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Units 12-18 Piccadilly Trading Estate Manchester

Travel Plan

Final Report for:



June 2026

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APPENDIX A – PROPOSED SITE LAYOUT

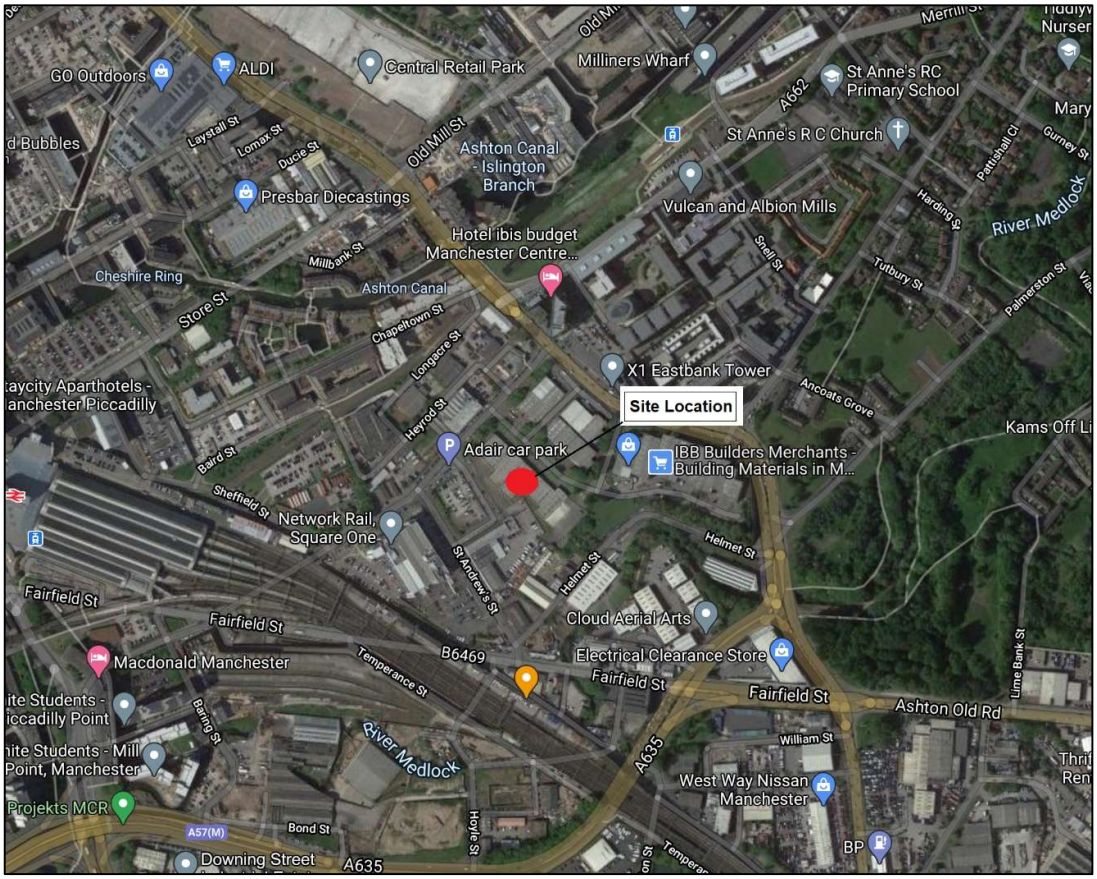
1.0 INTRODUCTION

1.1 Background

1.1.1 Cora IHT have been instructed by CBRE Investment Management to prepare a Travel Plan [TP] to support proposals for a change of use to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18 at Piccadilly Trading Estate, Manchester.

1.1.2 **Figure 1.1** illustrates the site location.

Figure 1.1: Site Location



1.1.3 **Figure 1.2** shows an extract of the existing site layout.

Figure 1.2: Existing Site Layout



1.2 Scope of the Report

1.2.1 The Travel Plan report comprises eight sections, including this introduction, as follows:

- **Section two** describes the proposed development.
- **Section three** outlines the travel plan's objectives and targets;
- The aims, objectives and targets of the travel plan are explained in **Section four**;
- **Section five** details how the travel plan will be managed, outlining the role of the Travel Plan Coordinator and other key individuals;
- The travel plan measures are described in **Section six**;
- The monitoring and review strategy are defined in **Section seven** and
- A summary of the travel plan is detailed in **Section eight**.

2.0 PROPOSED DEVELOPMENT

2.1 Proposed Development

2.1.1 The proposals are for a change of use for the existing building to Use Class B8 at Units 12-16 and Use Class B2/B8 at Units 17-18.

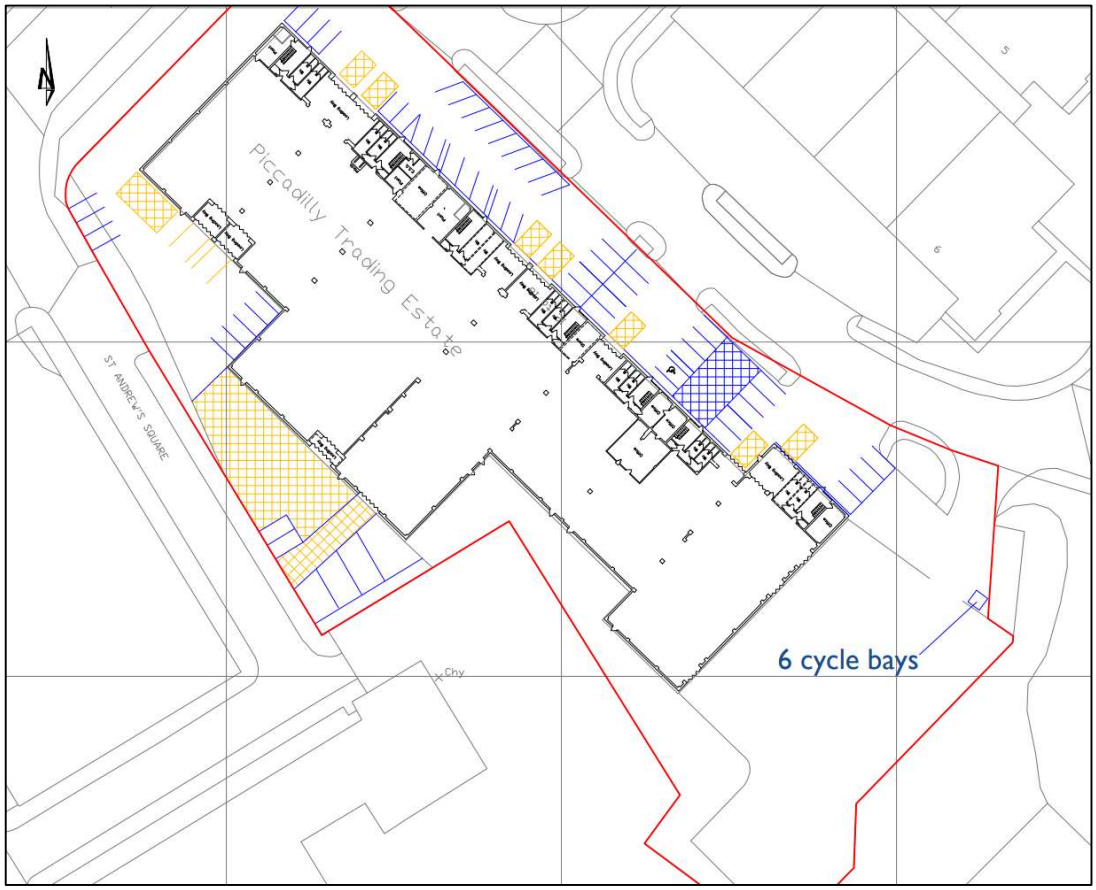
2.1.2 The building floor areas will remain as existing with ground floor GIA 3,676.3sqm and first floor GIA of 431.2sqm, therefore, providing a total of 4,107.2sqm. The scheme is operationally consistent with the previous proposals and there has been no intensification of uses across the site.

2.1.3 52 car parking spaces are provided within the site. The parking provisions equate to approximate 1 space per 79sqm. This is inline with Manchester City Council's Core Strategy Appendix B Parking Standards for B2 / B8 use which ranges from 1 space per 45sqm for B2 to 1 space per 100sqm for B8.

2.1.4 6 cycle parking spaces are proposed within the site.

2.1.5 **Figure 2.1** shows an extract of the proposed site layout whilst **Appendix B** provides the full site layout.

Figure 2.1: Proposed Site layout



3.0 TRANSPORT POLICY AND ACCESSIBILITY

3.1 Preamble

3.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport-related planning guidance. The following section outlines the relevant guidance in respect of the proposed development.

3.2 Places for Everyone

3.2.1 **Places for Everyone** is the long-term joint spatial development plan for nine Greater Manchester districts: Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford, and Wigan. Officially adopted, it outlines where new homes, jobs, and infrastructure will be built through 2039.

3.2.2 The plan sets out the kind of development that takes place across the city-region. It:

- maximises the use of brownfield land and urban spaces
- protects green belt land from the risk of unplanned development
- releases some sites for housing and employment in key locations
- ensures we integrate all new developments into Greater Manchester's transport network. Otherwise, new roads and transport will support them.

3.2.3 The plan was adopted by the Council on 20 March 2024 and came into effect from 21 March 2024.

3.3 The Transport Decarbonisation Plan – March 2020

3.3.1 The Government is developing an ambitious plan to accelerate the decarbonisation of transport. The Transport Decarbonisation Plan (TDP) sets out in detail what government, business and society will need to do to deliver the significant emissions reduction needed across all modes of transport, putting us on a pathway to achieving carbon budgets and net zero emissions across every single mode of transport by 2050.

3.4 National Planning Policy Framework [NPPF] 2024

3.4.1 The National Planning Policy Framework was updated on 12 December 2024 and sets out the government's planning policies for England and how these are expected to be applied.

3.4.2 Paragraph 109 states that:

Transport issues should be considered from the earliest stages of plan-making and development proposals, using a vision-led approach to identify transport solutions that deliver well-designed, sustainable and popular places. This should involve:

a) making transport considerations an important part of early engagement with local communities;

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

c) understanding and addressing the potential impacts of development on transport networks;

d) realising opportunities from existing or proposed transport infrastructure, and changing

transport technology and usage – for example in relation to the scale, location or density of development that can be accommodated;

e) identifying and pursuing opportunities to promote walking, cycling and public transport use; and

f) identifying, assessing and taking into account the environmental impacts of traffic and transport infrastructure – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains.

3.4.3 Paragraph 110 states:

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.

3.4.4 Paragraph 116 states:

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, following mitigation, would be severe, taking into account all reasonable future scenarios.

3.4.5 Paragraph 117 states that:

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.

3.4.6 Paragraph 118 states:

3.4.7 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 vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored. Travel Plans, Transport Assessments and Statements in Decision-Taking.

3.5 Travel Plans, Transport Assessments and Statements in Decision-Taking

3.5.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT] released advice on when transport assessments and transport statements are required and what they should contain, which is intended to assist stakeholders in determining whether an assessment may be required. If an assessment is required, the level and scope of that assessment is set out within the document.

3.5.2 The advice reflects current Government policy, promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposal.

3.6 Greater Manchester Transport Strategy 2040 (Updated January 2021)

3.6.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport.

3.6.2 The vision is for Greater Manchester to have "World-class connections that support long-term sustainable economic growth and access to opportunity for all".

3.6.3 It sets out a strong commitment to provide a transport system which: supports sustainable economic growth and the efficient and effective movement of people and goods; improves the quality of life for all by being integrated, affordable and reliable; protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality; and capitalises on new technology and innovation.

3.6.4 The ultimate vision for Greater Manchester within the strategy is:

3.6.5 By 2040 we want 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport. This will mean one million more sustainable journeys every day enabling us to deliver a healthier, greener and more productive city-region.

3.7 Accessibility

3.7.1 The sustainable accessibility of the proposed development by a range of transport modes has been considered in line with the requirements of the local and national transport policy.

3.7.2 The purpose of this section is to outline the accessibility of the site by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the site by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.

3.8 Walking and Cycling

3.8.1 The surrounding area benefits from a good level of pedestrian / cycle infrastructure, with lit footways surrounding the site.

3.8.2 Short car journeys of up to 2km are considered replaceable by walking and up to 5km by cycling. The general topography of area is reasonably flat, which should assist in encouraging visitors of the proposed development to travel by cycle.

3.8.3 **Figure 3.1** provides the walk catchment plan whilst **Figure 3.2** provides the cycle catchment.

Figure 3.1: 1km and 2km Walk Catchment Plan

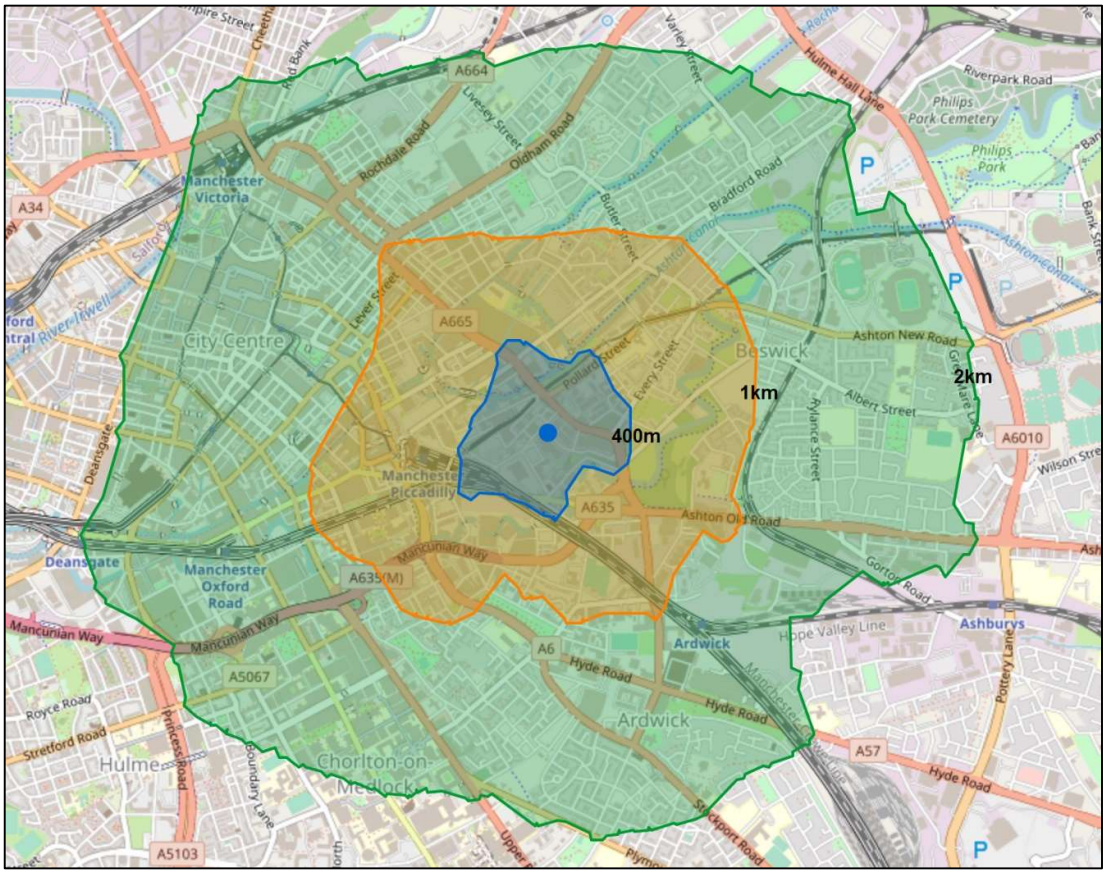
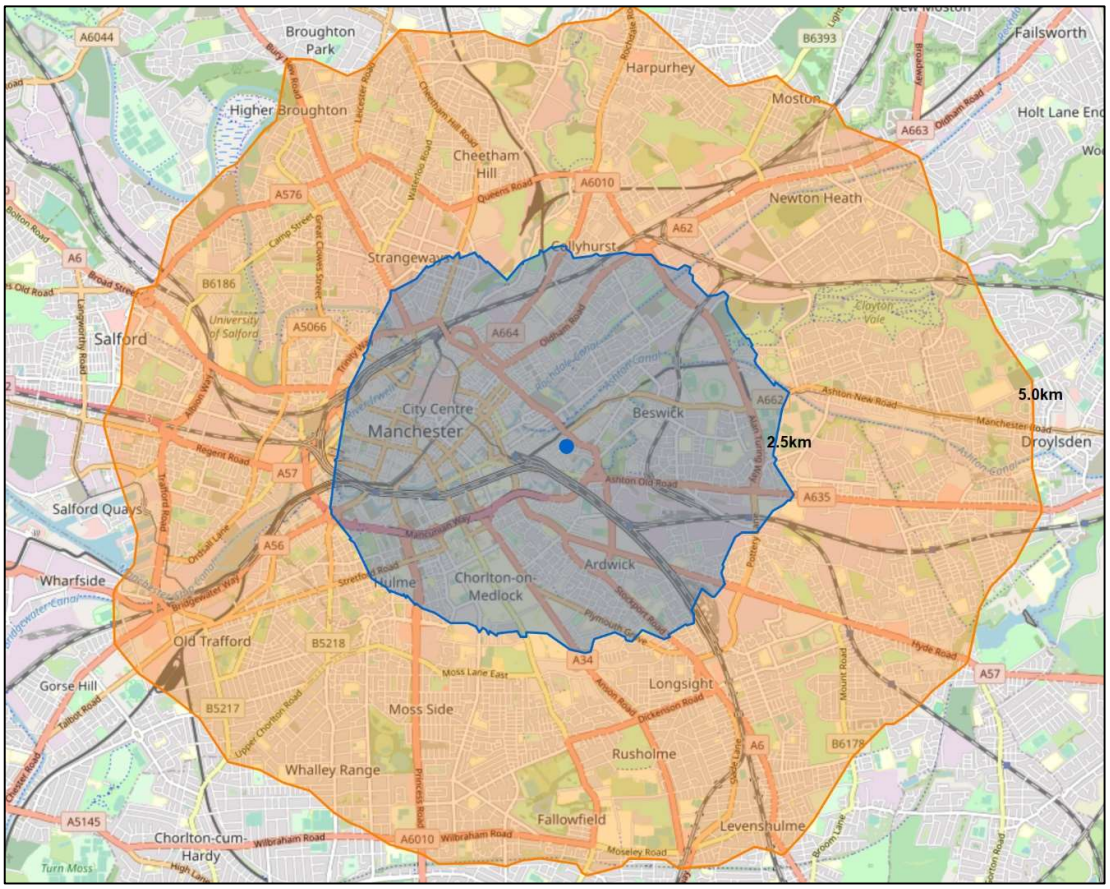


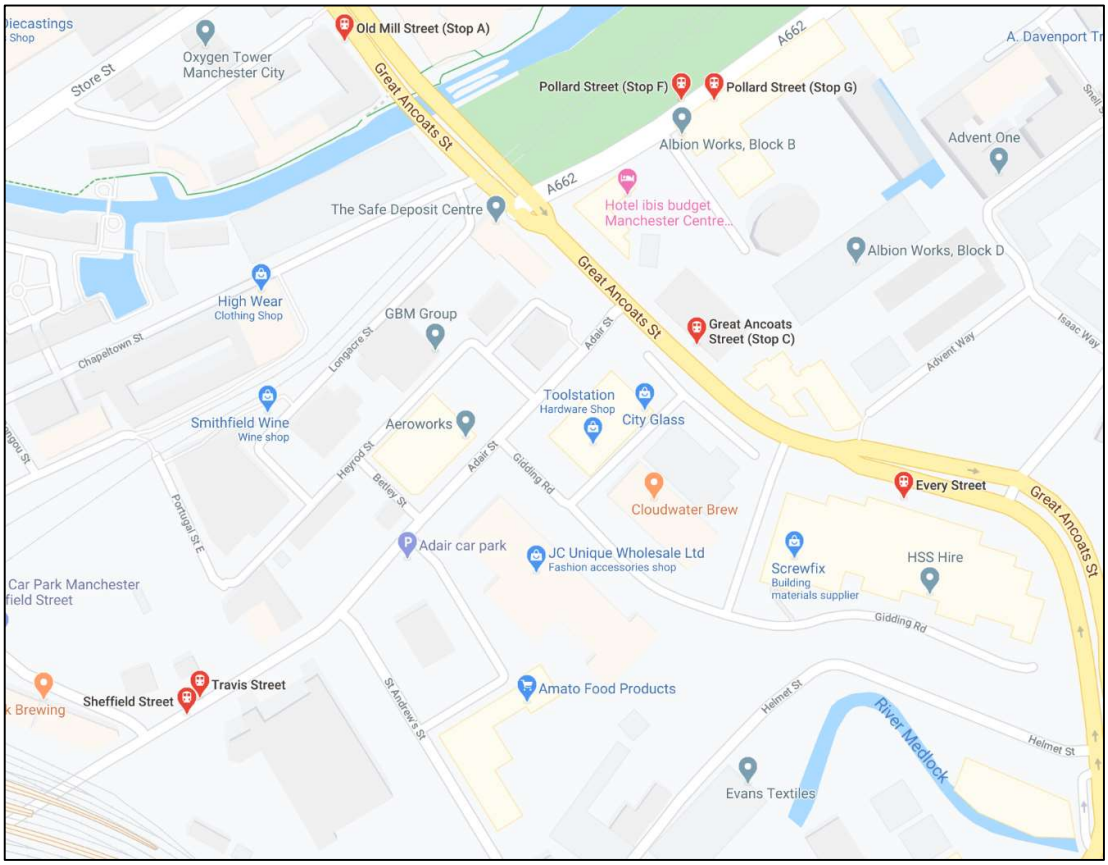
Figure 3.2: 2.5km and 5km Cycle Catchment Plan



3.9 Public Transport

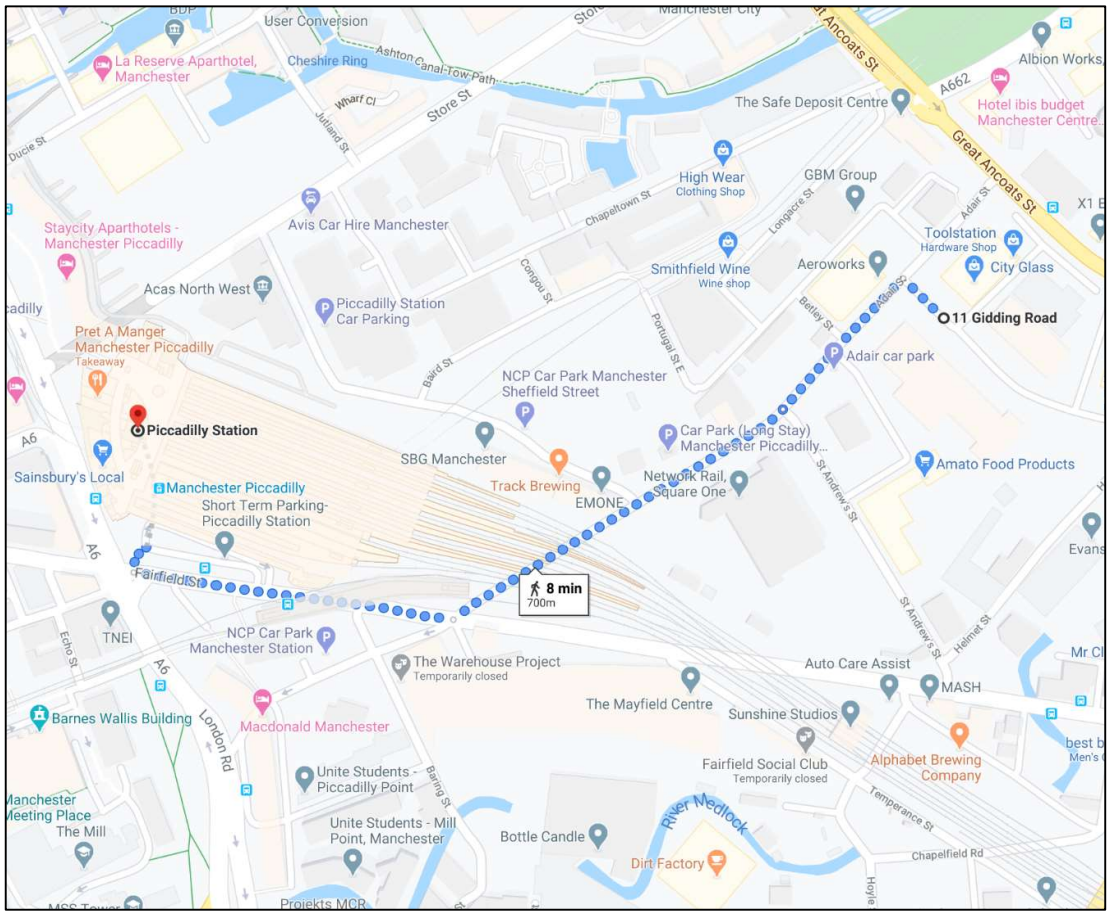
3.9.1 The site is well served by public transport with bus stops located along Great Ancoat's Street, Travis Street and Every Street which is within a 400m walking distance. Figure 3.3 shows the bus stop locations.

Figure 3.3: Bus Stop Locations



3.9.2 Piccadilly train station is approximately 700m walk from the site which provides access to both regional and national destinations. **Figure 3.4** shows the walking route to the train station which also provides access to the Metrolink.

Figure 3.4: Piccadilly Train Station Walking Route



3.10 Conclusion

3.10.1 The site is accessible by way of walk, cycle and public transport and is in accordance with sustainable transport policy.

4.0 AIMS, OBJECTIVES AND TARGETS

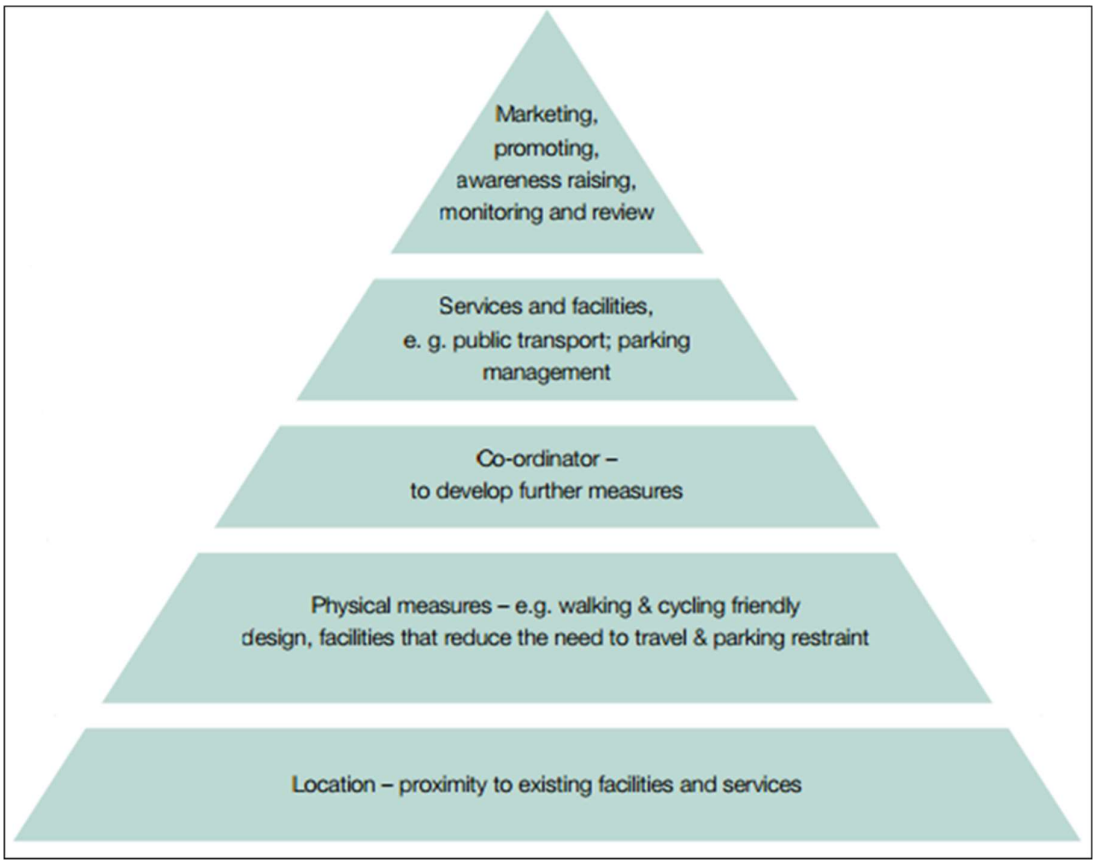
4.1 Overview

4.1.1 The aim of this Travel Plan is to provide a long-term strategy for the proposed development to reduce the dependence of employees and visitors on travel by private car. Aims, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aims, objectives and targets for this Travel Plan.

4.2 Travel Plan Pyramid

4.2.1 Within the DfT guidance 'Good Practice Guidelines: Delivering Travel Plans through the Planning Process', the Travel Plan pyramid sets out the various facets of a travel plan that are key to making the travel plan successful. The Travel Plan pyramid is reproduced below:

Figure 4.1 – Travel Plan Pyramid



4.2.2 The features of the site location make it suitable for encouraging sustainable travel behavior.

4.3 Travel Plan Aim

4.3.1 The travel plan aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute to achieving the travel plan aim.

4.3.2 The overall aim of this travel plan is to achieve a reduction in the number of single occupancy vehicle journeys to the site and promote sustainable modes of transport including walking and cycling.

4.3.3 This will be achieved by maximising the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

4.4 Travel Plan Objectives

4.4.1 Objectives provide an overview of what the Travel Plan is trying to achieve. The range of uses and occupiers on site have been operating in line with their requirements since the granting of consent for the previous permission and will continue to do so as outlined below:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of travel to the car;
- Advocate means of travel that are beneficial to the health of those working on or visiting the site;
- Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

4.4.2 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the full travel plan at the site.

4.5 Travel Plan Targets

4.5.1 Specific targets have been set for the site following the results of the travel survey.

4.5.2 Travel plan guidance recommends that 'SMART' targets are set, that are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

5.0 TRAVEL PLAN MANAGEMENT

5.1 Introduction

5.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the Travel Plan Coordinator [TPC], the Council's Travel Planning Team and other sustainable travel groups. This section outlines the roles and responsibilities of key individuals who will manage the travel plan.

5.2 Travel Plan Coordinator

5.2.1 It is important to establish a clear structure for the ongoing management of the Travel Plan, and put arrangements in place for the handover of the plan to each company within the site. The following mechanisms are central to the successful management of the plan.

5.2.2 The responsibility for managing and implementing the travel plan lies with the Travel Plan Coordinator. The travel plan coordinator's contact details are provided below:

Toan Chau

Cora IHT

Adamson House

Towers Business Park

Wilmslow Road

Manchester

M20 2YY

Email: toan.chau@coraiht.com

Mobile: 07817 694035

5.2.3 The TPC will be the first point of contact for staff and other outside organisations in all matters regarding staff travel. He/she will maintain an up-to-date file containing all correspondence to and from staff relating to the Travel Plan.

5.2.4 The Travel Plan Co-ordinator will be responsible for:-

- The implementation of the Plan for a 5 year period;
- Ensuring visitor and staff surveys are completed as outlined in the plan;
- Overseeing staff and visitor travel information is kept up to date;
- Complete the feedback form for submission to the Local Authority (to be produced annually as deemed necessary); and
- Be a named contact for the Local Authority's Travel Plan Co-ordinator.

5.2.5 Please note that individual tasks within the travel plan can be assigned to other members of staff as appropriate.

- Long-term sustainability – at an appropriate point in the future, to be determined following liaison with the Council, a review of the travel plan objectives and targets should be conducted. This would include a review of any surveys of staff that should be compiled and analysed.

- The TPC would liaise with the Council on a regular basis. Such meetings would allow a flow of ideas from the travel plan officers, which could be incorporated into the site Travel Plan.

5.3 SusGo Travel Tool

5.3.1 SusGo is an electronic travel planning tool which assists:

- Councils to monitor travel plans.
- Travel Plan Coordinators (TPC) to promote sustainable travel.
- Individuals to have the ability to readily have access to sustainable travel mode choices.

5.3.2 The key features of the tool are as follows:

- Automatically sets up car share scheme within work group.
- Initiating travel surveys for repeated and manual schedules.
- Communicating events and special offers relating to sustainable transport i.e. free buses, cycle weeks, walk to school / work days, discount taxi rides, etc.
- Automated travel to work information using live google mapping to create real time travel options for all journeys. These include walk routes, cycle routes, bus times, car share availability.
- Personalised staff travelling planning including live journey tracking to promote sustainable travel on the go.
- Electric charging point locator.
- Production of summarised reports for Council monitoring.

5.3.3 The SusGo Travel Tool application can electronically replace the Welcome Pack which companies need to provide to their staff with both a web facility and mobile app.

6.0 TRAVEL PLAN MEASURES

6.1 Introduction

6.1.1 An important aspect of a successful travel plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.

6.1.2 The aim of travel plan initiatives is to maximise the accessibility of the proposed development site by alternative modes of transport to the private car. It is worthy of note that the location of the site and the current provision for walking, cycling and public transport is considered to be conducive to encouraging travel by non-car modes of transport.

6.1.3 The travel plan initiatives outlined within this section may benefit staff by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site; and
- A pedestrian / cycle friendly environment.

6.1.4 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. However, the focus should be on the incentives for sustainable travel, rather than lots of disincentives to travel by car.

6.1.5 Experience has suggested getting the incentives in place first in order to make employees alike more supportive of the travel plan and to encourage a change in behaviour, and then to put any disincentives in place later on. It is also worthwhile to go for the most 'popular' measures first, as revealed by the staff travel survey.

6.2 Marketing and Promotion

6.2.1 From the outset, sustainable travel will be promoted to staff and visitors of the development. The travel plan will be launched as soon as possible after the development is completed and will be continually marketed through the provision of travel information, leaflets and communication sessions.

6.2.2 The occupier of the building will prepare a sustainable travel leaflet and webpage promoting sustainable travel.

6.2.3 The Travel Plan and the reasons for implementing it will be communicated to ensure that staffs are provided with information on the alternatives to car travel before they establish car-based travel habits.

6.2.4 The following section describes the marketing tools and initiatives that may be used to convey the commitment of the developer to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for staff of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the travel plan to employees.

6.2.5 Travel notice boards will be set up in the communal areas, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details of local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the Travel Plan Coordinator.

6.2.6 All staff will also be issued with travel information packs promoting alternative transport modes. The information pack will provide information on the entire travel plan initiatives implemented at the site.

6.2.7 In order to integrate the travel plan with the wider sustainable travel agenda, the information pack will be used to promote national and international initiatives such as 'Bike Week', 'In Town Without My Car' and 'Walk to School Week'. The Travel Plan Coordinator will be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

6.2.8 The information pack will be used to promote national and local initiatives with respect to sustainable travel.

6.2.9 The Travel Plan Coordinator will also provide staff with information regarding the travel plan and specific initiatives contained within it, and will be the main point of contact for all travel-related queries. This will include information on journeys by public transport, cycling and on foot between the development site and local amenities, including schools, retail outlets and leisure facilities.

6.2.10 A personalised travel planning service will be made available to staff on request. This service enables the Travel Plan Coordinator to plan individual journeys for recipients, and provide them with the relevant information and advice (e.g. timetable information) required to enable them to undertake their journey.

6.3 Initiatives to Promote Car Sharing

6.3.1 It is likely that a proportion of employees will be travelling to locations in close proximity to one another and, as such, would be making trips to and from a common destination. As such, there is potential for these individuals to share their car journey with a fellow colleague.

6.3.2 Employees will also be encouraged to sign up and register their journey with national online car sharing services such as liftshare.com and BlaBlaCar. This will enable staff to search for individuals making a similar trip to themselves and share their vehicle. National online car sharing services enable users to search for car share partners further afield, outside the boundary of Manchester.

6.3.3 Employees will also be encouraged to sign up to any employer-specific car share schemes which exist at local employment sites.

6.4 Initiatives to Promote Travel by Public Transport

6.4.1 Information on the public transport services available which can be accessed by employees will be provided within the information pack and on the notice board. This will include timetable details and links to online journey planning websites.

6.4.2 Details of local public transport operators, including timetables and route maps, will be provided within the information packs and notice board.

6.5 Initiatives to Promote Walking

6.5.1 The information pack will include a map identifying the pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them. These maps will be secured through the Council, where possible.

6.5.2 Staff will be encouraged to participate in national walking events, such as Walk to Work Week. These events will be promoted on the notice board and within the information packs.

6.5.3 A pedestrian / cycle route map will be provided within the information pack. Staff will be encouraged to participate in walking events.

6.5.4 The health benefits of walking and cycling will be promoted to all employees. Consideration will be given to the provision of free personal attack alarms to help improve safety all year round for those walking some, or all, of their journey.

6.6 Initiatives to Promote Cycling

6.6.1 The information pack will include information on the cycle routes available between the site and common destinations, including local amenities and facilities. Copies of local cycling maps will be provided within the information packs and on the notice boards.

6.6.2 Details of local cycling shops will be provided to staff at the site using the travel notice board and within the information packs.

6.6.3 The TPC will set up a Cycle to Work scheme to enable staff to access a tax exempt loan for the purchase of bicycles and safety equipment. (www.dft.gov.uk/publications/cycle-to-work-scheme-guidance)

6.7 Reducing the Need to Travel

6.7.1 The Travel Plan Coordinator will promote online services (e.g. internet shopping, online council services) to encourage employees to utilise these in preference to making a trip out of the site to access these services. Details of popular online services will be promoted to employees through the notice boards and information packs.

6.7.2 Details of journey planning websites will also be promoted to employees.

6.7.3 The Travel Plan Coordinator will promote the use of online services and journey planning services to employees.

6.8 Communication

6.8.1 The Travel Plan itself will be promoted to raise awareness of its existence and how it can help people to make more sustainable choices regarding how they travel. The promotion of the Travel Plan would link into other wider events, such as health promotion, cycle rides and bike week. Information on the Travel Plan, its progress, impacts and benefits will be disseminated to employees as follows:

- E-shots (an email shot to staff with the latest survey results, upcoming sustainable travel events, case studies of people using sustainable modes, reminders of the incentives available through the Travel Plan etc.); and
- Social media.

6.8.2 The travel plan co-ordinator will provide staff with a way of communicating with each other e.g. through use of a site intranet or social media tools.

6.8.3 The travel plan will commit to ongoing marketing and promotion of the measures e.g. through email, newsletters etc.

6.8.4 Property particulars/adverts will refer to car club and the free trial membership and usage offer for occupiers.

7.0 MONITORING AND REVIEW

7.1 Monitoring

7.1.1 There is a need to monitor the success of a Travel Plan for a number of reasons:

- It gauges whether a Travel Plan is achieving any success in its objectives;
- It helps to identify strengths, weaknesses and potential areas for improvement in future travel planning; and
- There is a general need to collect data measuring the impacts and outcomes of Travel Plans so that there is clearer evidence for local authorities and other Government bodies on their success.

7.1.2 The travel plan co-ordinator will be responsible for conducting the annual travel to work survey, with assistance from the business travel plan co-ordinators. The survey must ask all staff how they usually travel to work and where they are travelling from.

7.1.3 All survey data will be submitted to the Council within 3 months of the survey for comparison against agreed targets.

7.1.4 The travel plan co-ordinator will be responsible for submitting the annual report to the Council. The report will include all the survey data, any proposed revisions to the travel plan and the annual action plan over a 5 year period.

7.1.5 The Council will also undertake its own monitoring and evaluation of this developments travel plan(s) and work with the Travel Plan Coordinator(s).

7.2 Travel Surveys

7.2.1 If during the survey it appears that response rate is poor, the Travel Plan Co-ordinator will undertake further promotion of the survey. If necessary, an incentive could be offered to encourage staff participation in the survey each year. The travel plan co-ordinator will be responsible for conducting the annual travel to work survey, with assistance from the business travel plan co-ordinators. The survey must ask all staff how they usually travel to work and where they are travelling from.

7.2.2 All survey data will be submitted to the Council within 3 months of the survey for comparison against agreed targets.

7.2.3 The travel plan co-ordinator will be responsible for submitting the annual report to the Council. The report will include all the survey data, any proposed revisions to the travel plan and the annual action plan over a 5 year period.

7.3 The Role of the Travel Plan Co-Ordinator Monitoring the Travel Plan

7.3.1 The Travel Plan Co-ordinator will be principally responsible for the monitoring of the Travel Plan. Key tasks to be undertaken include:

- Undertaking travel surveys as soon as it is practically possible to establish baseline travel patterns;
- Preparing a baseline travel summary report;

- Preparing an action plan detailing the short, medium and long term measures to be implemented to achieve Travel Plan objectives;
- Undertaking subsequent travel surveys;
- Preparing an annual report summarising travel information, key problems and opportunities identified, and the success of the Travel Plan in relation to its objectives;
- Liaising with the Council and the bus operators concerning appropriate measures needed to facilitate sustainable travel;
- Reassessing Travel Plan objectives and targets and the measures action plan year-on-year based upon annual surveys; and

7.4 Reporting

7.4.1 The Travel Plan Coordinator will provide an annual Performance Report to the Council's Travel Plan Officer within three months of completion of the survey. The Travel Plan Coordinator will agree any necessary amendments to the Travel Plan with the Council, in light of the monitoring exercise (for example, new targets if previous targets have been achieved etc.) over a 5 year period.

8.0 TRAVEL PLAN SUMMARY

8.1 Travel Plan Measures

8.1.1 The following measures will be implemented as part of this Travel Plan:

- A Sustainable Travel Information Pack will be distributed to each;
- Walking and cycling awareness information will be provided; and
- Promotion of public transport and car sharing will be undertaken.

8.2 Objectives and Monitoring

8.2.1 The key objectives of the Travel Plan are to:

- Reduce the number of single occupancy car trips to and from the site;
- Increase the number of s and members of staff using sustainable forms of transport to and from the site; and
- Increase staff awareness of the Travel Plan and the use of sustainable modes.

8.2.2 In order to meet these objectives, this Travel Plan will be monitored by annual Travel Surveys.

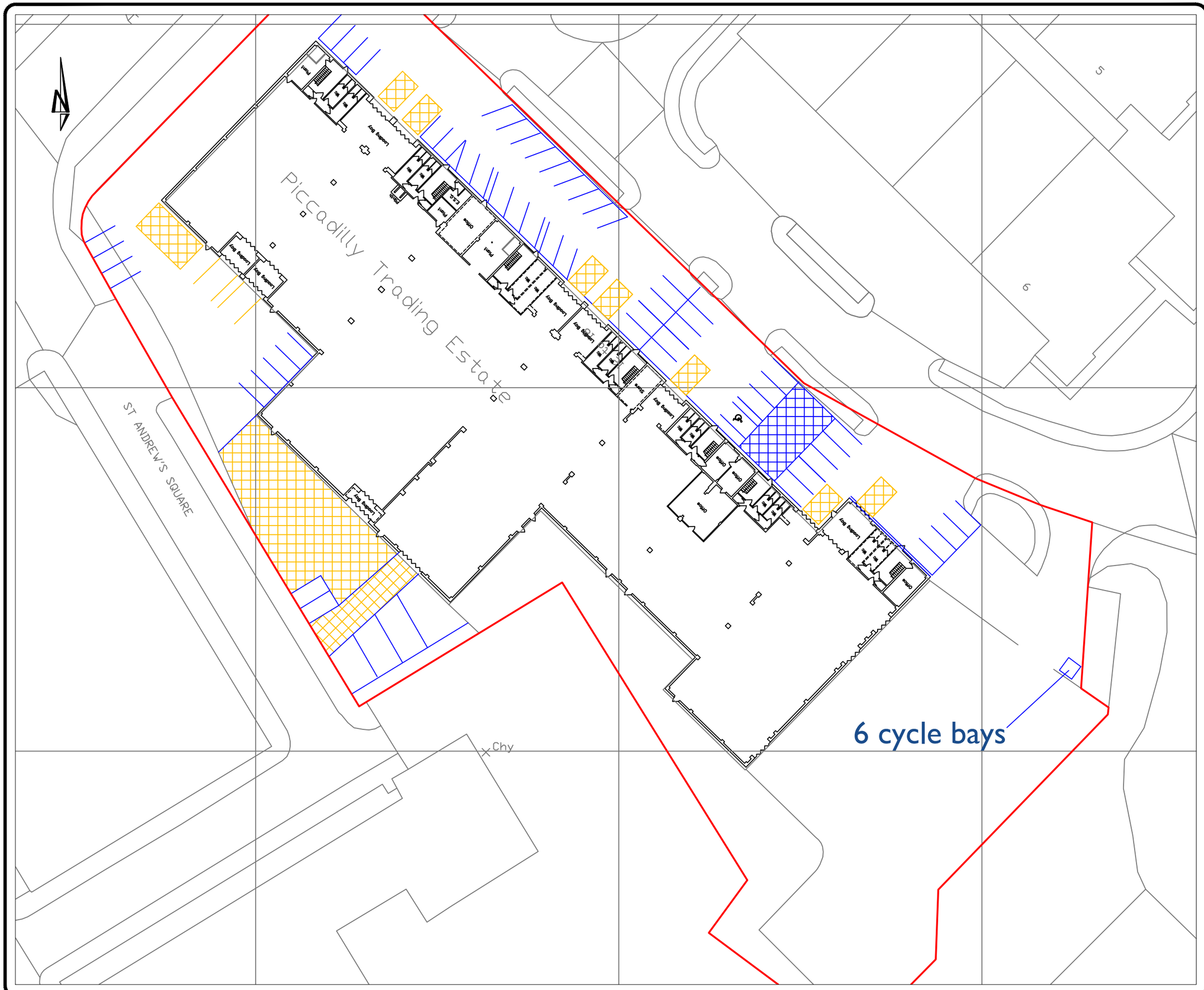
8.3 Travel Plan Programme

8.3.1 **Table 8.1** outlines the programme for the Travel Plan development alongside key milestones.

Table 8.1 Travel Plan programme

Action	Timescale
Finalise and adopt travel plan	Ongoing
Implement travel notice boards in communal areas of the development.	Ongoing
Provide car and cycle parking in line with the provision outlined in Section Two of this report.	Ongoing
Prepare a sustainable travel leaflet and webpage promoting sustainable travel	Ongoing
Promote the car share scheme.	Ongoing
Enter into discussions with the local authority and public transport operators to investigate discounted tickets.	Within 9 months of occupation
Enter into discussions with local walking and cycling retailers to investigate opportunities to provide discounts to employees.	Within 9 months of occupation
Monitor success of travel plan actions and progress towards targets. Amend travel plan, if necessary for 5 years.	On-going, following adoption of the travel plan.
Undertake travel surveys and other monitoring activities to measure the success of travel plan and discuss findings with the Council. Review travel plan and amend, if necessary.	On-going, every 12 months for a 5 year period.

APPENDIX A – PROPOSED SITE LAYOUT



Notes:

1. All dimensions are to be checked on site before the commencement of works. Any discrepancies are to be reported to the Architect & Engineer for verification. Figured dimensions only are to be taken from this drawing.

2. This drawing is to be read in conjunction with all relevant Engineers' and Service Engineers' drawings and specifications. This drawing is copyright.

Rev	Date	Description	Ckd	By
B	30/11/20	Cycle bays included	TC	GE
A	08/09/20	Updated red line boundary	TC	GE

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Client

CBRE GLOBAL INVESTORS

Project

Units 12-18 Piccadilly Trading Estate, Manchester

Title

Proposed Site Layout

Drawing Status

Job No. 16-1175

Drawn	Checked	Scale at A3	Date	Issue Date
LB	TC	1:500	16/07/20	-

Drawing No. 001 B