

The Ev0 Building, Didsbury Technology Park

Framework Travel Plan

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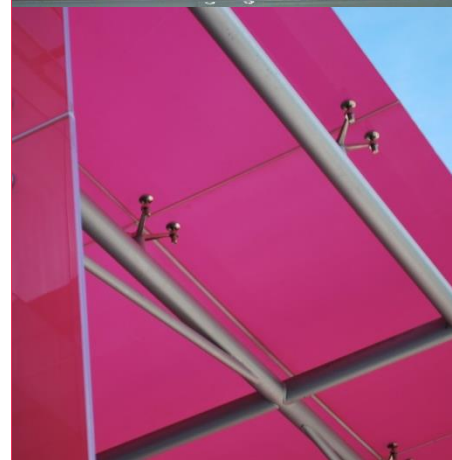
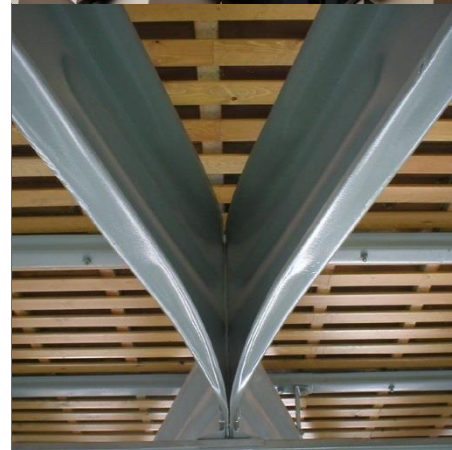
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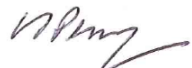
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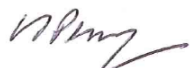
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Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood Works (referred to as Bruntwood) to provide highways and transport advice in relation to development proposals at Didsbury Technology Park in West Didsbury, Manchester. The description of development is below:

“Construction of a ground plus five storey commercial building for use as offices (Use Class E(c)) with ancillary café on ground floor (Use Class E(b)), erection of ground plus two storey multi-storey car park (Sui Generis) together with landscaping and highway works, a new access and other associated works”

- 1.1.2 The building is expected to be the UK's largest timber framed building, which is an essential component of achieving a net zero carbon development.
- 1.1.3 The site of the proposed development comprises an area of soft landscaping and a surface level car park. The site falls within a site allocation for commercial development, as identified by saved UDP policy DB12b.
- 1.1.4 A Development Framework for the site allocation was endorsed in 2014 (referred to as the Siemens Development Framework), which identified high level guiding development principles for the future masterplan. This area has since become known as Didsbury Technology Park.
- 1.1.5 The site location in relation to Didsbury Technology Park is shown in **Figure 1.1** below:

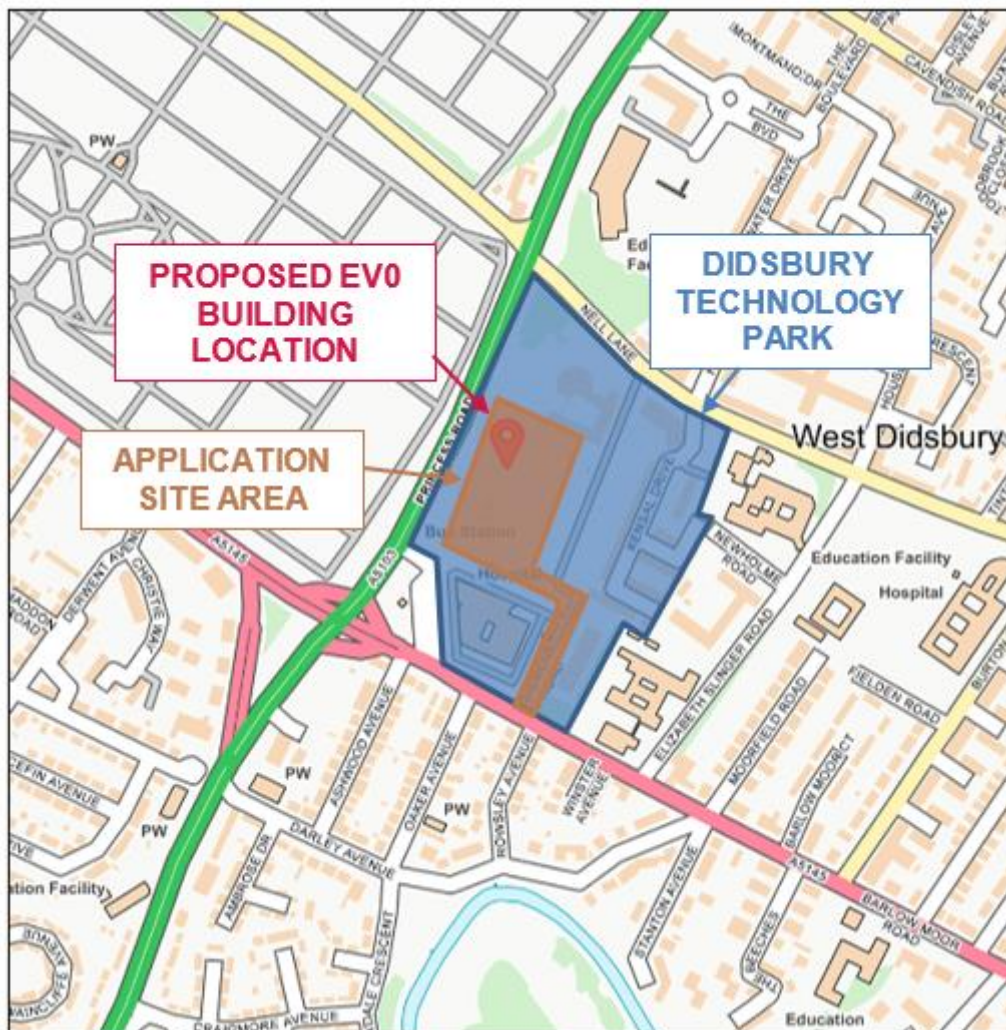


Figure 1.1 – Application Site Location

(Source: OS Maps, 2022, Note: all boundaries are indicative)

- 1.1.6 A Development Framework for the Siemens Campus was approved by MCC in November 2014. The development principles outlined in the Framework comprised the retention of the Siemens office building, new commercial development / potential Siemens expansion, residential development and a new hospital.

- 1.1.7 The land use proposals for the Siemens Campus, as set out in the Framework, are shown in **Figure 1.2** below. Didsbury Technology Park forms part of the commercial zone:

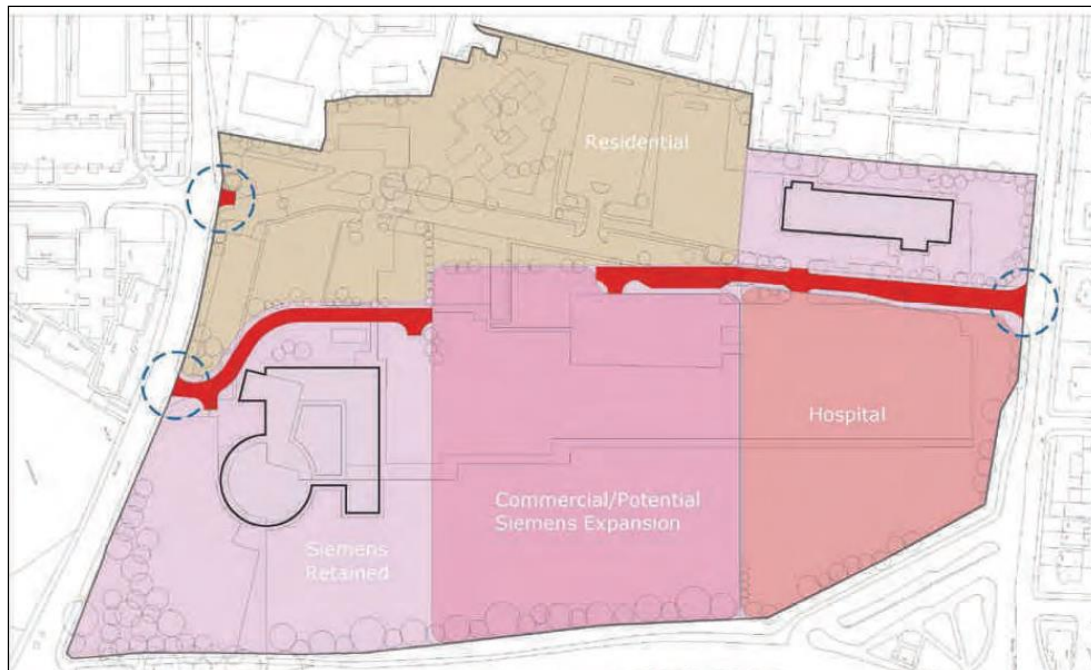


Figure 1.2 – Siemens Campus Land Use Proposals

(Source: Siemens Princess Road Campus – Development Framework, October 2014)

- 1.1.8 Since the approval of the Framework, the following development has been constructed and occupied at the Siemens Campus:

- New office building in the commercial zone (Didsbury Technology Park, known as The Ohm Building or Building D3);
- New hospital in the hospital zone (Spire Manchester Hospital); and
- New residential development in the residential zone (Green Walk Didsbury).

- 1.1.9 The Ohm Building was the first office building to come forward within the site as Phase 1 of the commercial development at Didsbury Technology Park.

- 1.1.10 A detailed planning application is now being compiled for Phase 2, comprising The Ev0 Building, associated access, parking, and landscaping.

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 Department for Communities and Local Government (DCLG) 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, DCLG, 2019.

- 1.2.2 In essence, a Travel Plan 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 Framework Travel Plan

- 1.3.1 As part of Phase 1, a Framework Travel Plan (FTP) was submitted as part of the proposals; this outlined various physical and management measures that were proposed to be undertaken as part of the Travel Plan for employees at The Ohm Building. This included the following principal measures:

- *“Employment Welcome Packs;*
- *Improving Travel Awareness;*
- *Creation of a travel database;*
- *Ensuring the availability of travel information;*
- *Public Transport Display Areas;*
- *Provision of Cyclist Facilities;*
- *Walking Measures;*
- *Marketing and awareness; and*
- *Promoting Sustainable Travel.”*

- 1.3.2 The FTP has since been implemented at The Ohm Building.
- 1.3.3 This FTP for the Ev0 Building has been prepared with reference to the FTP that was approved in relation to The Ohm Building. The new FTP does however represent a step-change in ambition to reflect the longer-term aspiration to develop Didsbury Technology Park as an ‘eco site’ and to deliver a truly sustainable development.
- 1.3.4 The Ev0 Building will be a net zero carbon development and with sustainability is a key theme running through all aspects of the proposals. From a transport perspective, there is a strong emphasis on active and sustainable travel, promoting low or zero carbon alternatives to travel by the private car. This FTP seeks to engender travel behaviour change over time, as a potential catalyst for the transition away from private vehicles towards more sustainable forms of transport. The result will be a truly sustainable development within the Didsbury and south Manchester area.

1.4 Purpose of the Report

- 1.4.1 This FTP is intended to be read alongside the accompanying Transport Assessment (TA) (Document Ref: **81025-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.4.2 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.
- 1.4.3 Transport for Greater Manchester (TfGM) endorses the need for Travel Plans 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 Travel Plan 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

- 1.4.4 This document has been written in accordance with the above statements and with reference to the following key documents:
- National Planning Policy Framework (2021);
 - National Planning Practice Guidance (2020);
 - Manchester Core Strategy (2012 – 2027);
 - Greater Manchester Transport Strategy 2040, TfGM, 2021;
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009; and
 - BREEAM UK New Construction – Non-domestic Buildings (United Kingdom) Technical Manual, BREEAM, 2018.

1.5 Structure of the Report

- 1.5.1 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.

- 1.5.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.5.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.5.4 **Section 6** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).
- 1.5.5 **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 targets.
- 1.5.6 **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. **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 Travel Plan 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.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019.

2.2.2 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK 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).

2.2.3 A Greater Manchester 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. A case has been submitted for an investment-led Clean Air Plan, with no charging Clean Air Zone. The investment-led approach could see financial support targeted towards upgrading vehicles which frequently travel through locations where modelling shows breaches of legal NO₂ limits might otherwise continue.

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 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *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.”*

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

2.2.8 MCC 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 by providing more sustainable measures can drastically reduce the impact that a particular development 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 In 2018, Public Health England 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.
- 2.3.3 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:

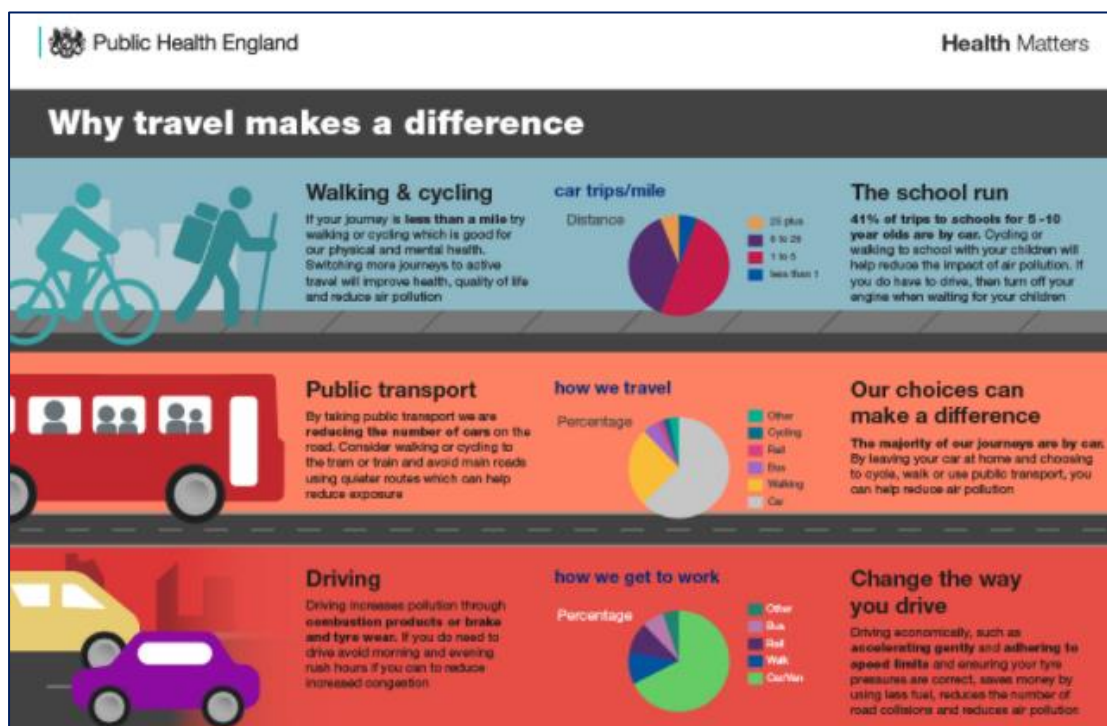


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

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 (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 Travel Plan 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, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and ongoing cost of car ownership.
- 2.4.3 An effective Travel Plan can help encourage staff and visitors 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.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the future staff and visitors 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.

- 2.6.2 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.

2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **Simpler fares and ticketing** – Passengers will be able to use their tickets on all Greater Manchester's buses and hop-on and hop-off between services. Prices would be capped so no one would pay more than a certain amount for daily journeys;
- **Integration** – Passengers can change between buses and trams, or buses and cycling or walking;
- **Accessibility** – Every bus will be accessible and have audio and visual announcements by 2024;
- **Simple travel information** – Buses will have better, clearer on-board travel information so people know where they are going and where they need to get off. There will be a 'one-stop shop' for travel information and customer support;
- **Single identity** – Local control will allow GMCA to develop a single identity for the transport network, which is attractive, clearly recognisable and easy for passengers to navigate and understand; and
- **Local accountability** – The bus network will be locally accountable and run for the benefit of its passengers. GMCA will set performance targets around punctuality, reliability and standards and take action if they are not met.

2.6.4 Bus franchising is also envisaged to boost Greater Manchester's economy and is the first step in improving transport across Greater Manchester. 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.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport.

2.7.2 The aims of this Travel Plan will be supported with the following objectives:

- **Objective 1** – To provide a range of travel options for staff and visitors and raise awareness of opportunities for active and sustainable travel;
- **Objective 2** – To increase the level of active travel (walking and cycling) to and from the site;
- **Objective 3** – To increase the level of sustainable travel (public transport use) to and from the site;
- **Objective 4** – To reduce single occupancy car travel, and increase car sharing, to and from the site; and
- **Objective 5** – To promote low and zero carbon travel choices.

3.0 Existing Situation

3.1 Introduction

- 3.1.1 The site is situated in West Didsbury, Manchester and located to the east of the A5103 Princess Road; a key arterial road running from Manchester City Centre in the north to the M60 motorway in the south.
- 3.1.2 This site forms part of the wider DTP, as shown in **Figure 1.1**. The site is bound by Sir William Siemens House to the north, existing car parking and residential development beyond to the east, The Ohm Building and Spire Manchester Hospital to the south, and the A5103 Princess Road to the west.

3.2 Existing Use and Access Arrangements

- 3.2.1 The DTP is home to various uses; Sir William Siemens House is located to the north of the site, which comprises the Siemens Research and Development Centre, along with the Green Walk Didsbury residential development. Both land uses are accessed via priority junctions on Nell Lane.
- 3.2.2 Sir William Siemens House is accessed via a ghost-island priority junction approximately 160m to the east of the signalised junction with Princess Road, whilst the residential access is located 70m further east, also comprising a ghost-island priority junction. Both junctions have incorporated pedestrian facilities including dropped kerbs, tactile paving and pedestrian islands. All parking for Siemens and the residential site is accessed from their respective Nell Lane access.
- 3.2.3 The recently constructed Ohm Building, which forms part of Didsbury Technology Park, is located to the south of the Siemens Campus. This building comprises 2,277 sqm GFA of commercial space and associated parking provision is accessed via an internal spine road connecting to the A5145 Barlow Moor Road to the south. This access is shared with the Spire Manchester Hospital and comprises a simple priority T-junction with a STOP line.
- 3.2.4 The spine road that runs through the site connects to both Nell Lane and Barlow Moor Road, although the road is barrier controlled to manage access for different occupiers. Sir William Siemens House is accessible from both Nell Lane and Barlow Moor Road, whilst The Ohm Building is only accessible from the south via Barlow Moor Road.
- 3.2.5 The Barlow Moor Road access would also provide vehicular access for all other phases of development at the site.

3.3 Surrounding Highway Network

A5145 Barlow Moor Road

- 3.3.1 As outlined above, The Ohm Building is accessed via a priority junction with Barlow Moor Road on the northern side of the carriageway.
- 3.3.2 Barlow Moor Road lies to the south of the site and comprises a two-way single carriageway that is c.10m-wide in the vicinity of the site. Notwithstanding, the usable width of the carriageway differs as there are cycle lanes, bus laybys, and turning lanes located along the road. Barlow Moor Road is a local distributor road providing access to residential properties and local facilities, and benefits from a c. 3m-wide shared footway/cycleway on the northern side of the carriageway and a c. 2m footways on the southern side of the carriageway.
- 3.3.3 Barlow Moor Road runs along an east to west alignment and links West Didsbury in the east to Chorlton the west. The carriageway benefits from street lighting and is subject to a 30mph speed limit along its length.
- 3.3.4 Barlow Moor Road benefits from on-road cycle lanes in an eastbound direction in the vicinity of the site, as well as a shared use footway / cycleway along the north side of the road. It is noted that there are no parking restrictions for the majority of Barlow Moor Road adjacent to the site; however, Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) are provided at junctions along the road to prevent on-street parking.
- 3.3.5 There are also several bus stops located along Barlow Moor Road, of which those located closest to the site comprise shelter, a flag and pole, and a notice board detailing bus timetables. The location of the bus stops is also clearly marked on the road. This bus corridor hosts frequent services between Piccadilly Gardens, Stockport, Newton Heath, Chorlton, and The Trafford Centre.

Nell Lane

- 3.3.6 Nell Lane is a two-way single carriageway road and with width ranging between 10m and 12m in the vicinity of the site. Sir William Siemens House and the residential development (Green Walk Didsbury) are accessed via priority junctions on the southern side of the carriageway.
- 3.3.7 Nell Lane runs along an east to west alignment and links West Didsbury in the east to the A5103 Princess Road in the west, then continues through the Southern Cemetery to Mauldeth Road West on the outskirts of Chorlton.
- 3.3.8 The carriageway has c. 2m-wide footways on both sides of the road, benefits from street lighting, and is subject to a 30mph speed limit along its length. Nell Lane has TROs in the form of double yellow lines on both sides of the road, along the length of the carriageway from the junction with Princess Road to

where it meets Burton Road. There are also dropped kerbs with tactile paving where minor junctions meet Nell Lane to facilitate pedestrians crossing.

- 3.3.9 It is noted at the signalised junction with Princess Road, restrictions are in place that prevent right turn movements to the north; only left turns and ahead movements are permitted.

A5103 Princess Road

- 3.3.10 The A5103 Princess Road is a strategic route connecting to the M60 / M56 motorways to the south and Manchester City Centre to the north. The Princess Road corridor regulates traffic flow along its length with the use of traffic signals. Locally, Princess Road is accessed via signalised junctions with Barlow Moor Road and Nell Lane.
- 3.3.11 In the vicinity of the site, the carriageway extends along a north-south alignment, with up to three lanes in either direction and additional flared lanes at junction stop lines. The total carriageway width adjacent to the site is approximately 25m, including the central reservation and central hatching, although the road widens to accommodate various turning lanes.
- 3.3.12 There are wide footways of varying width on either side of the carriageway which are separated from the road via grassed verges. These footways have additional pedestrian infrastructure such as pedestrian guard rails, dropped kerbs, tactile paving, and controlled crossing points as part of junctions to enable pedestrians to cross the road in a safe manner.
- 3.3.13 Princess Road is subject to a 30mph speed limit in the vicinity of the site, with street lighting provided along both sides of the carriageway. Princess Road benefits from a shared use footway / cycleway along the east side of the road. Advanced cycle stop lanes are also available at the junctions with Barlow Moor Road and Nell Lane.
- 3.3.14 There are a number of bus stops located along Princess Road hosting services to various destinations in Manchester City Centre and across Greater Manchester. These stops comprise shelter, a flag and pole, and a notice board detailing bus timetables. Furthermore, there is a bus layover/change facility located to the eastern side on the southbound carriageway of Princess Road (to the north of the signalised junction with Barlow Moor Road).
- 3.3.15 There are varied TROs along Princess Road in the form of single (no waiting within certain hours) and double yellow lines, and yellow box junctions. Due to the level of vehicular activity along Princess Road, it is observed that parking does not occur on-street.

4.0 Development Proposals

4.1 Summary

4.1.1 A detailed planning application is being compiled for Phase 2 of the commercial development at Didsbury Technology Park, which comprises a revised Building D1 (now known as The Ev0 Building) and associated access, parking, and landscaping. The Ev0 Building will be a net zero carbon development.

4.1.2 The development comprises the following:

“Construction of a ground plus five storey commercial building for use as offices (Use Class E(c)) with ancillary café on ground floor (Use Class E(b)), erection of ground plus two storey multi-storey car park (Sui Generis) together with landscaping and highway works, a new access and other associated works”

4.1.3 This includes the following:

- Up to 10,152m² of commercial floorspace (an increase of 1,951m² GFA relative to the previous plans); and
- 232 associated car parking spaces comprising a surface level car park (64 spaces) and decked car park (168 spaces).

4.1.4 Following the implementation of The Ev0 Building, an additional building on Plot D2 is envisaged as a future phase of development at the site. This additional building does not form part of this application and Bruntwood has not developed any design details for what they intend to bring forward on the Plot D2 site.

4.1.5 Due to the design of the car park deck structure and its deliverability on-site, the proposed deck – inclusive of the 65 additional spaces for when Building D2 comes forward – would be constructed in full as part of the current planning application. As such, the decked car park would comprise 233 spaces – but only 168 spaces would be allocated for use by the current planning application to support The Ev0 Building.

4.1.6 The temporary ‘meanwhile’ use of the additional 65 spaces is currently being considered by Bruntwood and would be subject to a separate future planning application. At the point at which any scheme comes forward for the Plot D2 building, these parking spaces would be allocated to that building.

4.1.7 The total number of spaces available for The Ev0 Building, Ohm Building and potential Plot D2 is a c.31% reduction compared with the MSCP that was previously envisaged as part of the masterplan, which reflects the emphasis on sustainability and sustainable forms of transport.

- 4.1.8 It is proposed that 59 car parking spaces (20% of the combined parking for The Ev0 Building and potential future Building D2) would be allocated as electric vehicle (EV) charging spaces. The provision of EV spaces would encourage future employees to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.
- 4.1.9 Upon implementation of the development, 46 spaces (out of the total of 59 spaces) would be served by active EV charging infrastructure (minimum 7kw) to serve The Ev0 Building. This represents 20% of the proposed parking for The Ev0 Building. Passive provision would be made for all remaining spaces with associated enabling infrastructure. The passive spaces would be converted to active spaces (with charge points) over time in response to demand.
- 4.1.10 Bruntwood are considering potential feasibility of enabling other site users to make use of the proposed EVCs, although this will be subject to commercial and management considerations and cannot be confirmed at this stage.
- 4.1.11 In addition to car parking, a total of 100 long-stay cycle spaces are proposed for The Ev0 Building for staff. This is approximately double the minimum standards, which further enhances the sites' sustainability credentials. These spaces would be provided in a secure cycle store within the decked car park.
- 4.1.12 The secure cycle parking would comprise the following:
- 80 double stacked stands;
 - 5 Sheffield stands (10 spaces) inclusive of electric bike charging; and
 - 10 lockers for Brompton bikes storage.
- 4.1.13 Additional short-stay cycle parking is proposed for visitors to the site, with 10 cycle spaces to be provided near the building entrance.
- 4.1.14 The site would be accessed via the junction with Barlow Moor Road to the south and the internal spine road. Curtins has prepared an improvement scheme, whereby the existing access would be upgraded to a signal-controlled junction. This would include signalised crossing facilities and advanced cycle stop lines on the northern and western arms of the junction, and the provision of ghost island right turn lanes for general traffic. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement to the site.
- 4.1.15 Access on foot or via cycle can be undertaken via the proposed improved access on Barlow Moor Road or via the existing access on Nell Lane. Whilst the Nell Lane access by car is only for Siemens use, pedestrians and cyclists can utilise this access and the subsequent internal routes to access The Ev0 Building.
- 4.1.16 The proposed site layout is included in **Appendix A** to the rear of this 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;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

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 for 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**.

	Town Centres (m)	Commuting / School / Sightseeing (m)	Elsewhere / Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Suggested Acceptable Walking Distances

- 5.2.2 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m, which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips, have been considered. These are a good approximation for the majority of trips associated with the development.
- 5.2.3 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 guide 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 5.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Lancasterian School, The Birches	Child care facility or school	200 – 500
2	Barlow Moor Filling Station	Appropriate food outlet	500
3	RxBox CrossFit Didsbury	Access to a recreation or leisure facility for fitness or sports	500

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

- 5.2.4 The amenities accessible within 500m of the site are considered further in **Section 5** of this report.
- 5.2.5 The site is located within a wider residential area of Manchester, with West Didsbury situated to the immediate east and Chorlton located a short walk to the west. In addition to those facilities in **Table 5.2** above, many residential streets can be accessed.
- 5.2.6 Additional residential areas and associated facilities / amenities can be accessed within 1,000m – 2,000m of the site, including parts of Withington, Didsbury, and Whalley Range in addition to all of West Didsbury and Chorlton. Local amenities and facilities associated with residential areas in the vicinity of the site include convenience stores, hospitals, places of worship, places of education, local shops, hot food takeaways and restaurants that future staff and visitors could utilise.
- 5.2.7 As outlined in **Section 3.3**, footways in the area are of good quality, well-lit and at least 2m wide. There are dropped kerbs, tactile paving, and pedestrian guard rails at key junctions, such as those on the A5103 Princess Road. The walking environment is enhanced by the fact that 20-30mph speed restrictions are in operation along most of the road corridors.
- 5.2.8 Bus stops are located at a short walk from the site on Princess Road and Barlow Moor Road, whilst the Withington Metrolink stop is situated at a c. 700m walk to the north of the site.
- 5.2.9 Overall, it is considered that the site is situated within a highly accessible area, with a number of complementary land uses within walking distance.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km catchment (5 miles) considered to be the maximum acceptable cycling distance for most people and is based on the 2019 National Travel Survey statistics, which demonstrates that 82% of cycling trips were under 5 miles (8km).
- 5.3.2 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.”* The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles in approximately 25 minutes.

5.3.3 The 8km catchment encompasses all of West Didsbury and Chorlton including key transport links, convenience stores, bars, restaurants, and leisure centres. The catchment also extends as far as Manchester city centre to the north, Heaton Chapel to the east, Wythenshawe to the south, and Sale and Stretford to the west.

5.3.4 The site is well situated to benefit from existing cycle provision, with the wider local highway network in the vicinity of the site comprising on-road cycle facilities such as cycle lanes along Barlow Moor Road for ease of cycling on the carriageway, and shared footway / cycleways along Barlow Moor Road and Princess Road offering traffic-free cycling. The local cycle network in the vicinity of the site is shown in **Figure 5.1** below:

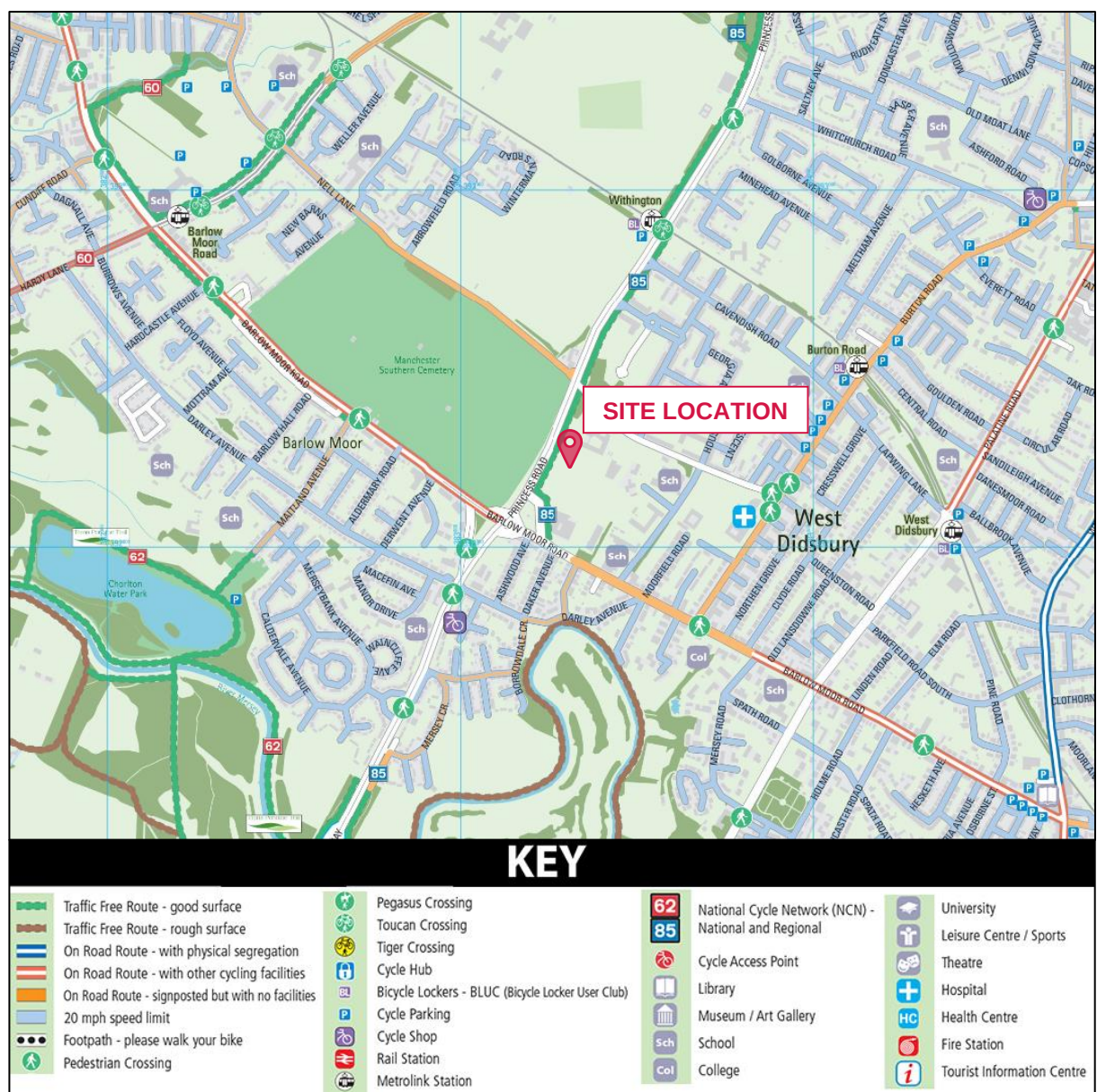


Figure 5.1 – Local Cycle Network

(Source: TfGM, 2022)

- 5.3.5 Route 85 on the National Cycle Network (NCN) runs along the western boundary of the site, which takes the form of a 3m wide shared footway / cycleway running along the eastern side of Princess Road. This route travels in a southerly direction the via the Southern Cemetery Bus Station, utilising cycle lane provision on Barlow Moor Road, before travelling on Rowsley Avenue, Borrowdale Crescent and Mersey Crescent and continuing along Princess Road.
- 5.3.6 The path then becomes entirely traffic-free on approach to the River Mersey bank, where Route 62 lies. Route 62 extends to Chorlton and Stretford to the west, and to Northenden and East Didsbury to the east. Towards the north of the site, Route 85 also connects with Route 6 at Whalley Range, which continues via on and off-road routes towards Manchester City Centre and Radcliffe further beyond.
- 5.3.7 Cyclists can also utilise the existing local roads to gain access to the site; it is considered that local roads are of sufficient width with low speed limits to encourage staff and visitors to cycle.
- 5.3.8 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.

5.3.9 **Figure 5.2** below shows Bee Network improvements in development in the vicinity of the site. These include the Chorlton Busy Beeway (Area 4) along Barlow Moor Road from Sandy Lane to Hardy Lane, upgrades to the existing Fallowfield Loop Line (Floop) to the north of the site, Parsonage Road Safer Streets (an active neighbourhood plan), and the Sale Water Park scheme, providing a segregated cycle route along Northenden Road and Old Hall Road.

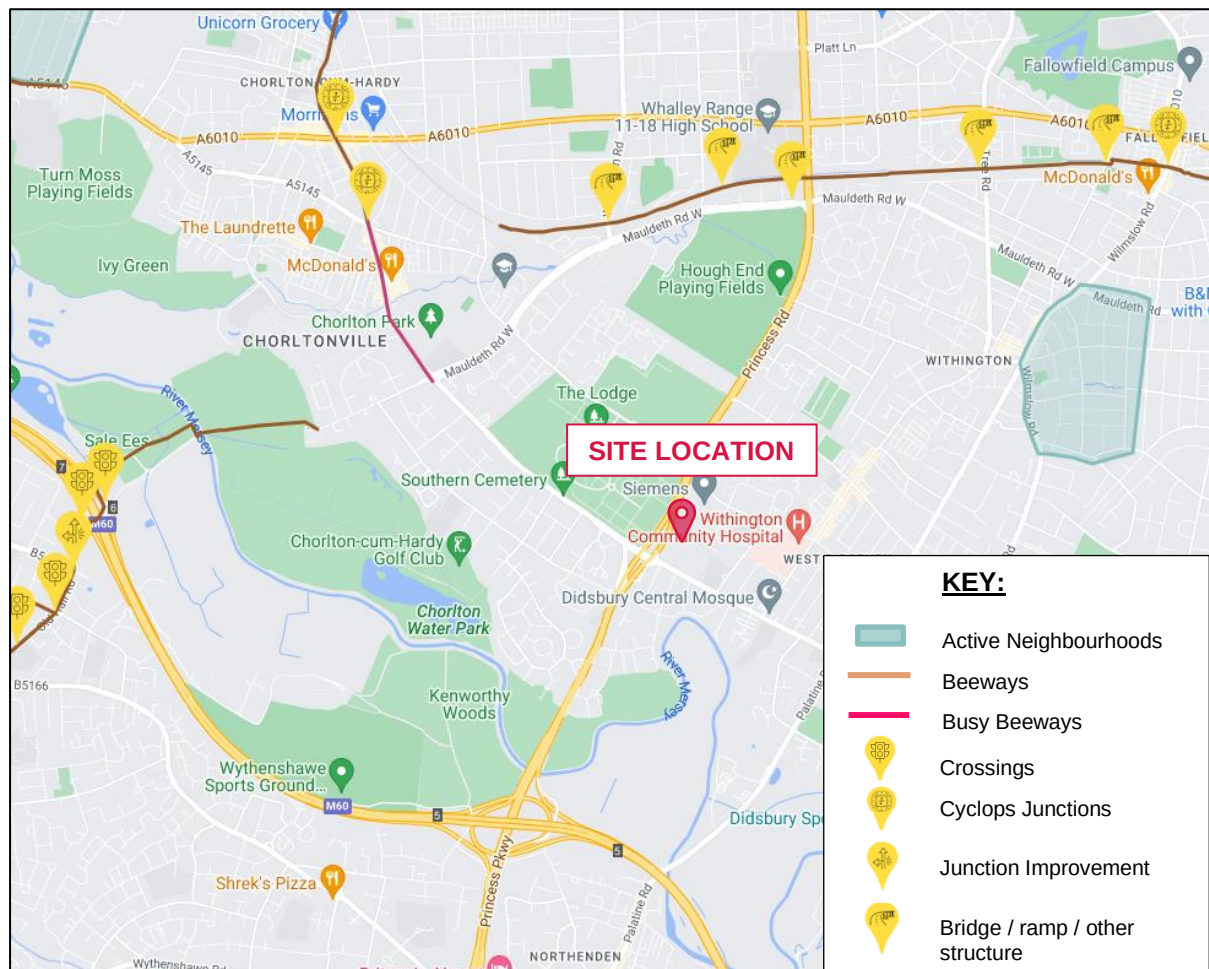


Figure 5.2 – Bee Network Map

(Source: Bee Active and Google Maps, 2022)

5.3.10 The site is therefore ideally placed to take advantage of the cycle connections around West Didsbury and Chorlton. Furthermore, the development will provide secure cycle parking spaces for both staff and visitors (located near the entrance to the building) to encourage cycling. 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 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.

- 5.4.2 The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region. 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').
- 5.4.3 The site is located in an area with a GMAL rating of 7. This demonstrates that the site offers very good levels of multi-modal accessibility to Manchester city centre and across Greater Manchester.
- 5.4.4 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 5.3** below:



Figure 5.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2022)

Bus Accessibility

- 5.4.5 Guidance within 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).

- 5.4.6 The nearest bus stop to the site is located within a 350m walk from the centre of the site, along Barlow Moor Road, followed by the bus stop on the southbound lane of Princess Road, and the Southern Cemetery Bus Circle and Barlow Moor Road (c. 450m and 500m respectively). **Table 5.3** below details the services that call at this stop, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From A5145 Barlow Moor Road:				
23	Stockport – Stretford – Urmston – The Trafford Centre	20 mins	20 mins	30 mins
84	Withington – West Didsbury – Mersey Bank Estate – Chorlton	Hourly from 09:00 – 15:00	No Service	No Service
111	Chorlton – Withington – Moss Side – Piccadilly Gardens	12 mins	12 mins	20 mins
172	Chorlton – Didsbury – Gorton – Droylsden – Newton Heath	Hourly	Hourly	Hourly
From A5103 Princess Road SB (172 as above, with the addition of):				
101	Wythenshawe – Baguley – Moss Side – Piccadilly Gardens	15 mins	15 mins	20 mins
102	Chorlton – Withington – Moss Side – Piccadilly Gardens	No Service	No Service	Hourly
103	Manchester Airport – Wythenshawe – Piccadilly Gardens	30 mins	30 mins	Hourly
From Southern Cemetery Bus Circle (111 and 172 as above).				

Table 5.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

- 5.4.7 These stops provide frequent access to and from residential areas, as well as larger public transport interchanges (such as Manchester city centre) all 7 days of the week. It is considered that the site is accessible by bus.
- 5.4.8 It is noted that the provision of bus services will change 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.
- 5.4.9 Overall, the site is highly accessible by bus with a large number of services available within walking distance of the site.

Rail Accessibility

- 5.4.10 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.
- 5.4.11 The East Didsbury rail station is located c. 4km to the south-east of the site. This lies outside the CIHT recommended distance; however, the station is also served by the no. 23 bus service, the **Pink Line** from Withington Metrolink station, and can also be accessed by cycle. 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. There is step-free access across the whole station in the form of ramps to the platforms, along with a ticket hall at the northbound platform (Platform 1), and seating on both platforms.
- 5.4.12 There is also a station car park adjacent to the southbound platform (Platform 2) with 15 spaces including 2 accessible spaces, operating 24 hours a day with no charge for parking.
- 5.4.13 A summary of rail services from the rail station is outlined in **Table 5.4** below:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Manchester to Manchester Airport local stopping services and Manchester to Crewe Calling at but not limited to: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, East Didsbury, Manchester Airport, Wilmslow, Alderley Edge, Crewe	Every 30 mins	Hourly	Hourly

Table 5.4 – Summary of Rail Services calling at East Didsbury

- 5.4.14 The trains that service East Didsbury rail station regularly operate 7 days a week to a number of different locations and residential areas within Greater Manchester and the North West; this provides frequent access for users of the site and is a viable alternative to private car use.
- 5.4.15 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: northernrailway.co.uk/travel/timetables.

Metrolink (Light Rail) Accessibility

- 5.4.16 The nearest Metrolink stop is Withington, located c. 700m to the north-west of the site. There is step-free access to both platforms in the form of lifts and ramps. **Figure 5.4** below shows the Greater Manchester Metrolink network. The **Pink Line** between East Didsbury and Rochdale, and the **Brown Line** between Rochdale Town Centre and East Didsbury call at this stop.

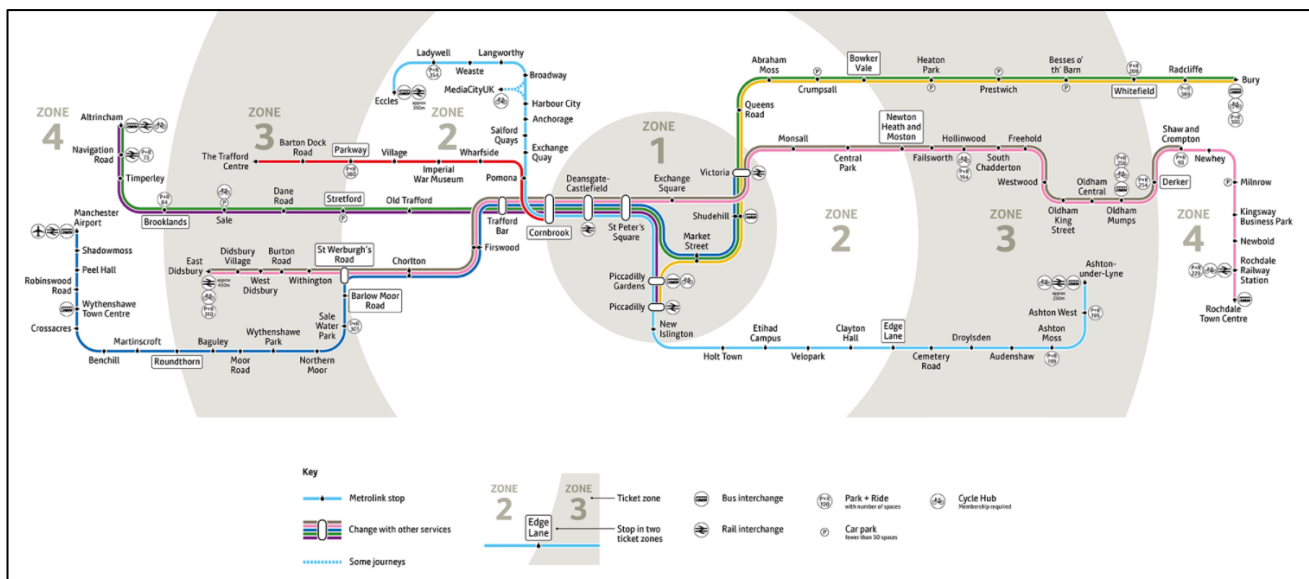


Figure 5.4 – Greater Manchester Metrolink Network

(Source: TfGM, 2022)

- 5.4.17 All lines run at an approximate frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.
- 5.4.18 The start and end times for the specific station that staff and visitors wish to call at 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.
- 5.4.19 Overall, the Metrolink network is available within walking distance of the site and is readily accessible by staff and visitors at the site.

BREEAM Public Transport Accessibility Index (AI)

- 5.4.20 Guidance from the BREEAM UK New Construction 2018 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.
- 5.4.21 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). The bus stop ("node") located within this distance and their respective service frequencies per hour are as follows in **Table 5.5**. For the purposes of this assessment, multiple services (i.e., services that operate from more than one node within proximity of the site / the same bus/rail serving two separate stops / stations) have been considered only once at the node in closest proximity to the site.

Service and Frequencies per Hour		Node and Distance to Node (m)			
		Barlow Moor Road (350m)	Princess Road SB (450m)	Southern Cemetery Bus Circle (500m)	Withington (700m)
Bus	23	3	-	-	-
	111	5	-	-	-
	172	1	-	-	-
	101	-	4	-	-
	103	-	2	-	-
Metrolink	East Didsbury to Rochdale	-	-	-	5
Accessibility Index (AI)		<u>7.34</u>			

Table 5.5 – BREEAM Public Transport Accessibility Index (AI) Calculator

5.4.22 The AI calculation above is considered further in **Section 5** of this report.

5.4.23 As noted earlier, a range of measures will be implemented as part of this FTP to encourage sustainable travel. The preceding summary of multi-modal accessibility also demonstrates that public transport services would be available for staff and visitors at the site.

5.5 Summary

5.5.1 This section has demonstrated that the site is highly accessible by active and sustainable modes of transport; the surrounding area exhibits excellent levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within walking distance of the site, particularly bus and Metrolink services.

5.5.2 The site is well located to take advantage of the excellent existing public transport facilities, including both bus and Metrolink, in addition to walking and cycling opportunities, which will therefore provide realistic and viable alternatives to travel by car.

6.0 BREEAM Compliance

6.1 Summary

6.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with 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>		2
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	Transport Assessment (TA) provided in 81025-CUR-XX-XX-T-TP-00001	
	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;	TBC in Travel Surveys	
	• Predicted travel patterns and transport impact of future building or site users;	Section 6 of TA	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of FTP	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 5 of FTP	
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TA	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 5 of FTP	
	• Current facilities for cyclists.	Section 3 of FTP	
	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.	This document	
	4. If the occupier is known, involve them in the development of the travel plan.	FTP has been reviewed by Bruntwood	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of FTP	

BREEAM Category	Description	Signposts	No. of Credits
Tra 02	<u>Sustainable Transport Measures:</u>		
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	TA	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		<i>Points:</i>
	The existing AI calculated in Tra 01 ≥ 8;	Existing AI is 7.34	0
	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	-	0
	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.		
	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;	Section 7 of FTP	1
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Section 3 of TA	1
	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	-	0
	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	Section 3 of TA	
	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.	MCC and TfGM consulted regarding site access upgrade and crossings	2
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as building has over 400 users);	Section 3 of TA	1
	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 TA	1

BREEAM Category	Description	Signposts	No. of Credits
	Existing amenities: All three existing accessible amenities are present (Building Type 1);	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.	On-site café proposed	2
		Section 7 of FTP	1
	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.	Site AI: 7.34 Points achieved under criteria 2: 10	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 Princess Road and Barlow Moor Road;
- **Restrictions or charging for car parking** – Car parking will be provided below standards, in line with the longer-term aspiration to develop Didsbury Technology Park as an ‘eco site’ with a comprehensive and robust FTP that seeks to engender travel behaviour change over time;
- **Pedestrian and cyclist friendly (for all types of users 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** – Safe crossing points, direct routes, appropriate surfaces, lighting, and signposting will be delivered within the site as part of proposed development. **Section 3** of the TA provides details of improvements at the site access junction with Barlow Moor Road that would enhance pedestrian and cycle amenity;
- **Provision of suitable taxi drop-off or waiting areas** – The loading bay to the south-east of The Ev0 Building, and the adjacent car park aisle, will be available as a drop-off/pick-up point for lifts and taxis. This area would be clearly signposted and managed by Bruntwood; 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 the development is located within an existing urban area.

6.1.3 A key part of the FTP will be monitoring, whereby travel surveys will be distributed to staff 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, 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 staff 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 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 The Travel Plan will be an important tool in managing demand for car parking at the site and promoting low or zero carbon modes of transport. This section of the FTP sets out the initiatives that will be implemented at the site.
- 7.1.2 The initiatives are designed to reduce staff and visitor dependency on the private car and encourage active and sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of the FTP.
- 7.1.3 The measures are presented as 'short-to-medium term' and 'long-term' measures that will support Bruntwood's aspirations for the site across future phases of development. The Travel Plan recognises the need to put in place measures at the outset that will be reviewed over time to facilitate a longer-term transition to more sustainable travel behaviour.
- 7.1.4 A number of the measures will be included within a Customer Handbook/Welcome Pack prepared by Bruntwood for consideration by each individual occupier of The Ev0 Building at Didsbury Technology Park.
- 7.1.5 In this section of the report, 'the Didsbury Technology Park site' or 'the site' means the part of Didsbury Technology Park within Bruntwood's control, which includes The Ohm Building, The Ev0 Building and the future Building D2.

7.2 Travel Plan Policies

Short-to-Medium Term

Travel Plan Coordinator (TPC)

- 7.2.1 At least three months before first occupation of the proposed development, a Lead Travel Plan Coordinator (Lead TPC) for the Didsbury Technology Park site will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the TPs for each building are monitored and operate effectively to offer a genuine choice of travel modes.
- 7.2.2 Subsequently, at least one month before first occupation of the proposed development, a TPC will be appointed for The Ev0 Building. There is already a TPC in post at The Ohm Building. Hence, there will be a Lead TPC for the site and building-specific TPCs.

- 7.2.3 The TPC for The Ev0 Building will work closely with the Lead TPC by attending Steering Group and User Group meetings.
- 7.2.4 A Bruntwood Operations Team is expected to be based at the site in either The Ev0 Building or The Ohm Building. The Lead TPC role will be fulfilled by a member of this team. The same team member will also fulfil the TPC role for the building that they are situated in, for the efficiency of implementing and managing the Travel Plan.
- 7.2.5 The responsibilities of a TPC are further detailed in **Section 8** of this report.

Business Travel Policies

- 7.2.6 Occupiers of The Ev0 Building will be encouraged to implement business travel policies to discourage private car use and incentivise active and sustainable travel. Example business travel policies include:
- Promotion and use of pool bikes available within the site (see Section 7.6 below);
 - A non-car user business mileage rate to encourage the use of bicycles, in place of private and company car use, for shorter distance business journeys; and
 - Promotion and use of the Enterprise Car Club vehicles for travel during the working day, which are located adjacent to the existing Siemens building – Sir Williams Siemens House, to discourage the use of private cars to access the site. Limiting the number of private cars accessing the site in the first place will reduce their use during the course of business.
- 7.2.7 This initiative will be included as part of the Customer Handbook/Welcome Pack.

Long Term

Mobility Forum

- 7.2.8 The Lead TPC will work with Bruntwood to operate a 'Mobility Forum' at the site to engender greater ownership of the Travel Plan process. The Forum will comprise representatives (TPCs) from each building on-site, on behalf of the Didsbury Technology Park business community, to discuss travel-related issues. The Forum will be chaired by the Lead TPC and will inform the ongoing management and update of the Travel Plan over time.

7.3 Car Park Management

Short-to-Medium Term

Needs-Based Parking

- 7.3.1 Occupiers of The Ev0 Building will be encouraged to allocate needs-based parking to ensure that parking spaces are allocated to staff where alternative modes of transport are not available.
- 7.3.2 As an example, as part of the application process for a parking space, staff could provide details such as their home postcode, environmental rating of their car, any business needs for a parking space, together with any disabilities / other special needs to be taken into consideration. The allocation and management of the spaces will be overseen by each individual occupier.
- 7.3.3 This initiative will be included as part of the Customer Handbook/Welcome Pack.

Car Park Access Control

- 7.3.4 The car parking spaces at Didsbury Technology Park will be allocated to individual occupiers as part of their lease agreements. The car park will be barrier controlled and access will be granted using electronic fobs (or similar). A car park database will be set up by Bruntwood to manage the supply and use of spaces.
- 7.3.5 The commercial leases and access control measures will serve to manage demand for parking at the site.

Car Share Scheme

- 7.3.6 Car sharing is an effective way of reducing single occupancy car trips if a number of car commuters travel to the same location each day. It is envisaged that the [carsharegm.com](https://www.carsharegm.com) website, which has been developed by TfGM, would be used to organise car shares. CarshareGM is an employer-based car sharing scheme, therefore businesses on site would need to sign up to the scheme for their staff to benefit.
- 7.3.7 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 visitors who do not own a car, but require occasional use.
- 7.3.8 This initiative will be included as part of the Customer Handbook/Welcome Pack. Bruntwood will also consider aligning with a specific scheme to promote to occupiers.
- 7.3.9 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. The scheme will be promoted by the TPC to occupiers of The Ev0 Building at the site.

Electric Vehicle Charging Spaces

- 7.3.10 It is proposed that 59 car parking spaces (20% of the combined parking for The Ev0 Building and future Building D2) will be allocated as electric vehicle (EV) charging spaces. The provision of EV spaces will encourage future employees to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.
- 7.3.11 Upon implementation of the development, 46 spaces (out of the total of 59 spaces) will be served by active EV charging infrastructure (minimum 7kw) to serve The Ev0 Building. This represents 20% of the proposed parking for The Ev0 Building. Passive provision will be made for all remaining spaces with associated enabling infrastructure. The passive spaces will be converted to active spaces (with charge points) over time in response to demand.
- 7.3.12 Charging facilities for e-bikes will also be available within the cycle store to promote longer distance cycling and encourage other user groups that require additional support.

Dedicated Pick-Up / Drop-Off Point

- 7.3.13 The site layout has been designed to include a drop-off / pick-up point within the car park for lifts and taxis. The loading bay to the south-east of The Ev0 Building, and the adjacent car park aisle, will be available as a drop-off/pick-up point for lifts and taxis. This area will be clearly signposted and managed by Bruntwood.
- 7.3.14 The drop-off / pick-up point will provide greater travel options for staff and the opportunity for shared transport and linked trips with other users.

Long Term

Targeted Reduction in Parking Availability

- 7.3.15 The use of the car park will be monitored as part of annual surveys at the site (detailed in **Section 8** below). In order to reflect the sustainability objectives of the Travel Plan and the promotion of the development as an 'eco site' (see below), the TPC will explore the potential of reducing the number of car parking spaces available to occupiers of The Ev0 Building over time, in response to changing travel behaviour. This will be dependent upon meeting the Travel Plan targets and achieving modal shift away from the private car to more sustainable modes of transport.
- 7.3.16 If successful, this initiative will reduce parking demand and free up spaces for future phases of development.

Smart Parking Technology

- 7.3.17 The potential for using smart parking technology at the site will be explored to enable the sharing of spaces between different buildings and occupiers. The aim of this technology would be to maximise the efficiency of the parking supply on site, thereby reducing the need for additional parking provision. This is currently being reviewed by Bruntwood.

Monitor On and Off-Site Parking

- 7.3.18 Bruntwood is committed to actively managing parking at the site to avoid overspill onto adjacent streets, as well as promoting and encouraging active and sustainable travel to Didsbury Technology Park. A baseline parking survey of the on-site car park within Didsbury Technology Park and streets within an approximate 5-minute walk of the site was undertaken on Thursday 26 May 2022. The study area for the parking survey was agreed with Highways Officers at MCC in advance of the survey. This survey provides a baseline position from which to monitor activity in future years.

- 7.3.19 The parking survey will be repeated annually following full occupation of The Ev0 Building for the duration of the monitoring period. The results will be compared and discussed with MCC to inform the ongoing management of the site and the Travel Plan.

7.4 Marketing and Promotion

Short-to-Medium Term

Customer Handbook/Welcome Pack

- 7.4.1 The provision of travel information is important in influencing travel patterns, therefore a Customer Handbook/Welcome Pack will be supplied to all staff upon occupation. The contents of the travel section of the Welcome Pack will include:

- Introduction to the Travel Plan concept detailing objectives and aspirations;
- Health benefits of walking and cycling, and environmental benefits of sustainable modes of transport;
- Details of the TfGM online journey planning resources: tfgm.com/plan-a-journey;
- Maps showing local walking / cycling routes and places of interest;
- Details of public transport services, including links to operators' timetables and routes;
- Details of the Lead TPC and building-specific-TPCs; and
- Details of Travel Plan measures, as set out in this section of the FTP.

- 7.4.2 The Customer Handbook/Welcome Pack will be available online and readily available to staff and will be updated on a regular basis.

- 7.4.3 The TPC will also encourage occupiers to include the Customer Handbook/Welcome Pack and sustainable transport as part of their staff induction process.

Dedicated Travel Webpage

- 7.4.4 As well as providing such information through the Customer Handbook/Welcome Pack, the Lead TPC will seek to provide a dedicated travel page within its main website, or through the Bruntwood App to provide multi-modal travel information for staff and visitors to encourage active and sustainable travel.

Continuous Marketing and Promotion

- 7.4.5 The Travel Plan initiatives need to be communicated with a clear strategy to ensure maximum effectiveness and encourage large levels of uptake in sustainable travel. The Lead TPC will engage in the continuous promotion of the Travel Plan around the site, with regular Travel Plan updates and bulletins via the Bruntwood App. A copy of the Travel Plan will also be made available in the 'Guide for Occupiers'.
- 7.4.6 Marketing campaigns in line with 'National Walking Month', 'National Bike Week', 'European Mobility Week', 'Liftshare Week', and 'walking / cycle buddy' schemes for example, will be undertaken at various points throughout the year as part of a consistent and continuous commitment to encouraging environmentally friendly modes of transport. The campaigns will be coordinated by the Lead TPC with support from the building-specific TPCs.

Sustainable Travel Information for Visitors

- 7.4.7 Occupiers of The Ev0 Building will be encouraged to implement meeting and visitor travel policies to discourage private car use and incentivise active and sustainable travel.
- 7.4.8 This initiative will be included as part of the Customer Handbook/Welcome Pack.

Long-Term

Electronic Community Screens

- 7.4.9 Bruntwood will seek to use electronic community screens to display bus and tram times for staff and visitors to encourage sustainable travel.

Promotion as an 'Eco Site'

- 7.4.10 As part of the ongoing marketing and promotion of the Travel Plan, and in response to changing travel behaviour over time, the messaging for the site could be tailored to focus on the environmental and 'eco' credentials of the site.

- 7.4.11 Additionally, Bruntwood will consider subscribing to a 100% renewable energy tariff, which would mean that any on-site charging would be powered by clean energy.

7.5 Measures to Encourage Walking

Short-to-Medium Term

Pedestrian Facilities

- 7.5.1 Due to the increase in pedestrian, cycle and vehicular movements associated with the proposed development, Curtins has prepared an improvement scheme, whereby the existing access would be upgraded to a signal-controlled junction. The design includes signalised crossing facilities and advanced cycle stop lines on the northern and western arms of the junction, and the provision of ghost island right turn lanes for general traffic. The existing footways on the internal spine road would be retained to facilitate safe pedestrian movement to the site.

Showers and Lockers for Active Travel Users

- 7.5.2 The development proposals include the provision of lockers, showers and changing facilities on-site. Use of these facilities will be encouraged so that people can walk or cycle to work.

Signage for Pedestrians and Cyclists

- 7.5.3 There will be suitable illumination of pedestrian and cycle routes within the site that will be actively maintained and repaired. There will also be signage for pedestrians and cyclists to places of interest in the surrounding area, such as bus and tram stops, rail stations and local amenities for better connectivity.

7.6 Measures to Encourage Cycling

Short-to-Medium Term

Cycle Parking

- 7.6.1 The development proposals include the provision of a secure cycle store with capacity for 100 bicycles for staff, together with lockers, showers, drying spaces and changing facilities on-site to encourage cycling. This is double the minimum standard, which further enhances the sites' sustainability credentials. Additional short-stay cycle parking is proposed for visitors to the site, with 5 cycle stands (total provision of 10 spaces) to be provided near the building entrance.
- 7.6.2 The building management will ensure that the cycle storage area remains in good condition by undertaking regular checks and routine maintenance.

Hire / Pool Bikes Available on Site

- 7.6.3 Provision of hire / pool bikes on-site will encourage cycling during the course of the working day. This initiative will support the business travel policies above, namely the implementation of a non-car user business mileage rate to encourage the use of bicycles, in place of private and company car use, for shorter distance business journeys.
- 7.6.4 A small number of bikes will be provided from the outset for use by occupiers of the site, and monitored as part of the Travel Plan surveys. The number of bikes will be increased, as necessary, to meet demand as the site is occupied.
- 7.6.5 Whilst the Lead TPC will be responsible for the monitoring the use of hire / pool bikes, the scheme will be overseen by Bruntwood.

Cycle Training and Workshop

- 7.6.6 TfGM's cycle training sessions (for example, learn to ride, road rider ready, one-to-one, basic/intermediate maintenance) will be promoted to staff that express an interest in taking up cycling. This will be promoted by the TPC, potentially via a site-wide Bicycle User Group (BUG) that would meet on a regular basis to discuss cycling-related issues, subject to interest by occupiers.
- 7.6.7 The on-site cycle store will include a cycle repair station to assist with cycle maintenance. The availability of this facility will be promoted by the TPC.

Cycle to Work Scheme & Equipment

- 7.6.8 Introducing the 'Cycle2Work' Government initiative for staff would help reduce the financial burden of purchasing bicycles by reducing the amount of tax consumers pay and encourage more people to cycle to the site.
- 7.6.9 This would be achieved by the occupiers registering their businesses to the scheme via one of the many different providers such as Halfords, Tredz or Cycle Republic for example. Employees would enjoy savings of up to 42% on a brand-new bike and safety accessories for cycling to work when they participate in the scheme.
- 7.6.10 This initiative will be included as part of the Customer Handbook/Welcome Pack.
- 7.6.11 The Lead TPC will also explore the potential to establish a partnership with high street retailers to offer discounted walking and cycling equipment to occupiers of the site, to encourage active travel.

Long Term

Cycle Hub

- 7.6.12 The potential to incorporate a Cycle Hub on-site will be explored by Bruntwood in conjunction with TfGM. This will be subject to demand for cycling and the space available on-site.

7.7 Measures to Encourage Public Transport Use

Short-to-Medium Term

Season Ticket Loans

- 7.7.1 The TPC will work with occupiers of The Ev0 Building to encourage the provision of season ticket loan schemes that make season tickets easier to buy and more accessible to staff. As such, employees that would not ordinarily purchase monthly or annual season tickets would be able to benefit from reduced travel costs.
- 7.7.2 This initiative will be included as part of the Customer Handbook/Welcome Pack.

7.8 Reducing the Need to Travel

Short-to-Medium Term

Amenities Available On-Site

- 7.8.1 A café is proposed on-site as part of the development proposals to cater for the everyday needs of staff and visitors. The provision of other delivery services to the site will also be explored by Bruntwood to reduce the need to travel away from the site.

Flexible Working

- 7.8.2 Travel by public transport can sometimes be hindered due to fixed timetables and fixed working hours for staff. Occupiers of The Ev0 Building will therefore be encouraged to explore flexible working practices that would enable staff to structure their day around the availability of sustainable transport options.
- 7.8.3 This initiative will be included as part of the Customer Handbook/Welcome Pack.

Long-Term

Responding to Changing Travel Behaviour

- 7.8.4 A Travel Plan should be a dynamic document that is responsive to observed travel behaviour at the site and changes to travel patterns that occur over time. The Travel Plan document will be updated to reflect

progress towards mode share targets and in response to travel behaviour observed at a local and regional level across Greater Manchester. The targets will be reflective of these changes and the ambitions of the site to encourage active and sustainable travel.

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 Prior to the construction and occupation of The Ev0 Building, it is possible to understand existing travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.

8.2.2 The middle super output area (MSOA) of Manchester 039 where the site is located has been used as the place of work. The mode of travel to work data extracted from the output areas is summarised in

Table 8.1:

Mode of Travel to Work	Manchester 039	Total
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	2	0%
Train	42	1%
Bus, minibus, or coach	464	13%
Taxi	10	0%
Motorcycle, scooter or moped	10	0%
Driving a car or van	2,451	69%
Passenger in a car or van	109	3%
Bicycle	128	4%
On foot	318	9%
Other method of travel to work	8	0%
Total	3,542	100%

Table 8.1 – Method of Travel to Work

8.2.3 **Table 8.1** shows that the mode share for car drivers in the area is estimated to be c. 69%, followed by 13% by bus, 9% on foot, 4% by bicycle, 3% car sharing, and 1% by train.

8.2.4 In order to obtain more accurate travel information, travel surveys will be distributed to all staff within six months of first occupation of The Ev0 Building. Recipients will be encouraged to participate, and the surveys will extract the following key information:

- Place of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various active and sustainable modes;
- Any barriers to walking, cycling and public transport; and
- Initiatives that would encourage staff and visitors to travel more sustainably.

8.2.5 This information will enable analysis to be undertaken to establish mode share targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.

8.2.6 The surveys will be undertaken electronically and coordinated by the TPC for The Ev0 Building.

8.2.7 Staff would then be surveyed annually from the initial survey to review progress against current and targeted modal splits.

8.2.8 A parking survey of the on-site car parks (and cycle parking) within Didsbury Technology Park and streets within an approximate 5-minute walk of the site would also be arranged. Parking at the site would be managed by Bruntwood to avoid overspill onto adjacent streets.

8.3 Data Analysis and Modal Split Targets

8.3.1 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in active and sustainable modes.

8.3.2 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 visitors. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

8.3.3 Targets will be set following the receipt of the baseline travel survey, which will be arranged within six months of first occupation of The Ev0 Building, and would be published in the Full Travel Plan once developed. New modal split targets for different modes of travel could then be set in future Travel Plan updates to influence travel behaviour. Targets should be ambitious, yet realistic and achievable, when considering the Travel Plan initiatives as detailed throughout **Section 7** of this FTP.

- 8.3.4 Targets can be used inform the Travel Plan initiatives to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport. The TPC will be able to emphasise certain initiatives and modes to encourage uptake where required.

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 Travel Plan document should be considered as the starting point of the process. The implementation of a Travel Plan 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 Travel Plan will lie with Bruntwood, who will appoint a Lead TPC for the Didsbury Technology Park site.

9.2.2 At least one month before first occupation of the proposed development, a TPC would be appointed for The Ev0 Building. The day-to-day responsibility will then be shared with the Lead TPC and the appropriately appointed TPCs in the respective buildings on-site.

9.2.3 The TPC for The Ev0 Building would distribute the travel surveys to the occupiers of The Ev0 Building. The survey information would enable analysis to be undertaken to establish mode share targets. The results would also provide information on the reasons for modal splits and identify measures that may encourage a modal shift. The TPC would also be responsible for arranging parking surveys to inform the management of parking at the site and avoid overspill onto adjacent streets.

9.2.4 Notwithstanding, adequate consultation and support from Bruntwood is required to ensure the smooth implementation of the Travel Plan.

9.3 Travel Plan Coordinator (TPC)

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

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Collaborating between the Lead TPC and building-specific TPCs to implement and promote sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties, including MCC and TfGM; and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein, aiming to reduce parking supply over time.

9.3.2 The building-specific TPCs would work closely with the Lead TPC by attending Steering Group and User Group meetings, key stakeholder liaison, and present results from the travel and parking surveys, and monitoring reports to the Lead TPC.

9.3.3 The Lead TPC and the TPC for The Ev0 Building would remain in-post for a minimum of 5 years post-occupation.

9.4 Monitoring and Evaluation

9.4.1 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 visitors and liaising with MCC on transport-related matters, the main monitoring process will involve travel and parking surveys as described in **Section 8** above.

9.4.2 Monitoring reports will be provided to Highways Officers at MCC annually following the receipt of the baseline travel 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 will be circulated to staff upon completion of the surveys.

- 9.4.3 Monitoring will be carried out for a period of at least five years to ensure that the Travel Plan reflects current opportunities and local circumstances. The five year monitoring schedule will include five surveys: the baseline travel survey and four 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:

No.	Action	Target Date	Responsibility
1	Appoint Lead TPC	Three months before first occupation	Bruntwood
2	Appoint TPC for The Ev0 Building	One month before first occupation	Occupiers
3	Produce Customer Handbook/Welcome Pack	Upon occupation of the development, update contents annually	TPCs
4	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development occupation	TPCs
5	Undertake Baseline Travel Surveys	Within six months following first occupation	TPCs
6	Decide Targets	Within one month of undertaking the baseline surveys	TPCs
7	Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPCs
8	Update Framework Travel Plan to a Full Travel Plan	Within three months of setting modal split targets	TPCs
9	Undertake Parking Survey	Following full occupation of The Ev0 Building	TPC
10	Conduct Annual Monitoring (repeat steps 5, 6, 7 & 9)	Annually for a period of at least five years: • Baseline travel survey and four follow-up surveys; • Five parking surveys; and • Annual monitoring reports.	TPCs

Table 10.1 – Action Plan

10.1.2 As a Travel Plan is a living document which should be adapted and updated as and when required, the TPCs should aim to progress these actions within the allocated timeframe, with support as required from the Steering Group and User Group.

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

Appendix A – Proposed Site Layout

NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.

2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.

3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.

4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.

5. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS OTHERWISE STATED.

THIS DRAWING WAS PLOTTED ON:

25/07/2022

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
22/06/2022	22		Planning	CL
14/07/2022	23		Planning	CL
25/07/2022	24		Planning	CL

GENERAL INFORMATION

PLANNING APPLICATION

BOUNDARY

HARDWORKS

S1.0

BLOCK PAVING

TO PEDESTRIAN PUBLIC REALM

Newgrange by Kilsean. Unit size and bond TBC. Build up to suit drainage strategy and overrun by servicing/emergency vehicles. Price for rigid base.

S1.1

PERMEABLE BLOCK PAVING

TO PEDESTRIAN PUBLIC REALM

Clima Pave Newgrange by Kilsean to match existing paving on site. Unit size and bond TBC. Build up to suit drainage strategy and overrun by servicing/emergency vehicles. Price for rigid base.

S1.2

BLOCK PAVING

TO PEDESTRIAN PUBLIC REALM

Newgrange by Kilsean. Unit size and bond TBC. Build up to suit drainage strategy and overrun by servicing/emergency vehicles. Price for rigid base.

S1.3

BLOCK PAVING

TO PEDESTRIAN PUBLIC REALM

Newgrange by Kilsean. Unit size and bond TBC. Build up to suit drainage strategy and overrun by servicing/emergency vehicles. Price for rigid base.

S2.0

PERMEABLE BLOCK PAVING

TO VEHICULAR DROP OFF

Clima Pave Newgrange by Kilsean to match existing paving on site. Unit size and bond TBC. Build up to suit drainage strategy and frequent use by vehicles.

S2.1

PERMEABLE BLOCK PAVING

TO PARKING BAYS

Clima Pave Newgrange by Kilsean to match existing paving on site. Unit size and bond TBC. Build up to suit drainage strategy and frequent use by vehicles.

S3.0

MACADAM SURFACING - GREY COLOUR

VEHICULAR GRADE

Impermeable with appropriate sub base to suit drainage strategy

S3.1

PERMEABLE SURFACING

TO TEMP CAR PARK

Compacted gravel.

S3.2

MACADAM SURFACING - BUFF COLOUR

VEHICLE GRADE

Impermeable surface with appropriate sub base

S4.0

EXISTING BLOCK PAVING

NEWGRANGE BY KILSEAN

<http://www.kilsean-international.co.uk>

S4.1

GREEN GAP TYPE PAVING

Permeable surface such as Hydro Lineo by Hardscape

T

INDICATIVE LOCATION FOR TACTILE PAVING

STEPPING STONES - NATURAL STONE

EDGINGS

K1.0

FLUSH KERB TYPE 1.0

CONCRETE, SQUARE EDGE, LAID FLUSH WITH BOTH ADJOINING SURFACES. WIDER KERB TO BE USED IN HEAVILY TRAFFICED VEHICLE AREAS (RAMBOLL REF C52).

K1.1

FLUSH KERB TYPE 1.1

CONCRETE, SQUARE EDGE KERB, LAID FLUSH WITH ADJOINING PAVING. RAIN GARDEN CHANNEL AT REDUCED DEPTH

K2.0

UPSTAND KERB TYPE 2.0

GRANITE, SQUARE EDGE KERB, LAID WITH UPSTAND AND WITH DRAINAGE CHANNELS AT 1M INTERVALS

K2.1

UPSTAND KERB TYPE 2.1

HALF BATTER CONCRETE KERB, LAID WITH UPSTAND

K2.2

UPSTAND KERB TYPE 2.2

CONCRETE KERB DRAIN

K3.0

UPSTAND KERB TYPE 3

STANDARD CONCRETE BULLNOSE KERB, LAID WITH UPSTAND

K4.0

EXISTING KERB RETAINED

SOFTWORKS

S5.0

SEMI-MATURE TREE TYPE 1

WITH TREE PIT WATER MANAGEMENT

35-40cm Girth, rootball with underground geying. Surface water attenuation to be incorporated into tree pit design by Green Blue Urban. Include for structural soil cells, irrigation and aeration to rooting area.

S5.1

SEMI-MATURE TREE TYPE 2

WITH TREE PIT WATER MANAGEMENT

35-40cm Girth, rootball with underground geying. Surface water attenuation to be incorporated into tree pit design by Green Blue Urban. Include for structural soil cells, irrigation and aeration to rooting area.

S5.2

MULTI STEM TREE TYPE 3

TO RAIN GARDENS

Height 300-350mm, rootball with underground geying.

S5.3

MULTI STEM TREE IN PLANTER

TO NEW AREAS OF HARDWORKS

Height 300-350mm, rootball with underground geying.

S6.0

EXISTING TREE - RETAINED

S6.1

EXISTING TREE - REMOVED

S7.0

SHRUB PLANTING

TO ALL NEW AREAS

Min 3L pots. 450mm depth topsoil. Bark mulch.

S8.0

RAIN GARDEN/OPEN CHANNEL

FOR SURFACE WATER ATTENUATION.

Allow for 450mm depth topsoil. Sub base to suit drainage strategy

S9.0

WILDOFLOWER

S10.0

PROPOSED HEDGE

ORIGINATOR

W

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T

01625 523157

E

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The Studio

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Northumberland

NE43 7HW

CLIENT

BRUNTWOOD

PROJECT

DIDSBURY TECHNOLOGY PARK

MANCHESTER

DRAWING TITLE

EXTERNAL WORKS GENERAL ARRANGEMENT

DRAWING NUMBER

159-LYR-XX-XX-DWG-L-1008

REV

24

STATUS

PLANNING

SCALE

1:500 @ A1

CREATED BY

C LESTER

CHECKED BY

M WARNER

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