

Manchester City Council

**FACTORY, ST JOHN'S,
MANCHESTER**

Framework Travel Plan

VN60596

April 2018

REPORT CONTROL

Document: Travel Plan

Project: Factory, St John's, Manchester

Client: Manchester City Council

Job Number: VN60596

File Origin: N:\Vectos Job Data\2016\VN60596 The Factory\Docs\Reports\Revised Application\TP\Factory Travel Plan V11 24.04.18.docx

Document Checking:

Primary Author	Agnieszka Szewczak	Initialled:	AS
-----------------------	--------------------	--------------------	----

Contributor	Peter Jones	Initialled:	PJ
--------------------	-------------	--------------------	----

Review By	Gareth Davis	Initialled:	GD
------------------	--------------	--------------------	----

Issue	Date	Status	Checked for Issue
9	18.05.17	V9	GD
10	28.09.17	V10	GD
11	24.04.18	V11	GD

CONTENTS

1	INTRODUCTION	1
1.1	Introduction	1
1.2	Site Context	1
1.3	Site Description	1
1.4	Development Proposals.....	2
1.5	About a Travel Plan	3
1.6	Relevant Guidance	3
1.7	Travel Plan Aims.....	5
1.8	Travel Plan Benefits.....	7
1.9	Plan Administration.....	8
1.10	Scope of This Report.....	8
2	SUPPORTING TRANSPORT INFRASTRUCTURE.....	9
2.1	Travel Infrastructure.....	9
2.2	Parking.....	11
3	SUSTAINABLE ACCESS PROVISION BY MODE.....	13
3.1	Introduction	13
3.2	Accessibility by Walking.....	13
3.3	Accessibility by Cycle	17
3.4	Accessibility by Public Transport	20
3.5	Metroshuttle.....	21
3.6	Scheduled Bus Services.....	22
3.7	Accessibility by Rail	23
3.8	Accessibility by Metrolink.....	23
4	EMPLOYEE ACTION PLAN	26
4.1	Introduction	26
4.2	Factory Website Travel Information.....	26
4.3	New Employee 'Welcome Pack'	26
4.4	Travel Information Boards	27
4.5	Promotion of Travel Plan	28
4.6	Travel Surveys/Database	28
4.7	Walking Measures.....	29
4.8	Cycling Measures.....	30
4.9	Public Transport Measures	33
4.10	Car Use	35
4.11	Motorcycles and other Powered Two Wheelers	36

4.12	Initiatives by Others.....	36
5	VISITORS ACTION PLAN	37
5.2	Walking	37
5.3	Cycling	38
5.4	Parking	38
5.5	Public Transport Information for Visitors	39
5.6	Coach Transport.....	40
5.7	Taxis	41
6	TRAVEL SURVEYS	42
7	TARGET SETTING	43
7.1	Travel Targets	43
8	TRAVEL PLAN IMPLEMENTATION AND MONITORING	45
8.1	Introduction.....	45
8.2	Travel Plan Implementation	45
8.3	Monitoring.....	46
8.4	Travel Plan Progress Report	46
	DRAWINGS.....	1

DRAWINGS

Dwg MF- OMA- XX- XX- DR- A- 01_0002 Redline Plan

Dwg MF- OMA- XX- GF- DR- A- 10_0100 Ground floor level

Dwg MF- OMA- XX- L1- DR- A- 10_0120 Viaduct Level

Dwg VN70930-101E

Dwg VN70930-102B

Dwg NHE_127523-5804-OCD-WPA-DDR-A-100-350

Dwg NHE_127523-5804-OCD-WPA-DDR-A-100-351

Dwg VN50436-G108

APPENDICES

Appendix A

Example Staff Welcome Pack

Appendix B

Example Travel Questionnaire

1 INTRODUCTION

1.1 Introduction

- 1.1.1 Manchester City Council has commissioned Vectos North to prepare a Framework Travel Plan to support a planning application for Factory. Factory will be a landmark arts development where the widest range of art forms would be made and presented.

1.2 Site Context

- 1.2.1 Factory forms part of the St. John's Masterplan area in Manchester City Centre. St. John's comprises the former ITV Quay Street estate in Manchester City Centre. The site was acquired in March 2014 by Manchester Quays Limited (MQL), a joint venture between Allied London and Manchester City Council and is the subject of long term regeneration proposals that involve both conversion of existing buildings and redevelopment of other plots to create a new neighbourhood of the City.
- 1.2.2 The redevelopment of the site is supported by the St. John's Masterplan and Strategic Regeneration Framework (SRF), which were formally adopted by Manchester City Council's Executive Committee in February 2015. An update to the SRF was endorsed by Manchester City Council's Executive Committee in January 2017. The location of the site as the red-line plan is shown as **Dwg MF- OMA- XX- XX- DR- A- 01_0020**.

1.3 Site Description

- 1.3.1 The proposals relate to an area located within the south-western part of the St. John's Masterplan, on a site broadly bounded by the River Irwell and surface car parking (currently in use for construction of the Ordsall Chord) to the west, Grape Street and the Bonded Warehouse to the east, the Museum of Science and Industry (MSI) complex, including the 1830 Warehouse (Grade I Listed) to the south and Water Street and surface car parking to the north.
- 1.3.2 The site is approximately 1.80 ha and is currently occupied by surface car parking, the Starlight theatre and a number of structures and buildings associated with the formerly use by ITV for filming and events, Water Street and the Grade II Listed Colonnaded Railway Viaduct (in part), which was also in use by ITV for filming and storage.

- 1.3.3 The area around the Site is defined by a mix of leisure, commercial and residential uses including Spinningfields to the north, the Great Northern Warehouse and Deansgate to the east and MSI to the south. It is also situated 750m from the Deansgate / Castlefield Metrolink stop and a range of bus and Metroshuttle services.
- 1.3.4 Nearby listed buildings include the 1830 Warehouse (Grade I Listed), as well as the former Liverpool Road Station Master's House (Grade I Listed) and the Railway Bridge over the River Irwell (Grade I Listed) to the south, the MSI Warehouse to the east (Grade II Listed).
- 1.3.5 The site is located with the Castlefield Conservation area and approximately 500m to the west of the St John Street Conservation Area.

1.4 Development Proposals

- 1.4.1 The St John's development aims to create 'a mixed-use neighbourhood that brings together enterprise, innovation, culture, entertainment and leisure, in a unique living environment in the heart of the city'. Factory aims to support that by creating a landmark arts development where the widest range of art forms would be made and presented.
- 1.4.2 The proposals involve the demolition of the Starlight theatre, existing workshop and other structures and perimeter wall, removal of four existing trees, and alterations to the Grade II Listed Colonnaded Railway Viaduct. This will facilitate the development of a new flexible arts space to be used for a range of activities including theatre, music, dance, art, other performance-related events and conferences (Sui Generis). Ancillary facilities will be located on the site and will include retail and bar uses, offices, administrative and back of house functions, training and educational facilities, servicing and access arrangements, highways works, creation of new public realm, cycle parking, provision of new plant and associated works.
- 1.4.3 The maximum capacity of the publicly accessible spaces located inside the development is as follows:
- Warehouse – 5,000 standing.
 - Theatre – 1,520 seated or up to 2,090 seated/standing.

1.4.4 The Factory Layout at ground floor and Viaduct level is shown in the following drawings:

Dwg MF- OMA- XX- GF- DR- A- 10_0100 for the Ground floor level

Dwg MF- OMA- XX- L1- DR- A- 10_0120 for the first floor Viaduct Level

1.4.5 Factory expects to attract in excess of 500,000 paying attenders per year. The larger events are expected to attract people that would travel from national and international locations and stay overnight either in the St John's hotels or elsewhere in the City.

1.4.6 Factory would employ around 125 permanent staff, plus 15 apprentices, plus the engagement of temporary staff to facilitate events.

1.4.7 The application for the Factory is also supported by a Transport Assessment describing the accessibility of the site by all transport modes.

1.5 About a Travel Plan

1.5.1 This document is a Framework Travel Plan which sets out aims and objectives for a full Travel Plan that will be implemented upon occupation. A Travel Plan is effectively a combination of information, proposals and incentives designed to use most effectively the different means of travel available to staff. Visitors to Factory are considered as they will be presented with information through the website and ticketing promotions but they are not specifically surveyed as their travel behaviour for events is bespoke to each occasion.

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

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

1.6 Relevant Guidance

1.6.1 Vectos has reviewed the www.travelplans.org.uk website, which provides assistance on how to develop and implement an effective travel plan both in Greater Manchester and across the UK.

- 1.6.2 Additionally, to the above, the Department for Transport (DfT) best practice guidance on TPs has been reviewed, which includes 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' published in April 2009.
- 1.6.3 The guidance explains how *"we often need to meet the demands of population and economic growth whilst simultaneously reducing our impact on the environment"* and identifies that *"The benefits of increases in sustainable travel, in particular cycling and walking, can extend beyond reduction in CO₂ emissions and climate impacts, and include tackling congestion, tackling obesity and health issues, reducing social exclusion and improving quality of life"*.
- 1.6.4 The document sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*
- 1.6.5 The Guidance states that *"Travel Plans should involve the development of agreed explicit outcomes linked to an appropriate package of measures aimed at encouraging more sustainable travel, with an emphasis on reducing single occupancy car use..."* and;

"a Travel Plan should seek to establish clear outcomes to be achieved in relation to access and set out all the measures to be implemented in detail, including an action plan, timescales, targets and responsibilities for implementation, monitoring and review".
- 1.6.6 It is made clear in the document that Travel Plans should focus on achieving the lowest practical level of single occupancy vehicle trips to or from a site and widening the use of other travel modes and assist in the wider aims of encouraging sustainable travel, improving health, reducing congestion, energy consumption and pollution. For a Travel Plan it advises *"needs to address all the journeys that may be made to and from a site"*.
- 1.6.7 The guidance also specifies that *"It is important to note that Travel Planning should be developed as one of the means of delivering an area's sustainable transport strategy. Travel Planning should feature in the policy framework and implementation programmes of Regional Spatial Strategies and Local Development Frameworks"*.

1.7 Travel Plan Aims

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

1.7.2 The specific objective of the Travel Plan is to encourage the continued use of means of transport other than the private car and reduce single person car trips in the interests of supporting sustainable transport policies.

1.7.3 The main aim of the Travel Plan strategy is to reduce the environmental impact of travel to the site. Other aims of the strategy are as follows:

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

1.7.4 Given the different nature and frequency of journeys made by staff and visitors the Travel Plan will look to inform both sets of travellers on the most sustainable transport options available. However, staff will also benefit from additional interventions to influence their travel behaviours.

1.7.5 The principle measures outlined in the Travel Plan are as follows;

- Ensuring the availability of travel information via the website and within promotional material;
- Provide up to date travel information via the website/staff intranet and in public areas;
- Present New Employee Starter/ Welcome Travel Packs;
- Creation of a travel database;
- Provide Travel Plan Notice Boards in staff areas;
- A sustainable car parking strategy;
- Set up a car share club;
- Provision of Cycle Facilities;
- Promote a Cycle User Group;
- Promoting sustainable travel by visitors;
- Tie in/promote National Sustainable Travel Events.

- 1.7.6 As the development is not yet built and operational this document will be a Framework Travel Plan which provides an outline for the preparation of a Full Travel Plan. The occupiers of Factory development will develop their own bespoke Travel Plan under the umbrella of this Framework Travel Plan.
- 1.7.7 Occupiers of Factory will engage with their staff to undertake travel surveys and may develop their own initiatives. Full Implementation Travel Plans will be submitted within 6 months of occupation and will demonstrate the strategy that the occupier is taking to assist the wider aims of sustainable transport.

1.8 Travel Plan Benefits

Benefits to organisation

1.8.1 A strong Travel Plan can reduce the car use of the organisation significantly by encouraging employees to use alternative modes of transportation, which can help company to:

- Reduce organisations costs associated with transport (including staff expenses, car parking charges or fleet managements cost);
- Reduce car parking demand for off site car parking spaces;
- Ease parking problems by reducing the need for car parking provision;
- Improve mental health and well-being of staff. Employees who regularly walk or cycle to work can enjoy improved health conditions such as high cholesterol, high blood pressure, stiffness and joint and muscular pain. As a consequence, healthier and happier staff is more productive and less likely to be absence from work due to the sickness;
- Increase attractiveness of a company and improve staff retention by encouraging sustainable travel choices and promoting healthier lifestyle habits among staff and across local community;
- Reduce congestion on local roads around the employment site benefiting also local community. Relieved congestion problems improve safety on local roads; and
- Reduce organisational carbon footprint, which will result in improved air quality.

Benefits to employees

1.8.2 Employees who chose to travel by more sustainable transport such as walking, cycling or public transport, can benefit from the following:

- Reduced travel costs associated with expenditure on petrol and car insurance;
- Reduced stress levels related to driving. Driving during peak hours can be nerve-racking;
- Reduced carbon footprint. Walking and Cycling is the greenest modes of travel; and
- Reduced journey times. Cycling is often considered the fastest mode of transport over distances of up to 5km.

1.9 Plan Administration

1.9.1 The occupier will be required to designate a Travel Plan Co-ordinator for the development. Essentially this Co-ordinator will provide a liaison in implementing the plan with the local authority. The Travel Plan Co-ordinator will be the first point of contact for staff and other outside organisations in all matters regarding travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

1.9.2 At this stage of the development process, Vectos will act as Transport Coordinators for the travel plan and the key contact will be:

Gareth Davis Director Vectos gareth.davis@vectos.co.uk 0161 228 1008

1.9.3 It is expected that upon occupation a Travel Plan Co-ordinator would be designated from the site management team.

1.9.4 The designated Travel Plan Co-ordinator for the development will register at TfGM website - <http://www.tfgm.com/travelchoices/Pages/business-home.html>. TfGM website is a Manchester City Council initiative to reduce congestion and improve air quality in Manchester by helping businesses to promote sustainable transport options among their staff. The website provides detailed information about all forms of transport in Manchester and beyond, benefits of implementing successful Travel Plan for businesses, exclusive initiatives, incentives and practical support given to Travel Plan Co-ordinators to encourage sustainable commuting and business travel. Administration of the Travel Plan is discussed in greater detail in Section 8.

1.10 Scope of This Report

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

- The Development Proposals
- Assessment of Access over the wider area
- Travel Plan Policy Guidance, Aims and Benefits
- Travel Plan Measures
- Travel Surveys
- Target Setting
- Travel Plan Implementation Administration and Monitoring

2 SUPPORTING TRANSPORT INFRASTRUCTURE

2.1 Travel Infrastructure

2.1.1 The transport infrastructure that support Factory is described in **Dwg VN70930-101E** for the general provision of transport infrastructure in the area and in **Dwg VN70930-102B** for the detail highway layout in the vicinity of Factory.

2.1.2 The key features are:

- Factory oversails Water Street with a minimum height clearance of 5.03m
- Water Street narrowed to 5.5m to avoid the Orchestra Pit
- A raised pedestrian crossing is proposed across Water Street to the north of Festival Square
- Visually Impaired visitors considered by using Water Street to approach Factory
- Quality lighting and displays in the undercroft to promote Art and events at the Factory
- Two new squares, Festival Square and Factory Square offer high quality public realm
- Links to other quality pedestrian routes in the area
- The dispersal plan shall initially require all audiences to be directed by marshals to Water Street with no access through St John's. Subject to the discretion of the St John's Management Company that dispersal strategy may be varied in the light of operational experience of Factory with different dispersal strategies depending on the timing and scale of event.
- Festival and Factory Square will be subject to access controls using automatic bollards to allow permitted vehicles access.
- Grape Street is a new link from Lower Byrom Street to Water Street to provide connectivity across the site for service and access only vehicles as well as pedestrians and cyclists
- Grape Street would have similar access control bollards at its junction with Lower Byrom Street and then again east of Factory.
- The access control bollards would use number plate recognition for regular vehicle access backed up with a 24/7 control room with CCTV and communications units to manage unplanned access
- There is one bus service running close to Factory but with many others under 6000m from the site. It is considered that with the scale of development there is scope for some bus services to be diverted by St Johns on a commercial basis

- Salford central Rail station is less than an 8 minute walk from Factory and Metrolink is a 9 minute walk
- National Cycle Route 6 is provided on Water Street and across the River Irwell
- Factory and St John's public realm is designed to be cycle friendly
- 40 undercover cycle parking spaces offered within the public realm, 20 to the west of Water Street and 20 to the east located in the undercroft areas, the exact location determined as part of the public realm design
- 20 staff spaces to be located within the service yard
- A further 242 cycle parking spaces are planned as part of the future development and proposed to be located in the wider public realm of St John's
- 5 Blue Badge Parking spaces provided on Water Street with consideration of electric charging points
- No parking provided for staff or visitors on site, over 5500 other public parking is available within a 15 minute walk. The parking availability would be monitored and managed as the operational plan is progressed.
- On street pay & display parking available in the area
- Two Lorry lifts are located east of Water Street to take large articulated HGVs and events deliveries to Warehouse floor level
- A service yard located between Factory and Bonded Warehouse to manage waste and back of house servicing
- The Factory Service Yard would be accessed to and from Water Street.
- Two loading bays on Water Street would serve the Factory and Theatre foyers. The southern lay-by would be dual use with taxis with loading limited to 06:00-11:00
- A 6 car taxi rank is proposed on Water Street south of Factory with a 4 car feeder rank using the southern dual use loading bay.
- Private hire taxis would be monitored to ensure they do not cause a nuisance
- Following the re-development of Stage 2 large outsized deliveries that cannot fit in the lorry lifts may be permitted subject to agreement with MQL to access Factory from Viaduct Square via Lower Byrom Street
- A Coach Parking Strategy has been prepared combining both new and existing pick-up locations. Drivers would follow MCC guidance on timing, engine off and passengers to wait on the coach during pickup.

2.2 Parking

2.2.1 Parking provision plays a key role in determining travel behaviour. It is noted above that there is no provision of on-site parking, however there is significant public parking provision available nearby for both visitors and staff. Within a 10 minute walk there is over 3300 spaces available and within a 15 minute walk over 5500 spaces as given below:

Car Parking Spaces within a 10 Minute Walk of St Johns	
Spinningfields NCP	680
New Bailey, Salford NCP	605
Great Northern 1&2 NCP	1200
Bridge Street NCP	73
Deansgate Euro Car Parks	40
Bridgewater Street	70
Manchester Central NCP	700
Total	3338
Additional Car Parking Spaces within a 15 Minute Walk of St Johns	
Chapel Wharf	208
King Street	554
Deansgate (Blackfriars Street)	340
Blackfriars	200
M&S	155
Cleminson Street	70
Wilton Space	140
Stone Street	12
Bridgewater Hall	288
Park Avenue	112
Silvercroft Street	83
Total	5530

Table 2.1 Car parking Spaces within a 10 & 15 minute walk of Factory.

2.2.2 In addition, there are numerous private contract parking spaces nearby notably in Castlefields off Duke Street/ Castle Street. While it is not relied upon for Factory, there are two developments that can provide additional parking in the future. Firstly, the Salford Central Parking Strategy aims to deliver additional parking provision and an application 16/68325/OUT has been submitted for the Stanley Street site which will offer 637 public spaces in a multi-storey car park across the River Irwell but is subject to grant of Planning Permission. Secondly the Water Street Strategic Regeneration Framework identifies in the preferred option a public car park of between 370-740 spaces.

3 SUSTAINABLE ACCESS PROVISION BY MODE

3.1 Introduction

3.1.1 The accessibility to good transport infrastructure has a potential to reduce the need to travel by single occupancy car and to encourage people to make sustainable transport choices to access jobs, local facilities and services. The accessibility of Factory by sustainable modes to the wider network is described in this chapter.

3.1.2 This section considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by cycle;
- Accessibility by bus;
- Accessibility by train.

3.2 Accessibility by Walking

3.2.1 The Chartered Institution of Highways and Transportation document entitled 'Providing for Journeys on Foot' provides guidance on what are considered to be acceptable walking distances. That document states that the acceptable maximum walking distance for commuting trips is 2 kilometres about a 25 minute walk while an 800 metre walking distance is stated as being the preferred maximum distance for shopping trips. A 2km walk covers all of the city centre and many nearby residential areas such as Ordsall and Castlefield.

3.2.2 Given the city centre location of the application site, pedestrian accessibility to the surrounding area is very good. Existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester along Liverpool Road and Quay Street via Water Street. Grape Street will be re-opened and offer a route via St Johns Gardens towards Deansgate. All footways in the surrounding area are lit and there are appropriate crossing facilities across all the main highways.

3.2.3 Many local facilities are situated within the immediate vicinity of Factory, including a Sainsbury's and Tesco local store, banking facilities and a wide range of retail, cafes and restaurants allowing occupiers and visitors to access a wide range of services and amenities without the need to travel elsewhere. The range of amenities located within a 5 minute (390m) and 10 minute (780m) walk of the site is given in **Figure 3.1** below. With a 20 minute walk, practically all of the city centre can be reached. The St Johns site itself with its A1,A2,A3 and A4 units will offer many amenities for Factory workers and visitors.

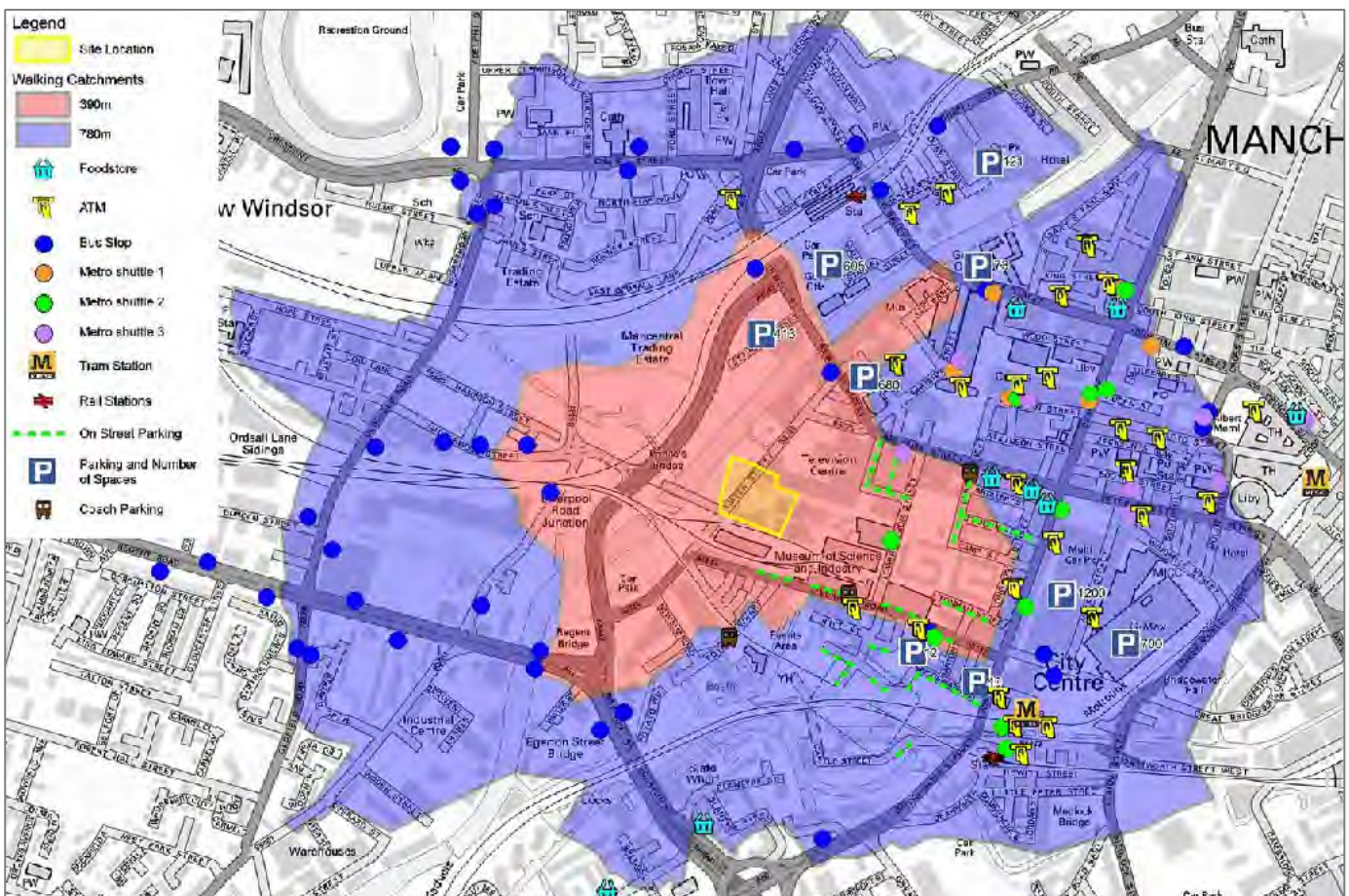


Figure 3.1 Pedestrian Accessibility Plan

3.2.4 Water Street will be traffic calmed and would be narrowed under Factory. There would be raised crossing table of Water Street at Festival Square. Elsewhere Pedestrians heading north and towards the city centre can cross Quay Street at an existing pedestrian crossing facility at Water Street and at a new upgraded crossing at Gartside Street. Pedestrians can also head north along Left Bank where a recently built footbridge offers a link across the River Irwell to Salford Central. (**Figure 3.2**). This footbridge provides a direct and accessible link from the site to the major transport hub of Salford Central which will be described in more detail later.



Figure 3.2 Irwell Pedestrian Footbridge

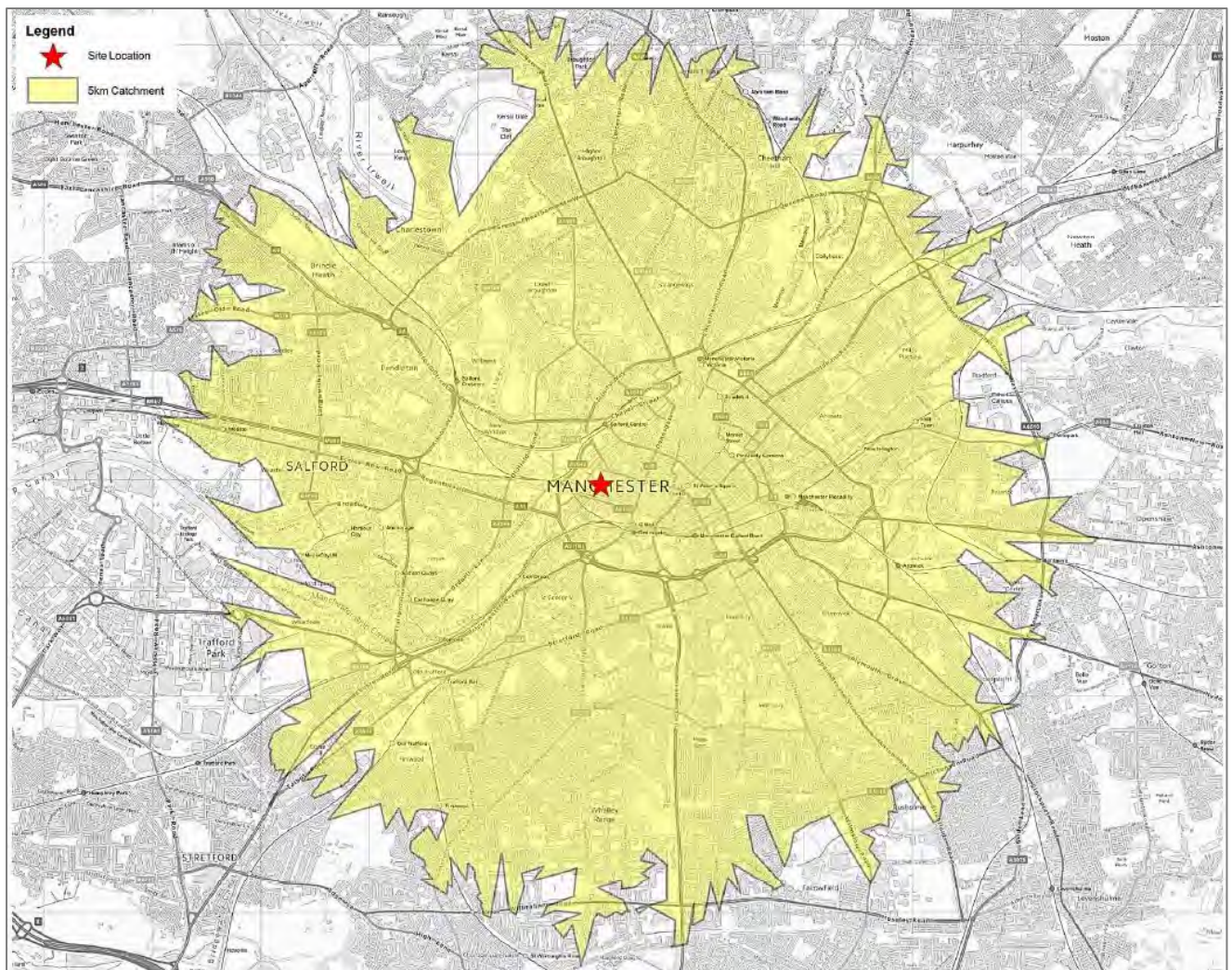
- 3.2.5 Around Factory there are two new Squares, Festival Square and Factory Square which will offer a high quality pedestrian space that links Factory to other quality routes to the City and the surrounding area providing excellent permeability. Throughout the St John's area traffic speeds would be kept low. Water Street would have a maximum speed limit of 20mph while vehicles accessing the rest of the roads in St John's would do so at a speed limit of 5pm or walking pace.
- 3.2.6 Pedestrians who are visually impaired have been considered as part of the Factory design. Festival Square represents the main arrival point on foot for pedestrians but this space will have a constantly changing environment to cater for events in that space including changing traffic routes. As that changing environment would be difficult to navigate, it is recommended that visually impaired persons approach Factory via Water Street. This route has traditional carriageway and footway design with fixed street furniture which will help those persons navigate and takes people right to the main entrances.

- 3.2.7 To the West a replacement footbridge for Princes Bridge has been built as part of the Ordsall Chord development is proposed to connect the area to Salford including the Middlewood Locks development and the Regent Road Retail Park.
- 3.2.8 There is an aspiration as part of the wider St. John's Masterplan that the River Irwell will benefit from a riverside walkway that connects the proposed Trinity Islands' development to the South (and Castlefield and Ordsall beyond) and Quay Street to the north. This would be delivered through later phases of the St. John's Masterplan and Factory incorporates new public realm adjacent to the River Irwell that would enable the connections to be made.
- 3.2.9 As described before, pedestrian access to Salford Central has already been improved with a new footbridge across the River Irwell from Spinningfields to Salford.
- 3.2.10 The area will also benefit from high quality signage to direct pedestrians on the most appropriate routes.

3.3 Accessibility by Cycle

3.3.1 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

3.3.2 **Figure 3.3** below illustrates that the 5 kilometre cycling catchment area encompasses the whole of Manchester City Centre and much of the surrounding conurbation and would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.



Plan 3.3: 5km Cycling Catchments

- 3.3.3 There are a number of designated cycle routes and facilities in the area as well as a network of quiet streets which are convenient for cyclists and these are shown in **Figure 3.4**.

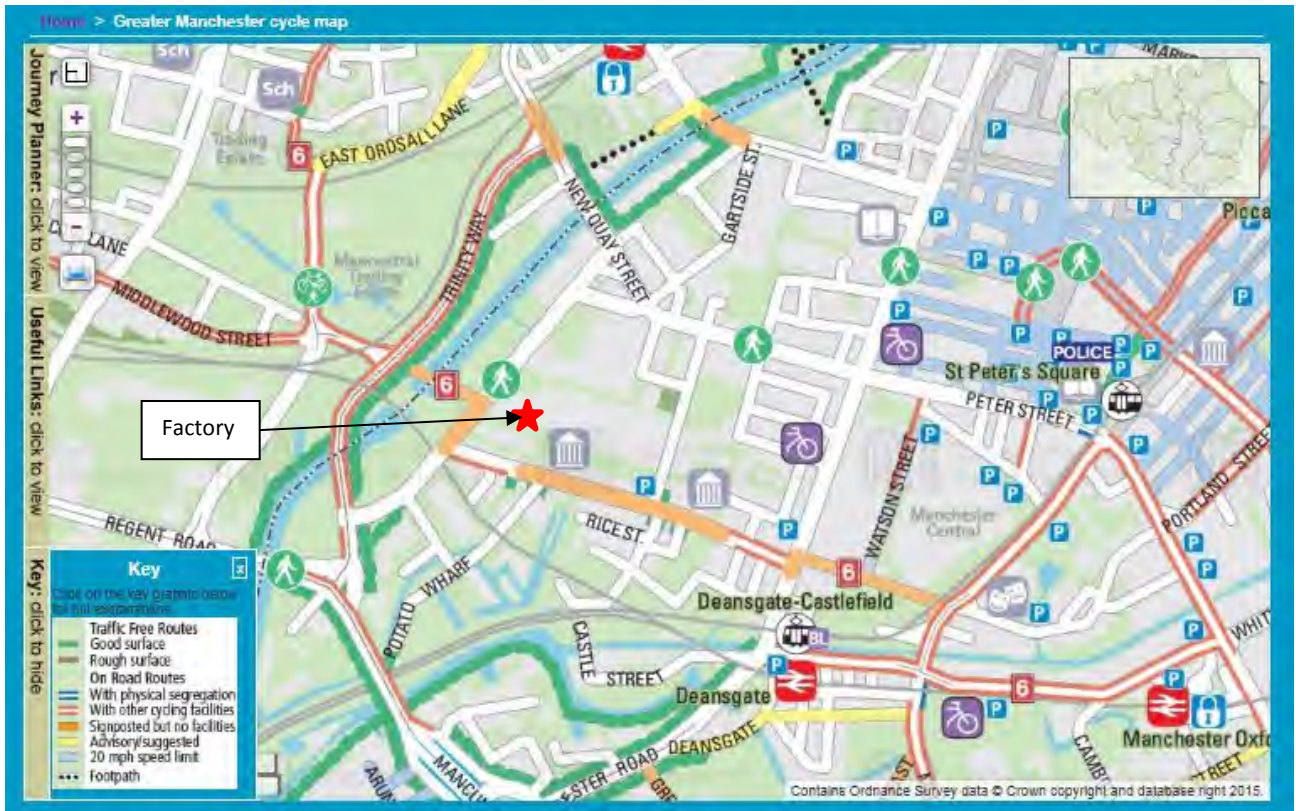


Figure 3.4: Local Cycle Infrastructure

- 3.3.4 Local cycle infrastructure will be improved. National Cycle Route 6 passes close to the site, crossing the River Irwell and then crossing Water Street before heading along Liverpool Road. The Ordsall Chord works are funding cycle improvements on Liverpool Road and Water Street and these are shown in **Dwg NHE_127523-5804-OCD-WPA-DDR-A-1-350 & 351**. The Factory project will complement those works with Traffic Calming on Water Street and these works are considered a key part of the traffic calming strategy.
- 3.3.5 TfGM's Cycle City programme is implementing a programme of cycle friendly streets alongside strategic segregated cycle routes throughout the city in order to encourage cycling. Nearby TfGM is developing a scheme along the Bridgewater Canal that arrives at Deansgate close to the Station just south of Liverpool Road as shown in **Figure 3.5**.

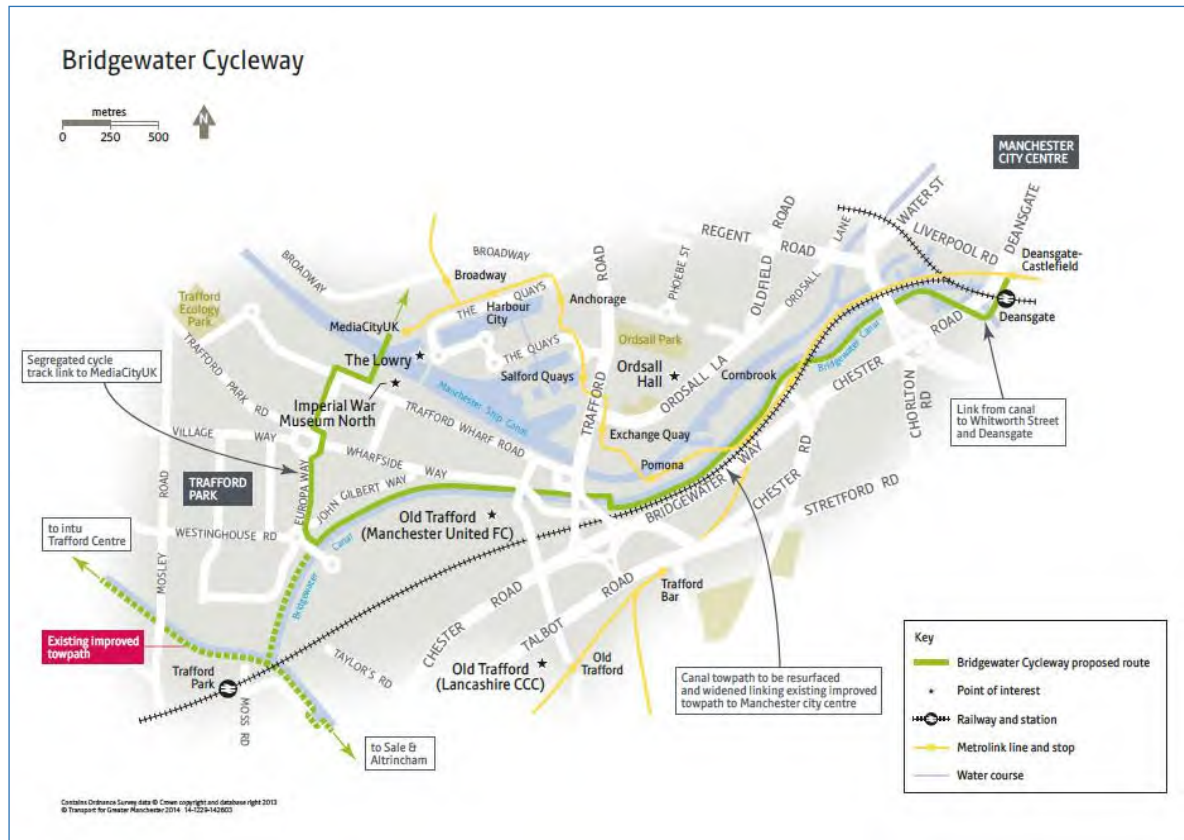


Figure 3.5: Proposed Bridgewater Cycleway

3.3.6 These cycle improvements will give some changes to the junction on Deansgate with Whitworth Street and Liverpool Road. These are shown in **Figures 3.6** and **3.7** below.

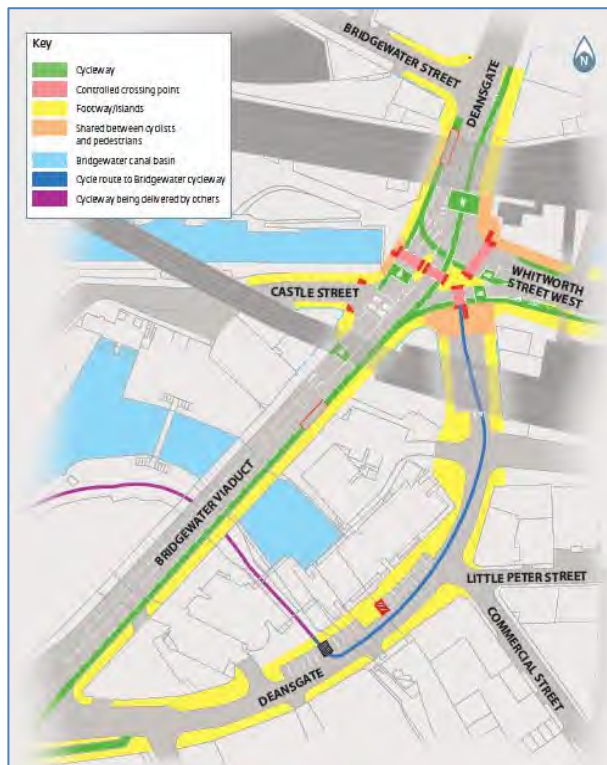


Figure 3.6 Bridgewater Viaduct Cycle Improvements

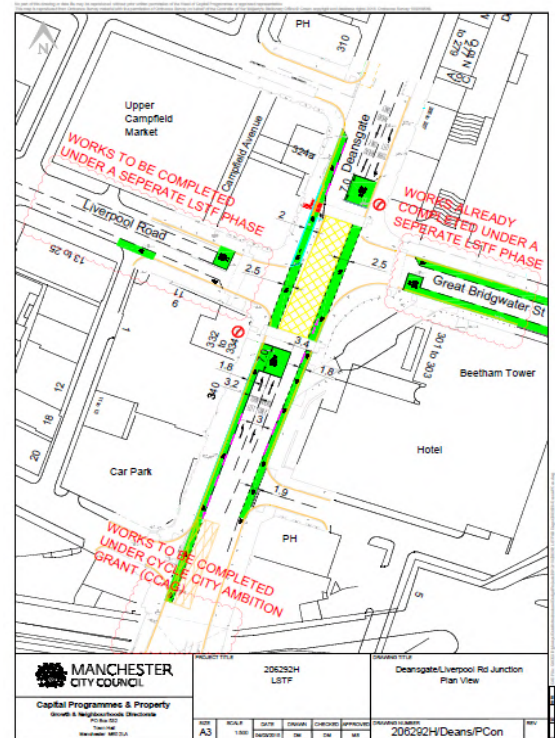


Figure 3.7 Deansgate Cycle Improvements

3.3.7 Salford Central, Piccadilly and Victoria Rail Stations are located within a short cycle from the site which makes it possible for multi modal journeys by bicycle and train.

3.3.8 These excellent cycle links offer attractive cycle routes from both Salford and Trafford to Factory whereupon cyclists will benefit from the excellent cycle parking provision.

3.4 Accessibility by Public Transport

3.4.1 Access by public transport represents a key mode choice to St John's. The Travel Plan will help make that travel choice easier and cheaper through a number of initiatives. These are explained in TfGM's Travel Choices website and include extra discounts on season tickets, Get Me There, Journey Planning Apps and use of the Personalised Travel Planning service.

3.5 Metroshuttle

- 3.5.1 Metroshuttle is free of charge bus service linking all the main destinations across Manchester City Centre. Metroshuttle buses are highly branded, are accessible by disabled users and run on a 10 minute daytime frequency 07:00-19:00.
- 3.5.2 As illustrated in **Figure 3.8**, the Metroshuttle bus service covers most of the city centre and provides convenient access to major activity centres in the City. In particular, it completes the City's integrated public transport service and gives Factory quick and convenient access to public transport connections to all mainline railway stations, principal car parks and retail centres.

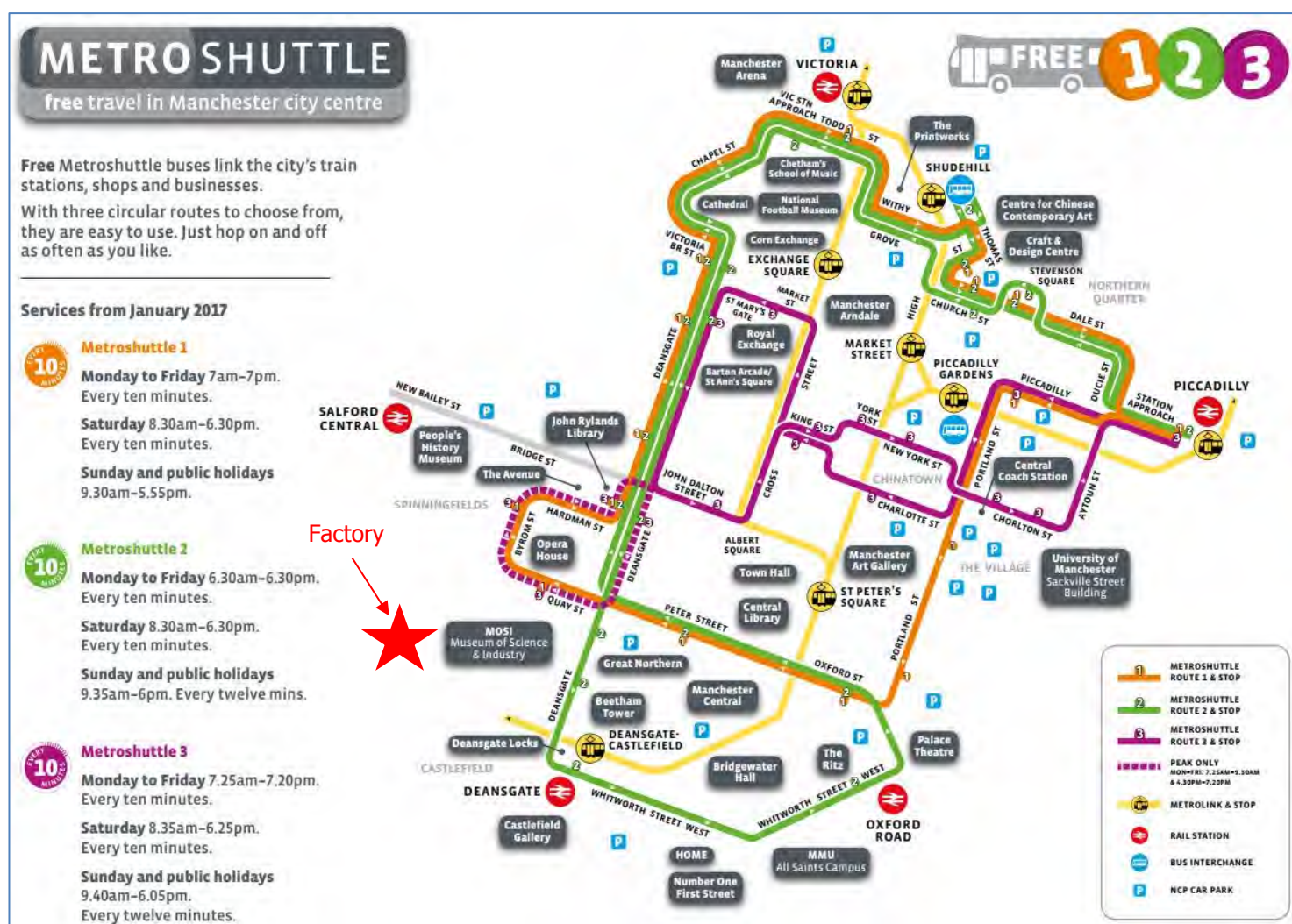


Figure 3.8: Metroshuttle Route Map

3.5.3 Metroshuttle buses are highly branded and are instantly recognisable to workers and visitors. High quality stops are provided along the service routes with clear branded images on bus stop plates to enable instant recognition.

3.5.4 Metroshuttle is free of charge, runs on a 10 to 12 minute frequency and has been promoted in a unique joint venture by Manchester City Council, National Car Parks (NCP), Greater Manchester Passenger Transport Executive (GMPTE) and Allied London Properties Ltd. During peak hours of the day, all of the routes operate within a short walk of Factory.

3.6 Scheduled Bus Services

3.6.1 Other significant bus services are available within a short walk of the site. On Liverpool Road, there are two bus services the 33 and 63 that serve Salford, Eccles and Brookhouse/Worsley with evening services finishing at 23:08. There are a considerable number of bus services within 400m of the site on Bridge Street including the new Leigh Guided Busway part of the Cross City Bus package that connects Leigh, Salford and passing through the city centre along Oxford Road to terminate at Manchester Central Hospital. There are more services on Deansgate and more still just beyond a 400m walk from the site.

3.6.2 The routes of all those bus services within 400m are shown in **Dwg VN50436-G108**.

3.6.3 The St John's site will become one of the main destinations for visitors to Manchester offering many cultural events as well as being a destination for residents and employees. The St John's site will include the re-opening of Grape Street which can be used as a bus route. If that is the case, then new Bus Stops would be provided there close to Factory and designed to Quality Bus Stop Standards. The scale of development at St John's and in the vicinity, means that bus operators may want to divert or provide new services and they may operate on a commercial basis.

3.6.4 It can therefore be concluded that the existing bus services operating in the near vicinity of the site provide the opportunity for many employees and visitors travelling from the outlying surrounding areas of the conurbation to travel to the site by bus. The development is therefore considered to be accessible by this mode of travel.

3.7 Accessibility by Rail

- 3.7.1 The site is conveniently located for access by a number of Railway Stations. The recently improved Salford Central Station is located immediately to the northwest of the development and is a 5-7 minute walk away. This Station has been improved to provide a main commuting Station for the western part of the conurbation. The last regular service is around 23:30 in the evening. Deansgate Railway Station is located to the south, a 7-8 minute walk away and its last service is at 23:29 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes.
- 3.7.2 Both of these nearby stations offer access to frequent services to Lancashire, Merseyside and Bolton.
- 3.7.3 Manchester Victoria and Piccadilly Stations are a much longer walk (approximately 25 minutes) but both are readily accessible by Metroshuttle and provide links both nationally and across the conurbation.
- 3.7.4 The Northern Hub programme for rail around Manchester will offer faster services and greater capacity and in particular divert Trans-Pennine services via Salford Central making this station a more prominent focal point for services.

3.8 Accessibility by Metrolink

- 3.8.1 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. A plan showing the destinations and Metrolink stops are shown in **Figure 3.9** overleaf. Deansgate Castlefield is the closest Metrolink stop being a 9 minute walk away for visitors and employees and this stop has recently been upgraded to allow for the Second City Crossing.
- 3.8.2 Fifteen trams in each direction stop at St Peter's Square and Deansgate-Castlefield in the peak hour, including the services indicated below. A new line to the Trafford Centre is currently under construction.

- Bury (via Manchester Victoria);
- Oldham & Rochdale (via Manchester Victoria);
- Ashton-Under-Lyne (via Manchester Piccadilly);
- East Didsbury;
- Manchester Airport (with a change of tram at Cornbrook);
- Altrincham;
- Eccles and Media City;

- 3.8.3 The last tram from Deansgate Castlefield is at 00:04 on a weekday but at the Friday or weekend the last tram is at 00:54. Metrolink will offer excellent transport for staff and visitors to the site.

Greater Manchester tram network map

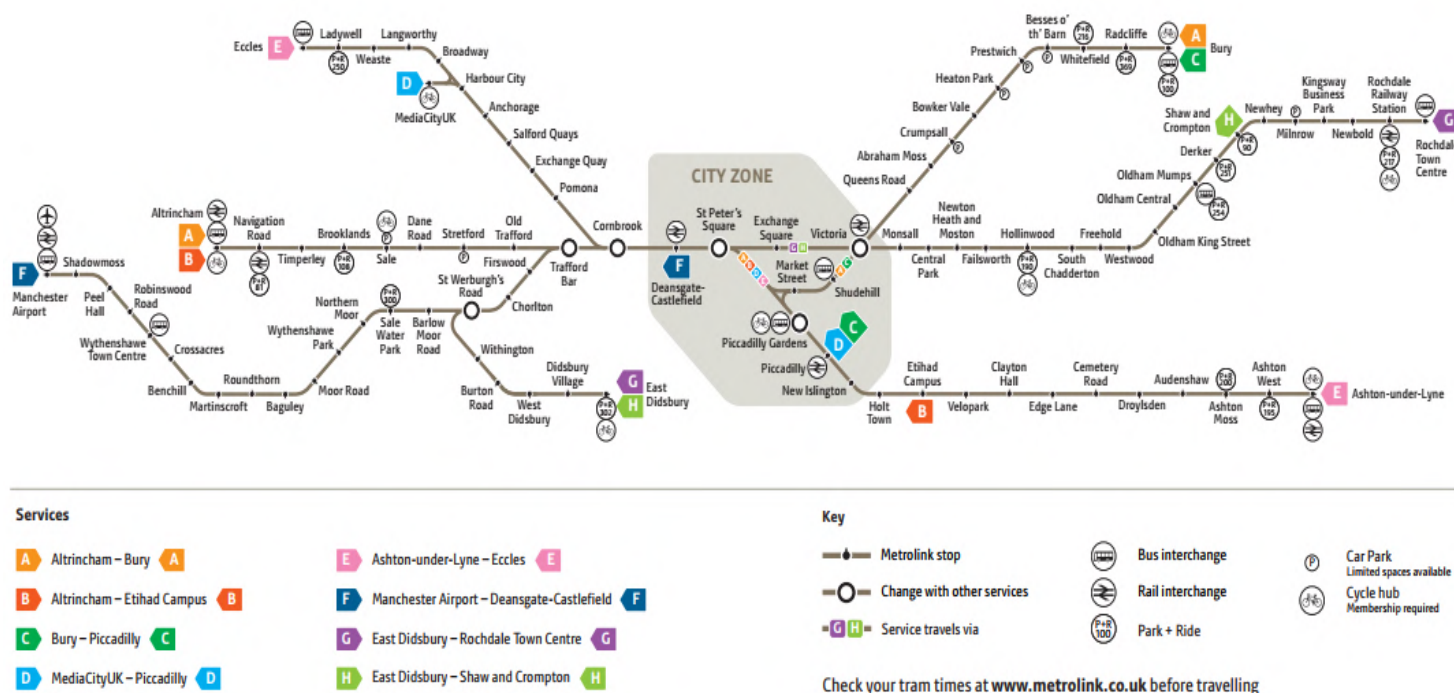


Figure 3.9: Metrolink Network Map

3.9 Taxis

- 3.9.1 Taxis have been assumed to move over 326 persons after a large event. Taxi use is changing with the Uber effect and in particular the location for where people pick up a taxi. There are four existing taxis ranks in the area:

- Deansgate: Opposite St John Street;
- Hardman Street;
- Byrom Street: Adjacent to the Opera House
- Liverpool Road: Adjacent to MSI

- 3.9.2 The strategy is for the main 6 car hackney rank for Factory being located on Water Street facing southbound between Factory and Liverpool Road plus a 4 car feeder rank using the southern loading bays.

3.9.3 At busy times we expect a steady stream of hackney cabs for around 15 minutes after an event. Stewards will be on hand to manage the flow of traffic on Water Street and people crossing Water Street from east to west. To achieve an efficient dispersal, and to prevent unnecessary waiting of vehicles and pedestrians waiting for taxis, a number of provisions will be undertaken as follows:

- Reduce the number of private hire, Uber and private pick up on Water street.
- Advertise on the Factory website for members of the public to advise taxi drivers not to pick up on Water Street or Liverpool Road, rather use Quay Street or Deansgate. Advise if booking a taxi or using Uber to organise pick up in these locations also.
- Liaise with taxi firms and Uber to avoid congestion along Water Street and request to arrange more convenient pick up location as above.

4 EMPLOYEE ACTION PLAN

4.1 Introduction

4.1.1 This section of the Framework Travel Plan outlines the specific physical and management measures to be undertaken as part of the Travel Plan for the Factory employees. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, as set out earlier, is the core of the Plan.

4.1.2 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator should investigate other potential initiatives which could be beneficial based on circumstances at the time.

4.1.3 The following sections present the proposed package of measures applicable for the employment part of development.

4.2 Factory Website Travel Information

4.2.1 Factory will develop a website and that will include up to date travel information that will be available for employees to access. This will also include promotional pages for sustainable travel and links to other information providers.

4.3 New Employee 'Welcome Pack'

4.3.1 An Employee 'Welcome Travel Pack' will be provided to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Framework Travel Plan. An example of bespoke Staff 'Welcome Packs' is attached as **Appendix A** to this report.

4.3.2 The 'Welcome Pack' will include details on the aims of the Travel Plan as well as contact details for the Travel Plan Co-ordinator. The packs will include travel information and the Travel Plan Strategy and will include:

- Links to the Website;
- Walking and cycling routes in the area and approximate walking and cycling times to key public transport services and local facilities;
- Cycle Parking provision;
- Tax benefits on the Governments Cycle to Work Scheme;
- Health and financial benefits associated with use of sustainable forms of transport;
- Public Transport Information;
- Ticketing offers;
- Car share scheme;
- City Car Club Locations; and
- Travel Plan Coordinator contact details.

4.3.3 In addition, employees will be offered personalised journey planners. As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

4.4 Travel Information Boards

4.4.1 The Travel Information Boards will be regularly updated by the Travel Plan Coordinator during the Travel Plan period. The location of the Travel Information Boards will be determined at the later stage; however, they will be situated in staff rooms or other prominent positions in areas used by staff. Information displayed at the boards will relate to sustainable transport and will include material found in the 'Welcome Pack'.

4.4.2 Up to date travel information may also be presented through the public information video screens provided within the public areas.

4.5 Promotion of Travel Plan

4.5.1 Information on the Travel Plan will be provided to staff by Travel Information Boards situated in staff rooms or other prominent positions in areas used by staff, by newsletters or company intranet. Through this, members of staff will be made aware of the existence of their company Travel Plan and a copy of the plan will be forwarded to the relevant persons at TfGM/MCC.

4.5.2 Throughout the year, the Travel Plan Coordinator will encourage employees to participate in a minimum of four sustainable travel related events such as those below:

- National Walking Month (May). More info at www.livingstreets.org.uk/national-walking-month
- Bike Week (June). More info at www.bikeweek.org.uk
- European Mobility Week (September). More info at www.mobilityweek.eu/home/
- Liftshare Week (October). More info at www.liftshare.com/liftshareweek/

4.5.3 The Travel Plan Co-ordinator will publicise these events on the website and staff noticeboard and will encourage staff to participate wherever possible. This information will also be provided via emails/intranet and on dedicated Travel Information Website.

4.6 Travel Surveys/Database

4.6.1 In order to establish the travel patterns of the employees at the development, a travel survey will be carried out as a minimum within 3 months of occupation. These surveys will form the basis of the Implementation Travel Plans against which progress will be measured. This survey information will identify the home location for staff and their desired/actual travel mode.

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

4.6.3 The management and updating of the travel database for the site will be undertaken by the Implementation Travel Plan Co-ordinator. The Implementation Travel Plan will be submitted to MCC within 6 months of occupation of the development.

4.7 Walking Measures

- 4.7.1 Walking is a low impact activity which doesn't require any specialist equipment. It is also one of the easiest ways to get more active and become healthier. Staff will be encouraged to increase the amount of walking they do every week and enjoy the health benefits.



- 4.7.2 The 'Welcome Pack' will include information promoting the benefits of walking, in particular the health benefits. Staff will also be provided with information on suggested walking routes in the vicinity of the site, local amenities which are within walking distance of the site, and the location of suggested safe crossing points. An improved 'Super Crossing' of Quay Street is proposed to the north.



- 4.7.3 Factory staff will be provided with information on WalkBUDi scheme (www.walkbudi.com) through information contained within the 'Welcome Pack'. The WalkBUDi scheme is part of the National Lift Share Network and is simple and free to use. It matches individuals with others walking the same way, so they can walk together. The matches are displayed in both table and map format, allowing the user to easily find the most suitable people. The WalkBUDi scheme aims to help individuals to meet others wanting to travel the same way.

4.8 Cycling Measures



4.8.1 Cycling to work, similar to walking, is a great way for staff to get regular exercise with guaranteed arrival time. In general terms, most people cycling to work are likely to live within 5-8 kilometres of work, although a few employees would be willing to travel further.

4.8.2 Covered cycle parking is provided within the public realm around Factory where 60 spaces will be provided. Shower facilities are available within Factory for staff which can be used for cyclists, runners and motorcycle / scooter users.



4.8.3 In addition, there are 242 other on-street cycle parking opportunities across St John's and a cycle hub that will for a charge offer cycle parking, showers, lockers, cycle hire and sales of cycle equipment.

4.8.4 A wide range of initiatives are proposed as part of this Travel Plan aimed to increase cycling to and from the site. These include the following measures:

- Cycle parking within the Service Yard for staff
- Showers and lockers
- Other cycle parking with in the public realm
- Providing information regarding the safest, easiest and most pleasant cycle routes
- Raising awareness campaign - promoting schemes and events and encouraging staff to get actively involved (cycling training, Bike Week)
- Training and support
- A Bicycle User Group (BUG)

4.8.5 These cycle facilities will be promoted within 'The Welcome Pack'.

Provision of Information

- 4.8.6 The Travel Plan Co-ordinator will establish contact with the cycling officers of Greater Manchester Council and will retain active contact with officers to ensure that any future improvements to the cycling network and cycling maps are fed through to staff.
- 4.8.7 TPC will register at the following website - <http://www.tfgm.com/travelchoices/Pages/business-home.html> in order to obtain materials promoting cycling. This website is TfGM initiative to reduce congestion and improve air quality in Greater Manchester by helping businesses to promote sustainable transport among their staff. TfGM website provides detailed information about all forms of transport in Manchester and beyond, benefits of implementing successful Travel Plan for businesses, exclusive initiatives, incentives and practical support given to Travel Plan Co-ordinators to encourage sustainable commuting and business travel.
- 4.8.8 Staff will be provided with information on safe and sustainable cycling routes in the area which will be included within the 'Welcome Pack' and on staff noticeboards. The Travel Plan Co-ordinator will order free paper copies of cycle maps by contacting TfGM at cycling@tfgm.com. TfGM cycle maps include information on cycle routes as well as on bike parking, cycle services and shops. Employees will be encouraged to download a pdf version of the map at:
<http://cycling.tfgm.com/Pages/maps/districts/Manchester.pdf>
- 4.8.9 Existing cycle journey planning websites will be promoted including:

- www.cyclestreets.net
- www.cyclingmapsonline.co.uk
- www.cycling.tfgm.com
- www.ctc.org.uk
- www.sustrans.org.uk
- www.britishcycling.org.uk
- www.google.co.uk/maps

A Staff Bicycle User Group (BUG)

- 4.8.10 A Bicycle User Group will be set up to promote cycling and to encourage other staff members to take up cycling. They will assist new cyclist with offering education and advice on cycling, assisting in obtaining tax free loans offered by the employer and organise Cycling to Work Days. A BUG also offers the opportunity to operate a 'bike buddy' scheme, where staff who cycle show new cyclist the safest routes to the site.
- 4.8.11 Employees will also be encouraged to join Britain's biggest social network for cyclists - <http://www.goskyride.com>. Cycling with other people is more fun, socialising with like-minded riders, will motivate and build riding confidence among novice cyclist and new staff.

Training and Support

- 4.8.12 It is recognised that some employees may be deterred from cycling due to the high costs of a bicycle and associated equipment. In order to address this problem, the Travel Plan Coordinator will promote the Cycle to Work Scheme, which is a UK Government tax exemption initiative to promote healthier journeys to work.
- 4.8.13 In addition to the above, the Travel Plan Coordinator look to negotiate a cycle discounts for staff at local cycle shops.
- 4.8.14 Factory staff will be made aware of a range of FREE training courses offered by TfGM aimed to help people cycle more such as:

- Learn to Ride
- Road Rider Ready
- On the Road
- Urban Cycling Skills
- Ride Leader Training
- Easy Maintenance
- Safe Urban Driver Training

- 4.8.15 All courses are led by experts and take place across Greater Manchester and are FREE. The cycle training courses can be booked via Eventbrite using the following link:

www.eventbrite.co.uk/o/better-by-cycle-3612440303

4.9 Public Transport Measures

- 4.9.1 As described previously, access to public transport is very good.

- 4.9.2 There are many benefits associated with the use of public transport, which will be promoted among new staff of Factory. The benefits of public transport usage are as follows:



- Better access to town centre areas which are often traffic-restricted;
- Reduced stress level associated with driving a car. Public transport users are able to relax, read or work;
- Money saving as there is no need to pay for car parking spaces and fuel;
- Safer journey compared to car use;
- More environmental friendly – it is estimated that buses only need to carry 3-8 people to break even with a car on CO2 emissions (Source: <http://www.treehugger.com/corporate-responsibility/how-many-people-need-to-ride-the-bus.html>);
- Takes the least amount of space compared to other modes of transport thus helps to reduce congestion and reduce pollution;
- Public transport with dedicated facilities such as tram rails or bus lanes, usually is quicker than driving a car

4.9.3 In a city such as Manchester with excellent bus, Metrolink and train services, public transport offers an excellent alternative to a car. In order to encourage public transport, employees will be provided with public transport maps and timetables within the 'Welcome Packs'. Additionally, journey planning websites will be promoted, such as:

- www.metrolink.co.uk
- www.tfgm.com/buses
- www.traveline-northwest.co.uk/journeyplanner
- www.nationalrail.co.uk
- www.thetrainline.com/buytickets

4.9.4 Up-to-date timetable information will be provided at a prominent and convenient location within staff areas. The information will be displayed in staff rest areas as well as on notice boards in the staff entrances to the appropriate areas. Travel information for guests/visitors will be provided through the provision of display boards situated at prominent locations within the development or alternatively via TV monitors showing live transport updates.

4.9.5 Travel Plan Co-ordinator will try to negotiate with the local public transport operator to offer free trial daily or weekly tickets for new Factory employees.

4.9.6 It is expected that the Travel Plan Coordinator will continue liaising with TfGM, MCC and public transport operators to improve the service to meet the needs of Factory.



4.10 Car Use

4.10.1 Staff may need to drive to Factory perhaps due to limited public transport provision, or for health reasons. No Parking will be provided on site for Factory Staff although significant public car parking will be available as described previously.



4.10.2 For staff who are mobility impaired there will be 5 Blue Badge parking spaces located on Water Street close to the foyer entrances. These bays will be controlled by traffic regulation orders. Other on-street Pay and Display parking is available in the area for short stay parking and these can also be used unlimited by Blue Badge holders.

Car Sharing

4.10.3 The Travel Plan Co-ordinator will promote the use of a car sharing scheme and staff of the development will be encouraged to join the Greater Manchester Car Share Scheme <http://www.carsharegm.com>. It is felt that utilising an existing scheme will be the most effective method of encouraging employees to car share.

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

4.10.5 In order to raise awareness of car sharing schemes and highlight benefits of lift sharing, Travel Plan Coordinator will promote Liftshare Week organised by www.liftshare.com. The event takes place in October each year.



- 4.10.6 A Car Club will offer at least 6 cars near to Factory for use by registered users. In summary, with an annual registration fee this offers a car to be available at short notice paid with a mileage and hourly rate. This allows occupiers to travel to St John's without the need for a car but gives them confidence that a car can be available if needed. The Car Club spaces provided as part of other application areas within St Johns at Central Village (2 Cars), South Village (2 Cars) and Trinity Islands (2 Cars).

Taxis

- 4.10.7 Staff will benefit from taxis being available for pickup from the adjacent lay-by, particularly after an evening event once the visitors have left.
- 4.10.8 Factory would have reliable taxi company phone numbers on hand for staff who need them.

4.11 Motorcycles and other Powered Two Wheelers

- 4.11.1 Travelling by a motorcycle is cheaper than by car and is more environmentally friendly option. Motorcycle takes up less road space and therefore reduces congestion. The health, social and environmental benefits of riding a motorcycle will be promoted to Factory staff within Travel Information Brochure.
- 4.11.2 Motorcyclists would be directed to park in the public car parks.

4.12 Initiatives by Others

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

5 VISITORS ACTION PLAN

5.1.1 As part of the Travel Plan it is also important to consider the ways in which visitors travel to the site, notably event goers. Consequently, a multi-modal transport strategy has been developed to ensure the efficient transport of visitors. Factory is expected to have daily events and activities that attract visitors utilising the warehouse, theatre and public realm spaces around Factory.

5.1.2 The forecast of visitor's mode of transport to Factory has been described in the Transport Assessment. While the site may host a wide variety of events the Transport Assessment has considered the travel forecast for a large event of 5000 persons. The modal share for this scenario is described in that report and summarised in **Table 5.1** below.

• Car	45%	1913 persons	956 cars
• Coach	10%	425 persons	11 coaches
• Taxi	5%	213 persons	106 cars
• Train	10%	425 persons	
• Bus	5%	213 persons	
• Tram	15%	638 persons	
• Walk (non-hotel)	9.4%	383 persons	
• Cycle	0.6 %	26 persons	
• Plus 750 staying in local Hotels		113 persons by Taxi or Metroshuttle rest Walk	

Table 5.1 Forecast Modal Share for Large 5000 Person Event (Weekday evening)

5.2 Walking

5.2.1 Visitors walking to Factory will benefit from the quality pedestrian environment. As is described in the Transport Assessment Water Street would be traffic calmed and there is a network of pedestrian friendly streets within St Johns. An improved 'Super Crossing' of Quay Street is proposed to the north. Adequate directional signage is critical to guide people around the local area and help them to successfully reach the desired destination. Signage will direct the public to the location of Factory from car parks, taxi and coach drop-off points and Metrolink, railway and stops. This wayfinding forms a principle of the Public Realm Strategy that supports the planning application and will be developed in more detail.

5.2.2 It is proposed to provide the following signage:

- **Map-Based Signs**, which use progressive disclosure and provide enough information to connect to other areas, regions and transport hubs.
- **Directional Signs** with information how to get where people want to go, should be installed to supplement pedestrian map-based signs. Directional signs should have information about walking times to chosen destination.
- **Street Name Signs** must be installed in pairs at all intersections and be at the correct height, orientation, font size and contrast.
- **Hand-Held Maps** will be available at the main entrance to the building.

5.2.3 After performances in the evening, Visitors will be directed with marshals in a defined dispersal strategy. The Factory Event Management Strategy which supports the application describes the marshalling requirements and after 11pm it is proposed that visitors will be directed from Factory along Water Street moving either north or south towards taxi, coach- drop-off, car parking or public transport options.

5.3 Cycling

5.3.1 As with Staff visitors would benefit from the cycle infrastructure provision of 40 covered sheffield cycle stands within the public realm around Factory plus 242 cycle parking spaces provided across the St John's public realm.

5.4 Parking

5.4.1 It is noted that there is no provision of on-site parking, so visitors would need to access public parking facilities nearby. As described before within a 10 minute walk there is over 3300 spaces available and within a 15 minute walk there are over 5500 spaces available.

5.4.2 While it is not relied upon other additional capacity for public car parks may come forward at Stanley Street where a planning application for 637 spaces has been submitted and at the Water Street Big Yellow site which identifies public parking of between 370-740 spaces in the Strategic Regeneration Framework.

5.4.3 In practice, the variability of events, their different timings and the different types of attendees means that the mode share will vary on a daily basis. Therefore, for visitors, the Travel Plan will direct them to the wide variety of travel modes available, how to access them, and inform them of any restrictions such as for example when public transport finishes running.

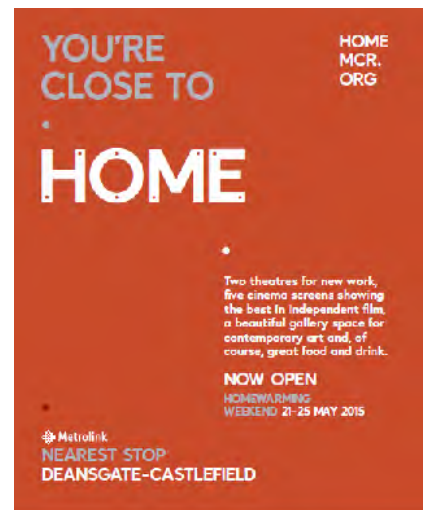
5.4.4 To help visitors arrive at the right car park with spaces available, visitors would be directed to one of the 5500 nearby car parks by the Variable Message Signs that are currently located on The Inner Relief Road and inform drivers of the available car park capacity

5.5 Public Transport

5.5.1 To promote access by public transport Travel Information for visitors will be presented on a dedicated Travel Information page on the Factory Website. As part of the ticketing confirmation process visitors will be re-presented that information. If there are particular transport issues to be noted, then emails will be distributed allowing visitors to plan their transport to the venue in advance.



5.5.2 The Factory will engage with TFGM and the main transport providers to offer travel ticketing and marketing initiatives to promote public transport to both staff and visitors. Major event organisers in Manchester such as MIF and Home already work in partnership with TFGM to offer discounts on public transport tickets and to promote access by sustainable modes. Examples of this are indicated overleaf. It is expected that similar initiatives will be undertaken with Factory events.



5.6 Coach Transport

- 5.6.1 The proposed Coach Parking Strategy for Factory has been updated with the agreement of MCC Highways officers to include the needs of other attractions in the area including MSI and the Opera House with different provision between Daytime and Evening activities to help minimise any potential adverse impacts on local residents.
- 5.6.2 Overall the area will benefit from at least 14 coach parking spaces during the day and at least 16 spaces available in the evening after 8pm. This is considered sufficient to meet the demand for the various needs for coach parking in the area. The demand for coach parking is helped by the variety of events and activities spreading the timings of arrivals and departures.
- 5.6.3 Factory will work with the coach operators to promote access via this mode and to do so in an efficient manner without causing adverse implications for local road users or residents.

5.7 Taxis

- 5.7.1 Taxis have been assumed to move over 326 persons after a large event. For large events, stewards will be on hand to direct visitors to the taxi rank and oversee queues. Factory staff will also have reliable taxi company numbers on hand for those visitors needing a pick up.

6 TRAVEL SURVEYS

- 6.1.1 To enable the success of the Travel Plan to be established, the Travel Plan Co-ordinator will be responsible for ensuring that on-going monitoring and regular staff travel surveys are undertaken.
- 6.1.2 At this stage, it is envisaged that travel surveys will be undertaken and analysed 'in house', although it may transpire that the occupier opts to appoint a third party to do so. The first travel survey will be undertaken within 3 months of occupation.
- 6.1.3 The results of the travel survey once undertaken will be used to assist in identifying the package of measures most likely to prove successful in reducing overall car travel. The list of measures will be reviewed on an annual basis in order to mirror the findings of the travel survey when this is repeated. An example of the Travel Survey is provided at **Appendix B**.
- 6.1.4 The results of the first staff travel survey will be compiled into a travel database which will be used as a baseline to identify staff travel targets.
- 6.1.5 Thereafter to assess the travel habits of staff travel surveys will be completed on an annual basis for a 5 year period (or a period to be agreed with TfGM/MCC). The travel database will be updated following the compilation of the results of each survey.
- 6.1.6 The Travel Plans for the development, including targets, will be reviewed annually with a Travel Plan Progress Report then submitted to TfGM/MCC. The Travel Plan will be assessed based on the performance of the plan against defined targets over the preceding year.

7 TARGET SETTING

7.1 Travel Targets

7.1.1 For the Travel Plan to be effective it should set targets specifying the aims of the plan to reduce vehicular traffic and more specifically, single occupancy vehicle trips. As the development does not offer any parking on site the number of such trips may be lower than for standard developments of this nature. In effect, the design of Factory is expected to support sustainable transport patterns.

7.1.2 To keep the Travel Plan process simple and straight forward the Plan is a simple list of Actions to be undertaken. These Actions need to conform to the **SMART** criteria so that they are **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime bound.

7.1.3 It is considered that for realistic, but challenging, targets to be set they should be based upon existing travel patterns.

7.1.4 If the Travel Plan targets are to be maintained at an achievable level, it may be that they need to be reviewed in the light of the travel surveys.

7.1.5 For the purposes of this Framework Travel Plan the specific target areas and specific aims can be summarised as follows:

- Minimise the number of single occupancy journeys to and from the site by staff;
- Increasing pedestrian and cycle trips by staff;
- Increasing car sharing between staff who either live in similar areas or those who reside on a similar route to work;
- Increasing bus, rail, and tram usage of those staff that currently live within a short walk of existing and proposed public transport infrastructure;
- Increasing the use of sustainable transport modes for visitors to Factory.

7.1.6 Final targets will be established based upon the results of the first staff travel surveys conducted for the development and will then be amended if required based upon the results of subsequent surveys. Final targets will be determined in consultation with Manchester City Council and will be detailed in the individual Travel Plan documents.

- 7.1.7 The above objectives can be monitored by completing a staff survey update on an annual basis. This will highlight areas where the targets are being achieved as well as allowing revision to parts of the plan which can be improved further, i.e. if a new bus service becomes available.
- 7.1.8 The Travel Plan will also include targets relating to visitor travel which relate to provision of information and customer feedback rather than monitoring of trips made.
- 7.1.9 The final Travel Plan documents will be submitted within 6 months of the occupation of the development. If for any extraordinary reason it is agreed between the occupier and TfGM/MCC that it would not be representative to undertake the first staff travel survey in line with this timescale, first year travel targets should be established from census data or information from Travel Plans of other organisations in the area that are available.

8 TRAVEL PLAN IMPLEMENTATION AND MONITORING

8.1 Introduction

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

8.2 Travel Plan Implementation

8.2.1 **Table 8.1** below provides a framework and guidance as to timescales for the Travel Plan for Factory development.

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

Table 8.1 – Travel Plan Framework Timescales

8.3 Monitoring

8.3.1 The success of measures outlined in the Travel Plan will be monitored on a regular basis by the Travel Plan Co-ordinator.

8.3.2 The monitoring measures outlined below incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence following the opening of the respective developments. Suggested monitoring actions are:

- Monitor demand for additional cycle and motorcycle parking for staff;
- Monitor demand for facilities, which are to be provided within the development, for those staff travelling by foot or by cycle;
- Monitor take up of public transport incentives e.g. discounted tickets;
- Monitor Use of Blue Badge Parking
- Monitor the take-up of the staff car sharing scheme;
- Record comments received from staff relating to the operation and implications of the Plan so that improvements/alterations can be made should this be deemed necessary.

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

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

8.4 Travel Plan Progress Report

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

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

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

DRAWINGS

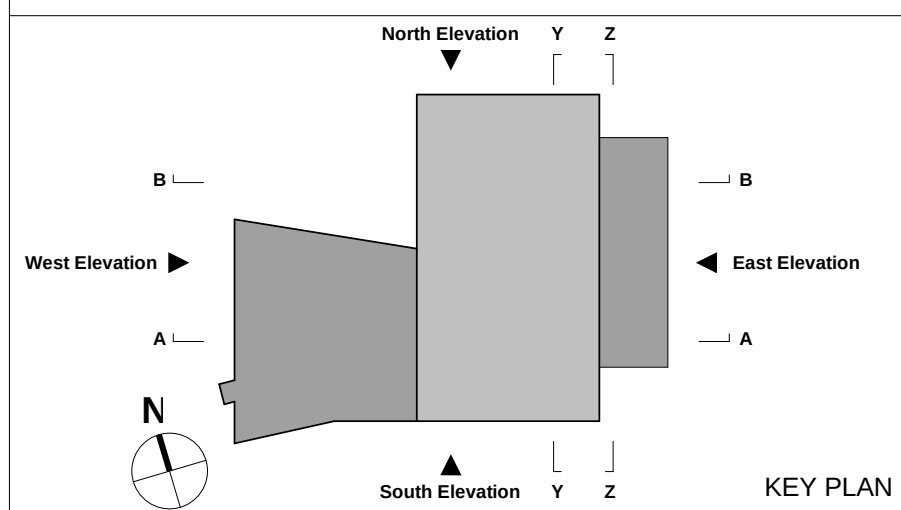


FACTORY MANCHESTER

MANCHESTER CITY COUNCIL Albert Square, Town Hall M2 3PB Manchester, United Kingdom T: +44 (0) 161 234 5004	CLIENT
OMA Heer Botelweg 149 3032 AD Rotterdam, Netherlands T: +31 (0) 10 2438000	ARCHITECT
BURO HAPPOLD 230 Lower Bristol Road B42 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	STRUCTURAL ENGINEER
BURO HAPPOLD 230 Lower Bristol Road B42 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	MECHANICAL AND ELECTRICAL ENGINEER
BURO HAPPOLD 230 Lower Bristol Road B42 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	FACADE ENGINEER
WSP The Victoria, 150-182 The Quays M50 3SP Manchester, United Kingdom T: +44 (0) 161 388 2400	FIRE ENGINEER
LEVEL ACOUSTICS De Roncken 10 5612 AP Eindhoven, Netherlands T: +31 (0) 40 247 2700	ACOUSTIC CONSULTANT
CHARCOAL BLUE 17 Short Street SE1 1L London, United Kingdom T: +44 (0) 207 628 000	THEATRE CONSULTANT

N 398030031 E 353033229	NORTHING COORDINATE EASTING COORDINATE
+26.720	SPOT HEIGHT
GF	LEVEL
+26.720	LEVEL HEIGHT
FFLSSL +26.720	LEVEL HEIGHT (FFL SAME AS SSL)
+26.720	FINISHED FLOOR LEVEL
+26.670	STRUCTURAL SLAB LEVEL
0	GRID LINE
1 TL 101	CALLOUT DETAIL NUMBER DRAWING REFERENCE
1 TL 101	ELEVATION DETAIL NUMBER DRAWING REFERENCE
1 TL 101	SECTION DETAIL NUMBER DRAWING REFERENCE
1 Ref 1 Ref 1 Ref	INTERNAL ELEVATION DETAIL NUMBERS DRAWING REFERENCE
+26.720	SPOT HEIGHT ELEVATION
+26.720	ARCHITECTURAL ABOVE
+26.720	ARCHITECTURAL BELOW
+26.720	STRUCTURAL ABOVE
+26.720	STRUCTURAL BELOW
WAREHOUSE 201	ROOM TAG ROOM NAME ROOM NUMBER
FFLSSL +26.720 FFLSSL +26.720	ROOM TAG FLOOR FINISH FLOOR BASE CEILING FINISH CEILING BASE
000A 000B 300B	DOOR TAG DOOR NUMBER DOOR TYPE FIRE RATING ACOUSTIC RATING
1 AL FireRatingRequired AcousticRatingRequired	WALL TAG WALL TYPE FIRE RATING ACOUSTIC RATING
EW5522	WALL TAG EXTERNAL WALL TYPE
ST-02	MULTI CATEGORY TAG TYPE NUMBER
12 Risers 170 / 250	STAIR TAG NUMBER OF RISERS RISER HEIGHT TREAD DEPTH
☐	FLOOR BOX
☐	NOT IN CONTRACT

P8	S2	23 Mar 2018	ISSUED FOR PLANNING
P7	S3	16 Mar 2018	INTERIM DESIGN RELEASE
P6	S0	21 Dec 2017	WIP INTERIM GA SUBMISSION
P5	S2	28 Sep 2017	PLANNING APPLICATION
P4	S3	11 Aug 2017	RIBA STAGE 3 SUBMISSION
REV	STAT	DATE	DESCRIPTION



DRAWN BY	Author	CHECKED BY	Checker	APPROVED BY	Approver
----------	--------	------------	---------	-------------	----------

PROPOSED GROUND FLOOR PLAN

DRAWING NAME	P8
--------------	----

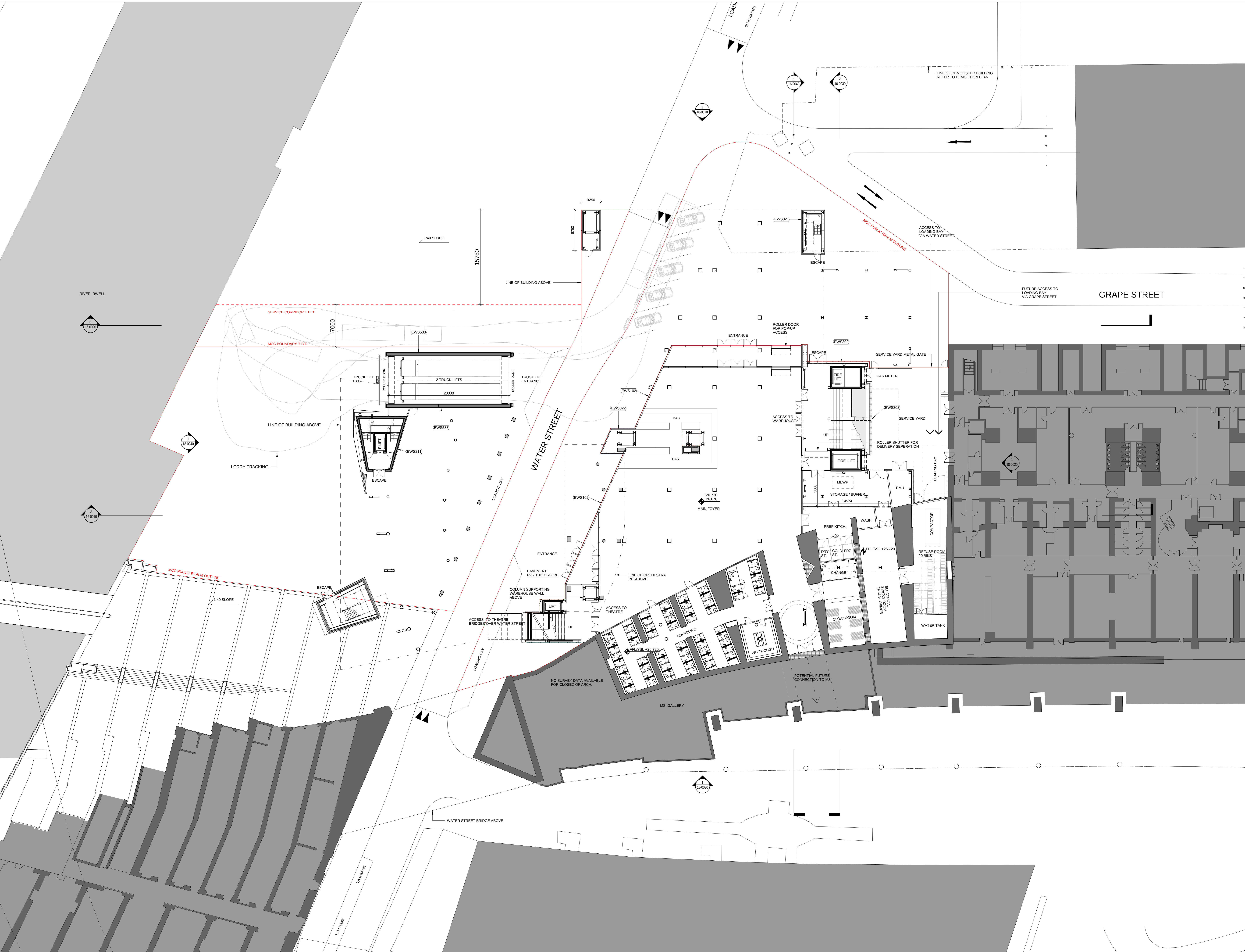
PHASE	REVISION
-------	----------

XXXX	1:200	A0	03/04/16
------	-------	----	----------

PROJ. NR.	SCALE	FORMAT	DATE
-----------	-------	--------	------

MF-OMA-XX-GF-DR-A-10-0100

DRAWING NUMBER



1 FLOOR PLAN - GROUND FLOOR
SCALE: 1:200

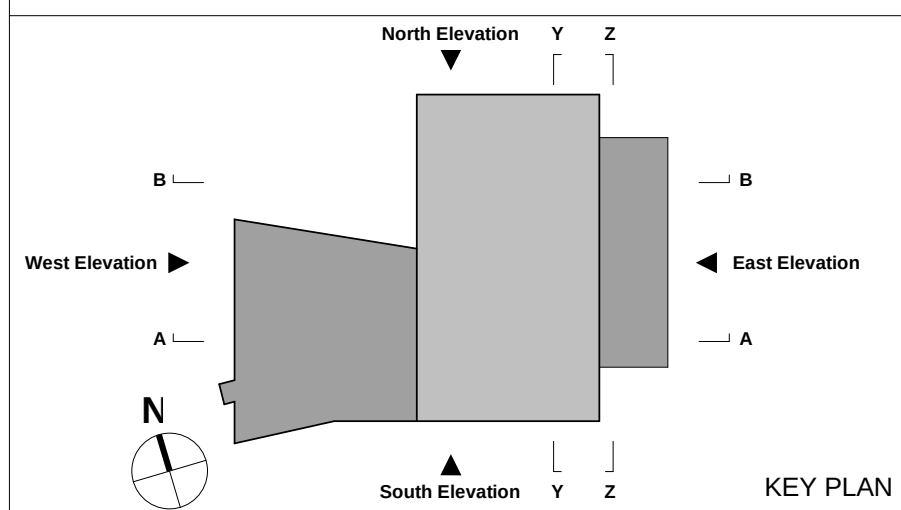


FACTORY MANCHESTER

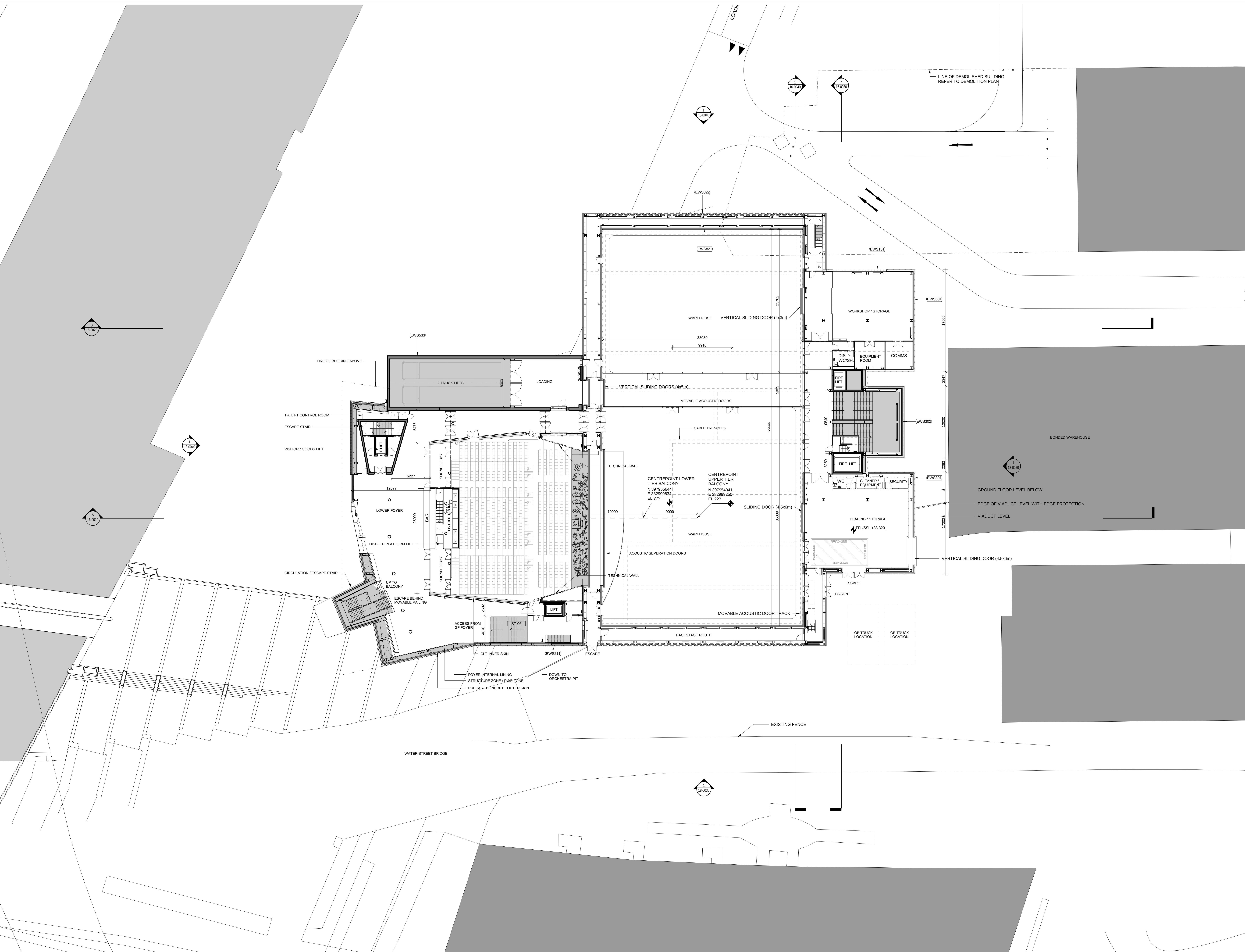
MANCHESTER CITY COUNCIL Albert Square, Town Hall M2 3PB Manchester, United Kingdom T: +44 (0) 161 234 5004	CLIENT
OMA Heer Botelweg 149 3032 AD Rotterdam, Netherlands T: +31 (0) 10 2438000	ARCHITECT
BURO HAPPOLD 230 Lower Bristol Road BA2 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	STRUCTURAL ENGINEER
BURO HAPPOLD 230 Lower Bristol Road BA2 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	MECHANICAL AND ELECTRICAL ENGINEER
BURO HAPPOLD 230 Lower Bristol Road BA2 3DQ Bath, United Kingdom T: +44 (0) 122 532 0600	FACADE ENGINEER
WSP The Victoria, 150-182 The Quays M50 3SP Manchester, United Kingdom T: +44 (0) 161 386 2400	FIRE ENGINEER
LEVEL ACOUSTICS De Roncken 10 5612 AP Eindhoven, Netherlands T: +31 (0) 40 247 2700	ACOUSTIC CONSULTANT
CHARCOAL BLUE 17 Short Street SE1 8 LK London, United Kingdom T: +44 (0) 207 528 000	THEATRE CONSULTANT

N 398030031 E 383033229	NORTHING COORDINATE EASTING COORDINATE
+26.720	SPOT HEIGHT
+26.720	LEVEL HEIGHT
FFL/SSL +26.720	LEVEL HEIGHT (IF SAME AS SSL)
+26.720	FINISHED FLOOR LEVEL
+26.670	STRUCTURAL SLAB LEVEL
0	GRID LINE
1 TL 101	CALLOUT DETAIL NUMBER DRAWING REFERENCE
1 TL 101	ELEVATION DETAIL NUMBER DRAWING REFERENCE
1 TL 101	SECTION DETAIL NUMBER DRAWING REFERENCE
1 Ref 1 Ref 1 Ref 1 Ref	INTERNAL ELEVATION DETAIL NUMBERS DRAWING REFERENCE
+26.720 +26.720	SPOT HEIGHT ELEVATION ARCHITECTURAL ABOVE ARCHITECTURAL BELOW
+26.720 +26.720	STRUCTURAL ABOVE STRUCTURAL BELOW
WAREHOUSE 201	ROOM TAG ROOM NAME ROOM NUMBER
FFL/SSL +26.720 FFL/SSL +26.720	ROOM TAG FLOOR FINISH FLOOR BASE CEILING FINISH CEILING BASE
000A 000 300B	DOOR TAG DOOR NUMBER DOOR TYPE FIRE RATING ACOUSTIC RATING
1 Ref 1 Ref 1 Ref 1 Ref	WALL TAG WALL TYPE FIRE RATING ACOUSTIC RATING
EW5522	WALL TAG EXTERNAL WALL TYPE
ST-02	MULTI CATEGORY TAG TYPE NUMBER
12 Risers 170 / 250	STAIR TAG NUMBER OF RISERS RISER HEIGHT TREAD DEPTH
1 Ref	FLOOR BOX
1 Ref	NOT IN CONTRACT

P8	S2	23 Mar 2018	ISSUED FOR PLANNING
P7	S3	16 Mar 2018	INTERIM DESIGN RELEASE
P6	S0	21 Dec 2017	WIP INTERIM GA SUBMISSION
P5	S2	28 Sep 2017	PLANNING APPLICATION
P4	S1	11 Aug 2017	RIBA STAGE 3 SUBMISSION
REV	STAT	DATE	DESCRIPTION



PROPOSED LEVEL 02 PLAN			
DRAWING NAME			
PHASE	P8		
XXXX	1:200	A0	05/10/16
PROJ. NR.	SCALE	FORMAT	DATE
MF-OMA-XX-L2-DR-A-10-0120			
DRAWING NUMBER			



1 FLOOR PLAN - LEVEL 2
SCALE: 1:200



Notes:

- 1. This is not a construction drawing and is intended for illustrative purposes only.
- 2. White lining is indicative only.

E	Directional Arrows Amended	HF	GD	13.04.18
D	Bollard Direction Amendments	HF	GD	10.04.18
C	Access from New Quay St Included	HF	GD	20.03.18
B	Bollard Updates	HF	GD	09.03.18
A	General Updates	HF	GD	28.01.18
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:

Manchester Quays Ltd

PROJECT:

St John's Technical Masterplan

DRAWING TITLE:

Highway Layout

SCALE:

1:500 at A0

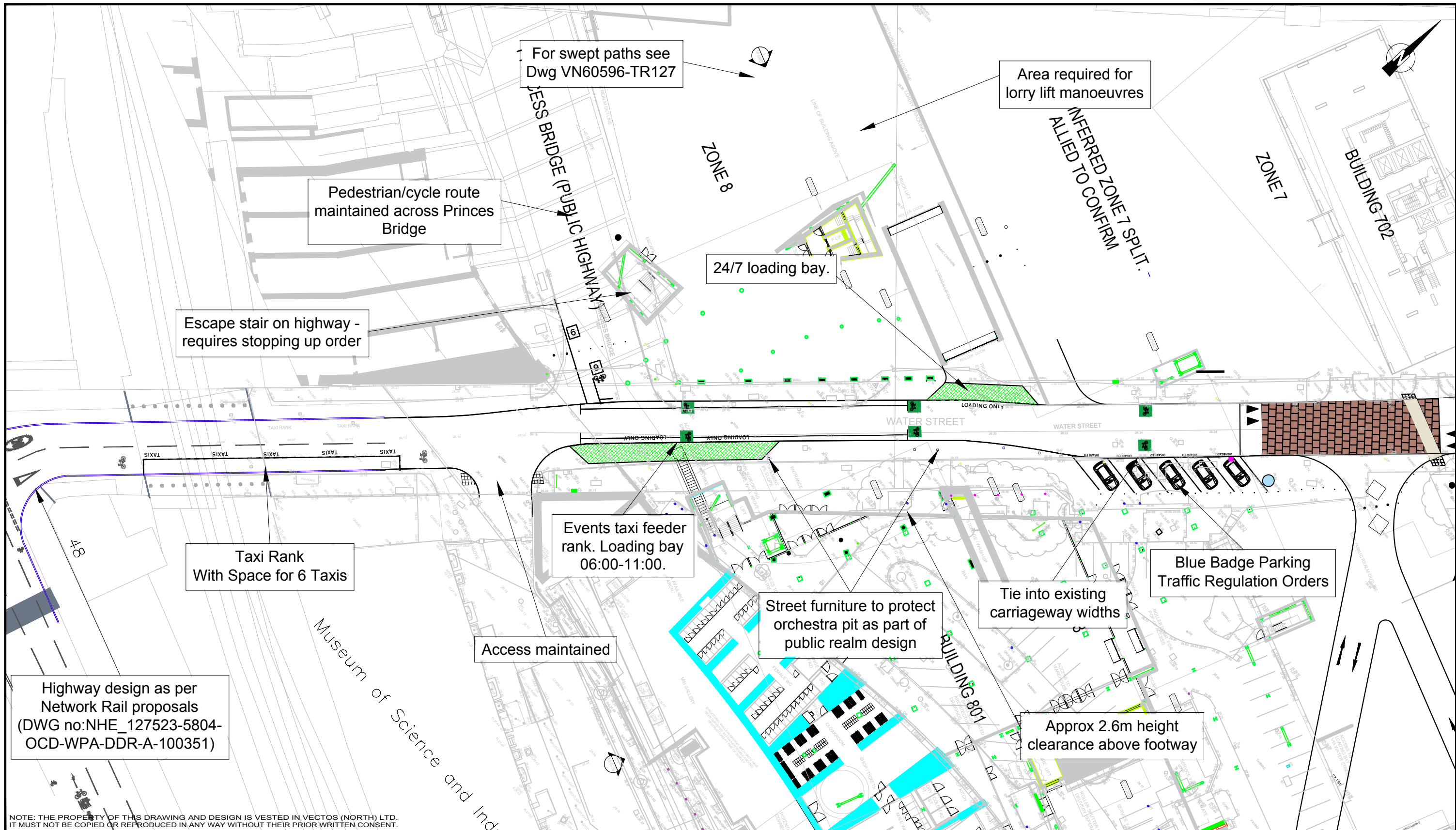
DRAWN:	HF	CHECKED:	GD	DATE:	17.01.18
--------	----	----------	----	-------	----------

vector

transport planning specialists

3rd Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
0161 228 1008
e: manchester@vectors.co.uk

DRAWING NUMBER:	REV
VN70930-101	E



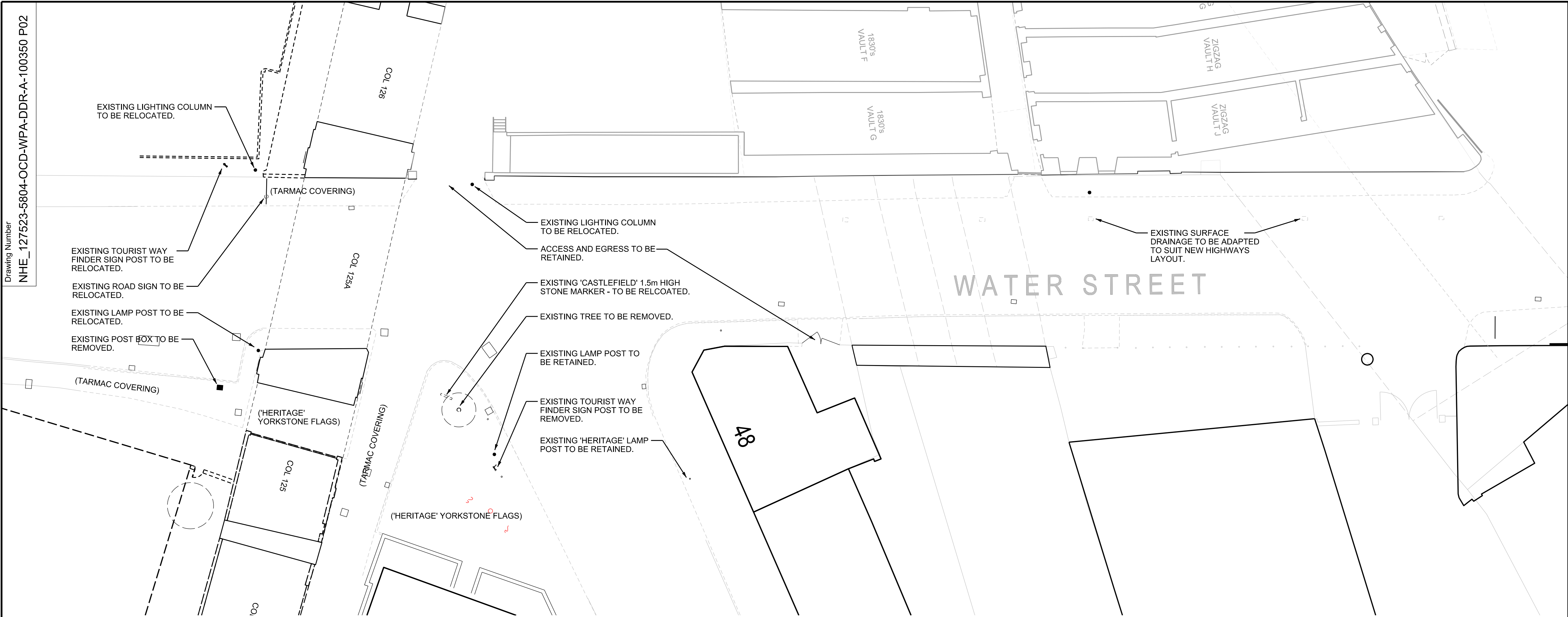
NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD. IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

REV.	DETAILS	DRAWN	CHECKED	DATE
A	Layout Updates	HF	GD	27.03.18
B	Layout Updates	HF	GD	23.04.18

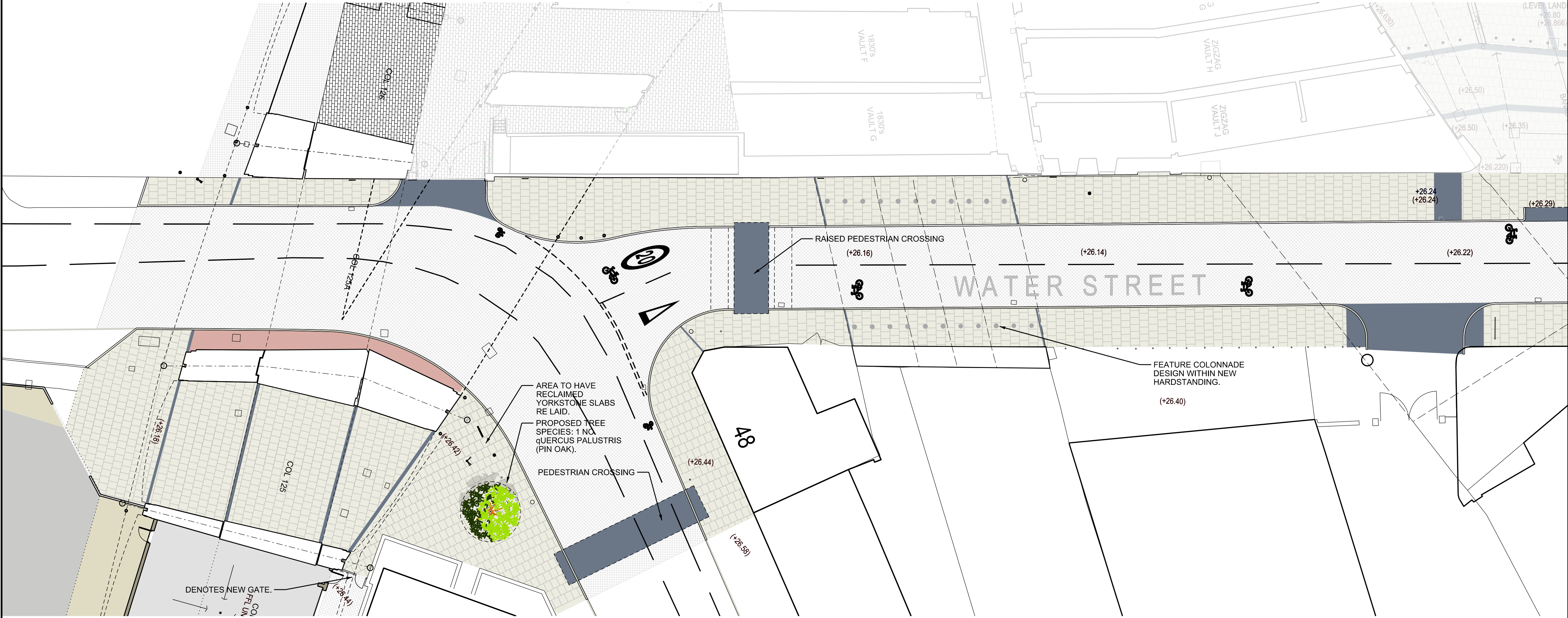
Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

St John's Technical Masterplan				Manchester City Council	
Indicative Highways Layout - Water Street				 transport planning specialists	
3rd Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ 0161 228 1008 e: manchester@vectos.co.uk					
DRAWN: HF	CHECKED: PW	DATE: 23.06.16	SCALES: 1:500 at A3	DRAWING NUMBER: VN70930-102	REVISION: B



EXISTING LANDSCAPE PLAN



PROPOSED LANDSCAPE PLAN

OS map data reproduced by permission of Ordnance Survey on behalf of HMSO. © Crown copyright 2009. All rights reserved. Ordnance Survey licence number 0100040692

Legend/Notes

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION
FOR HEALTH AND SAFETY INFORMATION, REFER TO DISCIPLINE SPECIFIC RISK MANAGEMENT SCHEDULE.

NOTES:

1. CONFIRMATION OF ALL SURVEY DATA MUST BE OBTAINED FROM THE NETWORK RAIL SURVEY TEAM.
2. ALL COORDINATES ARE TO THE PROJECT GRID. ALL LEVELS TO ORDNANCE DATUM NEWLYN.
3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

LANDSCAPE LEGEND:

- PROPOSED TARMAC SURFACE.
- EXTENTS OF WORKS TO EXISTING ARCH INTERIORS / FLOORS, INTENTIONS TO BE CONFIRMED.
- PROPOSED MARSHALLS (OR SIMILAR APPROVED) SCOTMOOR DIAMOND SAWN 'YORK STONE' PAVING SLABS.
- PROPOSED MARSHALLS (OR SIMILAR APPROVED) GRA921 BLACK FLAMED PAVING SETS.
- RECLAIMED COBBLED PAVED AREA.

LEVELS LEGEND:

- DENOTES EXISTING SPOT / GROUND LEVELS.
- DENOTES PROPOSED SPOT / GROUND LEVELS.

REFER TO HIGHWAYS LIGHTING AND DRAINAGE DRAWINGS FOR RELEVANT INFORMATION

PLEASE NOTE:

DRAWING TO BE READ IN CONJUNCTION WITH HIGHWAY ENGINEERS DRAWINGS:

NHE_127523-2405-OCD-WPA-DDR-D-000019

PLEASE NOTE:

URBAN REALM / LANDSCAPING LIGHTING DESIGN TO BE DEVELOPED INCOORDINATION WITH LOCAL AUTHORITY.

P01	23/09/14	Stage A AIP			
P02.1	24/04/15	Stage A AIP Second Submission	LH	RC	PJ
P02	24/07/15	Stage A Formal Submission	LH	RC	PJ
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability

Fit for Internal Review & Comment

S3

NORTHERN HUB

& ELECTRIFICATION ALLIANCE

Authorised	Signed	Date
Contractor(s)		

Building Design Partnership

Location	ORDSALL CHORD	
Type	CAD Drawing	Sub-type Plan
Role	Architect	Sub-Role Design
Zone	Work Package A	
Phasing	Proposed	Grip Stage 4

Project

Northern Hub and Electrification

Contract No.

127523

Contract Title

Central GRIP 2 to 8

Drawing Title

**Ordsall Chord
Proposed
Landscape & Highway Plan
Stage A - Section 6**

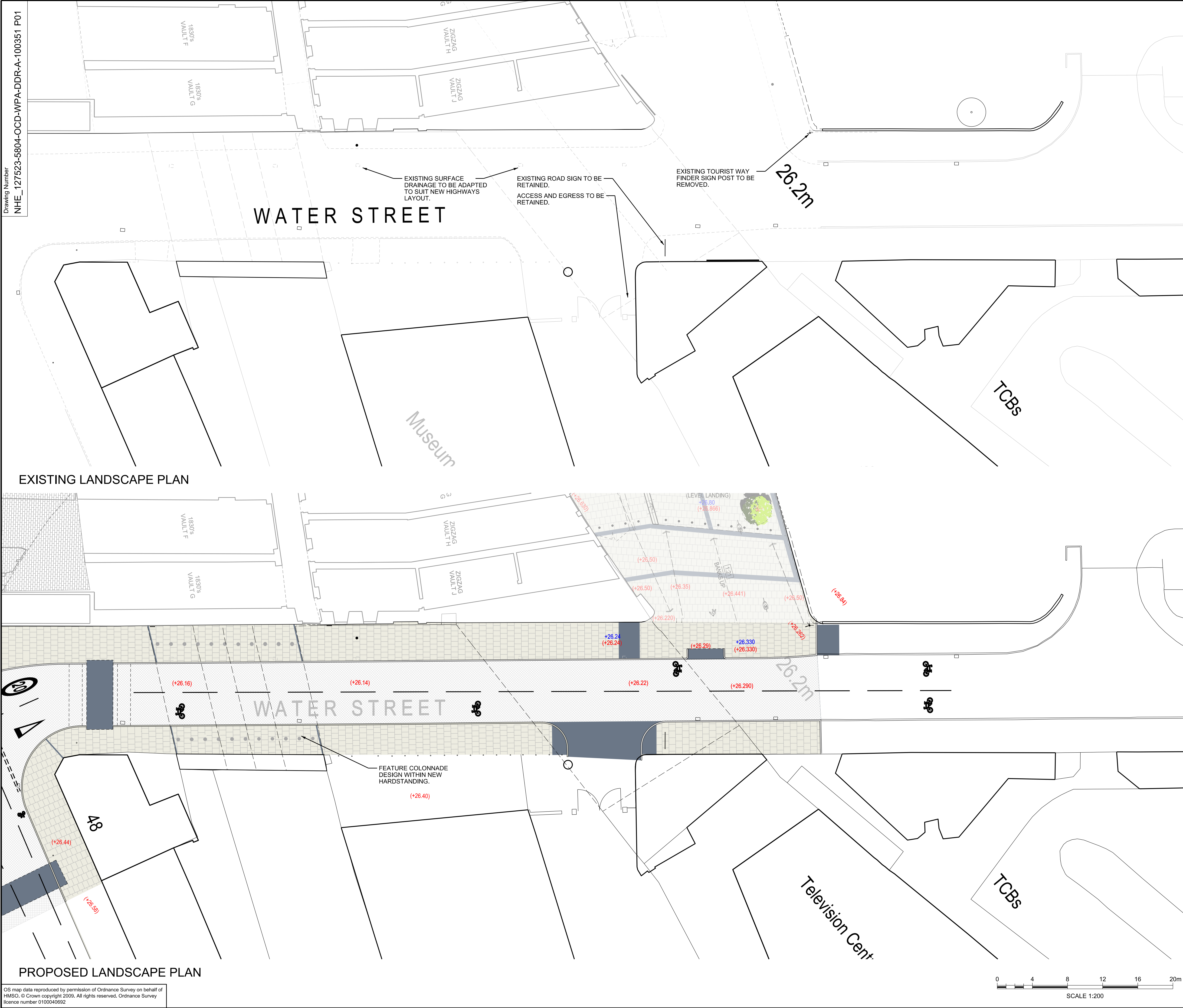
Designed	P.Jenkins	Signed	Date 23/09/14
Drawn	L. Herrick	Signed	Date 23/09/14
Checked	R. Connelly	Signed	Date 24/07/15
Approved	P. Jenkins	Signed	Date 24/07/15

Scale(s)	1:200	ELR & Mileage	190.011 to 190.1166
Alternative Reference		Sheet	1 of 1

Drawing Number	NHE_127523-5804-OCD-WPA-DDR-A-100350	Revision	P02
----------------	--------------------------------------	----------	-----

0 4 8 12 16 20m

SCALE 1:200



Legend/Notes

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

FOR HEALTH AND SAFETY INFORMATION, REFER TO DISCIPLINE SPECIFIC RISK MANAGEMENT SCHEDULE.

NOTES:

1. CONFIRMATION OF ALL SURVEY DATA MUST BE OBTAINED FROM THE NETWORK RAIL SURVEY TEAM.

2. ALL COORDINATES ARE TO THE PROJECT GRID. ALL LEVELS TO ORDNANCE DATUM NEWLYN.

3. ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.

LANDSCAPE LEGEND:

PROPOSED TARMAC SURFACE.

EXTENTS OF WORKS TO EXISTING ARCH INTERIORS / FLOORS, INTENTIONS TO BE CONFIRMED.

PROPOSED MARSHALLS (OR SIMILAR APPROVED) SCOUTMOOR DIAMOND SAWN 'YORK STONE' PAVING SLABS.

PROPOSED MARSHALLS (OR SIMILAR APPROVED) GRA921 BLACK FLAMED PAVING SETS.

RECLAIMED COBBLED PAVED AREA.

LEVELS LEGEND:

DENOTES EXISTING SPOT / GROUND LEVELS.

DENOTES PROPOSED SPOT / GROUND LEVELS.

REFER TO HIGHWAYS LIGHTING AND DRAINAGE DRAWINGS FOR RELEVANT INFORMATION

PLEASE NOTE:

DRAWING TO BE READ IN CONJUNCTION WITH HIGHWAY ENGINEERS DRAWINGS:

NHE_127523-2405-OCD-WPA-DDR-D-000019

PLEASE NOTE:

URBAN REALM / LANDSCAPING LIGHTING DESIGN TO BE DEVELOPED INCOORDINATION WITH LOCAL AUTHORITY.

P01.1	24/04/15	Stage A AIP	LH	RC	PJ
P01	24/07/15	Stage A Formal Submission	LH	RC	PJ
Rev	Date	Description of Revisions	Drawn	Chkd	Appr
Status					Suitability
Fit for Internal Review & Comment					S3

NORTHERN HUB

& ELECTRIFICATION ALLIANCE

Authorised

Signed

Date

Contractor(s)

Building Design Partnership

Location

ORDSALL CHORD

Type

CAD Drawing

Sub-type Plan

Role

Architect

Sub-Role Design

Zone

Work Package A

Phasing

Proposed

Grid Stage

4

Project

Northern Hub and Electrification

Contract No.

127523

Contract Title

Central GRIP 2 to 8

Drawing Title

Ordsall Chord

Proposed

Landscape & Highway Plan

Stage A - Section 6 - Part 2

Designed

P. Jenkins

Signed

Date

12/12/14

Drawn

L. Herrick

Signed

Date

12/12/14

Checked

R. Connelly

Signed

Date

28/04/15

Approved

P. Jenkins

Signed

Date

05/05/15

Scale(s)

1:200

ELR & Mileage

190.011

to

190.1166

Alternative Reference

Sheet

2

of

2

Drawing Number

NHE_127523-5804-OCD-WPA-DDR-A-100351

Revision

P01

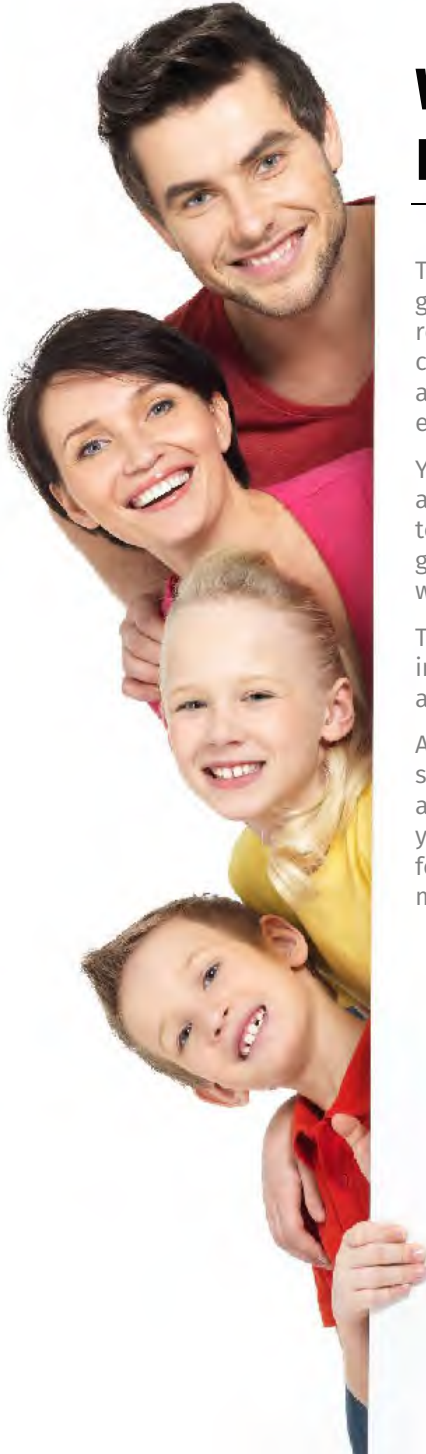
APPENDIX A

EXAMPLE STAFF WELCOME PACK

TRAVEL INFORMATION BROCHURE



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



WELCOME TO OUR FAMILY

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

Your store is located adjacent to Mayman Lane and Cemetery Road in Batley, just outside Batley town centre. The location of the store provides a great opportunity to travel by non-car modes, so why not see what is available?

This booklet is one of many measures included in a Travel Plan produced for the store and agreed with Kirklees Council.

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

TABLE OF CONTENT

04	Walking
06	Cycling
08	Walking & Cycling Map
10	Public Transport
12	Rail Services
14	Car Share
15	Scooter / Motorcycle





WALKING

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

The whole of the Batley is within 2km walking distance of the store, which means that it would take you no more than around 25 minutes to walk to work from anywhere in town.

Take advantage of the pedestrian connections around the store. The footways on Mayman Lane, Stock Lane and Upper Commercial Street will all provide you with excellent safe connections to the amenities located in the centre of Batley as well as to the surrounding residential areas and Batley Railway Station.

A plan showing amenities in Batley town centre with walking distance from the site, as well as the locations of pedestrian crossings, is included in this brochure.

Benefits of walking:

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

Are you not sure how to get from your home to work on foot? Use the www.walkit.com website to find walking companions, or use the walkit.com website to plan your journey. Walkit.com provides you with details of alternative routes and the approximate travel times, the number of calories burnt, step count and carbon saving.





CYCLING

Batley is suitable for cycling as it is reasonable flat throughout and benefits from lightly trafficked roads with low vehicle speeds. Cycling to work can be a healthy and safe way to travel, quicker than walking and cheaper than driving a car! You can securely park your bicycle at one of ten cycle parking spaces located adjacent to your store entrance lobby.

If you live further away, we are fortunate that National Cycle Route (NCR) 66 runs only 3.2km west of the store (14 mins cycle). You can connect to this route from Station Road.

NCR 66 provides a car free route, which runs through Heckmondwike, Liversedge and Cleckheaton and provides connection to Bradford to the north. If you are feeling ambitious the route runs as far as Old Trafford football stadium in Manchester and Spurn Head in the East Riding of Yorkshire!

Dewsbury is located only 4km to the south and can be accessed within 13 min cycle via Bradford Road, which benefits from on-street cycle lanes.

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

CycleBUDI

www.bikebudi.liftshare.com

Activity Junkie

www.activityjunkie.com/en/tag/4/cycling

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

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

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

Benefits of Cycling:

- Cycling is **'green'** – you can feel good about doing your bit for the environment
- Cycling is **quick** – for short journeys under 5 miles cycling is twice as fast as a car in traffic
- Cycling is **cheap** – no bus, train or season ticket is required

- KEY:**
- ★ YOUR STORE
 - ✉ POST OFFICE
 - GP GP SURGERY
 - 🏠 PHARMACY
 - 🎒 SCHOOL
 - 🏃 PLAYING FIELD
 - 📖 LIBRARY
 - 🏧 ATM
 - 🛒 FOOD STORE
 - 🏛 TOWN HALL
 - 🏪 TOWN CENTRE
 - 🚉 BUS STATION
 - BUS STOP
 - 10min WALK
 - ▬ CROSSING

To Birstall

🚶 Walk	🚲 Cycle	🚌 Bus
30 min	8 min	10 min
Distance 2.5 km		

To Heckmondwike

🚶 Walk	🚲 Cycle	🚌 Bus
30 min	8 min	5 min
Distance 2.5 km		

Batley Train Station

🚶 Walk	🚲 Cycle
15 min	4 min
Distance 1.3 km	

Every effort has been made to ensure the accuracy of this map. Vectris and Siemens Ltd cannot be held responsible for any errors or omissions.



PUBLIC TRANSPORT

The nearest bus stops are located opposite your store on Mayman Lane. Alternative bus stops are also available on Blakeridge Lane close to the junction with Upper Commercial Street and Arncliffe Road. These are all located within a 2-3 minute walk of your store.

The buses that serve these stops are numbers 183, 212, 229, 221, 223, 281, 282, 283 and 213. These services will allow you to reach destinations further afield such as Bradford, Dewsbury, Halifax and Leeds.

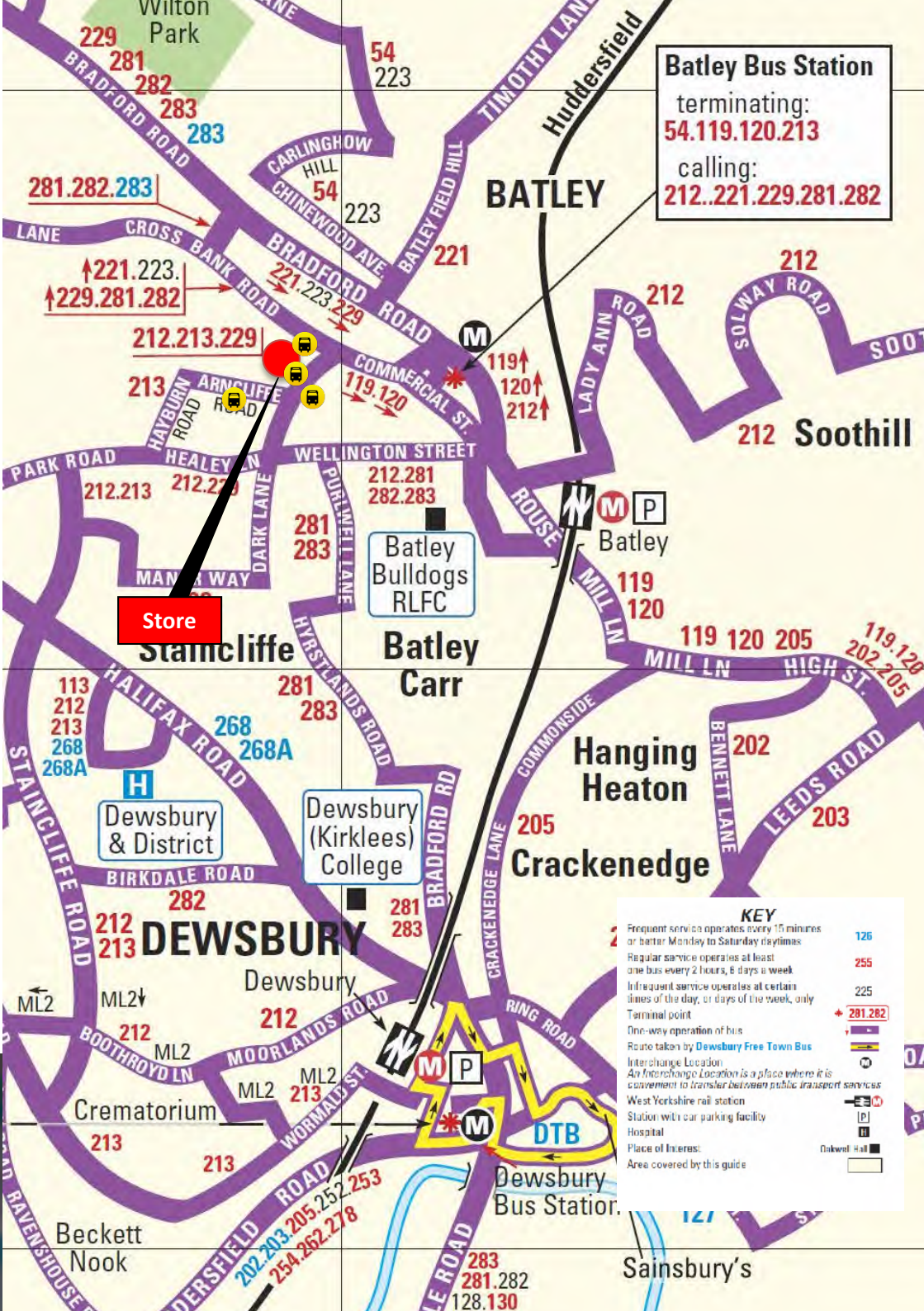
A bus shelter, seating and timetable information is provided at both the north and southbound bus stops on Mayman Lane.

The locations of these stops, together with local bus services operating in the vicinity of the site, are shown on map on the right.

Below is a summary of the frequency of bus services that operate along Mayman Lane, Blakeridge Lane and Arncliffe Road that are accessible from the store.

No	Route	Frequency (one-way)		
		Mon - Fri	Sat	Sun & PH
Mayman Lane Bus Stops				
183	Thornhill Lees - Batley Girls High School	1 per day	-	-
212	Dewsbury-Batley-Wakefield	60 mins	60 mins	60 mins
229	Leeds - Huddersfield	30 mins	30 mins	60 mins
Blakeridge Lane Bus Stops				
221	Leeds – Morley-Batley- Heckmondwick - Mirfield	30/60 min	60 min	-
223	Leeds– Morley-Batley- Heckmondwick - Mirfield	5 per day	6 per day	60 mins
281	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins	-
282	Fieldhead Estate -Birstall-Thornhill Edge	30 mins	30 mins	60 mins
283	Bradford – Thornhill Edge	30 mins	30 mins	60 mins
Arncliffe Road Bus Stops				
213	Batley - Dewsbury	60 min	60 min	-

For more information on local **public transport** visit:
www.yorkshiretravel.net





RAIL SERVICES

Batley Railway Station is located 1.4 km to the south east of the store and can be accessed within 16-minute walk via Mayman Lane, Commercial Street, Hick Lane and Station Road. The journey along the same route by bicycle takes approximately 6 minutes. The station benefits from 4 bicycle lockers and CCTV cameras ensuring safety of your parked bicycle.

Batley Railway Station is situated on the London and North Western Railway's line between Leeds located just 13km to the north east of the station, Huddersfield located 15km to the south west, and Manchester located 54km to the south west. It is worth noting that Northern Rail allow up to two cycles to be carried on their services so you may be able to combine cycling with your rail journey.

There is a half-hourly service from Batley to Leeds Mondays to Saturdays, which takes approximately 17 minutes. Destinations such as Dewsbury and Huddersfield also can be accessed with a half-hourly service Mondays to Saturdays.

As can be seen on the West Yorkshire's Rail Network plan to the left, Batley is within zone 2 and is covered by West Yorkshire MCards, MetroCards and Rail Zones tickets.

You can get your MCard free at Batley Railway Station or by ordering it online at www.m-card.co.uk. Once you have a card, you simply top it up with weekly or monthly travel. Weekly and monthly MCards can be shared, as you don't need photo ID to use it.

For more information and **rail enquires** the following websites may be of help:

www.wymetro.com/TrainTravel

www.nationalrail.co.uk

www.thetrainline.com

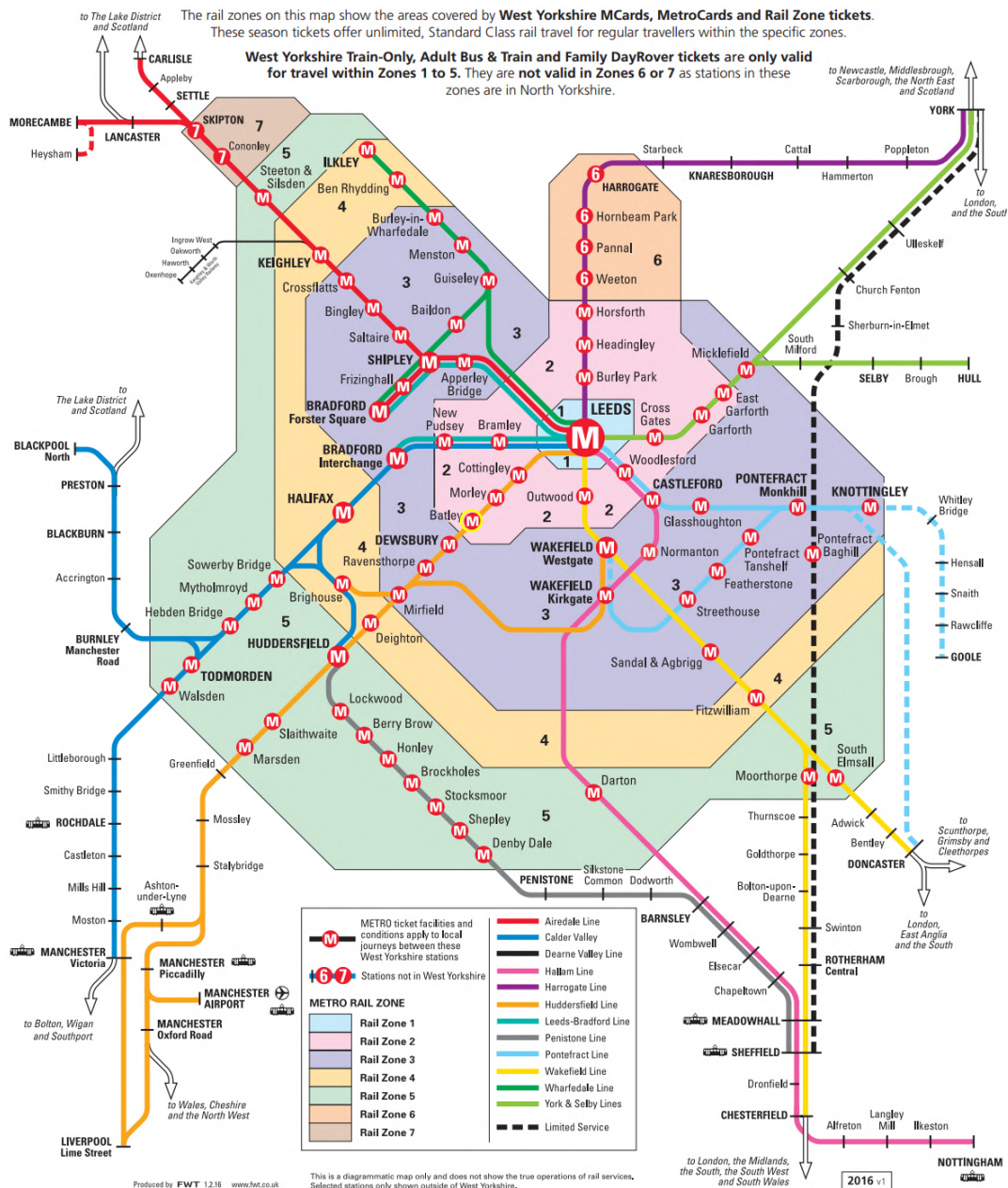
To help **plan your journey** visit:

www.wymetro.com/howtogetto/planajourney

www.transportdirect.co.uk

www.yorkshiretravel.net

West Yorkshire's Rail Network





CAR SHARE

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

Travelling with other people by car is an easy way to cut your CO₂ emissions and save money. By splitting costs with your fellow passengers you will save on fuel and parking fees. You can use your time as a passenger to read or catch up on work, and of course you won't have to find a parking space.

Why not give a car sharing a go? You can use a notice board located in staff area to find colleagues looking to share journeys to and from work. If you have got empty seats, then why not OFFER someone a lift and split the cost of the travel. By advertising on notice board, your work colleagues will be able to find your lift and pay you for it. You can also advertise, if you NEED a lift. The staff notice board is a great way to CONNECT with liftsharers!

Benefits of car sharing:

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

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

- www.liftshare.com
- www.blablacar.com



SCOOTER / MOTORCYCLE

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

Your store provides 4 parking spaces for motorcycles. In addition within Batley there are 9 car parks that also allow motorcycle parking. The closest car parks to the store are as follow:

- Cross Street - off Wellington Road (20 spaces)
- Field Lane - off Field Lane (86 spaces)
- Henrietta Street - off Henrietta Street (35 spaces)
- Market Place - off Commercial Street (28 spaces)
- New Way – off New Way (46 spaces)

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

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

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

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

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

Your closest motorbike store is Padgetts Ltd and is located at:

234 Bradford Road

Batley

WF17 6JD

Tel: 01924 478491

Web: www.padgettsmotorcycles.com



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

For information on **walking** visit:

www.kirklees.gov.uk/leisure/sportHealth/walking

For information on **cycling** visit:

www.sustrans.org.uk

www.wygocycling.com

www.kirklees.gov.uk/leisure/sportHealth/cycling

www.ways2work.org.uk

www.ctc.org.uk

Your local **bicycle store shop** is Oakwell Cycles located 2.2km north west of the store:

46 Westgate

Batley

BD19 5EY

For **public transport** information visit:

www.wymetro.com/howtogetto/planajourney

www.transportdirect.co.uk

www.yorkshiretravel.net

For **bus timetables** visit:

www.arrivabus.co.uk

www.tlctravelltd.co.uk

www.traveline.info

For **rail enquiries** visit:

www.nationalrail.co.uk

www.thetrainline.com

For information about **car sharing** visit:

www.liftshare.com

www.blablacar.com

APPENDIX B

EXAMPLE TRAVEL QUESTIONNAIRE

FACTORY Staff Travel Plan Questionnaire

Date _____

1 Postcode _____

2 Gender

- 1 ☐ Male
2 ☐ Female

3 Age

- 1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

4 Is your work?

- 1 ☐ Full Time
2 ☐ Part Time

5 What are your normal start and finish times?

Start Time _____
Finish Time _____

6 Do you have a disability that may affect your travel arrangements?

- 1 ☐ Yes
2 ☐ No

7 How far do you travel to work?

- 1 ☐ Less than 1 mile
2 ☐ Between 1 and 2 miles
3 ☐ Between 2 and 5 miles
4 ☐ Between 5 and 10 miles
5 ☐ Between 10 and 20 miles
6 ☐ Over 20 miles

8 On your normal trip to work, which form of transport did you use? (tick all that apply)

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger with other people as driver or passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Motorbike
6 ☐ Bicycle
7 ☐ Walk
8 ☐ Other (specify) _____

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

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

10 If you have indicated 'Car driver' in Q8, what are the main reasons for doing so?

- 1 ☐ Car essential to job
2 ☐ Dropping/collecting others offsite
3 ☐ Give a lift to others in the area
4 ☐ Health reasons
5 ☐ More convenient than alternative
6 ☐ Other (please specify) _____

11 If you indicated car driver in Q8, would you consider car sharing?

- 1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No

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

13 Which of the following changes would most encourage you to use public transport for your Journey to work? If you already travel to work by public transport, which would you most like to see? Please tick the 3 most applicable?

- ☐ Interest free loans for travel tickets/passes sold at work
☐ Flexible working patterns
☐ More convenient bus drop off points
☐ Pubic transport information at work site
☐ More direct bus routes
☐ Personalised journey plan
☐ None
☐ Other (specify) _____

14 If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- 1 ☐ Bus
2 ☐ Train
3 ☐ Bicycle
4 ☐ Car passenger
5 ☐ Walk
6 ☐ Motorbike
7 ☐ Other (specify) _____

Your views and ideas are important, so please add any other comments about your journey to work

Thank you for your co-operation