

Excelsior Works, Castlefield

Travel Plan

220720/SK21688/TP01(-02)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK21688	TP01	00	Draft	L Speers	LGS	29/10/2019
SK21688	TP01	01	Final for discharge (16a)	L Speers	LGS	30/10/2019
SK21688	TP01	02	Updated with survey for discharge (16b)	L Speers	LGS	22/07/2022

1 Introduction

- 1.1 In 2019 SK was appointed to prepare a Travel Plan for the Excelsior Works in Castlefield for submission to discharge the first part of Planning Condition 16 (a). The Planning Condition reads:

“16a) - 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 the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. (PRE-OCCUPATION)

16 b) - Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered under part a) shall be submitted to and approved in writing by the City Council as local planning authority. The Travel Plan shall be kept in operation at all times thereafter. (WITHIN 6 MONTHS OF OCCUPATION)”

- 1.2 SK has been re-engaged to prepare an update to the Travel Plan to discharge the second part of the Planning Condition (b). Changes to the Travel Plan since it was previously agreed with MCC include the following:

- Update to the existing transport characteristics / audit in Section 2 to bring this up to date
- Update to Travel Co-ordinator contact details in Section 3
- Update to the travel pack referenced in Section 4
- Update to the weblinks set out in the agreed Plan measures in Section 4
- Update to baseline surveys in Section 5
- Update to targets

- 1.3 All other aspects of the Plan, such as level of intervention required for each measure and monitoring methods, are as previously agreed with MCC.

Development Details

- 1.4 The development is 108 residential units and amenity space. The ground floor and basement layouts are attached as Appendix A. The applicant has advised that currently 90% of the building is occupied (97 units).
- 1.5 The main pedestrian access to the site is provided from Hulme Hall Road and a secondary pedestrian access from the canal towpath to the basement level foyer space.
- 1.6 Cycle parking is provided in the basement for 108 cycles. As agreed at planning, these can be accessed via the canal tow path access or through the building.
- 1.7 Vehicle access is provided to the basement car park from Hulme Hall Road. The car park provides 24 spaces including EV and disabled parking spaces.
- 1.8 As with surrounding developments, servicing and refuse collection activity will occur from kerbside on Hulme Hall Road.

Travel Plan Process

- 1.9 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.’

- 1.10 The DfT pyramid 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.

- 1.11 The base of the pyramid and Travel Plan is the location of the development, as it is this that creates a foundation for good accessibility and mode choice opportunities by ensuring that the development relates well to places people want to go and is connected to these by existing transport infrastructure. Clearly the site has a very strong base due to its city centre location and good level of existing accessibility.
- 1.12 At the next level the physical or infrastructure aspects of the proposal are considered. This ensures that travel choices are built into a proposal to allow residents to realise their potential for sustainable trip making. Increased intervention is required if the base layer (location) of the Site is poor. This is not the case with the site, which benefits from immediate proximity to good transport links and city centre amenities. Notwithstanding this, the proposal includes infrastructure to facilitate sustainable living, such as: cycle parking; on-site resident amenities; delivery storage; EV parking bays; and restrained levels of residential parking.
- 1.13 The remaining levels of the pyramid set out if any further promotion or management interventions, and local route improvements are needed to compensate for anything found to be lacking in the preceding levels. Again, this is patently not the case with the site in question. Notwithstanding this, the Travel Plan includes measures to promote the options available to residents and manage the Plan going forward.
- 1.14 In line with best practice and DfT's pyramid, the Travel Plan measures are commensurate with the level of intervention that will be required to encourage and support sustainable and active travel practices. The Plan therefore concentrates on ensuring that the residents understand what infrastructure is being provided as part of the development to support sustainable living and on ensuring adequate provision of information resources and the promotion of existing sustainable routes that provide connections to the site.
- 1.15 The report also outlines monitoring, funding and management measures that will be adopted as part of the Plan.

Travel Plan Benefits

- 1.16 Travel plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 1.17 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.
- 1.18 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.
- 1.19 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 1.20 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Travel Plan Objectives

- 1.21 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 allows residents to travel by sustainable modes and to reduce single occupancy car use.
- 1.22 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

2 Audit

Site Location

- 2.1 Figure 2.1 shows the location of the site in relation to the city centre and surrounding destinations.

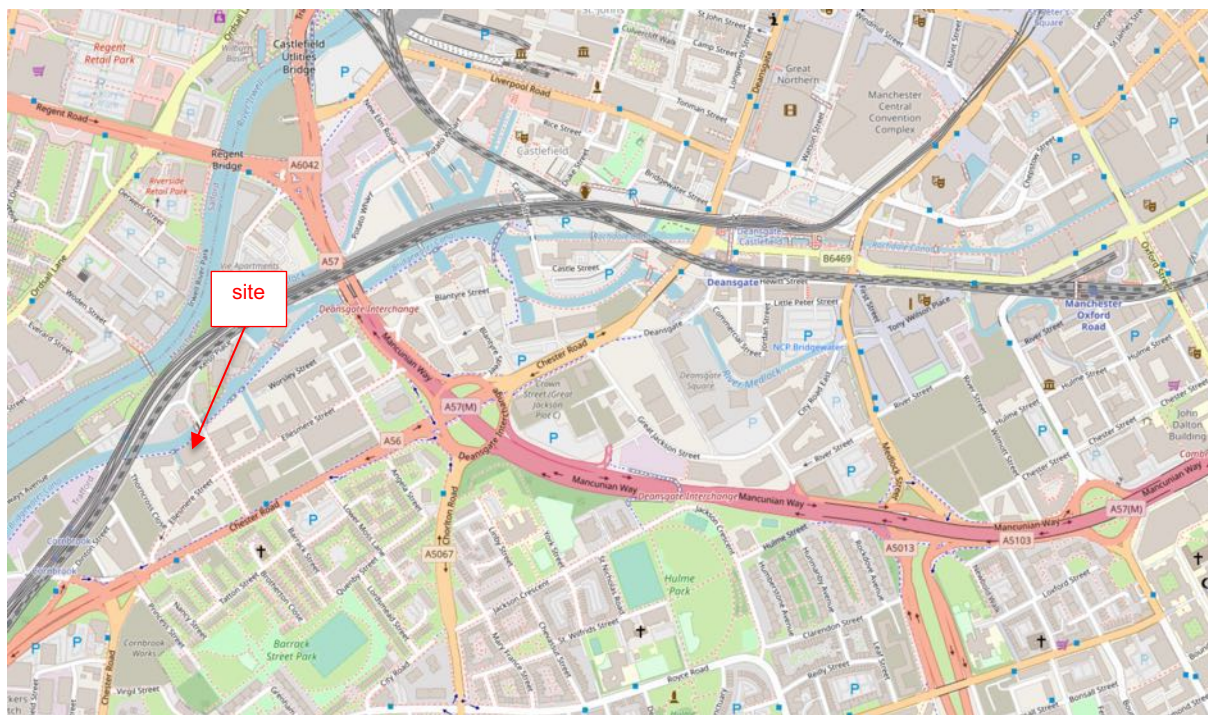


Figure 2.1: Site Location
[source: ISO4]

- 2.2 Figure 2.1 shows that the site is in the Castlefield area to the west of the city centre. The site is bounded by the Bridgewater Canal to the north and an inlet of the canal to the west, Hulme Hall Road to the east, and the Grade II Listed Albert Mill (now in residential use) to the south.
- 2.3 The site does not fall within a Conservation Area however the boundary of Castlefield Conservation Area runs to the east of the site along Hulme Hall Road. The site borders the Grade II Listed Albert Mill to the south, and the nearby railway bridge to the west of the site is also Grade II Listed.

Access on Foot

- 2.4 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. The streets surrounding the site are overlooked and lit and are subject to a 20mph speed limit and 2m+ footway widths that provides a suitable environment for pedestrians.
- 2.5 The pedestrian routes around the site are generally formed via the segregated route along the Bridgewater Canal or via the crossings on the A56, including at the Deansgate Interchange. These routes are largely unchanged from the consented situation, other than the major improvement delivered as part of the Bee Network at Deansgate Interchange. The Interchange now benefits from enhanced pedestrian and cycle facilities, including CYCLOPS.
- 2.6 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 at a local level for journeys under 2km.

- 2.7 Figure 2.2 shows a 2km walking catchment from the site representing a walk time of 25 minutes, using an average walking speed of 80 m / min.

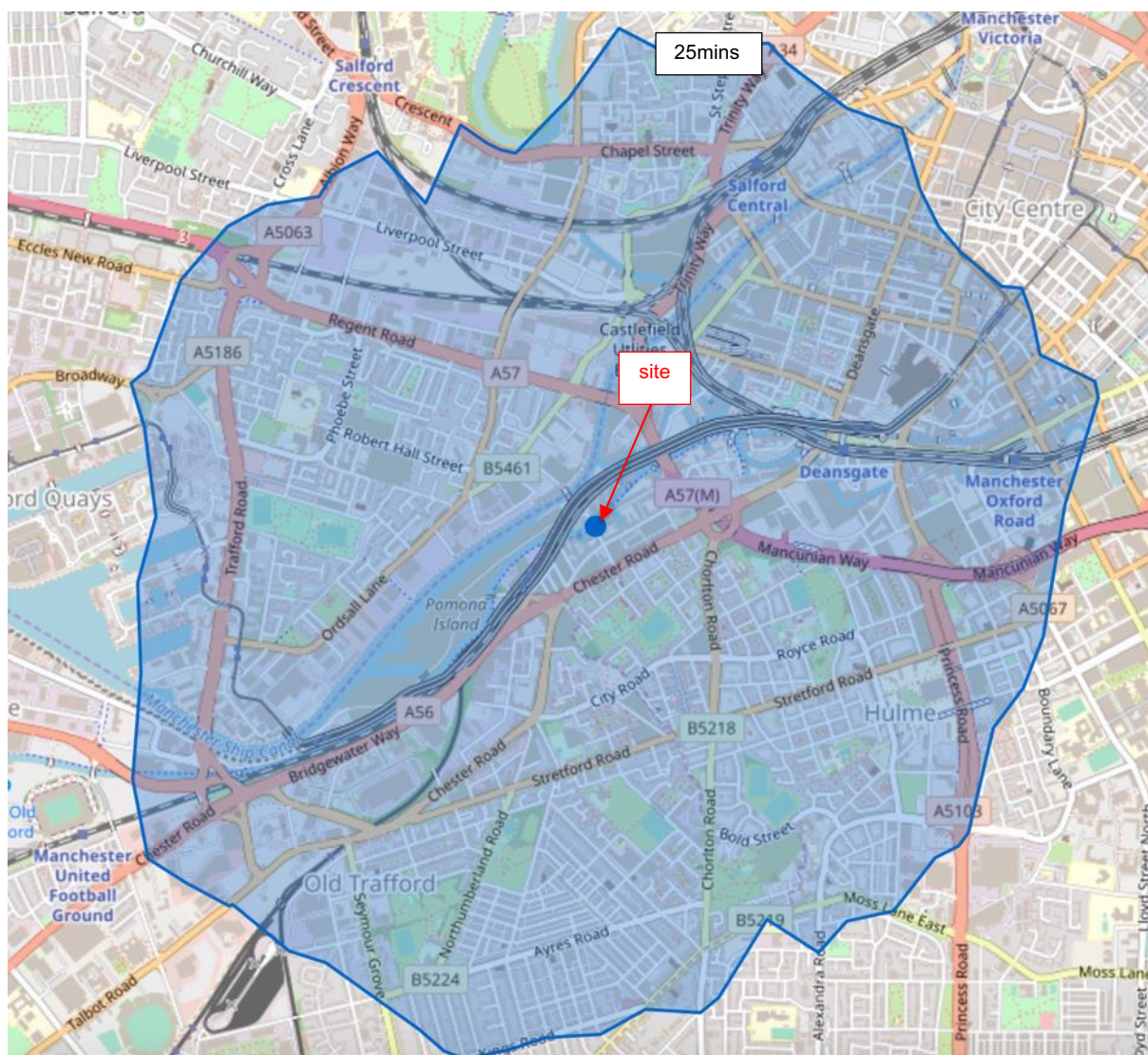


Figure 2.2: 25 Minute Walking Isochrone
[source: ISO4]

- 2.8 Figure 2.2 shows that a significant proportion of the city centre is within 2km of the site and areas of Salford, Old Trafford and Salford Quays can also be accessed.
- 2.9 The existing pedestrian infrastructure surrounding the site provides a good basis for future trips by residents to key destinations. The proximity of the site to key destinations, means that journeys on foot are likely to be a significant mode choice for future residents for both utility and leisure trips.

Access by Cycle

- 2.10 Figure 2.3 shows that access can easily be gained to the Greater Manchester Cycle Network. The routes near the site comprise a combination of traffic-free and on-road routes, meaning that cycling is a feasible mode of travel for cyclists of different experience and confidence levels.



Figure 2.3: Cycle Network
[source: TfGM]

- 2.11 The site sits within a 20mph zone that provides a suitable environment for cycle trips and Hulme Hall Road and Ellesmere Street are identified as advisory cycle routes. Local streets link to the segregated cycle route that runs along the northern and southern alignment of the A56 Chester Road. A traffic-free route is also available along the Bridgewater Canal.
- 2.12 The site benefits from an exceptional level of cycle access and opportunities for cyclists of all abilities to safely access the site by this mode.

Public Transport

- 2.13 Figure 2.5 shows that the site is served by bus stops on Chester Road (A56), these are only a three-minute walk away. The bus stops are served by routes throughout the week, including on Sundays and in the evening. Access can also be gained to the Metrolink and the mainline train network with Cornbrook a five-minute walk away and Deansgate-Castlefield a 10-minute walk away.
- 2.14 Figure 2.5 shows that the site has a GMAL of 7, which is an exceptional level of accessibility by public transport.

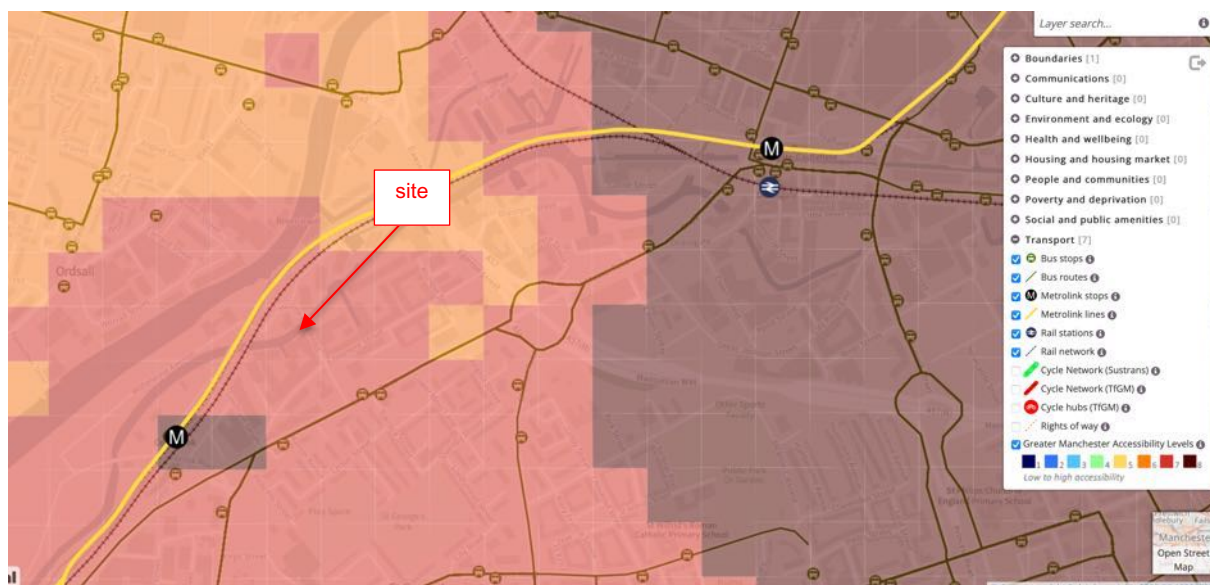


Figure 2.4: Local Public Transport Nodes & GMAL
[source: TfGM]

Casual Car Use

- 2.15 Car clubs are an important component of the sustainable transport network in Greater Manchester by providing an opportunity for casual car use for residents who do not own a car. There are three existing car club vehicles located close to the site, one at St George's Island and two at No. 10 Ellesmere Street. The existing car club vehicles are less than three minutes' walk from the site.

Local Highway Network

- 2.16 The site was historically accessed by from Hulme Hall Road, an unclassified street that routes north-south from St George's Island to Ellesmere Street. The stretch of Hulme Hall Road in front of the site forms part of the adopted highway. The extent of the adopted highway runs from north of the site (including the bridge) to Ellesmere Street.
- 2.17 Hulme Hall Road benefits from street lighting and a 20mph speed limit. Footways are provided along both carriageway edges.
- 2.18 Hulme Hall Road meets Ellesmere Street at a priority junction. Ellesmere Street routes east-west from the A56 Chester Road to the on-slip with the A57 Mancunian Way. At its eastern end (between the A56 and Hulme Hall Road) Ellesmere Street is one-way eastbound.

3 Management

Travel Co-ordinator

- 3.1 The applicant (Mulbury Excelsior Works Ltd) has been closely involved in the development of the Travel Plan and is committed to its successful implementation. The applicant will continue to have an overseeing role in the progress of the Plan and is committed to funding the resources required for its implementation.
- 3.2 Travel Plan Co-ordinators play an important role in developing, managing and promoting Travel Plans. The Travel Plan Co-ordinator for the site is from the site management company. The following contact details have been provided.

Name: Richard Byers
Email: richard.byers@tmrealestate.co.uk

3.3 The Travel Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the respective Travel Plan's effectiveness.

3.4 In summary, the Travel Co-ordinator's main responsibilities are:

- Responsibility for the implementation strategy
- Providing a point of contact for residents
- Issuing household travel packs
- Monitoring the Travel Plan and reporting back to the MCC

Funding & Handover Arrangements

3.5 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.

4 Toolkit

Promotion

4.1 Good communication is a vital component of the Travel Plan to ensure that residents are fully aware of the options available to them.

4.2 In line with the previous Travel Plan, all new households were provided with a travel pack when they moved in that included the following information:

1. Travel Plan Co-ordinator contact details
2. Details of TfGM's website links to on-line and phone app journey planning software
3. Details of TfGM's website links to cycle and walking route maps
4. Details of TfGM's website links to bus maps and timetables
5. Details of current TfGM local initiatives (such as adult cycle training)
6. Information on the car club

4.3 The travel pack has been updated as part of the Travel Plan issue and will be re-circulated to all of the occupied households. The updated travel pack is attached as Appendix B.

4.4 Residents will be encouraged via the travel pack to familiarise themselves with the journey planning websites and phone apps promoted by TfGM. As part of this residents will be provided with a weblink to [TfGM's journey planning](https://tfgm.com/plan-a-journey)¹.

4.5 Residents will also be provided with information and weblinks for [TfGM's Let's Get Moving / Bee Active](https://beeactive.tfgm.com)² resources.

4.6 Other mode specific journey planning software will also be promoted, and these are set out in the relevant sections below.

4.7 The Travel Plan Co-ordinator will also be responsible for making residents aware of the many benefits for travelling more sustainably:

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

¹ <https://tfgm.com/plan-a-journey>

² <https://beeactive.tfgm.com>

Walking & Cycling

- 4.8 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.
- 4.9 The building benefits from a very good level of accessibility on foot and by bike using existing infrastructure. Two access points are provided to the building, from Hulme Hall Road and the canal towpath.
- 4.10 Information on local walking routes is provided in the travel pack, including a local area map. The travel pack also includes details of on-line and phone app journey planning software that is available from [TfGM](https://www.tfgm.com/)³. In addition, website links are provided to the [GMWalking](https://gmwalking.co.uk)⁴ website which provides resources on routes and local walking groups.
- 4.11 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 this [NHS website](https://www.nhs.uk/better-health/get-active/)⁵.
- 4.12 Secure cycle storage areas are proposed within the building for use by future residents. The storage areas will provide capacity for 108 cycles for residents (100%).
- 4.13 As previously, the travel pack also includes details of on-line and phone app cycle maps and journey planning software that is available from TfGM. In addition, the travel pack includes website links to [Sustrans](https://www.sustrans.org.uk/)⁶, who provide information on local and national routes, and [Cycling UK](https://www.cyclinguk.org/)⁷, who provide information on local cycling groups, cycle tips and routes.
- 4.14 The site is located in the [Greater Manchester Bike Hire Zone](https://www.beeactive.tfgm.com/cycle-hire)⁸. Information on the scheme is provided to residents in the travel packs.
- 4.15 TfGM offer [free cycle training and maintenance](https://www.beeactive.tfgm.com/cycling/courses-and-bike-maintenance/)⁹ sessions for adults for beginners and experienced cyclists and provides safety tips and advice on the [TfGM](https://www.tfgm.com/)¹⁰ 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://www.tfgm.com/cycling)¹¹ website. TfGM offer a cycle newsletter service is frequently updated with new route information and activities.

Public Transport

- 4.16 The proposed development benefits from an exceptional level of accessibility by public transport and is located only a short walk from train, tram and bus services.
- 4.17 The travel pack includes a plan showing the location of the nearest public transport nodes and a summary of bus services available.
- 4.18 The travel pack includes information relating to website bus service information available on TfGM, including timetables and ticket prices. As part of this residents have been provided with a weblink to [TfGM's journey planning](https://www.tfgm.com/plan-a-journey)¹².
- 4.19 The Travel Plan Co-ordinator is responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives.

Efficient Vehicle Use

- 4.20 In recognition of the sustainable location of the site parking is restrained. The basement provides 24, including disabled and EV charging spaces.

³ <http://www.tfgm.com/>

⁴ <https://gmwalking.co.uk>

⁵ <https://www.nhs.uk/better-health/get-active/>

⁶ www.sustrans.org.uk/

⁷ www.cyclinguk.org/

⁸ <https://www.beeactive.tfgm.com/cycle-hire>

⁹ <https://www.beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

¹⁰ <https://www.tfgm.com/>

¹¹ <https://www.tfgm.com/cycling>

¹² <https://www.tfgm.com/plan-a-journey>

- 4.21 The site is located close to existing Car Club vehicles that serve the area. Information will be provided on the city centre Car Club scheme in the travel packs from [Enterprise Car Club¹³](https://www.enterprisecarclub.co.uk/gb/en/home.html).
- 4.22 Storage space is provided for deliveries is provided to serve the proposal. This will allow residents to purchase shopping on the internet and for it to be delivered to the site in their absence, reducing the need for residents to travel.
- 4.23 The travel pack includes information on on-line food retail facilities that serve the area, such as [Sainsburys¹⁴](https://www.sainsburys.co.uk/), [Tesco¹⁵](http://www.tesco.com/) and [Ocado¹⁶](http://www.ocado.com/).

5 Monitoring

Survey Method

- 5.1 In line with Planning Condition 16b, a baseline survey will be undertaken of residents within six months of first occupation of the development. The survey form used was as agreed with MCC when Planning Condition 16a was discharged (attached as Appendix C). The surveys were distributed by email and WhatsApp to occupied household.
- 5.2 To encourage completion, respondents were offered the opportunity to enter a prize draw to win a High Street Voucher. This provided an effective incentive, and 24 surveys were completed; a response rate of 25% when compared to the number of units occupied.

Survey Results

- 5.3 The survey output is attached as Appendix D. The survey data has been anonymised for inclusion with the report with sensitive or identifiable information removed.
- 5.4 The survey shows that the building has an average apartment occupancy rate of 1.875 people. The households surveyed own 2 bikes and 14 cars. The respondents confirmed that the majority of these cars are stored in the building car park (62% of respondents). 30% of respondents confirmed that they pay for parking either in a public car park, like an NCP, or have arranged parking in another nearby building. 15% (only 2 respondents) park their cars on-street.
- 5.5 Table 5.2 provides a summary of the mode share of residents to their place of work or study.

¹³ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

¹⁴ <https://www.sainsburys.co.uk/>

¹⁵ <http://www.tesco.com/>

¹⁶ <http://www.ocado.com/>

Work at Home	36%
Car Driver	13%
Car Sharer	0%
Bus	0%
Train	13%
Tram	22%
Walk	16%
Bike	0%
P2W	0%
Taxi	0%
Other	0%
Total	100%

Table 5.1: Mode Share

- 5.6 The majority of people (51%) travel to work by sustainable modes and 36% of people work from home.
- 5.7 The survey shows that while 31% of people at the site own a car, only 13% use a car to travel to work (6 respondents).
- 5.8 The respondents all indicated information on sustainable modes and the car club would be helpful.

Targets

- 5.9 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.
- 5.10 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 action-based targets are based on providing updated information to residents on existing sustainable transport routes and the car club.
- 5.11 The following action / milestone targets have now been set for the Plan:
- Include updated cycling and public transport in the travel packs
 - Prepare and distribute the updated travel packs
 - Contact Enterprise Car Club so that they can provide information to residents
 - Undertake next survey in two years
- 5.12 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).
- 5.13 The following initial quantitative target was set in the previous version of the Plan to allow progress to be assessed against the objectives to encourage sustainable trip making and reduce single occupancy car use. The targets will be reviewed regularly as part of the monitoring plan.
- Reduce single occupancy private car use by 5%

Future Monitoring

- 5.14 In line with the strategy set out in the previous version of the Travel Plan, a follow up survey will be undertaken two years after the first survey.
- 5.15 Then periodic surveys (every five years) will be undertaken for the lifetime of the development, or otherwise until MCC decide that surveys are no longer required.
- 5.16 The targets will be reviewed and amended over time, as appropriate, following the initial survey.



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Rev.	Description	Date
A	First Issue	22.03.17
B	Planning Issue	24.03.17
C	Stage 3 Issue	27.10.17
D	Stage 4 Issue	17.01.18
E	Reception / Foyer Space Amendment	07.03.18
F	Threshold ACO Drain	31.07.18
G	General Update to GA Plans	09.08.18
H	LV slot in slab and RWO to podium	24.10.18
C1	Construction Issue	23.01.19
C2	Indicative Kitchen Types and Selective brackets shown in GA plans	02.04.19

Hulme Hall
Road



GA_Level 0
1 : 100

Client	Mulbury City
Project	Excelsior Works
Title	Ground Floor
Status	
Project number	0280
Date	-
Drawn by	AK
Checked by	MP
Scale	1 : 100@A1
Drawing No.	0280_03_00G
Revision	C2

07/05/2019 15:09:21



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E	Threshold ACO Drain	31.07.18
F	Channel Drain to Carpark Maintenance Door	07.08.18
G	General Update to CA Plans	09.08.18
C1	Construction Issue	23.01.19
C2	Issue for NMA	23.05.19



Basement
1 : 100

Client	Mulbury City
Project	Excelsior Works
Title	Basement
Status	
Project number	0280
Date	-
Drawn by	AK
Checked by	MP
Scale	1 : 100@A1
Drawing No.	0280_03_00B
Revision	C2

Appendix B

Excelsior Works: Resident Travel Pack



Welcome to your new home!

Your home is located on the edge of one of the most vibrant cities 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 to most places you want to quickly on foot, by bike or using public transport. We are keen to help you understand how you can move round the area sustainably to reduce the environmental impact of the building. We have prepared this travel pack, as part of the building's Travel Plan, to provide you with information to help you get around.

Travel Plan & Travel Plan Co-ordinator

A Travel Plan is a strategy document that is put together to help promote sustainable travel and help to reduce single occupancy car trips. Travel Plans have the following benefits:

1. Improved health and wellbeing
2. Money savings
3. Reduced traffic congestion
4. Increased physical activity and fitness
5. Improved air quality
6. Reduced carbon emissions
7. Opportunities to meet new people and your neighbours

We have prepared a Travel Plan for the development which sets out how you can move around sustainably, the measures we are going to use to help with this, and how we will monitor and manage the strategy over time.

We have appointed a Travel Plan Co-ordinator who will be your main point of contact for anything and everything travel related. The Travel Plan Co-ordinator can be contacted as follows:

richard.byers@tmrealestate.co.uk

We would be happy to email you a copy of the Travel Plan if you would like to see what we are doing. Please let the Travel Plan Co-ordinator know if you would like a copy of the document.

Getting going

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://tfgm.com/plan-a-journey>

<https://beeactive.tfgm.com>

<https://www.traveline.info/>

Keep in touch

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 the cheapest and most sustainable form of travel. Most people of relatively fair health will be able to incorporate some walking as part of a daily routine and this can have very real impacts on health and wellbeing.

NHS advice states that a 20 minute brisk walk can lead to lots of physical and mental health benefits. The table below gives examples of destinations you can reach within a 20 minute walk of the development.

If you fancy a challenge you could use the NHS Active 10 tracker app to set daily walking. You could set yourself a bigger challenge with the Coach to 5km phone app. Both phone apps are available from this website:

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

Pedestrian provision is of good condition, with wide footways, dropped kerb crossings and tactile paving present. The streets surrounding the site are overlooked and lit and are subject to a 20mph speed limit and 2m+ footway widths that provides a suitable environment for pedestrians.

The pedestrian routes around the site are generally formed via the segregated route along the Bridgewater Canal or via the crossings on the A56, including at the Deansgate Interchange. These routes are largely unchanged from the consented situation, other than the major improvement delivered as part of the Bee Network at Deansgate Interchange. The Interchange now benefits from enhanced pedestrian and cycle facilities, including CYCLOPS.

Details of how to plan your walking trip and to get tips on walking please use these websites:

<https://tfgm.com/walking>

<https://beeactive.tfgm.com>

<https://gmwalking.co.uk>

Cycling

Secure cycle parking is provided in the building. The site sits within a 20mph zone that provides a suitable environment for cycle trips and Hulme Hall Road and Ellesmere Street are identified as advisory cycle routes. Local streets link to the segregated cycle route that runs along the northern and southern alignment of the A56 Chester Road. A traffic-free route is also available along the Bridgewater Canal. A cycle map is provided on the next change.

The local area provides a suitable environment for cycle trips and these routes connect to routes along the River Irwell which provides a continuous route to Manchester city centre and Salford Quays. The site is within a 7 minute cycle of Salford Quays, 5 minute cycle of Manchester city centre and 11 minute cycle of Salford University. Cycle parking is provided at these destinations.

Journey planning information and cycle tips and information is available using the following websites:

<https://tfgm.com/plan-a-journey>

<https://beeactive.tfgm.com>

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

www.sustrans.org.uk/

www.cyclinguk.org/

There are plenty of cycling events and activities across the region including the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester. You can sign up for TfGM's Cycle Newsletter to get full details of these and other events using:

www.tfgm.com/cycling

Not been on a bike for a while? Don't panic TfGM provides adult cycle training lessons to get you back in the groove.

<https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

Information on local bike retailers is provided below.

<https://www.thecyclingexperts.co.uk/find-a-shop/?searchterms=&location=greater+manchester&Search=1>

If you're not ready to commit to buying your own bike you could hire one to try it out first. Your home sits within TfGM's Beryl Bike Hire Zone. Information on how to hire a Beryl Bike and the zone that the bikes can be ridden on is provided below.

<https://beeactive.tfgm.com/cycle-hire>



Cycling



Public Transport

A plan is provided on the next page that shows public transport services near to the building. This shows that the building is very well located for access to tram, train and bus services.

The site is a 3 minute walk to bus services on Chester Road, a 5 minute walk to Cornbrook tram stop and a 10 minute walk to Deansgate-Castlefield tram stop and train station. You can use the tram network to access high frequency services to Altrincham, Eccles, Didsbury, MediaCity, Ashton, the Airport, Rochdale and Bury.

You can find more information on routes, ticketing arrangements and service timetables by using this website:

<http://www.tfgm.com/>

You don't need to wait in the rain if you plan your bus journey using these websites and phone-apps:

<https://www.traveline.info/>

<https://tfgm.com/plan-a-journey>

Car Club

We understand that there are occasions when you need the use of a car. Enterprise car club vehicles are located close to the site for this very purpose. There are three existing car club vehicles located close to the site, one at St George's Island and two at No. 10 Ellesmere Street. The existing car club vehicles are less than a 2 minute walk from the site.

Vehicles can be hired for as little as 30 minutes and the scheme offers very favourable annual membership costs and 'pay as you go' rates for car hire. The links can be used to find out further details of both schemes.

<http://www.enterprisecarclub.co.uk/>

Car Sharing

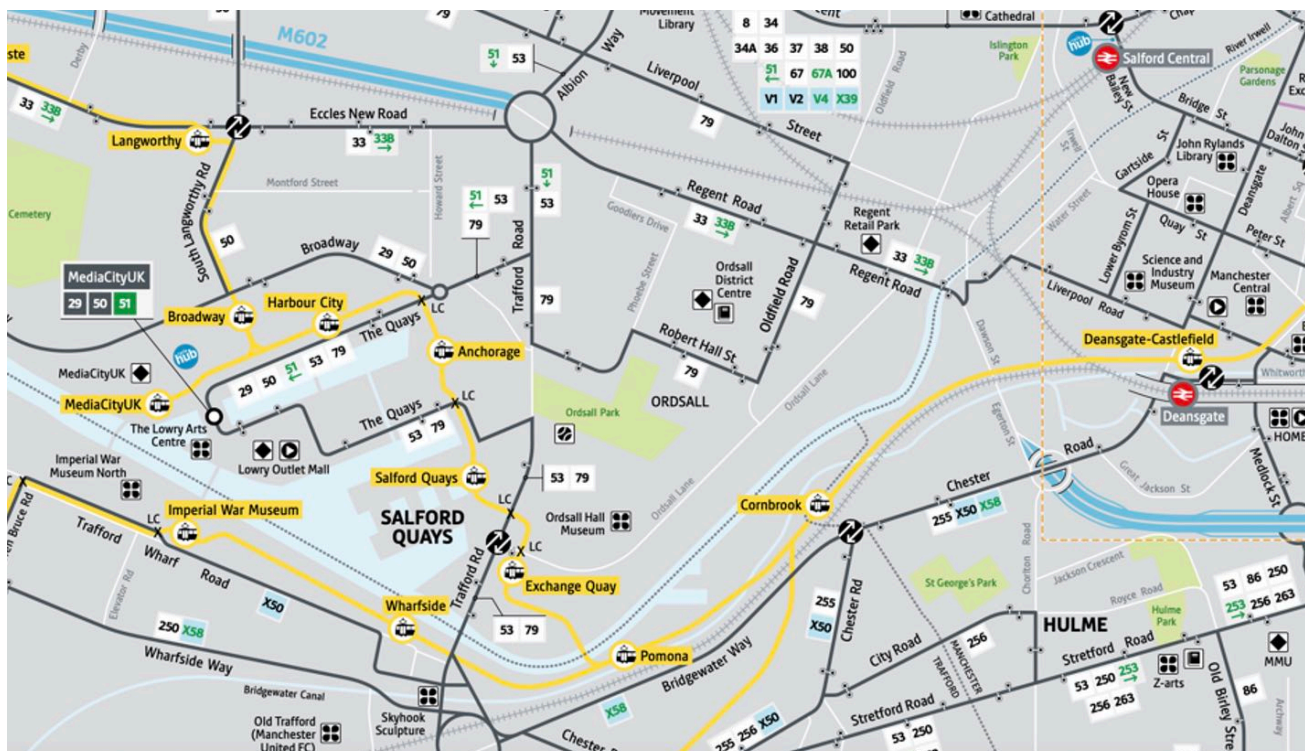
You may own a car that you store in the site car park. The information we have provided in this pack shows that you will not need to use your vehicle for many of your daily trips. If you do use your car then you could consider making your trip more sustainable by sharing with another person. The website below allows you to find people to car share with.

<https://liftshare.com/uk>

Excelsior Works: Resident Travel Pack



Public Transport Map



Home deliveries

The following websites can be used so that you can do your food shopping on-line:

<https://www.sainsburys.co.uk/>

<http://www.tesco.com/>

<http://www.ocado.com/>

Appendix C



Excelsior Works, Castlefield

Resident Travel Survey

We have prepared a Travel Plan for the building you live in that sets out methods that can be used to travel sustainably. As part of this we would like to understand how you currently travel around. We would be grateful if one member of your household could complete this travel survey to allow us to better understand your travel patterns and opinions on existing local area travel choices. The survey will take less than 5 minutes to complete. Any information you give us will not be used for any other purpose and will be processed and held in line with GDPR. As a thank you from us, once you have completed the survey, you can choose to enter a prize draw with the chance to win a £50 High Street Shopping Voucher. Thank you for your assistance.

* 1. How many people live in your home?

- ☐ 1 ☐ 2 ☐ 3 ☐ 4+

* 2. How many bikes does your household own?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

* 3. How many cars does your household own?

- ☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ 4+

4. If you, or anyone in your household, owns a car where is it parked overnight? [please only answer this question if anyone in your household owns a car]

- ☐ In the building car park ☐ Outside on-street
☐ In an off-street car park (like an NCP)
☐ Other (please specify)

* 5. If you work or study, where do you work or study?

[Please provide full work/study location postcode]

* 6. Do you have a mobility or child-care requirement that impacts on the way you travel?

☐ Yes

☐ Rather not say

☐ No

* 7. How do you usually travel to work or your place of study?
[Main mode of travel only]

	Work mainly at home	Car Driver (alone)	Car Driver (with passenger)	Car passenger	Bus	Train	Tram	Walk	Bike	Powered 2 Wheeler	Taxi	Other
Person 1 (you)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 2	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 3	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 4	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Person 6	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

8. If you drive to work would you consider car sharing with another resident in the building or in the local area? [Please only answer this question if you currently drive to work/study]

☐ Yes

☐ No

* 9. What following changes would encourage you to cycle?
[Please check all that apply]

☐ More information on existing cycle routes

☐ Improved local cycle routes

☐ Improved cycle parking in the city centre

☐ None of the above

* 10. Which of the following would encourage to use public transport? [Please check all that apply]

- ☐ More information on existing public transport routes
- ☐ More frequent bus services
- ☐ More information on season ticket arrangements
- ☐ Better routes to bus stops, tram stops and train stations
- ☐ None of the above

* 11. Manchester has a good network of Car Club vehicles that can be hired for as little as half an hour. Are you aware of the existing Car Club network and the locations of vehicles in the area?

- ☐ Yes
- ☐ No

12. Once you have completed the survey you can enter our prize draw with a chance to win a £50 High Street Shopping Voucher. A single winner will be drawn at random. If you would like to enter the prize draw please provide use with your name and email address. Once the prize draw has been drawn your contact details will be deleted from our system.

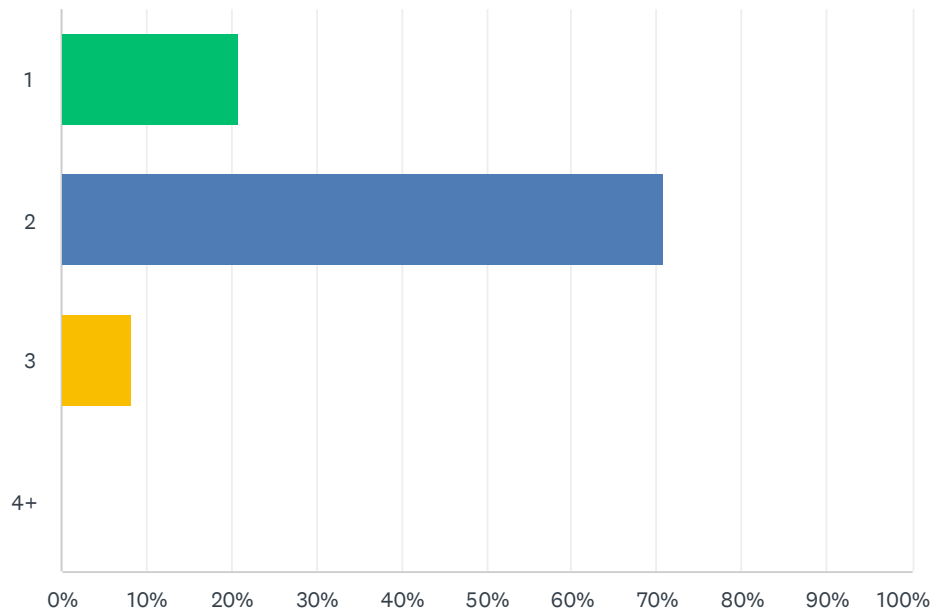
Name

Email Address

Appendix D

Q1 How many people live in your home?

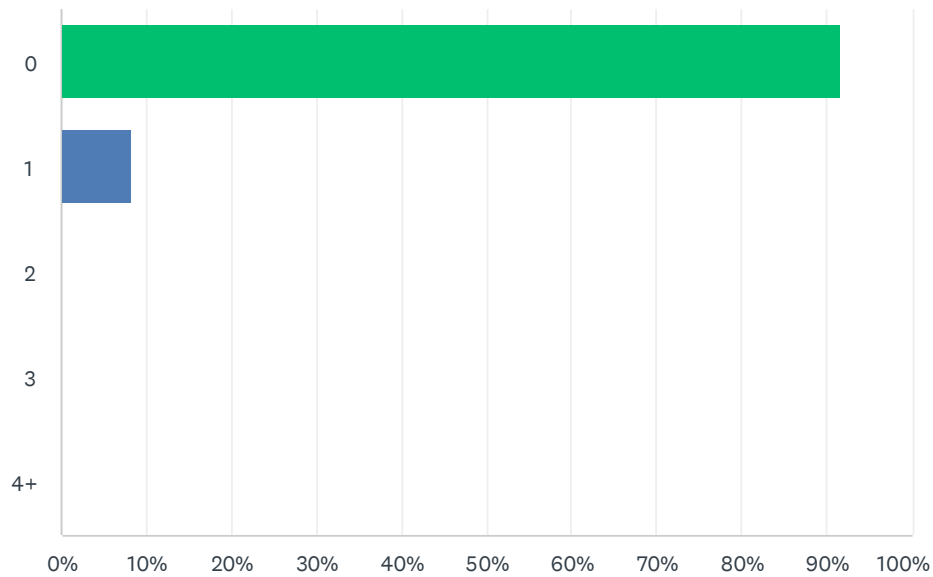
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
1	20.83%	5
2	70.83%	17
3	8.33%	2
4+	0.00%	0
TOTAL		24

Q2 How many bikes does your household own?

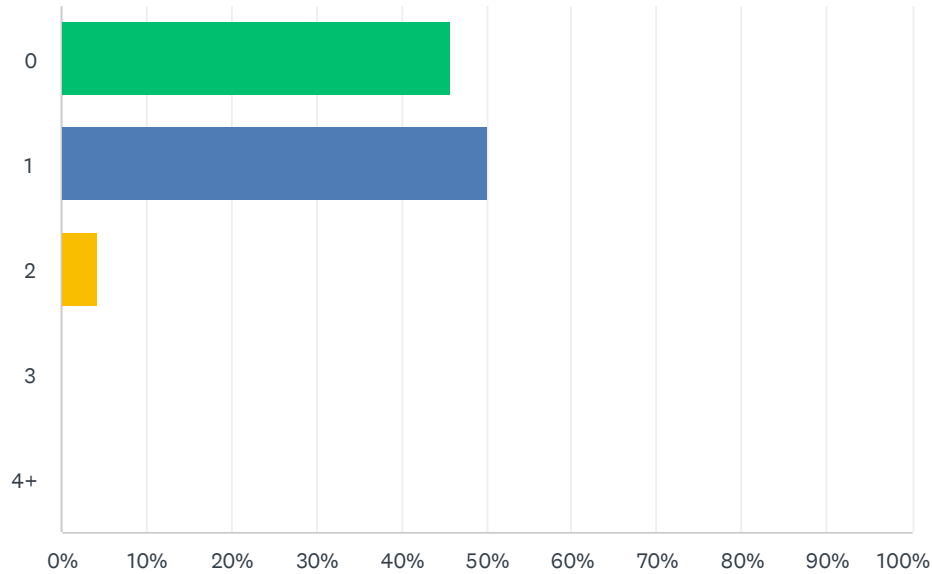
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
0	91.67%	22
1	8.33%	2
2	0.00%	0
3	0.00%	0
4+	0.00%	0
TOTAL		24

Q3 How many cars does your household own?

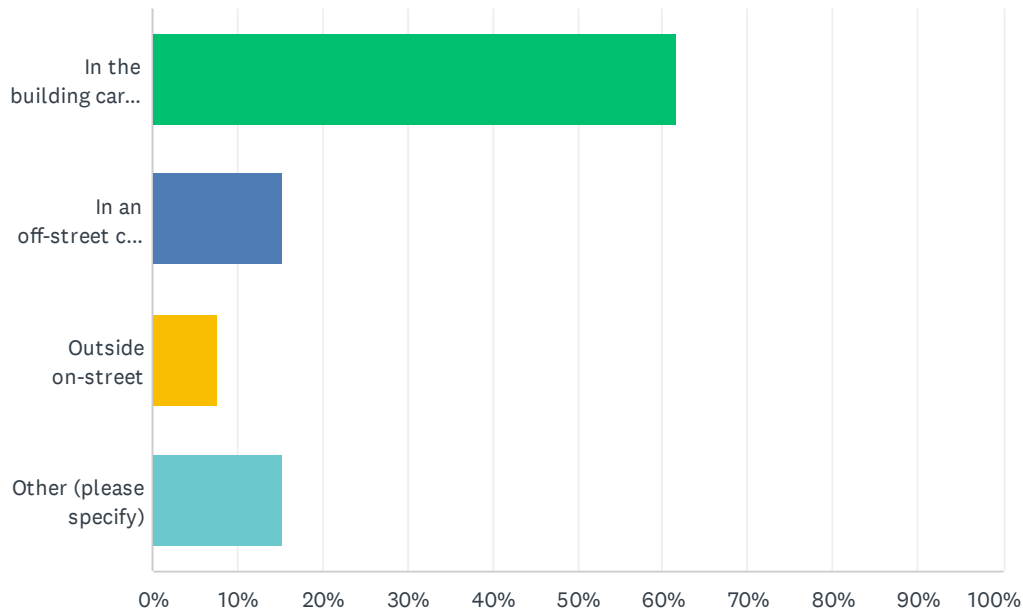
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
0	45.83%	11
1	50.00%	12
2	4.17%	1
3	0.00%	0
4+	0.00%	0
TOTAL		24

Q4 If you, or anyone in your household, owns a car where is it parked overnight? [please only answer this question if anyone in your household owns a car]

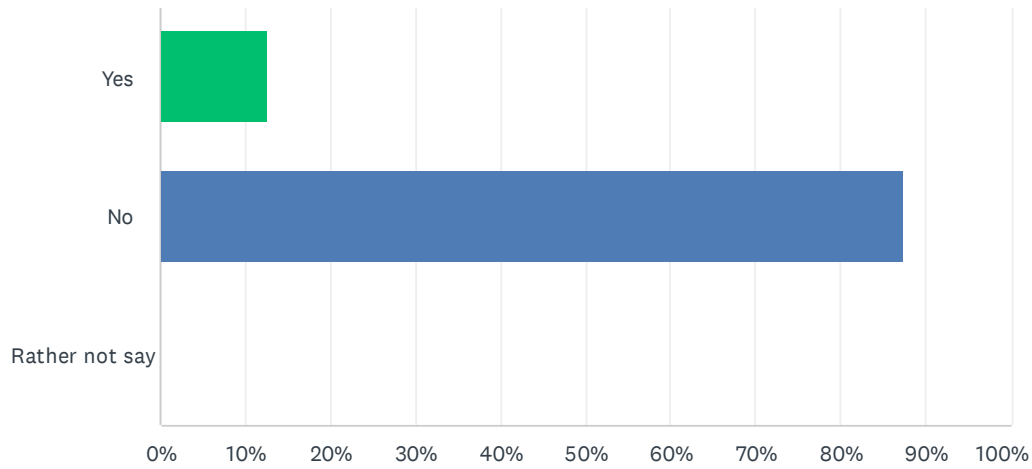
Answered: 13 Skipped: 11



ANSWER CHOICES	RESPONSES	
In the building car park	61.54%	8
In an off-street car park (like an NCP)	15.38%	2
Outside on-street	7.69%	1
Other (please specify)	15.38%	2
Total Respondents: 13		

Q6 Do you have a mobility or child-care requirement that impacts on the way you travel?

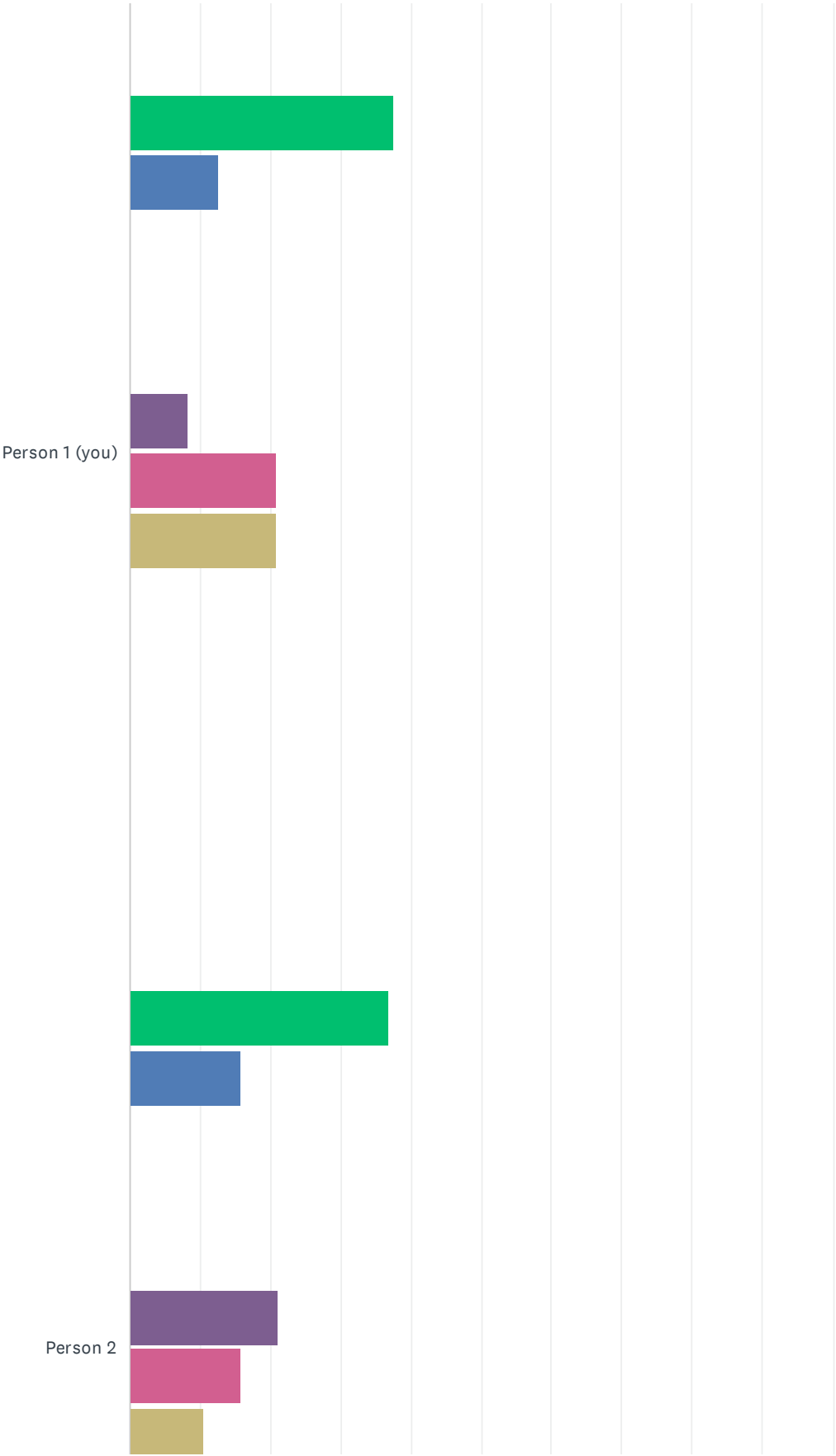
Answered: 24 Skipped: 0



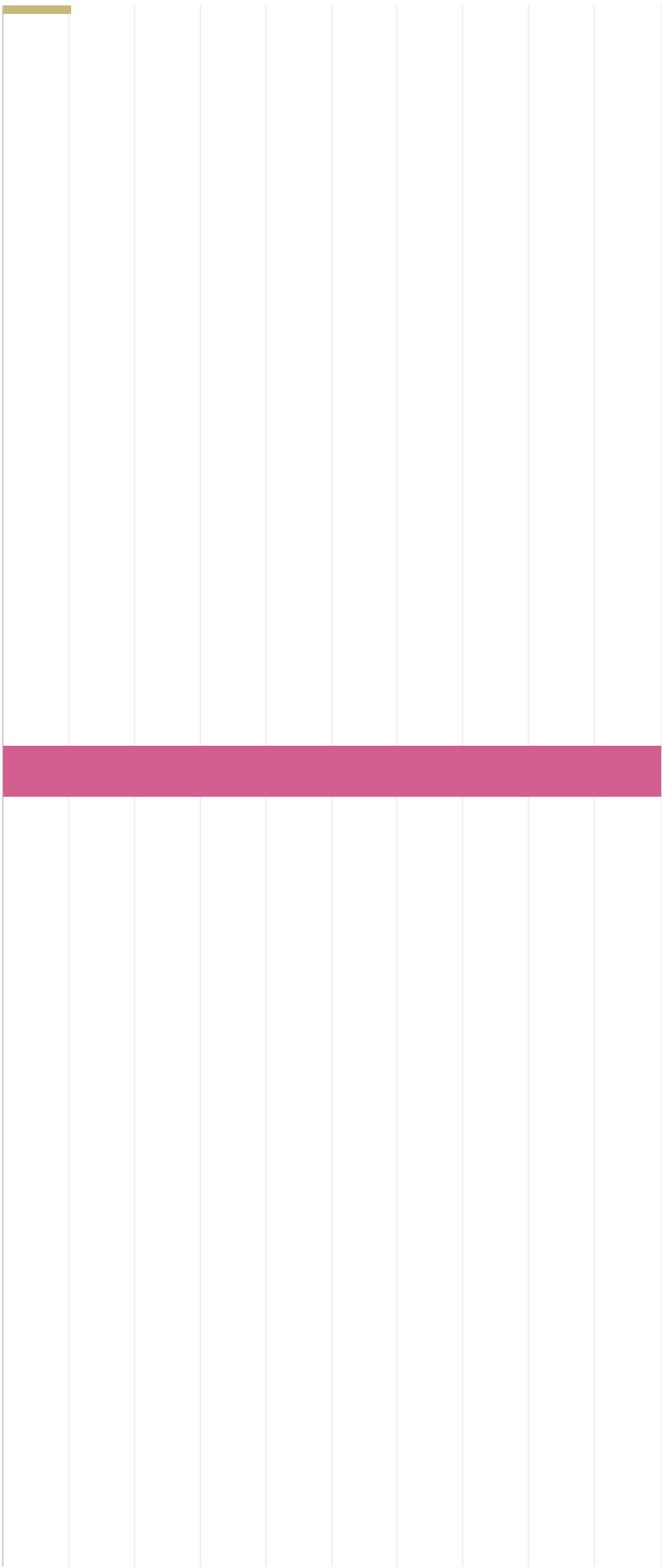
ANSWER CHOICES		RESPONSES	
Yes		12.50%	3
No		87.50%	21
Rather not say		0.00%	0
TOTAL			24

Q7 How do you usually travel to work or your place of study? [Main mode of travel only]

Answered: 24 Skipped: 0

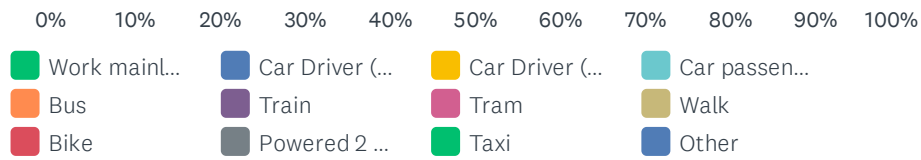


Person 3



Excelsior Works, Castlefield

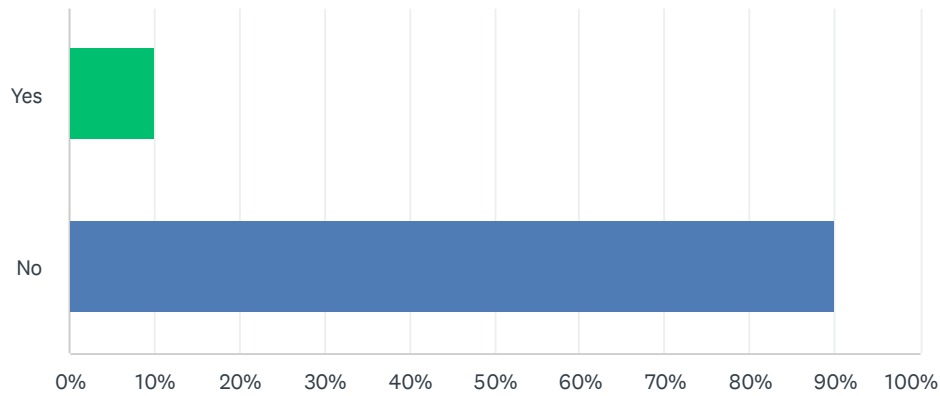
Person 6



	WORK MAINLY AT HOME	CAR DRIVER (ALONE)	CAR DRIVER (WITH PASSENGER)	CAR PASSENGER	BUS	TRAIN	TRAM	WALK	BIKE	POWERED 2 WHEELS
Person 1 (you)	37.50% 9	12.50% 3	0.00% 0	0.00% 0	0.00% 0	8.33% 2	20.83% 5	20.83% 5	0.00% 0	0.00% 0
Person 2	36.84% 7	15.79% 3	0.00% 0	0.00% 0	0.00% 0	21.05% 4	15.79% 3	10.53% 2	0.00% 0	0.00% 0
Person 3	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	100.00% 2	0.00% 0	0.00% 0	0.00% 0
Person 4	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 5	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0
Person 6	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0	0.00% 0

Q8 If you drive to work would you consider car sharing with another resident in the building or in the local area? [Please only answer this question if you currently drive to work/study]

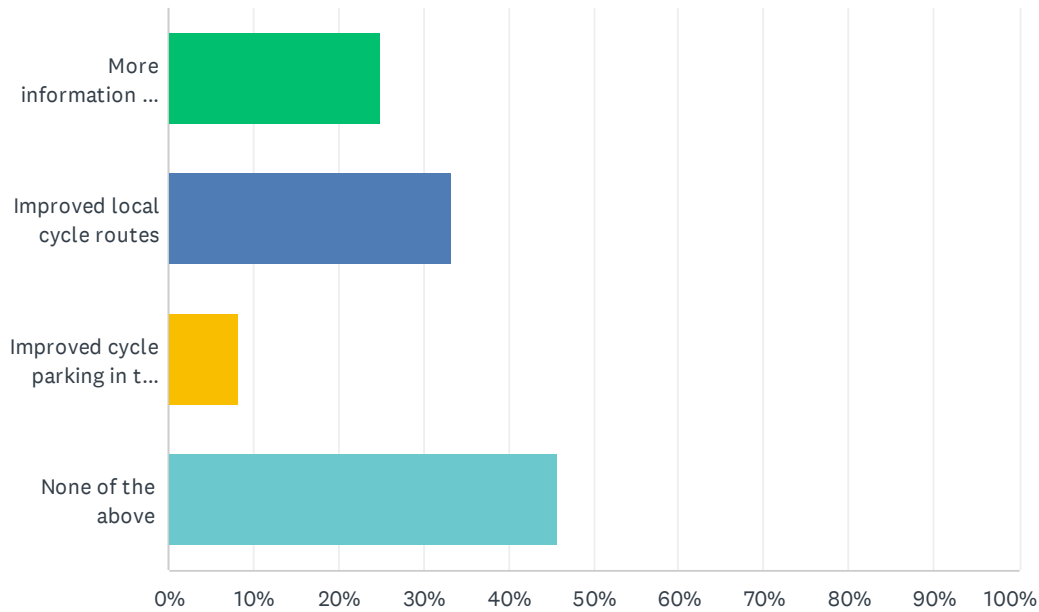
Answered: 10 Skipped: 14



ANSWER CHOICES	RESPONSES	
Yes	10.00%	1
No	90.00%	9
TOTAL		10

Q9 What following changes would encourage you to cycle? [Please check all that apply]

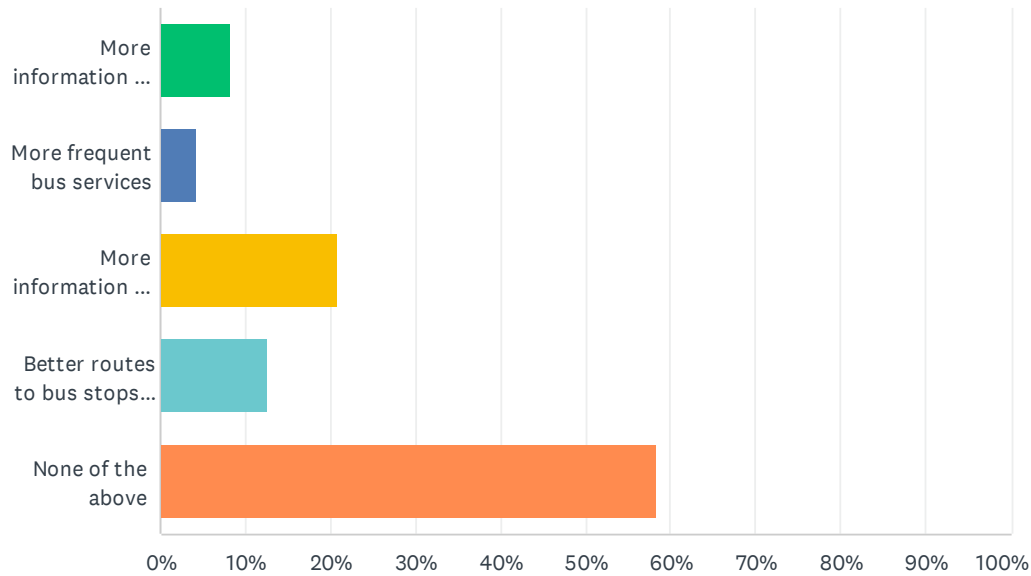
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
More information on existing cycle routes	25.00%	6
Improved local cycle routes	33.33%	8
Improved cycle parking in the city centre	8.33%	2
None of the above	45.83%	11
Total Respondents: 24		

Q10 Which of the following would encourage to use public transport? [Please check all that apply]

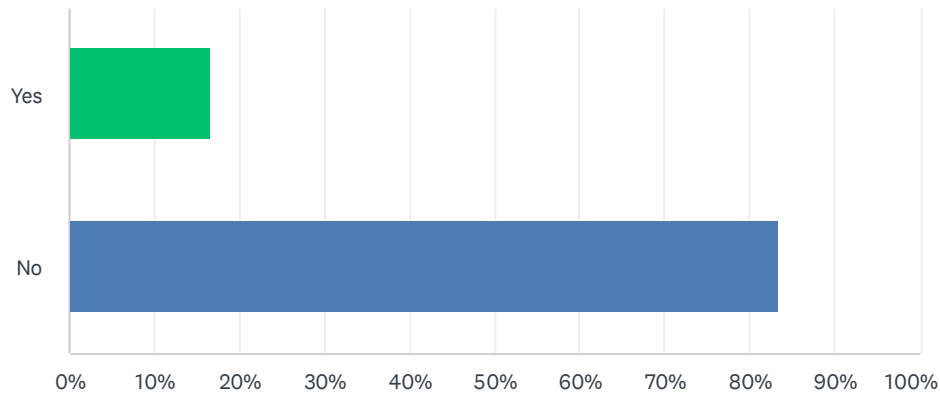
Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
More information on existing public transport routes	8.33%	2
More frequent bus services	4.17%	1
More information on season ticket arrangements	20.83%	5
Better routes to bus stops, tram stops and train stations	12.50%	3
None of the above	58.33%	14
Total Respondents: 24		

Q11 Manchester has a good network of Car Club vehicles that can be hired for as little as half an hour. Are you aware of the existing Car Club network and the locations of vehicles in the area?

Answered: 24 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	16.67%	4
No	83.33%	20
TOTAL		24

Q12 Once you have completed the survey you can enter our prize draw with a chance to win a £50 High Street Shopping Voucher. A single winner will be drawn at random. If you would like to enter the prize draw please provide use with your name and email address. Once the prize draw has been drawn your contact details will be deleted from our system.

Answered: 24 Skipped: 0

ANSWER CHOICES	RESPONSES	
Name	100.00%	24
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	100.00%	24
Phone Number	0.00%	0