Allied London Fire Station Ltd

LONDON ROAD FIRE STATION, MANCHESTER

Framework Travel Plan

VN60607

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1 TRAVEL PLAN

1.1 Introduction

1.1.1 Allied London Fire Station Ltd has commissioned Vectos to prepare a Framework Travel Plan in support of the proposed redevelopment of the London Road Fire Station in Manchester city centre. The proposed redevelopment scheme comprises Hotel (Use Class C1), Workspace/office (Use Class B1), Retail, Restaurants, Cafes and Bars (Use Class A1, A3 and A4), Residential (Use Class C3) and D2 use class, together with highway works, access, servicing, landscaping and other associated works.

1.1.2 The London Road Fire Station has been under-utilised for more than 30 years and this application aims to provide a sustainable redevelopment of the site to return it to a functional site once again.

1.1.3 The application site is located to the east of Manchester city centre, immediately adjacent to Piccadilly Station. The site is bound by Whitworth Street to the north, London Road to the east, Fairfield Street to the south and Minshull Street South to the west.

1.1.4 The planning application is also supported by a Transport Statement and a Waste and Servicing Strategy Report also prepared by Vectos.

1.2 Framework Travel Plan

1.2.1 This Framework Travel Plan has been prepared specifically for the London Road Fire Station redevelopment scheme acknowledging the unique characteristics of the development. The Travel Plan responds to the fact that the development will provide no car parking and therefore travel to the site by private car will be minimal from the outset reflecting the sustainable nature of the development, and adopts an approach to travel planning focused on monitoring rather than target setting.

1.2.2 The main thrust of the Travel Plan will therefore be to provide an action plan for the site management company to implement, concentrating on monitoring the use of sustainable transport infrastructure and providing a mechanism by which improvements can be made if necessary.

1.2.3 This report presents the framework for the Travel Plan Strategy. In the following sections the report presents the following:

- The London Road Fire Station proposals;
- Assessment of access over the wider area;
- Travel Plan policy guidance and aims;
- Travel Plan measures;
- Travel surveys; and
- Travel Plan implementation, administration and monitoring.

2 DEVELOPMENT PROPOSALS

2.1 Development Proposals

2.1.1 The development proposals seek to invest in the historic and existing London Road Fire Station building, and in parallel introduce wide ranging new uses and amenities to create an efficient operation for a long-term mixed-use development.

2.1.2 The scheme will be of the highest quality and aims to reinvent the building for future use. The proposed mix of uses for the site are flexible to some degree at this stage, however the area schedule and floor plans are provided in **Dwg 240242-PUR-FS-ZZ-DR-A-7001**, with an extract also provided below.

Basement

Coroner's Court (Sui generis)	178 m²
Hotel (C1)	340 m²
Landlord Areas	157 m²
Screening Room (B1, A3, A4, D2, C1)	266 m²
Unit A (A1, A3, A4)	694 m²
Unit E (A1, A3, A4)	74 m²
Unit F (A1, A3, A4, D2)	141 m²
Grand total: 94	1851 m²

First Floor

Hotel (C1)	463 m²
Landlord Areas	79 m²
Unit D (B1, A3, A4, D2, C1)	185 m²
Workspace (B1)	1353 m²
Workspace (B1, D1)	374 m²
Workspace External (B1)	256 m²
Workspace External (B1, D1)	17 m²
Grand total: 90	2727 m²

Ground Floor

Coroner's Court (Sui generis)	119 m²
Courtyard (A1, A3, A4, D2)	33 m²
Courtyard External (A1, A3, A4, D2)	1728 m²
Hotel (C1)	216 m²
Landlord Areas	107 m²
Unit A (A1, A3, A4)	606 m²
Unit D (B1, A3, A4, D2, C1)	393 m²
Unit E (A1, A3, A4)	168 m²
Unit F (A1, A3, A4, D2)	358 m²
Unit G (A1, A3, A4)	210 m²
Unit H (A1, A3, A4)	71 m²
Grand total: 77	4010 m²

Second Floor

Hotel (C1)	616 m²
Landlord Areas	72 m²
Live & Work (B1, C3)	783 m²
Live & Work External (B1, C3)	107 m²
Unit K (B1, A3, A4)	300 m²
Workspace (B1)	572 m²
Workspace External (B1)	197 m²
Grand total: 98	2646 m²

Third Floor

Hotel (C1)	598 m²
Landlord Areas	127 m²
Live & Work (B1, C3)	827 m²
Live & Work External (B1, C3)	85 m²
Unit L (B1, A3, A4)	149 m²
Workspace (B1)	576 m²
Workspace External (B1)	69 m²
Grand total: 92	2430 m²

2.2 Car Parking

2.2.1 Given the significant heritage importance of the building and courtyard, a main principal of the design development was to keep the courtyard clear of vehicle movements.

2.2.2 Therefore there will be no car parking provided on site. It is expected that the majority of trips to and from the site will be made by modes other than the private car.

2.2.3 As described in Section 3, the site is located in a highly accessible location for rail, tram, bus, cycling and walking. Therefore, the provision of no car parking is wholly acceptable.

2.2.4 The site also benefits from on-street pay and display bays offering 2-hour parking, public parking in Piccadilly Place Car Park which is also the location for 2 x Enterprise Car Club Cars.

2.2.5 In addition, the site benefits from excellent taxi provision being located opposite the taxi rank at Piccadilly Station.

2.2.6 This strategy is considered entirely appropriate for this city centre location and accords with Policy T2 of the Manchester City Council Core Strategy, which states that new development within the City Centre, should provide '*a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development*.'

2.2.7 The following chapter of this report will outline the likely requirements of the users of the development and this will further support the justification for not providing car parking on site.

2.3 Cycle Parking

2.3.1 The cycle parking provision for London Road Fire Station is to provide a total of 22 cycle spaces as below.

- 5no. cycle stands (10 bikes) on Whitworth Street.
- 3no. cycle stands (6 bikes) on Fairfield Street.
- 3no. cycle stands (6 bikes) within Courtyard.

2.3.2 The Hotel concierge will offer a cycle hire facility with a minimum of two bikes available to guests and other users at the Fire Station. In addition, there are also 8 cycle stands provided on Aytoun Street and adjacent to the site and 24 cycle stands opposite the site at Piccadilly Station.

2.3.3 As described in the accompanying Transport Statement cycle parking from the development is forecast to be in the order of 31 arrivals per day, suggesting that the cycle spaces provided will be sufficient in accommodating anticipated demand.

3 SUSTAINABLE ACCESS FOR THE WIDER AREA

3.1 Pedestrian Facilities

3.1.1 The site is located within Manchester City Centre, and as such is accessible on foot to a wide range of facilities, employment opportunities, transport interchanges and other amenities**.** It is adjacent to Piccadilly Rail Station, approximately 500m from Piccadilly Gardens and within 1 kilometre of both Market Street and St Peter's Square. **Plan VN60607-G102** demonstrates an 800m, 1km and 2km pedestrian catchment of the site and also shows a range of metrolink, national rail and bus stops available within an acceptable walking distance.

3.1.2 Pedestrian infrastructure in the vicinity of the site is good with all roads having footways on both sides of the carriageway. Furthermore, traffic signals in the area across all the main roads of Fairfield Street London Road and Whitworth Street benefit from pedestrian crossing facilities with dropped kerbs and tactile paving.

3.1.3 As part of the development the public realm around the building will be de-cluttered and the footways resurfaced to give a quality setting for the building. The principle of this strategy has been agreed with MCC highways officers and the detail would be developed and then implemented through a Section 278 agreement.

3.2 Metroshuttle

3.2.1 The Metroshuttle bus services cover most of the city centre and provide convenient access to major activity centres in the city. It's bus services cover most of the city centre and provide convenient access to major activity centres in the City.

3.2.2 Metroshuttle buses are highly branded and are instantly recognisable. High quality stops are provided along the service routes with clear branded images on bus stop plates.

3.2.3 All three Metroshuttle services commence and terminate their journey at the bus stops at Piccadilly Rail Station which are situated approximately a 300 metre walk from the site. A summary of each route is provided below:

- Route 1 (**Pink Route**) – Piccadilly, King St, Market St, Deansgate, Quay St, New York St.
- Route 2 (**Blue Route**) – Piccadilly, Church St, Corporation St, Deansgate, Whitworth St.
- Route 3 (**Green Route**) – Piccadilly, Portland St, Oxford St, Deansgate, Shudehill, Dale St.

3.2.4 Metroshuttle is free of charge, runs on an 8 to 10-minute frequency and has been promoted in a unique joint venture by Manchester City Council, National Car Parks (NCP), Greater Manchester Passenger Transport Executive (GMPTE) and Allied London Properties Ltd.

3.2.5 Route 2 and Route 3 service now operates until midnight Monday to Saturday, meaning passengers can be safe in the knowledge that the free bus will be able to pick-up/drop off at a range of locations around the city centre and the city centre's major transport interchanges.

3.2.6 Route 2 provides a morning link between Victoria and Spinningfields. Route 1 has been extended to serve Salford Central Station in the AM/PM peak and, on Saturday, the Museum of Science and Industry and Castlefield.

3.2.7 It is also noted that the revamped service has maintained a ten-minute service frequency (12 minutes on Sunday).

3.3 Access by Bus

3.3.1 The location of the site within Manchester City Centre means that it benefits from the many bus services that originate and terminate in the city. Whilst 400 m is regarded as ideally the maximum walk distance to bus stops, where there are high frequency services it is not appropriate to be prescriptive in respect of this distance, and notably Piccadilly Gardens Bus Station lies just over 400m walk from the site, opening up the use of this bus station for regular bus travel to and from the site.

3.3.2 Piccadilly Gardens Bus Station provides access to key local destinations to the south of the Greater Manchester conurbation such as East and West Didsbury, Sale, Altrincham, Stockport, Manchester Airport and Woodford.

3.3.3 Notwithstanding this, there are numerous services operating within 400m of the site, including along London Road and Whitworth Street. These provide a frequent connection to a number of destinations including Stockport, Denton and Levenshulme, as well as various locations within Manchester City Centre.

3.3.4 Additional services operate along Fairfield Street and provide connections to alternative destinations such as Ashton-Under-Lyne and Stalybridge. All of these services are reachable within 400 metres of the site and as such it is considered that the site is highly accessible by this mode of travel.

3.3.5 An extract of the Manchester City Centre transport map is presented in **Figure 3.1** which identifies the location of all nearby stops.

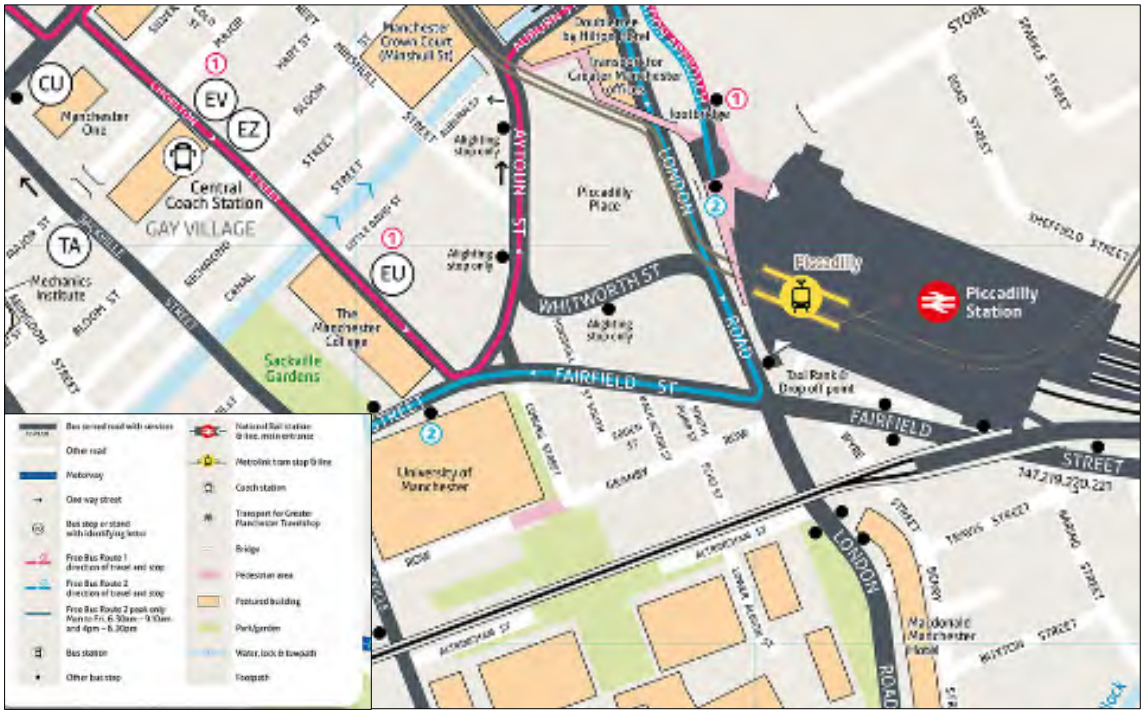


Figure 3.1: Extract of the Manchester City Centre Transport Map

3.3.6 A list of bus services that operate from the bus stops closest to the site on London Road and Fairfield Street is provided in **Table 3.1**. These are high frequency services that, combined offer bus connections every few minutes.

Service	Route	Daytime Frequency
London Road		
192	Manchester – Levenshulme – Hazel Grove	At least every 10 mins
201	Hattersley – Hyde – Denton - Manchester	At least every 10 mins
203	Manchester – Belle Vue – Reddish - Stockport	At least every 10 mins
204, 205, 206, 207	Gee Cross – Hyde - Denton – West Gorton - Manchester	Every 15 mins
Fairfield St		
219	Stalybridge – Ashton – Openshaw - Manchester	At least every 10 mins
220, 221	Manchester – Dukinfield – Stalybridge	Morning and Evening peak

Table 3.1 Bus Services Operating from London Road and Fairfield Street Stops

3.4 Metrolink

3.4.1 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. The extent of the Metrolink network is presented in **Figure 3.2**.

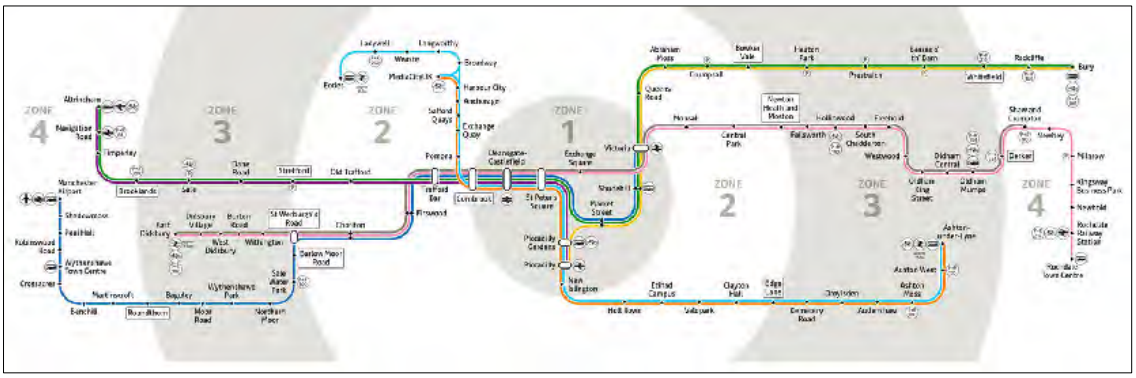


Figure 3.2: TfGM Metrolink Service Map

3.4.2 Piccadilly is the closest Metrolink stop to the site and is accessible within a circa. 100m (2-minute) walk. With the extensive network that the Metrolink covers, it is considered that it will offer an excellent transport option for visitors to the proposed site

3.5 Rail

3.5.1 The proposed development is conveniently located to access Piccadilly Rail Station being just a 2 minute walk from the site.

3.5.2 Piccadilly Station is the principal railway station in Manchester and provides a wide range of services including both intercity routes to destinations such as London and Birmingham along with destinations in the north of England such as Liverpool and Leeds.

3.5.3 The station also provides good links to the local areas within Greater Manchester including Stockport, Wigan and Bolton. **Plan VN60607-G102** also identifies the local areas which can be reached from Piccadilly Station.

3.6 Cycling Facilities

3.6.1 MCC has developed strategic cycle routes throughout the City Centre in order to encourage cycling. There is cycle parking close to the site at Piccadilly Station where 43 spaces are provided.

3.6.2 The City Tower Cycle Hub off Piccadilly Gardens also offers a cycle parking and cycle shower facility as part of a membership fee.

3.6.3 **Plan VN60607-G103** overleaf presents the cycle infrastructure which lies within the immediate vicinity of the site. As can be seen from this plan, an off road cycle route is provided along Fairfield Street which runs past the site and also along London Road to the south of the site. A toucan crossing is also located at the Fairfield Street/London Road junction.



Figure 3.5 - Cycle Infrastructure Close to the Site

4 THE TRAVEL PLAN GUIDANCE AND AIMS

4.1.1 A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to residents, staff and visitors.

4.1.2 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The National Planning Policy Framework (NPPF) document (March 2012) highlights the role that Travel Plans can play in facilitating sustainable travel, stating that:

'*All developments which generate significant amounts of movements should be required to provide a Travel Plan*'.

4.1.3 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 April 2009.

4.1.4 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"*.

4.1.5 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*."

4.1.6 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".

4.1.7 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. For a Travel Plan it advises *"needs to address all the journeys that may be made to and from a site"*.

4.1.8 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"*.

4.2 Travel Plan Aims

4.2.1 This Travel Plan will represent a long-term strategy for reducing the dependence of residents, staff and visitors on travel by private car to the site.

4.2.2 The aims of the strategy are:

- Informing residents, staff and visitors on the options available;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car;
- To encourage residents, staff and visitors to use alternatives to the private car.

4.2.3 The principal measures outlined in the Travel Plan are as follows;

- New Resident/Employee Starter Welcome Packs;
- Establish travel awareness for all residents, staff and visitors by the following measures;
- Ensuring the availability of travel information on websites and public display areas;
- Provision of Cycle Facilities and promotion of cycle initiatives including the tax efficient Cycle to Work Scheme and cycle training programmes;
- Promote local Cycle User Groups;
- Promote Walking Measures by presenting walk times to local attractions and offering umbrellas and providing links to local walking groups and walking websites;
- Promoting sustainable travel by visitors.

4.2.4 As the development is not yet built and operational this document will be a Framework Travel Plan which provides an outline for the preparation of a Full Travel Plan.

4.3 Plan Administration

4.3.1 The administration of the Travel Plan will be the responsibility of the developers, Allied London Fire Station Ltd who will be required to designate a Travel Plan Co-ordinator for the development. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Co-ordinator must provide their contact details to TfGM/MCC.

4.3.2 The site wide Travel Plan Co-ordinator will be the first point of contact with outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

4.3.3 At this stage of the development process, Vectos will act as the site wide Travel Plan Coordinator for the various travel plans and the key contact will be:

Gareth Davis Director Vectos

gareth.davis@vectos.co.uk 0161 228 1008

4.3.4 Administration of the Travel Plan is discussed in greater detail in **Section 7**.

5 TRAVEL PLAN MEASURES

5.1 Introduction

5.1.1 This section of the Travel Plan Framework 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 and infrastructure provision, as set out earlier, is the core of the Plan.

5.1.2 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 Plan Co-ordinator should investigate other potential initiatives which could be beneficial based on circumstances at the time.

5.2 New Occupier/Employee 'Welcome Starter Pack'

5.2.1 As the development is occupied, a 'Welcome Pack' will be provided to all residents and staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Framework Travel Plan. An example of a bespoke 'Welcome Pack' is attached as **Appendix A** to this report and this would be amended to offer advice to both residents and staff.

5.2.2 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the site wide Travel Plan Co-ordinator. The packs will include current information on walking and cycling routes in the area and information on public transport (e.g. timetables, destinations and offers).

5.2.3 In addition, residents and 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, with any information regarding changes, such as a change in a public transport timetable, being passed on via an appropriate form of communication. This will be the responsibility of the site wide Travel Plan Co-ordinator.

5.3 Journey Planning

5.3.1 Staff, residents and visitors will be informed of the excellent local and national journey planning applications.

5.4 Travel Awareness

5.4.1 Residents will be kept informed of updates in public transport information or promotions etc by a suitable form of media. It is assumed that a website or emails would be the most effective tool. Additionally, information on sustainable travel will be displayed on residents' notice boards as well as in staff rooms.

5.4.2 The accessibility of the development will be actively promoted to prospective residents and employees of the site, alongside encouragement of public transport, walking and cycling use. The promotion of these elements will be included within the general marketing of the site by sales staff.

5.4.3 It will be the responsibility of the Travel Plan Co-ordinator to ensure that all residents and staff employed on site are aware of the existence of the Travel Pan.

5.5 Travel Surveys/Database

5.5.1 In order to establish the travel patterns of the residents and employees at the development, a travel survey will be carried out within 3 months of occupation which will form the basis of the Implementation Travel Plan. This Travel Plan will be submitted to Manchester City Council within 6 months of occupation of the development.

5.5.2 The results of this survey will be compiled into a travel database for each development, and will assist in more accurately defining travel requirements and the specific measures to be implemented to maximise the success of the Travel Plan.

5.5.3 The management and updating of the travel database for the site will be undertaken by the site wide Travel Plan Co-ordinator.

5.6 Cycle Facilities

5.6.1 The Welcome Pack will promote the cycle facilities available within London Road Fire Station itself as well as in the surrounding area.

5.6.2 The employment occupiers would be informed of the financial incentives to their employees through the Cycle to Work Scheme as well as promotion of the health benefits of cycling.

5.6.3 Information on cycling in Manchester is available through the links below and would be made available through the website:

- www.cyclingmapsonline.co.uk
- http://cycling.tfgm.com/
- http://www.ctc.org.uk/
- http://www.sustrans.org.uk/

5.7 Cycle User Group

5.7.1 The residents and staff travel survey will identify the potential for cycling to be taken up amongst the residents and the workforce. The Travel Plan Co-ordinator will produce information relating to suitable cycling routes in the area within the 'Welcome Pack'.

5.7.2 The Travel Plan Co-ordinator will establish contact with the cycling officers of TfGM/MCC to establish a relationship to ensure contact about future improvements to the cycling network and cycling maps.

5.7.3 Residents and employees interested in cycling to the site will be provided with information on the BikeBUDI scheme (or similar) through information contained within the 'Welcome Packs' and on notice boards. This matches individuals with others cycling the same journey so they can ride together.

5.7.4 Information on the scheme is available on the website www.bikebudi.com and publicised to all occupiers.

5.7.5 TfGM offer cycle support for businesses including bike and equipment loans, grants, cycle training and guided cycle rides.

5.8 Walking Measures

5.8.1 The 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services.

5.8.2 The health benefits of walking will be particularly promoted to residents and staff. Information on walking in Manchester is available through the links below and would be made available through the www.walkit.com website.

5.8.3 WalkBudi looks to match those wanting to walk together while Walkit.com is a website that enables pedestrians to plan their walking routes in and around areas Manchester. The Travel Plan Co-ordinators will promote these websites and the benefits of walking to residents and staff.

5.9 Car Sharing Scheme

5.9.1 With there being no car parking on site, it is expected that the majority of staff and employees on site would use sustainable modes of travel. Nevertheless, some residents and employees of the development may travel by car making use of the extensive public car parking within a short walk of the site.

5.9.2 The Travel Plan Co-ordinator will promote the use of car sharing schemes for both residents and staff wishing to travel by this mode. They will be encouraged to join the Greater Manchester Car Share Scheme http://www.carsharegm.com. It is felt that utilising an existing scheme will be the most effective method of encouraging car sharing.

5.9.3 Prominent display areas will be provided in convenient locations within the buildings to allow potential car sharers to register an interest. As part of the travel database the Travel Pan Co-ordinator will be required to maintain a list of residents and employees who register an interest in car sharing and will be required to facilitate success of the scheme.

5.9.4 Two Enterprise Car Club cars are located in the Piccadilly Place multi-storey car park offering easy, short term and flexible car hire.

5.10 Initiatives by Others

5.10.1 TfGM offer a range of initiatives which would support the Travel Plan principally through the Travel Choices programme. These include advice to Travel Coordinators, personalised travel planning, grants for sustainable transport measures and Bike Loans to businesses that have developed a Travel Plan.

5.10.2 There are also local and national events that promote sustainable travel including Bike Week, Walk to Work week or National Liftshare Week. It would be the responsibility of the Travel Plan Coordinators to provide residents and employees information of these events using displays on notice boards and via emails/intranet.

5.11 Sustainable Travel by Visitors

5.11.1 As part of the Travel Plan it is also important to consider the ways in which visitors travel to the site. Visitors can be encouraged to use alternative modes of travel if they were informed of local tram/rail/bus services as they organised their journey, through measures such as;

- Details of pedestrian routes to the site.
- Up-to-date details of bus services, including route information, bus stop locations, service frequencies and costs of certain journeys.
- Up-to-date details of train and tram services including information on service frequencies.

5.11.2 Such travel information could be disseminated to visitors and patrons in a variety of ways, most easily through individual occupier websites as well as promotional literature.

6 TRAVEL SURVEYS

6.1.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring that on-going monitoring and regular residents and staff travel surveys are undertaken. The first travel survey will be undertaken within 3 months of occupation.

6.1.2 The results of the travel survey once undertaken will be used to monitor the use of sustainable transport infrastructure and identify ways in which improvements can be made if necessary. The list of travel plan measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated. An example of the Travel Survey is provided at **Appendix B**.

6.1.3 The results of the first residents and staff travel survey will be compiled into a travel database which will be used as a baseline to identify demand for various modes as well as looking into where improvements can be made to the available sustainable transport infrastructure.

6.1.4 Thereafter in order to assess the travel habits of residents and staff, travel surveys will be completed on an annual basis for a 5 year period (or a period to be agreed with TfGM/MCC). The travel database will be updated following the compilation of the results of each survey.

6.1.5 The Travel Plan for the development will be reviewed annually with a Travel Plan Progress Report then submitted to TfGM/MCC. As mentioned earlier, there is no incentive for modal share targets to be set given that there is no car parking provided on site. The principal purpose of the travel surveys is to assess demand and possible improvements to sustainable transport infrastructure.

6.1.6 It is not proposed to conduct travel surveys for visitors to the development, however feedback forms will be available for visitors to fill out both on site and on the website and monitoring will be made often cycle parking cycle hire use as well as a survey of on street parking and drop-off activity.

6.1.7 This will further aid the TPC in identifying where improvements to sustainable travel infrastructure may need to be made.

7 TRAVEL PLAN IMPLEMENTATION, ADMINISTRATION AND MONITORING

7.1 Introduction

7.1.1 A programme of monitoring and review has been designed to generate information by which the success of each Travel Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Co-ordinators.

7.2 Plan Administration

7.2.1 The administration of the Travel Plan will be the responsibility of the developers, Allied London Fire Station Ltd who will be required to designate a Travel Plan Co-ordinator for the development. This appointment must occur at least 1 month prior to development occupation and upon appointment the Travel Plan Co-ordinator must provide their contact details to TfGM/MCC. In-house Travel Plan Co-ordinators for the office building will be appointed at occupation.

7.2.2 The final Travel Plans prepared in accordance with the approved Travel Plan Framework will be submitted to TfGM/MCC for approval within 6 months of occupation. The Travel Plans will be in operation for the life of the development and any changes in ownership or contact details must be sent to the relevant bodies.

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

7.3 Travel Plan Implementation

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

Before development is occupied	Appoint Site wide Travel Plan Coordinator and provide details Travel Plan Coordinator (TPC) to TfGM/MCC at least 1 month before occupation. TPC to organise a Travel Plan working group with TfGM/MCC. Update the website with additional links to Travel Choices, City Car Club, Car Share and Walking sites.
0 - 6 Months	Travel surveys undertaken within 3 months of occupation. TPC to Review travel survey results and identify possible improvements. Establish modal user groups (such as car share clubs, bike user clubs, taxi share clubs); Snapshot surveys of drop-off area, cycle parking and car share take up completed; Formal Travel Plan document to be submitted to and agreed with MCC within 6 months of occupation.
6 - 12 Months	Continuous updating of car share database. Continuous updating of all public transport information. Undertake travel survey (for a 5 year period). Travel Plan Progress Report to be submitted annually to TfGM/MCC.
12 - 60 Months	Update and monitor travel survey on an annual basis for a 5 year period.

Table 7.1 – Travel Plan Framework Timescales

7.4 Monitoring

7.4.1 Given the exceptional location of the site in terms of accessibility and the lack of car parking spaces on site, it is expected that the majority of residents and employees will rely on the excellent location and sustainable transport characteristics of the area without the need for a car.

7.4.2 Therefore the aim of the Travel Plan is to ensure residents and employees have the information and opportunities to make sustainable travel choices. In practice, the Travel Plan is seeking to ensure that this occurs and any issues are addressed rather than setting targets to reduce travel by car.

7.4.3 The success of measures outlined in the Travel Plan will be monitored on a regular basis by the by the site wide Travel Plan Co-ordinator. The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the development. Suggested monitoring actions are:

- Monitor demand for additional cycle parking for residents and staff;
- Monitor demand for facilities, which are to be provided within the development, for those staff travelling by foot or by cycle;
- Monitor the participation in car sharing schemes for residents and staff;
- Monitor the vehicular demand at the drop-off area;
- Record comments received from residents and staff relating to the operation and implications of the Plan so that improvements/alterations can be made should this be deemed necessary.
- Record comments made on visitor feedback forms which will be located within the development as well as on the development website.

7.4.4 Information gathered through the monitoring process will be recorded and included in the Travel Plan Progress Report. The information will also be sent to the planning authority on an annual basis.

7.4.5 Other less direct objectives of the Plan will be to increase the awareness of residents and staff about the environmental implications of travel mode choice. Awareness is less easy to monitor, although one indicator will be the general response to the introduction of the Plan, measured by the volume and type of feedback, both at the outset and as the strategy evolves.

7.5 Travel Plan Progress Report

7.5.1 Each year, on the anniversary of the adoption of the Travel Plan, the Travel Co-ordinator for the development will undertake a comprehensive review of the Plan. The objective of the review will be to assess the success of the Plan and to identify the potential for future refinement.

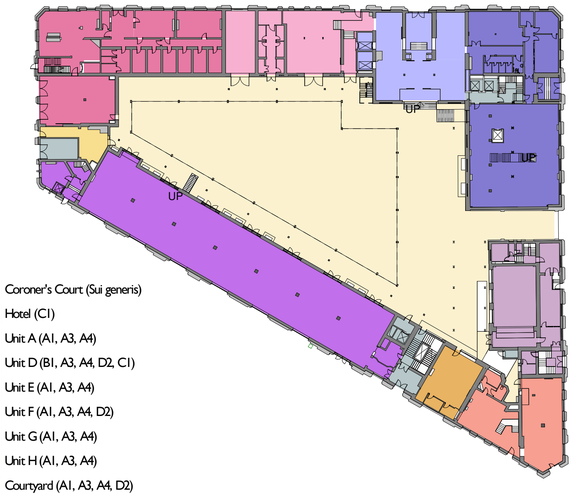
7.5.2 The major element of the review will involve the re-issue of the Travel Survey. The re-issue of the questionnaire offers the opportunity to gather new information about wider attitudes to travel. Analysis of the questionnaires will also yield up-dated mode-split information for comparison with previously collected data, free of seasonal bias.

7.5.3 The Travel Co-ordinator will compile a Travel Plan Progress Report outlining the results of the annual review. The report will also incorporate the results of on-going monitoring throughout the preceding period. The report will be filed for record, with copies sent to TfGM/MCC.

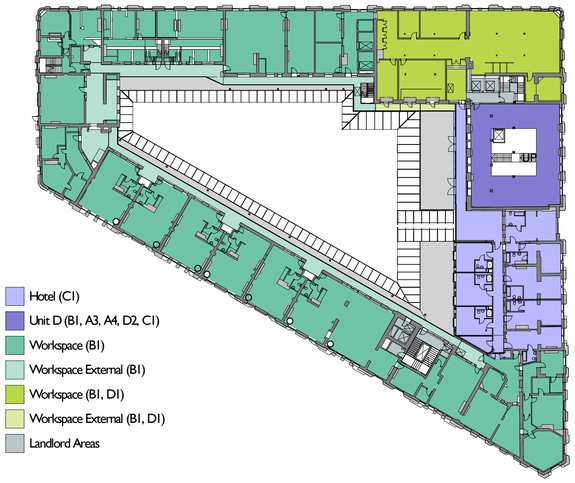
PLANS



2 / 7001 **-01 Basement GA Acc**
1 : 500



1 / 7001 **00 Ground Floor GA Acc**
1 : 500



4 / 7001 **01 First Floor GA Acc**
1 : 500



3 / 7001 **02 Second Floor GA Acc**
1 : 500



5 / 7001 **Third Floor GA Acc**
1 : 500

0 10m 20m 30m 40m 50m

Basement

Coroner's Court (Sui generis)	178 m²
Hotel (C1)	340 m²
Landlord Areas	157 m²
Screening Room (B1, A3, A4, D2, C1)	266 m²
Unit A (A1, A3, A4)	694 m²
Unit E (A1, A3, A4)	74 m²
Unit F (A1, A3, A4, D2)	141 m²
Grand total: 94	1851 m²

Ground Floor

Coroner's Court (Sui generis)	119 m²
Courtyard (A1, A3, A4, D2)	33 m²
Courtyard External (A1, A3, A4, D2)	1728 m²
Hotel (C1)	216 m²
Landlord Areas	107 m²
Unit A (A1, A3, A4)	606 m²
Unit D (B1, A3, A4, D2, C1)	393 m²
Unit E (A1, A3, A4)	168 m²
Unit F (A1, A3, A4, D2)	358 m²
Unit G (A1, A3, A4)	210 m²
Unit H (A1, A3, A4)	71 m²
Grand total: 77	4010 m²

First Floor

Hotel (C1)	463 m²
Landlord Areas	79 m²
Unit D (B1, A3, A4, D2, C1)	185 m²
Workspace (B1)	1353 m²
Workspace (B1, D1)	374 m²
Workspace External (B1)	256 m²
Workspace External (B1, D1)	17 m²
Grand total: 90	2727 m²

Second Floor

Hotel (C1)	616 m²
Landlord Areas	72 m²
Live & Work (B1, C3)	783 m²
Live & Work External (B1, C3)	107 m²
Unit K (B1, A3, A4)	300 m²
Workspace (B1)	572 m²
Workspace External (B1)	197 m²
Grand total: 98	2646 m²

Third Floor

Hotel (C1)	598 m²
Landlord Areas	127 m²
Live & Work (B1, C3)	827 m²
Live & Work External (B1, C3)	85 m²
Unit L (B1, A3, A4)	149 m²
Workspace (B1)	576 m²
Workspace External (B1)	69 m²
Grand total: 92	2430 m²

Notes:

Drawings are based on survey data and may not accurately represent what is physically present.

Do not scale from this drawing. All dimensions are to be verified on site before proceeding with the work.

All dimensions are in millimeters unless noted otherwise.

Purcell shall be notified in writing of any discrepancies.

Key Plan
not to scale

REV	DATE	DESCRIPTION
1	02/12/19	For planning
2	03/12/19	For Planning
3	06/12/19	For Planning

CLIENT
Allied London

PROJECT
London Road Fire Station

JOB NUMBER
240242

PURCELL

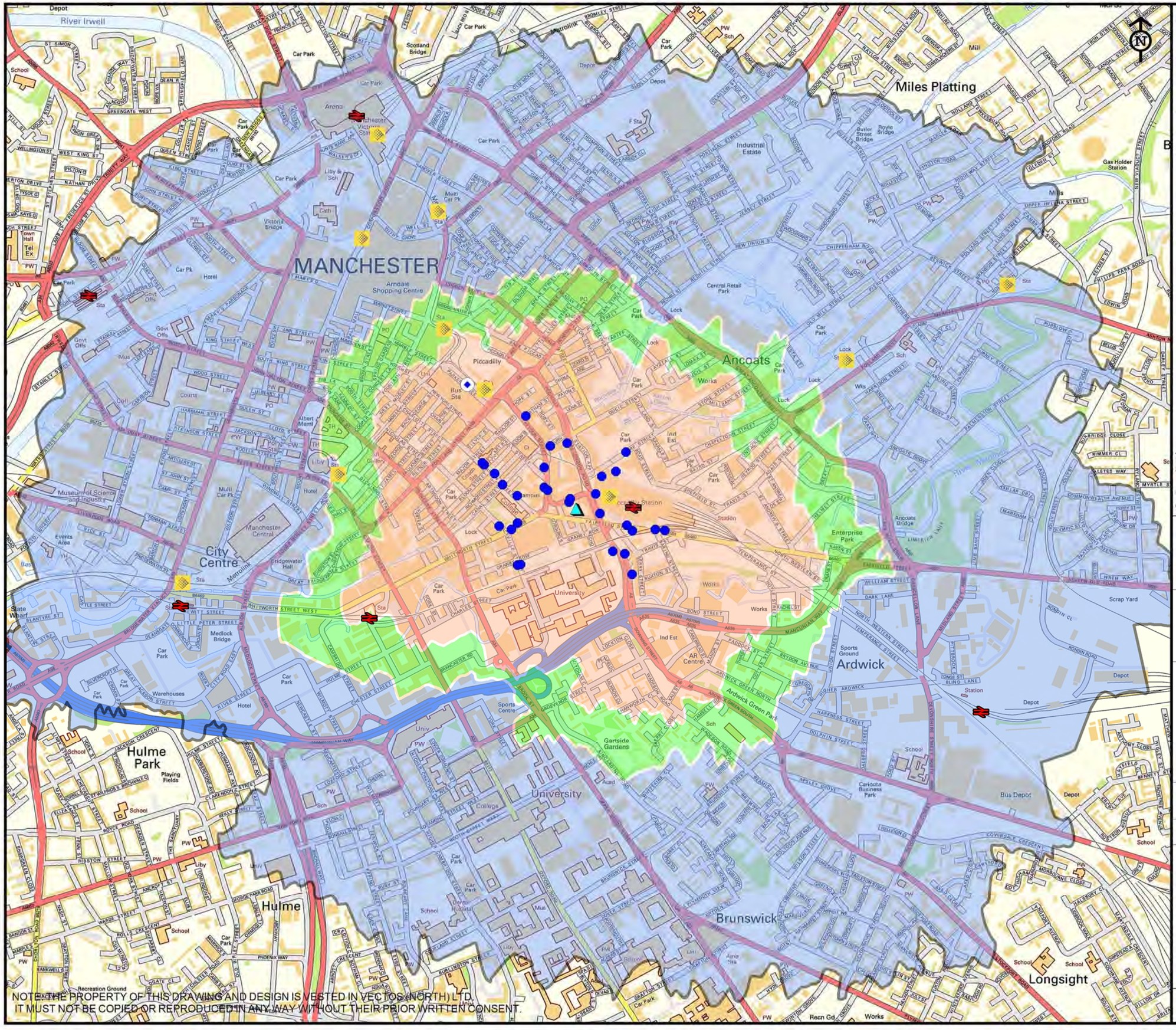
TITLE
Accomodation Schedule

SIZE	SCALE	LAST REVISED	DRAWN	CHECKED
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REV 3 — **SUITABILITY/REASON FOR ISSUE** S2 FOR PLANNING

DRAWING NUMBER
240242-PUR-FS-ZZ-DR-A-7001

St James', 79 Oxford Street, Manchester, M1 6FQ
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Legend

- Site Location

Pedestrian Walking Catchments

- 800m
- 1km
- 2km

Public Transport

- Metrolink
- National Rail
- Bus Stops
- Piccadilly Gardens Bus Terminus

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CLIENT:

Allied London

PROJECT TITLE:

London Road Firestation

DRAWING TITLE:

Pedestrian Walking Catchments with Public Transport Stops

SCALE: 1:15,000 at A3

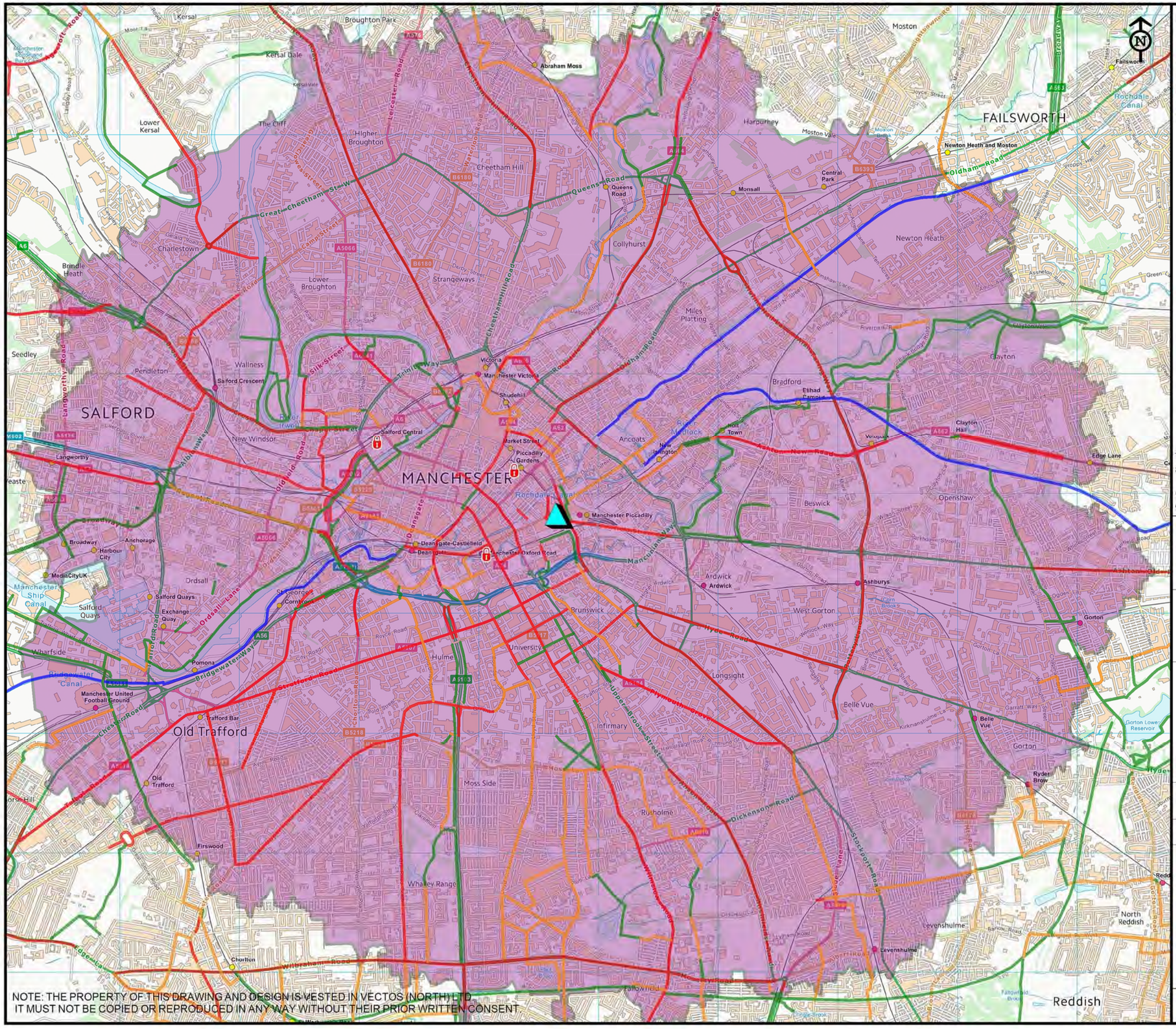
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PJ	ER	25.10.16

vectos
transport planning specialists

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO: VN60607-G102

REVISION:



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CLIENT:

Allied London

PROJECT TITLE:

London Road Firestation

DRAWING TITLE:

Cycle Catchment and Local Routes

SCALE:

1:40,000 at A3

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PJ	ER	25.10.16

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APPENDICES

APPENDIX A EXAMPLE WELCOME TRAVEL PACK

TRAVEL INFORMATION BROCHURE

EXAMPLE



This is your guide to getting around. In this brochure you will find information relating to sustainable transport such as walking, cycling, public transport and car sharing.



WELCOME TO YOUR NEW HOME

This booklet provides information to help you travel with greater ease and to reduce your dependence on driving a private car. This includes information on how to get around using public transport and other environmentally friendly methods of travel.

Your home is located Trinity Riverside/Riverview. The location of your home provides a great opportunity to travel by non-car modes, so why not see what is available?

This booklet is one of many measures included in a Travel Plan produced for this new community and has been agreed with SCC/Urban Vision Partnership Ltd.

A Travel Plan is a document which sets out the strategies which aim to encourage you to use alternatives to the private car and to increase your awareness of the advantages and potential for travel by more environmentally friendly modes.

TABLE OF CONTENT

05 Walking

07 Cycling

08 Walking & Cycling Map

09 Public Transport

11 Rail Services

13 Car Share

14 Scooter / Motorcycle



WALKING

Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Try to increase the amount of walking you do every week and enjoy the health benefits. Even if you live some distance from your destination you can make walking part of your journey by getting off your train or bus stop earlier and walking instead.

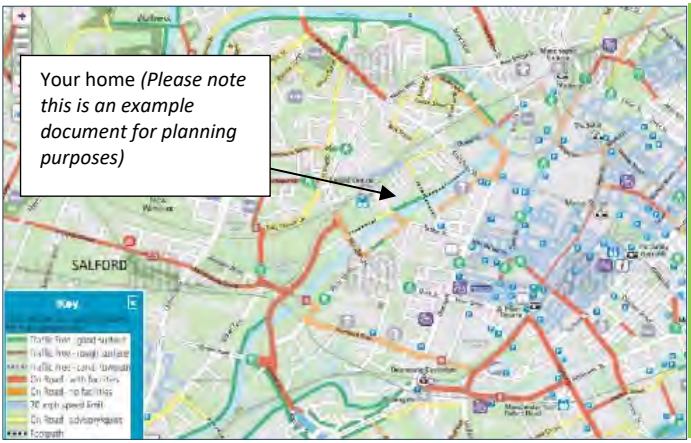
Within the 1km walking catchment, local footpath networks provide convenient connections to bus stops on Chapel Street and Bridge Street along with Salford Central and Victoria Train Stations, Shudehill Bus Station, Arndale, Market Street and Piccadilly Bus/Metrolink Station.

Benefits of walking:

- Walking is a great form of **exercise,** which keeps you fit!
- A half an hour brisk walk per day can **reduce the risk of heart disease** by half
- Walking **costs nothing** and offers a wide range of benefits to you and the community
- Walking is an **environmentally friendly** activity. Every time you chose to walk instead of drive, you are reducing the air pollution caused by traffic. By regularly walking, you are making a positive impact on the environment.



In the vicinity of the site, there are traffic free cycle and on road cycle routes which provide direct and convenient routes to the city centre. Cycling to work is a great way for residents to get regular exercise, with the added benefit of a guaranteed arrival time, cycling can be a health and safe way to travel, quicker than walking and cheaper than driving a car.



Benefits of Cycling:

Cycling is **'green'** – you can feel good about doing your bit for the environment

Cycling is **quick** – for short journeys under 5 miles cycling is twice as fast as a car in traffic

Cycling is **cheap** – no bus, train or season ticket is required

6

If you would like to find people cycling on similar routes, try using online journey matching database:

CycleBUDI	www.bikebudi.liftshare.com
Activity Junkie	www.activityjunkie.com/en/tag/4/cycling

The CycleBUDI scheme is part of the National Lift Share Network and are simple and free to use. They match individuals with others walking or cycling the same way so they can do it together. The matches are displayed in both table and map format, allowing the users to easily find the most suitable match.

Did you know that …people who cycle regularly enjoy fitness level equal to that of a person who is 10 years younger?

You can use www.sustrans.org.uk/ncn/map to find other on-road and traffic-free routes near you that are part of the National Cycle Network.

PUBLIC TRANSPORT

4

5

The closest stops are located around 150 metres away to the north west on New Bailey Street, to the north on Chapel Street and about 170 metres to the south on Bridge Street. All the stops are sheltered either by formal bus shelters or beneath the railway viaduct and benefit from notices of timetable information.

The frequency of local services are shown below.

Bus services along Chapel Street							
Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
67	Cadishead – Eccles – Salford Royal - Manchester	4	4	4	4/2	4	2
71	Manchester – Ordsall – Pendleton - Clifton	2 only (one way)	0	2 only (one way)	0	1 only (one way)	0
73	Manchester – Ordsall – Pendleton - Clifton	1	1	1 only (one way)	0	1	0
100	Warrington – The Trafford Centre - Manchester	2	2	2	2	2	2
Bus services along Bridge Street							
Service No	Route	Mon – Fri Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
8	Manchester-Pendlebury-Bolton	6	6	6	3	6	3
12	Leigh-Walkden-Manchester	1	1	1	1	1	1
25	Leigh-Tyldesley-Swinton-Manchester	1	1	1	1	1	1
32	Manchester - Wigan	1	1	1	1	1	0
36	Manchester-Swinton-Little Hulton-Bolton	5	6	6	3	6	3
37	Manchester-Farnworth-Bolton	6	6	6	3	6	3
38	MRI/Manchester- Farnworth	4	6	6	4	6	3
50	Media City - East Didsbury	8	6	7	5	6	4
X34	Manchester - Leigh Express	1	1	1	1	1	0

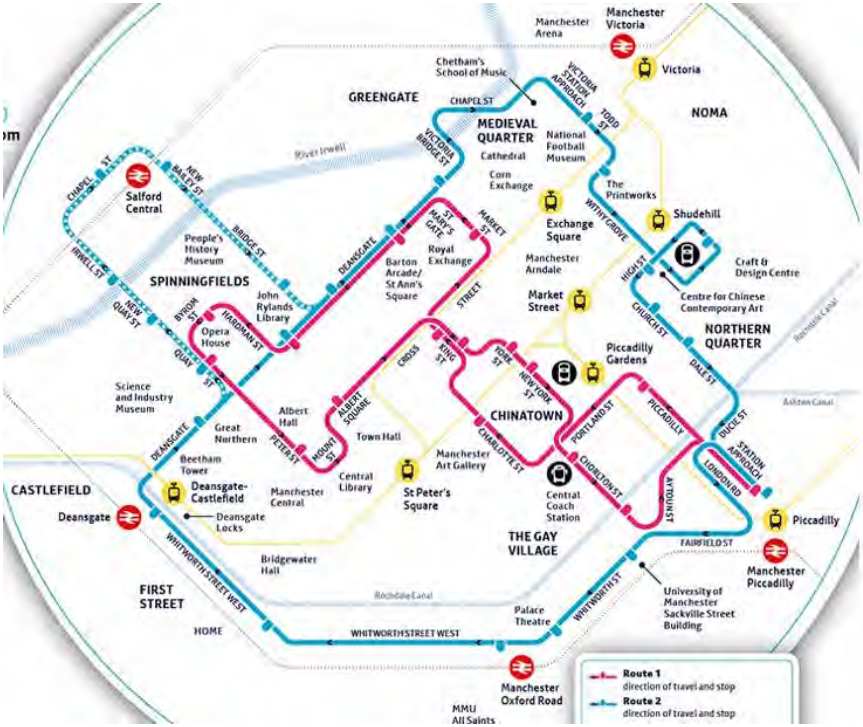
Your home benefits from being located in proximity to the free bus service which operates within the city centre. This service comprises two routes referred to as Route 1 and Route 2.

The route 1 service operates on a 10-minute frequency from 0700-2200 on Monday to Friday and between 0830-2200 on Saturdays. On Sundays and public bank holidays this service operates every 12-minutes between 0930 and 1800.

The nearest stop to the site when using this service is located on Hardman Street. The route takes passengers to Piccadilly, Chinatown, King Street, Albert Square, Deansgate and Market Street.

The route 2 service forms part of the free bus services provides in Manchester City Centre operates close to the site on Bridge Street. The nearest stops to the site are located approximately 150 metres to the east on Chapel Street.

This route takes passengers through Spinningfields, to Greengate, the Medieval Quarter, Northern Quarter, Piccadilly, Whitworth Street, Castlefield and back to Deansgate. This service also operates every 10-minutes, from 06:30 to 22:00 on Monday to Friday. On Sundays and public bank holidays this service operates every 12-minutes between 09:30 and 18:00.



RAIL SERVICES

4

The closest railway station to your home is Salford Central Station, which is located approximately 120m to the north west of the site. The station also provides cycle storage with the Cycle Hub that is situated to the west of the station access.

Salford Central Rail Station		
Route	Max Frequency (peak periods) Monday-Friday	
	Frequency	Journey Time
Blackpool North to Huddersfield	1 per hour	1hr 20mins to Blackpool N, 1 hr to Huddersfield
Bolton to Blackburn	1 per hour	20mins to Bolton, 1hr 20mins to Blackburn
Manchester Victoria to Blackburn	1 per hour	5mins to Victoria, 1hr to Blackburn
Clitheroe to Manchester Victoria	1 per hour	5mins to Victoria, 1hr 30mins to Clitheroe
Wigan Wallgate To Manchester Victoria	1 per hour	5 Mins to Victoria, 35 mins to Wigan
Wigan Wallgate To Stalybridge	1 per hour	30 Mins to Stalybridge, 35 mins to Wigan
Manchester Victoria to Kirkby	1 per hour	5 Mins to Victoria, 1 hr to Kirkby
Manchester Victoria to Southport	1 per hour	5 Mins to Victoria, 1 hr 15 mins to Southport

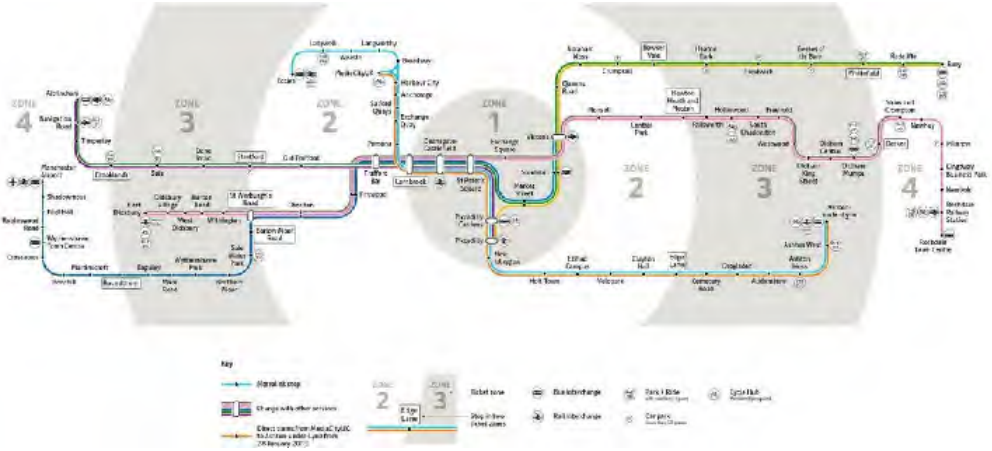


For more information and **rail enquires** the following websites may be of help:
https://tfgm.com/public-transport/train
www.nationalrail.co.uk
www.thetrainline.com

The nearest Metrolink tram stop will be at St Peter's Square which is just under 900m from the site. St Peter's Square is located in Zone 1 and acts as an interchange where services across the Metrolink network can be boarded every 12-minutes.

The public transport system within Greater Manchester benefits from the '*get me there'* smart ticketing system similar to the London Oyster Card allowing cashless travel and easy transfer between modes.

Metrolink passengers have access to the *'get me there'* app which enables customers to purchase all zone and stop to stop electronic travelcards on their smartphones. When using this initiative, passengers touch-in at a smart reader before boarding the tram and can then touch-out at the station they finish their journey at.





CAR SHARE/CAR CLUB

Car Share, also known as Liftshare or carpooling, is a scheme where two or more people arrange to share a car journey. Car sharing has many financial, social and environmental benefits.

Travelling with other people by car is an easy way to cut your CO_2 emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give car sharing a go? You can register your details online in order to find potential car sharers in your area. The websites are provided below.

Benefits of car sharing:

- Reduces travel costs as you will spend less on petrol and car insurance
- Reduces wear and tear on your own vehicle
- Helps reduce congestion. Do you know that there are an estimated 10 million empty seats on the UK roads every day during peak hours? Car sharing helps to fill those empty seats and as such reduce congestion and pollution.
- Reduces stress levels related to driving. Driving during peak hours can be nerve wracking, however as a passenger in a car you no longer have to stress about driving.

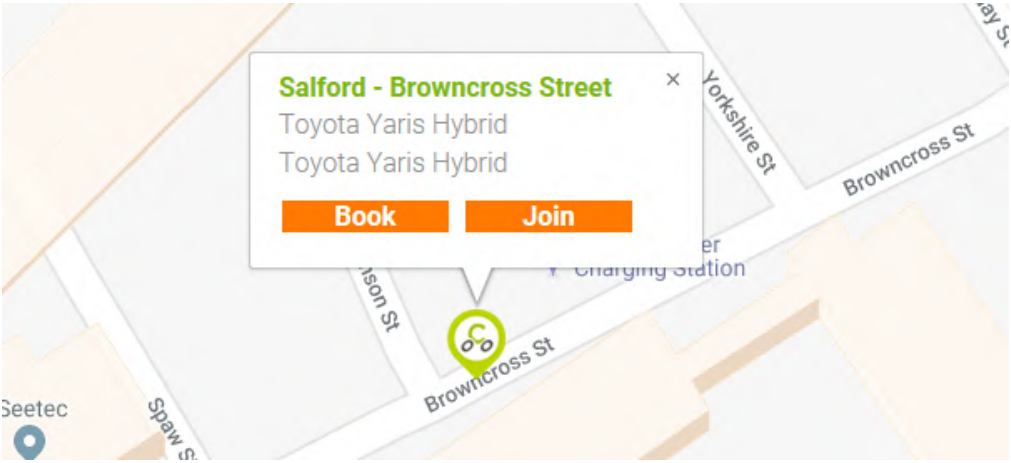
There are also internet-based car sharing schemes available. Why not try one of the following websites:

- www.liftshare.com
- www.letstravelwise.org

Or try one of the following local taxi firms:

- Street Cars – 0161 228 7878
- Salford Quays Taxis – 0161 660 6666

There are a number of car club operators within Greater Manchester offering a large number of car parking bays across the city. The closest cars operated by Co-Wheels are located on Browncross Street.



In terms of payment, following a £25 individual joining fee you will only pay for a car when they need it, therefore proving smarter than ownership when living in a city environment. Hire charges for Co-Wheels are priced per hour, in 15-minute increments and can be found following the below link.

- http://www.co-wheels.org.uk/pricing

MOPED / MOTORCYCLE

Travelling by a motorcycle is cheaper than by car and is also a more environmentally friendly option. Motorcycles also take up less road space so help to reduce congestion.

If you would like to learn to ride a motorcycle or a moped, you need to pass Compulsory Basic Training (CBT), which remains valid for 2 years upon completion.

The CBT is not a test, but rather a 5-part modular training course run over the duration of one day.

You don't have to pass your motorcycle theory test before completing CBT.

After successful completion of the CBT you can ride a moped or a motorbike up to 125cc and with a power output of up to 11kW on the road.



You must use L plates until you pass your full motorcycle test.

Your closest motorbike test centre can be found at:

MotoTechnique
Unit 1 & 2 Millgate Units
Dantzic St,
Manchester

Your Travel Plan Coordinator is available to provide you with guidance in relation to the way you travel and provide further information about sustainable transport methods available to you.

For information on **walking** visit:
www.walkit.com



For information on **cycling** visit:
www.sustrans.org.uk
www.bikebudi.liftshare.com
www.activityjunkie.com/en/tag/4/cycling

Your local **bicycle store shop** is Manchester Bike Repairs located to the east of your home:
196 Chapel St,
Salford,
M3 6BY,
Tel: 0161 769 5050

For **public transport** information visit:

- www.tfgm.com/travelchoices/pages/residents-home
- www.cycling.tfgm.com/Pages/default.aspx
- www.citycarclub.co.uk/locations/manchester-car-hire
- www.travelline.org.uk
- www.walkit.com
- www.nationalrail.co.uk; and
- www.transportdirect.info

APPENDIX B EXAMPLE TRAVEL SURVEY

LRFS Travel Plan Questionnaire

Date _____

1 **Postcode**_____

2 **Gender**
1 [ ] Male
2 [ ] Female

3 **Age**
1 [ ] Under 25
2 [ ] 25-34
3 [ ] 35-44
4 [ ] 45-54
5 [ ] 55 or Over

4 **Is your work?**
1 [ ] Full Time
2 [ ] Part Time

5 **What are your normal work start and finish times?** Start Time _____
Finish Time _____

6 **Do you have a disability that may affect your travel arrangements?**
1 [ ] Yes
2 [ ] No

7 **How far do you travel to work?**
1 [ ] Less than 1 mile
2 [ ] Between 1 and 2 miles
3 [ ] Between 2 and 5 miles
4 [ ] Between 5 and 10 miles
5 [ ] Between 10 and 20 miles
6 [ ] Over 20 miles

8 **On your normal trip to work, which form of transport did you use? (tick all that apply)**
1 [ ] Car (as driver on my own)
2 [ ] Car (as passenger with other people as driver or passenger)
3 [ ] Bus
4 [ ] Train
5 [ ] Motorbike
6 [ ] Bicycle
7 [ ] Walk
8 [ ] Other (specify) _____

9 **How often do you use the following methods to get to you regular place of work? (tick all that apply)**

	Every Day	More Than Once a Week	Once a Week	Once a Fort-night	Once a Month	Once a Quar-ter	Never
Bus	☐	☐	☐	☐	☐	☐	☐
Car alone	☐	☐	☐	☐	☐	☐	☐
Car with Other Person(s)	☐	☐	☐	☐	☐	☐	☐
Cycling	☐	☐	☐	☐	☐	☐	☐
Motorcycling (125cc and under)	☐	☐	☐	☐	☐	☐	☐
Motorcycling (over 125cc)	☐	☐	☐	☐	☐	☐	☐
Park and Ride	☐	☐	☐	☐	☐	☐	☐
Train	☐	☐	☐	☐	☐	☐	☐
Walking	☐	☐	☐	☐	☐	☐	☐
Work at Home	☐	☐	☐	☐	☐	☐	☐
Work Off Site without Calling at Work	☐	☐	☐	☐	☐	☐	☐

10 **If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?**
1 [ ] Car essential to job
2 [ ] Dropping/collecting others offsite
3 [ ] Give a lift to others in the area
4 [ ] Health reasons
5 [ ] More convenient than alternative
6 [ ] Other (please specify)_____

11 **If you indicated car driver in Q8, would you consider car sharing?**
1 [ ] Yes regularly
2 [ ] Yes occasionally
3 [ ] No

12 **If you answered 'No' to Q11, can you explain the reasons for not car sharing?**
_____
_____
_____
_____

13 **Which of the following changes would most encourage you to use public transport for your** Journey to work? If you already travel to work by public transport, which would you most like **to see? Please tick the 3 most applicable?**
[ ] Interest free loans for travel tickets/passes sold at work
[ ] Flexible working patterns
[ ] More convenient bus drop off points
[ ] Pubic transport information at work site
[ ] More direct bus routes
[ ] Personalised journey plan
[ ] None
[ ] Other (specify) _____

14 **If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)**
1 [ ] Bus
2 [ ] Train
3 [ ] Bicycle
4 [ ] Car passenger
5 [ ] Walk
6 [ ] Motorbike
7 [ ] Other (specify) _____

Your views and ideas are important, so please add any other comments about your journey to work
_____
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Thank you for your co-operation