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TRANSPORT & INFRASTRUCTURE PLANNING

ID Manchester
Renold Building
Manchester
Framework Travel Plan

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RBM-BWB-GEN-XX-DR-TR-SK2 Location of Disabled Parking Spaces

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1. INTRODUCTION

Instruction

1.1 BWB Consulting (BWB) has been instructed by ID Manchester (the Client) to provide highways and transport advice and prepare a Transport Statement (TS) report to support an application for a proposed change of use from a university educational facility to an office development located at the Renold Building on Sackville Street in Manchester. The site masterplan is contained within **Appendix 1**

Definition of a Travel Plan

1.2 The Department for Transport's (DfT) 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (April 2009) states that a Travel Plan is:

1.3 "a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed".

1.4 A Transport Statement has also been prepared to support the planning application and should be read in conjunction with this Framework Travel Plan.

Introduction to this Travel Plan

1.5 This FTP has been prepared to address ways of how staff and potential visitors of the site will be encouraged to travel to the site. The overreaching objective of this FTP and the subsequent full Travel Plans and Travel Plan Statements at the end units is to minimise the number of car trips generated by staff and visitors.

1.6 This report emphasised that this document comprises a framework for the production of full Travel Plans and Travel Plan Statements for each unit at a later date. As such, this report represents the first stage in the Travel Planning process. This single report therefore covers all of the potential different occupiers within the Renold Building, who are currently unknown at this time.

2. TRAVEL PLAN BENEFITS AND OBJECTIVES

Introduction

2.1 Central Government and Local Authorities are placing increasing emphasis on the need to reduce the number, and length, of motorised journeys and encourage greater use of alternative means of travel. This means that the use of other modes such as walking, cycling, and public transport should be promoted over car use. Travel Plans for any type of new development are therefore becoming increasingly important.

Aims and Objectives

2.2 The National Planning Policy Framework (NPPF)[1] and the Planning Practice Guidance (PPG)[2] set out in detail the Central Government Guidance with respect to Travel Plans. This Framework Travel Plan aims to meet the objectives contained within the above documents and to achieve the minimum number of single occupancy car movements to and from a site. As such the key objectives of this Framework Travel Plan are set out in **Table 1**.

Table 1: Framework Travel Plan Objectives

Objective Number	Objective
OBJ 1	Achieve a 10% reduction in single occupancy car journeys to/from the site by staff and visitors, by promotion of sustainable transport modes.
OBJ 2	Achieve a 100% Travel Plan awareness amongst staff at the development.

Travel Plan Benefits

2.3 Travel Plans aim to meet the objectives contained within the above documents and to achieve the minimum number of single occupancy car movements to and from a site. This could have positive effects such as:

- Reducing pressure on the surrounding highway capacity, particularly at peak times, cutting carbon emissions and their contribution to climate change;
- Reducing road danger and protecting vulnerable road user;
- Reducing the cost of works on the highway or other transport infrastructure;
- Encouraging more active travel with associated health gains;
- Improving local air quality;
- Reducing noise pollution;
- Address the access needs of site users, by supporting walking, cycling and public transport and;

[1] National Planning Policy Framework, Department for Communities and Local Government, September 2023

[2] Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision Making, 2014.

- Provide adequately for those with mobility difficulties.

2.4 A Travel Plan also aims to:

- Deliver a focused approach to encourage alternative travel behaviour for staff and visitors associated with the site;
- Encourage and facilitate the use of safe and viable alternatives to single occupancy car travel to and from the site.
- Increase staff and visitor's awareness of the potential for, and advantages of, travelling by sustainable modes of travel, including walking, cycling, public transport, and car sharing for all journeys.
- Inform staff and visitors of the social, environmental, and economic costs of their travel choices.
- Provide practical information on how staff and visitors can travel by more sustainable transport modes, including car sharing, with integration between different transport modes for all journeys.
- Provide practical initiatives based on regular appraisal of travel patterns.
- Achieve more attractive environments that contribute to regeneration and renewal initiatives.
- Represent good practice and provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist.

2.5 This Framework Travel Plan represents good practice and will help to provide an educational tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist and increase the marketability of the development as more people seek to change their travel behaviour.

2.6 By implementing this Framework Travel Plan, which includes targets and measures to reduce reliance on the private car and promote sustainable modes of transport to and from the development, Manchester City Council should have sufficient confidence that the requirements for sustainable travel would be met.

3. EXISTING CONDITIONS

Site Location and Existing Use

3.1 The Renold building forms part of the former UMIST campus and was previously used for Science and Technology Lectures, seminars and exhibitions. The whole UMIST campus will be redeveloped, with the Renold Building being the first phase of the redevelopment. **Figure 1** below displays the indicative location of the proposed development.

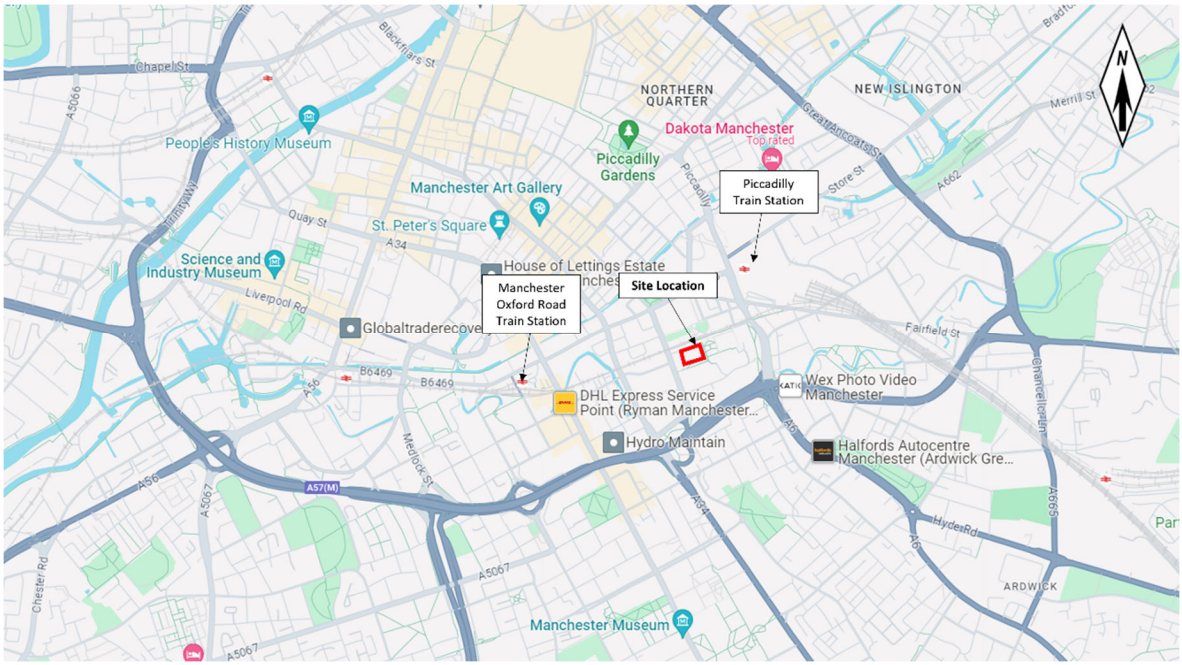


Figure 1: Site Location

Local Highway Network

3.2 The proposed development site falls within the centre of Manchester and is surrounded by a number of key routes into/out of the city. This includes the A6 to the east of the site, the B6469 to the north, the A57 to the south of the site and the A34 to the west. The existing site is accessed via Sackville Street which is located approximately 50 metres to the west of the site.

Sackville Street

3.3 Sackville Street routes north to south to the west of the site, it measures approximately 7.4 metres wide with 3.0 metres wide footways on both sides of the carriageway. The road is two way and has double yellow lines present on both sides of the carriageway to the north of its junction with Charles Street and routes under the railway line. To the south of its junction with Charles Street the carriageway is northbound only with a number of pay and display parking spaces on the western side and a segregated cycle lane with double yellow lines on the eastern side. Sackville Street is well lit throughout and is subject to a 20mph speed limit. It also provides vehicular access to the service road for the Ronald Renold Building.

A34

3.4 The A34 runs parallel to Sackville Street in the vicinity of the site where it has signal junctions with both Sackville Street and Charles Street. The width of the carriageway varies throughout with, lanes gained and lost on approaches to signal junctions. 3.0 metres wide footways are provided on both sides of the carriageway and the road is well lit throughout. There is a bus stop situated adjacent to the Hotel ibis Manchester. The road is subject to a 30mph speed limit. Further afield the A34 provides access to may residential areas to the south of the city including Handforth, Heald Green and Cheadle etc, it also provides access to the Alexandra Hospital and Manchester Royal Infirmary. 1.6km to the north of the site the A34 terminates at its signal controlled junction with Chapel Street.

A6

3.5 The A6 routes southeast to northwest to the west of the site and it meets the A57 via a grade separated signal junction approximately 200 metres to the southeast of the site. The carriageway is typically two lanes in each direction in the vicinity of the site and measures 14.0 metres wide with a minimum of 3.0 metres wide footways on both sides of the carriageway. There are a number of bus stops along its length and it is subject to 30mph speed limit.

A57

3.6 The A57 is located 200 metres to the south of the site and provides the southern proportion of the city centre ring road. It routes between its junction with the A6 at the east and its junction with the A5063 and M602 to the west. Typically, there are two lanes which route in each direction which measure 6.8 metres wide. The route is well lit and there are bus stops present on both sides of the carriageway. In some locations there are 3.0 metres wide footway provided on both sides of the carriageway. As a proportion of the route is not at ground level there are sections where footways are not present. However, in these locations there are other roads which run parallel at ground level and do provide footways.

Local Facilities and Sustainable Travel

Pedestrian Travel

3.7 The Guidelines for Providing for Journeys on Foot (GPJF) document describes acceptable walking distances for pedestrians without mobility impairment. GPJF suggests that the maximum walking distance for town centres is approximately 800m, commuting/schools is approximately 2km and for other facilities is approximately 1.2km.

3.8 GPJF states that an average walking speed of approximately 1.4m/s (5km's/hr) can be assumed. The walking distance thresholds for commuting and other facilities set out in the GPJF document (within table 3.2) are summarised below in **Table 2**.

Table 2: GPJF Acceptable Walking Distances Guidance Table

Journey Purpose	Suggested Acceptable Walking Distance (Metres)		
	Town Centres	Commuting / School / Sight-seeing	Elsewhere
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

3.9 **Figure 2** identifies a 2km walking distance from the proposed development site. The Figure shows that there are a large number of residential areas which are within the 2km preferred maximum walking distance for commuting. The following area are included within the 2km; All of Manchester City Centre, Brunswick, Ancoats, Ardwick, Chorlton-on-Medlock, Hulme, Salford. There are also 5 train stations within walking distance of the site including; Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Salford Central and Deansgate

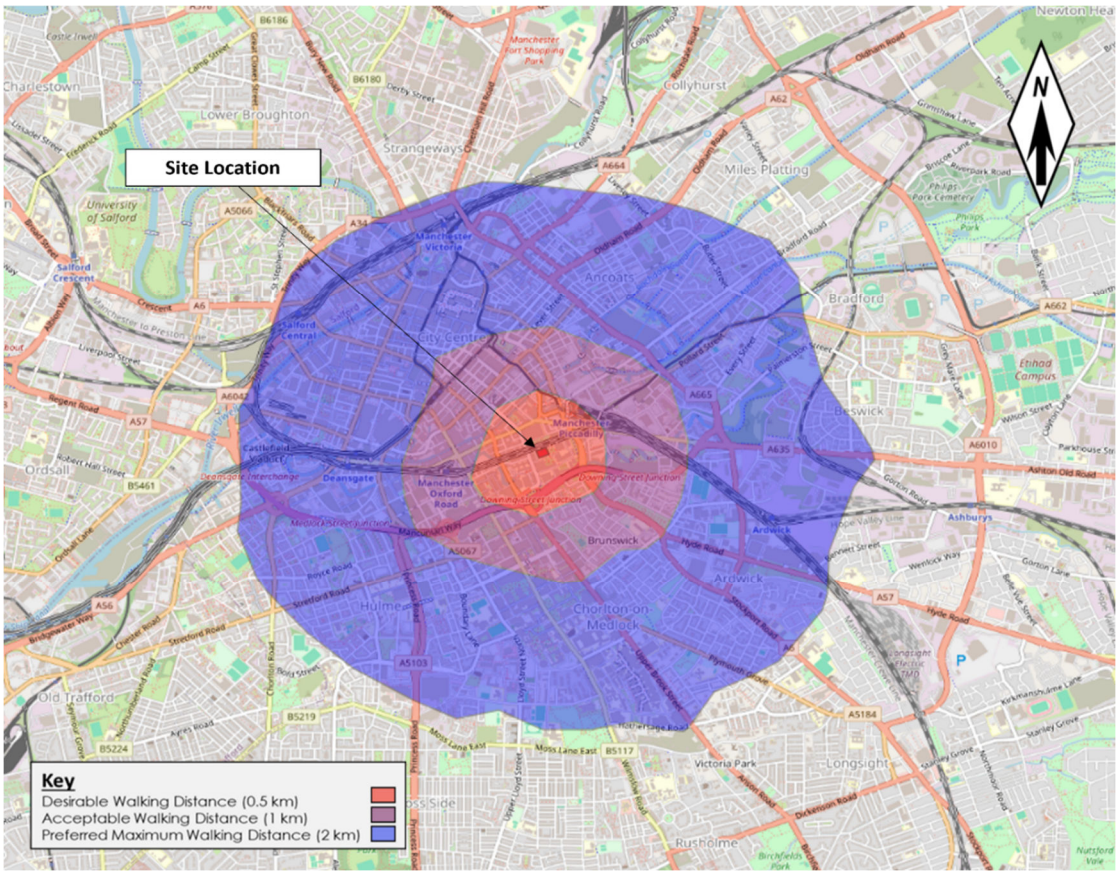


Figure 2: 2km Pedestrian Walking Distances

Cycle Travel

3.10 It is widely considered that cycling has the potential to substitute for short car trips, particularly those under 5km, and form part of a longer multi modal journey by public transport. Cycling is therefore an important journey to work mode that has the potential to substitute for short car journeys.

3.11 **Figure 3** shows a 5km cycling distance centred at the proposed development site. The figure shows a 5km cycle isochrone centred on the site, which shows shows that all areas achievable on foot are also achievable by cycle as well as the following areas which are further afield; all of Salford, Broughton, Cheetham Hill, Clayton, Gorton, Moss Side, Whalley Range, Old Trafford and Ordsall etc.

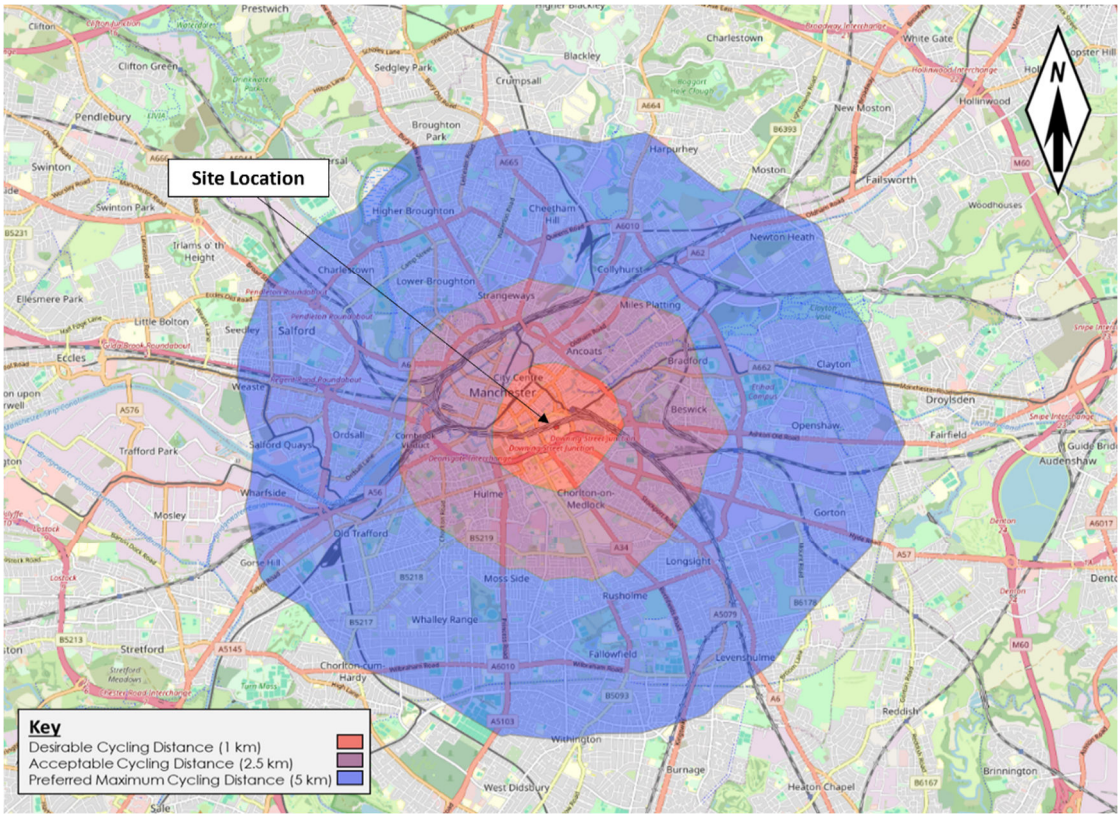


Figure 3: 5km Cycle Isochrone

3.12 The local cycle routes in the immediate vicinity of the site are shown below in **Figure 4**.



Figure 4: Local Cycle Routes

3.13 **Figure 4** shows that there are a number of cycle facilities in the area surrounding the site including an abundance of cycle parking areas. A large proportion of the roads in the vicinity of the site, especially towards the city centre to the north are subject to a 20mph speed limit, which presents favourable conditions for vulnerable road users. There are also a number of on road cycle lane facilities some with physical segregation, this includes Oxford Street to the west and Fairfield Street and London Road to the east.

3.14 **Figure 4** also shows that there are two National Cyle Network Routes (NCN) which are accessible from the site. This includes NCN66 which is achievable from Store Street, 470 metres cycle from the site, it routes between New Moston and Manchester Piccadilly Train Station and is mostly offroad using the Rochdale canal. NCN6 is accessed from Hulme Street, 700 metres to the southwest of the site, it routes between Reddish Vale to the southeast of Manchester and Blackburn to the north.

Bus Services

3.15 The Guidelines for Planning for Public Transport in Developments, states that "*generally walking distances to bus stops in urban areas should be a maximum of 400m and preferably no more than 300m*". However, the Buses in Urban Developments[3] guidance advises a more rigorous approach to catchment area planning as displayed in **Table 3**.

[3] Buses in Urban Developments, Chartered Institution of Highways and Transportation, 2018.

Table 3: Recommended Maximum Walking Distances to Bus Stops

Situation	Maximum Walking Distance
Core bus corridors with two or more high-frequency services	500m
Single high-frequency routes (every 12 minutes or better)	400m
Less frequent routes	300m
Town/city centres	250m

3.16 There are a number of bus stops which fall within an acceptable walking distance of the site and these are located 120 metres to the north west on Sackville street, 140 metres to the west on Charles Street, 200 metres to the east on London Road, 270 metres to the north on Whitworth Street, 350 metres to the east on Fairfield Street, 350 metres to the north on Aytoun Street and 500 metres to the west at the Palace Theatre. There are many opportunities for pedestrians to access these bus stops utilising the extensive network of pedestrian facilities including surrounding the site including signalised pedestrian crossings, wide footways and car free routes.

3.17 **Table 4, Table 5** and **Table 6** set out the typical weekday and weekend bus services as appropriate.

Table 4: Weekday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	05:15	05:30	00:13	23:30	30 mins
43	00:50	00:01	00:22	23:31	10 mins
50	05:41	06:14	23:50	00:19	12 mins
85/85A/86	06:11	05:35	23:05	00:05	12 mins
87	07:42	09:01	18:03	18:08	60 mins
101	05:16	05:08	00:08	00:20	15 mins
102/103	05:30	02:50	01:08	00:05	30 mins
111	05:49	05:56	23:58	23:43	12 mins
142	05:15	05:30	00:22	00:34	10 mins
143	07:01	07:07	23:58	00:05	10 mins
147	05:58	05:36	21:04	19:51	30 mins
191	06:33	17:03	17:00	18:49	15 mins
192/X92	04:42	04:57	00:28	00:35	10 mins
197	06:14	06:26	22:47	23:01	20 mins
201/201N	05:19	05:03	02:05	01:05	10 mins
202	05:44	06:05	23:26	23:50	30 mins
203	04:35	05:33	03:36	02:45	10 mins
205	05:38	05:30	23:30	23:36	30 mins
219	04:53	05:00	02:23	02:40	10 mins
220/221	07:08	06:36	08:35	18:13	60 mins
250	06:13	04:54	01:19	23:00	12 mins
263 Sapphire	05:37	05:45	00:05	00:10	20 mins
2 Free Bus	07:00	07:00	23:30	23:15	10 mins
X41 Red Express	06:52	07:00	22:58	23:05	60 mins
X43 Witchway	06:05	06:10	22:48	23:00	15 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 5: Saturday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	05:17	06:29	00:13	23:30	30 mins
43	00:50	00:01	00:20	23:31	10 mins
50	06:06	06:44	23:50	00:20	15 mins
85/85A/86	07:00	07:06	23:05	00:12	12 mins
87	08:57	09:02	16:57	17:02	60 mins
101	05:41	06:03	23:38	00:20	20 mins
102/103	05:58	02:50	01:08	00:05	30 mins
111	06:37	06:48	23:58	00:13	12 mins
142	05:17	06:29	00:21	23:54	10 mins
143	10:00	10:07	00:11	00:05	10 mins
147	-	-	-	-	-
191	-	-	-	-	-
192/X92	05:05	05:07	00:54	01:05	10 mins
197	07:54	08:13	22:57	22:02	30 mins
201/201N	06:09	05:23	02:05	01:15	10 mins
202	06:50	07:05	23:44	23:40	30 mins
203	05:26	06:12	03:36	12:45	10 mins
205	07:08	06:50	23:30	23:36	30 mins
219	05:15	05:05	02:33	02:40	10 mins
220/221	-	-	-	-	-
250	06:01	04:49	01:18	23:00	12 mins
263 Sapphire	06:57	06:10	00:05	00:10	20 mins
2 Free Bus	07:00	07:00	23:30	23:15	10 mins
X41 Red Express	07:58	08:10	22:58	23:05	60 mins
X43 Witchway	07:03	07:15	22:48	23:00	20 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Table 6: Summary of Sunday Bus Services

Service Number and Route	First Service		Last Service		Daytime Frequency
	'Inbound' Route	'Outbound' Route	'Inbound' Route	'Outbound' Route	
42/42A/42B/42C	06:11	07:24	23:39	23:24	60 mins
43	00:49	00:01	00:30	23:31	30 mins
50	06:45	07:15	23:30	23:54	15 mins
85/85A/86	09:02	10:05	22:45	23:45	20 mins
87	-	-	-	-	-
101	06:28	06:42	23:37	23:20	20 mins
102/103	06:57	02:50	01:08	00:05	60 mins
111	08:13	08:18	22:50	23:39	20 mins
142	06:11	07:24	00:12	00:24	10 mins
143	09:55	10;02	20:11	20:16	10 mins
147	-	-	-	-	-
191	-	-	-	-	-
192/X92	05:56	06:02	00:09	23:55	10 mins
197	08:57	09:02	21:57	22:02	60 mins
201/201N	07:03	06:49	00:06	23:31	30 mins
202	09:33	08:40	22:26	23:40	30 mins
203	06:49	07:54	23:46	23:56	15 mins
205	07:22	08:02	23:30	23:35	30 mins
219	06:17	05:55	00:01	23:40	10 mins
220/221	-	-	-	-	-
250	06:23	05:09	00:28	23:05	15 mins
263 Sapphire	07:35	07:40	00:05	00:10	30 mins
2 Free Bus	10:00	10:00	18:00	18:00	10 mins
X41 Red Express	09:38	09:45	18:38	18:45	60 mins
X43 Witchway	07:58	08:10	21:48	22:00	30 mins

Note: Timetable information obtained (December 2023), first/last service based on time service arrives/leaves the nearest bus stop to the development site.

Tram Services

3.18 The nearest tram station to the site is at Manchester Piccadilly Train Station, which is located approximately 370 metres walk from the site. This tram stop is served by four of the tram lines which route within Manchester. **Table 7** shows the services, routes and the frequency at which they call at the Piccadilly Tram Stop.

Table 7: Local Tram Services

Service	Route	Approx. Weekday Daytime Frequency
Yellow Line	Piccadilly to Bury	Every 12 mins (5 per hr)
Purple Line	Piccadilly to Altrincham	Every 12 mins (5 per hr)
Turquoise Line	Ashton-Under-Lyne to Eccles	Every 12 mins (5 per hr)
Orange Line	Etihad Stadium to Media City UK	Every 12 mins (5 per hr)
TOTAL		**20 per hr**

3.19 **Table 7** shows that there are excellent opportunities for future employees/users to access the development via tram, with a number of destinations achievable from the nearest tram stop at Piccadilly Train Station and all services operating at a regular frequency of five services per hour.

Rail Services

3.20 The nearest railway station to the site is Manchester Piccadilly, which is located approximately 370 metres walk from the site. **Table 8** shows a sample of key destinations available from Manchester Piccadilly.

Table 8: Local Rail Services

Destination	Approx. Weekday Daytime Frequency	Approx. Journey Time
Manchester Airport	7 per hour	16 mins
Liverpool Lime Street	3 per hour	52 mins
Stoke on Trent	2 per hour	54 mins
London Euston	3 per hour	2 hr 6 mins
Sheffield	1 per hour	1 hr 17 mins
Hull	1 per hour	2 hr 13 mins
Cardiff	1 per hour	3 hr 12 mins

Note: Timetable information obtained (December 2023)

4. PROPOSED DEVELOPMENT

Introduction

4.1 The proposed development involves the redevelopment of the building into commercial and office space. No change to the gross internal floor area is proposed as part of the redevelopment

4.2 The proposed reactivation of the building will form part of the first phase of works to develop a new Innovation District for Manchester. The innovation district will consist of a range of new build and renovated buildings to consist of offices, laboratories, creative studios as well as residential, retail and leisure uses.

4.3 The full innovation district will see a multi phased approach to delivery with a series of short term "meanwhile" uses being brought forward for various locations throughout the ID Manchester delivery programme. One of the first of these is the Redevelopment of the Renold Building.

4.4 Although a final occupier of the building has not been determined the use of the redeveloped Renold Building is envisaged to have the following uses:

- Community engagement events
- Lectures, TED Talks and small exhibitions
- Co-working and business incubator support
- ID Manchester marketing for development

Vehicle Parking Provision

4.5 As discussed previously, although disabled accessible parking bays are provided there are no standard car parking spaces proposed at the development, this is acceptable due to the highly sustainable location of the site. It is proposed that this will be a car free development visitors will be encouraged to arrive at the site by sustainable modes of transport. There are excellent opportunities to access the development site by walking, cycling and public transport and thus it is expected that the modal shift at the site will reflect this. The proposed development will actively promote sustainable travel and discourage single occupancy vehicle trips. Having no carparking spaces for employees at the site is intended to achieve these aims and reduce vehicle travel within the city centre.

4.6 The City of Manchester parking guidance can be found of the Manchester Core Strategy 2012-2027 document. **Table 9** sets out the maximum parking standards for offices and also business parks within the city centre. Whilst the redevelopment proposed is offices, once the other phases of the UMIST site are redeveloped it may operate as a business park hence, both standards are discussed below.

Table 9: Parking Standards

Land Use	Cars (Max)	Blue Badge Spaces (Min)	Bicycle (Min)
Office	1 space per 35sqm	Individual bays for each disabled employee plus 2 additional spaces or 5% of total parking provision.	1 space per 200sqm minimum of 2 spaces
Business Park	1 space per 40sqm	Individual bays for each disabled employee plus 2 additional spaces or 5% of total parking provision.	1 space per 200sqm minimum of 2 spaces

4.7 **Table 9** shows that based on a GFA of 6000sqm, the development could provide a maximum of 172 parking spaces. However, as stated this is a maximum figure and reduced levels are acceptable when considering the sustainability of the site. In this case, the site is highly sustainable, and car usage at the site is expected to be significantly lower than a typical office. As discussed within the accompanying Transport Statement, there is an abundance of carparks which surround the site which could adequately provide parking spaces for future employees that do choose to travel by car despite there being no onsite parking provision.

4.8 The proposed development would however provide approximately 13 disabled car parking spaces to the northwest of the building. These spaces would be access from Service Road as shown in **Figure 5** below.

4.9 The proposed disabled spaces are located approximately 80m from the Renold buildings main entrance on the south side of the building. Drawing **RBM-BWB-GEN-XX-DR-TR-SK2** shows the location and dimensions of the disabled parking spaces. The spaces have been placed at this point as they provide the most accessible location on the same level close to the main building entrance.

4.10 During the development of this Travel Plan a number of alternative locations for disabled parking spaces were considered including on Altrincham Street, Sackville Street and elsewhere on Service Road. These locations were discounted on the basis that they were less accessible than the preferred location (i.e. on a different level or further away) or outside of the applicant's control.

4.11 Building security staff will patrol the building and its immediate environs on a regular basis. They will also ensure that the disabled parking bays are not being used by non-blue badge holders.

4.12 Short stay parking for servicing, taxi drop off and pick up and food delivery services will be from the Service Road to the north of the building.

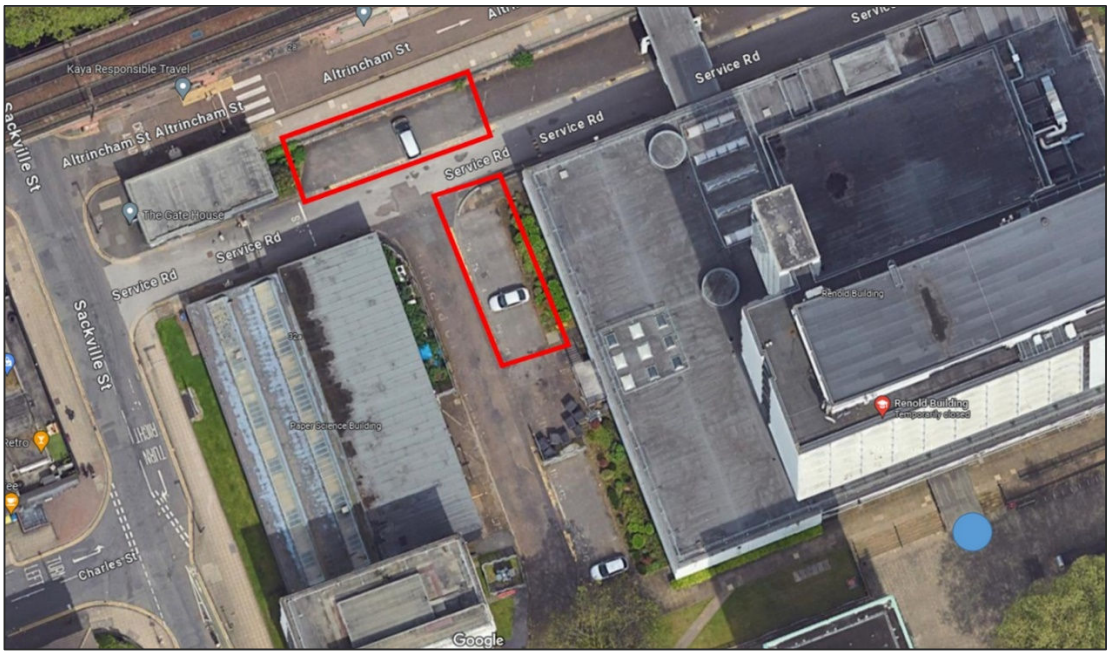


Figure 5: Location of Disabled Parking Spaces

Cycle Parking Provision

4.13 **Table 9** also provides recommended minimum parking standards for bicycles. For office use the Manchester Core Strategy recommends 1 cycle parking space per 200 sqm of floor space. Based on a gross floor area (GFA) of 6000 sqm this would provide 30 cycle parking spaces. Currently there are 38 Sheffield Stands in two rows to the south of the Renold Building giving a total 76 secure cycle spaces. **Figure 6** below shows the location of the cycle spaces.

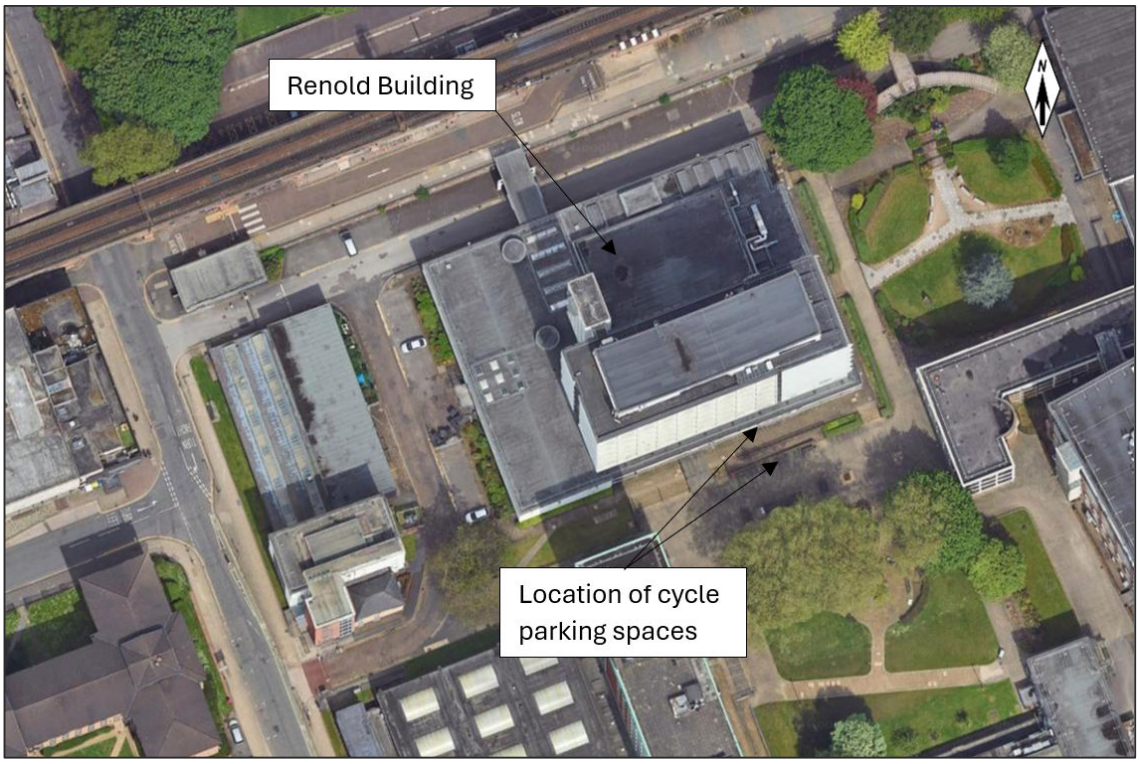


Figure 6: Location of Cycle Spaces

5. MODAL SPLIT AND TRIP GENERATION

Introduction

5.1 This section presents the forecast vehicle trip rates and resultant trip generation associated with the development proposals, as examined in the Transport Assessment.

Proposed Development Traffic Generation

5.2 **Table 10** shows the person trip generation of the site determined within the Transport Statement

Table 10: Summary of person Trip Rates and Trips (Based on GFA of 6000sqm)

Time Period	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-way	Arrive	Depart	Two-way
08:00 – 09:00	2.201	0.234	2.405	132	14	146
17:00 – 18:00	0.146	2.066	2.212	9	124	133

5.3 The above table summarises the expected vehicle trips that would be generated by the site and it shows that 46 and 38 two-way trips are forecast to be made within the morning and evening peak periods respectively.

Modal Split Trip Generation

5.4 In order to determine the likely travel patterns of employees/ users at the future site employed at the site, the Census Workplace Population data has been analysed for Method of Travel to Work. The site is located within the Manchester 055 Middle Super Output Area. **Table 11** presents the modal split for the site.

Table 11: Estimated Modal Split

Mode	% Split
Public Transport	48.2%
Car/ Van Driver	33.5%
On Foot	10.8%
Car Sharing	4.5%
Bicycle	3.1%
Total	**100%**

5.5 **Table 10** indicates that currently approximately 48.2% of trips are made using public transport,13.9% are walking / cycling trips and 4.5% are car passengers. In total it is expected that 33.5% of the person trips at the site would be carried out by single occupancy vehicles. In total 66.5% of the trips generated by the site would be undertaken via sustainable modes.

5.6 The above modal split will be confirmed as part of baseline surveys undertaken at the Renold Building once it is occupied and operational. Nevertheless, it provides a useful

starting point to work from. An example baseline travel survey has been included in Appendix 2.

5.7 The above modal split will be used to identify initial targets for this Framework Travel Plan. The targets can then be refined as part of the Detailed Travel Plan once the site becomes occupied and baseline surveys have been carried out.

5.8 The modal splits outlined in **Table 11**, have been combined with the total person trip generation in **Table 10** to calculate the two-way person trips associated with the proposed development, shown in **Table 12**.

Table 12: Multi-Modal Trip Generation

Mode	AM Peak 08:00 – 09:00			PM Peak 17:00 – 18:00		
	Arrive	Depart	Two-Way	Arrive	Depart	Two-Way
Public Transport	64	7	71	4	60	64
Car Driver	44	5	49	3	42	45
On Foot	14	2	16	1	13	14
Car Passenger	6	1	7	0	6	6
Bicycle	4	0	4	0	4	4
Total	**132**	**14**	**146**	**9**	**124**	**133**

5.9 **Table 12** shows that the development has the potential to generate 71 and 64 two way public transport trips, 49 and 45 two-way car driver tips, 16 and 14 trips on foot, 7 and 6 car passenger trips in the morning and evening peak hours respectively. 4 two-way bicycle trips are also forecast in both peak periods.

6. TARGETS

Introduction

6.1 The targets of the Travel Plan for the proposed site will be Specific, Measurable, Achievable, Realistic, and Time-Constrained (SMART). At the planning application stage such targets are difficult to define without the undertaking of surveys. Therefore, site specific targets will be defined once initial travel surveys are undertaken and included in an updated Travel Plan, as appropriate.

Proposed Targets

6.2 Initial modal split proportions for staff are shown in **Table 11**. The results identify a 33.5% modal share of single occupancy car journeys, however the site assessment details in **Section 3** confirm that there are exceptional opportunities to walk and cycle and use public transport when travelling to/from the site.

6.3 Whilst details of the future staff travel behaviours are currently unknown, an initial target of achieving a 10% reduction in single occupancy car journeys has been set. This is considered realistic at this stage prior to baseline surveys being carried out based upon the likely modal split at the site. Nevertheless, this figure can be updated as the Travel Plan progresses. **Table 13** shows how this target could be achieved by displacing a proportion of single occupancy car trips into other modes.

Table 13: Revised Estimated Modal Split After 10% Reduction in Traffic

Travel Mode	Existing Mode Share	Proposed Mode Share (% Change)
Driving Car or Van	33.5%	30.1% (-3.4%)
Public Transport	48.2%	50.6% (+2.4%)
Walking and Cycling	13.9%	14.7% (+0.8%)
Car Share	4.5%	4.7% (+0.2%)
Total	**100%**	**100%**

Secondary Targets (all modes)

6.4 **Objective 2** the Travel Plan (see Table 1) will be to achieve a 100% Travel Plan awareness across the development. Hence, every member of staff will be aware of the objectives of the Travel Plan, the opportunities that are available to travel to work and travel options for all types of journeys. This information will be provided to all staff prior to occupation.

6.5 By making staff and visitors aware of the Travel Plan, it is anticipated that all users within the development will gain a better understanding of how their travel choices impact society, what they can do to change their travel patterns and what benefits they could gain from using more sustainable modes of transport.

7. MEASURES AND INCENTIVES

Introduction

7.1 Prior to setting out the measures proposed to achieve the Travel Plan targets, it is worthwhile highlighting that there are practicalities in the operation of employment developments that should be recognised. For example, the nature and hours of operation and the variety of shift patterns, will have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work. Staff will be more inclined to use their cars to travel to and from work if they are travelling late at night/after dark.

7.2 Furthermore, staff may choose their travel to work mode to fit around other commitments, such as picking their children up from school etc. This will again have a significant effect on the travel mode that each member of staff chooses to use to travel to and from work.

7.3 Therefore, measures and incentives proposed in this Travel Plan have been carefully considered to address the needs of the staff who travel both inside and outside the peak hour periods.

7.4 The end occupiers of the building will each be responsible for producing their own Travel Plan, adopting, and expanding on the guidance within this Framework Travel Plan, specific to the individual end user occupying the building. The respective Travel Plan for each end user would be implemented within three months of the first occupation of the building and shall be maintained for five years from the first occupation.

7.5 To provide accurate and clear timescales for the implementation of each end users Travel Plan, its associated measures, incentives, and targets are linked to the redevelopment occupation of the building.

- Immediate measures refer to those that will be implemented prior to the occupation of the newly redeveloped building;
- Short term measures refer to those that will be implemented during the first six months of occupation of a development plot, and
- Medium term measures refer to those that will be implemented between six and twelve months of occupation of a development plot.

7.6 The measures relate to the potential for reducing the need to travel, and where travel is necessary, promoting and increasing travel by sustainable modes, amongst all staff, visitors, and deliveries. The methods for implementing, monitoring, and reviewing the success of these measures are detailed in **Section 8**.

7.7 This section details the measures that could be implemented. Implementation of measures will be managed and monitored by the individual Travel Plan Co-ordinators.

Measures and Incentives – Promotion and Awareness Raising

7.8 The site is accessible to pedestrian, cycle, and public transport users. Therefore, the Travel Plan will focus on the promotion of the existing travel opportunities to and from the site. It is essential that the travel opportunities be clearly highlighted and promoted to all employees and visitors, in order to allow people to choose alternative modes of travel.

TP1: Appointment of Travel Plan Co-ordinator

7.9 Measure: For each end user of the building an individual Travel Plan will be created, the first stage will be the appointment of a Travel Plan Co-ordinator (IMMEDIATE). The role of the Travel Plan Co-ordinator is detailed in **Section 8**.

7.10 The Travel Plan Co-ordinator has responsibility for the management and implementation of the process of engaging with future staff and visitors to the site as part of the commitment to the Travel Plan process.

TP2: Travel Welcome Pack

7.11 Measure: Each Travel Plan will also be promoted to any new staff, as part of the interview process, and with any formal job offer (IMMEDIATE).

7.12 All staff will be provided with detailed information about the transport facilities to and from the site through Travel Welcome Packs issued by the Travel Plan Co-ordinator prior to them starting their employment. (IMMEDIATE). The content of the welcome pack will include:

- Pedestrian and cycle route map, with key locations (such transport interchanges, local facilities, short-cuts etc) and the distances and journey times to key destinations;
- Information on the local bus routes, service timetables, stop locations, and fares;
- Contact details for the Travel Plan Co-ordinator;
- Information on any incentives available to encourage employees to travel sustainably, and how employees can obtain these incentives (see below);
- Public transport information, including a bus, tram and train route map and the latest timetable information. The Welcome Pack will also include full details of the range of tickets available;
- Advertise journey planning websites, such as www.nationalrail.co.uk which provide up to date timetable and route information as well as journey times, costs modal interchange advice;
- Contact details and a location map showing local car hire and taxi companies; and
- Advertise details of relevant car share schemes
- Include details of offsite parking.

7.13 The Travel Plan Co-ordinator will also make themselves available to provide personalised travel advice to the employees if required. (IMMEDIATE).

TP3: Travel Information Boards and General Travel Plan Awareness

7.14 Measure: After initial communication, the awareness raising process will be maintained through notice boards within the building and on the occupier's intranet page. (IMMEDIATE). This will allow the information to be seen by all staff and, where appropriate, visitors. The Travel Plan Co-ordinator will be responsible for ensuring that the information is kept up to date.

7.15 The Travel Plan Co-ordinator will investigate running their own promotional Travel Plan events, such as 'Bikers Breakfast' for anyone who cycles to work, or car sharing events, to publicise car sharing and highlight the social element. These events will be advertised on the Travel Information Boards and can be run in conjunction with other units across the site (CONTINUOUS).

7.16 To encourage walking and cycling the health benefits of travelling by these modes would be published on the staff notice boards / intranet page (SHORT TERM).

7.17 The notice boards / intranet page will also display information produced for the welcome packs including a pedestrian and cycle route map and information on the local bus routes, service timetables, stop locations, and fares (SHORT TERM).

7.18 The Travel Plan and possible modes of sustainable travel will also be introduced to any visitors to the development. This will be achieved by providing information detailing how they can reach the site by sustainable modes through the company's website and promotional literature (SHORT TERM).

7.19 By implementing the above measures, all staff and visitors will have the necessary information about the local pedestrian and cycle routes, and public transport services, to allow them to realistically consider the use of these modes of travel.

Measures and Incentives – Encouraging Other Modes

TP4: Provision of Cycle Facilities

7.20 Measure: Parking for cycles will be provided on the site as part of the development proposal for the Renold Building and the use of the spaces will be monitored to ensure that sufficient spaces are provided (IMMEDIATE).

7.21 To encourage cycle travel staff showers and changing facilities should be provided subject to the requirements of each occupier during the fit-out process for each unit (IMMEDIATE).

TP5: Cycle to Work Scheme

7.22 Measure: The occupier will investigate implementing a cycle to work scheme where employees will be able to enter into a salary sacrifice scheme for employees in order to purchase a bike at a discount (IMMEDIATE).

TP6: Personalised Travel Planning

7.23 Measure: All employers will offer personalised travel planning to all staff, to be undertaken by the associated travel plan coordinator (IMMEDIATE).

Measures and Incentives – Management

TP7: Travel Surveys and Travel Plan Management

7.24 Measure: Annual surveying of staff travel patterns, in the form of travel surveys, will also maintain Travel Plan awareness. This is detailed further in **Section 8**.

7.25 Also detailed in **Section 8** is the travel plan management strategy for this development.

Reducing the Need to Travel

TP9: Reducing the need to travel.

7.26 Measure: Where possible technology will be used to enable staff to work from home with potential for telephone and video conferencing facilities to aid the reduction of travel to customers, suppliers, and partners.

7.27 The end users of the building will consider the use of flexitime working for desk-based staff. This can relieve pressure on the road network at peak times and may also allow staff to use sustainable travel with other commitments.

8. IMPLEMENTATION AND MONITORING

Implementation

8.1 The Framework Travel Plan establishes a structure within which individual Travel Plans for each occupier of the building will be required to be prepared and operate.

Travel Plan Co-ordinators

8.2 In order to implement the individual Travel Plans, each occupier will appoint a Travel Plan Co-ordinator. The Travel Plan Co-ordinator will be responsible for the implementation and maintenance of the Travel Plan for their respective operation including all promotion, consultation, monitoring and review. In addition, they will investigate and identify specific initiatives to achieve the targets of the Travel Plan on an ongoing basis.

8.3 The role will require part time involvement and the role will be appointed from when construction of the building is complete for a period of five years. Hence, the initial implementation of the Travel Plan would involve a time commitment from each Travel Plan Co-ordinator prior to the occupation and during the first few months of occupation of the building as they undertake the tasks set out in **Section 5** of this Framework Travel Plan.

8.4 They would need to invest further time once per year to undertake and analyse the travel survey results. However, on a day-to-day/week-to-week basis administering the Travel Plan would not be a time intensive task.

8.5 As the Travel Plan Co-ordinator will be the key point of contact for the Travel Plan, their name, company address, and telephone number will be provided to the Site Wide Travel Plan Co-ordinator who will pass this on to the local authority, as soon as they are appointed. The occupier will ensure that the role receives appropriate senior management support.

Monitoring

8.6 The majority of measures to reduce car use. Sustainable transport initiatives will be in place prior to, or soon after occupation of the building. This will allow people to assess the potential to travel by alternative transport modes and allow a sustainable travel culture to emerge from the outset.

8.7 To ensure consistency across the development site, the surveys would be coordinated by the each Travel Plan Coordinator.

8.8 The surveys would help to determine the travel patterns for each occupier at the development, the uptake of the measures and incentives proposed in the Travel Plan and help identify any further measures that need to be investigated and proposed.

8.9 The monitoring program will also include the following 'hard' data recorded at 12 monthly intervals:

- Usage of cycle parking (number of occupied stands).
- The take-up of the tax free bicycle purchase scheme for employees.
- The uptake of any of the incentives offered by the TPC's.
- Demand for changing, locker and showering facilities.
- Demand for car share scheme.
- Informal comments made by employees regarding the operation of the Travel Plan.

8.10 The results of the questionnaire surveys and data collection will be summarised by the individual Travel Plan Co-ordinators.

8.11 From first occupation until a period of five years redevelopment of the building is completed, each year during a neutral month, the Sustainable Travel Plan Co-ordinator will organise a five-day automatic traffic count (ATC) at the site access junctions, in order to determine the number of vehicle arrivals and departures during the peak hour periods on an average week for the full site.

8.12 The Travel Plan Co-ordinator would summarise the findings into one complete Initial Monitoring Report for submission to Manchester City Council for agreement.

8.13 The report would confirm the modal splits of users at the overall development, and the peak hour vehicle traffic generation of the site. This would be analysed against the targets, as detailed in **Section 6**. From this, the targets would be amended/agreed and further measures introduced following feedback from the surveys.

Annual Monitoring Report

8.14 The year after the submission and agreement of the Initial Monitoring Report and every 12 months throughout the operational period of the travel plan of the site, an Annual Monitoring Report would be prepared by the Travel Plan Co-ordinator and issued to Manchester City Council. The report will be structured as follows:

- Introduction & Background – name of occupiers, number of staff employed, working hours, number of parking spaces etc.
- Results of surveys – detail of the results of the surveys that have been undertaken against indicators defined in the Framework Travel Plan.
- Description of work undertaken over the past 12 months with evidence and examples.
- Problems and issues encountered – detail of any problems encountered in implementing the Travel Plans, and any issues that have not yet been resolved.
- Specific measures from Travel Plans – detail how the measures from the Travel Plans have been implemented in terms of infrastructure, policy and promotion for each specific travel mode and strategy (walking, cycling, public transport, car sharing, general measures, working practices etc), with evidence of how each measure has been implemented.
- Summary – detail whether the site is on track to meet targets.

- Plan for next 12 months – detail of any specific outcomes or desired results.

8.15 The aim of the Travel Plan would be to reduce peak hour car use associated with the development. The Travel Plan would need to be reviewed annually, via the monitoring report so that the overall targets can be monitored, and appropriate improvements made.

9. ACTION PLAN

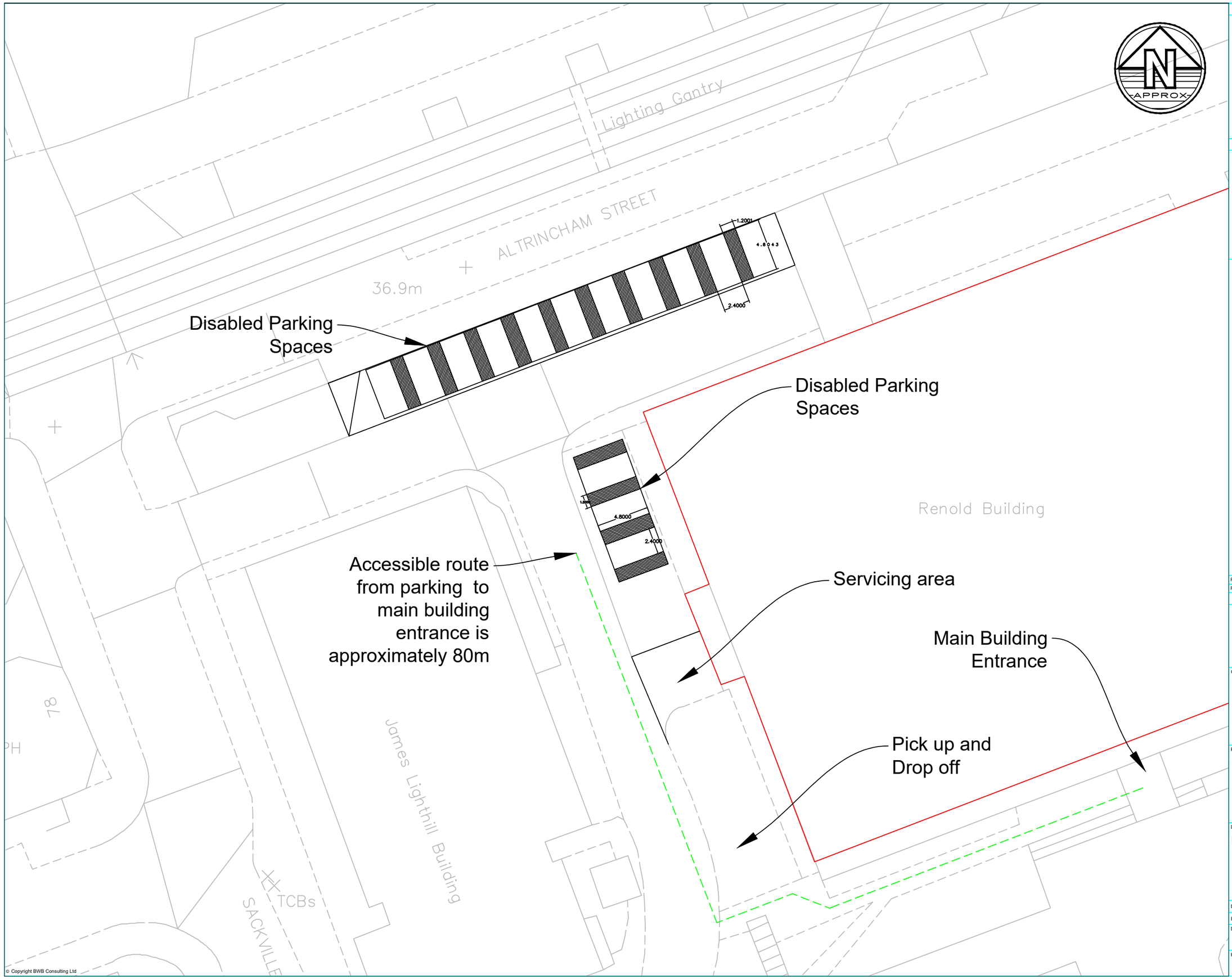
9.1 In order to achieve the objectives of this Travel Plan, the below Action Plan shown in **Table 14** summarises the programme and responsibilities for delivering the proposed measures.

Table 14: Action Plan

Proposed Measures & Actions		Timetable for Implementation
Initiating the Travel Plan	Preparation of Travel Plan to outline measures to be taken forward	Completed
	Appointment of TPC – End user to provide adequate funding to support role of the TPC, subsequent monitoring surveys and implementation of any measures for a minimum of five years,	Prior to Occupation
Information Provision	Preparation of Travel Welcome Packs	Prior to Occupation
	Distribution of Travel Welcome Packs	On occupation and ongoing
	Prepare an information pack for the noticeboard at reception / on the intranet of each end user	On occupation and ongoing
	Update Transport Information	Ongoing
	Travel Plan update newsletter	Periodically/annually
	Offer staff with the possibility of obtaining discounted/free bus/tram tickets	Within Welcome Pack on occupation
General Promotion of Sustainable Travel	Provide location/contact details within Travel Welcome Packs of local amenities such as retail shops, public transport stops, restaurants/pubs/takeaways that are likely to be used by staff on a regular basis	On occupation
	TPC to promote and actively encourage participation in national events, such as national Walk to Work week (April); Bike Week (June); Green Transport Week (June/July); and Liftshare Week (October)	Ongoing
Promotion of Walking	Provide maps and information on walking routes, including key destinations and public transport links	On occupation
	Promote the health benefits of walking	On occupation
	Promote the concept of walking groups	On occupation
	Highlight facilities within 2km of the site	On occupation
Promotion of Cycling	Provide maps and information on local cycle routes	On occupation
	Offer staff with the option to sign up to the national cycle2work scheme	On occupation
Promotion of Public Transport	Provision of public transport information to staff with a summary of local bus services and bus stop locations	On occupation
	Provision of up-to-date timetable information to all staff	On occupation

Promotion of Car Sharing	Inclusion of car sharing information in Travel Welcome Packs	On occupation
	Promotion of the car share website	On occupation
Proposed Measures & Actions		**Timetable for Implementation**
Monitoring, Evaluation and Marketing	Baseline travel survey agreed with MCC and completed by TPC using industry-standard compliant survey methodology.	Within three months of initial occupation
	Detailed Travel Plan to be prepared which includes the results of travel surveys and finalises targets. To be submitted for approval by the planning authority	Within one month of receiving baseline survey results
	Undertake annual surveys for a period of 5 years of initial occupation of each unit following baseline surveys being undertaken to establish changes in travel patterns/modal split and quantify achievements	Within the same month for a period of 5-years
	Review modal split and identify measures/remedial actions to implement where appropriate	Annually
	Produce Monitoring Reports and distribute to MCC	Annually
	Publicise results and progress	Within one month of receiving annual surveys
	Review and update Action Plan	Following survey results

DRAWINGS



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Notes

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2. This drawing is to be read in conjunction with all relevant architects, engineers and specialists drawings and specifications.
3. All dimensions in millimetres unless noted otherwise. All levels in metres unless noted otherwise.
4. Any discrepancies noted on site are to be reported to the engineer immediately.

Key Plan

Legend

Rev	Date	Details of issue / revision	Drw	Rev
P1	28.11.24	PRELIMINARY ISSUE	JA	JA

Issues & Revisions

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Client

BRUNTWOOD SCITECH

Project Title

RENOLD BUILDING, SACKVILLE STREET, MANCHESTER

Drawing Title

Indicative Location of Disabled Parking Spaces

Drawn:	J. Ashton		Reviewed:	J. Ashton	
BWB Ref:	232704	Date:	28.11.24	Scale@A3:	N/A

Drawing Status

PRELIMINARY

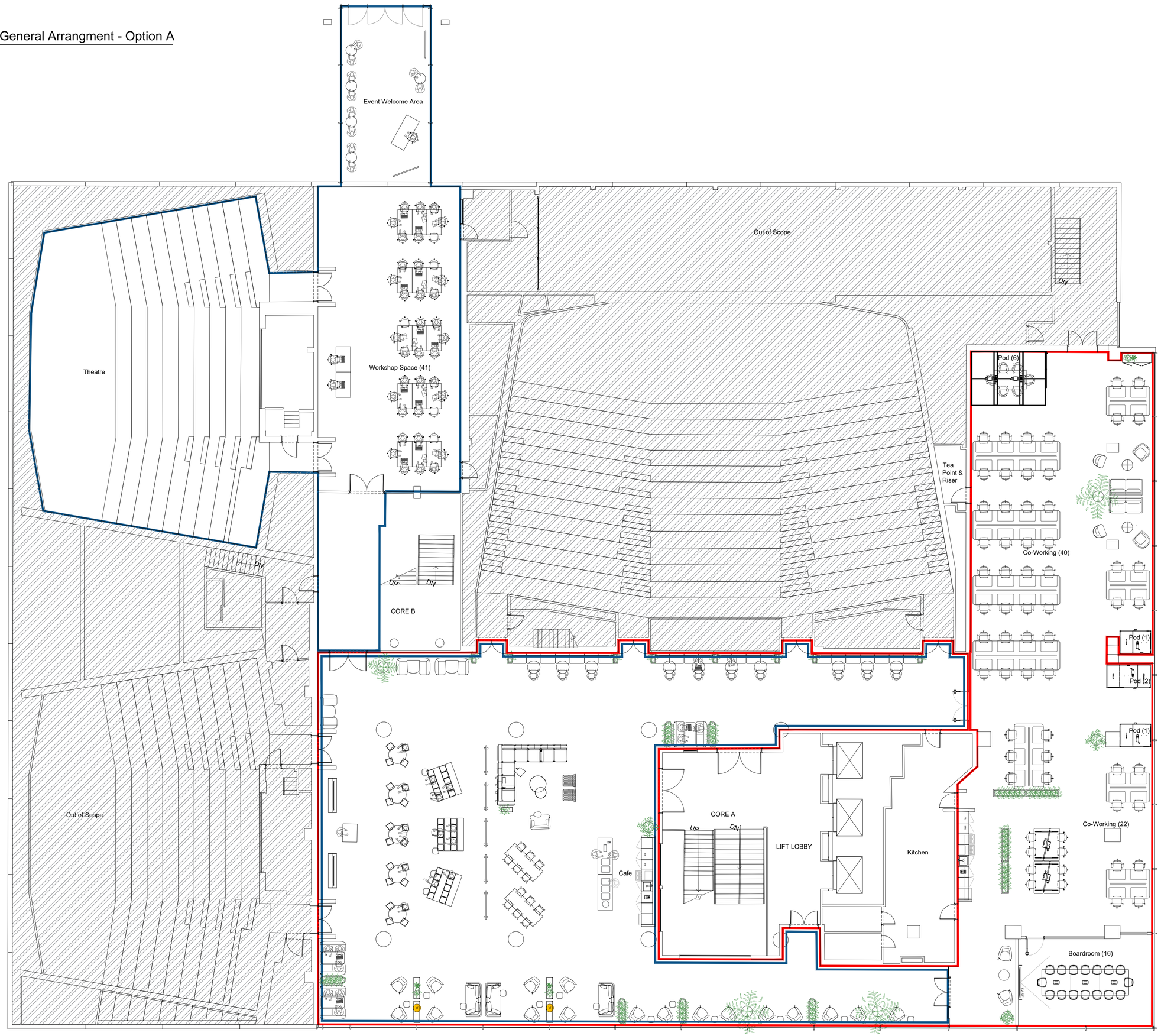
Project - Originator - Zone - Level - Type - Role - Number	Status	Rev
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APPENDICES

Appendix 1: Site Layout

(SK) UG General Arrangment - Option A

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Total Co-Working
62nos

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KEY

- Denotes area in original scope
- Denotes area in addition to original scope
- Denotes area as option locations for Hub

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IDM Bruntwood

Project:
IDM Renold

Drawing Title:
UG General Arrangement - Option A

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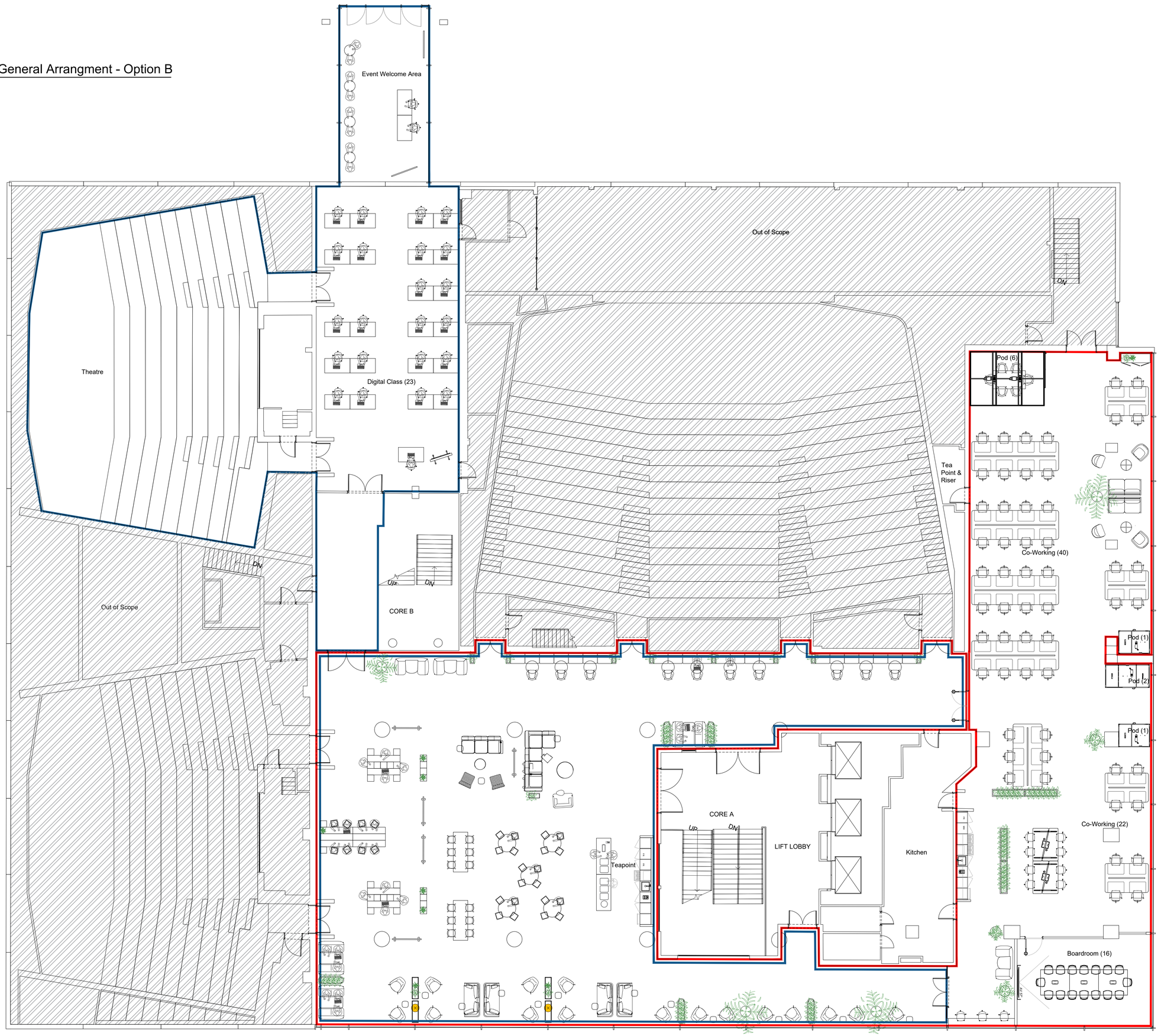
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(SK) UG General Arrangment - Option B

1:100



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IDM Bruntwood

Project:
IDM Renold

Drawing Title:
UG General Arrangement - Option B

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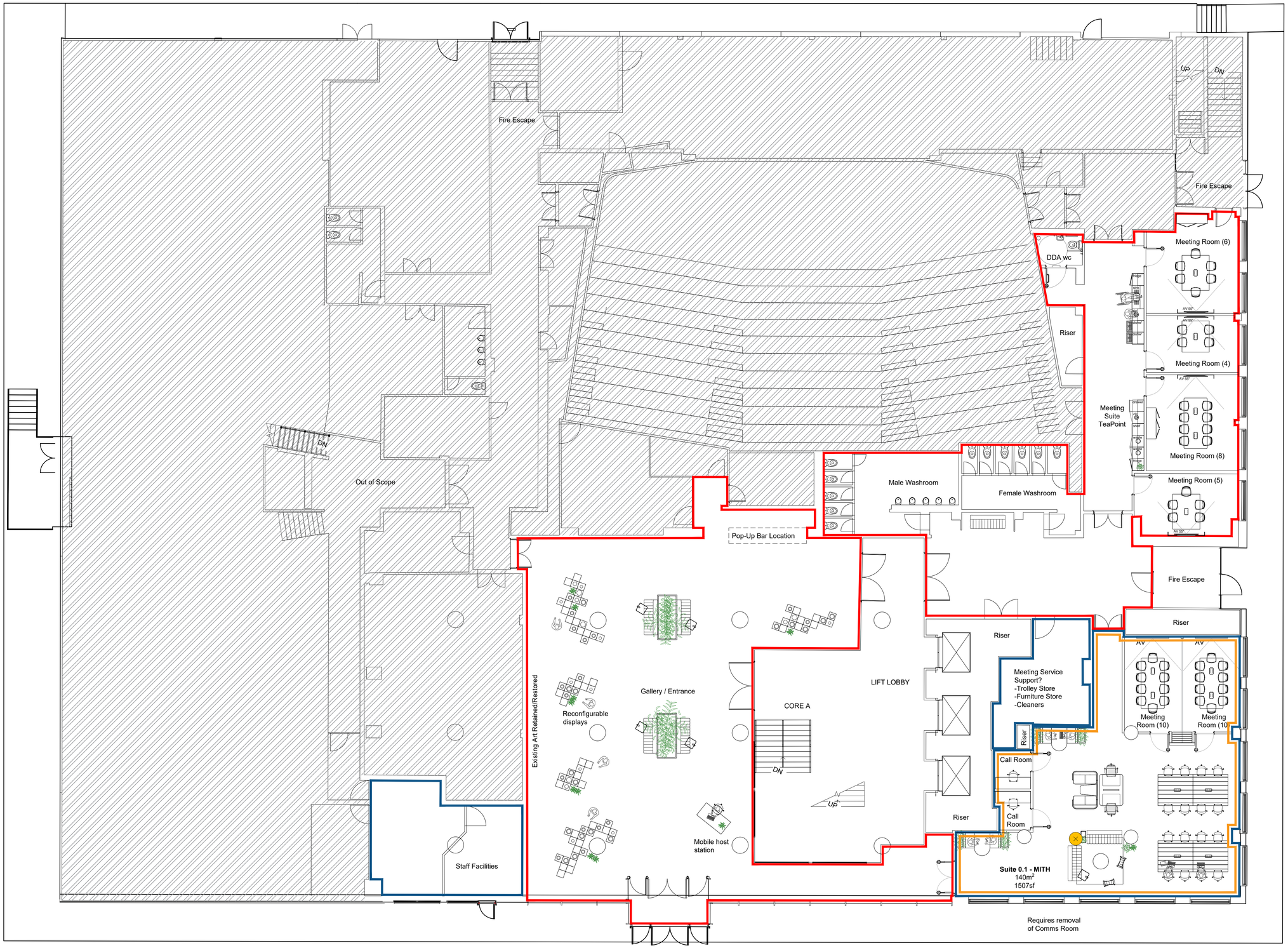
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- Denotes area in addition to original scope
- Denotes area as option locations for Hub



(SK) LG General Arrangment - Option B
1:100

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Project: IDM Renold
Drawing Title: LG General Arrangement - Option B
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Appendix 2: Example Travel Plan Survey

EXAMPLE TRAVEL PLAN SURVEY

STAFF TRAVEL SURVEY:

1. Home Postcode

.....

2. Gender

Male ☐
Female ☐

3. Usual Place of Work

.....

(Include this question if your organisation operates from several office locations)

4. Age

☐ Under 20 years

☐ 30 - 39 years

☐ 20 - 24 years

☐ 40 - 49 years

☐ 25 - 29 years

☐ 50 years +

5. Do you have a disability which affects your travel arrangements?

☐ Yes
☐ No

6. What are your normal work starting and finishing times? *Please tick one AM and one PM box only.*

☐ 0730 - 0800
☐ 0800 - 0830
☐ 0830 - 0900
☐ 0900 - 0930
☐ 0930 - 1000
☐ 1600 - 1630
☐ 1630 - 1700
☐ 1700 - 1730
☐ 1730 - 1800
☐ 1800 - 1830

Other (please specify)

.....

(This question may only be appropriate to organisations that operate a flexi-time system of

working).

7. Is your work:
☐ Part time
☐ Full time

8. How do you mostly travel to work?

☐ Bus Foot
☐ Bicycle Motorbike
☐ Car driver Train
☐ Car passenger Other (please specify)
.....

9. Which of the following do you occasionally use to get to and from work instead of your usual form of transport?
☐ Bus
☐ Bicycle
☐ Car driver
☐ Car passenger
☐ Foot
☐ Motorbike
☐ Train
☐ No alternative used

10. How far do you travel to work?

☐ Up to 1 mile
☐ Over 1 mile and up to 2 miles
☐ Over 2 miles and up to 4 miles
☐ Over 4 miles and up to 10 miles
☐ Over 10 miles and up to 20 miles
☐ Over 20 miles

11. Would any of the following changes encourage you to cycle to work?

☐ YES
☐ NO

If YES, please tick the measure that your consider would be most effective.
If you have already cycled to work, which measure(s) would you most like to see?

☐ Improved cycle paths on the journey to work
☐ Improved cycle parking at workplace
☐ Improved cycle changing facilities & lockers at work
☐ Arrangements to buy a bicycle at a discount
☐ Improved availability of pool cars at work
(Other reasons can be added as required).

12. Would any of the following changes encourage you to use public transport for your journey to work?

☐ YES
☐ NO

If YES, please tick the measure you consider most effective. ***If you***
If you have already travelled to work by public transport, which measure(s) would you like to see?

☐ More direct bus routes
☐ More frequent bus service
☐ Better lighting at bus shelters & on workplace footpaths
☐ Discount tickets/passes available at work
☐ More convenient bus drop off points
☐ Better connection to work from the station
☐ Better connection from home to the station
☐ Improved public transport information
☐ Improved availability of pool cars at work.
(Other reasons can be added as required).

PLEASE COMPLETE QUESTIONS 13 TO 18 IF YOU USE A CAR TO GET TO WORK.

13. What is your main reason for using a car to get to work? Please tick one box only.

☐ Car required to perform job
☐ Dropping/collecting children
☐ Get a lift
☐ Health reasons
☐ Lack of an alternative
☐ Convenience
(Other reasons can be added as required).

14. If you travel to work by car, do you ever use it for work related journeys?

☐ YES
☐ NO

15. Where do you usually park at your main workplace?

☐ At worksite
☐ Free parking in nearby car park
☐ Free parking in nearby street
☐ Paid parking in nearby street
☐ Paid parking in nearby car park

16. Would you be prepared to car share?

☐ Yes
☐ No
If your answer is no, please say why:
.....

17. Would any of the following encourage you to car share?

☐ YES
☐ NO

If YES, please tick the measure that you consider most effective.

☐ Help in finding car share partners with similar work patterns
☐ Free taxi home if let down by car driver
☐ Reserved parking for car sharers
☐ Improved availability of pool cars at work

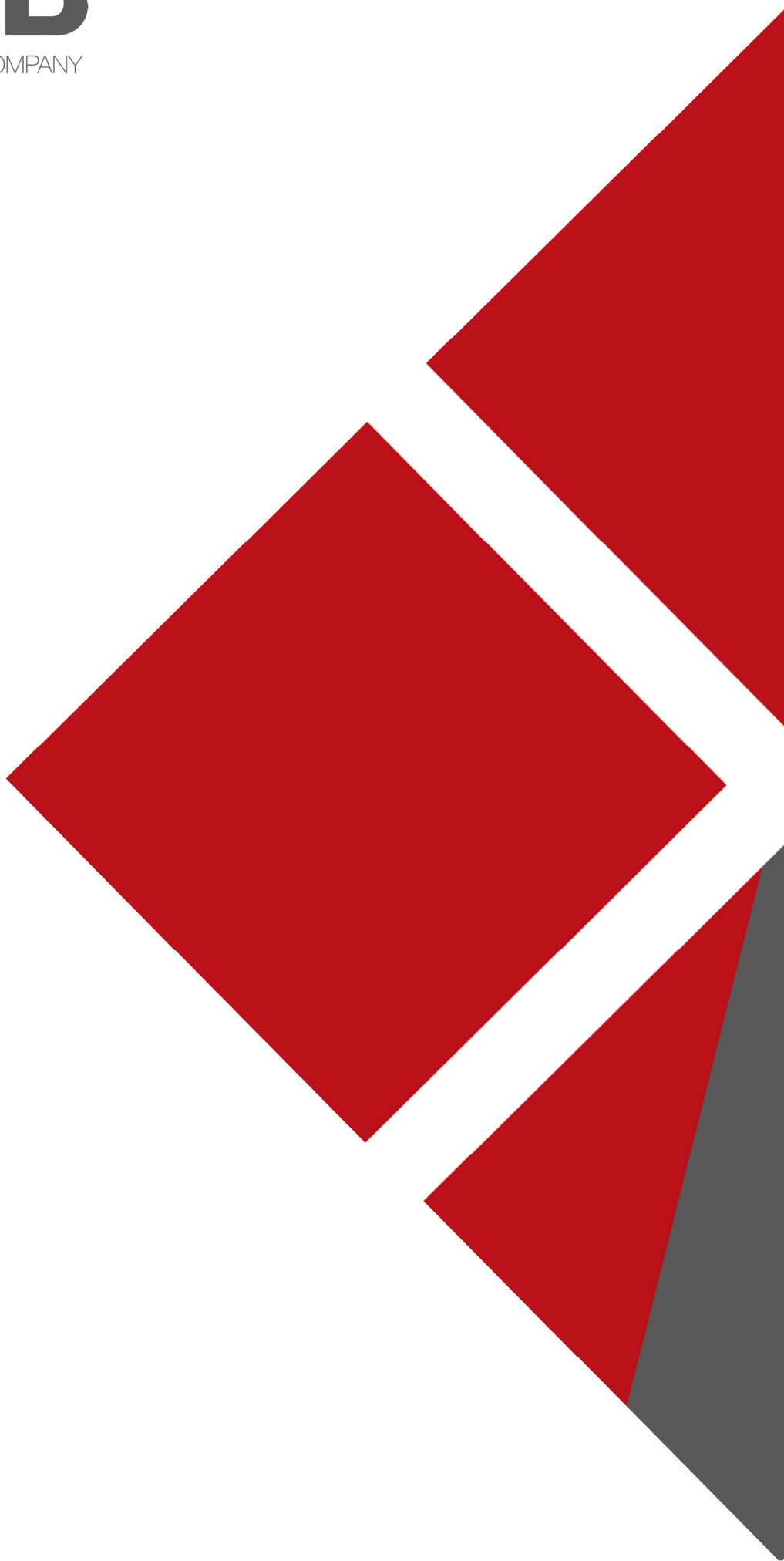
18. Do you have any further comments regarding commuting and other work related journeys?

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Thank you for your co-operation. Please be assured that all your answers remain confidential. Please return this form to the Travel Co-ordinator
by .....

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