



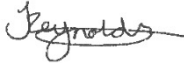
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Proposed Residential Development
at Apex Tower, Albion Street, Manchester
for Arrowsmith Investment Ltd.
Travel Plan

December 2021

Quality Management

Apex Tower, Manchester Document Ref: 20080/Travel Plan				
File reference	L:\Apex Tower, Manchester - 20080\TEXT\REPORTS\211214 Apex Tower TP.docx			
Issue/revision	Initial Issue	Revision 1	Revision 2	Revision 3
Remarks				
Date	14 th December 2021			
Prepared by	K Griffiths			
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1. Introduction

1.1.1 This Travel Plan (TP) document has been prepared on behalf of Arrowsmith Investment Ltd. The TP should be read in conjunction with the Transport Statement (TS) dated December 2021 that has been produced in support of a planning application for a residential led development on land adjacent to Albion Street, Manchester.

1.1.2 The Site layout is shown in the masterplan attached at Appendix A and comprises two separate buildings:

Building A

- 72 two bed apartments;
- Two visitor car parking Spaces;
- 72 residents cycle parking spaces; and
- 6 visitor cycle parking spaces.

Building B

- Four two bed apartments;
- 152sqm office;
- One car parking space behind roller shutter;
- One space for bike storage within each apartment via a bike hook or cupboard (total of four spaces); and
- One space for bike storage within each office floor via a bike hook or cupboard (total of two spaces).

1.1.3 This Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment, whilst also achieving a number of other benefits for residents.

1.1.4 This TP provides details of measures to be incorporated into the overall design of the development to encourage future residents and visitors to use sustainable transport along with a range of initiatives to be adopted to encourage the use of sustainable modes.

1.1.5 Following the introduction this TP contains the following elements:

- An assessment of existing conditions for access to the site by a range of modes;
- Objectives and scope of the Plan including preliminary mode split targets;
- An overview of the accessibility of the Site;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and reduce the level of single occupancy vehicle car trips; and
- Suggestions for regular monitoring and review schedules of progress against objectives.

1.1.6 This report is intended to outline the obligations on the development management company of the proposed scheme to fulfil the principles of the strategy and details the measures led by the management company to encourage residents to use more sustainable means of transport.

1.1.7 In seeking to influence the modal split for the development, the Travel Plan will assist in achieving and delivering the aims of the Greater Manchester Local Transport Plan as well as complying with both local and national policies.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

2.2 Existing Site

2.2.1 The Site is split by the Briton's Protection public house and is bound to the north by Great Bridgewater Street, to the south by Trumpet Street and to the west by Albion Street. To the east the site is bound by Jurys Inn Hotel.

2.2.2 The western extent of the site is currently occupied by a private car park for 7 cars and the eastern extent of the site is unoccupied but has previously been used for parking.

2.2.3 The Site in relation to the strategic and local transport networks is shown on Figure 1. An extract of which is shown in Image 2.1.

Image 2.1 Site Location



2.3 Existing Local Highway Network

2.3.1 Great Bridgewater Street is an adopted single carriageway road which runs along the northern boundary of the site, it runs on an east to west axis and joins Albion Street to the west of the site via a 4-way signal controlled junction which is situated to the north-west corner of the site.

2.3.2 Great Bridgewater Street is circa 11m in width and is subject to a 30mph speed limit. Footpaths are provided on either side of the carriageway to a width of circa 2m, parking is prohibited on Great Bridgewater Street along the site frontage which is enforced by double yellow line markings.

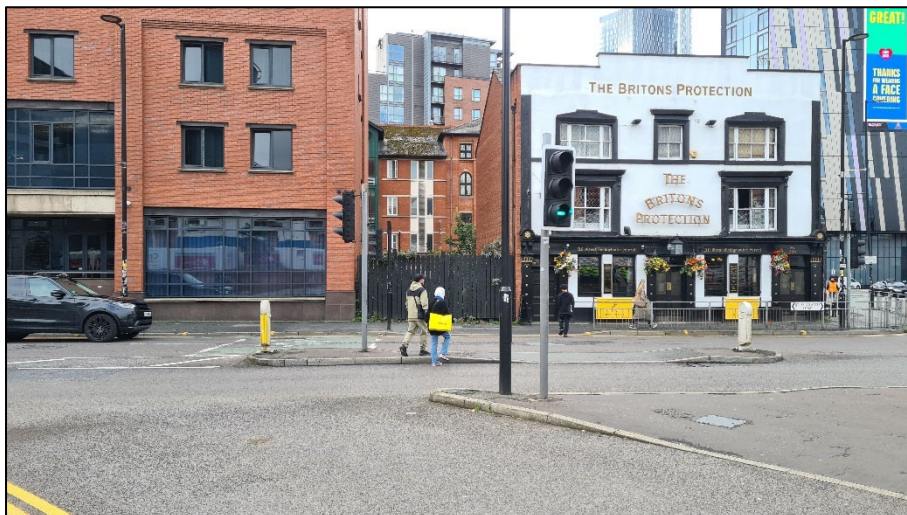
2.3.3 Albion Street is an adopted carriageway, along the site frontage it has two lanes northbound and two lanes southbound. It is subject to a 30mph speed limit and is circa 19m in width with a circa 2m footway on either side of the carriageway.

2.3.4 The 4-way signal controlled junction adjacent to the site provides pedestrian crossing points on all arms. Images 2.2 and 2.3 below show the uncontrolled crossings on Great Bridgewater Street and Albion Street respectively.

Image 2.2 Pedestrian Crossing on Albion Street



Image 2.3 Pedestrian Crossing on Great Bridgewater Street



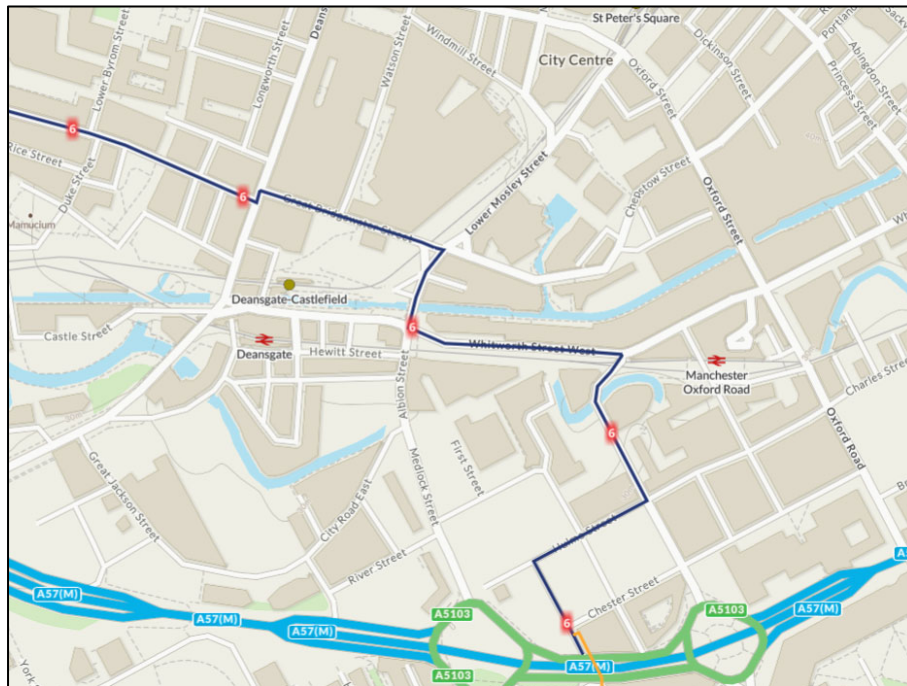
2.3.5 Trumpet Street binds the Site to the south, it is an adopted single carriageway road that serves the rear of the commercial dwellings to the east of the proposed Site.

2.4 Cycle Infrastructure

2.4.1 National Cycle Network (NCN) Route 6 runs along the western extent of the site along Albion Street. The route travels in sections from London to the Lake District passing through picturesque landscapes, alongside historic canals and through some the UK's towns and cities.

2.4.2 Image 2.4 shows where the NCN route is in relation to the Site.

Image 2.4 National Cycle Routes

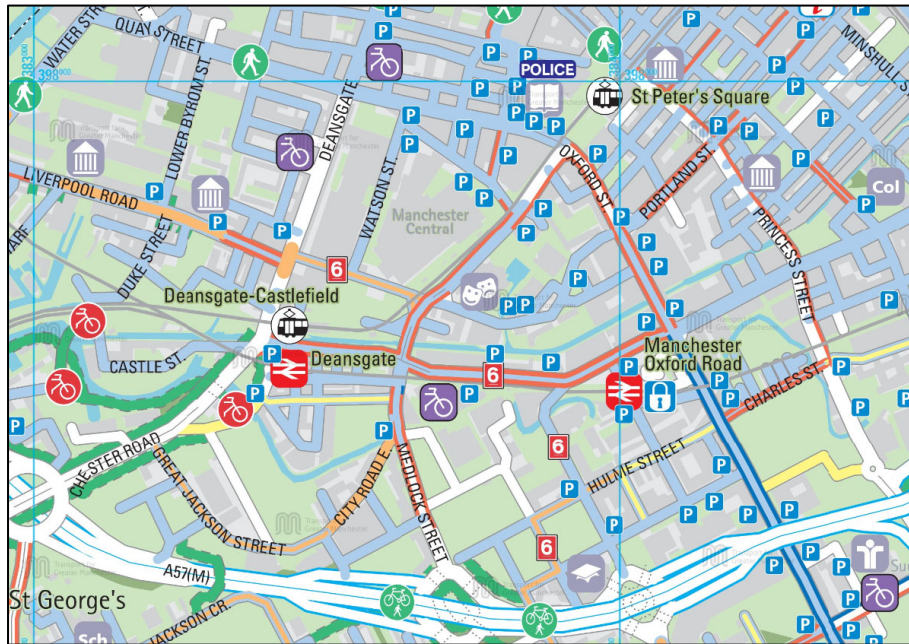


2.4.3 In addition to the NCN Transport for Greater Manchester has its own cycle infrastructure in place, as is shown in Image 2.5 below.

2.4.4 This shows that to the east of the Site along Albion Street there is an on road route (NCN Route 6) with certain cycling provisions (red lines). It also shows the traffic free routes (green lines) and the on road routes with signposting (orange lines). In addition to this, a cycle shop is situated within close proximity to the site and a number of cycle parking locations are available.

2.4.5 This demonstrates that a number of cycle routes are in place within the proximity of the Site, which provide connections to the NCN Route 6.

Image 2.5 Local Cycle Routes



2.5 Existing Bus Services

2.5.1 There are a number of bus services operating within the vicinity of the Site, with the nearest stops provided on Great Bridgewater Street, approximately 70m east of the Site, as shown in Image 2.6.

Image 2.6 Great Bridgewater Street Eastbound Bus Stop

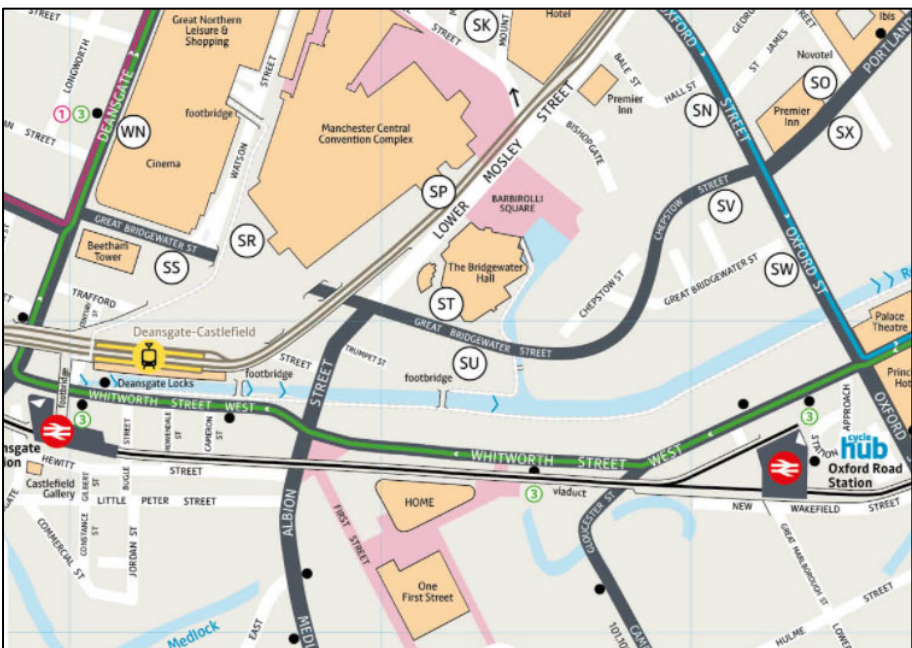


Table 2.1 Local Bus Services

Location	Distance (straight line)	Facilities	Destinations	Service Numbers	Approx. Combined Frequency
Great Bridgewater Street (Stop ST)	70m	Timetable, Pole	Piccadilly Gardens, Shudehill	33, 33B, 255, 256, X50	14 per hour
Great Bridgewater Street (Stop SU)	80m	Timetable, Pole	Trafford Centre, Flixton, Worsley	33, 33B, 255, 256, X50	14 per hour
Great Bridgewater Street (Stop SS)	80m	Timetable, Pole	Worsley	33	2 per hour
Great Bridgewater Street (Stop SU)	118m	Timetable, Pole	Shudehill	33	2 per hour
Deansgate Station (Stop D)	220m	Timetable, Pole	Piccadilly Gardens	255, X50, X58	5 per hour
Deasgate Station (Stop C)	244m	Timetable, Pole, Shelter	Trafford Centre, Partington	3 Free Bus, 255, X50, X58	6 per hour
Medloc Street Southbound	300m	Timetable, Pole	Flixton	256	4 per hour
Medloc Street Northbound	390m	Seating, Shelter, Timetable	Piccadilly Gardens	256	4 per hour

2.5.2 The existing services in the vicinity of the Site are shown in Image 2.7.

Image 2.7 Extract taken from Greater Manchester Bus Network Map



2.5.3 The existing bus services provide regular connections to Manchester City Centre and key surrounding regions.

2.6 Existing Tram Services/Facilities

2.6.1 Deansgate Metrolink stop is located 200m to the west of the proposed Site. It is on the pink line to East Didsbury, the purple line to Altrincham, the green line to Bury, the blue line to Eccles and Ashton-under-Lyne and the navy line to Victoria. Services run at a frequency of over 40 per hour.

2.6.2 The tram stop benefits from ticket machines, timetabling information and step free access.

2.7 Existing Rail Services/Facilities

2.7.1 Deansgate Train Station is located approximately 250m south west of the Site and Manchester Oxford Road Station is located approximately 365m south east of the Site. A summary of the services and facilities is shown in Table 2.2.

Table 2.2 Local Rail Services

Station	Facilities	Regular Destinations	Approx. Combined Frequency
Deansgate Station	6 Cycle Storage Spaces, Ticket Machines, CCTV, Shelter and Seating	Liverpool, Manchester Oxford Road, Blackpool, Crewe, Manchester Airport, Alderley Edge	10 per hour
Manchester Oxford Road Station	72 Cycle Storage Spaces, Ticket Office and Machines, Refreshment Facilities, CCTV, Shelter and Seating	Liverpool, Manchester Airport, Southport, Bolton, Crewe, Alderly Edge, Norwich, Chester, Warrington, Barrow-In-Furness, Leeds	20 per hour

2.7.2 Both Deansgate and Manchester Oxford Road Stations are within 365m of the Site and have combined a service frequency of 30 trains per hour to a number of key locations.

3. Objectives and Targets

3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All residents, and where possible guests, shall be made aware of the measures included in the TP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 To ensure that the measures contained within the TP are capable of delivering a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling and public transport as the primary modes of travel for residents;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for residents;
- Change perceptions of non-car transport;
- To encourage more sustainable deliveries and use of eco-driving techniques by residents if applicable;
- To deliver better informed journey planning through personalised planning system; and
- The provision of facilities such cycle storage to encourage means of sustainable transport usage.

3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the residents and visitors to increase the use of sustainable transport means. Overarching objectives and targets for the site for residents, employees and visitors are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e. they must be:

- **S**ite-specific
- **M**easurable
- **A**chievable
- **R**ealistic and
- **T**ime related

3.2.3 In order to provide a set of Site specific modal split targets for each occupier detailed travel surveys will be undertaken 3 months following occupation.

3.2.4 The baseline mode split set out below have been taken from the journey to work 2011 census information for the Manchester 060 middle layer output area.

3.2.5 The travel from work data for all the daytime residents working within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

Table 3.1 Baseline Mode Split for Manchester 060

Mode	Work from Home	Train/Tram	Bus	Taxi	M'cycle	Car Driver	Car Passenger	Cycle	Foot	Other
Baseline mode share	4.23%	9.96%	4.89%	0.36%	0.08%	28.60%	1.80%	1.80%	47.46%	0.83%

3.2.6 In advance of the detailed travel surveys being undertaken it is proposed that an interim target should be set for the proposed development. The interim mode shift target should be a reduction in car driver mode split, with the following targets:

Residents – 10%; and

Employees – 10%.

3.2.7 Although the proposed development only contains 1 car parking space, some residents may choose to lease an existing car parking space within the city centre as they may need access to a vehicle as part of their employment. However the proposed target mode splits demonstrate the sustainable approach to the development of the Site, including 100% cycle parking provision.

3.2.8 Once the targets have been achieved the level of single occupancy car journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with Manchester City Council.

3.2.9 It is anticipated that the proposed mode split targets would be reached within 3 years from first occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

4. Site Accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide “Manual for Streets” (MfS) advises that “walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas...” (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering “the greatest potential to replace short car trips, particularly those under 2km”. The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the CIHT document ‘Providing for Journeys on Foot’.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- Deansgate train station is located within a 5 minute walk south-west of the Site;
- The Site is located within Manchester city centre;
- Twenty-two supermarkets are located within a 15 minute walk of the Site;
- Five doctors surgeries are located within a 25 minute walk of the Site; and
- Fifteen schools are located within a 30 minute walk of the Site.

4.1.3 It is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and facilities provided in and around the local area. This will help reduce the need to travel and own a private car.

4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- Three train stations are within a 5 minute cycle distance of the proposed Site location: Deansgate; Manchester Oxford Road and Salford Central;
- Close proximity to the National Cycle Network (NCN) Route 6 provides cycle access through the city centre;
- Salford Shopping Centre is located within a 15 minute cycle distance; and
- Numerous facilities are available within Manchester City Centre within a 5 minute cycle distance.

4.2.2 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services within a 15 minute cycle ride.

4.2.3 It is also considered that the more active residents will choose to cycle further than this guideline distance.

4.2.4 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services, facilities, businesses as well as employment

opportunities within a 30 minute cycle ride. With some of the routes used, part of the national cycle network.

4.3 Accessibility by Bus

4.3.1 As detailed in Chapter 2 there are numerous bus services offering frequent services along Great Bridgewater Street, Deansgate and Medlock Street within 400m of the Site. These bus stops provide access to destinations including Piccadilly Gardens, Trafford Centre, Worsley, Flixton and Shudehill.

4.3.2 The existing bus services will provide future residents of the Site with access to the entirety of Manchester City Centre and surrounding regions within a short journey time.

4.3.3 It is therefore concluded that the proposed Site, will provide excellent bus accessibility to a range of local services, employment and retail opportunities within a 30 minute bus ride.

4.4 Accessibility by Rail/Tram

4.4.1 Deansgate Tram stop is located 200m to the west of the proposed Site. It provides frequent services to East Didsbury, Altrincham, Bury, Eccles, Ashton-under-Lyne and to Victoria. Services run at over 40 per hour.

4.4.2 Both Deansgate and Manchester Oxford Road Train Stations are within 400m of the Site, and have combined a service frequency of 30 trains per hour to a number of key locations including: Liverpool, Blackpool, Crewe, Manchester Airport, Leeds and Chester.

5. Roles and Responsibilities

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

5.2 Travel Plan Co-ordinators

5.2.1 Three months prior to occupation of the Site, the Management Group will be required to provide details of their TPC to Manchester City Council.

5.2.2 The TPC will be responsible for reducing single car occupancy for the site and promoting alternative modes of travel. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from first occupation. After three years a decision will be made by the steering group as to whether the TPC role remains or is scaled back.

5.2.3 The TPC will be responsible for forming and chairing the Travel Plan Steering Group. This Steering Group will include the TPC, the Management Group and Manchester City Council.

5.2.4 Following implementation of the plan, the completion of the initial surveys and agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum. The TPC must make dates available every 3 months for a steering group meeting and encourage all stakeholders to attend. The purpose of the Steering Group is to identify successes of the TP and identify any areas of improvement, the content of on-going surveys, to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the group will meet to discuss these issues within 2 months of collation of the surveys.

5.2.5 These surveys will capture details of individual circumstances, travel patterns and preferences etc. For new residents completion of the survey would be part of the moving in process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based.

5.2.6 Prior to initial occupation the TPC shall update and/or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance.

5.2.7 As the TPC is yet to be appointed the contact at this stage will be Mosodi on behalf of the developer. The TPC must be in place 6 months prior to first occupation. Manchester City Council must be advised of any changes in TPC.

5.2.8 The duties of the TPC will include:

- Oversee the gathering of information, e.g. the travel questionnaire. The TPC will agree a template with the relevant authorities prior to the survey;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the residents to explain the objectives and benefits of the TP to

ensure awareness of the Plan and to encourage participation;

- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the Site. Hence residents will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the steering group;
- Monitor and review car parking occupancy and whether car parking charges are necessary to deliver modal shift;
- Monitor and review use of cycle spaces; and
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;

5.2.9 The suggested travel management measures included in this TP is not an exhaustive list and should be subject to on-going review.

6. Travel Plan Measures

6.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

6.1.2 As part of the overall development scheme it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be implemented by the development.

6.1.3 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g. good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section.

6.2 Walking and Cycling Measures

6.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- Provision of 72 cycle parking spaces for residents in Block A;
- Provision of 4 cycle parking spaces for residents in Block B;
- Provision of 2 cycle parking spaces for employees in Block B; and
- Provision of 6 cycle parking spaces for visitors.

6.3 Awareness of Benefits of the Existing Pedestrian/Cycle Infrastructure

- Provide plans and up to date information to residents indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of cycle routes within Manchester at: <https://tfgm.com/cycling/maps>;
- Provision of network analyst drawings detailing travel times by walking and cycling;
- Promote the health benefits of walking and cycling;
- Provide a sustainable travel leaflet to new residents and update as and when required; and
- Promote <https://walkit.com/> as a walk journey planner in the local area.

6.4 Public Transport

- Promote the Transport For Greater Manchester website as an excellent source of information for those wishing to travel by bus <https://tfgm.com/public-transport/bus>;
- Promote the TfGM journey planner at: <https://my.tfgm.com/#/planner/>
- Promote the national rail website as a source of information for rail travel at <http://www.nationalrail.co.uk/>; and

- Provision of up-to-date public transport information including hard copies of timetables in communal areas. The TPC will be responsible for ensuring that residents are fully aware of the sources of information that are available.

6.5 Car Sharing

6.5.1 The concept and benefits of car sharing will be promoted by the TPC. The TPC is responsible for ensuring that car share information is visible in communal areas;

6.5.2 The closest car club is located on Whitworth Street West, approximately 210m south east of the site. A further car club is located on Bridgewater Street, approximately 280m to the west of the Site. The provider will be promoted at www.enterprisecarclub.co.uk.

6.6 Reducing the Need to Travel/ Other Measures

6.6.1 Consider provision of the following measures that reduce the need to travel:

- The TPC will promote the use of home delivery services including providing details of local grocery stores and providing information on stores which provide home delivery services;
- The TPC will promote home working and the benefits that can bring to employees and employers; and
- Advise about eco driving techniques to residents

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC.

7.1.2 Resident travel surveys will be carried out on an annual basis (year on year from the baseline surveys being carried out) with monitoring of facilities such as cycle parking, shower facilities, lockers and travel information.

7.1.3 Initial surveys will be completed either prior to occupation (if a relocation) or four weeks post occupation if a completely new operation.

7.1.4 An annual monitoring/review report will be prepared and submitted to Manchester City Council within 6 weeks of the surveys being completed. Surveys will be undertaken on an annual basis as a minimum.

7.1.5 The survey will include the following elements:

- How residents, employees and visitors currently travel to the Site;
- How residents, employees and visitors prefer to travel to the Site;
- How residents, employees and visitors would travel to the Site if there were no barriers to their chosen mode;
- Measures that would encourage residents, employees and visitors to use sustainable modes; and
- Travel needs/restrictions.

7.1.6 It is imperative that an appropriate number of residents and visitors are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 30% of total persons is targeted as a minimum response rate.

7.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

7.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

7.1.9 The monitoring needs to include reviews of how well the plan is working against its objectives, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

7.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little/no car sharing occurring amongst the residents, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.11 As discussed in previous sections the TPC will monitor provision of cycle parking to ensure that provision is appropriate. Where additional facilities are required these will be provided and advertised. The TPC will also monitor the use of car parking

spaces and car ownership levels and advise if the on-site car parking can be used more efficiently for alternative forms of travel.

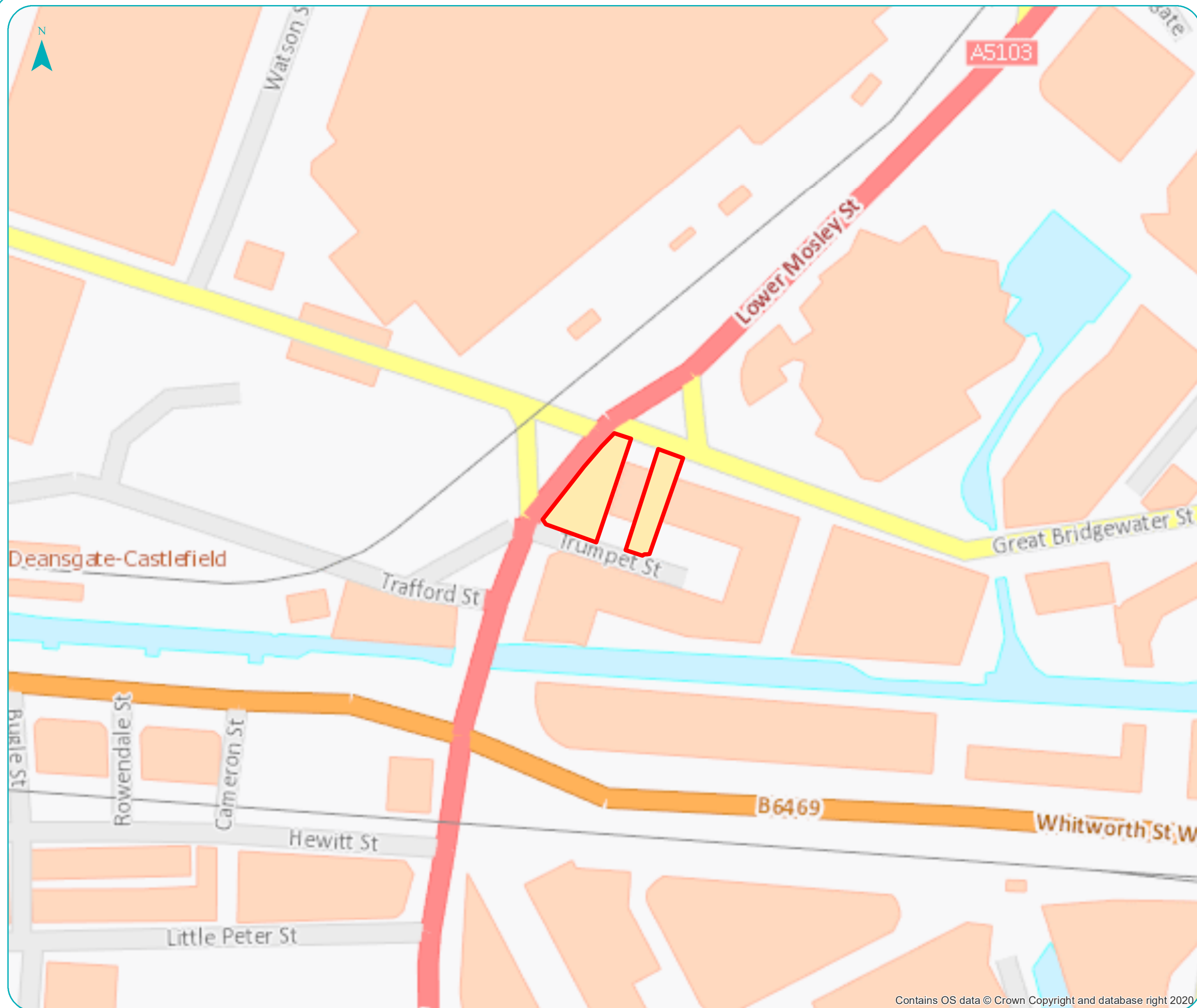
7.1.12 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the TP.

7.1.13 Second wave measures may include, for example:

- Additional cycle spaces;
- Discounted public transport ticket deals to residents;
- Car Club promotion and incentives; and
- On Site Cycle maintenance courses.

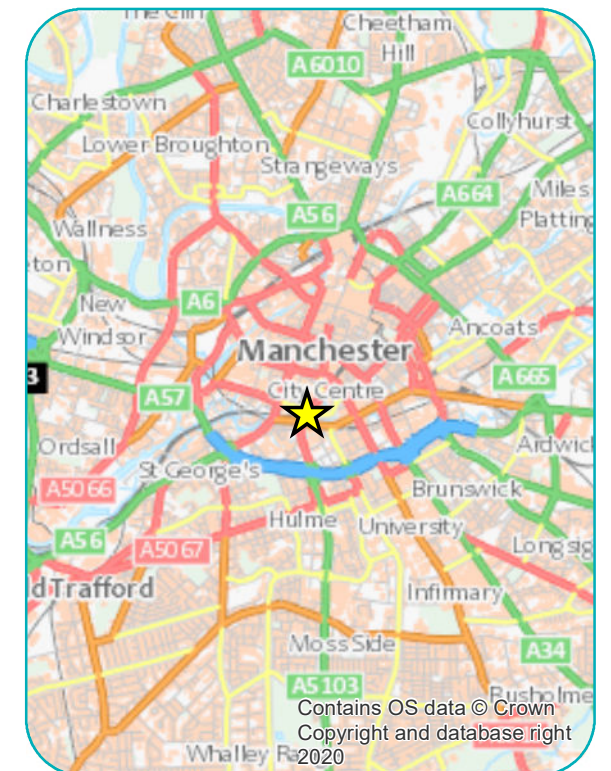
7.1.14 At this stage it is not appropriate to confirm the exact nature of the secondary measure as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

- ★ Site Location
- Indicative Site Boundary

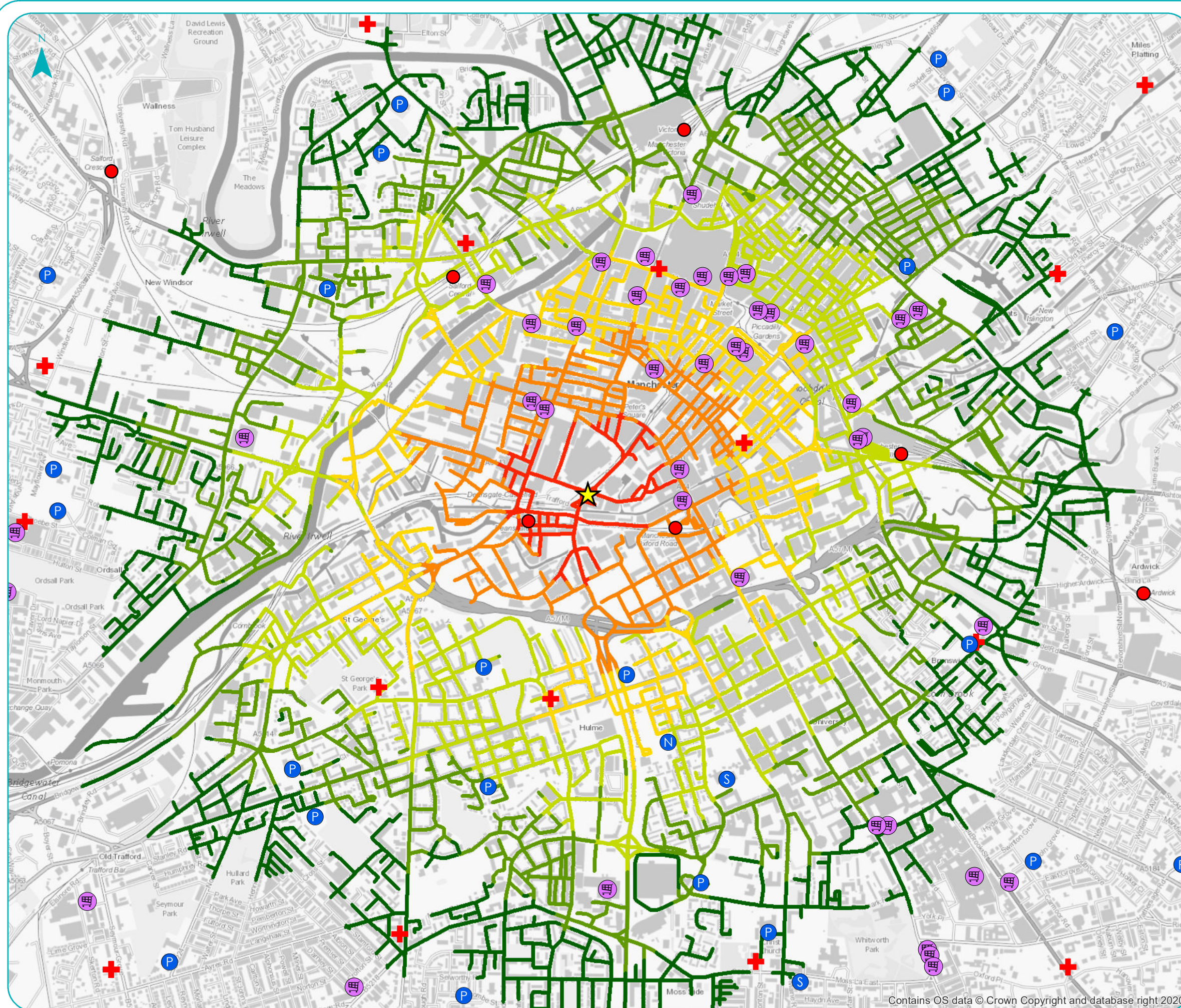


Apex Tower, Manchester
Residential Led Development
Site Location Plan

Figure 1

Scale @ A3 1:1,250

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Key

★ Site Location

● Railway Stations

Pedestrian Accessibility (4.8kph)

0-5 minutes

5-10 minutes

10-15 minutes

15-20 minutes

20-25 minutes

25-30 minutes

Supermarkets

GP

Schools

All Through

Nursery

Primary

Secondary

College

Apex Tower, Manchester
Residential Led Development
Pedestrian Accessibility

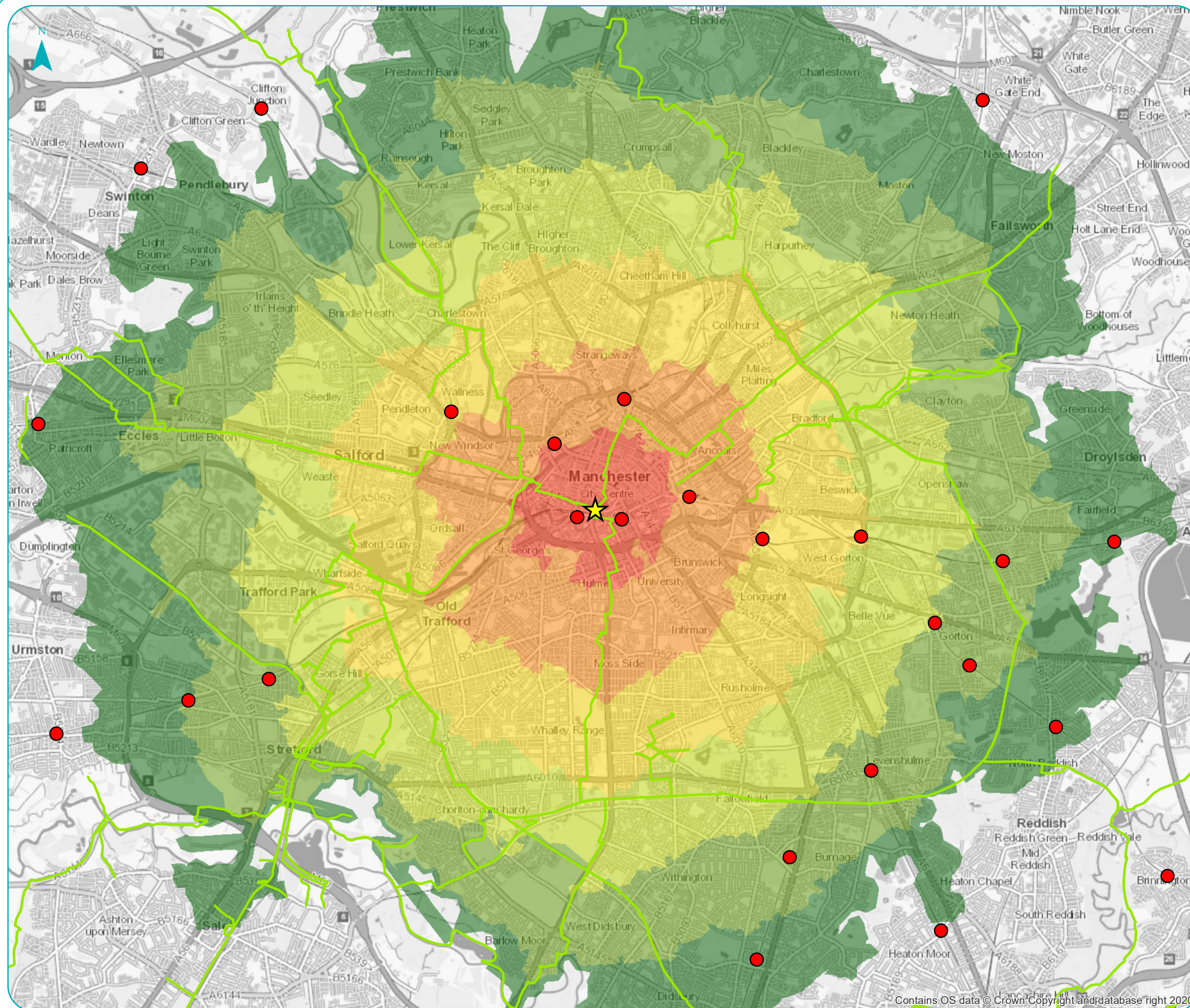
Figure 2

Scale @ A3 1:15,000

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Key

- ★ Site Location
 - Railway Stations
 - National Cycle Routes
- Cycle Accessibility (16kph)**
- 0-5 minutes
 - 5-10 minutes
 - 10-15 minutes
 - 15-20 minutes
 - 20-25 minutes
 - 25-30 minutes

Apex Tower, Manchester
Residential Led Development
Cycle Accessibility

Figure 3

Scale @ A3 1:50,000

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Appendices

Appendix A Masterplan