

‘The Docs’ Medical Centre Travel Plan

'The Docs' Medical Centre Travel Plan

Prepared by:

Steer
The Pinnacle
Leeds
LS1 5AA

01133896328
www.steergroup.com

Prepared for:

NHS
The Docs
55-59 Bloom St, Manchester, M1 3LY

24207141

Contents

1	Introduction.....	6
	Background.....	6
	Scope of the Travel Plan	7
	Travel Plan structure	8
2	Site Assessment	9
	Overview.....	9
	Public Transport	9
	Walking Environment	10
	Cycling Environment.....	10
	Local amenities	11
3	Mode Shares.....	14
	Baseline travel survey.....	14
4	Objectives and Targets	15
	Objectives	15
	Mode share targets	15
5	Travel Plan Strategy	17
	Introduction.....	17
	Encouraging the use of sustainable transport:	17
	Active travel information for visitors and staff	17
	Promotion of active travel for regular visitors	17
	Travel information for visitors and staff.....	18
6	Management and Monitoring.....	19
	The Travel Plan Coordinator.....	19
	Monitoring and Review	19
	Funding and Management	19
7	Action plan	20
8	BREEAM Transport Credits	21
	Overview.....	21

Tra 01: Sustainable Transport Solutions..... 22

Tra 02: Proximity to Amenities..... 23

Tra 03: Cyclist Facilities..... 23

Tra 04: Maximum Car Parking Capacity 23

Tra 05: Travel Plan 24

Credit Summary..... 24

1 Introduction

Background

- 1.1 'The Docs' medical centre is located on Bloom Street within Manchester city centre, M1 3LY.
- 1.2 The centre has recently gained planning permission for an expansion to cater for rising demand for services in the area it serves, Planning Ref: 124324/FO/2019. The description of the approved development is:

Two storey roof extension with a green roof to provide an administration area for the surgery with alterations to existing floors to increase the capacity of the surgery including the light wells on the rear elevation for the basement.

- 1.3 This report has been produced specifically to discharge Condition 12 which states:

"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. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy."

- 1.4 The existing rented car parking spaces within the NCP Sackville Street car park will not be renewed as part of the redevelopment. Therefore the newly expanded medical centre will be car-free. Publicly available Blue badge spaces are located within close proximity of the entrance within the Sackville Street NCP car park (10m away).
- 1.5 The location of the medical centre is shown in **Figure 1-1** overleaf.

Figure 1-1: The Docs medical centre development



Scope of the Travel Plan

- 1.6 The Travel Plan sets out measures and long-term strategies for integrating sustainable travel into the use of the expanded development.
- 1.7 The overall aim of the Travel Plan is to reduce the reliance on car use by staff and visitors by promoting realistic alternatives, particularly walking, cycling and public transport given its city centre location. It is important to the success of any Travel Plan that, from the outset, measures are seen to be increasing travel choice rather than being solely anti-car.
- 1.8 Engagement with The Docs medical centre visitors and ensuring that each member of staff understands the range of opportunities for travel to the new site will also aid successful uptake and delivery of the Plan's measures. The Travel Plan focuses on trips made by staff working at the site and visitors (including patients).
- 1.9 This document is compliant with the BREEAM 2014 standards for refurbished buildings – please see Chapter 8 for BREEAM assessment.

Travel Plan structure

1.10 This Travel Plan is divided into eight chapters, with this chapter forming the Introduction. The remaining chapters are set out as follows:

- **Chapter 2:** Site Assessment
- **Chapter 3:** Mode Shares
- **Chapter 4:** Objectives and Targets;
- **Chapter 5:** Travel Plan Strategy
- **Chapter 6:** Management and Monitoring;
- **Chapter 7:** Action Plan; and
- **Chapter 8:** BREEAM Transport Credits.

2 Site Assessment

Overview

- 2.1 This section reviews the current conditions at the proposed development site providing a context for the aims, objectives, targets and measures of the Travel Plan.

Public Transport

Local bus services

- 2.2 The nearest bus stop to The Docs medical centre “Hart Street (Stop SM)” is located on Princess Street, a one-minute walk from the medical centre. A summary of the main local bus services is presented in **Table 2-1**.

Table 2-1 – Bus Routes

Route No	Destinations along the route	Daytime Frequency (08:00-09:00)	Evening Frequency (17:00-18:00)
50	Media City UK – Pendleton Salford Shopping Centre – Hart Street Stop SM – Birchfields Moseley Road – E Didsbury Parrs Wood	5	5
85/85A	Piccadilly Gardens- Hart Street Stop SM – Chorlton upon Medlock College of Music – Alexandra Park – Chorlton Bus station	4	5
86	Piccadilly Gardens – Hart Street Stop SM – Chorlton upon Medlock College of music – Brook’s Bar – Chorlton Bus Station – Chorlton Princess Road	12	5
101	Piccadilly Gardens – Hart Street Stop SM – Chorlton Southern Cemetery – Northenden Britannia Hotel – Wythenshawe Hospital – Wythenshawe Interchange	4	3
102	Piccadilly Gardens - Hart Street Stop SM – Moss Side – Chorlton Southern Cemetery	0	0
103	Piccadilly Gardens – Hart Street Stop SM – Moss Side – Chorlton Southern Cemetery- Wythenshawe Interchange – Manchester Airport The Station	2	2
191	Albert Square Town Hall – Hart Street Stop SM Chorlton upon Medlock – Stockport Mersey Square – Stepping Hill The Crown – Hazel Grove Park & Ride	0	2
197	Albert Square Town Hall – Hart Street Stop SM – Chorlton upon Medlock – Green End – Stockport Mersey Square	2	2
250	Piccadilly Gardens – Hart Street Stop SM – Chorlton upon Medlock College of Music – Trafford Park – The Trafford Centre Bus Station	5	5

- 2.3 As can be seen, this stop alone caters for up to 32 services in the morning and evening peak hours which offers an excellent choice of destinations to staff and visitors alike. Many more bus stops exist in the immediate vicinity of the medical centre.

Metrolink

- 2.4 St. Peter's Square (Manchester Metrolink) is the nearest Metrolink connection, located approximately six minutes by foot to the northwest of the site. This stop provides connection to several locations across the city, including Shaw, Rochdale, Ashton-under-Lyne, Bury Altrincham and East Didsbury, as well as multiple interchange points. Step free access is provided at this tram stop as well as Real-Time Passenger Information (RTPI) screens.

National Rail

- 2.5 The site is situated between two National Rail stations- Manchester Piccadilly and Manchester Oxford Road. The closest station is Manchester Piccadilly, located approximately eight minutes by foot to the east of the site. This station is served by Avanti West Coast, CrossCountry, EMR, Trans Pennine Express, Transport for Wales and Northern Rail. Services connect to hundreds of destinations including Liverpool, Leeds, Chester, Norwich, Stoke-on Trent Sheffield and Manchester Airport.

Public Transport Accessibility

- 2.6 Overall, the site provides an excellent level of public transport accessibility, and the bus, rail and tram network are all within easy walking distance of the site. These three modes provide an integrated public transport network with frequent and reliable connections to local amenities.

Walking Environment

- 2.7 The site is well located for pedestrian accessibility due to its central location within Manchester city centre. There is an uncontrolled pedestrian crossing on Sackville Street (40m northeast) and there are dropped kerbs at the junction between Bloom Street and Sackville Street. As highlighted in **Figure 2-1** overleaf, there are two signalised pedestrian crossing points, one of which has a refuge island on Fairfield Street. In addition, the surrounding streets are subject to a 20mph speed limit which helps to create a safer environment for pedestrians walking between the city centre and public transport connections to the site.
- 2.8 Footways around the site are not particularly wide, however the surfacing is even. Dropped kerbs are present at nearby junctions such as between Bloom Street and Sackville Street, as well as Abingdon Street and Princess Street. This will be especially beneficial for visitors of the medical centre who are elderly, have mobility issues or visual impairments.
- 2.9 The redeveloped medical centre will continue to be step-free and fully accessible for all users, including those who rely on mobility aids such as wheelchairs.

Cycling Environment

- 2.10 The Docs medical centre is located within a short cycling distance of the city centre and a three-minute cycle to the nearest Metrolink station at St. Peter's Square.

- 2.11 Though there is no on-street segregated cycling infrastructure on Bloom Street, there is a contraflow system on Sackville Street that includes a segregated cycle lane on the northern side which connects to the traffic free route on Fairfield Street, as shown in the Transport for Greater Manchester cycle network map in **Figure 2-1**. At the junction of Sackville Street and Fairfield Street, there are two Advanced Stop Lanes (ASLs) to benefit cyclists. The relatively low traffic flows on the streets within the catchment of the medical centre also make cycling a viable option to get to and from the site.

Figure 2-1: Cycle routes within Manchester

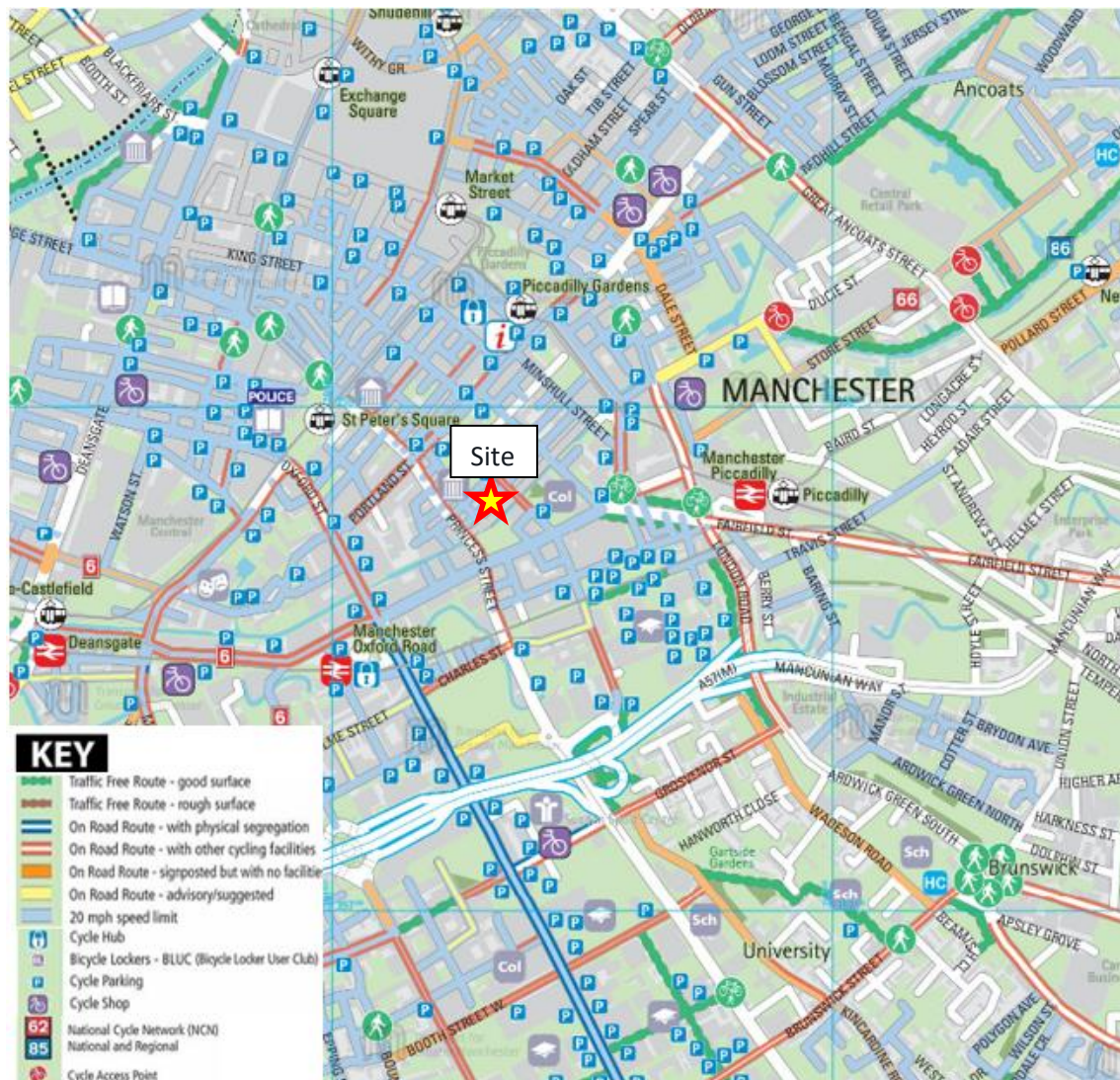


Image source: Transport for Greater Manchester, 2022

- 2.12 The Docs medical centre staff and visitors can park their bicycles at two publicly accessible Sheffield stands, located close to the existing medical centre.

Local amenities

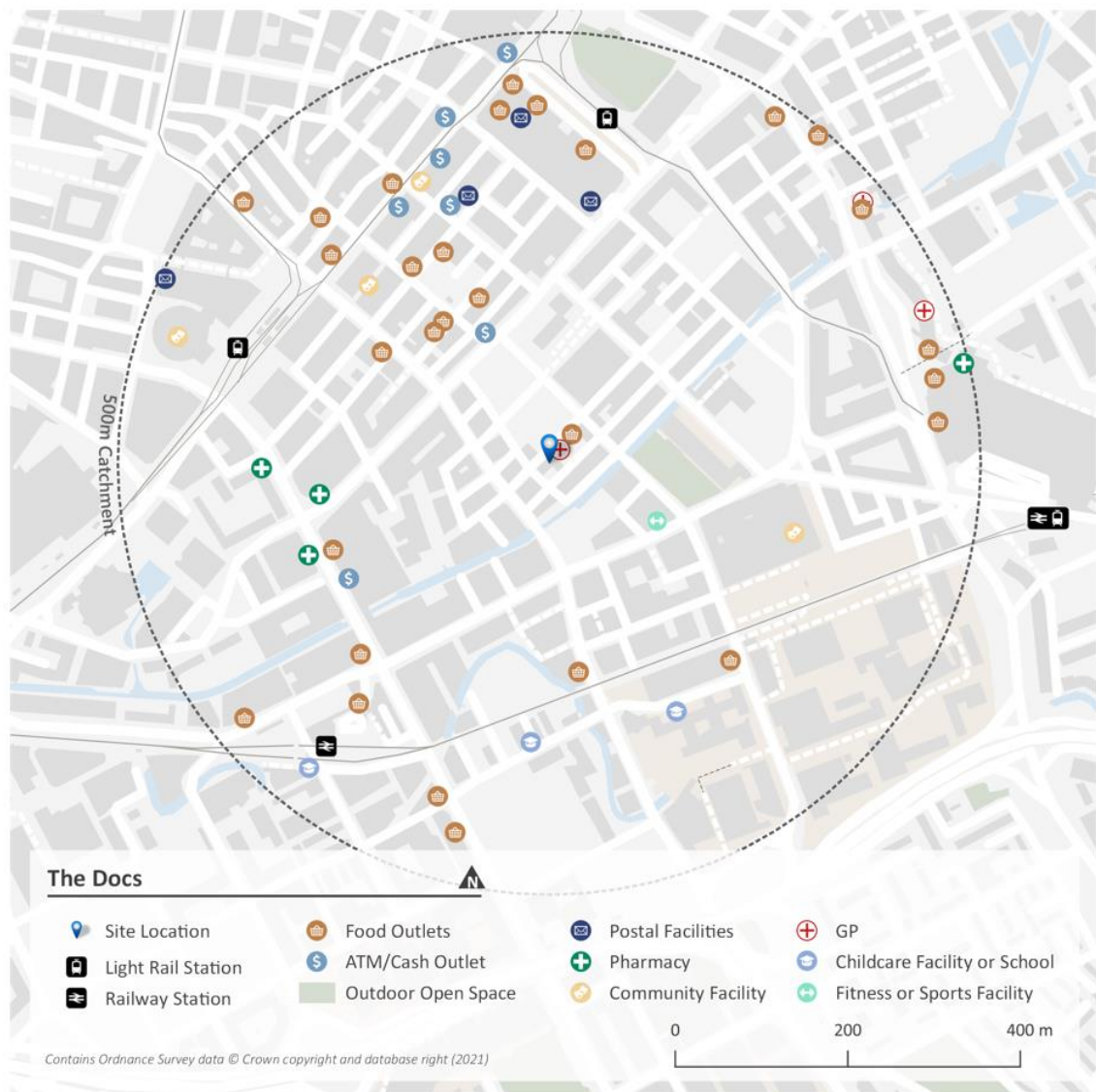
- 2.13 As the site is located within Manchester city centre, there are several amenities within walking distance, including post offices, food outlets and open spaces.
- 2.14 **Table 2-2**Error! Reference source not found. presents the type and total of amenities within a 500m walk of the site. The list of amenities is compliant with BREEAM guidance.

Table 2-2: Amenities within a 500m radius of site

Amenity	Total
Food outlets	29
ATM/cash outlets	7
Outdoor open space	2
Postal facilities	4
Community facilities	4 (Joule Library, The Portico Library, Manchester Central Library, Manchester Art Gallery)
Fitness or sports facility	1
Pharmacy	4
GP surgery	3
Childcare facility or school	4
Total amenities within 500 metres radius	58

2.15 **Figure 2-2** shows the location of the amenities mentioned above.

Figure 2-2: Local amenities within 500m



3 Mode Shares

Baseline travel survey

- 3.1 In order to establish an understanding of current visitor and staff travel behaviour, a travel survey will be undertaken within six months of the redeveloped centre opening. It is proposed that surveys will be distributed to all visitors and medical centre staff over a two-week period and will ask, amongst other questions:
- how they travelled to/from the site,
 - what the main reason for their choice was,
 - if anything is acting as a barrier to travelling by non-car modes.
- 3.1 No existing survey data exists for the site, nor would it necessarily be representative of the expanded site if it did given that the patient and staff catchment is likely to change once the centre has been expanded.
- 3.2 In lieu of existing data, the 2011 Census Journey to Work data for the workday population of the WD703EW Super Output Area – Mid Layer, which covers sites location, has been used. **Table 3-1** presents the resultant proxy mode shares. Overall 36% of workers in this area travel by car as driver or passenger to work.

Table 3-1: Proxy Mode split of The Docs medical centre

Mode	Percentage
Work mainly at or from home	1%
Underground, metro, light rail or tram	6%
Train	19%
Bus, minibus or coach	22%
Motorcycle, scooter or moped	1%
Driving a car or van	33%
Passenger in a car or van	3%
Bicycle	3%
On foot	11%
Total	100%

- 3.3 There is no proxy data to use for visitors travel habits. Instead, this will be collected within six months of the redeveloped centre opening.

4 Objectives and Targets

Objectives

- 4.1 The overarching aim of this Travel Plan is to establish an environment that facilitates and promotes the use of sustainable modes of travel for staff and visitors, and to minimise the travel impact of the development on the surrounding area. In accordance with this aim and nature of the site, the following objectives have been set:
- To reduce the environmental impact of all site users' travel demand
 - To raise the level of travel awareness among staff, helping them to form sustainable travel habits.
 - To promote a healthy lifestyle and a sustainable community.

Mode share targets

Staff

- 4.2 The initial phase of the Travel Plan implementation/delivery is five years. Progress against individual targets will be measured during this period through periodic staff and visitor travel surveys. **Table 4-1** sets targets for mode share for journey to the medical centre among its staff over a five-year period.
- 4.3 Using the 2011 census data, there is currently a relatively high uptake of public transport and walking/cycling use by staff accessing the medical centre, owing to its city centre location. As such, it may be challenging to achieve further mode shift from car travel but there is an opportunity to influence the travel choices of those who are able to choose alternatives to the car.
- 4.4 This Travel Plan targets a 10% mode shift away from car over five years, with a focus on increasing the public transport mode share as staff are likely to live further away than patients and therefore public transport will likely be the most feasible alternative to car use.
- 4.5 The Covid-19 pandemic has shifted how and where people work, with a marked increase part-time working from home. This is expected to continue to a substantial degree in the long term as both employers and employees recognise the benefits of a more flexible approach, however given the land use in question, we have not assumed any increase in working from home over the baseline.

Table 4-1: Mode share target for The Docs medical centre Staff

Mode	2020 Baseline*	3 year	5 year
Car Driver/Passenger	36%	34%	32%
Public Transport	48%	49%	50%
Walking and cycling	14%	15%	16%
Motorcycle	1%	1%	1%
Other (Work from Home)	1%	1%	1%
Total	100%	100%	100%

**Assumed, will be superseded by actual data once initial survey has been undertaken.*

Visitors

- 4.6 Subject to the results of the baseline visitors travel survey, it is envisaged that as with staff, a 10% shift away from car travel is appropriate, with a focus on increasing walking and cycling given patients are likely to live closer than staff to the centre.
- 4.7 No proxy data exists from visitors, therefore the exact breakdown of mode share targets by mode will come after the baseline visitors travel survey has been undertaken.

5 Travel Plan Strategy

Introduction

- 5.1 This section of the Travel Plan describes the approach that will be adopted to achieve the previously identified objectives and targets. It describes the specific measures that will be introduced and should be read in conjunction with the action plan provided in Section 7.

Encouraging the use of sustainable transport:

Active travel information for visitors and staff

- 5.2 The Docs medical centre will update their website, which is accessible by both visitors and staff, with information on how to access the centre by sustainable modes, and include a link to the 'Get Fit for Free' section of the NHS website (<https://www.nhs.uk/live-well/exercise/free-fitness-ideas/>) which includes information on how to build physical activity into everyday tasks, as well as cycle to work schemes aiming to encourage increased active travel.

Staff facilities

- 5.3 The redeveloped centre offers shower facilities on site for staff who wish to travel to work through active modes.

Participation in local and national active travel promotions

- 5.4 Transport for Greater Manchester has an established free-to-join Business Travel Network (<https://tfgm.com/travel-choices/business/business-travel-network-registration>). The Network assists employers with promoting sustainable travel to staff. By joining this network, The Docs medical centre staff could take advantage of services including an online sustainable travel toolkit, self-help guides and advice sheet, options to participate in relevant campaigns and events as well as best practice workshops.
- 5.5 In addition to the Business Travel Network, staff will be made aware of national campaigns, such as the national annual 'Liftshare Week', generally taking place in October, and the national 'Cycle to Work' day, generally taking place in August.

Promotion of active travel for regular visitors

- 5.6 Due to the medical centre's city centre location, advice will be provided by healthcare professionals on the benefits of incorporating regular walks into their day, and how walking for their visit to the medical centre can contribute to their health.
- 5.7 Advice will be given to regular patients on the NHS' Get Fit for Free initiative as mentioned above.

Travel information for visitors and staff

- 5.8 The Docs medical centre will provide additional information on how to walk, cycle or take public transport on the centre's website, and via leaflets and posters in the centre itself. Furthermore the website will provide online advice on journey planners, such as the TfGM one - <https://tfgm.com/plan-a-journey#/planner/> and also information about local cycle parking options.

Parking Strategy

- 5.9 As stated earlier, the redeveloped site will become car-free, with the medical centre not renewing their current lease of four spaces within the NCP Sackville Street car park, which will further encourage staff and visitors to use non-car modes to travel to/from the medical centre.
- 5.10 Blue Badge car parking spaces are available within a short distance of the main entrance within the NCP Sackville Street car park. The availability of other off-site parking will not be advertised or promoted to staff or visitors in any way, other than to disabled staff/visitors.
- 5.11 Staff postcodes will be analysed to see if there is potential to car share for any pairs of staff. Staff will also be alerted to the Car Share GM website which helps match those travelling to/from similar destinations <https://www.carsharegm.com/index.html>

6 Management and Monitoring

The Travel Plan Coordinator

- 6.1 A Travel Plan is a management tool that will develop over time and it is essential that the evolution of the plan is overseen by a co-ordinator and guided by the needs of all The Docs medical centre users.
- 6.2 A Travel Plan Coordinator (TPC) will have day-to-day responsibility for the Travel Plan and will specifically promote and champion the sustainable transport measures contained within the Travel Plan. To ensure that the Travel Plan is implemented and maintained effectively, the TPC will need to dedicate appropriate time to Travel Plan related activities, particularly in the early stages of implementation.
- 6.3 Their role will include:
- Implementation of Travel Plan measures in a timely manner
 - Undertaking the travel surveys
 - Liaison with staff to secure commitment to the Travel Plan
 - Development and dissemination of appropriate marketing/information materials including updating the medical centres website
 - Monitoring and reporting on progress of the Travel Plan against targets
- 6.4 The TPC will be nominated by the medical centre and details communicated to the Local Authority in due course. While delivery may be shared amongst staff, a nominated co-ordinator will take overall responsibility, likely to be the manager of the medical centre.

Monitoring and Review

- 6.5 This Travel Plan will be subject to a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to the site and the occupiers.
- 6.6 Monitoring of trip numbers will be the responsibility of a nominated TPC. The TPC will be responsible for organising travel surveys which will provide an ongoing record for all modes of travel. In the third and fifth years after first occupation, travel surveys will be undertaken, and the targets will be reviewed in the light of the survey data.
- 6.7 The purpose of this would be to review why the targets had not been achieved and the measures that could be taken to remedy the situation, including a review of the Travel Plan targets originally set.

Funding and Management

- 6.8 The results of the monitoring and review processes outlined above shall be submitted in writing to the local planning authority for review.
- 6.9 The ongoing management of the Travel Plan will be fully funded by the medical centre.

7 Action plan

7.1 **Table 7-1** presents an action plan for the Travel Plan based on the measures outlined within this document.

Table 7-1: Action plan – actions and responsibilities

Action	Responsibility	Timescale
Appoint Travel Plan Coordinator	Client	Within first month of completion of the expanded centre
Undertake Baseline Surveys	Travel Plan Co-ordinator	Within first six months of completion of the expanded centre
Staff Facilities Provide staff with access to showering facilities to encourage uptake of active modes of travel to/from the medical centre.	Client, already in the approved design	Prior to the opening of the expanded centre
Information Updated information on website and training of staff to encourage sustainable modes choices to patients. Posters and leaflets in the centre to encourage travel by sustainable modes and the TfGM Journey Planner.	Travel Plan Co-ordinator	Within first month of completion of the expanded centre
Car Sharing Staff postcodes will be analysed to see if there is potential to car share for any pairs of staff	Travel Plan Co-ordinator	Within first month of completion of the expanded centre
Events Participate in local and national promotional events	Travel Plan Co-ordinator	Ongoing
Monitoring and review Repeat and compare staff and visitor travel survey	Travel Plan Co-ordinator	After 3 years and 5 years

8 BREEAM Transport Credits

Overview

- 8.1 The redevelopment is considered to be a refurbishment of the current building. It has therefore been reviewed against the standards found in the 'BREEAM UK Refurbishment and Fit-out 2014 (Non-domestic buildings) SD216 1.1'. The Transport category in this document provides the following description:

*'This category encourages better access to sustainable means of transport for building users. Issues in this section focus on reviewing the accessibility of public transport and other alternative transport solutions (cyclist facilities, provision of amenities local to a building) that support reductions in car journeys and, therefore, congestion and CO₂ emissions over the life of the building.'*¹

- 8.2 The category is splits up into five transport issues, as set out below in **Table 8-1**.

Table 8-1: Transport Category summary table

Issue ID	Issue Name	Credits Available
Tra 01	Public Transport Solutions	Up to 5 credits
Tra 02	Proximity to Amenities	Up to 1 credit (Category: "All Other Building Types")
Tra 03	Cyclist Facilities	Up to 2 credits
Tra 04	Maximum Car Parking Capacity	Up to 2 credits
Tra 05	Travel Plan	1 credit
Total		11

- 8.3 Up to **11 credits** are available in total for health care sites across the five categories, with summaries of each overleaf.

¹ BREEAM UK Refurbishment and Fit-Out (2014) [BREEAM UK Non-domestic Refurbishment and Fit-out 2014](#)

- **Tra 01: Sustainable Transport Solutions**
Recognition for projects where proximity to good public transport networks has been reviewed and where poor, alternative measures have been implemented, thereby helping to reduce transport-related pollution and congestion.
- **Tra 02: Proximity to Amenities**
Recognition of projects where proximity of, and accessibility to, local amenities which are likely to be frequently required and used by building occupants has been reviewed.
- **Tra 03: Cyclist Facilities**
Provision of compliant cycle storage spaces and facilities to encourage safe and healthy cycling.
- **Tra 04: Maximum Car Parking Capacity**
To ensure change of use projects review provision of car parking spaces to optimise car parking capacity and encourage alternatives to car travel.
- **Tra 05: Travel Plan**
To promote sustainable reductions in transport burdens by undertaking a site-specific travel assessment/statement and developing a travel plan based on the needs of the particular site.

Tra 01: Sustainable Transport Solutions

8.4 A maximum of **five** credits are available from a combination of the two parts.

Accessibility Index (AI)

8.5 Under this issue, the redevelopment (which falls under TRA 01 'Healthcare' given that it is a Doctor's Surgery) is afforded the opportunity to earn up to five credits based on its Public Transport AI, as shown in **Table 8-2**.

Table 8-2: TRA 01 Accessibility Index and Credits available

Accessibility Index	≥ 2	≥ 4	≥ 8	≥ 10	≥ 12	≥ 18
Building Type	BREEAM Credits Available					
Healthcare- GP surgery, Health centre, Community hospital	1	2	3	4	5	5

8.6 For the purposes of BREEAM accreditation the AI has been calculated for the Site using the BREEAM Tra 01 calculator, in line with the Transport for London PTAL methodology which is applicable to the whole UK in this instance. The AI is based on the following:

- Distance to public transport nodes within a set walking distance; and
- Average number of services stopping per hour at each complaint node during the operating hours of the building for a typical day, in this case 07:00-20:00 hours.

- 8.7 The AI score of the Site is **22.0** which equates to **five** BREEAM credits suggesting an excellent level of access to public transport, achieving the full five credits available. The breakdown of the AI score by mode is summarised in Error! Reference source not found.. This shows that bus services are the most available public transport option for individuals travelling to and from the Site.

Table 8-3: Public transport AI score calculations

Public transport node	AI score
Bus	12.17
Rail	3.22
Tram	6.61
Total	22.00

- 8.8 Based on this part of the category, it not necessary to consider Alternative Transport Measures, and the scheme achieves the five out of the available eight credits permitted under TRA 01.

Tra 02: Proximity to Amenities

- 8.9 Under this category, the development (which falls under TRA 02 'Building Type 4') is afforded the opportunity to earn up to **one** credit. To earn this credit, the Site must be located within 500m of two of the following amenities where possible:

- Appropriate Food Outlet;
- Access to Cash;
- Access to an outdoor open space (public or private, provided suitably sized and accessible to building users); and
- Access to a recreation or leisure facility for fitness or sports.

- 8.10 All of the amenities listed above are within 500m of the site via safe pedestrian routes e.g. pavements/ paths and safe crossing points or, where provided, dedicated pedestrian crossing points.

- 8.11 The development more than satisfies the BREEAM guidance, as:

- The nearest food outlet is provided within 40m from the Site on Bloom Street ;
- A Cash machine is provided within 230m from the Site on Portland Street;
- Access to outdoor open space is provided within 140m from the Site at Sackville Garden; and
- A healthclub is available on Whitworth Street within 270m walking distance of the development.

- 8.12 As such, this scheme achieves the **one** credit available under this issue.

Tra 03: Cyclist Facilities

- 8.13 Under this category, the redevelopment is not providing any cycle parking and as such does not qualify for any credits.

Tra 04: Maximum Car Parking Capacity

- 8.14 Under this category, the redevelopment is afforded the opportunity to earn up to **two** credits by fulfilling the following criteria:

- The building's car parking capacity is compared to the maximum car parking capacity benchmarks in **Table 8-4** and the relevant number of BREEAM credits is awarded.

8.15 The benchmarks vary according to the building's public transport AI (determined in TRA01). The AI is required to ensure that the building's car parking capacity is relative to the development's accessibility to the public transport network.

Table 8-4: TRA 04 'Maximum Car Parking Standards'

Building's Accessibility Index	≥ 8	Credits
Building Type	1 space per x building users, where x is:	
Healthcare- GP surgery	One parking space for every two medical staff, plus; One parking space for every three non-medical staff, plus; Two parking spaces for each consulting, examination, treatment, therapy room and A&E cubicle	1

8.16 It is proposed that the Refurbished Site will be car-free. As such, the project achieves **one** credit under this category (which is the maximum for this land use).

Tra 05: Travel Plan

8.17 Under this issue, the redevelopment is afforded the opportunity to earn **one** credit by fulfilling the following criteria:

- A travel plan has been developed as part of the feasibility and design stages.
- A site-specific travel assessment/statement has been undertaken to ensure the travel plan is structured to meet the needs of the particular site and covers the following (as a minimum):
 - Where relevant, existing travel patterns and opinions of existing building or site users towards cycling and walking so that constraints and opportunities can be identified.
 - Travel patterns and transport impact of future building users.
 - Current local environment for walkers and cyclists (accounting for visitors who may be accompanied by young children).
 - Disabled access (accounting for varying levels of disability and visual impairment).
 - Public transport links serving the Site.
 - Current facilities for cyclists.
- The travel plan includes a package of measures to encourage the use of sustainable modes of transport and movement of people and goods during the building's operation and use.
- If the occupier is known, they must be involved in the development of the travel plan and they must confirm that the travel plan will be implemented post refurbishment or fit-out and be supported by the building's management in operation.

8.18 This travel plan fulfils these criteria. As such, the project achieves the maximum **one credit** available for this category.

Credit Summary

- 8.19 **Table 8-5** provides a summary of the above chapter and highlights that 8 of the 11 available credits available with regard to transport for this scheme are achieved.

Table 8-5: Summary of BREEAM Credits achieved

Issue ID	Issue Name	Credits Achieved
Tra 01	Sustainable Transport Solutions	5
Tra 02	Proximity to Amenities	1
Tra 03	Cyclist Facilities	0
Tra 04	Maximum Car Parking Capacity	1
Tra 05	Travel Plan	1
Total		8

Control Information

Prepared by

Steer
The Pinnacle
Leeds
LS1 5AA
01133896328
www.steergroup.com

Prepared for

NHS
The Docs
55-59 Bloom St, Manchester, M1 3LY

Steer project/proposal number

24207141

Client contract/project number

Author/originator

Adam Beswick

Reviewer/approver

Adrian Cole

Other contributors

Kate Hair

Distribution

Client: NHS Steer:

Version control/issue number

1.0 Draft for comment
2.0 Final

Date

February 2022
February 2022

