

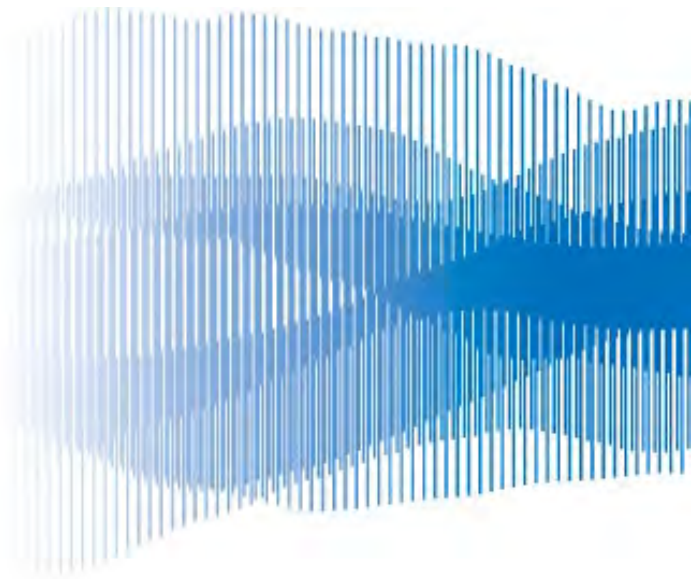


**Travel Plan
for
Office Development
& Refurbishment
at
67-75 Mosley Street
Manchester**

November 2022

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1.0 TRAVEL PLAN: BACKGROUND

1.1 Development details

The recent office refurbishment/extension development (completed October 2020) is located on the site of an existing commercial building at 67-75 Mosley Street, Manchester, within the Manchester City Council planning authority's jurisdiction. We are instructed by Boulton Brooks Limited to prepare a Travel Plan for the refurbished/extended B1 office development element across 7 floors of the building (1st to 7th floors), comprising 61,140 sq.ft. GFA. The site is situated next to Manchester Art gallery, on the borders of Chinatown and St Peter's Square. The building is situated in the heart of the City, on Mosley Street, a major pedestrian and tram route from Piccadilly, at the junction with Nicholas Street (see location plan at **Appendix A**).

The developer has confirmed that a Travel Plan is required to discharge the planning condition imposed by Manchester City Council as part of the planning permission for the extensive refurbishment/extension on the property, which was completed in October 2020, as reproduced below:

"10) A framework Travel Plan should be submitted within the first three months of the development becoming operational then extended to a full travel plan within 12 months. Reason: In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy."

This section reports and reviews the existing level of transport infrastructure at the proposed site and existing traffic conditions in the immediate area. This Travel Plan has been prepared to support the proposals which increased and refurbished the floor area of the previous office building.

The site has a limited on-site car parking provision of just 19 spaces in the basement (served by a car lift) and 3 spaces at street level all accessed via Back George Street (as indicated on the plans at **Appendix A**). In terms of facilities there are also:

- 24 bicycle spaces, located in the lower basement car park
- 6 showers, located in the lower basement
- 3 showers, located in the basement
- 42 lockers, located in the lower basement

1.2 Setting the scene

All floors of the building are currently occupied and there are approximately 780 individuals in the building (based on access fobs that have been issued) but, on a day-to-day basis, there are typically 200 people working there due to flexible working/working from home.

Tenants can access the building 24/7 but typically the reception is operational between 0800-1900 hours. Cyclists can use the car lift (accessible from Nicholas Street) or they can get to the cycle parking area in the car park via the staircase/lifts from the main reception area.

The document follows as far as possible the guidance given in National and Regional/Local good practice guidance, where appropriate.

The application site lies within 850m walk from Manchester Piccadilly rail station and it has access to many bus and tram routes with a wide range of destinations. The site has a GMAL (Greater Manchester Public Transport Accessibility Level) of 8. This is the highest rating available on the GMAL range of 1 to 8.

It had not been possible to obtain any realistic baseline information on the prior office use since there was no trip generating characteristics/modal choice of the future occupants of the building in the original 2016 planning application. No travel mode data has been available, but it can now be more accurately identified following the more recent occupation of the site.

To obtain this information, TPC arranged to carry out a TRICS compliant travel survey at the building to identify the travel modes and origin of trips to the building. The survey included a headcount for the whole of a typical day for occupiers/visitors on the office floors, together with a questionnaire survey completed by as many staff as it was possible to interview.

The travel surveys took place on Wednesday 2nd November 2022 and included CCTV surveys of the entrance to the lower basement car park and secure cycle parking area to capture the use of cycles. The details of the survey are given in Section 4 below.

The information gathered at the site was in the form of an interviewed questionnaire undertaken between relevant hours of operation (0800-1900 hours), where visitors and staff entering and occupying the building were interviewed using an TRICS compliant interview questionnaire so that data may be entered onto a spreadsheet and the results analysed to mainly identify travel mode, journey origin and attitudes to other travel modes etc. A sample of 30% was sought, as per accepted common practice/guidance.

As a result of the site's excellent location for access to the mainline rail and tram network together with its excellent proximity to bus routes with numerous services providing a wide range of destinations, it is anticipated that most of the staff and visitors to the site will use these sustainable modes of travel. Parking restrictions around the site preclude any staff or visitors from easily parking private cars for more than short periods of time in public car parks or on-street.

2.0 POLICY

2.1 National Planning Policy Framework 2021 - Chapter 9. Promoting sustainable transport

The relevant planning national planning policies on transport are found in the latest NPPF, as follows:

104. Transport issues should be considered from the earliest stages of plan-making and development proposals, so that

- a) the potential impacts of development on transport networks can be addressed;*
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;*
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;*

d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and

e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

105. The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.

This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

106. Planning policies should:

a) support an appropriate mix of uses across an area, and within larger scale sites, to minimise the number and length of journeys needed for employment, shopping, leisure, education and other activities;

b) be prepared with the active involvement of local highways authorities, other transport infrastructure providers and operators and neighbouring councils, so that strategies and investments for supporting sustainable transport and development patterns are aligned;

c) identify and protect, where there is robust evidence, sites and routes which could be critical in developing infrastructure to widen transport choice and realise opportunities for large scale development;

d) provide for attractive and well-designed walking and cycling networks with supporting facilities such as secure cycle parking (drawing on Local Cycling and Walking Infrastructure Plans);

e) provide for any large scale transport facilities that need to be located in the area and the infrastructure and wider development required to support their operation, expansion and contribution to the wider economy. In doing so they should take into account whether such development is likely to be a nationally significant infrastructure project and any relevant national policy statements; and

f) recognise the importance of maintaining a national network of general aviation airfields, and their need to adapt and change over time – taking into account their economic value in serving business, leisure, training and emergency service needs, and the Government's General Aviation Strategy.

107. If setting local parking standards for residential and non-residential development, policies should take into account:

a) the accessibility of the development;

b) the type, mix and use of development;

c) the availability of and opportunities for public transport;

d) local car ownership levels; and

e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

109. Planning policies and decisions should recognise the importance of providing adequate overnight lorry parking facilities, taking into account any local shortages, to reduce the risk of parking in locations that lack proper facilities or could cause a nuisance. Proposals for new or expanded distribution centres should make provision for sufficient lorry parking to cater for their anticipated use.

Considering development proposals

110. In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
- b) safe and suitable access to the site can be achieved for all users;*
- c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code 46; and*
- d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree.*

111. Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

112. Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and*

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

113. All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

Travel Plans are about reducing private car travel in favour of more sustainable modes of travel. It reflects and is intended to comply with current Government policy on transport, including the essence of the National Planning Policy Framework.

Regional & Local Policy

Transport for Greater Manchester (TfGM) strongly endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a Travel Plan should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *"maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*

- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change."*

Specific Policies from Manchester's Local Development Framework Core Strategy Development Plan Document (Adopted 11th July 2012, published by Manchester City Council) relevant to the planning condition imposed

Policy T 2 Accessible areas of opportunity and need

The Council will actively manage the pattern of development to ensure that new development:

- *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
 - *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-*
 - *Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.*
 - *Links within East Manchester to employment locations, Central Park and Eastlands in particular.*
 - *Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.*
 - *Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.*
 - *Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.*
 - *Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:*
 - *District Centres*
 - *Areas not within the City Centre or District Centres*
- The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.*

Policy EN 16 Air Quality

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.

3.0 SITE ASSESSMENT

Motor Vehicle Access and Parking

The site is located on Mosley Street in Manchester city centre in a mostly commercial area. This relevant section of Mosley Street itself does not permit vehicular access to the site but is for designated for trams only. Access for car parking at the site is only possible via Back George Street to the rear of the building where there is the entrance to car lift to the lower basement car park and 3 surface spaces at ground floor level outside the building.

Where car journeys to the city centre are needed, alternative long-stay parking is provided across the city centre in off-street public car parks. The nearest car parks to the site are in China Town, Piccadilly Plaza, Piazza, Chorlton Street, Major Street, Bloom Street and Piccadilly Gardens. These car parks are all within a 10-minute walk of the site and provide over 2,000 parking spaces. Mosley Street links St Peter's Square to Piccadilly Gardens, which are central nodes for transport and pedestrians.

To the corner of the site is Nicholas Street which has good footpaths and one-way vehicle access into the heart of Manchester's historic China Town. Back George Street runs to the rear of the site with only limited footway width in places and is primarily used for servicing the properties that back onto the street. Nearby, Nicolas Street and Charlotte Street are one-way streets which can be accessed via the busy central Manchester major highway network circulating and radiating from the suburbs, probably via Portland Street to the south of the site.

The site sits in the city centre Controlled Parking Zone and parking on street is controlled by double yellow lines and time limited parking bays (2 hours, no return in an hour). Under the city centre parking policy, drivers displaying a blue badge can park for free and for an unlimited time in these parking bays. The nearest short stay parking spaces to the site are located on Charlotte Street. There are some on-street pay and display parking bays just to the south of the site and No Waiting 'At any time' restrictions on most roads on most of the adjoining roads. The surrounding streets provide very limited parking opportunities for drivers.

A plan showing the site in the context of the local highway network is provided at **Appendix A**. An aerial photograph showing the site is provided below at **Figure 3.1**.

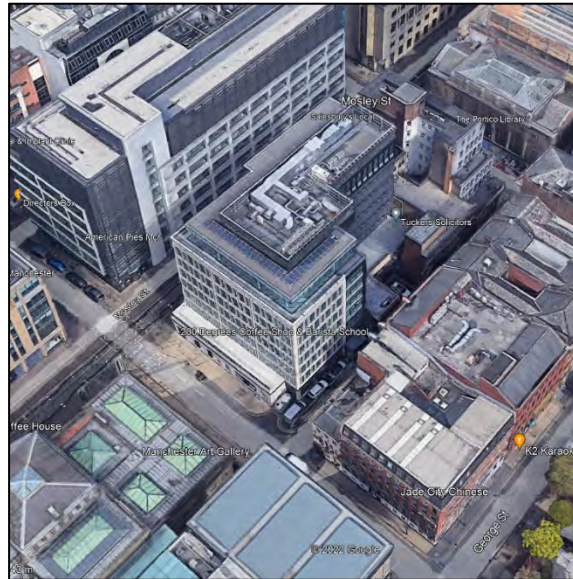


Figure 3.1 – Aerial Photograph of site

Bicycle Facilities and Cycling Routes

Back George Street provides cycle parking access to the lower basement car park to the rear of the site being via a car lift down to that level secure cycle parking area. It is also possible to access the lower basement cycle parking area via the stairs/lift in the reception accessed from Mosley Street.

The site is close to local network of cycle routes and several pan Manchester initiatives, as shown on the cycle route map for the area showing the signed network to the surrounding area and beyond. A plan showing the routes in the area are shown at **Appendix B**.

The city centre is well served by the existing cycle network. The streets immediately serving the site are identified as low speed routes in the Greater Manchester Cycle Network. These routes connect to external defined routes to allow links to residential areas outside the city centre. There is cycle parking provided at frequent locations around the city. The nearest cycle racks to the site are located on the corner of New York Street. Cycle hubs are provided at Piccadilly Gardens, Oxford Road station and Salford Central station.

The city centre also benefits from several cycles hire facilities, including Bike & Go at Oxford Road station and Bromptondock from Piccadilly station. The local cycle network is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is near the Bee Network in Manchester City Centre.

As part of the Bee Network, a Bike Hire Scheme is being rolled out in central Manchester as part of a public trial. There is a docking station located between Circle Square and Oxford Road, and it was planned that by summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford. The TfGM website states that: *"The Bee Network is Greater Manchester's bold vision to deliver a joined-up London-style transport system, with buses beginning to be integrated from 2023, trams from 2024 and*

commuter trains by 2030 - transforming how people travel in and around Greater Manchester.

The network will be simple and accessible, supporting seamless end-to-end journeys whether you are walking, wheeling, travelling by bike or on public transport. It will be easy to understand and offer great value too with capped daily fares and tickets - no matter how many times you travel or how the journey is made."

These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations.

As part of the recent office redevelopment/refurbishment there are now 24 secure and covered cycle parking spaces within the site in the lower basement. There are also showers and locker facilities.

Pedestrian Access and Walking Routes

The conditions of pedestrian routes surrounding and adjacent to the site are generally good and have the appropriate dropped kerbs for pedestrians at junctions with tactile paving to assist visually impaired pedestrians.

All pedestrian routes in the locality appear to have an appropriate provision of street lighting.

The site is within a 10-minute walk of the central areas of the city centre, including St Peter's Square, King Street, Spinningfields, Deansgate, the Northern Quarter, the Arndale and Manchester Piccadilly. The remainder of the city centre is within a 15-minute walk of the site, including Victoria station, Salford Central station, Oxford Road station and Deansgate station.

The site is well located to enable pedestrian trips to a good range of city centre services and amenities, and the residential areas of the city centre and Salford. Staff living within these areas could reasonably walk to work and staff have numerous amenities and facilities on the doorstep of the building for use during their breaktimes.

Public Transport Services

In terms of public transport, the site is very well located with a GMAL 8, which is the highest possible scoring on a scale of 1 to 8. It has numerous bus stops within 150m giving access to 13 bus services and is just a short walking distance to Manchester Piccadilly Station which is well within the 960m walking distance usually recommended as the maximum. Full details of the local public transport services and an extract of relevant area of the GMAL map are provided at **Appendix C**.

Bus services can also be accessed from Charlotte Street and Princess Street a very short walk from the main entrance. Many bus services can also be accessed from Piccadilly Gardens interchange. Route 1 of the Metroshuttle free bus service routes close to the site on Charlotte Street.

It is a three-minute walk to tram services at St Peter's Square, five-minute walk to bus and tram services at Piccadilly Gardens, and 10-minute walk to train services at Oxford Road and Piccadilly stations.

The bus stops/services available to staff and visitors to the office site are shown on the bus route map provided at **Appendix C**. Bus routes pass the close to the site along Charlotte Steet and Piccadilly Gardens.

Car club

The Enterprise Car Club provides an MCC/TfGM supported solution that complements the sustainable transport system and to meet occasional and casual vehicle needs of people in the city centre. The Car Club enables members to benefit from low cost, convenient and greener motoring. The Car Club offers a business travel solution for companies located in the city centre.

It means that staff can commute to work sustainably and still have the benefit of a car if they need to travel during the day to a location that can't be accessed on foot, cycle, or public transport. The nearest Car Club vehicles are parked on Fountain Street. Two vehicles are parked in this location. The Car Club will be promoted in the travel plan measures.

4.0 TRAVEL SURVEYS

As mentioned above, a TRICS compliant travel survey for the initial post-opening baseline surveys was carried out on Wednesday 2nd November 2022 between 0800-1900 hours. TRICS compliancy requires the travel modes of all staff and visitors on the day of the survey to fit the recommended travel method listing so that data from similar sites is comparable for local authorities to monitor work-place travel. All interviewees were asked what their main mode of travel was, the purpose of their trip and the post code/area that they had just travelled from. The results of the travel surveys and site plans of the survey location points are shown at **Appendix D**.

The outcome of the surveys was as follows:

- There were 443 people entered/left the building of which 187 people were interviewed, a 42% sample.
- Only 1 cyclist was observed using the cycle parking facilities in the lower basement (24 secure spaces).
- Of the 187 interviewees, 69 people walked (36.9%), 1 cycled (0.53%) 16 travelled by bus (8.56%), 42 by train (22.46%), 29 by tram (15.51%), 27 by car (14.44%), 3 car passengers (1.6%).
- 47 interviewees refused to divulge if their visit purpose was for work but for simplicity, we have assumed they were rather than for deliveries etc. Also 29 interviewees refused to give the post code for the origin of their trip.
- No interviewees had travelled by taxi or motorcycle on that day.
- The lower basement car parking (19 spaces) was surveyed and a maximum of only 5 cars were parked at any one time (around 3pm). The 3 ground floor car spaces accessible from Back George Street were occupied most of the day.
- Although 27 interviewees travelled by car to the site (or nearby) few of these parked there so these occupants are assumed to park their vehicles elsewhere in public car parks or on-street.
- The plot of post codes given by interviewees shows a wide dispersal of travel origins as well as numerous within the Greater Manchester area. The more distance locations included Leeds, Nottingham, Stoke on Trent, Preston and Chester.

As the travel modes of the previous site occupiers was unknown (as surveys had not been possible) no interim targets have previously been set and no framework travel plan has

previously been submitted. Targets need to be set as a starting point for the development which need to be practical with a realistic set of objectives.

5.0 OBJECTIVES

The travel plan is a long-term strategy to deliver sustainable transport objectives and thereby reduce the need for staff and visitors to travel to and from the site by private car alone.

There are several aims of the strategy:

- To improve site access and travel choice;
- Reduce congestion and demand for parking spaces;
- To increase the awareness of staff and visitors of the advantages and potential for more environmentally friendly and healthy forms of travel;
- To introduce a package of measures that will facilitate travel by non-single occupant car modes of transport or at least minimising the need to do so where practical;
- To work with the local authority to ensure that staff and visitors to and from the site can access it by public transport, walking or cycling wherever possible.

The Travel Plan is about reducing private car travel in favour of more sustainable modes of travel. It reflects and is intended to comply with current Government policy on transport.

This document addresses the elements of the Travel Plan:

- The administration of the system;
- The measures to be put in place;
- How the Travel Plan will be sustained, and targets met.

The Travel Plan will need to develop to meet the operational characteristics of the development once established. It is fundamentally important that any measures adopted are realistic and implementable (by proposing SMART targets). A failure to convince those subject

to the plan that it is achieving results will bring the scheme into disrepute. It is important therefore to involve all those affected by the measures in the development of the plan. The basis on which the plan should develop in the longer term will be the existing and potential travelling arrangements of staff and visitors to the site. This is best achieved using an TRICS compliant questionnaire survey for staff and visitors when the site is fully operational on the site.

Once the results of this survey have been analysed, site specific measures and targets can be further developed/reviewed in liaison with staff the building management (and the planning authority if it is desirable to engage with them on a voluntary basis).

6.0 TARGETS

Following typical travel plan guidance for workplace travel planning, we would usually propose to set an initial target for the first year of an increase in staff walking and/or cycling of 15%. It may also be reasonable to also aim for a 5% increase in the use of public transport for bus, tram and rail. However, from the travel mode survey results the sustainable travel modes are already very high and the use of the private car by drivers and passengers is only 16%. It is obvious therefore that changes to the sustainable travel modes are likely to be quite modest. In the meantime, interim targets for the 3rd and 5th years are proposed and as previously stated, including no more than 15% of journeys made by staff travelling to and from the development for any purpose shall be made by car/van drivers (i.e., no increase).

Also, it is intended to promote car sharing/car club by staff and use best endeavours to offer staff interest free public transport season ticket and cycle purchase loans. The staff targets can also be reviewed and revised after 3 and 5 years by the building management.

For some staff and visitors who may choose to be fully sustainable, and it would be beneficial for health reasons for some who live locally, to perhaps walk or cycle so a modest target increase in these has been set following the baseline survey and this can partly be at the expense of car trips but would also affect public transport trips if too high a target is set. For the 3rd and 5th years it is anticipated that the use of sustainable travel modes will be maintained and hopefully be no worse than the measured split of for public transport modes obtained during the baseline travel surveys.

It will be possible, at the 3-year review stage, to agree the above and/or other alternative targets with the site occupiers once the results of the next travel survey have been analysed.

Table 6.1 below sets out the proposed travel plan target modes for 2025 and 2027. These can be modified should the planning authority have other preferred targets, but they are reasonable and hopefully achievable levels of mode change. The main aim is to reduce the use of private cars to travel to work, either as a driver or as a passenger but also increase where possible public transport, walking and cycling. Since the level of walking to the site is already very high this mode has only been slightly amended.

Travel Mode	Initial Travel Plan target (2022)	Baseline survey (2022)	Travel plan target (2025)	Travel plan target (2027)
Walk	0%	36.9%	38%	39%
Train	0%	22.46%	23%	23.5%
Bus	0%	8.56%	9%	9.5%
Tram	0%	15.51%	16%	16.5%
Taxi	0%	0%	0%	0%
Car driver	0%	14.44%	11%	8%
Car passenger	0%	1.6%	1%	0.5%
Motorcycle	0%	0%	0%	0%
Cycle	0%	0.53%	2%	3%

Table 6.1 - Surveyed and Target Travel modes

7.0 TRAVEL PLAN MANAGEMENT

Plan Administration

Introduction

The applicant has yet to appoint a permanent person as the Travel Plan Coordinator to implement, administer and monitor the Travel Plan but in the interim period it will be Colin Miles of Transport Planning Consultants Ltd.

Contact details are as follows:

Telephone: 01708 343425

E-mail: cmiles@tpc.uk.com

Address:

Transport Planning Consultants Limited, 131 Lodge Avenue, Gidea Park, Romford, RM2 5AD

The Travel Plan Coordinator will be responsible for the administration of the Travel Plan and implementation of measures, for consultation with the management team of the development as well as promoting and updating the Plan.

Administration of the Travel Plan involves the maintenance of the systems and collection and collation of data. Changes to the nominated person would normally need to be notified to the Planning Authority, if being implemented as a planning obligation.

Administration

The coordinator will establish a filing system for recording all communication relating to the Travel Plan, the periodic monitoring and the annual monitoring surveys/reviews. It is estimated that 1 man-day per month will be required to administer the travel plan.

The coordinator will be responsible for collating information and passing this onto the planning authority as and when required. All information on staff will be rendered anonymous before it is passed on.

The staff database will be reviewed annually. New staff will be entered onto the system on commencement of employment and people leaving employment will be removed from the database.

Consultation

The success of the plan will depend on the cooperation of the staff who are employed on the site. All reasonable endeavours will be made to ensure the information is comprehensive. Whilst the collection and analysis of data is vitally important it is also important that those involved are kept informed of outcomes. Feedback to staff will form an important component of the plan and the Travel Plan Coordinator will be expected to provide regular briefings on progress and results (it is suggested that this be at least twice yearly).

A contact list will also be developed and held by the travel plan co-ordinator that comprises of the names, addresses and telephone numbers of representatives of the planning and highway authorities and any other contacts relevant to the Plan. This list will form a part of the final travel plan document. A regular contact with these organisations will also be maintained to ensure the plan reacts to any changes in public transport or the transport infrastructure and to ensure the plan is consistent with current planning and transport policy.

Promotion

All staff/occupiers will be advised that there is a Travel Plan. A copy of the Travel Plan can be added to the individual company websites, where available and a hard copy will be available from the coordinator if requested. When new staff join, they will also be provided with an information pack consisting of local public transport route maps and timetables, cycle routes and local taxi firms' details. Staff will be invited to add their name to a list of colleagues who would be willing to share their car to travel to work. The 'welcome pack' will also contain contact addresses for travel resources and services and encouragement to use public transport, Car Club, taxis and/or cycle to the site.

All visitors to the site will be advised whenever possible when they contact site occupants, of the possible travel modes to the site other than by private car and the limited parking facilities in the locality. Details of local taxi/mini-bus firms will be provided. Information about these could also be displayed in a prominent position in the building reception and on the company websites, where available.

Updating

A Travel Plan is a strategy and is therefore subject to amendment to meet needs over time. The overall objectives of the Travel Plan to inform staff of sustainable alternatives to single occupancy and the use of a car and to promote their use will not change. The ongoing review and monitoring will facilitate the need for changes when required.

8.0 MEASURES

Travel Plan Measures and Incentives

This section outlines the measures that will be introduced when the site is operational. The measures are grouped together in broadly non-car headings.

The measures listed herein are not exhaustive and may be added to or amended as the life of the travel plan proceeds. It will be the responsibility of the travel plan co-ordinator to ensure that the most appropriate measures are employed to ensure the aims, objectives and targets of the Plan are met. Whilst most staff are most likely to be using public transport and to a much lesser extent cars, to travel to the site, the benefits of walking and cycling in terms of their health will be highlighted in the office's publicity material and the websites.

Full use will be made, wherever appropriate, of existing resources such as those provided by Manchester City Council and Sustrans. The services and support offered include Maps, Public Transport timetables, Car Sharing and Car Club information, Cycling Maps and equipment, Walking Maps, Journey Planning.

Public Transport

The site has excellent accessibility to a good range of existing and potential future public transport opportunities.

The Travel Plan will seek to maximise the use of these services by:

- Providing up to date details of local public transport services, including route information and service frequencies, taxis and local minibus services in a prominent position within the offices that is easily accessible by staff and visitors. Access via computer can also be provided to a significant range of transport information sites on the Internet. A list of addresses and direct hyperlinks can be provided.
- The Travel Plan Coordinator will regularly liaise with Transport Operators and authorities to ensure the information provided is current.
- The Travel Plan Coordinator can provide to the public transport authorities any relevant information from the Travel Questionnaire with the aim of improving services.
- The Travel Plan Coordinator may on behalf of the management offer staff season ticket interest-free loans and manage their introduction and issuing if appropriate.

Taxis

Visitors and staff will be encouraged to make use of taxis to travel to and from the site rather than the use of single occupancy private cars. It is possible that a dedicated or recommended taxi telephone number could be provided, with a service linked to a local reliable firm, which may also provide mini-bus services, if applicable. This could also be accessed through an online internet booking facility where taxis could be booked in advance.

Walking

The pedestrian routes to and from the site are in reasonable condition and in some cases excellent condition. They have appropriate tactile paving at most pedestrian crossing locations.

The coordinator will monitor the condition of local pedestrian approaches to the site and inform the relevant Council departments of any deficiencies or need for improvement. Staff will be provided with facilities within the site buildings for the storage/changing of wet clothes due to inclement weather.

There is one main pedestrian entrance to the building, although it is possible to enter the building via the car lift/lower basement. Potential initiatives that may be considered are:

- Encourage walking through the provision of information on the best pedestrian routes to and from the site for staff and visitors
- Walking groups
- Changing, showering and drying facilities (already provided)
- On-site security and pedestrian route improvements
- Provision of walking material (walking maps, walking events, walking clubs)
- Produce a map which shows transport links and provisions within walkable distances around development – 2km is recognised as an acceptable walkable distance
- Promotion of Council led walking initiatives (Council's led walks)
- Work with the Council to improve cycle routes to and from site

Cycling

The nearest cycle routes are shown at **Appendix B**. The Travel Plan Coordinator will inform staff and visitors about local cycle routes and new developments in cycling in the area. Secure and covered cycle parking facilities for 24 cycles is already provided at lower basement level. Staff who cycle can make use of washing/changing facilities within the lower basement area of the building. Local cycle route maps can be displayed in the reception and made available to staff who want one. Staff may be offered interest-free loans for the purchase of cycles. Potential Initiatives that may be considered:

- Encouraging use of the secure and well-lit workplace cycle parking
- Encouraging the use of the changing, showering, and drying facilities
- Cycle allowance for work-related journeys
- Cycle and equipment loans and insurance
- Cycle repair facilities
- Cycle pool for work-related journeys
- Bicycle User Group (BUG's)
- Work with the Council to improve cycle routes to and from work sites
- Provide grants towards the cost of purchasing a bicycle
- Provision of cycling material (cycle maps, cycle training, cycle events, cycle clubs)

- Produce a map which shows transport links and provisions within reasonable cycle distances around development – 5km is recognised as a reasonable cycle distance
- Promotion of Council led cycling initiatives (free cycle training)
- Cycle club – weekly training and cycle activities

Car Sharing & Car Club

Car sharing is a convenient form of travel for many people and serves to reduce the impact of private cars visiting the site. The Travel Plan Coordinator will set up and publicise a formal scheme amongst staff. Specific measures that will encourage this are:

- The coordinator will establish from the initial survey the potential for car sharing and will alert individual members of staff to this potential.
- The coordinator will promote a staff car sharing scheme through whatever means are deemed suitable.
- The coordinator can register with any local car sharing schemes.

If successful in implementing a car sharing group, it is possible that a facility may be set up to meet taxi fares or a guaranteed lift home for shared journeys missed through unforeseen circumstances. This is an important incentive and safety measure for users of any car share scheme, particularly for journeys by staff late at night.

Enterprise Car Club vehicles are available at Fountain Street close to the site for office occupants who need to make use of a private car during their normal workday.

At present the lower basement car parking of 19 spaces is only available to selected occupants who have allocated parking spaces and may enter the car park via the car lift operated by a key fob to call it as and when required. The 3 ground level spaces are generally reserved for visitors and deliveries at the site and are managed by the reception staff.

Other measures / initiatives.

- Provide in-house public interest information (both Transport for Greater Manchester and National Rail travel information is available from their respective websites: www.tfgm.gov.uk; www.nationalrail.co.uk)
- Provide staff with interest-free annual season ticket/travel card loans for travel on buses, trains and trams
- Work with the Council and public transport operators to improve routes
- Encourage use of the local Car Club vehicles for daytime business use if public transport is not suitable, for instance if equipment or large volumes of documents need to be transported.

Transport welcome pack information

A draft transport welcome pack can be submitted as part of the final travel plan once the content has been agreed with Manchester City Council officers. An example pack could include:

- Contact details for the Travel Plan Co-ordinator,
- Public transport timetables and information regarding the TGfM Bee Network;
- Local car parking provisions and information.
- Details of car clubs and any offers for free or discounted membership as agreed between the site occupants and the Car Clubs;
- Information on cycle provisions on site for workers etc and visitors, include location and how to access.

- Information and details of local cycle shops, cycle routes, cycle hubs, facilities and training (with vouchers for free/discounted cycles, equipment or training if available);
- Free or discounted travel vouchers (if available);
- Information on any local community transport initiatives;
- Details of useful websites e.g. journey planning, local bus, tram, National Express and National Rail;
- Information on local amenities such as health, leisure, shopping and recreation facilities;
- Information about online shopping/working practices;

9.0 MONITORING & REVIEW

Introduction

The process of monitoring and review to generate information to inform the Travel Plan will make use of staff snapshot travel surveys. The responsibility for monitoring and review will be

held by the Travel Plan Coordinator and surveys would usually be reported to the planning authority as and when required and agreed (usually after the 3rd and 5th years post occupation) but will be subject to the planning authority requirements. It is recommended however that the survey results are reported to the management team of the office development for their consideration and action.

The objective of the Travel Plan is mainly to reduce reliance on private cars for travel to and from work and for undertaking work-based trips. It is also possible that some visitors will choose to arrive at and travel from the site either by public transport, taxi or even mini-bus. Success of the Travel Plan will be assessed according to the use of non-private car-based methods of travel in both areas.

A secondary objective is to increase staff awareness of the environmental impact of their mode of travel choice. This is less easy to evaluate but staff reaction to the plan and to discussions about modes of transport may be seen as indicators of the success or otherwise of the plan.

Monitoring

The monitoring measures to be used will incorporate the collection of hard analytical data through the travel surveys and soft data obtained through an analysis of correspondence and general feedback.

Specifically, these will include:

- Repeat of the agreed base travel survey (initial survey) including staff interviews and person arrival/departure data at the site/car park entrance;
- The monitoring of the use of car & cycle parking to establish demand;
- Monitoring the level of off-site parking (as reported by users of the site);
- Monitor the take up of any staff car sharing scheme;
- Evaluate the frequency of visitor car sharing (likely to be low);
- Monitor the complaints and comments made by staff and visitors to the site;
- Site audit/site management survey questionnaire;
- Employee questionnaire.

The information obtained via the monitoring process will evaluate the modal splits and will be collated by the travel plan co-ordinator and used in the review of the Travel Plan.

Travel Plan Review

Following the initial baseline survey now completed, which has established the modal splits of all trips to the site, a follow up survey should be carried out 3 years after the travel plan has been agreed. This information will be reviewed against the preliminary targets set and checked to ensure they are realistic, then the targets and measures will be adjusted if necessary. Then 5 years after the travel plan approval, the travel plan co-ordinator will review the Travel Plan using a further survey and report the outcome to the management team. The purpose of the review is to assess the success and impact of the Travel Plan and make such adjustments as necessary to achieve or reset the targets.

This will be partly achieved by either reissuing the Travel Questionnaire or arranging for further interview surveys of a sample on a particular day in the reception area. Although the travel plan co-ordinator's database will be regularly updated when staff commence and cease employment at the site, the reissue of the questionnaire will check the accuracy of information recorded and allow staff changes in mode of transport over the years to be recorded. It may yield wider information about staff attitudes to travel. The modal split of transport can be evaluated and data free of seasonal bias can be collected.

A report on the Travel Plan should be produced by the Travel Plan Coordinator and circulated to all stakeholders, including the planning authority (if the management team choose to do so). If for any reason analysis of travel patterns reveal that the targets are not being met, the Travel Plan Coordinator will liaise with the management team, in the first instance, to ascertain an appropriate way forward.

10.0 SECURING & ENFORCEMENT

This travel plan has been prepared using the national guidance on the basis that the building is in one planning use (B1) but since it is known that multiple occupiers may use the building (each tenant would be independent of each other but covered by the single travel plan), the enforcement of the measures and recommended travel practices will be dependent on co-operation with each other and a commitment to the principles proposed.

As the travel plan is a prerequisite from the planning approval, having been secured using a planning condition to ensure that the delivery of the travel plan, its' measures are guaranteed and will remain the responsibility of the occupying organisation(s).

11.0 TRAVEL PLAN FUNDING

The implementation of the measures outlined in the travel plan and the ongoing monitoring have cost implications. The on-site cycle facilities have been secured and implemented through the overall development planning scheme.

The monitoring costs (estimated) for the 5 years following occupation of the development will comprise:

- the 2 further monitoring surveys fees (for undertaking the travel mode surveys) in the order of £3000 each if carried out by an Independent Field Contractor (IFC), NIL if carried out by the management organisation;
- monitoring administration fees, (tba)
- cost of travel plan co-ordinator, (NIL if carried out in-house as part of other duties within the management organisation).
- Review of targets/data and preparation of travel plan review reports (NIL if in-house)

The approximate cost for the 5-year life of the travel plan could be in the order of £10,000 if the monitoring surveys/reviews are carried out by external contractor and would be met by the office management but it is possible to carry these out at no cost if done by their own staff.

12.0 ACTION PLAN

Following approval of the travel plan and completion of the initial survey, the Travel Plan Coordinator should begin to prepare a database of staff for the purposes of ensuring the appropriate information about the plan is imparted to them and to consider who may carshare, if practicable.

As part of the implementation works, certain measures would have already been put in place, such as secure cycle parking, washing/changing facilities/lockers for cyclists, agreed notices/information and car parking.

After travel plan approval and following occupation of the building, the travel mode survey (including staff questionnaire) has been carried out at the site, results analysed, modal splits determined and comparisons with preliminary targets set, reviewed and/or adjusted. This revised travel plan will then be submitted to the management team for approval.

After 3 years of office operation, a further travel mode monitoring survey should be carried out and again a report submitted to the management team. This will detail the survey results and review the travel habits of staff and visitors and note they have met the targets set. Should the targets not be met, agreement between the office occupiers and the management team will need to be reached on how targets or the measures that will be required to achieve the targets can be adjusted.

Finally, 5 years after the travel plan approval there should be a repeat of the surveys/review and the developer may agree to voluntarily continue with monitoring/reviewing the travel plan for a further period. The measures, timescale, funding and who is responsible for implementation is shown in the table below. This will be refined once the initial travel survey has been completed.

Action Plan Table

Measure	Timescale	Person responsible	Funding required and source of funding
Provide 24 secure cycle parking spaces	As part of office build (complete)	Travel plan co-ordinator	Not applicable
Set-up carshare database	Following full occupation	Travel plan co-ordinator	Nil
Provide shower and locker facilities	As part of office build (complete)	Travel plan co-ordinator	Not applicable
Add travel plan information to website & notice board	Following full occupation	Travel plan co-ordinator	Cost to be confirmed
Investigate cycle training for staff	Upon full occupation	Travel Plan co-ordinator	Nil
Investigate cycle loans for staff (up to individual companies)	Upon full occupation	Travel Plan co-ordinator	Nil
Prepare & make available travel information packs	Upon full occupation	Travel plan co-ordinator	Cost to be confirmed

The surveys of staff and visitors and reporting data to office management at each interval (after occupation, 3 & 5 year post occupation)	Initial survey complete Yr 3 survey T.B.A Yr 5 survey	Travel plan co-ordinator	£3000 for each survey if carried out by external consultant or NIL if in-house
---	--	--------------------------	--

13.0 FINAL COMMENTS

This travel plan has been drafted following the guidance given in national and regional guidance, considering that most trips will arise from staff rather than visitors. We have also made use of the content recommended in the travel plan template in accordance with the Transport for London travel plan guidance (the latter being recognised nationally as good practice). The adoption of the travel plan is proposed to discharge the planning condition imposed on the development.

However, certain measures and interim targets have been set, together with a commitment by the developer for the securing of the travel plan, its' funding and potential improvements.

A permanent Travel Plan Co-ordinator has yet to be appointed but in the meantime a named contact is given above, initial measures have been implemented and a travel mode initial survey has been carried out to establish the baseline modal splits following occupation, prior to the final travel plan targets being set and approved by the management team. Following the survey and submission of this document to the management team, the travel plan and targets will be finalised and a clear programme for subsequent surveys/reviews at 3 and 5 years after approval agreed.

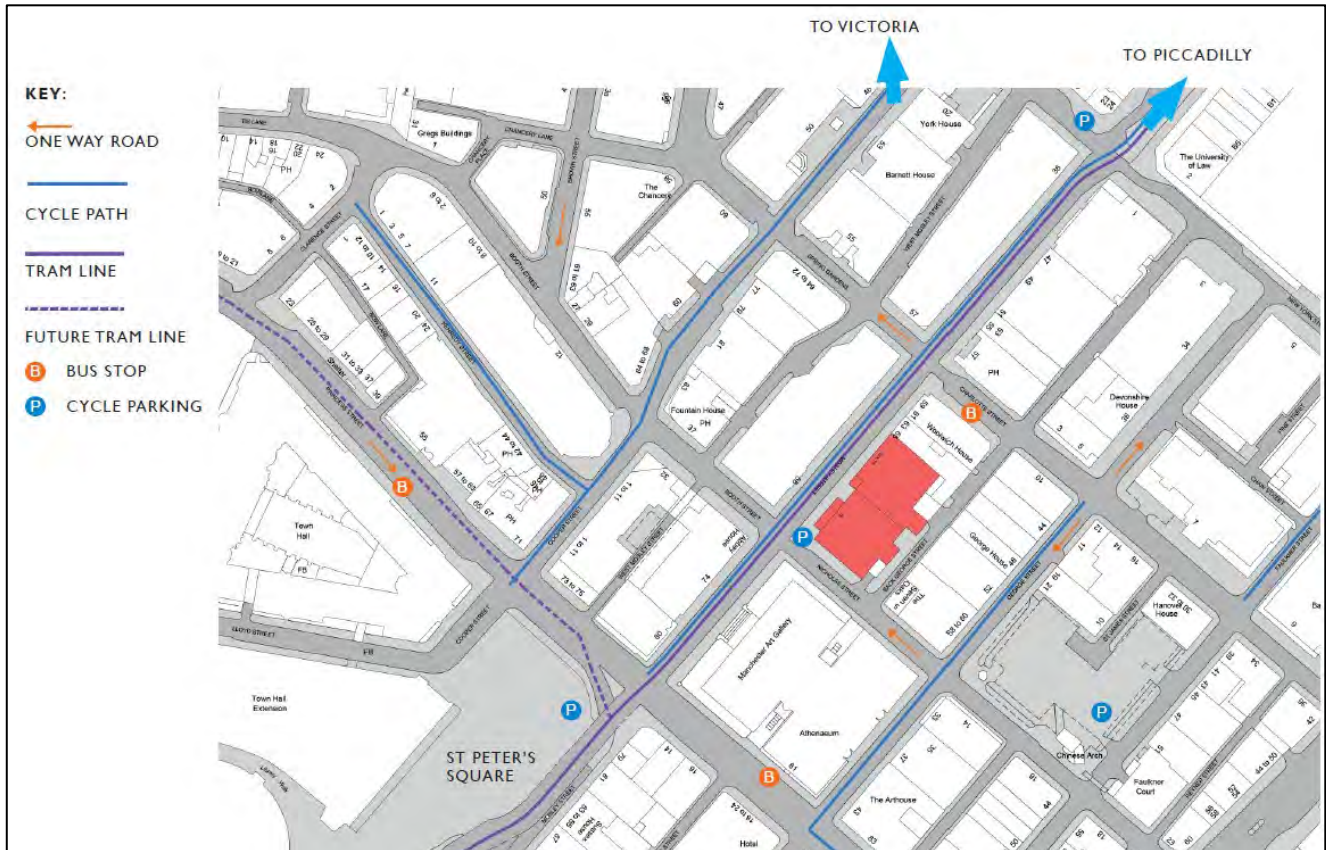
The anticipated modal split of travel by public transport and walking to the site by both staff and visitors is quite high and may be difficult to be increase. However, it is intended that this level of sustainable travel at least be maintained for the life of the travel plan.

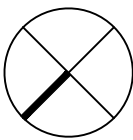
TPC consider that this travel plan follows the elements given in the guidance in terms of content and structure, sets out appropriate measures, travel surveys and suggests reasonable targets and action plan. It is therefore recommended that it be approved as acceptable by the planning authority to assist with promoting sustainable transport modes at the site and to discharge the planning condition 10.

APPENDIX A

LOCATION & SITE PLANS





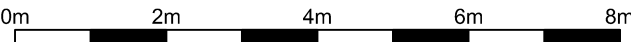


The contractor is responsible for checking dimensions, tolerances and references. Any discrepancy to be verified with the Architect before proceeding with the works. Where an item is covered by drawings to different scales the larger scale drawing is to be worked to.

Do not scale drawing. Figured dimensions to be worked to in all cases.

CDM REGULATIONS 2015. All current drawings and specifications for the project must be read in conjunction with the Designer's Hazard and Environment Assessment Record

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DRAWING NOTES:

- Existing structural information in this drawing is based on survey information provided by Malcolm Hollis on 44371 Series drawings dated Jan & Feb 2016
- Reference drawing no. 44371-FP-73&75-GF Rev PH3-02 Ground Level Floor Plan
- All dimensions should be subject to site measurement and verified on site prior to any works commencing on site.
- All levels are in meters.
- Structure, build up and applied finishes of all existing walls to be retained are to be investigated on site by Main Contractor and any proposed alterations to be confirmed with Structural Engineer and Architect prior to carrying out alteration.
- For extent of demolition refer to AA5750C 4000 Series Demolition drawings.
- This drawing is to be read in conjunction with AA5750C 4000 series Elevation and GA Plan drawings.
- Special care to be taken on alterations to existing fabric, particularly where structure is exposed as final internal finish.
- For internal finishes information please refer to AA5750C 9000 Series Finishes drawings.
- RWP and SVP positions are currently shown indicatively, based on Malcolm Hollis survey information dated June 2016.
- For service openings for M&E services, rainwater, foul drainage and mechanical smoke vents please refer to relevant M&E Subcontractor BWIC Drawings.
- For structural openings please refer to relevant Structural Engineer's drawings.
- For M&E design of fuel fill point and pipe route please refer to relevant M&E Subcontractor drawings.
- For BWIC relating to lift doors etc. please refer to relevant Subcontractor drawings.

KEY

- Stair 1 A
- Stair 1 B

DD	05.10.20	Drawing issued as Final Construction Issue. This does not necessarily reflect the as built state as this information is not forthcoming from the Contractor due to contractual circumstances	VP	ETC
CC	18.09.20	Final Construction Issue.	VP	ETC
BB	02.06.20	Setting out and partition type at glazed screen updated.	ETC	AW
AA	21.01.20	Blockwork in fills added following comments from RCL	SC	ETC
Z	16.12.19	Walls updated at MSV	ETC	JH
Y	08.11.19	Construction at lift shaft updated at RCL request.	CC	ETC
Rev	Date	Description	Dwn	Ckd

75 MOSLEY STREET BBRE

PROPOSED GA PLAN
GROUND FLOOR

AA5750C 4062

DD

FINAL CONSTRUCTION ISSUE

Drawn FEC Checked ETC Date 01.04.2016 Scale @ A1 1:100

PRP

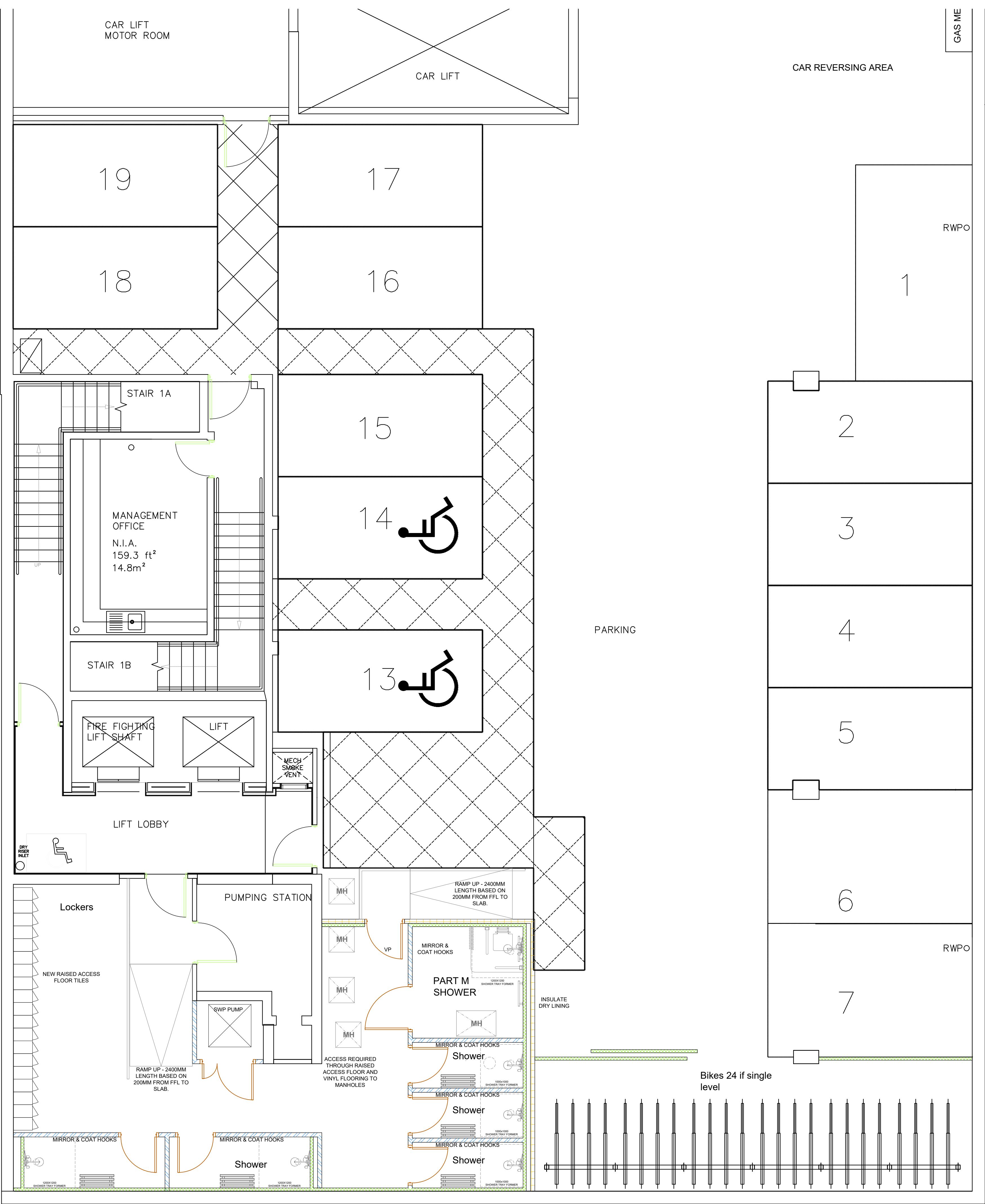
prp-co.uk
Manchester
0161 242 8950

BACK GEORGE STREET

NICHOLAS STREET

MOSLEY STREET

BOOTH STREET



AB	AS BUILT	SE	08.06.2021
K	LATEST REVISION	SE	12.04.2021
J	LATEST REVISION	SE	16.03.2021
H	LATEST REVISION	DS	03.03.2021
G	LATEST REVISION	DS	11.02.2021
REV	DESCRIPTION	DRWN	DATE

DRAWING STAGE
AS BUILT

CLIENT

BBRE

SITE ADDRESS

**75 MOSLEY ST
MANCHESTER**

CLIENT CONTACT

ZW

ACCOUNT MANAGER

MM

PROJECT DESIGNER

DS

TECHNICAL DESIGNER

--

DRAWING TITLE

BASEMENT 2 - PROPOSED GENERAL ARRANGEMENT

--

PROJECT NO.	SCALE	STATUS	REVISION
1116	1:50@A1	XX	K

DRAWING NO.
1116 — 00 — 00 — GA — K



Friary Court
13-21 High Street
Guildford, GU1 3DG
020 7553 9500
oktra.co.uk

AUTHORISATION

PRINT NAME

SIGNED

DATE / /

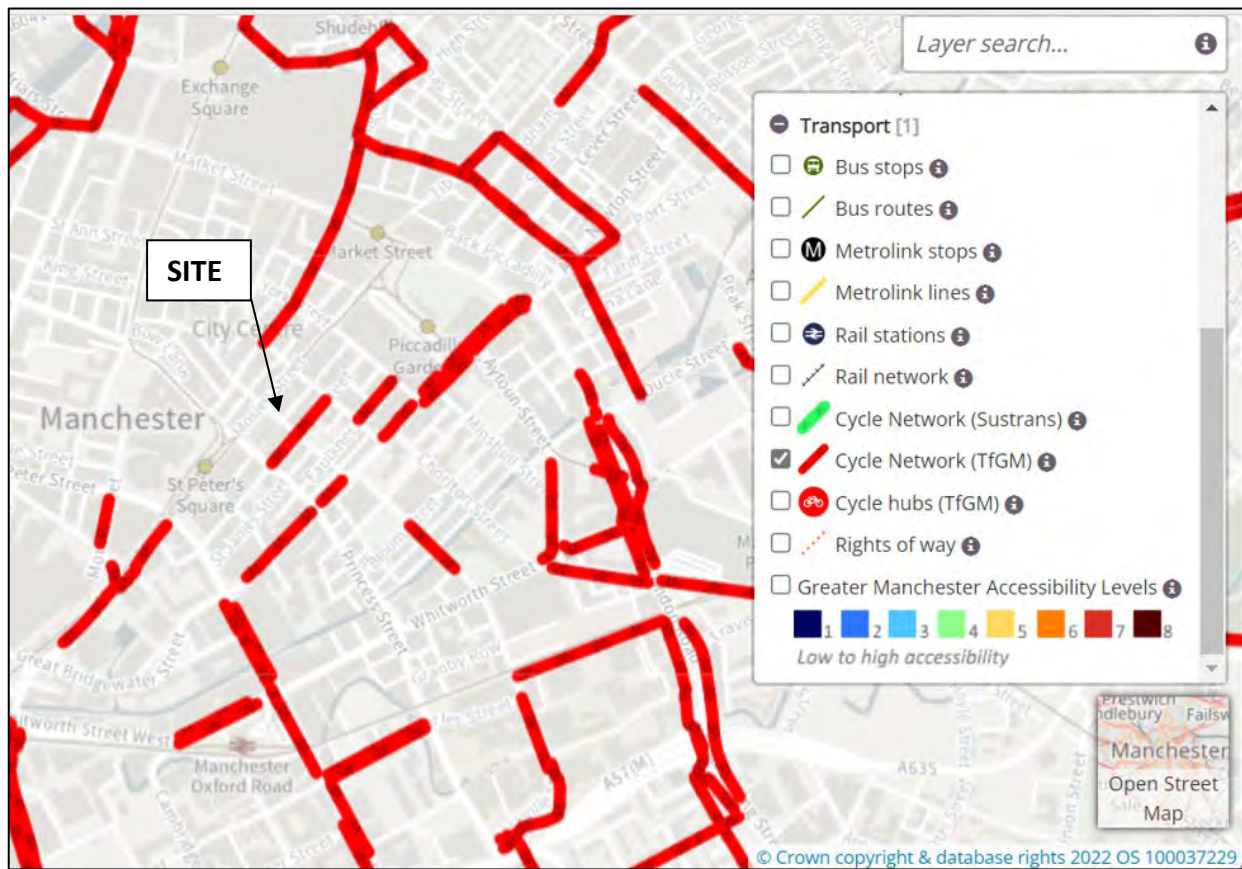
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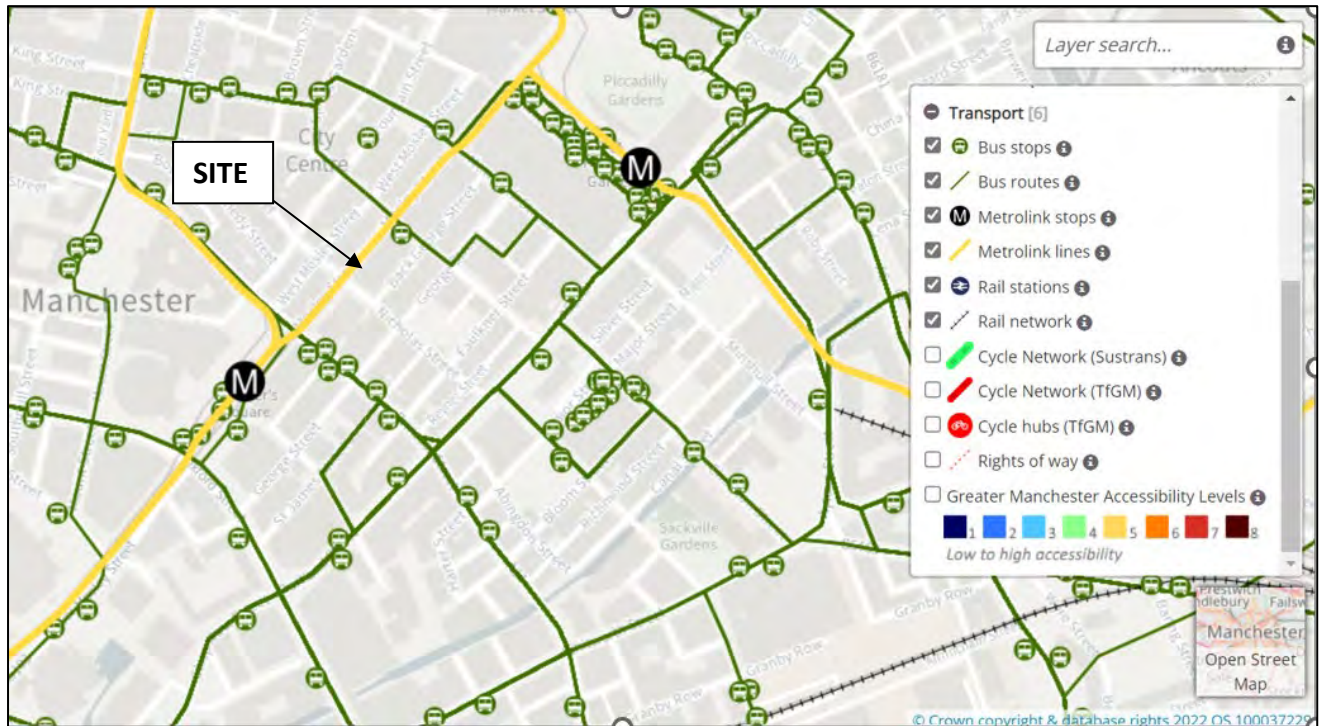
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APPENDIX B – LOCAL CYCLE ROUTES

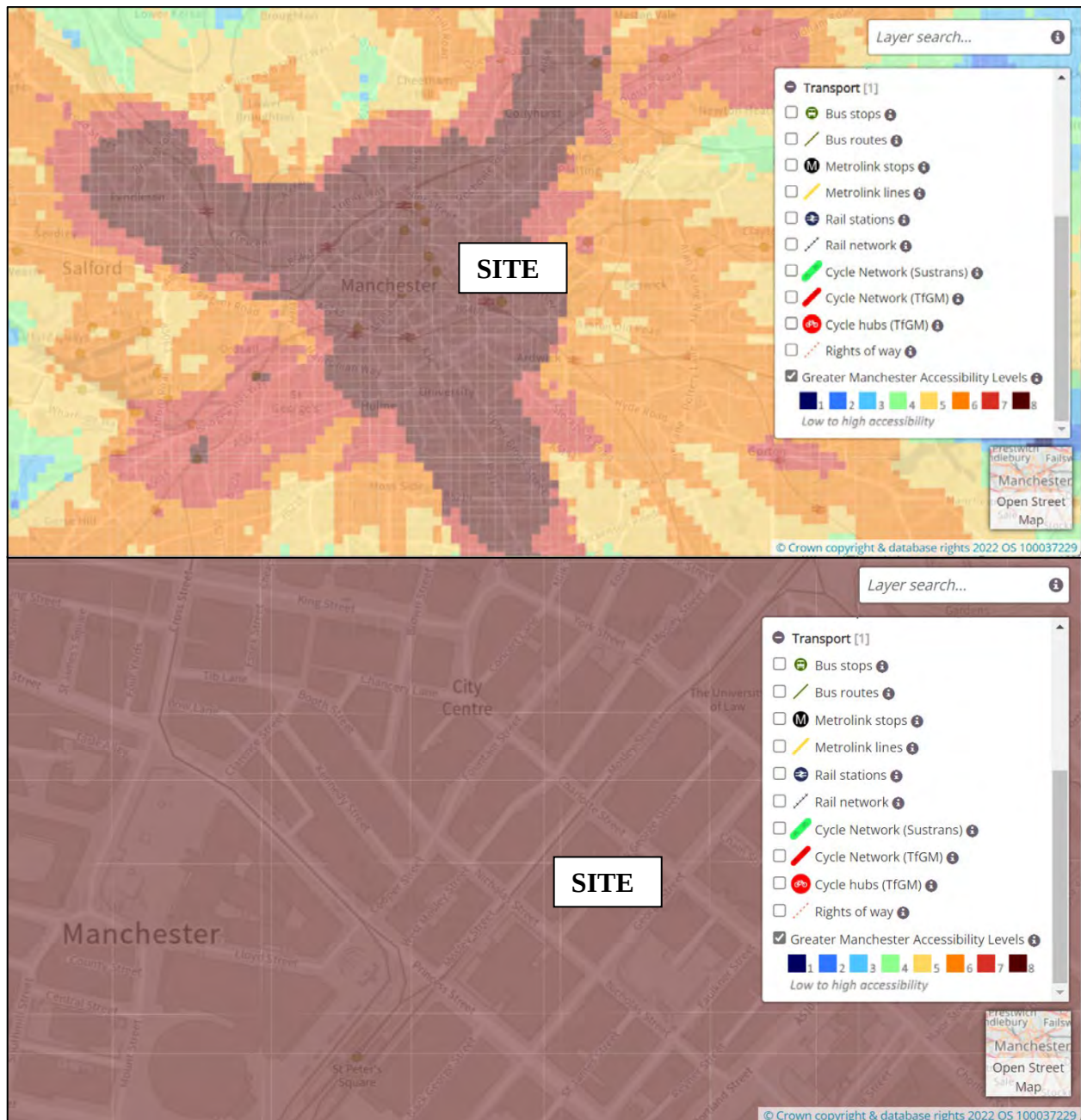


APPENDIX C - LOCAL PUBLIC TRANSPORT SERVICES

BUS SERVICES



Greater Manchester Accessibility Levels - GMAL



Appendix D – Travel survey results



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 33560 Mosley Street

Site Number/Name: Mosley Street

Client: TPC

Date: 02/11/2022

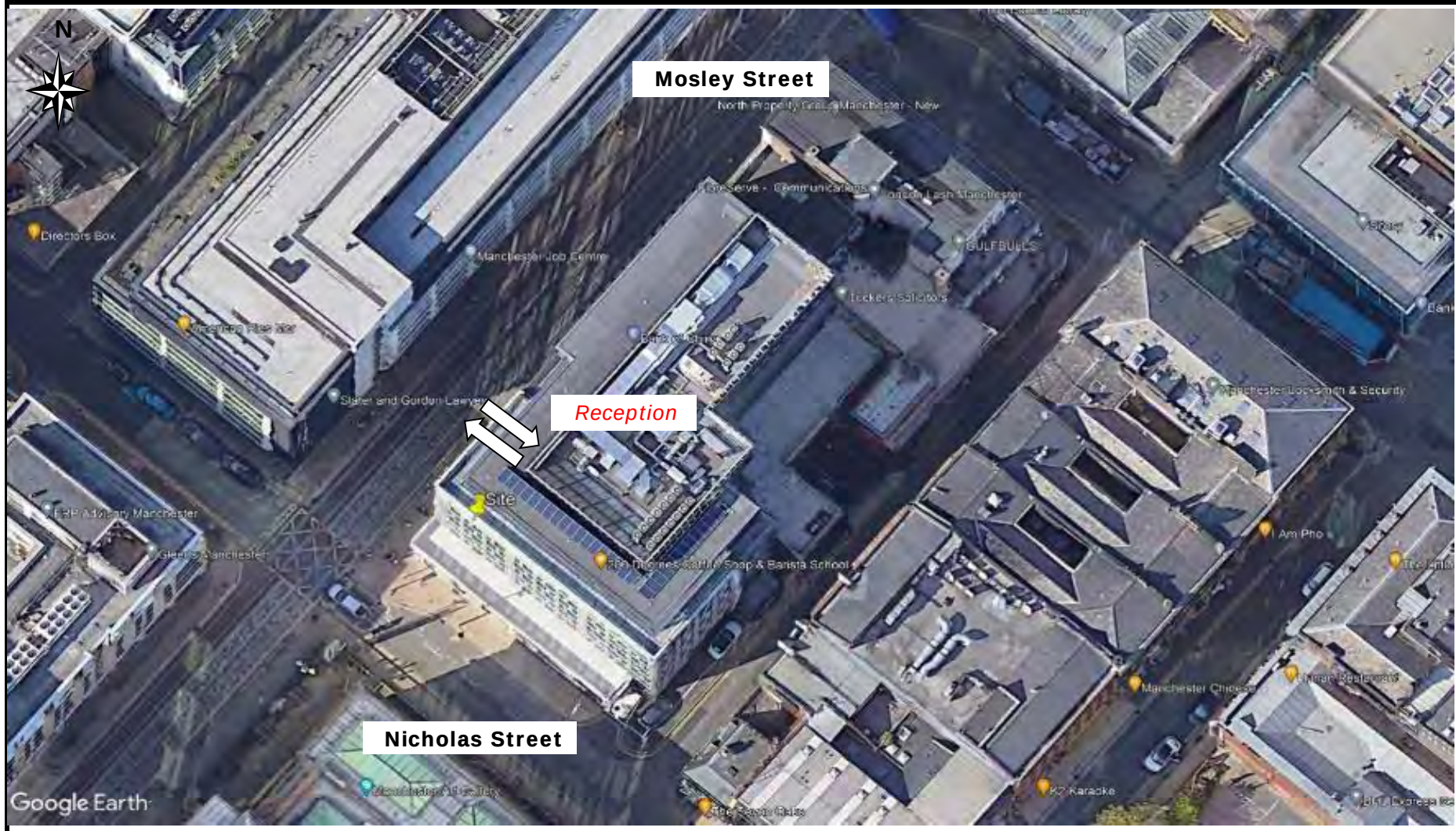
Weather: Cloudy, Dry

Job Type: Interviews

Co-ordinates: 53°28'45.16"N, 2°14'28.74"W

Postcode: M2 3HR

Times: 0700-1900



Time (hh:mm)	Entering or Exiting Site?		Interview Type			Journey Purpose							No. People in Group (including respondent)	If Entering, come from?			If Exiting, going to?			Postcode of Home/Work/Elsewhere (if refused please ask for area and street name)	Main Mode of Travel											
	In	Out	Resident	Staff	Visitor	Work	School Trip	Visiting	Shopping	Contract or	Other	If other, please note below:		From Home	From Work	From Elsewhere	To Home	to Work	To Elsewhere		Walk	Cycle	Bus	Tube	Train	Tram	Car Driver	Car Passenger	Taxi Passenger	M/B		
08:00	x			x		x							1	x					M5						x							
08:00	x			x		x							1	x					Refused						x							
08:02	x			x		x							1	x					M2	x												
08:04	x			x		x							1	x					M9 00R			x										
08:11	x			x		x							1	x					LA1					x								
08:12	x			x		x							1	x					WN7			x										
08:13	x			x		x							1	x					M6			x										
08:14	x			x		x							1	x					WN2					x								
08:18	x			x		x							1	x					M2	x												
08:19	x			x		x							1	x					M6			x										
08:19	x			x		x							1	x					M20						x							
08:20	x			x		x							2	x					M3	x												
08:20	x			x		x							1	x					M2	x												
08:20	x			x		x							1	x					ST4					x								
08:20	x			x		x							1	x					M50						x							
08:20	x			x		x							1	x					Manchester						x							
08:20	x			x		x							1	x					L38							x						
08:21	x			x		x							1	x					M3	x												
08:21	x			x		x							1	x					WA16						x							
08:22	x			x		x							1	x					M20	x												
08:22	x			x		x							1	x					M6			x										
08:23	x			x		x							1	x					M3	x												
08:23	x			x		x							1	x					M3	x												
08:24	x			x		x							1	x					PR1	x												
08:25	x			x		x							1	x					M1	x												
08:25	x			x		x							1	x					M3	x												
08:25	x			x		x							1	x					M29			x										
08:27	x			x		x							1	x					M1	x												
08:27	x			x		x							1	x					M5	x												
08:28	x			x		x							1	x					M20						x							
08:30	x			x		x							1	x					M1	x												
08:31	x			x		x							1	x					BL3					x								
08:31	x			x		x							1	x					M3						x							
08:32	x			x		x							1	x					M1	x												
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08:32	x			x		x							1	x					SK9					x								
08:34	x			x		x							1	x					CH2					x								
08:36	x			x		x							1	x					LL2					x								
08:37	x			x		x							1	x					SK22					x								
08:37	x			x		x							1	x					M47						x							
08:39	x			x		x							1	x					M30					x								
08:40	x			x		x							1	x					LL12			33560 Mosley Street Interviews Wednesday 2nd November 2022Interviews										

Time (hh:mm)	Entering or Exiting Site?		Interview Type			Journey Purpose							No. People in Group (including respondent)	If Entering, come from?			If Exiting, going to?			Postcode of Home/Work/Elsewhere (if refused please ask for area and street name)	Main Mode of Travel										
	In	Out	Resident	Staff	Visitor	Work	School Trip	Visiting	Shopping	Contract or	Other	If other, please note below:		From Home	From Work	From Elsewhere	To Home	to Work	To Elsewhere		Walk	Cycle	Bus	Tube	Train	Tram	Car Driver	Car Passenger	Taxi Passenger	M/B	
10:32	x				x	x							1	x						M1	x										
10:32	x				x	x							1	x						M1	x										
10:46		x			x							Refused	1					x		M1	x										
10:46		x			x							Refused	1					x		M1	x										
10:46		x			x							Refused	1					x		M1	x										
10:46		x			x							Refused	1					x		M2	x										
10:52	x				x						x	Delivery (dpd)	1		x					Refused							x				
11:24	x			x		x							1	x						M2	x										
11:30	x				x						x	Delivery (RM)	1		x					Refused	x										
12:09	x				x						x	Handyman	1	x						Refused							x				
12:14		x			x							Refused	1					x		Refused							x				
12:15	x				x						x	Delivery	1	x						Refused							x				
12:24	x				x		x						1	x						OL9						x					
12:25	x				x	x							1		x					Refused	x										
12:25	x				x	x							1		x					Refused	x										
13:09	x				x	x							1	x						M41						x					
13:10	x				x						x	Maintanance	1		x					Stoke							x				
13:33		x			x							Refused	1				x			Refused						x					
13:33		x			x		x						1				x			Refused						x					
13:35		x			x							Refused	1						x	Manchester					x						
13:35		x			x							Refused	1						x	Manchester					x						
13:54	x				x						x	Delivery	1		x					Refused							x				
13:55	x				x						x	Cleaners	1		x					M1	x										
14:00	x				x						x	Delivery	1		x					Refused	x										
14:05		x			x		x						1					x		Refused	x										
14:05		x			x		x						1					x		Refused	x										
14:05	x				x						x	Collection	1		x					Refused								x			
14:10	x				x						x	Gym	1		x					M2	x										
14:10	x				x						x	Delivery/Collection	1		x					Refused							x				
15:20	x				x						x	Delivery Amazon	1		x					Refused								x			
15:28		x			x							Refused	1				x			M3	x										
15:36		x			x							Refused	1				x			M41					x						
15:46		x			x	x							1						x	Local Hotel	x										
16:01		x			x		x						1				x			Refused					x						
16:03		x			x		x						1				x			M4							x				
16:10		x			x		x						1				x			SK9							x				
16:11		x			x							Refused	1				x			BL8					x						
16:13		x			x		x						1				x			OL2				x							
16:15		x			x		x						1				x			SK7	x										
16:16		x			x							Refused	1				x			M14				x							
16:20		x			x		x						1				x			M3	x										
16:20		x			x							Refused	1				x			OL9											
33560 Mosley Street Interviews Wgnesday 2nd November 2022Interviews																															

Time (hh:mm)	Entering or Exiting Site?		Interview Type			Journey Purpose							No. People in Group (including respondent)	If Entering, come from?			If Exiting, going to?			Postcode of Home/Work/Elsewhere (if refused please ask for area and street name)	Main Mode of Travel										
	In	Out	Resident	Staff	Visitor	Work	School Trip	Visiting	Shopping	Contract or	Other	If other, please note below:		From Home	From Work	From Elsewhere	To Home	to Work	To Elsewhere		Walk	Cycle	Bus	Tube	Train	Tram	Car Driver	Car Passenger	Taxi Passenger	M/B	
16:20		x		x								Refused	1				x			M41							x				
16:21		x			x						x	Maintanance	1				x			Stoke							x				
16:29		x			x							Refused	1				x			M5	x										
16:35		x			x							Refused	1				x			LL2				x							
16:35		x			x	x							1				x			CW11						x					
16:36		x			x	x							1				x			M41					x						
16:39		x		x		x							1				x			ST4				x							
16:39		x		x								Refused	1				x			ST6				x							
16:39		x			x							Refused	1				x			ST6				x							
16:40		x			x	x							1				x			Bury				x							
16:40		x		x								Refused	1				x			ST4				x							
16:40		x		x		x							1				x			Refused				x							
16:43		x		x								Refused	1				x			Refused				x							
16:43		x		x		x							1				x			Refused				x							
16:44		x		x								Refused	1				x			BL3				x							
16:49		x			x							Refused	1				x			PR25				x							
16:51	x			x							x	Cleaners	1	x						Refused	x										
16:53		x		x								Refused	1				x			ST5				x							
16:57	x			x							x	Cleaners	1	x						M3	x										
16:57		x			x	x							1				x			CW8				x							
17:01		x		x								Refused	1				x			M4	x										
17:01		x		x		x							1				x			M6				x							
17:02		x			x	x							1				x			M4	x										
17:02		x		x		x							1				x			WA15					x						
17:03		x		x		x							1				x			OL5					x						
17:03		x			x							Refused	1				x			M33						x					
17:04		x		x								Refused	1				x			M6				x							
17:05		x		x		x							1				x			M6				x							
17:05		x		x		x							1				x			M22							x				
17:06		x		x								Refused	1				x			M4	x										
17:06		x			x							Refused	1				x			CW8							x				
17:07		x		x		x							1				x			M13	x										
17:07		x		x		x							1				x			M3	x										
17:07		x		x		x							1				x			Refused				x							
17:07		x			x							Refused	1				x			ST4					x						
17:10		x			x	x							1				x			M3	x										
17:10		x			x							Refused	1				x			SK15								x			
17:11		x		x								Refused	1				x			M3	x										
17:20		x		x								Refused	1				x			M4	x										
17:20		x		x		x							1				x			M19							x				
17:23		x		x		x							1				x			M1	x										
17:24		x			x							Refused	1				x			M4											

33560 Mosley Street Interviews Wednesday 2nd November 2022Interviews

Time (hh:mm)	Entering or Exiting Site?		Interview Type			Journey Purpose							No. People in Group (including respondent)	If Entering, come from?			If Exiting, going to?			Postcode of Home/Work/Elsewhere (if refused please ask for area and street name)	Main Mode of Travel											
	In	Out	Resident	Staff	Visitor	Work	School Trip	Visiting	Shopping	Contract or	Other	If other, please note below:		From Home	From Work	From Elsewhere	To Home	to Work	To Elsewhere		Walk	Cycle	Bus	Tube	Train	Tram	Car Driver	Car Passenger	Taxi Passenger	M/B		
17:25		x			x							Refused	1				x			BB8			x									
17:26		x			x							Refused	1				x			S10				x								
17:28		x			x							Refused	1				x			CW7						x						
17:34		x			x	x							1				x			M4	x											
17:34		x			x							Refused	1				x			M41					x							
17:34		x			x							Refused	1				x			OL7						x						
17:34		x			x							Refused	1				x			OL7						x						
17:36		x			x							Refused	1				x			M2	x											
17:36		x			x	x							1				x			M2	x											
17:36		x			x	x							1				x			M14			x									
17:36		x			x							Refused	1				x			BL3					x							
17:36		x			x	x							1				x			LL2					x							
17:36		x			x							Refused	1				x			M30					x							
17:36		x			x							Refused	1				x			M41					x							
17:36		x			x							Refused	1				x			M20						x						
17:37		x			x	x							1				x			M3	x											
17:37		x			x							Refused	1				x			M4	x											
17:37		x			x							Refused	1				x			M40					x							
17:38		x			x							Refused	1				x			M4	x											



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 33560 Mosley Street

Site Number/Name: Mosley Street

Client: TPC

Date: 02/11/2022

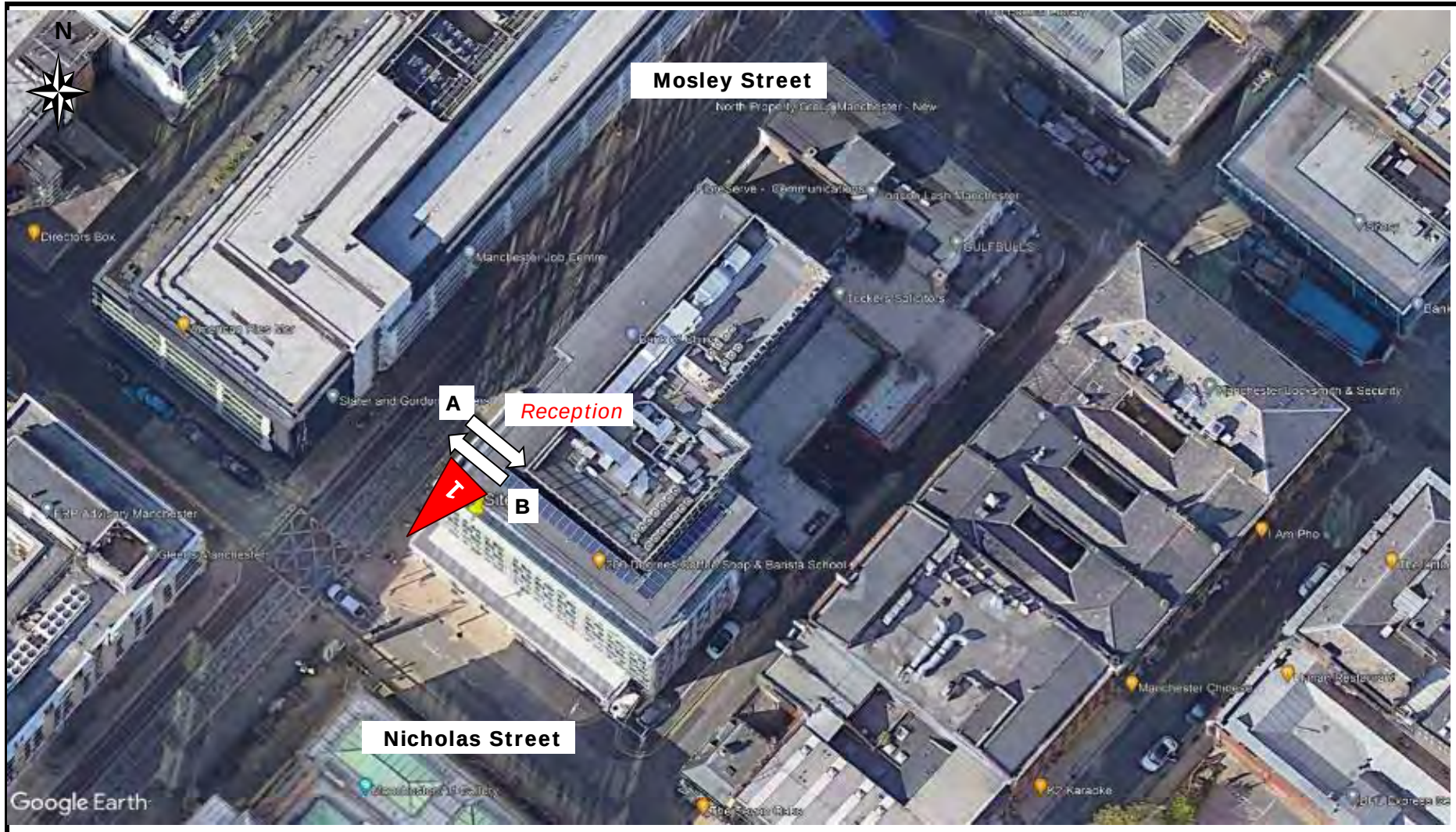
Weather: Cloudy, Dry

Job Type: Pedestrian & Cyclist Count

Co-ordinates: 53°28'45.16"N, 2°14'28.74"W

Postcode: M2 3HR

Times: 0700-1900





Times	Reception			Cycle Racks			Basement Door 1			Basement Door 2		
	Movement A			Movement B			Movement C			Movement D		
	Peds	Cyclists	E Scooters	Peds	Cyclists	E Scooters	Peds	Cyclists	E Scooters	Peds	Cyclists	E Scooters
07:00 - 07:15	2	0	0	0	0	0	0	0	0	0	0	0
07:15 - 07:30	3	0	0	0	0	0	0	0	0	0	0	0
07:30 - 07:45	15	0	0	0	0	0	1	0	0	1	0	0
07:45 - 08:00	26	0	0	3	0	0	0	0	0	0	0	0
08:00 - 08:15	27	0	0	3	0	0	0	0	0	0	0	0
08:15 - 08:30	45	0	0	6	0	0	0	0	0	0	0	0
08:30 - 08:45	19	0	0	1	0	0	0	0	0	0	0	0
08:45 - 09:00	24	0	0	2	0	0	1	0	0	1	0	0
09:00 - 09:15	10	0	0	0	0	0	0	0	0	1	0	0
09:15 - 09:30	8	0	0	1	0	0	0	0	0	1	0	0
09:30 - 09:45	5	0	0	4	0	0	0	0	0	0	0	0
09:45 - 10:00	1	0	0	5	0	0	0	0	0	0	0	0
10:00 - 10:15	10	0	0	9	0	0	0	0	0	1	0	0
10:15 - 10:30	6	0	0	2	0	0	0	0	0	0	0	0
10:30 - 10:45	2	0	0	7	0	0	0	0	0	0	0	0
10:45 - 11:00	5	0	0	10	0	0	0	0	0	4	0	0
11:00 - 11:15	8	0	0	8	0	0	0	0	0	0	0	0
11:15 - 11:30	6	0	0	5	0	0	0	0	0	0	0	0
11:30 - 11:45	3	0	0	4	0	0	0	0	0	0	0	0
11:45 - 12:00	2	0	0	7	0	0	0	0	0	0	0	0
12:00 - 12:15	7	0	0	18	0	0	0	0	0	0	0	0
12:15 - 12:30	11	0	0	17	0	0	0	0	0	0	0	0
12:30 - 12:45	12	0	0	24	0	0	0	0	0	0	0	0
12:45 - 13:00	13	0	0	11	0	0	0	0	0	1	0	0
13:00 - 13:15	27	0	0	36	0	0	1	0	0	1	0	0
13:15 - 13:30	18	0	0	11	0	0	0	0	0	0	0	0
13:30 - 13:45	31	0	0	28	0	0	0	0	0	0	0	0
13:45 - 14:00	29	0	0	13	0	0	0	0	0	1	0	0
14:00 - 14:15	13	0	0	8	0	0	0	0	0	1	0	0
14:15 - 14:30	13	0	0	9	0	0	1	0	0	1	0	0
14:30 - 14:45	9	0	0	10	0	0	0	0	0	0	0	0
14:45 - 15:00	4	0	0	3	0	0	0	0	0	0	0	0
15:00 - 15:15	2	0	0	7	0	0	0	0	0	0	0	0
15:15 - 15:30	6	0	0	6	0	0	0	0	0	0	0	0
15:30 - 15:45	4	0	0	4	0	0	0	0	0	0	0	0
15:45 - 16:00	2	0	0	1	0	0	0	0	0	0	0	0
16:00 - 16:15	1	0	0	7	0	0	0	0	0	0	0	0
16:15 - 16:30	1	0	0	7	0	0	0	0	0	1	0	0
16:30 - 16:45	2	0	0	14	0	0	0	0	0	0	0	0
16:45 - 17:00	4	0	0	6	0	0	0	0	0	0	0	0
17:00 - 17:15	0	0	0	22	0	0	0	0	0	0	0	0
17:15 - 17:30	2	0	0	8	0	0	0	0	0	0	0	0
17:30 - 17:45	3	0	0	31	0	0	1	0	0	1	0	0
17:45 - 18:00	0	0	0	11	0	0	0	0	0	0	0	0
18:00 - 18:15	1	0	0	22	0	0	0	0	0	0	0	0
18:15 - 18:30	1	0	0	12	0	0	0	0	0	0	0	0
18:30 - 18:45	0	0	0	12	0	0	1	0	0	1	0	0
18:45 - 19:00	0	0	0	5	0	0	0	0	0	0	0	0



ADVANCED
TRANSPORT
RESEARCH

Job Number & Name: 33560 Mosley Street

Site Number/Name: Mosley Street

Client: TPC

Date: 02/11/2022

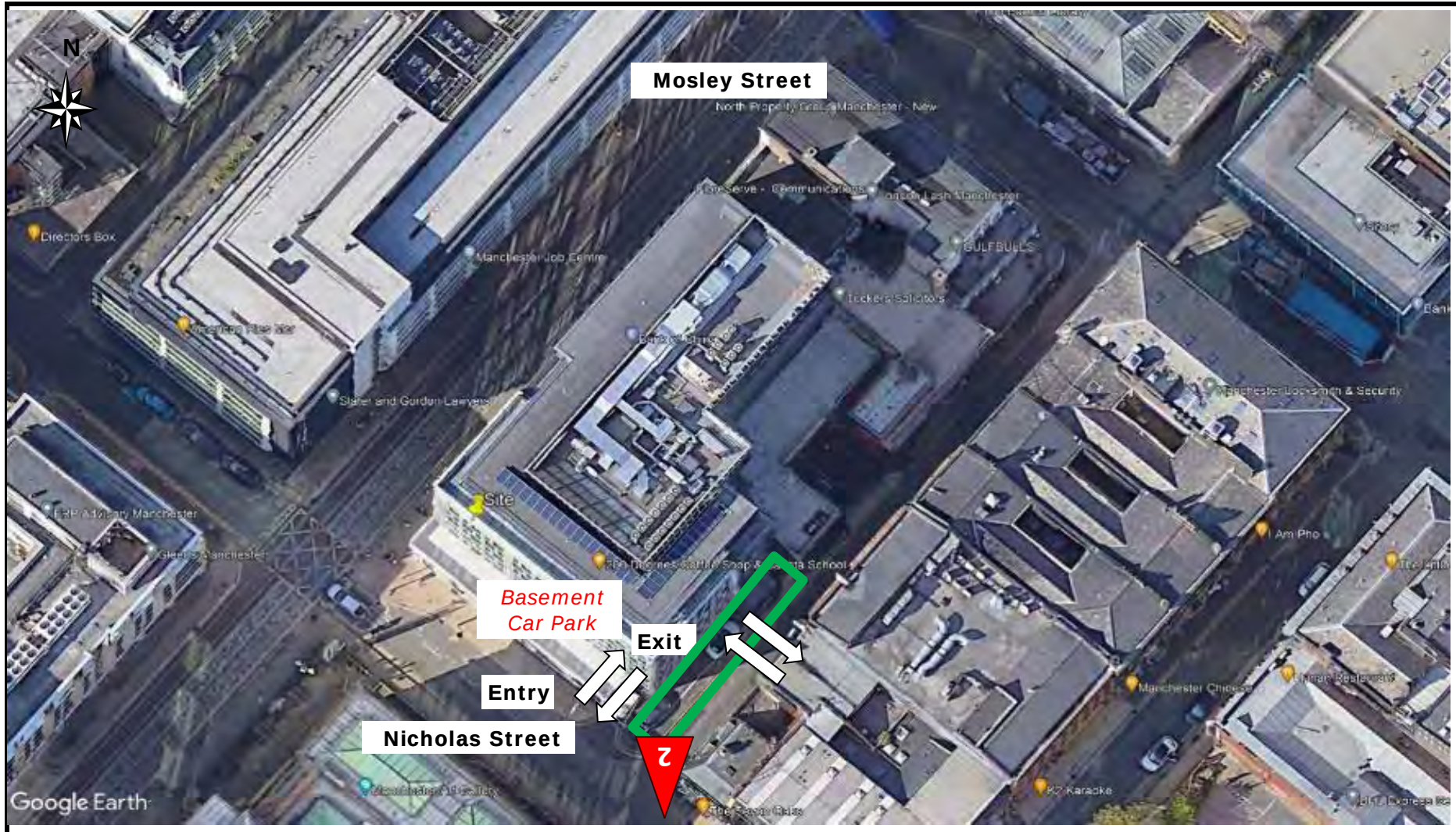
Weather: Cloudy, Dry

Job Type: Car Park Count

Co-ordinates: 53°28'45.16"N, 2°14'28.74"W

Postcode: M2 3HR

Times: 0700-1900



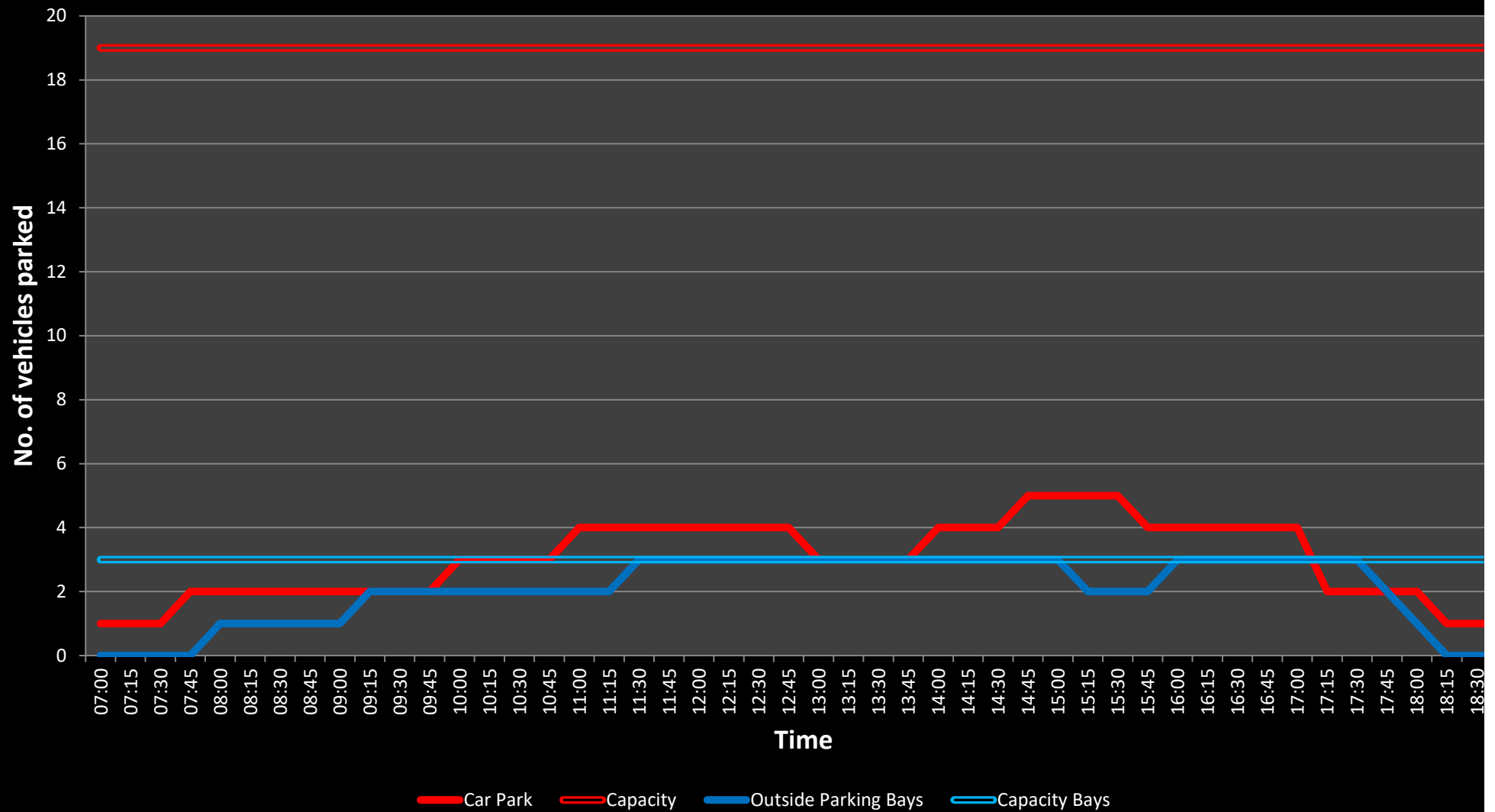
	Car Park	
Times	Entry	Exit
18:30 - 18:45	0	0
18:45 - 19:00	0	0

19	Total Spaces	Outside Parking Bays	
1	Cars in at	Entry	Exit
1	5%	0	0
1	5%	0	0
1	Cars in at End		

3	Total Spaces
0	Cars in at Start
0	0%
0	0%
0	Cars in at End

33560 Mosley Street

Car Park Accumulation - Wednesday 2nd November 2022





Post code plot of interviewees

