

DTZ Investors

62 KING STREET, MANCHESTER

Transport Statement

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1 INTRODUCTION

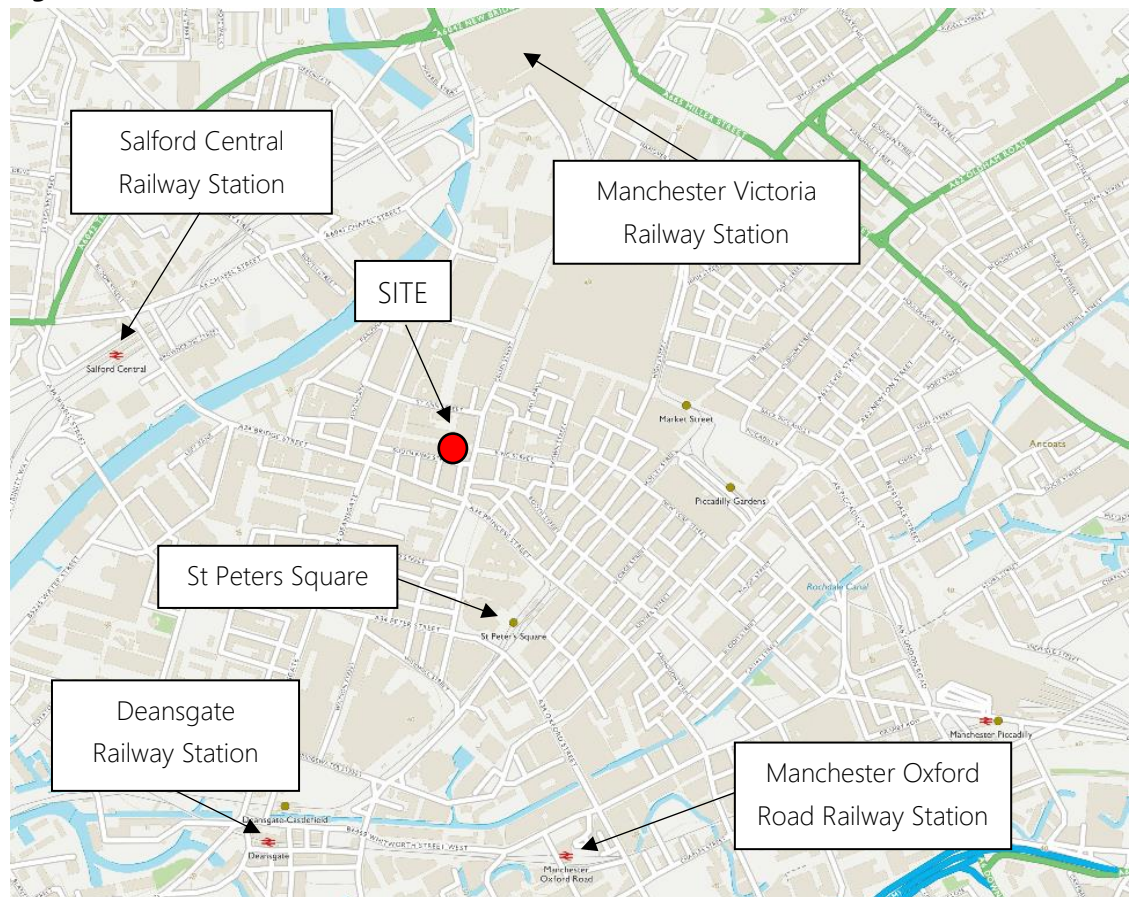
- 1.1 Caneparo Associates Limited has been appointed by DTZ Investors (the 'Applicant') to provide highways and transportation planning advice in relation to the proposals at 62 King Street, Manchester (the 'site').
- 1.2 This Transport Statement (TS) has been prepared to support the application for full planning permission and listed building consent for the conversion of the upper floors from office use to 7 residential apartments and associated works.
- 1.3 The application is being submitted by Savills, (the 'Agent'), on behalf of the Applicant to the local planning authority, Manchester City Council, (the 'Council').
- 1.4 This TS considers the transport and highway implications relating to the proposals and demonstrates the implications are acceptable in the context of the NPPF.
- 1.5 It also includes transport related information relevant to the adjacent properties including a Travel Plan / Travel Pack, a Delivery and Servicing Management Plan and a Parking Management Strategy that could be implemented at the application site, if permission is granted, and the adjacent properties when the approved schemes have been implemented.
- 1.6 This TS has been written with reference to best practice guidance from the Department for Transport (DfT), Manual for Streets (MfS) and MfS 2, and with previous experience of advising on a significant number of office and residential developments including change of use applications such as that which this TS supports.
- 1.7 This report includes the following sections:
- Section 2 describes the site, surrounding area and public transport accessibility;
 - Section 3 describes the proposals;
 - Section 4 considers the effects of the proposals on sustainable modes of travel;
 - Section 5 outlines the additional documents that have been submitted to manage the transport related aspects associated with the proposed development; and,
 - Section 6 summarises and concludes.

2 SITE LOCATION AND ACCESSIBILITY

Site Location

2.1 The location of the application site is shown in a local context in **Figure 2.1** below.

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

- 2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west. The area surrounding the site is predominantly commercial in nature, typical of a city centre location, and includes a wide range of retail and restaurant uses, office space and leisure uses.
- 2.3 The site currently incorporates commercial / retail uses at basement and ground floor with office accommodation provided at first, second, third and fourth floors. There are no on-site car parking provisions.

- 2.4 The site is accessed from King Street to the front (north) and South King Street to the rear (south), similar to the neighbouring properties.
- 2.5 The existing uses are currently serviced from South King Street either via an existing on-street loading bay located close to the junction of South King Street and Cross Street or from the adjacent kerb where restrictions allow. In addition, there is the potential for some servicing to take place from King Street.
- 2.6 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the site and the A56, Deansgate, to the west / south west of the site.
- 2.7 Within the vicinity of the site, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to a maximum of 2 hours with no return within the hour.
- 2.8 There are two car club bays located within approximately 1.1 kilometres south-west of the site on Duke Street. These cars / bays are operated by Enterprise Car Club.

Relevant Planning History

- 2.9 The adjacent properties at 58-60 King Street and at 64-66 King Street benefit from prior approval consent for a change of use from office to residential (planning references 122835/P3OPA/2019 and 122836/P3OPA/2019, respectively). A summary of the approved uses at the adjacent properties is provided below:
- 58-60 King Street – *"Notice of prior approval for conversion of first, second, third and fourth floor offices into 7no. 2 bedroom residential apartment (Use Class C3)".* In addition, a non-material amendment application has been granted to amend the size / mix of apartments (planning reference 128211/NMC/2020).
 - 64-66 King Street – *"Notice of prior approval for conversion of first, second, third and fourth floor offices into eight (4no. 1 bed apartments and 4no. 2 bed apartments) residential units (Use Class C3)."* In addition, a non-material amendment application has been granted to amend the size / mix of apartments (planning reference 128116/NMC/2020).

- 2.10 The approved schemes summarised above do not incorporate any on-site or off-site car parking provisions.
- 2.11 Given that the approved schemes incorporate a change of use from office to residential, it is assumed the proposed change of use from office to residential at the application site is acceptable from a transport and highways perspective.
- 2.12 Furthermore, it is considered that a scheme that does not incorporate any on-site or off-site car parking provisions is acceptable at the site.
- 2.13 The transport related planning conditions that are outlined within the Decision Notices associated with the above approved applications are as follows:
- *"Prior to first occupation a scheme that will provide for the needs of future residents, who may wish to have the use of a motorcar in respect of their domestic needs, which shall include details of the arrangements to be put in place and shall also identify the parties who will be responsible for managing the scheme, shall be submitted to and approved in writing by the City Council as local planning authority. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied.*
 - *Before the development hereby approved is first occupied full details of a Travel Pack, which shall be provided by the sites management company to all residents of the building shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Pack means a document which includes information regarding access to sustainable modes of travel, including walking/cycling routes to nearby transport hubs, access to cycle parking, access to car club schemes and all other sustainable modes of transport that are available and measures to be put in place for the updating of the information. Any Travel Pack which has been approved by the City Council as local planning authority shall be provided to all new residents upon occupation of the apartments for as long as the development hereby approved is in use.*
 - *Before the use hereby approved commences, a strategy for the servicing of the development to ensure no obstruction of the adjacent highways, including swept path analysis to demonstrate that a refuse vehicle can safely access/egress the site shall be submitted to an approved in writing by the City Council as local planning authority. The approved strategy shall be complied with for the duration of the use."*

- 2.14 The planning application that this report supports is accompanied by a Travel Plan / Travel Pack, Delivery and Servicing Management Plan and a Parking Management Strategy. Further details are included later in this report. These management plans would be implemented at the proposed residential units at the site, if planning permission is granted, and the approved residential units at the adjacent properties referred to above. These management plans have also been submitted in order to discharge the above planning conditions.

Accessibility

- 2.15 As illustrated below, the site is accessible by a broad range of transport modes. The Greater Manchester Accessibility Level Modelling score for the site is 8 (out of 8) demonstrating a 'very high' level of accessibility by public transport.

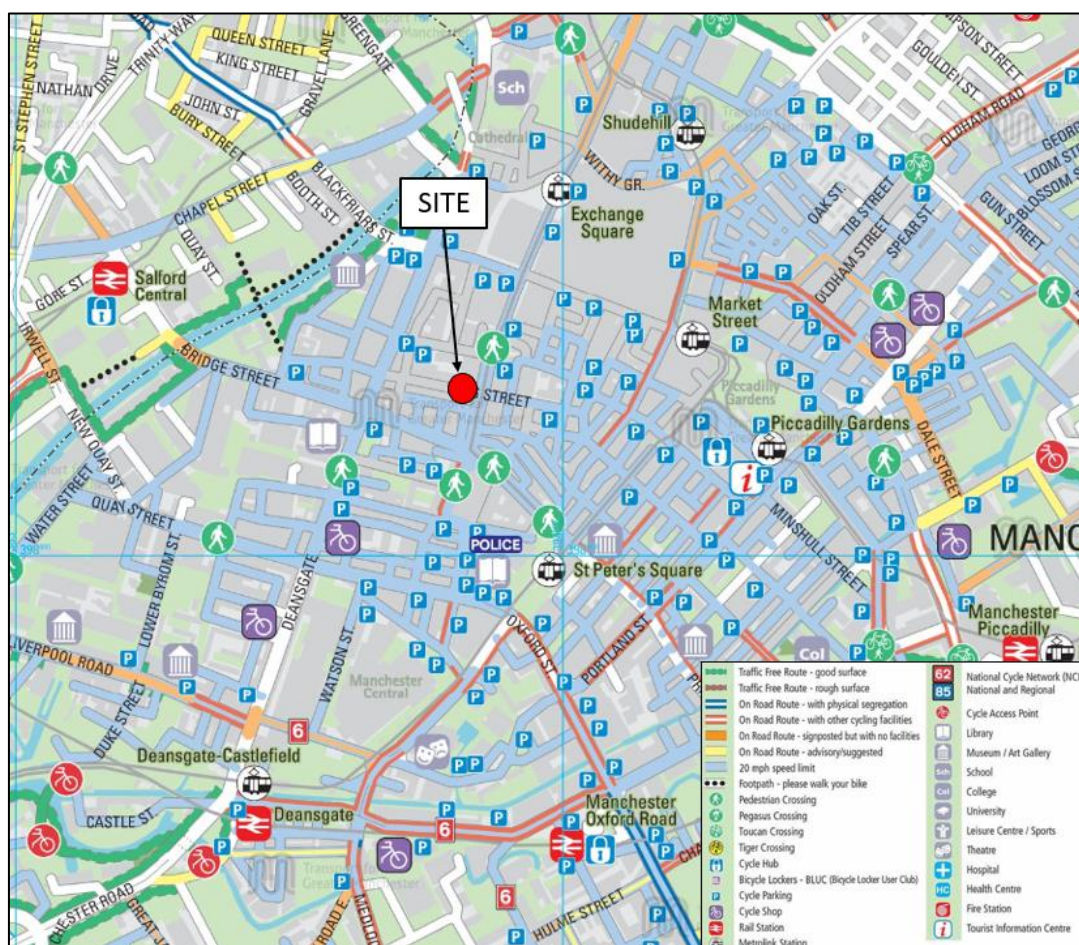
Walking

- 2.16 It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. The 2-kilometre walk catchment includes a large area of central Manchester.
- 2.17 A wide range of amenities and local services can be accessed within 2 kilometres walking distance of the site, including shops, hotels, educational uses, restaurants, drinking establishments, banks, post offices, museums, libraries, exhibition centres, and cinemas.
- 2.18 Also included within the local walk catchment are a significant number of bus stops, tram stops and railway stations.
- 2.19 Safe and efficient pedestrian movement is well catered for within the vicinity of the site with the majority of nearby streets incorporating wide and well-lit footways that connect the site with local amenities and services. Dropped kerbs and tactile paving areas are provided at formal (e.g. signalised) and informal pedestrian crossing points along the key pedestrian desire lines in the local area.
- 2.20 As mentioned previously, King Street is pedestrianised which enhances the local shopping and walking experience as pedestrians do not have to interact with vehicles.
- 2.21 Given the above, there is significant scope for trips to and from the proposed residential use to be made by foot on a day-to-day basis.

Cycling

- 2.22 Accessibility guidance indicates that cycling has the potential to substitute for short car trips, particularly those less than 5 kilometres and to form part of a longer journey by public transport.
- 2.23 According to Transport for Greater Manchester's (TfGM's) cycle map for the city centre, there are dedicated on-street cycle lanes located on Fountain Street approximately 330 metres east of the site with additional on-street cycling facilities located to the south and east of the site as shown by the red lines on **Figure 2.2** below.
- 2.24 National Cycle Network (NCN) Route 6 is located approximately 800 metres to the south of the site on Liverpool Road. This provides access to the wider cycle network. In addition, NCN Route 66 can be accessed within approximately 1.2 kilometres to the east of the site via Store Street.

Figure 2.2 – Local Cycle Network



[Source: Transport for Greater Manchester]

- 2.25 Given the above, it is clear the site is located within a short distance of cycle routes and the city-wide cycle network which provides access to a wide range of facilities, local amenities and public transport hubs.

Public Transport

- 2.26 The site benefits from being located within close proximity to bus stops, tram stops and train stations as highlighted below.

Bus Services

- 2.27 The nearest bus stop is located approximately 60 metres east of the site on King Street (Stop 'CL') which comprises a flagpole with timetable information. Additional bus stops are located approximately 100 metres south of the site on John Dalton Street (Stop 'St James Square').

- 2.28 The bus services that can be accessed from the above stops are summarised in **Table 2.1** below.

Table 2.1: Local Bus Service Information				
Service No.	Key Destinations	One-Way Peak Daytime Frequency (Buses per Hour)		
		Mon-Fri	Sat	Sun
1 Free Bus	Piccadilly Station – Albert Square	6	6	5
34/34A	Manchester – Worsley	5	3	0
36	Manchester – Bolton	5	5	3
37	Manchester – Bolton	5	5	3
38	Logistics North – Manchester	6	6	2
50	East Didsbury – Salford Quays	6	6	4
V1 Vantage	Leigh – Manchester Royal Infirmary	3	3	2
V2 Vantage	Atherton – Manchester Royal Infirmary	3	3	2
X41 Red Express	Manchester – Accrington	1	1	1
X43 Witchway	Manchester – Burnley	4	4	2
TOTAL		44	42	24

- 2.29 Additional bus services can be accessed from bus stops located further afield.
- 2.30 Based on the table above, during peak times Mondays to Fridays there are approximately 88 buses per hour operating within the vicinity of the site with a similar frequency on Saturdays. This equates to 1-2 buses operating in the vicinity of the site every minute. On Sundays there are

around 48 buses per hour operating within the vicinity of the site during peak times which equates to circa 1 bus every 1 to 2 minutes.

Tram Services

2.31 The nearest tram stop is located at St Peter's Square, within approximately 350 metres walking distance to the south-east of the site. The following tram services can be accessed from the stop at St Peter's Square:

- Blue Line - 6 services per hour to Eccles and 6 services per hour to Ashton-Under-Lyne.
- Navy Line - 6 services per hour to Victoria and 6 services per hour to Manchester Airport.
- Pink Line - 6 services per hour to East Didsbury and 6 services per hour to Rochdale Town Centre.
- Purple Line - 6 services per hour to Manchester Piccadilly and 6 services per hour to Altrincham.

Train Services

2.32 Salford Central Railway Station is located within approximately 720 metres walking distance to the north-west of the site. Northern services to the following key destinations can be accessed from this station:

- 2 trains per hour to Manchester Victoria; and
- 1 train per hour to Kirkby, Wigan North Western, Leeds, Rochdale, Clitheroe, Stalybridge, Southport, Blackburn, Wigan Wallgate and Preston.

2.33 Manchester Victoria Railway Station is located within approximately 820 metres walking distance to the north of the site which provides access to Northern and TransPennine Express train services. There are approximately 26 train services per hour operating from this station during peak times providing access to a number of major destinations including Liverpool, Edinburgh and Newcastle.

2.34 Manchester Oxford Road Railway Station is located within approximately 960 metres walking distance to the south-east of the site. Train services are operated by Northern, TransPennine Express and East Midlands Rail. There are approximately 24 train services operating per hour from

this station during peak times providing access to a number of major destinations including Liverpool, Newcastle, Glasgow, Edinburgh and Llandudno.

- 2.35 Deansgate Railway Station is located within approximately 1 kilometre walking distance to the south of the site. Northern services to Blackpool, Manchester Airport, Crewe, Liverpool and Alderley Edge (along with other destinations) can be accessed from this station. There are around 9 services operating from this station per hour during peak times.

Accessibility Summary

- 2.36 In summary, it is clear from the above review of existing bus, tram, and rail services and cycle and pedestrian facilities that the site is very accessible by non-car and active modes of transport.

3 PROPOSED CHANGE OF USE AND ACCESS STRATEGY

Proposed Change of Use

- 3.1 The application seeks full planning permission and listed building consent for the change of use of the upper floors of the Grade II listed building from offices (Use Class E) to 7 residential apartments (Use Class C3), and associated works.
- 3.2 The proposals will bring the upper floor of the building back into active use, in turn contributing to the vitality of the surrounding area.
- 3.3 The existing retail uses at ground floor located towards the King Street frontage would be retained. The ground floor space to the rear of the retail unit (adjacent to the South King Street frontage) would be converted to residential use to provide a main lobby area which would provide access to the proposed residential units at the upper floors and the proposed cycle parking provisions located at basement level.
- 3.4 Alterations to the existing entrance at the corner of Four Yards and South King Street are proposed to provide level access into the main lobby area.
- 3.5 The proposed cycle parking provisions referred to above include 12 Sheffield stands with space to store up to 24 cycles securely. The proposed cycle parking provisions at the site would be available to residents at the site and residents based at the two approved schemes at the adjacent properties.
- 3.6 The provision of on-site cycle parking facilities would encourage travel to and from the site by cycle and would minimise any effect on the operation of any nearby off-site cycle parking facilities.
- 3.7 As highlighted earlier in this report, the proposals do not include any provision for on-site car parking, in line with the schemes that were approved at the adjacent sites.
- 3.8 The local roads incorporate parking restrictions which means the potential for residents to park on-street is minimal. In addition, local publicly available car parks are subject to parking charges which would discourage future residents from owning a car. Furthermore, the site is located within very close proximity to a wide range of local services and amenities, significant employment opportunities, as well as bus stops, tram stops and railway stations that provide access to public transport services that route to employment and leisure destinations further afield.

- 3.9 Based on the above, it is expected that there will be no / negligible impact on the operation of local on-street / off-site parking provisions.
- 3.10 In the unlikely event that residents based at the site should require access to a vehicle occasionally, there are car clubs within walking distance of the site as highlighted earlier in this report. Given the small number of residential units that are proposed, the requirement for a car club vehicle would be very low and therefore the effect on the existing car club network would be negligible.
- 3.11 With regard to refuse collection, residents would be responsible for putting their waste and recycling in the bins located within the proposed on-site bin store located at ground floor level. The bins would be transferred to and from South King Street by the on-site management team on collection day or the waste collection company would be provided with access to the bin store to collect the bins.
- 3.12 Refuse would be collected from South King Street in line with the existing and adjacent properties in line with existing arrangements and thus no adverse impacts would arise.
- 3.13 It is anticipated that the majority of deliveries and collections associated with the proposed residential units would be made from South King Street where restrictions allow. This would be in accordance with the adjacent approved residential developments and other nearby uses. Given the small number of residential units proposed, the number of deliveries and collections to the site would be negligible.
- 3.14 The new residential units that would be provided on site following the change of use would likely attract a very low number of additional visitor trips to the area. If any visitors to the area were to travel by car, they would be very small in number and would be able to use the on-street short stay car parking facilities within the vicinity of the site or any of the significant number of off-site publicly available city centre car parks.

4 TRAFFIC GENERATION ASSESSMENT

4.1 This section of the report considers the predicted level of trips to and from the site. As mentioned previously, there are no existing or proposed car parking provisions at the site and therefore this report considers the potential change in total / person trips resulting from the proposals only.

4.2 Given the existing office space is currently vacant, reference has been made to the Trip Rate Information Computer System (TRICS) database in order to determine the existing trip generation for the site during the weekday morning and evening peak hour periods. Further details are provided below.

Existing Office Use

4.3 As explained above, the potential person trip generation for the existing office space (if it were fully occupied) has been derived with reference to survey information contained within the 'Employment – Office' TRICS category for town centre sites in England except Greater London.

4.4 **Table 4.1** below summarises the total person trip rates (trips per 100sqm) and estimated potential trip generation associated with existing office space. The TRICS output is presented in **Appendix A**.

Table 4.1: Total Person Trip Rates and Potential Trip Generation Estimates – Existing Use						
Time Period	Trip Rates (Per 100sqm)			Estimated Trip Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	2.165	0.144	2.309	9	1	10
17:00-18:00	0.371	2.474	2.845	2	11	13
07:00-19:00	31.257	30.928	62.185	135	134	269

4.5 The assessment above indicates that the existing office space (if it were fully occupied) has the potential to generate around 10 to 13 two-way person trips per hour during the weekday morning and evening peak periods respectively. In addition, the existing office space has the potential to generate around 269 two-way person trips per hour between 07:00 and 19:00 Mondays to Fridays, on average.

Proposed Residential Uses

- 4.6 In order to estimate the weekday morning and evening peak period total person trip generation for the proposed residential units, reference has been made to survey information contained within the 'Residential – Flats Privately Owned' TRICS category for town centre sites in England except Greater London.
- 4.7 **Table 4.2** below summarises the peak hour trip rates (trips per unit) and the corresponding estimated trip generation for the proposed residential use. The TRICS Outputs are included in **Appendix B** for reference.

Table 4.2: Total Person Trip Rates and Trip Generation Estimates – Proposed Use						
Time Period	Trip Rates (Per Unit)			Estimated Trip Generation		
	In	Out	Total	In	Out	Total
08:00-09:00	0.125	0.425	0.550	1	3	4
17:00-18:00	0.350	0.425	0.775	2	3	5
07:00-19:00	2.550	2.600	5.150	18	18	36

- 4.8 The above assessment indicates that the proposed residential use would generate around 4 to 5 two-way person trips per hour during the weekday morning and evening peak hour periods and around 36 two-way person trips between 07:00 and 19:00 Mondays to Fridays.

'Net' Change in Trip Generation Resulting from the Proposed Change of Use

- 4.9 The anticipated 'net' change in trip generation resulting from the proposals is estimated in **Table 4.3** below.
- 4.10 The figures in Table 4.3 have been calculated by subtracting the estimated trip generation for the proposed use set out in Table 4.2 from the estimated trip generation set out in Table 4.1.

Table 4.3: Estimated Potential 'Net' Change in Trip Generation			
Period	Difference		
	In	Out	Total
08:00-09:00	-8	+2	-6
17:00-18:00	0	-8	-8
07:00-19:00	-117	-116	-233

- 4.11 The above assessment demonstrates that the proposed change of use would have a potential net beneficial effect on the local transport network with around 6 to 8 fewer two-way trips per hour being made during the weekday morning and evening peak periods and around 233 fewer two-way trips between 07:00 and 19:00 Mondays to Fridays.

5 ADDITIONAL DOCUMENTS

- 5.1 This section of the report outlines the additional documents / management plans that have been submitted as part of the application and include a Travel Plan / Travel Pack, Delivery and Servicing Management Plan and a Parking Management Strategy.
- 5.2 These management plans would be implemented at the proposed residential units and the approved residential units at the adjacent properties.
- 5.3 The management plans have also been submitted in order to discharge the relevant planning conditions that have been attached to the Decision Notices for the approved residential developments. The relevant planning conditions are set out earlier in this report.

Travel Plan / Travel Pack

- 5.4 A copy of the proposed Travel Plan, incorporating details relating to a proposed Travel Pack, is included in **Appendix C**. The Travel Plan would seek to encourage future tenants to use active and sustainable modes of travel to access the site.

Delivery and Servicing Management Plan

- 5.5 A copy of the proposed Delivery and Servicing Management Plan is included in **Appendix D**. This sets out how future delivery and servicing activity would be managed to minimise the impact on the local highway network.

Parking Management Strategy

- 5.6 The proposed Parking Management Strategy is included in **Appendix E**. It seeks to provide information relating to how the proposed cycle parking facilities would be managed and to set out the options that are available should any residents require access to a car.

6 SUMMARY AND CONCLUSION

- 6.1 Caneparo Associates Limited is appointed by DTZ Investors to provide highways and transportation planning advice in relation to the proposals at 62 King Street, Manchester.
- 6.2 The adjacent properties at 58-60 King Street and at 64-66 King Street benefit from prior approval consent for a change of use from office to residential (planning references 122835/P3OPA/2019 and 122836/P3OPA/2019, respectively).
- 6.3 The site is currently accessed by foot from King Street to the front (north) and South King Street to the rear (south), in accordance with the neighbouring properties.
- 6.4 The site currently incorporates commercial / retail uses at basement and ground floor with office accommodation comprising circa 433sqm of floor space provided at first, second, and third floors. There are no on-site car parking facilities.
- 6.5 The planning application seeks full planning permission and listed building consent for the conversion of the upper floors from office space to 7 residential apartments and associated works. No on-site car parking facilities are proposed. Pedestrian access to the proposed residential apartments would be from South King Street. A bin store and cycle parking provisions would be provided on-site.
- 6.6 The potential trip generation associated with the proposed residential use is negligible. Furthermore, the proposals would result in a significant reduction in the potential trip generation associated with the site.
- 6.7 Waste collection and deliveries would be carried out from South King Street in the same way as for the existing / previous and adjacent uses and therefore the impact would be negligible.
- 6.8 Given that no on-site car parking is proposed, the proposed development would not result in a material increase or material change in the character of traffic accessing the area.

Conclusion

- 6.9 In conclusion, and in the light of the findings of this report, there is no risk of the proposals resulting in an unacceptable impact on highway safety or that the residual cumulative impacts on



the road network would be severe and therefore there are no traffic or transport reasons why the prior approval application should be prevented or refused.

Appendix A

Calculation Reference: AUDIT-358901-210108-0104

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
 Category : A - OFFICE
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

02	SOUTH EAST	
	SO SLOUGH	1 days
06	WEST MIDLANDS	
	WK WARWICKSHIRE	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
 Actual Range: 960 to 2090 (units: sqm)
 Range Selected by User: 178 to 3000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre	3
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This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone	2
High Street	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	3 days
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

5,001 to 10,000	1 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	1 days
250,001 to 500,000	1 days
500,001 or More	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	2 days
1.1 to 1.5	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	1 days
No	2 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 days
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This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES	SLOUGH
	Town Centre High Street		
	Total Gross floor area:	1800 sqm	
	Survey date: THURSDAY	27/02/14	Survey Type: MANUAL
2	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES	TYNE & WEAR
	Town Centre Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL
3	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES	WARWICKSHIRE
	Town Centre Built-Up Zone		
	Total Gross floor area:	960 sqm	
	Survey date: THURSDAY	17/10/13	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	3	1617	0.742	3	1617	0.124	3	1617	0.866
08:00 - 09:00	3	1617	2.165	3	1617	0.144	3	1617	2.309
09:00 - 10:00	3	1617	2.825	3	1617	0.454	3	1617	3.279
10:00 - 11:00	3	1617	4.412	3	1617	2.845	3	1617	7.257
11:00 - 12:00	3	1617	3.979	3	1617	4.351	3	1617	8.330
12:00 - 13:00	3	1617	4.454	3	1617	5.155	3	1617	9.609
13:00 - 14:00	3	1617	4.515	3	1617	4.103	3	1617	8.618
14:00 - 15:00	3	1617	3.237	3	1617	3.258	3	1617	6.495
15:00 - 16:00	3	1617	2.866	3	1617	3.340	3	1617	6.206
16:00 - 17:00	3	1617	1.670	3	1617	3.711	3	1617	5.381
17:00 - 18:00	3	1617	0.371	3	1617	2.474	3	1617	2.845
18:00 - 19:00	3	1617	0.021	3	1617	0.969	3	1617	0.990
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:	31.257			30.928			62.185		

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.

Appendix B

Calculation Reference: AUDIT-358901-210108-0125

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
 Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE

Selected regions and areas:

09 NORTH
 CB CUMBRIA 1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
 Actual Range: 40 to 40 (units:)
 Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/12 to 18/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday 1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count 1 days
 Directional ATC Count 0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines.

Selected Locations:

Town Centre 1

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Built-Up Zone 1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

C3 1 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Secondary Filtering selection (Cont.):

Population within 1 mile:

25,001 to 50,000 1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

75,001 to 100,000 1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

1.1 to 1.5 1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No 1 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 1 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CB-03-C-01 KING STREET CARLISLE	BLOCK OF FLATS	CUMBRIA
	Town Centre Built-Up Zone		
	Total No of Dwellings:	40	
	Survey date: THURSDAY	12/06/14	Survey Type: MANUAL

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 1 DWELLS

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	1	40	0.075	1	40	0.200	1	40	0.275
08:00 - 09:00	1	40	0.125	1	40	0.425	1	40	0.550
09:00 - 10:00	1	40	0.100	1	40	0.025	1	40	0.125
10:00 - 11:00	1	40	0.100	1	40	0.175	1	40	0.275
11:00 - 12:00	1	40	0.175	1	40	0.250	1	40	0.425
12:00 - 13:00	1	40	0.075	1	40	0.075	1	40	0.150
13:00 - 14:00	1	40	0.250	1	40	0.275	1	40	0.525
14:00 - 15:00	1	40	0.250	1	40	0.125	1	40	0.375
15:00 - 16:00	1	40	0.150	1	40	0.250	1	40	0.400
16:00 - 17:00	1	40	0.500	1	40	0.200	1	40	0.700
17:00 - 18:00	1	40	0.350	1	40	0.425	1	40	0.775
18:00 - 19:00	1	40	0.400	1	40	0.175	1	40	0.575
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:		2.550			2.600			5.150	

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Appendix C

DTZ Investors

62 KING STREET, MANCHESTER

Travel Plan

February 2021

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1 INTRODUCTION

Overview

- 1.1 This Travel Plan (TP) has been prepared by Caneparo Associates on behalf of DTZ Investors ('the Applicant') to support an application for the proposed change of use from office use to 7 residential apartments at 62 King Street, Manchester (the 'site').
- 1.2 The adjacent properties at 58-60 King Street and at 64-66 King Street benefit from prior approval consent for a change of use from office to residential (planning references 122835/P3OPA/2019 and 122836/P3OPA/2019, respectively).
- 1.3 The Decision Notices that were attached to the above planning consents included the following planning condition:
- "Before the development hereby approved is first occupied full details of a Travel Pack, which shall be provided by the sites management company to all residents of the building shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Pack means a document which includes information regarding access to sustainable modes of travel, including walking/cycling routes to nearby transport hubs, access to cycle parking, access to car club schemes and all other sustainable modes of transport that are available and measures to be put in place for the updating of the information. Any Travel Pack which has been approved by the City Council as local planning authority shall be provided to all new residents upon occupation of the apartments for as long as the development hereby approved is in use."*
- 1.4 This TP has been produced to address the requirements of the above condition and would be implemented at the proposed residential apartments at 62 King Street (if planning permission and listed building consent is granted) and the approved residential apartments at the neighbouring properties.
- 1.5 This TP will therefore be implemented across the entire residential development comprising up to 24 residential apartments in total.
- 1.6 This TP states that a Travel Pack would be produced and circulated to residents upon first occupation to meet the requirements of the above planning condition.
- 1.7 The purpose of this TP is to provide long-term strategies aimed at changing travel habits away from unsustainable use of the private car to more sustainable modes such as walking, cycling,

public transport and car sharing. TPs also encourage a shift from sustainable modes such as public transport, to more active modes such as walking and cycling.

- 1.8 Changing travel habits can be achieved through measures such as the distribution of travel information, provision of facilities, and the promotion of incentives to travel sustainably, all of which reflects current central and local government policy.
- 1.9 The primary objective is to reduce unnecessary vehicular and public transport trips associated with the development and to increase the use of alternative, more sustainable and active modes of transport.
- 1.10 This TP has been written in accordance with best practice and guidance issued by the Department for Transport (DfT).

Travel Plan Aim

- 1.11 The aim of this TP is to put in place the management tools that are necessary to enable residents and visitors to the proposed residential units to make informed decisions about their travel. This will, in effect, minimise the adverse impacts of their travel on the environment.

Scope

- 1.12 This TP is aimed at residents of the development and includes measures to promote sustainable travel by visitors.
- 1.13 This document sets out the procedures necessary to progress the TP into a fully working document ready for implementation. It also sets out a range of sustainable transport measures that can be implemented or considered for implementation at the development.
- 1.14 Once adopted, the TP will aim to increase awareness of the advantages and potential for travel by more environmentally friendly modes and set out the physical and management measures that will assist travel by alternative modes.
- 1.15 The remainder of this document is structured as follows:
- Section 2 - describes the accessibility of the development.
 - Section 3 - sets out the objectives and targets of the Travel Plan.

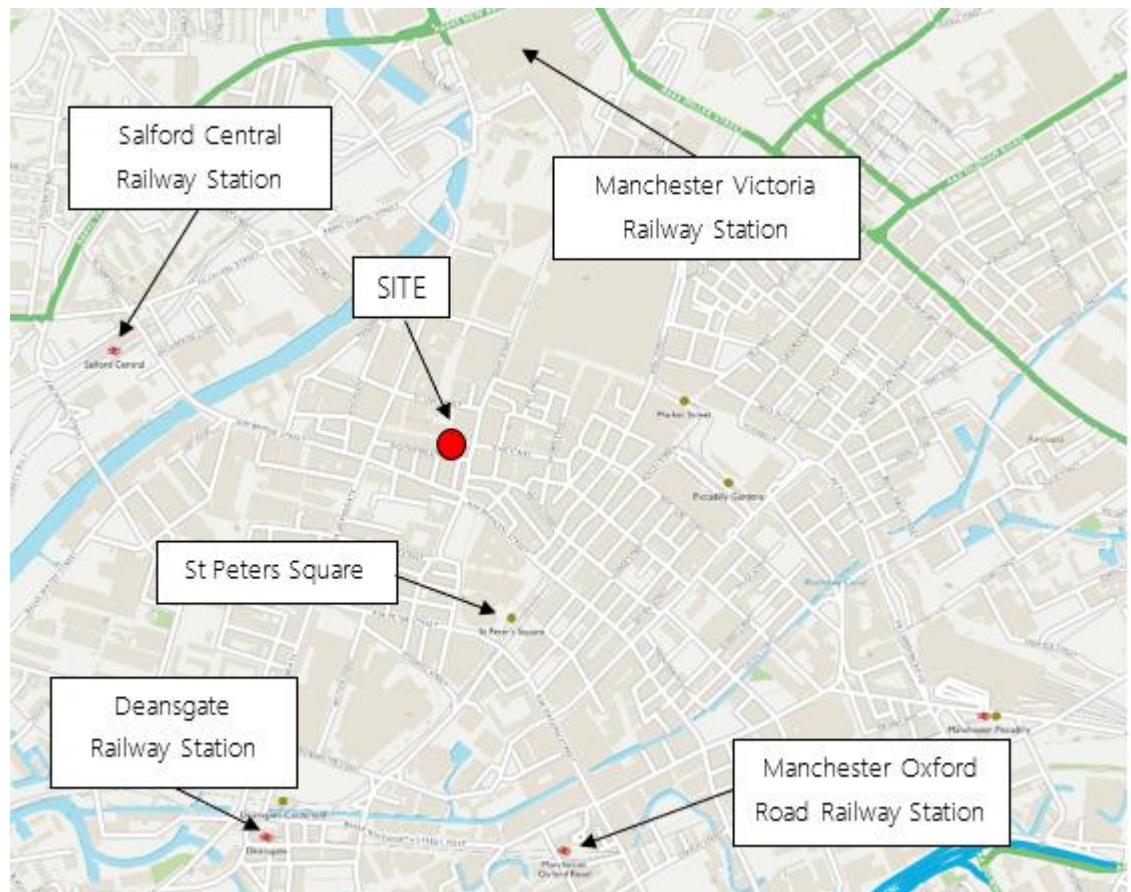
- Section 4 - outlines the management of the Travel Plan.
- Section 5 - sets out the measures and initiatives that will be implemented.
- Section 6 - outlines the monitoring and review programme.
- Section 7 - details the securement and funding of the Travel Plan.
- Section 8 - sets out an Action Plan.

2 SITE LOCATION AND ACCESSIBILITY

Site Location

2.1 The location of the site is shown in a local context in **Figure 2.1** below.

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

- 2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west. The area surrounding the site is predominantly commercial in nature, typical of a city centre location, and includes a wide range of retail and restaurant uses, office space and leisure uses.
- 2.3 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the site and the A56, Deansgate, to the west / south west of the site.
- 2.4 Within the vicinity of the site, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays

to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to 2 hours maximum with no return within an hour.

- 2.5 There are two car club bays located within approximately 1.1 kilometres south west of the site on Duke Street. These cars / bays are operated by Enterprise Car Club.

Accessibility

- 2.6 As illustrated below, the site is accessible by a broad range of transport modes. The Greater Manchester Accessibility Level Modelling score for the site is 8 (out of 8) demonstrating a 'very high' level of accessibility by public transport.

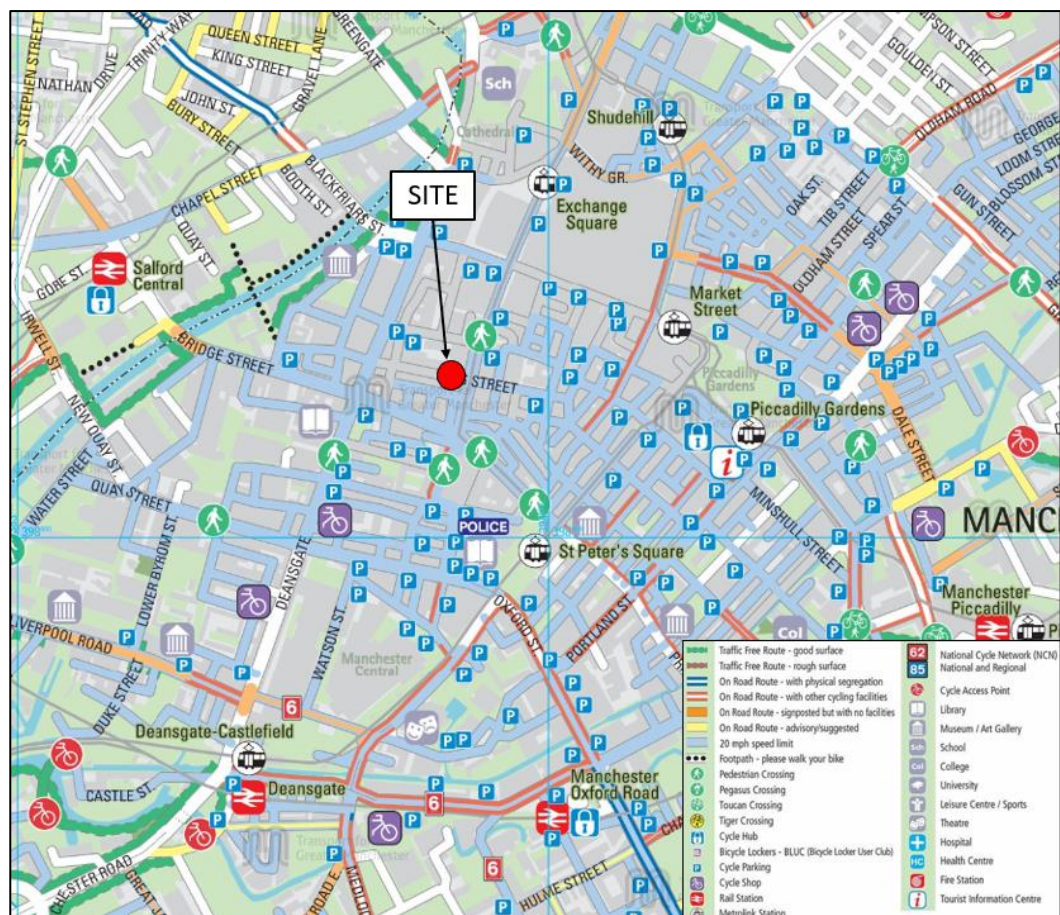
Walking

- 2.7 It is commonly accepted that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly under 2 kilometres. The 2-kilometre walk catchment includes a large area of central Manchester.
- 2.8 A wide range of amenities and local services can be accessed within 2 kilometres walking distance of the site, including shops, hotels, educational uses, restaurants, drinking establishments, banks, post offices, museums, libraries, exhibition centres, and cinemas.
- 2.9 Also included within the walk catchment are a significant number of bus stops, tram stops and railway stations.
- 2.10 Safe and efficient pedestrian movement is well catered for within the vicinity of the site with the majority of nearby streets incorporating wide and well-lit footways that connect the site with local amenities and services. Dropped kerbs and tactile paving areas are provided at from (e.g. signalised) and informal crossing points along the key pedestrian desire lines in the local area.
- 2.11 As mentioned previously, King Street is pedestrianised which enhances the local shopping and walking experience as pedestrians do not have to interact with vehicles.
- 2.12 Given the above, there is a significant scope for trips to and from the proposed residential use to be made by foot.

Cycling

- 2.13 Accessibility guidance indicates that cycling has the potential to substitute for short car trips, particularly those less than 5 kilometres and to form part of a longer journey by public transport.
- 2.14 According to Transport for Greater Manchester's cycle map for the city centre, there are dedicated on-street cycle lanes located on Fountain Street approximately 330 metres east of the site with additional on-street cycling facilities located to the south and east of the site as shown by the red lines on **Figure 2.2** below.
- 2.15 National Cycle Network (NCN) Route 6 is located approximately 800 metres to the south of the site on Liverpool Road. This provides access to the wider cycle network. In addition, NCN Route 66 can be accessed within approximately 1.17 kilometres to the east of the site via Store Street.

Figure 2.2 – Local Cycle Network



[Source: Transport for Greater Manchester]

- 2.16 Given the above, it is clear the site is located within a short distance of cycle routes and the city-wide cycle network which provides access to a wide range of facilities, local amenities, and public transport hubs.

Public Transport

- 2.17 The site benefits from being located within close proximity to bus stops, tram stops, and train station as highlighted below.

Bus Services

- 2.18 The nearest bus stop is located approximately 60 metres east of the site on King Street (Stop 'CL') which comprises a flagpole with timetable information. Additional bus stops are located approximately 100 metres south of the site on John Dalton Street (Stop 'St James Square').
- 2.19 The bus services that can be accessed from the above stops are summarised in **Table 2.1** below.

Table 2.1: Local Bus Service Information				
Service No.	Key Destinations	One-Way Peak Daytime Frequency (Buses per Hour)		
		Mon-Fri	Sat	Sun
1 Free Bus	Piccadilly Station – Albert Square	6	6	5
34/34A	Manchester – Worsley	5	3	0
36	Manchester – Bolton	5	5	3
37	Manchester – Bolton	5	5	3
38	Logistics North – Manchester	6	6	2
50	East Didsbury – Salford Quays	6	6	4
V1 Vantage	Leigh – Manchester Royal Infirmary	3	3	2
V2 Vantage	Atherton – Manchester Royal Infirmary	3	3	2
X41 Red Express	Manchester – Accrington	1	1	1
X43 Witchway	Manchester – Burnley	4	4	2
TOTAL		44	42	24

- 2.20 Additional bus services can be accessed from bus stops located further afield.
- 2.21 Based on the table above, during peak times Monday to Fridays there are approximately 88 buses per hour operating within the vicinity of the site with a similar frequency on Saturdays. This equates to 1-2 buses operating in the vicinity of the site every minute. On Sundays there are

around 48 buses per hour operating within the vicinity of the site during peak times which equates to circa 1 bus every 1 to 2 minutes.

Tram Services

2.22 The nearest tram stop is located at St Peter's Square, within approximately 350 metres walking distance to the south-east of the site. The following tram services can be accessed from the stop at St Peter's Square as follows:

- Blue Line - 6 services per hour to Eccles and 6 services per hour to Ashton-Under-Lyne.
- Navy Line - 6 services per hour to Victoria and 6 services per hour to Manchester Airport.
- Pink Line - 6 services per hour to East Didsbury and 6 services per hour to Rochdale Town Centre.
- Purple Line - 6 services per hour to Manchester Piccadilly and 6 services per hour to Altrincham.

Train Services

2.23 Salford Central Railway Station is located within approximately 720 metres walking distance to the north-west of the site. Northern services to the following key destinations can be accessed from this station:

- 2 trains per hour to Manchester Victoria; and
- 1 train per hour to Kirkby, Wigan North Western, Leeds, Rochdale, Clitheroe, Stalybridge, Southport, Blackburn, Wigan Wallgate and Preston.

2.24 Manchester Victoria Railway Station is located within approximately 820 metres walking distance to the north of the site which provides access to Northern and TransPennine Express train services. There are approximately 26 train services per hour operating from this station during peak times providing access to a number of major destinations including Liverpool, Edinburgh and Newcastle.

2.25 Manchester Oxford Road Railway Station is located within approximately 960 metres walking distance to the south east of the site. Train services are operated by Northern, TransPennine Express and East Midlands Rail. There are approximately 24 train services operating per hour from

this station during peak times providing access to a number of major destinations including Liverpool, Newcastle, Glasgow, Edinburgh and Llandudno.

- 2.26 Deansgate Railway Station is located within approximately 1 kilometre walking distance to the south of the site. Northern services to Blackpool, Manchester Airport, Crewe, Liverpool and Alderley Edge (along with other destinations) can be accessed from this station. There are around 9 services operating from this station per hour during peak times.

Baseline Travel Patterns

- 2.27 A baseline mode split will be taken from a travel survey. This survey will accurately identify how future residents at the site travel to / from work. The results of the survey will be known as Year 0. This survey will be undertaken no later than six months after the development is occupied.
- 2.28 The predicted modal split for future residents of the development is based upon data from the 2011 Census; specifically, the Method of Travel to Work Data for the Middle Super Output Area (MSOA): Manchester 054, in which the site is located. The MSOA Manchester 054 was selected as the 'origin' and all other areas selected as the 'destination'. This is an accurate method of predicting how future residents will travel to the site as it is based on existing travel habits for residents who currently live in the area. The estimated modal split (set out in **Table 2.2** below) has been adjusted to reflect the car-free nature of the scheme and reapportioned appropriately across all other modes.

Table 2.2: Baseline Resident Modal Split (Method of Travel to Work)	
Method of Travel	Percentage
Metro	7%
Train	10%
Bus, Minibus or Coach	18%
Taxi	0%
Motorcycle, Scooter or Moped	0%
Private Car	0%
Cycling	3%
Walking	62%

- 2.29 For the purpose of this TP, the modal split as shown in **Table 2.2** has been used for target setting purposes until a travel survey can be undertaken.

3 OBJECTIVES AND TARGETS

Introduction

3.1 This Section sets out the overarching objectives for the development, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the TP can be found within **Section 7**.

- **Objectives** are the high-level aims of the TP. They help to give the TP direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed.

Objectives

3.2 The TP's overriding objective is:

"To engage with and encourage residents to use more sustainable ways of travelling to / from the development, through more effective promotion of sustainable modes. This will minimise the impact of the development on the surrounding highway network. "

3.3 The sub-objectives are:

- Sub-objective 1: To increase resident awareness of the advantages and availability of sustainable / active modes of transport;
- Sub-objective 2: To promote the health and fitness benefits of active travel to residents and where necessary, visitors;
- Sub-objective 3: To provide guidance to visitors of the development as to available means of sustainable travel;
- Sub-objective 4: To introduce a package of physical and management measures that will facilitate travel by sustainable modes; and
- Sub-objective 5: To reduce unnecessary use of the car, and public transport where possible, for the journey to and from the development.

Targets

- 3.4 Targets are measurable goals by which the progress of the TP will be assessed. Targets are essential for monitoring progress and success of the TP. Targets should be 'SMART' – Specific, Measurable, Achievable, Realistic and Time-related.
- 3.5 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time, while Aim Targets are quantifiable and generally relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.6 The key action targets are set out below:
- A Travel Plan Coordinator (TPC) will be appointed at least 3 months prior to first occupation.
 - A baseline travel survey will be undertaken no later than six months after first occupation.
 - A Travel Pack will be developed and issued to all new residents upon first occupation.

Aim Targets

- 3.7 The Aim targets of this TP are focused predominantly on residents of the development.
- 3.8 **Table 3.1** below outlines the Aim Targets for the development. The targets are set to measure progress towards the main objectives over a five-year period. These targets are to be achieved within five years of the launch of the TP.
- 3.9 The baseline figures are taken from the estimated mode split set out earlier in this TP. This TP recognises that it is not possible to set out accurate targets far in the future, even when based on actual modal share data (i.e. after the baseline survey has been undertaken). As such, it should be acknowledged that the targets may change over time as results from on-going monitoring becomes available.

Table 3.1: Mode Share Targets (Method of Travel to Work)				
Resident Targets	Interim Targets			
	Baseline	Year 1	Year 3	Year 5
To reduce the use of public transport modes by 5%	35%	34%	32%	30%
To increase the percentage of residents who cycle by 3%	3%	4%	5%	6%
To increase the percentage of residents who walk 2%	62%	62%	63%	64%

3.10 Indicators are the elements, which will be measured in order to assess progress towards meeting the targets. For the years following the initial baseline survey, snapshot surveys will be undertaken of residents travel to work patterns at years 1, 3 and 5 in order to review the progress of meeting the targets.

4 TRAVEL PLAN MANAGEMENT

Travel Plan Coordinator (TPC)

4.1 As highlighted earlier in this TP, the Applicant or site management team will appoint a Travel Plan Coordinator (TPC) within at least 3 months of first occupation of the residential units.

4.2 The details of the TPC will be included below when appointed. When available, the details of the TPC will be passed on to the council, Manchester City Council. The council will be informed in the event of a change of personnel.

Name: _____

Company & Position: _____

Telephone: _____

Email: _____

4.3 The TPC will be fully funded to undertake any required actions associated with the Travel Plan and will be allowed sufficient time to undertake the tasks associated with the TP.

Travel Plan Coordinator Responsibilities

4.4 The TPC will be responsible for overseeing the management, development, implementation, monitoring and review of this TP.

4.5 The TPC is anticipated to be a senior member of the administration team and as such will have access to the appropriate technology to communicate effectively with residents and the council using a variety of mediums.

4.6 The primary responsibilities of this role include:

- The implementation of measures as set out in the TP.
- Managing the development and implementation of the TP measures;
- Promoting the objectives and benefits of the TP;
- Coordinating the travel surveys;

- Reviewing the results of the travel surveys and adjusting the TP targets in consultation with the council; and,
- To act as the point of contact for sustainable transport information for residents.

4.7 Regular updating of the TP will be part of the responsibility of the nominated person.

4.8 The TPC is the most important aspect of a TP and their willingness and enthusiasm will be a key factor in the successful implementation of the TP.

Marketing Strategy / Travel Pack

4.9 Each residential unit will be provided with a Travel Pack on first occupation. The Travel Pack will include a summarised version of the Travel Plan, along with information on public transport, the local walking and cycling network and car club membership and nearby car club parking spaces.

4.10 Residents will therefore be made aware of the Travel Plan and its purpose and objectives. In conjunction with the Travel Pack, marketing activity will be undertaken at the point of sale (where possible).

4.11 The following could be used as a means of disseminating information to residents to promote events / campaigns / promotions / services / initiatives:

- Newsletters / Social Media.
- Provision of travel brochures, maps and timetables.
- Travel Packs.

4.12 The TPC will update the relevant TP marketing and promotional materials annually, in line with the annual review of the TP targets. This will ensure the TP is on course to achieve the set targets.

5 MEASURES AND INITIATIVES

Introduction

- 5.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the TP. The implementation of the listed measures, which include awareness initiatives and infrastructure provision, is the core of the TP.
- 5.2 As far as possible, the obligations outlined below are designed to be suitable for review and monitoring. The list is not exhaustive and the TPC will be free to investigate other potential initiatives that are suitable for achieving the TP objectives.

Walking

- 5.3 Walking provides a healthy alternative to the private car for journeys under 2 kilometres, and also typically forms a minor component of many journeys made by public transport. The TPC will encourage walking by providing information about the most suitable / appropriate pedestrian routes to and from the site, and also to local amenities.
- 5.4 The TPC will develop marketing materials to highlight the health benefits of walking. Information and advice concerning safe pedestrian routes to / from the site will also be provided to residents with the Travel Pack and any other promotional materials.

Cycling

- 5.5 The development will provide sheltered and secure cycle storage for residents. The cycle stores will be maintained by the site management team, who will liaise with the TPC to ensure that all residents are made aware of the location of the cycle stores as well as to ensure any damaged or unused bikes are removed to keep the cycle parking spaces available.
- 5.6 The TPC will promote any Cycle Skills Training for adults / families that are being run by the council. In addition, the TPC will investigate any available bicycle loan schemes residents.
- 5.7 The TPC will explore the possibility of creating a 'Cycle Buddy' system or 'Bicycle User Group' whereby those residents who are nervous or concerned about cycling can be accompanied by more experienced cyclists to and from their destinations in the first weeks of cycling and residents can share any ideas / tips regarding cycling.

Public Transport

- 5.8 The TPC will ensure that all nearby public transport services are well publicised and promoted to all residents and visitors. Bus, train and tram routes and timetable information will be included within the Travel Packs.
- 5.9 Promotion of Transport for Greater Manchester (TfGM), Citymapper, National Rail website and mobile applications as well as any / all relevant travel enquiry numbers will be included in the Travel Packs.

Visitor Travel

- 5.10 Residents will be provided with advice to ensure that visitors are advised to travel by modes other than the private car wherever possible. Where travel by private car is required, information will be provided so that visitors can be directed to the nearest appropriate publicly available car park.

Car Clubs

- 5.11 The development will not provide any on-site parking. Car clubs are therefore an excellent way of enabling residents to use cars without the hassle and expense of ownership. Car clubs will be promoted through the Travel Packs.

Travel Pack

- 5.12 All new residents will be provided with a Travel Pack containing information of public transport services close to the site and other measures for encouraging use of non-car modes of travel. It is envisioned that the packs will contain the following information:
- A summarised version of the Travel Plan document, that sets out the purpose and benefits etc;
 - Timetables and route maps for public transport, particularly buses;
 - Contact numbers and web details for TfGM travel / transport pages and National Rail Enquiries;
 - Any local green taxi company details;
 - Car Club information; and
 - Cycling and walking maps for the local area.

- 5.13 The Travel Packs will be revised as necessary by the TPC to ensure that they stay relevant and reflect the latest travel information available.

Green Travel

- 5.14 Residents will be informed of the environmental benefits of green travel – <https://footprint.wwf.org.uk/> – via the Travel Packs.

Personalised Travel Planning

- 5.15 The TPC will offer personalised travel planning advice to all residents that request it.
- 5.16 The TPC will be able to draw upon websites such as TfGM's website (www.tfgm.com) and Citymapper (<https://citymapper.com/manchester>) for advice as well as other relevant mobile applications.

6 MONITORING AND REVIEW

6.1 This TP is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the development site. This section sets out the proposals for monitoring and review of the TP.

Monitoring

6.2 In order to establish the travel patterns of residents based at the development and to determine the baseline modal split for the development, an initial / baseline travel survey will be undertaken no later than 6 months after first occupation.

6.3 Further surveys will be carried out in Years 1, 3 and 5 to monitor progress towards the 5-year targets.

6.4 The surveys will be completed in-house and as a minimum will cover the following core matters.

- Typical arrival and departure time in / out of the development;
- Work postcode locations (full if known);
- Main mode to / from place of work – form of travel used for the greatest amount of time;
- Final mode to / from place of work – the last form of travel used before arriving at the development;
- Journey time and / or distance to / from place of work;
- Time to walk to place of work (if applicable); and
- If the respondent has a disability affecting their travel.

6.5 The surveys will be marketed by the TPC to ensure a high response rate.

6.6 The travel survey will remain the same throughout the life of the TP to ensure consistency in the results and information and the ability to measure the effectiveness of the TP measures.

6.7 The monitoring of the TP will also include the collection of 'soft' analytical data in the form of general feedback and correspondence.

- 6.8 The TP will be amended in light of any developing circumstances and reviewed for accuracy of content. This will need to incorporate the results of the surveys to include feedback from residents.

Review and Reporting

- 6.9 The TPC will compile a review report biennially during the first 5 years from introduction of the TP. The report will include the results of any monitoring undertaken for the TP, including survey results from the baseline survey and the other travel surveys, as well as the monitoring of the uptake of the measures and initiatives to encourage the use of sustainable modes of travel by residents.
- 6.10 The review report will determine whether the TP is on track to meet the agreed targets and it will also identify any ways to improve and develop the TP if targets are not being met. This could be through the re-examination of the TP to ensure that all possible activities have been implemented and considering new measures that could replace those that were not successful or effective.
- 6.11 The report will be issued to the relevant Travel Plan Officer at the council via email.

7 SECURMENT AND FUNDING

- 7.1 The Applicant / Developer is fully committed to the implementation of a TP and will provide all reasonably necessary funding to ensure that the agreed targets are achieved. This will include funding the TPC, the travel surveys and the implementation of all reasonably necessary measures.

8 ACTION PLAN

8.1 The TP Action Plan is outlined below in **Table 8.1**. This sets out the measures included within the TP that are directed at influencing resident travel. The Action Plan will be reviewed at the same time as the travel survey results are reviewed.

Table 8.1: Travel Plan Action Plan			
Measure	Target for Implementation	Funding	Responsibility
TRAVEL PLAN MANAGEMENT			
Appoint Travel Plan Coordinator	Prior to opening	Applicant / Developer	Applicant / Developer
INFORMATION PROVISION			
Produce and circulate Travel Packs	Provided on occupancy	Applicant / Developer	Applicant / Developer / TPC
INCREASE THE USE OF ACTIVE MODES OF TRAVEL BY RESIDENTS			
Provide residents with information relating to safe walking and cycling routes	Provided on occupancy	Applicant / Developer	TPC
Provision of cycle parking facilities	Prior to opening	Applicant / Developer	Applicant / Developer
Offer Personalised Travel Planning Service	Prior to opening	Applicant / Developer	TPC
Promote the use of the environmental footprint calculator (https://footprint.world.org.uk/)	Prior to opening	Applicant / Developer	TPC
TRAVEL PLAN MONITORING			
Baseline Surveys	Within 6 months of first occupation	Applicant / Developer	TPC
Undertake Travel Surveys	On the 1 st , 3 rd and 5 th anniversaries of the Baseline Surveys	Applicant / Developer	TPC
Produce Review Reports and submit these to the council	On the 1 st , 3 rd and 5 th anniversaries of the Baseline Surveys	Applicant / Developer	TPC
Update the Travel Plan and Travel Packs, if necessary, in consultation with the council	On the 1 st , 3 rd and 5 th anniversaries of the Baseline Surveys	Applicant / Developer	TPC

Appendix D

DTZ Investors

62 KING STREET, MANCHESTER

Delivery and Servicing Management Plan

February 2021

Caneparo Associates Limited
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London W1W 8BT
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www.caneparoassociates.com

Registered in England: 9930032

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1 INTRODUCTION

- 1.1 This Delivery and Servicing Management Plan ('DSMP') has been prepared by Caneparo Associates on behalf of DTZ Investors (the 'Applicant') to support an application for the proposed change of use from office use to 7 residential apartments at 62 King Street, Manchester (the 'site').
- 1.2 The adjacent properties at 58-60 King Street and at 64-66 King Street benefit from prior approval consent for a change of use from office to residential (planning references 122835/P3OPA/2019 and 122836/P3OPA/2019, respectively).
- 1.3 The Decision Notices that were attached to the above planning consents included the following planning condition:
- "Before the use hereby approved commences, a strategy for the servicing of the development to ensure no obstruction of the adjacent highways, including swept path analysis to demonstrate that a refuse vehicle can safely access/egress the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved strategy shall be complied with for the duration of the use".*
- 1.4 This DSMP has been produced to address the requirements of the above condition and would be implemented at proposed residential apartments at 62 King Street (if planning permission and listed building consent is granted) and the approved developments at the neighbouring properties.
- 1.5 This DSMP will therefore be implemented across the entire residential development comprising up to 24 residential apartments.
- 1.6 It sets out the measures and commitments that will be made by the Applicant / Developer in ensuring that the delivery and servicing regime at the development is appropriately managed to ensure there is no material adverse impact on amenity and the local transport network.
- 1.7 The primary objectives of this DSMP are to manage deliveries and servicing to, from and within the premises in order to ensure that deliveries and servicing activity is undertaken successfully, and without conflict between vehicles and/or pedestrians and without adversely impacting on the amenity of local residents and businesses and the operation of the local transport network.

1.8 This DSMP is a 'live' document that can be updated as necessary to ensure the delivery and servicing arrangements remain appropriate for the development and adaptable to changes in circumstance.

1.9 The remainder of this DSMP is set out as follows:

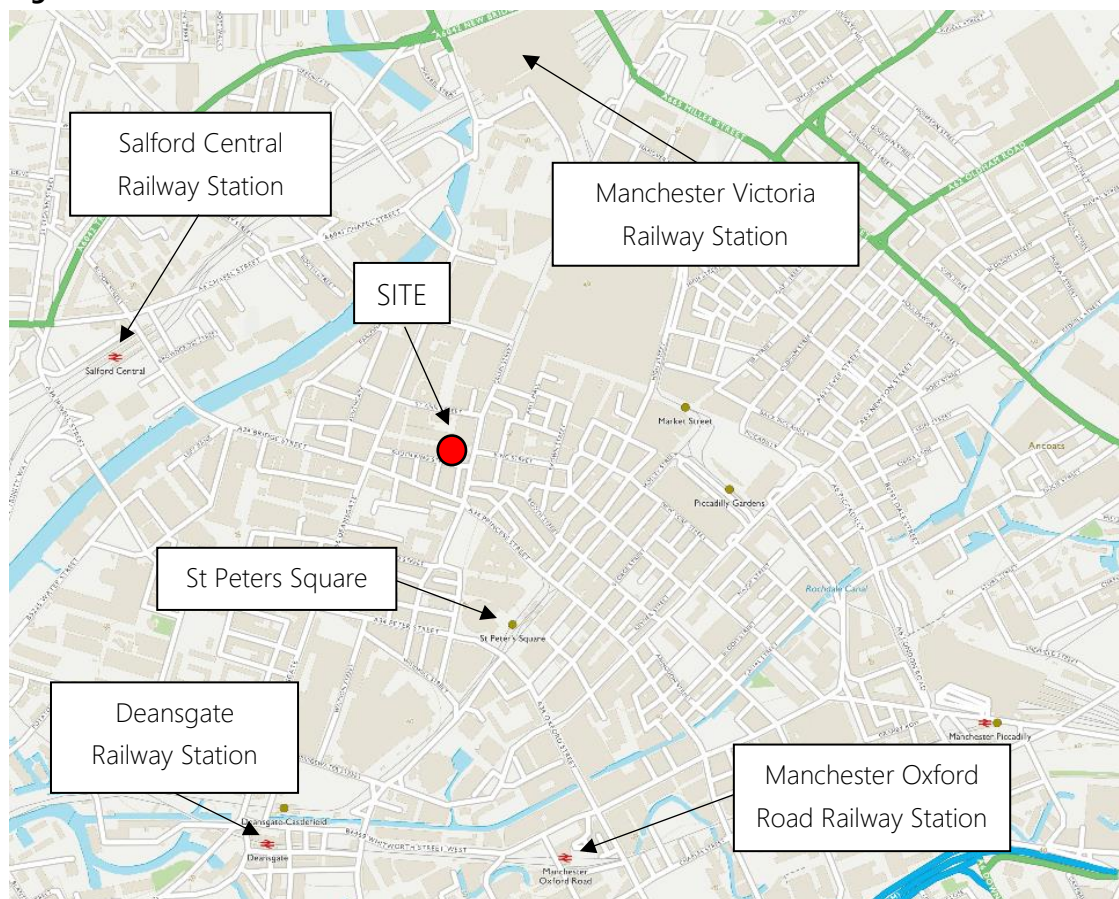
- Section 2 - describes the layout of the development and access provisions;
- Section 3 - sets out the delivery and servicing arrangements;
- Section 4 - sets out the waste collection strategy; and,
- Section 5 - provides a conclusion.

2 THE DEVELOPMENT

Location

- 2.1 The location of the development is shown in a local context in **Figure 2.1** below.

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

- 2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west.

Access / Egress

- 2.3 The development is accessed on foot from South King Street. The development does not incorporate any on-site vehicle parking, loading or unloading facilities.

Local Highway Network

- 2.4 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the development and the A56, Deansgate, to the west / south west of the development.
- 2.5 Within the vicinity of the development, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to a maximum of 2 hours with no return within the hour.

3 DELIVERY AND SERVICING ARRANGEMENTS

Types of Delivery Vehicle

- 3.1 Residential developments typically receive a limited number of deliveries, normally associated with post as well as occasional deliveries of household goods or goods purchased online.
- 3.2 It is anticipated that the vast majority of deliveries will be undertaken by small to medium sized vehicles e.g. 3.5 tonne transit/sprinter type vans and 4.6 tonne light panel vans, with the occasional delivery by a larger 7.5 tonne / circa 8 metre long box van.
- 3.3 The following images illustrate the types of vehicles that are likely to access the site.

Image 1 – Typical LWB 3.5t Sprinter Van



Image 2 – Typical 4.6t Light Panel Van



Image 3 – Typical 7.5t Box Van



Frequency of Delivery and Servicing Movements

- 3.4 The residential uses at 62 King Street and the neighbouring properties will generate a very small delivery and servicing demand.
- 3.5 In terms of refuse collection, it is anticipated that refuse will be collected from the development at the same time as refuse is collected from the existing properties on South King Street.
- 3.6 Delivery events will be undertaken in line with existing arrangements. The existing delivery events are anticipated to be undertaken via the existing on-street loading bay located close to the junction of South King Street and Cross Street or from the adjacent kerb where restrictions allow.
- 3.7 In addition, there is the potential for some deliveries and / or servicing / refuse collection to take place from King Street to the north of the site between certain hours, with access gained through a rising bollard system.

Delivery Vehicle Routeing

- 3.8 Given the layout of the local road network and the traffic management controls on the roads surrounding the development, it is anticipated that the majority of delivery vehicles will access the development to and from South King Street.
- 3.9 On the basis that South King Street is one-way for westbound traffic, delivery vehicles will enter South King Street from Cross Street and depart via Deansgate.

- 3.10 This is likely to be the route that other delivery vehicles take to access nearby properties and therefore the off-site road layout will be able to accommodate the turning manoeuvres of the various delivery vehicles that will access the development.

4 REFUSE AND RECYCLING ARRANGEMENTS

Refuse and Recycling Storage

- 4.1 Residents will be responsible for depositing their waste and recycling materials in the bins located within the proposed internal on-site bin store located at ground floor level.
- 4.2 The bins will be transferred to and from South King Street / Four Yards by the on-site management team on collection day (in line with existing arrangements for the local area) or the waste collection company will be provided with access to the bin store to collect the bins.

Waste Storage and Collection Initiatives

- 4.3 The following initiatives and measures will be in place for waste and recycling.
- Separate waste storage facilities will be provided within the site for general waste and recyclables, with recyclable material storage clearly labelled.
 - Residents will be made aware of the waste and recycling regime for the site, including where refuse is stored, how it is segregated between general and recyclable waste, and when the collections occur.
 - Refuse bins will not be left outside of the refuse store and will be kept in the on-site bin store at all times, the exception being when refuse is transferred for collection.
 - The refuse store will be kept clear from obstruction and in good order as far as is reasonably practicable. The storage area will be inspected on a regular basis and cleaned when necessary.

5 CONCLUSION

- 5.1 This DSMP sets out the way in which goods will be delivered to the development and how refuse associated with the residential apartments will be stored and collected.
- 5.2 The design / layout of the development is such that the servicing, delivery and refuse collection and access arrangements will safeguard public safety and the amenity of the surrounding area and not cause a significant obstruction on surrounding streets.

Appendix E

DTZ Investors

62 KING STREET, MANCHESTER

Parking Management Strategy

February 2021

Caneparo Associates Limited
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www.caneparoassociates.com

Registered in England: 9930032

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1 INTRODUCTION

1.1 This Parking Management Strategy has been prepared by Caneparo Associates on behalf of DTZ Investors ('the Applicant'), to support an application for the conversion of the office space to 7 residential apartments at 62 King Street, Manchester (the 'site').

1.2 The adjacent properties at 58-60 King Street and at 64-66 King Street benefit from prior approval consent for a change of use from office to residential (planning references 122835/P3OPA/2019 and 122836/P3OPA/2019, respectively).

1.3 The Decision Notices that were attached to the above planning consents included the following planning condition:

"Prior to first occupation a scheme that will provide for the needs of future residents, who may wish to have the use of a motorcar in respect of their domestic needs, which shall include details of the arrangements to be put in place and shall also identify the parties who will be responsible for managing the scheme, shall be submitted to and approved in writing by the City Council as local planning authority. Any scheme approved in discharge of this condition shall be operational at all times that any residential units are occupied".

1.4 This document has been produced to address the requirements of the above condition and would be implemented at the proposed residential apartments at 62 King Street (if planning permission is granted) and the approved residential apartments at the neighbouring properties.

1.5 This document will be implemented across the entire residential development comprising up to 24 residential apartments in total.

1.6 This document sets out the car and cycle parking opportunities available to residents and visitors as well as the measures that will be implemented to ensure the parking facilities are managed appropriately.

1.7 The remainder of the document is set out as follows:

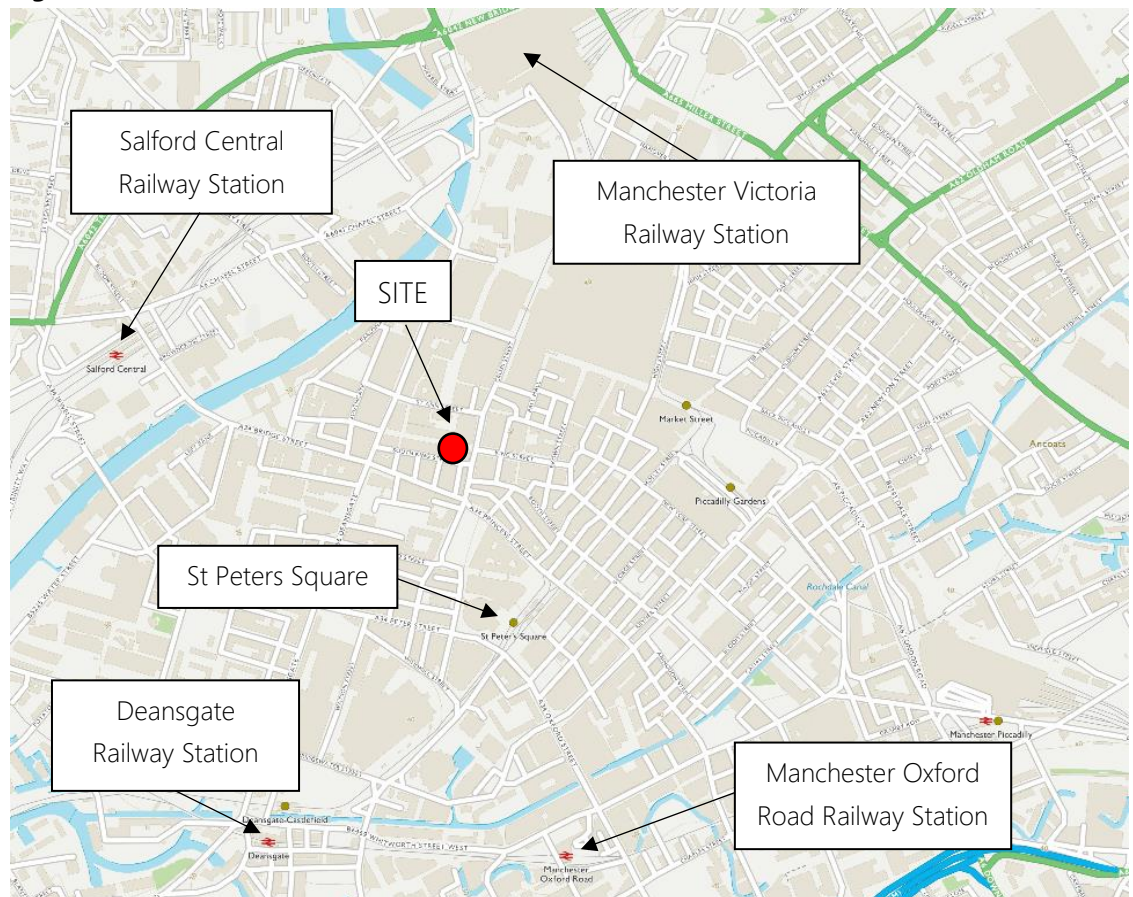
- Section 2 - describes the local area and development;
- Section 3 - sets out the strategy; and
- Section 4 - provides a conclusion.

2 THE DEVELOPMENT

Location

2.1 The location of the development is shown in a local context in **Figure 2.1** below.

Figure 2.1 – Site Location Plan



[Source: www.osmaps.ordnancesurvey.co.uk]

2.2 The site is bordered by King Street to the north, South King Street to the south with properties adjacent to the east and west. The area surrounding the site is predominantly commercial in nature, typical of a city centre location, and includes a wide range of retail and restaurant uses, office space and leisure uses.

Access / Egress

2.3 The development is accessed on foot from South King Street.

Cycle Parking

- 2.4 Cycle parking facilities are provided on-site for up to 24 bikes to be stored undercover and securely. Access to these facilities is from South King Street.
- 2.5 In addition, there are a number of off-site publicly available cycle parking facilities within a short walk of the development, including on Deansgate and St James' Square.

Car Parking

- 2.6 The development does not incorporate any on-site car parking facilities.

Local Highway Network and Off-Site Parking Provisions

- 2.7 King Street is pedestrianised with limited access for vehicles whilst South King Street is a one-way route operating between Cross Street to the south east of the development and the A56, Deansgate, to the west / south west of the development.
- 2.8 The roads within the vicinity of the development are subject to parking restrictions.
- 2.9 Within the vicinity of the development, South King Street incorporates double yellow line markings, a disabled bay and pay and display parking bays. The pay and display bays are operational Mondays to Sundays between 08:00 and 20:00. During the hours of operation, parking in the pay and display bays is restricted to a maximum of 2 hours with no return within the hour.
- 2.10 In addition to the above, there are a wide range of publicly available off-street car parks within walking distance of the site. Parking charges apply.

Access by Non-Car Modes

- 2.11 A wide range of amenities and local services can be accessed within a short walk or cycle ride of the development. In addition, the development is located within walking distance of bus stops, tram stops and railway stations.
- 2.12 Safe and efficient pedestrian movement is well catered for within the vicinity of the site with the majority of nearby streets incorporating wide and well-lit footways that connect the site with local amenities and services. Dropped kerbs and tactile paving areas are provided at formal (e.g.

signalised) and informal pedestrian crossing points along the key pedestrian desire lines in the local area.

- 2.13 In addition, and as mentioned above, King Street is pedestrianised which enhances the local shopping and walking experience as pedestrians do not have to interact with vehicles.
- 2.14 The development is also located close to roads that can be used by cyclists, the local on-street cycle lane network and National Cycle Network (NCN) Route 6.
- 2.15 Given the above, there is significant scope for residents based at the development to travel to and from the development by non-car modes for a wide range of day to day purposes.

3 PARKING STRATEGY

Car Parking

- 3.1 As illustrated above, the development is ideally located for car-free residential uses, with a wide range of local services, amenities and public transport opportunities being located within close proximity of the development.
- 3.2 Given the roads surrounding the development incorporate parking restrictions and that local publicly available car parks incorporate parking charges, residents based at the development are unlikely to own a car as there are no long-term on-street parking opportunities adjacent to the development and the cost to park a car in a nearby off-street car park on a long-term basis would be significant.
- 3.3 Based on the above, it is expected that there will be no / negligible impact on the operation of local on-street / off-site parking provisions.
- 3.4 In the unlikely event that residents based at the development should require access to a vehicle occasionally, there are two car club vehicles located on Duke Street approximately 1.1 kilometres south west of the development.
- 3.5 The use of the car club vehicles will be monitored as part of a / the Travel Plan that will be implemented at the development. Should it become clear that there is a high demand for car club vehicles and that residents based at the development regularly find it difficult to reserve or book a car club, the Travel Plan Coordinator will request the any / all local car club operators consider increasing the supply of car club vehicles in the local area.
- 3.6 If residents based at the development decide to own a car and park within any pay and display bays and not adhere to the restrictions, they will likely be issued with a Parking Charge Notice.

Cycle Parking Management

- 3.7 The Travel Plan Coordinator will monitor the use of the on-site cycle parking facilities and if necessary allocate a cycle space to each residential apartment.
- 3.8 The on-site cycle parking area will be secure and available for residents based at the development.

- 3.9 The cycle storage area will be maintained by the site management team / Travel Plan Coordinator to ensure the facilities are in good condition.
- 3.10 No sub-letting of the on-site cycle parking spaces will be permitted.

Document Review and Monitoring

- 3.11 This document will be reviewed by the site management team / Travel Plan Coordinator on an annual basis to ensure that it is relevant and meets the needs of residents based at the development.

Liaison with Local Authority

- 3.12 The Travel Plan Coordinator will liaise with the council if required with regard to any issues that arise and if this document needs to be updated.

4 CONCLUSION

- 4.1 This Parking Management Strategy sets out the car and cycle parking provisions at the development. However, it is anticipated that the residents based at the development will not need or want to own a car given the city centre location of the development.
- 4.2 The use of car club vehicles by residents will be monitored via the Travel Plan which also sets out the non-car modes of travel that are available locally.
- 4.3 If demand for car club vehicles requires it, the Travel Plan Coordinator will liaise with any / all local car club operators and encourage them to provide additional car club vehicle bays in the local area.
- 4.4 This document will be reviewed and updated regularly to ensure that it meets the current needs of its users in consultation with the council as necessary.