

FRAMEWORK TRAVEL PLAN

Manchester Quays Two Ltd

Shipyards, Water Street, St Johns

January 2023

Report control

Document: Framework Travel Plan

Project: Shipyards, Water Street, St Johns

Client: Manchester Quays Two Ltd

Job number: VN222256

File origin: N:\Vectos Job Data\2022\VN222256 Shipyards, Water Street, St Johns\Docs\Reports\Framework Travel Plan

Document checking

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Issue	Date	Status	Checked for issue
1	17/11/2022	V1	GD
2	17/01/2023	V2	GD
3	18/01/2023	V3	GD

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Appendix A	- Scheme Plans
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1 Introduction

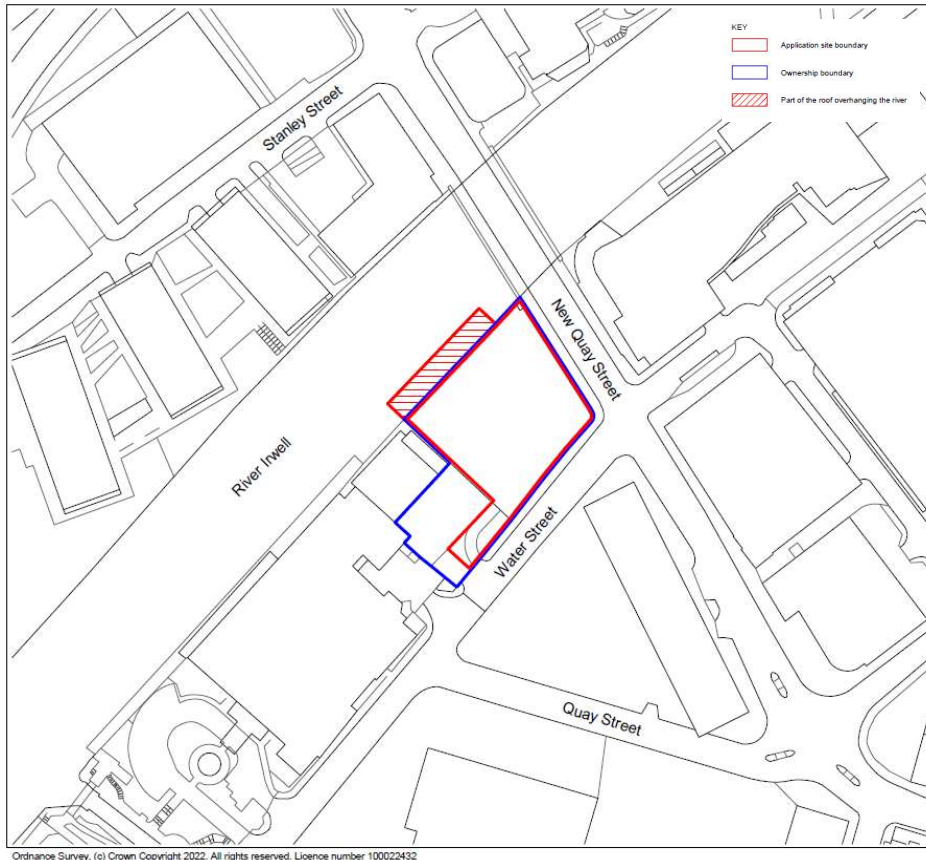
Background

- 1.1 Vectos have been commissioned by Manchester Quays Two Ltd to provide transport and highways advice in support of a full planning application for a proposed Foodhall at the Shipyard, St Johns, Manchester. Shipyard will be a new riverside dining destination for the city building on the industrial atmosphere with high ceilings to create a food and beverage destinations operating day and night. Shipyard will incorporate a mix of permanent artisan vendors and rolling smaller stalls for variety, creating an eclectic eating and drinking destination.
- 1.2 The building will comprise three levels which are referred to as the Level 00 (undercroft), Level 01 (Main Food Hall) and Level M1 (Mezzanine). Level 01 and Level M1 (the mezzanine) will accommodate kitchen space and seating. Terraces are also proposed at these levels accommodate seating for visitors. The proposals also comprise a loading bay on Water Street adjacent to the main entrance. This is proposed to accommodate servicing and refuse vehicles when delivering goods and collecting waste.
- 1.3 The site is located within the jurisdiction of Manchester City Council who act as both the local planning and highway authority. The proposals comprise developing the Shipyards site into a food and beverage hall offering a casual dining experience.
- 1.4 This document provides a Framework Travel Plan and should be read in conjunction with the Transport Statement also prepared by Vectos. This Framework has been prepared to build upon the site's sustainable travel credentials in order to further enhance the management of travel and provide a clear strategy towards the use of sustainable modes amongst staff and potentially customers.
- 1.5 This Framework therefore provides the basis for future full Implementation Travel Plan to be developed to influence peoples travel behaviours and will ensure that the Plan remains flexible that can adapt to suit changes over time.

Site Location

- 1.6 As outlined, the site is located in the St Johns area of Manchester City Centre. The site's location is presented in **Figure 1.1**.

Figure 1.1: Site Location



- 1.7 As shown in **Figure 1.1**, the site is bound by Water Street to the south-east and the River Irwell to the north-west. The A34 New Quay Street borders the site to the north-east, with the Manchester Marriot Victoria & Albert Hotel located to the south-west.

Proposed Development

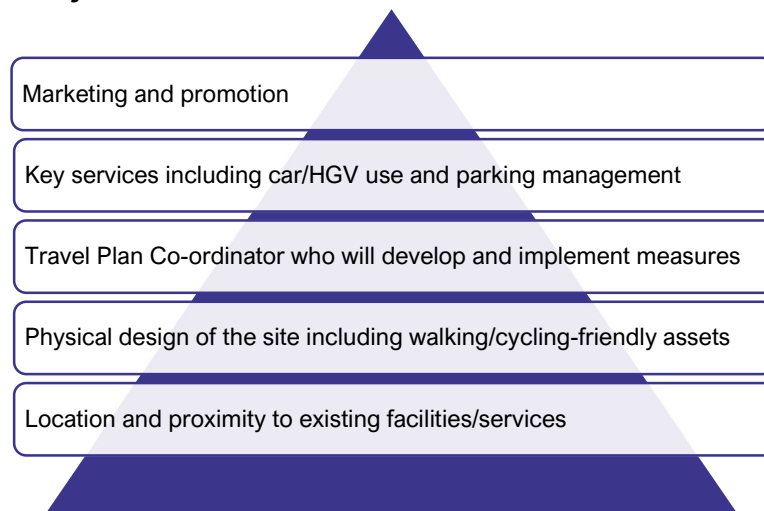
- 1.8 As described the Shipyard proposal will create a new riverside dining destination for the city. Shipyard will incorporate a mix of permanent artisan vendors and rolling smaller stalls for variety, creating an eclectic eating and drinking destination around a central dining area.
- 1.9 The building will comprise three levels which are referred to as Level 00 (undercroft parking) Level 01 (Food Hall) and Level M1 (Mezzanine Level). Level 01 and Level M1 are the main Food Hall areas which offer kitchen space and seating for customers. Terraces are also proposed at these levels accommodate seating for visitors. Overall, it will offer 4097sqm of floorspace across the 3 floors, up from the existing 2767sqm of existing floorspace.
- 1.10 The Accommodation Schedule, along with the plans of the proposed Level 00 (undercroft parking) Level 01 (Food Hall) and Level M1 (Mezzanine Level) are presented in **Appendix A**.

- 1.11 The proposals also comprise a loading bay on Water Street adjacent to the main entrance. This is proposed to accommodate servicing and refuse vehicles when delivering goods and collecting waste. Level 00 is currently used as undercroft parking providing 38 marked spaces for the Victoria & Albert Hotel noting that additional informal parking occurs outside of these spaces. There are some changes at this level with some areas of lowered headroom and a staircase coming down from above and with remarking that 45 spaces would be marked out.

The Travel Plan

- 1.12 A Travel Plan can be thought of as a pyramid of measures. The Plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this approach is provided in **Figure 1.2**.

Figure 1.2: Travel Plan Pyramid



- 1.13 The Travel Plan will also set out the implementation, marketing, monitoring and a variety of travel measures and will thereafter be reviewed on a regular basis.

Scope

- 1.14 Following this introduction, the content of the Travel Plan is set out as follows:
- Section 2 outlines travel planning policy considerations;
 - Section 3 provides a review of the site's accessibility by sustainable modes of travel;
 - Section 4 provides baseline travel data;
 - Section 5 provides an overview of the main objectives of the Plan;
 - Section 6 outlines the Travel Plan's sustainable travel measures;
 - Section 7 outlines the role of the Travel Plan Coordinator;
 - Section 8 provides a clear marketing strategy; and
 - Section 9 outlines an Action Plan which will set a timetable in implementing the Travel Plan's measures.

2 Travel Planning Policy and Best Practice

A Background to Travel Planning Policy

- 2.1 The In 1998 the Government produced the White Paper ‘A New Deal for Transport’. This paper called for a sustainable transport system for the UK. It recognised that solving congestion and pollution issues would require action by individuals in changing their behaviour. A New Deal for Transport therefore promoted the use of Travel Plans as a way to reduce car journeys.
- 2.2 Travel Plans were further embedded in national policy in the 2004 White Paper entitled ‘The Future of Transport’. This paper set out the Government’s 30-year vision, which included enhancing local travel through promoting the use of Travel Plans and encouraging sustainable modes such as walking, cycling and public transport.
- 2.3 Three years later in 2007 ‘Towards a Sustainable Transport System’ was published by the Government. This document established the Government’s goals in regard to sustainable travel and what the Government was currently doing and what it planned to do for the period 2014 to 2019 and beyond.
- 2.4 At this point it was accepted that managing demand, reducing the need to travel and enabling people to make informed travel choices would play a part in improving local travel. The following year, the paper ‘Delivering a Sustainable Transport System’ built on this foundation and set out five goals for the transport system which included contributing to “better safety, security and health... and by promoting travel modes that are beneficial to health”.

National Policy

National Planning Policy Framework (NPPF)

- 2.5 The National Planning Policy Framework (July 2021) surrounds the notion of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 113 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan”
- 2.6 A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Local Policy

Places for Everyone (Greater Manchester Combined Authority)

- 2.7 The First, Places for Everyone Publication Plan is currently emerging in relation to adopted policy. This Plan represents a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been prepared by the Greater Manchester Combined Authority on behalf of the nine districts.
- 2.8 Policy JP-C 7 relates to the transport requirements at new developments and states that planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate. This policy also details that there will be a requirement for new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.

Guide to Development in Manchester Supplementary Planning Document (SPD)

- 2.9 The Guide to Development in Manchester SPD was adopted in April 2002. Within the document's 'Ease of Movement' section it is stated that at an early stage before submitting a planning application Developers should consult with the Council to determine whether a Travel Plan is required.
- 2.10 It is also stated in Section 11 of this document that in both existing and new commercial and industrial areas, Developers will be expected to contribute to the provision and improvement of environmental features such as Green Travel Plans.

Core Strategy

- 2.11 The Core Strategy was adopted by Manchester City Council on July 2012. It forms the key document in Manchester's Local Development Framework and covers the period of 2012 to 2027.
- 2.12 It is stated in Policy T2 that Traffic Impact Assessments and Travel Plans are needed for all major applications and for any proposals where there are likely to be access or transport issues.

Good Practice Guidelines

- 2.13 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled "Good Practice Guidelines – Delivering Travel Plans through the Planning Process". This Framework Travel Plan has been prepared with due regard to such guidelines.

3 Accessibility by Sustainable Modes of Travel

Introduction

3.1 This section of the Travel Plan considers the accessibility of the site by the following modes of transport:

- Accessibility on foot;
- Accessibility by bicycle: and
- Accessibility by public transport.

Walking

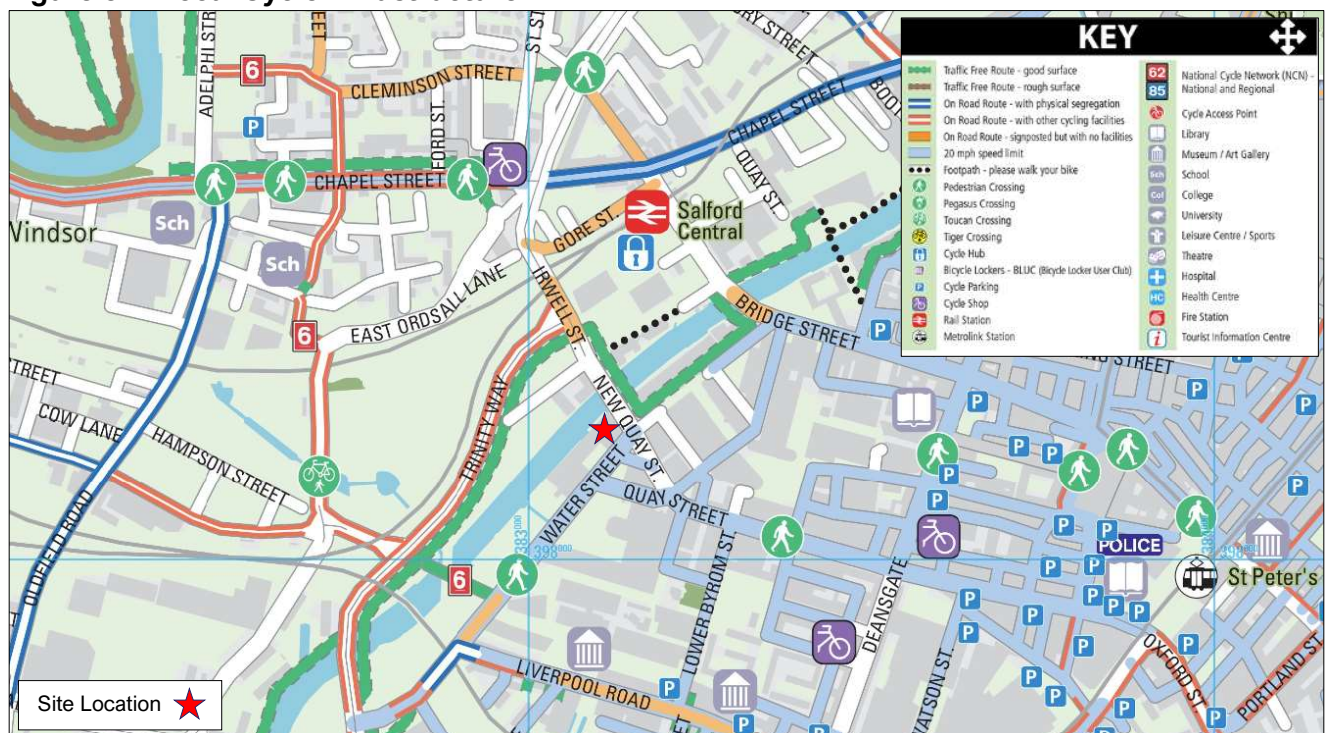
- 3.2 The St John's site is very well located to encourage journeys to be undertaken on foot. A walk distance of 2km or 24 minutes is described by the Institute of Highways and Transportation as a suggested maximum walking distance staff commuting. An analysis of the pedestrian catchment of the site has been completed to illustrate the site's 1 kilometre and 2-kilometre walking catchments. These are equivalent to a 12-minute and 24-minute walk respectively. The walking catchment is provided in **Plan VN222256–G103**.
- 3.3 The catchment plan shows that most of Regional Centre is accessible in a 2km walk from Manchester Piccadilly in the east to Salford Crescent in the west, Victoria Station to the north and Hulme to the south. This means that many of the city's residential areas are accessible on foot along with access from the main transport interchanges and a large customer base from commuters travelling into the city.
- 3.4 The site is located in proximity to numerous footways and public transport nodes providing a connection between the site and nearby residential areas within the city centre and further afield. Accessibly by public transport is detailed further within this section.
- 3.5 To support pedestrian trips in the local area and to and from nearby transport nodes, footways are provided at on both sides of Water Street, which link into the network of high-quality pedestrian friendly streets within St Johns. St Johns Place to east of the site is a new quality public square and to the south on completion of Factory, two new public squares, Factory Square and Festival Square will be provided offering space to be enjoyed by pedestrians and which will be animated by regular cultural events. From Factory Square there is a foot/cycle bridge across the River Irwell which will reopen and offer a route across to Salford and the large residential population living close to the River. A riverside walkway will be provided from Factory Square up to the canal head which will be improved offering pedestrians a route to enjoy the River Irwell.
- 3.6 Water Street will not be a through route and will be narrowed which will help keep traffic speeds low. All footways in the area are, or will be, provided to a high standard. Beyond St Johns, pedestrians travelling north can cross Quay Street at the existing crossing facility and head north along Left Bank into Spinningfields and also link to Irwell Footbridge crossing the River Irwell to Salford Central Rail Station.

- 3.7 It is considered that all routes used by those travelling on foot between Manchester City Centre and the site are pedestrian friendly. These comprise crossings at signalised junctions that feature dropped kerbs and tactile paving. Local footways are of a good surface quality, with appropriate street lighting provided.
- 3.8 The site is located within an area of excellent pedestrian connectivity, with dropped kerbs and tactile paving facilitating trips for both the able bodied and mobility impaired. As such, dropped kerbs and tactile paving are located at all crossing points at the A34 New Quay Street / Water Street signalised junction except on Water Street. It is expected that when this junction is upgraded, tactile paving will be added to the existing crossing facility on Water Street.

Cycling

- 3.9 Transport for Greater Manchester's online mapping facility shows that the site is located in close proximity to various cycle routes, including traffic-free routes of a good surface annotated in green and on-road routes annotated in orange in **Figure 3.1**.
- 3.10 Also shown on the figure are a series of nearby roads which have reduced 20 miles per hour speed limit and as such cater for a safer cycling environment. It is shown that the A6042 Trinity Way accommodates a cycle facility noted in red, along with National Cycle Route 6.

Figure 3.1: Local Cycle Infrastructure



- 3.11 The area's cycle network is supported by infrastructure located at nearby junctions, including the A34 New Quay Street / Water Street junction where advanced stop lines (ASLs) are provided on the A34 New Quay Street. These give cyclists a safe place to stop and allow them to be positioned ahead of traffic so sufficient time to start travelling as the lights change.

- 3.12 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's (DfT) Local Transport Note 2/08 Cycle Infrastructure Design (2008) states that, 'many utility cycle journeys are under 3 miles (5 km) although for commuters a trip distance of over 5 miles (8 km) is not uncommon'. This equates to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.
- 3.13 An analysis of the cycle catchment of the site has been completed to illustrate the site's 5-kilometre catchment, as provided in **Plan VN222256–G104**. Based upon the above guidance this catchment represents the lower threshold of the potential cycle catchment of the site. Within a 5-kilometre catchment this encompasses the entirety of Manchester City Centre, Salford, Old Trafford, Openshaw, Chorlton and Belle Vue.
- 3.14 It is noted that Salford Central, Piccadilly and Victoria Rail Stations are located within a short cycle from the site facilitating the possibility of multi modal journeys by staff and visitors bicycle and train.

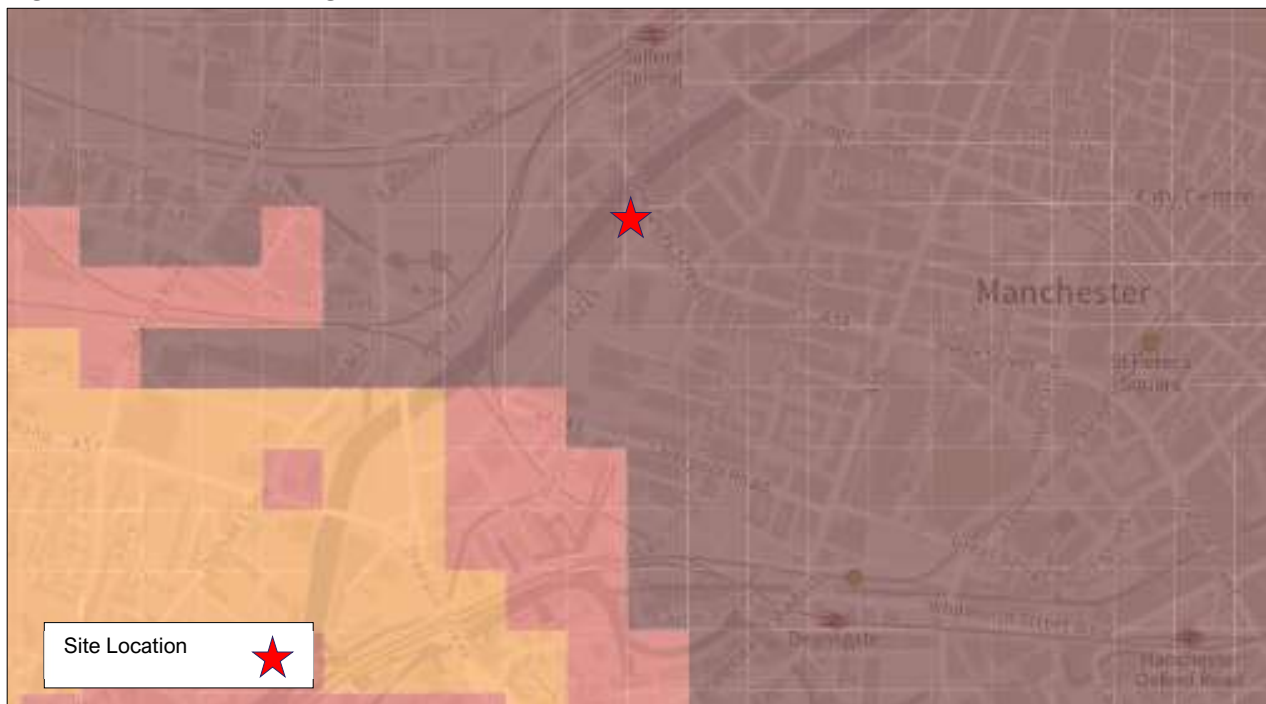
Emerging Bee Network Proposals

- 3.15 The aspirations for improvements to pedestrian and cycle connections that form part of the Bee Network have also been reviewed, referencing TfGM's Bee Network interactive network map. The Bee Network is a proposal for Greater Manchester to have the UK's largest joined up network for walking and cycling. It is a decade-long plan to connect every neighbourhood in the city region starting with 1,000 miles of walking and cycling network planned as well as 1,400 new crossing points proposed.
- 3.16 The network will consist of signed routes 'Beeways' that mark the most direct and pleasant way to navigate a neighbourhood on foot or by bike and the initiative is being supported by the Greater Manchester Local Authorities and Transport for Greater Manchester. Water Street will form a Beeway, and the A34 New Quay Street will form a Busy Beeway route.

Greater Manchester Public Transport Accessibility Level

- 3.17 TfGM publish the accessibility to public transport, and this is known as the Greater Manchester Accessibility Level (GMAL). GMAL is a useful guide to measure a sites accessibility using public transport.
- 3.18 The site's location in relation to the Greater Manchester Accessibility Level map is shown in **Figure 3.2**.

Figure 3.2: GMAL Rating



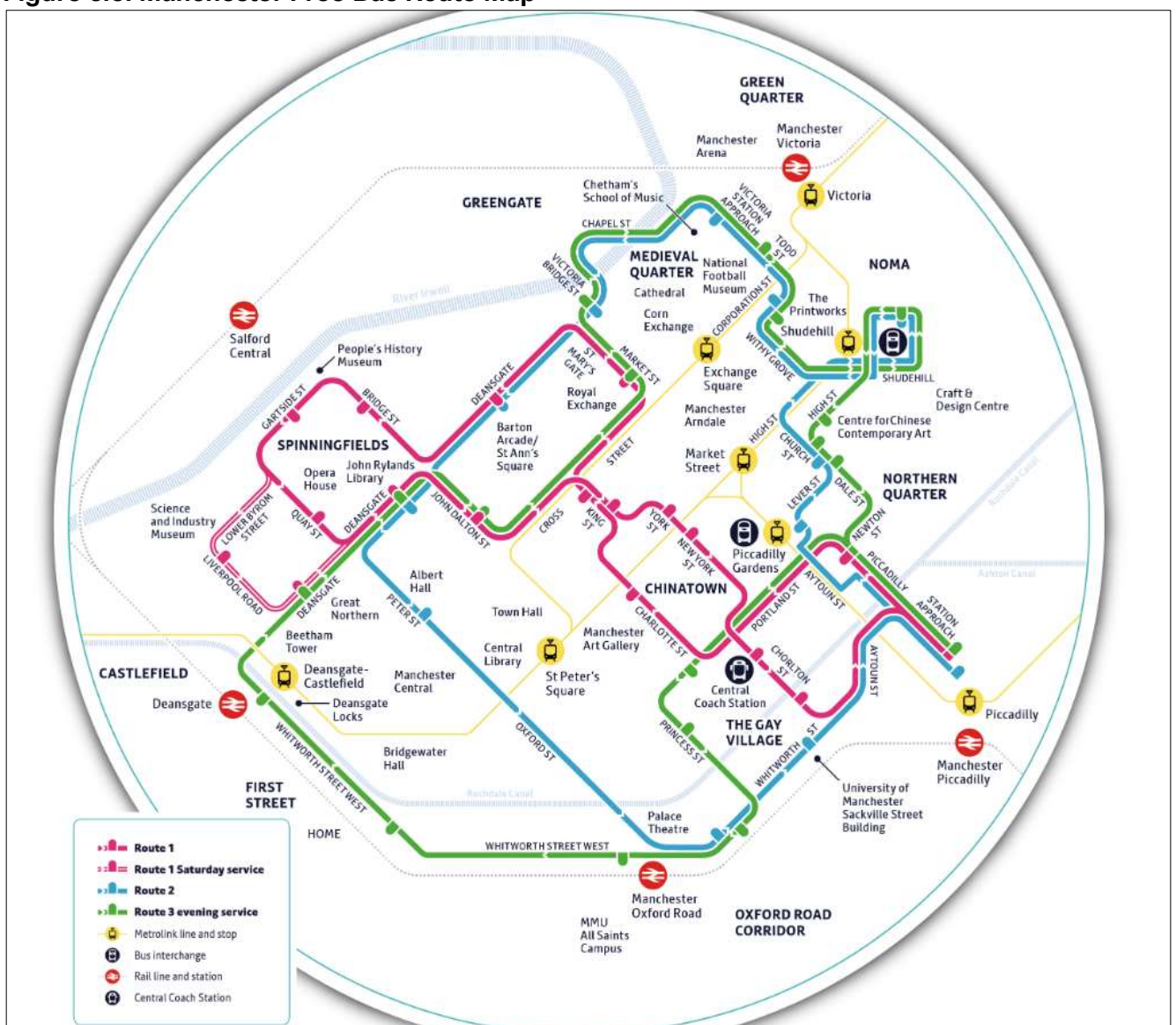
- 3.19 As shown in **Figure 3.2**, the site is located in Accessibility Level 8 which translates as an area of 'Very High' public transport accessibility. This is the highest possible GMAL rating and confirms the excellent opportunity the site offers for travel by public transport services.

Bus

- 3.20 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.
- 3.21 Schedule 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 every 15-20 minutes with evening services finishing at 23:08.
- 3.22 There are a considerable number of bus services within 400m of the Site on Bridge Street running past every few minutes 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.

- 3.23 The Manchester Freebus also operates across Manchester City Centre. Such buses are highly branded and are instantly recognisable, running on a 10 or 12-minute frequency. High quality stops are provided along the service routes with clear branded images on bus stop plates.
- 3.24 Three routes are pass through the City Centre's main commercial, financial and cultural districts. These are named Route 1, 2 and 3. Quay Street, Gartside Street and the A34 Bridge Street accommodate part of Route 1. The stop on Quay Street is the site's nearest (110-metres) and is reachable via a 1-2 minute walk. All routes meet at Deansgate which is reachable via a 6-minute walk of the site (500 metres).
- 3.25 An extract of the Manchester Free Bus Route Map is provided in **Figure 3.3**.

Figure 3.3: Manchester Free Bus Route Map



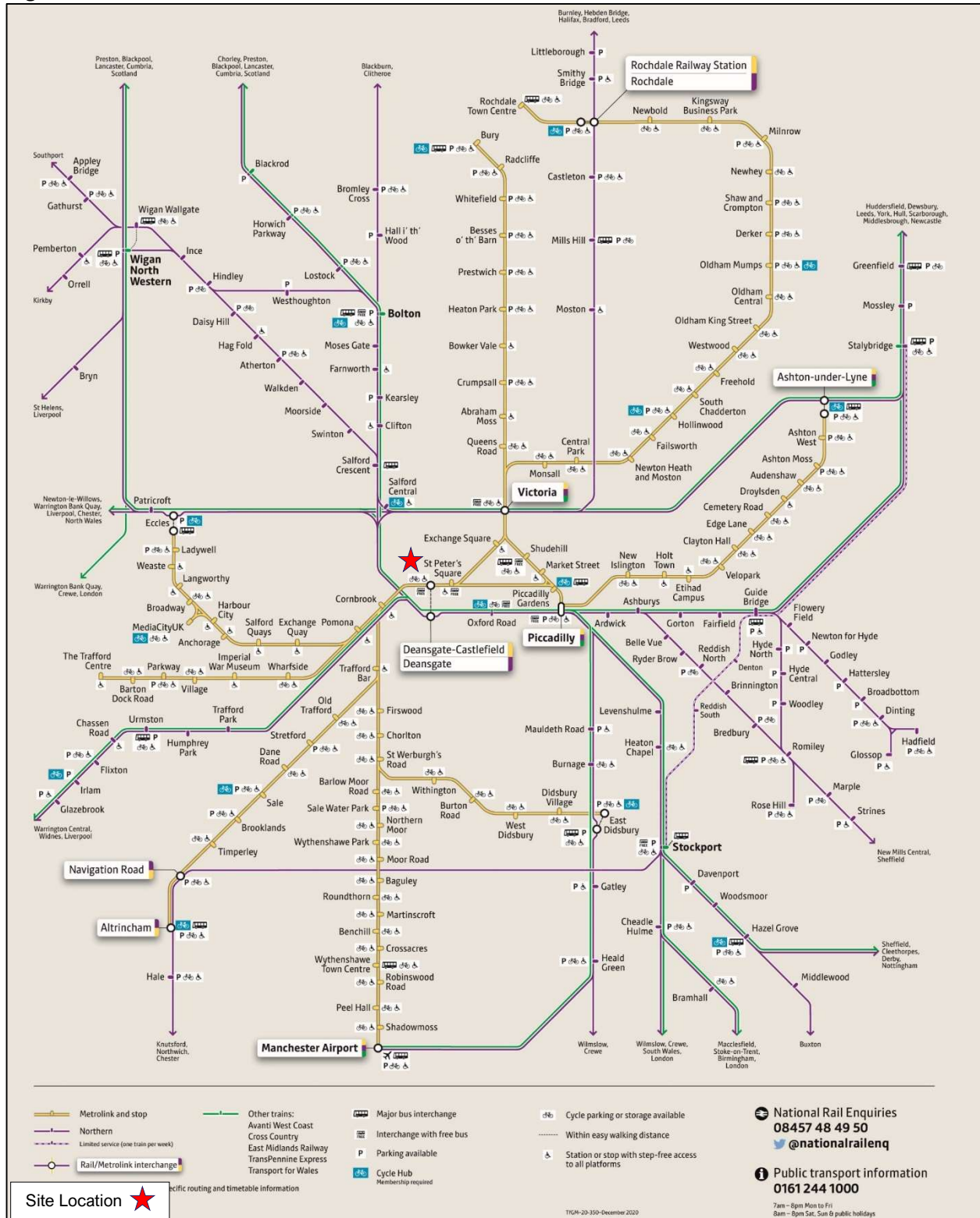
Metrolink

- 3.26 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield. Given the high frequency of Metrolink services it is considered that this would offer a high quality realistic public transport option.
- 3.27 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.
- 3.28 The existing Metrolink services currently cover a broad area of Manchester and its outlying residential districts. St Peters Square is the closest Metrolink stop for access to the Site around an 880m walk from the site with Deansgate Castlefield about a 920m walk, both of which equate to a 10 or 11 minute walk away.
- 3.29 The Metrolink will offer excellent public transport connectivity for staff and visitors to the proposed development.

Rail

- 3.30 Salford Central Station is the closest, located immediately to the northwest of the development, just a 5-minute walk away via the footbridge across the River Irwell from Spinningfields. Services from Salford connect to local and regional destinations including Leeds, Rochdale, Wigan, Stalybridge, Blackburn and Manchester Victoria.
- 3.31 Deansgate Railway Station is located to the south, a 7-8 minute walk away and its last service is at 23:31 to Liverpool calling at all stops including Urmston, Irlam, Warrington and Widnes.
- 3.32 Manchester Piccadilly Station is accessible by a longer 24 minute walk but is readily accessible by the Free Bus service in which can provide further regional and national services is provided from this station. The comprehensive network by Rail for the Manchester Conurbation is given in **Figure 3.4** overleaf.

Figure 3.4: Combined Metrolink and National Rail Network



BREEAM Compliance

- 3.33 This Framework Travel Plan has been prepared with due regard to BREEAM guidance. In relation to Travel Plans, accessibility for those with varying levels of disability and visual impairment to the proposed development's access and surrounding infrastructure has been detailed.
- 3.34 The site-specific assessment of sustainable travel opportunities included in this section has been prepared to meet the needs of those that will use the site. As such, the current local environment for pedestrians (including disabled access) and cyclists, along with public transport links have been discussed in detail.
- 3.35 As per BREEAM 2018 Tra01/02, the site achieves an 'Accessibility Index Calculator' score of **59.83** which is considered very high in relation to access to public transport opportunities. The score is inclusive of the services operating at the site's surrounding bus stops, Salford Central and Deansgate Station and St Peter's Square and Deansgate-Castlefield Metrolink stops.

Summary

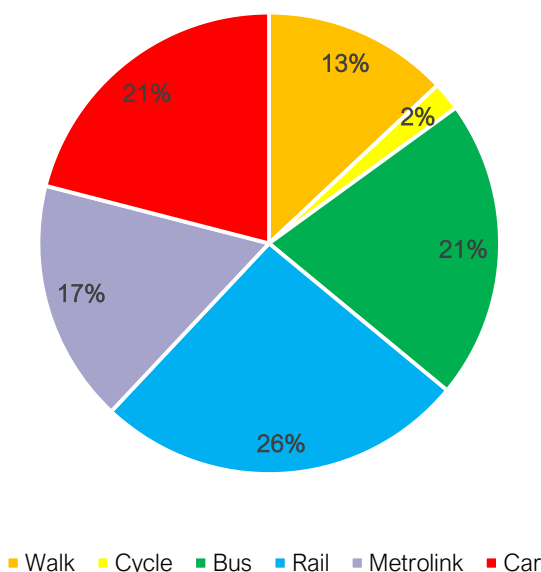
- 3.36 The site occupies a highly sustainable location and is accessible by a range of sustainable travel modes. As such, it is considered that the site is well-placed to facilitate access by active modes and public transport for both staff and visitors.

4 Baseline Travel Data

Introduction

- 4.1 This Travel Plan includes an initial mode share baseline using TfGM's Transport Statistics 2019 report for access to and from the 'Key Centre' (Manchester City Centre). This provides the non-car modal share for trips to and from the centre in the peak periods specific to Manchester, with the modal splits provided in the TfGM report as that provided in **Figure 4.1**.

Figure 4.1: TfGM General City Centre Mode Share



- 4.2 As seen in **Figure 4.1**, the majority of trips are by public transport, equating to a total of 64% (rail, Metrolink and bus). A total of 15% travel actively (walk or cycle) and 21% travel by car.
- 4.3 At this stage, this baseline travel data can be used in informing the Travel Plan of suitable targets to implement at the development in order to reduce the volume of single-occupancy car use and increase the take-up of sustainable travel amongst staff.
- 4.4 Although it is useful to reference the TfGM mode share, it does not entirely represent the mode share expected of the proposed development given that no on-site parking will be available for staff and as such they will need to park in nearby pay and display bays / car parks. The proportion of car drivers amongst staff is therefore expected to be lower than that shown in **Figure 4.1**.
- 4.5 Travel surveys would be aimed at Staff in order to gain an understanding of site-specific travel patterns amongst staff. An example Travel Survey is shown in **Appendix B**.

5 Objectives and Targets

Introduction

- 5.1 Based on the high-level indicators outlined in Section 4, the Framework Travel Plan now identifies objectives and related targets.
- 5.2 The targets identify further modal split aspirations but are however likely to change once the results of potential future travel surveys are analysed. The objectives are discussed first and then associated mode share targets.
- 5.3 Importantly, the Travel Plan recognises that there is not one specific mode of transport suitable for every individual and that there needs to be a number of alternatives in place. It is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it. In addition, the fact that the development offers no parking for staff or visitors is reflected in the Travel Plan's objectives.

Objectives

- 5.4 The Framework Travel Plan has two main objectives. These should not change throughout the life of the plan and are as follows:
- Objective 1: Promote healthy lifestyles amongst staff and visitors; and
 - Objective 2: Promote / Increase the take-up of sustainable travel modes where possible.

Targets

- 5.5 The targets of the plan should be Specific, Measurable, Achievable, Realistic and Time-bound ("SMART"). A timescale for reviewing the progress of the Travel Plan against specific milestones will be set and agreed.
- 5.6 The Travel Plan has set out specific targets to help achieve the outlined objectives, as shown in **Table 5.1**. It should be noted that these targets are to be revisited when potential future travel surveys are undertaken. It has been estimated that the baseline car driver will be

Table 5.1: Mode Shift Targets

Method of Travel	Baseline	Year 1	Year 3	Year 5
Car Driver (inc. Car Share)	21%	16%	12%	10%
Bus	21%	21%	22%	22%
Rail	26%	26%	26%	26%
Metrolink	17%	17%	17%	17%
On foot	13%	16%	18%	20%
Bicycle	2%	4%	5%	5%
Total	100%	100%	100%	100%

- 5.7 As seen in **Table 5.1**, it is targeted to reduce the percentage of car drivers by half by Year 5 compared to standard travel into the city centre, with notable increases in active travel.

6 Management Strategy

Introduction

- 6.1 The Framework Travel Plan now includes a package of measures contained within a Management Strategy to encourage the use of sustainable modes of transport, as detailed in Section 3.
- 6.2 As far as possible, the measures set out are designed to be suitable for review and monitoring. The selection of measures provided are deemed appropriate to the nature of the proposed development and additional measures are likely to be added to the list in the future as the Travel Plan develops.
- 6.3 The focus of these measures are aimed at staff as they make regular trips and are more able to influence their travel behaviour however many measures are also applicable to visitors, and which would be accessible via the Foodhall website.

Travel Plan Coordinator

- 6.4 In order to review and monitor the Travel Plan objectives, it is expected that a suitable member of the overall building management team at the development will be appointed to the role of a Travel Plan Co-ordinator (TPC).
- 6.5 The day-to-day management of the Travel Plan is expected to be carried out by the TPC who will promote, maintain, monitor and review it as it progresses. The TPC will be the focal point and point of contact for all travel-related issues amongst staff working at the development and will be on hand should travel-related queries arise from visitors.
- 6.6 The role of the TPC will include, but will not be limited to, the following:
- The preparation and distribution of travel information and marketing material;
 - Engaging with staff and visitors on site on travel and transport related issues; and
 - Responding to any travel issues that arise during the operation of the development.
- 6.7 The TPC will encourage walking and cycling as part of a multi-modal journey and will liaise with TfGM to ensure that potential pedestrian walking routes are appropriately maintained. The TPC will therefore inform staff of the most appropriate walking routes to and from the city centre, including the primary routes towards the centre of Manchester along Liverpool Road and Quay Street.
- 6.8 There will be information provided on active travel through the use of information sheets displayed on posters on a bulletin board communal staff rooms / back of house areas.

Staff Travel Information Pack

6.9 A Travel Information Pack will be provided to all staff when the development becomes operational. The pack will include information on the sustainable transport facilities described in Section 3, such as:

- The 33 and 63 bus services available on Liverpool Road;
- Routes 1, 2 and 3 of the Manchester free bus service operating across the city centre;
- The Metrolink services available at Deansgate Castlefield; and
- The rail services available at Salford Central Station, as well as Manchester stations.

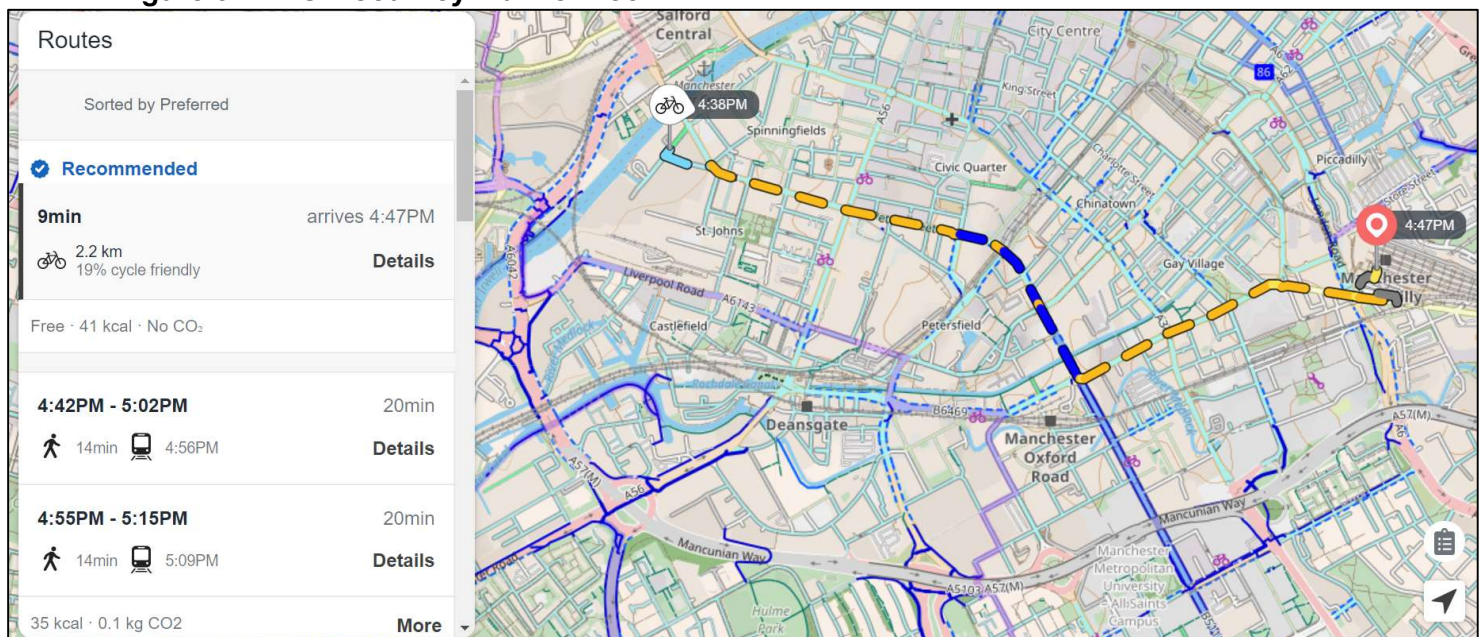
6.10 The Travel Information Pack will include details on the intentions of the Travel Plan and why the Travel Plan has been produced. The pack will also include current information on walking and cycling routes throughout the city centre, as outlined in Section 3.

Journey Planning

6.11 Staff, occupiers and visitors will be informed of the excellent local and national journey planning applications. TfGM offer a free journey planning application that will be promoted to staff using notice boards and a link will also be available in the Welcome Packs. This application enables a start and end location to be submitted and will provide a series of transport options. This application also provides a route finder option for mobility impaired users

6.12 The application can be accessed following this link: <https://tfgm.com/plan-a-journey#/planner/>, with an example of the route finder is provided in **Figure 6.1**:

Figure 6.1: TfGM Journey Planner Tool



Raising Travel Awareness

- 6.13 Staff will be kept informed of updates in public transport information or promotions typically online via a social media platform, emails, website etc. Additionally, information on sustainable travel will be displayed on back of house notice boards.
- 6.14 The accessibility of the development will be actively promoted to prospective occupiers and employees of the site, alongside encouragement of public transport, walking and cycling use. It will be the responsibility of the TPC will ensure that all occupiers and staff employed on site are aware of the existence of the Travel Plan.

Future Travel Surveys

- 6.15 Travel surveys are the best way of establishing travel patterns and behaviours among a workforce and allow a tailored series of measures to be developed. In order to establish the travel patterns staff employees and visitors to the site, a travel survey will be carried out within 3 months of occupation.
- 6.16 The survey will be distributed to staff either electronically or by hand. Should this be done electronically, the survey can be designed via SurveyMonkey or Bristol Online Surveys. If the survey is distributed as a hard copy, then this is likely to involve the TPC handing out the survey to staff members at each food and beverage stall.
- 6.17 The survey will be live for 2 to 3 weeks in order to obtain a reliable data sample.

Walking and Cycling Opportunities

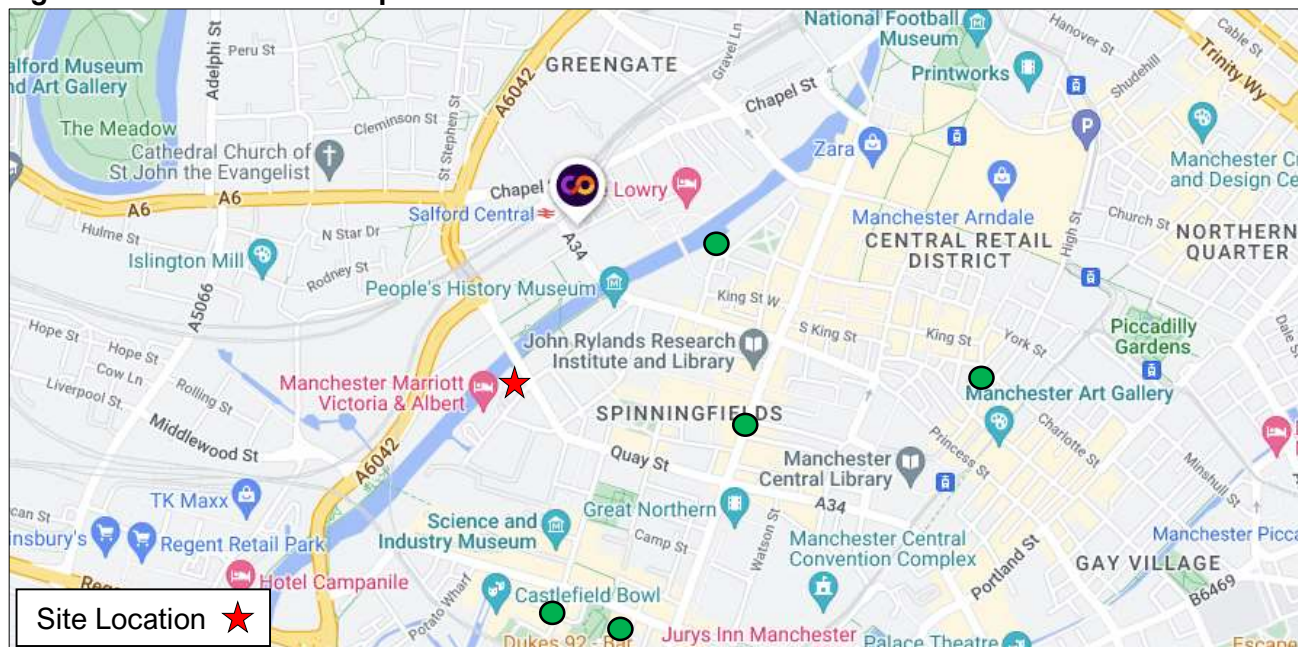
- 6.18 The Welcome Pack will promote the cycle facilities available in the site's surrounding area. The TPC will inform staff of the financial incentives to their employees through the Cycle to Work Scheme as well as promotion of the health benefits of cycling.
- 6.19 Information on cycling in Manchester is available through the links below and would be made available through the website:
- www.cyclingmapsonline.co.uk;
 - <http://cycling.tfgm.com/>;
 - <http://www.ctc.org.uk/>; and
 - <http://www.sustrans.org.uk/>.
- 6.20 TfGM offer cycle support for businesses including bike and equipment loans, grants, cycle training and guided cycle rides. The TPC will promote this to staff.
- 6.21 The Travel Plan 'Welcome Pack' will include information on suggested walking routes from the surrounding areas, including local public transport services.
- 6.22 The health benefits of walking will be particularly promoted to occupiers and staff. Information on numerous walking groups in Manchester and suggested walking routes is available through the gmwalking.co.uk link. The Travel Plan Coordinator will promote these websites and the benefits of walking to staff.

- 6.23 The TPC will ensure that National Walking to Work Week will be promoted to staff. This event takes place every spring/summer, allowing staff to sign up for a workplace walking challenge and encouraging more people to walk to work.
- 6.24 The TPC may also deem organising cycle breakfast appropriate should demand warrant this. This will be investigated in terms of whether it fits in with the operation of the site, such as estimated start and finishing times.

Access to Local Car Clubs

- 6.25 With there being no car parking on site, it is expected that the majority of staff and employees on site would use sustainable modes of travel. Nevertheless, some employees of the development may travel by car making use of the public car parking within a short walk of the site.
- 6.26 The Travel Plan Coordinator will promote the use of car sharing schemes for both occupiers and staff wishing to travel by this mode. They 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 car sharing.
- 6.27 A Co-Wheels Car Club parking space is located a 5 minute walk from the site adjacent to the Browncross Street pay and display car park. This offers an easy, short term and flexible car hire. The location of this Car Club facility is provided in **Figure 6.2**.

Figure 6.2: Co-Wheel/Enterprise Car Club Locations



- 6.28 Enterprise Car Club vehicles are also available at Castlefield and Parsonage Gardens. The Enterprise Car Club will also be promoted to staff should this be deemed appropriate by the TPC.

7 Action Plan

- 7.1 Based on the information provided in this Travel Plan, a schedule of actions is outlined in **Table 7.1**. This Action Plan may be amended as the site is occupied and the Travel Plan develops once the site is operational.
- 7.2 These actions will be designed to maximise the update of sustainable transport and to build on the site's existing sustainable travel credentials.

Table 7.1: Action Plan

Table 11.1 Action Plan		
Action		Owner
Assign a Travel Plan Coordinator	When the site becomes operational	Manchester Quays Two Ltd / Member of building management team
Provide details of TPC to MCC / TfGM		Manchester Quays Two Ltd
Provide copy of travel information brochure to all staff members		Travel Plan Coordinator
Provide a copy of the Travel Plan for the site's occupier		
Promote the use of the pedestrian environment between the site and the city centre, as detailed in detailed in Section 3		
Establish travel notice boards for providing cycle / walk / public transport information		
Design and distribute a short travel survey to staff (via SurveyMonkey linked to staff email addresses or hard copy sent to the various stalls in the building)	3 months after operation starts	
Ensure travel awareness measures are promoted to all staff	Within 6 months of operation	
Provide posters or flyers to employees in 'back of house' areas		
Provide travel awareness application details to help plan journeys on foot, cycle and public transport		
Investigate any demand for personalised journey planning amongst staff and action this be evident		
Provide details to staff on the local car club opportunities should they need to drive to and from the site		
Promote the TfGM Journey Planner to staff		

Plans



- Legend
- ★ Site Location
 - Metrolink Stop
 - Railway Station
- Walking Catchment
- 0 - 1km
 - 1 - 2km

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and is intended for illustrative purposes only.

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CLIENT:

Manchester Quays Two Ltd

PROJECT TITLE:

Shipyards, Water Street,
St Johns

DRAWING TITLE:

Walking Catchment

SCALE:
N.T.S

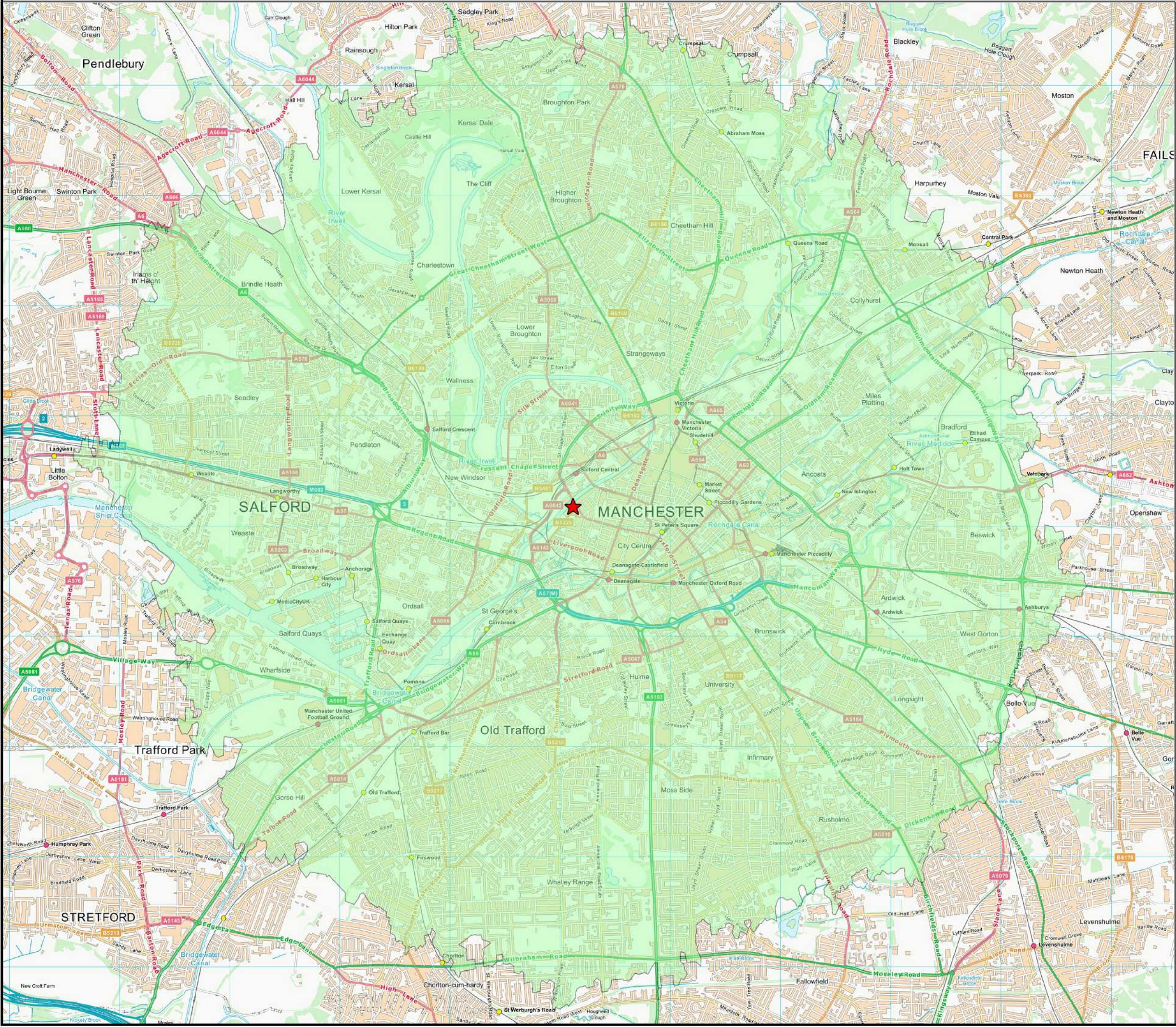
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vectos. | PART OF **SLR**

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

DRAWING NO:
VN222426-G102

REVISION:



Legend

★ Site Location

Cycling Catchment

0 - 5km

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CLIENT:
Manchester Quays Two Ltd

PROJECT TITLE:
Shipyards, Water Street, St Johns

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: ER	DATE: 26.09.22
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Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

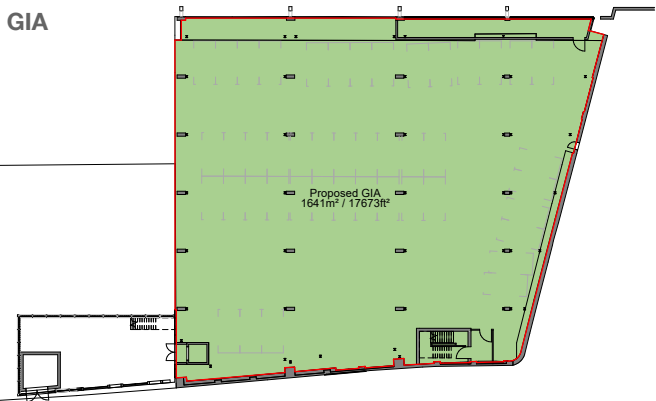
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Appendix A

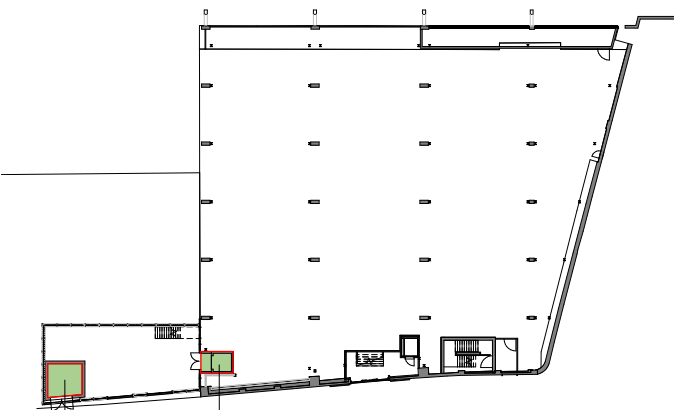
Scheme Plans

AREA SCHEDULE

		Existing GIA			Proposed GIA		Proposed NIA	
		sqm	sqft		sqm	sqft	Food Hall	
Level 00		1,533	16,501		1,641	17,664	-	-
Service Yard		-	-		21	226	-	-
Level 01		1,234	13,283		1,435	15,446	1,284	13,821
Mezzanine		-	-		1,000	10,764	912	9,817
Total Building		2,767	29,784		4,097	44,100	2,196	23,638



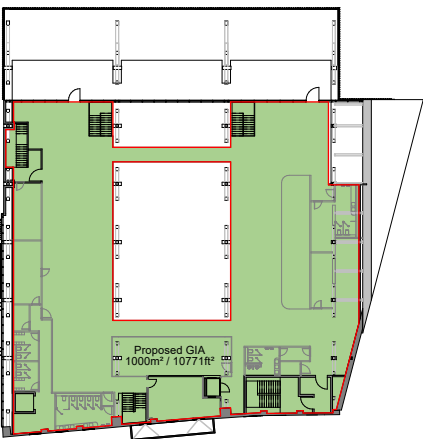
Level 00



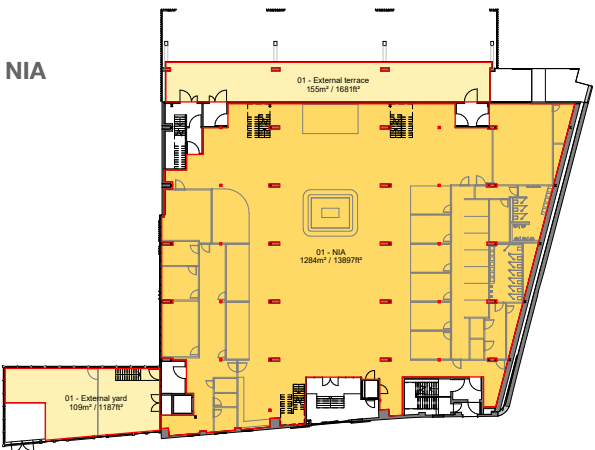
Service Yard Level



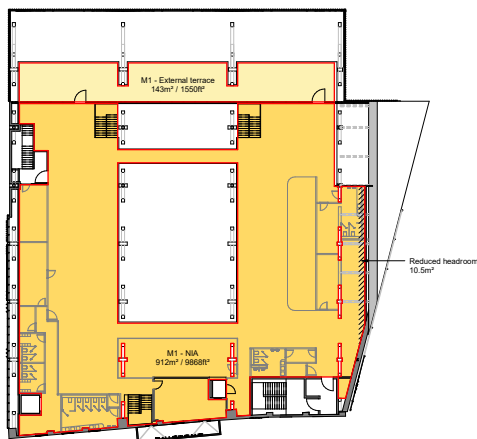
Level 01



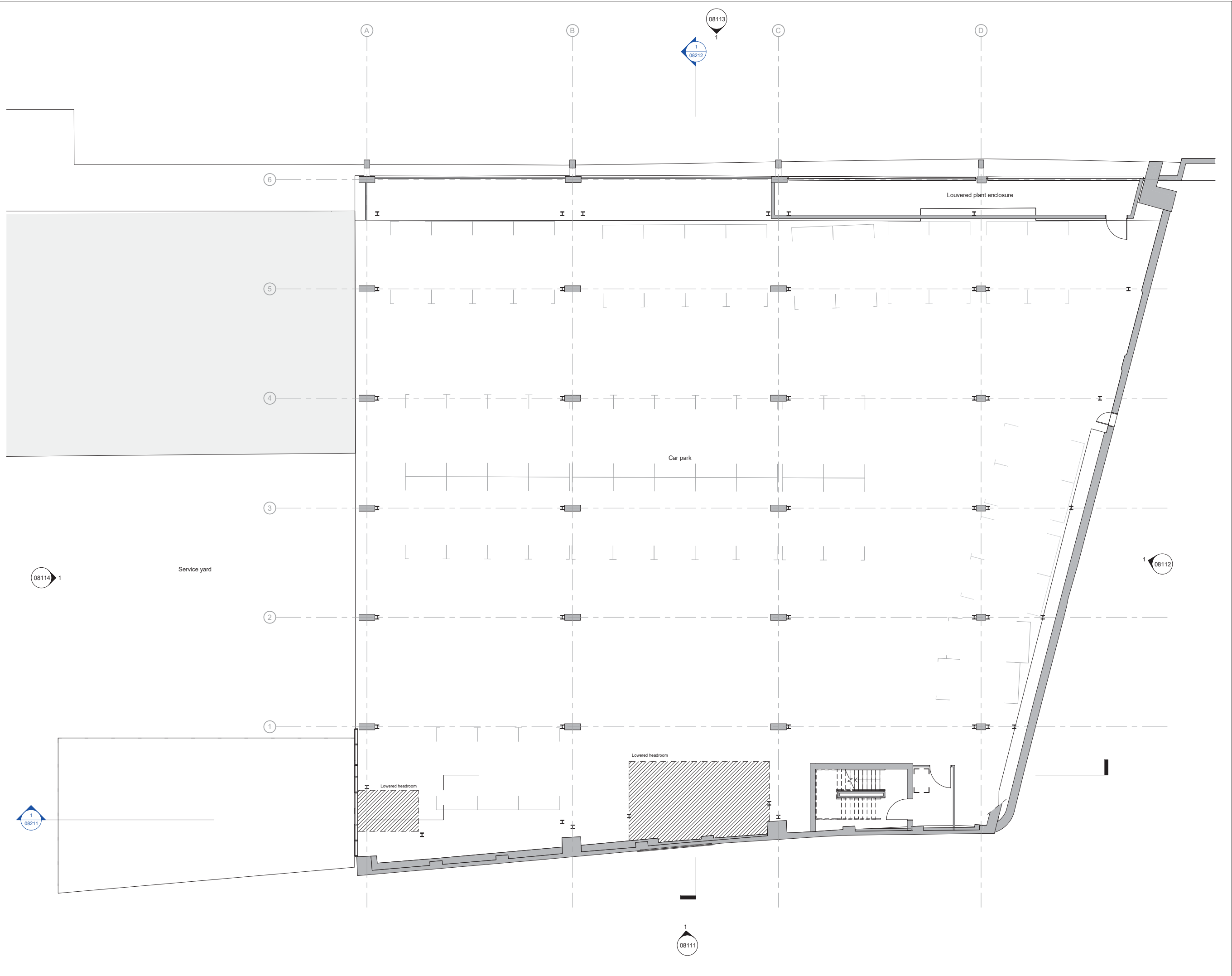
Mezzanine



Level 01



Mezzanine



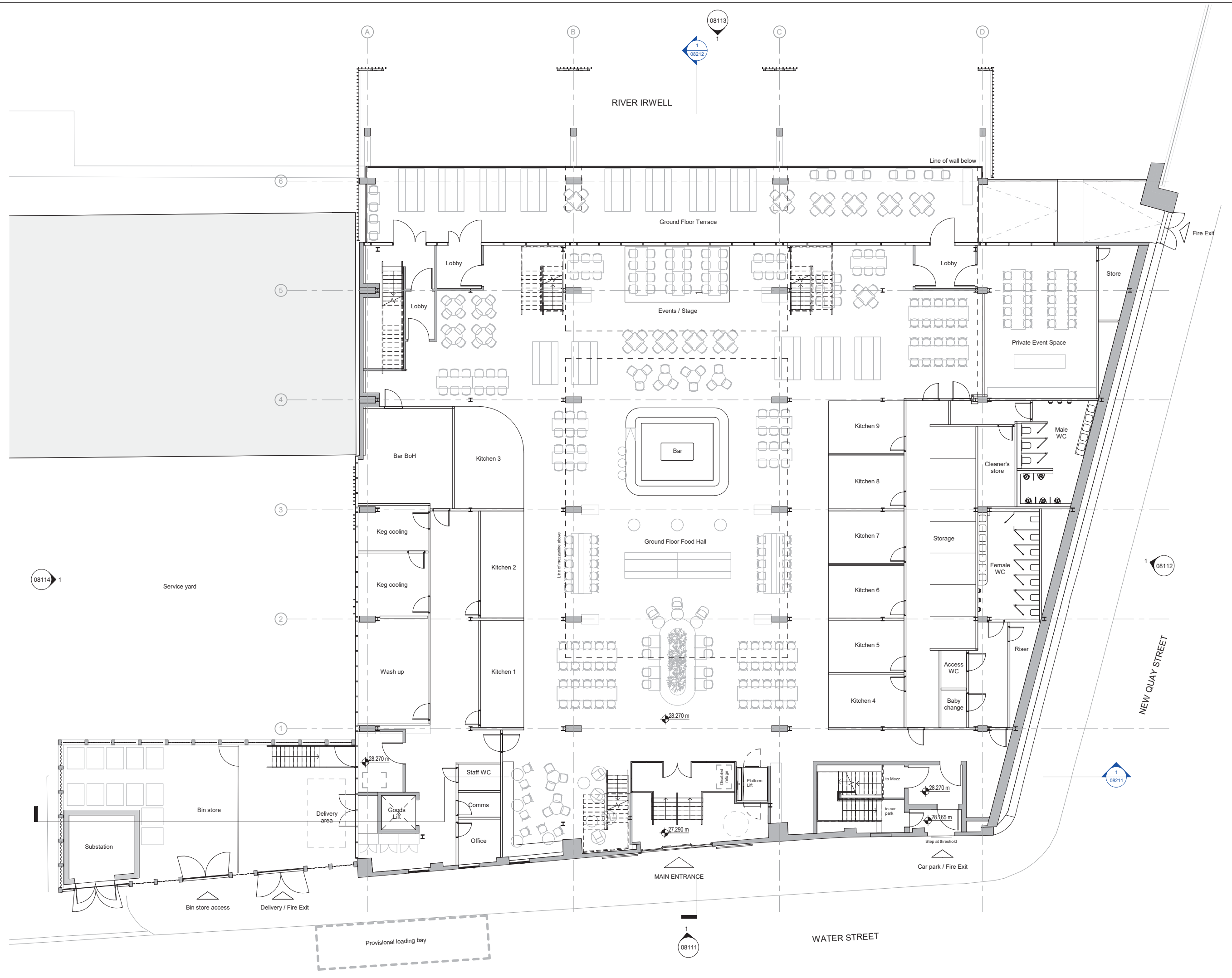
Notes

Do not scale from this drawing.

All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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Revisions				
Status				
PLANNING				
Client				
ALLIED LONDON				
Project				
SHIPYARD WATER STREET MANCHESTER				
Title				
Level 00 Proposed GA plan				
Scale	Size	Date	Drawn	Checked
1 : 100	A1	22/07/22	GL	NS



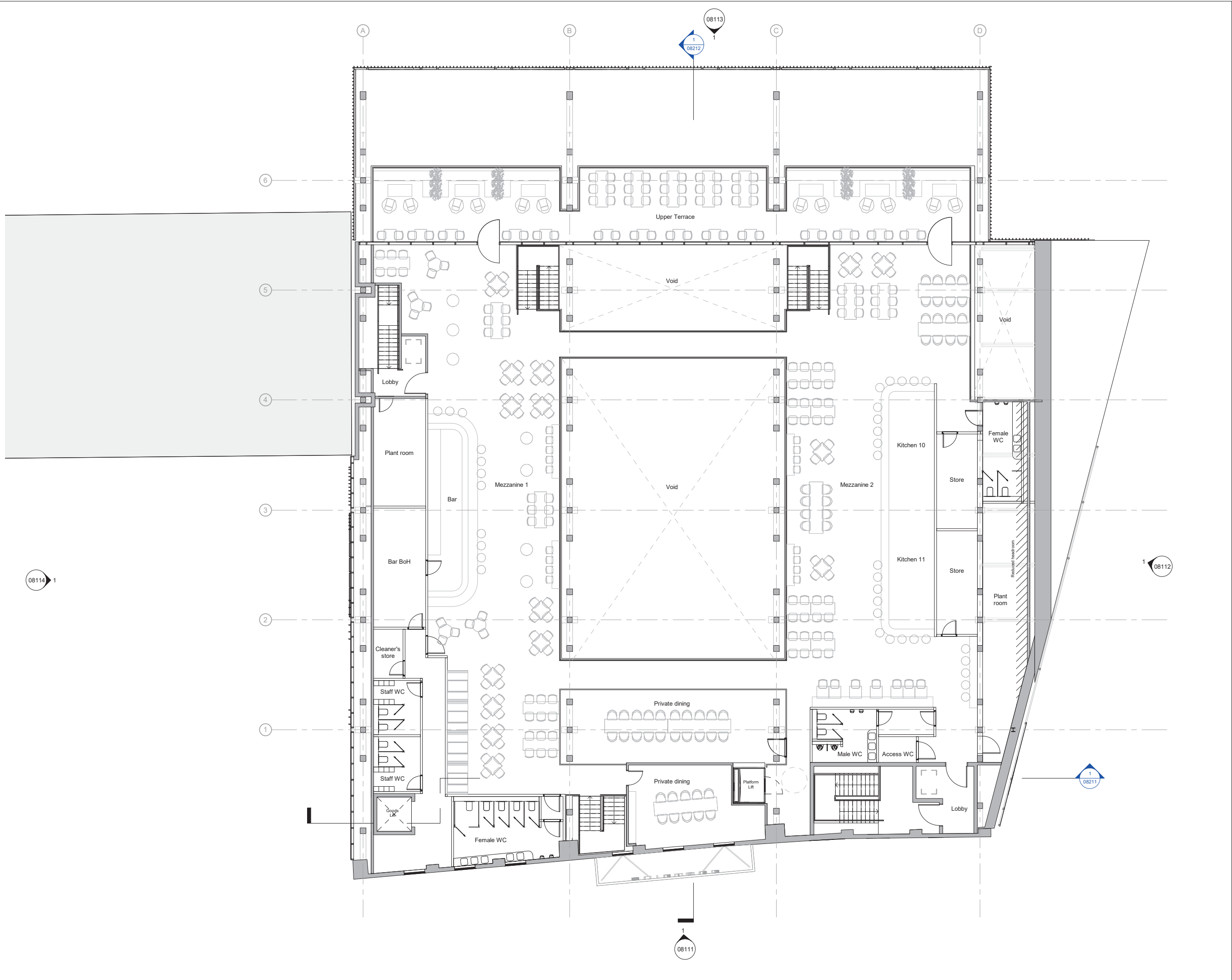
Notes

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All dimensions are to be checked prior to construction and any discrepancies are to be identified to the Architect.

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Revisions	
Status	PLANNING
Client	ALLIED LONDON
Project	SHIPYARD WATER STREET MANCHESTER
Title	Level 01 Proposed GA plan
Scale	1 : 100
Size	A1
Date	08/02/22
Drawn	GL
Checked	NS



Notes

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Revisions				
Status	PLANNING			
Client	ALLIED LONDON			
Project	SHIPYARD WATER STREET MANCHESTER			
Title	Level M1 Proposed GA plan			
Scale	Size	Date	Drawn	Checked
1 : 100	A1	08/02/22	GL	NS

Appendix B

Example Travel Survey

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

Contact

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97 Tottenham Court Road,
London W1T 4TP.
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