



University of Manchester: The Relocation
of The Limes, Fallowfield Campus

BREEAM Framework Travel Plan

For University of Manchester

Date *24 October 2024*

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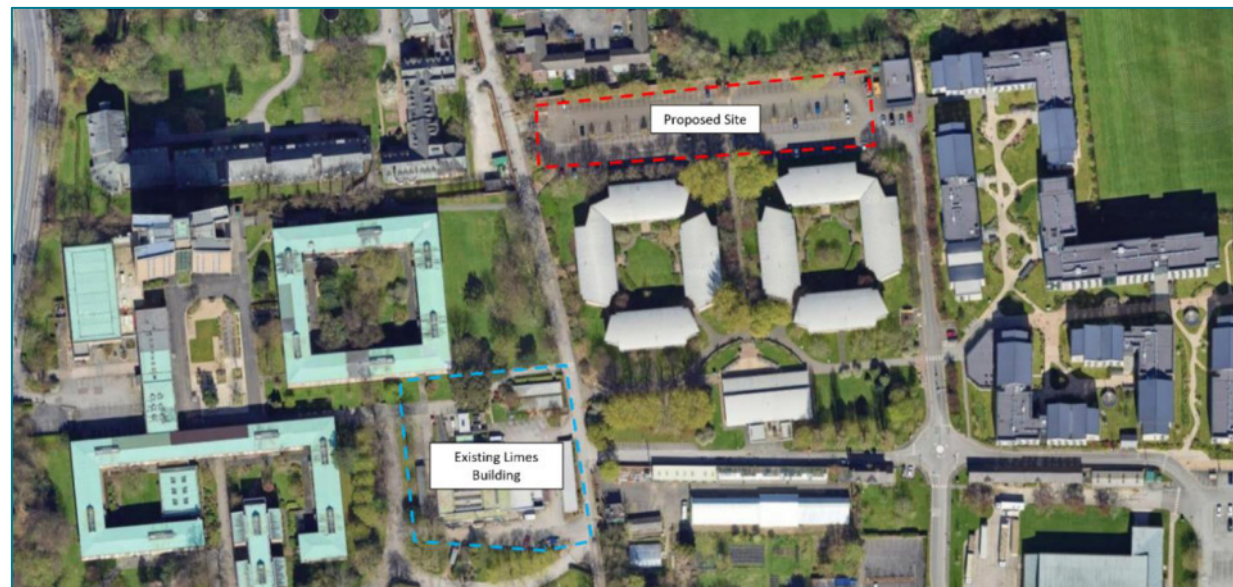
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1. Introduction

1.1 Background

- 1.1.1 Hydrock have been commissioned by the University of Manchester to support the relocation of the Limes Building within the University of Manchester's Owens Park Campus. The building will move from its current setting to an area used for car parking adjacent to the campus' energy centre.
- 1.1.2 The proposed development will combine the University's Catering Central Processing Unit (CPU), Maintenance Services Unit (MSU) Environmental Services Unit (ESU) and Residences Team to form a facility consisting of facility management stores and workshops, catering facilities, staff workspaces and storage facilities.
- 1.1.3 The proposal will also include associated parking, servicing and landscaping. The relocation of the site will not result in an increase in staff numbers.
- 1.1.4 The site is located within Manchester's Owens Park Campus, approximately 4.9km (by bike) from Manchester City Centre. The proposed site will be accessed from Whitworth Lane and Chancellors Way. The site falls under the jurisdiction of Manchester City Council [MCC].
- 1.1.5 The current and proposed location of the Limes Building is presented in **Figure 1.1**.

Figure 1.1: Site Location



Source: Google Earth ©

1.2 Travel Plan Status

- 1.2.1 This Travel Plan has been provided as a BREEAM Framework Travel Plan to fulfil the BREEAM requirements. A Full Travel Plan [FTP] can be prepared at a later stage. The end occupier of the site will be under the University of Manchester.
- 1.2.2 A FTP can be devised for the development following occupation once an initial travel survey has been undertaken and the travel behaviour of employees has been established. This BREEAM Framework Travel Plan can form the basis of the FTP for the development. This FTP will be provided to Manchester City Council [MCC] following completion.

1.3 Travel Plan Objective

- 1.3.1 The Travel Plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:
- » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of travel to the car;
 - » Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health, etc.); and
 - » Contain car parking demand.

1.4 Structure of Report

- 1.4.1 Following this introductory section:
- » Section 2 considers the transport policy and accessibility context;
 - » Section 3 assesses the sustainability of the site;
 - » Section 4 outlines the development proposals
 - » Section 5 describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
 - » Section 6 outlines how the Travel Plan will be managed;
 - » Section 7 outlines the aim, objectives and targets of the travel plan; and
 - » Section 8 provides an action plan and marketing strategy for the travel plan.

2. Transport Policy Context

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a transport access strategy for the proposed development, it is necessary to review both local and national transport planning guidance.
- 2.1.2 The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in December 2023 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 108 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 109 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 116).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Priority should be given to walking, cycling and public transport movements; conflicts between vehicles and vulnerable road users should be minimised through effective layout design.
- 2.2.7 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services. This TA considers the accessibility of the site by all modes and proposes a layout and access strategy that seeks to maximise the use of sustainable modes.

2.3 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

- 2.3.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessments and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.
- 2.3.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.4 Manual for Streets [MfS]

- 2.4.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.
- 2.4.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:
 - » Place;
 - » Movement;
 - » Access;
 - » Parking; and
 - » Drainage and utilities.
- 2.4.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.
- 2.4.4 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.
- 1.1.1 In section 3 – the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1**:

Table 2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	Pedestrians
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

2.5 Guidelines for Providing for Journeys on Foot

- 2.5.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.1 of the document) sets out the acceptable walking distances in various contexts:

Table 2:2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.6 Places for Everyone (PfE) - Adopted in March 2024

- 2.6.1 The Places for Everyone Plan was adopted by nine of the Greater Manchester Authorities, including Manchester City Council in March 2024, covering the period between 2022 and 2039. In relation to transport, the Plan aims to deliver connectivity by ensuring both an integrated and accessible transport system. It is supported by the Transport 2040 Delivery Plan.
- 2.6.2 Objective 6 surrounds promoting the sustainable movement of people, goods and information, where it is stated that the Plan will help enhance the existing transport network, focus new development within 800m of sustainable transport hubs and ensure new development is designed to encourage and enable active and sustainable travel. This objective also aims to expand the existing transport network to facilitate new areas of sustainable and inclusive growth.
- 2.6.3 Policies contained in the Places for Everyone Plan that are applicable to the proposed development is Policy JP-C8.
- Policy JP-C8 – Transport requirements of new development*
- 2.6.4 The policy states that new developments will be required to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.
- 2.6.5 The above policy aims to achieve by the following:

- » Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should
 - a. be direct, safe and convenient;
 - b. connect to nearby facilities, employment areas, public transport stops; and
 - c. improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;
- » Making adequate car parking provision, including for disabled drivers and passengers
- » Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand.
- » Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use, and for workplaces, where appropriate providing:
 - a. Showers, changing facilities and lockers for cyclists and walkers;
 - a. Pool or hire bikes for use by occupiers; and
 - b. Information in advance about facilities to visitors;

- » Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.

2.7 Greater Manchester Transport Strategy (2040)

- 2.7.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan (GMLTP4). Building on its own 2040 Vision, the Strategy provides detail on the priority interventions needed to deliver that Vision. The document highlights several key objectives relevant to the application site:
- » Reducing the need to travel by car, and the distance travelled.
 - » Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.
 - » Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes e.g the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.
 - » Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.
- 2.7.2 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high-density residential development within proximity to the city core and associated public transport infrastructure.

2.8 The Bee Network

- 2.8.1 The Bee Network is *Greater Manchester's vision to deliver a joined-up London-style transport system, with buses* beginning to be integrated in 2023. The vision is set to integrate buses, trams, cycling, walking and rail under one umbrella, allowing for seamless sustainable accessibility across the Greater Manchester region. The network will aim to result in a cheaper but more effective system for those looking to travel by public transport. Using the network will be easy via the Bee Network app, which operates using a contactless fares system similar to that used in London.

Bus

- 2.8.2 Following direct pressure from Greater Manchester [GM], the Bus Services Act 2017 was introduced and gave mayors of city-regions the power to introduce a bus franchising scheme in their local area. In March 2021, Greater Manchester Mayor Andy Burnham decided to introduce a franchised network as the best way to improve local bus services in Greater Manchester. This has meant that bus services within Greater Manchester have begun to join the Bee Network, with the first buses coming under local control in Bolton and Wigan, as well as parts of Bury, Salford and Manchester. The aim is to bring all bus services within GM under local control by 2025 as part of the Bee Network, which ties in with other existing public transport. Routes and timetables will eventually be set by Transport for Greater Manchester for the entire city fleet of yellow buses.

Trains

- 2.8.3 At the time of writing, the Bee Network is focused on bringing all local bus services under local control but in 2025, contactless payment trials on local train services from Stalybridge to Manchester Victoria; and Glossop to Manchester Piccadilly will be undertaken. These trials will lead to the eventual goal of having local trains joining the Bee Network by 2030. This will also coincide with the full integration of cycle hire services also and allow for cycle and train travel to become more cohesive and encourage more linked, multi-modal trips.

2.9 Manchester Core Strategy

- 2.9.1 Manchester's Core Strategy was adopted in July 2012 is the key Development Plan Document in the Local Plan. It sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.
- 2.9.2 Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation'. The transport related policies are summarised below.

Policy T1 - Sustainable Transport

- 2.9.3 The policy states the council's aim to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport. The Council will support proposals that:
- » "Improve choice by developing alternatives to the car.
 - » Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
 - » Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
 - » Improve pedestrian routes and the pedestrian environment.
 - » Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
 - » Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
 - » Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
 - » Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
 - » Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
 - » Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 - » 1. Pedestrians and disabled people
 - » 2. Cyclists, public transport

- » 3. Commercial access
- » 4. General off-peak traffic
- » 5. General peak time traffic"

Policy T2 - Accessible Areas of Opportunity and Need

- 2.9.4 The Council will actively manage the pattern of development to ensure that new development:
- » "Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections
 - » Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic employment sites including:
 - » Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
 - » Links within East Manchester to employment locations, Central Park and Eastlands in particular.
 - » Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
 - » Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
 - » Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.
 - » Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:
 - » District Centres
 - » Areas not within the City Centre or District Centres
 - » The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.
 - » Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues."

2.10 Manchester City Council Parking Standards

- 2.10.1 Appropriate parking standards are recommended by the City Council for all new developments to reflect demand and simultaneously encourage alternative travel choices. The parking standards for the site can be found within the Manchester Core Strategy 2012-2027 report and are presented below in **Table 2.3**.

Table 2:3: Manchester Parking Standards

Land Use	Maximum Number of Car Parking Spaces	Minimum Number of Spaces Required for:	Cycles (Citywide)
	Areas not within the City Centre or District Centre	Disabled People's Parking as % of total (citywide)	
		Up to 200 in total	
B2: General Industry	1 space per 45sqm	Individual bays for each disabled employee plus 2	1 space per 450sqm minimum of 2 spaces

Source: Manchester City Council (MCC) Core Strategy

- 2.10.2 The council recognises the need to promote sustainable travel and as such the parking standards aim to reflect current demand whilst striving to limit overprovision and discourage out of town developments.
- 2.10.3 Consistent with Policy T2 of the Core Strategy, the proposed parking provision should be sufficient to satisfy demand, while simultaneously acting as a mechanism for demand management and encouraging sustainable travel behaviour.

2.11 Summary

- 2.11.1 The above policy review summaries both local and national transport policies relevant to the proposed development site. As such it sets out the context in which the proposed development needs to be compliant.
- 2.11.2 The proposed development will be designed to satisfy the key objectives within NPPF by being able to promote more sustainable transport choices and reduce reliance on travel by private car.
- 2.11.3 Access on foot, cycle and public transport is discussed in the following section of this report.

3. Sustainable Accessibility

3.1 Choice of Transport Modes

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the development by sustainable modes of transport, appropriate travel plan measures can be identified to promote these modes.
- 3.1.2 To assist the assessment of accessibility, the 2011 Consensus: Method of Travel to Work data for the Manchester O26 area (E02001070) has been used to ascertain the current percentage of travel by each mode, as shown in **Table 3.1**.

Table 3.1: Manchester O26 (E02001070)

Mode	Percentage %
Bus, minibus or coach	32%
Driving a car or van	30%
On foot	15%
Work mainly at or from home	8%
Passenger in a car or van	5%
Bicycle	4%
Train	2%
Underground, metro, light rail, tram	1%
Taxi	1%
Other method of travel to work	1%
Motorcycle, scooter or moped	0%
Total	100%

Source: Census 2011

3.2 Access on foot

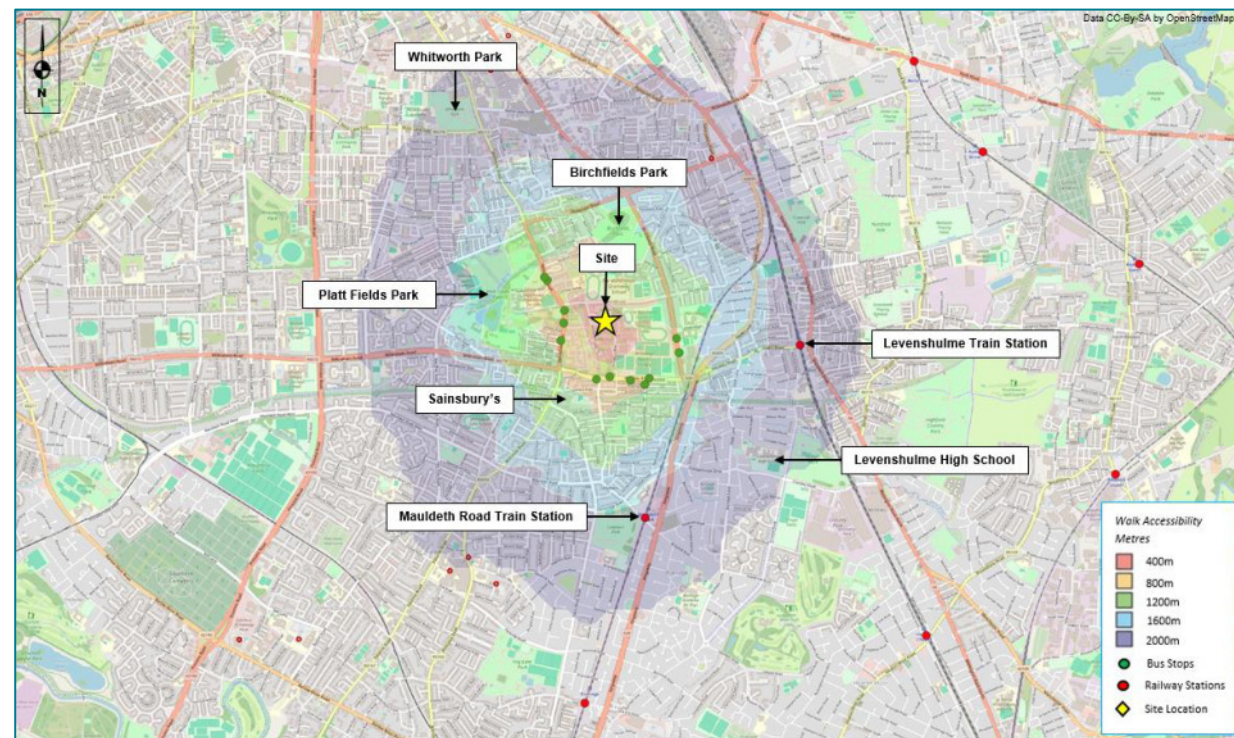
- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

- 3.2.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 3.2.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.
- 3.2.5 The location of development is within reach of the public transport network and is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

3.3 Current Local Environments for Walkers

- 3.3.1 The local highway network facilitates pedestrian movements through pedestrian footpaths measuring approximately 1.7m on Whitworth Lane (leading south from Old Hall Lane). However, these increase to approximately 4-metres-wide as they approach the B5093 Moseley Road due to Whitworth Lane becoming a shared pedestrian footpath. On Old Hall Lane there are approximately 2-metre-wide footpaths present on both sides of the highway, with a further 1m grass verge providing further safety to pedestrians. There are similarly sized 2-metre-wide footpaths present on Chancellors Way. On Moseley Road there are at least 3-metre-wide shared footpaths present on both sides of the road.
- 3.3.2 There are also pedestrian crossing points available along the surrounding highway network, with signalised pedestrian crossing points along Moseley Road and Old Hall Lane.
- 3.3.3 **Figure 3.1** below provides an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full 2km walking catchment is provided within Figure 1 of **Appendix B**.

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.3.4 As shown in **Figure 3.1**, there are a number of bus stops located within 800m of the development. The proximity of the development to the local bus network provides significant opportunities for pedestrians to travel further afield.
- 3.3.5 The nearest bus stop is located approximately 500m to the west of the site along the A6010 Wilmslow Road. This stop provides access to a large number of services, which is operated by Greater Manchester's Bee Network (detailed in Section 2.8 above). There are further stops located along Moseley Road Approximately 500m - 600m south of the site. These offer further travel opportunities. Similar to the nearest stops on Wilmslow Road, all of the services from these stops are operated by the Bee Network.
- 3.3.6 There are a number of local amenities accessible within 2km of the proposed development site. The following is a list of a few of the available local amenities in the surrounding local area:
- » The Gym Group - circa 400m from the site;
 - » 256 Wilmslow Road Public House - circa 600m from the site;
 - » One Stop Shop - circa 650m from the site;
 - » Bodey Medical Centre - circa 750m from the site;
 - » Sainsbury's (ATM present) - circa 900m from the site;
 - » Fallowfield Medical Centre - circa 900m from the site;
 - » Birchfields Park - circa 1.1km from the site;
 - » Lulu Mcr (supermarket) - circa 1.2km from the site;
 - » Levenshulme Train Station - circa 1.7km from the site;
 - » Mauldeth Road Train Station - circa 1.8km from the site; and
 - » Aldi Supermarket - circa 2.0km from the site;

- 3.3.7 In summary, the site is accessible on foot, which will reduce the requirement for employees and visitors to make short car journeys

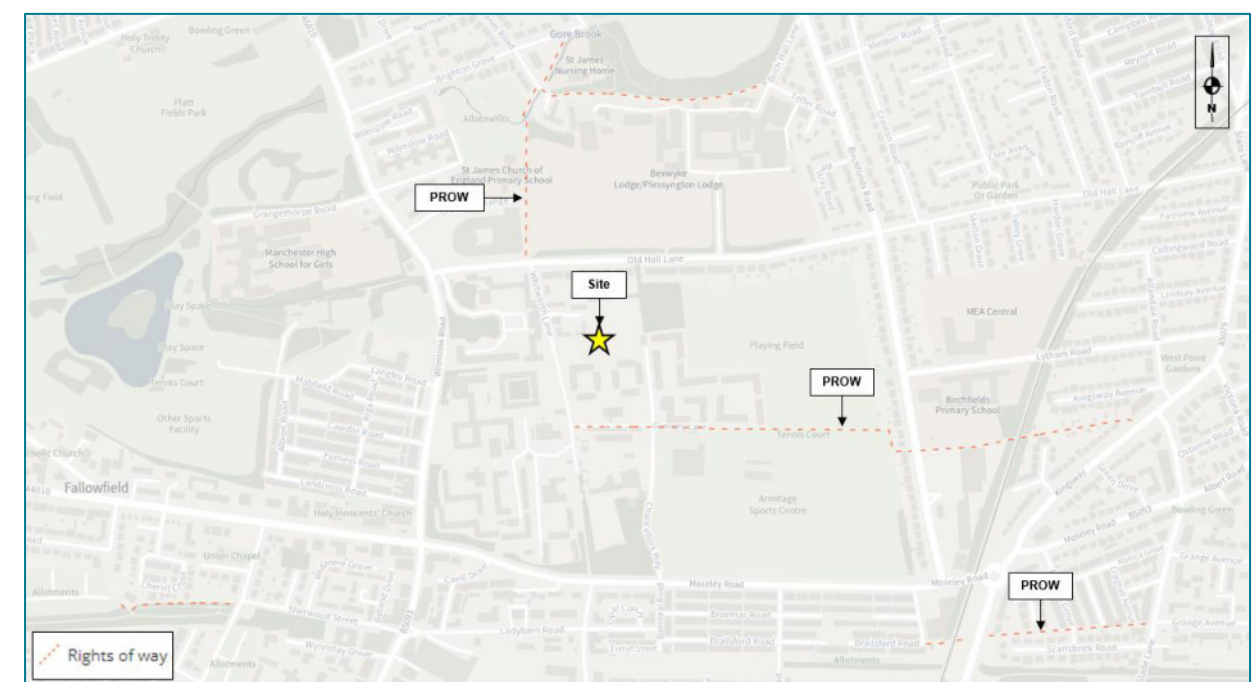
3.4 Disabled Accessibility

- 3.4.1 Access for people with disabilities is facilitated through the footpaths present on the surrounding highway network as detailed above in section 3.3.1. There are also dropped kerbs present at the crossing point between Old Hall Lane and Whitworth Lane, as well as, at the Whitworth Lane / Redshaw Close access junction. Further facilities are present along Chancellors Way, with an existing zebra crossing, dropped kerbs and tactile paving present.
- 3.4.2 As outlined above, there is also an approximately 4-metre-wide shared pedestrian route present from Moseley Road to Whitworth Lane. There are also several uncontrolled pedestrian crossing points along Moseley Road, with signalised crossing points present at the crossroad junctions east and west of Moseley Road.

3.5 Public Rights of Way

- 3.5.1 There are existing Public Right of Ways [PROW] present in the vicinity of the site. These can be seen below in **Figure 3.2**.

Figure 3.2: Existing PROWs



Source: TfGM

- 3.5.2 Figure 3.2 illustrates that an existing PROW is present north of the site, running north off Old Hall Lane, towards Birchfields Park. The PROW present to the south can be seen running in an east / west alignment along Gunnery Lane and connecting to the A34 to the east of the site.

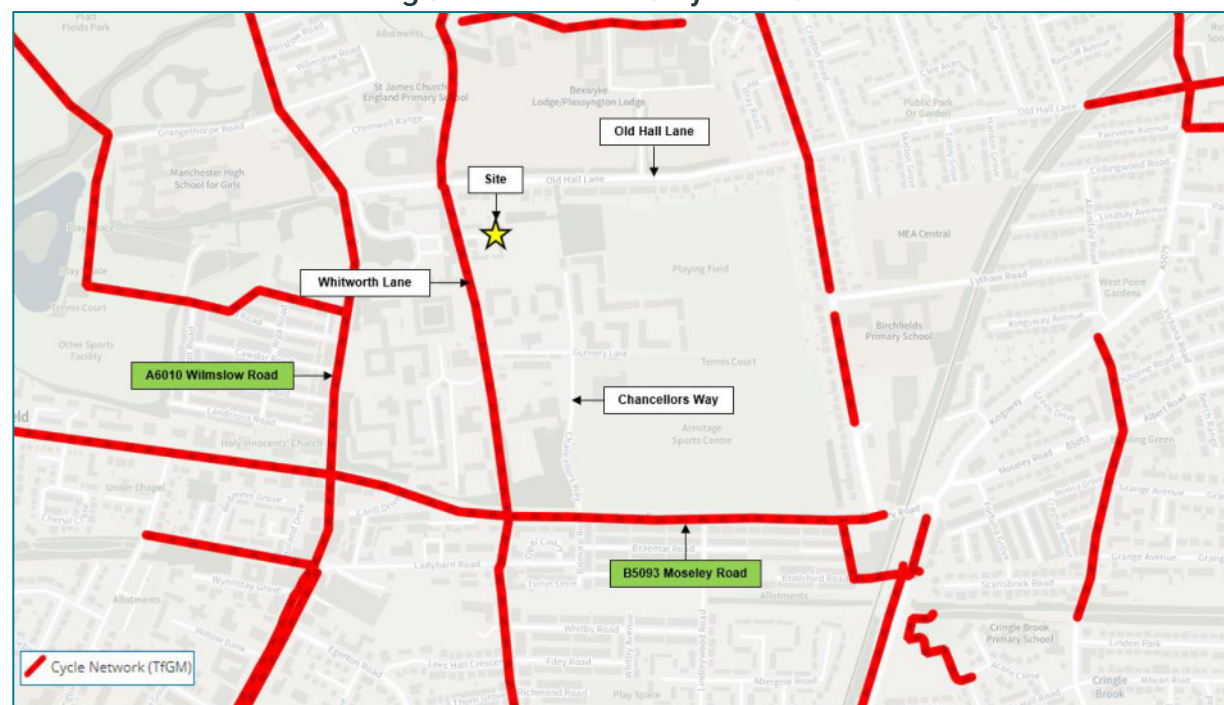
3.6 Accessibility by Cycle

- 3.6.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:
- 3.6.2 "two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."
- 3.6.3 A round trip on a waymarked leisure route could easily involve distances of 20 to 30 miles. Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.

3.7 Current Local Environment for cyclists

- 3.7.1 The topography within proximity to the site is considered relatively flat and conducive to encourage cycling. There is existing cycle infrastructure present on the local highway network, which will further encourage cyclist, as well as, the relatively wide roads along Moseley Road, the A34 and the A6010 Wilmslow Road. To help visualise this, Figure 3.3 below presents the existing local cycle infrastructure present surrounding the site.

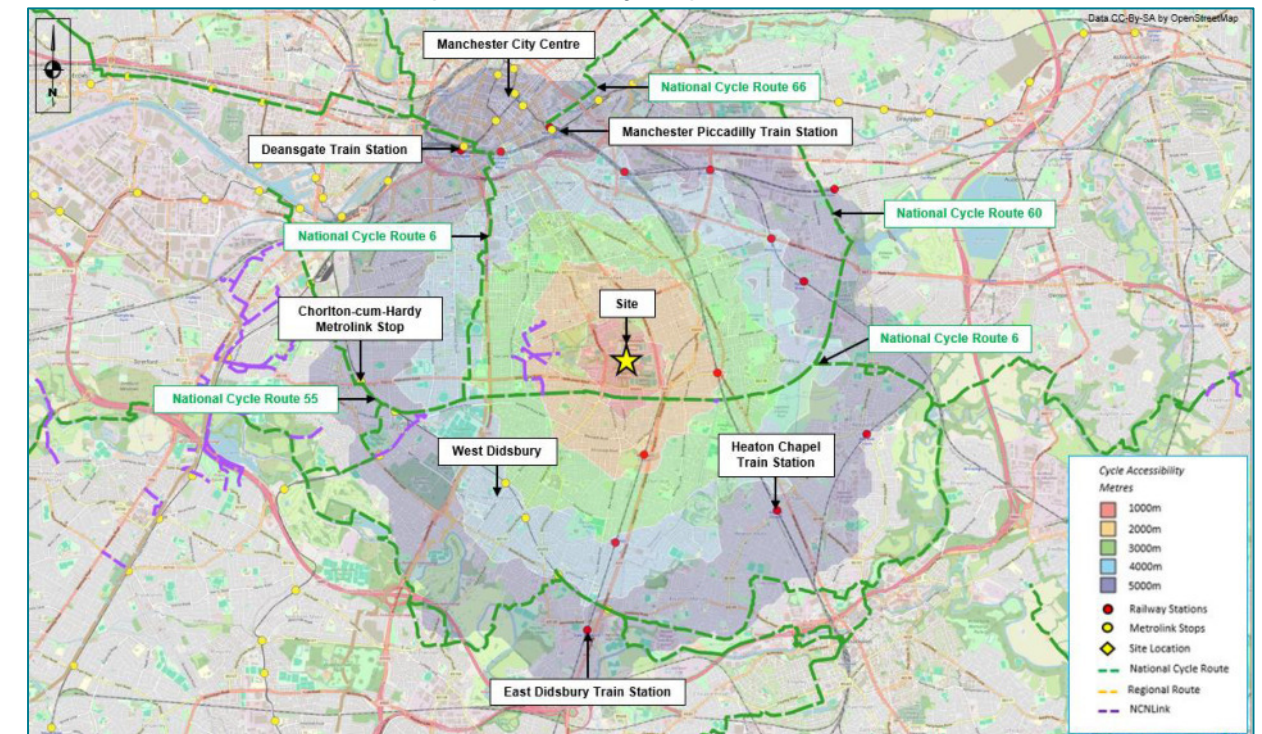
Figure 3.3: TfGM Local Cycle Routes



Source: TfGM Accessibility Map

- 3.7.2 The extract is taken from the TfGM Accessibility Map, which details the local cycle network present surrounding the proposed development site. The map illustrates that there are several local cycle routes surrounding the site.
- 3.7.3 Further to the above, Figure 3.4 below presents an extract of the 5km cycling catchment from the development. A copy of the cycling catchment is provided in **Appendix B**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

Figure 3.4: 5km Cycling Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.7.4 **Figure 3.4** demonstrates that a wide range of local areas including Manchester City Centre and residential areas such as, West Didsbury are within the 5km catchment. There are also several Tram and Train Stations such as Deansgate, Levenshulme, and Manchester Piccadilly within the 5km cycling distance, which open up further travel as part of a longer multi-modal trip.
- 3.7.5 Within proximity to the site, National Cycle Networks [NCN], 6 and 66 are accessible within the 5km catchment. A brief summary of the NCN routes can be seen as follows:
- » NCN 6: Route 6 of the National Cycle Network passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire to Windermere;
 - » NCN 55: Route 55 of the National Cycle Network is open between Stoke-On-Trent and Marple, and around Stockport, Manchester, and Wigan; and
 - » NCN 66: Route 66 of the National Cycle Network runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull. Please see route description below for details of open sections.
- 3.7.6 To encourage the uptake of cycling amongst staff, the development will provide secure cycle parking for all staff working at the site. Cycling would therefore be a viable mode of transport for employees commuting to work from these locations.
- ### 3.8 Access by Bus
- 3.8.1 As outlined above, the nearest bus stop is located approximately 500m to the west of the site along the A6010 Wilmslow Road. This stop provides access to a large number of services, which is operated by Greater Manchester's Bee Network (detailed in Section 2.8 above). These bus stops help facilitate pedestrian movements of the potential staff and visitors of the site.

- 3.8.2 Considering both bus stop locations, the site has access to bus travel to Manchester Airport, East and West Didsbury, Stockport, Sale, Manchester Piccadilly, Ancoats and Middleton, amongst others.
- 3.8.3 A map illustrating the closest bus stops in relation to the development location are provided in Figure 3.5 below. The bus stops along Wilmslow Road consists of a bus shelter with timetable information on.

Figure 3.5: Bus Stop Map



Source: Google Maps ©

- 3.8.4 The frequency of the services from the local bus stops within the 800m threshold are presented in **Table 3.2**. For simplicity and to avoid double counting the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the weekday are 08:00-09:00 and 17:00-18:00.

Table 3.2: Bus Timetable Summary

Service	Route	Monday – Friday				
		First	AM Peak	PM Peak	Last	Per Day
41	Sale - Middleton	05:36	3	3	23:58	50
	Middleton - Sale	05:03	3	3	23:23	50
42	Stockport - Piccadilly Gardens	04:59	2	2	23:54	49
	Piccadilly Gardens - Stockport	05:53	1	1	23:53	48
42A	Reddish - Manchester	06:57	1	1	19:06	23
	Manchester - Reddish	05:58	2	2	18:16	23
42B	Woodford - Manchester	06:12	2	1	20:40	20
	Manchester - Woodford	06:22	1	1	22:05	21
42C	Handforth - Manchester	08:09	1	1	20:15	15
	Manchester - Handforth	06:32	1	1	18:28	13
43	Manchester - Manchester Airport	06:27	5	6	05:57	110
	Manchester Airport - Manchester	05:42	5	5	05:42	107
142	East Didsbury - Manchester	06:55	6	6	03:42	157
	Manchester - East Didsbury	06:36	6	6	04:14	172
143	West Didsbury - Manchester	06:37	18	18	23:37	200+
	Manchester - West Didsbury	07:29	14	18	03:55	200+
147	West Didsbury - Ancoats	07:26	2	2	20:46	27
	Ancoats - West Didsbury	07:27	2	2	20:13	26
Total	-	-	75	79	-	1311

Source: Traveline.info

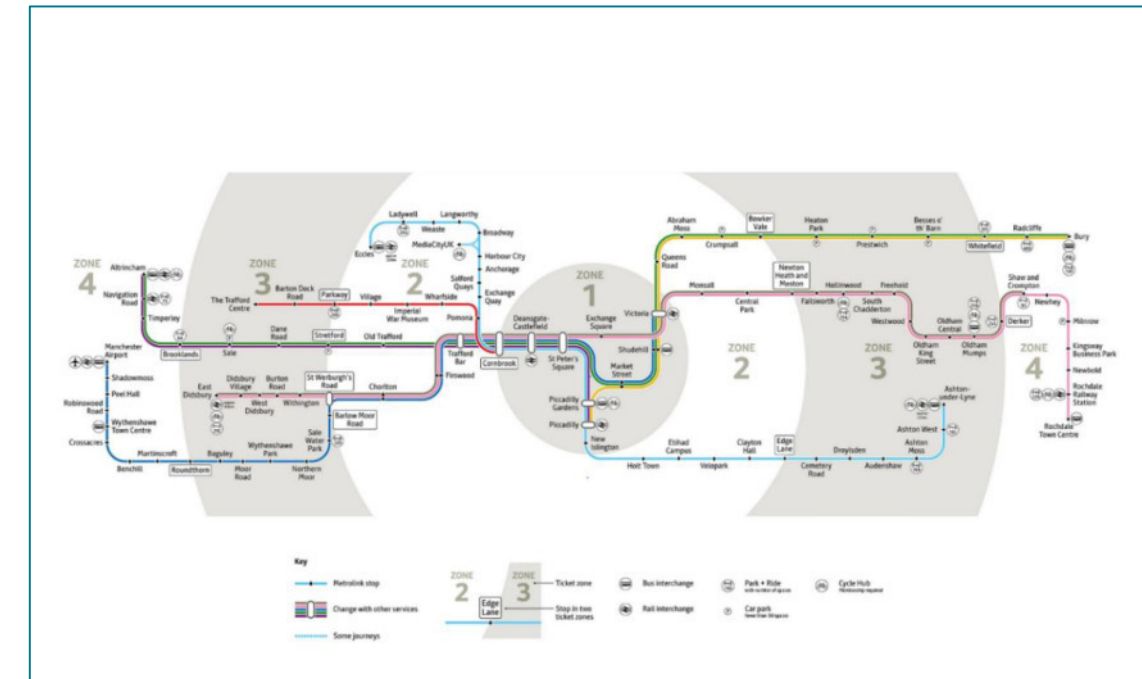
- 3.8.5 **Table 3.2** above demonstrates that the site is served by frequent bus services, with over 1000 buses passing near the site in the weekday, with 75 and 79 buses passing during the AM and PM peaks respectively. The volume of buses offers very regular and convenient opportunities for travel.

- 3.8.6 The early start times and the availability of the services in the peak hour are conducive to commuters travelling from the development.
- 3.8.7 It is therefore concluded that the development benefits from very good access by bus, offering an attractive mode of transport. Given the frequency of the services available and the proximity of the bus stops, this has the potential to provide a significant alternative to single occupancy car journeys.

3.9 Access by Metrolink

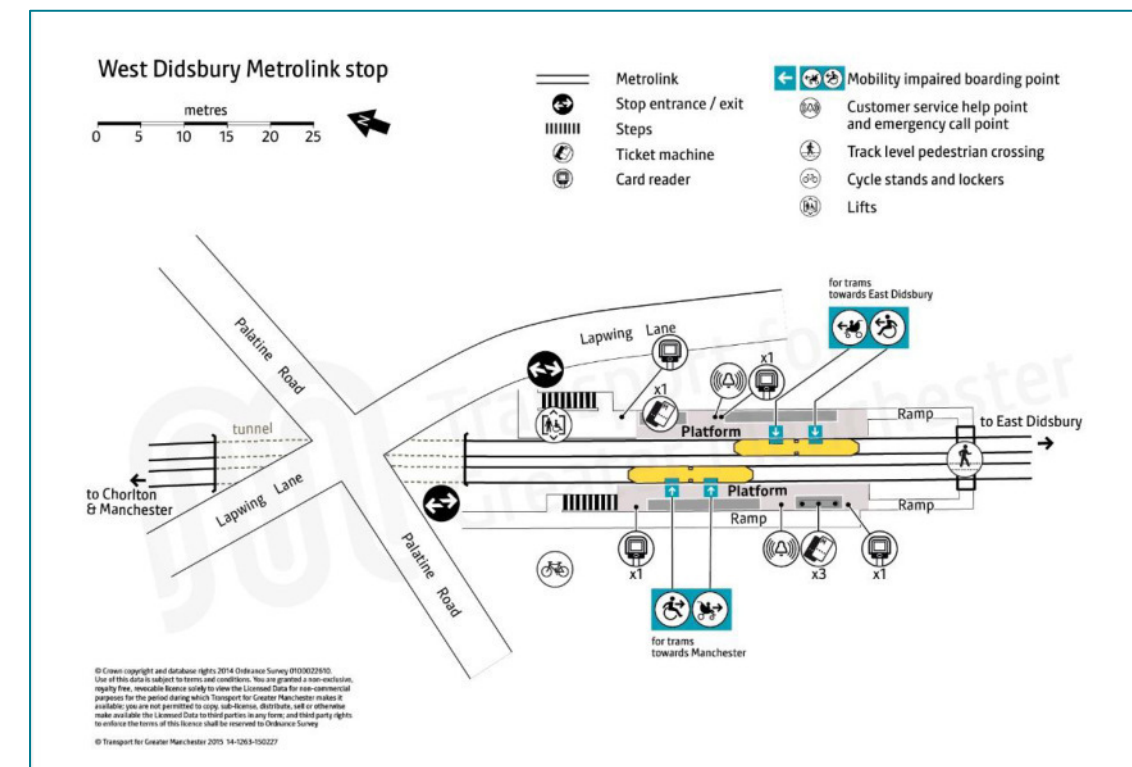
- 3.9.1 The nearest Metrolink stop is located approximately 3.2km to the south west of the site at West Didsbury Metrolink Station. Although this is outside of the 2km walking catchment, it is still well within the 5km cycling catchment and could therefore be considered for staff and visitors to cycle to the site as part of a multi-modal linked journey.
- 3.9.2 West Didsbury Metrolink Station provides connections to Shaw & Crompton, East Didsbury, Exchange Square and Rochdale. This stop is served by the Pink Line.
- 3.9.3 The West Didsbury Metrolink Station is located in Zone 3 offering frequent services (every 8-15 minutes during peak times). Interchanges are possible at Cornbrook, Deansgate Castlefield, St Peter's Square and Manchester Victoria.
- 3.9.4 At these interchanges, travel to a wide range of destinations on other lines of the Metrolink network is available as well as travel to Deansgate Train Station, Manchester Piccadilly Train Station and Manchester Victoria Train Station all located in Zone 1. These train stations offer travel to local and national destinations.
- 3.9.5 Metrolink offers significant benefits for long distance travel using a sustainable mode of transport. The pedestrian and cycle friendly conditions in the vicinity of the site further encourage its use and make it a viable alternative.
- 3.9.6 **Figure 3.6** illustrates the Metrolink network map including zoning system while **Figure 3.7** shows a map of the West Didsbury Metrolink Station and the available facilities, which include shelters and seating, digital timetabling information, ticket machines, customer information and emergency call point, cycle stands and lockers, lifts and ramps which facilitate access and boarding for mobility impaired users.

Figure 3.6: Metrolink Network Map



Source: TfGM

Figure 3.7: West Didsbury Metrolink Stop Map



Source: TfGM

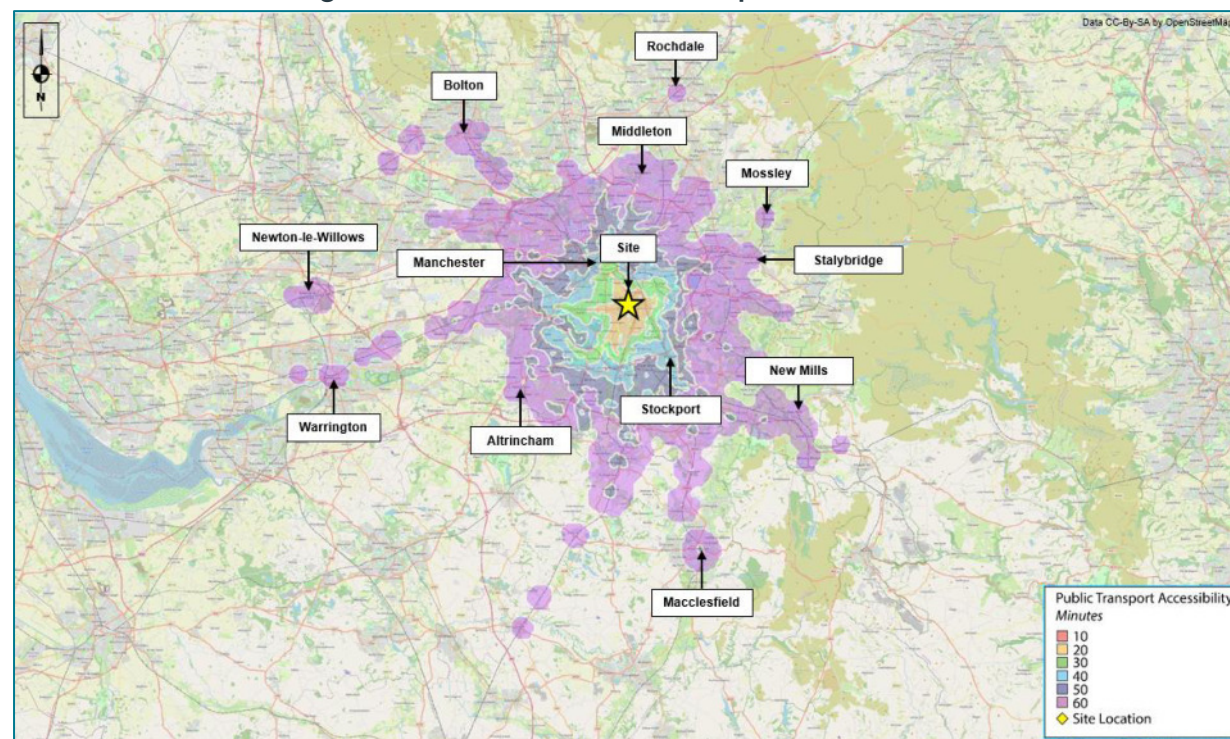
3.10 Access by Rail

- 3.10.1 The closest train station is Levenshulme Train Station, located approximately 1.7km east of the site. The station is served by Northern Railways, which offer services to a wide variety of destinations such as Manchester Piccadilly, Buxton, Crewe, Hazel Grove, Alderley Edge. Services to Manchester Piccadilly depart from the station approximately once every 15-30 minutes, with services to Crewe departing hourly. Services to Hazel Grove, Buxton and Alderley Edge also depart hourly.

3.11 Accessibility by Public Transport

- 3.11.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Manchester, Warrington, Newtown-le-Willows, Stockport, and Macclesfield are all within a 60-minute public transport journey.
- 3.11.2 **Figure 3.8** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Appendix B**.

Figure 3.8: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap

3.12 Conclusion

- 3.12.1 In summary, the proposed residential development site is located in an accessible location in Manchester, and is well located to make use of the existing public transport network and pedestrian, and cycle routes.

3.13 BREEAM assessment TRA 01 Accessibility Calculator

- 3.13.1 Further to the above, the BREEAM UK 2013 Tra 01 Public Transport Accessibility Index Calculator Refurbishment has been used to measure the accessibility of the site by public transport according to the BREEAM criteria.
- 3.13.2 The aims of this assessment are to recognise where the proximity of good public transport networks have been reviewed, and encourage the implementation of alternative solutions where the proximity to public transport networks is poor; thus, alleviating transport related congestion and pollution.
- 3.13.3 The assessment has been carried out, with the site yielding an index score of 9.67 and hence achieving 1 credit for this class of development. The results of the calculation are summarised in **Appendix C**.
- ### 3.14 Conclusion
- 3.14.1 In summary, the proposed development site is located in a reasonably accessible location and can make use of the existing public transport links and pedestrian / cycle routes.

4. Development Proposal

4.1 Introduction

- 4.1.1 The proposed development will relocate the existing Limes facility to an adjacent site within the University of Manchester's Owens Park Campus. The building will move from its current setting to an area used for car parking adjacent to the campus' energy centre.
- 4.1.2 The proposed development will combine the University's Catering Central Processing Unit (CPU), Maintenance Services Unit (MSU), Environmental Services Unit (ESU) and Residences Team to form a facility consisting of facility management stores and workshops, catering facilities, staff workspaces and storage facilities.
- 4.1.3 The site will be divided into two main sections. The western part is designated for parking, while the eastern section houses the building, which will be split into the main building and the external stores.
- 4.1.4 The Gross Floor Area [GFA] for the proposed building development is 1,785sqm.
- 4.1.5 The proposed site layout is illustrated in **Figure 4.1** below with a copy of the full plan provided in **Appendix C**.

Figure 4:1 Proposed Site Layout



Source: Buttress

4.2 Site Access Arrangements

Vehicular Access

- 4.2.1 A proportion of an existing car park is to be retained to the west of the site and will be accessed from Whitworth Lane only. The car park will retain 45 car parking spaces including 4 accessible spaces.
- 4.2.2 Vehicles will access and egress the eastern portion of the site via Chancellor's Way.
- 4.2.3 A 2.5m high vehicle gate is provided between the car parking area and The Limes servicing area for emergency service use. This route would also be used for student move in and move out arrangements at the beginning and end of the academic year.

Pedestrian and Cycle Access

- 4.2.4 A new 1.5m DDA pedestrian footpath will be provided along the southern edge of the site, which will link into the existing footpaths through Richmond Park student halls.
- 4.2.5 Access into the eastern portion of the site will be controlled by gated entry from the footpath.
- 4.2.6 A private access route, 1.2m in width and subsequently widening to 1.7m, will be provided along the northern boundary of the proposed building development. Pedestrian access gates will be present to prevent unauthorised access.
- 4.2.7 A pedestrian route will be provided from the proposed sliding gate within the eastern portion of the site to the entrance of the proposed Limes building. This can be accessed using the pedestrian gate via the access route from the car parking area or via Chancellors Way.

4.3 Parking Provision

- 4.3.1 The existing car park currently has a capacity for 130 vehicles shared between the Energy Centre, Richmond Park student accommodation and other university land uses. The current car parking provision is noted to be surplus to demand and could be rationalised to allow for part of the car park to be developed.
- 4.3.2 It is understood that there is currently an over provision of car parking, which is primarily used during student move in and move out events. As such the University of Manchester would like to ensure that a proportion of car parking is maintained.

Car Parking

- 4.3.3 The relocation of the Limes Building will result in the reconfiguration of the existing car parking area. The proposed car parking provision is demonstrated below.

Western side of the site:

- » 45 car parking spaces will be provided, inclusive of 4 accessible car parking space.
- » It is noted that Richmond Park Halls will be allocated 2 dedicated accessible car parking spaces.

Eastern side of the site:

- » 14 car parking spaces for staff car parking inclusive of 2 accessible car parking bays;
- » 2 accessible car parking space will be dedicated to Richmond Park Halls for student parking;
- » 5 electric vehicle (EV) car parking space will be provided inclusive of 1 accessible EV parking bay; and
- » 1 parking space will be provided for Tail Lift/Sprinter parking.

- 4.3.4 The total number of car parking spaces provided will be 66 car parking spaces and 1 Tail Lift/Sprinter parking.

- 4.3.5 The overall car parking provision represents a reduction of 64 spaces (49%)

Cycle Parking

- 4.3.6 A sheltered and secured cycle parking store will be provided in the car parking area adjacent to the accessible parking spaces which will accommodate 20 cycle parking space.
- 4.3.7 There will be 7no. cycle racks provided for staff and students outside the entrance to the main building.

4.4 Taxi Provision

- 4.4.1 Access into the Limes site is controlled by barriers from Whitworth Lane and Chancellors Way. The proposed development would not be able to provide a dedicated taxi facility, however it is understood that taxis do serve the wider Owen's Park campus and it is likely that pick ups and drop offs will be facilitated within the wider campus.

5. Travel Plan Measures

5.1 Introduction

- 5.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 5.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services. The initiatives may benefit employees at the development by facilitating sustainable travel choices, resulting in the following:
- » Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - » Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
 - » Improved site accessibility;
 - » Reduction in required car parking provision; and
 - » A pedestrian / cycle friendly environment.
- 5.1.3 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the site to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from employees for the Travel Plan; any 'sticks' will be implemented later.
- 5.1.4 This section provides a summary of the key initiatives contained in this Travel Plan which the developer is committed to providing. The initiatives reflect previous experience of Workplace Travel Plans along with national and local government guidelines.

5.2 Marketing and Promotion

- 5.2.1 From the outset, sustainable travel will be promoted to employees of the development. The Green Travel Plan will be launched as soon as possible at the commencement of occupation and operation of the facility and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.
- 5.2.2 The Full Travel Plan and the reasons for implementing it will be communicated to ensure that employees in particular are provided with information on the alternatives to car travel before they establish car-based travel habits.
- 5.2.3 The following describes the marketing tools and initiatives that may be used. It is important that there is a central source of information for all queries relating to sustainable travel for employees of the development. The Travel Plan Coordinator is considered the most appropriate person to communicate the aims and objectives of the Travel Plan to everyone travelling to and from the development
- 5.2.4 An annual budget will be allocated to assist the TPC and will be paid for by the occupier. The budget will be used to promote the Travel Plan and to organise events to coincide with national initiatives.

- 5.2.5 Travel notice boards will be set up in the sites' communal areas, which will include:
- » Public transport, pedestrian and cycle route maps and information on car sharing;
 - » Information and contact details for local taxi services;
 - » List of internet websites on sustainable transport and journey planning; and
 - » Contact details for the Travel Plan Coordinator.
- 5.2.6 All employees will also be issued with travel 'Welcome Packs' promoting alternative transport modes which will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities
- 5.2.7 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events will be provided on the notice boards and a travel calendar will be developed for inclusion within the welcome packs. The Travel Plan Coordinator will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.
- 5.2.8 The Travel Plan Coordinator will also provide employees with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, including schools, off-site retail outlets, health care and leisure facilities.

5.3 Initiatives to Promote Walking

- 5.3.1 The Welcome Pack will include a map, identifying pedestrian friendly routes surrounding the site, in order to ensure that employees are aware of the facilities available to them.
- 5.3.2 Details of local walking shops will also be provided employees of the commercial space. The Travel Plan Coordinator will enter into discussions with these retailers to investigate the potential to provide discounts for employees at these stores. If secured, these details will be provided to all employees of the commercial space by the Travel Plan Coordinator. It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot.

5.4 Initiatives to Promote Cycling

- 5.4.1 The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities. Copies of local cycling maps will be provided within the Welcome Packs and notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.
- 5.4.2 Details of local cycling shops and mobile cycle repairs will be provided to employees at the site using the travel board and within the Welcome Packs. The Travel Plan Coordinator will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to employees via the Welcome Pack.

5.5 Initiatives to Promote Travel by Public Transport

- 5.5.1 Information on the cost, timetables and services available which could be used by employees will be provided within the Welcome Pack and on the notice board for visitors. This will include details and links to online journey planning websites.
- 5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the development and employees of the commercial space will be encouraged to apply.

5.6 Initiatives to Reduce the Need to Travel

- 5.6.1 Details of journey planning websites, such as Traveline and TfGM (journey planner) will be promoted at the site to make employees aware of alternative travel options and encourage them to use sustainable modes of transport to reduce single occupancy car use.
- 5.6.2 The Covid-19 Pandemic and the rise of automation are noted by some commentators to provide the catalyst for the radical transformation of working practices that may otherwise have taken decades to manifest.
- 5.6.3 As set out by the Office for Budget Responsibility it is stated that:
- 5.6.4 "The pandemic prompted a sharp rise in the number of people regularly working from home, which rose from 12 per cent before the pandemic to a peak of 50 per cent in April 2020. Despite then falling back, it remained at 31 per cent in October 2020. Moreover, 85 per cent of those who worked from home in May 2021 expected to continue to do so for at least part of the week even after they are able to return to their usual workplace, while in a more recent survey from October 2021, 16 per cent of businesses intended to use increased homeworking as a permanent business model going forward."
- 5.6.5 Thus, there are workplace changes such as working from home and automation that are reducing the need to travel into a place of work on a daily basis.

5.7 Initiatives to Promote Car Sharing

- 5.7.1 It is likely that a proportion of employees of the development may reside at locations in close proximity to one another and, as such, would be making trips to and from a common destination in the morning and evening peaks. There is potential for these individuals to share their car journey with a fellow employee.
- 5.7.2 All employees of the commercial space will be encouraged to sign up and register their journey with national online car sharing services such as Liftshare. This will enable them to search for individuals making a similar trip to themselves and share their vehicle

6. Travel Plan Management

6.1 Introduction

- 6.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the site's Travel Plan Coordinator, the Council's Highway Development Management Team and other sustainable travel groups

6.2 Travel Plan Coordinator

- 6.2.1 The responsibility for managing and implementing the Travel Plan lies with the Travel Plan Coordinator. Following appointment, the contact details for the Travel Plan Coordinator will be provided to the Local Authority.
- 6.2.2 The role and responsibilities of the Travel Plan Coordinator include:
- » To implement and promote various Travel Plan initiatives at the site to promote sustainable travel;
 - » To promote the Travel Plan to employees;
 - » Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys; and
 - » Reviewing the Travel Plan's success and preparing action plans.
- 6.2.3 The Travel Plan Coordinator will be in place prior to the occupation and will remain in place for a period of 5 years. After this time, the responsibility for the Travel Plan will be passed over to the employees' sustainable travel steering group.
- 6.2.4 At this stage, the resource requirements for the Travel Plan Coordinator are unknown. As such, in the first instance, the Travel Plan Coordinator role will be incorporated into the responsibilities of one of the on-site members of staff based at the site. However, this will be reviewed on an annual basis and, if considered necessary, the role will be developed into a full-time role. Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

6.3 Stakeholder Engagement

- 6.3.1 Stakeholders including the Council's Highway Development Management Team and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.
- 6.3.2 The Travel Plan Coordinator will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7. Aim, Objectives and Targets

7.1 Overview

- 7.1.1 A travel plan is a long-term strategy for a site to reduce the dependence of staff and visitors on travel by private car. The aim, objectives and targets are required to provide a focus for the travel plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this travel plan.

7.2 Travel Plan Aim

- 7.2.1 The aim provides the overarching focus and end goal for the travel plan. The aim enables the overall success of the travel plan to be assessed and, as such, all travel plan initiatives should contribute towards achieving the travel plan's aim.
- 7.2.2 The overall aim of this travel plan is:
- » to achieve a reduction in the number of single occupancy vehicle journeys to the site.
- 7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single-occupancy car and by implementing a range of travel plan initiatives.

7.3 Travel Plan Objective

- 7.3.1 Objectives provide an overview of what the travel plan is trying to achieve. Each of the objectives outlined should contribute towards the travel plan's aim, whilst travel plan targets should help achieve the objectives of the travel plan.
- 7.3.2 As this stage, it is not possible to derive specific objectives for employees of the site which relate to its day-to-day operation, given the number of unknowns. Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:
- » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of transport to the car;
 - » Advocate means of travel that are beneficial to the health of those working on or visiting the site;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - » Contain car parking demand.
- 7.3.3 Travel plan guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the site. As such, the relative importance of each of these objectives will be reviewed as part of the development of the FTP at the site.

7.4 Travel Plan Targets

- 7.4.1 Specific targets will be set for the development using the results of the initial travel survey, which will provide the baseline travel behaviour of employees. These will allow mode share targets to be established for the development. A summary of the findings of the initial travel survey will be available within three months of completion of the survey.
- 7.4.2 Targets should reflect the size and nature of the development, along with the existing sustainable transport infrastructure available close to the site. This information is provided within sections 2 and 4.
- 7.4.3 Travel plan guidance recommends that 'SMART' targets are set that are:

» Specific;

» Measurable;

» Achievable;

» Realistic; and

» Time-bound.
- 7.4.4 Once the results of the travel survey are known, accurate targets can be set for the travel plan. These targets will be agreed with the council as part of the FTP's development and will be inputted into the Council's database to ensure effective ongoing monitoring.
- 7.4.5 At this stage, indicative targets have been set to ensure that there is a commitment from the developer to achieve a reduction in the number of single occupancy car trips to and from the development. The targets will be revised once the results of the travel surveys are known. For the lifetime of the development, the aim is to achieve a reduction in the number of single occupancy vehicle journeys by implementing a range of initiatives.
- 7.4.6 **Table 7.1** presents the indicative travel mode targets for the site. These targets are consistent with the Travel Plan objectives and the 2011 travel to work census data and are provided below.

Table 7.1: Travel Plan Targets

Mode	Percentage %	Target %
Bus, minibus or coach	32%	35% (+3)
Driving a car or van	30%	25% (-5)
On foot	15%	16% (+1)
Work mainly at or from home	8%	8%
Passenger in a car or van	5%	5%
Bicycle	4%	5% (+1)
Train	2%	2%
Underground, metro, light rail, tram	1%	1%
Taxi	1%	1%
Other method of travel to work	1%	1%
Motorcycle, scooter or moped	0%	0%
Total	100%	100%

Note: Subject to rounding

- 7.4.7 These targets aim to be achieved within the first five years of occupation of the development. Should the targets be achieved earlier than five years, the level of single occupancy car journeys to work may be maintained at this level or reduced further by an agreed percentage each year thereafter.
- 7.4.8 A Travel Plan is not a one-off event but it is a dynamic process that should evolve and develop over time. The success of the measures undertaken to change travel habits will be subject to a continuous and on-going process of monitoring and review, the outcomes of which will be reflected in the development and implementation of the Travel Plan. This monitoring process may include repeat surveys after one year of the initial survey being completed, and then every year during the same week each year for a maximum of five years. The surveys may be carried out by an independent survey company to ensure compatible and accurate data is gathered.
- 7.4.9 Following completion of the initial survey, unrealistic targets will be replaced with ones that are more realistic and encourage (rather than discourage) those responsible for trying to achieve targets.
- 7.4.10 Employees will be invited to participate in the annual snapshot travel survey to be undertaken each year to identify progress made and to determine what actions, if any, are necessary to ensure targets are met.

7.5 Monitoring

- 7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may include observation surveys to establish the usage of the parking and cycle facilities. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the site.
- 7.5.2 All survey data will be submitted to Manchester City Council within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the MCC identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 7.5.3 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 7.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Survey

- 7.6.1 An initial travel survey questionnaire will be undertaken with employees, following full occupation to allow for a sufficiently large sample size. This survey will be used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 7.6.2 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all employees, with a link provided to the electronic copy of the survey
- 7.6.3 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.
- 7.6.4 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all employees to encourage participation in the survey.
- 7.6.5 Prior to undertaking the initial survey, a copy of the survey will be sent to the Council's Highway Development Management Team to gain agreement on the format and structure of the survey. Once agreed, this travel survey will provide a standardised approach to travel surveys at the site. The use of a standard travel survey will enable a like-for-like comparison to be made between consecutive years travel surveys.
- 7.6.6 The results of the workplace travel survey will be passed to the Council's Highway Development Management Team within 3 months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8. Travel Action Plan and Marketing Strategy

8.1 Workplace Action Plans

- 8.1.1 The purpose of this document is to develop and deliver a Workplace Travel Plan (WTP) for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the Travel Plan will be reviewed in co-operation with the Council's Highway Development Management Team and an Annual Action Plan prepared and agreed.
- 8.1.2 The action plan will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the site. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the site.
- 8.1.3 The Action Plan will contain an annual programme of measures designed to help achieve the Travel Plan targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

- 8.2.1 Council's Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The Travel Plan Coordinator will contact Manchester City Council and their Travel Plan Teams in the first instance to investigate the opportunities to secure this information for use at the site. Should this information not be available, posters and other promotional materials will be developed in-house to promote the travel plan.
- 8.2.2 Employees of the development will be provided with information on how to access the site by public transport. Promotion of all modes of transport will initially be provided through the Welcome Pack and notice board for the site. Where possible, written materials (e.g. timetables and maps) will be gained from the Council.

8.3 Evaluation and Review

- 8.3.1 This Travel Plan has been prepared in accordance with current guidance and transport policy. The objective of the Travel Plan is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.
- 8.3.2 The monitoring of the Travel Plan will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.
- 8.3.3 The Travel Plan is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the Travel Plan will take place annually following completion of the travel survey, in conjunction with the Council's Highway Development Management Team. A copy of the agreed, revised Travel Plan will be submitted to the Council.
- 8.3.4 An outline action plan for the production and ongoing monitoring and review of the Travel Plan has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8.1: Travel Plan Action Plan

Action	Timescale
Implement travel notice boards in communal areas of the site	Prior to occupation
Develop a travel Welcome Pack	Within 3 months of occupation. Updated on a regular basis.
Undertake travel survey	Upon full occupation and operation of whole facility.
Produce baseline travel information	3 months after initial travel survey
Develop full Travel Plan in consultation with the Council	4 months after initial travel survey
Finalise and adopt Travel Plan	6 months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)

9. BREEAM UK New Construction 2018

- 9.1.1 The site recognises the need to promote the delivery of sustainable refurbishment and fit-out, in order to mitigate the life cycle impacts of existing buildings on the environment in a robust and cost-effective manner.
- 9.1.2 Given the scale of the development, a BREEAM Travel Plan is required that focuses on securing the following BREEAM credits as outlined in the Technical Manual SD5078: BREAM UK New Construction 2018 3.0 targeting the following Credits:

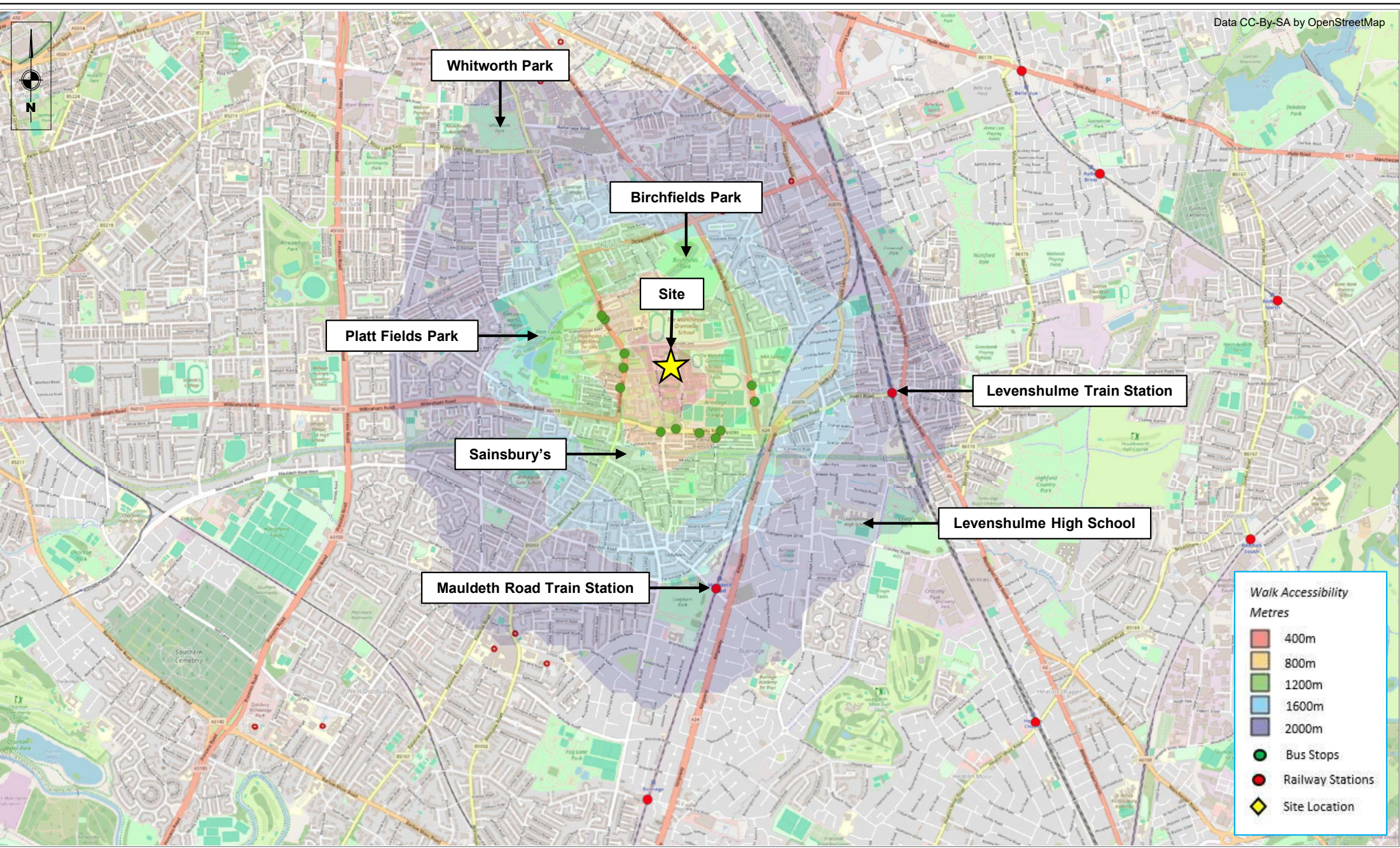
» Tra 01 - Transport assessment and travel plan; and

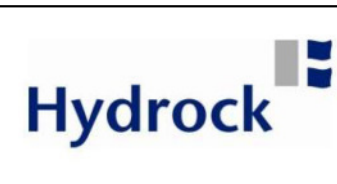
» Tra 02 - Sustainable transport measures.
- 9.1.3 **Table 9.1** provides a summary of the BREEAM UK New Construction 2018 Transport measures, level of credits available, and the level of credits achieved.

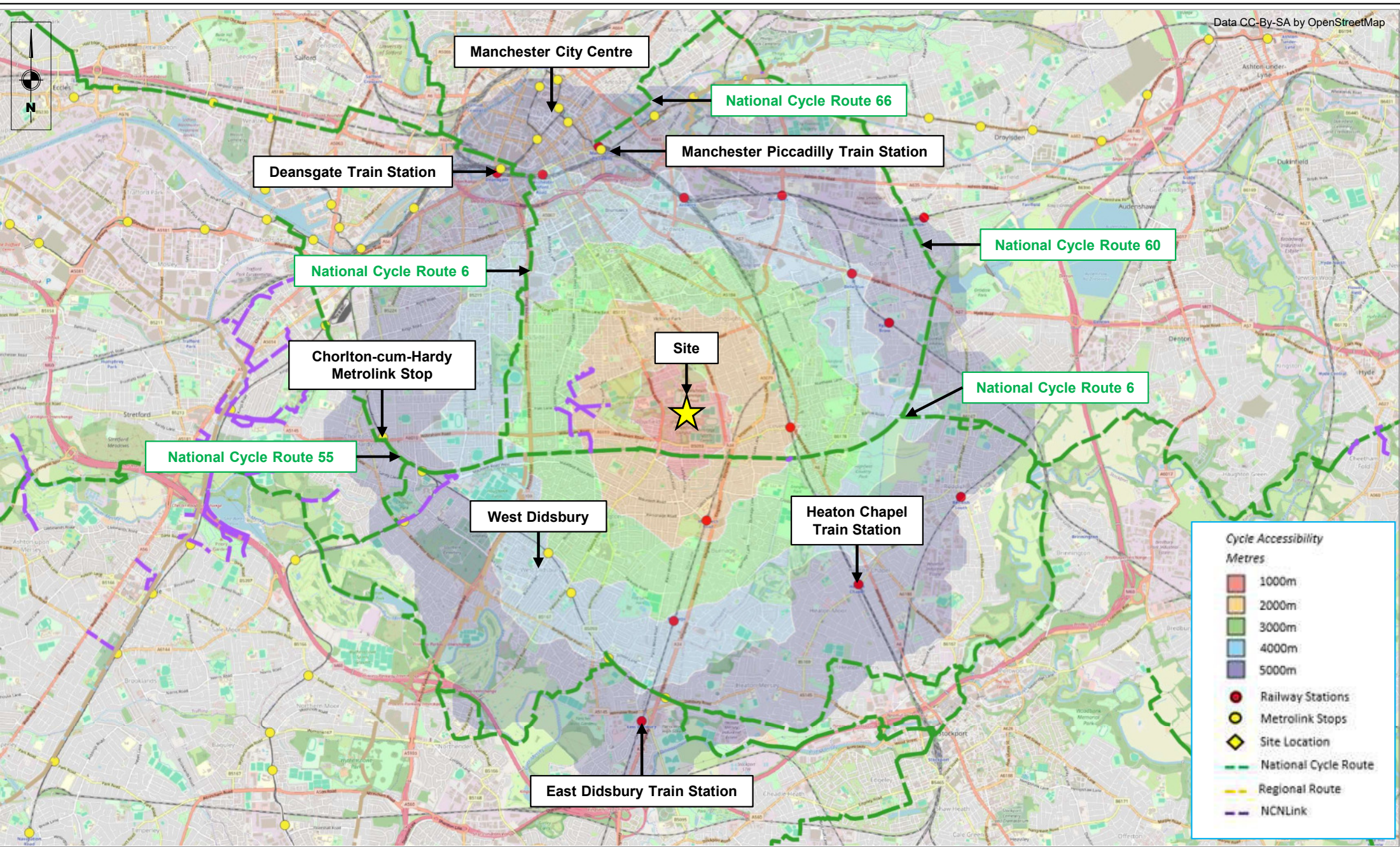
Table 9:1 BREEAM UK New Construction 2018 Summary

Measure	Description	Credits Available	Credits Achieved	Comments
Tra 01 - Transport assessment and travel plan	To reward awareness of existing local transport and identify improvements to make it more sustainable. 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.	Up to 2 credits	2 Credits	1 credit - An accompanying transport statement has been developed to support the planning application. 1 credit - This Framework Travel Plan has been developed to support the planning application. Both reports detail amenities and sustainable transport options within proximity to the site.
Tra 02 - Sustainable transport measures	To maximise the potential for local public, private and active transport through provision of sustainable transport measures appropriate to the site.	Up to 10 credits	8	Potential for up to 8 credits to be achieved. Assessment options:1, 3, 4, 5, 7, 8, 9, 10
Total		12 credits	5 credits	

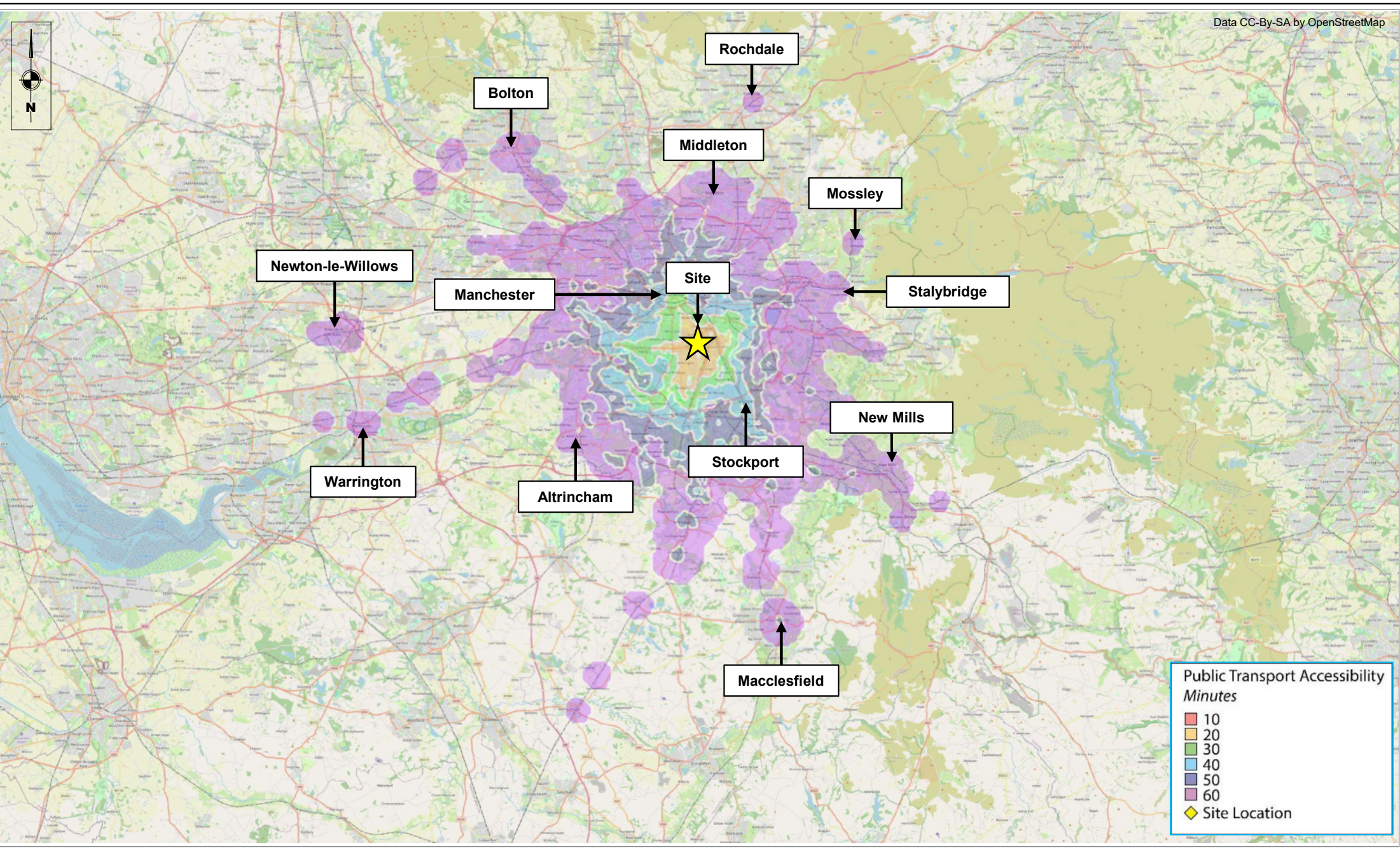
Appendix A Accessibility Plans



	Project Title University of Manchester: The Relocation of The Limes, Fallowfield	Drawing Title Accessibility: 2km Walking Isochrone	Job Number 33445-TMBI	By HT	Rev	Description	Date	By	Drawing No.
			Date 23.04.24	Checked CP	-	-	-	-	APPENDIX A
			Scale NTS	Status -	-	-	-	-	Figure
					-	-	-	-	1



	Project Title University of Manchester: The Relocation of The Limes, Fallowfield	Drawing Title Accessibility: 5km Cycling Isochrone	Job Number 33445-TMBI	By HT	Rev	Description	Date	By	Drawing No. APPENDIX A Figure 2
			Date 23.04.24	Checked CP	-	-	-	-	
			Scale NTS	Status -	-	-	-	-	
					-	-	-	-	



Public Transport Accessibility
Minutes

- 10
- 20
- 30
- 40
- 50
- 60

◆ Site Location

	Project Title University of Manchester: The Relocation of The Limes, Fallowfield	Drawing Title Accessibility: 60min Public Transport	Job Number 33445-TMBI	By HT	Rev	Description	Date	By	Drawing No. APPENDIX A Figure 3
			Date 23.04.24	Checked CP	-	-	-	-	
			Scale NTS	Status -	-	-	-	-	
					-	-	-	-	

Appendix B BREEAM TRA 01 Calculator

BREEAM International 2016 Tra 01 Public transport accessibility calculator

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

Building type:

No. nodes required:

Dedicated bus service:

Select

NODE 1

Public transport type	Bus										
Distance to node (m)	500										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	6	2	3	2	2	2	2	1	4		

NODE 2

Public transport type	Bus										
	450										
Distance to node (m)											
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
Average frequency per hour	2	1									

NODE 3

Public transport type	Bus										
Distance to node (m)	620										
Average frequency per hour	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10	
	5										

Accessibility Index	9.67
Tra01 total credits achieved	0

Appendix C Site Plans



NOTE:

All information is based on external survey information. Further information required in terms of existing and extent of retained car parking spaces, bike shelter, trees, planters, gas/groves/mature enclosure, TBS. Extent of red line boundary may need to be adjusted to suit proposed road access, turning heads and radius.

Project Boundary

Key:

Area for new planting/trees (Refer to Turley's details)

Area for new hard landscaping (Refer to Turley's details)

Secure rated Steel PPC perimeter fence compound. With integral lockable sliding gate and Swing Gates. Vehicle & Pedestrian, 2.5m high

Acoustic Wall Barrier (Refer to Acoustician details)

CPU

ESU

Residences

Ancillary Spaces/Plant

P0118/10/24PLANNING

RevDateInfoDetails

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Certified

Corporation

Project TitleThe Limes Relocation

ClientRider Levett Bucknall

LocationFallowfield Campus, Manchester

Drawing refProposed Site Plan (Complete)

Date03/10/2024 14:25:25

CheckerMB

Job No:9774

ScaleAs indicated

SizeA0

Status54

Subsides for Stage Approval

Project

Origin

Volume

Level

Type

Revision

Number

Rev

LIMES-BUT-MS-R3-DR-A-04101-P01