

Sister Plot C

Travel Plan v1.1

May 2025

PREPARED FOR

ID Manchester Ltd and University of Manchester

Travel Plan v1.1

Prepared By	Joel Sorsby
Reviewed By	Leah Stuart
Report Reference	2750/01
Issued	V1.0 on 25/04/25
Revised	V1.1 on 07/05/2025

This report is the copyright of Civic Engineers and is for the sole use of the person/organisation to whom it is addressed. It may not be used or referred to in whole or in part by anyone else without the express agreement of Civic Engineers. Civic Engineers do not accept liability for any loss or damage arising from any unauthorised use of this report. Civic Engineers is a trading name of Civic Engineers Limited (registered number 06824088), which is a limited company registered in England, registered address Carver's Warehouse, 77 Dale Street, Manchester M1 2HG

CONTENTS

CONTENTS.....	1
1. Introduction.....	1
1.1. Development Overview	1
1.2. Objective and Purpose	1
1.3. Content of this Travel Plan	1
2. Travel Plan Management	2
2.1. Lifespan	2
2.2. Travel Plan Coordinators.....	2
2.3. Liaison with Manchester City Council	2
2.4. Travel Plan Targets	2
2.5. Monitoring and Reporting	2
3. Local Transport Context and Access to the Development.....	3
3.1. Site Location.....	3
3.2. Existing Land Use	4
3.3. Local Amenities	4
3.4. IDM Strategic Regeneration Framework 2023.....	5
3.5. Future Changes to London Road	6
3.6. Pedestrian Access.....	7
3.7. Access for Disabled People	8
3.8. Cycle Access, Cycle Parking, and Cycle Hire	9
3.9. Public Transport Access.....	12
3.10. Car Club	13
3.11. Highway Network.....	13
3.12. Car Parking and Traffic Regulation Orders (TROs)	14
3.13. Off-street Parking	15
3.14. Electric Vehicle Charging	16
3.15. Traffic Collision Data	17
4. Development Details and Travel Plan Measures.....	18
4.1. Proposals.....	18
4.2. Communication Strategy	18
4.3. Pedestrian and Cycle Access.....	18
4.4. Cycle Parking	20
4.5. Public Transport Access.....	21
4.6. Vehicle Access	21
5. Summary of Travel Plan Actions and Measures.....	22

Appendix A: Development Proposals

1. Introduction

1.1. Development Overview

This report has been prepared by Civic Engineers on behalf of ID Manchester Ltd, and is submitted with the planning application for Plot C of the Sister masterplan, previously referred to as ID Manchester. A Transport Assessment is submitted under separate cover.

The scheme proposals are contained in Appendix A and can be summarised as follows:

The proposals comprise the demolition of Barnes-Wallis, Wright Robinson, Manchester Meeting Place, Morton, Moffat Buildings and the construction of two office buildings (Use Class E). At the base of the building the buildings will be connected via an open shared lobby space, which shall comprise a variety of uses including social amenity spaces, as well as food and beverage establishments (Use Class E, Sui Generis – drinking establishment). The proposals will also include interventions to the Holloway Wall, incorporating it into the new commercial element. Additionally, the proposals will involve the change of use of the railway arches to retail and food and beverage uses (Use Class E and Sui Generis– drinking establishment). The proposals will also include the creation of a new public square, access and other associated works.

1.2. Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. It is noted that the highly accessible location of the development, and its car-free nature are key measures in supporting travel by sustainable modes.

This Travel Plan is currently aimed at the development team, the future marketing team, future tenants and building/site managers.

When the development is occupied the Travel Plan will be aimed at people working at the development.

The objectives of this Travel Plan are:

- To encourage and enable people working at the development to arrive by sustainable modes

1.3. Content of this Travel Plan

Section 2 sets out how the Travel Plan will be managed.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development during construction to support sustainable journeys. It also suggests ongoing measures which will be implemented to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Travel Plan.

2. Travel Plan Management

This section sets out how the Travel Plan will be managed across its lifetime. A summary of the required actions is provided in Table 1.

2.1. Lifespan

The Travel Plan will continue as a formal process for 5 years after occupation, after which the formal responsibility for monitoring and reporting will cease.

2.2. Travel Plan Coordinators

A Travel Plan Coordinator (TPC) will be appointed by the developer who will implement the Travel Plan on behalf of all occupiers.

The responsibilities of the TPCs are as follows:

- Delivering the actions in Table 1 and measures in Table 2 which have 'Travel Plan Coordinator' in the responsibility column.
- Carrying out surveys and reporting on findings to Manchester City Council (MCC)
- Communicating the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for staff requiring information.

2.3. Liaison with Manchester City Council

This Travel Plan will be submitted to MCC to assist in determining the planning application. Thereafter the Travel Plan Coordinators will liaise regularly with MCC to discuss survey findings and best practice.

2.4. Travel Plan Targets

Targets are important for providing a measure of success of the Travel Plan. Targets will be set following the first annual travel surveys (see Section 2.6) which will provide an important baseline.

2.5. Monitoring and Reporting

Annual Travel Surveys

The Travel Plan Coordinator will carry out a travel survey within 3 months of first occupation. These will be repeated each year.

This is an opportunity to communicate the Travel Plan to staff, to ensure they know about the range of travel options available for getting to the development and to gather feedback, e.g. the desire for more information, incentives or cycle parking.

A prize will be offered to encourage participation.

Annual Monitoring Reports

After the surveys each year, the Travel Plan Coordinator will produce a Monitoring Report, issued to MCC for discussion. This will contain:

- Survey methodology and results
- Qualitative feedback
- An analysis on the effectiveness of the Travel Plan
- Uptake and success of the Travel Plan measures
- Details of cycle parking use

3. Local Transport Context and Access to the Development

3.1. Site Location

The Site is located to the southeast of Manchester city centre, shown in Figure 1.

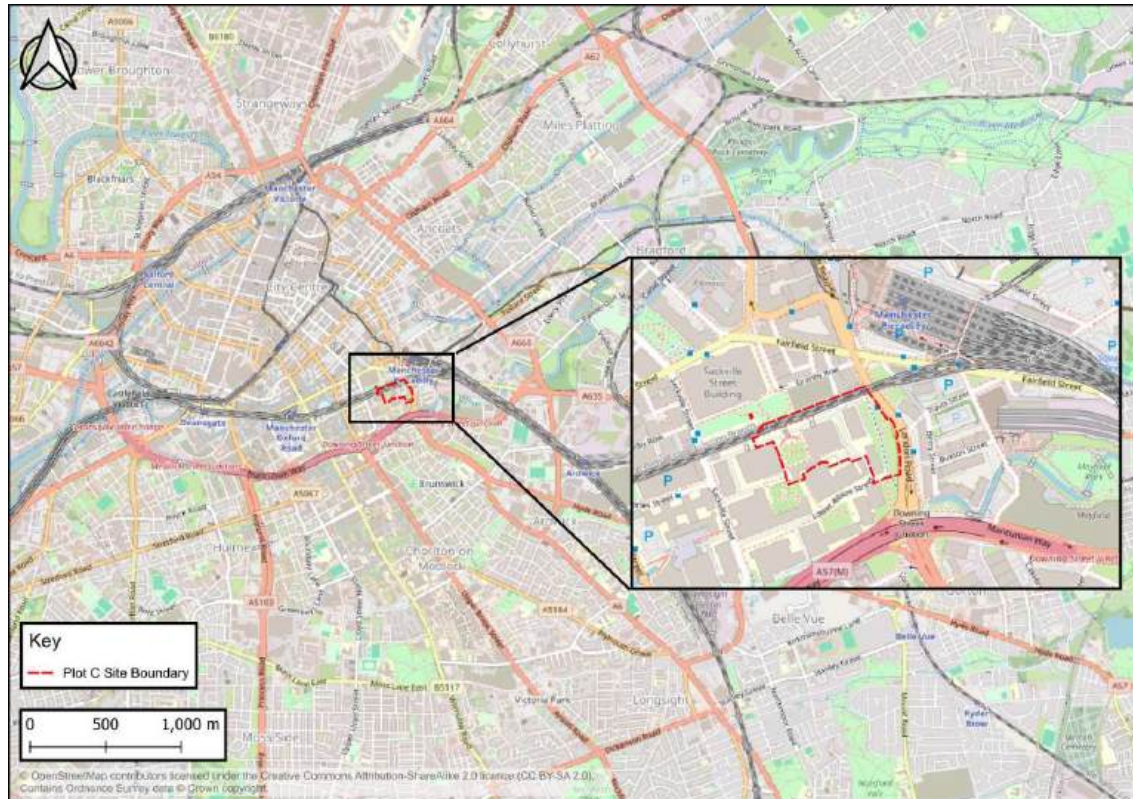


Figure 1: Site location

The Site is in Manchester City Centre and is bound by the Deansgate-Castlefield Viaduct (Altrincham Street) to the north, London Road to the east, The Mill to the south and the Renold Building to the west.

The Site currently comprises the landscaped area known as the Bowling Green, the Barnes Wallis and Wright Robinson Building, Morton Labs and The Moffat Building all associated with the former UMIST Campus of the University of Manchester. Although not listed these buildings are of heritage interest. The Site also contains the Grade II Holloway Wall and the Altrincham Railway (MSJ&AR) Viaduct. The Moffat Building is also contained within the Plot C (Sister) boundary, this building is not considered to yield any heritage interest, however it is physically connected to the Holloway Wall.

The north aspect of the Plot C (Sister) boundary (viaduct) runs parallel to the Whitworth Street Conservation Area boundary. The Plot C (Sister) site does not form part of the designated area.

The Site sits within the north east corner of the former UMIST Campus and is covered by the IDM Strategic Regeneration Framework (IDM SRF), shown in Figure 2 and discussed in more detail in Section 3.4.

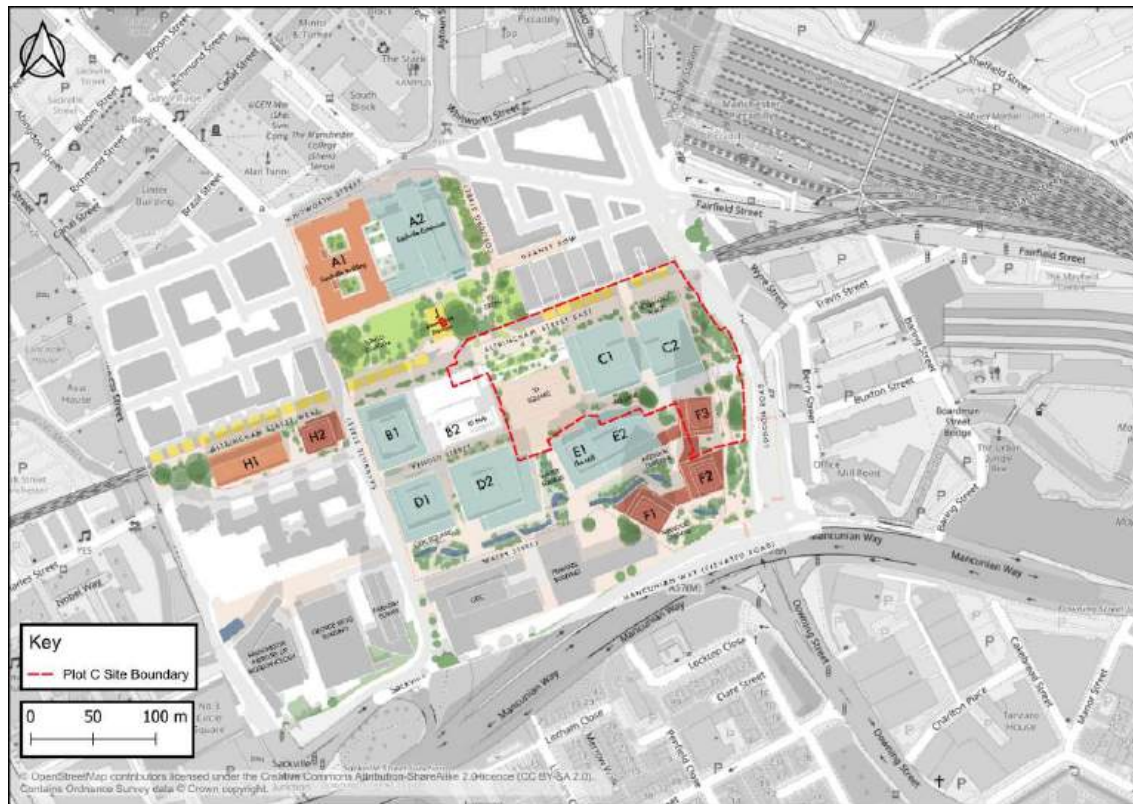


Figure 2: Plot C (Sister) location within the wider IDM SRF masterplan area.

3.2. Existing Land Use

The Site is currently a brownfield site, until recently this has been part of The University of Manchester's northern campus, but it is understood that the Site is currently vacant.

3.3. Local Amenities

Local amenities surrounding the site location are shown in Figure 3.



Figure 3: Local amenities around the site.

The above figure demonstrates a high density of amenities.

3.4. IDM Strategic Regeneration Framework 2023

The IDM SRF sets out principles of development in the wider masterplan area. As shown in the excerpt below in Figure 4, the SRF sets out access principles that are taken forward in the proposals for Plot C (Sister), in particular:

- Servicing access from London Road via a new junction opposite The Picadilly Hotel.
- Capping and widening of Altrincham Street east to create a generous, safe thoroughfare leading from Piccadilly Station and Mayfield through to the Corridor, enlivened by re-activated railway arches.
- Creation of public realm, referred to ID Square at the time.
- Creation of below ground service route to east and north of Plot C (Sister), utilising the level change immediately south of the viaduct to introduce a concealed servicing tunnel underneath a widened Altrincham Street to serve buildings out-of-sight of the public realm.
- Deliveries and servicing limited to the periphery of the Framework Area. Vehicles (other than maintenance and emergency vehicles) should be restricted from entering the principal areas of public realm wherever possible.
- Altrincham Street and London Road offer the opportunity for wide pathways with cycle lanes off the public road and dwell spaces. Altrincham Street is perfectly positioned to form an extension to Manchester's Bee Network.
- Creative solutions required to address level changes across the public realm without the use of lifts.
- By designing for sustainable modes of transport and linkages to adjacent public transport hubs, developments can seek to minimise use of private cars to travel to or from the

Framework Area.

De-engineering of London Road to enhance connections between IDM and Mayfield was included in the SRF, however this is not proposed as part of this planning application.

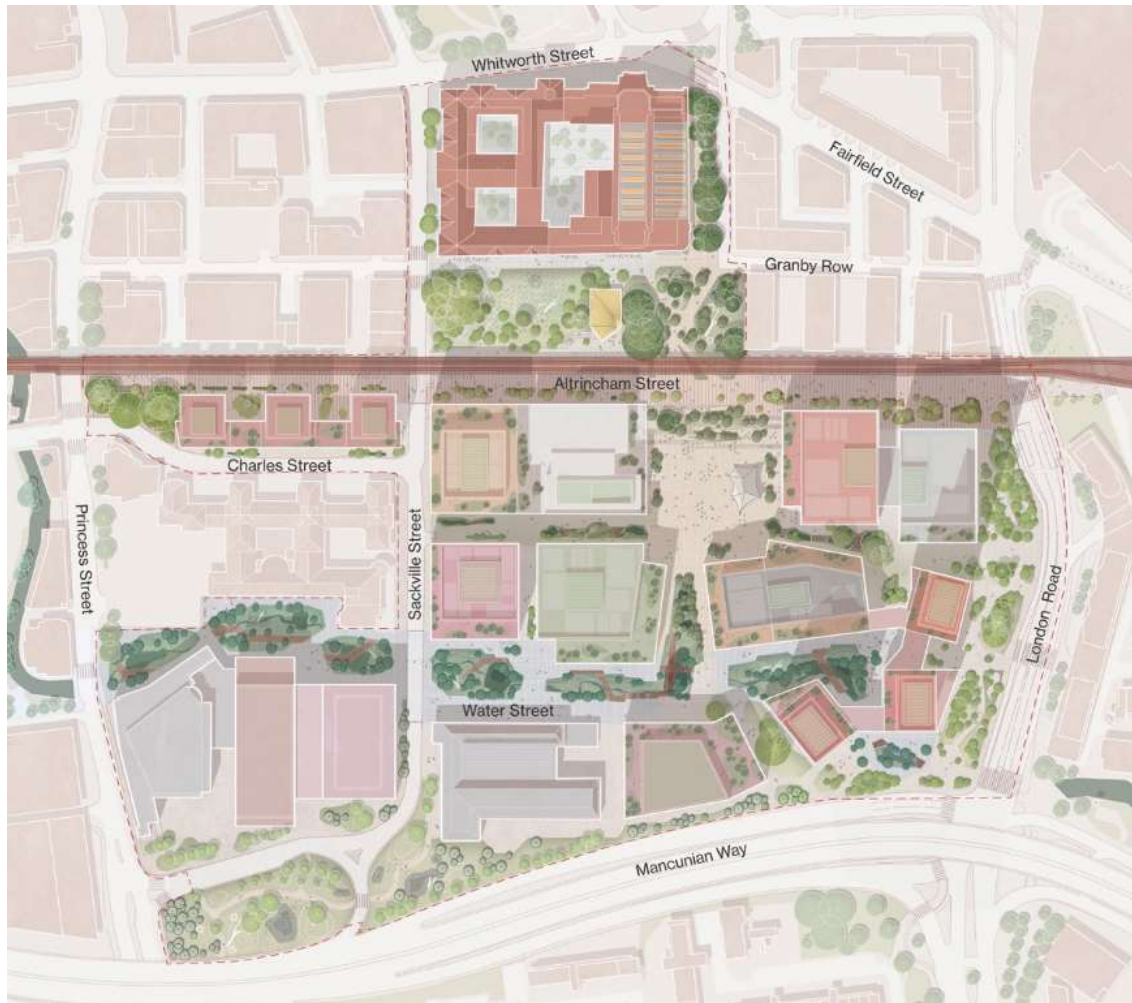


Figure 4: IDM SRF Illustrative Masterplan- taken from the December 2023 SRF document (pg. 85).

The draft SRF for ID Manchester was approved for public consultation by Manchester City Council's Executive Committee on 28 June 2023.

3.5. Future Changes to London Road

London Road is currently a single carriageway along the north portion of the Plot C (Sister) frontage, where the speed limit is 20mph and there are two lanes in each direction. At the north east corner of the Site, just south of Altrincham Street, there are three northbound lanes, with the left turn lane beginning north of the bus layby before the junction with Fairfield Street.

Along the southern frontage of Plot C (Sister), London Road is a dual carriageway and the speed limit is 30mph, with two lanes in each direction.

It is understood there are MCC aspirations to make changes to London Road which would reallocate road space to improve active travel connectivity and reduce the vehicle dominance of the streetscape. These are not part of the Plot C (Sister) planning application and are not relied upon.

Therefore, this application does not propose widescale changes to the London Road carriageway as this is being undertaken by MCC.

Changes to London Road proposed by this development include:

- Provision of wider cycleways on the west side through Hollaway Forest – see Section 4.1
- Provision of wider pedestrian routes through Hollaway Forest – see Section 4.1

3.6. Pedestrian Access

Existing accesses into the Site include a footpath along the A6 (London Road) to the north-east of the Site, just south of Altrincham Street. At the southern extent of the Site along this route, signalised crossings are in place to allow the crossing of the A57(M) (Mancunian Way) motorway slip road. This footway then continues along London Road southwards.

North of Altrincham Street, the footway under the railway arch towards Piccadilly Station is relatively narrow and there may be intervisibility issues between pedestrians on the footway and cyclists emerging from Altrincham Street.

From the west, there are 3m wide footways along the southern side of Altrincham Street as well as routes through the existing campus originating from Sackville Street. Pedestrian access from the south of the Site is currently severed by the A57(M) (Mancunian Way), with pedestrians being routed into the Site via Sackville Street or London Road.



Figure 5: Walking isodistances

Figure 5 demonstrates that Manchester city centre, Ancoats, Deansgate, Castlefield and NOMA can be reached from the Site within a 2km walk. 2km is assessed by CIHT as the maximum distance that people are generally willing to walk to get to work or school ¹. This will encourage employees living within the 2km isodistance shown to walk to the Site.

¹ https://www.ciht.org.uk/media/4465/planning_for_walking_-_long_-_april_2015.pdf

3.7. Access for Disabled People

The current condition of the public realm at SISTER Plot C (Sister) has been assessed from the perspective of those with disabilities. This is shown in Figure 6.

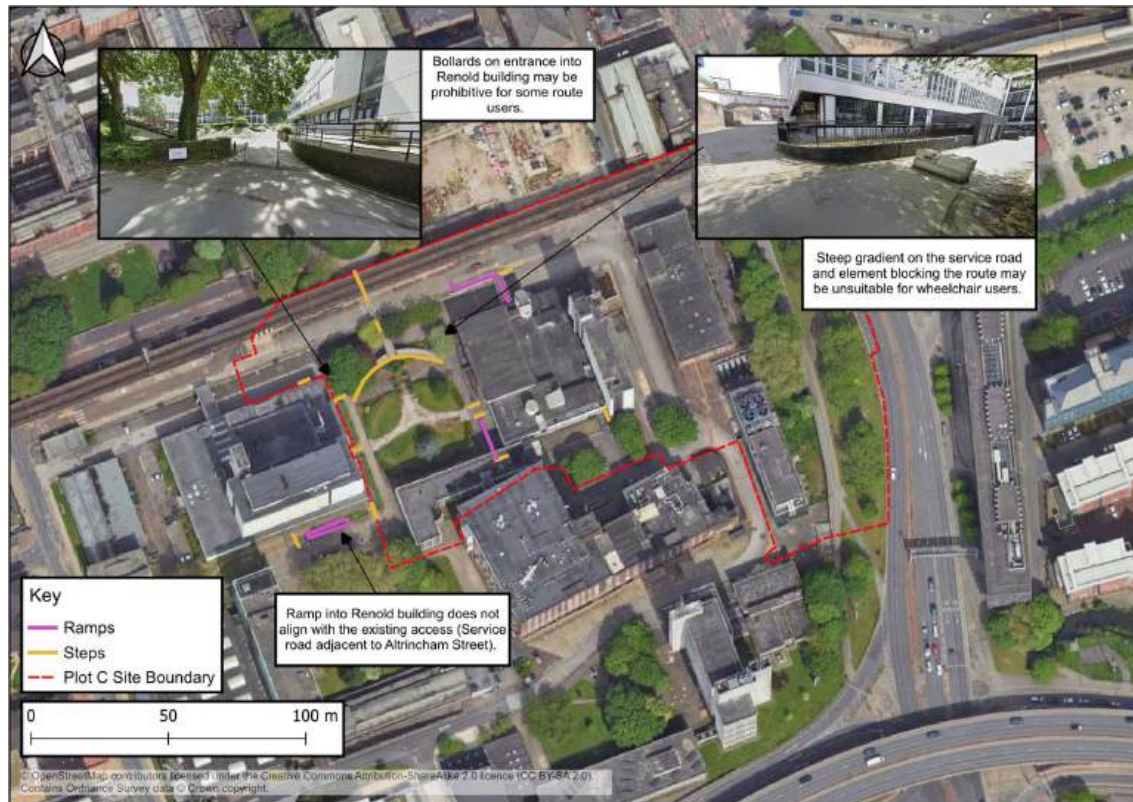


Figure 6: Disabled accessibility of the existing public realm at the site.

The various level-changes and gradients within the existing site do not lend it to being accessible to those who are less bodily able. Moreover, the ramps surrounding the existing buildings do not align well with the main disabled access into the public realm, which is a service road adjacent to Altrincham Street.

The service road does not have footways or crossing points and is not well-signed as the route into the site that is intended for wheelchair users. Furthermore, there are elements blocking much of the path into the public realm of the site, which may be prohibitive to some route users.

Outside the Site boundary, signal controlled crossing points at London Road's junctions with the Mancunian Way and Fairfield Street feature dropped kerbs, tactile paving and other features to assist disabled people crossing. Priority junctions in the surrounding area mostly feature dropped kerbs but few have tactile paving.

3.8. Cycle Access, Cycle Parking, and Cycle Hire

Cycle routes surrounding the Site include a short section of on-carriageway lanes on Sackville Street that lead to a segregated lane through the junction of Sackville Street and the A34 Princess Street. Cycling infrastructure along Sackville Street itself is not cohesive and generally of a poor quality. There is a lack of routes on the east-west axis around the Site, with only a short section of on-carriageway lane along Altrincham Street to the north of Plot C (Sister) being present.

This lane leads to London Road, which has a 20m section of on-carriageway cycle lane routing to the north into the junction of London Road and Fairfield Street. To the south along London Road, there is a segregated cycleway that aligns with the footpath and is set back from the carriageway. At present, there is a dropped kerb from London Road for northbound cyclists to access the cycleway. southbound cyclists would reach a puffin crossing (signed for pedestrian-use only) and use this to cross London Road. After crossing, the on-carriageway southbound cycle lane on London Road can be accessed. The cycle network immediately surrounding the Site is shown in Figure 7.

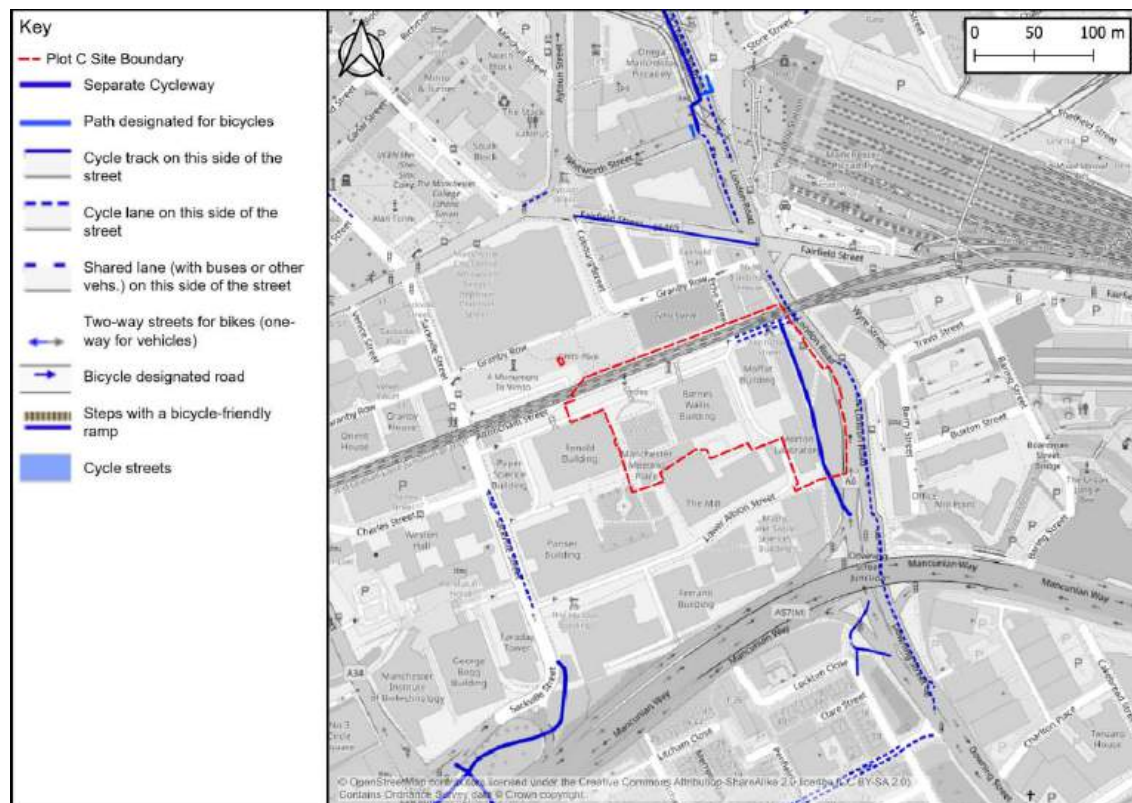


Figure 7: Cycle network immediately surrounding the Site.

The beeways are a network of new and proposed cycle routes to connect Greater Manchester by cycle. Figure 8 shows the proposed network with a facility running adjacent to the Site on London Road. Should these beeways be constructed, the Site will have a direct north/south link accessible from the east of the Site off of Altrincham Street.

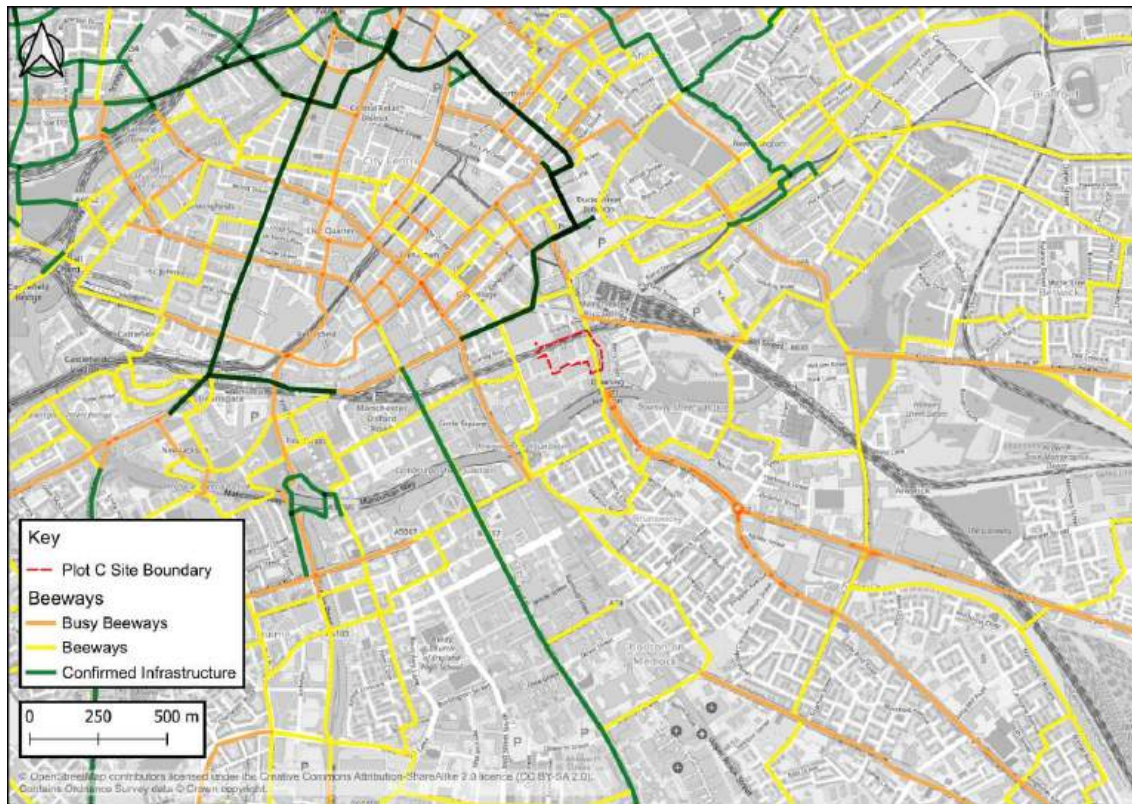


Figure 8: Proposed cycle network

A distance of 8km takes around 30-35 minutes for the average cyclist and is a distance that is reasonable for commuting. An 8km isodistance is shown on Figure 9, within this distance is all of Manchester city centre, central Salford, Salford Quays, Stretford, Chorlton, Droylsden, Didsbury, and Broughton Park.

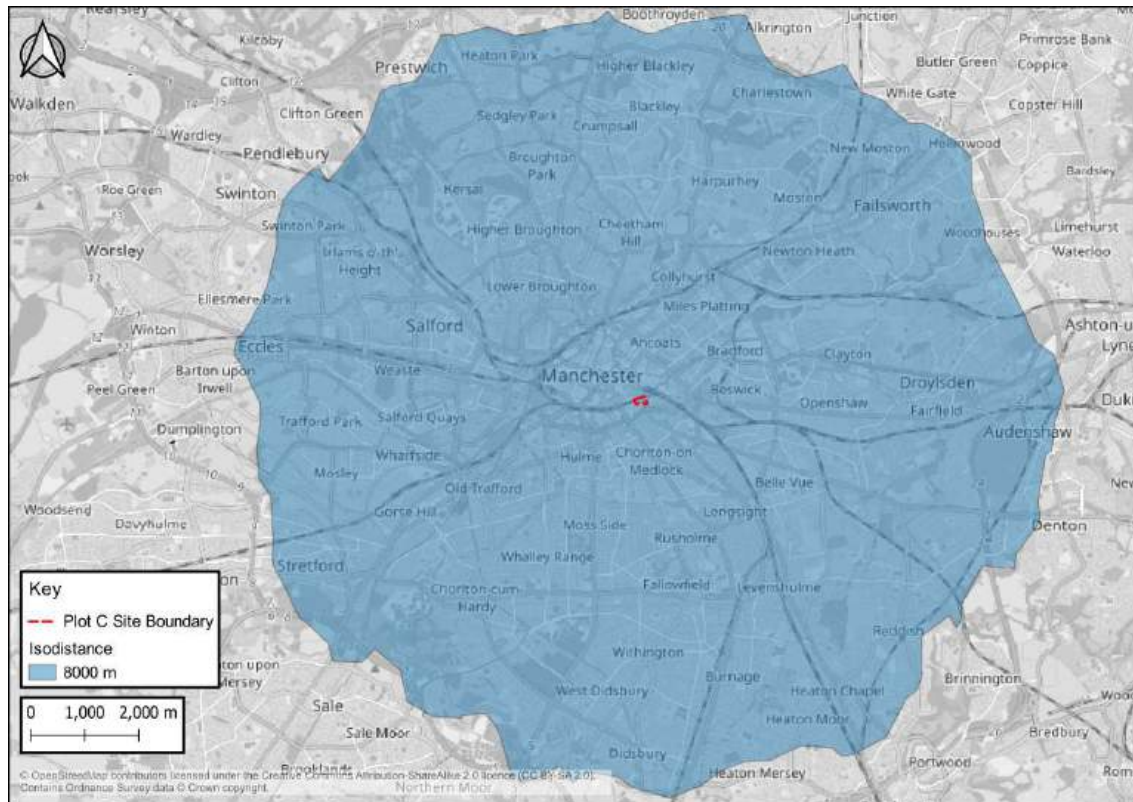


Figure 9: Cycle isodistance

3.9. Public Transport Access

The Site has excellent public transport access, it sits within an area that scores an 8 on the Greater Manchester Accessibility Level (GMAL) scale. GMAL is a rating of public transport accessibility that rates places on a scale of 1-8 with 1 being the lowest level of accessibility and 8 being the highest. The scores are determined by proximity to services as well as frequency and quality of service. The Site is located within 100m of Manchester Piccadilly train station, which has an associated tram stop that facilitates access to the wider Manchester transport network.

There are bus stops served by northbound and southbound services along London Road immediately to the east of the Site. The closest bus stop (Naptan: MANADAPT) is served by the X92, 192, 201, 202, 203 and 205 buses. These services route to many areas around Manchester, including Stockport, Hyde, Ardwick, Gorton and Belle Vue. During the day buses stop on both sides of the road every 1-3 minutes. The London Road bus stops both have a shelter, printed timetable, bin and seating. They do not have live passenger information.

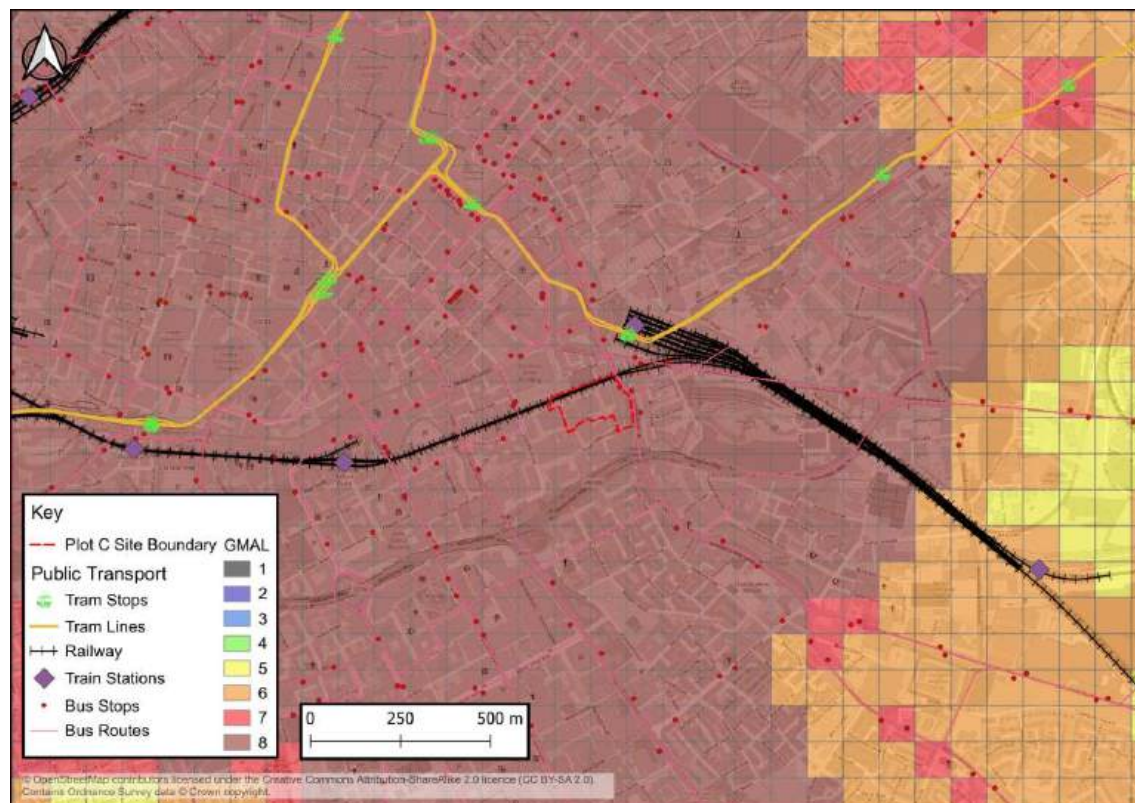


Figure 10: Public Transport

3.10. Car Club

There are 4 Enterprise Car Club locations within 500m of the Site, as is shown in Figure 11. The proximity of these car clubs to the Site enables employees to access a vehicle easily if it's required for work purposes, without having to commute by car. There are a total of 9 cars available at these sites, with 4 of these being Electric Vehicles.

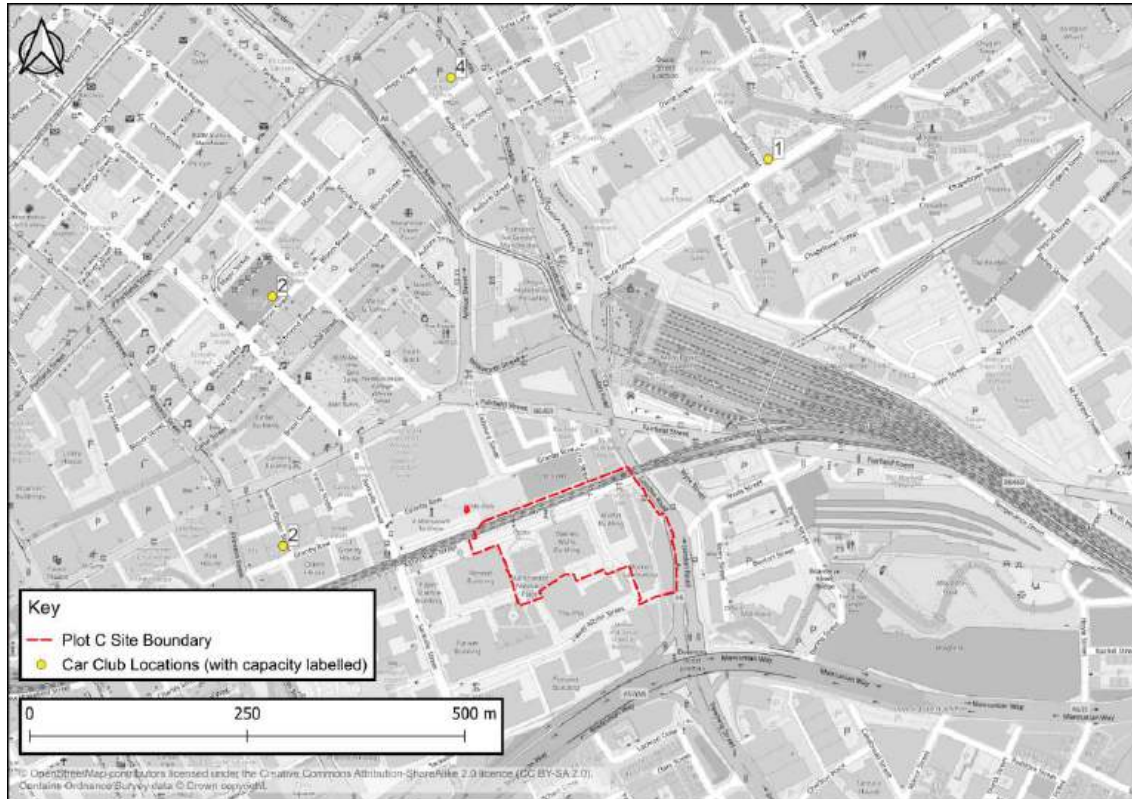


Figure 11: Car club (number indicates how many vehicles at each location)

3.11. Highway Network

The Site is well connected to the surrounding highway which is at present accessed by motor traffic via the eastern side of Altrincham Street, although this is a gated access. Altrincham Street connects to Lower Albion Street inside of the Site which then facilitates access to Sackville Street and the A34 Princess Street to the West. Altrincham Street also connects to Echo Street to the north of the Site. Both Altrincham Street and Echo Street have a carriageway width of approximately 5m. Echo Street has footways on both sides of the carriageway of approximately 1.8m in width. These footways are interrupted by road accesses into various buildings. Both Echo Street and the eastern side of Altrincham Street are approximately 60m in length, with Echo Street terminating at its junction with Granby Row. Granby Row then connects onto Fairfield Street to the north of the Site.

The western side of Altrincham Street has an eastbound only junction from Sackville Street. The two sections of Altrincham Street do not meet.

London Road is a dual-carriageway to the south of the Site that becomes a single-carriageway road as it passes the Site. The speed limit on this road is 30mph south of the bus stop, and 20mph to the north. London Road has a junction with the A57(M) Mancunian Way to the south of the Site, which forms a part of the Manchester Ring Road. The A57 (M) connects to the M60 both to the east and west of Manchester. To the north of the Site, London Road has a junction with Fairfield Street and then continues past Manchester Piccadilly Station where it separates into smaller streets.

3.12. Car Parking and Traffic Regulation Orders (TROs)

On-street Parking

On-street parking is restricted around the Site, with Altrincham Street being subject to double yellow lines and on-carriageway cycle lanes that prohibit parking or waiting at any time. Similarly, Sackville Street and Lower Albion Street are also subject to double yellow lines. Ancillary streets adjacent to the Site also have 'No waiting at any time' parking restrictions, including the eastern side of Echo Street and London Road.

Figure 8 shows the controlled parking zone that the Site is contained within, Zone 2 (purple), which indicates that 2 hours of parking is the maximum stay time.

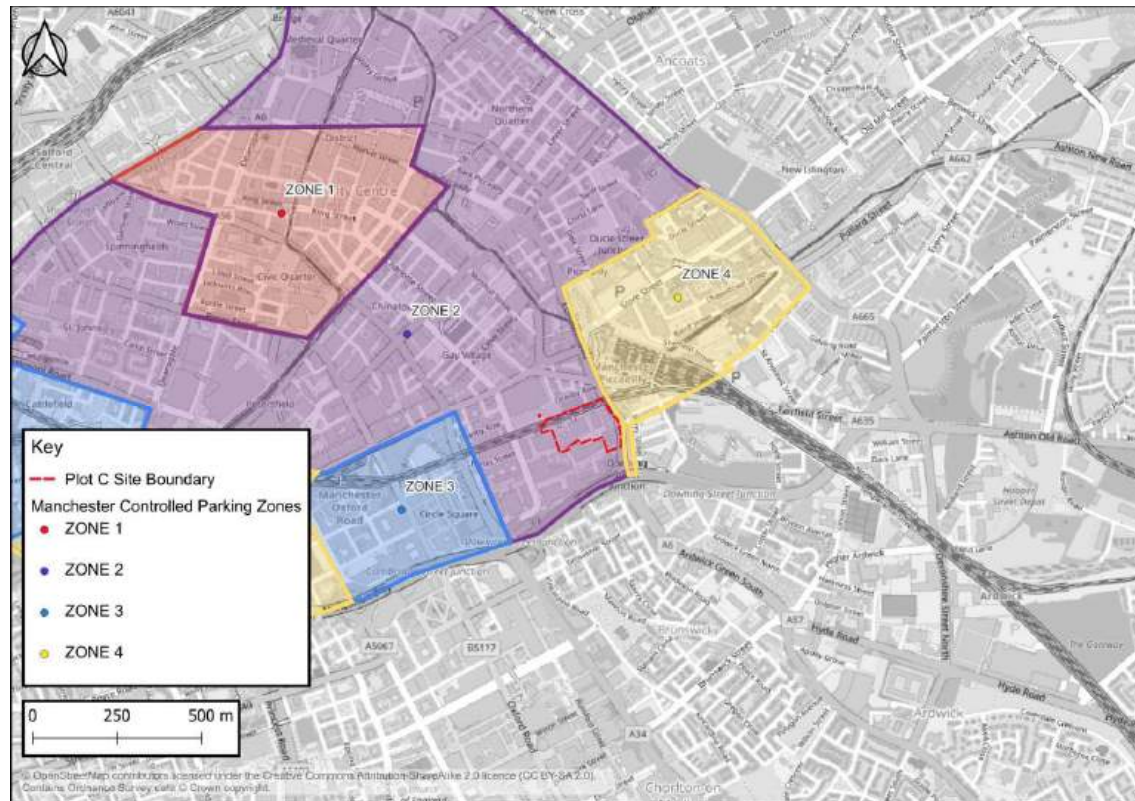


Figure 12: Controlled parking zones

The streets within and around the Site are subject to double-yellows and therefore parking is restricted at all times.

3.13. Off-street Parking

There are several dedicated car parks around the Site, as is shown in Figure 9. The cost of using these car parks for a full day (08:30 to 17:00) on a typical weekday ranges from £5 to £33.

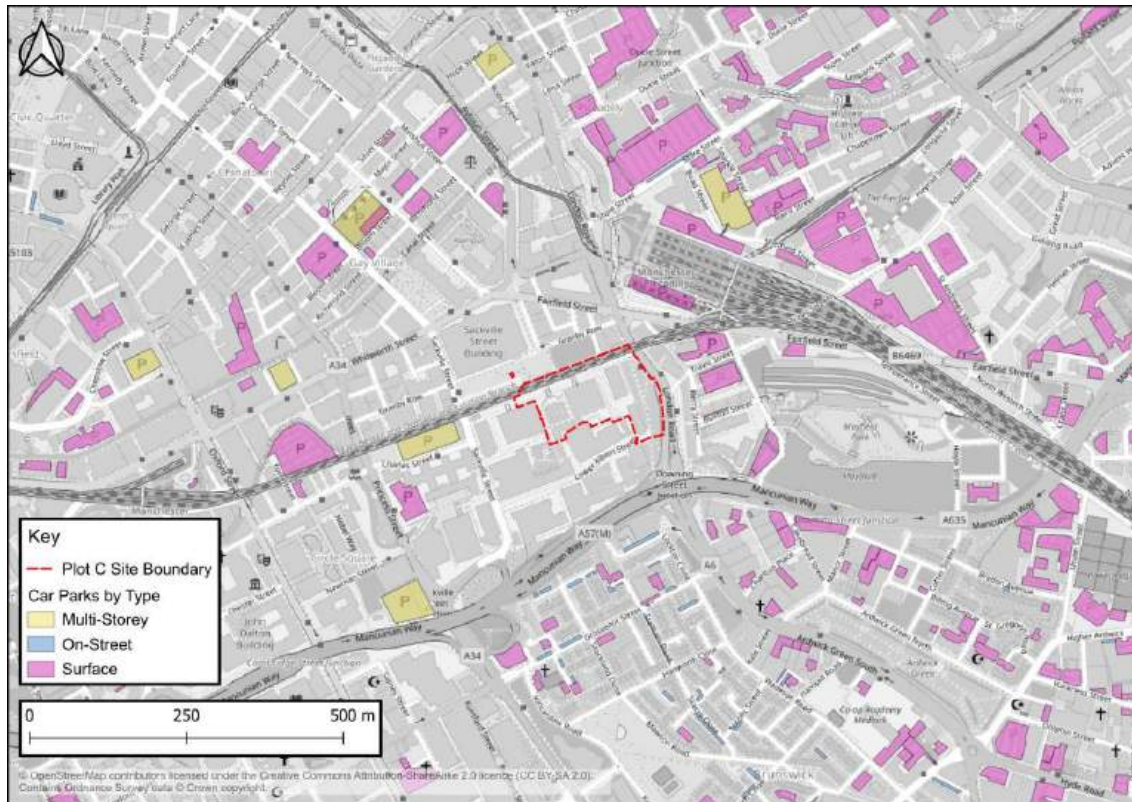


Figure 13: Car parking

As well as the parking areas shown in the above Figure, a multi-storey car park associated with the Mayfield Park development (Planning Ref: 137350/JO/2023) will be located on the eastern side of London Road and have capacity for approximately 500 vehicles.

3.14. Electric Vehicle Charging

Figure 14 describes the location of EV charging points around the Site. There exists 8 slow charging points within 600m of the Site, with one rapid charging point also within this range.

As can be seen in the below Figure, there is a range of charging points within the vicinity of the Site that would be accessible to users of the Site.

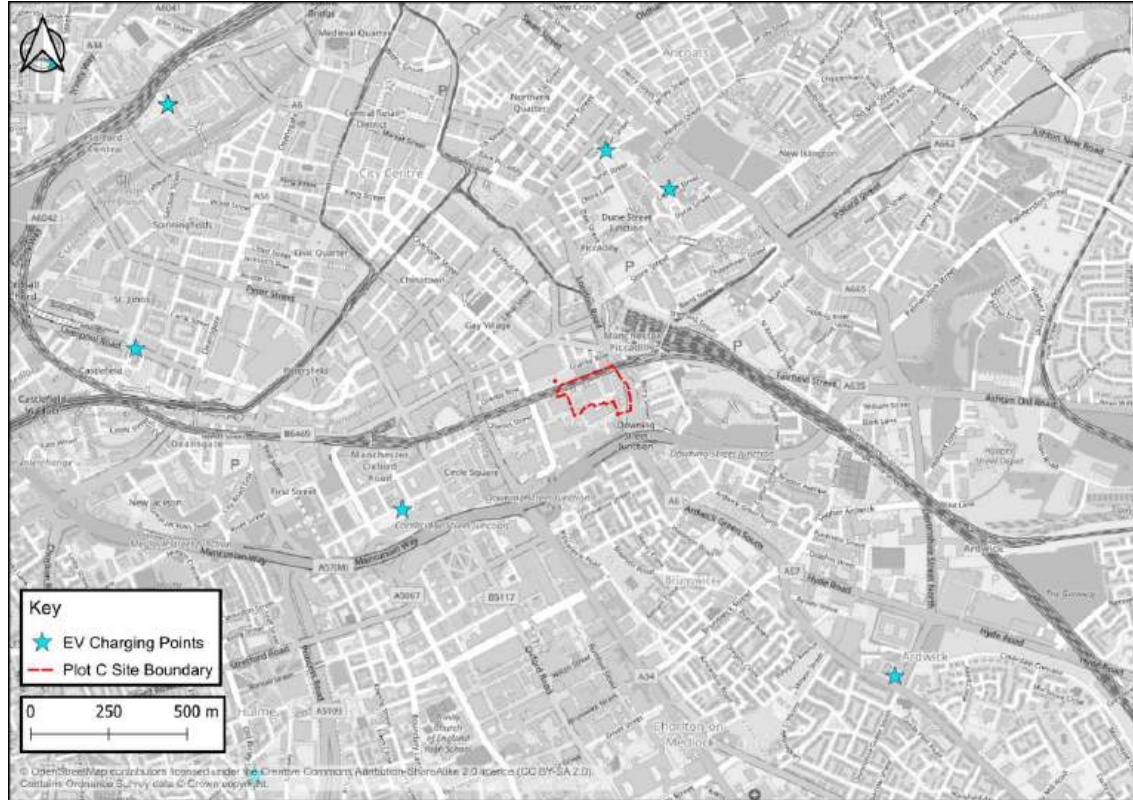


Figure 14: Public EV charging points

3.15. Traffic Collision Data

Within the 5-year period between 2019 and 2023, there have been 9 collisions on London Road directly east of the Site. Of these, 3 resulted in 'serious' injuries and 6 in 'slight' injuries. No collisions resulted in 'severe' injuries or fatalities.

Four of the collisions along London Road have involved a bicycle, all resulting in slight injuries and four also have involved pedestrians, with similarly slight injuries.



Figure 15: Traffic collisions 2018-2023 (inclusive)

4. Development Details and Travel Plan Measures

This section sets out the development proposals for the site, looking at each available travel mode in turn to demonstrate how the proposals will support sustainable travel choice. The measures are summarised in Table 2.

4.1. Proposals

The scheme proposals are contained in Appendix A and can be summarised as follows:

- 72,928sqm office accommodation and
- 7,265sqm of flexible uses which could be food and beverage/commercial/gym/wellness.
- 860sqm of community space
- The proposals include Sister Square, a large new area of public realm at the west of the Site, as well as a reconfiguring of Altrincham Street at the north to create a new pedestrian and walking route, with a capped service road beneath.

4.2. Communication Strategy

The following sections set out how the development will be accessed by all available modes.

The sustainable transport options for travelling to and from the development should be clearly promoted to businesses and staff. Options include:

- Development website, social media, newsletters, email to employees, and posters around the development can all be used to promote sustainable travel options, initiatives and the benefits.
- Sales and marketing information will refer to the Travel Plan measures that will be made available to staff, and will include engagement about the car-free nature of the development.
- The Travel Plan Coordinator will produce sustainable travel information for businesses to send to their staff.
- Ongoing communication with staff about the sustainable travel and initiatives

4.3. Pedestrian and Cycle Access

The main entrances to the development will be from Hollaway Place to the north east. This provides access directly onto Altrincham Street which will become new public realm with very limited vehicle access (see Section 4.6).

Pedestrian access through the Site will be available from all sides of the building as below.

The needs of disabled people have been accommodated within the design of the public realm within the Site. Tactile paving in accordance with 'Guidance on the Use of Tactile Paving Surfaces' (DfT, December 2021) will be provided. New seating is located at regular intervals to allow people to stop and rest.

Cycle access will mainly be via the north and east of the building, with access along the south to reach the indoor cycle stores on the south side of the buildings and the Renold Building. Figure 16 shows how the Site will integrate with the existing and future pedestrian and cycle network, and this is set out in the following sections.

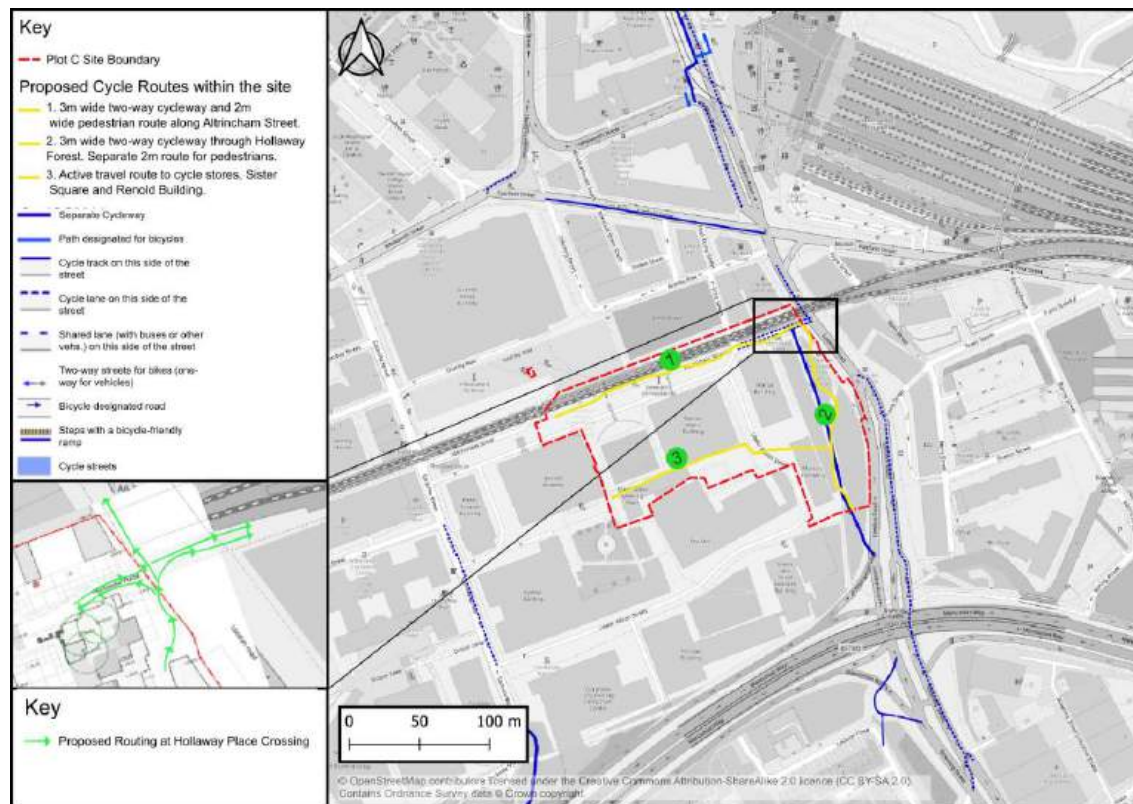


Figure 16: Cycle and Walking Connectivity

Along the north via Altrincham Street

Altrincham Street is currently public highway from London Road to Echo Street. To the west of this it is a private service road.

The proposal is to create a new area of public realm along Altrincham Street, which will sit above the Service Tunnel route. This is indicated as route 1 on Figure 16 and shown on the plans at Appendix A.

Altrincham Street will generally be for walking and cycling only. It will be highly managed (via bollards) service vehicles for the viaduct units and emergency vehicles will also use this route, this is discussed in Section 4.4.

The proposals show an indicative crossing on London Road at the east Hollaway Place to allow pedestrian and cyclist movements to and from Manchester Piccadilly and Mayfield. This will not be delivered as part of this application, but the proposals for Plot C (Sister) tie into this indicative location, and can be before construction to interface with emerging proposals.

A 3.0m cycling route, and 2.0m segregated walking route will run along Altrincham Street. The routes will be meandering in order to keep cyclist speeds low and reduce spatial conflict between pedestrians and cyclists. A high contrast delineation strip of 150mm will be provided to aid in distinguishing between the pedestrian and cycle routes. No kerb is proposed, as the route is required for the fire tender access.

This link will feature associated bicycle parking infrastructure and provides access into the main entrances to Buildings C1 and C2.

To the east via London Road

Currently along the east of Plot C (Sister) there are paved cycle and pedestrian paths, however these are relatively narrow and it is not always clear which part is for pedestrians and/or cyclists.

The proposals therefore seek to improve these routes, making them more legible, and the landscape proposals include for a new 'Hollaway Forest' environment. These are indicated as route 2 on Figure 16 and shown on the plans at Appendix A.

A 3m two-way cycle route is proposed, as well as a 2m pedestrian route. Texture differences will distinguish the footway and cycleway from one another, in the form of either different sized grit paving or a different coloured texture. These routes will be at the same level with no kerb separation.

At the north end cyclists will either join the London Road carriageway via a dropped kerb, south of Altrincham Street, or cycle to/from Altrincham Street, or to/from the indicative crossing over London Road.

At the south end, the pedestrian and cycle routes transect the proposed Mill Lane service access into the service tunnel. Bollards will be in place east of the pedestrian and cycle routes, and therefore only slow-moving vehicles permitted access to the service tunnel will be crossing the pedestrian and cycle route.

South of this, the Proposed Development will tie into the existing provision which runs along the east of future Plot F.

Along the south via Mill Lane

Mill Lane is not the main east-west route promoted to cyclists, however, can provide access to the cycle stores on the south of the Plot C (Sister) buildings, and to the Renold Building. This is indicated as route 3 on Figure 16.

To the west via Sister Square

Cycling through Sister Square is likely to be discouraged by the design – the step free route is meandering and it is more direct and attractive to make north-south movement through Hollaway Forest to the east. This will ensure Sister Square is more of a pedestrian area, with cycle routing on the other three sides of Plot C (Sister).

Measures to support journeys on foot:

- New commercial units on site will provide local amenity
- Connections to surrounding developments and active travel routes
- Take part in walking initiatives such as National Walking Month in May
- A social walking group will be established

4.4. Cycle Parking

Building C1 of the development will be served by 148 cycle parking spaces in total, which equates to a ratio of 1 cycling parking space per ten staff. Of these, 7 spaces will be able to accommodate accessible/larger cycles, 15 will be Sheffield stands and 126 will be two-tiered racks. The proportion of accessible cycle parking spaces is 5% and 10% for Sheffield stands.

For Building C2 of the development there will be 269 total cycle parking spaces. Of these, 13 will be accessible/larger spaces (5% of total), 27 will be Sheffield stands (10%) and 229 will be two-tiered racks.

Measures to support journeys by cycle:

- Provision of adequate, accessible, secure cycle parking for staff, including space for non-standard cycles like cargo bikes.
- Cycle maintenance stands provided in all cycle stores.
- Showers, lockers and changing areas provided.
- Cycling routes can be promoted via communication with staff.
- Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances. This cycle parking will be within the public realm thus featuring natural surveillance.
- 6-monthly Dr Bike sessions will be hosted, where a mechanic is on site and will fix employee cycles for free.
- The Travel Plan Coordinator will liaise with businesses to encourage them to offer the cycle to work scheme to staff.

4.5. Public Transport Access

Staff will be able to access the development using existing public transport services.

Measures to support journeys by public transport:

- Provide bus and tram timetable and route information in Travel Plan communications
- The Travel Plan Coordinator will liaise with businesses to encourage them to offer season ticket loans to staff
- Provision of a public information screen with public transport departure times displayed in a public place.

4.6. Vehicle Access

The development will be car-free except for disabled car parking, with one space proposed under the viaduct at the south end of Echo Street, and two on Mill Lane accessed from London Road.

Measures to reduce car use and the impact of car journeys:

- Businesses and individuals will be encouraged to sign up to Enterprise Car Club, with the nearest car club car being within a 5-minute walk from the site (See Section 3.10).

5. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 1 and Table 2, and will be in place for the lifetime of the Travel Plan.

Table 1: Summary of Travel Plan Actions

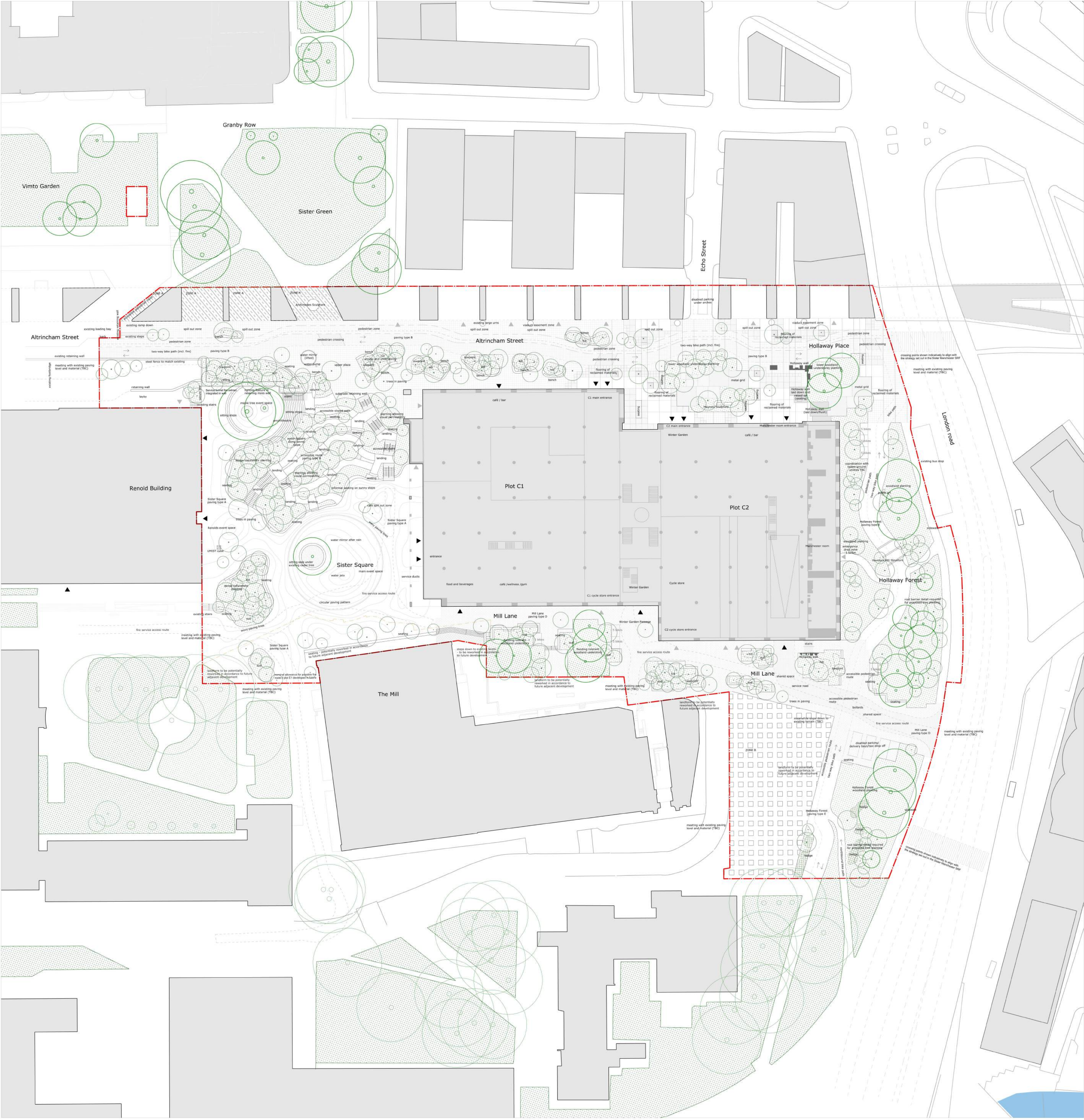
Action	Responsibility	Timeframe
Appoint a Travel Plan Coordinator	Developer	Travel Plan Coordinator to be in role prior to first marketing of the development
Implement Travel Plan measures	As per Table 3	As per Table 3
Carry out annual travel surveys	Travel Plan Coordinator	Surveys to start 3 months after first occupation and continue annually for 5 years
Produce a Monitoring Report each year to review the effectiveness of the Travel Plan	Travel Plan Coordinator	Produce Monitoring Report within 2 months of the end of the survey period each year

Table 2: Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Communication strategy as per Section 4.2	Sustainable travel choice	Travel Plan Coordinator	Information available in time for marketing
Providing new commercial units on site will provide a local amenity	Walking	Developer	Development design
Take part in walking initiatives such as National Walking Month in May	Walking	Travel Plan Coordinator	Ongoing
A social walking group will be established	Walking	Travel Plan Coordinator	Ongoing
Provision of connections to surrounding developments and active travel routes	Active travel	Developer	Construction
Showers, lockers and changing areas provided	Active travel	Developer	Construction
Provision of adequate, accessible, secure cycle parking for long and short stay	Cycling	Developer	Construction
Cycle maintenance stands provided in all cycle stores.	Cycling	Developer	Construction
6-monthly Dr Bike sessions will be hosted, where a mechanic is on site and will fix employee cycles for free.	Cycling	Travel Plan Coordinator	Ongoing

Measure	To Support	Responsibility	Timeframe
Liaise with businesses to encourage them to offer the cycle to work scheme to staff.	Cycling	Travel Plan Coordinator	Ongoing
Provide bus and tram timetable and route information in Travel Plan communications	Public transport	Travel Plan Coordinator	Ongoing
Liaise with businesses to encourage them to offer season ticket loans to staff	Public transport	Travel Plan Coordinator	Ongoing
Public information screen with public transport departure times displayed in a public place.	Public transport	Developer	Construction
Encourage businesses and staff to sign up to Enterprise Car Club	Car club	Travel Plan Coordinator	Ongoing

Appendix A – Development Proposals



- General legend
- Red line boundary
 - Contour lines
 - Fire and traffic routes
 - Pedestrian path
 - Temporary design zone (TDC with plot E landscape)
 - Steps and seating
 - Building entrance (primary/secondary)
 - Art pieces
 - Pedestrian tactile paving / crossing
 - Potential, grass and shrub planting
 - Proposed hedge (plan)
 - Existing tree retained
 - Proposed tree
 - ZONE A: Lifting installation. Further design to be confirmed with Plot A design team in subsequent phases.
 - ZONE B: Plot A boundary line demonstrates intention of design. Further design to be confirmed with Plot A design team in subsequent phases. Potential opportunity for measure up.

Note:
Tree placement and location of structures on Altrincham St. to be coordinated (utility zone to be confirmed).

Revision no.:	Date	Comments	Drawn	Checked
02	31.01.2025	Revision including new C1 and C2 building footprints, incorporation of Butterfly stairs in the landscape, level changes.	LAM/RSU	JLB/SIS
03	18.02.2025	Plot boundary update, temporary design zone boundary by plot E added, bike lane update.	LAM	JLB
04	11.04.2025	Updates on: plot boundary, Sister Square central steps and slope design update, Altrincham St. bike lane and pedestrian zone, disabled parking, new trees number and location, Hollaway Wall, entrances, smaller updates	LAM	JLB
05	23.04.2025	Plot boundary update, Hollaway Wall update	LAM	JLB

This drawing is the copyright of SLA and may not be reproduced or used without written permission. The drawing is for planning and design purposes only and should not be used for construction without further detailed drawings and specifications. The contractor shall verify all dimensions and conditions on site prior to commencing any work. Any discrepancies between this drawing and site conditions must be reported to the Architect immediately. This drawing does not constitute approval under any building regulations, planning permissions, or other statutory requirements. The Contract Administrator is responsible for obtaining all necessary approvals before commencing work. SLA accepts no liability for any loss, damage, or injury caused by errors or omissions in this drawing or by use of this drawing for purposes other than those for which it was commissioned. Use of this drawing implies acceptance of these conditions. © 2024 [SLA]. All rights reserved.

Project:	SISTER MANCHESTER PLOT C	REV:	05
Project No:	1519	BRUNTWOOD REF. NO:	SISC0-SLA-LA-ZZ-DR-LA-00001
Title:	General Landscape Arrangement Plan	DRAWING NO.	1519-L-01-12-01
Scale:	1:500 (A1)	DRAWN:	LAM/RSU
Date:	27.09.2024	APPROVED:	JLB



SLA A/S
Njalsgade 17B,
Pakhus 2, 3 sal,
København S

CIVIC