

MMU Library Transformation

Transport Statement

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date **26/10/23**

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Glossary

Term	Definition
GMAL	Greater Manchester Accessibility Level
MCC	Manchester City Council
MMU	Manchester Metropolitan University
TfGM	Transport for Greater Manchester
TS	Transport Statement

1 Introduction

1.1 Preamble

- 1.1.1 Buro Happold have been appointed by Manchester Metropolitan University (the Applicant) to provide transport consultancy services in support of a planning application for the re-development of the All Saints Library in Manchester (the Site) to be submitted to Manchester City Council (MCC).

1.2 Site Description

- 1.2.1 The Site currently comprises the All Saints Library and is part of the Manchester Metropolitan University (MMU) main campus.
- 1.2.2 The library is located within a kilometre of Manchester city centre. The Site is bounded by the All Saints Park to the south, Oxford Road to the East, the Mancunian Way and car parking underneath to the north, and other university buildings to the west.
- 1.2.3 The Site location is shown in Figure 1.1.

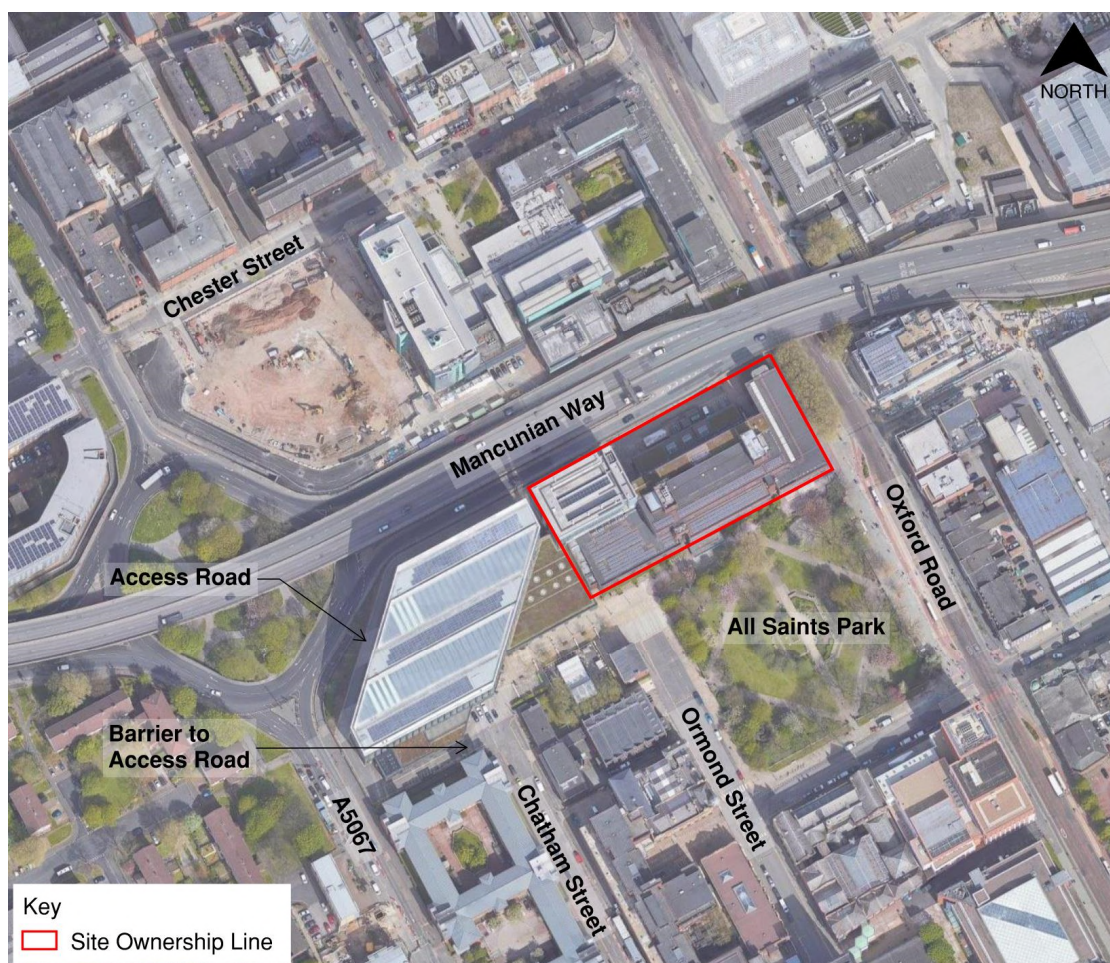


Figure 1.1: Site Location

1.3 Existing Land-Use

- 1.3.1 The Site is currently used as a library for the MMU students, as part of the wider MMU campus.

1.4 Proposed Development

- 1.4.1 The proposed development is for the refurbishment of the current MMU library to provide improved library services. The development is proposed to be a land-use Class F, which relates to Local Community and Learning; provision of education, libraries and reading rooms.
- 1.4.2 The planning application is for the refurbishment of the existing All Saints Library Building, which has a Gross Internal Area (GIA) of 12,000 sqm. An additional 9,000 sqm GIA is proposed as part of the development to provide additional floor area for library services.
- 1.4.3 The redevelopment will therefore have the same footprint as the existing library, but with an increased floor area. Details of the proposals are included in Chapter 3 of this document.
- 1.4.4 The detailed planning application is due to be submitted in October 2023.

1.5 Pre-Application Consultation

- 1.5.1 A Transport Statement (TS) Scoping Note was sent to MCC on 19 June 2023 setting out the proposed scope of the TS. A response to the scoping was received from MCC on the 23 June 2023, which confirmed that the proposed approach to the TS was acceptable. A further meeting with MCC was held on 24 August 2023 to discuss the vehicular site access arrangements and servicing provision proposed, which was also deemed acceptable in principle.
- 1.5.2 The scoping correspondence can be found in Appendix A.

1.6 Transport Statement Scope

- 1.6.1 The structure of this TS agreed with MCC during the scoping stage is as follows:
- **Policy Context** – Description of the relevant National, Regional and Local planning policies.
 - **Baseline Conditions** – Description of the existing transport baseline conditions, including the pedestrian and cycle networks, public transport facilities and the highway network. Analysis of road traffic collisions in the vicinity of the Site over the last five years is also included.
 - **Proposed Development** – Description of the proposed development, including land use, quantum and mix, proposed access, parking and vehicle servicing arrangements.
 - **Transport Impacts** – Qualitative assessment of the transport impact resulting from the proposed development.
 - **Summary and Conclusions** – Summary of the findings of the TS.

2 Planning Policy

2.1 Introduction

2.1.1 The following policy documents have been reviewed as part of this TS. These policy and guidance documents can be categorised at the national, regional and local level, and outline the planning policy framework for the proposed development. The relevant policies to this development are outlined below:

- National Planning Policy Framework (NPPF) (2021);
- Transport for the North (TfN) Strategic Transport Plan (2019);
- Greater Manchester's Transport Strategy 2040 (2021);
- Made to Move: 15 Steps to transform Greater Manchester, by changing the way we get around (2017);
- Manchester City Council's Core Strategy Development Plan (2012);
- Manchester Residential Quality Guidance (2017); and,
- Manchester City Council's Supplementary Planning Guidance (SPG) Guide to Development in Manchester (2007).

2.2 National Policy

Ministry of Housing, Communities and Local Government, 'National Planning Policy Framework' (2021)

2.2.1 The National Planning Policy Framework (NPPF) was most recently updated in July 2021. The framework sets out the national policy expectations relating to transport, its place within the planning process, and its contribution to the achievement of sustainable development.

2.2.2 Paragraph 104 of the NPPF details the transport issues that should be considered in plan making:

- The potential impacts of development on transport networks,
- Opportunities from existing or proposed transport infrastructure, and changing transport technology and usage,
- Opportunities to promote walking, cycling and public transport use,
- The environmental impacts of traffic and transport infrastructure, and
- Patterns of movement, streets, parking, and other transport considerations.

2.2.3 Furthermore, the NPPF identifies that significant development should be focused on locations which are, or can be made, sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health.

- 2.2.4 Section 9 of the NPPF (para. 104 to 113) sets out the approach for promoting sustainable transport. It requires that all development generating significant amounts of movement should be supported by a transport assessment so that the impacts of the proposal on the transport network and environment can be adequately addressed (para. 113).
- 2.2.5 In assessing specific applications for development, NPPF paragraph 110 states it should be ensured that:
- a) *"appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;*
 - b) *safe and suitable access to the site can be achieved for all users;*
 - c) *the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code, and;*
 - d) *any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."*
- 2.2.6 Paragraph 111 states that 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"* and the consideration of mitigation of a development's transport impacts on the transport has also been re-prioritised as set out in para 112 to:
- a) *"give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
 - b) *address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*
 - c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
 - d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
 - e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations."*
- 2.2.7 Within this context, enhancements to highway capacity will be considered as a last resort and the methodology used within this TA reflects the above approach to assessments and mitigation, including the submission of a Travel Plan, in line with para 113 of NPPF.

2.3 Regional Policy

Transport for the North's Strategic Transport Plan (TfN)

- 2.3.1 Transport for the North (TfN) became England's first sub-national transport body in April 2018. As a partnership, TfN encompasses 20 local transport authorities in northern England, together with Network Rail and National Highways, to plan and prioritise long-term infrastructure investment in the North.

2.3.2 TfN's role is to add strategic value by ensuring that funding and strategy decisions about transport in the North are informed by local knowledge and requirements. TfN published its Strategic Transport Plan in 2019 setting out proposals for the northern transport network through to 2050.

2.3.3 The TfN's core vision is to have 'a thriving North of England, where world class transport supports sustainable economic growth, excellent quality of life and improved opportunities for all.' Supporting this vision are the four pan-Northern transport objectives, which are:

- Transforming economic performance;
- Increasing efficiency, reliability, integration, and resilience in the transport system;
- Improving inclusivity, health, and access to opportunities for all; and
- Promoting and enhancing the built, historic and natural environment.

2.4 Local Policy

Greater Manchester Transport Strategy (2021)

2.4.1 The Greater Manchester Transport Strategy (GMTS) sets out the long-term proposals to 2040 to create a cleaner, greener, more prosperous city region through better transport connections and simpler travel. This includes the aspiration for 50% of all journeys in Greater Manchester to be made by walking, cycling and public transport by 2040.

2.4.2 In line with the GTMS, the transport strategy aims to deliver "World class connections that support long-term sustainable economic growth and access to opportunities for all".

2.4.3 Integration is at the heart of the strategy with an ambition to create a high-quality network for Greater Manchester that enables people to move efficiently and effortlessly between different modes of transport. Integrated land use and transport planning are recognised as key tools in realising this ambition.

2.4.4 Policies aim to improve the reliability, accessibility and efficient use of available capacity of the public transport network in Greater Manchester while encouraging people to undertake journeys by sustainable modes of transport.

2.4.5 Policy 3 indicates that a programme of interventions, with journey planning tools and information to encourage travel behaviour change and mode shift will be supported, particularly in order to make the most efficient use of available capacity (particularly during peak periods).

2.4.6 Policy 4 states that new developments should be accessible by sustainable modes to reduce transport emissions and impacts on the highway network.

Made to Move (2017)

2.4.7 The Made to Move Strategy document was published in 2017 and sets out the 15 steps required to make Greater Manchester into one of the best places in the world to walk and cycle. This vision was then followed up by the Beelines proposal to a comprehensive network of walking and cycling routes.

2.4.8 The Beelines network proposes 279 new or upgraded crossings in Manchester enabling 94% of the population to use Beelines. In addition, three miles of Beelines on busy roads are proposed.

- 2.4.9 Improvements to the Wilmslow Road Cycleway (on Oxford Road, to the east of the Site) have been completed in Winter 2018, including segregating the cycle route, improving junctions and providing bus-stop by-passes. This route links Rusholme to the south of the Site to Manchester city centre.

Manchester City Council's Core Strategy (2012)

- 2.4.10 Manchester's Core Strategy, adopted in July 2012, outlines MCC's vision for development of Manchester City up to 2027. Strategic Objective 5 of the Local Plan primary focus is transport. The relevant policies attached to this objective are discussed below:

T1: Sustainable Transport

- 2.4.11 In line with the GMTS ambitions, Policy T1 seeks the delivery of a 'sustainable, high quality, integrated transport system' that promotes the use of sustainable modes by developing alternatives to the car; improving pedestrian routes and the public realm; improving and developing Manchester's cycle network; and the provision of an efficient and reliable public transport network.

- 2.4.12 The policy supports proposals that:

- 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;
- 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;
- Facilitate modes of transport that can reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location; and
- Reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.

- 2.4.13 Additionally, the policy sets out a hierarchy of needs for road users that should be considered by developers. The hierarchy, in order of priority is as follows:

- Pedestrians and disabled people;
- Cyclists, public transport;
- Commercial access;
- General off-peak traffic; and
- General peak time traffic.

T2: Accessible Areas of Opportunity and Need

- 2.4.14 Policy T2 ensures that a good level of access to/from new developments to other parts of the city is established. Policy T2 also elaborates on the MCC parking policies stating that MCC will consider each development upon its own merit.

T3: Strategic Integration

- 2.4.15 Policy T3 requires development to, where possible, contribute to the creation of a sustainable transport network that is both economically viable and environmentally friendly. It also states that any proposals that show any form of prejudice in the implementation of strategic transport schemes will be refused.

3 Baseline Conditions

3.1 Walking Accessibility

- 3.1.1 The MMU Campus including the Site is located in a highly accessible location, in good proximity to local amenities and with excellent connections by public transport and cycle infrastructure.
- 3.1.2 Figure 3.1 shows the current access arrangements for pedestrians to the All Saints Library. The library is mainly accessed via the south, by way of Oxford Road, Chatham Street and Ormond Street. Pedestrian access is also possible from Chester Street and the university buildings to the north (Faculty of Science and Engineering), via the car park under the Mancunian Way.
- 3.1.3 A fence line prevents pedestrian access from Oxford Road to the north of the All Saints Library, where the service access road and loading bay area are.

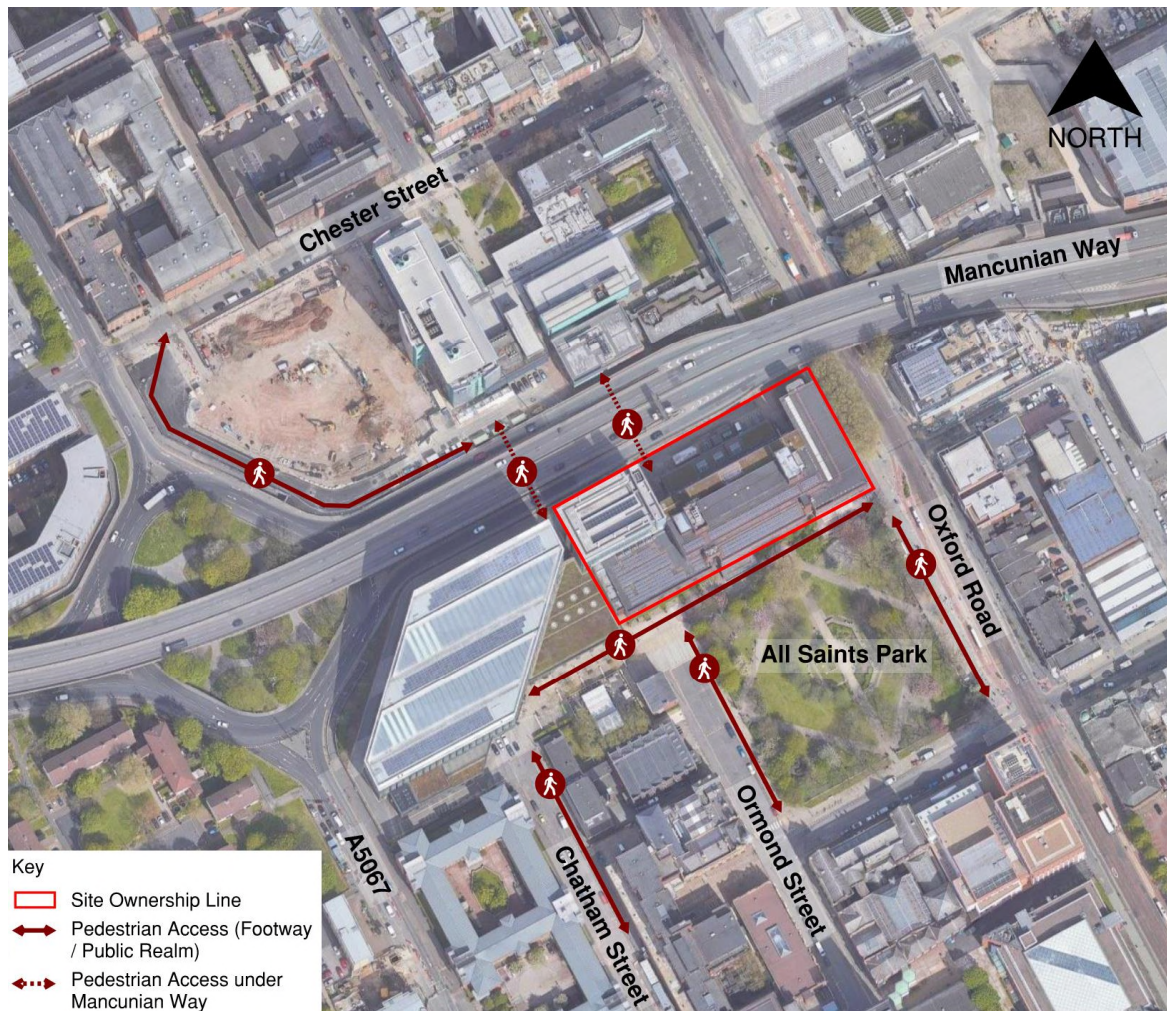


Figure 3.1: All Saints Library - Existing Pedestrian Access

3.2 Cycle Accessibility

- 3.2.1 Figure 3.2 illustrates the current access arrangements for cyclists to All Saints Library. Cycle parking locations are located around the Site, including Sheffield stands on Oxford Road, Ormond Street and to the south of the library between Chatham Street and Ormond Street.
- 3.2.2 Further cycle parking is contained within a cycle shelter off the service access road, to the north of the Faculty of Business and Law building.
- 3.2.3 A secure cycle lockable compound, owned and operated by MMU, is also provided under the Mancunian Way, with a direct access from Oxford Road.
- 3.2.4 A segregated cycle lane is provided on both sides of Oxford Road as it passes the Site. Cycle access is also possible via Chatham Street and Ormond Street to the south, although there are no dedicated cycle lanes. Cyclists can also access the north of library building via Chester Street and the existing car park.
- 3.2.5 Greater Manchester Bee Network cycle hire stations are located on Oxford Road, one to the east of the library and one further south in front of the All Saints Park, as shown in Figure 3.2.

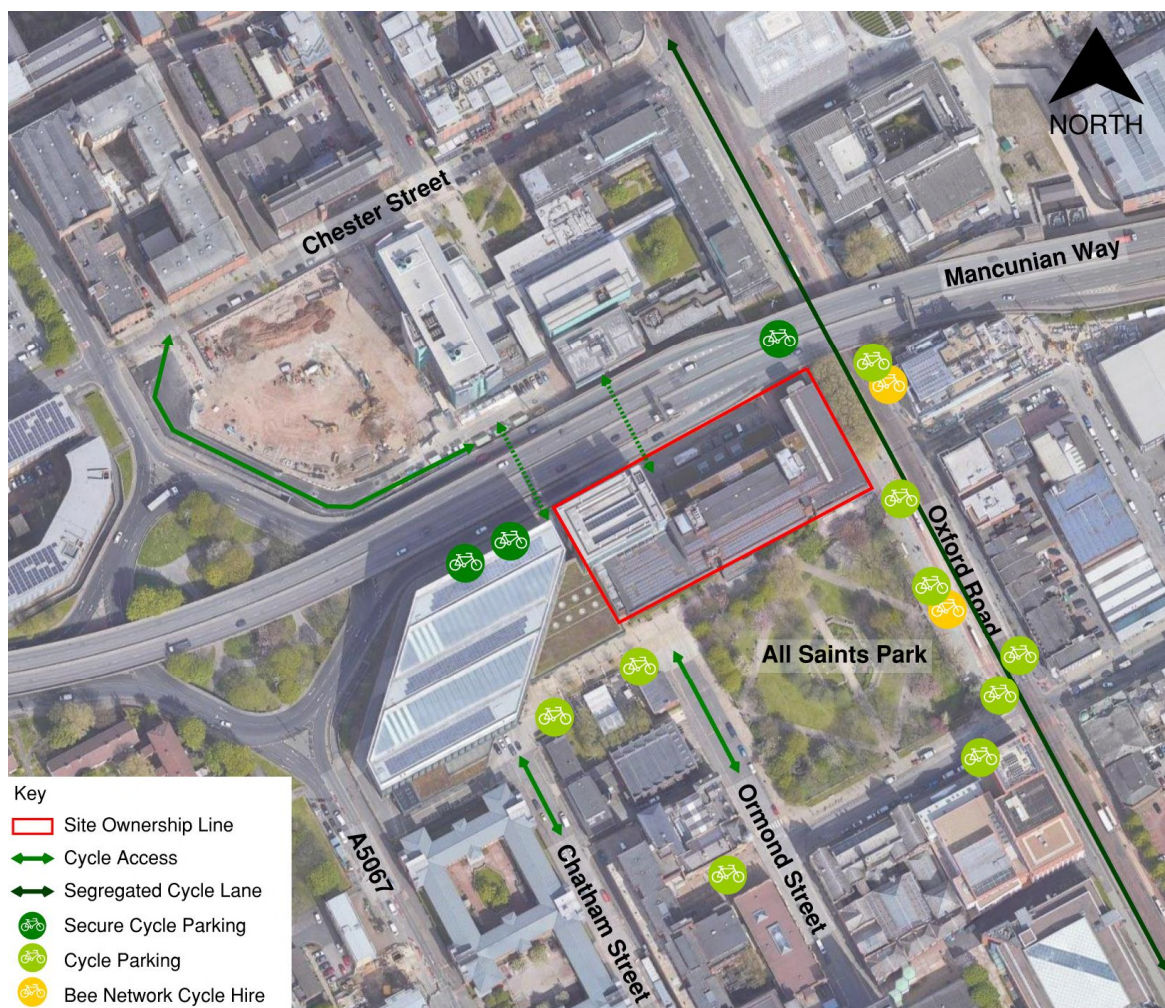


Figure 3.2: All Saints Library - Existing Cycle Access

3.3 Greater Manchester Accessibility Levels (GMAL) – Accessibility Scoring

- 3.3.1 A Greater Manchester Accessibility Level (GMAL) is calculated using the interactive tool managed and maintained by Transport for Greater Manchester (TfGM). The tool measures the accessibility of a location to public transport and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is an excellent level of accessibility.
- 3.3.2 The GMAL for the Site has been calculated as Level 8, as shown in Figure 3.3, indicating a very good level of public transport accessibility across the Site and surrounding area.

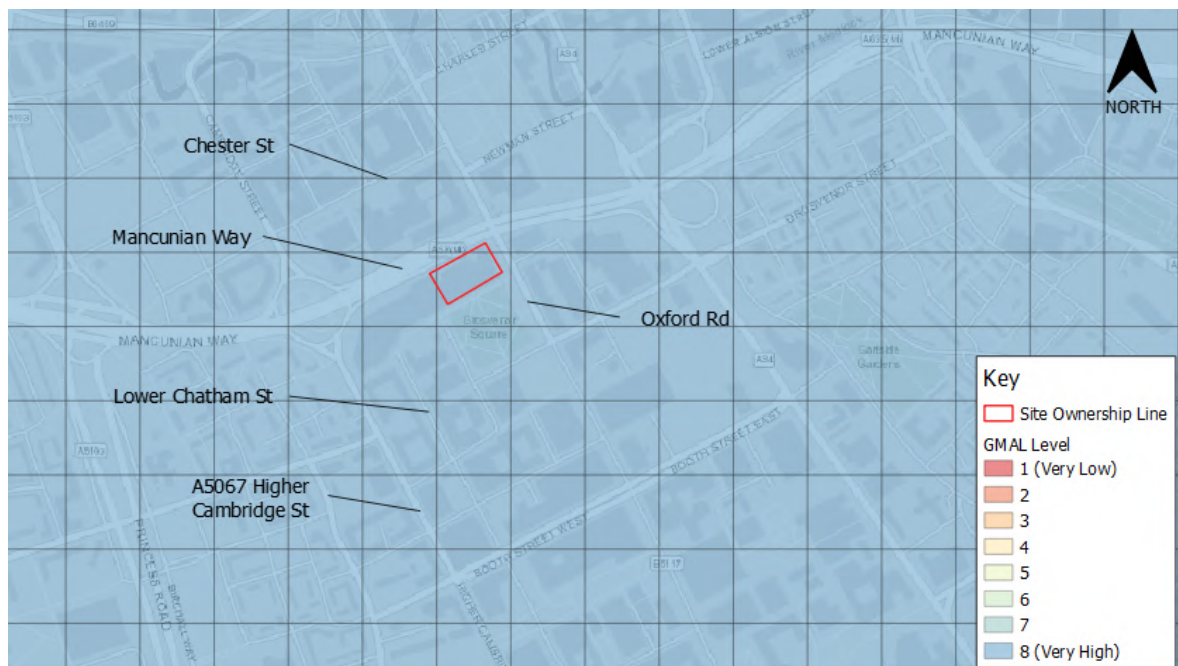


Figure 3.3: GMAL for the Site

3.4 Public Transport Accessibility

- 3.4.1 As indicated by the GMAL, the Site is in a highly accessible location, in a good proximity to local amenities and with excellent connections by public transport and cycle to the city centre and nearby university facilities.

Bus

- 3.4.2 Bus stops are located within 100m of the All Saints Library, on Oxford Road, which is one of the main bus route corridors leading to the city centre, with high frequency bus services. The bus services close to the Site include: 50, 147, 191, 197, V1 Vantage and V2 Vantage, which provide connections to destinations such as Manchester City Centre, Leigh, Ancoats, Atherton, the Lowry and West and East Didsbury.
- 3.4.3 Additional bus stops are located on the A5067 Higher Cambridge Street, within 250m of the Site, which provide services connecting to Piccadilly Gardens.

Rail

- 3.4.4 Manchester Oxford Road station is the nearest mainline rail station serving the Site, which is located approximately 500m to the north (6-minutes' walk / 2-minute cycle).
- 3.4.5 Manchester Oxford Road station provides frequent rail services to Manchester Airport, Liverpool Lime Street, Llandudno, Nottingham and Barrow in Furness. Manchester Oxford Road station also connects to Manchester Piccadilly Station to the east, which provides rail services nationwide, including to London Euston, Edinburgh, Bristol and Bournemouth.

Metrolink

- 3.4.6 St Peter's Square Metrolink stop is the nearest tram stop and is located approximately 950m to the North of the Site. The Metrolink stop is accessible with a 12-minute walk, or 3-minute cycle from the Site and provides frequent connections to destinations such as Altrincham, Eccles, Bury, Rochdale and Ashton-under-Lyne.

3.5 Highways Access

- 3.5.1 Figure 3.4 shows the current vehicular access arrangements to the Site.

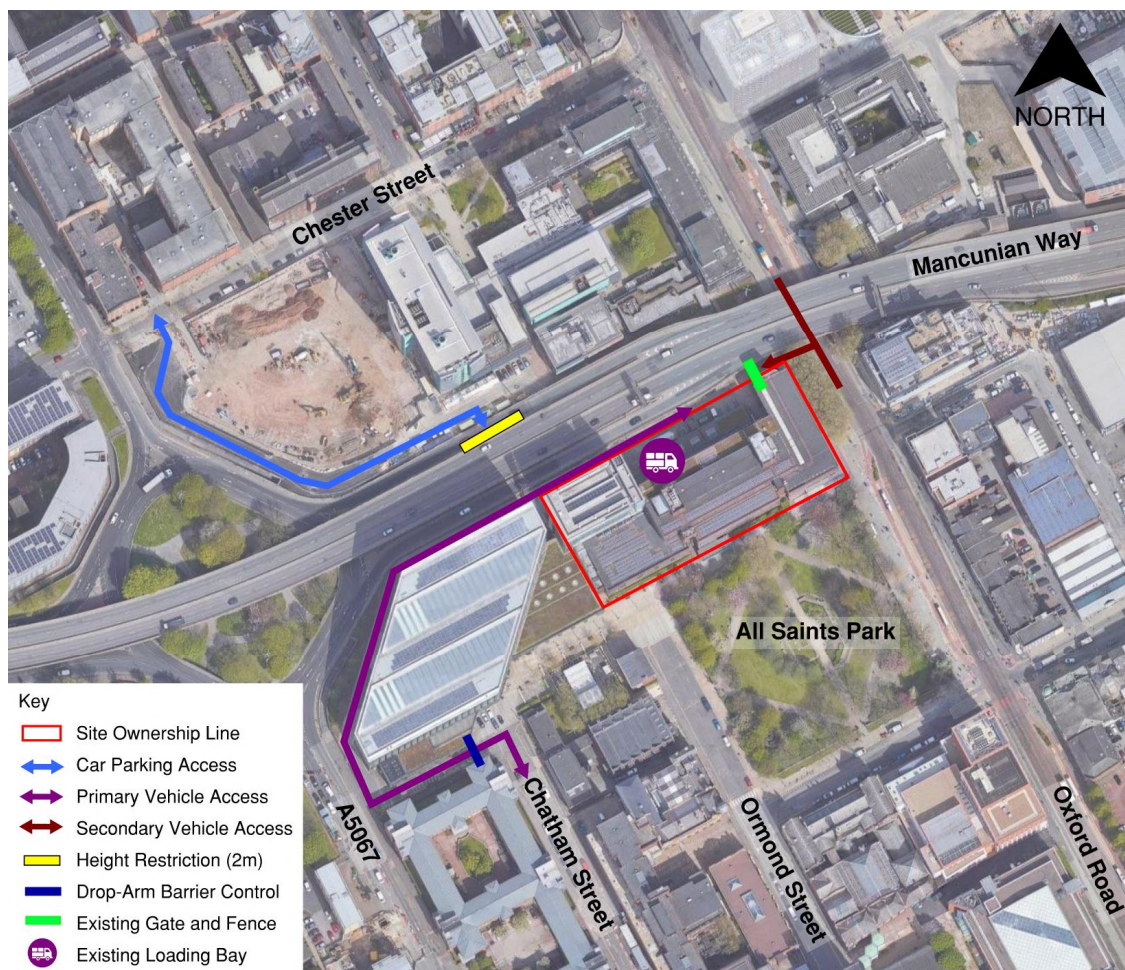


Figure 3.4: All Saints Library – Vehicular Access

- 3.5.2 The Site benefits from a vehicular access for delivery vehicles from Chatham Street via a service access road around the Faculty of Business and Law to the west, as shown in Figure 3.4.
- 3.5.3 The service access road is controlled via a drop arm barrier operated by the MMU security team, who are on-site 24-hours a day. Delivery and servicing vehicles use the access road as the main route for deliveries and collections for the library.
- 3.5.4 Deliveries and collections are irregular and made by various vehicles, including lorries, large tail lift vans and smaller light vans. The largest vehicles servicing the library are 10m rigid vehicles and refuse vehicles.
- 3.5.5 The service access road leads to a loading bay to the north-west of the library. Deliveries to the loading bay include electrical items, batteries, furniture and book collections. Private individuals can also use the access road and loading bay to deliver archives and donations.
- 3.5.6 A secondary access point to the north of the library is located off Oxford Road, via the metal lockable gates to the northeast of the Site. This access is used infrequently and on occasions where the access road is blocked (for example, due to roadworks).
- 3.5.7 A waste collection area is located to the north of the loading bay under the Mancunian Way. The area provides waste storage space for the library but also other nearby buildings and includes storage for different waste streams including general waste, food, plastic bottles, cans, paper and card.
- 3.5.8 The existing car park under Mancunian Way is accessed from Chester Street to the north of the Site. A 2m height restriction is in place under the Mancunian Way, which restricts the access of larger vehicles.

3.6 Public Realm Improvements

- 3.6.1 A planning application (ref.: 128485/FO/2020) was submitted in November 2020 for “Full Planning Permission for the refurbishment and expansion of All Saints Park public realm and surrounding streets including flexible use for temporary events, activities and pop-up retail (Use Classes E(a) and E(b)) facilities”.
- 3.6.2 The planning application includes proposals for streets around the All Saints Park to be closed to vehicular traffic and replaced with a pedestrianised area, seating and landscaping. The existing roads currently forming part of the adopted highway will be required to be stopped up to facilitate the development proposals.
- 3.6.3 Vehicle access will be retained for the University and St. Augustine’s Church. In addition, a cycle route will be maintained along Cavendish Street, with cycle parking located along Lower Ormond Street and Cavendish Street.
- 3.6.4 The proposals consist of three phases, including:
- Phase 1a: All Saints Park, Cavendish Street and Lower Ormond Street.
 - Phase 1b: Jenkinson Street and the non-vehicular link between Oxford Road and Higher Ormond Street.
 - Phase 1c: Higher Ormond Street.
- 3.6.5 A Highway Statement was produced in October 2020, to support the planning application. The traffic impact associated with the public realm scheme were reported to be negligible in the Highway Statement.
- 3.6.6 This planning permission was approved by Manchester City Council in June 2021. Works to deliver the first

phase will start from 22 June 2023 with the aim to complete the project by spring 2024.

3.7 Assessment of Collision Data

- 3.7.1 Road traffic collision statistics have been obtained from TfGM, through the online reported road accident database, for the most recent five-year period (2018-2022). It is noted that this is the most up to date traffic collision information available at the time of writing this report.
- 3.7.2 Collision statistics are reviewed in terms of numbers and severity to ascertain whether there are particular trends or patterns at a particular junction or section of road. If there is a trend or statistically high collision record that would require accident remedial works, then this could be considered as 'significant'.
- 3.7.3 The study area includes Oxford Road along the frontage of the Site and is shown in Figure 3.5. A total of 2 slight accident have been recorded along the frontage of the Site between 2018 and 2022. A further six accidents are shown to have occurred on Oxford Road to the south of the Site, including two serious accidents and four slight accidents. There does not appear to be a trend for the accidents requiring remedial action.

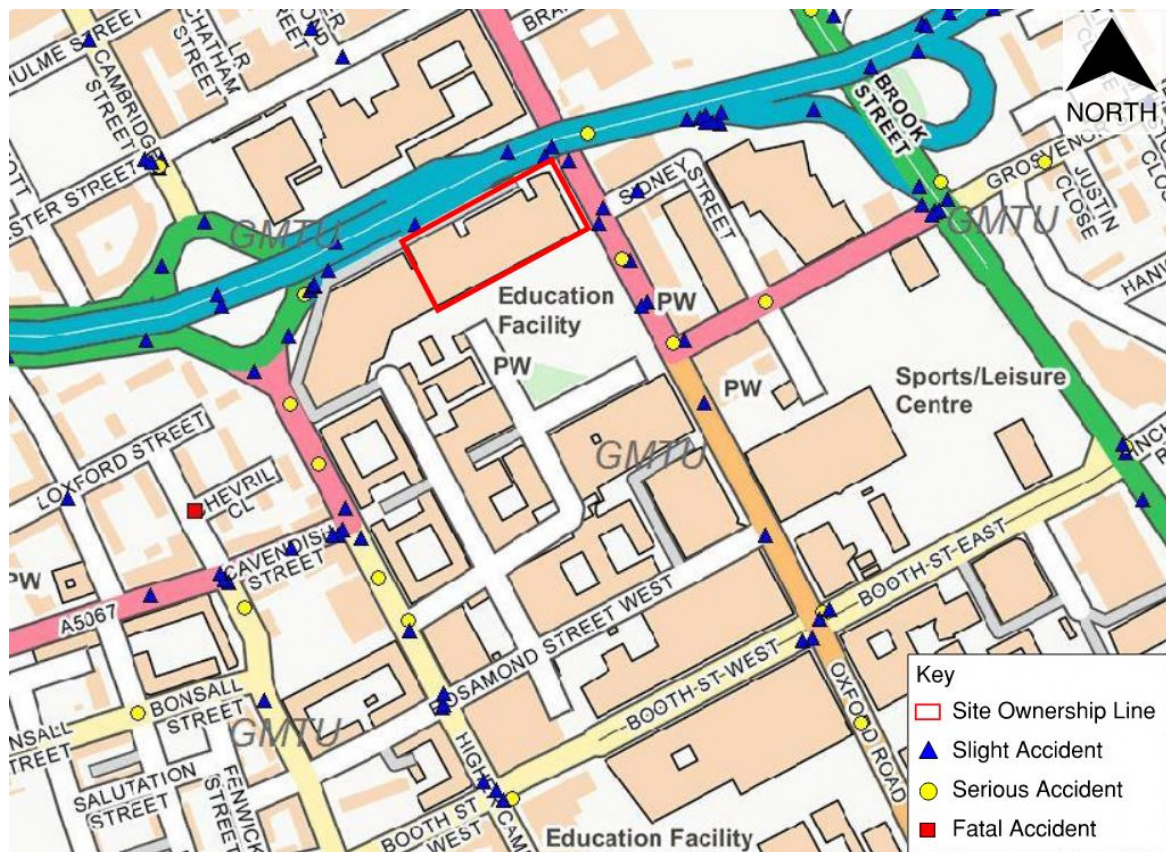


Figure 3.5: Collision Data, 2018-2022

4 Proposed Development

4.1 Development Proposals

- 4.1.1 The proposed development is for the refurbishment of the current MMU library to provide improved library services. The development is proposed to be a land-use Class F, which relates to Local Community and Learning; provision of education, libraries and reading rooms.
- 4.1.2 The planning application is for the refurbishment of the existing All Saints Library Building, which has a Gross Internal Area (GIA) of 12,000 sqm. An additional 9,000 sqm GIA is proposed as part of the development to provide additional floor area for library services. The redevelopment will therefore have the same footprint as the existing library, but with an increased floor area.
- 4.1.3 The proposed Site layout is shown on Figure 4.1, with a larger Ground Floor Plan available at Appendix B.

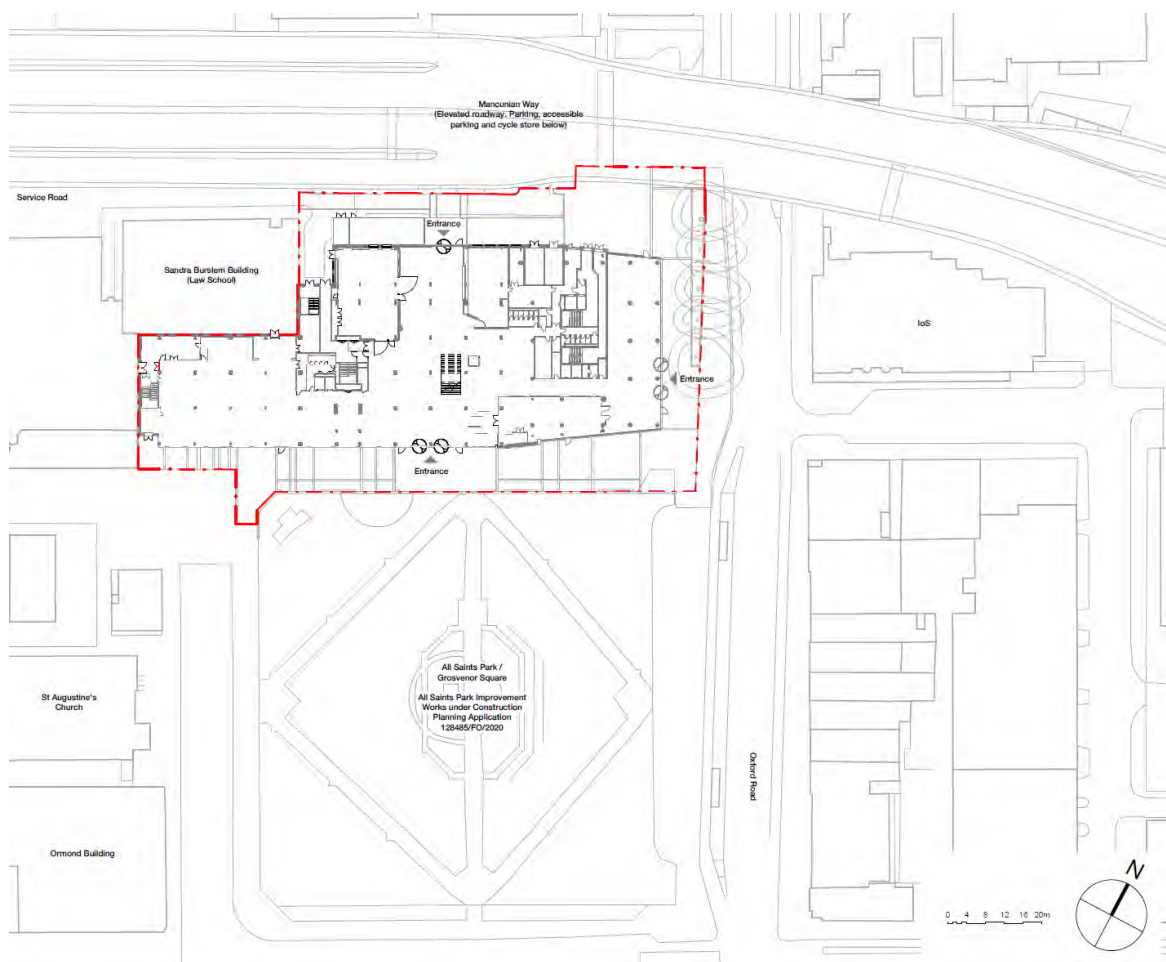


Figure 4.1: MMU Library – Site Layout (Ground Floor)

4.2 Pedestrian and Cycle Access

- 4.2.1 Two entrances are currently located to the south of the library building, fronting All Saints Park. As shown on Figure 4.1, a single entrance is proposed to the south of the building, to the west of the All Saints Park northern entrance. Another pedestrian entrance is proposed on Oxford Road, to the south-east of the Site.
- 4.2.2 A third pedestrian entrance is proposed to the north of the library, which provides access under the Mancunian Way to other university buildings, such as the Faculty of Science and Engineering.
- 4.2.3 The current cycle access and existing cycle parking under the Mancunian Way will remain unchanged as a result of the proposed development.

4.3 Vehicle Access and Parking

- 4.3.1 Currently, there are no parking provision on the Site and parking provision is not proposed as part of the development proposals. The existing Oxford Road car park provides parking bays for staff, students and visitors, and includes three disabled parking bays.
- 4.3.2 There are no changes proposed at the Site in terms of general vehicle access or parking.

4.4 Servicing Vehicle Access

- 4.4.1 The service access road that runs behind the buildings adjacent to the Site (i.e., Faculty of Business and Law) from Chatham Road will continue to be the primary route to the library for deliveries and waste collection. No changes to servicing activity in terms of numbers and types of vehicles accessing the Site are expected as a result of the development.
- 4.4.2 A secondary access point to the library is located off Oxford Road, via the metal lockable gates to the north-east of the Site. This access will be maintained for emergency vehicles and as a secondary route for delivery and servicing vehicles to be used infrequently on occasions such as the access road becoming blocked (for example, due to roadworks).
- 4.4.3 An enlarged turning area is proposed behind the library loading bay to improve the turning for servicing vehicles.
- 4.4.4 The turning area has been tracked for a 10m rigid delivery vehicle and a large refuse vehicle. The vehicles will access the turning area in forward gear, turn around within the turning area and exit the Site in forward gear via the access road.
- 4.4.5 The vehicle swept path analysis shows that the 10m rigid and waste collection vehicle are able to turn within the turning area and exit in forward gear. The vehicle swept path analysis drawings can be found in Appendix C.

5 Transport Impacts

5.1 Impact of the Proposed Development

- 5.1.1 The redevelopment proposals include the refurbishment of the existing All Saints Library Building (circa 12,000 sqm GIA) with an additional 9,000 sqm GIA of library space.
- 5.1.2 There will be no increase in student population as a result of the proposals. As a result, the modal share and trip generation from/to the Site will be similar to the existing situation.
- 5.1.3 A total of 100 Full-Time Employees (FTE) are currently employed at the library. The employees include library staff but also support services such as cleaners, receptionists and security. It is expected that the proposed development will result in a small increase in the number of staff required to operate the premises, but this number is not significant in transport terms. The shift patterns of employees means that not all employees would travel to or be on-site at the same time, therefore spreading the trips on the transport networks. While library staff work during regular working hours (i.e., from 9AM to 5.30PM), support staff generally work in shifts. Cleaners, for example, are expected to work before the library opens, reception staff are expected to work in shifts and security will include the library building as part of their campus routine walk.
- 5.1.4 Importantly, no car parking provision is proposed as part of the development.
- 5.1.5 It is therefore expected that the impact of the development on the nearby transport networks will be negligible.

5.2 Mitigation Measures

Framework Travel Plan

- 5.2.2 MMU has a Travel Plan in place for their estate including the existing All Saints Library. The Travel Plan has recently been updated and this is appended to this TS for reference. The Travel Plan demonstrates the University's commitment to promoting sustainable travel modes amongst all users of their estate.

Construction Management Plan

- 5.2.3 It is envisaged that a detailed Construction Management Plan (CMP) would be secured by planning condition. The aims of the CMP will be to:
- Minimize environmental impact of construction activities through lower vehicle emissions and noise levels, and through the efficient use of on-site resources and co-working with other developments in the area,
 - Minimise risks to road users, specifically in relation to construction vehicle movements to and from the Site,
 - Minimise congestion, by reducing the number of vehicle trips, particularly in peak periods, and
 - Minimise costs, through efficient working practices and reduced deliveries.

6 Summary and Conclusions

6.1 Summary

- 6.1.1 Buro Happold have been appointed by Manchester Metropolitan University (the Applicant) to provide transport consultancy services in support of a planning application for the re-development of the All Saints Library in Manchester (the Site) to be submitted to Manchester City Council (MCC).
- 6.1.2 The Site is currently used as a library for the MMU students, as part of the wider MMU campus. The proposed development aims to refurbish the current MMU library, which has a Gross Internal Area (GIA) of 12,000 sqm and provide an additional 9,000 sqm GIA, to provide improved library services. The redevelopment will therefore have the same footprint as the existing library, but with an increased floor area.
- 6.1.3 The development is proposed to be a land-use Class F, which relates to Local Community and Learning; provision of education, libraries and reading rooms.
- 6.1.4 The All Saints Library has a GMAL of 8 and is therefore considered to be highly accessible by sustainable modes. It is located in good proximity to local amenities and has excellent connections to surrounding areas by public transport walking and cycle infrastructure.
- 6.1.5 There are no changes proposed at the Site in terms of vehicle access. The service access road from Chatham Road is proposed to remain in place as part of the re-development and will continue to act as the main route for deliveries and collections to the library. There will be no change in the type and frequency of delivery vehicles accessing the north of the library.
- 6.1.6 The existing secondary vehicle access on Oxford Road will be maintained for delivery and servicing and emergency vehicle access. The route would only be used for servicing on the (very unusual) occasion when the primary route from Chatham Road is unavailable, during maintenance etc. On these occasions, the route from Oxford Road would be used temporarily to ensure that operation of the Site can be maintained.
- 6.1.7 No car parking is proposed as part of the proposed development.
- 6.1.8 There will be no increase in student population as a result of the proposals. As a result, the modal share and trip generation from/to the Site will be similar to the existing situation. The proposed development will result in a small increase in the number of staff required to operate the premises, but this number is not significant in transport terms.
- 6.1.9 The proposed development is therefore expected to have negligible impacts on the nearby transport networks.
- 6.1.10 MMU has a Travel Plan in place for their estate including the existing All Saints Library. The Travel Plan has recently been updated and this is appended to this TS for reference. The Travel Plan demonstrates the University's commitment to promoting sustainable travel modes amongst all users of their estate.

6.2 Conclusions

- 6.2.1 Based on the assessment outlined in this TS, it is concluded that the proposals accord with prevailing transport policy guidance and that the development proposals are appropriate for the location.
- 6.2.2 In conclusion, it is considered that there are no reasons in transport terms why the proposed development should not be granted planning permission.

Appendix A Scoping Correspondence

Jeanne Watrin

From: Kevin Jackson
Sent: 23 June 2023 12:22
To: Jeanne Watrin
Subject: RE: Manchester Metropolitan University, All Saints Library - Transport Assessment, Scoping Note

****External Email. This email originated from outside Buro Happold.****

Good afternoon, Jeanne

I will be picking this up. I have reviewed the Scoping document and do not have any issues with the proposed approach.

Has this been allocated to a Planning Officer yet? If so, could you please advise which one?

Regards

Kevin

Kevin Jackson
Development Control Engineer
Highways
Neighbourhoods Directorate
Mobile/phone number: Use Teams

Web: <http://www.manchester.gov.uk>

POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Jeanne Watrin
Sent: 19 June 2023 14:57
To: Richard Thomas ; Kevin Jackson
Cc: Chris Mullett
Subject: Manchester Metropolitan University, All Saints Library - Transport Assessment, Scoping Note

Good afternoon,

Please find attached the Transport Scoping Note for the proposed re-development of the Manchester Metropolitan University All Saints Library for your review / approval.

The development proposals for the Site include the refurbishment of the existing All Saints Library Building, with an additional 9,000 sqm Gross Internal Area. The proposals will have the same footprint and use as the existing All Saints Library building.

The planning application is expected to be submitted in September 2023.

Can you confirm who will be the highway officer reviewing the Scoping Note / Transport Statement?

I look forward to hearing from you.

Kind regards,
Jeanne

Jeanne Watrin MSc CMILT MCIHT
Principal Transport Planner
BuroHappold Engineering

www.burohappold.com | [@burohappold](https://twitter.com/burohappold)



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Transport Scoping Note

Project Manchester Metropolitan University (MMU) All Saints Library
Subject Transport Scoping Note
Project no 0053621
Date 19 June 2023

Revision	Description	Issued by	Date	Approved (signature)
00	For Issue	JW	19.06.23	CM

1 Introduction

1.1 Purpose of this Note

This Transport Scoping Note has been prepared on behalf of Manchester Metropolitan University (MMU) in relation to the forthcoming planning application for the proposed redevelopment of the All Saints Library, All Saints Park, Manchester M15 6BH (the Site).

The scoping note aims to inform the pre-application consultations with Transport/Highways Officers at Manchester City Council (MCC) and propose a scope for the Transport Statement (TS) required to support the planning application, due to submitted in September 2023.

1.2 Proposed Development

The development proposals for the Site are summarised as follows:

- Refurbishment of the existing All Saints Library Building (circa 12,000 sqm GIA), and
- Extension of 9,000 sqm GIA (to the existing All Saints East Building).

The redevelopment will therefore have the same footprint as the existing All Saints library, with an increased floor area. Details of the proposals are included in Chapter 3 of this document.

2 Site Context

The Site currently comprises the All Saints library and is part of the MMU main campus. The library is located within a kilometre of Manchester city centre. The Site is bound by the All Saints Park to the south, Oxford Road to the East, the Mancunian Way to the north, and other university building to the west.

The Site location is shown on Figure 2.1 below.



Figure 2.1: Site Location

2.1 Pedestrian Accessibility

The MMU campus is located in a highly accessible location, having good proximity to local amenities and with excellent connections by public transport and walking and cycle infrastructure.

Figure 2.2 below shows the current access arrangements for pedestrians to the All Saints Library. The library's main pedestrian access is currently from the south, via Oxford Road, Chatham Street and Ormond Street. Additional pedestrian access is also available from Chester Street and the university buildings to the north (Faculty of Science and Engineering), via the car park under the Mancunian Way.

A fence line prevents pedestrian access from Oxford Road to the north of the All Saints Library, where the service access road and loading bay are.

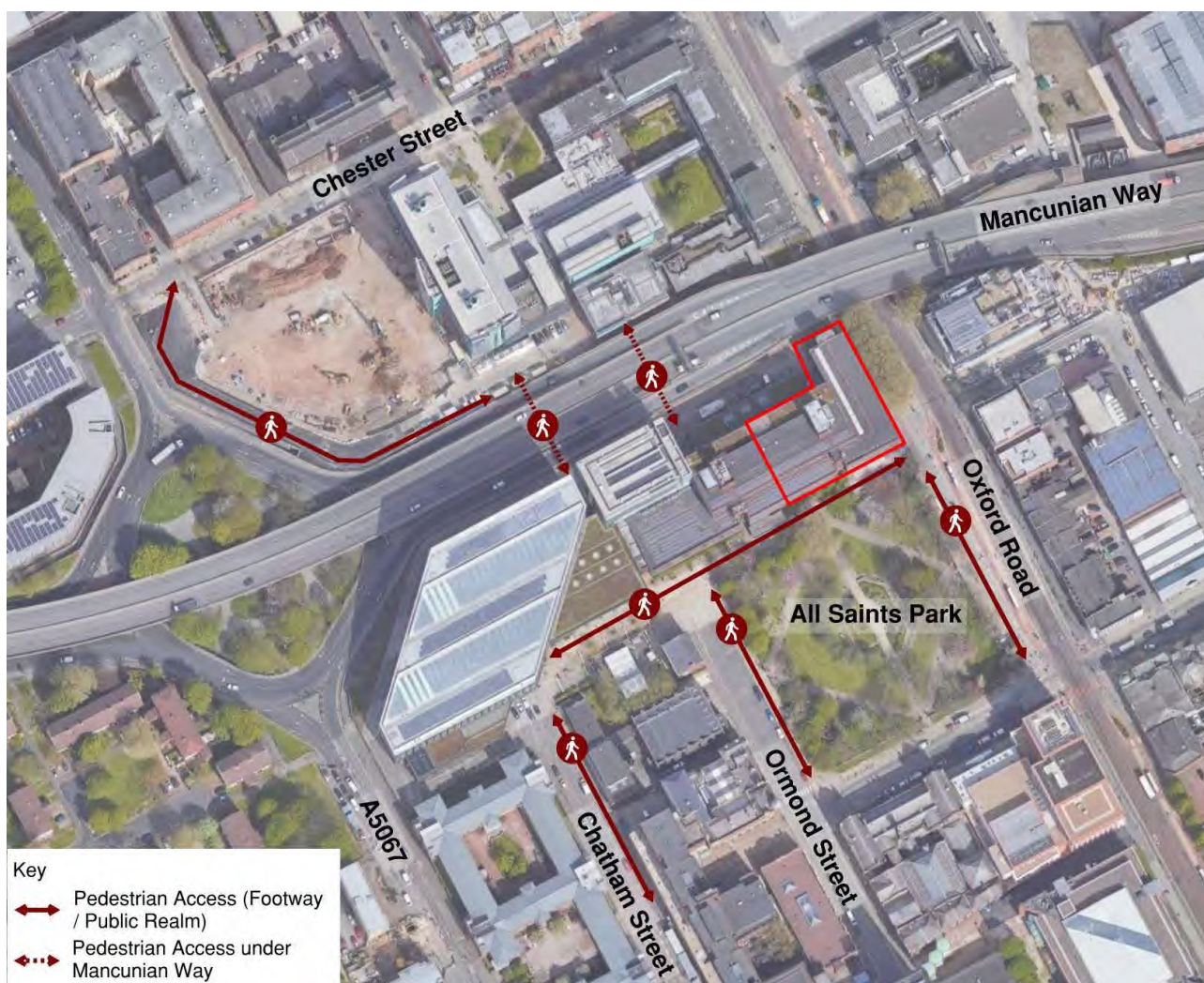


Figure 2.2: All Saints Library - Existing Pedestrian Access

2.2 Cycle Accessibility

Figure 2.3 illustrates the current access arrangements for cyclists to the All Saints Library. A number of cycle parking spaces are available in the vicinity of the Site, including Sheffield stands on Oxford Road, Ormond Street and to the south of the library (between Chatham Street and Ormond Street).

Cycle shelters are also available off the service access road to the north of the Faculty of Business and Law building. Secure cycle parking is also available under the Mancunian Way, off Oxford Road. The cycle parking is within a fenced enclosure and lockable door.

A segregated cycle lane is provided on both sides of Oxford Road along the frontage of the Site. Cycle access is also possible via Chatham Street and Ormond Street to the south, although there are no dedicated cycle lanes. Cyclists can also access the north of the All Saints Library via Chester Street and the existing car parking, however no access to the secure cycle parking under Mancunian Way is possible from the car park.

Greater Manchester Bee Network cycle hire stations are located on Oxford Road, one to the east of the library and one further south, in front of All Saints Park, as shown in Figure 2.3.



Figure 2.3: All Saints Library - Existing Cycle Access

2.3 Public Transport Accessibility

Oxford Road, adjacent to the Site, is one of the main bus route corridors leading to the city centre, with high frequency connections available between the Site and destinations such as Fallowfield, West and East Didsbury, Sale, Manchester Airport, Flixton, North Reddish and Stockport. Bus stops are located within 100m of the All Saints Library.

Manchester Oxford Road station is the nearest mainline rail station serving the Site, which is located approximately 500m to the north (6-minutes' walk / 2-minute cycle).

St Peter's Square Metrolink stop is the nearest tram stop and is located approximately 950m to the north of the Site. The Metrolink stop is accessible with a 12-minute walk, or 3-minute cycle from the Site and provides frequent connections to destinations such as Altrincham, Eccles, Bury, Rochdale and Ashton-under-Lyne.

2.4 Vehicular Access

The Site benefits from a vehicular access for delivery vehicles from Chatham Street via a service access road around the Faculty of Business and Law to the west, as shown in Figure 2.4. The access road is controlled with a drop arm barrier.

Vehicular access to the north of the library is available for emergency vehicles via a lockable metal gate off Oxford Road, just to the south of the Mancunian Way.

The existing car park under Mancunian Way is accessed from Chester Street to the north of the Site, and has a 2m height restriction in place.

Figure 2.4 below shows the vehicular access to the Site.

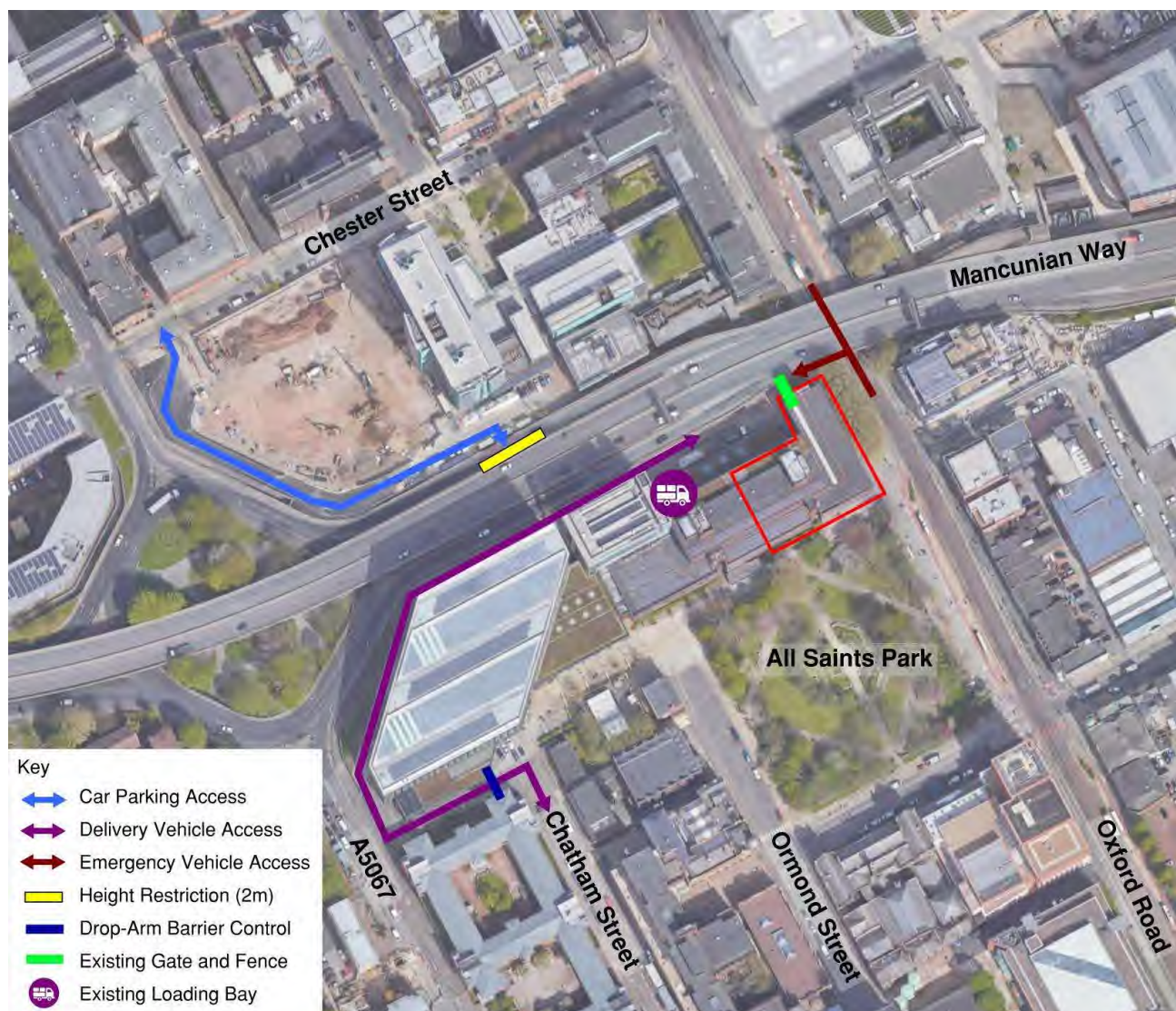


Figure 2.4: All Saints Library – Vehicular Access

2.5 Proposed Public Realm Improvements

In terms of relevant local context, it is noted that a planning application (ref.: 128485/FO/2020) was submitted in November 2020 for “Full Planning Permission for the refurbishment and expansion of All Saints Park public realm and surrounding streets including flexible use for temporary events, activities and pop-up retail (Use Classes E(a) and E(b)) facilities”.

The planning application includes proposals for streets around the All Saints Park to be closed to vehicular traffic and replaced with a pedestrianised area, seating and landscaping. The existing roads currently forming part of the public adopted highway will be required to be stopped up to facilitate the development proposals.

Vehicle access will be retained for the University and St. Augustine’s Church. In addition, a cycle route will be maintained along Cavendish Street, with seating and cycle parking located along Lower Ormond Street and Cavendish Street.

The proposals consist of three phases, including:

- Phase 1a: All Saints Park, Cavendish Street and Lower Ormond Street.
- Phase 1b: Jenkinson Street and the non-vehicular link between Oxford Road and Higher Ormond Street.
- Phase 1c: Higher Ormond Street.

A Highway Statement was produced in October 2020, to support the planning application. The traffic impact associated with the public realm scheme were reported to be negligible in the Highway Statement.

This planning permission was approved in June 2021.

3 Proposed Development

3.1 Proposals

The current library is proposed to be redeveloped, as follows:

- Refurbishment of the existing All Saints Library Building (circa 12,000 sqm GIA), and
- Extension of 9,000 sqm GIA (to the existing All Saints East Building).

The redevelopment will therefore have the same footprint as the existing All Saints library, with additional levels and overall increased floor area.

The proposed Site layout is still being progressed and therefore subject to change as the scheme design progresses, but an indicative layout is shown on Figure 3.1 below.



Figure 3.1: MMU Library – Indicative Site Layout (Ground Floor)

3.2 Proposed Pedestrian and Cycle Access

The current pedestrian and cycle access arrangements will remain in place as part of the proposed development.

Cycle parking is not proposed within the red line boundary. However, cycle parking is available throughout the MMU main campus, including a secure cycle parking hub under the Mancunian Way.

3.3 Proposed Vehicular Access

The access road from Chatham Road will remain in place after the re-development of the All Saints library and will continue to act as the main route for deliveries and collections. There will be no change in the type and frequency of delivery vehicles accessing the north of the library.

The Oxford Road car park is outside of the proposed development boundary. As such, the proposed redevelopment will not have an impact on the current layout and operation of the car park.

The existing emergency vehicles access route will also remain the same, with the route through the existing gate off Oxford Road maintained.

3.4 Car Parking

Currently, there is no parking provision on the Site and no new parking is proposed as part of the development proposals. The existing Oxford Road car park provides parking bays for staff, students and visitors, and includes three disabled parking bays.

4 Transport Impact

4.1 Impact of Proposals

The redevelopment proposals include the refurbishment of the existing All Saints Library Building (circa 12,000 sqm GIA) with an additional 9,000 sqm GIA. The proposed development will have the same footprint as the existing All Saints Library.

The proposed development will also have the same land-use as the existing All Saints Library.

Finally, there will be no increase in student population as a result of the proposals. As a result, the modal share and trip generation from/to the site will be similar to the existing and no new transport impacts are expected.

4.2 Conclusion

The site is highly accessible by public transport and active modes and there will be no change to the existing access arrangements as part of the proposals. Although a 9,000 sqm GIA increase is proposed, the student population will not increase as a result of the proposals.

Therefore, it is proposed to provide a Transport Statement with the application rather than a more detailed Transport Assessment. It is proposed that the impact assessment for the proposed development will be undertaken qualitatively, and no traffic modelling will be undertaken.

5 Planning Application Deliverables

5.1 Transport Statement

It is proposed to submit a Transport Statement (TS) with the planning application for the proposed redevelopment of the MMU All Saints Library incorporating the following key elements:

- **Policy Context** – relevant National, Regional and Local planning policy will be described.
- **Baseline Conditions** – the existing transport baseline conditions will be described with regard to the pedestrian and cycle networks, public transport facilities and the highway network. Analysis of road traffic collisions in the vicinity of the Site over the last five years will also be included.
- **Proposed Development** – the proposed development will be described, including land use quantum and mix, proposed access, parking and vehicle servicing arrangements.
- **Transport Impacts** – this section will contain the qualitative assessment of the transport impact resulting from the proposed development. The transport impact from the proposed development is expected to be minimal and no traffic modelling is proposed to be undertaken.
- **Summary and Conclusions** – this section will summarise the findings of the TS.

5.2 Travel Plan

The Manchester Metropolitan University has a Travel Plan in place, which include the existing All Saints Library. Therefore, it is not envisaged that a separate stand-alone Travel Plan would be required as part of the planning application but that sustainable travel modes would continue to be promoted at the Site as part of the existing site-wide Travel Plan for MMU.

Minutes

Subject	MMU Library Transformation Project	Job no	053621
Place	Manchester, Teams Meeting	Date	24 August 2023
Present	Rebecca Hesketh (MCC) Neil Bayliss-Rowe (MCC) Helen Hatcher (MMU) Jeanne Watrin (BH)	Apologies	Chris Mullett (BH) Robert Griffin (MCC)
Distribution	All above		

Objective of meeting:

Item	Action
1.0 Vehicular Access	
1.1 HH presented the existing vehicular strategy for the MMU library. The waste collection vehicles currently collect the waste from Oxford Road via the metal gate access. It is proposed that as part of the development proposals, the primary access for waste collection and delivery vehicles will be via Chatham Street and the access road. However, a secondary access will be from Oxford Road (as existing). This secondary access will be used by delivery and servicing vehicles if the access road is not operational (in case of roadworks for instance) and also for emergency vehicles.	-
1.2 NBR and RH agree that this is acceptable as the access is already existing and in use.	
2.0 Temporary arrangement for construction	
2.1 JW enquired whether the access on Oxford Road would be acceptable during construction. HH confirmed that there are two possible access strategies for construction presented at the moment as there are two contractors bidding for the project, one contractor proposes that vehicles will access the site via the access road only, and the other proposes that vehicles access the site via the access road and egress via Oxford Road.	
2.2 NBR stated that Matt Turner (MCC) will be in charge of reviewing the temporary arrangement and will confirm the suitability of the access strategy proposed. HH to send across maps defining the two proposed access strategies to discuss with MCC.	HH

3.0 Pre-Application Scoping

- | | | |
|-----|--|----|
| 3.1 | RH stated that the pre-application scoping note was previously sent to Kevin Jackson (MCC), who has now left. JW confirmed that Kevin responded to the pre-app scoping note and found the scope acceptable. JW enquired if RH has further comments on the proposed scope of the TS. | - |
| 3.2 | RH noted that the servicing strategy will need to be confirmed in terms of access but also whether the frequency of deliveries will increase. HH confirmed that deliveries are not expected to increase as a result of the development. JW also confirmed that this will be captured in the TS along with the vehicle tracking within the site. | JW |
| 3.3 | RH enquired about the cycle parking arrangement. HH highlighted that the cycle parking is not provided on a building basis but rather across the campus. RH does not object to this approach but would like to see the Travel Plan and the rate of occupancy of the cycle parking. JW confirmed that the Travel Plan will be appended to the TS. | JW |
| 3.4 | RH also confirmed that an operational assessment in terms of trip generation is not required based on the fact that the student population will be the same, there is no car parking proposed as part of the development and the increase in staff will be low. | - |

The minutes detailed herein reflect the author's recollection of the discussions held during the meeting detailed above. If you feel that these minutes are inaccurate; proposed additions, corrections and/or comments must be submitted to the author in writing within five working days of the date of these minutes. If no written responses are received within this period, these minutes will be deemed the official record of the meeting.

Appendix B Ground Floor Plan, Proposed Development

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No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation. Do not scale this drawing. All dimensions to be checked on the site by the contractor and such dimensions to be their responsibility. All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect. To be read in conjunction with Architect's specification and other consultant information.

Rev	Description	Date
P01	Planning Issue - For Review	20.10.23
P02	Planning Submission	27.10.23

KEY:
- - - Boundary of Planning Application

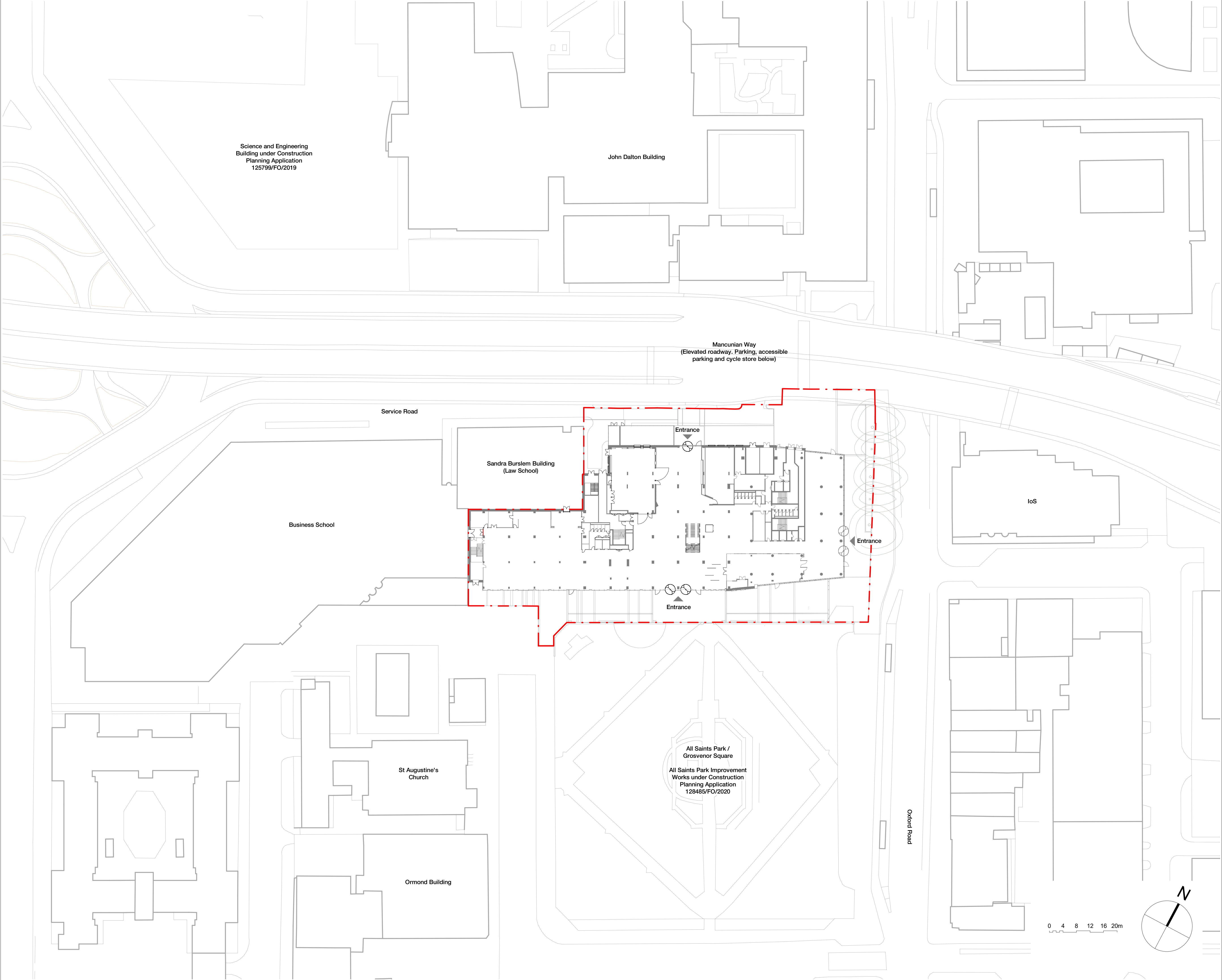
26-28 Hilton Street
Manchester M1 2EH
mail@hawkinsbrown.com
hawkinsbrown.com



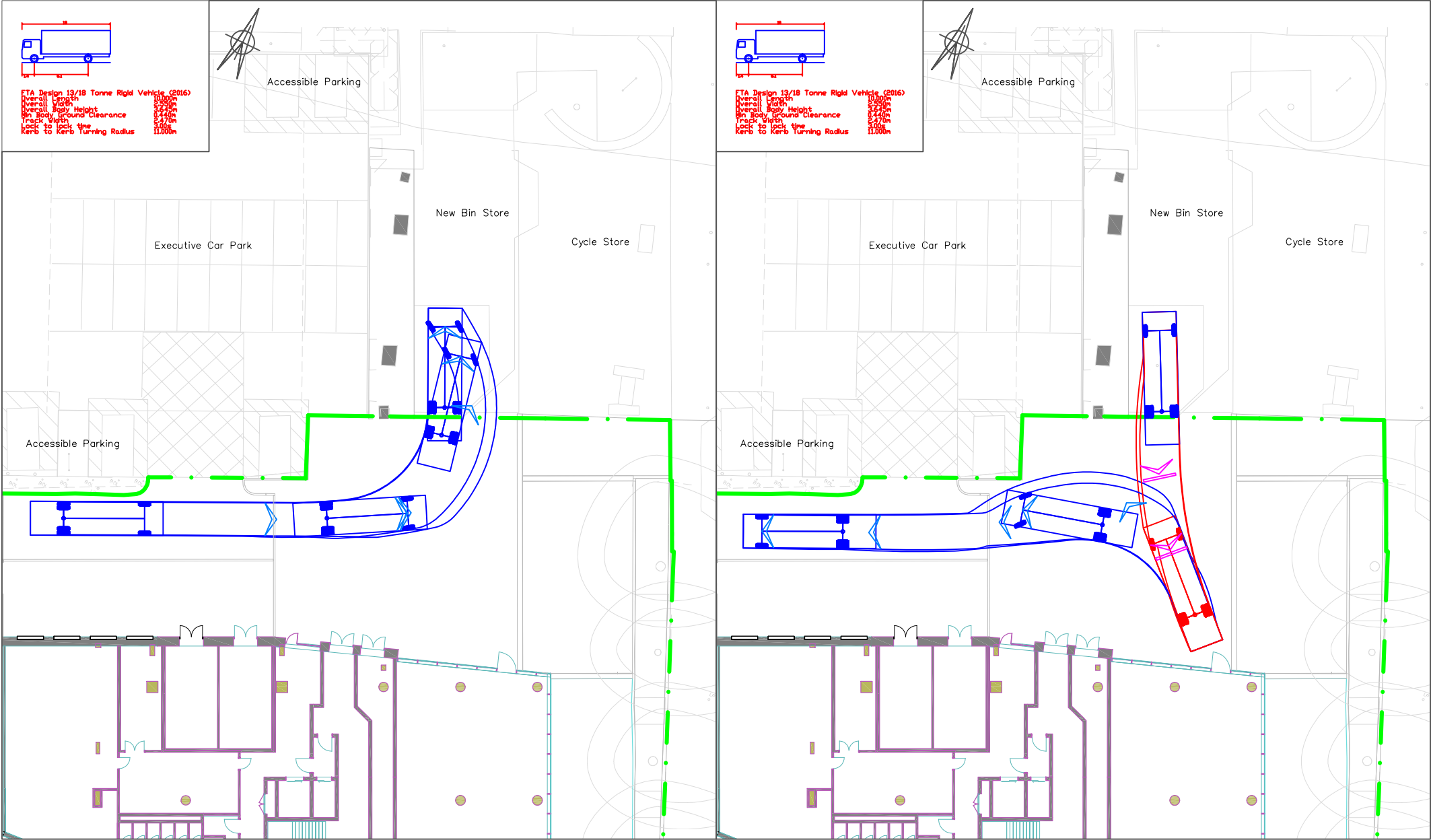
Project
The Library Transformation Project
All Saints Campus
Manchester, M15 6BH

Drawing
Proposed Site Plan

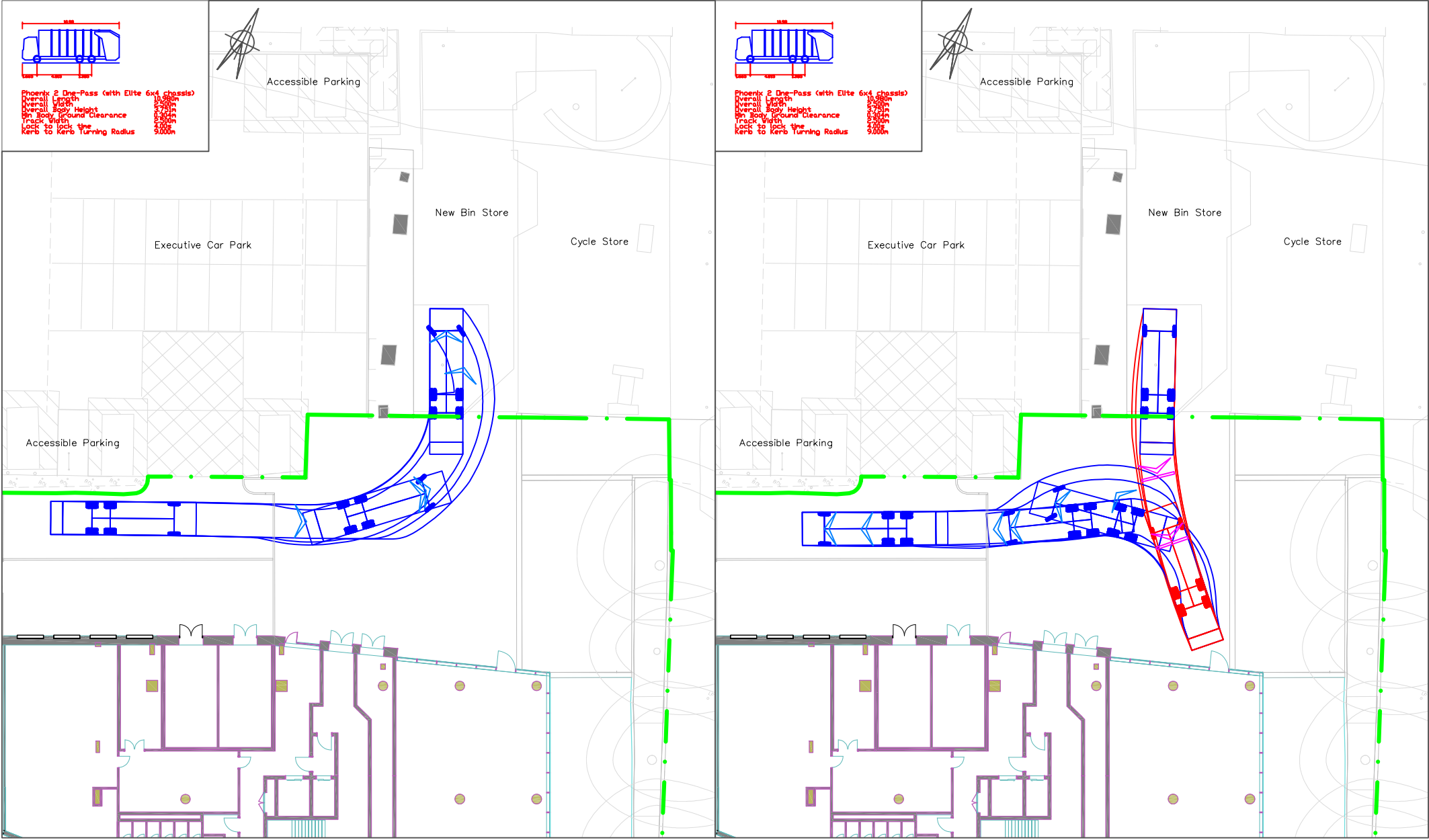
Scale @ A1 1 : 500		Date 20.10.23	
Drawn By PS		Checked By PD	
Job Number 220159	Status S2	Purpose of Issue For Planning	
Drawing No. 1044B-HBA-YY-00-DR-A-080030			Rev P02



Appendix C Vehicle Tracking



BURO HAPPOLD	Project: Manchester Metropolitan University (MMU) Library Transformation	Project Number: 0053621	Status: For Issue		
	Sketch Title: Vehicle Tracking 10m Rigid Delivery Vehicle - Turning Area, North of All Saints Library	Sketch Number: TR01	Date: 26/10/23	Initials: JW	Revision: 0002



	Project: Manchester Metropolitan University (MMU) Library Transformation	Project Number: 0053621	Status: For Issue		
	Sketch Title: Vehicle Tracking Waste Collection Vehicle - Turning Area, North of All Saints Library	Sketch Number: TR02	Date: 26/10/23	Initials: JW	Revision: 0002

Appendix D MMU Travel Plan

Sustainable Travel Plan

2023–2030



Contents

5	Section 1	Rising to the net zero challenge: tackling travel
6	Section 2	About our sustainable travel plan
8	Section 3	Getting to and around our campus
10	Section 4	How often we travel
12	Section 5	How we travel
18	Section 6	Our carbon impacts
20	Section 7	Aims and targets
22	Section 8	How we will hit our targets
31	Section 9	Monitoring our progress
32	Section 10	Resourcing the plan

“Our urban location means we enjoy excellent public transport links and are easily accessible by foot and bike.”

Section 1

Rising to the net zero challenge: tackling travel

Manchester Metropolitan University is one of the UK's largest campus-based universities, located in the heart of a thriving city centre.

With over 39,000 students and 4,200 employees travelling to and from the University and living, working and socialising on campus and across the city, we cannot ignore our impact on our local communities and the environment. We must be a responsible part of this broader ecosystem.

We also acknowledge our position as a higher education provider, able to use our teaching and research to help tackle broader environmental and societal challenges.

Our **Leadership in Sustainability Strategy (2022-26)** recognises this. It builds on our significant progress to become one of the UK's leading sustainable universities, ranking top three in the People and Planet University League for 10 consecutive years¹.

The strategy defines our ambition to be a beacon of sustainable development practice through our education, research, campus, and partnerships. It also highlights our commitment to becoming a net zero carbon university before 2038, supporting Greater Manchester's and UK's ambitious targets.

To help achieve this, we must understand and address how we travel. Transport is the UK's largest carbon emitting sector, producing almost a quarter (24%) of all emissions in 2022. And transport journeys by our staff and students account for around one-quarter of the University's total carbon footprint³.

Our urban location means we enjoy excellent public transport links and are easily accessible by foot or bike. Lots of staff and students already take advantage of this. But we can do more.

Our Sustainable Travel Plan (2023-2030) sets out the measures we will take to decarbonise our travel, encouraging even more staff and students out of their cars and helping reduce local congestion and air pollution.



¹ www.peopleandplanet.org/university-league

² Official Statistics **Transport and environment statistics 2022**

³ Data source: carbon emissions related to travel and transport 2021/22

About our sustainable travel plan

Manchester Met has long-supported staff, students, and visitors to get to, from and around campus easily and in a sustainable way.

Accolades and initiatives include:

- Transport for Greater Manchester (TfGM) Sustainable Journeys Gold Accreditation Award (2019)
- introducing electric vehicle charging points across campus since 2014
- supporting 200+ staff in the past two years to buy bikes and equipment through our Cycle to Work Scheme
- 65% of vehicle fleet zero or low emission
- introducing a fleet of e-cargo bikes to undertake sustainable intersite journeys

Supporting Manchester Met to deliver its Leadership in Sustainability Strategy (2022-2026), our Sustainable Travel Plan (2023-2030) aims to consolidate our efforts to date, setting out a long-term strategic plan to reduce our carbon emissions from travel and supporting the University’s journey to net zero carbon.

It focuses on how we will encourage students, employees, and visitors to make more journeys by walking, cycling or public transport. It also looks at how we can fully decarbonise our vehicle fleet.

For the first time, we have moved from an overarching target based on reducing the proportion of trips by car to one based on carbon reductions. This creates a direct link between travel and its impact on the environment.

The plan also considers how we will minimise the negative impacts of our travel activities, particularly our obligations under planning legislation to ensure campus developments are sustainable, safe, and accessible.

The travel plan summarises current travel habits and the issues and barriers faced by employees and students before outlining tangible targets to encourage mode change

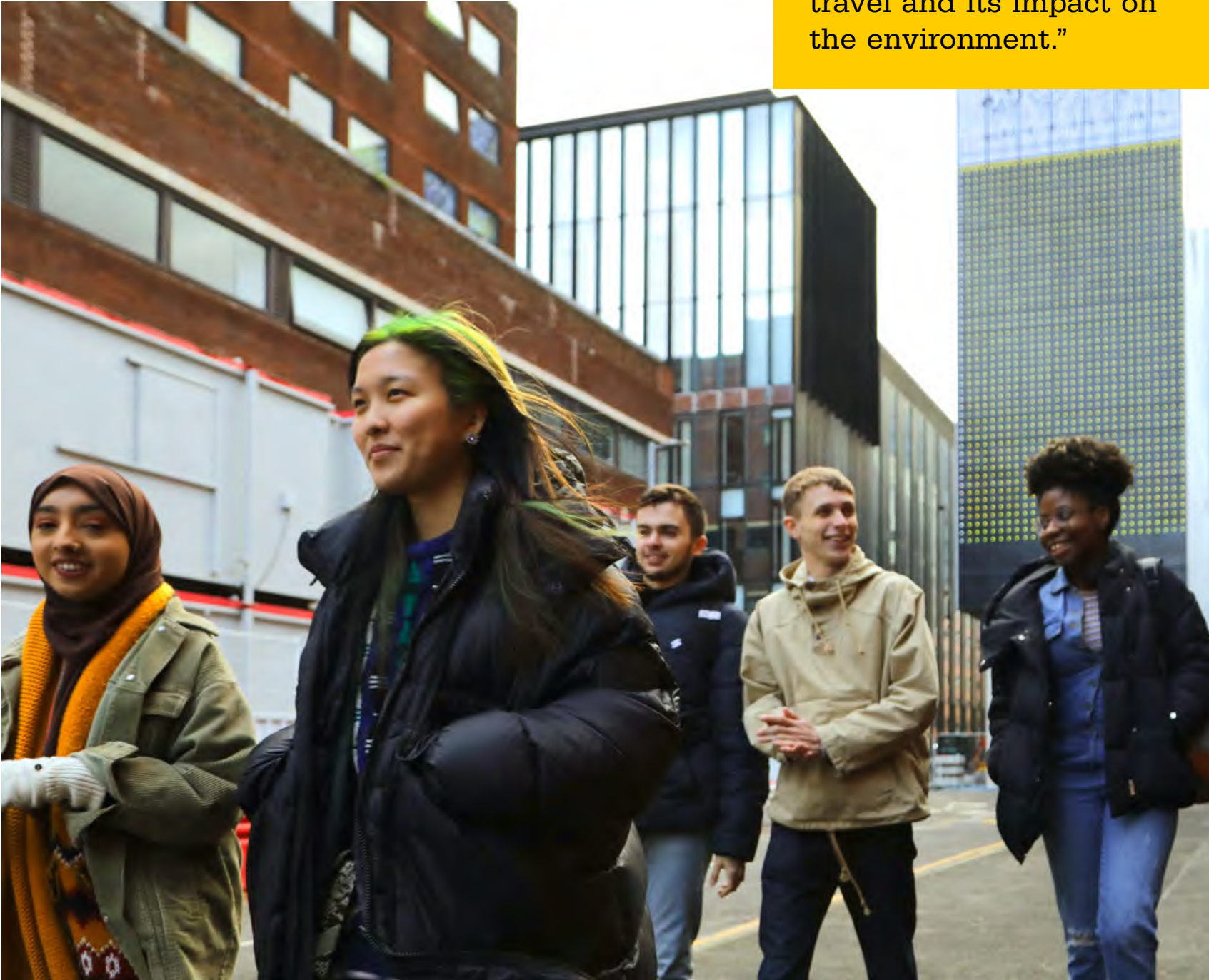
and reduce reliance on the car. It then sets out the measures and initiatives we are committed to delivering over the next five years to meet our ambitious sustainability targets.

The travel plan’s priorities are focused on three core themes:

- Introducing measures to proactively support sustainable travel choices for day-to-day travel.
- Using internal policy and procedures to reduce travel (business or commuting).
- Acting on the concerns of employees and students and lobbying for improvements or support from key external stakeholders and partners to encourage more people to travel sustainably.

It is a dynamic plan and will be monitored and delivered with the support of key University departments, service providers and external partners, including Transport for Greater Manchester (TfGM) and the Oxford Road Corridor Sustainable Transport Group. This will ensure it stays relevant, reflecting changing needs, technologies, and transport infrastructure across the Greater Manchester City Region.

“For the first time, we have moved from an overarching target based on reducing the proportion of trips by car to one based on carbon reductions. This creates a direct link between travel and its impact on the environment.”



Getting to and around our campus

Urban benefits

The University’s urban setting supports many opportunities for sustainable travel.

Employees, students, and visitors enjoy excellent public transport links to local, regional, and national destinations, a well-established cycle network and clear walking routes.

These travel options – combined with limited and controlled on-campus parking – mean that the University avoids many factors that typically encourage unsustainable travel choices.



Walking map

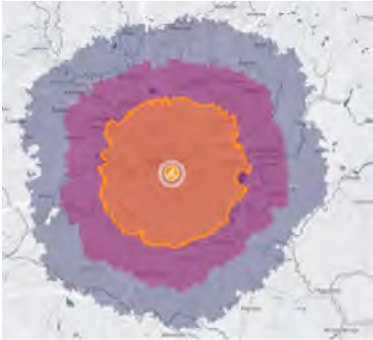
Isochrone map, highlighting 15 minute, 30 and 45 minute walking distances from the campus.



- 30 minute walk
- 45 minute walk
- 60 minute walk

Cycling map

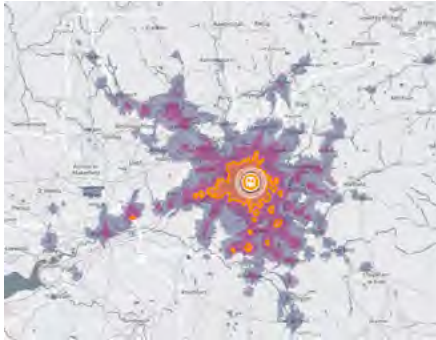
Isochrone map, highlighting 15 minute, 30 and 45 minute cycling distances from the campus.



- 30 minute cycle
- 45 minute cycle
- 60 minute cycle

Public transport map

Isochrone map, highlighting 15 minute, 30 and 45 minute distances using public transport from the campus.



- 30 minute journey
- 45 minute journey
- 60 minute journey

In addition, Manchester Met already delivers a range of initiatives to support and encourage sustainable travel, including secure cycle storage, maintenance stations and shower facilities. And employees benefit from a salary sacrifice ‘Cycle to Work’ scheme, discounted public transport tickets and can buy season tickets with the help of interest-free loans.

Journey origin

We recognise that travel choices are not only dictated by destination; it is also about where our employees and students come from and how that may limit their travel options.

Most of our employees and students live within Greater Manchester. They are close enough to walk, cycle or take advantage of a comprehensive and efficient public transport system – bus, train and tram. But we also need to consider the significant distances some travel to campus – as far afield as York and Nottingham – sometimes with limited public transport options.

A campus for the future

An ambitious University Estates and Public Realm Masterplan Investment Programme has seen the construction and refurbishment of state-of-the-art buildings and facilities such as the School of Digital Arts (SODA) and Institute of Sport, with major developments such as the Science and Engineering building and development of public realm due for completion in 2023/24.

Our Estates Strategy (2023–2030) encompasses and builds on this work, setting out how the University will continue to invest in its estate to support its priorities of providing excellent education and delivering research with impact.

The strategy recognises the importance of attractive and welcoming public space. A phased programme of work aims to improve the safety and security of the campus, prioritising pedestrians, and cyclists, and controlling how vehicles access and move through the estate.

Putting a pedestrianised public realm at the heart of our city-centre campus supports broader regional plans to encourage and support active and sustainable travel and to reduce car traffic.



How often we travel

“How often employees travel, and the modes of transport used has shifted significantly.”

New ways of working

The impact of the COVID-19 pandemic on working practices and travel demands has been well documented.

A more flexible approach to when and where people work has become the norm, helping employees achieve a better work-life balance, and potentially widening an organisation's recruitment pool. As a result, how often workers travel, and the modes of transport they use has shifted significantly.

Pre-pandemic, most of Manchester Met's full-time employees commuted to campus five days a week. However, this has significantly reduced as the University has embedded hybrid working practices, allowing staff to combine in-office and remote working.

Manchester Met's employee travel survey (2023) revealed that the average number of working days on campus per week has decreased, from an assumed five days for full-time employees to 3.1 days per week⁴.

In contrast, there has been little change in the frequency of students travelling to campus, according to the enrolment survey findings (2022). This is because in-person teaching activities have returned to pre-pandemic levels.

The pros and cons of fewer trips

Reducing travel frequency brings significant environmental benefits, such as improved local air quality and less congestion. It also reduces the broader carbon impact of travel (see section six).

However, fewer journeys also create challenges, both internally and for organisations delivering transport services. These include:

- increased dependence on the car. The number of commuting trips may have decreased due to the pandemic, but evidence suggests that an increased proportion of journeys that do take place are by car. Potential reasons include:
- the cost of car travel. This is less likely to be perceived as a barrier if people are commuting less frequently.
- increased parking availability at employment sites, public car parks or on-street.
- changing personal circumstances. People relying on their cars for school pick-ups or other caring responsibilities reflecting a move to a greater work-life balance post-pandemic.
- reduced demand for public transport. Nationally, the public transport system – most acutely the bus sector – is experiencing a shift in how people are using services, making it challenging for operators to sustain services long-term. Reasons include:
 - unbalanced demand through week, with high demand mid-week and reduced demand on Mondays and Fridays.
 - fewer financial incentives for users. Commuters traveling only two or three times a week are less likely to benefit from period ticket discounts and even newly-offered flexi tickets may not meet their needs.

4 Data source: employee travel survey (2023)



How we travel

“54.8% of employee commuting trips are already made by public transport”

Employee travel patterns

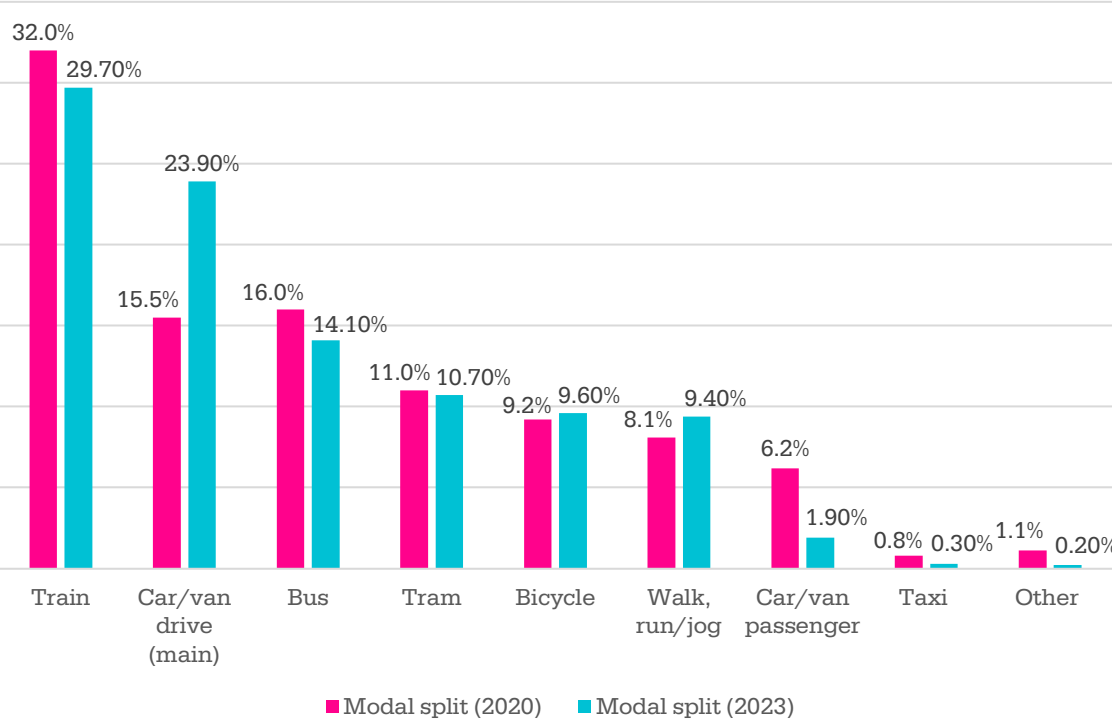
As highlighted in section four, hybrid working means employees commute to campus less often (full-time employees, on average, 3.1 days a week). This flexible approach to working is also impacting modes of travel.

We undertook an employee travel survey in 2023 to inform the development of this travel plan.

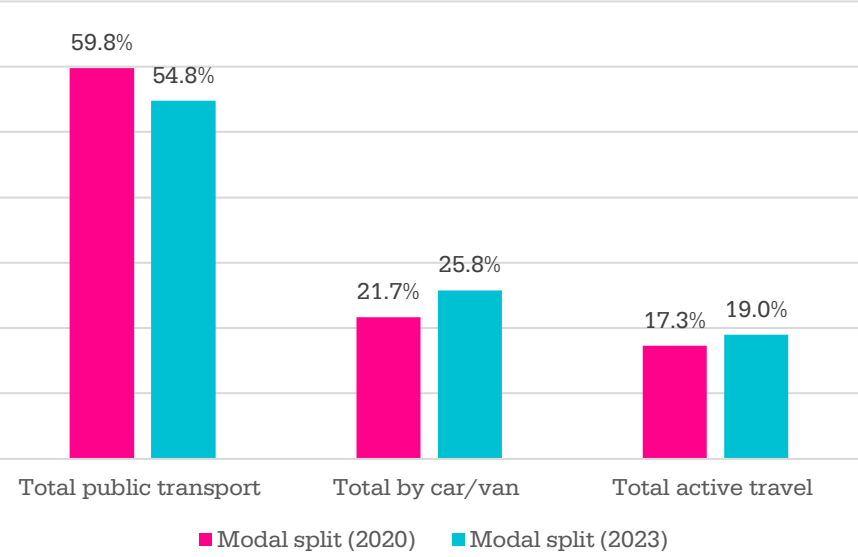
Almost 50% of Manchester Met employees (2,261) completed and returned it. The high response rate ensures the data is statistically reliable, giving us a real insight into travel habits and environmental impact. It helps guide our choices on what to deliver over the coming years.

The findings highlight today's travel patterns and behaviours and how they compare with 2020, ahead of the COVID-19 pandemic and before Manchester Met embedded hybrid working.

How our employees travel to campus



Main mode of travel comparison: employees



- More than half of employees (54.8%) still travel by train, bus or tram to get to work, but public transport use is down by 5%.
- More than one in four employees (25.8%) now travel by car to work – a 4.1% increase.
- Active travel amongst employees (through physically active means like walking or cycling) has increased by 1.7%.

Why the change?

- Car travel may be perceived as less costly if not commuting five days a week, parking availability may be better, and it can offer greater flexibility to support work-life balance.
- Public transport may no longer be considered 'best value', with season tickets most beneficial for full-time office workers.
- People may still be enjoying the health and lifestyle benefits of active travel habits formed during the pandemic when public transport use was discouraged.



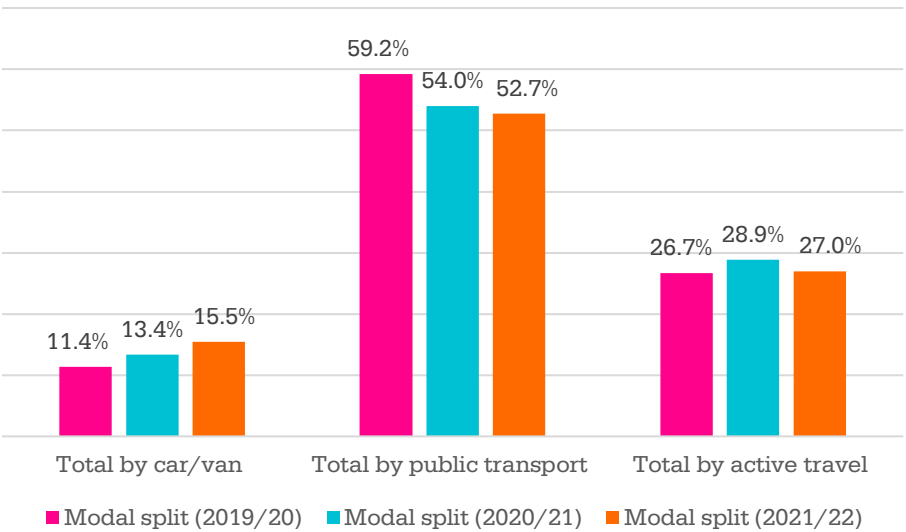
Student Travel Patterns

All new and returning students must give information about how they expect to commute to campus and travel between the University and their home addresses as part of an annual enrolment survey.

As the survey is mandatory for the University’s students, the high response rate provides a robust data set to help us understand more about expected travel behaviours and patterns.

In May 2023 we also partnered with The Union (students’ union) to delve deeper into why students travel as they do, and what would encourage them to travel more sustainably. We got valuable feedback from more than 900 students, building on our insight from the enrolment survey to help inform the measures in this travel plan.

Main mode of travel comparison: students



How our students travel to campus

In comparing enrolment survey figures from the 2021/22 academic year with 2020/21, we found:

- Nearly eight in ten students travel by public transport or by active means to campus, though public transport use has decreased slightly (by 1.3%).
- Just over one in six students (15.5%) travel to the University by car. This has increased by 2.1%. On a typical day, as many as 4,400 students travel to campus by car.
- More than one in four students (27%) travel to campus by active means, but this has fallen by 1.9%

Why the change?

The reasons behind any modal change for students can be complex and, unlike for employees, are not influenced by fewer commuting days.

- Car travel may seem more attractive due to the greater parking availability in the city due to widespread hybrid working across businesses and organisations.
- Train services have hit the headlines for unreliable services, frequent cancellations and rising ticket prices. Consequently, students may not trust them to get them where they need to go, and the cost of season tickets may be a barrier.

The headline findings from the survey with The Union provide helpful insight into understanding what would encourage students to shift to sustainable modes.

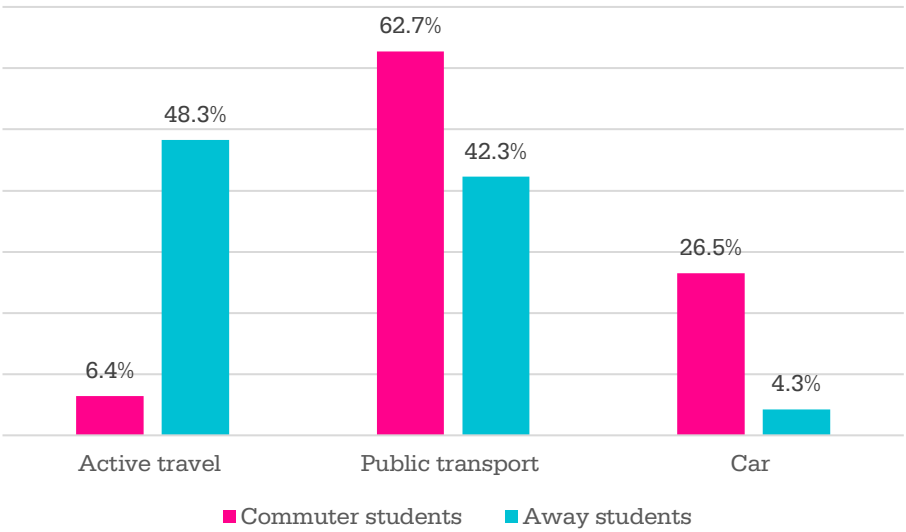
The top three factors that would encourage our students to travel by bike include:

1. cheaper bike purchase and renting options
2. more and safer bike storage
3. incentive schemes and rewards for cycling

The top three factors that would encourage our students to travel by public transport:

1. cheaper travel – discounted tickets for students
2. more frequents services
3. more reliable services

Main mode of travel comparison: Commuter vs away students



Commuter vs away students

More than half of Manchester Met students (52%) continue to live at home or another permanent address instead of choosing term-time student accommodation. These ‘commuter’ students consequently travel very differently to those ‘away’ students who live close to the University (5km or less).

- Public transport is the most popular mode for commuter students, used by more than six in 10 (62.7%). In comparison, active travel is most popular among away students, with more than four in 10 (48.3%) using these modes to get to campus.
- More than one in four commuter students travel to campus by car (26.5%), compared with just 4.3% of away students.





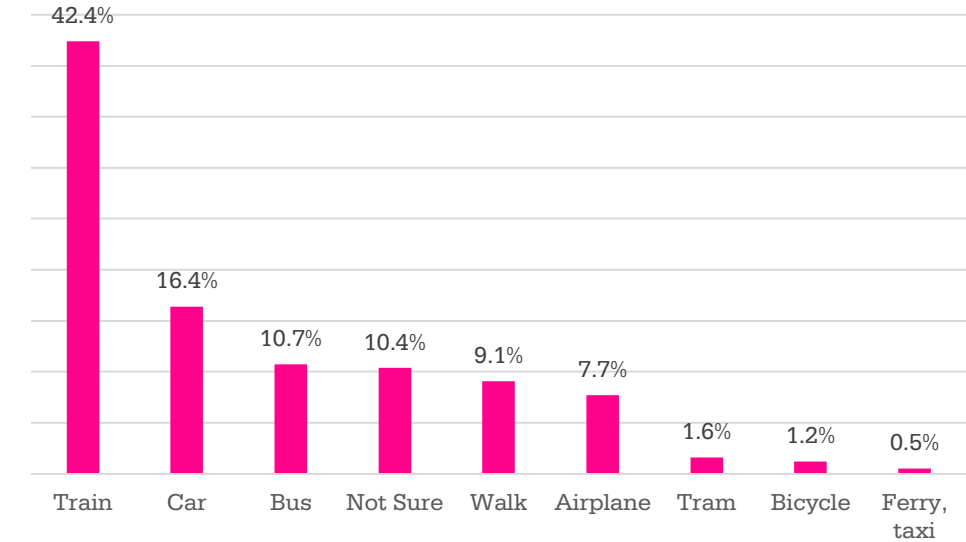
Student travel home

At the start and end of the academic year, there are mass movements of students travelling to the University and back to their home addresses, both within the UK and overseas.

We recognise that we have limited influence over how students travel between their term-time address and home address, particularly when moving in and out of university accommodation, often with many belongings. However, there are opportunities to influence and encourage sustainable travel choices when students travel home for holiday periods across the year.

Encouragingly, most students travel home by public transport (54.7%), with only 16.4% taking the car as a main driver or as a passenger.

How our students travel home



“84% of business travel carbon emissions are from air travel”

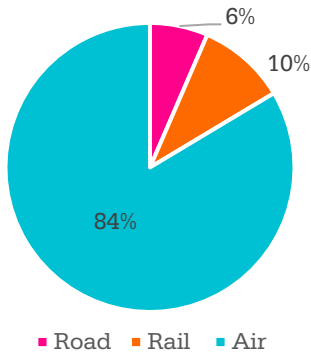
Our business travel

Around one in three employees (32%) travel for business purposes, according to the employee travel survey (2023). Most do so occasionally, travelling less than once per month. Only one in ten travel more than once per month.

- Trips within Manchester city centre are predominantly made by active modes, followed by train and tram.
- Beyond the city centre, active modes make up a much smaller proportion of business trips.
- Train and tram use increases as journey length increases (within the UK).
- International trips within Europe and beyond are dominated by air travel.

Carbon analysis using the spend-based method⁵ reveals that business air travel accounted for 84% of the University’s business travel-related carbon emissions, with 10% from rail and 6% from road.

Business travel carbon emissions



Operating our fleet

The University operates a small fleet of owned and leased vehicles which the estates and facilities departments use for maintenance, mail delivery, catering and other services.

As of February 2023, 65% of the 17 vehicles were fully electric or low emission, with the remainder fuelled by petrol or diesel.

While carbon emissions from our fleet make up a small proportion (<0.1%) of Manchester Met’s total carbon emissions, they do contribute to local air pollution. That is why the University is set to reduce its fleet, aiming to make it fully electric where operationally possible.

⁵ GHG technical guidance for calculating scope 3 emissions (version 1.0)

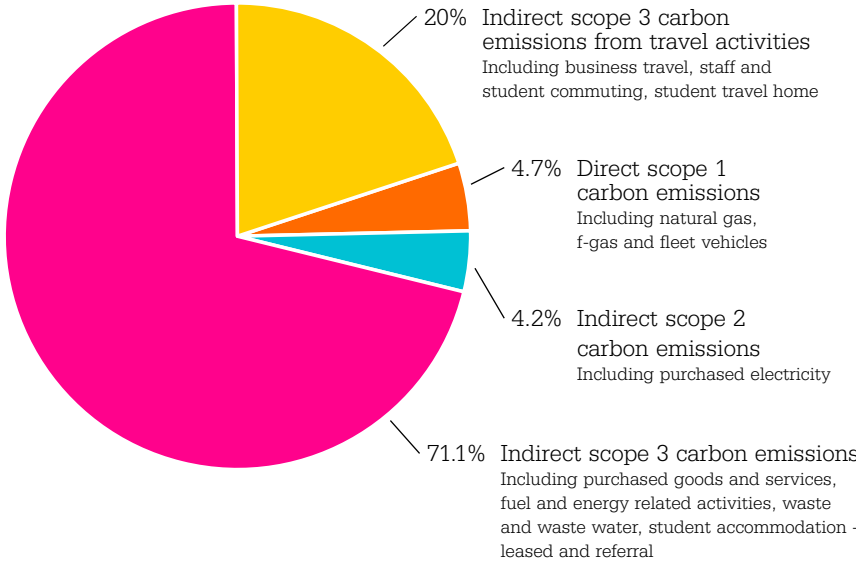
Our carbon impacts

“Travel accounts for nearly 20% of the University’s total carbon emissions.”

Manchester Met is committed to becoming a net zero carbon university before 2038, so assessing and understanding the carbon impacts of our travel is essential in planning our route to achieve it.

Using travel survey findings and other data sources, it is clear that travel is responsible for a significant proportion of the University’s total carbon emissions, nearly 20%.

This equates to approximately 18,803 tonnes of CO₂e annually. Only our purchased goods and services contribute more (67.3%).



Manchester Met carbon emissions⁶

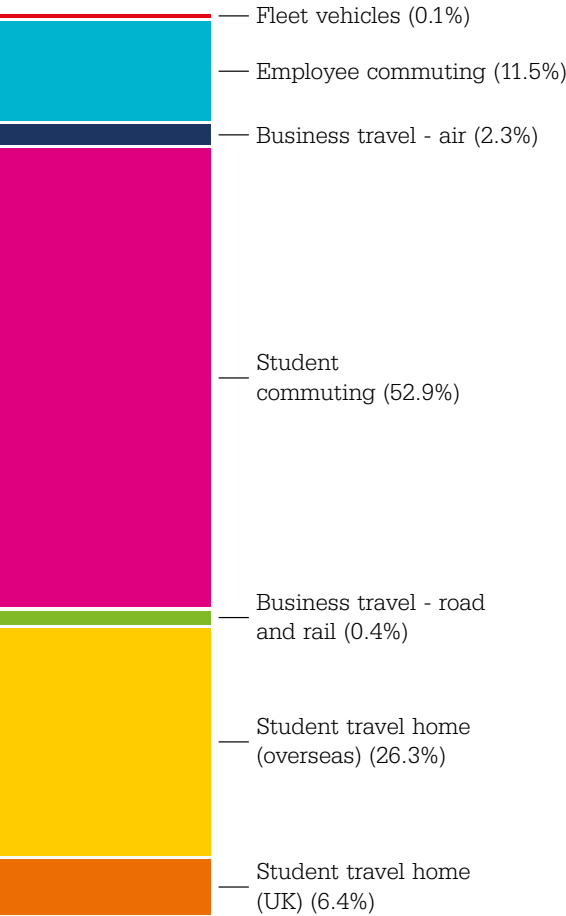
Emissions source	Scope	CO2e (Tns)	Proportion of total emissions
Fugitive emissions	1	13	< 0.1%
Natural gas	1	4,469	4.7%
Electricity emissions	2	3,998	4.2%
Purchased goods and services	3	63,501	67.3%
Fuel and Energy related activities	3	2175	2.3%
Waste and water	3	58	0.1%
Student accommodation (leased and referral)	3	1,275	1.4%
Fleet vehicles	1	17	< 0.1%
Business travel	3	511	0.5%
Employee commuting	3	2,171	2.3%
Student travel home (UK)	3	1199	1.3%
Student travel home (overseas)	3	4,952	5.3%
Student commuting	3	9,953	10.6%

Our carbon emissions from travel

More than half of travel-related emissions can be attributed to student commuting (52.9%) and more than a quarter to international student travel (26.3%). Other contributors are:

- day-to-day employee commuting (11.5%)
- student travel to permanent homes (domestic) (6.4%)
- business travel (2.7%)
- fleet vehicle movements (0.1%)

Our carbon assessment has been used to set carbon emission reduction targets, initially for commuting (day-to-day travel), as this is the most significant source of our travel-related emissions. However, we are considering how we can reduce emissions in all travel areas.



⁶ Data from the reporting year 2021/22, employee commuting data derived from the 2023 employee travel survey

Aims and targets

Sustainable Travel Plan: Overarching aims

Through this travel plan, we aim to minimise the impact of our journeys by encouraging the use of low-carbon and active modes of travel to help Manchester Met meet its objectives to:

- achieve net zero carbon before 2038
- comply with local and national government policy and planning on transport, particularly in maximising sustainable transport in new developments.
- contribute to better air quality, less congestion and improved health by enabling more active travel.

Re-framing targets

Historically, targets for organisational travel plan strategies have focused on reducing the proportion of single occupancy car journeys. However, with the COVID-19 pandemic influencing a move towards home-working and fewer commuting trips (nationally and within the university sector), it makes sense to re-frame them.

Consequently, this travel plan moves away from targets based around the proportion of trips by car, to a mixture of carbon reduction and action-based targets. They contribute to the University’s aspirations to be net zero and create a direct link to the impact of travel on the environment.



“Minimising the impact of our journeys and encouraging the use of low-carbon and active modes of travel”

Targets

We have developed a series of objectives, targets and indicators to measure our progress towards implementing our travel plan

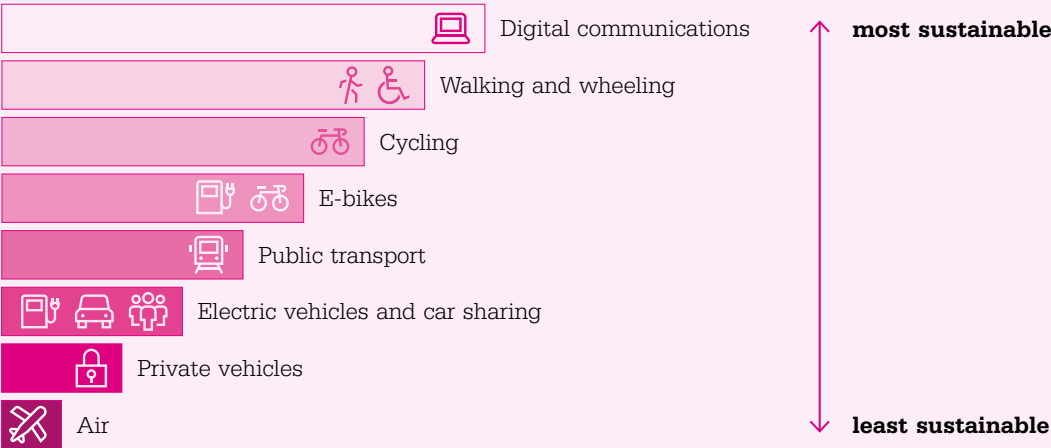
Objective	Target	Performance indicator	Baseline
Reduce and decarbonise our vehicle fleet	Reduce vehicle fleet by 30% by 2030	Size of fleet (count of owned and leased vehicles)	2022/23 – 17 vehicles
	All fleet vehicles to be fully electric by 2026 (where operationally possible)	Proportion of fleet vehicles that are zero tailpipe emissions	2022/23 – 59% (owned and leased vehicles)
Reduce and decarbonise business travel	Reduce total carbon emissions from business travel by 30% (to 358 tonnes annually) by 2030	Carbon emissions reduction	2021/22 – 511 tCO ₂ e
	Reduce carbon emissions from business travel per employee by 30% by 2030	Travel intensity	2021/22 – 113 kgCO ₂ e / employee
	Develop and implement a business travel policy aligned to the sustainable travel hierarchy by 2024	Policy aspects implemented	N/A
	Reduce annual emissions from air travel by 35% by 2031/32	Carbon emissions (CO ₂ e) from air travel for business purposes	2022/23 – to be established
Decarbonise commuting	Ensure cycle parking provision meets demand for employees and students, providing at least 1,300 short and long-stay parking spaces across campus by 2026	Number of cycle parking spaces (count and percentage increase on baseline)	2022/23 – 958 ¹
	Reduce car ² commuting purposes to below 20% modal split for employees and 10% for students by 2030	Modal split	2021/22 – students: 15.5% 2022/23 – employees: 25.8%
	Reduce commuting carbon emissions per employee by 20% (383 kgCO ₂ e) by 2030	Carbon emissions per employee	2022/23 – 479 kgCO ₂ e /employee
	Increase electric vehicle charging provision on campus car parks to 20% active charging spaces by 2030	Proportion of car park spaces that are active charging spaces	2022/23 – 4.7% ³

1 Cycle parking audit undertaken in Jan 2023
2 Including Single Occupancy Vehicles (main driver) and car passengers
3 Based on a car park space count of 464 spaces (2023), and count of 22 publicly available electric vehicle charge points

How we will hit our targets

The travel hierarchy is fundamental in shaping the overall travel plan, and in encouraging staff and students to think differently about any journeys they make, and whether they need to make them in the first place. It highlights where there may be feasible travel alternatives, and, if it is necessary whether it can be done sustainably by walking, cycling or taking public transport.

Achieving our ambitious targets will require the University’s continued investment and support, building on already strong foundations. Manchester Met is committed to delivering interventions across three priority areas:



Measures: Active travel

Active travel is getting about in a way that makes you physically active. The Greater Manchester Combined Authority (GMCA) has a vision that everybody should be able to make it part of their everyday lives. It has committed to building a world-class walking, wheeling, and cycling network, embedding it into its ‘Our Network’ plan for a region-wide, integrated London-style transport system⁷.

At Manchester Met, almost one in five employees (19%) and more than one in four students (27%) already commute by cycling,

PA1 – Introducing measures to proactively support sustainable travel choices for day-to-day travel, including business trips and commuting journeys.

PA2 – Using internal policy and procedures to reduce travel (business or commuting).

PA3 – Acting on the concerns of employees and students and lobbying for improvements or support from key external stakeholders and partners to encourage more people to travel sustainably.

wheeling, and walking, supported by a range of accessible facilities such as storage facilities, showers and lockers.

As a key partner in the GMCA’s active travel plan project, we aim to build on our existing initiatives, supporting current demand for active travel and its future uptake.

We will prioritise encouraging active travel for short inter-site and business or study-related journeys, recognising that active travel is not feasible for everyone in all circumstances.

Our measures to encourage and support active travel will include:

Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Provide on-campus cycle parking capacity that matches present demand, with a plan to increase capacity to meet future expected upward trends in bike journeys	Identify and install long and short-stay parking facilities	PA1
		Undertake periodical cycle parking audits to ensure quantity and quality of provision meet demand and customer expectations	PA1
	Improve the quality of cycle parking across the campus, considering safety, accessibility, and customer expectations and needs	Improve cycle shelter lighting	PA1
		Improve access and entry mechanisms, parking space requirements and general accessibility	PA1 and PA2
		Introduce cycle tool stations at key campus locations	PA1
	Improve facilities for showering and changing	Create more and improved spaces for drying	PA1
		Ensure shower, changing and locker storage in all University buildings	PA1
	Provide zero and low-carbon active business travel options for employees	Deliver an electric e-cargo bike fleet	PA1
		Promote cycle mileage allowance for business travel by bike	PA2
Awareness and benefits	Provide a benefits package that encourages cycling	Implement a Cycle to Work scheme that meets customer demands	PA2
		Continue discounting cycle accessories such as bike locks and lights	PA2
	Deliver communications and engagement initiatives that promote and encourage cycling and walking among employees and students	Introduce cycle training and maintenance skills	PA1
		Host cycle to work events	PA1
		Get involved in schemes and campaigns that help meet local and national aspirations and targets related to active travel	PA3
		Use internal communications channels to engage employees and students	PA2
Planning, Development and Accessibility	Ensure active travel measures are planned and implemented as part of the University's Estates and Public Realm Masterplan so that developments have:	secure, safe, and accessible long-stay and short-stay cycle parking	PA1
		changing, shower, and drying facilities as standard	PA1
	Develop a cycle masterplan to deliver strategically located safe, secure, and accessible spaces to park and lock bikes across campus (e.g., cycle hubs)		PA2

7 Transport for Greater Manchester: Refreshing Greater Manchester’s Active Travel Mission

Measures: Public Transport

Manchester Met benefits from a city centre location with excellent public transport links. The travel survey (2023) and student enrolment survey (2021/22) indicate that more than half of employees (55%) and students (53%) already travel to the University by public transport.

With high-frequency bus and train services and an extensive network of tram services, public transport use is expected to remain popular in the long term. And its use remains critical in managing car parking demand especially when spaces are limited on-campus and locally.

Our measures to encourage and support public transport travel include:

Area of Work	Measure	Actions	Priority Area
Awareness and benefits	Support the GMCA's plans to make getting around the city region by public transport easy, accessible, and affordable	Enhance the employee interest-free loan scheme for public transport	PA2
		Explore additional and better public transport corporate discounts schemes for employees	PA2
		Investigate the feasibility of providing discounted and subsidised tickets for employees	PA2
		Work with operators, Transport for Greater Manchester (TfGM) and The Union to deliver an enhanced student ticket offering, particularly for commuting	PA3
	Deliver activities and communications that promote the use of public transport to employees and students, including:	employee welcome fair events: TfGM and Manchester Bee Network presence and information	PA1
		launching a 'try the tram' initiative aimed at car drivers and employees new to Manchester Met	PA1
		using internal communications channels to engage employees and students	PA1
Planning, development and accessibility	Seek to influence local and regional partners and transport operators in enhancing multi-modal, multi-operator tickets, and carnet ticket options to reflect a move away from full-time office working		PA3
	Investigate measures to increase visitor travel to the University by public transport, particularly for open and visit days, and graduations		PA1

We support the Greater Manchester Combined Authority's (GMCA) 'Our Network' plans for a truly integrated public transport system to make getting around the city region by public transport easy and affordable. As part of this, we will communicate our staff and students' needs to ensure they are reflected in broader transport planning and ticketing initiatives. This includes good value and flexible season tickets to reflect hybrid working and commutes across different public transport modes or operators.





Business travel

The employee travel survey (2023) revealed that almost one in three employees (32%) travel for business. Most do so occasionally, travelling less than once per month. Only one in ten employees travel more than once per month.

In total, business travel accounts for approximately 0.5% of the University’s total carbon emissions, with air travel responsible for 84% of business travel emissions.

Developing policies, guidance and tools to inform and engage employees in making lower-carbon choices for business travel, and providing an environment that supports virtual collaboration, are key to travelling less and more sustainably when it is necessary.

In addition to the measures to increase active business travel, we also aim to promote lower carbon modes:



Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Understand demand and investigate the feasibility of zero (tailpipe) carbon emission transport options for employees, with a shift from owned cars to zero emissions hire car travel, including:	Establishing the supply of electric vehicles rental partners have for business travel hire	PA2
	Assessing existing facilities and infrastructure and developing a plan with key stakeholders to support and improve virtual working and conferencing		PA2
Awareness and Benefits	Deliver activities and communications that aim to reduce business travel and that promote zero and low-carbon travel as the first choice, where practical	Deliver effective internal communications related to the University’s business travel policy, sustainable travel guidance and toolkits	PA1
	Implement a business travel policy, guidance, and toolkits to engage employees in the travel hierarchy and reduce the University’s business travel carbon emissions, particularly related to air travel		PA2

Measures: Electric vehicles and emerging technologies

Manchester Met has long supported the transition to low and zero carbon transport. More than half (59%) of the University's fleet vehicles are fully electric, and 6% are low-carbon hybrid vehicles⁸.

And while we would always encourage staff and students to use public transport and active means to travel to and from the University, we want to support workers who need to drive to do it as sustainably as possible, encouraging them to transition to zero tailpipe emissions vehicles through an electric car salary sacrifice scheme. We also need to ensure efficient and reliable supporting infrastructure is in place.

Meanwhile, micro-mobility is an emerging trend, especially e-bikes and e-scooters. And the University recognises the role they could play in encouraging people out of their cars and into active travel as technology advances.

While e-bike use is currently limited, with just 0.5% of employees using them to travel to work, they are growing in popularity. We need to consider the demands they put on existing and new infrastructure and how we could make provisions for this.

We are also mindful of the potential impact of e-scooters. While riding privately-owned scooters on roads or in public spaces is illegal, this may change.



Measures to encourage a shift to zero emissions vehicles include:

Area of Work	Measure	Actions	Priority Area
On -campus facilities and services	Support the micro-mobility agenda including:	Deliver a consolidation programme to remove unnecessary fleet vehicles and replace petrol and diesel vehicles with fully electric ones (subject to operational requirements)	PA1 and PA2
		providing charging facilities for e-bikes	PA1
		ensuring the financial limit on the Cycle to Work Initiative supports the purchase of e-bikes	PA2
Awareness and benefits	Continue to support a transition to zero tailpipe emissions transport amongst employees through the University's benefits offering, including:	Continuing an electric car benefit (salary sacrifice) scheme	PA2
Planning, development and accessibility	Assess requirements and deliver an electric vehicle infrastructure and pricing strategy, ensuring charging infrastructure is adequate for present and future demand for on-campus electric vehicle charging	Assess existing and future demand and develop an EV charging strategy	PA2
		Assess EV provision to support any plans to convert University fleet vehicles to EV power	PA2
		Develop a user policy, including consideration of reasonable charges to use on-campus EV points	PA1 and PA2





Measures: car use

Manchester Met’s city centre location is supported by an extensive public transport network which benefits those travelling within the region to work and study at the University. Encouragingly, this translates into relatively low car driving rates among employees (25.8%) and students (15.5%). However, they are on the increase post-pandemic and we must monitor this closely.

While driving rates are relatively low, carbon emissions from employee car commuting accounted for approximately 65% of the University’s total employee commuting emissions in 2023, meaning that there is work to be done in this area to support the region’s aim of creating a carbon neutral Greater Manchester by 2038.

In discouraging car use, we recognise there will always be some employees and students who need to drive, such as those with a disability or requiring specific access, with caring responsibilities, or where travelling by other means is not possible. The University’s car parking is limited and reserved for those with the greatest need via a points-based application system.

A car parking management policy is integral in encouraging sustainable travel and ensuring we make the best use of car parking spaces, weighing up employee and visitor needs against the availability and cost of parking spaces.

Our measures to limit car use and resulting car emissions include:

Area of Work	Measure	Actions	Priority Area
On-campus facilities and services	Continue to manage on-campus car parks through ANPR control systems, utilising data, and reports to enhance demand-managed car parking		PA1
Awareness and benefits	Provide incentives for car drivers to try lower-carbon modes of travel for commuting, including:	introducing taster tickets for public transport including (e.g., 'try the tram' scheme)	PA1
		relaunching a car share initiative, ensuring adequate incentives for employees	PA1
Planning, development and accessibility	Undertake car parking space stock analysis and availability aligned with the University's Estates Masterplan programme		PA1 and PA2
	Any car parking policy revisions must ensure it is available to those who genuinely need it.		PA 2
	The policy must support Manchester Met's commitment to be a net zero carbon university before 2038, and the city's plans for improved air quality, particularly concerning clean air zones.		

Monitoring our progress

We will report our progress in implementing the measures to achieve our targets through our annual sustainability reporting and travel plan outcomes reporting.

We will continually track and monitor our progress through:

Monitoring Activity	Purpose	Frequency
Employee travel survey	Commuting modal split and carbon analysis	At least every three years
	Employee feedback	
	Employee interest and awareness of sustainable travel initiatives and provisions	
Student enrolment survey	Commuting and travel home modal splits and carbon analysis	Annually
Travel survey (new buildings)	Travel patterns of residents and employees during the building’s first three months of use	As required by planning conditions for estates development projects
Business travel management system carbon extract reports	Carbon analysis of business travel by air	Annually
University expenditure reports	Carbon analysis of business travel by road and rail	Annually
Travel and transport audits (e.g., cycle and electric charging provisions, fleet vehicles and car park spaces and usage)	Progress towards increasing provision that encourages sustainable, low-carbon and active travel	Annually
Fleet vehicle fuel usage	Carbon analysis	Annually

Resourcing the plan

The projects and initiatives outlined in the travel plan to decarbonise transport and encourage sustainable travel behaviours require financial support. Business cases will be developed for projects where the costs cannot be met through an annual budget.

The travel plan requires the support of key stakeholders and groups to ensure it can be successfully implemented. The Sustainability Team will lead and coordinate the plan's delivery, liaising with internal and external departments and colleagues, as appropriate.

The University Environment Strategy Group owns and approves the Sustainable Travel Plan and retains strategic oversight.





We are committed to ensuring that all of our materials are accessible. This brochure is available in a range of formats, such as large print, on request via marketing@mmu.ac.uk

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