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FRAMEWORK TRAVEL PLAN

First Street Developments Ltd

Plot 10a, First Street

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Appendix A	- Proposed Site Layout
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1 INTRODUCTION

1.1 This Framework Travel Plan (FTP) has been prepared by Vectos on behalf of First Street Developments Ltd in support of a planning application for a proposed office based development on Plot 10a of the First Street Masterplan Area.

1.2 This development is also supported by a Transport Statement (TS) and a Waste and Servicing Strategy Report prepared by Vectos.

Development Site

1.3 The location of the development site is shown in a local context of the existing layout within Manchester City Centre in **Dwg 105-MP_00_1200 B,** while the context with the emerging masterplan is shown in **Dwg 105-MP_00_2200 B.**

1.4 Plot 10a overall covers roughly 0.36 hectares and it is bound by River Street to the north and east, Hulme Street to the south, and the development Plot 9a to the west and Plot 10b to the east. There are no permanent structures on the site, and no trees on or adjacent to the site.

1.5 The development of First Street South is being constructed by Downing. This is a development in four buildings of over 2200 bedrooms along with large amenity space 17,000 sq ft of commercial leisure, restaurant and retail space.

1.6 More widely the area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south.

Proposed Development

1.7 Plot 10a comprises a 13-storey office building, delivering just over 20,000sqm floorspace, together with new public realm completing the missing link of First Street in the space adjacent to office development of Plot 9a.

1.8 The forthcoming development of Plot 10b lies to the east of Plot 10a and is intended as a Purpose-Built Student Accommodation building, together with new public realm along Wilmott Street. It would also include a Food Hall food and beverage facility for the public at the ground floor level. Plot 10a has been designed in collaboration with Plot 10b to ensure a cohesive and coordinated street-scape is achieved.

Plot 10b will be delivered independently of Plot 10a and once developed they would share the space between the buildings where the main servicing activity would take place running between River Street and Hulme Street and designed to a high standard.

1.9 The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site. The adjacent Plot 9a delivers the majority of the public realm extension with Plot 10a completing the pedestrianised footpath connecting First Street to Hulme Street to the south.

1.10 The River Street frontage of Plot 10a will consist of a high quality yorkstone street surfacing, continuing the materials palette used throughout James Grigor Square.

1.11 A 'pocket park' is proposed between the Plot 10a and the forthcoming development of Plot 10b which consists of seating for the public and planting.

1.12 The development proposals for Plot 10a can be summarised as follows:

- A 13-storey commercial office building (Use Class E) with winter gardens and roof terraces. The quantum of development includes:
  - c.20,175 sqm of commercial space (Use Class E);
  - 11th floor terrace and 12th floor terraces;
  - 204 double stacked cycle parking spaces with showers and changing facilities;
  - There is no car parking provided. The nearby First Street Q-Park multi-storey car park has 700 standard spaces, 26 disabled spaces & 6 EV charging spaces. In addition to this, there are 6 on-street parking bays where disabled drivers can park without payment or limit, located on the northern side of River Street between Medlock Street and James Grigor Square; and
  - Landscaping and public realm works.

1.13 The proposed site layout for Plot 10 as a whole is contained in **Appendix A**.

Travel Plan Objectives

1.14 A Travel Plan is a long-term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:

- Minimise the number of single occupancy car journeys;
- Promote alternative modes of travel other than the car;
- Provide quality travel information on the mode choices available;
- Present to occupiers the incentives available in choosing sustainable travel options;
- Promote Active Travel modes to improve health; and
- Promote Car Sharing.

1.15 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:

- Improved air quality and less noise, dirt and fumes;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

Report Detail

1.16 This FTP has been prepared to consider travel to and from the office development and should be read in conjunction with the TS. It will note:

- Context of the Site;
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Action Plan.

2 BASELINE CONDITIONS

Overview

2.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

2.2 An audit of the local transport/highway infrastructure in the area was conducted to establish the baseline conditions for the street environment has been undertaken with a particular focus on the provision for pedestrians, cyclists and public transport users. The summary of this walkover audit is given in **Appendix B** and some of the key features are considered further below. It is noted that the First Street Plot 9a will deliver a new pedestrian crossing of Medlock Street and footway paving improvements on the east side of Medlock Street as described later.

Existing Site

2.3 The site currently consists of an area of hard standing that has previously been used as a surface car park and more recently as Homeground, which was a temporary food, beverage and events space.

2.4 The wider area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south.

Local Highway Network

A5103 Medlock Street

2.5 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, which forms part of the Manchester and Salford Inner Relief Route (MSIRR). This route connects the north and south of the city and providing strategic access to the City Centre.

2.6 In the vicinity of the site, Medlock Street is circa 12m in width and the southbound lane flares on approach to the roundabout provide two lanes. Northbound, there is a right turn ghost island arrangement which provides a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit, and there are footways, mandatory cycle lanes and street lighting provided on both sides of the carriageway. **Photo Plate 1** shows a view of Medlock Street looking north towards the City Centre.



Photo Plate 1: Medlock Street looking North towards the City Centre

2.7 A new pedestrian crossing has been proposed on Medlock Street approximately 40m north of River Street. This crossing is to be signalised and staggered, comprising a 3.5m x 12m pedestrian refuge in the middle of the road. The general arrangement of the proposed pedestrian crossing is shown in **Dwg VD20344-VEC-HGN-XX-DR-CH-100 C** and is being delivered as part of Plot 9a.

A5103 / A57 (M) Mancunian Way Junction

2.8 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.

2.9 This junction was recently improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and also provide new dedicated off-road cycle infrastructure at the junction. The scheme layout is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

River Street

2.10 River Street forms the northern boundary of the site and links to Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is subject to a 30mph speed limit. It is a private road, and the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Photo Plate 2** shows a view of River Street looking west past James Grigor Square.



Photo Plate 2: River Street looking West past James Grigor Square

2.11 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street along with 3x disabled parking spaces.

2.12 The traffic flows on River Street were surveyed pre-pandemic and are considered robust. These are shown **Figure 2.1** overleaf.

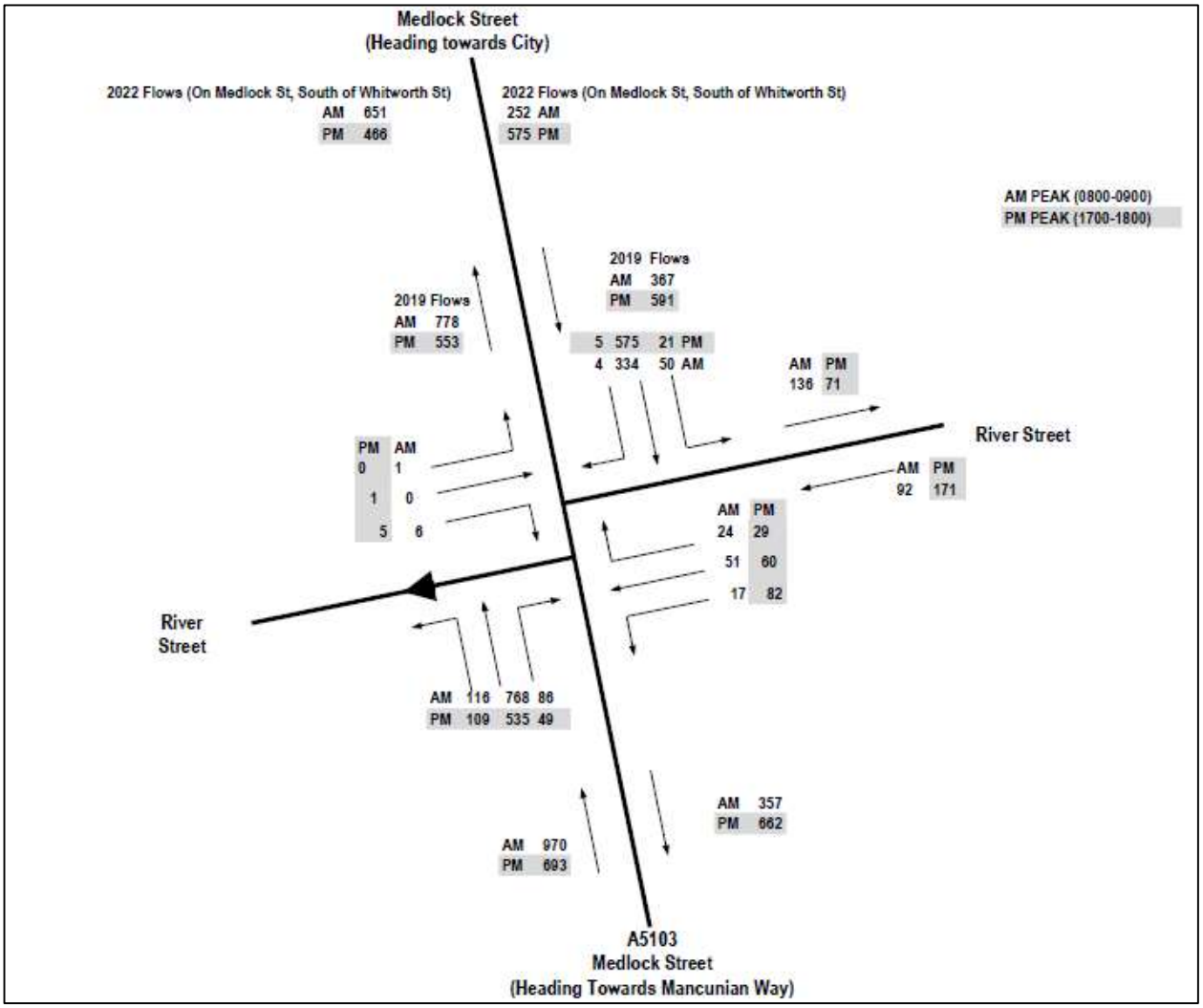


Figure 2.1: River Street Traffic Flows

2.13 It can be seen in **Figure 2.1** that the two-way flows equate to 228 vehicle flows in the AM peak and 242 in the PM peak. While this is busy in the peak hours, equating to a vehicle every 15 seconds, there are plenty of crossing opportunities for pedestrians. Outside of the peak hours the flows are much lower.

2.14 Medlock Street experiences queuing in the AM Peak building up from the Whitworth Street signals back to River Street. In the PM peak, the occurrence of queuing has largely been removed by the works to the Medlock Street roundabout with Mancunian Way. Those queues tended to block the exiting traffic from River Street but these have largely gone away.

Hulme Street

2.15 Vehicular access to the site will be taken from Hulme Street, which is circa 6m in width and a lower priority distributor link. This road provides connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street and there are some on-street parking bays along the northern side of the road, with double yellow line waiting restrictions along the southern side.

2.16 The on-street parking bays lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend.

2.17 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area.

Existing Car Parking Provision

2.18 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces and the NCP Hulme Street car park with 114 spaces both within 200m of the site.

2.19 There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square.

2.20 **Dwg VN222361-G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are 3,484 public car parking spaces within a short walk of the site.

Accident Data Record

2.21 The online version of the TfGM accident database has been interrogated to understand the level of accidents in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 2.2** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

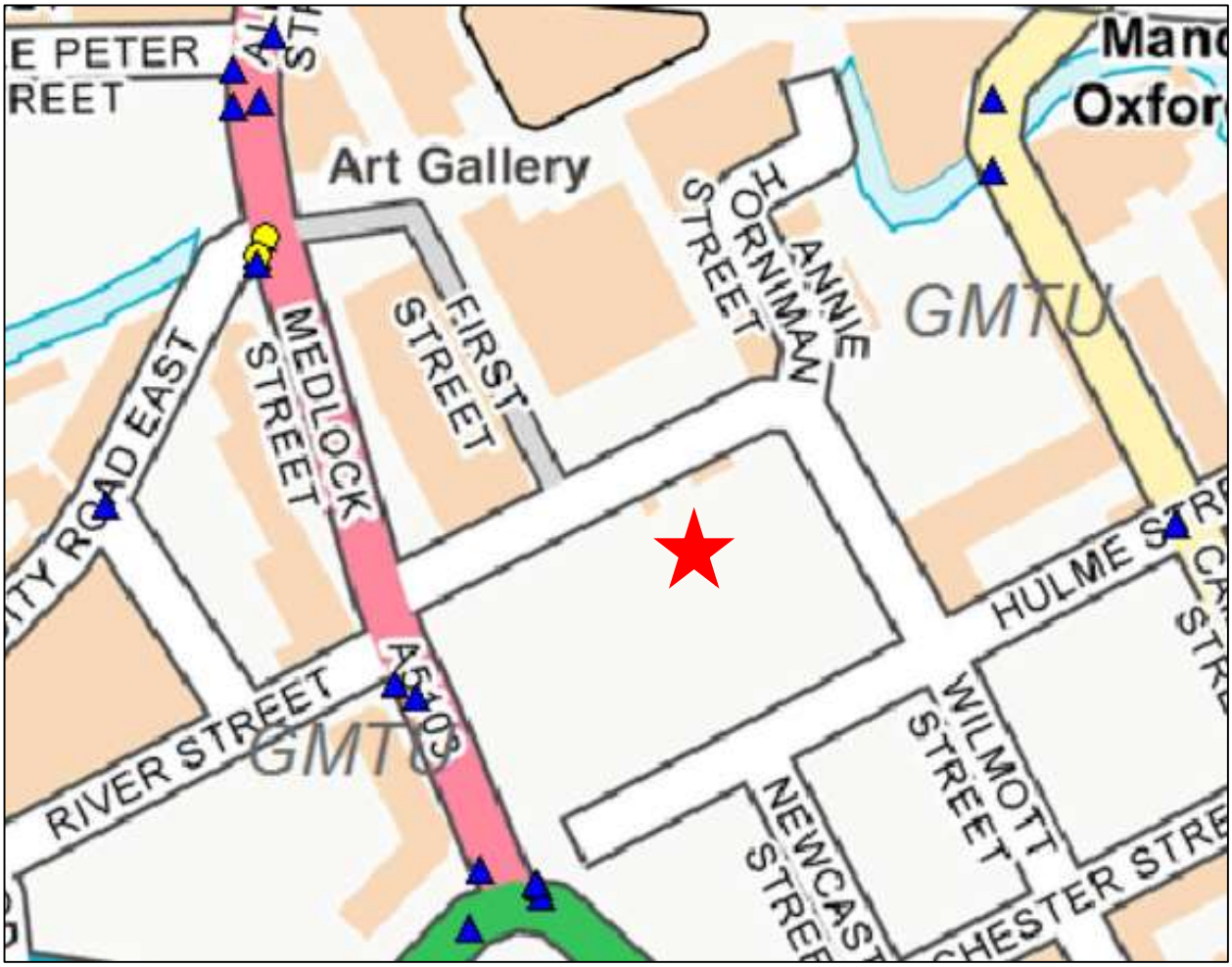


Figure 2.2. 5 Year Accident Plot Data (extract from TfGM Interactive Map) (http://www.gmtu.gov.uk/gmaccidents/#)

2.22 It can be seen from **Figure 2.2** that there have been no accidents on River Street, Wilmott Street or Hulme Street in the vicinity of the site, whilst there have been two slight accidents on the section of Medlock Street which runs along the site's western boundary. Additionally, there have been two serious accidents and two slight accidents at the junction between Medlock Street/City Road East to the north of the site.

2.23 Overall, given the moderately high volumes of vehicles and pedestrians in the area, it is considered that the number and severity of accidents is relatively low and that there are no material prevailing road safety issues in the vicinity of the site that would indicate a persistent road safety issue.

3 ACCESSIBILITY BY SUSTAINABLE MODES OF TRAVEL

Overview

3.1 This section of the report provides a review of the site's accessibility by sustainable modes of travel, namely walking, cycling, bus, Metrolink and rail.

3.2 The site is aiming to achieve a high BREEAM score, and therefore, this section of the report considers various criteria contained within BREEAM Tra 01 (Public Transport Accessibility). In order to achieve these BREEAM credits, consideration has been given to the requirements for all users to be able to access the site accounting for varying levels and types of disability.

3.3 The reference guidance for considering access by disabled users is based on the MCC document Design for Access 2 which complies with the requirements of the Disability Discrimination Act.

Walking

3.4 The Institution of Highways and Transportation (IHT) document *'Guidelines for Providing for Journeys on Foot'* (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.

3.5 The more recent CIHT document *'Planning for Walking'* (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 km) are made wholly on foot and therefore represent a key mode to access the site either on its own or as part of a multi-modal journey.

3.6 In line with this guidance, **Dwg VN222361-G102** represents an 800m and 2km walk catchment from the site. This plan shows that there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.

3.7 The existing pedestrian facilities in the vicinity of the site are of a good standard and are suitable for all pedestrians including disabled users. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. First Street is a high quality, traffic free pedestrian and cyclist route from Whitworth Street to the City Centre incorporating sears, trees and landscaping to create an attractive space for people to enjoy and pass along.

3.8 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200m north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/Whitworth Street West junction.

3.9 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.

3.10 To support disabled users, the existing public realm around the site includes wide footways and step free access where appropriate. There is an uncontrolled pedestrian crossing with dropped kerbs and tactile paving approximately 50m east of the site entrance across River Street.

3.11 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.

Cycling

3.12 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed pf 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Dwg VN222361-G103.**

3.13 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.

3.14 **Dwg VN222361-G103** also highlights the cycling infrastructure available within that catchment. This plan shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

3.15 An extract of TfGM's cycle map is provided in **Figure 3.1** for the area in the vicinity of the site, with the site itself indicated by the red star.

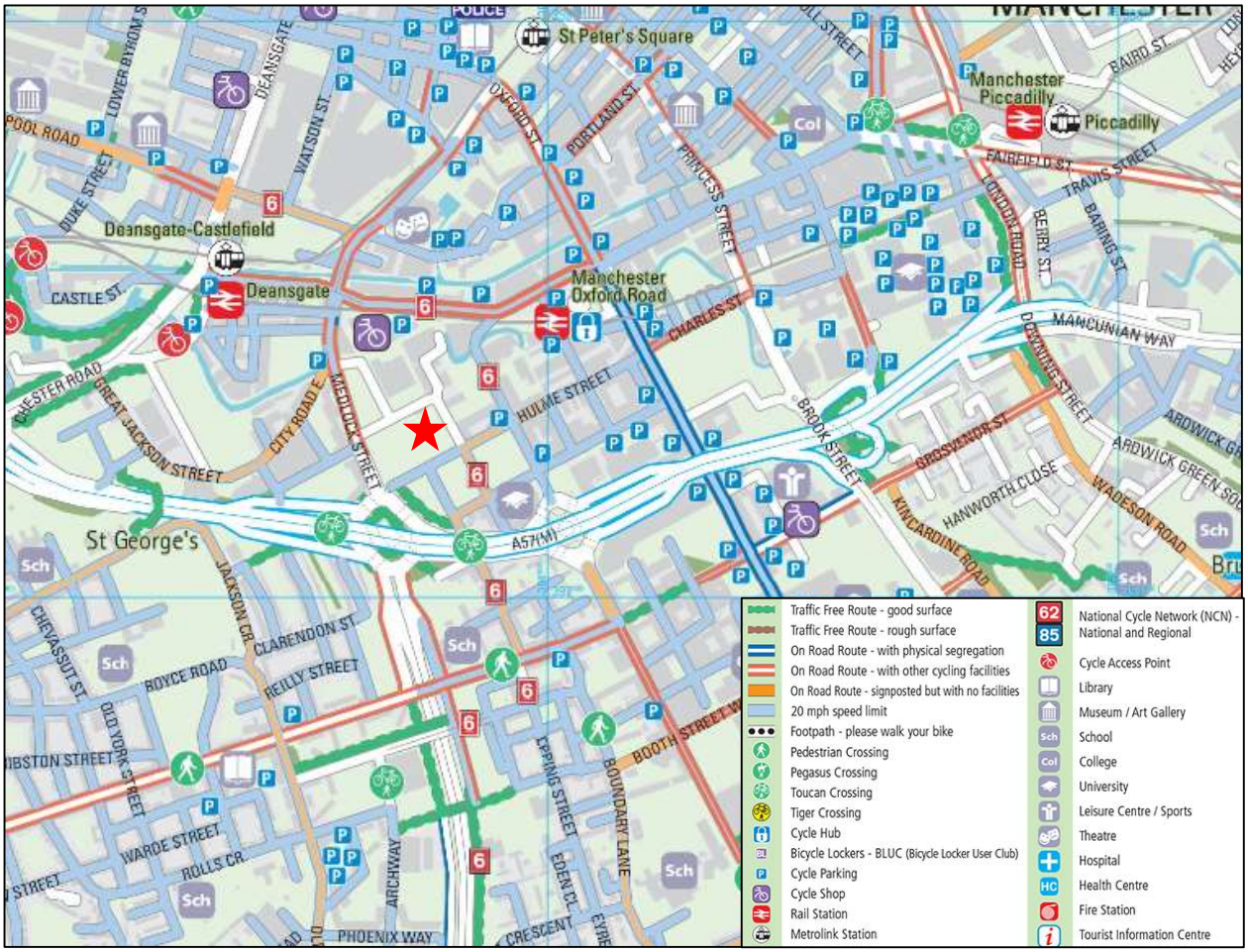


Figure 3.1: TfGM Cycle Map

3.16 **Figure 3.1** shows that Hulme Street forms part of National Cycle Network Route 6 (NCN 6). This is a long-distance cycle route linking London to the Lake District. There is also a 20mph speed limit on Hulme Street, Cambridge Street, Wilmott Street and Chester Street to support cyclist trip movements.

3.17 The site will be provided with cycle parking facilities that will further encourage travel via this mode:

— A total of 204 double stacked cycle parking spaces will be provided on the ground floor, as well as showers and changing facilities.

3.18 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.

Public Transport – Bus

3.19 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.

3.20 The closest bus stops are located on Medlock Street within 200 metres of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.

3.21 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the south west of the conurbation site and can also be used to access Piccadilly Gardens.

3.22 The bus service frequency for this stop is presented in **Table 3.1**.

Table 3.1: Bus Services within 400 metres

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
256	Piccadilly Gardens - Flixton via Hulme, Trafford Bar, Stretford, Davyhulme	6	6	6	2	6	2

3.23 There are other bus services which serve bus stops just over a 400m walk from the site on Whitworth Street West including:

— Free Bus 2, the free city centre shuttle bus, every 10 minutes;
— 255 service to Partington, every 30 minutes;
— X50 to Trafford Centre, every 20 minutes; and
— X58 to Flixton once a day commuter service.

3.24 All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:

- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
- Free off peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.

3.25 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing impaired passengers.

3.26 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Public Transport – Metrolink

3.27 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400 metres walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.

3.28 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre.

3.29 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.

3.30 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.

3.31 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 3.2** overleaf.

3.32 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.

3.33 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

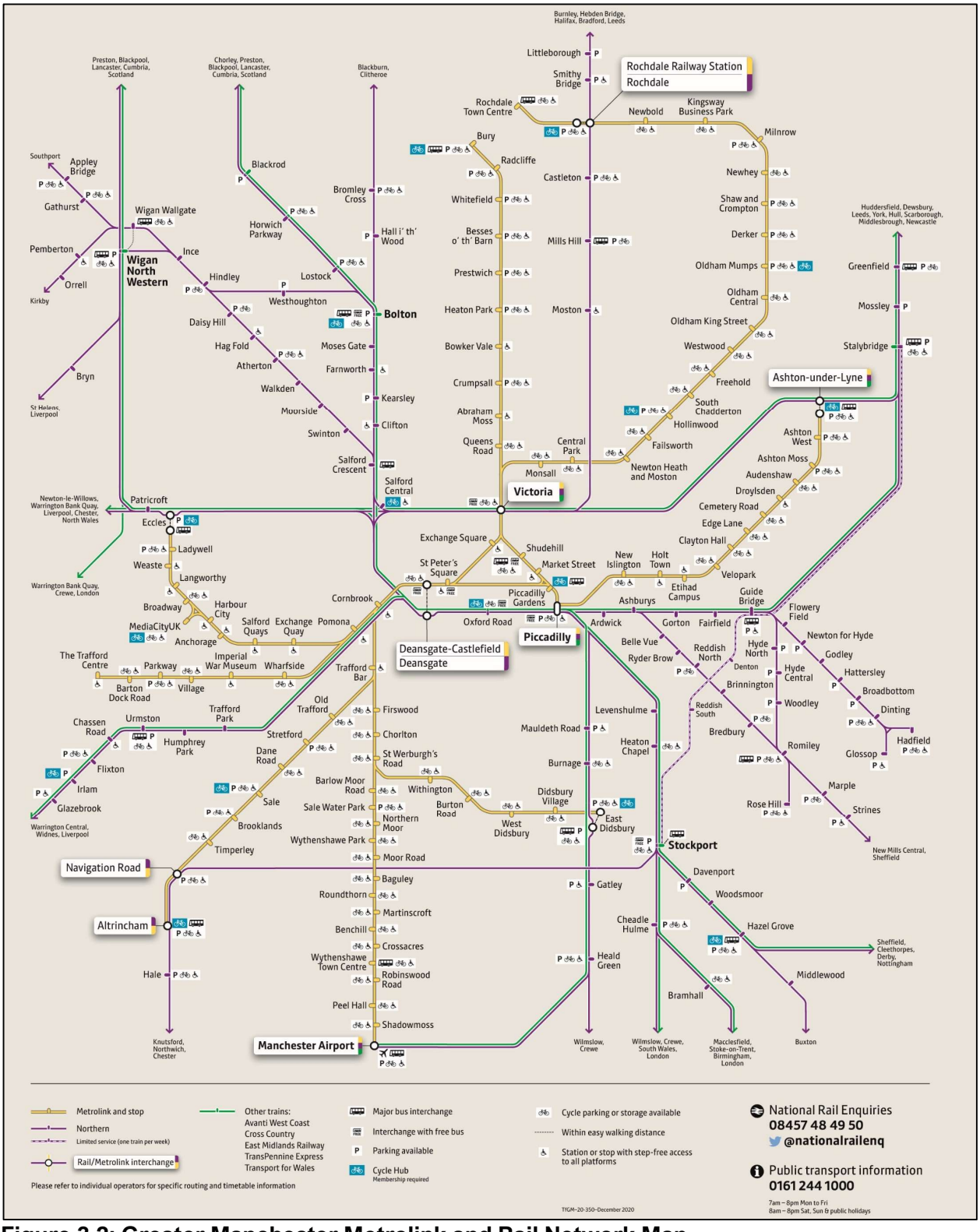


Figure 3.2: Greater Manchester Metrolink and Rail Network Map

Public Transport – Rail

3.34 Deansgate Railway Station is the located approximately 500 metres north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.

3.35 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.

3.36 To support disabled passengers, Deansgate has staff help available as well as lifts on each platform to provide step free access and ramps for train access.

3.37 Manchester Oxford Road and Piccadilly Railway Stations are also accessible within a 20-minute walk of the site, and these provide extensive regional and national rail connections. **Figure 3.3** below shows the location of the nearby transport networks including the rail stations in relation to the site, with the site itself indicated by the red star.

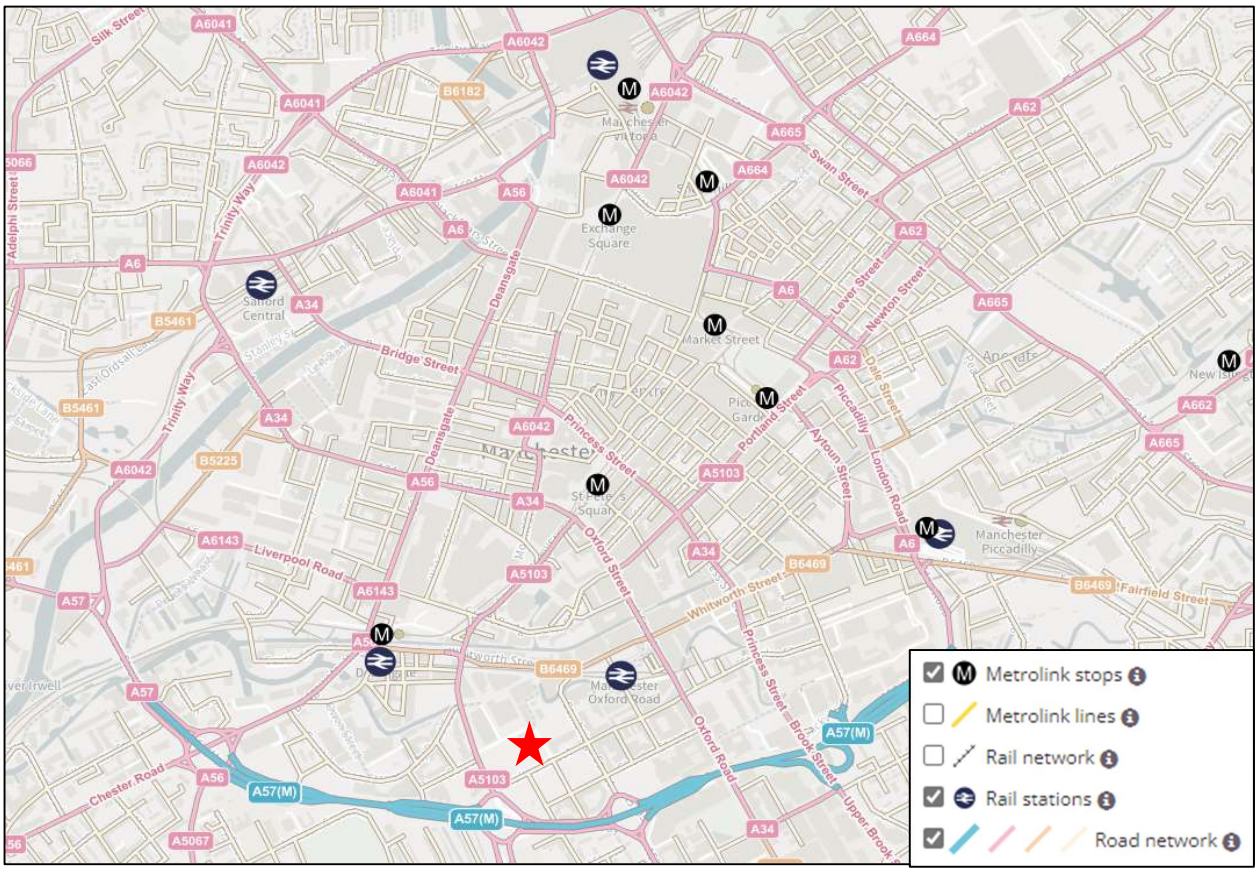


Figure 3.3: Nearby Transport Networks to the Site

3.38 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Greater Manchester Accessibility Level (GMAL)

3.39 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.

3.40 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.

3.41 **Figure 3.4** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.



Figure 3.4: GMAL Map

3.42 **Figure 3.4** highlights that the site has a GMAL of 8 indicating that it is in a highly accessible area, and amongst the most accessible locations in Greater Manchester with excellent connections to local and regional public transport services. As a result, it would be easy to access the site without needing a car and therefore, the site represents great potential for a car-free scheme.

3.43 Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages and many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

4 PROPOSED DEVELOPMENT

Overview

4.1 In summary, the development proposals comprise:

- A 13-storey commercial office building (Use Class E) with winter gardens and roof terraces. The quantum of development includes:
  - c.20,175 sqm of commercial space (Use Class E);
  - 11th floor terrace and 12th floor terraces;
  - 204 double stacked cycle parking spaces with showers and changing facilities;
  - There is no car parking provided. The nearby First Street Q-Park multi-storey car park has 700 standard spaces, 26 disabled spaces & 6 EV charging spaces. In addition to this, there are 6 on-street parking bays where disabled drivers can park without payment or limit, located on the northern side of River Street between Medlock Street and James Grigor Square; and
  - Landscaping and public realm works.

Access and Parking

4.2 The main pedestrian entrances into the office development are from the corner facing north-west onto First Street. Access for cyclists will be from the southern façade and servicing access will be from the east.

4.3 Improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians.

4.4 The proposed development will be car-free and therefore, there will be no car parking spaces provided on site.

4.5 The site will benefit from cycle parking facilities that will further encourage travel via this mode. A total of 204 double stacked cycle parking spaces will be provided on the ground floor, as well as showers and changing facilities.

4.6 Servicing is made from the space between Plots 10a and 10b. There will be an Amazon parcel drop off at the site. “Bring Me” lockers will be located on the eastern side of the building on the ground floor, and these can be accessed by large Amazon vans (Mercedes Sprinters) from a dedicated drop-off point within the service yard area.

4.7 Pedestrians will be able to use this corridor and it will be designed as a quality space although the main desire line for pedestrians will be main route of First Street that lies to the west (between Plot 9a and Plot 10a).

5 TRAVEL PLAN INITIATIVES

5.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied. It is noted that the development is car free and will mean that inherently the vast majority of trips to and from the site being undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel to staff at the development.

5.2 The Travel Plan is aimed at the office workers and other staff who will work at the development. It is not specifically aimed at any visitors to the development as their travel patterns are more difficult to establish, however it is expected that visitors will be informed online of the excellent accessibility of the site by modes other than the car and the measures to encourage that.

5.3 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator(s).

5.4 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(s) should investigate other potential initiatives which could be beneficial based on circumstances at the time.

5.5 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator(s) will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Travel Plan Coordinator

5.6 The Travel Plan will be managed by a Travel Plan Coordinator. As the scheme is to be managed by two separate management teams it is possible that two Travel Plan Coordinators will be employed to manage the implementation of the Travel Plan as well as reporting on the effectiveness of the Travel Plan. Travel Plan Co-ordinator(s) will be appointed prior to the proposed new development being occupied. In the interim, Charlie Jones of Vectos will act as the interim Travel Plan Co-ordinator for the development. His contact details are:

Charlie Jones charlie.jones@vectos.co.uk 0161 228 1008

5.7 The Travel Plan Co-ordinator will ultimately be appointed by the developer within 3 months of occupation.

Travel Information Boards

5.8 Travel Information Screens can be provided in the reception areas which will include automatic updates on the travel situation using information from TfGM and transport providers. In addition, notice boards in communal areas such as kitchens will include timetable information and other information as provided in the 'Welcome Pack'.

5.9 The Travel Plan Co-ordinator will publicise relevant events such as 'Bike Week' to encourage staff to participate wherever possible.

Walking Measures

5.10 Many amenities in Manchester City Centre are within a short walk of the site which means we expect that walking will be the primary transport mode. Public realm improvements in the area create a more pleasant environment for pedestrians.

5.11 Measures to further encourage walking as part of a multi-modal journey might include:

- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
- Provision of umbrellas in reception areas;
- Continuation of the high-quality pedestrianised areas of First Street designed for disabled users, seating, and are appropriately maintained and signed.

Cycling Measures

5.12 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. Further measures to encourage cycling might include:

- Promote the financial benefits of the Cycle to Work scheme (see overleaf);
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for staff;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new staff;
- Special travel events could be promoted at the site (e.g. Cycle to Work Day); and
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.

Workplace Bikes

Provide savings for employees while boosting your green credentials

As part of a Government initiative to promote green transport, Workplace Bikes offers attractive tax and National Insurance savings for both employers and employees.

How it works

Workplace Bikes encourages employees to cycle to work, with a salary sacrifice arrangement providing savings on the cost of a bike and accessories. Employees sign up for 12 or 18 months hire agreement, either during an enrolment window of your choice or as an any-time benefit.

It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

Cycle-to-work schemes can contribute to workforce wellbeing, assist with congestion and parking issues and help minimise carbon footprint ... so there are plenty of reasons for making Workplace Bikes part of your benefits package.

Key benefits for employees:

- ✓ Basic-rate taxpayers save 32% in tax and National Insurance, with even higher savings for higher-rate taxpayers.
- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
- ✓ Employees can also take advantage of seasonal promotions, exclusive discounts and a price match promise.
- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

Why choose Workplace Bikes?

- ✓ Extensive range of free marketing to maximise take-up, including on-site roadshows and dual-branded literature.
- ✓ Easy online order approval and clear payroll information, provided in line with your needs.
- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
- ✓ Built-in facilities to cater for low earners, casual staff and under-18s.
- ✓ Available as a stand-alone benefit or as an integrated part of a wider benefits package.

0800 612 7110

www.workplacebikes.com



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Public Transport Services

5.13 As previously noted, there are bus stops located on Medlock Street in close proximity of the site and other services stop within walking distance. In addition, the site is within a 5-10 minute walk of the Metrolink and Rail station at Deansgate Castlefield and

5.14 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:

- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to staff through links such as:
  - https://my.tfgm.com/#/planner/
  - http://www.nationalrail.co.uk/
- The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
- The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
- Promote Travel Discount offers and TravelCards such as 'Get me There'.

New Staff Welcome Pack

5.15 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each staff member on the site. Based on the above, the 'Welcome Pack' will be provided to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Travel Plan.

5.16 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:

- Health and financial benefits associated with use of sustainable forms of transport;
- Walking and cycling routes in the area;
- Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them; and
- Travel Plan Coordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.

Taxis

5.17 A list of local taxi companies contact details will be available within the Travel Pack.

Car Sharing

5.18 Given the proximity to other office developments in the vicinity, a car sharing scheme would be proposed for staff and administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme such as www.carsharegm.com.

5.19 It should be highlighted that by car sharing, staff will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.

5.20 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.

Enterprise Car Club

5.21 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Details of the nearest locations to the site are provided in **Section 2** of this document. The Travel Plan Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Street Car Parking

5.22 The Travel Plan recognises that there may be demand for long stay staff or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided as part of welcome packs.

5.23 In addition, staff will be offered personalised journey planners (coordinated with TfGM). 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.

6 ADMINISTRATION MONITORING & REVIEW

Administration

Management

6.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide staff with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for staff and other outside organisations in all matters regarding travel.

6.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:

- The operation of the Plan;
- Management of the allocated budget;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

6.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

Monitoring

6.4 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

Office/Staff Use Baseline Target

6.5 It is useful to set targets for travel to the site. This has been conducted and presented in the Transport Statement that supports this application and is based on information in the TRICS database. In addition to the office workers there will also be management and food hall staff working on site. As an initial assessment we assume they have the same trip patterns as the office workers. The trip forecasts for the office/staff are based on the 2019 modal share of commuters into Manchester in the peak periods as below:

Walk	Cycle	Bus	Rail	Metrolink	Car	Total
13%	2%	21%	26%	17%	21%	100%

6.6 Around 400 persons are expected to arrive/depart in the peak hours, and **Table 6.1** details the multi-modal trip forecasts for the development.

Table 6.1: Multi-Modal Office/Staff Trip Forecasts

	Walk		Cycle		Bus		Rail		Metrolink		Car	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	51	5	8	1	82	8	101	9	66	6	82	8
PM Peak	4	48	1	7	7	78	8	96	5	63	7	78
Daily	233	233	36	36	377	376	467	466	305	304	377	376

6.7 As a car free development, it is expected that the proportion arriving by car will be much lower although it is recognised that some may park in off-site car parks, so it is included as a target.

Travel Surveys

6.8 These targets are just an initial consideration which will then be developed based on the outcomes of the Travel Surveys to be conducted on site. An example of a staff Travel Survey is provided in **Appendix C.**

6.9 Within 6 months of first occupation, that survey data will be collected and analysed. This will establish an updated baseline upon which to set targets and monitor progress.

6.10 The surveys should be repeated on an annual basis if required (for a five-year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan reports and will encompass the following elements:

- Monitoring the use of cycle parking;
- Monitoring the demand for additional cycle parking;
- Monitoring the take up of a potential car share scheme;
- Monitoring of the Travel Plan budget and spending; and
- Recording of comments/observations received on transport and travel to the site.

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

Review

6.12 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.

6.13 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might include:

- Analysis of the latest travel survey responses;
- Review of the Travel Plan budget and spending;
- The latest bus, cycle, and walking route information;
- Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
- Review of targets for the future year;
- Any additional measures, any changes/refinements to existing measures; and
- Evaluation of the success of the various measures implemented to date.

7 DRAFT ACTION PLAN

7.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 8.1** overleaf. The Action Plan should:

- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	At planning application	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking	On completion	Developer
Construct quality pedestrian links to access the site	On completion	Developer
Set up Travel Plan budget	On completion	Developer
Sustainable travel information included within initial information pack	Prior to opening	Developer
Sales and marketing staff to be made aware of sustainable travel options	Prior to opening	Developer
Investigate potential for community website	Prior to opening	Travel Plan Coordinator
Establish contact with local cycle store	Prior to opening	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for staff	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make staff aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for staff	On-going	Occupier's Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator

Table 7.1: Action Plan

Drawings



Notes:

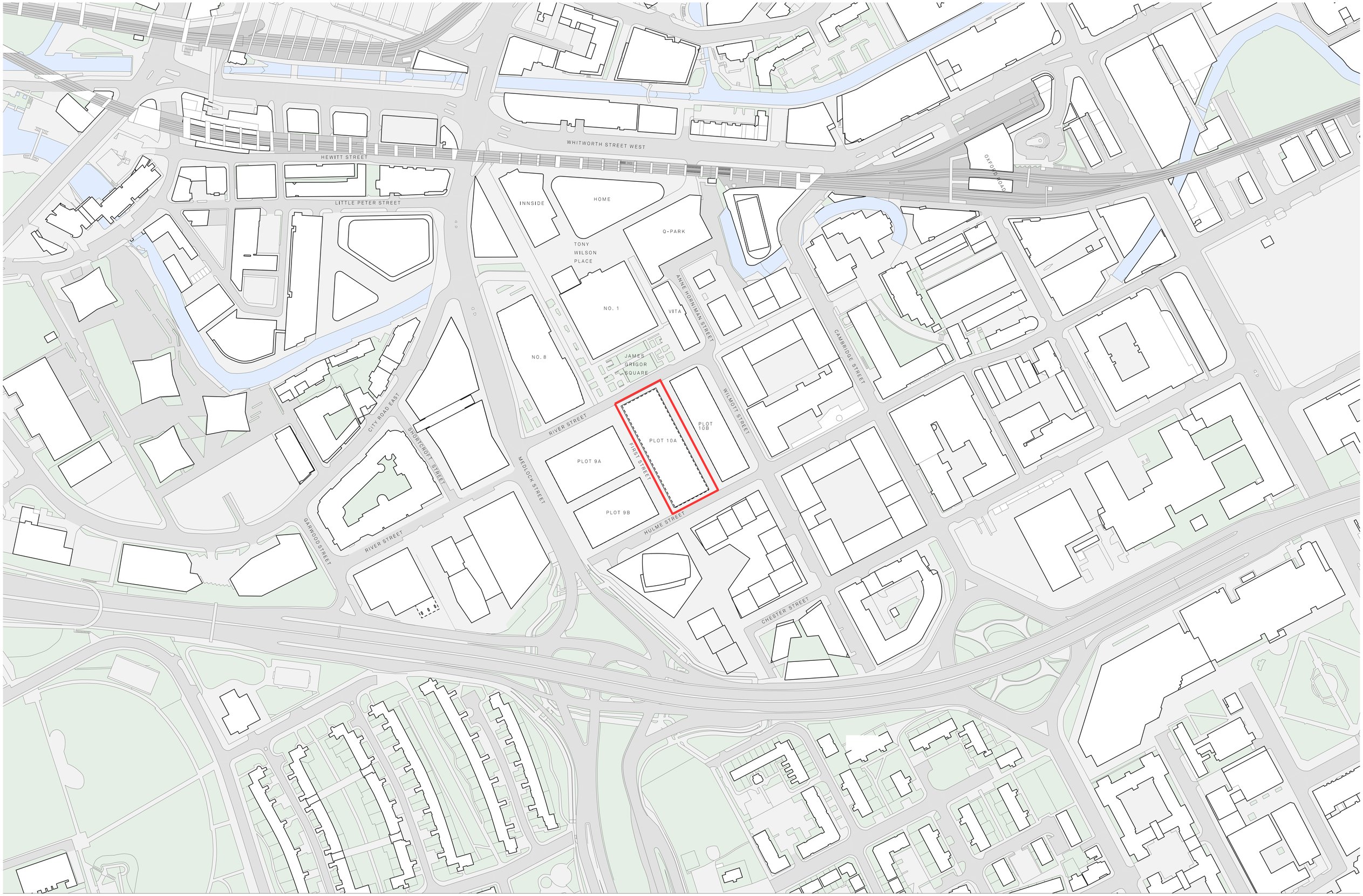
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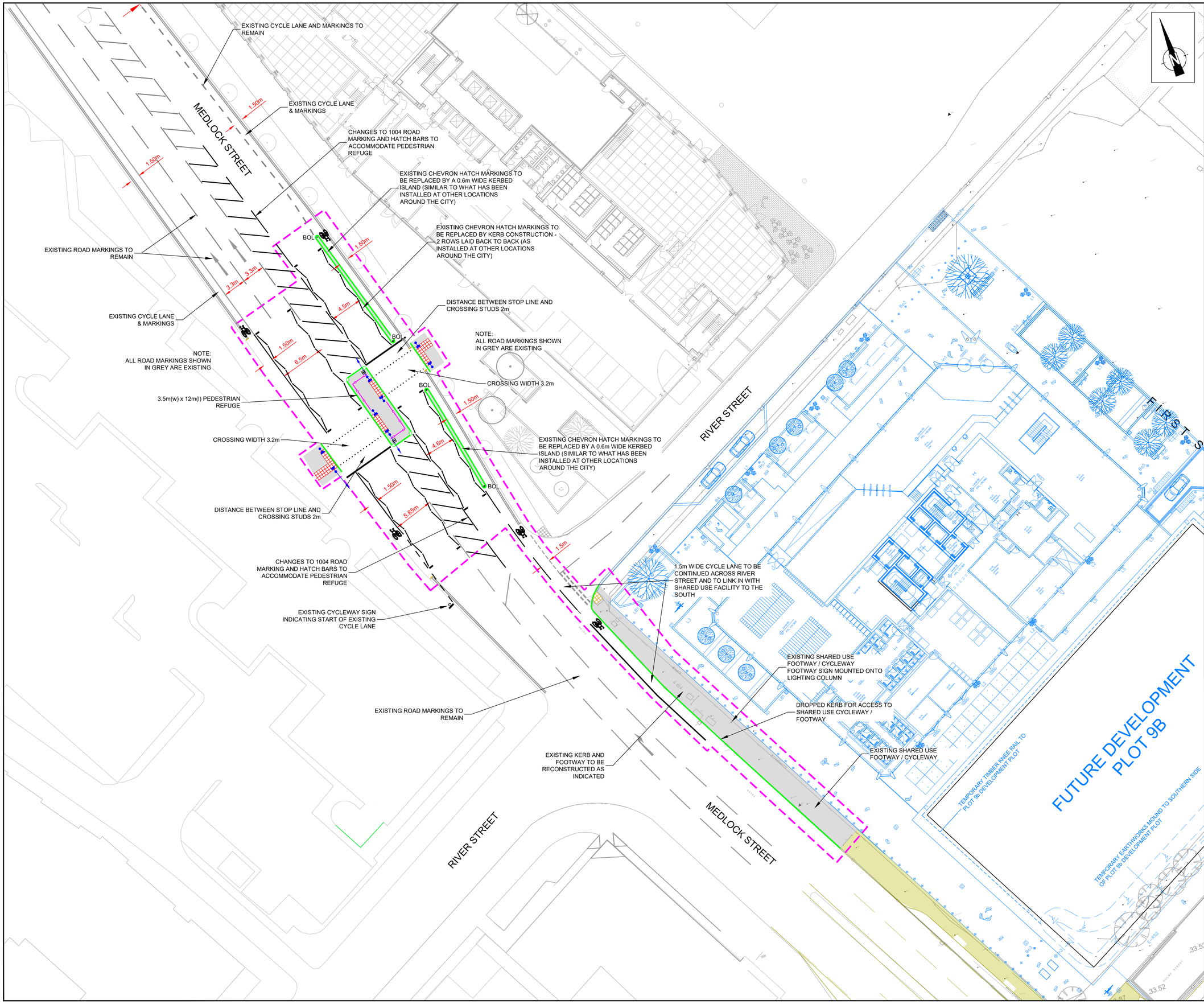
Planning Application Boundary

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KEY

- PROPOSED FOOTWAY CONSTRUCTION AT PEDESTRIAN CROSSING AND ALSO DEVELOPMENT SITE FRONTAGE
- PROPOSED NEW TACTILE PAVING AT UNCONTROLLED PEDESTRIAN CROSSING (COLOUR: BUFF).
- PROPOSED NEW TACTILE PAVING AT SIGNAL CONTROLLED PEDESTRIAN CROSSING (COLOUR: RED).
- PROPOSED NEW KERB CONSTRUCTION
- PROPOSED PEDESTRIAN GUARDRAIL ON REFUGE ISLAND
- PROPOSED LOCATION OF TRAFFIC SIGNAL
- PROPOSED LOCATION OF TRAFFIC PEDESTRIAN PUSH BUTTON

NOTE: SIGNALS INFORMATION IS SHOWN FOR INDICATIVE PURPOSES ONLY AND IS TO BE DESIGNED IN DETAIL BY TFGM

- REFLECTORISED TRAFFIC BOLLARD
- EXTENT OF HIGHWAY WORKS

0 2.5 5 10 15
1:250 SCALE (m)

AWAITING TECHNICAL APPROVAL

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All works subject to change through technical review process with relevant approving authorities.

Rev	Details	Drawn	Checked	Auth	Date
C	CHANGES IN RESPONSE TO MCC COMMENTS	IW	SR	SR	21.07.22
B	DESIGN RE-DRAWN ON TOPO SURVEY	IW	SR	SR	29.06.22
A	EXISTING ROAD MARKINGS UPDATED	IW	SR	SR	29.04.22

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Suitability: S4

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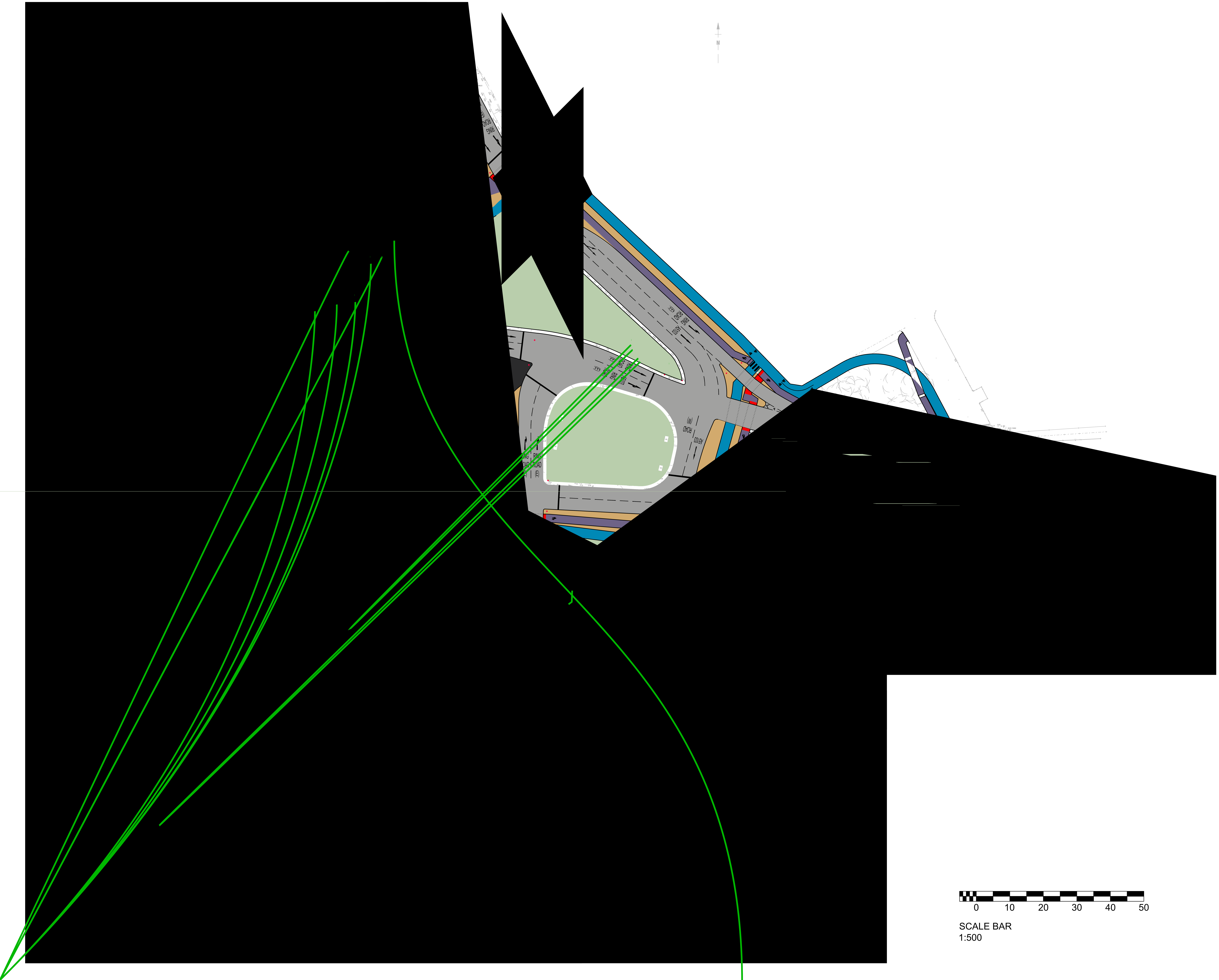
Client: FIRST STREET (DEVELOPMENTS) LTD

Project Title: FIRST STREET, PLOT 9

Drawing Title: GENERAL ARRANGEMENT
PROPOSED PEDESTRIAN CROSSING
MEDLOCK STREET

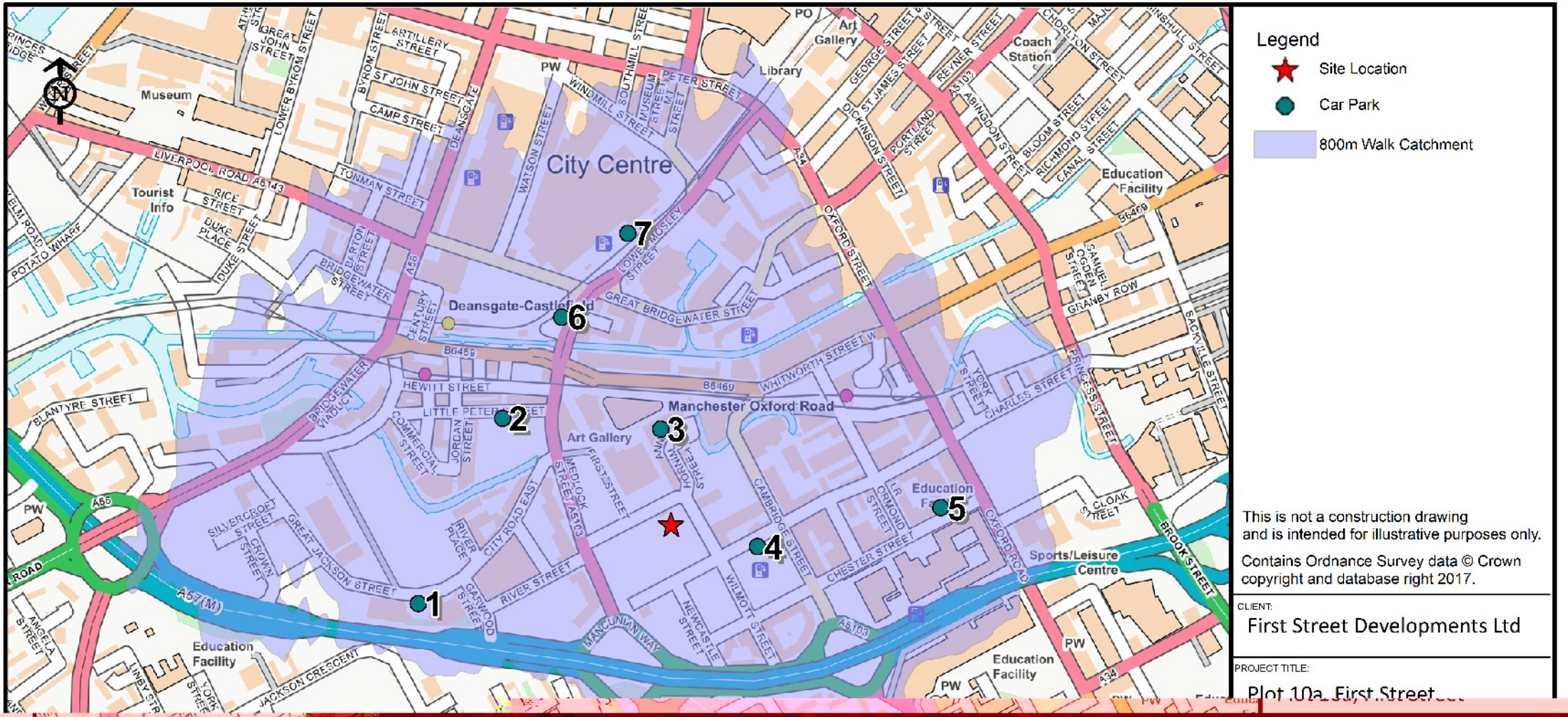
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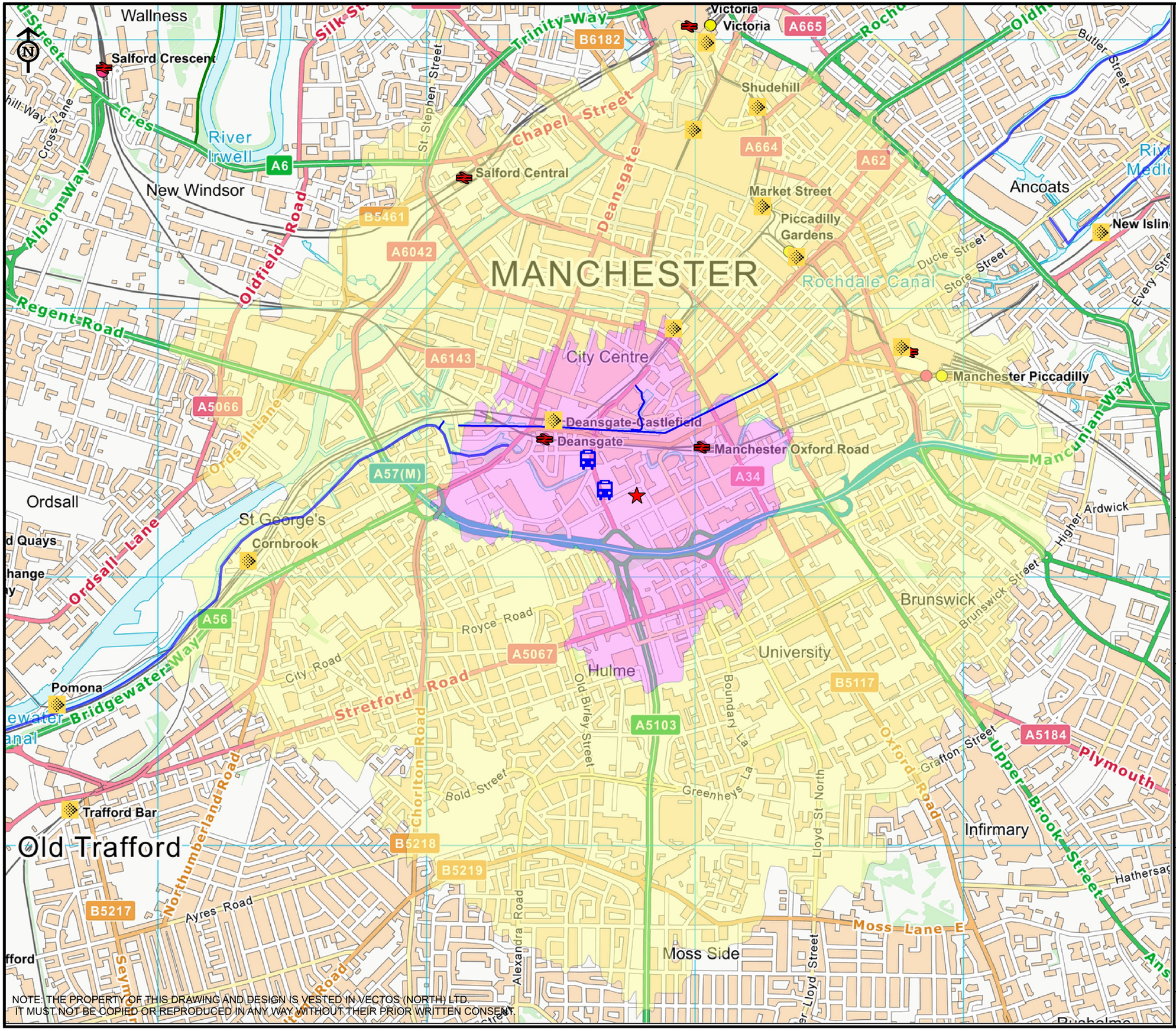
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VD20344 - VEC-HGN- XX -DR-CH- 100
Project Ref. No.: VD20344
Revision: C



0 10 20 30 40 50

SCALE BAR
1:500


Legend
Site Location
Car Park
800m Walk Catchment
City Centre
Manchester Oxford Road
Deansgate-Castlefield
Art Gallery
Museum
Library
Coach Station
Education Facility
Sports/Leisure Centre
Tourist Info
1
2
3
4
5
6
7
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CLIENT:
First Street Developments Ltd
PROJECT TITLE:
Plot 10a, First Street



Legend

- Site Location
- Bus Stop
- Metrolink
- National Rail
- Canal Tow Path

Pedestrian Walking Catchment

- 0 - 800m
- 800m - 2km

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PROJECT TITLE:

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Pedestrian Walking Catchment

SCALE: N.T.S

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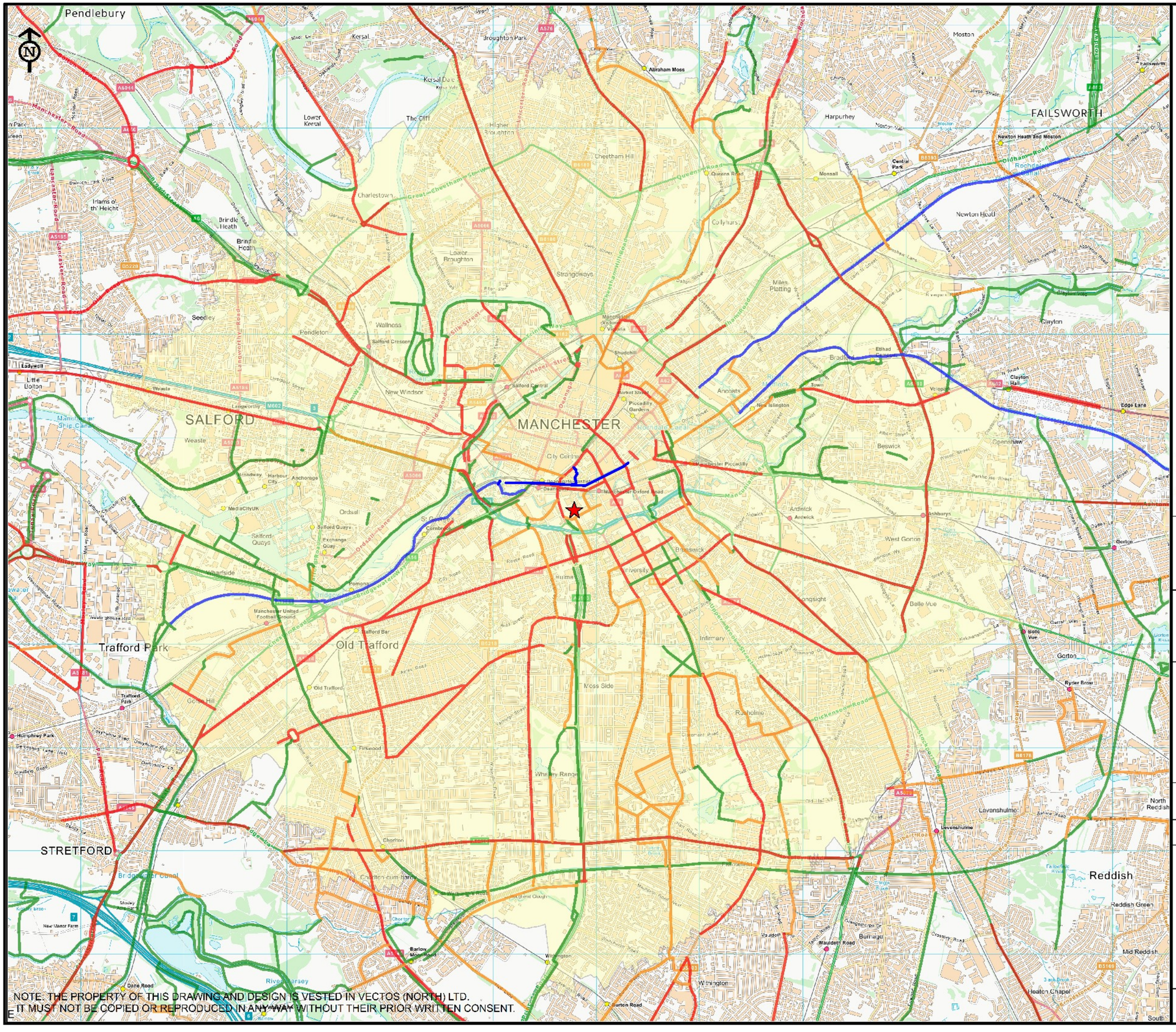
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Legend

Site Location

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

- 0 - 5km

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CLIENT:

First Street Developments Ltd

PROJECT TITLE:

Plot 10a, First Street

DRAWING TITLE:

Cycling Catchment

SCALE: N.T.S

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Appendix A

Proposed Site Layout

JAMES
GRIGOR
SQUARE

NO. 8

RIVER STREET

PLOT 9A

FIRST STREET

PLOT 10B

MEDLOCK STREET

PLOT 9B

HULME STREET

Notes:

Planning Application Boundary

Project Name: Plot 10a First Street		Title: Proposed Site Plan			Scale: 1:250 @ A1	
Drawn: IB	Checked: JC	Status: Information		Project: 105	Drawing No: MP_02_2200	Rev: H
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Notes:

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Drawn: IB	Checked: JC	Status: Information		Project: 105	Drawing No: B1_02_2200	Rev. G

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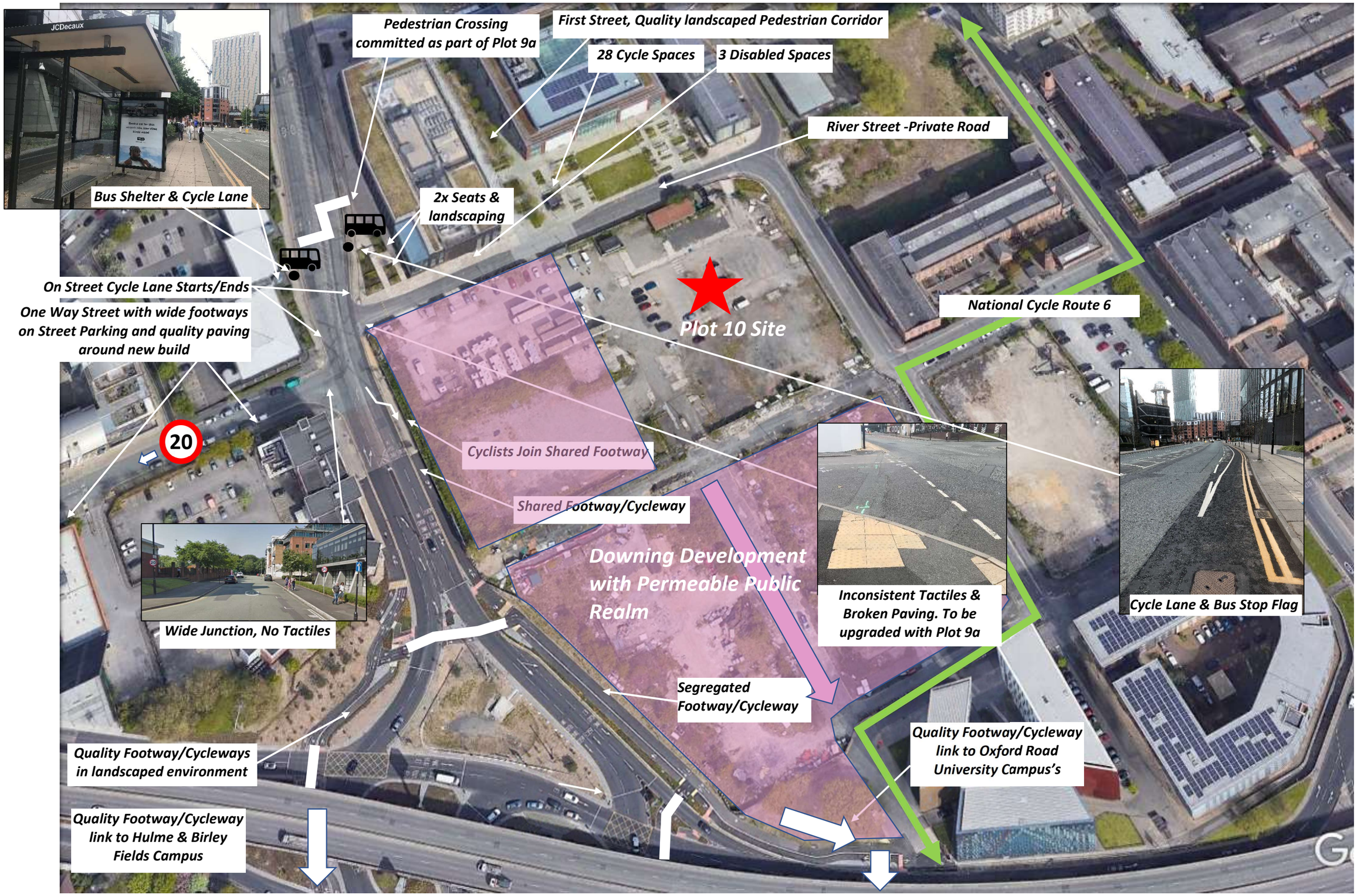
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Appendix B

Audit of Local Transport Infrastructure

Audit of Highway Infrastructure



Appendix C

Travel Survey Example

Travel Survey Example

Please complete this Survey by _____

1 **Name*_____**
Providing your name is not essential but it does help us target measures in the right areas.

2 **Home Postcode/Street name**

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

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

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

6 **What are your normal start/finish times?**

Days_____Start Time_____

Finish Time_____

If you have other variable working hours please specify

7 **On your normal trip to work, which form of transport do you usually use?**

1 [ ] Car (as driver on my own)
2 [ ] Car (as passenger or as driver with passenger)
3 [ ] Bus
4 [ ] Train
5 [ ] Tram
6 [ ] Motorbike
7 [ ] Bicycle
8 [ ] Walk
9 [ ] Other (specify)

10 [ ] If you travel by different modes on different days/times of the year please specify

8 **How long does it normally take you to travel to work?**

1 [ ] 0 to 15 minutes
2 [ ] 16 to 30 minutes
3 [ ] 31 to 60 minutes
4 [ ] 61 to 90 minutes
5 [ ] More than 90 minutes

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

10 **Do you require a Disabled Parking Space**

1 [ ] Yes 2 [ ] No

11 **If you have indicated 'Car driver' in Q7, what are the main reasons for doing so? (tick 3 most applicable)**

1 [ ] Need for business travel during day
2 [ ] Giving a lift to others
3 [ ] Health reasons
4 [ ] Faster than other modes of transport
5 [ ] More convenient than alternative
6 [ ] Need to travel off site at lunchtime
7 [ ] No alternative available
8 [ ] Other (specify)
_____

12 **If you indicated car driver in Q7, would you consider car sharing?**

1 [ ] Yes regularly
2 [ ] Yes occasionally
3 [ ] No

13 **Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.**
1 [ ] Financial help on the cost of tickets
2 [ ] Flexible working patterns
3 [ ] Personalised journey plan
4 [ ] Better Travel Information
5 [ ] More convenient bus service
6 [ ] Cycle to Work Scheme
(tax breaks on cycle purchases)
7 [ ] Other (specify)
_____

14 **If you indicated 'Car Driver' in Q7, 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 [ ] Tram
4 [ ] Bicycle
5 [ ] Car passenger
6 [ ] Walk
7 [ ] Motorbike
8 [ ] None
9 [ ] Other (specify)
_____

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

_____

_____

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