Vision Developments Ltd

MIXED USE DEVELOPMENT, BRIDGE STREET, MANCHESTER

Transport Statement

VN70726

January 2017

REPORT CONTROL

Document:	Transport Statement
Project:	Mixed Use Development, Bridge Street, Manchester
Client:	Vision Developments Ltd
Job Number:	VN70726
File Origin:	N:\Vectos Job Data\2017\VN70726 Mixed Use Development, Bridge Street, Manchester\Docs\Reports\Bridge Street TS-01.doc

Document Checking:

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Review By	Adam Smith	**Initialled:**	AS

Issue	Date	Status	Checked for Issue
1	11/01/17	V1	AS

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1 INTRODUCTION

1.1 Introduction

1.1.1 Vision Developments Ltd has commissioned Vectos to prepare a Transport Statement in support of an eight storey mixed use development on the site of the current surface car park at 44–48 Bridge Street in central Manchester.

1.1.2 It is proposed that seven of the eight floors will be used for office accommodation with retail/restaurant use being situated on the ground floor. Car parking will be provided at basement level.

1.2 Document Content

1.2.1 This report reflects industry guidelines on best practice in order to inform decision makers in the planning process of the development proposals and their impact.

1.2.2 This Transport Statement will consider the transport implications of the development proposals. It has been divided into sections that examine both the existing site and the proposed development. Following this introduction, Section 2 considers the existing site conditions whilst Section 3 assesses the accessibility of the site by sustainable modes.

1.2.3 Following on from this, Section 4 looks at the development proposals including the proposed servicing arrangements. Section 5 will provide details relating to the likely traffic impact of the proposals with the main conclusions of the report being drawn together in Section 6.

1.2.4 This Transport Statement should be read in conjunction with other documentation submitted with the planning application. A Framework Travel Plan has also been prepared which together with this TS forms part of the planning submission. A copy of the Framework Travel Plan can be found as **Appendix 1.**

2 EXISTING CONDITIONS

2.1 Site Location

2.1.1 The site is located on Bridge Street, to the west of Deansgate and in the Spinningfields district of Manchester City Centre. The site is bounded by Bridge Street to the North and Wood Street to the South. The site forms part of a city block with the Grade II Listed Freemasons Hall to the west and the Salford Children's Mission to the east.

2.1.2 The location of the development site can be identified in **Figure 2.1.**

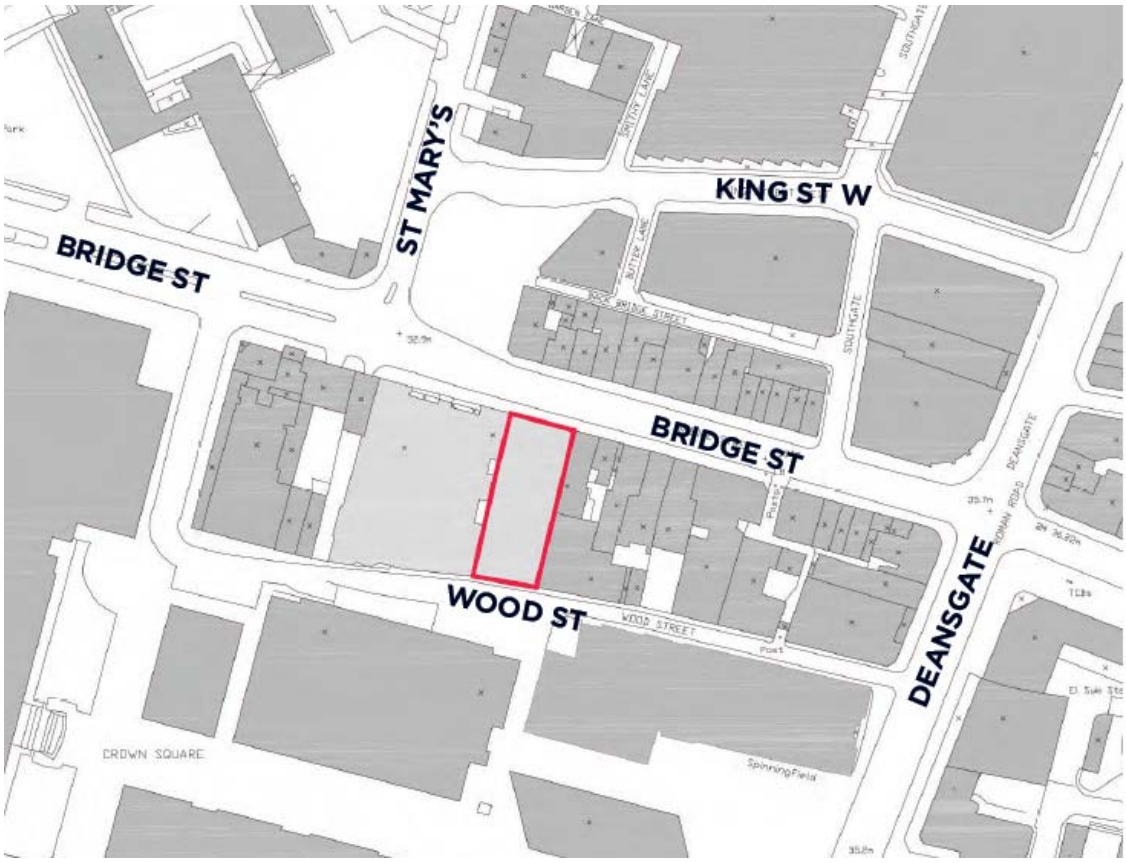


Figure 2.1 – Site Location

2.1.3 The surrounding urban area comprises a mix of commercial and retail properties along with a number of bars and restaurants. The site is located within close proximity to a number of significant listed buildings including the aforementioned Freemasons Hall and the Grade I listed John Rylands Library. Manchester and Salford Magistrates' Court sits immediately to the south of the site.

2.1.4 Currently, the development site consists of 682m^2 of surface level car parking providing around 31 private spaces. The site therefore generates traffic throughout the day, but particularly at peak times. Access to the car park is afforded from Wood Street to the rear of the site, as shown in **Figure 2.2**.

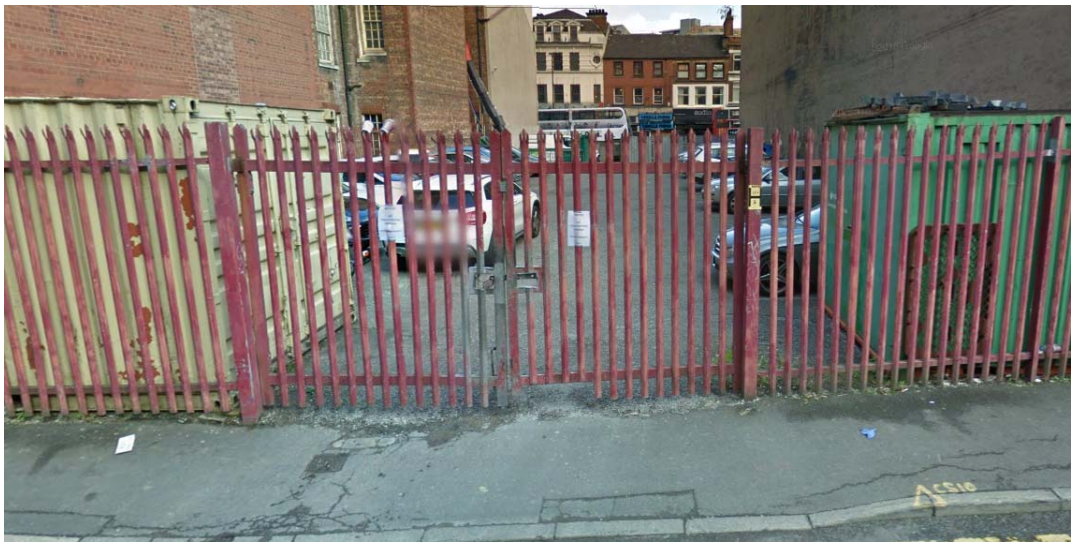


Figure 2.2 – Existing Access to Surface Level Car Park

2.2 Local Highway Network

Bridge Street

2.2.1 Bridge Street provides the northern boundary of the development and follows a general east/west alignment past the site. The road is subject to a 20mph speed limit and is a single carriageway road in the vicinity of the site.

2.2.2 Bridge Street is one of the principal arterial routes between the city centre and Salford and as such experiences heavy traffic loads. Double yellow lines are marked along both sides of Bridge Street to prevent parking and waiting along the length of the road at all times.

2.2.3 To the east of the site, Bridge Street meets a signalised junction with Deansgate and John Dalton Street. Approximately 45m to the west of the site, Bridge Street forms a signalised junction with St Mary's Parsonage before crossing the River Irwell where the road becomes New Bailey Street.

2.2.4 Footways are provided along both sides of Bridge Street and there are signalised crossing facilities with dropped kerbs and tactile paving at the junctions with Deansgate and St Mary's Parsonage. An eastbound heading bus stop is located on Bridge Street opposite to the site whilst a westbound stop is located around 130m to the west.

Wood Street

2.2.5 Wood Street runs in an east/west alignment past the southern boundary of the site. It is subject to a 20mph speed limit and in the vicinity of the site provides a one-way westbound heading lane. Parking and waiting restrictions are in operation along the length of the road with double yellow markings being situated on both sides of the carriageway. The road is not subject to any loading restrictions.

2.2.6 Wood Street has a width of around 3.5m opening up to approximately 5m at the rear of the development site. Private land is located opposite the existing car park entrance of the site and is used by vehicles associated with the neighbouring Magistrates' Court.

2.2.7 Around 30m west of the site, Wood Street becomes two-way facilitating vehicular access beneath the Magistrates' Court, as shown in **Figure 2.3.** Vehicles travelling west along Wood Street are granted priority over oncoming vehicles.



Figure 2.3 – Wood Street (Two-Way Operation)

2.2.8 Wood Street is a lightly trafficked route which is primarily used for vehicular access and servicing of a number of buildings. The road is accessed off Deansgate and becomes Dolefield Street, which links with Bridge Street, around 60m west of the site. The road features footways on both sides of the carriageway.

Deansgate

2.2.9 Entry to Wood Street for all vehicles accessing the site is afforded from Deansgate, around 110m to the east of the site. Deansgate operates a 20mph speed limit and is the longest road in the centre of Manchester. It runs in a general north/south alignment providing a principal arterial route through the western section of the city centre.

2.2.10 Deansgate is predominantly a single carriageway with additional lanes being introduced to cater for turning manoeuvres at major junctions, including the junction with Bridge Street/John Dalton Street. Being a main distributor road running through the city centre, Deansgate is subject to heavy traffic flows during the peak periods.

2.2.11 Deansgate provides footways on both sides of the carriageway and appropriate crossing facilities are provided at all major junctions, including the aforementioned signal controlled crossing at the Bridge Street/John Dalton Street junction. Additionally, advanced cycle stop lines are provided at major junctions.

2.2.12 To the north, Deansgate meets Victoria Street/Victoria Bridge Street which both provide routes onto Chapel Street. To the south, the road passes Deansgate Station before becoming the Bridgewater Viaduct which is a principal route into/out of the city centre. A wealth of restaurants, bars and retail and leisure facilities are situated along the length of Deansgate.

2.3 Accident Review

2.3.1 A review of accident data over the most recent five year period has been conducted using online records of accident statistics made available by UK Local Authorities on CrashMap, a national database of traffic accidents. A review of data for the most recent five year period has been conducted.

2.3.2 The available data suggests that there have been eight accidents by the Deansgate/Bridge Street/John Dalton Street junction, one by the Wood Street/Deansgate junction and one at the Dolefield/Bridge Street junction. **Figure 2.4** identifies the location of these accidents in relation to the site.

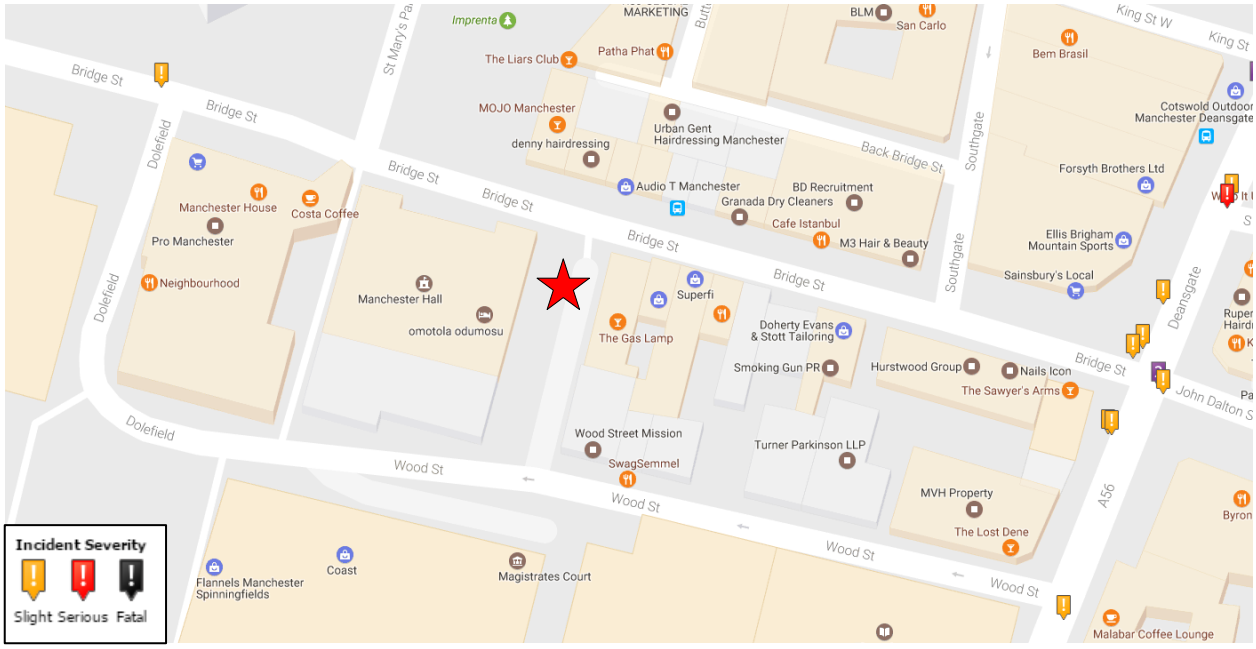


Figure 2.4 – Five Year Accident Data

2.3.3 As can be seen from **Figure 2.4,** all of the accidents were recorded as being "slight" with no serious or fatal accidents having been recorded in the immediate vicinity of the site. Notably, no accidents have been recorded at the access to the existing surface car park.

2.3.4 Given the nature of the surrounding highway network and the level of traffic and vehicular activity in the area, the overall accident rate is considered to be low. It is therefore considered that there are no known highway design features that contribute to the occurrence of accidents and therefore no specific safety issues that need to be addressed as part of the development proposal.

3 TRAVEL AUDIT

3.1 Introduction

3.1.1 This section provides a travel audit of the existing travel infrastructure and facilities provided in the vicinity of the site. Being located within Manchester City Centre, the site has excellent levels of accessibility by non-car modes of transport.

3.2 Pedestrian Assessment

3.2.1 The Chartered Institution of Highways and Transportation (CIHT) document, entitled 'Guidelines for Providing for Journeys on Foot', states that a distance of 2 kilometres is defined as a preferred maximum for commuting. A 2km catchment from the site encompasses the entirety of the city centre along with neighbouring residential areas in Castlefield, Salford and Ancoats, as shown in **Figure 3.1**.

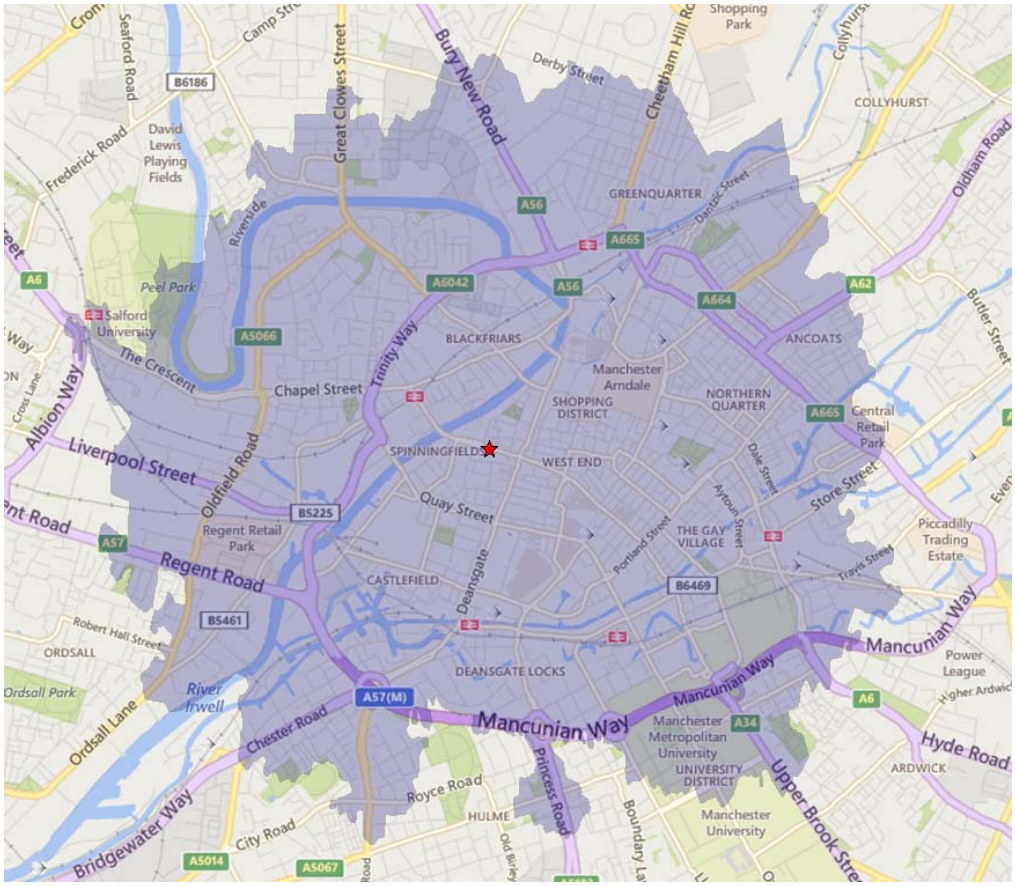


Figure 3.1 – 2km Catchment from Site

3.2.2 Given the city centre location of the application site, pedestrian accessibility to the surrounding area is excellent. Existing pedestrian infrastructure provides excellent links to the city centre, Spinningfields and Salford. Heading eastwards from the site, signalised crossing facilities are situated at the Deansgate/John Dalton Street junction providing a primary route from the site towards the city centre and its many amenities. A footway beneath Manchester House to the west of the development provides a direct route from Bridge Street to Wood Street and into the wider Spinningfields area as shown in **Figure 3.2**.



Figure 3.2 – Pedestrian Route beneath Manchester House

3.2.3 The site is equally as well connected to Salford with Bridge Street itself crossing the River Irwell and continuing as New Bailey Street towards Salford Central rail station. The footway along the River Irwell has recently been upgraded, linking the site to further amenities along Left Bank as well as a new pedestrian footbridge across the River Irwell.

3.2.4 It is therefore considered that there is a high level of pedestrian infrastructure connecting the site with key amenities within the city centre and Salford.

3.3 Cycling Assessment

3.3.1 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

3.3.2 **Figure 3.3** illustrates that the 5 kilometre cycling catchment area encompasses the whole of Manchester City Centre and much of the surrounding conurbation and would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

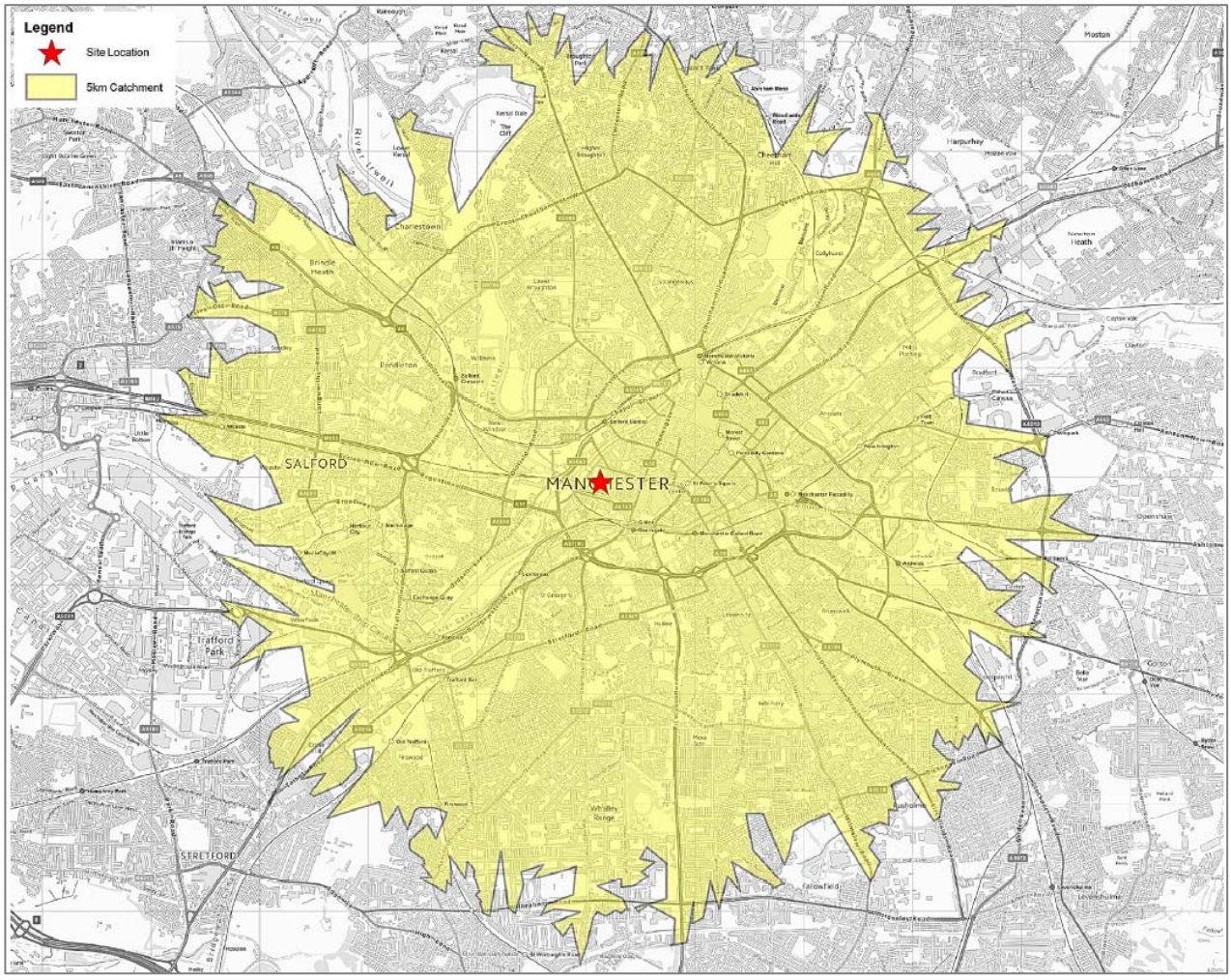


Figure 3.3: 5km Cycling Catchment

3.3.3 A number of cycle facilities exist in close proximity of the site. Cycle parking facilities are provided on the opposite side of Bridge Street to the site within the public space that is surrounded by Bridge Street, St. Mary's Parsonage and King Street West. Two Sheffield stands are located here, providing parking facilities for up to four bicycles. Further cycle parking spaces are situated along Deansgate whilst a Cycle Hub providing 400 spaces is located at Salford Central Station.

3.3.4 A series of advanced stop lines for cyclists are provided along Bridge Street, giving priority for cyclists over other vehicles at the junctions with St. Mary's Parsonage and Deansgate. There are also a number of designated cycle routes in the area which are convenient for cyclists and these are shown in **Figure 3.4** overleaf. Notably, there is a traffic free route along the River Irwell providing a key route from the site towards Salford.



Figure 3.4 – Local Cycle Infrastructure

3.3.5 It is considered that there are good cycle facilities within the vicinity of the site to encourage travel by this mode.

3.4 Bus Provision

3.4.1 As mentioned earlier, an eastbound heading bus stop is located on Bridge Street opposite to the site whilst a westbound stop is located around 130m to the west. Around 12 bus services serve these stops providing regular, frequent connections to a number of destinations including:

- Bolton
- Leigh
- Atherton
- Media City UK
- East Didsbury
- Rusholme
- Shudehill Interchange
- Piccadilly Gardens

3.4.2 In addition, all three Metroshuttle services are accessible from stops on Deansgate around 250m from the site. Metroshuttle is a free of charge bus service linking all the main destinations across Manchester City Centre. Metroshuttle buses are highly branded, are accessible by disabled users and run on a 10 minute daytime frequency between 07:00-19:00.

3.4.3 The Metroshuttle bus services cover most of the city centre and provide convenient access to major activity centres. In particular, it gives the site quick and convenient access to all mainline railway stations, principal car parks and retail centres. The site is therefore very well served by buses.

3.5 Train Provision

3.5.1 Salford Central rail station is located approximately 400m from the site. From here a number of destinations are served, including:

- Manchester Victoria
- Clitheroe
- Stalybridge
- Huddersfield
- Kirkby
- Blackpool North

- Wigan Wallgate
- Southport
- Salford Crescent

3.5.2 In addition, the local bus services serve the primary railway stations in Manchester, including Piccadilly and Victoria Stations as well as a number of Metrolink tram stations. Therefore, the site is very well served by local and regional train services.

3.5.3 Manchester Victoria, Deansgate and Piccadilly Stations are a longer walk from the site but are readily accessible by Metroshuttle and provide links both nationally and across the conurbation.

3.5.4 The Northern Hub programme for rail around Manchester will offer faster services and greater capacity and in particular divert Trans-Pennine services via Salford Central making this station a more prominent focal point, offering frequent services every 10 minutes or less across the main destinations in the north.

3.6 Metrolink

3.6.1 The closest Metrolink tram stop to the site is at St Peter's Square, approximately 8 minutes away. The network covers much of the Greater Manchester conurbation allowing excellent accessibility to many of the surrounding areas. The existing network coverage is shown in **Figure 3.5.**



Figure 3.5 – Metrolink Network Coverage

3.7 Travel Audit Conclusions

3.7.1 It can be concluded from this travel audit that the site is highly accessible by a range of modes of travel, including walking, cycling and public transport. There is therefore every opportunity to work at or visit the site without needing to drive.

4 DEVELOPMENT PROPOSALS

4.1 Development Proposals

4.1.1 It is proposed to develop a mixed use development consisting of office, restaurant and/or retail uses on the site of the existing surface car park at 44-48 Bridge Street in central Manchester.

4.1.2 The proposals will provide a total gross internal area of 5,299m^2 over eight floors plus a basement level car park. The building will comprise 3,654m^2 of office accommodation over seven floors with 279m^2 of retail and/or restaurant space being located on the ground floor.

4.1.3 The upper two floors of the development will be set back considerably from the face of the lower block to minimise the scale of the overall development in the context of the conservation area and listed Freemasons Hall. This will create terrace space on the sixth floor.

4.1.4 The ground floor will be slightly recessed from Bridge Street to provide greater articulation of the main entrance. The entrance to the retail/leisure unit will also be located on Bridge Street to provide an open active frontage.

4.1.5 The proposed ground floor layout is shown in **Plan 1** with the proposed basement level presented as **Plan 2**.

4.2 Parking and Access

4.2.1 The proposed development will provide 18 car parking spaces, including 1 disabled space, at basement level. These spaces will be for private use by the building tenants and access will be controlled via a barrier.

4.2.2 Access to the car park will be afforded via a ramp on Wood Street. **Plan 3** shows a swept path analysis of a large car accessing the ramp.

4.2.3 12 secure cycle parking spaces will be located at ground floor level within a bike store. Shower and changing facilities will also be provided at this level for the convenience of cyclists.

4.3 Waste and Servicing

4.3.1 A central bin store for the development is situated at ground floor level, to the rear of the building. Refuse collections will take place at street level from Wood Street, as occurs with neighbouring properties on Bridge Street. A swept path analysis showing a refuse vehicle parked to the rear of the building whilst still allowing cars to enter/exit the car park ramp and other vehicles to pass on Wood Street is presented in **Plan 4**.

4.3.2 This is the arrangement which will also be used by delivery vehicles accessing the site including those serving the restaurant/retail element on the ground floor.

5 TRIP IMPACT

5.1 Introduction

5.1.1 This section of the report will consider the potential traffic generation associated with the proposed development.

5.2 Traffic Generation

5.2.1 The limited number of parking spaces (18) provided at the site means that the proposals will generate very few traffic movements on the immediate highway network. A worst case scenario would see the development generating a maximum of 18 arrivals in the AM peak hour and 18 departures in the PM peak hour. This is a robust analysis which assumes that all of the 18 spaces on site are accessed and departed during the same time period.

5.2.2 Even so, the traffic generation is minimal and would not cause any adverse effect on the surrounding roads. In fact, the proposed development has approximately 13 fewer spaces than the existing surface car park on site meaning that the maximum traffic generation is less than what the existing site could generate.

5.2.3 As has already been shown, the city centre location of the site means that it is very accessible by sustainable modes of travel. The limited number of parking spaces on site will encourage staff and visitors to the development to travel by these modes. The Travel Plan document for the development will further encourage this.

5.2.4 Employees and visitors to the site who do choose to travel by car will be able to make use of the extensive public parking within a short walk of the site including 73 spaces at NCP Bridge street, 554 spaces at NCP King Street West and 680 spaces at NCP Spinningfields. The wide availability of public car parking in the city centre means that those travelling by car will be spread across the highway network.

5.3 Summary

5.3.1 It has been shown that the potential traffic generated by the proposed development would not have any negative impact on the surrounding highway network. A maximum generation of 18 vehicular arrivals and 18 vehicular departures during the peak hours is less than that which the existing site could generate.

5.3.2 Moreover, the limited availability of parking on site should encourage staff and visitors to the development to take advantage of the excellent accessibility of the site by sustainable modes.

6 CONCLUSION

6.1.1 This Transport Statement has been prepared on behalf of Vision Developments Ltd in support of an eight floor mixed use development on the site of the current surface car park at 44–48 Bridge Street in central Manchester.

6.1.2 It is proposed that seven of the eight floors will be used for office accommodation with retail/restaurant use being situated on the ground floor. Car parking will be provided at basement level.

6.1.3 The conclusions of the report can be summarised as follows:

- Site provides 18 car parking spaces at basement level which will be accessed via a ramp on Wood Street. Access to the car park will be controlled via a barrier;
- 12 cycle parking spaces along with changing and shower facilities will be situated at ground floor level;
- Refuse collections and deliveries will take place from Wood Street, to the rear of the development. A swept path analysis has shown that other vehicles can still pass during collections and deliveries;
- Development will generate few traffic movements on the immediate highway network due to the limited availability of parking. The traffic generation will also be less than that which could be generated by the existing use;
- There is excellent infrastructure and transport links around the site to promote journeys by accessible modes.

6.1.4 It is considered that the proposals are acceptable from a highways perspective and should be granted planning permission.

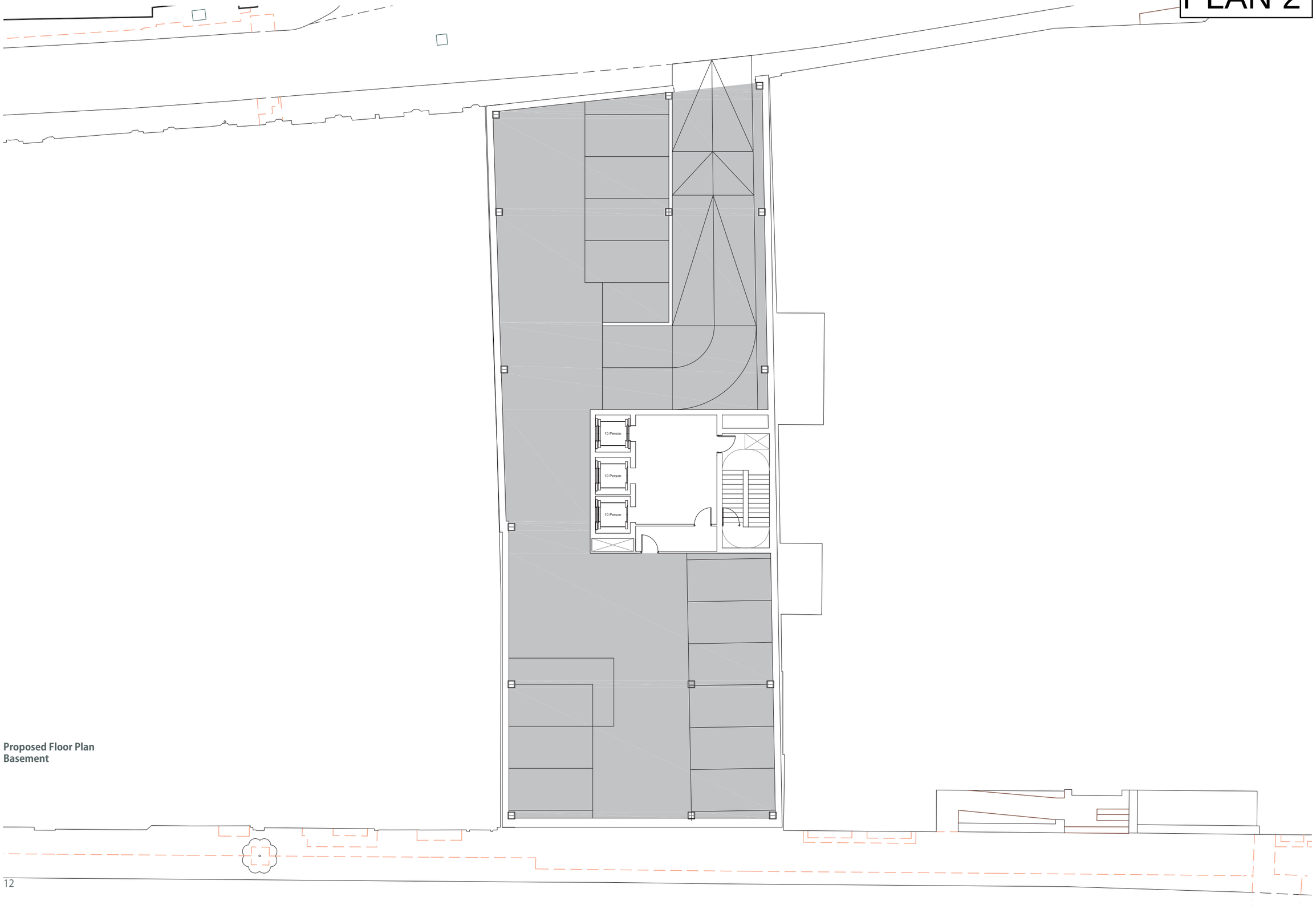
PLANS

PLAN 1

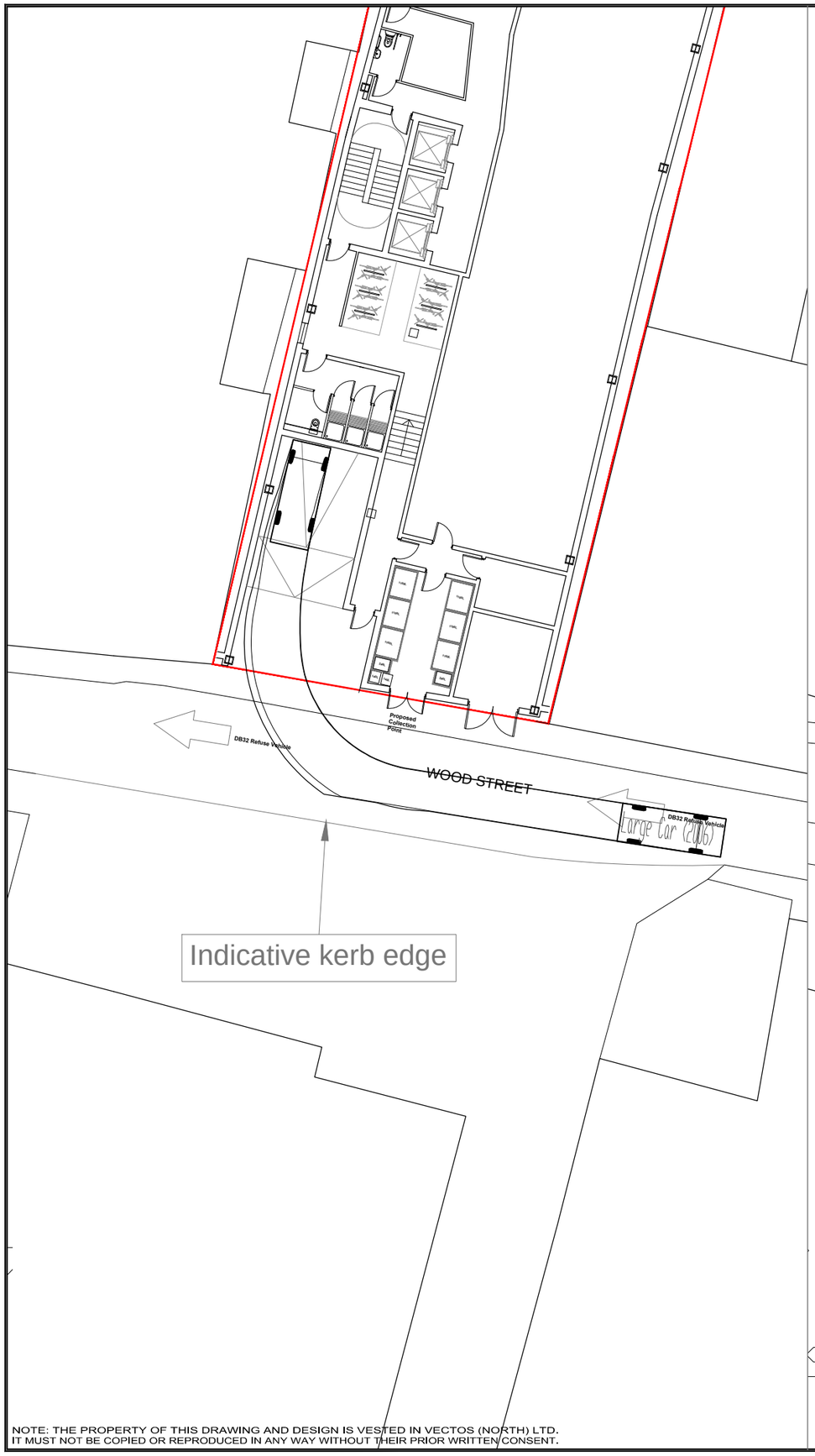


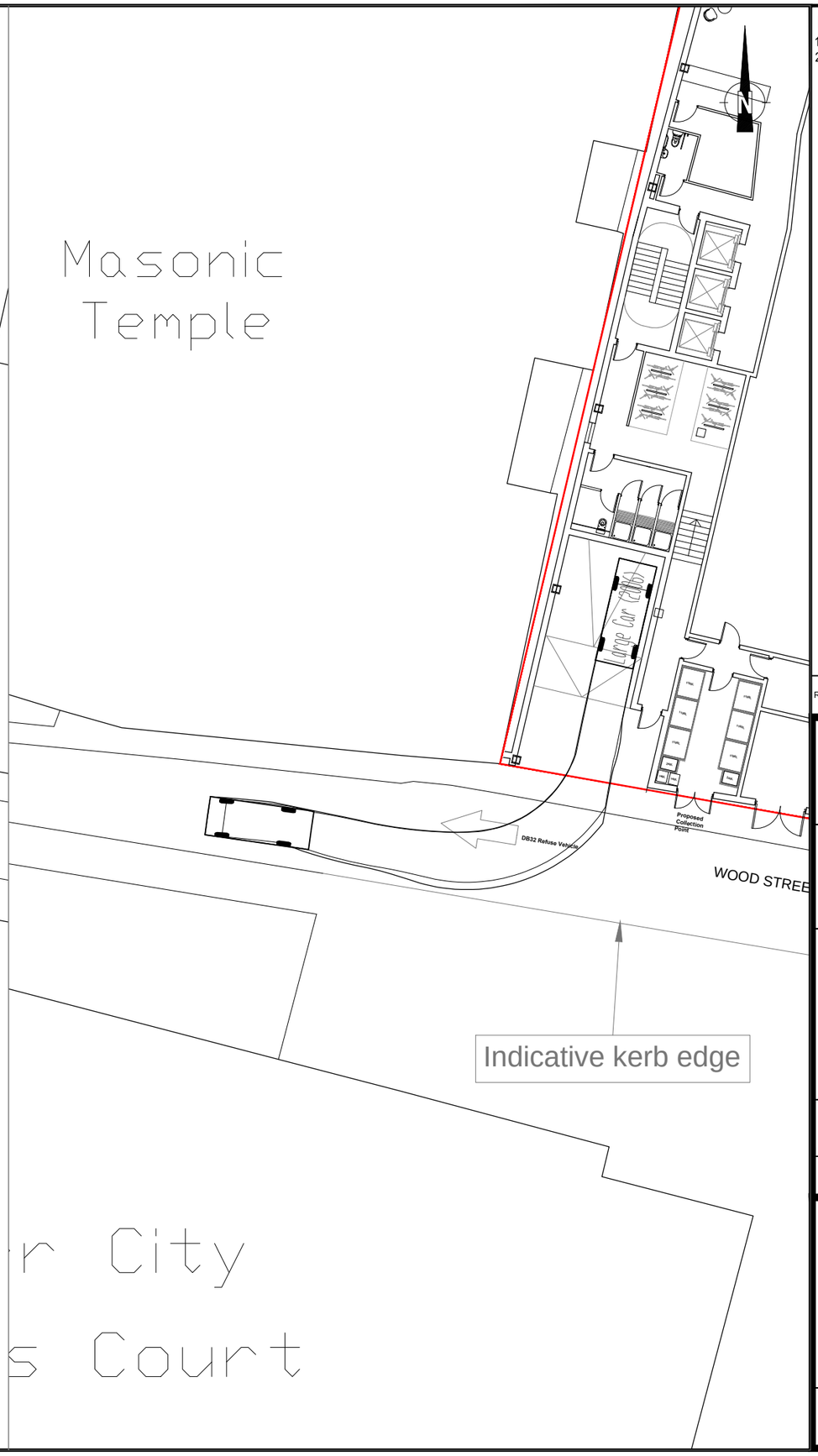
Proposed Floor Plan
Ground Floor

PLAN 2



Proposed Floor Plan
Basement





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2. White lining is indicative only.

PLAN 3

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

Vision Developments

PROJECT:

Bridge Street, Manchester

DRAWING TITLE:

Large Car Tracks
- Car Park Access

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
HF	AS	04.01.17

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Masonic Temple

PH

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26

22

WOOD STREET

WOOD S

DB32 Refuse Vehicle

Proposed Collection

DB32 Refuse Vehicle

WOOD STREET

DB32 Refuse Vehicle

Large Car (2006)

Indicative kerb edge

ster City

ates Court

nd

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.

PLAN 4

REV.	DETAILS	DRAWN	CHECKED	DATE
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CLIENT:

Vision Developments

PROJECT:

Bridge Street, Manchester

DRAWING TITLE:

Refuse Collection from Wood Street

SCALES:

1:250 at A3

DRAWN:	CHECKED:	DATE:
HF	AS	04.01.17

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APPENDICES

APPENDIX 1
FRAMEWORK TRAVEL PLAN

Vision Developments Ltd

MIXED USE DEVELOPMENT, BRIDGE STREET, MANCHESTER

Framework Travel Plan

VN70726

January 2017

REPORT CONTROL

Document:	Framework Travel Plan
Project:	Mixed Use Development, Bridge Street, Manchester
Client:	Vision Developments Ltd
Job Number:	VN70726
File Origin:	N:\Vectos Job Data\2017\VN70726 Mixed Use Development, Bridge Street, Manchester\Docs\Reports\Bridge Street TP-01.doc

Document Checking:

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Issue	Date	Status	Checked for Issue
1	11/01/17	V1	AS

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Plan 2 – Proposed Basement Level Layout

1 EXISTING CONDITIONS

1.1 Introduction

1.1.1 This Framework Travel Plan has been prepared in support of an eight storey mixed use development on the site of the current surface car park at 44–48 Bridge Street in central Manchester.

1.1.2 It is proposed that seven of the eight floors will be used for office accommodation with retail/restaurant use being situated on the ground floor. Car parking will be provided at basement level and accessed via Wood Street. The proposed ground floor layout is shown in **Plan 1** with the proposed basement level presented as **Plan 2**.

1.1.3 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such travel plans in April 2009 in a document entitled ‘‘Good Practice Guidelines: Delivering Travel Plans through the Planning Process’. The National Planning Policy Framework (NPPF) document (March 2012) highlights the role that Travel Plans can play in facilitating sustainable travel.

1.1.4 This Travel Plan primarily sets out a strategy for the staff employed at the site.

1.2 The Framework Travel Plan

1.2.1 This generic Framework Travel Plan provides the first stage in developing a long-term strategy to encourage journeys to the site by sustainable modes of transport. A full Travel Plan will be prepared within six months of the development being at least 35% occupied.

1.2.2 The aims of the strategy are:

- To encourage staff to use alternatives to the private car;
- To increase the awareness of the advantages and potential for travel by more environmentally friendly modes; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

1.2.3 The principle strands of the plan are set out as follows:

i) Appointment of a Travel Plan Co-ordinator (TPC).

ii) Establish a Travel Plan Steering Group (TPSG).

iii) Ensuring travel awareness.

iv) Creation of a travel database.

v) Ensuring the availability of travel information.

1.2.4 Vision Developments Ltd are committed to ensuring that the objectives of the Travel Plan are achieved as best as possible, and will make the occupiers of the development aware of their obligations.

1.2.5 The specific objective of the Travel Plan is to encourage the continued use of means of transport other than the private car and reduce single person car trips in the interest of supporting sustainable transport policies.

1.3 Plan Administration

1.3.1 The responsibility of the administration of the Travel Plan will rest with the management company of the office development. The management company will appoint a Travel Plan Co-ordinator (TPC). Essentially this Co-ordinator will provide a liaison in implementing the plan with the local authority and the individual businesses located on-site.

1.3.2 Details of the nominated Travel Plan Co-ordinator will be submitted to the Planning and Highway Authority. Similarly, the Co-ordinator will be advised of appropriate contact personnel at the local authorities.

1.3.3 When a unit within the development is occupied the Travel Plan Co-ordinator will approach senior management of that unit to explain the adoption of the Travel Plan and their obligation to it. The TPC will explain the importance of engaging tenant businesses in a meaningful way in the development and implementation of the Travel Plan so as to best suit their collective and individual needs. A Travel Plan Steering Group (TPSG) consisting of senior managers from businesses occupying the site will be established.

1.3.4 The TPSG will meet on a regular basis to discuss the Travel Plan and its specific initiatives for day to day implementation to formulate a document for adoption.

2 TRAVEL AUDIT

2.1 Introduction

2.1.1 This section provides a travel audit of the existing travel infrastructure and facilities provided in the vicinity of the site. Being located within Manchester City Centre, the site has excellent levels of accessibility by non-car modes of transport.

2.2 Pedestrian Assessment

2.2.1 The Chartered Institution of Highways and Transportation (CIHT) document, entitled 'Guidelines for Providing for Journeys on Foot', states that a distance of 2 kilometres is defined as a preferred maximum for commuting. A 2km catchment from the site encompasses the entirety of the city centre along with neighbouring residential areas in Castlefield, Salford and Ancoats, as shown in **Figure 2.1**.

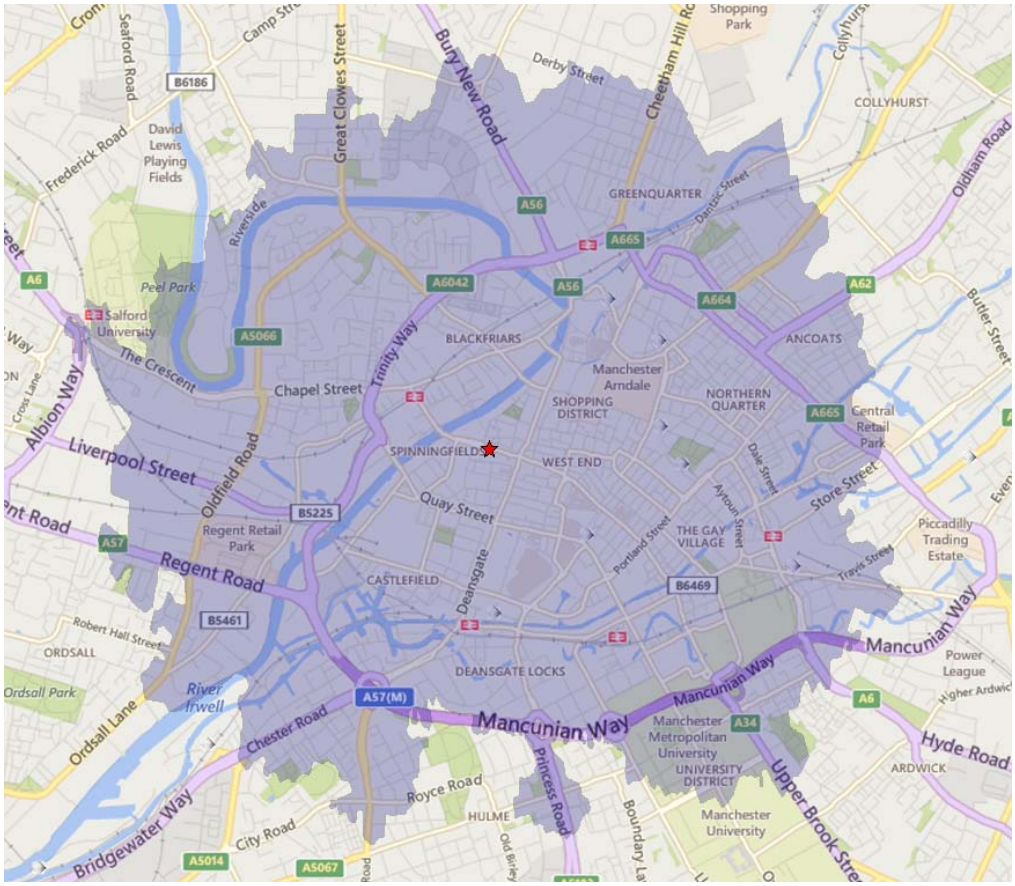


Figure 2.1 – 2km Catchment from Site

2.2.2 Given the city centre location of the application site, pedestrian accessibility to the surrounding area is excellent. Existing pedestrian infrastructure provides excellent links to the city centre, Spinningfields and Salford. Heading eastwards from the site, signalised crossing facilities are situated at the Deansgate/John Dalton Street junction providing a primary route from the site towards the city centre and its many amenities. A footway beneath Manchester House to the west of the development provides a direct route from Bridge Street to Wood Street and into the wider Spinningfields area as shown in **Figure 2.2**.



Figure 2.2 – Pedestrian Route beneath Manchester House

2.2.3 The site is equally as well connected to Salford with Bridge Street itself crossing the River Irwell and continuing as New Bailey Street towards Salford Central rail station. The footway along the River Irwell has recently been upgraded, linking the site to further amenities along Left Bank as well as a new pedestrian footbridge across the River Irwell.

2.2.4 It is therefore considered that there is a high level of pedestrian infrastructure connecting the site with key amenities within the city centre and Salford.

2.3 Cycling Assessment

2.3.1 Cycling is an increasingly popular mode of transport and is an effective mode for short trips. The Department for Transport's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (5 kilometres) although for commuters a trip distance of over 5 miles (8 kilometres) is not uncommon.

2.3.2 **Figure 2.3** illustrates that the 5 kilometre cycling catchment area encompasses the whole of Manchester City Centre and much of the surrounding conurbation and would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour.

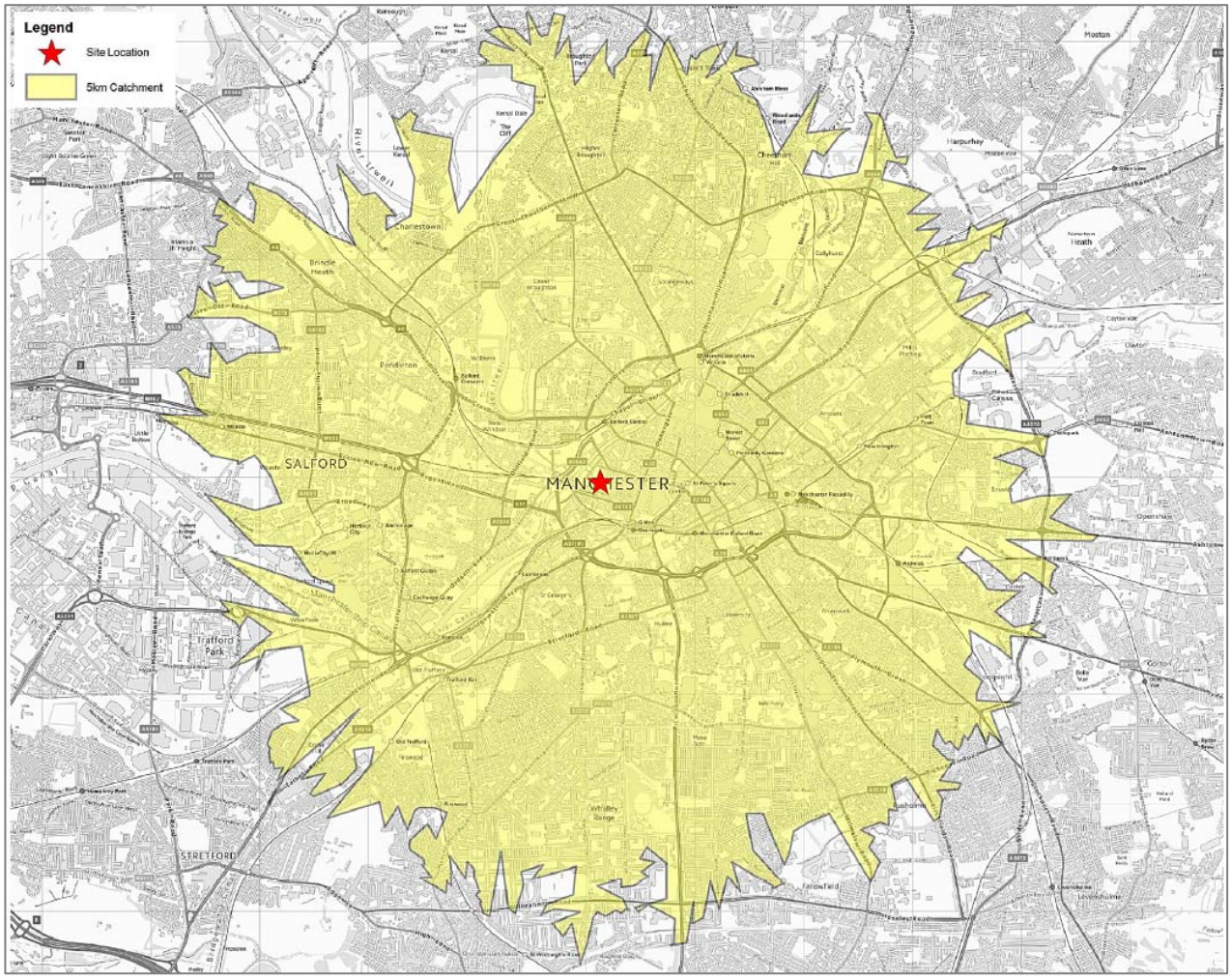


Figure 2.3: 5km Cycling Catchment

2.3.3 A number of cycle facilities exist in close proximity of the site. Cycle parking facilities are provided on the opposite side of Bridge Street to the site within the public space that is surrounded by Bridge Street, St. Mary's Parsonage and King Street West. Two Sheffield stands are located here, providing parking facilities for up to four bicycles. Further cycle parking spaces are situated along Deansgate whilst a Cycle Hub providing 400 spaces is located at Salford Central Station.

2.3.4 A series of advanced stop lines for cyclists are provided along Bridge Street, giving priority for cyclists over other vehicles at the junctions with St. Mary's Parsonage and Deansgate. There are also a number of designated cycle routes in the area which are convenient for cyclists and these are shown in **Figure 2.4** overleaf. Notably, there is a traffic free route along the River Irwell providing a key route from the site towards Salford.



Figure 2.4 – Local Cycle Infrastructure

2.3.5 It is considered that there are good cycle facilities within the vicinity of the site to encourage travel by this mode.

2.4 Bus Provision

2.4.1 As mentioned earlier, an eastbound heading bus stop is located on Bridge Street opposite to the site whilst a westbound stop is located around 130m to the west. Around 12 bus services serve these stops providing regular, frequent connections to a number of destinations including:

- Bolton
- Leigh
- Atherton
- Media City UK
- East Didsbury
- Rusholme
- Shudehill Interchange
- Piccadilly Gardens

2.4.2 In addition, all three Metroshuttle services are accessible from stops on Deansgate around 250m from the site. Metroshuttle is a free of charge bus service linking all the main destinations across Manchester City Centre. Metroshuttle buses are highly branded, are accessible by disabled users and run on a 10 minute daytime frequency between 07:00-19:00.

2.4.3 The Metroshuttle bus services cover most of the city centre and provide convenient access to major activity centres. In particular, it gives the site quick and convenient access to all mainline railway stations, principal car parks and retail centres. The site is therefore very well served by buses.

2.5 Train Provision

2.5.1 Salford Central rail station is located approximately 400m from the site. From here a number of destinations are served, including:

- Manchester Victoria
- Clitheroe
- Stalybridge
- Huddersfield
- Kirkby
- Blackpool North

- Wigan Wallgate
- Southport
- Salford Crescent

2.5.2 In addition, the local bus services serve the primary railway stations in Manchester, including Piccadilly and Victoria Stations as well as a number of Metrolink tram stations. Therefore, the site is very well served by local and regional train services.

2.5.3 Manchester Victoria, Deansgate and Piccadilly Stations are a longer walk from the site but are readily accessible by Metroshuttle and provide links both nationally and across the conurbation.

2.5.4 The Northern Hub programme for rail around Manchester will offer faster services and greater capacity and in particular divert Trans-Pennine services via Salford Central making this station a more prominent focal point, offering frequent services every 10 minutes or less across the main destinations in the north.

2.6 Metrolink

2.6.1 The closest Metrolink tram stop to the site is at St Peter's Square, approximately 8 minutes away. The network covers much of the Greater Manchester conurbation allowing excellent accessibility to many of the surrounding areas. The existing network coverage is shown in **Figure 2.5.**



Figure 2.5 – Metrolink Network Coverage

2.7 Travel Audit Conclusions

2.7.1 It can be concluded from this travel audit that the site is highly accessible by a range of modes of travel, including walking, cycling and public transport. There is therefore every opportunity to work at or visit the site without needing to drive.

3 PLAN ADMINISTRATION

3.1 Introduction

3.1.1 Implementation of the Travel Plan is the responsibility of the Travel Plan Co-ordinator (TPC). The Travel Plan Co-ordinator will be appointed from within the management company and co-ordination of the Travel Plan will be a specific task within his or her job description.

3.1.2 Administration of the plan involves the maintenance of the necessary systems, data and paperwork, consultation and promotion. The nominated person is responsible for the Plan document.

3.1.3 The Travel Plan Co-ordinator will be responsible for developing a final Travel Plan document, the administration of the Travel Plan, the implementation of the measures it advocates, for its ongoing monitoring and review.

3.1.4 The Travel Plan Co-ordinator will also be responsible for liaising with senior management on occupation of each unit and will explain the adoption of the Travel Plan and their obligation to it. Collectively senior management will form a Travel Plan Steering Group (TPSG) led by the Travel Plan Co-ordinator.

3.1.5 The Travel Plan Co-ordinator will be required, upon appointment, to be in contact with members of Manchester City Council and TfGM.

3.2 Plan Administration

3.2.1 A filing system will be established and maintained, for recording all correspondence relating to the Travel Plan, the results of the periodic monitoring and the results of each Annual Review.

3.2.2 Each occupier will be responsible for setting up and maintaining a staff travel database, which will comprise Travel Survey results.

3.2.3 In the interests of confidentiality, each occupier will hold the database and be responsible for the release of information.

3.2.4 Information contained in the database will be released to the planning authority on request. In the interests of security, only postcode details will be supplied.

3.2.5 The Travel Plan will be reviewed annually, with each occupier refreshing their database to ensure that the Travel Plan best suits their workforce.

3.3 Consultation

3.3.1 The Travel Plan Co-ordinator will liaise with tenants of the development to form a Travel Plan Steering group (TPSG) who will meet regularly to discuss the progress and direction of the Travel Plan.

3.3.2 The Travel Plan Co-ordinator will liaise with outside bodies such as Manchester City Council, TfGM and public transport providers and provide a list of contacts.

3.3.3 The contact list that is to be produced will contain names, addresses and phone numbers of representatives of the planning and highway authorities and public transport operators. The list will be amended or added to as necessary. It will be the responsibility of the Travel Plan Co-ordinator to keep the contact list updated.

3.4 Promotion

3.4.1 Other primary functions of the Travel Plan Co-ordinator will include: -

- To oversee the development and implementation of the Travel Plan;
- Liaise with new occupiers of the development to meet with senior management in order to explain the Travel Plan process and their obligation to it;
- Increasing travel awareness so that informed travel choices can be made by tenants of the development through means such as publicity information, staff workshops and other suitable media;
- Act as a point of contact for tenants;
- Promotion of sustainable transport measures, including information of the health benefits of walking and cycling, and ensuring the provision and maintenance of appropriate facilities on the site to encourage these modes;
- Liaison with local bus companies with a view to maintaining and enhancing services to the site;
- Organisation of travel surveys to enable the performance of the Travel Plan to be monitored and to inform the setting of mode share targets.

3.4.2 Primary functions of the Travel Plan Steering Group will include: -

- Engaging tenants in the implementation of the Travel Plan;
- Provide management support to the TPC;
- Discuss initiatives;
- Provide marketing;
- Keep staff at the site informed.

3.5 Marketing and Communications Strategy

3.5.1 Marketing and communications of the Travel Plan will form a vital role in the success of the plan.

3.5.2 Part of the marketing strategy includes publicising the success of the Travel Plan. Regular updates of what has been achieved are an important part of the strategy and will encourage those employed at the site to meet targets as well as providing motivation to continue.

3.5.3 There are several methods of communication that will be used to promote the Travel Plan. These may include posters, information provided within pay-slips, team briefings, Travel Plan newsletters and notice boards etc.

3.5.4 In conjunction with communicating the Travel Plan on a development specific basis there are many national and local campaigns which can be used to raise awareness, as well as providing advice and ideas for marketing and campaign materials.

3.6 Updating

3.6.1 The Travel Plan is a dynamic strategy which is intended to evolve over time. However, the objectives of the Travel Plan, to 'educate' staff and to 'facilitate' travel by sustainable modes, will not change.

3.6.2 An ongoing monitoring programme, and in particular an annual review, outlined in Section 6, will provide up-dated information that will allow the targets to be set and the Final Travel Plan document to be revised, refined and improved.

4 TRAVEL PLAN MEASURES

4.1 Introduction

4.1.1 This section covers the measures that may be employed to assist in reducing single occupancy car travel and encourage staff to use modes of travel other than the private car.

4.2 Travel Plan Co-ordinator Role

4.2.1 The role of Travel Plan Co-ordinator will include amongst others:

- Preparing and co-ordinating data gathering exercises;
- Developing staff travel awareness;
- Promoting the use and availability of alternative travel options;
- Liaising with relevant bodies and organisations such as local authorities and transport providers;
- Developing initiatives to increase travel awareness;
- Managing the operational requirements of the Travel Plan; and
- Reviewing the work programme at regular intervals and monitoring the development of the Travel Plan in line with the targets set.

4.3 Increasing Travel Awareness

4.3.1 The Travel Plan Co-ordinator will provide a Travel Pack which will be prepared in consultation with the Council's Travel Plan Officer and will be given to all staff employed, working at, joining, or transferring to the site. This will: -

- Contain a statement explaining the background and purpose of the Travel Plan and will set out the company's commitment to ensuring its success in achieving targets;
- Identify the Travel Plan Co-ordinator and his or her role;
- Set out the policy with regard to travel by sustainable modes of travel and identify websites which may assist these users;
- Advise locations for the display of travel and transport information and draw attention to the on-line web-based travel information available from local transport operators.

4.4 Car Sharing Scheme

4.4.1 The Travel Plan Co-ordinator will actively promote the use of car sharing schemes for staff such as the ones operated by the Liftshare organisation (www.liftshare.com).

4.4.2 This offers a car sharing facility for both individuals and private groups/companies to create secure and confidential car sharing database.

4.5 Walking

4.5.1 The Travel Plan Co-ordinator will encourage walking to the site where it is practical to do so.

4.5.2 In addition, www.walkit.com will be promoted. This is an urban walking route planner, and provides a range of information including a route map between any two points, journey time information, calorie burn, step count and carbon saving.

4.5.3 The Travel Plan Co-ordinator will monitor all pedestrian infrastructure within the vicinity of the site to ensure they are maintained to an acceptable standard and will bring to the Council's attention any further improvements to offsite pedestrian routes and linkages that may in his or her opinion encourage more staff to walk.

4.6 WalkBudi

4.6.1 Staff will be provided with information on the WalkBudi scheme through information contained within the Travel Pack. Information on the scheme is available on the website www.walkbudi.com.

4.6.2 The WalkBudi scheme is part of the National Lift Share Network and is simple and free to use. It simply matches individuals with others walking in the same way so they can walk together. The matches are displayed in both tables and map format, allowing the user to easily find the most suitable people.

4.6.3 The WalkBudi scheme aims to help individuals to meet others wanting to travel the same way. It can be used for regular trips such as walking to the office or going to the station as well as making a journey safer.

4.7 Cycling

4.7.1 The site is readily accessible by bicycle and facilities including a bike store along with shower and changing facilities will be provided for staff who cycle.

4.7.2 The Travel Plan Co-ordinator will monitor the demand for cycle parking spaces both within the development and on the opposite side of Bridge Street and will discuss with the Council the provision of additional facilities if the demand so indicates.

4.7.3 The Travel Plan Co-ordinator will monitor all cycle routes close to the site are to an acceptable standard and will bring to the Council's attention any further improvements to cycle routes and linkages that may encourage more staff to cycle to work.

4.8 Cycle Schemes

4.8.1 Staff will be provided with information on the BikeBUDI scheme through information contained within the Travel Pack. Information on the scheme is available on the website www.bikebudi.com.

4.8.2 The BikeBUDI scheme is also part of the National Lift Share Group and in much the same way as the WalkBUDI scheme aims to match individuals with others cycling the same journey so they can ride together.

4.8.3 As with the WalkBUDI scheme, the matches are displayed in both table and map format, allowing the user to easily find the most suitable people.

4.8.4 The idea is not just to help current cyclists to find a "bike buddy" but also to encourage individuals who may be concerned about cycling to take up cycling, by putting experienced cyclists in touch with those willing to give it a try.

4.8.5 Within the Travel Pack staff will also be provided with information for the web links on cycling and cycle routes which are available on Manchester City Council's website.

4.9 Public Transport

4.9.1 The Travel Plan Co-ordinator will ensure that up-to-date public transport timetables and route information covering at least the greater part of the staff catchment area is permanently and prominently displayed.

4.9.2 Using public transport will be encouraged through using public transport planning sites such as www.traveline.info or www.tfgm.com.

4.10 Emergency Ride Home

4.10.1 The Travel Plan Co-ordinator will provide a facility for an emergency ride home for staff that arrive at the store by means other than single occupancy car travel and have a genuine need to return home quickly.

5 TARGET SETTING

5.1 Introduction

5.1.1 As this is a Framework Travel Plan document without an end occupier it is unwise to set Travel Plan targets. Rather, it is proposed that targets are established by the Travel Plan Co-ordinator upon consultation with the Travel Plan Steering Group once a travel survey has been undertaken. It is proposed that this be undertaken when at least 35% of the development is occupied.

5.2 Potential Targets

5.2.1 Targets which may potentially be included in the Travel Plan include the following:

- Certain % of staff to travel to work by non-car modes. This is to be achieved within a 5 year timeframe of the development opening and continue at the same level thereafter.
- Certain % model shift of staff away from the private car to non-car modes. To be achieved within 5 years.
- Certain % decrease in the number of single occupancy journeys to and from the site by staff.

6 MONITORING AND REVIEW

6.1 Introduction

6.1.1 A program of monitoring and review will be included in the final Travel Plan document to generate information by which the success of the future plan can be evaluated.

6.1.2 The Travel Plan Co-ordinator will be responsible for implementing the monitoring and review program.

6.2 Monitoring

6.2.1 The effectiveness of the Travel Plan in achieving the previously detailed targets will be measured by:

6.3 Staff Travel Surveys

6.3.1 Staff travel surveys will be undertaken on a yearly basis approximately 12 calendar months after the final Travel Plan document has been published, with the results provided to the City Council as part of the Annual Review Report.

6.3.2 Staff travel surveys will be undertaken and analysed 'in house'. The results of the initial round of monitoring will then be reviewed in order to refine the Travel Plan prior to their formal submission to the City Council.

6.4 Additional Monitoring Methods

6.4.1 In addition to the above the following methods of data collection will be also used to monitor the success of and guide the development of the Travel Plan. It will be the responsibility of the Travel Plan Co-ordinator to organise the collection and dissemination of this information.

- Monitoring of cycle parking occupancy;
- Monitor demand for additional cycle and motorcycle parking for staff;
- Spot checks of numbers of people alighting at the bus stops closest to the site;
- Record comments received from staff and customers relating to the operation and implications of the plan.

6.4.2 Information gathered through the monitoring process will be recorded for input in the Annual Review, details of which are provided below.

6.5 Annual Review

6.5.1 It is recognised that Travel Plans are active documents which should be reviewed on a regular basis to ensure that they reflect current opportunities and local circumstances. As such the Travel Plan will be reviewed on an annual basis, with an Annual Review Report provided to Manchester City Council.

6.5.2 On or about the anniversary of the first review of the Travel Plan, the Travel Plan Co-ordinator will undertake a comprehensive review of the plan, with the objectives of the review being to assess the success of the Travel Plan and to identify the potential for future refinement of the details of the document.

6.5.3 The Annual Review of the Travel Plan will be undertaken for a 5 year period. Thereafter the strategy for its continuation will be discussed between the occupiers and Manchester City Council.

6.6 Mitigation Measures

6.6.1 Should the Annual Review Report conclude that the Travel Plan targets are not being met then mitigation measures will be introduced.

6.6.2 At this time the Travel Plan Co-ordinator will liaise with the City Council's Travel Plan Officer to derive an appropriate package of mitigation measures which are mutually agreed between the occupier and Manchester City Council.

6.6.3 Should a package of mutually agreed mitigation measures be introduced, a revised set of travel targets will then be established during the Annual Review of the Travel Plan and implemented for the following calendar year.

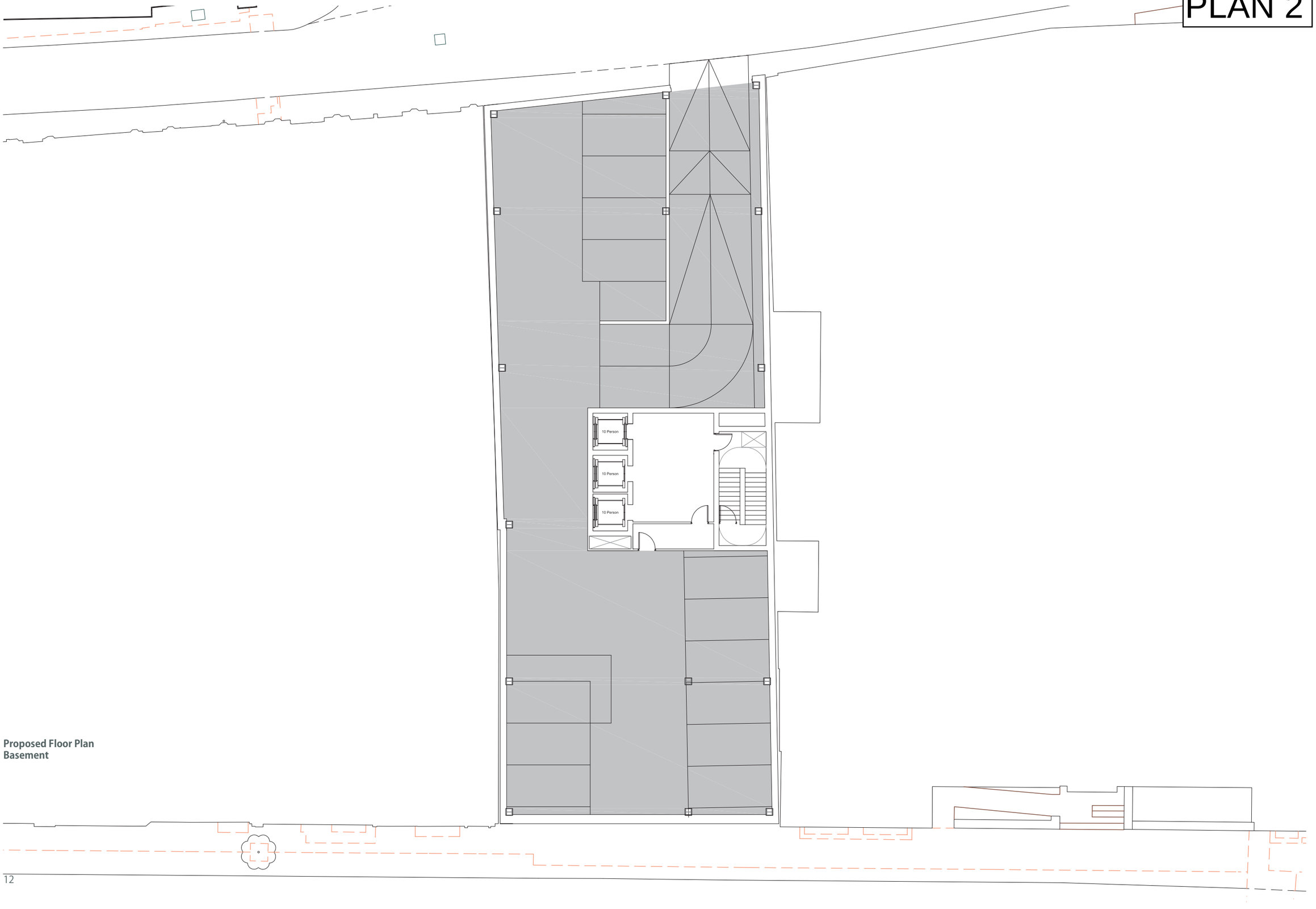
PLANS

PLAN 1



Proposed Floor Plan
Ground Floor

PLAN 2



Proposed Floor Plan
Basement