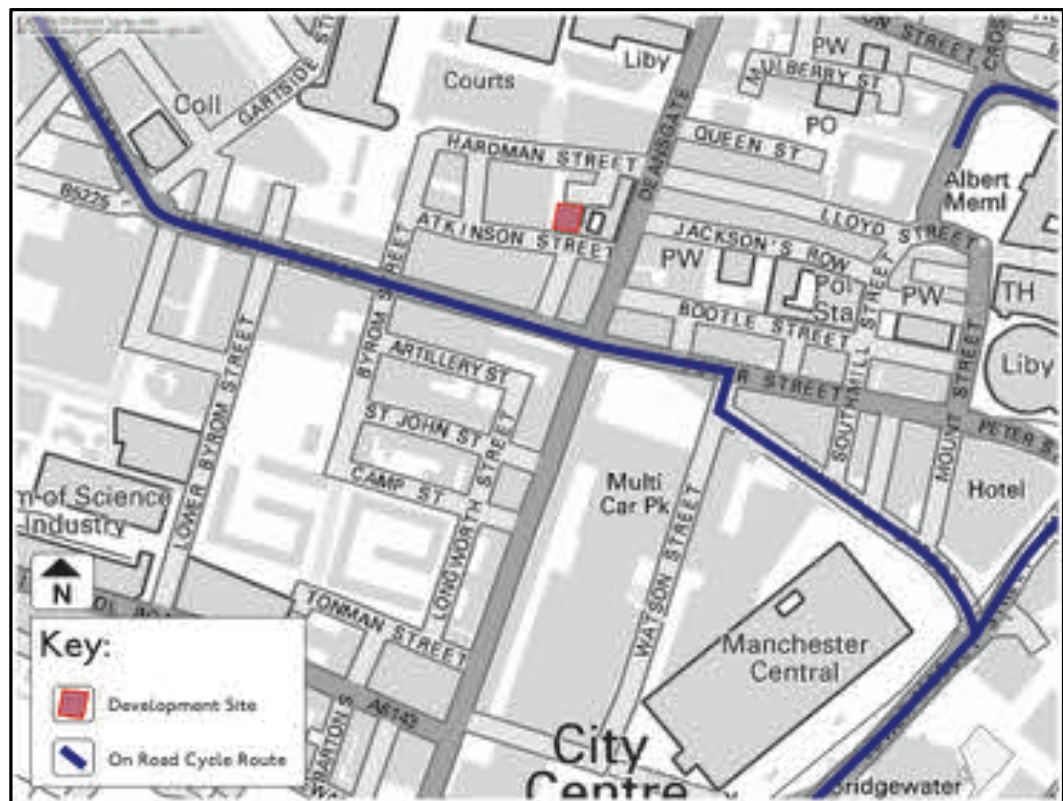
Figure 4.3 – MCC Cycle Network



(Source: TfGM)

4.2.8 In addition, the development site is located to recognised on-street route is located to the south of the site along Quay Street as shown on **Figure 4.4**.

Figure 4.4 – Local Cycle Routes



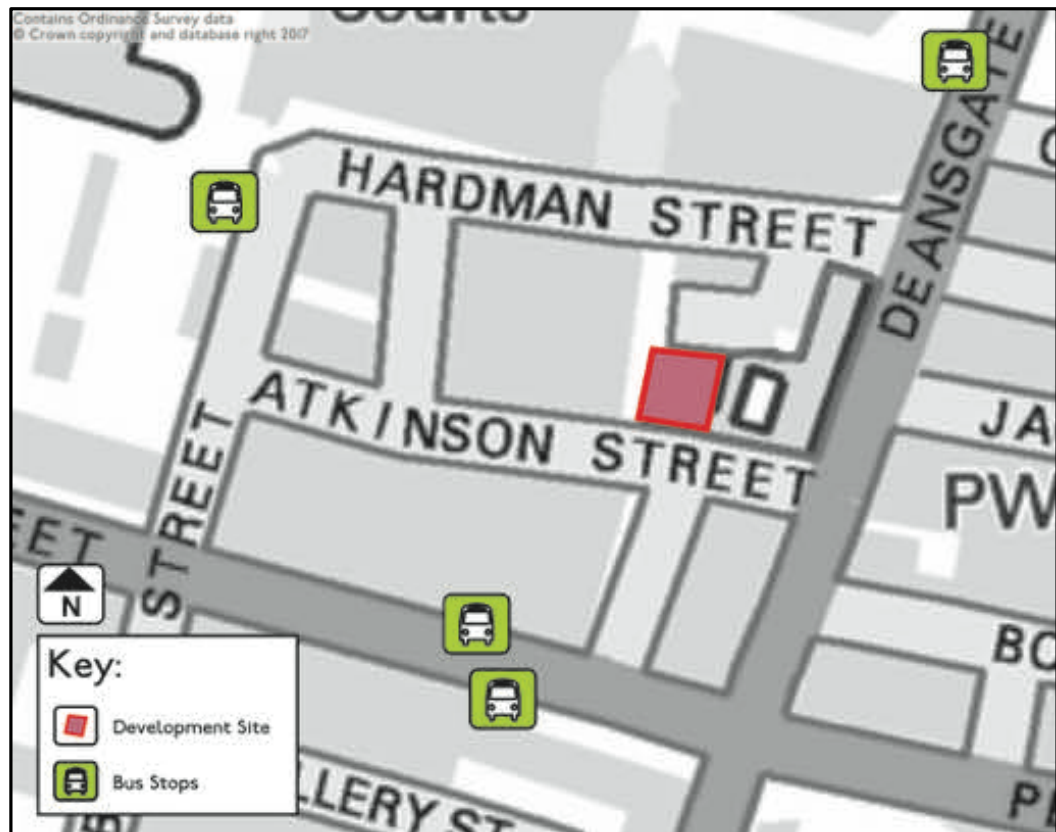
- 4.2.9 The route shown in **Figure 4.4** provides an on-street route to Salford to the north and to other parts of the city centre via Mosley Street to the south-east. Furthermore, National Route 6 is located to the south of the site on Liverpool Road providing access to South Manchester and Salford, this route in turn connects to National Route 55 which provides access to Eccles and beyond.

4.3 Public Transport Accessibility

Bus Services

- 4.3.1 The CIHT document “Planning for Public Transport in Developments” (1999) recommends a walking distance of up to 400m to bus waiting facilities from new developments, which is equivalent to a five minute walk based on approximately 1.4m/s walking speed.
- 4.3.2 **Figure 4.5** provides an overview of the bus stop locations in the vicinity of the site.

Figure 4.5 – Local Bus Stops



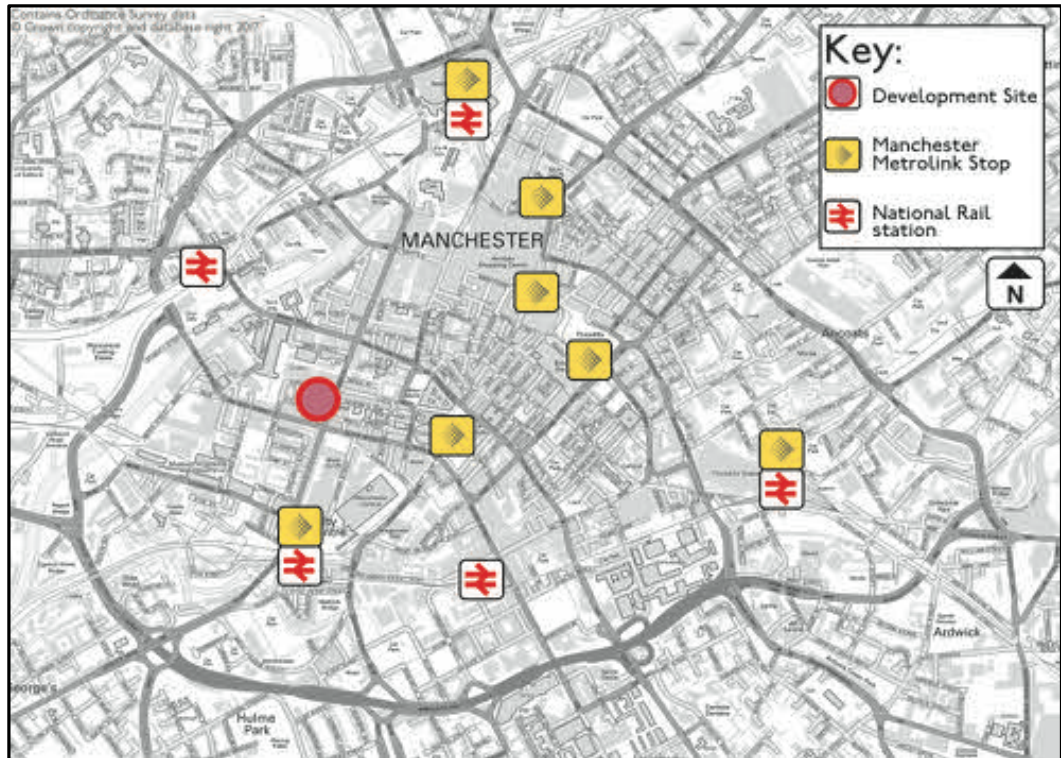
- 4.3.3 As shown in **Figure 4.5**, the nearest bus stop to the site is located at the corner of Byrom Street/Hardman Street, which is less than 100m walk from the site. These bus stops are served by the Metroshuttle 2 service only. Additional bus stops within a 400m walk are located on Deansgate to the north-east of the site, and Quay Street to the south west of the site, which are served by Metroshuttle routes 1 and 2.
- 4.3.4 Given the number and frequency of bus services accessible from the site a complete list of destinations has not been presented but further information can be sourced directly from http://www.tfgm.com/journey_planning.

Rail Services

- 4.3.5 “*Planning for Public Transport in Developments*” recognises that people are often prepared to walk for longer to access rail services compared to bus services, suggesting a typical upper distance threshold of 800m. This is equivalent to a five minute walk based on approximately 1.4m/s walking speed.

4.3.6 **Figure 4.6** provides an overview of the nearest Manchester Metrolink stops and National Rail stations to the site.

Figure 4.6 – Metrolink and Rail Stations



4.3.7 The nearest rail service to the site is accessible from St Peter's Square Metrolink stop, located approximately 500m walking distance to the east of the site. Additionally, Metrolink services can be accessed from Deansgate-Castlefield, approximately 600m walking distance from the site.

4.3.8 The nearest National Rail services to the site are accessible from Deansgate Railway Station, located approximately 600m walking distance to the south of the site, while Salford Central Railway Station is also accessible within an 800m walking distance to the north-west of the site. As noted above, the development site is also served by the free Metroshuttle service, which calls at all of the National Rail stations within Manchester City Centre, allowing access between the site and destinations regionally and nationally.

4.3.9 In summary, the site is located within a reasonable walking distance to Manchester Metrolink services at St Peter's Square or Deansgate-Castlefield, and is also accessible within a reasonable walking distance to three of the six National Rail stations within

Manchester City Centre. The site can therefore be considered to be highly accessible by rail.

4.4 Car Clubs

4.4.1 Car Clubs provide employees with the opportunity to participate in a car sharing scheme which offers hourly payment for hire via a fleet of low-emission vehicles located across the city centre. There are a number of locations across Manchester City Centre, with the nearest located at Queen Street, as shown in **Photograph 4.7**.



Photograph 4.7 – Car Club Bays, Queen Street

4.4.2 Additional locations within the City Centre are as follows:

Manchester M1

- Tariff Street, City Centre East, M1 2FJ
- Piccadilly Place (off Whitworth St), City Centre, M1 3BG
- Bloom Street NCP, City Centre, M1 3WE
- City Tower (off York Street), Piccadilly, M1 4BE
- Cambridge Street, City Centre South, M1 5GF
- Whitworth Street West, City Centre South, M1 5ND
- Samuel Ogden Street, City Centre, M1 7AX

Manchester M2

- Fountain Street, City Centre, M2 2AN
- Queen Street, Deansgate, M2 5JB

Manchester M3

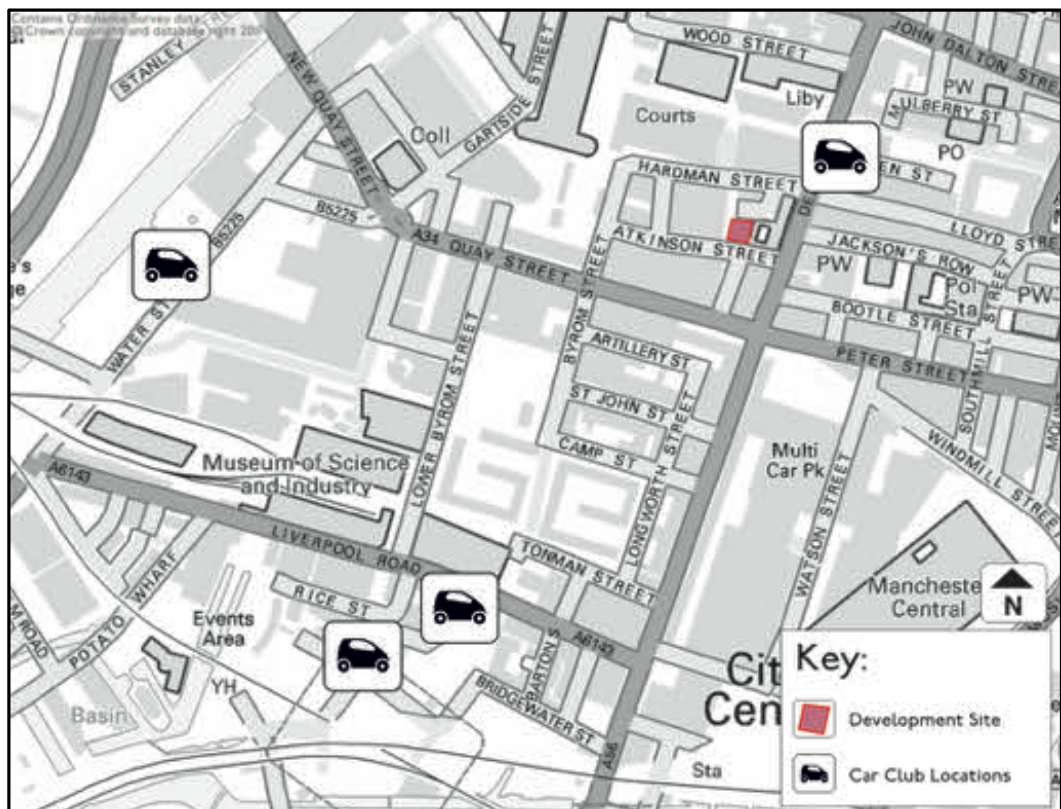
- St Mary's Parsonage, Deansgate, M3 2LG
- Duke Street, Deansgate, M3 4NF

Manchester M4

- High Street, City Centre, M4 1BD
- Chips Building, New Islington, M4 6BX

4.4.3 A plan of Car Club locations in the vicinity of the site is shown in **Figure 4.8**.

Figure 4.8 – Car Club Locations





4.5 Modal Split

4.5.1 The journey to work data for the 2011 census for the four city centre wards in Manchester City Centre has been used to establish the modal split for staff at the proposed hotel.

4.5.2 The modal split is shown in **Table 4.2**.

Table 4.2 – Modal Split

Mode	%
Metro, Light Rail and Tram	6%
Train	16%
Bus	24%
Motorcycle	0%
Taxi	0%
Driving	35%
Car Passenger	4%
Cycle	3%
Walking	12%
Total	100%



5 Travel Plan Measures

5.1 Introduction

5.1.1 In order to meet the objectives and targets outlined above it will be necessary to implement a number of measures and initiatives both prior to and during the occupation of the development. A summary of the proposed TP measures is set out below:

- Appointing a Travel Plan Co-ordinator;
- Undertaking Resident Travel Surveys;
- Encouraging Walking;
- Encouraging Cycling;
- Promoting Public Transport; and
- Promoting Sustainable Car Sharing.

5.2 Travel Plan Coordinator

5.2.1 A Travel Plan Coordinator (TPC) should be appointed and made responsible for the development of the final TP. The TPC role should be fulfilled by a representative of the future site occupant for a minimum of five years following first occupation of the site and will act as a liaison point for any issues relating to the TP. This will include liaising with the local authority and public transport operators.

5.2.2 The roles and responsibilities the TPC will be expected to do include:

- Administer/manage the TP and provide a liaison in implementing the plan with the Local Authority;
- Ensure travel awareness amongst occupants;
- Provide a point of contact and travel information;
- Promote and encourage the use of travel modes other than the car and car-sharing, where appropriate; and
- Ensure the availability of the most up to date travel information.

5.2.3 The TPC will be responsible for conducting a travel survey within six months of site occupation. The TPC will submit these results to Manchester City Council (MCC) and together they will form more specific measures for the final TP.



5.3 Travel Survey

- 5.3.1 A Travel Survey should be undertaken within 6 months of full occupation of the development. The Travel Survey results will provide a valuable 'baseline' against which the success of the TP in reducing car journey and increasing journey by walking; cycling and public transport will be measured.
- 5.3.2 A sample Travel Survey that may be used as a starting point by the TPC can be found in **Appendix B**.

5.4 Encouraging Walking

- 5.4.1 In order to encourage walking at the site, the following physical and operational measures are proposed.
- 5.4.2 The TPC will ensure that employees will be provided with information and advice concerning safe pedestrian routes to the site. Employees and guests will also be encouraged to walk by promoting the benefits, which include health, reduction in stress, cost and environmental friendliness.
- 5.4.3 Employees will also be encouraged to establish a walk-share scheme; this can provide added security, particularly during darkness to employees. This initiative can be promoted in conjunction with other schemes such as car sharing.

5.5 Encouraging Cycling

- 5.5.1 In terms of proposed operational measures, the TPC's role will include the promotion of cycling to employees, including providing details of safe routes to and from the development and other relevant information such as bicycle purchase/repair details. This information will be displayed prominently on notice boards / websites and within the Travel Pack described below.
- 5.5.2 Further information regarding the benefits of regular exercise, cycling events within the local area and cycle clubs can also be promoted through similar measures.

5.6 Promoting Public Transport

- 5.6.1 The promotion of walking and cycling will encourage many employees to adopt these modes, but for those travelling further from the development public transport provides a



more suitable alternative to the private car. A lack of awareness of the facilities available is often cited as a reason for not using public transport facilities.

5.6.2 The TPC will therefore also ensure that up-to-date public transport frequency information is available to employees at the development to maximise the potential use of this mode.

5.7 Promoting Car Sharing

5.7.1 Car sharing represents a relatively convenient alternative form of travel and significant potential exists to reduce the total private mileage and car parking demand.

5.7.2 The principal benefits associated with the introduction of this car sharing scheme are considerable and include:

- Reduced travel costs – drivers and passengers can split the costs of travel;
- Improved access – to areas which aren't accessible through public transport;
- Meet new people – sharing a car is a great way to meet colleagues, friends and neighbours;
- Reduced congestion – by sharing cars you can do your bit to help reduce congestion in the area;
- Reduced pollution – cutting congestion will also help to reduce pollution; and
- Reduced Carbon Dioxide emissions – which in turn will help to reduce the development of global warming.

5.7.3 Publicity information about car sharing will be available to employees to make them aware of the benefits of car sharing.

5.7.4 The TPC will promote the use of car sharing schemes and employees will be provided with details of publicly-accessible databases and websites that provide the opportunity for people to car share in the wider area.

5.7.5 As outlined earlier in this report there are several Car Club locations within a close vicinity of the site, information regarding the benefits of car club membership such as these will be provided. The principle benefits of car clubs are that they are a great alternative to car ownership, therefore employees would have no car tax, fuel, MOT or servicing to pay. If employees are low-mileage drivers they could benefit financially whilst also dramatically reducing their impact to the environment.



5.8 Staff Travel Pack

- 5.8.1 All site occupants should be made aware of the existence of the TP and its aims.
- 5.8.2 It is recommended that prior to occupation, an Employees' Travel Pack is made available.
- 5.8.3 A Employees' Travel Pack should include information regarding:
- The role of the TPC and contact details for the TPC;
 - Walking and Cycling routes;
 - Identification of local amenity facilities; and
 - Encouragement of opportunities to reduce travel needs e.g. home delivery.
- 5.8.4 By adopting an Employees' Travel Pack, access by non-car modes may be promoted during the initial occupation of the proposed development.
- 5.8.5 The Employees' Travel Pack will form part of the terms of lease or sale of the dwellings, with any future occupier made aware in advance of the Employees' Travel Pack.



6 Targets, Monitoring, and Review

6.1 Introduction

- 6.1.1 The monitoring and review programme to be undertaken by the TPC will be designed to generate information by which the TP can be evaluated, revised, developed and improved.
- 6.1.2 The principal objective of the plan is to affect a reduction in the use of private cars. In the first instance, a suitable indicator of the success of the plan will be a review of employee and guest travel movements.
- 6.1.3 Upon completion of the first travel questionnaire, it will be appropriate to set targets which seek to achieve an increased proportion of employees and guests travelling by more sustainable forms of transport. Notwithstanding this, a number of preliminary action targets are set out below.

6.2 Travel Plan Targets

- 6.2.1 Targets are measurable goals against which progress of the TP in achieving its objectives can be assessed. Modal split figures provide an important baseline from which to measure the TP's effectiveness; however, it will not be possible to set targets for modal shift until after the site has been occupied and an initial Travel Survey has been undertaken.
- 6.2.2 Notwithstanding the above, it is possible at this stage to set framework goals for achieving the implementation of the full TP using SMART targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-related.
- 6.2.3 **Table 6.1** sets out overarching targets for how the TP could implement the various actions that would be required in order to establish and maintain the TP. These provide a context and a framework for the targets and measures that will be developed for the full TP, which will include targets for achieving modal shift.



Table 6.1 - Framework Travel Plan Targets

Actions	Target Date
Appointment of a Travel Plan Co-ordinator to manage the TP	At least 1 month prior to first occupation
Marketing and awareness raising of the TP prior to, and during occupation	Issue Travel Information Packs upon first occupation
Initial baseline surveys to be carried out within agreed timescales	Upon full occupation and annually thereafter
TP to be regularly updated and survey results submitted to MCC	Within 3 months of travel survey
Agree on preliminary modal split targets with MCC	Within 3 months of travel survey

6.3 Monitoring

- 6.3.1 TPs are dynamic documents that require monitoring and review to ensure that they remain relevant and continue to be implemented, this process is outlined below.
- 6.3.2 To enable the success of the TP to be established, the TPC would be responsible for ongoing monitoring which will be undertaken at regular intervals.
- 6.3.3 To aid this, it is likely that a programme of regular monitoring of travel patterns will be established to measure changes against the baseline travel survey. Full details, including the methodology and monitoring schedule will be provided in the full TP and agreed with MCC.
- 6.3.4 The monitoring would consist of such items as;
- Resident Travel Questionnaire;
 - Level of usage of the car sharing scheme (if operational);
 - General feedback from employees.
- 6.3.5 Information gathered as part of the continuous monitoring process would be made available to MCC. Through this medium, future strategies for further TP objective development can be considered in partnership between employees, MCC and local transport providers.



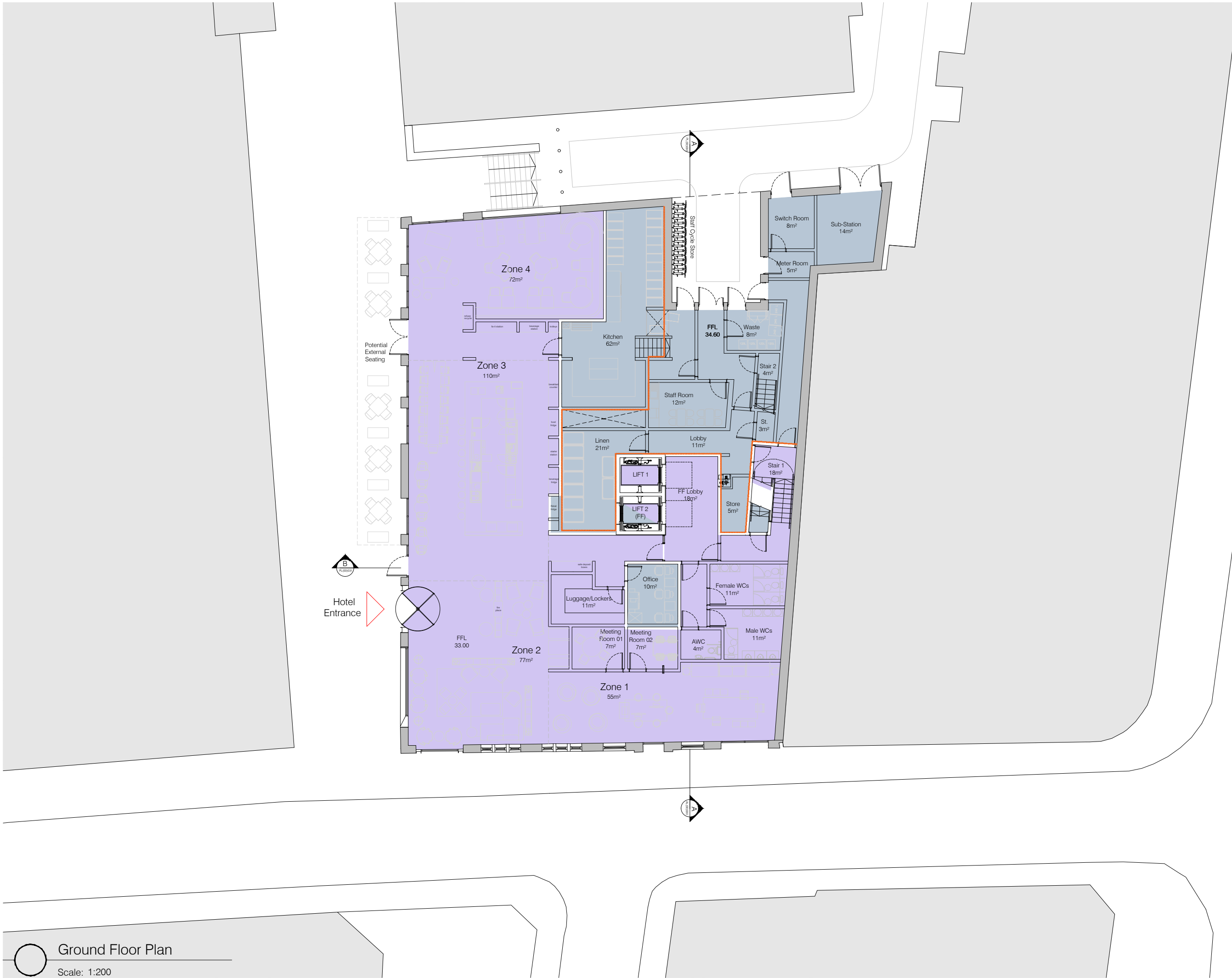
-
- 6.3.6 The TPC will also be responsible for continuing the investigation into the potential for incentives and subsidised travel and equipment through negotiations with the relevant stakeholders, beyond the point of first implementation.

6.4 TP Review

- 6.4.1 The TPC will arrange for an annual review of the TP to assess the success of the plan to date. The TPC will then be expected to prepare a monitoring report which will summarise the results of the annual travel surveys, assess the results against the TP targets to provide an indication of the success of the TP, and identify measures which could potentially be included in the future.
- 6.4.2 The re-issue of the travel questionnaire (annually) will provide the opportunity for employees to gather new information regarding attitudes to travel and on the modal split in comparison to the previous years.
- 6.4.3 The monitoring report would be submitted to MCC to allow for the ongoing independent monitoring of the TP.



Appendix A Ground Floor Plan



Ica Architects Ltd.
registered in Scotland company no 267727

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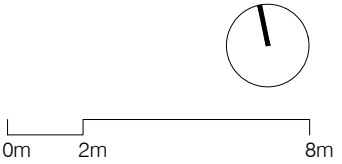
revisions //	by //	date //
Rev -	NVR	31.03.17
PLANNING SUBMISSION		

HOTEL GUESTROOMS:	
8th:	12 no. guestrooms
7th:	18 no. guestrooms
6th:	18 no. guestrooms
5th:	19 no. guestrooms
4th:	19 no. guestrooms
3rd:	19 no. guestrooms
2nd:	20 no. guestrooms
1st:	20 no. guestrooms
Mezzanine:	FOH/BOH
Ground:	FOH
Basement:	FOH/BOH
Total:	145 no. guestrooms

inc. 9 deluxe rooms (6%)
inc. 8 acc. guestrooms (5%)

General Notes:
Scheme subject to survey, planning,
boundary confirmation and brand
approval. All dimensions and areas
are approximate.

- Key
- Front Of House
 - Back Of House
 - Bedroom Accommodation
 - Change in level @ GF



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project title //
Invicta House
Manchester
Moxy Hotel

drawing title //
Ground Floor Plan

issue stage //
PLANNING

date //	drawn //	scale @ A3 //
JAN17	NVR	1:200
project //	dwg number //	revision //
781	PL(00)011	-



Appendix B Example Travel Survey Questionnaire

Travel Survey Questionnaire

Please return the survey once you have completed it. (Be assured that any personal data will be kept confidential)

Please select an answer to the questions below with a tick:

1. Your postcode:

2. Are you: Male ☐ Female ☐

3. Your age: 16- 25 ☐ 26-40 ☐ 41-55 ☐ 56+ ☐

4. How often are you typically required to travel to work?

- ☐ Most days
- ☐ Up to three times a week
- ☐ Once a week
- ☐ Less than once a week

5. How do you usually travel off site?

Please tick your usual mode of travel for the longest part of your journey:

Walk	Cycle	Bus	Train	Light Rail	Car Driver	Car Passenger

6. Would you be interested in receiving more information on the following?

- ☐ Local public transport options
- ☐ Car sharing opportunities
- ☐ Walking maps for the area
- ☐ Cycle maps for the area
- ☐ Other (Please specify).....

Do you have any further comments or suggestions about how we can improve your journey to work options?

.....

.....

.....

.....

Thank you taking the time to complete this questionnaire

Birmingham

☎ 0121 794 8390

London

☎ 020 7293 0217

Manchester

☎ 0161 974 3208

Oxford

☎ 01865 389 440

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