

Albert Bridge House, Manchester

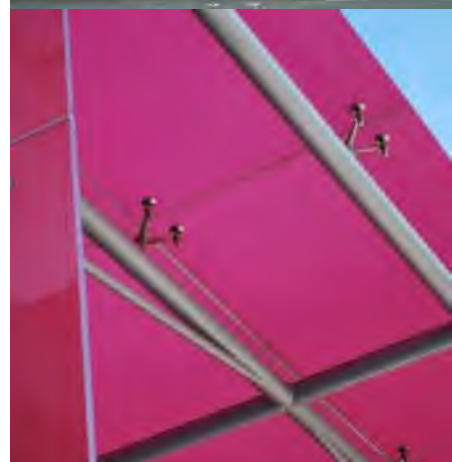
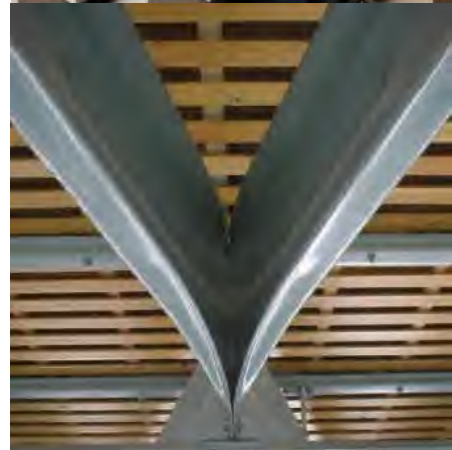
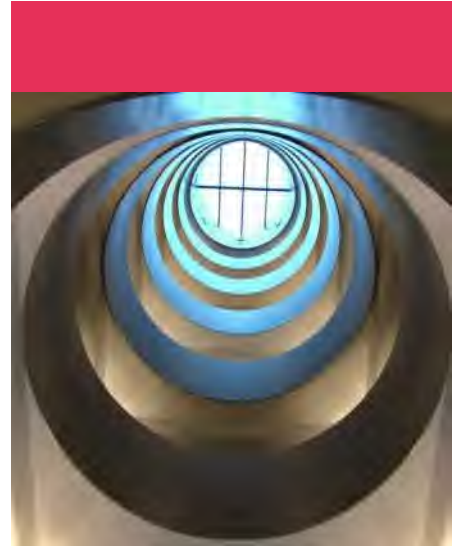
Framework Travel Plan

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- Plan 80823-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment**
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- Plan 80823-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment**

Appendices

- Appendix A – Proposed Site Layout**

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Oval Real Estate to provide traffic and transport advice in relation to a planning application for a proposed mixed-use development at Albert Bridge House, off St Mary's Parsonage and Bridge Street in Manchester City Centre.
- 1.1.2 The general scope of works comprises full demolition of the existing Albert Bridge House office building and replacement with a new residential building, office building, and new areas of public realm.
- 1.1.3 There will be 24 car parking spaces in a new basement accessed off Bridge Street which represents an 82% reduction from the c. 137 car parking spaces located within the Site's two existing surface-level car parks.
- 1.1.4 The loss of existing car parking spaces will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.
- 1.1.5 The proposed site layout is provided in **Appendix A** to the rear of the report.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities (DLUHC)) as:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Source: *National Planning Policy Framework*, MHCLG, 2021.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

- 1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **80823-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be

implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** provides a brief overview of the development proposals.
- 1.4.4 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling, and public transport.
- 1.4.5 **Section 6** assesses the development for compliance against the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 criteria.
- 1.4.6 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 8** outlines the strategy for Travel Plan target strategy.

-
- 1.4.7 **Section 9** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.8 **Section 10** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 **Figure 2.1**, from Sustrans' 'Walking and Cycling Index 2021' illustrates some of the benefits of walking, wheeling, and cycling in Greater Manchester.



2.1.4 'A Greater Manchester Congestion Deal' (Mayor of Greater Manchester, GMCA, and TfGM; 2018) found that almost a third of all journeys less than 1km are made by car, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands in Greater Manchester, and traffic congestion has a £1.3 billion cost to businesses in Greater Manchester every year.

2.2 Environmental Benefits

- 2.2.1 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

- 2.2.3 As of the time of writing, the CAZ has not been implemented. The CAZ was delayed in February 2022, with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester.

- 2.2.4 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

- 2.2.5 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.

- 2.2.6 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester’s ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.

2.2.8 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.9 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.10 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

*"In 2019, 28% of adults were obese, and a further 36% were overweight but not obese."
Taking overweight and obesity together, the highest prevalence was in the West
Midlands and South West (both 69%) and North West (68%).*

Source: Health Survey for England 2019, NHS Digital.

- 2.3.2 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*. **Figure 2.2** below demonstrates that although most adults (63.3%) meet this guidance, a significant minority do not – including a quarter (24.6%) of adults who achieve less than one-fifth of the target.

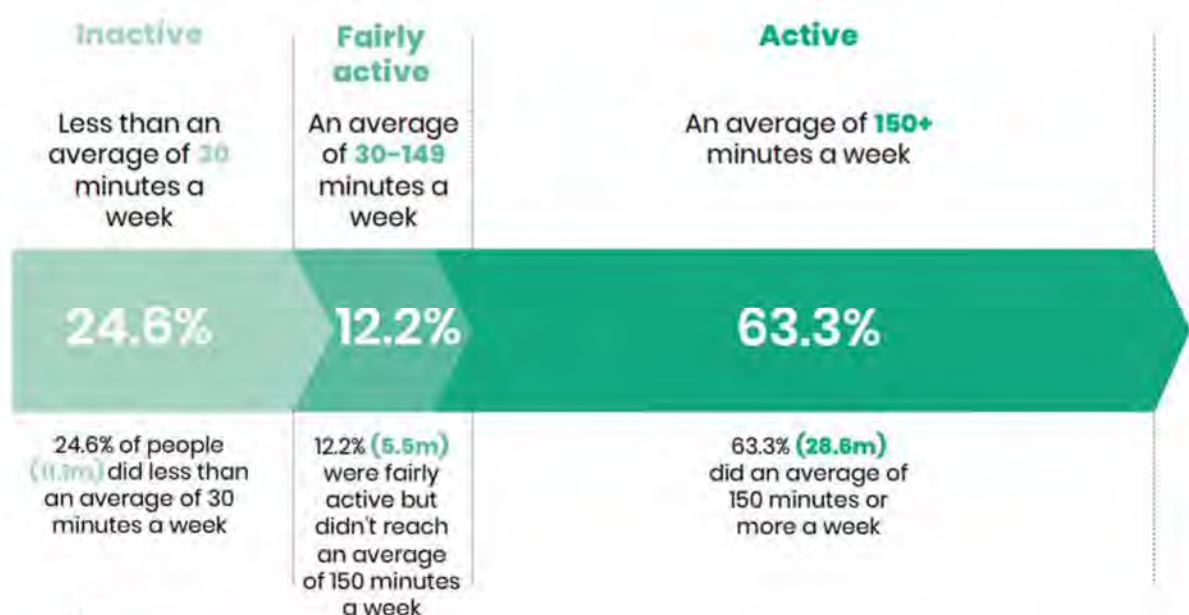


Figure 2.1 – Activity Levels for Adults

(Source: Active Lives Adult Survey: November 2018/19 Report)

- 2.3.3 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

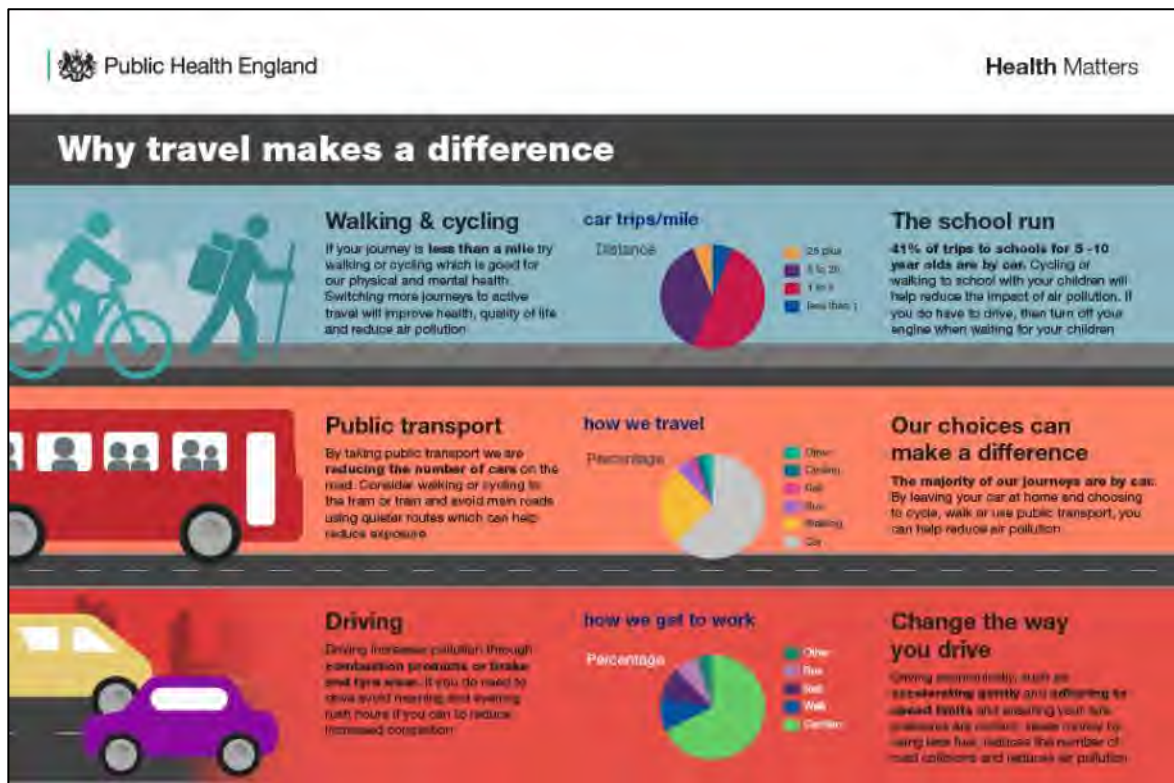


Figure 2.2 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage staff and residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

- 2.5.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.
- 2.5.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:
- **“Customer Experience** - Providing customers with a safe and seamless travel experience
 - **Services** – Turn up and go frequencies on major routes
 - **Information** – Readily available, easy to use, live, and up-to-date
 - **Network Management** – Improvements to journey times and reliability
 - **Infrastructure** – Significant increases in bus priority, and improvements to waiting environments
 - **Fares and Ticket** More affordable journeys, integrated with other modes
 - **Fleet** – Zero emissions, high quality buses.”
- 2.5.4 Bus franchising is also envisaged to boost Greater Manchester’s economy and is the first step in improving transport across Greater Manchester.
- 2.5.5 The Mayor of Greater Manchester announced in September 2022 that all bus tickets within Greater Manchester will be capped. £2 for an adult single and £1 for a child single with a £5 multi-operator daily cap.
- 2.5.6 Greater Manchester claims it will have the ‘country’s largest cycling and walking network’ at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this FTP will have a positive effect on the future staff and residents of the proposed development. They must be communicated correctly:

"It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment."

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this FTP aims to minimise the number of car trips generated by the development and encourage staff and residents to use sustainable modes of transport.
- 2.7.2 The aims of this FTP will be supported with the following objectives:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is within the St Mary's Parsonage Strategic Regeneration Framework (SRF) area within Manchester City Centre and is adjacent to the Parsonage Gardens Conservation Area. **Figure 3.1** illustrates the location of the SRF area in relation to the local highway network and site:



Figure 3.1 – Site Location in relation to the St Mary's Parsonage SRF area
(Source: Sheppard Robson, 2020)

- 3.1.2 The site is located in Zone 2 of the SRF area and is bound by the River Irwell to the west and north, Alberton House (which is being redeveloped by Bruntwood (MCC planning ref: 134287/FO/2022)) and the access to Trinity Bridge to the north, St Mary's Parsonage to the east, and Bridge Street to the south.
- 3.1.3 **Plan 80823-CUR-00-XX-DR-TP-06001** to the rear of the report illustrates the location of the site in relation to the regional highway network, while **Figure 3.2** below and **Plan 80823-CUR-00-XX-DR-TP-06002** to the rear of the report show the site in a local context relating to the local highway network:

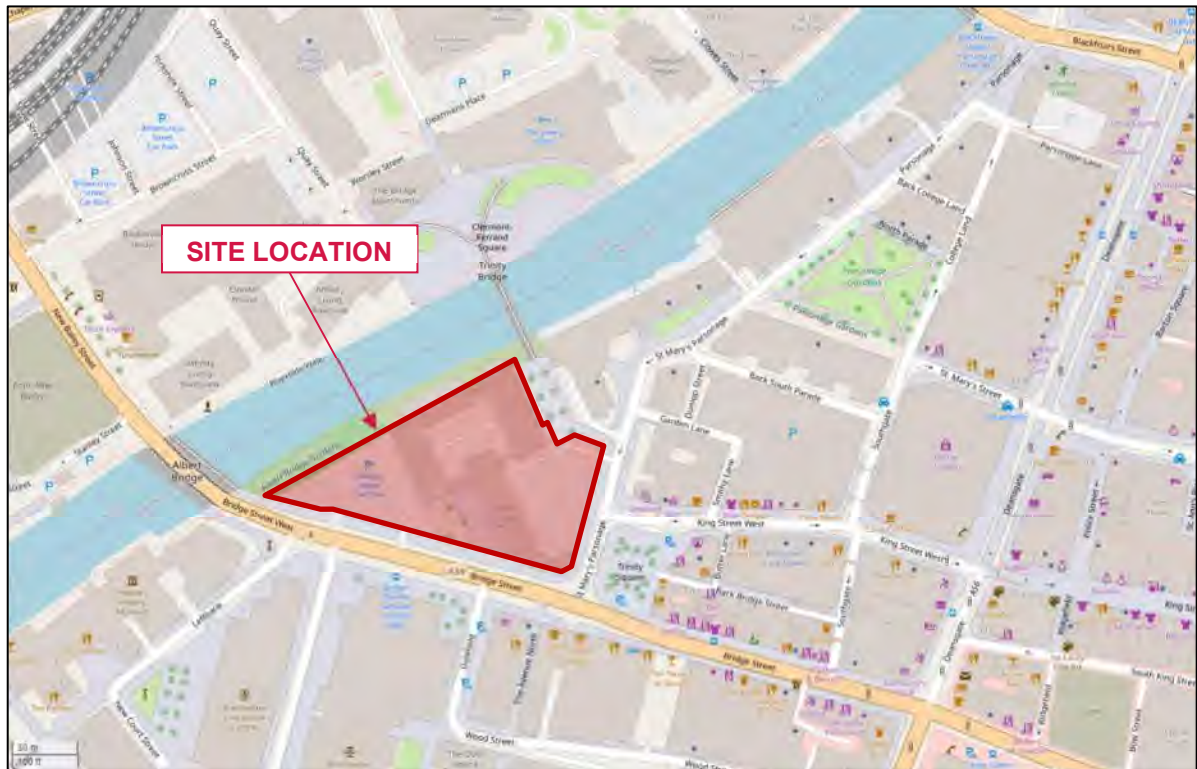


Figure 3.2 – Site Location in Relation to the Local Highway Network
(Source: OpenStreetMap, 2022)

3.2 Existing Use and Access

- 3.2.1 The Site is currently occupied by Albert Bridge House and two car parks. The current building includes three parts, a 17-storey building, flanked by a 5 and 2-storey building. Albert Bridge House is currently occupied by HMRC.
- 3.2.2 There are circa 137 spaces across the two car parks located within the Site. The MCC-operated car park off Bridge Street contains circa 65 spaces while the private car park off St Mary's Parsonage contains circa 72 spaces, including circa 7 accessible spaces.
- 3.2.3 Curtins undertook a site visit on the 28th April 2022. At this time, it was observed that the Bridge Street car park was at capacity with circa 67 parked vehicles, and that 45 vehicles were parked in the private St Mary's Parsonage car park. Overall, this equates to an occupancy level of 82% – 112 vehicles. Site visits later in the year have revealed similar levels of parking.
- 3.2.4 The vehicular access to the private St Mary's Parsonage car park is barrier-controlled with a yellow box junction.
- 3.2.5 The MCC Bridge Street car park has separate ingress and egress junctions. There is a right-turn pocket along the westbound lane of Bridge Street providing access into the car park. The egress is signalised and is located opposite Gartside Street, slightly to the west of the signalised junction.

- 3.2.6 The main pedestrian entrance to the office buildings is located off Bridge Street, although there is also a pedestrian entrance off St Mary's Parsonage.

3.3 Surrounding Highway Network

St Mary's Parsonage

- 3.3.1 St Mary's Parsonage stretches in a northerly and then easterly direction for circa 350m from a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the junction with Blackfriars Street.
- 3.3.2 The road is c. 6.5-7m wide and has footways of c. 2-3m wide along both sides, albeit the width does vary and decrease at certain pinch points. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF) and Parsonage Gardens.
- 3.3.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 3.3.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.
- 3.3.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 3.3.6 As part of the proposed permanent scheme to partially pedestrianise the A56 Deansgate corridor, the northern end of St Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. These are shown in **Figure 2.3** below (from 25th October 2021):



Figure 3.3 – Closure of St Mary's Parsonage at its Junction with Blackfriars Street

- 3.3.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 3.3.8 Curtins on site observations in October 2021 and again in August 2022 show vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed.

Trinity Bridge and Access

- 3.3.9 The footpath that leads to Trinity Bridge starts at St Marys Parsonage and extends between Alberton House and Albert Bridge House as shown on **Figure 2.4** below. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide path with trees.



Figure 3.4 – View of Path to Trinity Bridge from St Mary's Parsonage

- 3.3.10 The c. 5m wide bridge is a pedestrian link between Manchester and Salford. At the northern end of the bridge, the area opens to a large area of public realm – Clermont Ferrand Square.

A34 Bridge Street

- 3.3.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.
- 3.3.12 As part of the Deansgate proposals detailed below, access to Salford across the River Irwell has been limited to buses only, with eastbound traffic into Manchester unaffected.
- 3.3.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway.
- 3.3.14 In addition to the crossings at the junction with St Mary's Parsonage, there is a further signalised pedestrian crossing over Bridge Street between the existing car park's ingress and egress.
- 3.3.15 Both pedestrian crossings on Bridge Street are staggered across a central refuge island with separate push-button controlled traffic signals.
- 3.3.16 Bridge Street has footways of circa 3.1-3.8m wide along both sides.
- 3.3.17 Double yellow lines are also in place on both sides of Bridge Street.

A56 Deansgate

- 3.3.18 The A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. It commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Chester Road. Deansgate extends for approximately 1.2km towards the north, where it becomes Victoria Street at a signalised junction with Victoria Bridge Street.
- 3.3.19 Deansgate is approximately 14 metres wide with footways provided along both sides of the carriageway. Loading bays, disabled parking, taxi ranks and some on-street parking reduce the available width of the carriageway. The road is subject to a speed limit of 20mph.
- 3.3.20 In May 2020, during the COVID-19 pandemic, a section of Deansgate between King Street West and Blackfriars Street was pedestrianised / closed to car traffic, under emergency legislation brought in by the Government to allow people more room to social distance. 'Surface guard' barriers were installed to block access to vehicles whilst providing space for bicycles to pass, and tree planters were also placed in the middle of the carriageway.

- 3.3.21 During the closure period, road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction; however, vehicles accessing local premises were still able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 3.3.22 In December 2020, Manchester City Council installed new ‘Rhino’ barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.
- 3.3.23 MCC then held a public consultation, ending in January 2021, on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads). In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.
- 3.3.24 MCC has now implemented many of the changes with the final design (published in June 2022) illustrated in **Figure 2.5**. Since the initial design, the proposed one-way restriction on Gartside Street has been removed and the traffic-free Deansgate between Blackfriars Street and King Street changed to a bus gate. Adjacent to Albert Bridge House, there will be a westbound bus gate along Bridge Street and a change of priorities at the King Street West/ St Mary’s Parsonage junction.

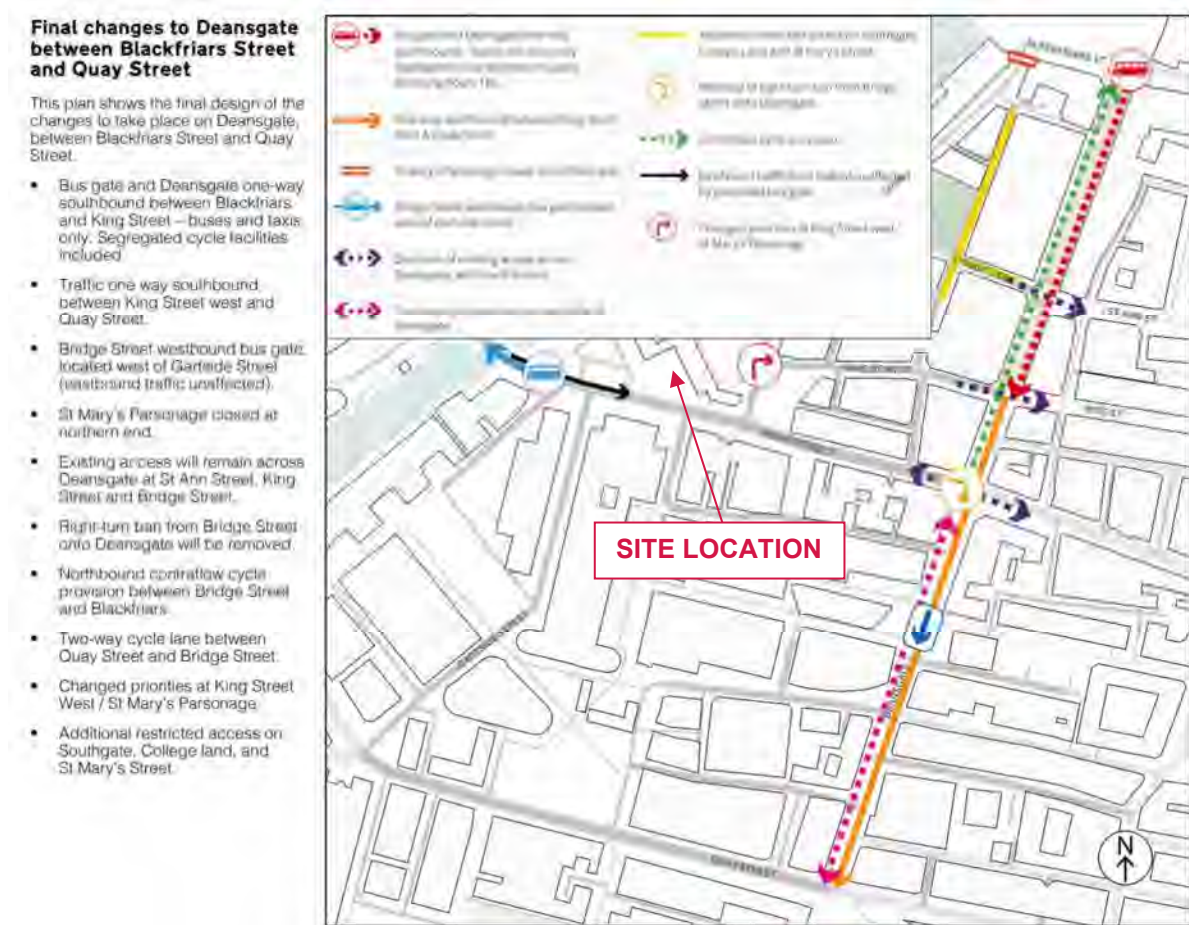


Figure 3.5 – Map of Changes to Deansgate and Surrounding Roads

(Source: Manchester City Council, 2022)

3.3.25 According to a July 2022 update on the MCC website, many of these changes have now been implemented or will be in the coming months.

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.

3.4.2 There are dropped kerbs and tactile paving on some crossings in the vicinity of the site. There are pedestrian refuge islands at the St Mary's Parsonage / Bridge Street junction and near the Bridge Street car park access.

4.0 Development Proposals

4.1 Overview of Proposals

- 4.1.1 The general scope of works for Albert Bridge House comprise full demolition of the existing Albert Bridge House office building and replacement by a residential building, office building, and extensive new public realm works.
- 4.1.2 There will be two buildings on the Site: a 367-dwelling residential building on the western part and a 50,850sqm GEA (43,457sqm GIA) commercial office block on the eastern section.
- 4.1.3 On the publicly accessible ground and first floors of the commercial office building, there will be two retail units, a food and beverage unit, a restaurant, and – on the ground floor only – a cyclist café. There will also be a retail unit on the ground floor of the residential building. These provide BREEAM-compliant ‘appropriate food outlet[s]’.
- 4.1.4 As well as these amenities, much of the Site area will be occupied by large areas of public realm which will increase the permeability of the Site and unlock new attractive, traffic-free routes for pedestrians and cyclists (especially along the River Irwell between Trinity Bridge and Bridge Street), greatly widen the existing footways along Bridge Street and St Mary’s Parsonage, and open up the poor existing access to Trinity Bridge from St Mary’s Parsonage. This will provide BREEAM-compliant ‘access to an outdoor open space (public or private, suitably sized and accessible to building users)’.
- 4.1.1 A shared basement that serves both buildings will be provided and this will contain car parking, cycle storage, lockers, showers, and plant areas.
- 4.1.2 The proposed site layout is provided in **Appendix A** to the rear of the report.

4.2 Proposed Access

Vehicular Access

- 4.2.1 Access to the proposed basement will be via Bridge Street and the ramp to the basement will be slightly west of the staggered Bridge Street pedestrian crossing and opposite the junction with Left Bank.
- 4.2.2 There will be a waiting area on the access road, off Bridge Street for vehicles entering the basement if there is an exiting vehicle. The access ramp would also be signalised.

Pedestrian and Cycle Access

- 4.2.3 There would be pedestrian and cycle access throughout the site, although the south-facing residential lobby would be accessed from Bridge Street, whilst the commercial lobby would be near equidistant from Bridge Street and St Mary's Parsonage.
- 4.2.4 Step-free access would be provided to all cycle parking with cycle lifts provided on the northern boundary of the residential building and the cycle lobby of the commercial building provided near the area of existing public realm south of Trinity Bridge.

4.3 Proposed Parking

- 4.3.1 The proposed car and cycle parking for the development is cognisant of the Manchester City Council (MCC) Parking Standards, provided in Appendix B of the Manchester Core Strategy, adopted in 2012.

Car Parking

- 4.3.2 During scoping discussions, MCC and TfGM originally requested consideration of a car free development. This has been explored, but it is not feasible based on market advice, a desire to provide car club spaces and a desire for accessible parking. Notwithstanding, the level of car parking proposed has been reduced from the originally proposed 36 spaces to 24, in recognition of the sites excellent accessibility and a desire to minimise vehicular impacts.
- 4.3.3 It is proposed that the development would provide 24 car parking spaces in a shared basement, as follows:
- **Residential** – 8 spaces, comprising:
 - 4 accessible spaces
 - 3 standard Car Club spaces; and
 - 1 space for deliveries.
 - **Office** – 16 spaces, comprising:
 - 8 accessible spaces;
 - 6 standard Car Club spaces; and
 - 2 spaces for deliveries.
- 4.3.4 Swept path analysis of these spaces has been undertaken and this is shown in swept path analysis at the rear of this report.

Nearby Parking Facilities

- 4.3.5 In addition to the on-site car parking, a review of nearby public car parks and associated provision has been undertaken in order to understand parking levels in the surrounding area. This demonstrates that

there are a number of publicly available car parks situated within a 550m walking catchment, equating to a walking time of approximately 6 minutes when walking at an average speed of 1.4m/s. Nearby car parking is summarised in **Table 4.1**:

Car Park	Car Park Location	Approximate Walking Distance from Site	Approximate Number of Spaces	Disabled Bays	Electric Vehicle (EV) Charging Bays
1	Deansgate, MCC, M3 2EQ	300m	331	✓*	0
2	Browncross Street, Euro, M3 5AX	330m	118	0	0
3	New Bailey, NCP, M3 5EN	350m	620	✓ (33)	✓*
4	Travelodge, APCOA, M3 5AL	410m	32	✓*	0
5	Market Street, M&S, M1 1WT	470m	155	✓*	0
Total:			1321	33	✓*

Table 4.1 – Existing Off-site Car Parking Provision

*There is provision, but the quantity of spaces is unknown.

- 4.3.6 The above table demonstrates 6 car parks were found within a 6-min walk of the site, providing car parking provision for approximately 1,321 vehicles, including at least 33 spaces for disabled badge holders and some electric vehicle (EV) charging facilities. It is therefore considered there is adequate opportunity for off-site parking should future employees chose to commute by car.

Existing On-Street Parking

- 4.3.7 The site is located within Manchester City Centre and therefore opportunities for on-street parking are limited. However, the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ) where the pay-and-display parking charges are up to £6.00 for a maximum stay of two hours, applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions). On-street parking within the St Mary's Parsonage area of Zone 1 includes:

- St Mary's Parsonage – c. 23 bays, including 2 Car Club bays;
- Southgate – c. 5 bays
- King Street West – c. 12 bays, including 2 disabled bays; and
- Dunlop Street – 2 disabled bays.

- 4.3.8 As stated earlier, there are also no parking restrictions for blue badge holders, where drivers displaying a blue badge can use parking bays across Manchester City Centre for free and for an unlimited time, therefore those with limited mobility could also utilise the on-street spaces listed above.

Cycle Parking

4.3.9 Cycle parking standards relevant to the land use of the proposed development are reproduced in **Table 4.2** below.

Land Use	MCC Cycles (Citywide Minimum)	Proposed Development
Stand Alone Offices	1 space per 200sqm; minimum of 2 spaces	43,457 sqm GIA - 213 spaces required 50,850sqm GIA – 254 spaces required
Non-Food Retail	1 space per 200sqm; minimum of 2 spaces	---
Restaurants and Cafes	1 space per 50sqm; minimum of 2 spaces	2,340sqm GEA (incl. restaurant, cyclist café and F&B (in office and residential buildings)); so, 47 spaces required

Table 4.2 – MCC Cycle Parking Standards

4.3.10 Secure, sheltered cycle parking for 367 and 344 spaces will be provided for the residential and commercial elements, respectively. This provision is in excess of MCC's cycle parking standards even when considering the spaces required for the retail, restaurant and café uses.

4.3.11 Cycle parking also needs to be determined against Building Research Establishment Environmental Assessment Method (BREEAM) requirements, which is based on occupancy numbers. The cycle parking provision of 344 spaces is in excess of the BBREEAM requirements which are as follows:

- **Offices:** Over 400 users (3,450 proposed), therefore 158 spaces minimum using the BREEAM sliding scale of compliance:
 - 1 – 200 users @ 1 space per 10 users = 20 spaces;
 - 201 – 300 users @ 1 space per 15 users = 7 spaces;
 - 301 – 400 users @ 1 space per 20 users = 5 spaces; and
 - 401+ users @ 1 space per 25 users = 126 spaces.
- **Small Retail:** 7 units @ 4 spaces total per unit = 28 spaces.

4.3.12 There are also areas dedicated to cycle facilities, such as rooms which could provide drying spaces, changing areas, and showers.

4.3.13 The proposed site layout is provided in **Appendix A** to the rear of the report.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 5.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**:

CIHT Category	Town Centers (m)	Commuting / School / Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Recommended Walking Distances

- 5.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 80823-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for the majority of trips associated with this office development.
- 5.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) also shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 5.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	150
2	Parsonage Gardens (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200
3	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	250
4	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	400

Table 5.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 5.2.5 The pedestrian catchment plan confirms that the site is well located in relation to local services and facilities within Manchester. In addition to those in **Table 5.2** above, bus stops along the A56 Deansgate, Bridge Street / John Dalton Street, and Chapel Street are all within a 500m walk of the site.
- 5.2.6 Between 500m and 1000m from the site lies Salford Central rail station, the Metrolink, Market Street, Piccadilly Gardens, Chinatown, the Printworks, and Arndale Centre. The Printworks contains leisure outlets, restaurants / bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.
- 5.2.7 Within the wider 1,000m – 2,000m catchments, there are a number of city centre residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible at Spinningfields, Noma, New Bailey, Market Street, Oxford Road, Castlefield, and Gay Village. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafes, bars, restaurants, public houses, along with a vibrant nightlife.
- 5.2.8 The vast majority of Manchester and Salford City Centres and the major public transport interchanges (Salford Central, Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Oxford Road corridor) are within a 2,000m (c. 25-minute) walk of the site.

5.2.9 The development proposals (detailed in **Section 4**) also include plans to improve pedestrian amenity and public realm in the vicinity of the site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.

5.2.10 The site is considered highly accessible by foot.

5.3 Cycle Accessibility

5.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.

5.3.2 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. Furthermore, Sustrans' Walking and Cycling Index 2021 reveals that the average distance of a cycling trip in the past year in Greater Manchester was 6.9km.

5.3.3 8km (5-miles) is considered to be the maximum acceptable cycling distance for most people, based on the 2019 National Travel Survey statistics which demonstrate that 82% of cycling trips were under 5 miles (8km). The National Model Design Code – Part 2 (DLUHC, 2021) also references this distance, expressing *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

5.3.4 In order to assist in assessing the accessibility of the site by cycle, **Plan 80823-CUR-00-XX-D-TP-06004** to the rear of the report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) Routes available within these ranges.

5.3.5 The 5.5km catchment encompasses Manchester and Salford City Centres including all key transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Crumpsall to the north, Droylsden to the east, Chorlton-cum-hardy to the south, and Littler Bolton to the west. The 8km catchment extends further north to Heaton Park, east to Fairfield, south to Didsbury, and west to Particroft.

5.3.6 Cyclists can access Routes 6, 66, and 55 of the NCN from Manchester and Salford City Centres, in addition to Route 60 within the 5.5km cycle catchment.

5.3.7 Route 6 runs from Watford in London to Windermere in the Lake District (more locally, Route 6 connects Manchester City Centre to Chorlton); Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; and Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.

- 5.3.8 Low 20mph speed limits along the surrounding roads, along with existing cycle infrastructure allows easy cycle access to Albert Bridge House. The local cycle network in the vicinity of the site is shown in **Figure 5.1** below:

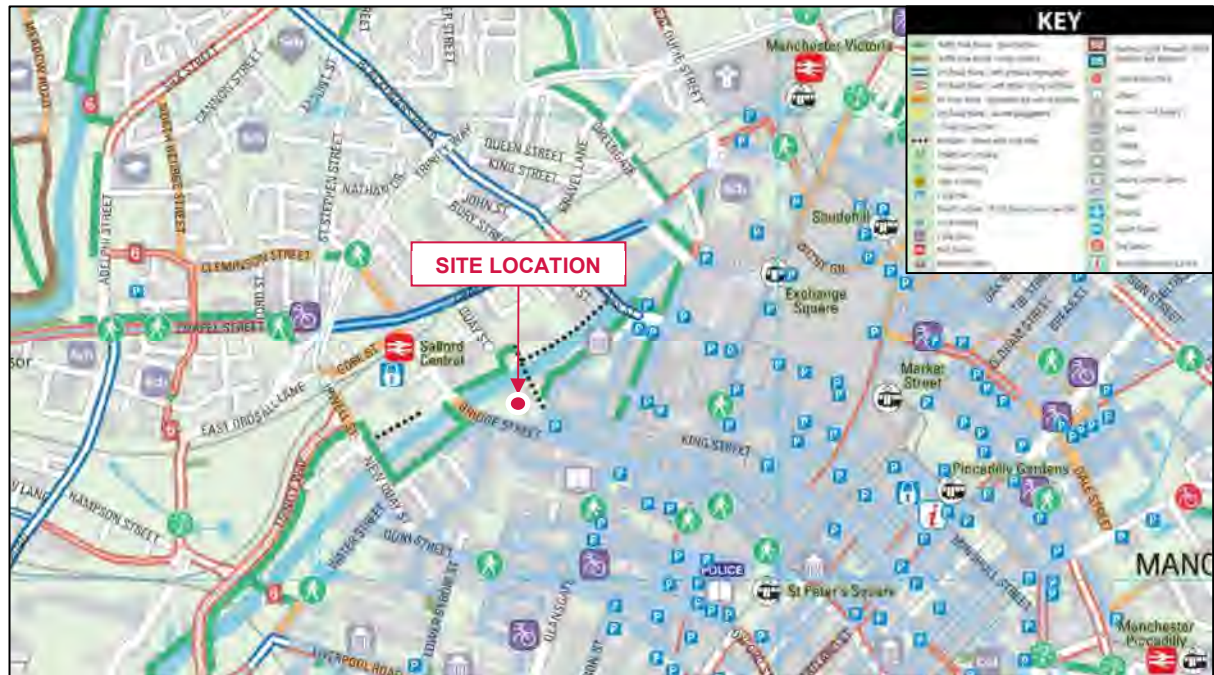


Figure 5.1 – Local Cycle Network

(Source: TfGM, 2022)

Note: On-site observations confirmed that the traffic-free route along St Mary's Parsonage does not exist.

- 5.3.9 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. There are no proposed Bee Network improvements in the St Marys Parsonage area. Notwithstanding, the site is in close proximity to the Beeways network and future improvements (i.e. the New Bailey connection to Salford Central station and the City Centre Triangle), allowing cyclists to benefit from the public realm improvements for better safety and quality of commute.
- 5.3.10 Furthermore, the development will provide internal, secure cycle parking spaces to encourage cycling.
- 5.3.11 In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

5.4 Public Transport Accessibility

- 5.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.
- 5.4.2 **Plan 80823-CUR-00-XX-D-TP-06005** to the rear of the report demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey to the Site. Within a 20-minute journey, future staff and residents at the site can travel from Manchester and Salford City Centres to the site. Staff and

residents from Trafford, Levenshulme, Eccles, Cheetham Hill, Moston, Bolton, Rochdale, Stalybridge, Ashton-under-Lyne, and East Didsbury can access the site within a 40-minute public transport journey from the Site. Within an hour, areas as far as Leyland, Todmorden, Broadbottom, Marple, Macclesfield, Wilmslow, Manchester Airport, Altrincham, Hough Green, Newton-Le-Willows, and Wigan can be accessible to / from the site.

- 5.4.3 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.
- 5.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with an 'excellent' GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester and Salford City Centres.
- 5.4.5 The National Model Design Code – Part 2 (DLUHC, 2021) states: *"Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance]."* These distances are also cited in the CIHT document 'Planning for Walking' (2015). This equates to a walking speed of 80m per minute (1.34m/s) – equivalent to the average walking speed of 79m per minute (1.31m/s) in 2019 that can be calculated from the National Travel Survey statistics (Table NTS0303).
- 5.4.6 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 5.2** below:



Figure 5.2 – Manchester City Centre Public Transport Network
(Source: TfGM, 2019)

Bus Accessibility

- 5.4.7 Further CIHT guidance – from ‘*Buses in Urban Developments*’ (2018) – indicates that a bus stop should be located within the following walking distances from a new development based on its location and the number and frequency of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 5.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

5.4.8 The nearest bus stops to the site are located along Bridge Street. This core bus corridor is within the recommended 250m distance for city centres. **Table 5.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	12 mins	12 mins	20 mins
34	Piccadilly Gardens – Salford – Leigh – Golborne – Bryn	30 mins	30 mins	Hourly
34A	Piccadilly Gardens – Salford – Pendleton – Eccles – Worsley	30 mins	30 mins	Hourly
36	Piccadilly Gardens – Salford – Peel – Great Lever – Bolton	12 mins	12 mins	30 mins
37	Piccadilly Gardens – Salford – Walkden – Farnworth – Bolton	12 mins	12 mins	30 mins
38	Piccadilly Gardens – Salford – Swinton – Logistics North	10 mins	10 mins	30 mins
50	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	10 mins	10 mins	15 mins
V1	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	10 mins	30 mins	30 mins
V2	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	30 mins	30 mins	30 mins
V4	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	4 in the AM 5 in the PM	N/A	N/A
X39	Farnworth – Peel – Swinton – Salford – Piccadilly Gardens	2 in the AM	N/A	N/A

Table 5.4 – Summary of Bus Service Frequencies in the vicinity of the Site

5.4.9 Furthermore, within 100m of the mid-point of the site, Route 1 of the Free Bus stops on Bridge Street; and within 400m of the proposed development entrance, Routes 2 and 3 of the Free Bus stop on Deansgate. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 5.3** below:

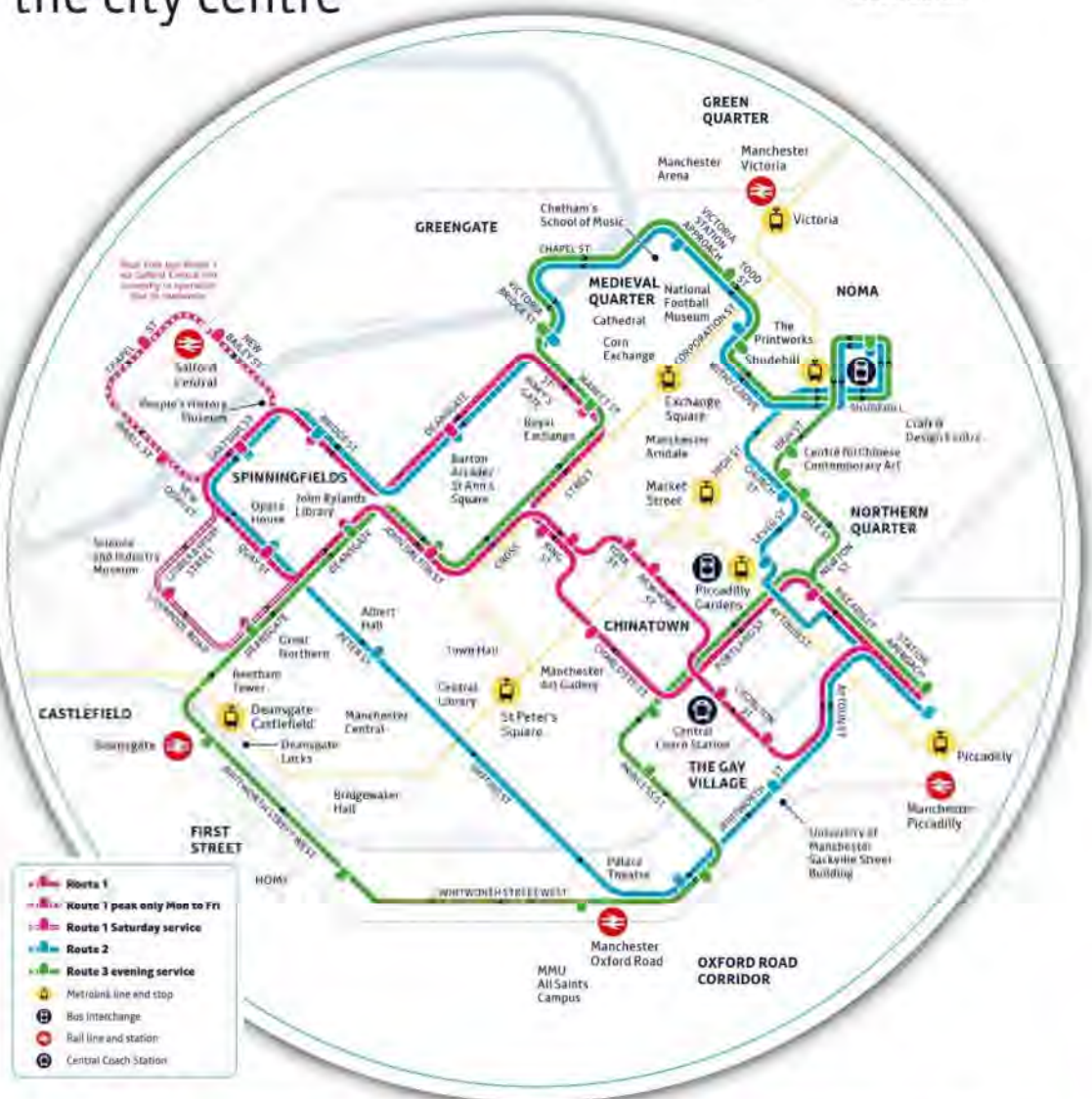
free bus routes around the city centre



Salford City Council



MAYOR OF
GREATER
MANCHESTER



1	Monday – Friday Every 10 minutes: 7am – 7:15pm Peak route only: 7am – 9am and 4pm – 7:15pm Saturday Every 10 minutes: 8:20am – 7:15pm Sunday and public holidays: Every 12 minutes: 11am – 6pm
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2	Monday – Friday Every 10 minutes: 6:30am – 7:10pm Every 20 minutes: 7:10pm – 11:30pm Saturday Every 10 minutes: 8:30am – 7:30pm Every 15 minutes: 7:30pm – 11:30pm Sunday and public holidays Every 12 minutes: 10am – 7pm
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3	Monday – Friday Every 20 minutes: 7:30pm – 11:30pm Saturday Every 15 minutes: 7:30pm – 11:30pm
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Figure 5.3 – Free Bus Route and Timetable
(Source: TfGM, 2021)

- 5.4.10 These stops provide frequent access to city centre facilities, as well as all major public transport interchanges in Manchester and Salford City Centres every day of the week.
- 5.4.11 It is noted that the provision of bus services will change during different seasons in the year and over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: tfgm.com/public-transport/bus.
- 5.4.12 It is considered that the site is accessible by bus.

Rail Accessibility

- 5.4.13 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.
- 5.4.14 The Salford Central rail station is located at a c. 300m walk from the site. This lies within the CIHT recommended distance. There are accessible ticket machines and step-free access across the whole station but there are no ramps for train access. There is a ticket office, but no cycle storage. Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.
- 5.4.15 A summary of rail services from Salford Central rail station is outlined in **Table 5.5**:

Service	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester Victoria to Clitheroe Calling at: Manchester Victoria, Salford Central, Salford Crescent, Bolton, Hall I' Th' Wood, Bromley Cross, Entwistle, Darwen, Blackburn, Ramsgreave & Wilpshire, Langho, Whalley, Clitheroe.	Hourly	Hourly	Hourly
Manchester to Southport and Kirkby Calling at: Rochdale or Stalybridge and Ashton-under-Lyne, converging at Manchester Victoria, continuing to Salford Central, Salford Crescent. Change at Salford Crescent for services to Wigan North Western, Kirkby and Southport.	2-4 per hour	2-4 per hour	No services
Blackpool North to Manchester Victoria/Manchester Airport, Preston to Hazel Grove Calling at: Preston, Leyland, Buckshaw Parkway, Chorley, Adlington, Blackrod, Horwich Parkway, Lostock, Bolton, Salford Crescent, Salford Central, Manchester Victoria.	Every 2 hours each way	Every 2 hours each way	No services

Table 5.5 – Summary of Rail Services calling at Salford Central

- 5.4.16 The trains that service Salford Central rail station regularly run 7 days a week to a number of different locations and residential areas within the North West; this provides frequent access for staff of the site and is a viable alternative to private car use.
- 5.4.17 Deansgate, Oxford Road, Victoria and Piccadilly train stations are located within a walking distance of 1,000m to 2,000m from the site. These provide additional local and national rail services.
- 5.4.18 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/stations/SFD>.

Metrolink (Light Rail) Accessibility

- 5.4.19 The nearest Metrolink stations, Exchange Square and St Peters Square, are located within a c. 700m walk of the Site. There is step-free access to all platforms at all Metrolink stations.
- 5.4.20 The following services call at these stations:
- **Blue Line:** Eccles to Ashton-under-Lyne (St Peters Square only);
 - **Brown and Pink Line:** East Didsbury to Shaw and Crompton / Rochdale;
 - **Navy Line:** Victoria to Manchester Airport; and
 - **Purple and Green Line:** Piccadilly / Bury to Altrincham.
- 5.4.21 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:
- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines; and
 - **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.
- 5.4.22 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.
- 5.4.23 Users can change at Piccadilly Gardens, Victoria, and Cornbrook to access the entire Metrolink network, including accessing additional services to Bury and the Trafford Centre, as shown in the Metrolink map in **Figure 5.4**.



Figure 5.4 – TfGM Metrolink Network Map
(Source: TfGM, 2022)

5.4.24 In summary, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

- 5.4.25 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 5.4.26 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 5.4.27 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 5.4.28 Furthermore, for this project specifically, BRE has confirmed to Sustainability Consultants at Hoare Lea that the GMAL value can be used as a direct substitute for the AI.
- 5.4.29 Due to the size of the site, it covers three sections with slightly differing GMAL index scores, so the section covering the largest area of the site has been used.

5.4.30 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 59.9. This is understood to be the AI of the site.

5.4.31 It can be observed that the site's AI of 59.9 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. Notwithstanding, as illustrated in **Table 6.1**, a range of measures are being implemented to encourage sustainable travel.

5.5 Summary

5.5.1 It is considered the site is highly accessible by sustainable modes of transport, which are also usable by those with limited mobility and are wheelchair accessible. The surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

6.1.1 The development would be assessed against BREEAM UK New Construction 2018 standards and would seek to demonstrate compliance by obtaining a suitable number of credits. The assessment categories pertaining to traffic and transport, the relevant sections of this report where compliance has been assessed, and the credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u> 1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form. 2. The site-specific travel assessment (or statement) shall cover as a minimum: • If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users; • Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; • Reporting of the number and type of existing accessible amenities within 500m of the site; • Disabled access accounting for varying levels and types of disability, including visual impairment; • Calculation of the existing public transport Accessibility Index (AI); and • Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Transport Statement (TS) (Document Reference: 80823-CUR-XX-XX-T-TP- 00001)	2
		N/A Section 6 of TS Section 3 of FTP Section 5 of FTP Section 3 of FTP Section 5 of FTP Section 3 of FTP This document TBC Section 9 of FTP	
Tra 02	<u>Sustainable Transport Measures:</u>		

BREEAM Category	Description	Signposts	No. of Credits
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. - The existing AI calculated in Tra 01 ≥ 8; - Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train, or tram companies to increase the frequency of the local service provision for the development; OR - Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR - Provide a dedicated service, such as a bus route or service.	This document Section 5 of FTP Not achieved, not required considering existing site's excellent accessibility	<i>Points:</i> 1 0
	- Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities; - Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development; - Set up a car sharing group or facility to facilitate and encourage building users to car share; AND - Raise awareness of the sharing scheme with marketing and communication materials; AND - Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND - Locate priority parking spaces nearest the development entrance used by the sharing scheme participants. - During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public. - Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (1 space per 10 staff and 1 space per 10 visitors, a minimum of one compliant space is required);	Section 7 of FTP Section 7 of FTP Not achieved, development is located close to existing car club spaces Not achieved, development is located centrally Section 3 of TS	1 1 0 0 1

BREEAM Category	Description	Signposts	No. of Credits
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	1
	Existing amenities: At least three existing accessible amenities are present;	Section 5 of FTP	1
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 4 of FTP (appropriate foot outlet and outdoor open space)	3
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 7 of FTP, pending BRE review (see para 1.4.3)	
		Site AI: 59.9 Points achieved under criteria 2: 9	10
Total Transport Credits Obtained			12

Table 6.1 – BREEAM Credits Targeted

6.1.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available in the vicinity of Bridge Street;
- **Restrictions or charging for car parking** – Car parking will be limited and not publicly accessible;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of Bridge Street;
- **Provision of suitable taxi drop-off or waiting areas** – Drop off/ loading bay provided along St Mary's Parsonage; and

- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

6.1.3 A key part of the Framework Travel Plan (FTP) will be monitoring, whereby travel surveys will be distributed to staff/residents at the development in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence/work, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage recipients to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

6.1.4 The FTP includes Travel Information Welcome Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives, and recommendations of the Travel Plan. This measure is submitted for review by BRE.

7.0 Travel Plan Initiatives

7.1 Introduction

- 7.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, it is considered the vast majority of staff and residents will travel to / from the site via sustainable modes of travel. Notwithstanding, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 7.1.2 This section of the FTP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives, and benefits set out in **Section 2** of this document.

7.2 Appointment of Travel Plan Coordinator (TPC)

- 7.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 7.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for staff and residents incorporating a survey, events and then advice to staff and residents on sustainable travel choices.
- 7.2.3 The responsibilities of a TPC are further detailed in **Section 9** of this report.

7.3 Production of Welcome Packs

- 7.3.1 Welcome packs can be important in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all staff and residents at the development. The contents of the welcome packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e. public transport operator websites with timetables and routes;
 - Details of the Travel Plan Co-ordinator (TPC);
 - Details of local taxi companies;

- Details and links to Liftshare or CarshareGM registration;
- Details of local Car Club schemes;
- Location of nearby Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week, Walk to Work Week); and
- Information on rail cards and other incentive schemes available to rail travellers.

7.3.2 As well as providing such information throughout the welcome packs, information could be provided via notice boards in communal areas to ensure that information relating to travel options is available in a quick and convenient manner.

7.3.3 Information provided via each mode would be updated by the TPC on a regular basis.

7.4 Measures to Encourage Walking

7.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

7.4.2 It has been demonstrated throughout **Section 5** of this FTP that there is an existing good level of pedestrian infrastructure in the surrounding area. The development proposals (detailed in **Section 4**) also include plans to improve pedestrian amenity and public realm in the vicinity of the site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.

7.4.3 The following measures will be provided in order to encourage staff and residents to walk:

- During construction:
 - Clear signing of pedestrian routes within and adjacent to the site;
 - Providing new pedestrian signage from the site to the main destinations and bus stops;
 - Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - The Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups; and
 - The www.plotaroute.com website for journey planning on foot; and
 - National events such as “National Walking Month”.

7.4.4 Additional measures such as marketing campaigns incorporating free or discounted issue of pedometers and alarms, could be considered.

7.5 Measures to Encourage Cycling

- 7.5.1 It has been demonstrated throughout **Section 5** of this FTP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within the basement as part of the development proposals.
- 7.5.2 Secure, sheltered cycle parking for 367 and 344 spaces will be provided for the residential and commercial elements, respectively. This provision exceeds MCC's cycle parking standards.
- 7.5.3 The provision of sufficient cycle parking of suitable quality has a key synergy with the successful implementation of travel plans.
- 7.5.4 To encourage staff and residents to cycle, the following measures will be provided:
- Promote / raise awareness of the health and wellbeing benefits of cycling;
 - Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
 - Promotion of the cycle café;
 - Register staff to the Cycle2Work scheme, which Halfords' website claims can save employees up to 42% on a new cycle and safety accessories;
 - Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Engage with MCC to ensure appropriate standards of cycleways adjacent to the Site;
 - Liaising with MCC and TfGM over possibility of providing TfGM Cycle Hire stations within or adjacent to the site;
 - Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) infrastructure with the provision of safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
 - Sufficient security at proposed cycle parking facilities;
 - Shower and changing room facilities to be provided in the building; and
 - Provide an on-site puncture repair kit;
 - Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops;
 - Marketing campaigns such as "National Bike Week";
 - The www.cyclestreets.net website for journey planning by bike; and

- Promoting the Cycle2Work scheme.

7.5.5 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), having the TPC negotiate discounts with local cycle retailers, and considering paying expenses for cycling mileage to staff (if appropriate with respect to any of the roles onsite) could also be considered.

7.6 Measures to Encourage Public Transport Use

7.6.1 It has been demonstrated throughout **Section 5** of this FTP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester.

7.6.2 The following measures will be provided in order to encourage staff and residents to travel by public transport:

- Implement a staff business policy of using public transport for travel in the course of work wherever feasible.
- Provide a guaranteed lift home for staff who travel by public transport in the event of an emergency;
- Liaise with bus companies on any future improvements and/or extensions to local services;
- Negotiation with local bus companies for an increase in the local service provision to the Site;
- Negotiation with local bus companies for discounted/ free travel passes for staff and residents;
- Arrange for season ticket loans for staff where a monthly deduction is made from their pay;
- Provision of new and improved inter-connecting walking and cycling links to surrounding public transport infrastructure as part of the development;
- Linking information systems regarding bus, tram and rail travel timetables to the staff/ resident intra-web service linked to the wider TfGM website to form a “One-Stop-Shop” for all public transport queries; and
- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - The Traveline Journey Planning tool, i.e. by phoning 0871 200 223 and the Traveline website at www.traveline-northwest.co.uk;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Any promotions / discounts offered by public transport operators.

7.6.3 Additional measures such as the TPC assisting staff and residents with their journey planning to the Site could be considered.

7.7 Measures to Encourage Use of Car Sharing / Shared Transport

Car Club

- 7.7.1 It is acknowledged that many staff and residents that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 7.7.2 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.
- 7.7.3 At the time of writing, there are two Car Club bays located on St Mary's Parsonage, a c. 120m walk from the approximate mid-point of the site.
- 7.7.4 It is considered that the Car Club could therefore be a highly attractive facility for staff and residents who require occasional private car use, therefore minimising the highway impact.

Car Sharing

- 7.7.5 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 7.7.6 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for staff and residents who do not own a car but require occasional use.
- 7.7.7 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

7.8 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 7.8.1 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 7.8.2 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.

- 7.8.3 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:

“Demand for EV charging is growing. But the number of public EV charging points isn't keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers”

- 7.8.4 BREEAM points are awarded for provision of 10% EV charging spaces, relative to total car parking.
- 7.8.5 To support the wider aims of the Council, the Proposed Development includes a 100% Electric Vehicle Charge (EVC) provision, with active charge points installed, upon occupation of the development.
- 7.8.6 Demand for EVC will be monitored as part of the FTP with additional charge points installed, as necessary, to meet demand.
- 7.8.7 Further to this, the TPC will promote the benefits of purchasing electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

Off-Site

- 7.8.8 In addition to the proposed EV charging facilities onsite, there are many EV charging points nearby in East Manchester and throughout Greater Manchester. There is an EV charging point located on Browncross Street, M3 5FU, a c. 250m walk northwest of the site, which comprises four 7kW sockets and is subject to a maximum stay of 3 hours.
- 7.8.9 This charging point, along with c. 140 other chargers, is on the Be.EV network. EV owners can sign up for an account online, after which they can operate charging points using a card or a smartphone application. Be.EV members benefit from slightly reduced rates.
- 7.8.10 The ZapMap website and app can be used by EV drivers to view publicly accessible chargers on all networks in the vicinity of their home, place of work, and other destinations and assist with journey planning to ensure staff and residents are never far from a charging point.

7.9 Reducing the Need to Travel

7.9.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Compressed working weeks;
- Provide video and audio teleconferencing facilities;
- Promoting nearby services (i.e. facilities necessary for everyday functionality that would otherwise require travel away from the site (e.g. during lunchtimes));
- Provision of equipment and virtual additions (such as high-speed fibre optic broadband connections) to allow employees to work from home; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

8.0 Targets

8.1 Introduction

- 8.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the target strategy and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

8.2 Data Collection

- 8.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future staff and residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 8.2.2 In order to understand travel habits, a representative sample survey will be undertaken within 6 months of first occupancy or when 50% occupancy has been reached, whichever is sooner, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Place of work / residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage staff and residents to travel more sustainably.
- 8.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 8.2.4 Questions will be transferred to as SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Staff and residents would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 8.2.5 Paper surveys will also made available across communal areas of the site. These results can be manually transferred to the SurveyMonkey computer database for analysis.
- 8.2.6 The information obtained will be used to undertake a modal split analysis, whereby an answer rate of 30% would be considered a sufficient representation of staff and residents, and any issues raised in the open-ended questions will be attended to. Staff and residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

8.3 Data Analysis and Modal Split Targets

- 8.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff and residents. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 8.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:
- Short-Term Target – within one year;
 - Medium-Term Target – for between 1 – 3 years; and
 - Long-Term Target – more than 3 years.
- 8.3.3 To provide an indication of potential targets an example, using adjusted modal split from the 2011 census, is provided in **Table 8.1** for the offices and **Table 8.2** for the flats below:
- 8.3.4 As outlined in the accompanying TS (Document Reference: **80823-CUR-XX-XX-T-TP-00001**), the modal split has been obtained through analysis of the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'. The middle super output area (MSOA) of Manchester 054 has been used as the place of work for the offices and place of residence for the flats, whereas the assumptions used for the places of residence for the office and places of work for the flats include all ten Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan). As the census does not account for national or local changes in travel behaviour in the past decade (including working from home, online shopping, expansion of the Metrolink network, Ordsall Chord bridge, increasing pedestrianisation, and more flats and office in the city centre) or the car-limited nature of the city centre development, the single occupancy car modal split has been reduced and redistributed to active travel and public transport.

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, Single Occupant	5%	- 1.0 %	- 1.0 %	- 1.0 %	- 3.0 %
By Car, Lift Sharing	4%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	19%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Cycle	6%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Public Transport	63%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Other	3%	–	–	–	–

Table 8.1 – Example Targets Linked to Objectives for Offices

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	2%	- 0.5 %	- 0.5 %	- 0.5 %	- 1.5 %
By Car, Lift Sharing	1%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	54%	+ 0.5 %	+ 0.5 %	+ 0.5 %	+ 1.5 %
Cycle	6%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Public Transport	33%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Other	4%	—	—	—	—

Table 8.2 – Example Targets Linked to Objectives for Flats

- 8.3.5 The reduction in car drivers has been informed by a major synthesis report – ‘*A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management*’ (Nicholas and Kuss, 2022) – which found that workplace travel planning can induce a 3-18% drop in car use by commuters and personalised (residential) travel planning can induce a 6-12% drop in car use share among residents.
- 8.3.6 The targets shown above are modest due to the very low proportion of people expected to be travelling by car, however if the travel surveys find a higher proportion do so there is potential with the measures outlined in **Section 7** for a bigger reduction.
- 8.3.7 There will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 8.3.8 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Additionally, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.
- 8.3.9 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within six months of occupation at the site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.
- 8.3.10 The targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 7** of this FTP.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the proposed management arrangements associated with the FTP. It also sets out the next steps with regards to converting this FTP into a full Travel Plan.

9.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

9.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

9.2 Responsibility and Management

9.2.1 Overall responsibility for the TP will lie with Oval Real Estate (or any future owner of the site if transacted prior to completion). Following full operation, the FTP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

9.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

9.2.3 At this point, the day-to-day responsibility will shift from Oval Real Estate (or any future owner of the site if transacted prior to completion) to the appropriately appointed TPC.

9.2.4 Notwithstanding, adequate consultation and support from the scheme developer / management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- A commitment to actively pursue any future partnerships with bus operators;
- Provision of security for walkways to and from the site, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting sustainable transport options at the site.

9.3 Travel Plan Coordinator (TPC)

9.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures / initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

9.3.2 A TPC will be nominated for the development approximately a month before occupation of the development. It is likely that the TPC role will be fulfilled by a member of the management company.

9.4 Monitoring and Evaluation

9.4.1 Monitoring and review is of central importance to the progression of the Travel Plan. Good Practice Guidelines from the DfT state that:

"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process. DfT, 2009.

9.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and residents

and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 8** above.

- 9.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.
- 9.4.4 Monitoring reports will be provided to officers at Manchester City Council annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, a summary of the survey results would be circulated to all staff and residents upon the completion of surveys.
- 9.4.5 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council) to ensure that the TP reflects current opportunities and local circumstances. The three-year monitoring schedule will include three surveys: the initial monitoring survey and two annual follow-up surveys.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Implementation of Site Infrastructure	During construction phase.	Oval Real Estate or any future owner of the site if transacted prior to completion
Appoint TPC	One month before first occupation.	Oval Real Estate or any future owner of the site if transacted prior to completion
Implement TP Initiatives	To be started once TPC is appointed, ongoing throughout development lifespan.	TPC
Produce Welcome Pack	Upon occupation of the development	TPC
Undertake Initial Travel Surveys	Within six months of occupation.	TPC
Decide Targets	Within one month of undertaking the initial surveys.	TPC
Update FTP to a full Travel Plan	Within two months of agreeing modal splits.	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase.	TPC
Undertake Follow-Up Travel Surveys	Annually as part of a three-year monitoring schedule (or for a period to be agreed with Manchester City Council).	TPC
Present Monitoring Report	Annually as part of a three-year monitoring schedule (or for a period to be agreed with Manchester City Council).	TPC

Table 10.1 – Action Plan

10.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

- 10.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans

Plan 80823-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 80823-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 80823-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 80823-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 80823-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
REGIONAL VIEW

Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06001 - P01



KEY:



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
SITE LOCATION
LOCAL VIEW

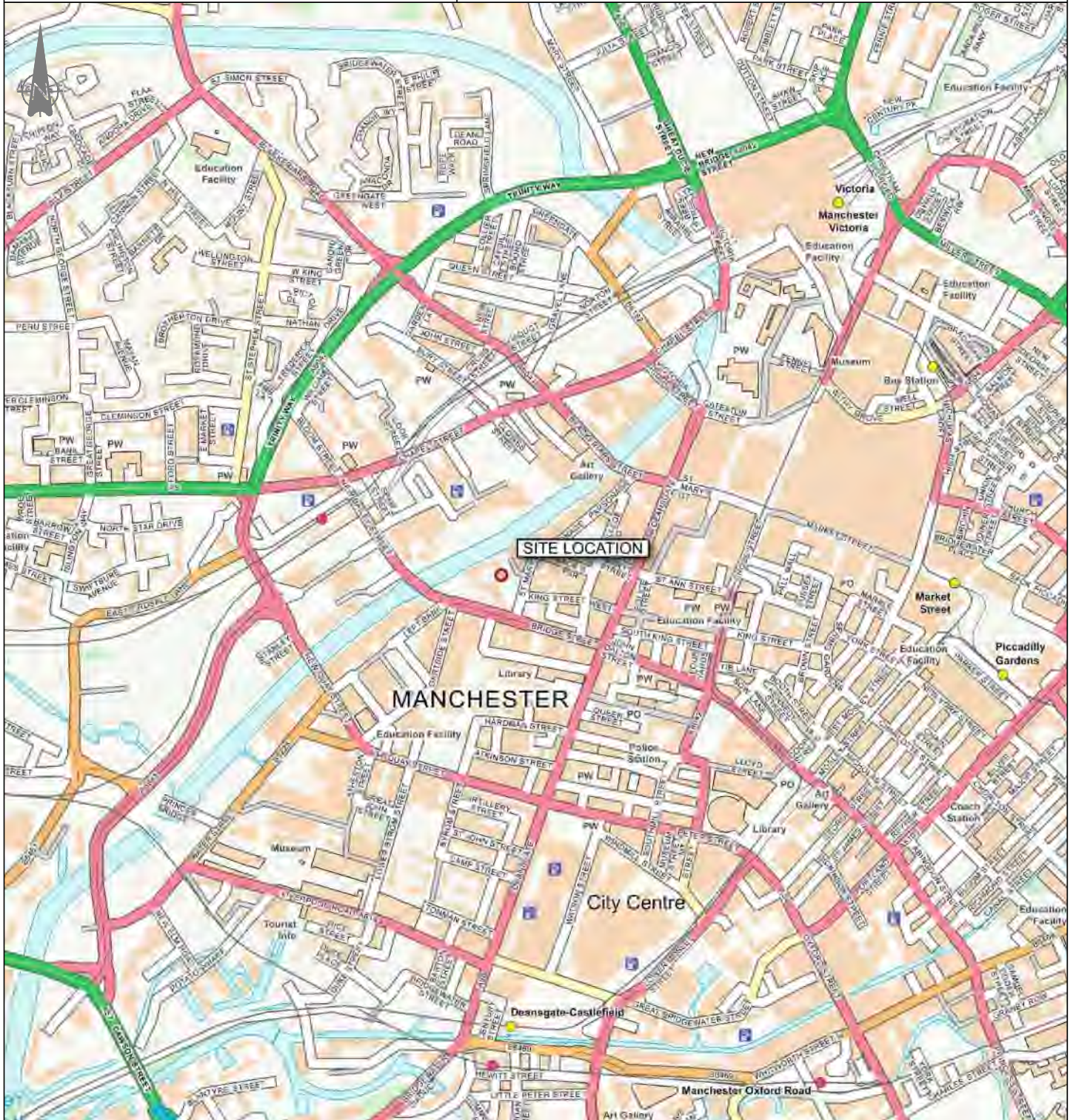
Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06002 - P01



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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

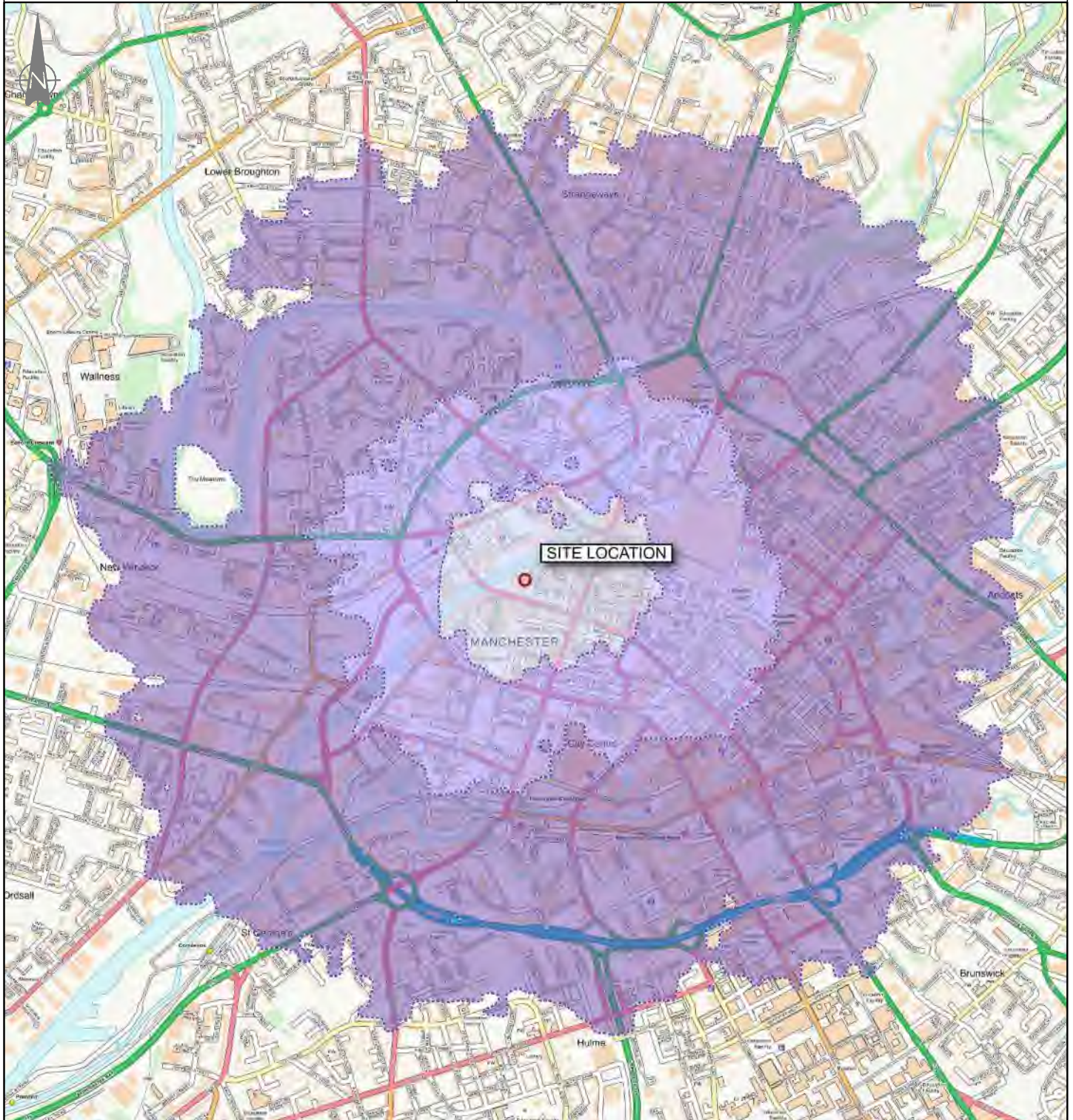
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Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

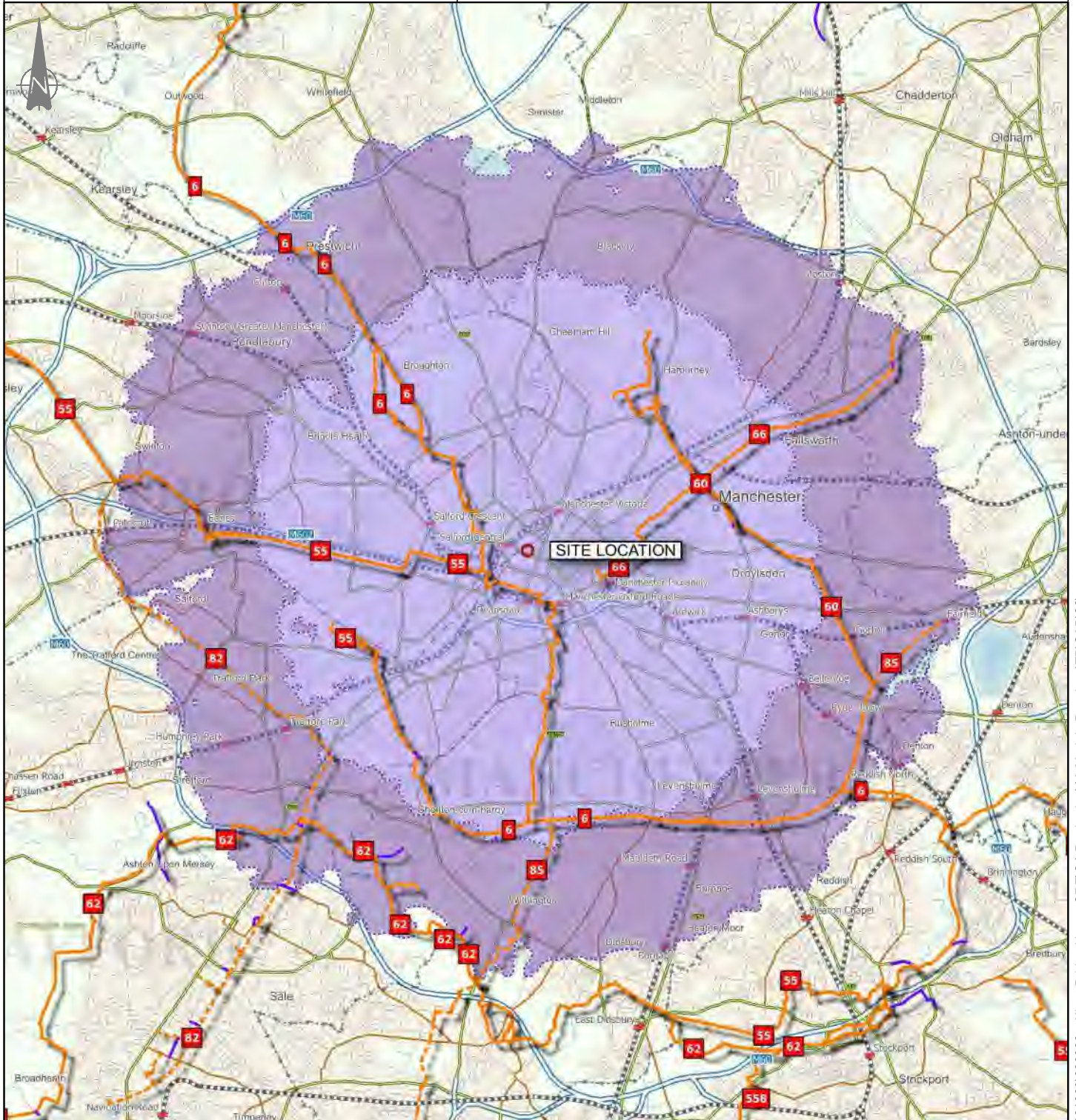
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Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06004 - P01



KEY:

Site

Cycle Catchment:

5500m

8000m

National Cycle Network:

Route on National Cycle Network

Route on Regional Cycle Network

Route not on Cycle Network

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Project:
ALBERT BRIDGE HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK

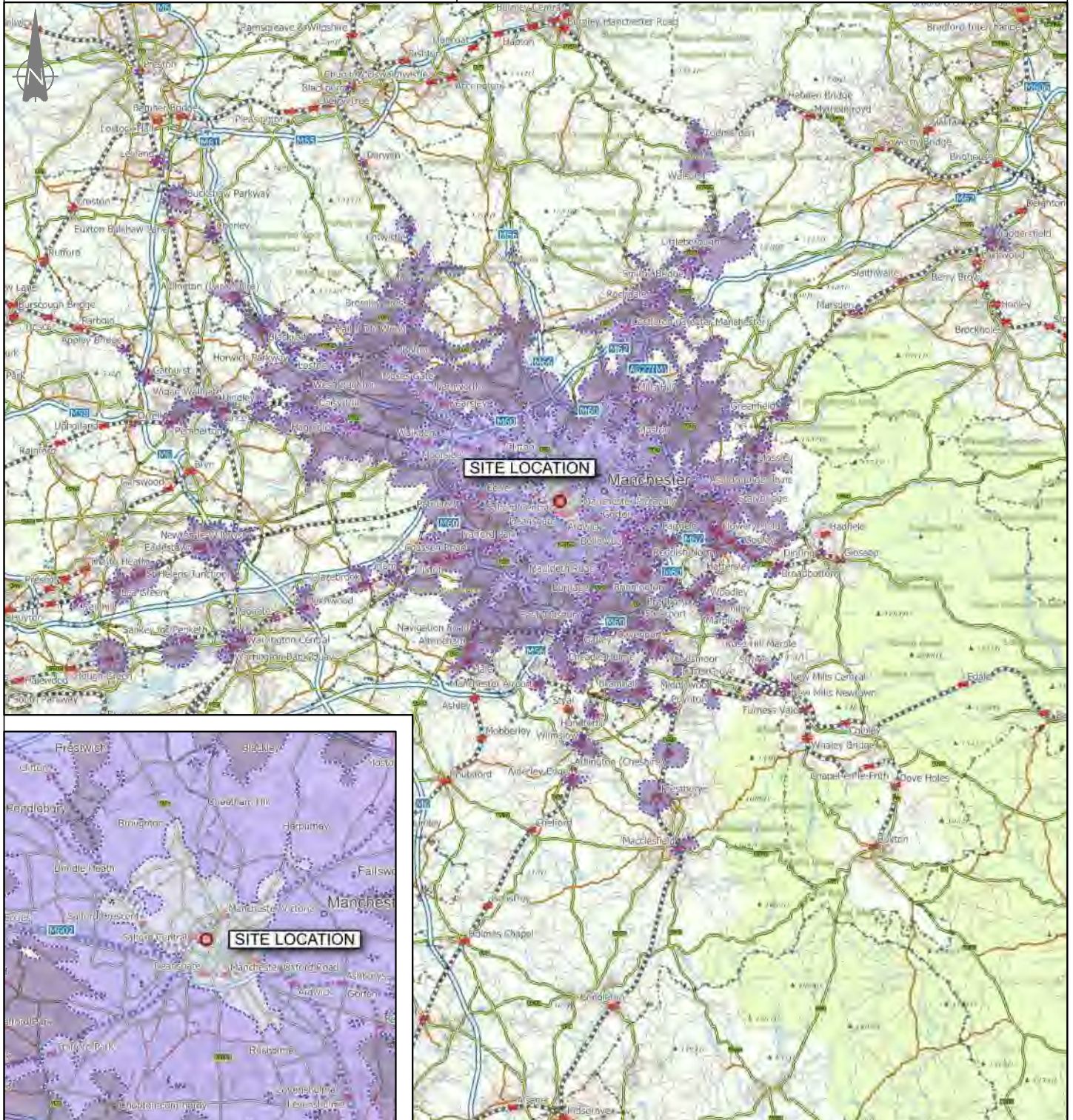
Drawn By: JM Checked By: AF

Designed By: JM Date: 20/04/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

80823 - CUR - 00 - XX - D - TP - 06005 - P01



KEY: Site
 Public Transport Catchment:
 20 minutes
 40 minutes
 60 minutes

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Appendix A – Proposed Site Layout



General Notes

No implied licence exists. This drawing should not be used to calculate areas for the purposes of valuation.
Do not scale this drawing for construction purposes. All dimensions to be checked on 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.

Notes

Site Boundaries

Application Site Red Line Boundary

Use Classes

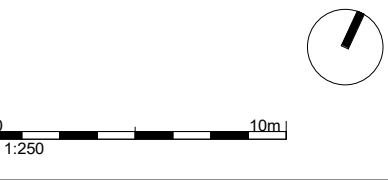
- E (a, b, c) Retail/ Restaurant/ Cafe
- E (g) Office
- C3 Residential
- Suis Generis

Residential Units

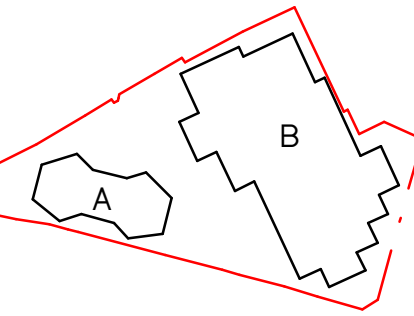
- 1B2P
- 2B3P
- 2B4P
- 3B4P
- 3B6P

Refer to Landscape GA drawings for hard landscape:
0412-SEW-ZZ-ZR-DR-L-PL0100

For soft landscape:
0412-SEW-ZZ-ZZ-DR-L-PL0101



Key Plan



PLANNING

Project No. 0412

Project Name Albert Bridge House

Drawing Title

GA Plan - Level 00

Client Oval Real Estate

Scale 1: 250

Date 29/11/22

Drawn by DB

Checked by SEW

Rev	Date	Reason	Chk
0	29/11/22	Issue for Planning	SEW

Drawing Number	Rev
0412-SEW-ZZ-00-DR-A-PL1000	0

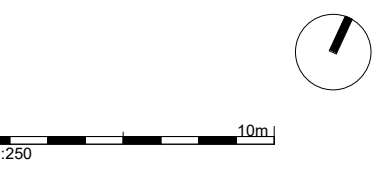
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Do not scale this drawing for construction purposes. All dimensions to be checked on site by the contractor and such dimensions to be their responsibility.

All work must comply with relevant British Standards and Building Regulations requirements. Drawing errors and omissions to be reported to the architect.

ey

-  Application Site Red Line Boundary
-  Building footprint above
-  Residential Plant
-  Office Plant
-  Sewer
- TPO Root Protection Zone



The diagram shows two polygons, A and B, on a white background. Polygon A is a small, irregular shape on the left. Polygon B is a larger, more complex shape on the right. A red line starts at the top left, goes around the left and bottom of polygon A, then continues around the left and bottom of polygon B, ending at the top right. This red line represents a boundary or a path that encloses both polygons.



Project No. 0412

Project No. 0412

Project Name

Robert Bridge House

Drawing Title

tailed Application

Plan - Sitewide Basement

ent Oval Real Estate

ale 1:250

to 29/11/22

awn by EB

	29/11/22	Issue for Planning	SEW
ev	Date	Reason	Chk

Drawing Number	Rev
112-SEW-ZZ-B2-DR-A-PL0999	0

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