

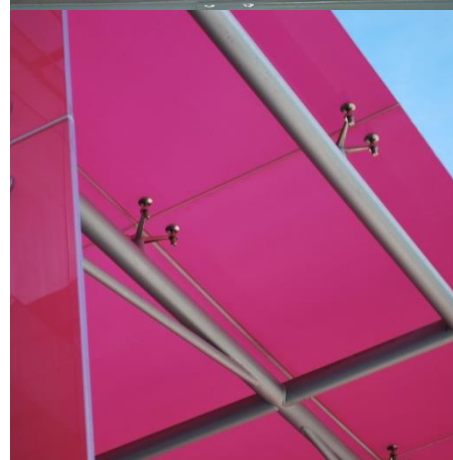
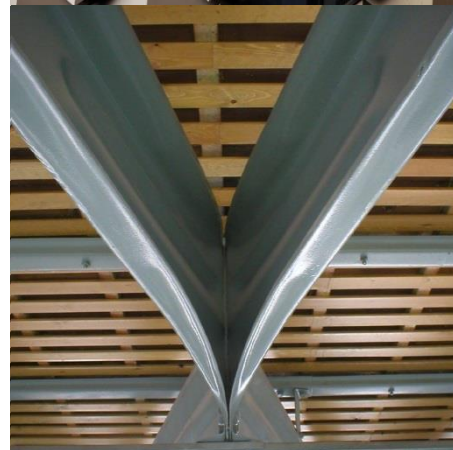
Redevelopment of 60 Charles Street and Adjacent Car Park Final Travel Plan

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Client Name: Cepf II Charles Street Manchester Developments Ltd



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Plans

- Plan 80786-06002** – (Accessibility) Indicative Walking Catchment
- Plan 80786-06003** – (Accessibility) Indicative Cycling Catchment
- Plan 80786-06004** – (Accessibility) Indicative Public Transport Catchment

Appendix

- Appendix A** – Proposed Ground Floor Layout Plan

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Cepf II Charles Street Manchester Developments Ltd to provide traffic and transportation advice in relation to the redevelopment of 60 Charles Street and adjacent car park.

The Proposed Development involves the *“Erection of 16 storey building plus plant level comprising a 278 room hotel (Use Class C1) with ancillary ground floor bar and restaurant uses (Use Classes A3, A4) with associated works to facilitate access, servicing and other associated works following demolition of existing building on-site.”*

- 1.1.2 In summary, the hotel comprises:

- 278 bedrooms;
- Ancillary ground floor bar and restaurant floorspace;
- Three meeting rooms;
- Zero car parking provision;
- 28 secure cycle space storage (10%);
- The main entrance is off Charles Street;
- Service and drop off access along Mallard Street, with egress onto York Street. Guest drop off will be on Mallard Street; and
- Waste storage is proposed on the north side of the building, accessed via Mallard Street.

- 1.1.3 The planning application (App Ref: 122644/FO/2019) was granted conditional consent in May 2019 with Condition 24 of the decision notice stating;

“Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the Interim Travel Plan Curtins Ref: 70489/ITP Revision: V02 Issue Date: 07 January 2019. In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those guests or employees of the development*
- ii) a commitment to surveying the travel patterns of guests or employees during the first three months of use of the development and thereafter from time to time*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car*
- iv) measures for the delivery of specified travel plan services*

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v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

- 1.1.4 The proposed ground floor layout plan is included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an organisation or Site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Source: National Planning Policy Framework, DCLG, 2018.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 This Final Travel Plan (FTP) has been prepared in order to discharge Condition 24 of the planning consent.
- 1.3.2 This document includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.
- 1.3.3 In accordance with Condition 24, a survey will be undertaken in order to determine the travel patterns to/from the Hotel which will be used to inform future measures to promote sustainable travel, where necessary.
- 1.3.4 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document '*Transport for Sustainable Communities: a Guide for Developers*', a TP should achieve:

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

Source: *Transport for Sustainable Communities: a Guide for Developers*, TfGM, 2013

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

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2018;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Document Structure

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the Site by various means of sustainable modes of travel including public transport, walking and cycling.

1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.

1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

- Health Benefits;
- Environmental Benefits; and
- Financial Benefits.

2.1.2 This section explores just some of the improvements that can be made to an organisation during a successful Travel Planning process.

2.2 Health Benefits

2.2.1 A reduction in polluting vehicles on the roads surrounding the Site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."

Source: Health Survey for England, DoH, 2016.

2.2.2 In 2018, Public Health England published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.2.3 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

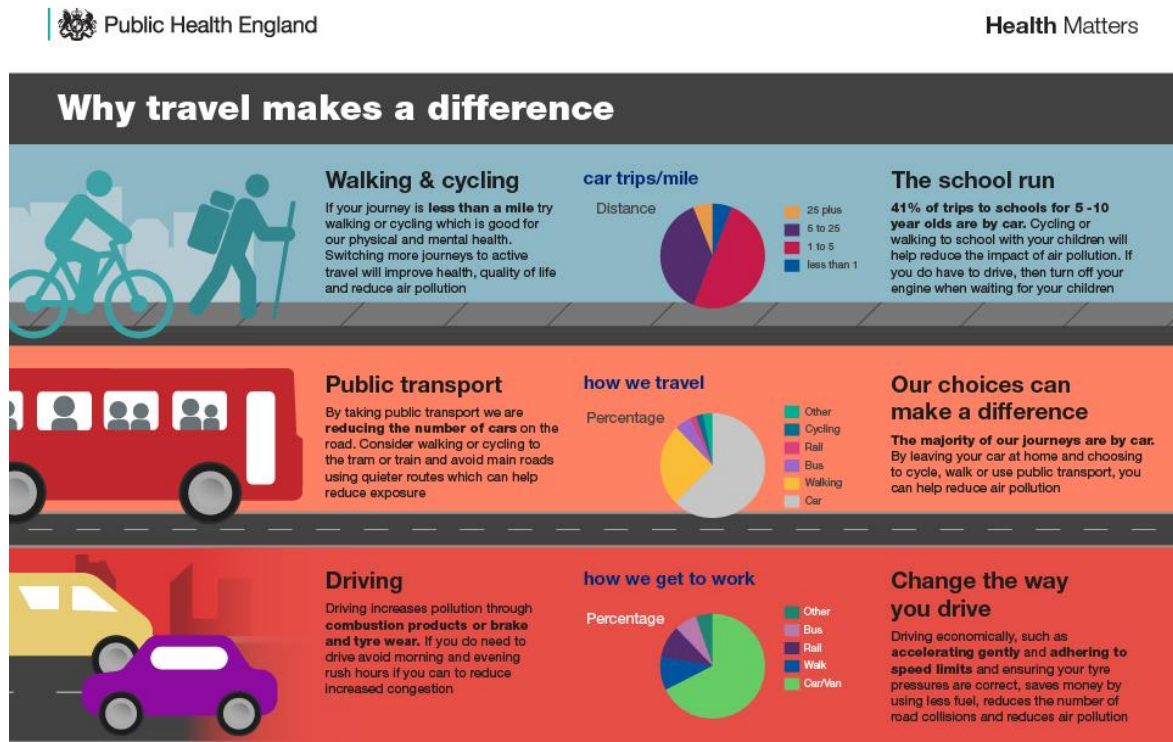


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

2.3 Environmental Benefits

- 2.3.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport also show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.3.2 The Greater Manchester Combined Authority (GMCA) has developed a co-ordinated Clean Air Plan to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

- **The GM-wide Clean Air Zone** – from 30th May 2022 a daily charge will be applied to non-compliant vehicles (initially heavy goods vehicles and buses; coaches, vans and minibuses will follow on 1st June 2023; some motorcaravans, taxis and private hire vehicles will be eligible in 2022 and some in 2023) travelling on local roads within all areas Greater Manchester. Private cars, motorbikes and mopeds won't be affected. HGVs and buses will be charged £60 a day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628/A57 in Tameside.
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

2.3.3 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.

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

2.3.5 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

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- 2.3.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a 'climate emergency' was agreed and a target of 2038 set for becoming a zero-carbon city.
- 2.3.7 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *"Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive."* Transport is one the six priority areas for action. The framework details MCC's commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

- 2.3.8 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.
- 2.3.9 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development makes on the environment.

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups*, PHE, 2016.)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

- 2.5.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the future residents and visitors of the proposed development. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

- 2.5.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by Transport for Greater Manchester (TfGM), on behalf of the Greater Manchester Combined Authority (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton in 2023, with the rest of the city region to follow by 2025.
- 2.5.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:
- **"Customer Experience** - Providing customers with a safe and seamless travel experience
 - **Services** – Turn up and go frequencies on major routes
 - **Information** – Readily available, easy to use, live, and up-to-date
 - **Network Management** – Improvements to journey times and reliability
 - **Infrastructure** – Significant increases in bus priority, and improvements to waiting environments
 - **Fares and Ticket** More affordable journeys, integrated with other modes
 - **Fleet** – Zero emissions, high quality buses."
- 2.5.4 Bus franchising is also envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester.
- 2.5.5 Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.6 Travel Plan Objectives

- 2.6.1 Considering the above benefits, the travel planning process aims to achieve the following objectives at the proposed development site:
- **Objective TP1** – To increase the level of cycling to and from the Site;

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- **Objective TP2** – To increase the level of walking to and from the Site;
- **Objective TP3** – To increase the level of public transport use to and from the Site;
- **Objective TP4** – To increase the number of people car sharing to and from the Site; and in turn
- **Objective TP5** – To reduce single occupancy car travel to and from the Site.

3.0 Existing Situation

3.1 Site Location and Description

- 3.1.1 The Application Site ("the Site") measures approximately 0.11ha and is located within Manchester City Centre.
- 3.1.2 The Site is bounded by the Manchester South Junction and Altrincham Railway Viaduct to the north, York Street to the east, Charles Street to the south, and Mallard Street to the west. The Site is dissected by Mouncey Street, which is proposed to be stopped up to enable the proposed development to come forward. **Figure 3.1** shows the Site location:

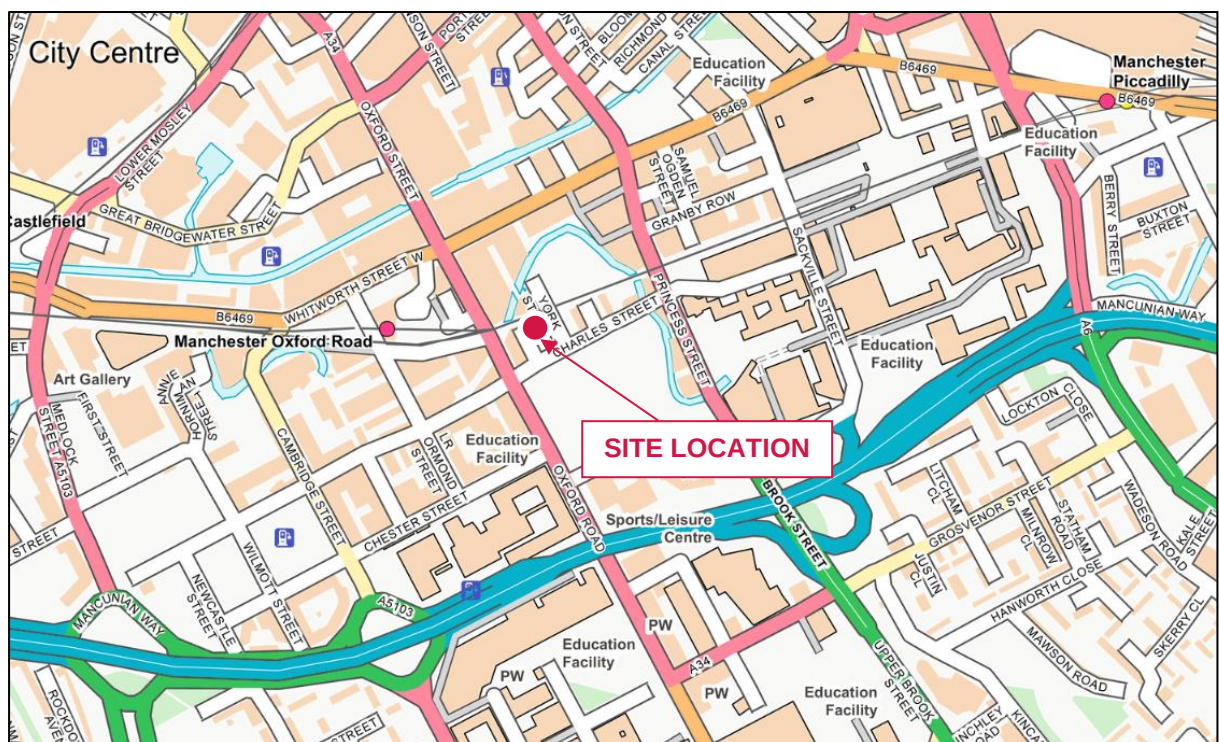


Figure 3.1 – Site Location

- 3.1.3 To the north of the Site lies the River Medlock with the Principal Hotel beyond. To the west of the Site this includes; Holiday Inn Express (Hotel) and Oxford Place (Residential); to the east of the Site is Bracken House (Residential), Coral House (Office) with a mix of leisure, commercial and student accommodation uses beyond.
- 3.1.4 Immediately to the south of the Site is the Circle Square masterplan area which is being delivered by Bruntwood and the Select Property Group. The Circle Square scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses.

3.2 Existing On-Street Parking

- 3.2.1 There are 16 existing pay-and-display parking bays along York Street, with 6 bays directly in the vicinity of the Site along its eastern edge.

3.3 Surrounding Highway Network

Charles Street

- 3.3.1 Situated directly south of the proposed development, Charles Street forms a key east-west vehicular route. Extending for approximately 375m, it serves as a link between the Oxford Road bus corridor and the University of Manchester North Campus. The road commences at a signalised junction with Oxford Road and Hulme Street in the west and terminates at a left-turn only (except cycles) priority junction with Sackville Street at the east.
- 3.3.2 In the vicinity of the Site, the road comprises a two-way, single carriageway with one lane in either direction. The typical total carriageway width is approximately 8.5m, although the road is currently narrowed on its southern edge due to ongoing construction works opposite the Site at the new Circle Square.
- 3.3.3 There are footways of approximately 2m in width on either side of the carriageway. These footways are in good condition and have additional pedestrian infrastructure such as dropped kerbs and tactile paving. The road is well lit with street lighting at regular intervals. There are also signalised crossing points at both ends of the road to enable pedestrians to cross the road in a safe manner. At time of writing, the footway on the southern edge of Charles Street is also closed off due to the ongoing construction works.
- 3.3.4 Charles Street is subject to a 20mph speed limit, although there are no physical traffic calming measures to enforce this. Advanced cycle stop lanes are also available in both directions, in addition to cycle lanes in both directions along the entire length of the road to the west of the A34 Princess Street.
- 3.3.5 Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions along the entire length of the road.
- 3.3.6 There are several bus stops located along Charles Street. The closest stop is directly along the southern edge of the Site, outside the proposed reception area. This stop only hosts the 147 bus service and has a pole and flag, however there are more northbound and southbound bus stops along Oxford Road at an approximate 100m walk from the Site, and a southbound bus stop along the A34 Princess Street within a 225m walking distance.

Mallard Street/Mouncey Street/York Street

- 3.3.7 Mallard Street, Mouncey Street, and York Street are all perpendicular to Charles Street. They all link road users between the south and north of the Site and extend for approximately 35m, 25m, and 85m

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respectively in a south/north alignment. Mallard Street terminates at the railway viaducts, Mouncey Street leads into the existing surface car park, whereas York Street extends further under the railway viaducts.

- 3.3.8 Mallard Street is a quiet road which provides access to vehicles servicing the apartment building west of the Site. The road is approximately 3.5m wide with a footway of 1.5m on the western edge of the road. There are also two small laybys on the eastern edge which are believed to be used as turning heads for vehicles to manoeuvre.
- 3.3.9 Mouncey Street shares similar characteristics with Mallard Street, with the exception that it serves as an access into the existing surface car park, and the road only has one streetlight.
- 3.3.10 As part of the proposed development, the hotel would be built over Mouncey Street with a new access road to the rear of the hotel linking Mallard Street and York Street at the north, parallel and adjacent to the railway viaducts. The entirety of Mouncey Street will be stopped-up.
- 3.3.11 York Street is slightly wider at circa 8.5m, complete with wider footways of 2m and street lighting at more regular intervals. The road is within Zone 3 of Manchester City Council's Controlled Parking Zones, with 16 pay-and-display bays available for use up to a maximum of 3 hours with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The road also provides access to service vehicles for buildings to the north of the Site.
- 3.3.12 The footways on either side of 60 Charles Street and on York Street are well-maintained and in good condition. There is no formalised footway provision along either side of the surface car park (on the western side of Mouncey Street and the eastern side of Mallard Street), instead there is an area of hardstanding. The footway on the western side of Mallard Street is relatively poor, and there may be potential for this to be addressed as part of a Section 278 Agreement.
- 3.3.13 All three roads have Traffic Regulation Orders (TROs) are present in the form of single and double yellow parking line restrictions on lengths of the road where there are no parking bays.

B5117 Oxford Road

- 3.3.14 To the west of the Site, Oxford Road serves as one of the busiest bus corridors in Europe, extending for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the "Curry Mile") from then on.
- 3.3.15 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday,

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restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.

- 3.3.16 There are also 'Dutch-style' segregate cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with a zebra crossing for pedestrians to walk in between the bus stops and the pavement.
- 3.3.17 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised toucan crossing points along the entirety of the road to allow pedestrians to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.3.18 Oxford Road is subject to a speed limit of 20mph throughout, which is enforced using traffic cameras. Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.3.19 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (cantilever shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury's, and several parks.

A34 Princess Street

- 3.3.20 To the east of the proposed development, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the Site, where the road continues as the A34 Upper Brook Street.
- 3.3.21 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 3.3.22 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 3.3.23 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.

- 3.3.24 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with a total of 68 on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Suggested Acceptable Walking Distances

4.2.2 To assist in summarising the accessibility of the Site by foot, an indicative pedestrian catchment plan has been produced. **Plan 80786_06002** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 The 500m catchment incorporates a number of leisure facilities south of Manchester City Centre in the Oxford Road area, including retail stores, restaurants, public houses, bars and gym/health facilities. When completed, the Site will also be directly opposite Circle Square, a new neighbourhood consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within a 500m walk of the Site.

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- 4.2.4 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library, Manchester Aquatics centre, pharmacies and healthcare centres. Approximately 800m north of the Site is the Chinatown district of Manchester, which features a variety of restaurants, cafes, shops and bars, as well as many residential apartments. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km west of the Site.
- 4.2.5 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.5km to the northwest and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.
- 4.2.6 Within 2km of the Site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the Site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the Site.
- 4.2.7 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 3.5**. It is considered that the Site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the Site by cycle, **Plan 80786_06003** presents a 8km cycle catchment for the Site. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 4.3.3 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the Site and are accessible following Sustrans cycle routes.
- 4.3.4 Local routes in the vicinity of the Site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's new high-

quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

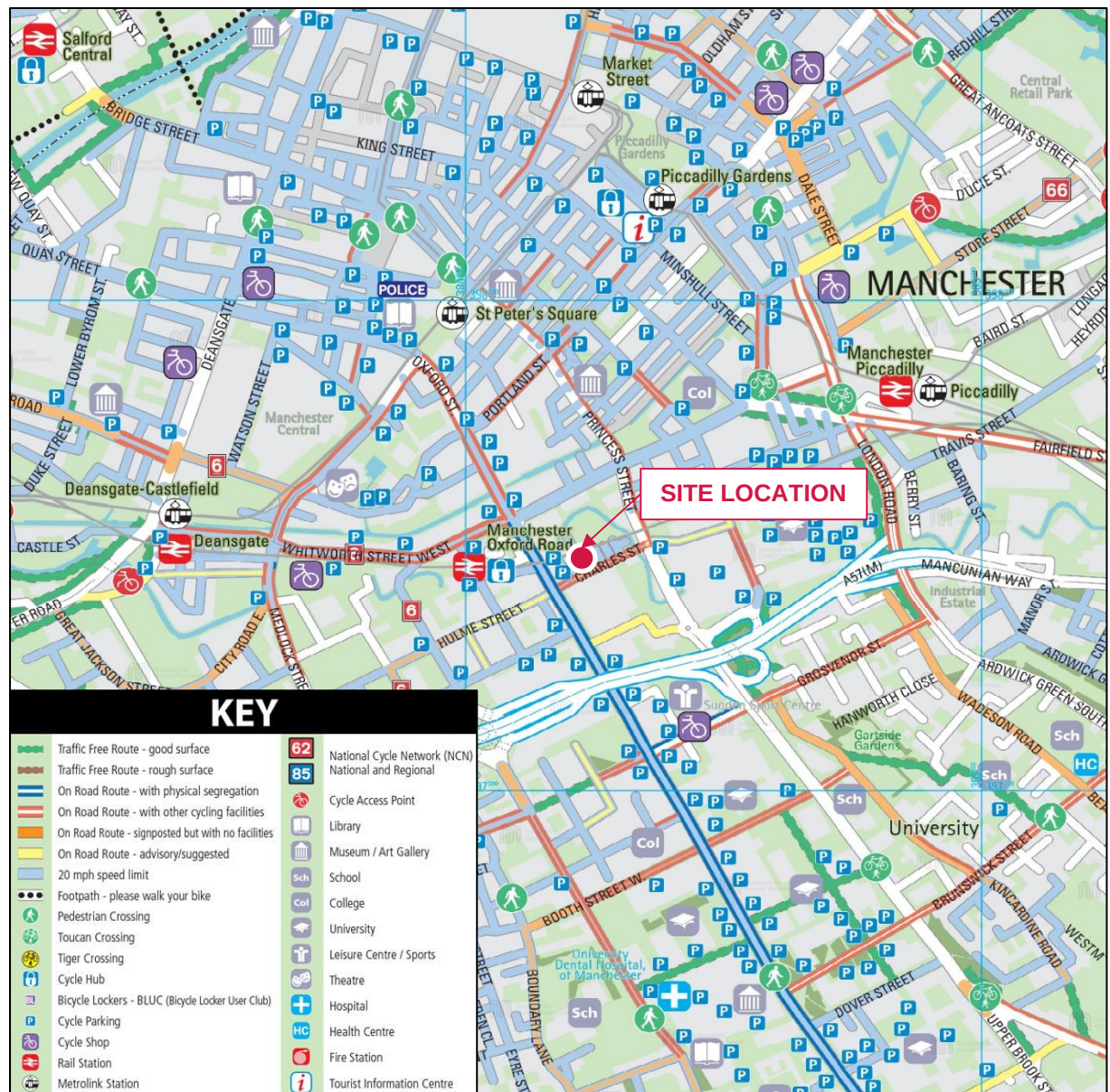


Figure 4.1 – Local Cycle Network

- 4.3.5 There are two national cycle routes within close proximity of the Site. National Cycle Route 6 to the west can be accessed via Hulme Street. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete. More locally, the route connects the Site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.
- 4.3.6 National Cycle Route 66 to the east can be accessed via Store Street. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. More locally, the route connects the Site to the north east of Greater Manchester, including areas such as Failsforth.

Final Travel Plan

4.3.7 It is considered that the Site is highly accessible by cycle.

4.4 Accessibility by Public Transport

4.4.1 **Plan 80786_06004** demonstrates those areas accessible via public transport within 20, 40 and 60 minutes journey from the Site. Accessibility by bus and rail are considered in further detail within the subsections below.

Bus Accessibility

4.4.2 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.3 The nearest bus stop is located directly in front of the Site, hosting the 147 bus service. There are more northbound and southbound bus stops along Oxford Road at an approximate 100m walk from the Site.

Table 4.2 details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Charles Street				
147	Manchester Piccadilly – University of Manchester – MRI – Rusholme – Fallowfield – Withington – West Didsbury	10 mins	-	-
From Oxford Road				
15	Manchester – Rusholme – Firswood – Stretford – Urmston – Davyhulme – Flixton	20 mins	30 mins	Hourly
18	MRI – Manchester – Collyhurst – Middleton – Langley – Middleton	10 mins	10 mins	15 mins
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	10 mins	20 mins	20 mins
42	Manchester – MRI – Withington – Didsbury – Stockport	40 mins	30 mins	Hourly
42A	Manchester – Rusholme – East Didsbury - Reddish	40 mins	30 mins	Hourly
42B	Manchester – East Didsbury – Bramhall – Woodford	30 mins	30 mins	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	10 mins	30 mins	30 mins
44	Manchester – Fallowfield – Burnage – Heaton Mersey – Stockport	Hourly	Hourly	Every 2 hours
50	MediaCityUK – Salford Quays – Manchester – Victoria Park – East Didsbury	10 mins	10 mins	15 mins
85	Manchester – Moss Side – Alexandra Park – Chorlton	10 mins	15 mins	20 mins
85A	Manchester – Alexandra Park – Chorlton – Arrowfield Road	10 mins	10 mins	20 mins

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Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
86	Manchester – Hulme – Whalley Range – Chorlton – Stretford – Sale – Altrincham	10 mins	15 mins	30 mins
111	Manchester – MRI – Moss Side – Withington Community Hospital – Southern Cemetery	10 mins	15 mins	30 mins
142	Manchester – MRI – Fallowfield – The Christie – East Didsbury	10 mins	10 mins	10 mins
143	Manchester – University of Manchester – West Didsbury – Sale	10 mins	10 mins	15 mins
191	Manchester – Longsight – Levenshulme – Stockport – Stepping Hill – Hazel Grove	20 mins	-	-
197	Manchester – Longsight – Levenshulme – Green End – Stockport	20 mins	20 mins	Hourly
250	Manchester – Old Trafford – Trafford Park – intu Trafford Centre	10 mins	10 mins	10 mins
253	Partington – Flixton – Urmston – Stretford – Hulme – Manchester	30 mins	-	-
Sapphire 263	Manchester – Hulme – Stretford – Sale – Altrincham	15 mins	15 mins	30 mins
Vantage V1	MRI – Manchester – Pendleton – Tyldesley – Leigh	5 mins	15 mins	30 mins
Vantage V2	Manchester – Pendleton – Tyldesley – Atherton	10 mins	15 mins	30 mins
V4	Ellenbrook – Manchester Royal Infirmary	3 in the AM	-	-

Table 4.2 – Summary of Bus Service Frequencies from Charles Street and Oxford Road

- 4.4.4 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.
- 4.4.5 Guests can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre (within a 300m walking distance) in order to access key city centre locations and railway stations (Deansgate/Manchester Victoria). Only Route 2 calls at this stop, but guests can walk a maximum of an 800m distance to Chorlton Street to access Route 1 which links guests to other areas such as Piccadilly and Manchester City Centre.

80786 Redevelopment of 60 Charles Street and Adjacent Car Park

Final Travel Plan



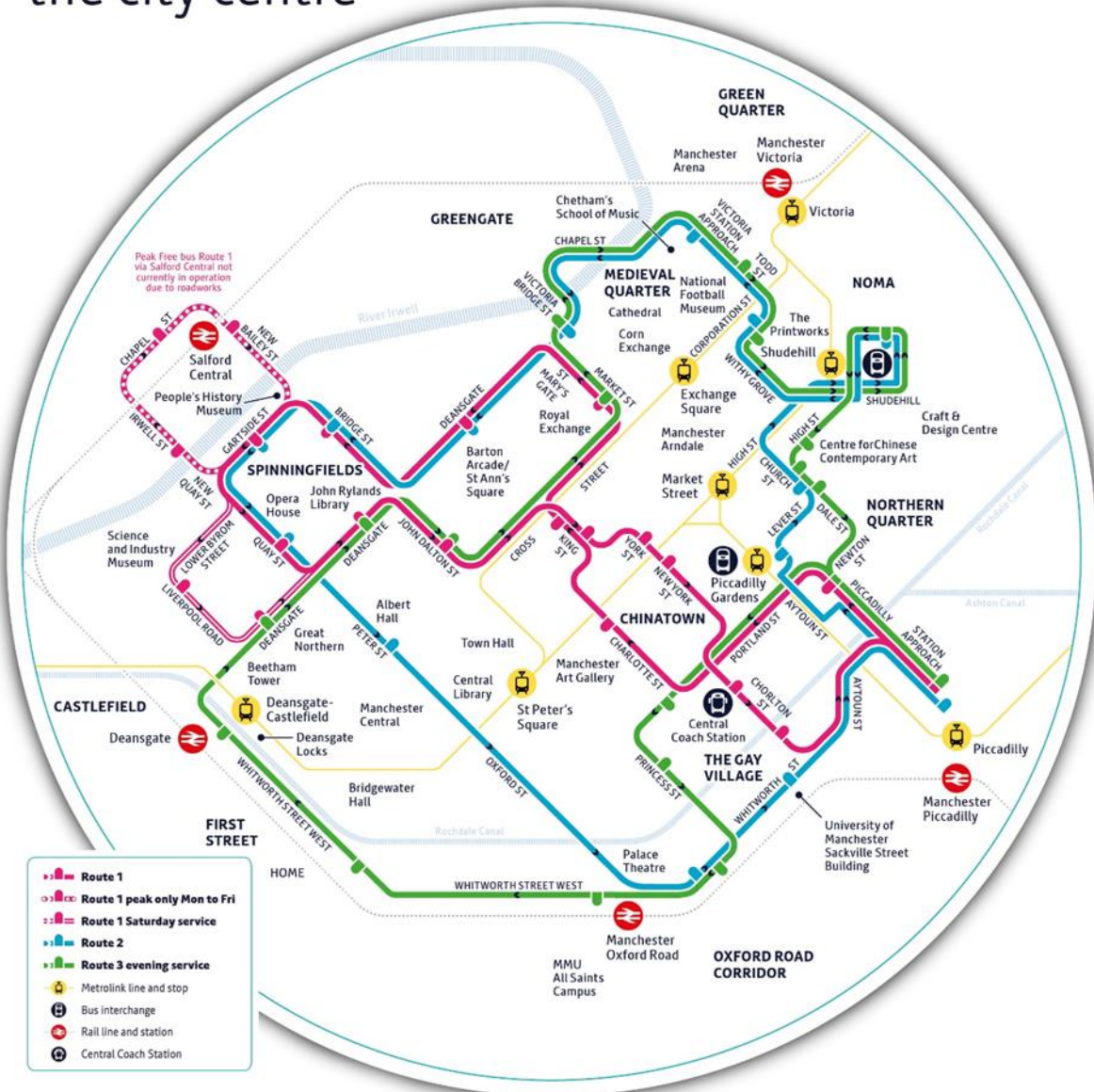
free bus routes around the city centre



Salford City Council



MAYOR OF GREATER MANCHESTER



1 **Monday – Friday**
Every 10 minutes:
7am – 7:15pm
Peak route only:
7am – 9am and 4pm – 7:15pm
Saturday
Every 10 minutes:
8:20am – 7:15pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 **Monday – Friday**
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
10am – 7pm

3 **Monday – Friday**
Every 20 minutes:
7:30pm – 11:30pm
Saturday
Every 15 minutes:
7:30pm – 11:30pm

Figure 4.2 – Free Bus Route and Timetable
(Source: TfGM)

Final Travel Plan

4.4.6 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on the respective operators' website:

- TfGM – <https://tfgm.com/public-transport/bus>
- Diamond Bus – <https://www.diamondbuses.com/north-west/bus-services/>
- First Bus – <https://www.firstbus.co.uk/greater-manchester/plan-journey/timetables/?operator=11&page=1&redirect=no>
- Go North West – <https://www.gonorthwest.co.uk/services>

4.4.7 Overall, the site is very well served by bus, including by the free bus service.

Rail Accessibility

4.4.8 The nearest train station is Manchester Oxford Road, located at an approximate 300m walking distance to the west of the Site. A summary of rail services from the station is summarised in **Table 4.3**:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Alderley Edge	4	Every 2 hours	1
Blackpool North	3	1	1
Chester	2	2	3
Crewe	4	2	3
Liverpool Lime Street	6	4	3
Manchester Airport	6	2	3
Middlesbrough	2	2	1
Newcastle	2	2	1 in the AM & PM
Nottingham	1	1	2
Preston	3	2	2
Southport	2	2	1

Table 4.3 – Summary of Rail Services from Manchester Oxford Road

4.4.9 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for guests of the Site and is a viable alternative to private car use.

4.4.10 Manchester Piccadilly is also within an 800m walking distance towards the east of the Site and is the calling point for many additional train services. It lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by guests who wish to travel along additional routes within the United Kingdom.

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Metrolink (Light Rail)

4.4.11 Future guests can also board the Metrolink at the St Peter's Square or Piccadilly station, approximately 700m north/northeast of the Site. **Table 4.4** outlines the frequencies of services calling at these stations. Trams run every 12 minutes (with the exception of the Deansgate-Castlefield to Manchester Airport line early morning services, which run every 20 mins):

Route	Monday to Thursday	Friday and Saturday	Sundays/Hols
[Blue Line] Eccles or MediaCity UK – Ashton-Under-Lyne	6-minute frequency between 05:53 and 23:03	6-minute frequency between 05:53 and 00:03	6-minute frequency between 06:53 and 22:53
[Purple Line] Altrincham – Piccadilly	12-minute frequency between 05:49 and 23:37	12-minute frequency between 05:49 and 00:37	12-minute frequency between 06:49 and 23:37
[Green Line] Altrincham – Bury	12-minute frequency between 05:49 and 23:01	12-minute frequency between 05:49 and 00:01	12-minute frequency between 06:49 and 23:01
[Yellow Line] Piccadilly – Bury	12-minute frequency between 05:52 and 23:40	12-minute frequency between 05:52 and 00:40	12-minute frequency between 06:52 and 23:40
[Navy Line] Victoria – Manchester Airport	12-minute frequency between 05:57 and 23:09 20-minute frequency between 03:00 and 06:00	12-minute frequency between 05:57 and 00:09 20-minute frequency between 03:00 and 06:00	12-minute frequency between 06:52 and 23:04 20-minute frequency between 03:00 and 07:00

Table 4.4 – Summary of Metrolink Services

4.4.12 Metrolink services provide access to the Site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.

4.5 Summary

4.5.1 It is considered the Site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the Site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility and as there is no regular parking proposed, it is considered the vast majority of users will travel to/from the Site via sustainable modes of travel. The absence of car parking at the proposed development is a powerful initiative to encourage sustainable travel.
- 5.1.2 Notwithstanding, this section of the FTP sets out the initiatives that could be implemented following completion of the Travel Surveys.
- 5.1.3 The initiatives are designed to reduce employee and guest dependency on the private car and encourage sustainable modes of travel, where necessary. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Welcome Packs

- 5.2.1 Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to any employees associated with the development. The contents of the welcome packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Maps showing local walking/cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).
- 5.2.2 As well as providing such information throughout the welcome packs, notice boards in communal areas could also be provided to detail relevant information as set out above.

5.3 Measures to Encourage Walking

- 5.3.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.3.2 It has been demonstrated throughout **Section 4** of this FTP that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be considered in order to encourage employees and guests to walk:
- Raise awareness of the health benefits of walking;

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- Provide a pool of umbrellas for visitors;
- Broadcast information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this FTP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided at the development as part of the development proposals, with space for a total of 28 bicycles.

5.4.2 To encourage employees and guests to cycle, the following measures will be considered:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
- Promotion of events such as “National Bike Week”; and
- The setting up of a development-wide Bicycle User Group (BUG).

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this FTP that the Site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

- The following measures will be considered in order to encourage users to travel by public transport:
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline webSite at www.traveline-northwest.co.uk;
- Distribute details of the TfGM website and real-time mobile app;
- Provide up to date bus details including timetables/contact information in the welcome packs;
- Advertise any promotions/discounts offered by public transport operators;
- Liaise with bus companies, TfGM and Manchester City Council on any future improvements and/or extensions to local services; and
- Limited time discount tickets could be provided in the previously discussed welcome packs.

5.6 Car Sharing and Car Clubs

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the Site, and more to engage in sustainable modes of travel such as car sharing.

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- 5.6.2 There are car sharing organisations which offer a matching service. Employees and guests would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. They would have to register themselves with the Site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).
- 5.6.3 Enterprise Car Club provides an alternative to car ownership which future guests could benefit from. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester.
- 5.6.4 Vehicles are located in designated parking bays across the city and can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at £5.20 an hour.
- 5.6.5 The nearest Car Club parking bay is located on Samuel Ogden Street (300m north-east from the Site, parallel to the A34 Princess Street). The Car Club allows users to view cars near them via a mobile application, where they can unlock and start driving their selected car on the spot.
- 5.6.6 It is considered that the Car Club could be an attractive facility for guests who do not own a car but require occasional use.
- 5.6.7 Alongside promoting such schemes, it would be appropriate to highlight the social and economic benefits of car sharing/car club through advertising around the Site.

6.0 Targets

6.1 Introduction

- 6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 In order to understand travel habits, travel surveys will be distributed to employees and guests within three months of operation at the Site. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place(s) of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage employees to travel more sustainably.
- 6.2.2 Surveys will be distributed in two ways; electronically, and as paper copies.
- 6.2.3 Firstly, questions will be transferred to *SurveyMonkey*, which is an online survey service widely used by both private and public sector organisations for data collection. Guests would be sent this link upon checking out of the hotel and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis by Curtins.
- 6.2.4 Paper surveys could also be made available to employees and guests across the hotel. Surveys could be printed and distributed around the site. All the results could be manually transferred to the *SurveyMonkey* computer database for analysis by Curtins alongside the electronic surveys.
- 6.2.5 The information obtained will be used to undertake travel performance indicator and modal split analysis, whereby an answer rate of 60% could be considered a sufficient representation of guests at the hotel. These can be used to set SMART targets for the site, an example of which is provided in **Table 6.1**.

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Travel Plan Performance Indicators

6.2.6 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- Attractiveness of sustainable modes – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage; and
- Travel Plan awareness targets – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

6.2.7 As the development proposes no parking provision, it is not considered appropriate to set modal split targets for a reduction in private car use offset by an increase in sustainable modes. Nevertheless, it is still appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.8 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this site could be as outlined in **Table 6.1**:

	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling staff and guests to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers* C. To increase those using the car club*	By 1% By 0.5%	By 2% By 1%	By 3% By 1.5%	Parking survey Adoption rates of car club

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	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
No.			2020	2022	2024	
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling F. Increase those walking	By 0.5% By 1%	By 1% By 2%	By 1.5% By 3%	Use of cycle parking

Table 6.1 – Targets Linked to Objectives

* subject to baseline survey

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the FTP.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the FTP will lie with the operator.

7.3 Travel Plan Coordinator (TPC)

7.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and
- Taking a key role in reviewing the TP.

7.3.2 A TPC will be nominated in due course with contact details provided to MCC.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets. Therefore, an annual travel survey will be scheduled in order to effectively monitor the traffic impact of the developments and should only cease once the targets are being consistently met.

7.4.2 Annual monitoring reports will be provided to officers at MCC/TfGM following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys to ensure that the TP reflects current opportunities and local circumstances.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before operation	Dalata Hotel Group PLC
Produce Welcome Pack	First operation of each element of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Present Annual Monitoring Report	Annually for at least three years following the agreement of targets with MCC/TfGM	TPC

Table 8.1 – Action Plan

Plans



Merchant Exchange, 17-19 Whitworth St. W Manchester M1 5WG
0161 236 2394
manchester@curtins.com
www.curtins.com

Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
CHARLES STREET HOTEL - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

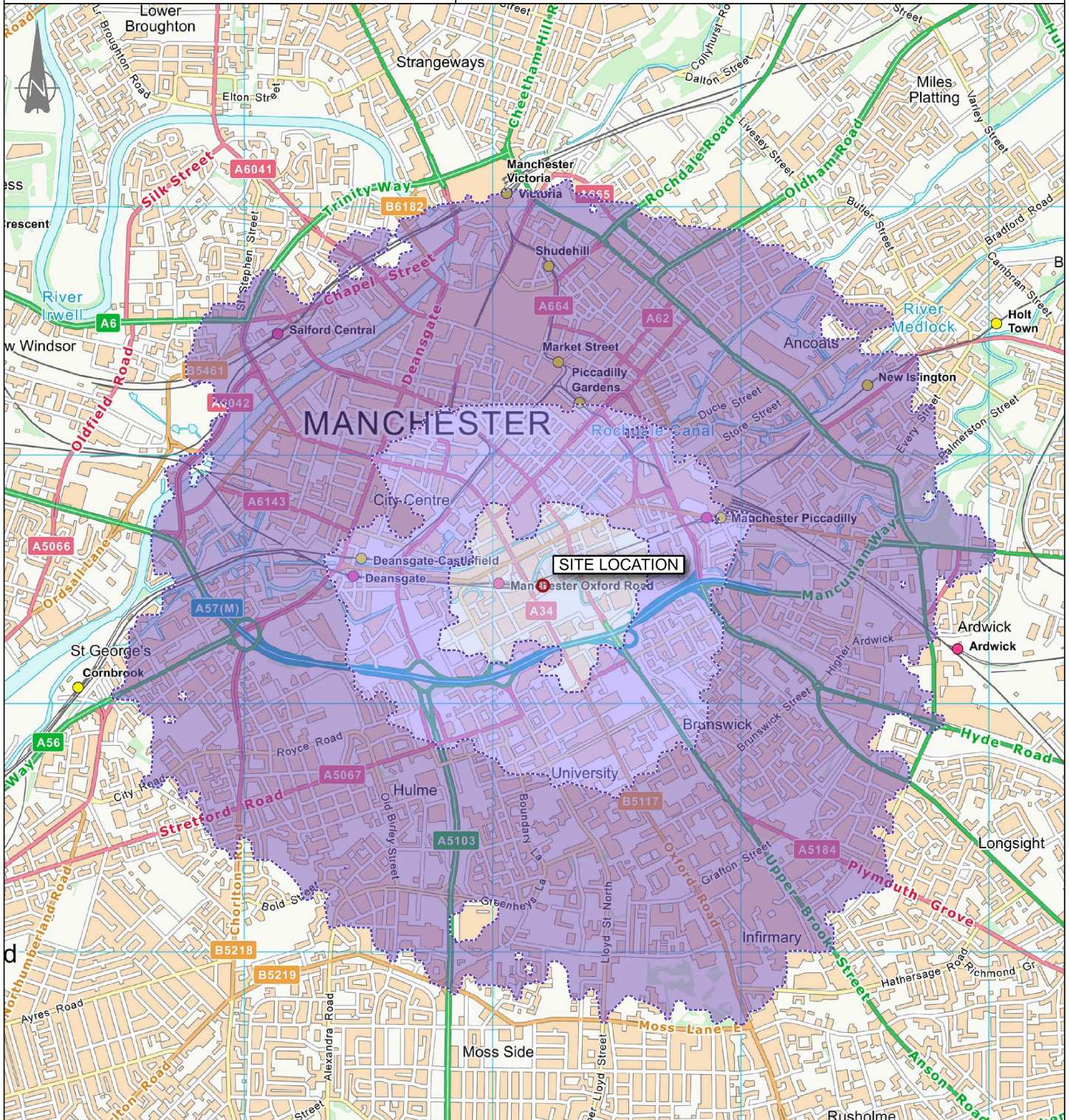
Drawn By: JM Checked By: AV

Designed By: JM Date: 04/12/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80786 - CUR - 00 - XX - DR - TP - 06002 - P01



KEY: ● Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
CHARLES STREET HOTEL - MANCHESTER

Drg Title:

ACCESSIBILITY INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

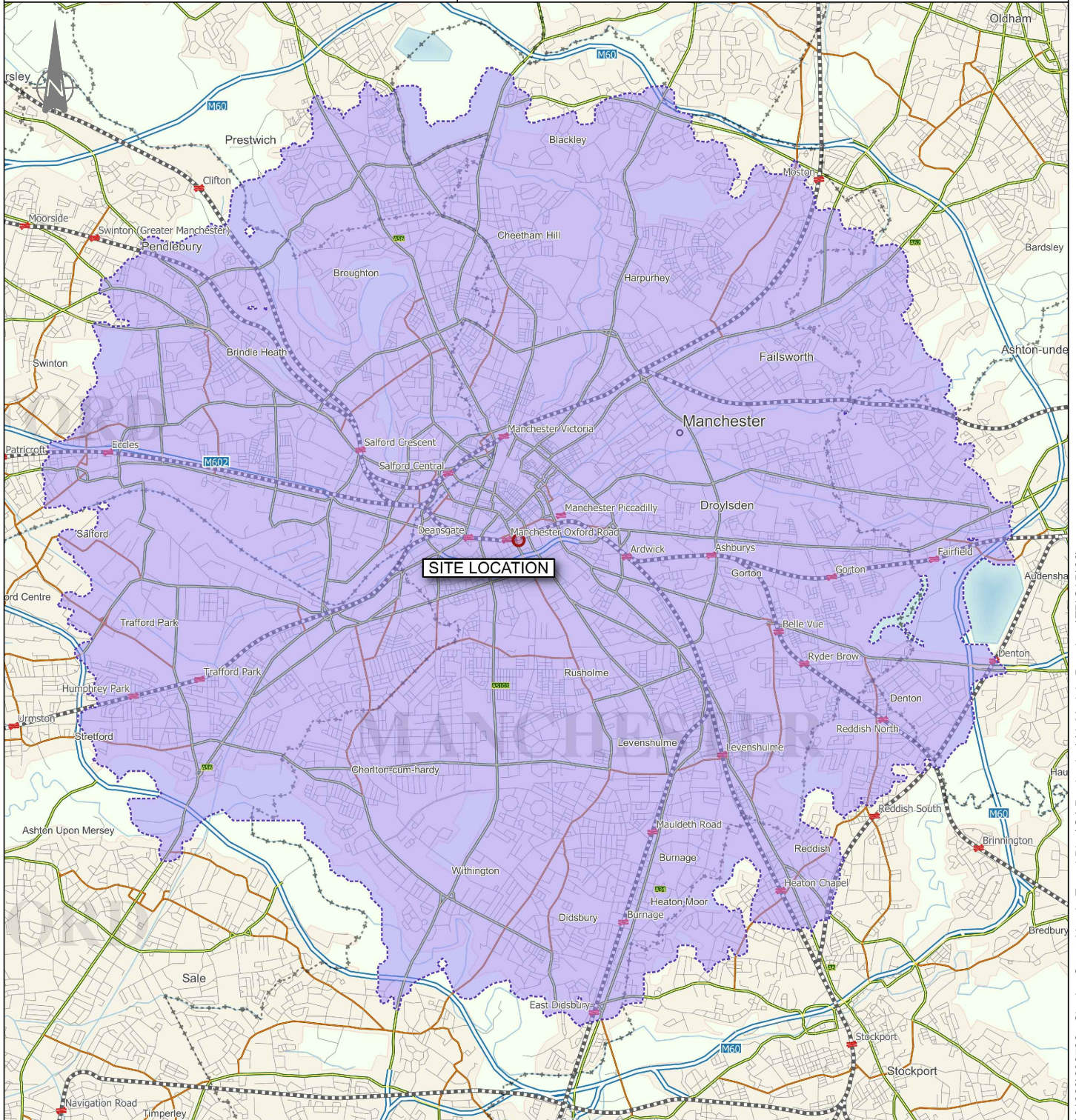
Drawn By: JM Checked By: AV

Designed By: JM Date: 04/12/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80786 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:  Site  Cycle Catchment:
8000m

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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:
CHARLES STREET HOTEL - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT
CATCHMENT

Status:
PRELIMINARY

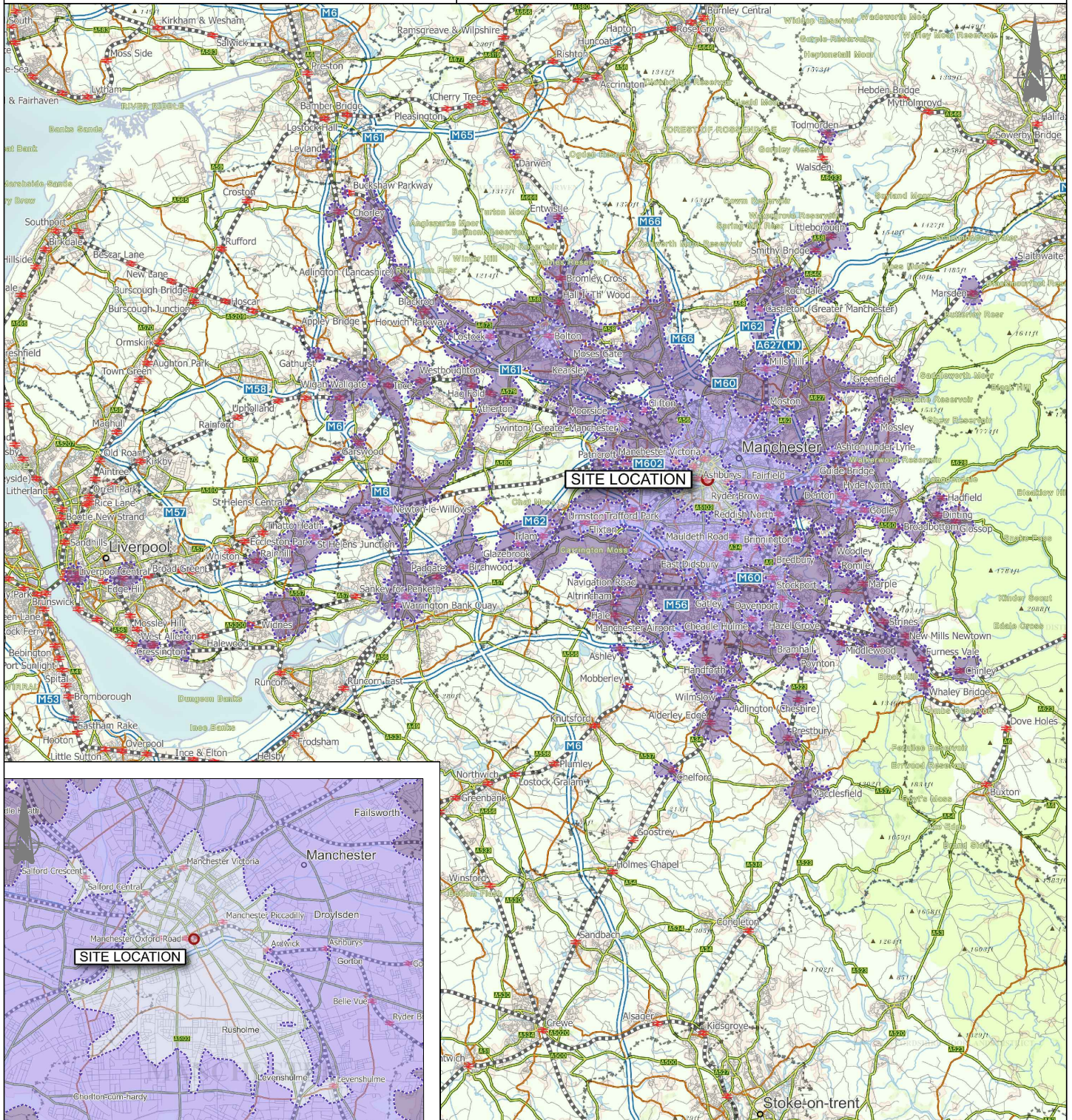
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Designed By: JM Date: 04/12/18

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80786 - CUR - 00 - XX - DR - TP - 06004 - P01



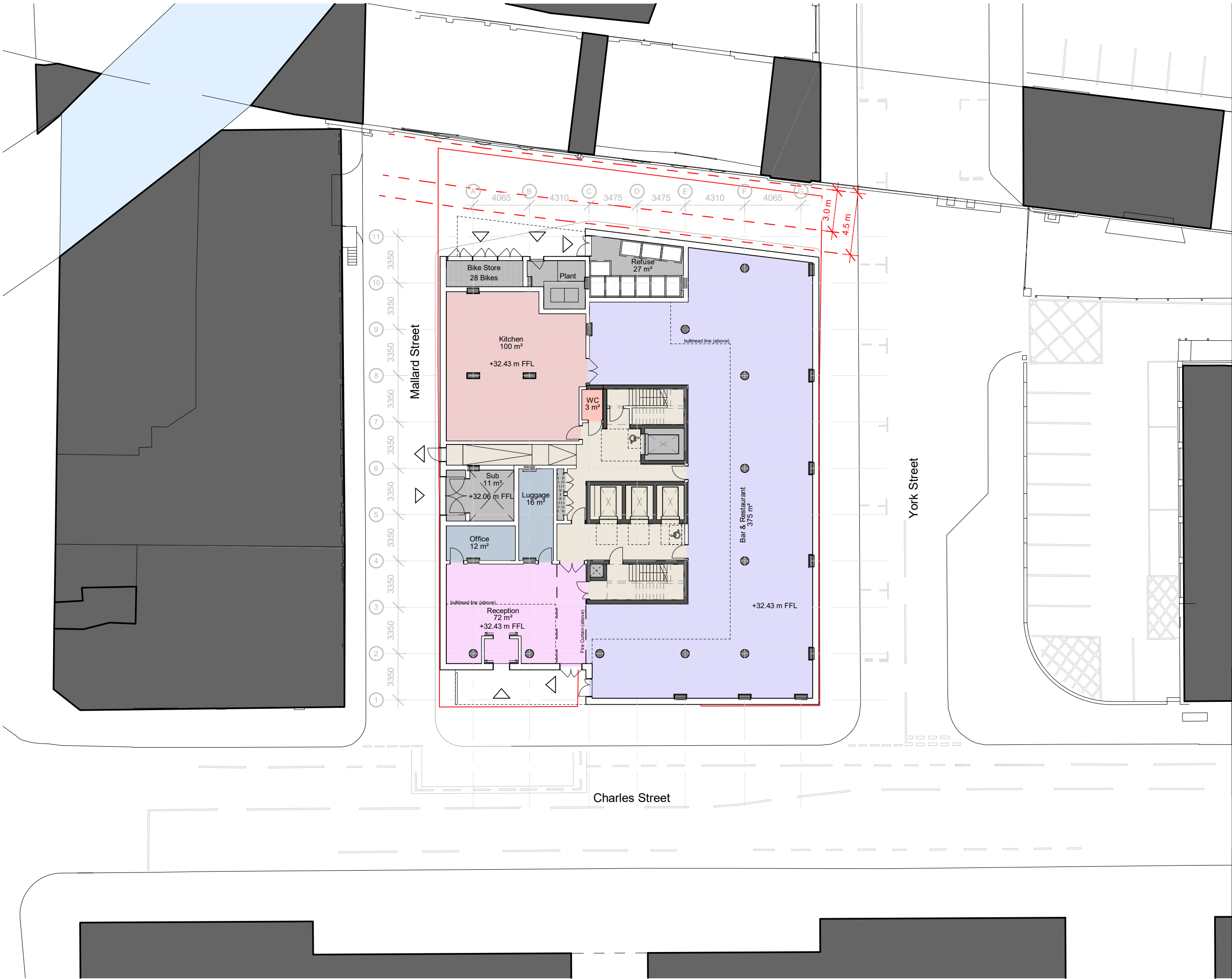
KEY: ● Site

Public Transport Catchment:

- 60 minutes
- 40 minutes
- 20 minutes

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Appendix A – Proposed Ground Floor Layout Plan



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies,
errors or omissions prior to commencing on site.

NOTE:

1. Red Line Ownership Boundary is based upon Land Title Information by H.M. Land Registry Title no. GM113481. Received from Squire Patton Boggs on 2018-07-10.



North

Rev	Date	Description

Project Title
Charles Street
Manchester

Drawing Title
Ground Floor Plan

Status
FOR INFORMATION

Job No 10227	Scale 1 : 250@A3	Date Nov 2018
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