



Premier Inn
Rest easy 



25 Rochdale Road, Manchester

TRAVEL PLAN

for Hotel Development
on behalf of Whitbread Group Plc.

2025/8787/TP01

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1 INTRODUCTION

1.1 Background

- 1.1.1 This Travel Plan is prepared by RGP on behalf of Whitbread Group Plc., (the developer) in relation to the Premier Inn hotel at 25 Rochdale Road, Manchester, M4 4HT. The site lies within the jurisdiction of Manchester City Council, which operates as a Unitary Authority.
- 1.1.2 Planning permission for the 11 storey, 229 bedroom hotel with ancillary ground floor bar/restaurant was granted in October 2020 (Planning Ref: 127537/FO/2020). This Travel Plan accompanies a Non-Material Amendment application for the site. A copy of the latest site layout plan is attached hereto at **Appendix A**.
- 1.1.3 The site lies within 1km of Manchester city centre and is bound by Rochdale Road to the south-east, Ludgate Street to the south-west, Dyche Street to the north-west and the Particular Baptist Chapel to the north-east.
- 1.1.4 Due to the site's accessible nature, the hotel would operate as car-free. Two disabled bays would be made available on-street on Dyche Road through the conversion of existing bays.
- 1.1.5 A Transport Statement and Travel Plan were prepared by Civic Engineers (2020) to accompany the original planning application and have been referred to inform this bespoke document. RGP is retained as Whitbread's highway consultant and has supported a significant number of Premier Inn hotel applications throughout the UK. As a result of this, a range of travel planning initiatives have been developed between RGP and Whitbread, tailored to the operation and needs of the organisation; full details of which are detailed herein.
- 1.1.6 This Travel Plan seeks to achieve modal shift towards sustainable transport, particularly increasing active travel (walking and cycling) and discouraging single occupancy car travel associated with the site. This Travel Plan outlines the opportunities for sustainable travel to and from the hotel as well as highlighting the benefits a Travel Plan can bring to a company such as Whitbread.
- 1.1.7 This Travel Plan will target both staff and guest travel associated with the Premier Inn, detailing appropriate measures and initiatives to be implemented. It has been prepared with reference to Condition 24 of the Planning Permission (Planning Ref:127537/FO/2020), which refers to the requirement for a Travel Plan and states:

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those using the development;*
- ii) a commitment to surveying the travel patterns of guests/staff in accordance with the monitoring and reporting detailed within the approved Travel Plan framework*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) measures for the delivery of specified travel plan services*

v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

- 1.1.8 In preparing this Travel Plan, RGP has reviewed relevant national guidance and best practice documents, including the information available at:
<https://travelplankit.tfgm.com/>.
- 1.1.9 In addition, the production of this Travel Plan meets the Building Research Establishment's Environmental Assessment Methodology (BREEAM) requirements for credits associated with Tra 01 Transport Assessment and Travel Plan and Tra 02 Sustainable Transport Measures under BREEAM UK New Construction (2018). BREEAM is a system used for scoring sustainability in buildings and Whitbread have made a commitment for all new build Premier Inn and hub by Premier Inn hotels to be built to a minimum BREEAM 'Excellent' standard. It should be noted that this document includes additional information that would usually be contained within the Transport Assessment. This is to ensure compliance with the requirements of Tra 01 without the need to produce / refer to a separate Transport Assessment document.

1.2 Travel Planning Policy

- 1.2.1 The need to manage transport in new developments is embedded within national, regional and local policy, with the need to reduce car dependency, increase travel choices and encourage sustainable travel supported by the National Planning Policy Framework (NPPF) which states that all developments that will generate significant amounts of movement should be required to provide a travel plan (Paragraph 118). Whilst this proposal does not generate 'significant' amounts of movement, this Travel Plan has been prepared nevertheless to reduce the impact of the development on the surrounding area.
- 1.2.2 Furthermore, Paragraph 111 of the NPPF recommends that planning policies support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities.
- 1.2.3 Transport for Greater Manchester (TfGM) supports the development of Travel Plans as 'an effective tool to increase the accessibility of a site, particularly by sustainable modes, to reduce the impact of a site on the surrounding road network and to manage the use of local car parking capacity.'

2 WHAT IS A TRAVEL PLAN

2.1.1 A Travel Plan is a strategy through which an organisation is able to manage journeys related to its operation. It comprises a package of measures tailored to the needs of an individual site and aimed at promoting more sustainable travel (walking, cycling and public transport) and reducing reliance on the private car. The development of such measures can reduce the impact of travel and transport whilst also bringing a range of benefits to individuals and the local community.

2.1.2 For **staff and guests**, a Travel Plan can:

- (i) Help provide less stressful options for travel, with the ability to socialise;
- (ii) Present opportunities to build healthy exercise into daily life; and
- (iii) Reduce the cost of travel.

2.1.3 For the **local community**, a Travel Plan can:

- (i) Make local streets less congested, less dangerous, less noisy and less polluted;
- (ii) Enhance public transport;
- (iii) Improve the environment and the routes available for walking and cycling; and
- (iv) Help create a place which is better to live in, work in and visit, which in turn can attract investment.

3 PURPOSE OF THIS TRAVEL PLAN

- 3.1.1 The objective of this Travel Plan, as far as is reasonable, is to encourage alternative modes of travel for staff and guest related trips to and from the Rochdale Road Premier Inn . Due to the nature of hotel operations, it is likely that guests of the Premier Inn would be travelling relatively long distances to reach the site, however, journeys by guests during their stay, and commuting trips by staff are shorter and potentially easier to target with regards to mode shift.
- 3.1.2 Key benefits of Travel Plans to Whitbread Group include:
- (i) Satisfying local planning and highway authorities;
 - (ii) Improved 'green credentials' and strengthening the Premier Inn brand as seen by customers;
 - (iii) Improved corporate social responsibilities, above that of its competitors;
 - (iv) Financial savings for Whitbread and its staff / guests; and
 - (v) Improved staff retention and morale.
- 3.1.3 Through the development of a Travel Plan, issues relating to congestion, road safety and inappropriate parking can be addressed bringing benefits to staff, guests and the local community.

4 KEY AIMS OF THIS TRAVEL PLAN

- 4.1.1 This Travel Plan represents a long-term strategy to promote more sustainable travel and to offer realistic transport choices for all journeys associated with the Premier Inn at Rochdale Road, Manchester. These include:
- (i) Commuting journeys by staff;
 - (ii) Main journeys by guests to and from the hotel; and
 - (iii) Journeys made by guests during their stay.
- 4.1.2 The overall aim of the Travel Plan therefore is to reduce reliance upon the car and promote active modes of travel (walking and cycling), particularly where public transport services are overcrowded, by increasing awareness of the alternative modes and promoting the associated benefits.
- 4.1.3 The objectives of this Travel Plan can be summarised as follows:
- (i) Establish travel behaviour patterns and recognise any barriers to change;
 - (ii) Identify measures to reduce reliance on the car and enable the hotel to minimise traffic generation arising from the site;
 - (iii) Introduce measures to limit delivery trips;
 - (iv) Foster awareness of and 'buy in' to the Travel Plan amongst staff and guests; and
 - (v) Implement a package of physical and management measures that will facilitate and actively encourage the use of sustainable modes.
- 4.1.4 The Department for Transport's research study 'Making Travel Plans Work' found that the most basic Travel Plans can achieve 3-5% reductions in the numbers of employees travelling to work alone by car, with more comprehensive plans achieving 15-30% reductions over a two to four year period.
- 4.1.5 Although Travel Plans typically target all site users, modal shift is most effective when targeting regular journeys, which are short in length, such as the daily commute. The average number of staff at a Premier Inn hotel is in the order of 25 in attendance at any one time during busy periods. Success rates are increased further when awareness of alternatives to the car are presented prior to travel habits becoming formed.
- 4.1.6 A Travel Plan is never complete, it is an evolving document and process which requires continuous input and monitoring, as well as on-going commitment from all users of the site.
- 4.1.7 **Figure 1** illustrates the 'Life-Cycle' of the Travel Plan from its inception through to the implementation and monitoring stages.

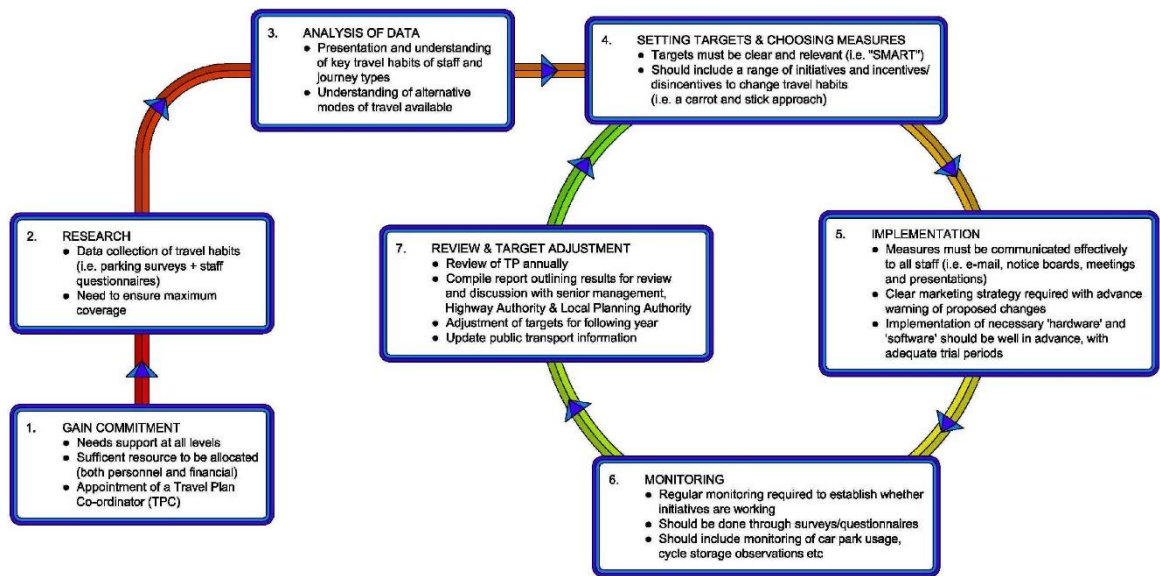


Figure 1 Travel Plan Lifecycle

5 WHITBREAD AND TRAVEL PLANNING

- 5.1.1 Whitbread is committed to minimising its impact on the environment and promoting good environmental practice in order to become a more sustainable business. Whitbread has principally focused its environmental efforts on the use of water, production of waste and reduction of greenhouse gas emissions associated with energy and fuel use in buildings, its company car fleet and distribution of food and drink.
- 5.1.2 Whitbread is currently in the process of heightening the importance of Travel Plans for all new hotel developments / extensions as well as at existing premises to reduce the negative effects of travel associated with its establishments.
- 5.1.3 Whitbread is the UK's largest operator of hotels, with over 800 Premier Inn branded hotels throughout the UK, and hence to implement Travel Plans across all sites will require extensive management and coordination. Additionally, it is acknowledged that this will be a particular challenge in the context of the usual trend in hotel visitation (i.e. hotel guests generally travel by car).
- 5.1.4 Accepting this trend, the key aim of Whitbread in developing Travel Planning across the business is to encourage staff and guests to think about travel choice, which should result in more travel by sustainable modes and an increased awareness of environmental issues generally. This feeds into Whitbread's "Force for Good" initiative.
- 5.1.5 The "Force for Good" sustainability programme lays down Whitbread's commitment to operating in a way that respects people and planet, making a meaningful contribution to the communities it serves and creating employment opportunities for all.



Figure 2 Force for Good Graphic

- 5.1.6 Furthermore, the preparation of Travel Plans for its establishments will put Whitbread on course to achieve its science-based carbon target "to reduce carbon emissions intensity by 50% by 2025 and as much as 88% by 2050".

6 TRAVEL PLAN COORDINATOR

- 6.1.1 One aspect that will be common throughout all sites is the role of Travel Plan Coordinator (TPC). The Premier Inn Hotel Manager for each site will be tasked with the TPC role. The TPC is responsible for taking the lead for travel planning at their site. It will be their responsibility to raise awareness of sustainable travel, promote initiatives and monitor the overall effectiveness of the Travel Plan.
- 6.1.2 The relevant contact details for the management of this Travel Plan are as follows:
- Niall Hyslop – New Openings Manager Premier Inn & Restaurants
Email: Niall.Hyslop@whitbread.com
 - Hotel Manager – Premier Inn
Email: TBC
- 6.1.3 Whitbread will ensure that there are adequate resources available to fully implement this Travel Plan.
- 6.1.4 The TPC role is defined within the job description of the Hotel Manager and training for the role is provided by Whitbread as part of new hotel openings and new staff inductions. Bespoke information is prepared by RGP for each hotel opening which is communicated to the Hotel Manager (TPC) as part of the handover process. This ensures that the TPC knows what is expected of them from the outset, when a Travel Plan is to be implemented recognising that the role of the TPC is imperative to the success of the Travel Plan. Additionally, RGP can offer ongoing Travel Plan support and training, as required.

Travel Plan Coordinator Role
Manage the day to day running of the Travel Plan, liaising with Whitbread management should any additional budget be required; Analyse survey data as to travel behaviour; Delegate certain tasks of the TPC to other staff; Ensure the necessary review and monitoring is undertaken on an annual basis; Investigate further Travel Plan / sustainable initiatives; and Train staff to deal with travel related queries from guests.

Figure 3 Summary of the Travel Plan Coordinator Role

- 6.1.5 All hotel and restaurant staff are informed of the Travel Plan through the induction programme.
- 6.1.6 Multi-Site Managers will also be made aware of the concept of Travel Plans through the 'One-Weekly' communication. This will guarantee uniformity and acceptance across all regions.
- 6.1.7 An electronic copy of this Travel Plan will be made available for reference on the Whitbread Intranet.

7 HOW PREMIER INN HOTELS OPERATE

7.1.1 Premier Inn offers good quality, competitively priced, convenient overnight accommodation for guests. The principal mode of travel by guests will be influenced largely on the location of the site, availability of public transport, the proximity of the Premier Inn to the strategic road network and parking provision/availability. Those Premier Inn sites located within town and city centre locations, will be more attractive to those guests arriving by public transport, whilst those sites situated close to A-roads and out-of-town locations will have a higher proportion of guests driving to the site. The location of a Premier Inn relative to a guest's ultimate destination (such as business venue, leisure attraction etc.) is also important in determining the modal choice of journeys during a guest's stay.

7.1.2 The duration of stay of guests at a Premier Inn is summarised in **Figure 4**:

	Total	Midweek	Weekend
1 night	66%	68%	64%
2 nights	21%	18%	24%
3 nights	7%	8%	8%
5-7 nights	6%	6%	5%

Figure 4 Duration of Guest Stay

7.1.3 As illustrated, the average duration of stay is 1.5 nights. Premier Inn sites generally comprise a mix as to the purpose of stay. Broadly, the split is 50% business related and 50% leisure related stays. This, of course, varies depending on the day of the week (i.e. weekends generally attract leisure related guests whilst weekdays usually comprise a higher proportion of business related guests).

7.1.4 Typically, Premier Inn hotels have integral restaurants, which cater for breakfast and evening meals, associated with the guests staying at the Premier Inn. This relationship therefore reduces travel away from the site by Premier Inn guests.

7.1.5 With regards to the servicing needs of the hotel, it is anticipated that the site will be served by 14 deliveries per week (7x linen, 3x food, 1x beverage and 3x refuse/recycling). This equates to approximately 2 deliveries per day. This servicing typically takes place during the daytime, ensuring the highway peak hours are avoided. It is Whitbread policy for delivery vehicles to visit a number of hotels making deliveries and collections as part of a coordinated delivery strategy, therefore reducing the impact of its business on the highway network. The number of deliveries is constantly reviewed with the frequency and size of each delivery monitored to ensure that the minimum number of deliveries occur at each site. For the Rochdale Road Premier Inn, a dedicated loading bay will be created on Dyche Street to the rear of the hotel.

7.1.6 Since all Whitbread sites differ, the approach to Travel Planning needs to be bespoke for each site, however, the fundamentals of promoting sustainable travel to staff and guests is common to all sites. Therefore, a number of measures have been introduced on a corporate-wide basis.

- 7.1.7 The nature of hotels is such that short trips are most common. Convenience is a guest's prime wish and so for any Travel Plan to be successful its measures and initiatives need to be appropriate and realistic.



Typical Premier Inn Hotel Room and Service Vehicle

8 BASELINE CONDITIONS

8.1 Site Location & Local Highway Network

- 8.1.1 The site lies within 1km of Manchester city centre and is bound by Rochdale Road to the south-east, Ludgate Street to the south-west, Dyche Street to the north-west and the Particular Baptist Chapel to the north-east. The site is not considered to be a rural location, as defined in BREEAM Tra 01.
- 8.1.2 The surrounding area comprises a mix of residential apartment blocks and surface car parks, along with some commercial and employment uses. Manchester city centre and the areas of Ancoats and Northern Quarter are located within easy reach of the hotel site and provide access to a wealth of shops and restaurants.
- 8.1.3 **Figure 5** illustrates the site's location in the context of the surrounding transport infrastructure and amenities.

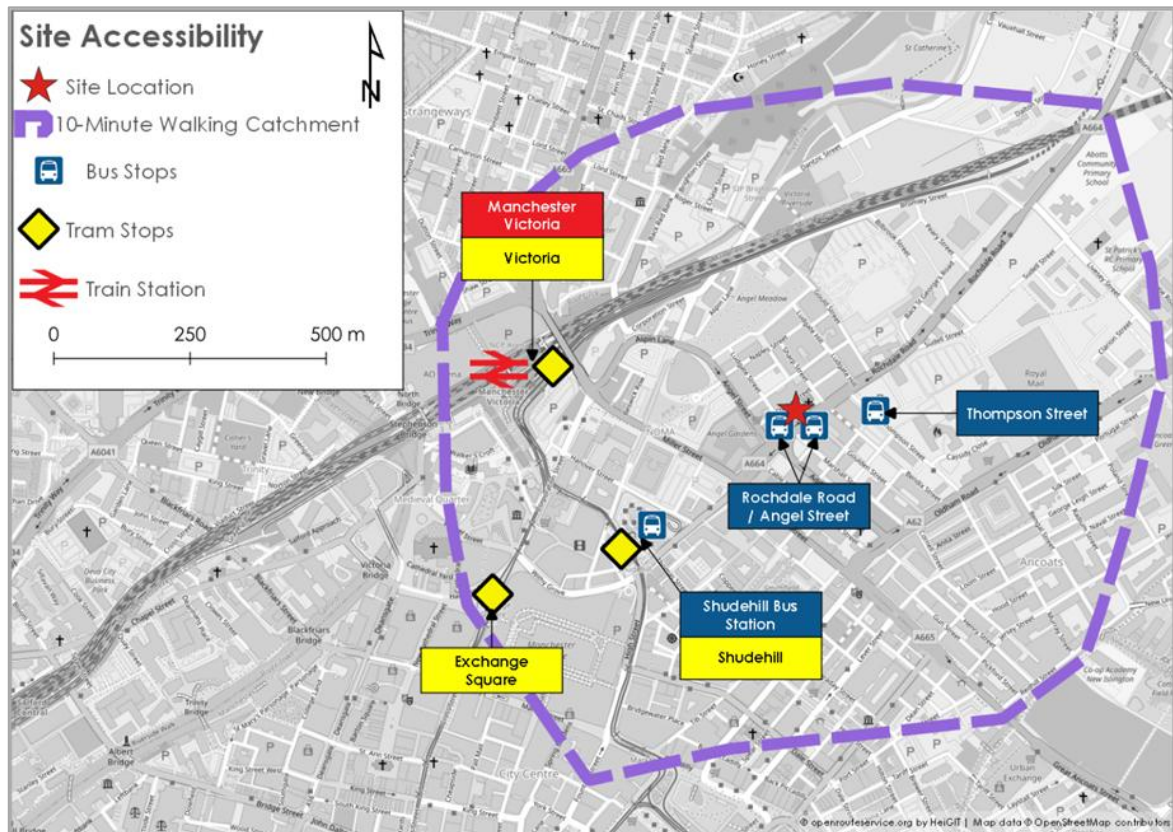


Figure 5 Site Location and Accessibility Plan

- 8.1.4 The main entrance for guests will be located on Rochdale Road with delivery and servicing access from Dyche Street to the north.
- 8.1.5 The A664 Rochdale Road is a strategic radial route from Manchester city centre to Rochdale. It takes the form of a dual carriageway, with two lanes of traffic in each direction adjacent to the site. To the north the A664 provides access to the M60 at junction 20.

- 8.1.1 Dyche Street provides a one-way route adjoining the A665 Angel Street which continues to provide a one-way route to the A62 Oldham Road. Dyche Road is traffic calmed with planters used to narrow the carriageway and create a chicane.
- 8.1.2 The streets to the north of the site are subject to a 20mph speed limit and comprise on-street car parking. A number of public car parks are also available locally and are operational 24/7. On-street parking along Rochdale Road as well as Angel Road and Addington Road is restricted by single/double yellow lines.
- 8.1.3 Ludgate Street which provides a one-way route parallel to Angel Street is stopped up with 3 bollards at the Rochdale road end, permitting pedestrian and cycle access but preventing vehicles from entering.

8.2 Local Amenities

- 8.2.1 **Figure 6** outlines the amenities available within 500m of the site as defined within the BREEAM (2018) guidance. In addition, the table includes the general walk times in accordance within the Chartered Institution of Highways of Transportation (CIHT) guidelines of 80 metres per minute walking speed.

Type of Amenity	Name of Amenity	Location	Distance from Site	Time to Walk
Food Outlet	M4 Restaurant	11 Dyche St, Manchester M4 4BQ	14m	1 min
Access to Cash	ATM (Best One)	91 Shudehill, Manchester M4 4AN	240m	4 mins
Outdoor Open Space	St Michael's Flags & Angel Meadow Park	Old Mount St, Manchester M4 4TF	260m	4 mins
Recreation / Leisure Facilities	Fairfield Social Club	Irk St, Manchester M4 4JT	400m	5 mins
Postal Service	Shudehill Post Office	62 Shudehill, Manchester M4 4AA	300m	5 mins
Community Facility	The Marble Arch Inn	73 Rochdale Rd, Manchester M4 4HY	260m	4 mins
Pharmacy	Not within 500m of the site			
GP Surgery	Not within 500m of the site			
Childcare/School	Manchester School of English and Maths	21 Copperas St, Manchester M4 1HS	400m	6 mins

Figure 6 Facilities within 500m of the Site

- 8.2.2 **Figure 6**, confirms that the development meets BREEAM assessment option no.9 as there are more than 3 existing amenities present within 500m of the site. The location of the amenities are illustrated in **Figure 7**.

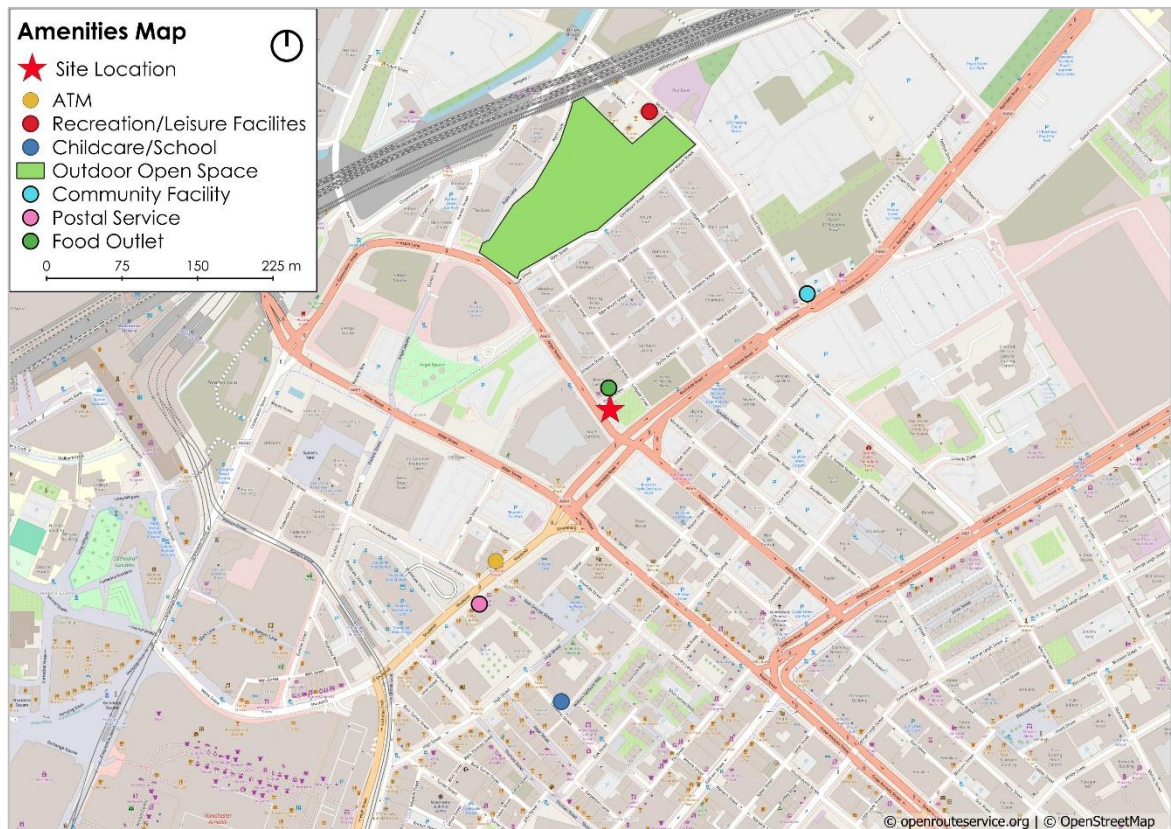


Figure 7 Amenities Map

8.3 Accessibility Credentials

- 8.3.1 Considering the location of the site, it achieves the highest Greater Manchester Accessibility Level (GMAL) score of 8. It is likely that public transport and active modes of travel such as walking and cycling would be the primary choice for all users to access the hotel, as well as by guests during their stay.
- 8.3.2 To further understand how journeys can be made to and from the Premier Inn at Rochdale Road, Manchester, a review of the opportunity for users of the site to travel by alternative modes to the private car has been undertaken within this section of the report.
- 8.3.3 Generally, Whitbread employ staff from the local area, by virtue of this there is opportunity for travel on foot or by bike, with staff and guests alike encouraged to use such modes by ensuring they are aware of the alternative transport options available. The information, such as that available here: <https://tfgm.com/plan-a-journey> will be promoted for this purpose.

8.4 Walking and Cycling

- 8.4.1 Walking and cycling are the most important modes of travel at the local level, offering the greatest potential to replace short car trips. Active travel yields numerous personal benefits such as health and fitness improvement, complementing a positive impact from an environmental standpoint.

8.4.2 It is commonly accepted that walking and cycling can replace short car trips for journeys of up to 2 and 5 kilometres respectively. These are considered preferred maximum distances as stated in the CIHT and Department for Transport (DfT) guidance.

8.4.3 The site is well located for access to Manchester city centre as well as the surrounding residential areas, from which employees are likely to travel.

Walking

8.4.4 Footways are provided along all local streets, providing a network of safe pedestrian routes, with dropped kerbs and tactile paving, and signal-controlled crossings at major interchanges. A toucan crossing is provided at Angel Street / Angel Square allowing pedestrians and cyclists access to the landscaped public realm area created as part of the NOMA large-scale mixed-use redevelopment.

8.4.5 This provision acts to assist pedestrians accompanied by young children as well as those with varying degrees of disability / visual impairment.

8.4.6 As part of the hotel development, footpath reinstatement and public realm works would be carried out on Rochdale Road, Ludgate Hill and Dyche Street.

8.4.7 Walking would therefore provide a realistic transport mode for staff commuting from within the local catchment as well as providing for journeys made during a guest's stay. Additionally, it is reasonable to suggest that walking could form part of a multi-modal trip enabling guest travel to/from the site from home,

Cycling

8.4.8 Over short distances, especially in urban areas, cycling is often quicker than using a car and more flexible than using public transport. All of Manchester city centre and Salford can be reached by bicycle with the journey time to the city centre/Market Street, circa 5 minutes.

8.4.9 **Figure 8** indicates the key long-distance cycle routes and typical cycle catchment, while the Manchester Cycling Map contains details of all on-road and traffic-free routes as well as crossing points, cycle shops and public cycle parking stands and can be accessed here: https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map

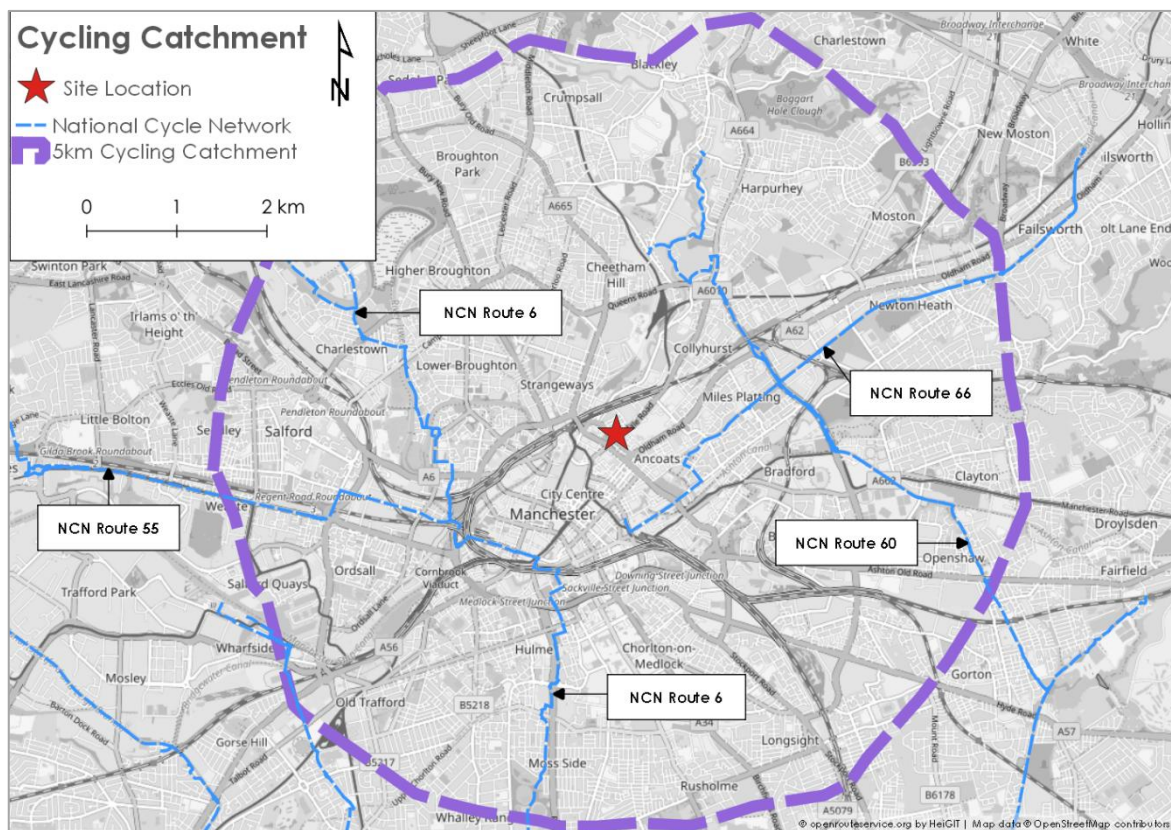


Figure 8 5km Cycle Catchment

- 8.4.10 Dedicated cyclist facilities and on-road routes are available on Rochdale Road north-west of Gould Street and on Angel Street. Advanced cycle stop lines are present at the Angel Street / Addington Street junction to assist cyclists moving away from the traffic lights.
- 8.4.11 The Manchester Bee Network aims to deliver the UK's largest cycling and walking network, connecting up every area and community in Greater Manchester, making it easy, safe and attractive for people to travel on foot or by bike for everyday trips.
- 8.4.12 A public bicycle hire scheme is in operation within Manchester, full details of which can be obtained here: <https://beeactive.tfgm.com/cycle-hire/> or by downloading the Stirling Bank Bikes app. Several pricing options are available including 'pay as you ride' and 'minutes bundles' with bicycles located at docking points across the city.
- 8.4.13 It is therefore considered that there are realistic opportunities for hotel users to travel to / from the site by active modes (walking and cycling).

8.5 Bus Services and Facilities

- 8.5.1 Buses are available from directly outside the hotel, The development proposals include for the relocation of the bus stop one bay to the east to create more space around the hotel entrance.
- 8.5.1 Bus shelters and on-street clearways are located on both sides of Rochdale Road, directly adjacent to the development, with 10 bus stops located within 400m / 5 minute walk.

8.5.2 **Figure 9** summarises the regular services available from Rochdale Road / Marshall Street.

Service / Operator	Route Summary	Operating Times	Typical Off-Peak Frequency
17 – Go North West	Rochdale Interchange, Sudden (Tesco), Trub nr Chesham Avenue, Middleton Bus Station, Brackley nr Charlestown Road, Shudehill Interchange	05:00 – 00:00	6 per hour
18 – Go North West	Langley opp Rowarth Crescent, Middleton Bus Station, Blackley nr Charlestown Road, Shudehill Interchange, Chorlton upon Medlock, University, MRI, The Boulevard	04:00 – 00:00	6 per hour
56 – Stagecoach Manchester	Shudehill, Queens Park, Rochdale Road, Higher Crumpsall, North Manchester General Hospital, Langley	06:20 – 19:30	2 per hour
81 – Stagecoach Manchester	Shudehill, Harpurhey, Moston, Oldham Bus Station	05:30 – 00:15	4 per hour
112 – Go North West	Piccadilly Gardens, Queens Park, Moston, Middleton, Boarshaw	06:00 – 23:00	3 per hour
114 – Go North West	Piccadilly Gardens, Harpurhey, Moston, Middleton, Boarshaw	06:30 – 20:30	2 per hour
117 – Go North West	Piccadilly Gardens, Harpurhey, Alkrington, Middleton	07:00 – 18:30	2 per hour
118 – Go North West	Piccadilly Gardens, Harpurhey, Alkrington, Middleton	07:00 – 18:30	2 per hour
119 – Go North West	Piccadilly Gardens, Harpurhey, Alkrington, Middleton	07:00 – 20:30	2 per hour
156 – First Manchester	Piccadilly Gardens, Cheetham Hill, Higher Blackley, North Manchester General Hospital	06:00 – 19:00	2 per hour
163 – Diamond Bus NW	Bury Interchange, Prestwich, Cheetham Hill, Shudehill Interchange	05:00 – 23:30	5 per hour
13 – Go North West	Middleton Bus Station, Alkrington, Crumpsall, MRI, Oxford Road	06:00 – 20:00	2 per hour

Figure 9 Summary of Local Bus Services

8.5.3 Further information regarding routes and timetable information can be found at <https://tfgm.com/public-transport/bus>.

8.5.4 As summarised above, a high frequency of services to an extensive range of destinations is available from within close proximity to the site, including late evening services. These bus services would be attractive to both hotel staff and guests. All buses running in Greater Manchester meet legal accessibility standards, with the new zero-emission electric Bee Network buses providing enhanced accessibility features including two wheelchair spaces, audio visual announcements and a hearing induction loop.

8.5.5 Manchester operates a low bus fare scheme whereby adult single fares are £2, and a 1-day Bee Bus ticket which covers unlimited bus travel within the 10 boroughs of Greater Manchester until 03.59am the following day is priced at £5 for adults.

8.6 Rail / Tram Provision

8.6.1 The nearest mainline railway station to the hotel is Manchester Victoria Station which is located 600m / a 7-minute walk to the west and can be reached on-foot or by-bicycle via Angel Street, Miller Street / Corporation Street.

- 8.6.2 Manchester Victoria is Manchester's second largest mainline station and also a Metrolink stop (1 of 9 within the city zone). Step-free access is available to all platforms via lifts and there are also accessible ticket machines, ramps provided for train access and staff on hand during station operational hours to assist all travellers, including those with visual impairments.
- 8.6.3 As shown in **Figure 10** and **11**, the station facilitates journeys to a range of local and regional destinations, as well as providing connections to Manchester Airport.

Route	Route Summary	Typical Off-Peak Frequency
Southport	Stalybridge, Ashton-under-Lyne, Manchester Victoria , Salford Central, Salford Crescent, Kearsley (Manchester), Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appley Bridge, Parbold, Hoscote, Burscough Bridge, New Lane, Bescar Lane, Meols Cop, Southport	1tph
Wigan Wallgate	Stalybridge, Ashton-under-Lyne, Manchester Victoria , Salford Central, Salford Crescent, Kearsley (Manchester), Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate Blackburn, Accrington, Rose Grove, Burnley Manchester Road, Todmorden, Littleborough, Rochdale, Mills Hill (Manchester), Manchester Victoria , Salford Central, Salford Crescent, Swinton (Manchester), Moorside, Walkden, Atherton, Hag Fold, Daisy Hill, Hindley, Ince (Manchester), Wigan Wallgate	3 tph
Chester	Leeds, Bramley (West Yorkshire), New Pudsey, Bradford Interchange, Low Moor, Halifax, Sowerby Bridge, Mytholmroyd, Hebden Bridge, Todmorden, Littleborough, Rochdale, Manchester Victoria , Newton-le-Willows, Earlestown, Warrington Bank Quay, Runcorn East, Frodsham, Helsby, Chester	1tph
Blackburn	Kirkby (Merseyside), Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince (Manchester), Hindley, Daisy Hill, Hag Fold, Atherton, Walkden, Moorside, Swinton (Manchester), Salford Crescent, Salford Central, Manchester Victoria , Mills Hill (Manchester), Rochdale, Littleborough, Walsden, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn	2 tph
Liverpool Lime Street	Newcastle, Chester-le-Street, Durham, Darlington, Northallerton, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria , Newton-le-Willows, Lea Green, Liverpool Lime Street	2 tph
Manchester Airport	Redcar Central, Middlesbrough, Thornaby, Yarm, Northallerton, Thirsk, York, Leeds, Dewsbury, Huddersfield, Manchester Victoria , Manchester Oxford Road, Manchester Piccadilly, Gatley, Manchester Airport	2 tph
Rochdale	Clitheroe, Whalley (Lancs), Langho, Ramsgrave & Wilpshire, Blackburn, Darwen, Entwistle, Bromley Cross (Lancs), Hall-i-th-Wood, Bolton, Salford Crescent, Salford Central, Manchester Victoria , Moston, Mills Hill (Manchester), Castleton (Manchester), Rochdale	2 tph
Leeds	Manchester Victoria , Rochdale, Smithy Bridge, Littleborough, Todmorden, Hebden Bridge, Halifax,	3 tph

	Bradford Interchange, New Pudsey, Bramley (West Yorkshire), Leeds	
Blackburn	Kirkby (Merseyside), Rainford, Upholland, Orrell, Pemberton, Wigan Wallgate, Ince (Manchester), Hindley, Daisy Hill, Hag Fold, Atherton, Walkden, Moorside, Sinton (Manchester), Salford Crescent, Salford Central, Manchester Victoria , Mills Hill (Manchester), Rochdale, Littleborough, Walsden, Todmorden, Burnley Manchester Road, Rose Grove, Accrington, Blackburn	1tph
	Rochdale, Castleton (Manchester), Mills Hill (Manchester), Manchester Victoria , Salford Central, Salford Crescent, Farnworth, Bolton, Hall-i-th-Wood, Bromley Cross (Lancs), Entwistle, Darwen, Blackburn	1 tph
Stalybridge	Southport, Meols Cop, Bescar Lane, New Lane, Burscough Bridge, Hoscote, Parbold, Appley Bridge, Gathurst, Wigan Wallgate, Hindley, Westhoughton, Bolton, Moses Gate, Farnworth, Kearsley (Manchester), Salford Crescent, Salford Central, Manchester Victoria , Ashton-under-Lyne, Stalybridge	2 tph
Scarborough	Manchester Victoria , Stalybridge, Huddersfield, Leeds, Garforth, York, Malton, Seamer	1 tph
Newcastle	Liverpool Lime Street, Lea Green, Newton-le-Willows, Manchester Victoria , Huddersfield, Dewsbury, Leeds, York, Northallerton, Darlington, Durham, Newcastle	1 tph
Redcar Central	Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria , Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, Redcar Central	1 tph

Figure 10 Summary of Rail Services from Manchester Victoria

Service / Operator	Route Summary	Operating Times	Typical Off-Peak Frequency
Yellow	Bury, Radcliffe, Whitefield, Besses o' th' Barn, Prestwick, Heaton Park, Bowler Vale, Crumpsall, Abraham Moss, Queens Road, Victoria, Shudehill, Market Street, Piccadilly Gardens, Piccadilly	Mon – Thu: 06:00 – 00:00 Fri - Sat: 06:00 – 10:00 Sun – 07:00 – 00:00	5tph
Green	Bury, Radcliffe, Whitefield, Besses o' th' Barn, Prestwick, Heaton Park, Bowler Vale, Crumpsall, Abraham Moss, Queens Road, Victoria, Shudehill, Market Street, St Peter's Square, Deansgate Castlefield, Cornbrook, Trafford Bar, Old Trafford, Stretford, Dane Road, Sale, Brooklands, Timperley, Navigation Road, Altrincham	Mon – Thu: 06:00 – 00:00 Fri - Sat: 06:00 – 10:00 Sun – 07:00 – 00:00	5tph
Pink	Rochdale Town Centre, Rochdale Railway Station, Newbold, Kingsway Business Park, Milnrow, Newhey, Shaw and Crompton, Derker, Oldham Mumps, Oldham Central, Oldham King Street, Westwood, Freehold, South Chadderton, Hollinwood, Failsworth, Newton Heath and Moston, Central Park, Monsall, Victoria, Exchange Square, St Peter's Square, Deansgate-Castlefield, Cornbrook,	Mon – Thu: 06:00 – 00:00 Fri - Sat: 06:00 – 10:00 Sun – 07:00 – 00:00	5tph

	Trafford Bar, Firwood, Chorlton, St Werburgh's Road, Withington, Burton Road, West Didsbury, Didsbury Village, East Didsbury		
Brown	Shaw and Crompton, Derker, Oldham Mumps, Oldham Central, Oldham King Street, Westwood, Freehold, South Chadderton, Hollinwood, Failsworth, Newton Heath and Moston, Central Park, Monsall, Victoria, Exchange Square, St Peter's Square, Deansgate-Castlefield, Cornbrook, Trafford Bar, Firwood, Chorlton, St Werburgh's Road, Withington, Burton Road, West Didsbury, Didsbury Village, East Didsbury	Mon – Thu: 06:00 – 00:00 Fri - Sat: 06:00 – 10:00 Sun – 07:00 –00:00	5tph
Blue (Dark)	Victoria, Shudehill, Market Street, St Peter's Square, Deansgate-Castlefield, Cornbrook, Trafford Bar, Firwood, Chorlton, St Werburgh's Road, Barlow Moor Road, Sale Water Park, Northern Moor, Wythenshawe Park, Moor Road, Baguley, Roundthorn, Martinscroft, Benchill, Crossacres, Wythenshawe Town Centre, Robinswood Road, Peel Hall, Shadowmoss, Manchester Airport	Mon – Thu: 06:00 – 00:00 Fri - Sat: 06:00 – 10:00 Sun – 07:00 –00:00	5tph

Figure 11 Summary of Tram Services from Shudehill Interchange

- 8.6.4 If required, Manchester Piccadilly station can be reached on-foot within 21 minutes or by way of a 7-minute cycle. Both stations benefit from cycle parking.
- 8.6.5 A closer Metrolink station is situated at Shudehill Interchange 350m (a 5-minute walk) to the south-west.
- 8.6.6 On the basis of the above, it is apparent that rail travel to / from the site is an attractive option. Further information including live arrival/departure times and station facilities can be found at: <https://tfgm.com/public-transport/train> and <https://tfgm.com/public-transport/tram>.
- 8.7 Car Club**
- 8.7.1 Car clubs provide an alternative to using a private car. Cars are used on a pay-as-you-go basis. The cost of usage is based on how long the car is used for and the distance driven and can often work out cheaper than owning and running a car privately. Typically, cars are rented online and can be collected and returned 24 hours a day.
- 8.7.2 Car club schemes reduce car ownership, increase the proportion of low emissions vehicles on the roads and improve air quality. CoMoUK research has found that on average each car club car replaced 27 private cars.
- 8.7.3 Two Enterprise car club vehicles are located at 104 High Street, M4 1BD (a 5-minute walk from the hotel). These could be utilised by staff or guests needing to make a car journey rather than requiring the use / ownership of a private vehicle.

8.8 Taxi

- 8.8.1 It is anticipated that some trips to the site will be made by taxi, especially by those with disabilities and/or carrying heavy luggage. The following operators serve the local area and can be pre-booked in advance: ComCab Manchester – 0161 230 3333, Radio Cars Manchester – 0161 236 8033 and Trinity Cars – 0161 832 5444. A drop-off bay will be available on Dyche Street to the rear of the hotel, created through the conversion of existing on-street bays to a loading bay.

8.9 Accessibility Index

- 8.9.1 The site records an Accessibility Index (AI) score of 36.28, the output for which is attached at **Appendix B**.
- 8.9.2 This is based on calculating the proximity of the site to bus stops within 650m (of which there are 4 served by 30 bus services) and railway stations within 1000m (which includes 1 railway station) and averaging the frequency of each service for a given timeframe. Dedicated school buses have not been included as part of this assessment.
- 8.9.3 The frequency of public transport is the average number of services per hour. This average is calculated by determining the number of services stopping at the node during the peak arrival and departure times for the building or the building's typical day's operating hours (in this case 07:00 – 20:00) divided by the number of hours within that period (13 hours).
- 8.9.4 Services that operate from more than one node within the proximity of the building, i.e. the same bus serving two separate bus stops, have only been considered once, at the node in closest proximity to the building. It is noted that different services at the same node count as separate services. Additionally, for the purpose of calculating the index, for bi-directional routes only the direction with the highest frequency has been used.
- 8.9.5 In the context of the BREEAM 2018 requirements, any site with an AI between 25 and 40 is recorded as very accessible, therefore the site only needs to qualify for 8 of the available 10 point measure options to achieve the maximum number of credits.

8.10 Summary of Accessibility Credentials

- 8.10.1 In summary, RGP consider that the accessibility credentials of the proposed Premier Inn are excellent, providing both staff and guests with numerous opportunities to travel by sustainable modes. As such, it is evident that sustainable modes would form the primary mode of transport for both staff and guests whilst travelling to / from the site and during their stay.
- 8.10.2 The measures contained within this Travel Plan further seek to increase the awareness and use of these sustainable transport modes.

9 TRAVEL PLAN INITIATIVES

- 9.1.1 The text below outlines the measures that Whitbread has committed to on a corporate-wide basis. Certain measures will be provided as part of the hotel's construction whereas other measures will require on-going promotion.
- 9.1.2 The TPC will introduce, refine and expand upon these initiatives during the life of the Travel Plan, initially a five-year period.

9.2 Site Infrastructure

- (i) The majority of Premier Inn hotels benefit from being co-located with an on-site restaurant, which caters for guest's breakfast and evening meals, reducing the need to travel off-site.
- (ii) Showers, lockers and cycle parking will be fully installed prior to occupation of the hotel as part of the construction. Adequate shower and changing facilities will be available on-site, by way of a dedicated shower and changing area for staff; guests have access to a bathroom within their own room. Lockers would also be provided in the team/staff room for the storage of clothing and cycle equipment i.e. helmets.

16 cycle spaces accommodated within 8 double-height racks will be available within the cycle store, which would be externally accessed from Ludgate Street.

The use of the cycle racks will be monitored by the TPC and if it regularly reaches capacity additional provision will be sought.

Cycle maintenance tools to include a bicycle pump and puncture repair kit will be made available at reception.

Premier Inn also allows bicycles to be kept in rooms if required. Further details are available here: <https://www.premierinn.com/gb/en/why/bike-friendly.html>. Premier Inn guests are able to store their bicycles within their room. Further details are available here: <https://www.premierinn.com/gb/en/why/bike-friendly.html>.

Cycle maintenance tools to include a bicycle pump and puncture repair kit will be made available at reception.
- (iii) Access ramps, dropped kerbs and tactile paving will be provided, to ensure access for all.
- (iv) Guests can make use of free Wi-Fi for accessing travel related websites, for example.
- (v) Amazon have the option to provide Amazon Lockers within Premier Inn hotels, these are accessible to all, including the local community, 24 hours a day.
- (vi) A luggage store is available on-site, enabling guests to travel during the day of check-in/check-out without having to carry their bags.



Cycle Parking and Amazon Lockers

9.3 Whitbread Corporate Initiatives

- (i) Local Recruitment Policy – Whitbread recruit staff through local job centres; by virtue of this most staff reside within a 5-mile radius of their place of work, meaning that alternative modes of travel to the car, such as train, bus, cycling and walking will offer realistic travel choices.
- (ii) Website Information / Booking Confirmation – sustainable transport information is available on the Premier Inn website and app, this enables guests to plan their journey in advance and/or consider available travel choices prior to booking. 97% of guests book their stays direct(most via www.premierinn.com or the app).

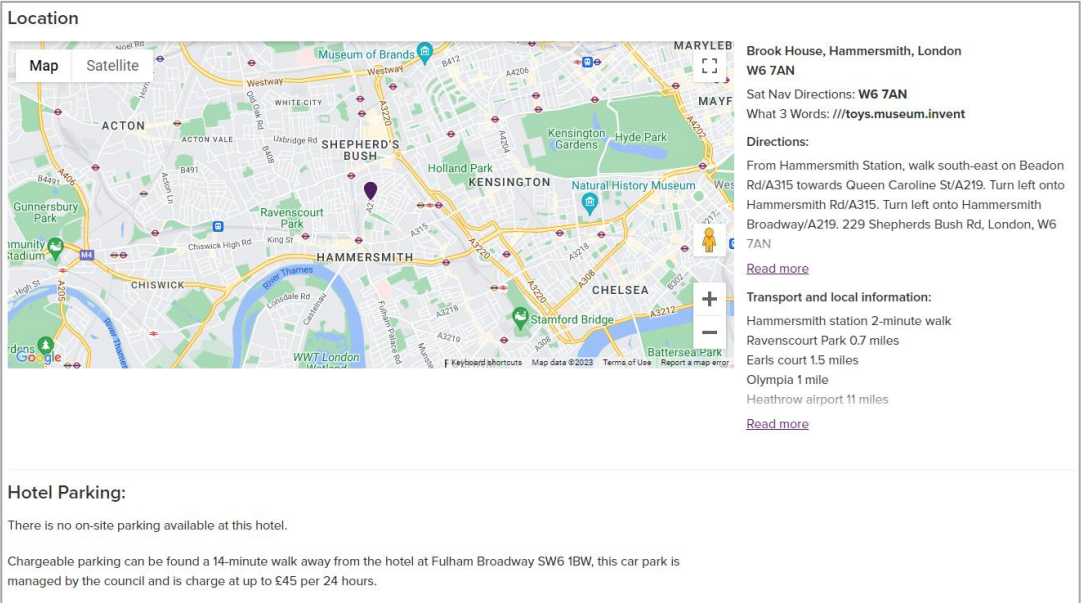


Figure 12 Website Travel Information

- (iii) Staff Voucher Scheme – a 7% discount can be obtained at Halfords when purchasing vouchers in advance through the 'Perks at Work' scheme, this can be used to purchase bicycles/cycle equipment, thereby encouraging their use.

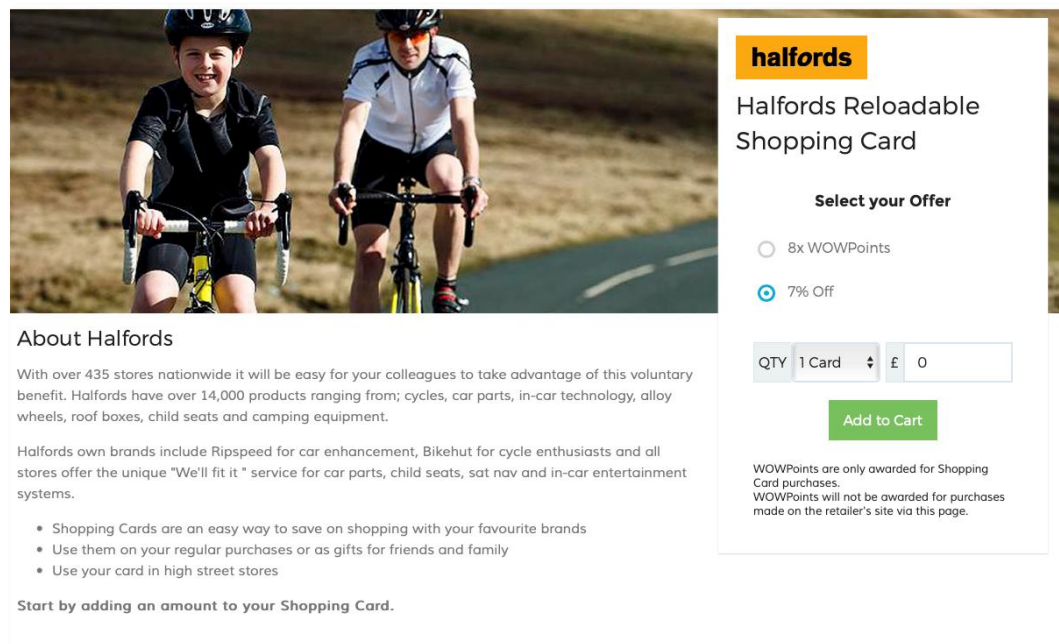


Figure 13 Halfords Voucher Purchase Scheme (7% Discount)

9.4 General Information and Raising Awareness

- 9.4.1 A vital element is to ensure that staff are aware of the Travel Plan and the information contained within, to encourage them to use sustainable modes of transport. The concept of the Travel Plan will be reinforced on a day-to-day basis via training, staff communications and promotion of the Travel Plan initiatives to include the associated financial incentives.
- 9.4.2 A principal reason for not travelling by sustainable means of transport is uncertainty regarding available routes for walking and cycling, and unawareness of the timetable and ticket / pricing information relating to public transport use.

- (i) Staff Welcome Pack – all new recruits will be informed of the Travel Plan during their interview / the induction process.
- (ii) Travel Plan Notice Board – an information board displaying up to date information on sustainable travel will be erected within a communal area i.e. the team/staff room.

The noticeboards will provide information, such as: walking and cycling maps, detailing safe routes to/from the site; the health benefits of walking and cycling; routing, ticketing and timetable information for local public transport services; contact details for local taxi firms; details of car sharing schemes, to include promotion of www.liftshare.com and details of potential cost savings; and a summary of the available travel initiatives, to include the Halfords voucher scheme.

- (iii) Travel Information (Reception) – a map of the surrounding area and details of the local transport links will be displayed in reception by way of a digital display screen. This will ensure that whatever mode of transport is used by a guest initially arriving at the hotel, they are able to consider alternative modes of travel for the journeys

made during their stay. Moreover, the display screens also include a QR code which guests can scan using their smartphone. As a result, guests will have access to key travel information even after they have left the hotel and are visiting the local area and attractions.

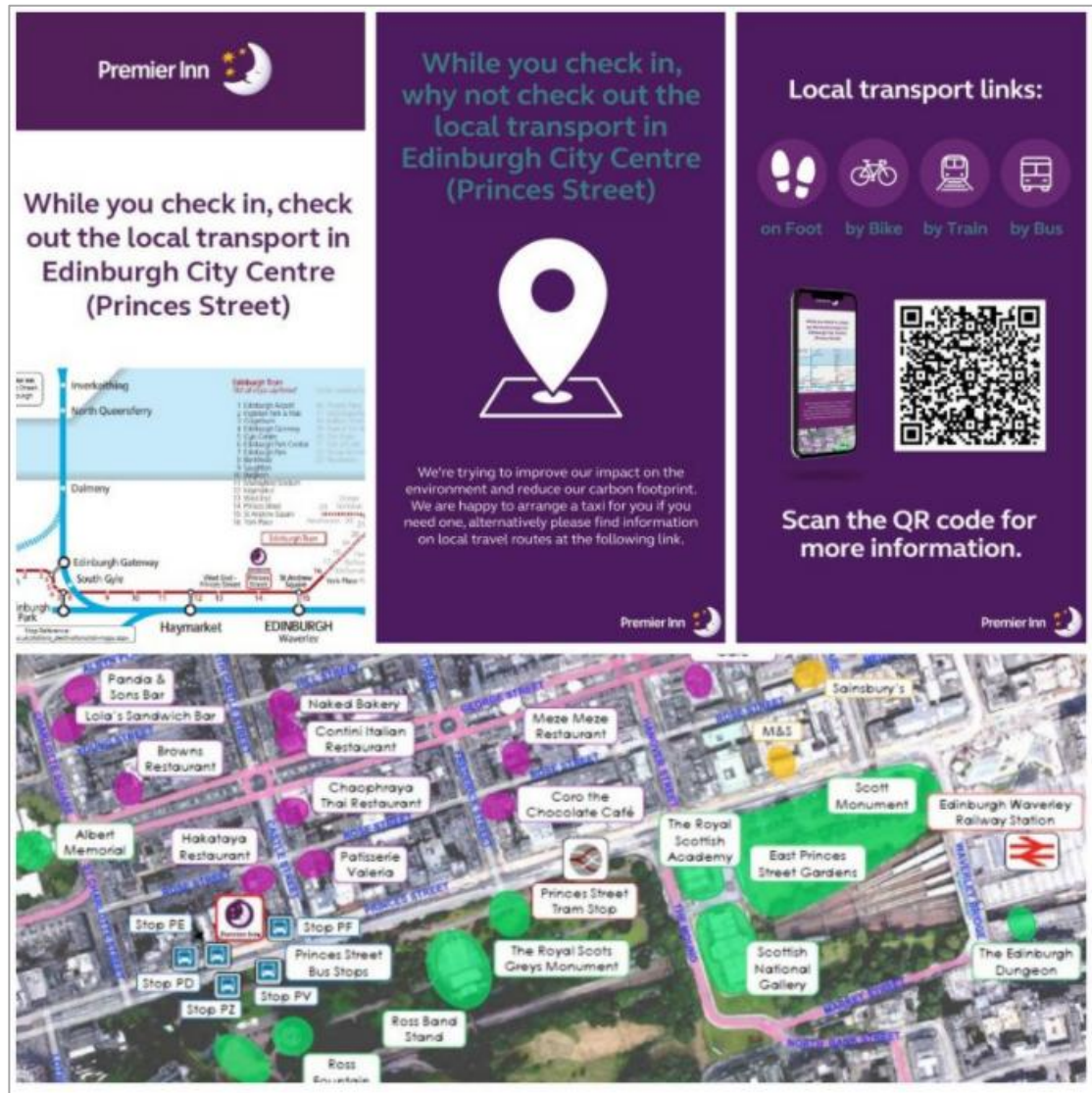


Figure 14 Display Screen Travel Information

The following information would be included:

- a) Maps of the local area, including bus stop locations;
 - b) A summary of the available transport links (walking, cycling, bus, rail and car);
 - c) Details of local tourist attractions, business areas and places of note; and
 - d) Information on car sharing and taxi operators.
- (iv) Reception Staff – staff will be trained to ensure they have an understanding of the site's location and surrounding neighbourhood; enabling them to respond to a guest's queries.
 - (v) Event Organisation – activities planned to coincide with national events (see 'Travel Events Calendar') can raise the profile of the site's Travel Plan.

- (vi) Promotion of Car Sharing – Whilst the site is well located in terms of public transport accessibility, some guests and staff may choose to travel by car, therefore it may be appropriate to promote car sharing. Potential cost savings can be calculated here: <https://liftshare.com/uk/savings-calculator>, while national websites such as 'liftshare' and 'blablacar' allow users to find a car share budi for free.
- (vii) The TPC will be required to promote the existence of these initiatives and provide feedback to Senior Management with regards to their effectiveness. The TPC is also in a position to suggest additional measures to Whitbread as they feel appropriate for their location.
- (viii) Additional measures may include making contact with cycle shops local to the hotel to establish whether any discounts on products and servicing can be obtained.
- (ix) In addition, the TPC is encouraged to liaise with nearby businesses, where appropriate, to identify opportunities for wider promotion of Travel Plan initiatives.
- (x) Furthermore, Whitbread is committed to ensuring that their principal suppliers are signed up to the Fleet Operator Recognition Scheme (FORS). FORS is a voluntary scheme which aims to raise the standard of the fleet and freight industry by improving operators' performance with regards to safety, fuel efficiency, economical operation and vehicle emissions.

10 MONITORING

- 10.1.1 An important part of any Travel Plan is the collection of data relating to the modes of travel used by both staff and guests of the site, in order to identify and understand travel habits and how the site operates.
- 10.1.2 It is anticipated that this information would be collected within six months of the site becoming operational. From this, a baseline modal split would be identified for the site, from which all future targets would be based.
- 10.1.3 All questionnaires will be iTRACE compliant and adhere to the iTRACE and TRAVL compliance technical note produced by Transport for London, and applicable nationally.
- 10.1.4 Following the initial surveys, monitoring will be undertaken annually by the TPC. The TPC will be responsible for comparing the results year on year and adjusting the targets and initiatives accordingly, they will also take into account travel related feedback received from staff and guests through the year. In addition, the TPC will prepare an annual progress report and ensure that the results are displayed for all to see.
- 10.1.5 An overview of the monitoring and management process is illustrated in **Figure 15**.

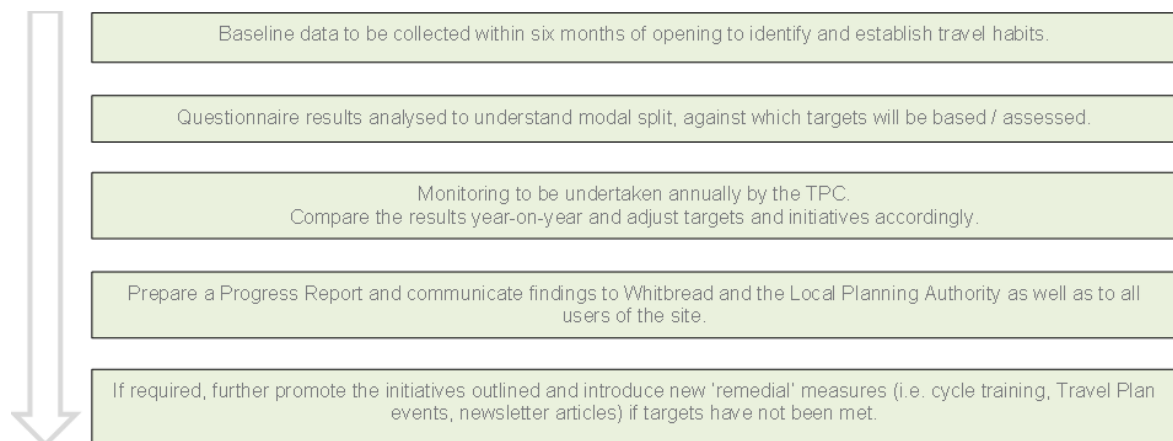


Figure 15 Monitoring and Management Flow Diagram

10.2 Baseline

- 10.2.1 As the site is not currently occupied, details of staff / guest travel behaviour are not available. However, the Transport Statement produced by Civic Engineers established the anticipated person and vehicle trips, as shown in **Figure 16**.

Mode	2-Way Daily Trips
Total Persons	1207
Pedestrians	603
Cycling	7
Public Transport	404
Cars	102
Taxis	91

Totals do not sum as some modes have been omitted from this table such as OGV and LGV

Figure 16 Trip Generation

10.2.2 This assessment indicates that the majority of trips are expected to be undertaken on-foot or by public transport.

11 TARGETS

11.1.1 The key target of the Travel Plan is to achieve an increase in the use of sustainable travel modes, during its initial five-year life. **Figure 17** sets out the suggested targets for this Travel Plan associated with each user group and journey type.

11.1.2 The targets will be in line with the SMART criteria:

- **S**pecific
- **M**easurable
- **A**chievable
- **R**ealistic
- **T**imebound

11.1.3 The proposed initial targets of this Travel Plan are as follows:

Action	Responsibility	How Measured	Target Date
STAFF Increase the proportion of staff who travel to work by active modes (walking and cycling) by 5% / 10%	TPC	Travel Survey	End of Year 3 / Year 5
GUESTS Increase arrivals by sustainable transport by 3% / 5%	TPC	Travel Survey	End of Year 3 / Year 5

Figure 17 Summary of Targets

11.1.4 The targets stated above will be reviewed regularly and should be achieved by the target dates specified i.e. 3 or 5 years. If they have been attained before the target date, they will be modified to provide further, more challenging targets, while if the surveys show that progress is not being made towards achieving the targets, the reasons why would be investigated, including a review of the current measures which would be added to or modified to ensure that the overall targets will be met.

11.1.5 Currently targets are based on the modal split information as presented in the accompanying Transport Statement and reproduced in **Figure 16**, however these will be revised accordingly following the initial travel surveys.

11.1.6 It is considered that these targets meet the SMART criteria and are suitably linked to the objectives of the Travel Plan.

12 TIMETABLE FOR IMPLEMENTATION

- 12.1.1 An Implementation / Action Plan summarising the measures that will be implemented by Whitbread in association with the Premier Inn at Rochdale Road, Manchester and the tasks to be undertaken by the TPC, along with timescales for their completion and review is attached at **Appendix C**.

12.2 Effectiveness of Travel Plan Measures

- 12.2.1 The specified measures and initiatives should act to achieve the overall aim of the Travel Plan, consequently increasing the use of sustainable modes and achieving the targets set.

12.3 BREEAM (2018)

- 12.3.1 The proposed development meets BREEAM Tra 01 (2 credits) with the production of this Travel Plan, which also incorporates all of the necessary elements required for inclusion within the Transport Assessment.
- 12.3.2 The measures proposed within this Travel Plan also seek to ensure that further credits within Tra 02 are applicable for this development: These are:
- Assessment Option 1 – Existing AI is greater than 8 (see **Section 8.9**)
 - Assessment Option 3 – Provide public transport information in a publicly accessible area (by way of an electronic display screen in reception)
 - Assessment Option 7 - cycle parking (an internal cycle parking store (16 spaces) will be provided on-site)
 - Assessment Option 8 – at least two compliant cyclist's facilities (showers, changing facilities and lockers) will be provided
 - Assessment Option 9 – at least three accessible amenities are present (see **Figure 6 and 7**)
 - Assessment Option 10 – a minimum of one new accessible amenity is provided (an on-site restaurant/ bar will be provided and this will be accessible to the public)
- 12.3.3 In line with BREEAM Tra 01 and Tra 02 the following elements have not been considered applicable for this site:
- No negotiations have taken place with local bus, train or tram companies to increase the AI nor are any enhancements proposed to walking and cycling infrastructure, as the scale of the development does not support this type of measure;
 - No additional lighting, landscaping or shelter provision is proposed locally as the existing provision is deemed to be adequate; and
 - Car sharing would be promoted as part of the travel information but no further car sharing or car park management measures are proposed, due to the car-free nature of the site. Furthermore, for this reason, no electric recharging stations would be provided.

13 TRAVEL EVENTS – USEFUL DATES

13.1.1 The below events will be promoted by the TPC in order to encourage and raise awareness of the Travel Plan. They will be communicated via the staff noticeboard and through staff meetings.

- Walk to Work Week: May
- Work Wise Week: May
- Bike to Work Week: June
- Travelwise / European Mobility Week: September
- National Liftshare Week: October
- Commute Smart Week: November

14 COST OF IMPLEMENTATION

- 14.1.1 Whitbread has confirmed that an initial budget will be allocated for the Travel Plan's implementation during the hotel's set up period to finance the measures identified. This will be reviewed by the TPC on an annual basis to identify whether any adjustments are required in order to achieve the targets.
- 14.1.2 The implementation of many of the measures such as shower / changing facilities and cycle parking provision will met as part of the construction phase, whilst the maintenance and on-going management of the Travel Plan will be part of the TPC's role. It is envisaged that this will involve approximately 1-2 hours of management time per week. Assuming an average 150 hour working month (37.5 hours a week), and 8 hours per month for the TPC role, the cost of funding the TPC to Whitbread is estimated at £2,000 per annum.
- 14.1.3 Any other associated costs to fund on-going corporate-wide travel planning measures will be met by Whitbread. This, for example, would include website maintenance costs and other resources necessary to implement the initiatives outlined.

15 APPROVAL

15.1.1 This Travel Plan is prepared by RGP on behalf of Whitbread Group Plc.

Signed Rachel Rombough (RGP) Date:

15.1.2 I hereby approve this Travel Plan for implementation at the following site:

Premier Inn, 25 Rochdale Road, Manchester, M4 4HT

Signed TBC (Hotel Manager/TPC) Date:

Signed TBC (Whitbread Group Plc.) Date:



RGP - Transport Planning and Infrastructure Design Consultants

enquiries@rgp.co.uk

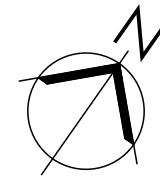
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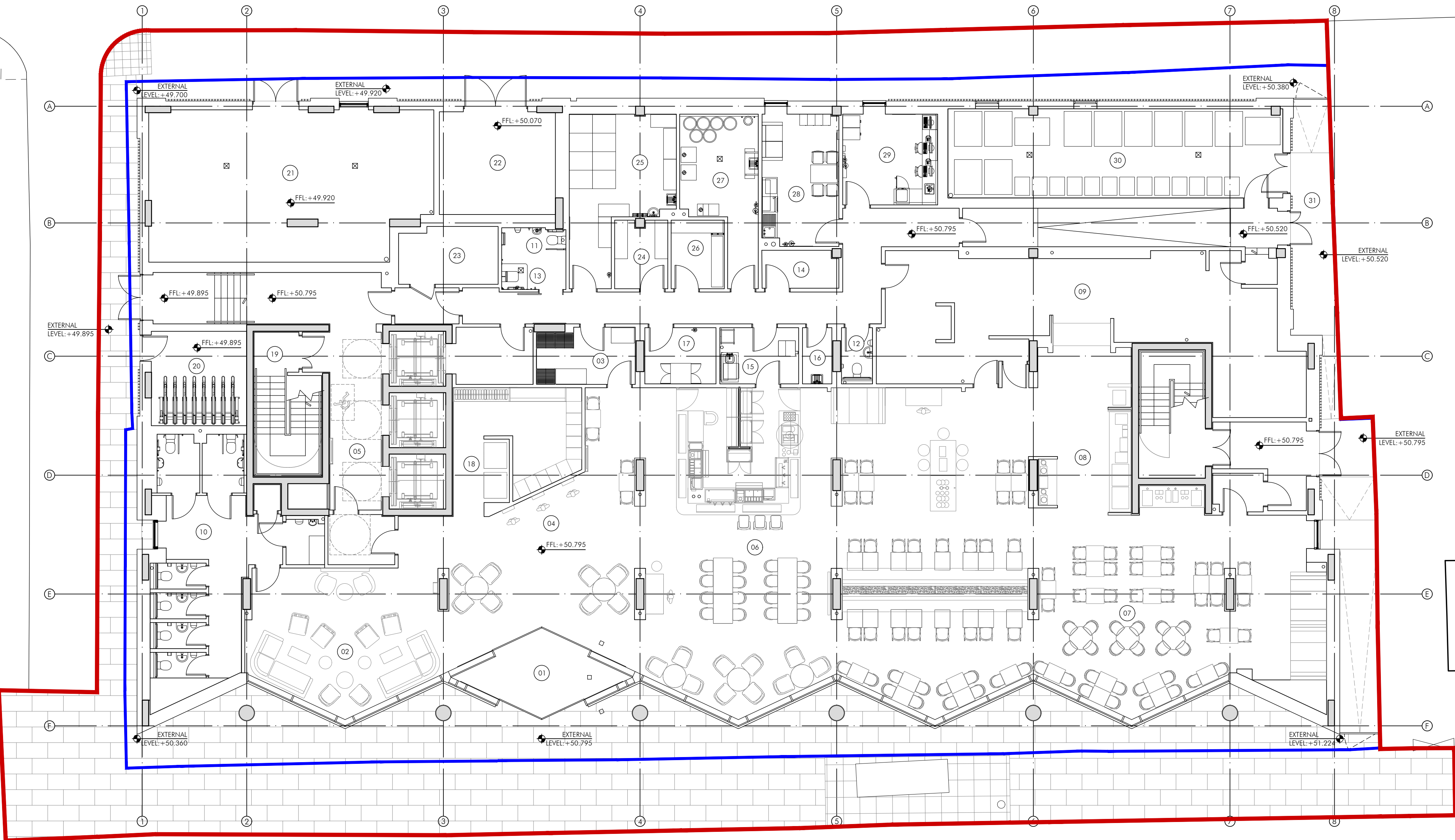
T: 01483 861 681
T: 020 7078 9662



APPENDIX A



- 01 ENTRANCE LOBBY
- 02 WAITING AREA
- 03 LUGGAGE STORAGE
- 04 RECEPTION AREA
- 05 LIFT LOBBY
- 06 BAR AREA
- 07 RESTAURANT
- 08 BUFFET
- 09 KITCHEN AND COLD STORAGE
- 10 GUEST WC
- 11 STAFF ACCESSIBLE WC
- 12 STAFF WC
- 13 STAFF ACCESSIBLE SHOWER
- 14 STAFF CHANGING
- 15 GLASS WASH
- 16 CLEANER
- 17 COMMS
- 18 VENDING MACHINES
- 19 STAIR
- 20 BIKE STORE
- 21 PLANT
- 22 SUBSTATION
- 23 ELECTRICAL INTAKE
- 24 COSHH
- 25 LINEN
- 26 BOTTLE STORE
- 27 CELLAR
- 28 TEAM ROOM
- 29 OFFICE
- 30 REFUSE STORE
- 31 SERVICE / DELIVERIES



DRAWN	REVISION	DATE	VER
 ALLISON PIKE ARCHITECTS & DESIGNERS			
7 Buxton Road West, Disley, Stockport, Cheshire, SK12 2AE. Website: www.allisonpike.com			
Telephone: 01663 763000 Facsimile: 01663 766772 Email: studio@allisonpike.com			
© Allison Pike Partnership Limited.			

PLANNING ISSUE	PROJECT	PREMIER INN ROCHDALE ROAD 25 ROCHDALE ROAD MANCHESTER, M4 4HT
	TITLE	PROPOSED GROUND FLOOR PLAN
	SCALE	1:100 @ A1
	DRAWING No	L017-APA-12-01.GF-D-A-900005
	REVISION	

APPENDIX B

Select

Public transport type	Bus										
	Distance to node (m)	40									
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3.53846154	3.076923077	1.76923077	1.84615385	4.84615385	2.15384615	3.53846154	1.76923077	1.92307692	5	

Public transport type	Bus										
	Distance to node (m)	350									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	5.84615385	5.846153846	2.30769231	0.84615385	1						

	Public transport type	Bus									
	Distance to node (m)	400									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	5.61538462	4.615384615	4.61538462	1.92307692	3.76923077	3	2	2	1.61538462	3.69230769	

Public transport type	Bus										
	Distance to node (m)	550									
		Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour		2	6.307692308								

	Public transport type	Rail								
	Distance to node (m)	400								
	Average frequency per hour	2.69								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

	Public transport type	Rail								
	Distance to node (m)	800								
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
	4	2.076923077	1.92307692	1.92307692	5	1.92307692	2	2	2.15384615	2.07692308

[illegible][illegible]

Public transport type											
	Distance to node (m)										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	

[illegible][illegible][illegible][illegible]

NODE 14

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 15

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 16

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 17

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 18

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 19

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

NODE 20

Public transport type										
	Distance to node (m)									
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10

Accessibility Index	36.28
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APPENDIX C

PREMIER INN, 25 ROCHDALE ROAD, MANCHESTER – IMPLEMENTATION / ACTION PLAN

The below table highlights the initiatives that will be committed to as part of this Travel Plan, detailing the responsibility, timescales, costs associated with each of the measures and on-going monitoring and review procedures. The Travel Plan Coordinator (TPC) will have overall responsibility and will be able to implement other measures and modify existing ones at their discretion to help to achieve the targeted modal shift. However, many of the measures stated are being implemented on a corporate basis. These company-wide measures are managed by Whitbread’s Property Development Team and will be rolled out when practical to do so.

INITIATIVE / TASK	TARGET GROUP	DETAILS	RESPONSIBILITY	INITIAL TARGETS / IMPLEMENTATION TIMESCALES	SUBSEQUENT TARGETS	IMPLEMENTATION COSTS / RESOURCING
INITIATIVES						
TPC Training	-	The appointed TPC / Hotel Manager will be trained to ensure they are fully aware of their responsibilities in relation to the Travel Plan.	Whitbread Management / RGP	To be completed prior to opening.	Update with regards to new responsibilities / initiatives.	Costs met by Whitbread's Staff training budget. Assumed to account for 1-2 hours of management time per week.
Staff Recruitment	Staff	Whitbread partners with Job Centre Plus to advertise and fill roles locally (within a 5 miles radius, as far as reasonable). This enables the majority of staff to commute by non-car modes.	Whitbread Management	Recruit staff through Job Centre Plus.	Subsequent staff will also be sourced from the local area.	No additional costs involved.
Travel Plan Noticeboard	Staff	An information board will be erected within the staff room, containing details of walking, cycling, public transport and incentives.	Whitbread Management / TPC	Erect a noticeboard in a suitable location, prior to opening.	Information should be updated regularly (at least quarterly) to ensure currency and reflect Travel Plan progress.	To be installed as part of the construction phase / Part of TPC role to update (10 hours per year - £200 annually).
Staff Welcome Packs / Induction	Staff	Travel information will be communicated to staff via a welcome pack given as part of the induction process.	Whitbread Management / TPC	Prepare and distribute prior to opening / employment commencing.	Review (3 monthly) and issue updates when necessary.	Any preparation / printing costs to be met by Whitbread.
Corporate-Wide Initiatives (Voucher Purchase Scheme)	Staff	Whitbread staff can obtain discounts of 7% at Halfords by way of an existing Perks at Work voucher scheme.	Whitbread Management / TPC	Promote scheme to staff as part of the induction process / via the noticeboard.	Ongoing promotion.	Voucher scheme currently managed by Whitbread Management.
Website Information / Booking Confirmation Emails	Guests	The Premier Inn website will promote sustainable travel, highlighting rail, bus, cycling and walking. A link to this information will be included within booking confirmations.	Whitbread Management	Implement prior to bookings opening.	Continual monitoring and updating as necessary.	A corporate initiative - costs to be met by Whitbread.
Travel Information (Reception)	Guests	A map of the surrounding area and details of the local transport links will be displayed in reception by way of a digital display screen.	Whitbread Management / TPC	To be erected / information uploaded prior to opening.	Review regularly to ensure currency.	Information prepared by RGP and graphics/screen upload by Trison Group, - costs to be met by Whitbread.
Free-Wi-Fi	Guests	Free Wi-Fi is available on-site, this can be used by guests to obtain travel information, including real-time updates.	Whitbread Management / TPC	To be established as part of the construction phase.	Monitor uptake, explore potential for including useful travel weblinks on homepage.	Included within the construction budget.
Shower / Changing Facilities and Lockers	Staff & Guests	A dedicated shower / changing room will be available for staff and lockers are located in the team/staff room, whilst guests will have access to facilities within their hotel room.	Whitbread Management	To be installed as part of the construction.	Continual monitoring of use and suitability.	Included within the construction budget. Maintenance / improvement to be funded through the hotel's budget.
Delivery Collection Point / Amazon Locker	Staff & Guests (+ Local Community)	Amazon have the option to install a collection point for delivered goods which will be made available to all, accessible 24/7.	Whitbread Management / TPC	To be installed by Amazon.	Monitor use.	Responsibility of Amazon.
Cycle Parking	Staff & Guests	Covered and secure cycle parking will be provided on-site, in accordance with relevant parking standards. Guests can store bicycles within their hotel room.	Whitbread Management / TPC	To be installed as part of the construction.	TPC to monitor use and seek additional provision if demand warrants.	Included within the construction budget / Premier Inn Cycle Friendly Hotel Policy.
Cycle Maintenance Equipment	Staff & Guests	A puncture repair kit, pump and geared cycle maintenance equipment will be made available to borrow from reception.	Whitbread Management /TPC	To be procured through the Premier Inn ordering guide,	Monitor use and replace as required.	Initial outlay of £20 for pump, c. £3 for the puncture repair kits and c. £30 for maintenance equipment.
On-Site / Nearby Facilities	Staff & Guests	Users will be made aware of the services / facilities local to the site (particularly the on-site bar/restaurant) to prevent unnecessary trips further afield.	TPC	To be promoted by the TPC.	Ongoing promotion.	Part of TPC role (4 hours a year) £80 annually.
Walking and Cycling	Staff & Guests	Promote local walking and cycling routes and facilities (including cycle hire). Provide maps.	TPC	To be promoted by the TPC.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £80 annually.
Public Transport Information / Initiatives	Staff & Guests	Public transport information (routes, timetables and fares) plus any incentives will be publicised to both staff and guests.	Whitbread Management / TPC	Obtain and display information relating to public transport use and investigate discounts prior to opening.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £80 annually.
Parking / Taxis / Car Clubs / Car Sharing	Staff & Guests	Information pertaining to car-based travel options will be communicated including details of local taxi operators, car club vehicles and the national car share database (www.liftshare.com).	Whitbread Management / TPC	To be promoted by the TPC.	Ongoing promotion and ensure information is kept up-to-date.	Part of TPC role (4 hours a year) £80 annually.

MONITORING, REVIEW AND REPORTING (PENALTIES AND MITIGATION)						
Travel Surveys	Staff & Guests	Collect baseline data relating to the modes of travel used by staff and guests. Also review cycle parking usage.	Whitbread Management / TPC	Baseline surveys to be completed within 3 months of occupation.	Conduct annually.	Costs to be met by Whitbread's Travel Plan budget. Estimated to be £2000-4000 per annum.
Target Review	-	Set targets in Year 1 and then review on an annual basis.	Whitbread Management / TPC	Achieve targets / consider reasons why targets have not been met and revise measures accordingly.	Provide further promotion of Travel Plan initiatives and more challenging targets, if required.	Responsibility of TPC (expected to account for £2500 of salary yearly).
Progress Report	-	Prepare a Full Travel Plan in Year 1, then prepare an update / annual progress report to summarise the travel surveys / target review, identifying if any significant amendments are required to the content of the Travel Plan, from that originally agreed.	Whitbread Management / TPC	Prepare report on an annual basis and submit to Local Planning Authority for approval.	Review content / targets - revise if necessary.	Responsibility of TPC (expected to account for £2500 of salary yearly).
Additional / Remedial Measures	-	Further promotion of above initiatives and introduction of new initiatives (to include cycle training, travel plan event, newsletter article) if targets are not met.	Whitbread Management / TPC	To be implemented / reviewed annually for 5 years.	If required, discuss with Whitbread Management / Local Planning Authority.	To Be Confirmed.