

ST GABRIELS STUDENT ACCOMMODATION, OXFORD PLACE

TRAVEL PLAN - BREEAM TRA 01 & TRA 02 (10
BREEAM CREDITS) & PURIFICATION OF PART OF
CONDITION 23 (135278/FO/2022)

MOVE IN / MOVE OUT STRATEGY - PURIFICATION OF
CONDITION 28 (135278/FO/2022)

Prepared on behalf of
McLaren Property

MAY 2023

MEINHARDT

Oxford Place

CONTENTS

01	INTRODUCTION	04
02	APPROVED DEVELOPMENT	08
03	ACCESSIBILITY	12
04	ST GABRIELS TRAVEL PLAN	26
05	BREEAM ASSESSMENT	34
06	MOVE IN / MOVE OUT STRATEGY	40
07	SUMMARY & CONCLUSIONS	42
APPENDIX A — ACCESSIBILITY DATA		45

Issue & Date		Issue Title	Prepared by	Checked By	Approved By
1	23/05/23	V1 - Draft Issue to Project Team	CF	CR	CR

01

INTRODUCTION

BACKGROUND

Meinhardt (UK) Ltd (MHT) has been commissioned by McLaren Property to prepare this report in support of permitted student accommodation at St Gabriels, Oxford Place, Manchester ('the site'). The approved development is described as,

'Erection of part 4 storey, part 5 storey buildings, together with the refurbishment and restoration of existing buildings to form student accommodation (sui generis) together with associated landscaping, cycle parking, car parking and associated works following demolition of certain existing buildings.'

Full planning permission, subject to Conditions, was granted by Manchester City Council (MCC) in March 2023 (Council reference: 135278/FO/2022) and non-material amendments were approved in April 2023 (Council reference: 136731/NMC/2023). A Transport Statement (TS) was prepared by MHT to support the planning application.

REPORT PURPOSE

This report has been prepared to satisfy three requirements:

- to discharge part of Development Condition 23.
- to address [BREEAM Tra 01 and Tra 02](#).
- to discharge Development Condition 28.

DEVELOPMENT CONDITION 23

This report sets out a Travel Plan for the development incorporating requirements (1) through (4) listed in Condition 23 of the development approval.

Specifically, this report is discharging the first part of Condition 23 and this report will be submitted to MCC prior to first occupancy of the student accommodation. A revision of the Travel Plan contained within this report will be submitted to MCC within six months of the first use of the development, in accordance with the second part of Condition 23.

Refer to Section 04 for the Travel Plan.

Condition 23 states,

Notwithstanding the details contained within the Framework Travel Plan submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) *The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;*
- (2) *A commitment to surveying the travel patterns of staff and customers during the first three months of the development and thereafter from time to time;*
- (3) *Mechanisms for the implementation of the measures to reduce dependency on the private car; and*
- (4) *Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

BREEAM TRA 01 & TRA 02

McLaren Property are seeking BREEAM 'Excellent' for the St Gabriels development and this report seeks to maximise the Credits available to support this ambition.

The Credits achieved are as follows:

- Tra 01 Transport Assessment and Travel Plan: 2 Credits are available. The TS submitted to MCC as part of the development application and the Travel Plan included within this report satisfy the relevant requirements to obtain both of the available credits.
- Tra 02 Sustainable Transport Measures: 10 Credits are available. This report demonstrates that given the nature of the development, 8 Credits are achievable.

As such, a total of 10 Credits are considered achievable for BREEAM Tra 01 and Tra 02. Refer to Section 05 for the BREEAM assessment and a summary of the Credits.

DEVELOPMENT CONDITION 28

This report also details the Move In / Move Out Strategy for the approved student accommodation scheme in satisfaction of Development Condition 28. Refer to Section 06 for the strategy.

Condition 28 states,

Prior to the first occupation of the development hereby approved, a moving in and out management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and thereafter retained and maintained.

REPORT STRUCTURE

This report is structured as follows:

- Section 02 describes the development, including operational characteristics.
- Section 03 presents the accessibility of the development including the BREEAM Accessibility Index (AI) and accessible amenities assessments.
- Section 04 sets out the Travel Plan for the St Gabriels Student Accommodation scheme.
- Section 05 sets out the BREEAM criteria for Tra 01 and Tra 02 and assesses the development and its accessibility to determine the resultant achievable credits.
- Section 06 details the Move In / Move Out Strategy for the development.
- Section 07 summarises and concludes the report, including next steps associated with the purification of Condition 23.

Figure 1: Proposed Development (Source: SimpsonHaugh)



02

APPROVED DEVELOPMENT

OVERVIEW

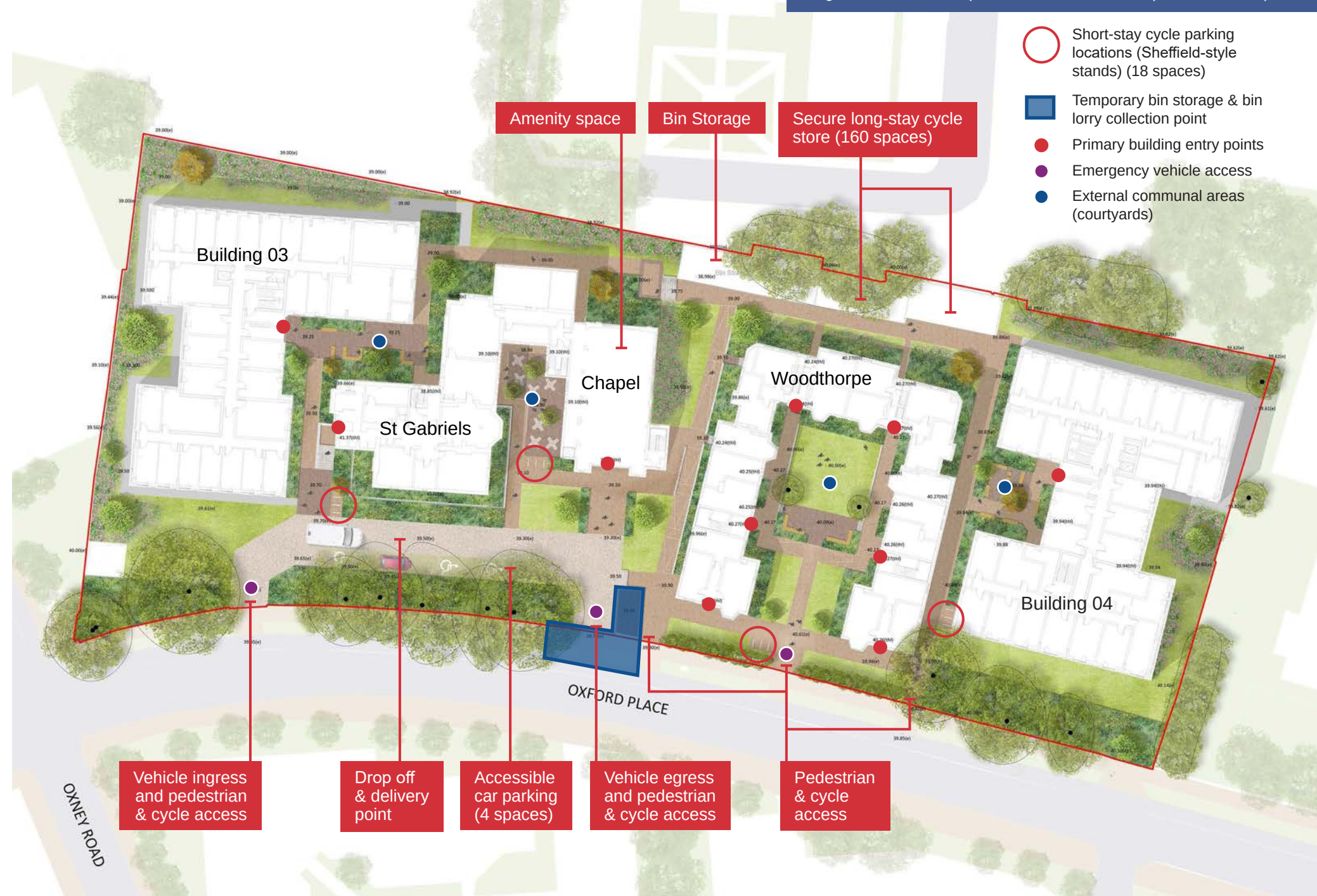
The existing situation on site encompasses a number of vacant buildings, including St Gabriel's Hall, the adjacent Chapel, Woodthorpe Hall, and St David's Hall, which will be adapted and incorporated into the wider student accommodation development.

The approved student accommodation scheme comprises:

- 319 single occupancy student accommodation units across four buildings.
- internal amenity space within the historic chapel building, incorporating student lounge, communal and study spaces, concierge / reception, staff office / facilities, and laundry.
- external communal spaces (courtyards) for each building.
- 160 long-stay cycle parking spaces within a dedicated and secure cycle storage area for residents.
- 18 short-stay cycle parking spaces for visitors and staff.
- four (4) EV-fitted accessible car parking spaces for Blue Badge holders.
- a dedicated drop-off facility for deliveries and for students moving in and out of the accommodation.
- three emergency vehicle access points.
- primary bin storage to the rear of the site and temporary bin storage at the front of the site for collection days.
- associated landscaping and infrastructure.

The site landscape plan for the development is shown at **Figure 2**, illustrating the location of key transport and mobility elements.

Figure 2: Site Plan (Source: re-form landscape architecture)



OPERATIONAL CHARACTERISTICS

The student accommodation scheme is anticipated to be operational in 2024, with an estimated 5 full-time equivalent (FTE) staff managing the accommodation.

McLaren Property are seeking BREEAM 'Excellent' status for the development and are committed to the delivery and operation of sustainable accommodation.

PEDESTRIAN & CYCLE ACCESS

Pedestrian and cycle access will be from Oxford Place, via three (3) dedicated and gated access points, one of which is able to accommodate emergency vehicles if required. Additionally, given the low anticipated traffic to and from the site, pedestrian and cycle access will also be available via the two (2) vehicle ingress / egress points for a total of five (5) access points.

Each of these five potential access points is spread across the site frontage allowing ease of access for residents and staff to each of the building entries.

Accessible pedestrian pathways are provided throughout the site to access the buildings, facilities and amenities, with step-free route options.

CYCLE PARKING

Secure long-stay cycle parking for student residents is available on site with capacity for 160 bicycles within a cycle storage area at the rear of the site. The cycle storage area will be well-lit, overlooked, sheltered and secure.

Throughout the site, proximate to site entries and easily accessible, Sheffield-style stands will also be provided, for a total of 18 short-stay visitor and staff cycle parking spaces.

The locations of long-stay and short-stay cycle parking spaces are shown on **Figure 2**.

The proposed cycle parking is aligned to BREEAM Excellent requirements. BREEAM Excellent requires 1 bicycle parking space for every 2 residents, as well as 1 space per 10 members of staff. The approved scheme will accommodate up to 319 residents, requiring 160 cycle parking spaces, as well as 5 FTE staff, requiring 1 cycle parking space.

No parking rates are set out in MCC's *Manchester Core Strategy 2017-2027* for student accommodation, however, the proposed rate of cycle parking has been accepted by MCC.

VEHICLE ARRANGEMENTS

The approved development will have a negligible impact in terms of vehicle generation. The development will be car-free with the exception of four (4) accessible spaces and provision for deliveries, emergency vehicles, and student arrivals and departures. To support the car-free intent for the development, there is a focus on promoting and supporting sustainable journeys (refer to Section 04) and consideration of student move-in and move-out periods to appropriately manage potential vehicle movements (refer to Section 06).

Separate vehicle ingress and egress points are provided from Oxford Place, providing a one-way loop through the site to access the four accessible spaces for Blue Badge holders, as well as allow for deliveries, drop-offs and pick-ups. The ingress and egress points will be gated and controlled, with entry anticipated to be managed via an electronic fob and intercom system.

The accessible parking spaces will be EV-fitted and the on-site management team will be responsible for allocating and policing the use of the Blue Badge spaces.

WASTE COLLECTION

Waste collection will occur on-street, with the on-site management team moving bins from the dedicated bin storage area at the rear of the site to the temporary storage along the site frontage on collection days. Refer to **Figure 2** for the location of the primary and temporary bin storage areas, as well as the bin lorry collection point along the site frontage.

A new Traffic Regulation Order (TRO) will be required to control parking at this location to facilitate waste collection. Changes to the off-site road network are being delivered via the Section 278 process.

TRIP GENERATION

A TRICS assessment, described fully in the TS, has identified that the development may generate approximately 18 pedestrian trips and 23 public transport trips during the weekday AM peak (10:00 - 11:00) and 40 pedestrian trips and 20 public transport trips during the weekday PM peak (20:00 - 21:00). Refer to **Figure 3** and **Figure 4**.

Cycle trips are anticipated to be low according to TRICS, however the level of cycle parking and cycle initiatives outlined in Section 04 would provide an opportunity to grow the anticipated cycle mode share.

Figure 3: Mode Share by People Trips, AM Peak (10:00 - 11:00)

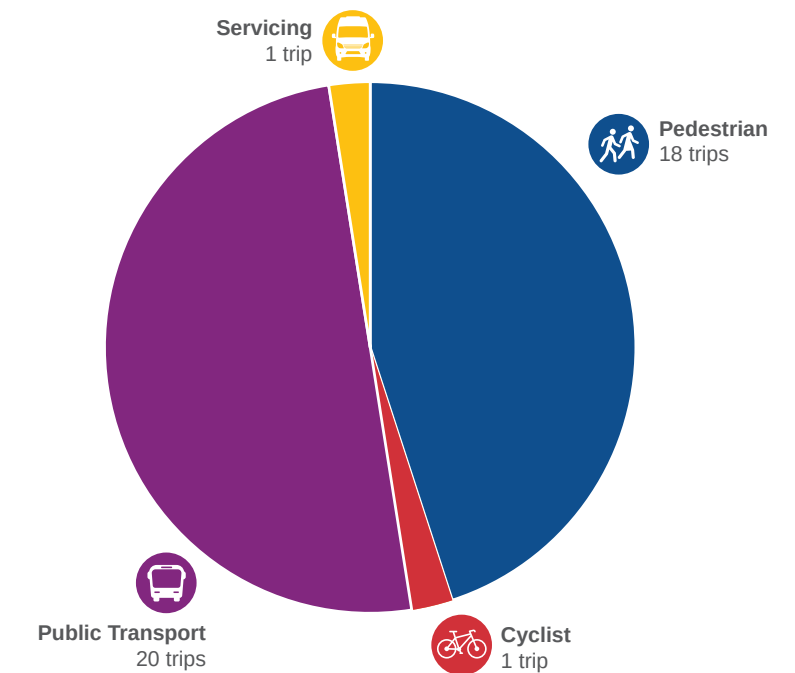
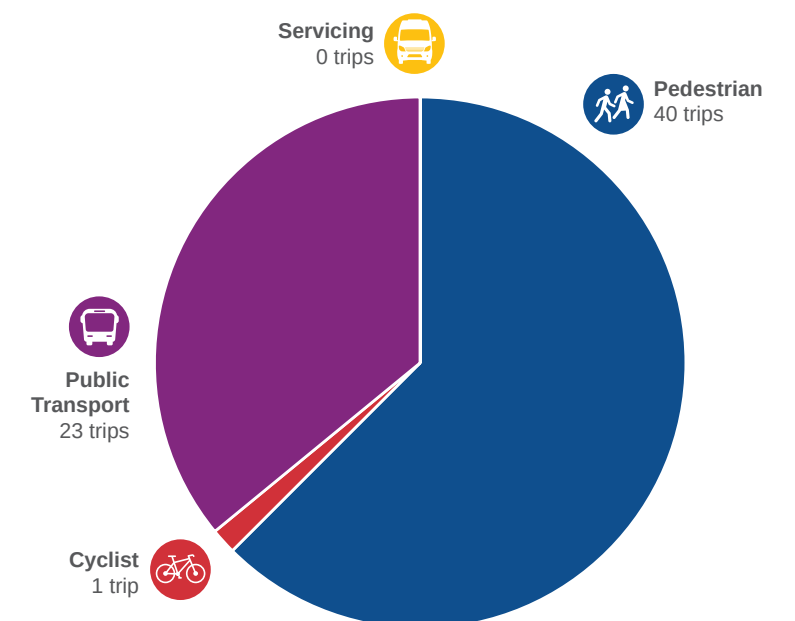


Figure 4: Mode Share by People Trips, PM Peak (20:00 - 21:00)



03

ACCESSIBILITY

This chapter sets out the context and accessibility of the approved student accommodation scheme. It also sets out the site assessment against BREEAM Tra 01 Accessibility to Amenities and the Tra 01 Public Transport AI score for the development site.

The development site is located along Oxford Place, approximately 2 kilometres south of the city centre within the Victoria Park area of Manchester. It is in proximity to the University of Manchester and Manchester Metropolitan University campuses, as well as Manchester Royal Infirmary (including teaching hospitals). The surrounding area is mixed use in nature and accommodates commercial and retail uses, education facilities, residential uses, student accommodation, healthcare, leisure uses and transport infrastructure.

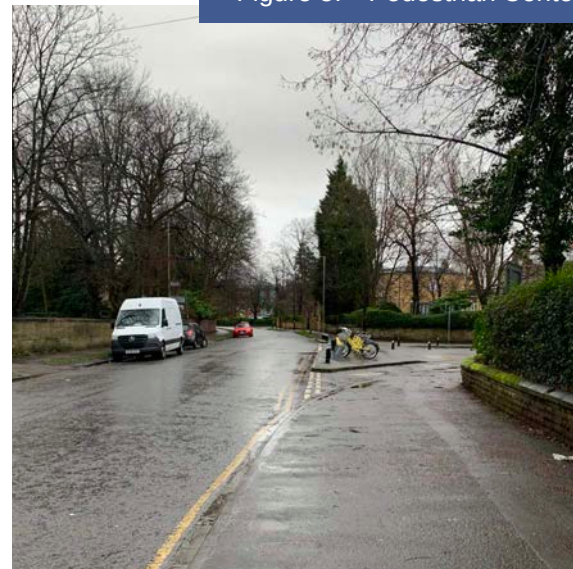
TfGM Accessibility Measure

Transport for Greater Manchester (TfGM) provide a measure of accessibility throughout Greater Manchester based on travel time and service availability to the public transport network. This is referred to as Greater Manchester Accessibility Levels (GMAL) and is a rating based system.

The GMAL rating for the site is an 8, which is the highest achievable, meaning the site is located in what TfGM assess to be one of the most accessible areas in Greater Manchester.



Figure 5: Pedestrian Context



PEDESTRIAN FACILITIES

Pedestrian access to the site will be from multiple entry points along Oxford Place. The streets surrounding the approved development are reasonably flat and have a high standard of pedestrian infrastructure, providing well-maintained footways and street lighting, as well as dropped kerbs as a minimum at each crossing point.

Oxford Road, a major north-south road within a short walk of the development site has signalised crossing facilities in multiple locations along its length. This provides controlled crossing points to access University of Manchester buildings and other local facilities, shops and services along Oxford Road (a District Centre) from the site.

A walking isochrone for the site is shown at **Figure 8** illustrating key facilities within 400, 800 and 1600 metres, or roughly 5 minutes, 10 minutes and 20 minutes walking distance. The isochrone mapping demonstrates that there is a large catchment accessible within a reasonable walking distance for future residents and staff.

Within a five minute walk are shops and services within the Oxford Road District Centre, as well as Whitworth Park. Within the District Centre along Oxford Road there are a number of supermarkets, fast food outlets, restaurants, shops, hairdressers and barbers, and pharmacies.

Within roughly 10 minutes, future residents can access the Manchester Royal Infirmary and the southern extent of the University of Manchester campuses.

Within approximately 20 minutes' walk are a range of cultural facilities (Manchester Museum, Contact Theatre, Manchester Academy); University of Manchester buildings within the Manchester Science Park; the Royal Northern College of Music; open space and recreational facilities (Birchfields Park, Platt Fields Park, Denmark Road Sports Centre); and the southern extent of the Manchester Metropolitan University campus.

Access into central Manchester is approximately 30 minutes walking distance from the development site.

CYCLE FACILITIES

The streets surrounding the site are well-equipped to provide a safe and inviting cycle experience for new residents. As well as a dedicated Bee Cycle Network Point directly across from the site on Oxford Place providing public bike rentals, there are dedicated cycle lanes along Oxford Road. These cycle lanes will provide future residents with safe and comfortable cycle access to the University of Manchester, Manchester Metropolitan University and central Manchester.

A cycle isochrone is provided at **Figure 9** and the connection between the Oxford Road cycle lane and the national cycle network is shown at **Figure 7**. The surrounding road network is subject to speed limits between 10 and 30mph contributing to safer walking and cycling environments within the vicinity of the site.

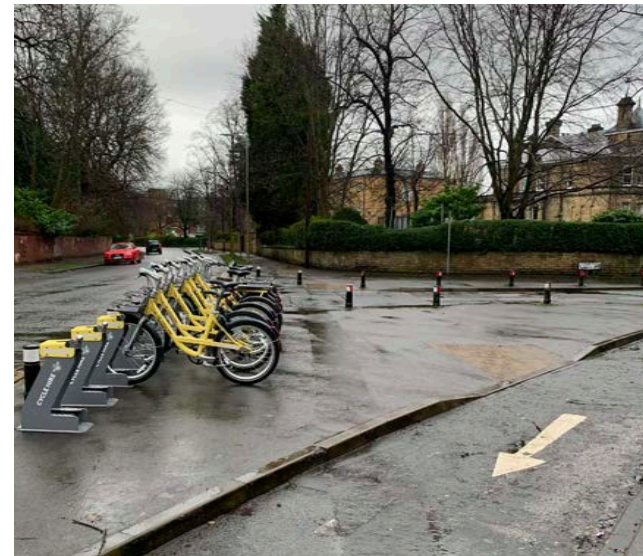


Figure 6: Cycling Context

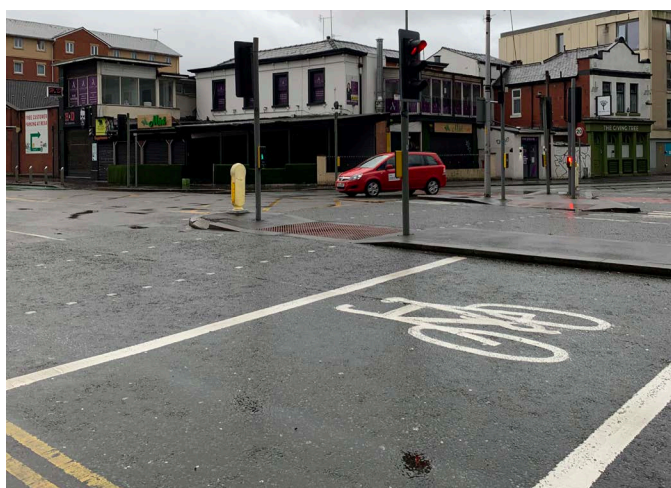
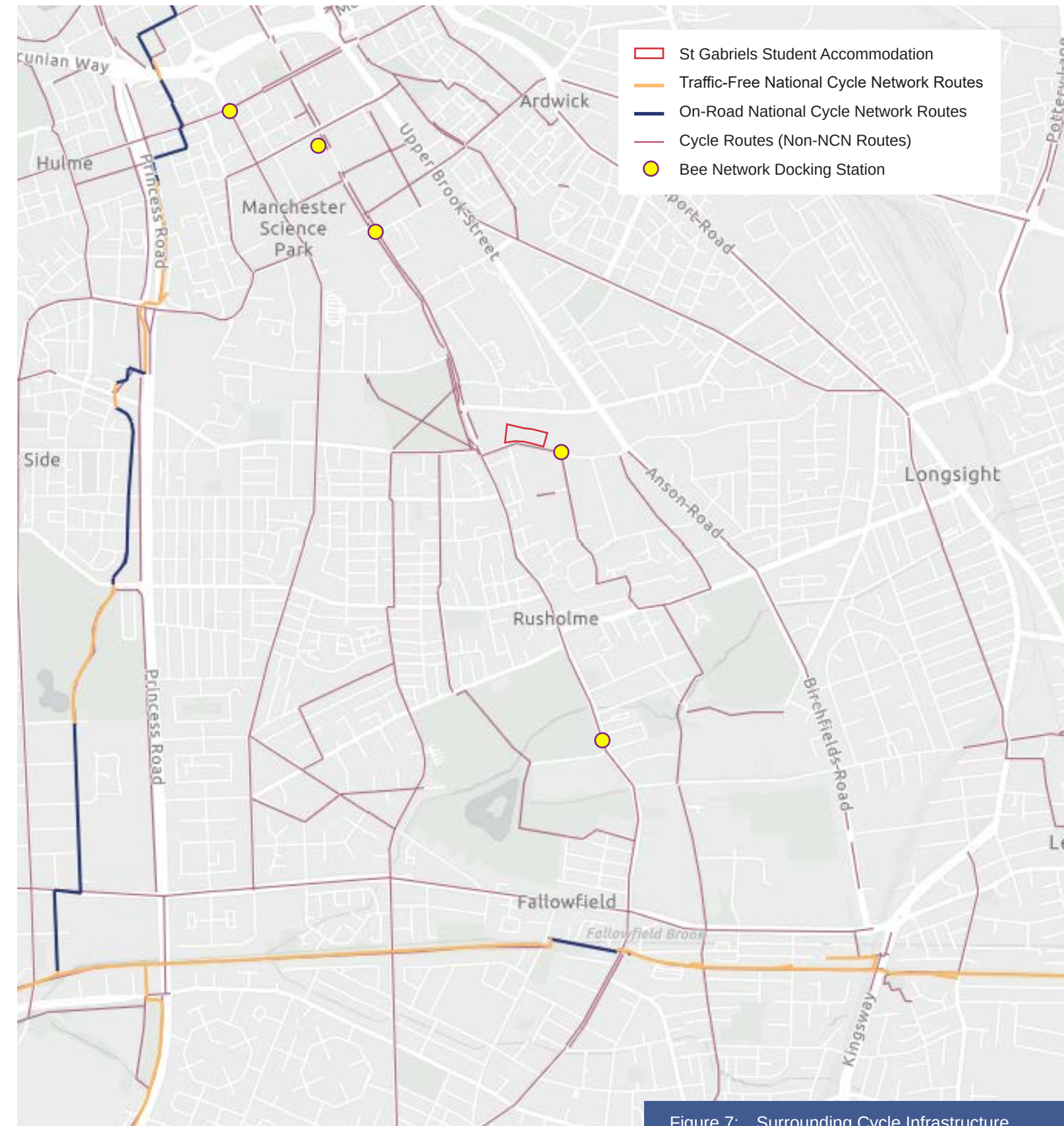


Figure 7: Surrounding Cycle Infrastructure

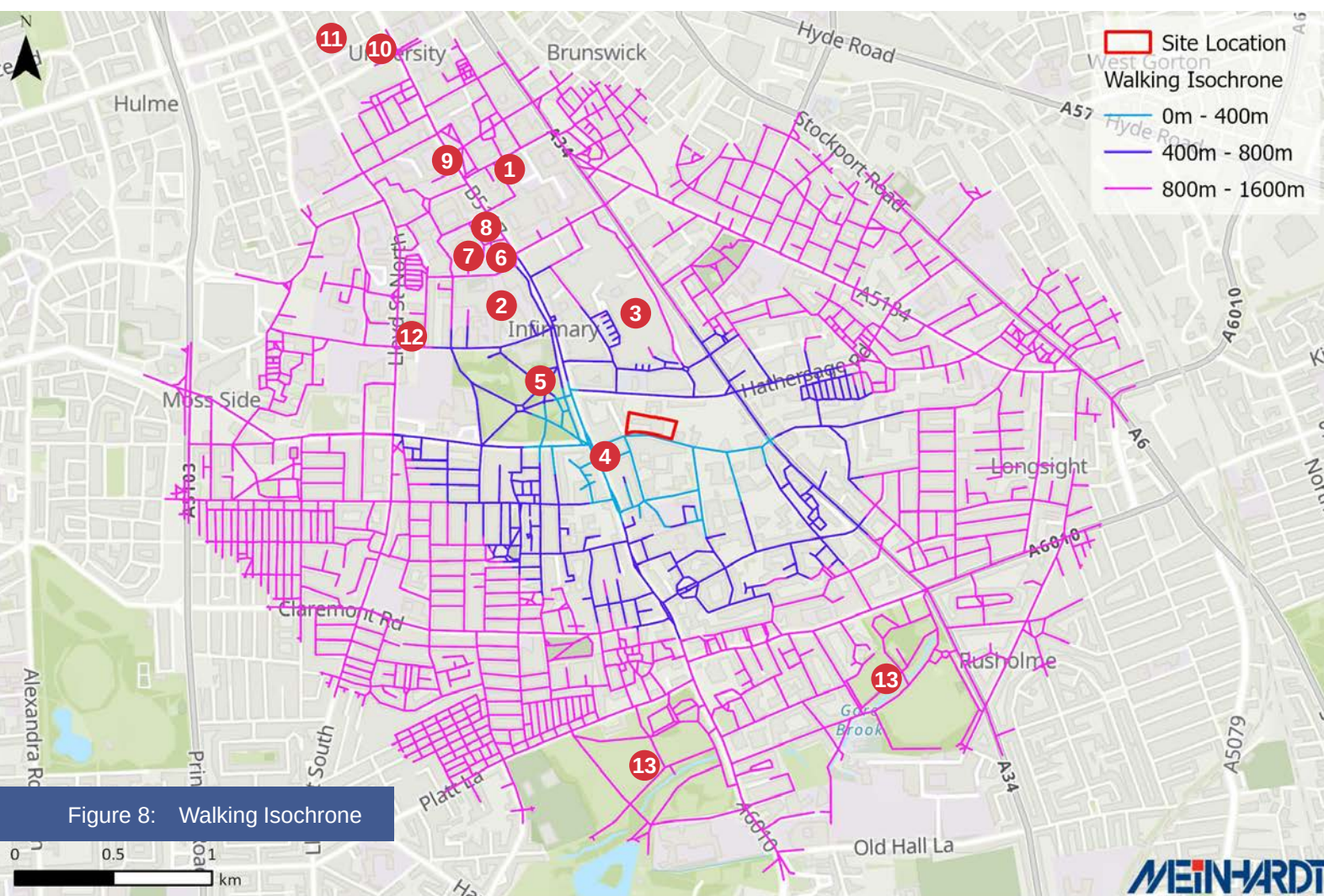
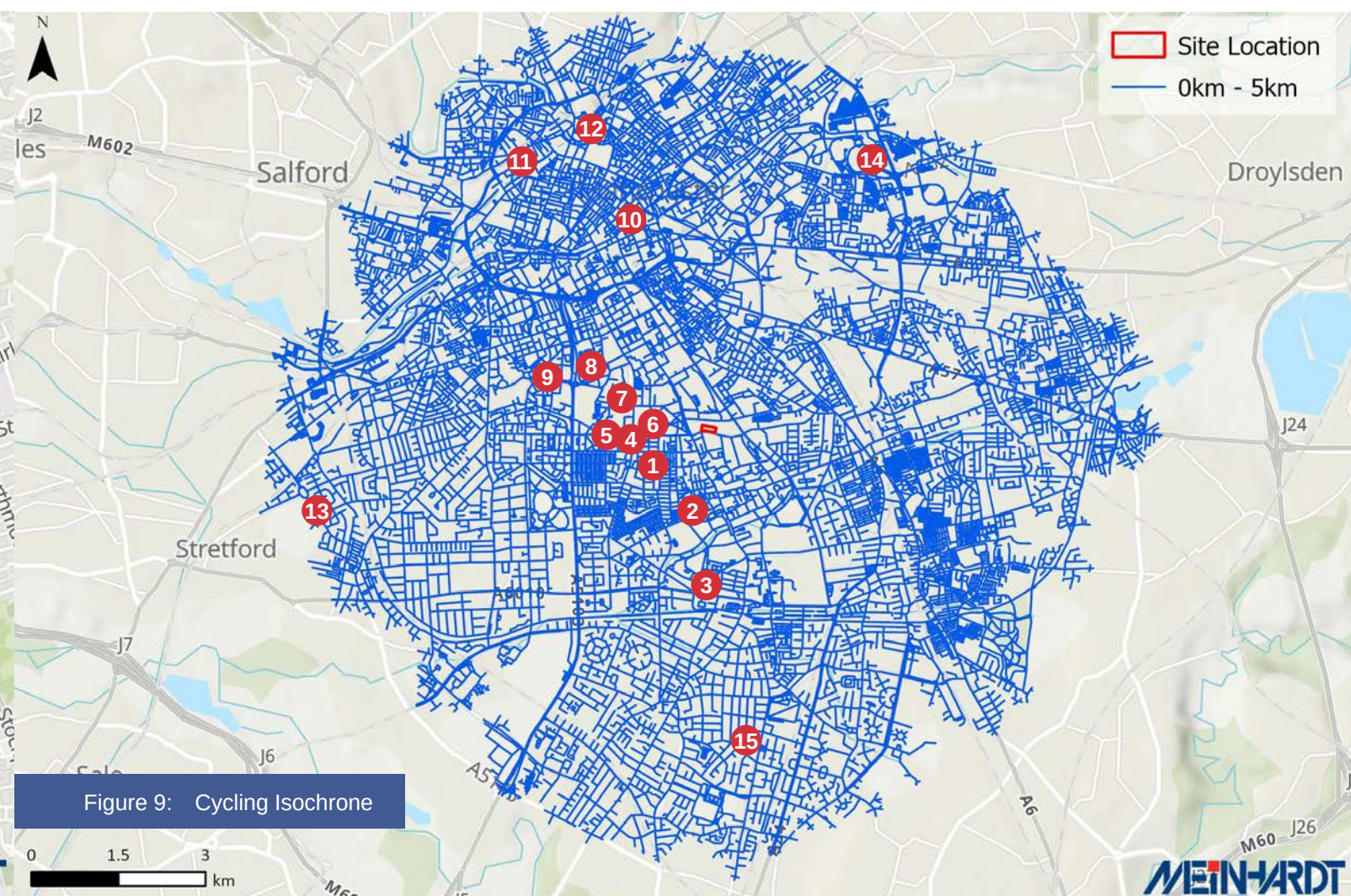
Esri, CGIAR, USGS, Transport for Greater Manchester, Sustrans

Key Facilities

- | | | |
|---|--|--|
| 1 Manchester Science Park | 6 Manchester Academy | 11 Manchester Metropolitan University |
| 2 University of Manchester | 7 Contact Theatre | 12 Denmark Road Sports Centre |
| 3 Central Manchester University Hospitals | 8 University of Manchester Student Union | 13 Birchfields Park & Community Centre |
| 4 Oxford Road District Centre | 9 Manchester Museum | 14 Platt Fields Park |
| 5 Whitworth Park & Art Gallery | 10 Royal Northern College of Music | |

Key Facilities

- | | | |
|--|--|---|
| 1 Manchester Science Park University of Manchester | 6 Manchester Aquatics Centre | 11 Salford Central Railway Station |
| 2 Manchester Royal Infirmary | 7 Manchester Oxford Road Railway Station | 12 Manchester Victoria Railway Station |
| 3 Oxford Road District Centre | 8 Central Manchester | 13 Old Trafford Cricket Ground & Stadium |
| 4 Royal Northern College of Music | 9 Deansgate Railway Station & Tram Stops | 14 Manchester Regional Arena & Etihad Stadium |
| 5 Manchester Metropolitan University | 10 Manchester Piccadilly Railway Station | 15 Fallowfield District Centre |



PUBLIC TRANSPORT

This site is well connected in terms of access to public transport services. A map of bus routes and stops is included at **Figure 10** and route details are provided at **Table 1**. The closest bus stops in each direction are located approximately 260 metres from the site on Oxford Road. Bus services along Oxford Road are excellent with many services departing approximately every 10 minutes or less during key travel periods. Bus stops on Oxford Road are sheltered and incorporate perch seating, lighting, bins and timetable information.

Residents, visitors and staff of the St Gabriels student accommodation will be able to travel from Oxford Road by bus to Manchester City Centre, Manchester Airport, Stockport, and other areas of Greater Manchester. Further connecting services are available by bus and rail from Manchester City Centre. Manchester Piccadilly Railway Station can be accessed via an approximate 18 minute journey on various services running along Oxford Road, including from stops 260 metres from the development site.

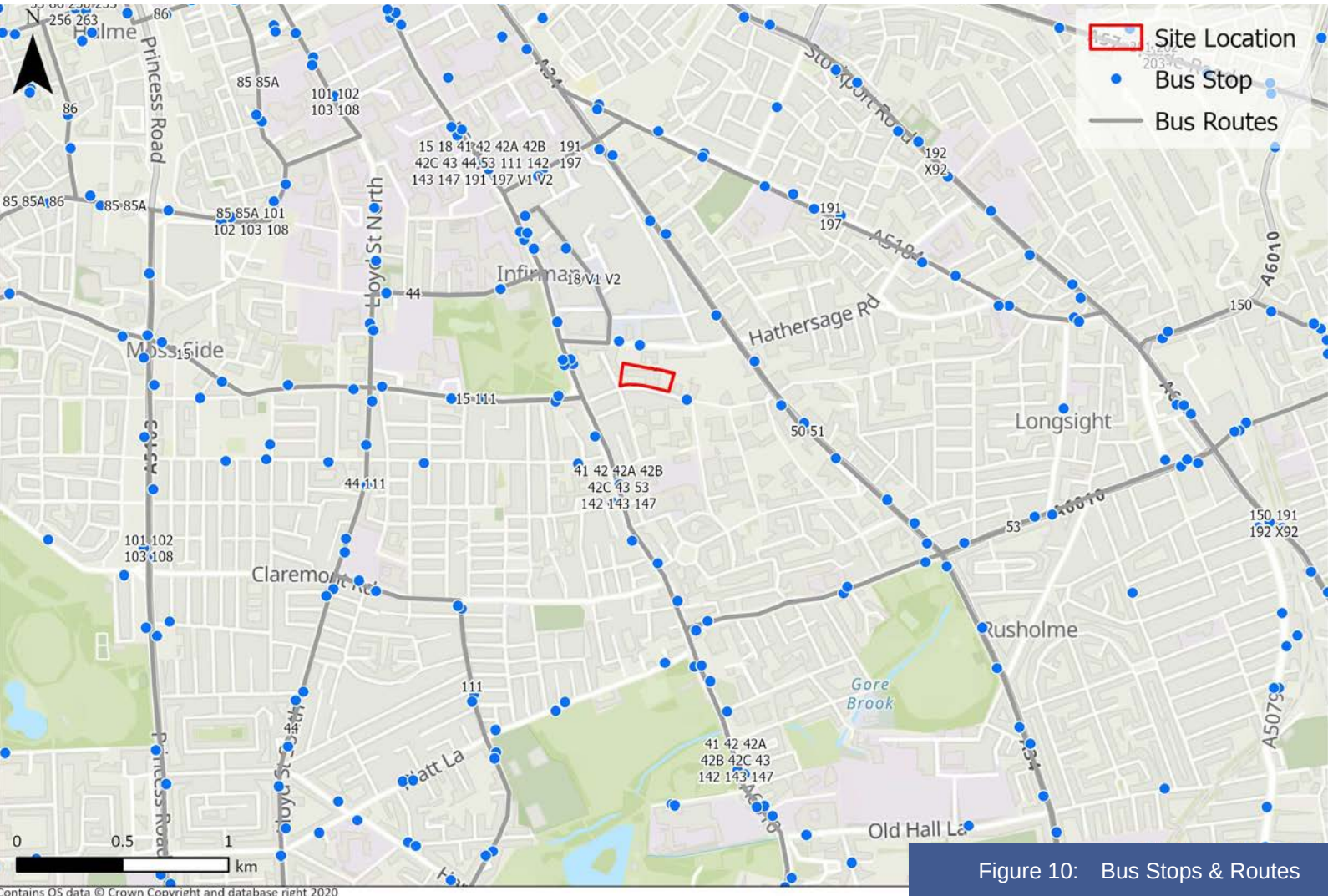


Figure 10: Bus Stops & Routes

Table 1: Proximate Bus Stops, Routes & Frequencies

Service	Bus Authority	Bus Stop (and distance from St Gabriels)	Frequency & Route Destination (services between 8:00 and 19:00)
15	Stagecoach	Outside Whitworth Park (270m)	36 services towards Piccadilly Gardens
		Opposite Whitworth Park (270m)	31 services towards Flixton
18	Go North West	Manchester Royal Infirmary (600m)	23 services towards Manchester Royal Infirmary
41	Go North West	Great Western Street (Stop K) (260m)	34 services towards Middleton
		St Mary's (Stop T) (300m)	33 services towards Sale
42	Stagecoach	Great Western Street (Stop K) (260m)	22 services towards Piccadilly Gardens
		St Mary's (Stop U) (260m)	22 services towards Stockport
42A	Stagecoach	Great Western Street (Stop K) (260m)	20 services towards Piccadilly Gardens
		St Mary's (Stop U) (260m)	19 services towards North Reddish
42B	Stagecoach	Great Western Street (Stop K) (260m)	14 services towards Piccadilly Gardens
		St Mary's (Stop U) (260m)	11 services towards Woodford
42C	Stagecoach	Great Western Street (Stop K) (260m)	11 services towards Piccadilly Gardens
		St Mary's (Stop U) (260m)	11 services towards Handforth Dean
43	Stagecoach	Great Western Street (Stop K) (260m)	64 services towards Piccadilly Gardens
		St Mary's (Stop T) (300m)	59 services towards Manchester Airport
50	Stagecoach	Anson Road / opp. Daisy Bank Road (400m)	51 services towards The Lowry
		Anson Road / near Daisy Bank Road (500m)	54 services towards East Didsbury
51	Stagecoach	Anson Road / opp. Daisy Bank Road (400m)	6 services towards The Lowry
53	Go North West	Great Western Street (Stop K) (260m)	21 services towards Pendleton
		St Mary's (Stop T) (300m)	21 services towards Cheetham Hill
111	Stagecoach	Outside Whitworth Park (270m)	58 services towards Piccadilly Gardens
		Opposite Whitworth Park (270m)	56 services towards Chorlton
142	Stagecoach	Great Western Street (Stop K) (260m)	66 services towards Piccadilly Gardens
		St Mary's (Stop U) (260m)	67 services towards East Didsbury
143	Stagecoach	Great Western Street (Stop K) (260m)	66 services towards Piccadilly Gardens
		St Mary's (Stop T) (300m)	66 services towards West Didsbury
147	Stagecoach	Great Western Street (Stop K) (260m)	22 services towards Ancoats
		St Mary's (Stop T) (300m)	21 services towards West Didsbury
742	Stagecoach	St Mary's (Stop U) (260m)	2 services towards Hulme
		St Mary's (Stop A) (260m)	2 services towards Green End
749	Stagecoach	Outside Whitworth Park (270m)	0 services towards Burnage
751	Stagecoach	Anson Road / opp. Daisy Bank Road (400m)	1 service towards Albert Square
V1	First	Manchester Royal Infirmary (600m)	46 services towards Manchester Royal Infirmary
V2	First	Manchester Royal Infirmary (600m)	13 services towards Manchester Royal Infirmary

ROAD NETWORK

Vehicular access to and egress from the site is via Oxford Place, which has a 20mph speed limit. TROs are in place along Oxford Place to safeguard existing accesses to the development site. As part of the approved development these TROs would be amended to accommodate revised access arrangements to the site.

Oxford Road, located 200 metres to the west of the site has a 30mph speed limit and is subject to bus gate controls further to the north towards Manchester City Centre. It provides a key north-south route for the city, connecting to central Manchester to the north.

CAR CLUBS & EXTERNAL PARKING

Figure 11 demonstrates the location of car hire hubs in the vicinity of the site. These facilities would give residents potential access to a car for specific journeys. The closest car club location is on Hathersage Road, an approximate 400 metres from the site access.

On-street parking is prevalent on the northern carriageway of Oxford Place as well as on surrounding streets. At present there is no parking enforcement and parking is freely available on a first-come first-serve basis, however we understand MCC is proposing a new scheme to enforce parking along Oxford Place.

Figure 11 also identifies nearby off-street car parking locations, which might be utilised on move in / move out days outside of booked time slots (dependent on relevant parking location restrictions).

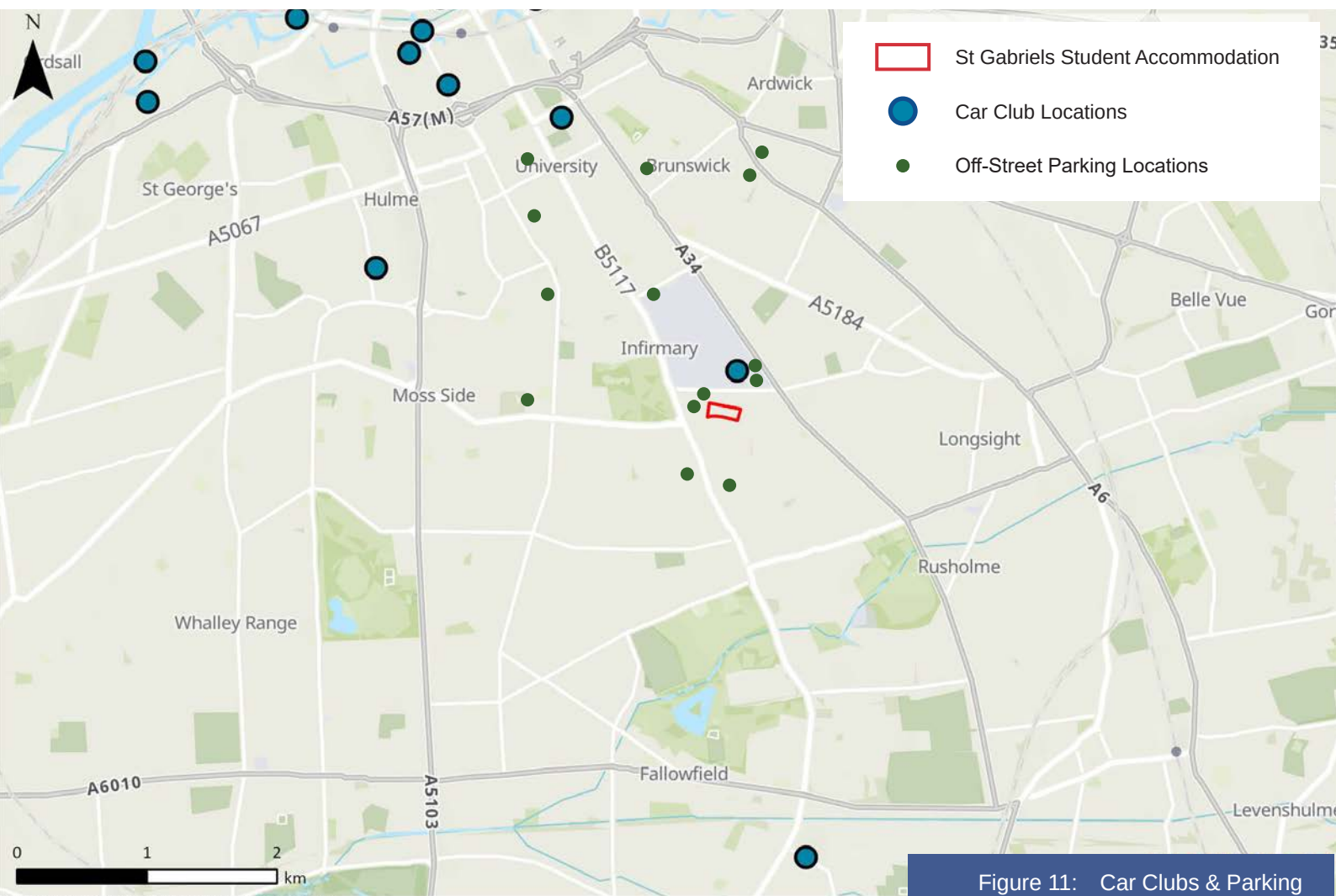


Figure 11: Car Clubs & Parking

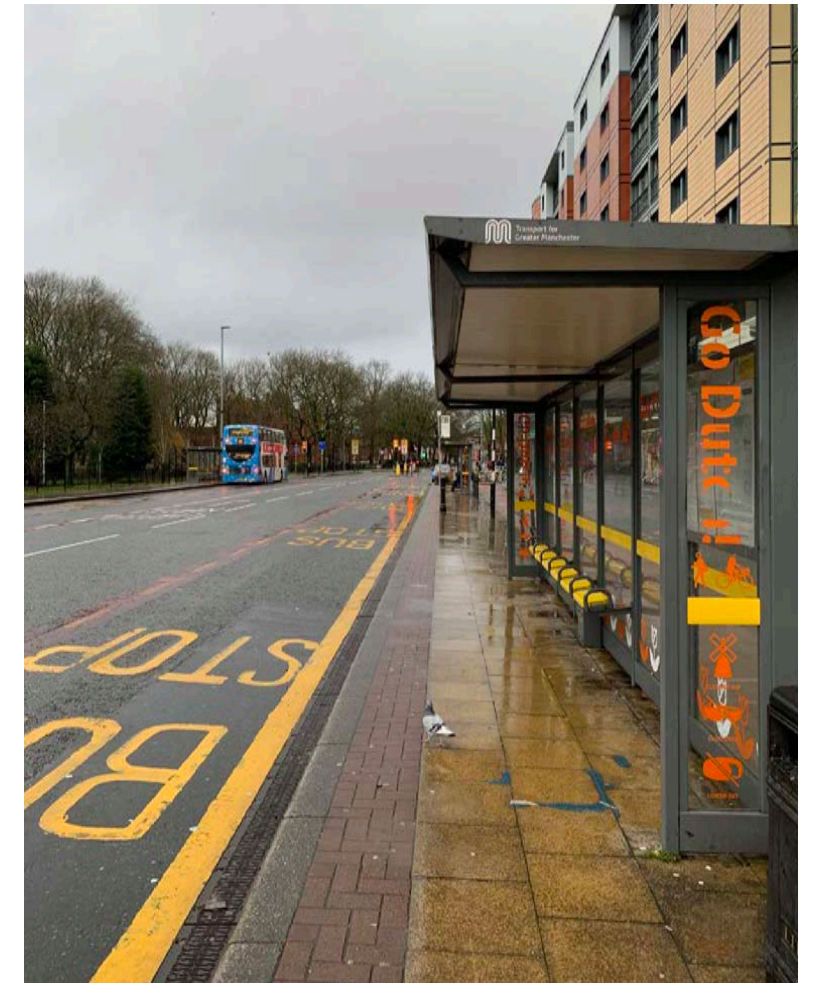
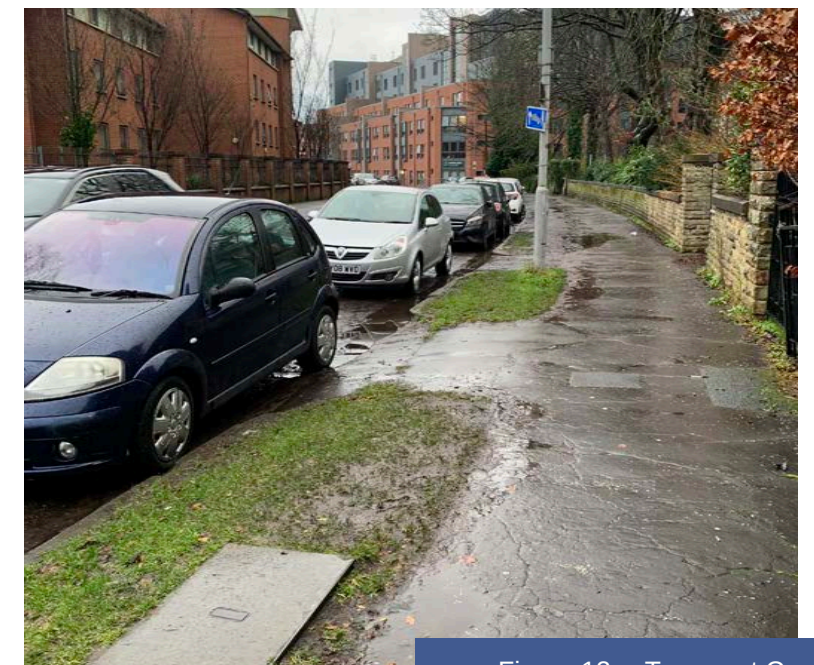


Figure 12: Transport Context

BREEAM ACCESSIBILITY TO AMENITIES

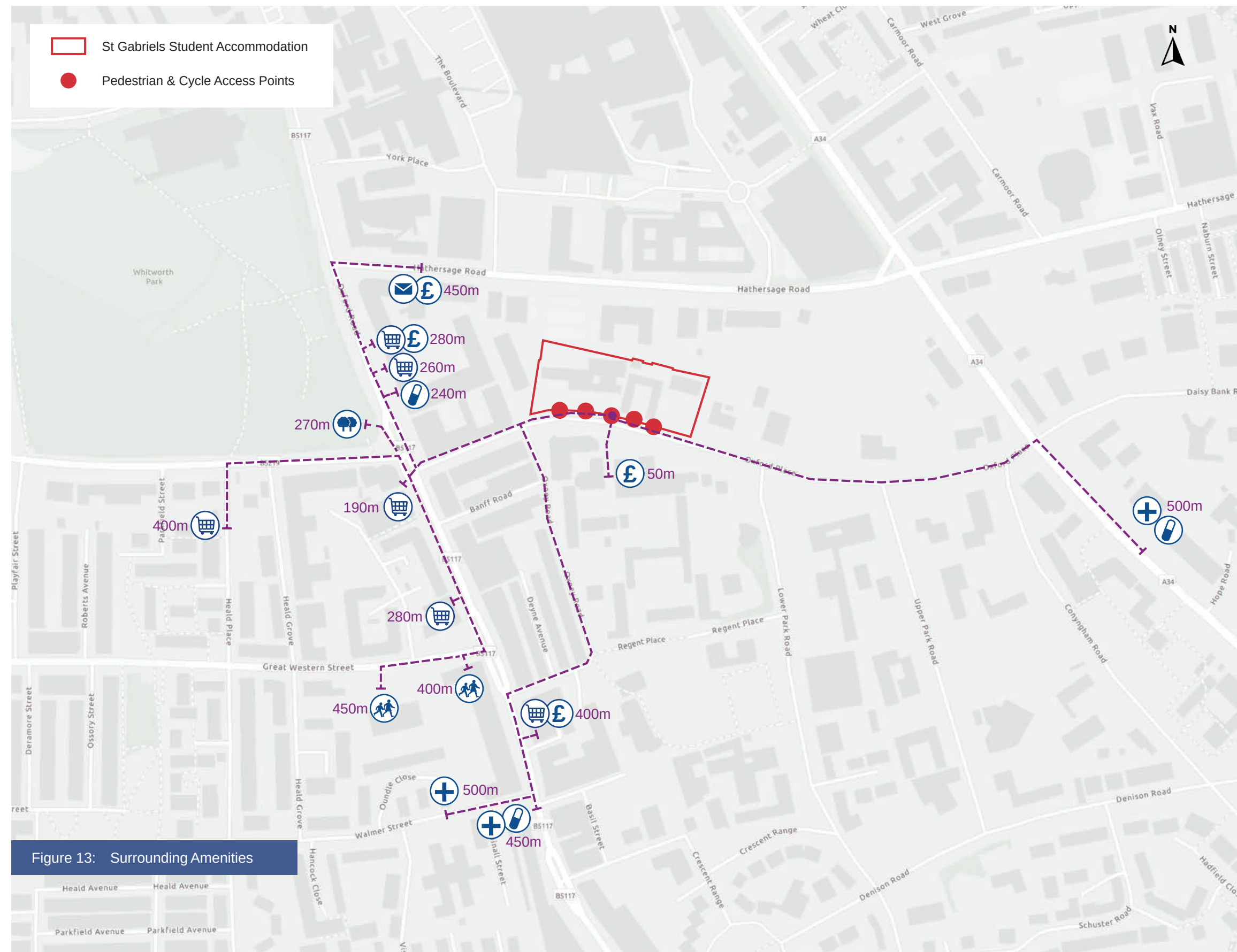
With regard to the BREEAM accessible amenities assessment (TRA 01 and Tra 02), the following key amenities are accessible within 500 metres of the development:

	Food Outlet	☒
	Access to Cash	☒
	Open Space	☒
	Recreation / Leisure for Fitness	☐
	Postal Facility	☒
	Community Facility	☐
	Pharmacy	☒
	GP Surgery / Medical Centre	☒
	Childcare / School	☒

Figure 13 demonstrates that 7 of the 9 amenities can be accessed within 500m of the access points to the approved student accommodation. The distance has been measured as the walk route between the site and associated amenities.

The walk routes between the development and all amenities include good pedestrian facilities, traffic signal controlled crossing facilities, dropped kerbs and tactile paving to ensure a safe and convenient pedestrian environment for all users.

The two facilities that are not accessible within 500 metres are recreation / leisure for fitness and community facility. The nearest recreation / leisure facility is the Denmark Road Sports Centre, approximately 950 metres walk through Whitworth Park. Although there is no community facility accessible within 500 metres of the site, it is noted that the student accommodation scheme incorporates indoor and outdoor communal space that will fulfil this function for future residents.



BREEAM PUBLIC TRANSPORT ACCESSIBILITY INDEX (AI)

The BREEAM AI score (Tra 01) is calculated on the basis of:

- the distance between the site access to each compliant transport node. A compliant transport node is defined as, *“any bus service with a stop within 650m and any railway station within 1,000m of the assessed building’s main entrance, measured via a safe pedestrian route”*.
- the type of public transport accessing the compliant public transport node.
- the average number of services stopping per hour at each compliant node during the operating hours of the building.

The characteristics of the building are relevant to ensure that the assessment undertaken is representative. In this instance, the BREEAM characteristics which affect the AI assessment are as set out in **Table 2**.

Table 2: AI BREEAM Characteristics

Characteristic	St Gabriels Student Accommodation
Building Type	Multi-Residential development
The Main Building Entrance	Multiple entrances along Oxford Place
Compliant Transport Node <i>A bus service with a stop within 650m and railway station or subway station within 1,000m with distance measured along a safe pedestrian route</i>	No railway or subway stations are accessible within 1,000 metres of the development site. There are a number of compliant transport nodes within the surrounds of the development site. Of them, nine (9) are serviced by various routes across Manchester. When only considering the most frequent route of bi-directional routes, six (6) nodes are identified and shown at Figure 14 .
Operating Hours	The building operating hours for multi-residential accommodation (08:00-19:00), as set out in BREEAM Table 7.2, have been adopted.
Average Number of Services	Across the specified operating hours (08:00-19:00), there are 1,049 bus services across 34 bus routes accessible within a 650 metre walk from St Gabriels. This averages out to 95.36 services per hour to a range of locations across Greater Manchester. The breakdown of the average number of services by route and bus stop can be found within Appendix A .

Appendix A indicates the Compliant Transport Nodes used in the AI Assessment and demonstrates that the approved development is located such that public transport accessibility for residents of the site would be excellent.

The BREEAM Compliant Transport Nodes are indicated in **Figure 14**.

The walk routes between the site and the public transport nodes include good pedestrian facilities, generally traffic signal controlled crossing facilities, dropped kerbs and tactile paving to ensure a safe and convenient pedestrian environment for all users.

The AI assessment was undertaken using the BREEAM 2018 Tra01/02 Accessibility Index Calculator, with building type, Multi-Residential Development and 6 compliant nodes.

The Accessibility Index score arising from the assessment is 16.48.

The spreadsheet used to determine the average services per hour and the BREEAM AI Calculator spreadsheet are included in **Appendix A**.

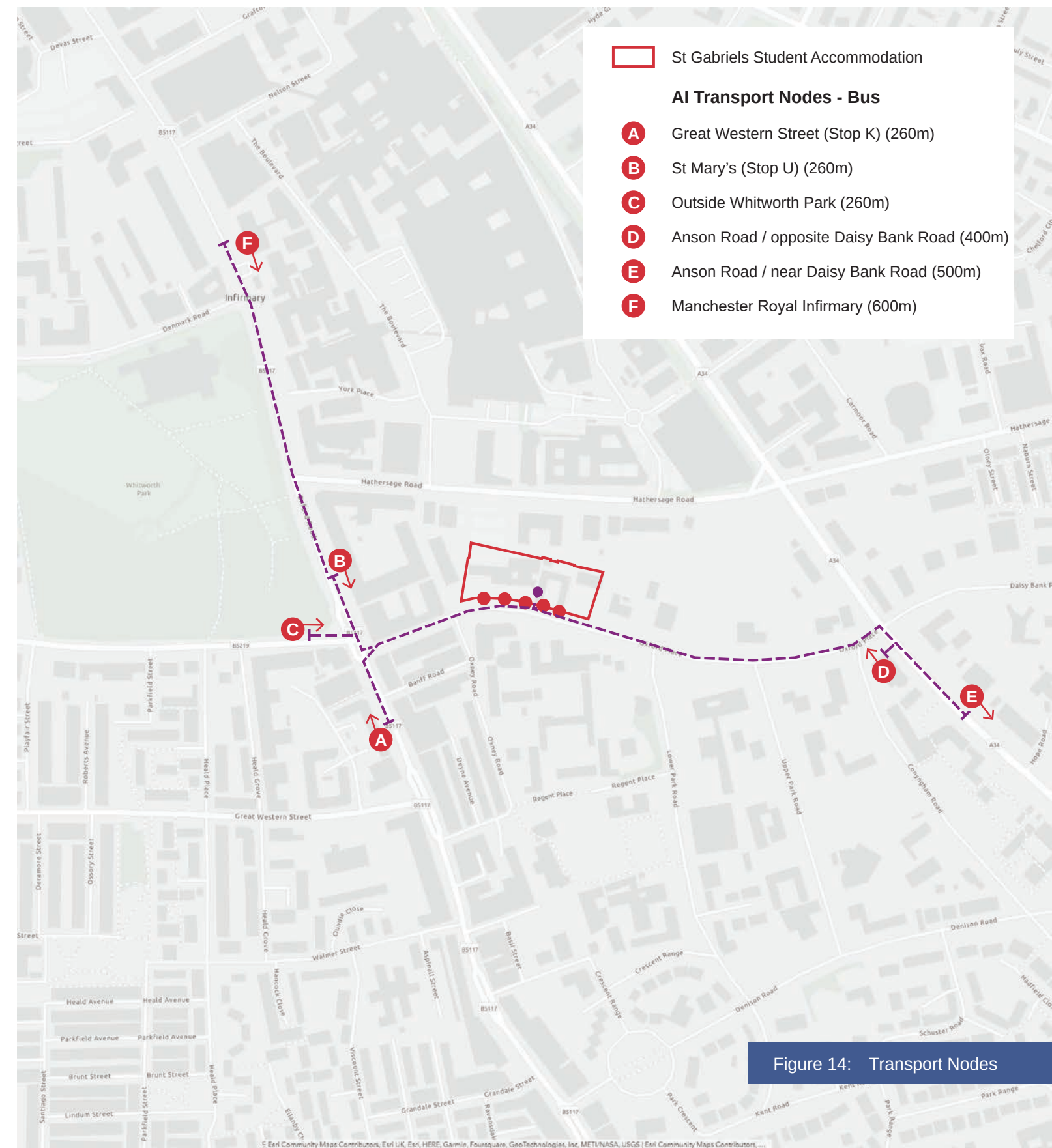


Figure 14: Transport Nodes

04

ST GABRIELS
TRAVEL PLAN

OVERVIEW

A Travel Plan (TP) is a package of measures tailored to individual developments and aimed at promoting greener, cleaner travel choices and reducing reliance on the car, particularly for single occupancy vehicle trips. They typically contain a wide range of measures, and consider walking, cycling, bus, taxi, car sharing and car parking.

A TP is essentially a 'living document' requiring monitoring, review and revision to ensure it remains relevant to the development and residents and provides continuous improvement.

This chapter sets out the:

- TP aim and objectives.
- the benefits of a TP.
- measures which will be implemented by on-site management to support sustainable travel behaviour by staff and residents.
- the strategy for monitoring and review of the TP.

AIM & OBJECTIVES

The aim of the St Gabriels TP is to raise awareness of non-private car travel options available to staff and students.

The objectives are to:

- reduce the number of trips made to and from the development by car (including taxis).
- promote and maximise journeys by sustainable modes, whether to place of education or for recreational activities such as weekend trips.
- support the on-site management team in organising resident arrival / departures at the end / start of term times to minimise transport impacts.
- monitor and manage cycling parking spaces at the development.
- support staff to travel by sustainable modes.
- monitor and manage delivery and servicing vehicle movements.
- provide information on sustainable options such as: car sharing, car clubs, taxis and parking options.

TRAVEL PLAN BENEFITS

There are a large number of benefits that could be derived from the successful implementation of a TP.

These might include:

- improved health and fitness through increased levels of walking and cycling.
- improved quality of life.
- increased flexibility offered through wider travel choices.
- cost saving opportunities.
- time saving opportunities.
- the social aspects of sharing journeys.
- a better, more amenable environment within the site and its immediate environs.
- welcoming residents, especially from overseas, with a one-stop resource to allow them to plan journeys and adjust to living and moving around a new city.

Figure 15: Proposed Development
(Source: SimpsonHaugh)



TRAVEL PLAN MEASURES

Everyone will be made aware of the TP measures so that the positive benefits can be delivered upon for staff, residents and visitors.

GENERAL MEASURES

The following measures will be implemented by on-site management to deliver the TP aim and objectives:

- appoint a Travel Plan Coordinator (TPC) and time for the TPC and staff to implement, monitor and review the TP.
- provide ongoing information and management of check in and out arrangements, including online bookings and information on the locations of nearby car parks.
- distribute a Travel Information Pack to new residents (e.g. via a QR code) to include map / plans and details showing:
 - available physical infrastructure such as cycle parking, cycle hire, cycle routes, car hire, and nearby bus stops.
 - promotional-type interventions, for example Government recommendations to take 10,000 steps a day.
 - links to bus, train and tram timetables.
 - walking distances and routes to higher education sites.
 - contact details for on-site management for any follow up questions.
- display travel information in communal areas.



Figure 16: Indicative Imagery

WALKING MEASURES

To promote walking, the following measures will be implemented:

- display in communal areas and include within Travel Information Packs, information regarding average walking times to key locations such as the University of Manchester and Manchester Metropolitan University, as well as food and beverage facilities on Oxford Road.
- display information and advice regarding safe pedestrian routes in communal areas and include within Travel Information Packs.
- maintain pedestrian friendly walking environment internal to the site.

CYCLE MEASURES

The following measures will be used to promote cycling for residents, staff and visitors:

- display information and advice concerning safe cycle routes in communal areas and within Travel Information Packs.
- support staff who cycle to work by providing changing and secure facilities and potentially implementing a cycle-to-work scheme.
- promote cycle websites within Travel Information Packs and in communal areas, including the following websites: sustrans.org; lovetoride.net; bikeweek.org.uk; beeactive.tfgm.com/cycling; and <https://tfgm.pindarcreative.co.uk>.
- implement 'hard' measures such as bicycle parking and on-site amenities as approved.
- monitor use of bicycle parking spaces to ensure resident, visitor and staff needs are met, including consideration, if warranted, for electric charge points for bicycles.

PUBLIC TRANSPORT MEASURES

Public transport will be promoted via the following measures:

- display up-to-date details of bus services, including bus stop locations, route information and service frequencies, within the approved development in communal areas and within Travel Information Packs.
- provide details of ticketing options to both staff and residents, including options for weekly, monthly or annual passes.

PRIVATE VEHICLE MEASURES

Private vehicles will be managed via the following measures:

- advance awareness raising of the accessibility of the development and its car-free nature prior to residents signing a residency agreement.
- the on-site management team will be responsible for allocating and policing the use of the four Blue Badge spaces.
- the on-site management will manage deliveries to the site, which will be controlled by the gated ingress and egress points.

IMPLEMENTATION, MONITORING & REVIEW

Table 3 sets out the proposed schedule of implementation for the TP measures, including additional monitoring and review measures. A programme of monitoring and review will generate information to evaluate and update the TP. Monitoring and review will be the responsibility of the TPC.

The monitoring measures outlined in **Table 3** incorporate both the collection of 'hard' analytical data and 'soft' data in the form of general feedback and correspondence.

The Travel Plan will be monitored yearly and updated every 5 years. The objective of the review will be to assess the success of the TP and identify potential for refinement and updating.

Table 3: Proposed TP Implementation & Monitoring Schedule

Measures / Action	First Occurrence	Frequency	Responsibility
General Measures			
Appoint a Travel Plan Coordinator (TPC) and time for the TPC and staff to implement, monitor and review the Travel Plan.	On occupancy	Ongoing	TPC / on-site management
Provide ongoing information and management of check in and out arrangements, including online bookings and information on the locations of nearby car parks.	Prior to first occupancy	Ongoing	On-site management
Distribute a Travel Information Pack to new residents (e.g. via a QR code) to include map / plans and details showing: <ul style="list-style-type: none"> available physical infrastructure such as cycle parking, cycle hire, cycle routes, car hire, and nearby bus stops. promotional-type interventions, for example Government recommendations to take 10,000 steps a day. links to bus, train and tram timetables. walking distances and routes to higher education sites. contact details for on-site management for any follow up questions. 	On occupancy	Ongoing	TPC
Display travel information in communal areas.	On occupancy	Ongoing	TPC
Walking Measures			
Display in communal areas and include within Travel Information Packs, information regarding average walking times to key locations such as the University of Manchester and Manchester Metropolitan University, as well as food and beverage facilities on Oxford Road.	On occupancy	Ongoing	TPC
Display information and advice regarding safe pedestrian routes in communal areas and include within Travel Information Packs.	On occupancy	Ongoing	TPC
Maintain pedestrian friendly walking environment internal to the site.	Prior to first occupancy	Ongoing	Contractor / TPC / on-site management
Cycle Measures			
Display information and advice concerning safe cycle routes in communal areas and within Travel Information Packs.	On occupancy	Ongoing	TPC
Support staff who cycle to work by providing changing and secure facilities and potentially implementing a cycle-to-work scheme.	Prior to first occupancy	Ongoing	Contractor / TPC / on-site management

Measures / Action	First Occurrence	Frequency	Responsibility
Promote cycle websites within Travel Information Packs and in communal areas, including the following websites: sustrans.org ; lovetoride.net ; bikeweek.org.uk ; beeactive.tfgm.com/cycling ; and https://tfgm.pindarcreative.co.uk .	On occupancy	Ongoing	TPC
Implement 'hard' measures such as bicycle parking and on-site amenities as approved.	Prior to first occupancy	Ongoing	Contractor / TPC / on-site management
Monitor use of bicycle parking spaces to ensure resident, visitor and staff needs are met, including consideration, if warranted, for electric charge points for bicycles.	Within 3 months of occupancy	Ongoing	TPC / on-site management
Public Transport Measures			
Display up-to-date details of bus services, including bus stop locations, route information and service frequencies, within the approved development in communal areas and within Travel Information Packs.	On occupancy	Ongoing	TPC
Provide details of ticketing options to both staff and residents, including options for weekly, monthly or annual passes.	On occupancy	Ongoing	TPC
Private Vehicle Measures			
Advance awareness raising of the accessibility of the development and its car-free nature prior to residents signing a residency agreement.	Prior to first occupancy	Ongoing	On-site management
The on-site management team will be responsible for allocating and policing the use of the four Blue Badge spaces.	On occupancy	Ongoing	On-site management
The on-site management will manage deliveries to the site, which will be controlled by the gated ingress and egress points.	On occupancy	Ongoing	On-site management
Monitoring Measures			
Survey the travel patterns of staff and residents during the first three months of the development to inform an updated Travel Plan that will be submitted to MCC.	Within 3 months of occupancy	Ongoing	TPC / on-site management
Monitor the level of usage of cycle parking on-site on an ongoing basis, considering resident, staff and visitor needs, and assess demand for additional cycle parking, including potential EV charge points for bicycles.	Within 3 months of occupancy	Ongoing	TPC / on-site management
Record comments received from management and residents related to the operation and implications of the Travel Plan.	On occupancy	Ongoing	TPC
As part of any satisfaction surveys conducted by management, residents will be asked about their travel patterns, whether they require any specialised support (e.g. mobility concerns), and general feedback on amenities such as bicycle parking and travel information and advice provided by management.	TBD	Ongoing	TPC
Prepare an Annual Monitoring Report on a yearly basis recording information gathered.	1 year after occupancy	Annually	TPC
Implement remedial measures and update the Travel Plan as relevant in response to feedback and data gathered.	TBD	Ongoing	TPC / on-site management

SUMMARY

The future operator is committed to delivering this TP in accordance with Condition 23 of the development approval.

The TP is a working document and the measures included within this document are not exhaustive. The appointed TPC will be free to investigate other potential initiatives in light of particular circumstances when the approved development becomes operational and as monitoring actions are undertaken.

The approved development is seeking to achieve BREEAM 'Excellent'. As documented in the BREEAM UK Construction Technical Manual Tra 01: Transport Assessment and Travel Plans, TP measures should meet specific criterion to adhere with BREEAM requirements, or provide a reasoning as to why these have not been considered. **Section 05** provides a check list of measures covered.

Additionally, and in compliance with Condition 23 of the development approval, within six months of the first use of the development, a revised TP, taking into account information about travel patterns gathered from the residents of the scheme, will be submitted to MCC.



Figure 17: Indicative views of Oxford Place
(Source: SimpsonHaugh)



05

BREEAM
ASSESSMENT

This chapter sets out the BREEAM criterion Tra 01 and Tra 02 and assessment of the development and its accessibility against the criteria, along with the resultant achievable Credits.

TRA 01 TRANSPORT ASSESSMENT & TRAVEL PLAN (2 CREDITS AVAILABLE)

Table 4 details the BREEAM criteria for TRA 01 and how these have been addressed for the development. **Table 5** sets out assessment against the TRA 01 criteria for Travel Plans.

The assessment demonstrates that Tra 01 has been satisfied through the submission and acceptance of the TS and the preparation and commitment to implement a TP, thus 2 BREEAM Credits are achieved.

TRA 02 SUSTAINABLE TRANSPORT MEASURES (10 CREDITS AVAILABLE)

Table 6 summarises the BREEAM criteria for Tra 02. **Table 7** shows sustainable transport measures, the points available and the points achieved for St Gabriels. The development achieves 8 sustainable transport measure points, when this is cross-referenced with **Table 8**, this provides 8 BREEAM Credits for the development.

SUMMARY

Combining the Credits for Tra 01 (2 credits) and Tra 02 (8 credits) gives a total of 10 Credits. These will be combined with Credits for other aspects of the development with the objective to secure 'Excellent' status.

Table 4: Tra 01 Transport Assessment & Travel Plan Assessment

BREEAM Criteria	Status	
Criterion 1		
No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form	Transport Statement completed and accepted by MCC, including a draft framework travel plan.	✓
Criterion 2		
The site-specific travel assessment (or statement) shall cover as a minimum:		
a: If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.	Not relevant, existing buildings on site are vacant.	N/A
b: Predicted travel patterns and transport impact of future building or site users.	Transport Statement completed and accepted by MCC, including trip generation chapter detailing predicted travel patterns. Transport impact of the approved development has been determined to be negligible and non-detrimental and the existing sustainable transport network can accommodate additional walking, cycling and public transport trips.	✓
c: Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.	Transport Statement completed and accepted by MCC, including accessibility chapter detailing current local environment for pedestrians and cyclists. This is also described within Section 03 of this report.	✓
d: Reporting of the number and type of existing accessible amenities, within 500m of the site.	Included within Section 03 of this report.	✓
e: Disabled access accounting for varying levels and types of disability, including visual impairment.	Transport Statement completed and accepted by MCC. Accessible parking is provided within the approved development, as are accessible and step-free pedestrian routes throughout the site.	✓
f: Calculation of the existing public transport AI	Included within Section 03 of this report, the calculated score is 16.48.	✓
g: Current facilities for cyclists.	Transport Statement completed and accepted by MCC, including details of current facilities for cyclists.	✓
Criterion 3		
Following a transport assessment (in accordance with the requirements) develop a site-specific travel plan that provides a long term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Section 04 of this report sets out the TP for St Gabriels student accommodation.	✓
Criterion 4		
If the occupier is known, involve them in the development of the travel plan.	The developer has been involved in the development of the TP and are committed to the implementation and monitoring of the Plan.	✓
Criterion 5		
Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	The developer has been involved in the development of the TP and are committed to the implementation and monitoring of the Plan.	✓

Table 5: Tra 01 Travel Plan Measures

Travel Plan Measures		
Negotiation with local bus, train or tram companies an increase in the local service provision for the development	Not applicable as the anticipated people trips associated with the development are negligible compared to the capacity and service frequency of Manchester's public transport network.	N/A
Provision of a public transport information system in a publicly accessible area	Will be provided within the communal areas of the development	✓
Provision of electric recharging stations	Each of the four accessible parking spaces will be EV-fitted. If demand warrants, charge points for residents to charge bicycles will be provided, this will be monitored as part of the TP.	✓
Provision of parking priority spaces for car sharers	Not applicable as the development is car free, with the exception of provision for accessible parking.	N/A
Consultation with the local authority on the state of the local cycling network and on improvements	The TS and subsequent planning approval have not identified the need for any discussion or thus improvements to the cycle network	✓
Provision of dedicated and convenient cycle storage	Included as part of the development – 160 safe and secure spaces are to be provided for long-stay parking, and 18 spaces are to be provided for short-stay cycle parking.	✓
Provision of cyclists' facilities	As residents using a bicycle will be able to shower and change in their own flat such facilities have been provided. Staff bathrooms can be utilised for changing.	✓
Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas	Addressed as part of the planning submission and agreed with the local authority.	✓
Restrictions or charging for car parking	Car parking available on site will be restricted to Blue Badge holders, with the exception of move in and move out days where it may be temporarily utilised to allow for student arrivals and departures.	✓
Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes	The development scheme provides high-quality infrastructure and amenity for cyclists and pedestrians.	✓

Table 6: Tra 02 Sustainable Transport Measures Assessment

BREEAM CRITERIA		Summary
1 (Pre-requisite)	Achieve criteria 3-5 in the Tra 01 Transport assessment and travel plan credit.	✓
2	Identify the sustainable transport measures	See Table 7
3	Award credits according to the existing Accessibility Index of the project, and the total number of points achieved for the options implemented as per the following table	See Table 8

Table 7: Sustainable Transport Measures Assessment

Option	Required Measures	Status	Points Available	Points Achieved
1	The existing AI calculated in Tra 01 achieves the following: <ul style="list-style-type: none"> ≥ 4 for prison or MOD sites, rural location sensitive buildings, and other building group 3 ≥ 8 for all other building types 	The AI shown in the previous chapter illustrates as score of 16.48.	1	1
2	Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development OR Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions OR Provide a dedicated service, such as a bus route or service	Not applicable as the anticipated people trips associated with the development are negligible when compared to the capacity and service frequency of Manchester's public transport and the high AI score associated with the development.	2	0
			3	0
			3	0
3	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities.	Information (signposting) will be provided within the communal areas of the development	1	1
Private Transport Measures				
4	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development.	The four (4) accessible parking spaces provided will be EV-fitted.	1	1
5	Set up a car sharing group or facility to facilitate and encourage building users to car share. Raise awareness of the sharing scheme with marketing and communication materials. Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development. Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	This is a predominantly car-free development so these measures are not applicable.	1	0

Option	Required Measures	Status	Points Available	Points Achieved
Active Travel Measures				
6	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it. Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	The TS and subsequent planning approval have not identified the need for any discussion or thus improvements to the cycle network	2	0
7	Install compliant cycle storage spaces to meet the minimum levels.	The minimum level of cycle parking for student residences as per BREEAM is 1 space for 10 staff and 1 space for every 2 residents. For St Gabriels this equates to 1 space for staff and 160 spaces for residents. Thus a minimum of 161 spaces. 178 spaces are proposed (160 long stay and 18 short stay) thus meeting this minimum requirement.	1	1
8	Option 7 has been achieved. Provide at least two compliant cyclists' facilities for the building users, (including pupils where appropriate to the building type) – see for the scope of each compliant facility: <ul style="list-style-type: none">• Showers• Changing facilities• Lockers• Drying spaces.	For residents these facilities will be provided within their individual flats (showers, changing facilities, storage, drying spaces), for staff will be able to use staff bathrooms for changing.	1	1
Existing Amenities				
9	At least three existing accessible amenities are present	7 of the 9 amenities are present within 500m of the development as described in Section 03.	1	1
Enhanced Amenities				
10	Ensure a minimum of one new accessible amenity OR	The approved development will incorporate internal and external communal areas for future residents, providing a community facility for future residents and thus providing one new accessible amenity.	2	2
	Ensure more than one new accessible amenity		3	0

Option	Required Measures	Status	Points Available	Points Achieved
Alternative Transport Options				
11	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Although the TP for St Gabriels incorporates a range of measures, review of these by BRE is not being sought at this time.	1-3	0
Points Achieved				8

Table 8: BREEAM Credits Available based on AI Assessment

AI < 25 points	AI ≥ 25 & < 40 (urban centre) points	AI of ≥ 40 points	Credits
1	1		1
2		1	2
3	2		3
4		2	4
5	3		5
6	4	3	6
7	5		7
8	6	4	8
9	7	5	9
10	8	6	10
CREDITS: 8 BREEAM CREDITS			

06

MOVE IN / MOVE OUT STRATEGY

An overview of the proposed 'move in / move out' strategy for the St Gabriels student accommodation scheme was included within the TS submitted to MCC during development assessment. It has been expanded and refined and is provided below.

BACKGROUND

With the exception of servicing and deliveries, vehicle trips are anticipated to be primarily generated at the start and end of the university year when students move into and out of the accommodation facility.

The majority of students are anticipated to arrive across a 2 or 3 weekend period during September prior to commencement of the academic year. This could equate to roughly 50 to 80 students arriving per weekend day, though it is likely some residents would arrive during the week.

The move out period will be staggered, as courses and exams are completed at varying times, and will be less intensive than the move in period, with departures likely spread across a longer date period.

PRIOR TO ARRIVAL

To help manage the arrival process the following information will be disseminated:

- Information promoting the car-free principles of the development provided to residents as part of the residency agreement process.
- Travel Information Packs provided to residents prior to arrival, including information about sustainable travel options and nearby parking.
- Residents arriving by car will be made aware of traffic and parking restrictions in the surrounding area.
- As a high percentage of residents may be arriving from overseas and outside of Manchester, travel arrangements from airports and railway stations will also be detailed to help them plan their journeys including details on taxi firms and bus services which connect directly to the airport (e.g. Stagecoach Route 43, Black Cab Taxis, StreetCars).
- Information on the booking and arrival processes that will need to be adhered to if arriving by car / van.

BOOKING PROCESS

Each resident moving in will be able to either book a specific time slot or nominate preferred time slots (e.g. specific days of the week / times) for allocation by the management team. The booking / nomination system will be online to allow ease of organisation and amendment.

Time slots are likely to be for a 20-minute time period, during which residents will be able to access the site directly by vehicle, if applicable. Residents with disabilities will be able to make this clear at booking stage and will be allocated a longer check in period or, if they have a Blue Badge, allocated one of the dedicated on-site spaces. Due to the unforeseen circumstances associated with international travel, students arriving from overseas will be provided a greater level of flexibility in their move in time slot.

UPON ARRIVAL

During the 20-minute period, residents may use the dedicated in / out vehicle access arrangement from Oxford Place. Once they have unloaded their vehicle they will be required to move the vehicle off site, e.g. to an on or off-road public parking facility (refer to **Figure 11**).

MANAGEMENT

The on-site management team will be responsible for managing these procedures. They may allocate longer time slots if necessary and will also support with rearranging time slots as needed. They will be on site to ensure the process runs smoothly and additional staff may also be on site on busier moving days to aid residents and help to manage the arrival process.

The online booking system will help to ensure arrival times are not congested, thereby minimising impact on Oxford Place and the surrounding road network.

Students arriving outside of their time slot, or without a time slot, will be turned away by management staff.

MOVE OUT PERIOD

For residents moving out, similar procedures will be in place with residents requiring vehicle access booking or nominating preferred time slots to allow for access to the dedicated in / out vehicle access arrangement from Oxford Place. However as mentioned, the move out period is likely to be more staggered and less intensive.

07

SUMMARY & CONCLUSIONS

Meinhardt (UK) Ltd has been commissioned by McLaren Property to prepare this report in support of a student accommodation development comprising of 319 units at St Gabriels, Oxford Place, Manchester. The purpose of the report is to:

- discharge part of Development Condition 23.
- discharge Development Condition 28.
- address [BREEAM Tra 01 and Tra 02](#).

Consent for the development was granted in March 2023 (Council reference: 135278/FO/2022), with a Transport Statement (TS) prepared, submitted and assessed to support the planning application.

CONDITION 23 & CONDITION 28

This report will be submitted to MCC prior to first occupancy of the student accommodation to discharge the first part of Condition 23 (Travel Plan) and to discharge Condition 28 (Move In / Move Out Strategy).

BREEAM TRA 01 & TRA 02

BREEAM Tra 01 and Tra 02 considerations are incorporated throughout this report, including calculation of the public transport Accessibility Index (AI) score for the development (Section 03); the Travel Plan for the scheme (Section 04); identification of sustainable travel measures incorporated into the development (Section 05); and BREEAM assessment tables (Section 05).

This report sets out that the following BREEAM Credits are achievable.

- Tra 01 Transport Assessment and Travel Plan – 2 Credits. 2 Credits have been achieved through the production of the TS and this Travel Plan.
- Tra 02 Sustainable Transport Measures – 10 Credits are available, this report demonstrates that given the nature of the development 8 Credits are achieved. This includes for a fairly high score of 16.48 for the public transport Accessibility Index afforded by the location of the development in proximity to a variety of frequent public transport services.

NEXT STEPS

Combining the Credits for Tra 01 and Tra 02 gives a total of 10 Credits. These will be combined with Credits for other aspects of the development with the objective to secure 'Excellent' status.

A revision of the TP included within this report will be submitted to MCC within six months of the first use of the development in accordance with the second part of Condition 23.

Figure 18: Proposed Development (Source: SimpsonHaugh)



APPENDIX A

ACCESSIBILITY DATA

Table 1 - St Gabriels Student Accommodation - BREEAM Public Transport Accessibility Information

Transport Node	Type	Location of Node	Distance	Services	Service Number	Destination	Route	Number of Services	Number of Services per hour	Peak Direction
			(m)					(08:00-19:00)	(11 hours)	
A	Bus	Great Western Street (Stop K)	260	1	41	to Middleton	Go North West	34	3.09	Y
				2	42	to Piccadilly Gardens	Stagecoach	22	2.00	Y
				3	42A	to Piccadilly Gardens	Stagecoach	20	1.82	Y
				4	42B	to Piccadilly Gardens	Stagecoach	14	1.27	Y
				5	42C	to Piccadilly Gardens	Stagecoach	11	1.00	Y
				6	43	to Piccadilly Gardens	Stagecoach	64	5.82	Y
				7	53	to Pendleton	Go North West	21	1.91	Y
				8	142	to Piccadilly Gardens	Stagecoach	66	6.00	N
				9	143	to Piccadilly Gardens	Stagecoach	66	6.00	Y
				10	147	to Ancoats	Stagecoach	22	2.00	Y
B	Bus	St Mary's (Stop U)	260	1	42	to Stockport	Stagecoach	22	2.00	N
				2	42A	to North Reddish	Stagecoach	19	1.73	N
				3	42B	to Woodford	Stagecoach	11	1.00	N
				4	42C	to Handforth Dean	Stagecoach	11	1.00	N
				5	142	to East Didsbury	Stagecoach	67	6.09	Y
				6	742	to Hulme	Stagecoach	2	0.18	Y
-	Bus	St Mary's (Stop A)	260	1	742	to Green End	Stagecoach	2	0.18	N
C	Bus	Outside Whitworth Park	260	1	15	to Piccadilly Gardens	Stagecoach	36	3.27	Y
				2	111	to Piccadilly Gardens	Stagecoach	58	5.27	Y
				3	749	to Burnage	Stagecoach	0	0.00	N
-	Bus	Opposite Whitworth Park	270	1	15	to Flixton	Stagecoach	31	2.82	N
				2	111	to Chorlton	Stagecoach	56	5.09	N
-	Bus	St Mary's (Stop T)	300	1	41	to Sale	Go North West	33	3.00	N
				2	43	to Manchester Airport	Stagecoach	59	5.36	N
				3	53	to Cheetham Hill	Go North West	21	1.91	N
				4	143	to West Didsbury	Stagecoach	66	6.00	N
				5	147	to West Didsbury	Stagecoach	21	1.91	N
D	Bus	Anson Road / opposite Daisy Bank Road	400	1	50	to The Lowry	Stagecoach	51	4.64	N
				2	51	to The Lowry	Stagecoach	6	0.55	Y
				3	751	to Albert Square	Stagecoach	1	0.09	Y
E	Bus	Anson Road / near Daisy Bank Road	500	1	50	to East Didsbury	Stagecoach	54	4.91	Y
F	Bus	Manchester Royal Infirmary	600	1	18	to Manchester Royal Infirmary	Go North West	23	2.09	Y
				2	V1	to Manchester Royal Infirmary	First	46	4.18	Y
				3	V2	to Manchester Royal Infirmary	First	13	1.18	Y

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type

No. nodes required

NODE 1

Public transport type	Bus								
Distance to node (m)	260								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	3.09	2	1.82	1.27	1	5.82	1.91	6	

NODE 2

Public transport type	Bus								
Distance to node (m)	260								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	6.09	0.18							

NODE 3

Public transport type	Bus								
Distance to node (m)	260								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	3.27	5.27							

NODE 4

Public transport type	Bus								
Distance to node (m)	400								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	0.55	0.09							

NODE 5

Public transport type	Bus								
Distance to node (m)	500								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	4.91								

NODE 6

Public transport type	Bus								
Distance to node (m)	600								
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	
Average frequency per hour	2.09	4.18	1.18						

Accessibility Index 16.48



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