

Costain House, Manchester

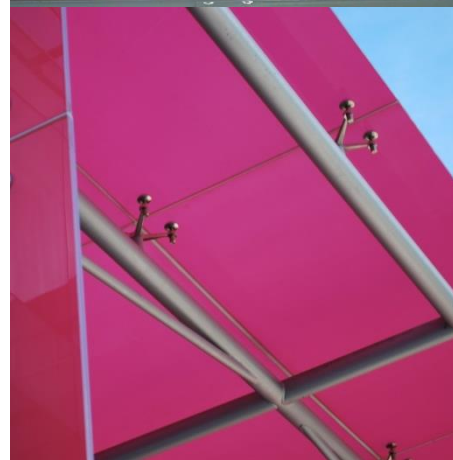
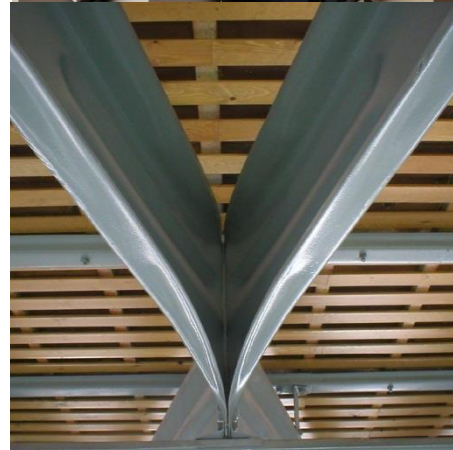
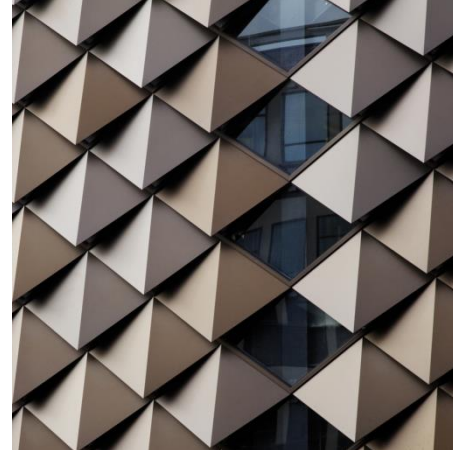
Framework Travel Plan

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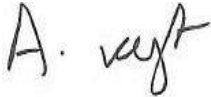
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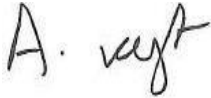
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by JUKV Manchester Business Park to provide transport planning advice in relation to the construction of a car park adjacent to Manchester Airport at 1500 Aviator Way, M22 5TG.
- 1.1.2 In October 2020, a planning application was submitted to Manchester City Council (MCC) (Planning ref: 126895/FO/2020) for the “creation of single decked car park to provide an additional 66 spaces including 18 electric vehicle charging points with associated lighting and landscaping”.
- 1.1.3 The proposed site layout is provided in **Appendix A**.
- 1.1.4 In November 2020, MCC Highways provided comments on the planning application as follows:

“No specific transport related information has been submitted as part of this application which would help us to determine whether the proposal is viable from a highway perspective. In this regard we would make the following comments:

- We would wish to assess details of the likely impact of the additional trips generated on the adjacent highway network including at the junction of Aviator Way and Enterprise Way.*
- Given the need to encourage sustainable travel, we would recommend that a Travel Plan is developed as part of any planning approval.*
- It would be useful for a vehicle swept path assessment to be provided to demonstrate that the necessary vehicle manoeuvres can be undertaken when accessing/egressing the new car park.*

In terms of sustainable travel it is also recommended that some form of additional secure cycle parking/storage be considered.

The additional 66 spaces include 18 which are to be electric vehicle charging points. This proportion is acceptable and each should be a minimum of 7KW.

In relation to the car park structure, the applicant should confirm that the car park access / egress and layout has been designed in accordance with the IStructE guidance document 'Design recommendations for multi-storey and underground car parks', specifically guidance Tables 4.4 - 4.7. This should consider ramp gradients / transitions, ramp radii and ramp widths.

Whilst the proposed pedestrian accesses are acceptable, it is recommended that the associated internal pedestrian routes are identified (either through signs and/or road markings).”

1.2 Document Purpose

- 1.2.1 On the above basis, this Framework Travel Plan (FTP) has been prepared to demonstrate a commitment to promoting sustainable travel in tandem with highlighting the necessity for the 66-space surface car park to come forward.
- 1.2.2 This FTP is intended to be read alongside the accompanying Technical Note (TN) (Document reference: **77850-CUR-00-XX-RP-TP-002**), prepared to consider other aspects of MCC Highways' comments such as trip generation, a detailed review of the proposed plans, swept path analysis, cycle parking, and a review of pedestrian and cycle accesses.

1.3 What is a Travel Plan?

- 1.3.1 A 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, 2019.

- 1.3.2 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.
- 1.3.3 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a Full Travel Plan in the future if conditioned.
- 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, DCLG, 2019;
- National Planning Practice Guidance, DCLG, 2014; and
- Greater Manchester Transport Strategy 2040, TfGM, 2017.

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:

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

2.1.2 This section explores just some of the improvements which can be made during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport 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.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."

Source: *Net Zero: The UK's contribution to stopping global warming*, Committee on Climate Change, 2019.

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester 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:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound 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; and

- Trebling the number of **electric vehicle public charging points**.

2.2.4 In 2015, TfGM began consulting on a 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 outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.5 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *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.”*

2.2.6 ‘Green infrastructure’ refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.8 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can significantly reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

- 2.3.1 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, yet activity levels are generally low across the UK:

“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.

- 2.3.2 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.

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:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: Start active, stay active: report on physical inactivity in the UK, DoH, 2011.

- 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 staff 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 FTP will have a positive effect on the future staff 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.

2.6 Travel Plan Aims and Objectives

- 2.6.1 Considering the above benefits and the end users, this key aims of this FTP are:

- **Aim 1** – Reduction of single occupancy car journeys for trips to and from the site to avoid increasing congestion;
- **Aim 2** – Effective management of travel to and from the site by ensuring accessibility for all by a choice of modes;
- **Aim 3** – Safe and attractive for all users' accessibility by sustainable modes; and
- **Aim 4** – Promoting healthy workforce and local community in the area.

- 2.6.2 The aims of this FTP will be supported with the following objectives:

- **Objective 1** – Encouraging and support of the active travel (walking and cycling) to office staff and visitors through raising awareness and facilitating travel pattern changes;
- **Objective 2** – Encouraging and support the use of public transport by staff and visitors;
- **Objective 3** – Reduction of unnecessary journeys by car while ensuring that those car journeys which are necessary can be accommodated;
- **Objective 4** – Discouraging single-occupancy car journeys by staff and visitors;
- **Objective 5** – Enhancing the attractiveness of sustainable alternatives for accessing the site and ensuring that these alternatives are safe and feasible; and in turn,
- **Objective 6** – Encouraging a working partnership between employers, staff, and visitors to influence travel behaviour.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is located on Manchester Business Park off Aviator Way, Manchester. Aviator Way, in turn, is located c. 1.5km to the north of Manchester Airport, which is c. 15km to the south of Manchester City Centre.
- 3.1.2 To the north and east of the site lies residential dwellings accessed off Thornsgreen Road, Lambourne Close, Beaford Road, and Carsdale Road, to the south of the site lies Aviator Way, whereas to the west of the site lies open green space. **Figure 3.1** below shows the site in a local context relating to the local highway network.

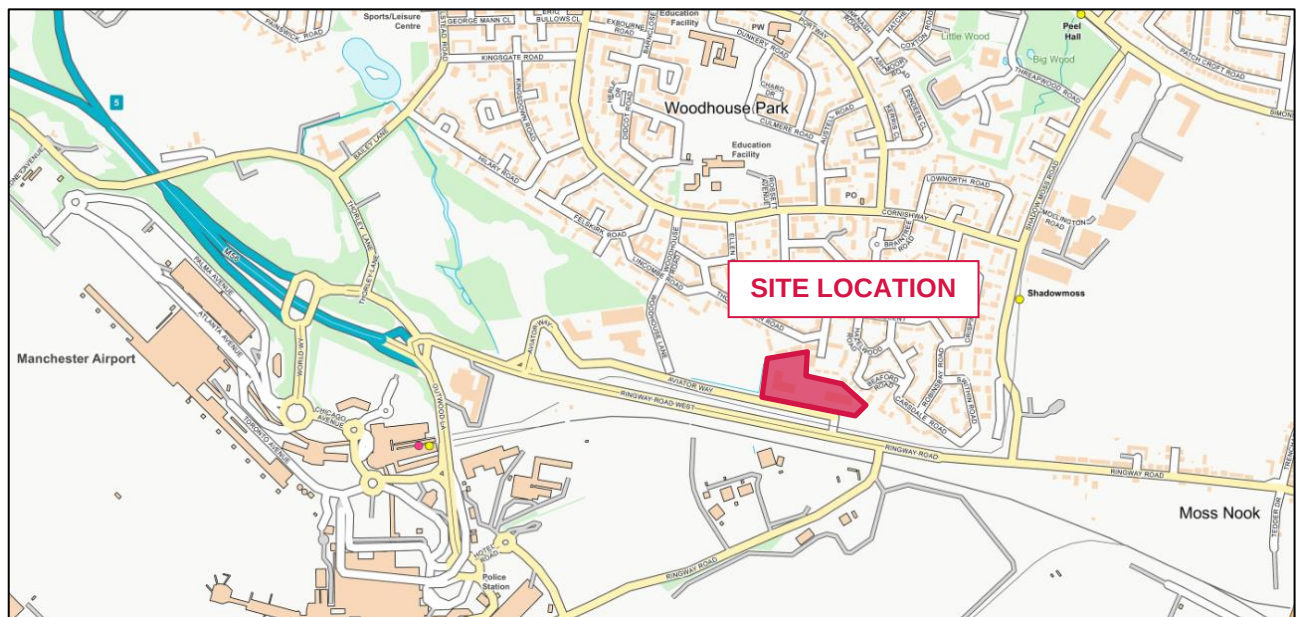


Figure 3.1 – Site Location in Relation to the Local Highway Network

(Source: OS Maps)

3.2 Existing Use and Access

- 3.2.1 The site comprises the Costain and Emirates offices, with the proposed new deck car park to be located at the space between the buildings. As existing, there are c. 87 existing spaces located within the proposed footprint of the deck car park.
- 3.2.2 Aviator Way is the only point of vehicular access to the site, with separate access junctions to the Costain and Emirates offices respectively. Pedestrian and cycle access to the site can also be gained from the south-east of the site, via two footpaths. One of the footpaths is adjacent to Aviator Way and leads to Carsdale Road, whereas the second footpath is adjacent to the A555 Manchester Airport Relief Road and leads to Shadowmoss Road and the Shadowmoss Metrolink station.

3.3 Surrounding Highway Network

Aviator Way

- 3.3.1 Forming the southern boundary of the site, Aviator Way extends for c. 750m in an easterly direction, commencing at a signalised junction with Enterprise Way in the west and terminating at a dead-end to the south-east of the Emirates office access. There is also a turning head located at the eastern end of the road. Aviator Way provides access to two business park plots located off both ends of the road.
- 3.3.2 At the junction with Enterprise Way, there are signal-controlled crossing facilities, complete with dropped kerbs, tactile paving, guard rail fencing, and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.
- 3.3.3 There is a wide shared footway / cycleway along the northern side of the carriageway measuring c. 3.5m, and this provision also extends into the site access junctions. There are also several links on the southern side of the carriageway between Aviator Way and the A555 Ringway Road West, and another link joining the Woodhouse Road / Woodhouse Lane footpaths. Both links comprise shared footway / cycleway provision.
- 3.3.4 The carriageway along Aviator Way itself is typically 9m wide, and the road is well-lit and maintained in good condition. The road is subject to Traffic Regulation Orders (TROs) in the form of double yellow (no waiting at any time) parking restrictions throughout its entire length. There are also “SLOW” markings on the road to enforce the speed limit of 25mph.

Enterprise Way

- 3.3.5 To the west of the site, Enterprise Way is a recently opened dual-carriageway road with a landscaped central reserve planted with semi-mature trees. The road ranges between 10m and 17m in width as it widens at certain points to accommodate turning lanes.
- 3.3.6 Enterprise Way forms a loop for an approximate length of 925m between the Terminal 2 roundabout and the A555 Ringway Road West. The road comprises excellent pedestrian and cycle infrastructure in the form of 3m-wide shared foot / cycleways which are illuminated by street lights at regular intervals on both sides of the road, advanced cycle stop lanes at junctions, signalised crossing points with dropped kerbs, tactile paving and fencing, and pedestrian refuge islands.
- 3.3.7 Enterprise Way is subject to a 30mph speed limit and Traffic Regulation Orders (TROs) in the form of double yellow parking restrictions (no waiting at any time) along its entire length.

A555 Ringway Road West

- 3.3.8 To the south of the site, the A555 Ringway Road West commences as a continuation of the A555 Airport Spur and extends for c. 1km in an approximate west-to-east alignment. The road is a dual carriageway between the Airport Spur and the signalised junction with Enterprise Way. After this point, the road becomes a single-carriageway road until its eastern terminus with Ringway Road, where it continues

as the A6 to Manchester Airport Relief Road (A6MARR), connecting Hazel Grove in the east to Manchester Airport in the west.

- 3.3.9 The road has an average width of 18m including a central reserve and is subject to a speed limit of 4-mph. The road also comprises TROs in the form of double yellow parking restrictions throughout its entire length.
- 3.3.10 The A555 Ringway Road West comprises good pedestrian and cycle infrastructure such as a 3m-wide shared footway / cycleway on the northern portion of the road, signalised crossing points with dropped kerbs, tactile paving and fencing at junctions, pedestrian refuge islands, advanced cycle stop lanes, and connections to the footpath between Woodhouse Road and the airport which extends across Aviator Way, the tram line, and the A555.

3.4 Summary of Development Proposals

- 3.4.1 The development comprises a single unit, multi-level deck car park which is located approximately equidistant between the two offices. With the addition of the new parking, there would be a net gain of 66 spaces including 18 electric vehicle (EV) car charging points.
- 3.4.2 The upper level would be accessed via a ramp which requires the removal of 12 existing spaces. Two pedestrian access stairs are provided to the north west and south west corners of the parking block.
- 3.4.3 The additional parking is required on the basis that the tenants have identified existing parking problems. The parking will be shared between the Costain and Emirates offices.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national 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 accessible and 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 site is considered in this context for the following modes of travel:

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

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 of 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**:

CIHT Category	Town Centers (m)	Commuting/School/Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips have been considered. These are a good approximation for staff and visitor trips associated with the development.

4.2.3 Within a 500m walk of the site, staff and visitors can access food and drink facilities such as the Airport Pub to the south of the site along Ringway Road. Within this walking catchment also lies several residential dwellings along Carsdale Road and Swithin Road.

4.2.4 Within a 1,000m walk of the site, the catchment expands to include public transport links such as bus stops along Ringway Road, Cornishway, and the Shadowmoss Metrolink station (full details provided in **Section 4.4** below). The majority of residential dwellings within Moss Nook to the north of the site off

Cornishway and to the east of the site off Ringway Road can also be accessed within this catchment, with additional facilities such as The Red Beret and The Cornishman public houses.

- 4.2.5 Within a 1,000 – 2,000m walk from the site, staff and visitors can access Manchester Airport to the south, with The Station which is the main bus / coach / rail / Metrolink interchange. Staff can also access the amenities at Terminals 1, 2 and 3 of the airport by walking through the Skylink to the south and to the west. These include several restaurants, public houses, cafés, and hot food takeaways.
- 4.2.6 To the north of the site, this catchment comprises Wythenshawe Town Centre and the residential areas to the south (Woodhouse Park), Atlas Business Park, and areas to the south of Peel Hall. These also include associated amenities such as supermarkets, shopping centres, public houses, schools, the Woodhouse Park Lifestyle Centre, and local shops / food and drink facilities.
- 4.2.7 As mentioned in **Section 3** earlier, the surrounding roads have footways available for pedestrian use, and the carriageways are well-lit by street lighting. In the immediate vicinity of the site, there are several signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. There are existing high-quality pedestrian facilities, and the majority of everyday facilities can be accessed by a reasonable walking distance. The site is considered accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment extends as far as East Didsbury in the north, Cheadle Hulme to the east, Wilmslow in the south and Altrincham to the west. This catchment also encompasses Wythenshawe town centre.
- 4.3.3 A combination of on and off-road local cycle routes form an interconnected network in the vicinity of Manchester Airport. Existing cycle facilities such as physical separation at certain points, cycle parking, and low speed limits throughout the residential areas surrounding the site are part of the high-quality cycle infrastructure to improve cyclist safety. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

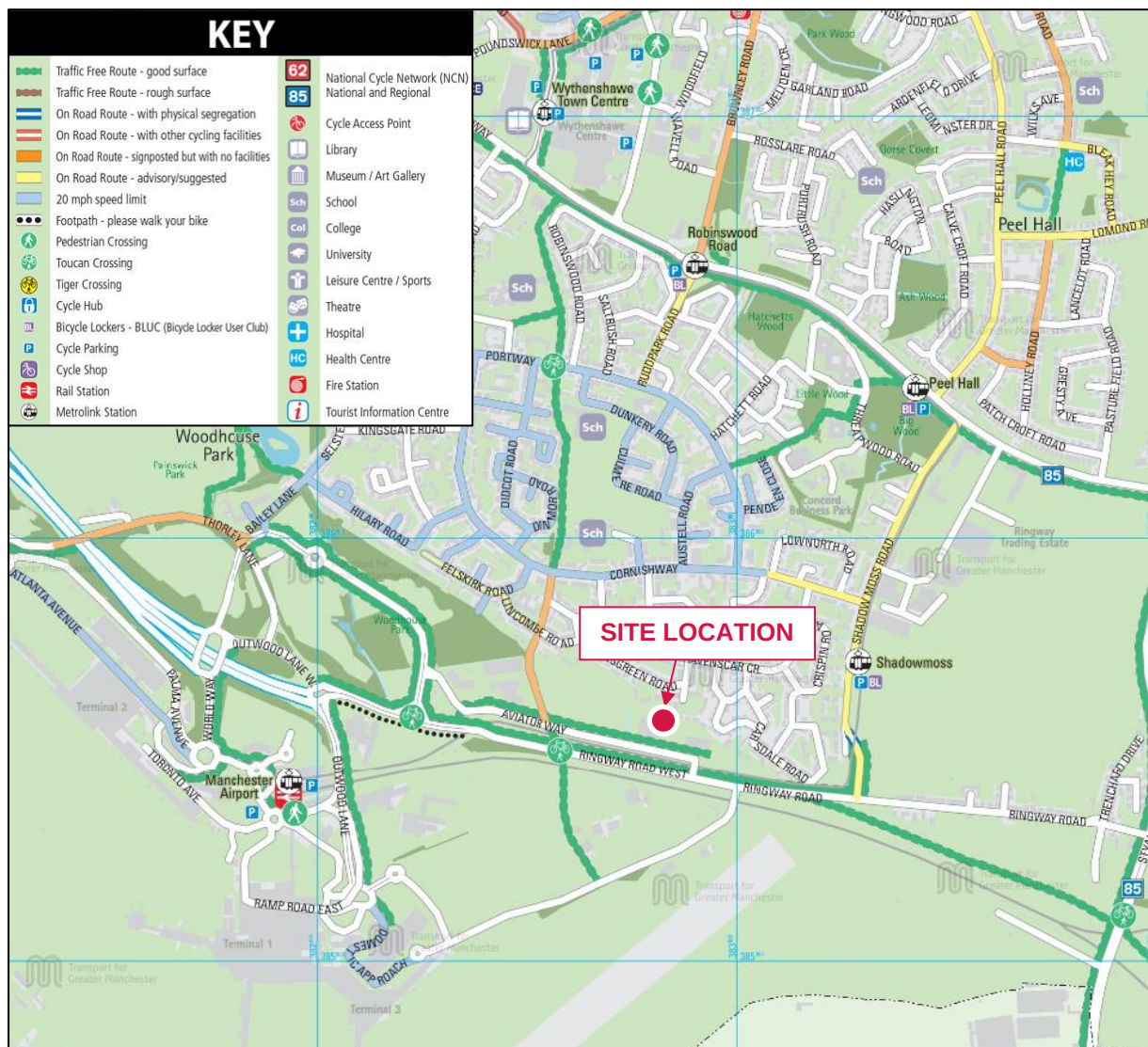


Figure 4.1 – Local Cycle Network
(Source: TfGM)

- 4.3.4 The closest designated route along the National Cycle Network (NCN) is Route 85, which can be accessed to the north-east of the Site via Shadowmoss Road. Most of Route 85 in the vicinity of the site is traffic-free. Route 85 forms part of the Manchester Airport Orbital Cycle route which spans c 8 miles across quiet lanes, cycle paths and off-road trails. The route takes cyclists around the outer perimeter of the airport, through tunnels under the runways, close to Styal Country Park, and past Heald Green before returning to Wythenshawe Town Centre.
- 4.3.5 Additionally, further to the north-east of the site lies Route 558 linking central Stockport with Heald Green and runs through Hollywood Park and Edgeley Park, avoiding the A560. The route commences at the southern end of Styal Road in Heald Green, then leads onto Kingsway, along Broadway in Cheadle, through Brookfield Park, and then onto some residential streets into Stockport.

4.3.6 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the proposed Bee Network as illustrated in **Figure 4.2** below.

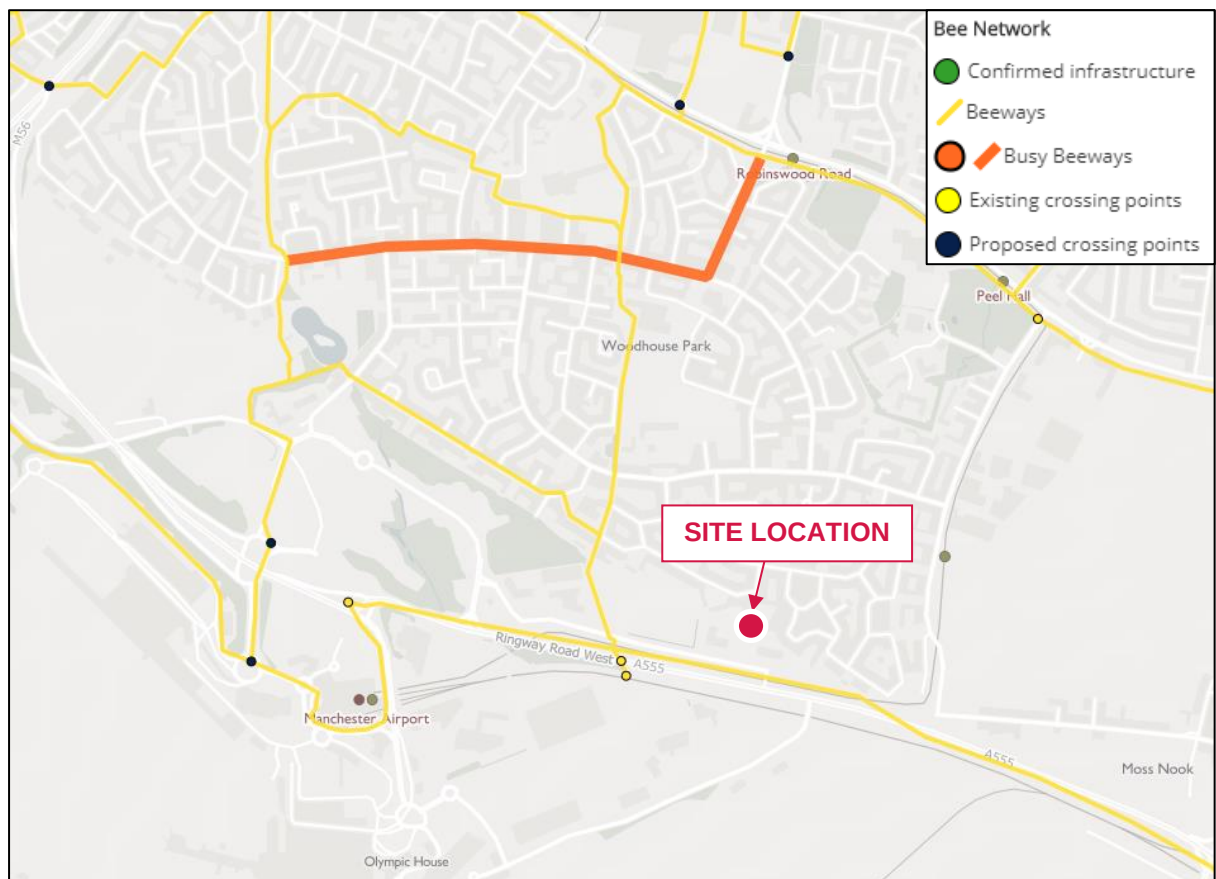


Figure 4.2 – Bee Network Map

(Source: MappingGM)

4.3.7 The site is well-placed to take advantage of the cycle connections in the vicinity of the site. Furthermore, there are existing covered cycle parking spaces at the site, and **Section 5** below outlines several initiatives to encourage cycling. The site is therefore considered accessible by cycle.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very

poor'). The site is located in an area with a GMAL rating of 5, but is still considered to be located at a significant distance away from existing public transport infrastructure at Manchester Airport, evidenced in **Section 4.2** above.

4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

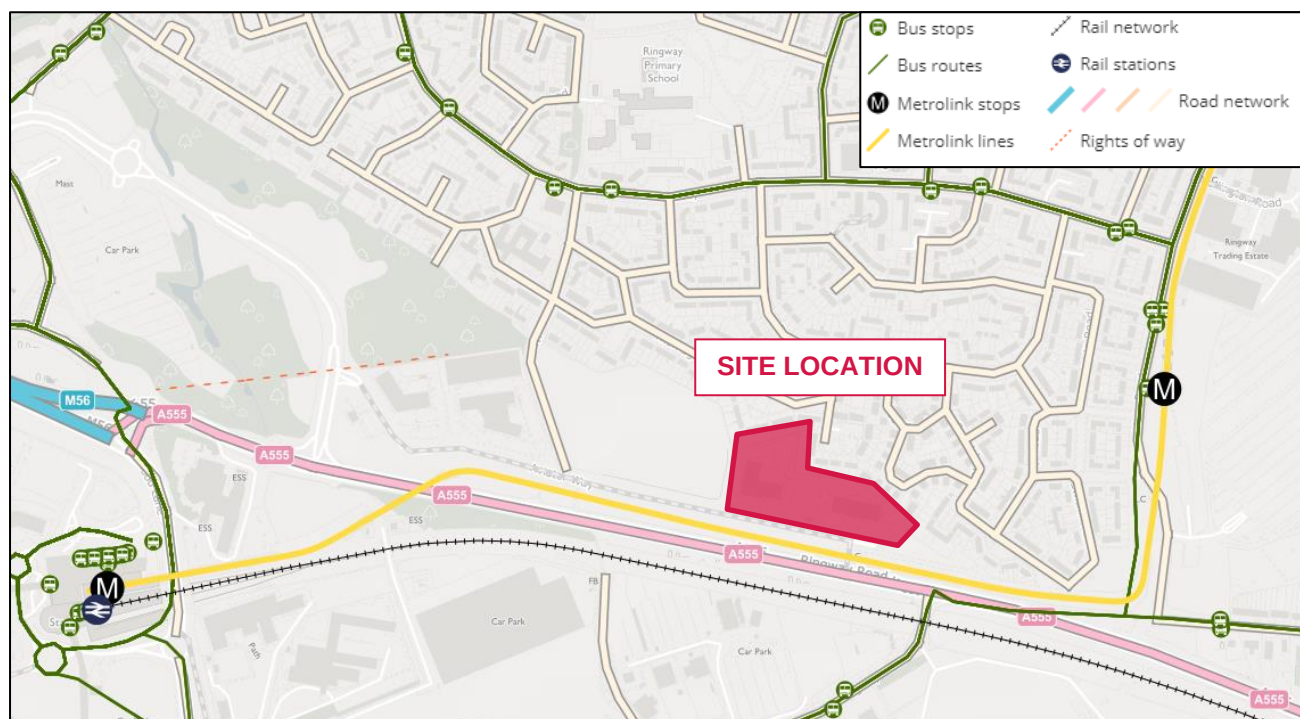


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: MappingGM)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 The nearest bus stops to the site are located along Ringway Road (c. 450m to the south of the site and c. 700m to the east of the site) and Cornishway (c. 650m to the north of the site). There are additional bus services running from Manchester Airport, located c. 1.4km to the south-west of the site. These are located beyond the recommended distance of 400m for single high-frequency routes, however it is envisaged that a number of staff and visitors could still choose to travel by bus.

4.4.7 **Table 4.3** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Cornishway (650m to the east of the site):				
103	Manchester – Moss Side – Wythenshawe – Peel Hall – Manchester Airport	Every 30 mins	Every 30 mins	Hourly
From Ringway Road (700m to the east of the site):				
368	Stockport – Cheadle Hulme – Wythenshawe – Manchester Airport / Wythenshawe Hospital	Inbound: 05:37, 06:02 Outbound: 06:14, 06:29	Inbound: 05:38, 06:38, 07:38, 08:26 Outbound: 06:03, 07:03, 08:03, 08:46	No Service
From The Station at Manchester Airport (1,400m to the east of the site) (services 103 and 368 as above, with the addition of):				
18	Eccles – into Trafford Centre – Wythenshawe – Manchester Airport	Hourly	Hourly	Hourly
43	Manchester – Withington – Northenden – Wythenshawe – Manchester Airport	Every 10 mins	Every 10 mins	Every 30 mins
288	East Didsbury – Altrincham – Manchester Airport	Hourly	Every 2 hours	No Service
313	Stockport – Adswold – Cheadle Hulme – Manchester Airport – World Freight Terminal circular	Every 30 mins	Every 30 mins	Every 30 mins
Skyline 199	Buxton – Stockport – Manchester Airport Skyline	Every 30 mins	Every 30 mins	Hourly

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.8 In addition to the above services, there are also several Intercity buses at The Station that lead staff to various destinations all across the United Kingdom which are less frequent (i.e. an average frequency of three buses per day in one direction). These locations include Liverpool, Leeds, Blackpool, Digbeth, Plymouth, Bristol, London, Wolverhampton, Birmingham, and Banbury.

4.4.9 It is noted that the provision of bus services will change 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 TfGM's website: tfgm.com/public-transport/bus.

4.4.10 Overall, there are opportunities to travel by bus. However, although a number of staff and visitors could still choose to travel by bus, the bus stops in the vicinity of the site have a limited number of services, whereas more frequent services are still a c. 1,400m walk away to the south-west of the site at Manchester Airport. Access to these main bus services requires a multi-modal trip.

Rail Accessibility

4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.12 The closest rail station to the development is Manchester Airport, located c. 1.4km to the west of the site. **Table 4.4** shows the frequencies of regular trains that run from Manchester Airport:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at, but not limited to: Barrow-in-Furness or Windermere, Lancaster, Preston, Wigan North Western, Manchester Piccadilly, Manchester Airport. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Bolton to Manchester and Manchester Airport Calling at, but not limited to: Bolton, Salford Crescent, Manchester Piccadilly, Manchester Airport. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Manchester and Manchester Airport to Southport and Kirkby Calling at, but not limited to: Manchester Airport, Heald Green, Manchester Piccadilly, Wigan North Western. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown Calling at, but not limited to: Liverpool Lime Street, Wavertree Technology Park, St Helens Junction, Earlestown, Eccles, Manchester Piccadilly, Manchester Airport. Change at other stations to access additional stops	Hourly each way	Hourly each way	Hourly each way
Liverpool to Manchester Piccadilly via Warrington Central Calling at, but not limited to: Liverpool Lime Street, Liverpool South Parkway, Hough Green, Warrington Central, Flixton, Urmston, Deansgate, Manchester Piccadilly, Manchester Airport.	3 in the AM, hourly in the PM each way	3 in the AM, hourly in the PM each way	Every 3 hours each way

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Manchester Airport local stopping services Calling at, but not limited to: Crewe, Alderley Edge, Wilmslow, Manchester Airport, East Didsbury, Mauldeth Road, Manchester Piccadilly, Manchester Oxford Road. Change at other stations to access additional stops	Hourly to Manchester 3 per hour from Manchester	Hourly to Manchester 3 per hour from Manchester	No service to Manchester 2 per hour from Manchester
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Blackpool North, Preston, Leyland, Chorley, Horwich Parkway, Bolton, Salford Crescent, Manchester Piccadilly, Manchester Airport. Change at other stations to access additional stops	2 per hour each way	2 per hour each way	Hourly each way

Table 4.4 – Summary of Rail Services Calling at Manchester Airport

- 4.4.13 There is step-free access to the platforms and ticket machines via ramps and lifts, along with cycle storage spaces outside the station. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with toilets and baby change facilities, shops, left luggage, wi-fi services and ATMs.
- 4.4.14 The trains that serve Manchester Airport run regularly all 7 days of the week and allow further changes at city centre stations such as Manchester Piccadilly. This allows access to a number of different locations across the whole of the North West; and is a viable alternative to private car use.
- 4.4.15 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: [northernrailway.co.uk/travel/timetables](https://www.northernrailway.co.uk/travel/timetables).
- 4.4.17 Overall, there are opportunities to travel by rail. Although a number of staff and visitors could still choose to travel by rail, the Manchester Airport rail station is located beyond the recommended distance of 800m by CIHT. Access to this rail station is likely to require a multi-modal trip.

Metrolink (Light Rail) Accessibility

4.4.18 Future staff and visitors can board the Metrolink at Shadowmoss or Manchester Airport, which are c. 900m north-east and 1,400m south-west of the site respectively. The following services call at these stations:

- **Navy Line** – Manchester Airport to Manchester Victoria.

4.4.19 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

4.4.20 The start and end times for the specific station that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.21 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester, including key interchanges at St Werburgh's Road / Barlow Moor Road, Cornbrook, and Manchester Victoria.

4.4.22 Overall, there are opportunities to travel by Metrolink. Although a number of staff and visitors could still choose to travel by tram, both the Shadowmoss and Manchester Airport Metrolink stations are located beyond the recommended distance of 800m by CIHT. Access to the Metrolink is likely to require a multi-modal trip.

4.5 Summary

4.5.1 This section has demonstrated that there are some accessibility challenges, where the residential dwellings located within a 2km walking catchment are predominantly situated to the north only, and public transport nodes (bus, rail, and Metrolink stops) are located at a significant walking distance away.

4.5.2 Whilst some staff and visitors could be encouraged to use alternative modes of transport, there is an acceptance that others will be reluctant to travel by these modes, and will feel they need to travel by car.

4.5.3 This travel plan therefore focuses on encouraging walking, cycling, and public transport use wherever possible, whilst still recognising that the site would benefit from additional car parking and associated car sharing initiatives.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 This section of the FTP sets out the initiatives that will be implemented to encourage active and sustainable travel to and from the site. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Car Sharing, Electric Vehicles (EV), and Car Park Management

- 5.2.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be encouraged both on an informal basis or managed by administrative staff or the Travel Plan Coordinator (TPC) who could match interested people.
- 5.2.2 There are car sharing organisations which offer a matching service, such as www.liftshare.com and www.carsharegm.com; the latter of which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme and therefore the respective site occupiers would need to sign up to the scheme for staff to benefit from this. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use. This scheme would be promoted by the TPC.
- 5.2.3 Additional measures such as allocation of priority car parking spaces for high occupancy cars (or those forming part of the car sharing scheme), a “guaranteed lift home” scheme for staff who travel by car sharing or public transport but have been let down by their car share partners, and a pool vehicle for staff to use for occasional business travels could be considered. Staff should also be encouraged to consider car sharing when going to meetings or training events if applicable.
- 5.2.4 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising in the welcome packs or around the office.
- 5.2.5 Additionally, 18 spaces within the car park would also be fitted with electric vehicle (EV) charging infrastructure. EV charging is in place to support staff and visitors in providing a top up for their electric vehicle. It is envisaged that the provision of EV charge points and infrastructure could also encourage future employees to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.
- 5.2.6 In recognition of the sensitive nature of the impacts of car parking on the local residential areas, this FTP also needs to consider car parking management strategies to reduce parking requirements overall, including:

- Development of the parking policy to provide greater incentives for more car sharing (including large discounts on permit prices and dedicated parking spaces);
- Providing personalised advice on their eligibility; and
- Regular monitoring of the use of the car park and utilising such findings to improve the management strategy.

5.3 Production of Welcome Packs

5.3.1 Welcome Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Welcome Packs will be supplied to all staff 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;
- Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking / cycling routes and places of interest for day-to-day needs (i.e. food and drink facilities);
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.3.2 As well as providing such information throughout the travel packs, information provision via travel notice boards / bulletin boards and “*Real-Time Travel Information*” (RTI) displays throughout the development would also be considered to ensure that information relating to travel options is available in a quick and convenient manner for staff and visitors. The information provided would be updated by the TPC on a regular basis.

5.3.3 Visitors to the site would also be made aware of their travel options when booking an appointment, and encouraged by staff to travel on foot, by cycle or via public transport services.

5.4 Measures to Encourage Walking

5.4.1 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.

5.4.2 It has been demonstrated within **Section 4** of this FTP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;

- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths;
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot; and
- Promotion of events such as 'National Walking Month'.

5.4.3 Additional measures such as providing a pool of umbrellas for staff and discouraging car parking spaces from being allocated to able-bodied employees who live within 2km of the site could be considered.

5.5 Measures to Encourage Cycling

5.5.1 It has been demonstrated throughout **Section 4** of this FTP that the site is conducive to cycling. There is existing cycle parking provided at the site, with provisions at each buildings as follows:

- Costain House – 20 covered spaces provided in an external cycle shelter opposite Costain House, 7 showers for staff use, and multiple storage lockers for staff within the building; and
- Emirates Building – 26 spaces (12 covered in an external cycle shelter, 14 uncovered within public realm, both in the form of Sheffield cycle hoops), 2 showers, and all staff have a locker in which to place their belongings.

5.5.2 The following measures will be provided in order to encourage staff and visitors to cycle:

- Information on the local cycle network routes made available through the Welcome Packs;
- Promoting the Cycle2Work scheme and a "cycle buddy" scheme via a site-wide Bicycle User Group (BUG);
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of signage to the cycle shelter;
- 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
- Implementation of a non-car user business mileage rate initiative aimed at allowing cycles to replace company cars on shorter distance business journeys.

5.5.3 Additional measures such as providing bicycle/puncture repair kits onsite, the TPC seeking to negotiate discounts with local cycle retailers, making a 'bike doctor' available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the

responsibility of the individual to fund the repairs), and the provision of pool cycles (it is likely that a number of the cycles provided would be folding bikes, specifically aimed at rail commuters) could be considered.

5.6 Measures to Encourage Public Transport

5.6.1 It has been demonstrated throughout **Section 4** of this FTP that the site is accessible by public transport, and that there are further opportunities for wider public transport travel throughout Greater Manchester. The following measures will be provided in order to encourage staff and visitors to travel by public transport:

- Distribute details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- 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;
- Promoting Park & Ride facilities;
- Implement a policy of using public transport for travel in the course of work wherever feasible; and
- Provide up to date bus details including timetables/contact information in the Welcome Packs.

5.6.2 Additional measures such as the TPC assisting staff and visitors with their journey planning to the site, provision of interest-free and tax-free loans for public transport season tickets (i.e. via a 'Commuter Club' or equivalent), and linking public transport usage to parking permits (for example if car commuters travel by train one day a week as opposed to the private car, then the driver could be issued with a parking permit for the remainder of the week as a 'perk') could be considered.

5.7 Reducing the Need to Travel

5.7.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Compressed working weeks;
- Provide video and audio teleconferencing facilities;
- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
- Provision of equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work from home;
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection; and

- Promoting nearby facilities necessary for everyday functionality that would otherwise require travel away from work (e.g. during lunchtimes), such as small-scale A1 and A3 uses.

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.

6.2 Data Collection and Analysis

Travel Surveys

- 6.2.1 In order to understand travel habits, an annual sample survey will be undertaken. 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 staff and visitors to travel more sustainably.
- 6.2.2 The surveys would be undertaken for both staff and visitors to the site. Surveys could be distributed electronically via SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Staff and visitors would be sent this link and can click on it and get directed to an internet-based survey. All results are recorded on a computer database for analysis.
- 6.2.3 The information obtained will be used to undertake a modal split analysis. This can be used to set **SMART** targets for the site, with an example provided in **Table 6.1** below. Site users would then be surveyed annually from the initial survey.

Modal Split Analysis

- 6.2.4 Modal split targets could be set for a reduction in single occupancy car use offset by an increase in sustainable modes. **Table 6.1** is an example of such targets:

Example of Potential Modal Shift Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	- 2%	- 2%	- 4%	- 8%
Car Share		+ 0.5%	+ 0.5%	+ 1%	+ 2%
Active & Sustainable Travel		+ 1.5%	+ 1.5%	+ 3%	+ 6%

Table 6.1 – Example of Potential Modal Shift Targets

- 6.2.5 It may also be appropriate to monitor modal splits through the aforementioned travel surveys so that TP initiatives can be tailored to increase uptake of certain modes of travel.
- 6.2.6 For example, if uptake for car sharing is found to be low through the modal split analysis, a marketing initiative could be carried out to further incentivise car sharing. For example, ‘Liftshare Week’ is an annual event in October which promotes the financial and environmental benefits of car sharing, where members who form a car sharing team would be entered into a prize draw to win vouchers. 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).

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

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

- 7.1.2 It is clear from the above that a TP document should be considered as the starting point of the process. The implementation of a TP is an ongoing requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

- 7.2.1 The FTP will be implemented and managed by the TPC. If conditioned, the FTP could be updated to a Full Travel Plan post-operation of the new car park. Nevertheless, the TP process will involve the distribution of travel surveys.

- 7.2.2 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 the TP and the individual initiatives contained within the TP;
- Administering the car share scheme;
- Monitoring the effectiveness of the TP and liaising with relevant parties (i.e. MCC); and
- Taking a key role in periodically reviewing and updating the TP according to the achievement of the SMART targets.

7.2.3 A TPC will be nominated for the development in due course. It is likely that the TPC role will be fulfilled by a member of staff at the site.

7.2.4 Notwithstanding, adequate consultation and support from JUKV Manchester Business Park is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

7.3 Marketing, Monitoring and Evaluation

7.3.1 The following range of marketing tools and media could be utilised to inform staff and visitors about the Travel Plan:

- Distribution of the TP document and annual progress reports and action plans;
- Encouragement of staff involvement in meetings where the TP is discussed;
- Production and distribution of a summary of sustainable travel options;
- Feeding of TP news and events to staff via staff meetings;
- Distribution of promotional materials, e.g. cycle and bus maps;
- Introducing the TP in welcome packs for new employees; and
- Travel information on notice boards.

7.3.2 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

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

7.3.3 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. The main monitoring process will involve travel surveys as described in **Section 6** above.

7.3.4 The results of each survey would be used to review progress against targeted modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

7.3.5 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new

or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all staff upon the completion of surveys.

- 7.3.6 Monitoring will be carried out for a period of at least five years from the date of the baseline travel surveys (or until a date to be agreed with MCC) 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 FTP process:

Action	Target Date	Responsibility
Appoint TPC	Three months before operation of car park	JUKV Manchester Business Park
Produce Welcome Pack	First occupation	TPC
Implement TP Initiatives	Within three months of first operation	TPC
Undertake Travel Surveys	Within three months of first operation, then annually	TPC
Decide Modal Split Targets	Within one month of undertaking surveys	TPC in conjunction with MCC
Update FTP to a Full TP (if conditioned)	TBD, within two months of agreeing modal split targets with MCC if conditioned	TPC
Prepare Annual Monitoring Report	Annually for at least five years from the date of the baseline travel surveys (or until a date to be agreed with MCC)	TPC

Table 8.1 – Action Plan

Appendix A – Proposed Site Layout



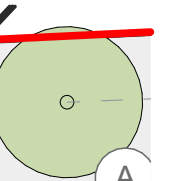
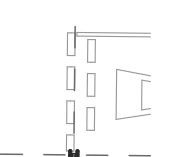
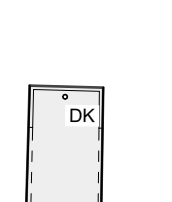
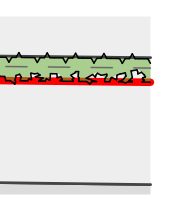
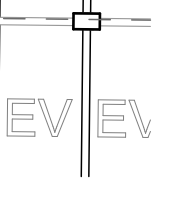
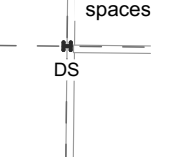
**CONSTRUCTION PHASE
HAZARD IDENTIFICATION**
In accordance with the
Construction (Design & Management)
Regulations 2015

CDM
The hazard sign is a notification to other designers and
contractors of foreseeable exceptional risks resulting from
the design activities carried out by Maber Associates Ltd.
which are beyond those reasonably expected to be
identified by a competent person: as defined in the
'Construction (Design and Management) Regulations 2015'
- Regulations 9 & 10 and Industry Guidance for Designers
(Section 4) published by the CITB (2015)

DRAWING REVIEWED: (yes or no)	YES
EXCEPTIONAL RISKS/ RISK CONTROL MEASURES: (none OR see warning triangle on drawing)	

- **001**
002
003
004
005
- Substation. Electric shock.
Scan ground and label. Hand dig.
Lighting column & CCTV cables. Electric shock.
Scan ground and label. Hand dig.
Vehicle movement. Impact.
Review contractor fencing.
Pedestrian movement. Impact.
Review contractor fencing.
Building over the substation. Electrical.
Appoint Electrical Engineer. Contact supplier.

Notes.
Based on OS Map
Awaiting Topographical Survey
With the addition of the deck car park and ramp the
loss to the existing car parking space is -12. There
will be some local alterations to align the existing car
parking spaces with the new structure.
Proposed Car Parking Numbers
Nett gain 66 car parking space.
Including 13 electrical charging points that can
charge a number of cars in adjacent bays.
Height restriction signage to be included.

- **New Tree.** Review if existing trees can be
replanted.
- **New White lining.**
- **New paving, path from external staircase.**
Mastral 160 x 160 x 80
DK - Drop kerb
Lighted Bollard
- **Green wall on wire mesh to specialist
subcontractors design. Maintenance to be
included. A mixture of ivy.**
- **EV Electrical Vehicle charging.**
- **+1 spaces DS** - Directional signage for pedestrians to
locate nearest access / stairwell. Signage
to be located on columns and to both sides
where bays are back to back.

P04	2021-01-13	Disabled bays updated	DLA	DBr
P03	2021-01-12	18 EV spaces shown; 12m spaces shown behind and dropped kerb added near disabled bays; signage added	DLA	DBr
P02	2020-04-17	General update, car park extended.	DBr	DLA
P01	2020-03-30	First issue	DBr	DLA

Planning									
project	New Car Park, Costain Offices								
document	Proposed Site Plan								
reference	project	origin	zone	level	type	role	no.	status	rev.
	3218	MAB	00	00	DR	A	00005	S2	P04
int. job no.	3218	paper size A1							

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!

CDM

CONSTRUCTION PHASE
HAZARD IDENTIFICATION

In accordance with the
Construction (Design & Management)
Regulations 2015

The hazard sign is a notification to other designers and contractors of foreseeable exceptional risks resulting from the design activities carried out by Maber Associates Ltd. which are beyond those reasonably expected to be identified by a competent person: as defined in the 'Construction (Design and Management) Regulations 2015' - Regulations 9 & 10 and Industry Guidance for Designers (Section 4) published by the CITB (2015)

DRAWING REVIEWED: (yes or no)	YES
EXCEPTIONAL RISKS/ RISK CONTROL MEASURES: (none OR see warning triangle on drawing)	

!

001
002
003
004
005

Substation. Electric shock.
Scan ground and label. Hand dig.
Lighting column & CCTV cables. Electric shock.
Scan ground and label. Hand dig.
Vehicle movement. Impact.
Review contractor fencing.
Pedestrian movement. Impact.
Review contractor fencing.
Building over the substation. Electrical.
Appoint Electrical Engineer. Contact supplier.

Notes.

Based on OS Map
Awaiting Topographical Survey

With the addition of the deck car park and ramp the loss to the existing car parking space is -12. There will be some local alterations to align the existing car parking spaces with the new structure.

Proposed Car Parking Numbers

Nett gain 66 car parking space.
Including 13 electrical charging points that can charge a number of cars in adjacent bays.

LC
55DS

54

DS - Directional signage for pedestrians to locate nearest access / stairwell. Signage to be located on lighting post and to both sides where bays are back to back.

B

54

53

Green wall. A mixture of ivy.

P03	2021-01-12	EV spaces removed; signage added.	DLA	DBr
P02	2020-04-17	General update, car park extended.	DBr	DLA
P01	2020-03-30	First issue	DBr	DLA

Planning

project

New Car Park, Costain Offices

document

Proposed First Floor Plan

reference	project	origin	zone	level	type	role	no.	status	rev.
	3218	MAB	00	01	DR	A	00006	S2	P03

int. job no.

3218

paper size

A1

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1

N

0m5m10m20m

Proposed First Floor

1:200

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