

Castle Wharf, Manchester

Travel Plan

211012/SK22131/TP01(-02)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22131	TP01	00	Draft	L Speers	LGS	02/06/21
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1 Introduction & Background to the Development

Background

- 1.1 SK has been appointed by Renaker Build Limited to prepare a Travel Plan for a residential development off Chester Road in Manchester city centre. The site is known as Castle Wharf.
- 1.2 In April 2017 Manchester City Council (MCC) granted planning permission for the construction of 188 apartments on the site (ref: 113870/FO/2016).
- 1.3 This Travel Plan has been prepared to discharge Planning Condition 14 attached to the planning permission. The Planning Condition reads:

"Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter."

Proposed Development

- 1.4 The proposed development comprises 188 one, two and three bedroom apartments with basement parking. The proposal is for high quality accommodation which is intended to enhance the range of residential offer within the city centre.
- 1.5 The main pedestrian access point will be centrally located on the Chester Road/Bridgewater Viaduct frontage, at street level. The position of the building within the site creates a substantially enlarged frontage area addressing Chester Road and steps are provided to the lower riverbank level affording access to the footbridge connecting the site with other areas of Castlefield to the north and west of the site.
- 1.6 Secure cycle storage areas are proposed within the building for use by future residents. Cycle parking is provided for 164 bikes.
- 1.7 Vehicle access to the proposed development will be provided separately to the basement parking levels and for the deliveries/servicing area.
- 1.8 Servicing will be accommodated at the Chester Road level, with an entry/exit arrangement to a delivery area adjacent to the building. This arrangement is shown in appendix a.
- 1.9 The proposal includes 136 standard, 11 disabled and 16 EV parking spaces in a basement car park accessed from Old Deansgate.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.2 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

- 2.3 In line with NPPF, the measures adopted in a Travel Plan should be commensurate with the scale of impact from the development and should acknowledge the infrastructure that is delivered as part of the development, and also the type, use and location of the development and the level of intervention required.
- 2.4 The Travel Plan outlines the existing accessibility of the site, infrastructure measures proposed as part of the development, and management and policy measures for adoption upon occupation of the site to promote use of existing infrastructure and infrastructure to be delivered as a result of the development. The Travel Plan also sets out measures that will be used to manage and monitor the Plan over time.
- 2.5 The Travel Plan draws on the following guidance and best practice:
- Ministry of Housing, Communities & Local Government (2019), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - Department for Transport (2007), Guidance on Transport Assessment
 - Department for Transport (2020), Decarbonising Transport: Setting the Challenge
 - Department for Transport (2008), Delivering Travel Plans through the Planning Process
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Commission on Travel Demand (2018), All Change? The future of travel demand and the implications for policy and planning

Travel Plan Pyramid

- 2.6 The Department of Transport (DfT) states that it is helpful to:
- ‘... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.’
- 2.7 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.



Figure 2.1: Travel Plan Pyramid
[source: DfT 2009]

- 2.8 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.
- 2.9 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian and cycle access infrastructure, car parking provision, and cycle parking proposals that will be delivered to serve a development. This information is as set out above in Section 1 and also in Section 6.
- 2.10 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. DfT research has consistently demonstrated that investment in *soft* or SMART travel planning measures, when coupled with marketing interventions, can have a very real impact upon influencing travel behaviour. These are set out in Sections 5 and 6 of the Plan.
- 2.11 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.12 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding/budget details.

Travel Plan Benefits

- 2.13 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.14 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very

real impact on staff health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.

- 2.15 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.16 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.17 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Travel Plan Objectives

- 2.18 The main objectives of a Travel Plan are to reduce the environmental effects of transport associated with developments and raise awareness of sustainable means of access. In this instance, the main objective of the Travel Plan is to outline a realistic strategy that supports residents to travel by sustainable modes and to reduce single occupancy car use.
- 2.19 A secondary objective of the Travel Plan is to outline an Action Plan for the site that clearly defines the strategy and monitoring measures to be adopted to meet the defined objectives of the Plan. To this end, the Plan seeks:
 - To encourage site users to evaluate their travel patterns and needs
 - To support site users to make informed travel choices
 - To set out a suitable monitoring and management structure

3 Site Location & Local Highway Network

Site Location

- 3.1 Figure 3.1 shows the location of the site.



Figure 3.1: Site Location

- 3.2 The site is located on the southern side of the city centre on a key gateway route (the A56 Chester Road). The site is bounded to the north and east by the Bridgewater Canal towpath, to the south by Chester Road and the Bridgewater Viaduct, and to the east by the Castlegate apartments.

Local Highway Network

- 3.3 Chester Road is a major radial route connecting the city centre area with the inner ring road and continuing south-west through Trafford. To the west of the site, Chester Road is dual carriageway and meets the A57(M) Mancunian Way at a major grade separated junction. To the north-east and across the site frontage, the route becomes single carriageway with two lanes maintained in each direction, connecting with Whitworth Street West at a signal controlled junction and leading into A56 Deansgate. To the north-east of the site Chester Road is referred to as the Bridgewater Viaduct. Good standard footways with cycle facilities are provided on the western footway.
- 3.4 Opposite the site, Chester Road/Bridgewater Viaduct meets Deansgate at a restricted movement priority junction. Chester Road is dual carriageway at this point with two lanes in each direction and a right turn lane for traffic turning into Deansgate provided within the central reserve. Traffic is not permitted to turn right from Deansgate onto Chester Road towards the Bridgewater Viaduct.
- 3.5 Old Deansgate provides a connection between Chester Road in the west and areas east of the River Medlock and the A5103 Medlock Street, via Hewitt Street and Little Peter Street. Access can also be gained from these routes to the B6469 Whitworth Street West.

Parking Controls

- 3.6 The site sits within city centre Pay & Display Zone 3 and adjacent to Pay & Display Zone 4.
- 3.7 In Zone 3 parking is restricted to Pay & Display marked bays with a maximum stay of three hours (Monday to Sunday, 8am to 8pm). In Zone 4 parking is restricted to Pay & Display marked bays

with a maximum stay of ten hours (Monday to Sunday, 8am to 8pm). The remainder of the surrounding streets are governed by parking restrictions in the form of yellow lines to restrict nuisance parking.

- 3.8 The nearest on-street Pay & Display parking bays to the site are on Deansgate, Commercial Street and Castle Street.

4 Accessibility Audit

Pedestrian Access

- 4.1 The site is well connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is generally of good condition with frequent dropped kerb and tactile paving provision.
- 4.2 Good width footways are provided on either side of the Chester Road carriageway edge. Future residents can easily gain access to services and amenities using the footway routing along Chester Road site frontage and then cross to the eastern side of the carriageway at the signalised facilities at the junction of Bridgewater Viaduct/Whitworth Street West.
- 4.3 Access can also be gained to the Bridgewater Canal towpath routing along the northern site frontage. This route connects to two footbridges (east and west of the site) across the canal to allow access to the wider Castlefield area.
- 4.4 The routes south of the site, via old Deansgate, are lightly trafficked and surfaced to provide a suitable environment for pedestrian trips to city centre destinations. Signalised crossing facilities are provided at the junction of Whitworth Street West/Deansgate, and Whitworth Street West/Medlock Street.
- 4.5 Two-thirds of all journeys in the UK are under-five miles and short distance trips offer the greatest opportunity for changes in travel behaviour. DfT best practice guidance states that walking has the potential to substitute for car trips under 2km. CIHT¹ provides further advice on suitable walking distances and states that 10 minutes is a suitable distance for access to local centre/retail type uses. Recent guidance supports locating developments in areas where residents can access various destinations within a 20 minute journey time to provide what TCPA refers to as a '20 Minute Neighbourhood'².
- 4.6 Figure 4.1 shows 10 minute and 20 minute walking isochrones from the site based on a walk speed of 4.8kph (average walk speed for all age groups³).

¹ CIHT (2000), Providing for Journeys on Foot

² TCPA *et al* (2020), <https://www.tcpa.org.uk/Pages/Category/health>

³ Schimp *et al* (2011), Association between walking speed and age

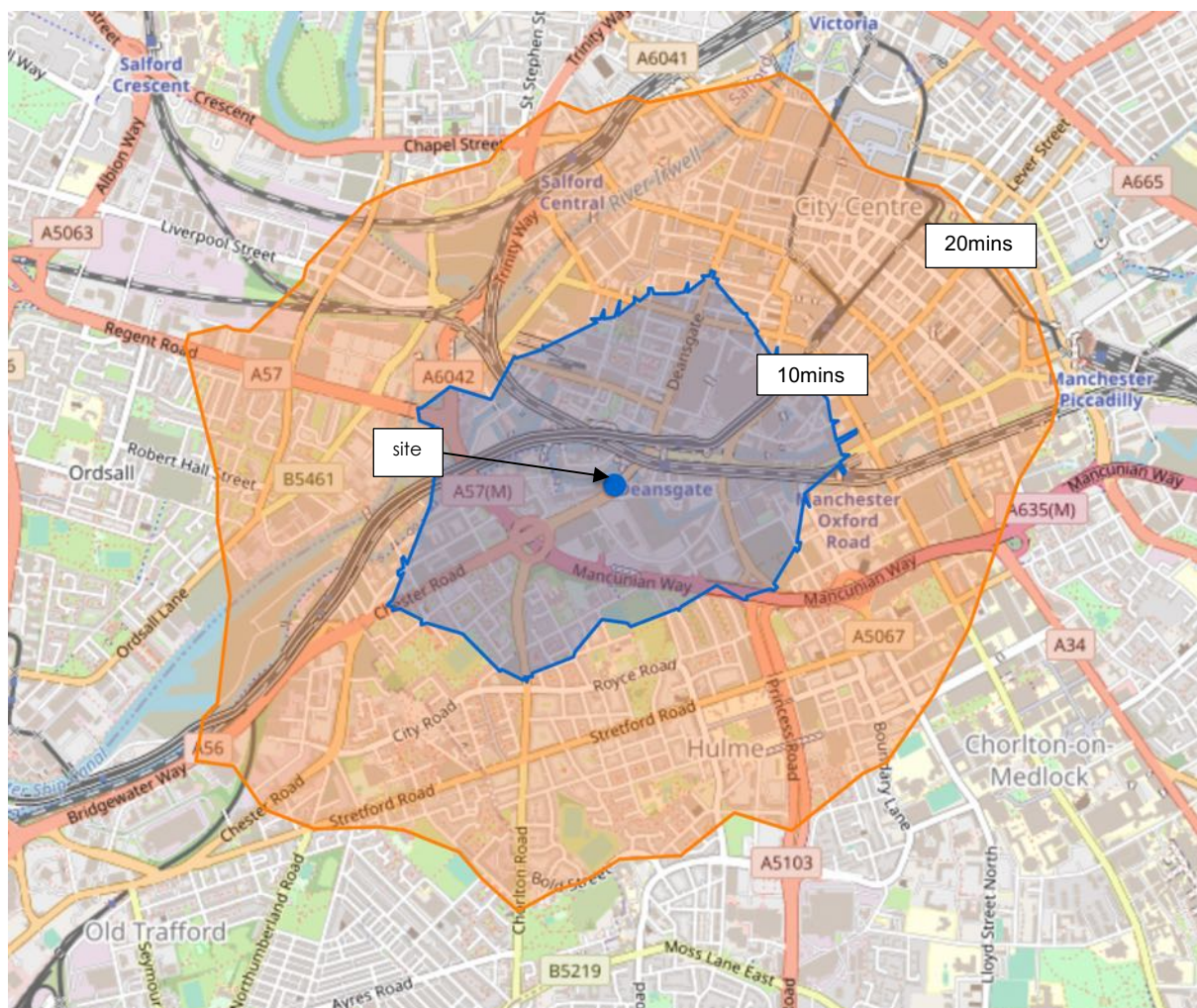


Figure 4.1: Walking Isochrones

- 4.7 Figure 4.1 shows that site relates well to the rest of the city centre and that access can be easily gained on foot to numerous employment, retail and leisure destinations within a 20 minute walk. The pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The close proximity of the site to a key city centre destinations and local area amenities, means that these are easily accessible from the site by foot.

Cycle Access

- 4.8 Figure 4.2 shows the existing cycle network serving the site.

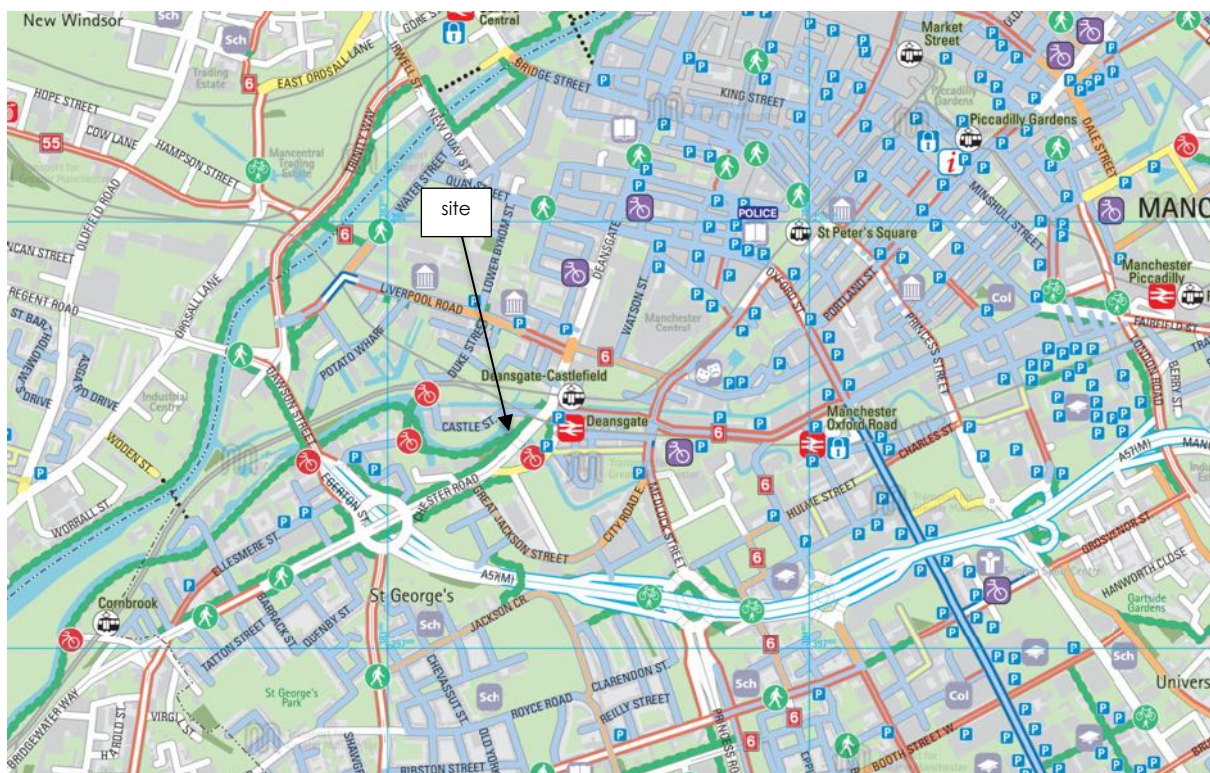


Figure 4.2: Existing Cycle Network
[source: TfGM 2021]

- 4.9 Figure 4.2 shows the site relates well to existing cycle routes. The site relates well to 20mph routes across the city that provide a suitable environment for cycle trips into the city centre. Marked cycle routes are also present along the site frontage on Chester Road and a segregated cycle route is provided on the Bridgewater Canal towpath.
- 4.10 Deansgate is identified as a route on the Greater Manchester Cycle Network. This route provides connections to segregated cycle routes on Chester Road and Route 6 of National Cycle Network that passes the site on Whitworth Street West. The existing routes serving the site provide a good basis for future trips on cycle and provide good linkages to the entire network, including routes through the city centre and beyond.
- 4.11 Figure 4.4 shows 10 and 20 minute cycle journey times from the site based on leisurely cycle speed of 16km/h.

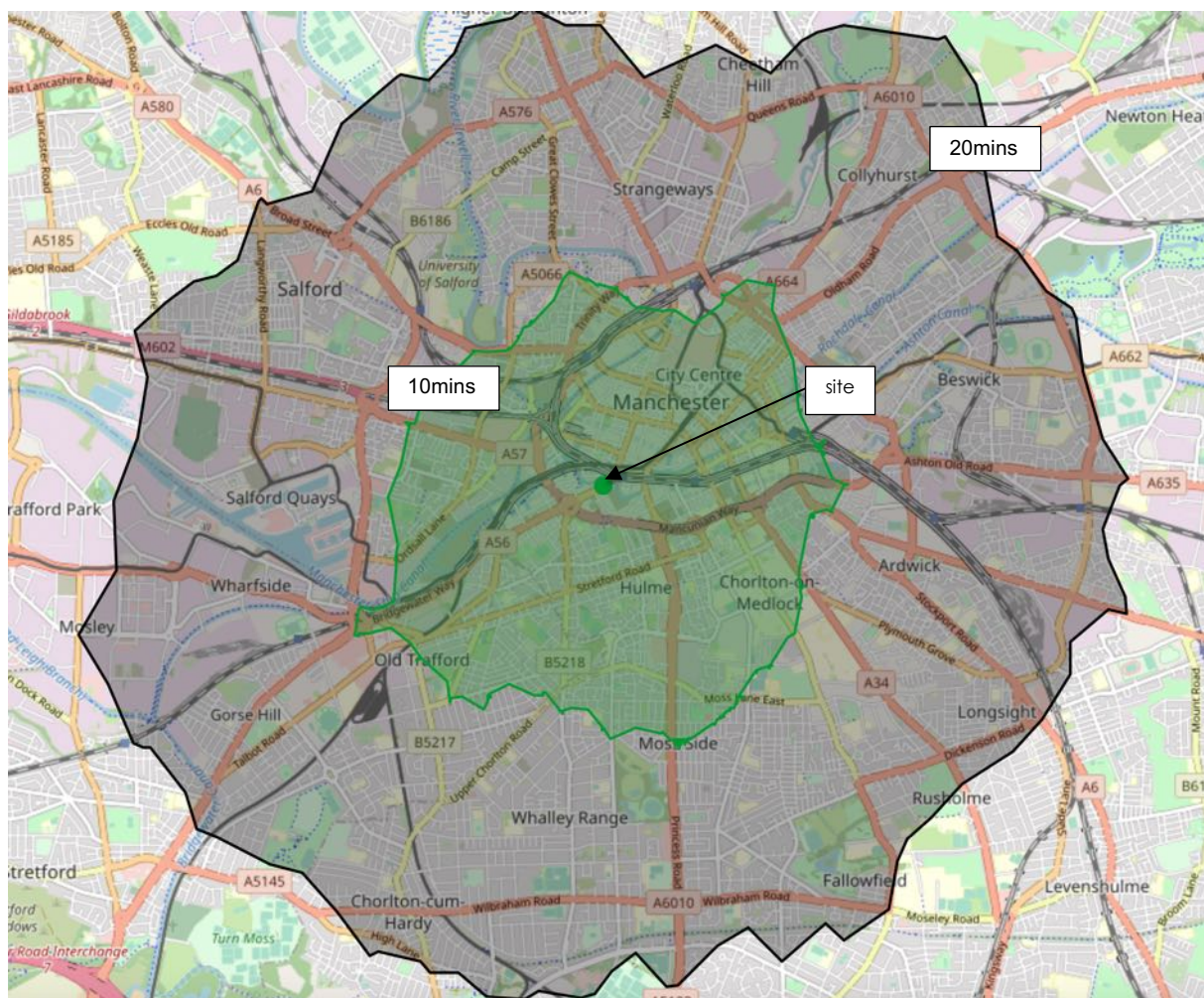


Figure 4.4: Cycle Catchments

- 4.12 Figure 4.4 shows that all of the city centre, Old Trafford and Hulme can be accessed in a 10 minute cycle. Salford Quays, Salford University, Cheetham Hill and Fallowfield can be accessed in a 20 minute cycle.
- 4.13 It is shown that opportunities exist for access by cycle from the site to areas of the city using existing routes.

Public Transport Access

- 4.14 Figure 4.5 shows the public transport network serving the site.

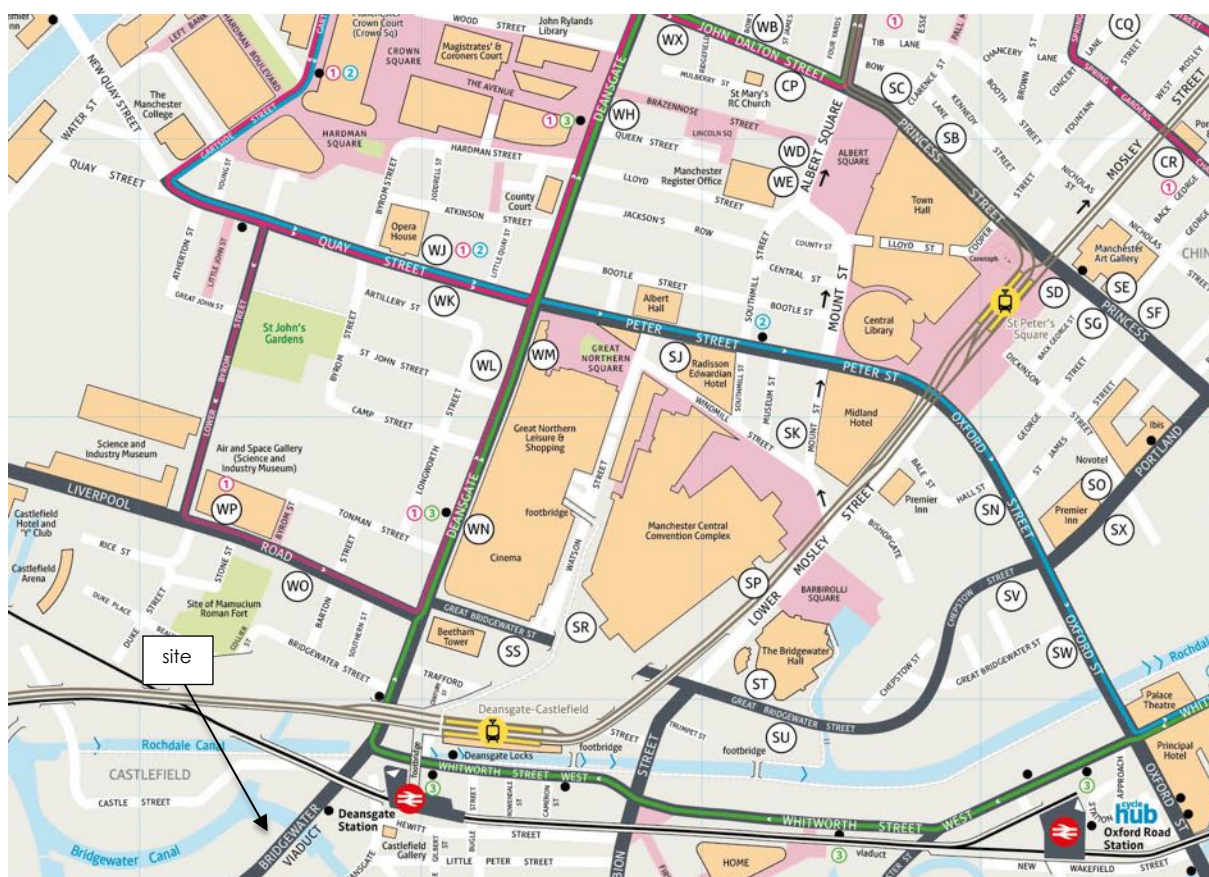


Figure 4.5: Public Transport Network
[source: TfGM 2021]

- 4.15 The nearest bus stops to the site are located on Whitworth Street West and Bridgewater Viaduct. These bus stops are all within a five-minute walk of the site.
- 4.16 TfGM's interactive bus tool shows that the nearest bus stops are served by approximately 600 buses per day (Monday to Friday). These services provide comprehensive coverage of city centre and regional destinations. The services also provide good coverage of early morning, evening and weekend periods.
- 4.17 Access can also be gained to Routes 1 and 3 of the Metroshuttle bus service, which routes close to the site on Whitworth Street West and Liverpool Road. The Metroshuttle is a free bus service providing frequent routes around the city centre to link key destinations.
- 4.18 The site is located 190m from Deansgate station. Access can be gained to the station using the footway fronting the site on Chester Road and crossing at the existing signalised facility at the junction of Bridgewater Viaduct/Whitworth Street West.
- 4.19 Trains offering coverage of destinations across Greater Manchester region and the UK serve Deansgate station. It also provides a connection to Oxford Road and Piccadilly stations.
- 4.20 Metrolink services can be accessed from Deansgate-Castlefield Metrolink station, 240m from the site. Existing Metrolink services provide high-frequency services across Greater Manchester.
- 4.21 In line with TfGM guidance a Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the proposal site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures AM Peak accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is a high level of accessibility.
- 4.22 The site has a GMAL of 8 indicating that the site benefits from the highest level of accessibility by public transport. This shows that residents can undertake movements to destinations outside the city centre easily by public transport from day one of occupation of the development.

- 4.23 The assessment shows that the site is well placed for opportunities to access by public transport. As would be expected of a city centre location, existing public transport services provide good frequency coverage of all the key periods of trip demand.

5 Travel Plan Management

Travel Plan Co-ordinator

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The applicant (Renaker Build Limited) has been closely involved in the development of the Travel Plan and is committed to its successful implementation. Renaker Limited will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 5.2 The site management company for the site is Zenith. Zenith has reviewed the Travel Plan and has agreed to support its implementation.
- 5.3 Travel Plan Co-ordinators play an important role in developing, managing and promoting Travel Plans. The Travel Plan Co-ordinator for the site is:

Name: Jack Dorney

Email: jackdorney@zenithmanagement.co.uk

Phone: 07867 953 092

- 5.4 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market and monitor the Travel Plan's effectiveness.
- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures
- Providing a point of contact for residents, the local community and MCC
- Publicising and raising awareness of local and national initiatives
- Preparing and issuing the travel packs
- Providing regular updates to residents on changes to local services and facilities
- Monitoring and surveying travel patterns
- Regularly reporting to MCC

Future Management & Handover Arrangements

- 5.6 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to MCC in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Promotion & Marketing Measures

- 6.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them. Research undertaken by DfT shows that promotion and marketing of Travel Plan's is one of the most important measures in encouraging people to travel sustainably and actively.
- 6.2 The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan. The following measures will be used to promote and market the Travel Plan:
1. Distribution of promotional materials and updates to all households
 2. Preparation and issue of travel packs for each household
 3. Promotion of local authority/local area travel campaigns/networks
- 6.3 Copies of the Travel Plan will be made available to residents on request.

Travel Packs

- 6.4 Travel packs are an important means of disseminating information and making sure that residents are aware of the travel choices available to them when they move into their new home. The travel packs will be made available in the sales office and a copy provided in the sales information pack.
- 6.5 The travel packs will include the following information:
1. Travel Plan Co-ordinator contact details
 2. Information on TfGM on-line and phone app journey planning software
 3. Information on TfGM cycle and walking routes
 4. Information on TfGM public transport routes
 5. Details of current TfGM local initiatives
- 6.6 A sample Travel Pack has been prepared and is attached as Appendix B.

Journey Planning Software Promotion

- 6.7 Residents will be encouraged via the travel pack to familiarise themselves with the journey planning websites and phone apps promoted by TfGM. The [MyTfGM](http://my.tfgm.com/)⁴ website now directs users to use the following [Traveline](https://www.traveline.info/)⁵, [Citymapper](https://citymapper.com/manchester)⁶ and [Transit](https://transitapp.com/)⁷ journey planning software. Further mode specific journey planning software will also be promoted and these are set out in the relevant sections below.

Travel Plan Benefits

- 6.8 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably (as set out below).
1. Improve health and wellbeing
 2. Save money
 3. Reduce traffic congestion
 4. Increase physical activity and fitness
 5. Improve air quality
 6. Reduce carbon emissions
 7. Meet new people

Local & National Travel Campaigns

- 6.9 The Travel Co-ordinator will also promote local and national travel campaigns, including (but not limited to) the initiatives in Table 4.1.

⁴ <http://my.tfgm.com/>

⁵ <https://www.traveline.info/>

⁶ <https://citymapper.com/manchester>

⁷ <https://transitapp.com/>

Initiative	Date	Details	Contact
Big Pedal	March	UK's biggest cycle/scoot to school event organised by Sustrans	www.bigpedal.co.uk
National Walking Month	May	Living Streets' initiative to encourage people to take to their feet	www.livingstreets.org.uk
Walk to Work Week	May	Raising awareness of benefits for walking to school and work	www.livingstreets.org.uk
Work Wise Week/National Work from Home Day	May	Raising awareness of smarter working amongst employees and employers	www.workwiseuk.org
Bike Week	June	Promoting how cycling can be part of everyday life	www.bikeweek.org.uk
Cycle to Work Day	Sept	Aims to encourage everyone to take two wheels to work for just one day	www.cycletoworkday.org
World Car Free Day	Sept	Encourage people to live a day without using their cars	www.worldcarfree.net
Road Safety Week	Nov	Annual community event aimed at inspiring people to promote road safety	www.roadsafetyweek.org.uk
GM Walking Festival	Oct	A walking festival promoted by TfGM with new routes promoted across Greater Manchester for all ability levels	https://gmwalking.co.uk/festival/

Table 6.1: Local & National Travel Plan Campaigns

Information Dissemination

- 6.10 Residents will be asked to supply an email address that can be used by the Travel Plan Co-ordinator to disseminate and circulate progress updates, travel information, service changes and new initiatives.

Measures to Encourage Walking

- 6.11 Walking is the cheapest and most sustainable mode of travel. Most people of relatively fair health will be able to incorporate some walking as part of a daily journey and this can have very real impacts on the health and wellbeing of the individual.
- 6.12 Section 4 of the Travel Plan shows that the site is well located for walking trips to numerous retail, leisure and employment destinations. It is also shown that the existing pedestrian infrastructure serving the site is of good quality.
- 6.13 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of walking using the travel pack and regular Travel Plan email updates.
- 6.14 Information on local walking routes will be provided in the travel pack, including a local area map. The travel pack will also include details of on-line and phone app journey planning software that is available from TfGM⁸. In addition, website links will be provided to the GMWalking⁹ website which provides resources on routes and local walking groups.
- 6.15 The NHS Active 10 tracker app to set daily goals for journeys so that users can set challenges. Bigger challenge with the Coach to 5km phone app. Both are available from the NHS website¹⁰.

Measures to Encourage Cycling

- 6.16 The site is well located to allow access to the Greater Manchester Cycle Network and the Bee Network.
- 6.17 The proposal includes cycle parking to support movements by this mode. The cycle parking will be made available for use in perpetuity. The Travel Plan Co-ordinator will periodically review the use of the cycle parking area and will remove any abandoned bikes.

⁸ <http://www.tfgm.com/>

⁹ <https://gmwalking.co.uk>

¹⁰ <https://www.nhs.uk/better-health/get-active/>

- 6.18 The travel pack will include details of on-line and phone app cycle maps and journey planning software that is available from TfGM. In addition the travel pack will also include website links to [Sustrans](http://www.sustrans.org.uk/)¹¹, who provide information on local and national routes, and [Cycling UK](http://www.cyclinguk.org/)¹², who provide information on local cycling groups, cycle tips and routes.
- 6.19 TfGM offer [free cycle training and maintenance](https://tfgm.com/cycling/training)¹³ sessions for adults for beginners and experienced cyclists, and provides safety tips and advice on the [TfGM](https://tfgm.com/)¹⁴ website. Details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester are provided on the [TfGM](https://tfgm.com/cycling)¹⁵ website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities.
- 6.20 Bikes and equipment can be purchased from [The Manchester Bike Hire](http://www.manchesterbikehire.co.uk/)¹⁶, [Harry Halls Cycles](http://www.harryhallcycles.co.uk/)¹⁷ and [Evans Cycles](https://www.evanscycles.com/)¹⁸. Manchester Bike Hire also provides a hire service whereby cycles are dropped off at local homes.

Public Transport Measures

- 6.21 Section 4 shows that the site benefits from an exceptional level of accessibility by public transport.
- 6.22 The travel pack will include information relating to website bus service information available on TfGM, including timetables and ticket prices. The [MyTfGM](http://my.tfgm.com/)¹⁹ website now directs users to use the following [Traveline](https://www.traveline.info/)²⁰, [Citymapper](https://citymapper.com/manchester)²¹ and [Transit](https://transitapp.com/)²² journey planning software.
- 6.23 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives.

Efficient Vehicle Use

- 6.24 The proposal provides parking within the site including 16 EV charging points and 11 disabled parking bays. The EV parking spaces will be reserved for use by electric vehicles only.
- 6.25 Car sharing is a very useful way of adopting sustainable travel practices by reducing single occupancy car trips and reducing the number of vehicles generated from the site as people share a common journey. Residents will be reminded that they can use TfGM's established car share scheme ([CarShareGM](https://www.carsharegm.com/)²³) to make their car journeys more efficient.
- 6.26 For residents who do not own a car but may occasionally need to use one [Enterprise](https://www.enterpriseclub.co.uk/)²⁴ operates a car club across the city, with the nearest vehicles located on Whitworth Street West.

7 Monitoring & Review Mechanisms

Data Collection & Analysis

- 7.1 Monitoring resident travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Initial travel surveys will be undertaken within six months of first occupation. The Travel Plan Co-ordinator will use their best endeavours to make sure that the surveys include a representative sample of residents. This may require pro-active engagement with under-represented groups by the Travel Plan Co-ordinator, such as car owners.

¹¹ www.sustrans.org.uk/

¹² www.cyclinguk.org/

¹³ <https://tfgm.com/cycling/training>

¹⁴ <https://tfgm.com/>

¹⁵ <https://tfgm.com/cycling>

¹⁶ <http://www.manchesterbikehire.co.uk/>

¹⁷ <http://www.harryhallcycles.co.uk/>

¹⁸ <https://www.evanscycles.com/>

¹⁹ <http://my.tfgm.com/>

²⁰ <https://www.traveline.info/>

²¹ <https://citymapper.com/manchester>

²² <https://transitapp.com/>

²³ <https://www.carsharegm.com/>

²⁴ https://www.enterpriseclub.co.uk

- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. A monitoring report will set out the results of the survey and any changes to the targets/measures and this will be issued to MCC within three months of the survey.
- 7.4 The surveys will gather the following information:
1. Place of work/study
 2. Usual mode of travel
 3. Household car and cycle ownership
 4. Reasons for mode choice
 5. Initiatives that would encourage a change in mode
 6. Travel Plan awareness
- 7.5 The surveys will be undertaken using Survey Monkey. Residents will be provided with paper copies of the travel survey if they prefer and once completed the Travel Plan Co-ordinator will manually input the data into Survey Monkey.
- 7.6 A follow up survey will be undertaken two years after implementation of the actions. Then regular surveys (every five years) will be undertaken for the lifetime of the development, or otherwise until MCC decide that surveys are no longer required.

Baseline Travel Patterns (Interim)

- 7.7 The development is currently not occupied and so the mode share data used in the Transport Assessment for the planning application has been set as the baseline position against which interim targets will be set.

Mode	Transport Assessment Mode Share
Public Transport	27%
Car Driver	19%
Car Passenger	1%
Bike	3%
Foot	49%
Other	1%

Table 7.1: Baseline Resident Mode Share (Interim)
[source: SK Transport Assessment 2016]

- 7.8 The baseline position will be updated following the first travel survey.

Targets

- 7.9 Travel Plans should always include targets against which the success of the Plan can be monitored and assessed over time. Targets should be ambitious yet realistic. There are two main types of targets that are applicable to Travel Plans; action targets and quantitative targets.
- 7.10 Action-based targets are based on the Travel Plan reaching set milestones or indicators. Action targets include the commitment to deliver a package of measures to help promote and encourage sustainable travel. The following action targets have been set for this stage in the Plan:
- Prepare and distribute the travel packs
 - Undertake travel surveys within six months of occupation
- 7.11 Further action-based targets and milestones will be identified when the monitoring reports are prepared following the travel surveys.

- 7.12 Following the first surveys, quantitative targets will be set for the Travel Plan based on the stated objectives to encourage sustainable trip making and reduce single occupancy car use. The targets will be reviewed regularly as part of the monitoring plan.
- 7.13 Quantitative targets also provide a useful indicator against which the performance of the Travel Plan can be assessed. The targets are required to be SMART (Site-specific, Measurable, Achievable, Realistic and Timed). The following SMART targets have been set for the first five years of the Travel Plan and these will be reviewed on receipt of the first travel surveys.
- Reduce single occupancy car trips by 5%
- 7.14 Complete SMART targets will be set following the first travel surveys and these will be issued to MCC with the monitoring report for discussion and agreement.

Monitoring Plan Summary

- 7.15 Table 7.2 sets out the monitoring mechanisms that will be used to review the performance of the Travel Plan.

Exercise	Key Information	Frequency	Responsibility
Issue of Travel Packs	Dissemination of travel information and travel survey to residents	On occupation and with regular updates to information	Travel Plan Co-ordinator
First resident survey	Data to be used to establish base trends and to allow appropriate targets to be set	Within 6 months of occupation	Travel Plan Co-ordinator
Monitoring survey	Data to be used to establish progress of the Plan and review success of measures	2 years after first survey	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share and targets	3 months after survey period	Travel Plan Co-ordinator

Table 7.2: Monitoring Plan

8 Action Plan, Timescales & Funding

Budget & Funding

- 8.1 The applicant is committed to the implementation and successful delivery of the Travel Plan's measures to meet the stated objectives. The applicant has confirmed that it will fund the costs associated with the operation and implementation of the Travel Plan. The operator will also fund the Travel Plan Co-ordinator's costs. This funding will not only be made available for the measures identified in this version of the Travel Plan, including allowance for additional time spent by the Travel Plan Co-ordinator and for additional measures identified going forward.

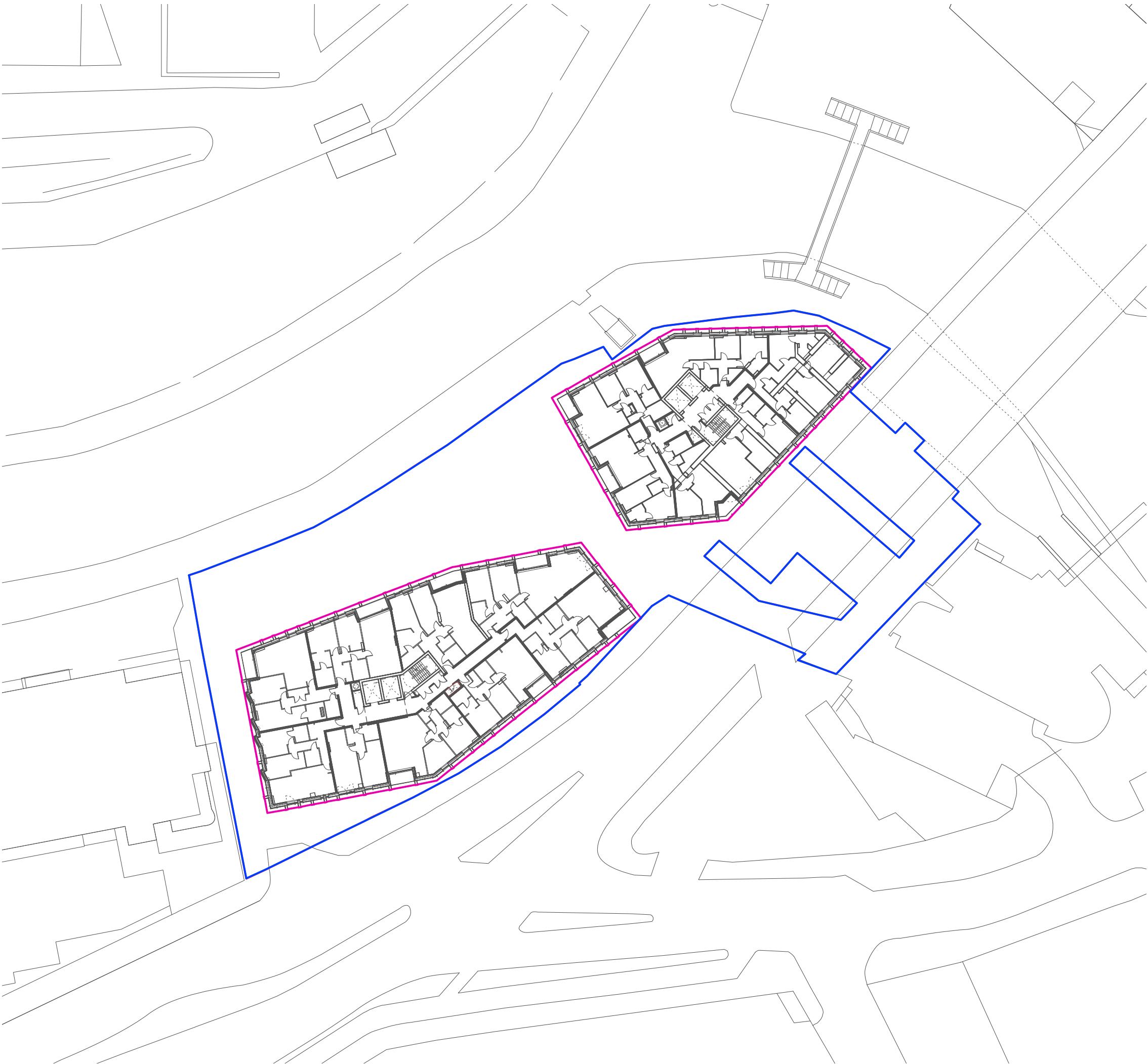
Action Plan

- 8.2 Table 8.1 also provides timescales for each measure using the following time periods:
- Quick Wins (Q) – to be undertaken prior to occupation
 - Ongoing (O) – on-going elements which may be regularly undertaken throughout the Plan's life
- 8.3 The actions set out in the Action Plan will start within six months of first occupancy or when 60% occupancy has been reached, whichever is sooner.

Element	Measure	Category	Timescale	Responsibility
Marketing	Prepare travel packs	Q	Prior to occupation	Travel Plan Co-ordinator
	Issue travel packs	Q	Prior to occupation	Travel Plan Co-ordinator
	Set up & maintain resident email database	O	On occupation of each unit	Travel Plan Co-ordinator
	Promote Local & National Campaigns	O	Periodically by email	Travel Plan Co-ordinator
Walking	Provide pedestrian access points	Q	Prior to occupation	Developer
	Promote walking benefits/routes	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
Cycling	Provide space for cycle storage	Q	Prior to occupation	Developer
	Promote cycle providers/retailers	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
	Promote TfGM cycle training	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
Public Transport	Prepare promotional information for public transport	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
	Distribute details of journey planning resources	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
	Check for service changes	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
Vehicles	Promote GM Car Sharing database	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator
	Distribute details of local on-line food retailers	Q / O	On occupation as part of travel pack / periodically by email	Travel Plan Co-ordinator

Table 8.1: Action Plan

Appendix A



REVISION	DATE	DESCRIPTION
A	05.08.19	PRELIMINARY ISSUE

NOTE:

DRAWING FOR ILLUSTRATIVE PURPOSES ONLY. DRAWING BASED ON INFORMATION PROVIDED BY RBL & BASED ON LATEST TOPOGRAPHICAL SURVEY AVAILABLE.

KEY

- OWNERSHIP BOUNDARY
- BUILDING FOOTPRINT

OMIArchitects

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+44(0)161 832 3242 / info@omiarchitects.com / www.omiarchitects.com

PROJECT	CHESTER ROAD				
DRAWING	SITE BOUNDARY PLAN - LEVEL 06 FOOTPRINT				
DATE	AUG '19	DRAWN BY	FRT	SCALE	1:500 @ A3
JOB NO.	1370	DWG.NO.	Z1-OMI-G100-PI-XX-L0002		



LEGEND - HARDWORKS

- S1 Proposed Internal / External Concierge Paving**
Product: Dietfort Limestone (to match building)
Plan Size: 312.5 x 625mm
Unit Depth: 50mm tbc by engineer (podium and footway)
Finish: Sandblasted
- S2 Proposed Paving Cube Bands**
Product: Dietfort Limestone (to match building)
Unit Size: Type S2a 85x 85 x50mm tbc by engineer (podium and footway)
Type S2b 95 x 95 x 50mm tbc by engineer (podium)
Finish: Bush Hammered
- S3 Proposed Linear Paving**
Product: Dietfort Limestone (to match building)
Plan Size: 550 x 95
Unit Depth: 50mm tbc by engineer
Finish: Sandblasted
- S4 Proposed Highway Footway**
Product: Pennant Mixed Stone by Hardscape (or similar approved)
Plan Size: 450x600 x Lvaries (max length 750mm)
Unit Depth: 65mm tbc by engineer
Finish: Sawn
- S5 Proposed Highway Footway / Cycleway**
Product: Asphalt
Spec / detail: By others
- S6 Proposed Cubes**
Product: Pennant Mixed Stone by Hardscape (or similar approved)
Plan Size: 95x95
Unit Depth: 50mm tbc by engineer
Finish: Sawn
- S7 Proposed Setts**
Product: Pennant Mixed Stone by Hardscape (or similar approved)
Plan Size: 300x100
Unit Depth: 100mm tbc by engineer
Finish: Sawn
- S8 Proposed Water Feature**
Product: Crystal Black Granite by Hardscape (or similar approved)
Plan Size: tbc
Unit Depth: tbc
Finish: Honed
- S9 Tactile Paving**
Product: Pennant Stone by Hardscape (or similar approved)
Plan Size: 400x400
Unit Depth: 50mm
Finish: Sawn
Other: Highways - Pimple Steps: Corduroy
- S10 Existing Stone (Patch repair)**
Product: Local Sandstone
To match existing along canal edge
- E1(a) Metal Planter Edge**
Product: Bespoke
Height: approx 800mm above paving level
Finish: P/C to match Architects cladding RAL
- E1(b) Metal Planter Edge**
Product: Bespoke
Height: approx 400mm above paving level
Finish: P/C to match Architects cladding RAL
- E1(c) Metal Planter Edge**
Product: Bespoke
Height: approx 200mm above paving level
Finish: P/C to match Architects cladding RAL
- E2 Buff Stone Planter / Back of Sofa Edge**
Product: Dietfort Limestone (to match building)
Height: 850mm Width 200/300mm (angle to top 400mm)
Finish: Sandblasted
- E3 Buff Stone Sofa Seat**
Product: Dietfort Limestone (to match building)
Sofa: Height 450mm Width: 700mm
Coping Depth: 50mm Coping Radii: 25mm
Finish: Sandblasted to main, Split Line to key ends
- E4 Buff Stone Plinth**
Product: Dietfort Limestone (to match building)
Wall: Height 450mm Width: 300mm
Coping Depth: 100mm Coping Radii: Pencil Edge
Finish: Sandblasted
Timber seat on wall: LvariesxW300xH100mm Solid timber coping
- E5 Steps**
Product: Pennant Stone by Hardscape (or similar approved)
Plan Size: W300xLvaries
Unit Depth: Varies for set of steps
Finish: Sawn
- E6 Kerb Upstand To Trees**
Product: Pennant Stone by Hardscape (or similar approved)
Plan Size: W150xL900
Unit Depth: 150mm
Finish: Sawn
- E7 Kerb Upstand**
Product: Pennant Stone by Hardscape (or similar approved)
Plan Size: W200xL900
Unit Depth: 120mm visible upstand (250mm total depth)
Finish: Sawn
- E8 Kerb Flush**
Product: Pennant Stone by Hardscape (or similar approved)
Plan Size: W200xL900
Unit Depth: Flush (130mm total depth)
Finish: Sawn
- E9 Red Sandstone Plinths**
Product: To match architectural detailing
Other: Siting Height
Other: Coursing to tie with adjacent building

LEGEND - FURNITURE / LIGHTING

- F1 Robust Dining Set**
Product: Tombola Picnic Set (Artform Urban or similar approved)
Table Dimensions: L2000xW620xH850mm
Seat Dimensions: L2000xW300xH450mm
Material: FSC Hardwood, P/C leg supports
- F2 Robust Bench**
Product: Tombola Bench (Artform Urban or similar approved)
Dimensions: L2000/4000/5000xW300xH450mm
Material: FSC Hardwood (wood spec tbc), P/C leg supports
Other: Recessed (concealed) lighting to underside
- F3 Robust Cube Seat / Table**
Product: Oak Cube (Citysquared or similar approved)
Dimensions: L450xW450xH500mm
Material: Hardwood
- F4 Removable Cushions**
Product: Outdoor Cushion Company (Or similar approved)
Size: 575mm X 575/1800mm X 70mm (41/150 FR foam)
Material Spec: Premier FR un-piped covers
Colour: Copacabana FR 182 Taupe Intermediate E Premier
- F5 Linear Resting Bar and Stools**
Product: Roshults or Similar Approved
Table Dimensions: H1000xW300xL3000mm (Bespoke Size)
Table Material: P/C Frame with Hardwood thin slat wood top
Seat Dimensions: H750xW300xL450mm (Bespoke Size)
Seat Material: P/C Frame with Hardwood thin slat wood top
- F6 Private Dining Table and Benches**
Product: Roshults or Similar approved
Table Dimensions: H850xW1000xL3000mm (Bespoke Size)
Table Material: P/C Frame with Hardwood thin slat wood top
Seat Dimensions: H450xW390xL3000mm (Bespoke Size)
Seat Material: P/C Frame with Hardwood thin slat wood top
- F7 Decorative Dividing Screen**
Product: Bespoke
Laser Cut artwork to create privacy panel to private dining garden
Other: RAL tbc
- F8 Feature Planter**
Product: Cube (Public Spaces or similar approved)
Dimension: 800x800x800mm
Material: Powder coated steel
Other: RAL tbc
- F9 Bike Racks**
Product: C320 Crossbar Cycle Stand (Voss or similar approved)
Dimension: 1000x775 (995) x80mm
Material: Grade 316 crossbar, Powder coated black steel legs
- F10 Bollards**
Product: Essentials Steel P/C bollard (Bollards Direct or similar approved)
Dimension: 114 diameter, 900 above ground height
Material: Powder coated black steel
- F11 Bin**
Product: Spec tbc
- F12 Handrail**
Product: Bespoke
Dimension: H900 / 1000
Material: Grade 316 crossbar, Powder coated black steel legs
- F13 Gates**
Product: Bespoke
Dimension: H2100
Material: Powder coated black steel
Other: Vertical Bar
- L1 Lamp / Heater**
Product: Encompass Heatsail
Other: No visible cable
Colour: Black
- L2 Tree / Column Uplighter**
Lighting adviser to advise
- L3 Lighting Bollard**
Lighting adviser to advise
- L4 Wall Lights**
Lighting adviser to advise
To work with stone coursing
- Indicative Drainage**
Engineer to confirm details

LEGEND - SOFTWORKS

- Existing Trees Retained (offsite)**
- Proposed Street Trees in Metal Planters**
Typical Species: Betula 'Edinburgh'
Size: 4.5-5m
Other: Irrigation Ring
Guying: Deadman
- Proposed Specimen Podium Trees**
Typical Species: Fagus Sylvatica 'Roof Form'
Size: Head 1.8 x 1.8m, Clear Stem max 1.8m
Other: Irrigation Ring
Guying: Deadman
- Topiary Column Tree**
Typical Species: Fagus Sylvatica 'Square column'
Size: W0.8xL0.8xH1.5m
Other: Mona Irrigation (by greentech or similar approved)
- Ornamental Planting**
Typical Species: tbc
Other: Mona Irrigation (by greentech or similar approved)
- Ornamental Interior Planting**
To be coordinated to the wider interior design planting palette
- Interior Plant Specialist

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REVISION NOTES

Rev	By	Description	Date
P4	KH	Redesign	27.02.20
P3	KH	Minor Updates	06.09.16
P2	KH	Minor Updates	01.09.16
P1	KH	Asite Upload	24.08.16

Client
Renaker Build Ltd

Project
Chester Road, Manchester

Description
Landscape Layout

Scale @ A1
1:200

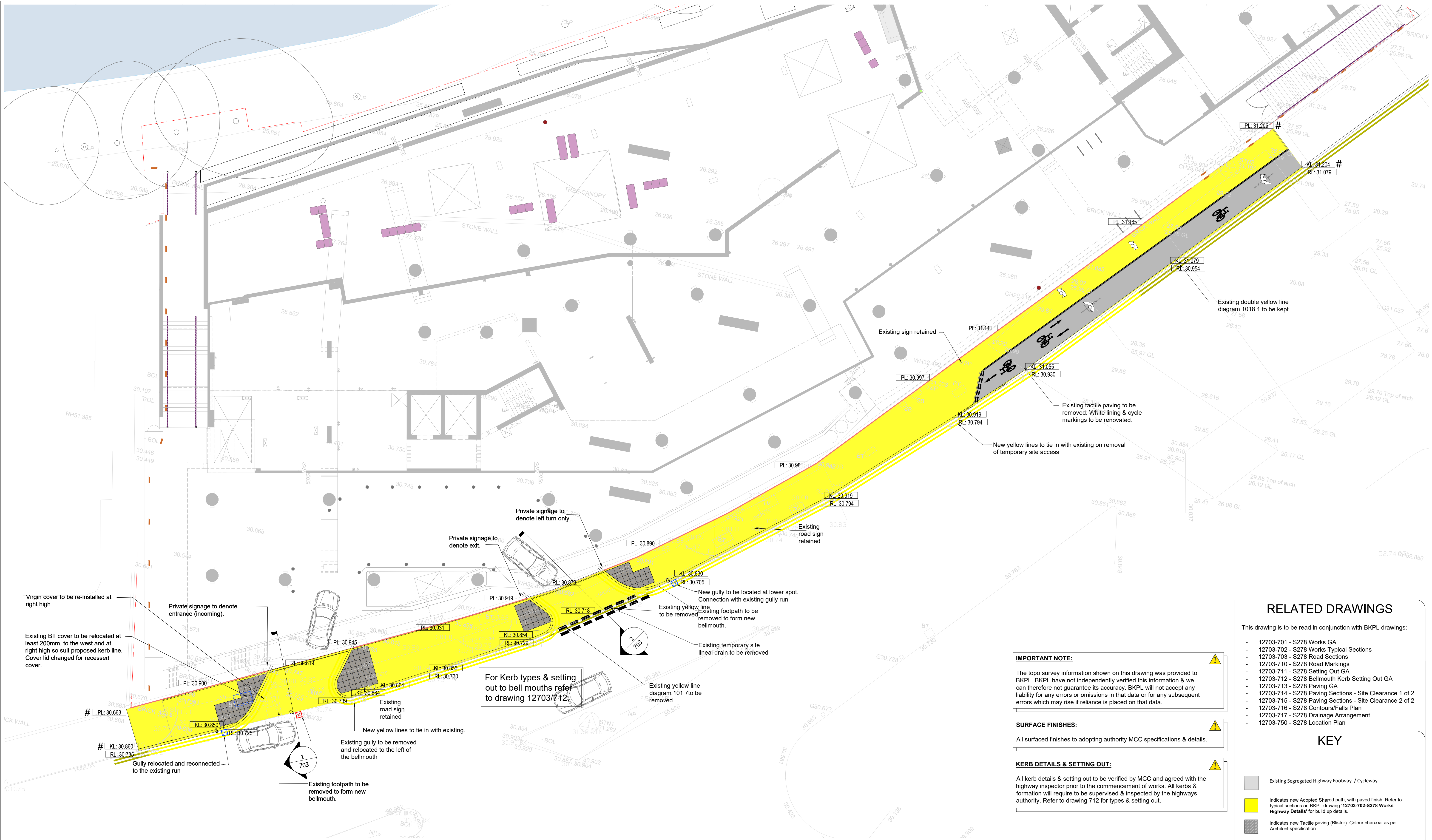
Drawn
KH

Checked
KH

Date
24.08.16

Drawing number
Z1-TPM-G710-PL-GF-2291-101

Revision
P5 WIP



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4. For kerb types refer to drawing 712.

REV	DATE	REVISION DETAILS	INITIALS	REV	DATE	REVISION DETAILS	INITIALS
P1	23/05/17	Draft preliminary issue	MAW				
P2	25/05/17	Preliminary issue	MAW				
P3	26/05/17	Extent of adopted works updated	MAW				
P4	24.06.19	Redrawn & extent of adopted works updated	S.N.G.				
P5	10.12.20	Updated to latest Landscape Architect's layout	S.N.G.				
P6	18.02.21	Updated to suit comments	S.N.G.				
P7	23.02.21	Drawing split for clarity.	S.N.G.				
P8	24.03.21	Updated to suit comments	A.M.				
P9	22.04.21	Updated to suit comments	A.M.				

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PROJECT:
**Chester Road
Manchester**

DOCUMENT REFERENCE:
Z1-BKL-G100-PL-00-701

RELATED DRAWINGS

This drawing is to be read in conjunction with BKPL drawings:

- 12703-701 - S278 Works GA
- 12703-702 - S278 Works Typical Sections
- 12703-703 - S278 Road Sections
- 12703-710 - S278 Road Markings
- 12703-711 - S278 Setting Out GA
- 12703-712 - S278 Bellmouth Kerb Setting Out GA
- 12703-713 - S278 Paving GA
- 12703-714 - S278 Paving Sections - Site Clearance 1 of 2
- 12703-715 - S278 Paving Sections - Site Clearance 2 of 2
- 12703-716 - S278 Contours/Falls Plan
- 12703-717 - S278 Drainage Arrangement
- 12703-750 - S278 Location Plan

KEY

- Existing Segregated Highway Footway / Cycleway
- Indicates new Adopted Shared path, with paved finish. Refer to typical sections on BKPL drawing '12703-702-S278 Works Highway Details' for build up details.
- Indicates new Tactile paving (Blister). Colour charcoal as per Architect specification.

TITLE:
**Section 278 Agreement
General Arrangement**

SCALE @ A1: 1:125	DRAWN: MAW	DATE: May 2017
JOB No: 12703	DRAWING No: 701	REVISION: P9

Appendix B

Castle Wharf: Travel Pack

Welcome to your new home!

Your new home is located at the centre of the most vibrant city in the UK. This means that a lot of your needs can be met without you having to travel very far from your front door. The added bonus is that you can get everywhere quickly on foot, by bike or using public transport and you don't need to own or use a car.

To help with this we have prepared a Travel Plan for the building and are giving you this travel pack so that you have a compact kit of useful information to help you get around. We would be happy to email you the full Travel Plan if you want to see what we are hoping to achieve. We can also email you this travel pack so that you can quickly download all of the weblinks.

We have appointed a Travel Co-ordinator who will be your point of contact for anything and everything travel related. The Travel Co-ordinator, Jack Dorney, can be contacted on jackdorney@zenithmanagement.co.uk.

TfGM maintains a website that provides a one-stop shop of invaluable information on travel. This includes route maps, journey planning software, information on ticket arrangements and handy tips. The TfGM website can be accessed using this link:

<https://tfgm.com/>

To get you going we recommend that you familiarise yourself with these handy journey planning websites and phone apps so that you can plot your journeys and find out the quickest ways to travel around:

<https://transitapp.com/>

<https://citymapper.com/manchester>

We would like to keep in touch with you about the progress of the Travel Plan and we would also like to be able to send you updates on any changes to the Travel Plan and any changes to local travel routes. If you would like us to do this please email the Travel Plan Co-ordinator to provide us with a contact email address confirming that you are happy for us to keep in touch in this way. The email address you provide will be kept securely and will not be used for any other purpose.

Walking:

Walking is a free way to access destinations across the city. The building is connected to lots of destinations by a very good network of footways and footpaths, with safe crossings provided at regular intervals. Further route and journey planning information is available using the TfGM website above or this one:

<https://gmwalking.co.uk>

10 minutes brisk walking a day helps to keep you fit, healthy and happy. You can track your walking using the NHS Active 10 app below:

<https://www.nhs.uk/oneyou/active10/home>

Cycling:

Manchester is nice and flat, which makes it easy to cycle around. The city benefits from a comprehensive network of suitable routes that not only connect across the city but can be used to access areas across the region.

TfGM has produced an interactive cycle map that shows you all the routes across Greater Manchester, and that you can use to plan your journey:

www.tfgm.com/cycling

Further route and journey planning information is available using the following websites:

<https://tfgm.com/cycling/maps>

www.sustrans.org.uk/

Secure cycle parking is provided on site and cycle parking is provided across the city centre. The TfGM cycle map shows the location of city centre cycle parking.

Not been on a bike for a while? Don't be daunted TfGM offer free adult cycle training that can be organised through the TfGM website using the links above.

Public transport:

You can't beat the public transport network in Manchester. Your home is perfectly located for access to bus, train and tram services. Your nearest bus stops are located on Whitworth Street West and Bridgewater Way. You can also access Free Bus Routes 1 and 3 from Whitworth Street West and Liverpool Road. Tram and train services can be accessed at Deansgate Station less than a 2 minute walk away.

You can use the online TfGM travel map to find the public transport route you need and the journey planning websites provided to plan your journey so that you never have to wait in the rain again!

Car Club:

You may not own a car, but sometimes you might want to borrow one. Enterprise Car Club offers a super easy system across Manchester that allows you to rent a car for as little as half an hour. The nearest cars to the building are located at Whitworth Street West. You can use this website to organise a car.

www.enterprisecarclub.co.uk

Car Sharing:

We understand that it is not always possible to travel without using your car. But don't worry - you can still do this in a sustainable and efficient way if you share your journey with another person who is travelling in the same direction at the same time of day. This website helps you organise people to share with:

<https://carsharegm.com>