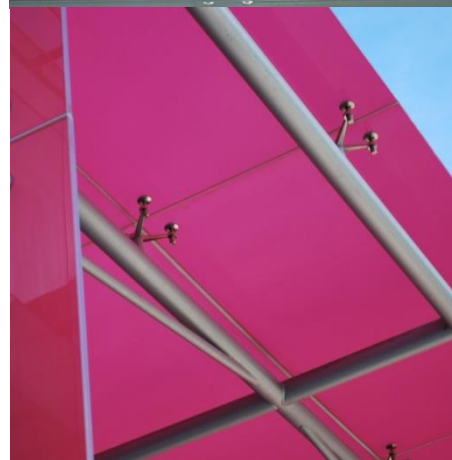


Alberton House

Interim Travel Plan

Curtins Ref: 80058-CUR-XX-XX-T-TP-00002
Revision: P04
Issue Date: 29 June 2022

Client Name: Bruntwood RB Ltd



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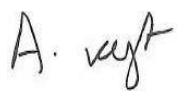


Control Sheet

Rev	Description	Issued by	Checked	Date
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P02	2 nd Issue	AV	AV	10 May 2022
P03	3 rd Issue, standard terminology updated	AV	AV	19 May 2022
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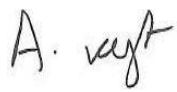
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Plan 80058-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Bruntwood RB Ltd to provide transport and highways advice in relation to a planning application for a proposed office development at Alberton House, off St Mary's Parsonage in Manchester City Centre.

1.1.2 The existing site comprises a part 12, part 4 storey office building with basement car park (20 spaces).

1.1.3 The proposed development is described as follows:

"Demolition of existing building and erection of a 19 storey (basement, ground including mezzanine, plus 18) building comprising ground floor food and beverage (Use Class E, Sui Generis), 16 floors of office (Class E), and two floors of wellness centre (Sui Generis) including ancillary food and beverage (Use Class E), landscaping, highways and other associated works."

1.1.4 A summary of the development proposals is as follows:

- Demolition of the existing Alberton House and erection of a highly sustainable 19-storey office building.
- The office reception, including a double height entrance space is located at the ground floor along St Mary's Parsonage, as well as back of house areas including the bin store.
- Food and beverage floorspace at the ground floor level fronting the river, with an external terrace activating the Trinity Bridge walkway.
- Mezzanine with co-working space such and amenity features.
- Basement includes a cycle hub (with 120 secure cycle parking spaces), a gym, changing and showering facilities, back of house areas and plant areas.
- Floors 1 – 16 provide office accommodation, with floors 1-2 providing serviced accommodation fit out by Bruntwood Works.
- A rooftop amenity and wellness space on 17th and 18th floor, including a leisure and fitness offering such as a swimming pool and associated facilities.
- A panoramic landscaped, external rooftop terrace on 17th floor.
- Tree planting and public realm enhancements along St Mary's Parsonage and Trinity Bridge walkway.
- Highways works and servicing arrangements including a loading bay along St Mary's Parsonage.
- Drainage and ecological works, including the installation of blue roof.
- Other ancillary works.

- 1.1.5 The development proposals do not include any provision for car parking. The secure and sheltered cycle parking provision will comprise of two-tier racks (providing 102 spaces) and Brompton lockers (18 spaces). There will also be short-stay cycle spaces for visitors, in the form of Sheffield stands (14 spaces) provided as part of the landscape outside the building.
- 1.1.6 The loss of existing car parking spaces (20 spaces) will result in a net reduction in the number of vehicle movements accessing the site daily, therefore representing a net benefit in traffic terms.
- 1.1.7 The proposed site layout is provided in **Appendix A** to the rear of the report.

1.2 What is a Travel Plan?

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

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

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

- 1.2.2 In essence, a 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 Purpose of the Report

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **80058-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An Interim Travel Plan is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

1.3.3 Transport for Greater Manchester (TfGM) endorses the need for 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*

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

- National Planning Policy Framework, MHCLG, 2019;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.

1.4.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling, and public transport.

1.4.4 **Section 5** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).

1.4.5 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan target strategy.

1.4.6 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.

- 1.4.7 **Section 9** 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. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

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

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

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, heavy goods vehicles, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);¹
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

2.2.3 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

¹ The proposals for the Clean Air Zone are currently under review, and TfGM is working with Government to deliver a new Clean Air Plan for Greater Manchester by July 2022.

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.

2.2.4 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.

2.2.5 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.”*

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

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

2.3 Health Benefits

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

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

- 2.3.2 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.

- 2.3.3 Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

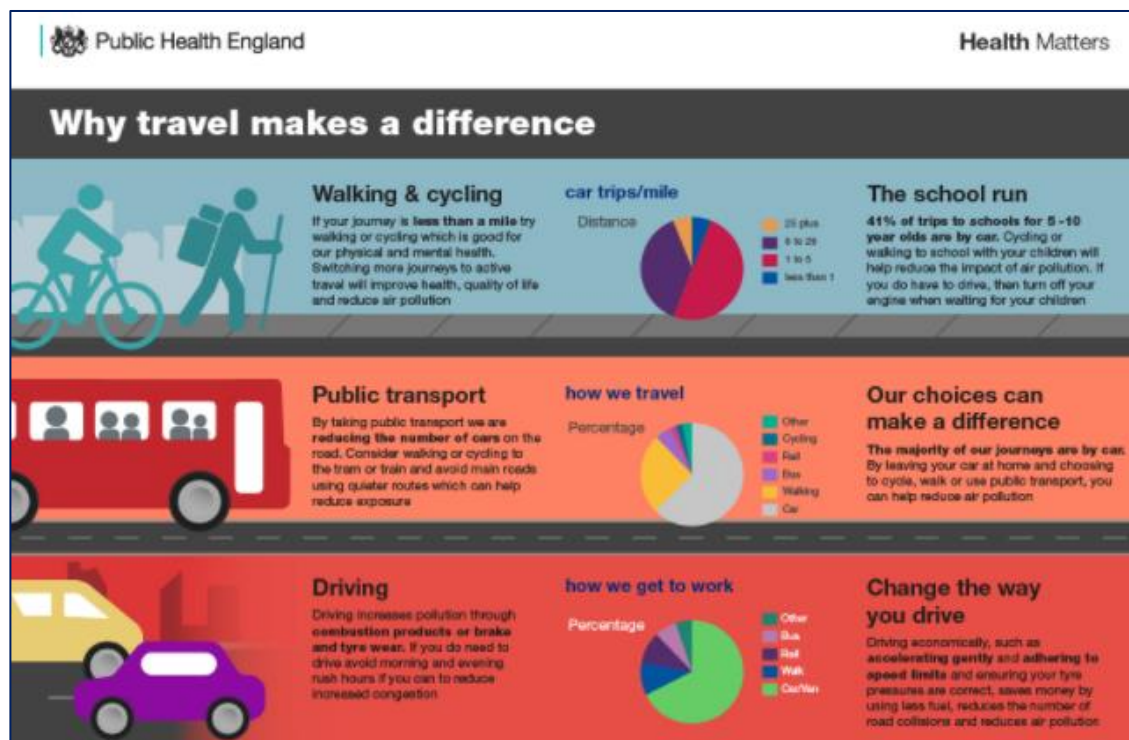


Figure 2.1 – The Impact of Travel Behaviour on Public Health

(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:

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 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 on-going cost of car ownership.
- 2.4.3 An effective Travel Plan can help encourage staff 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 Interim Travel Plan will have a positive effect on the future staff of the proposed development. They must be communicated correctly:

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

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

2.7 Travel Plan Aims & Objectives

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

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

- **Objective TP1** – To increase the level of walking to and from the site;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of public transport use to and from the site;
- **Objective TP4** – To reduce reliance on single occupancy car travel; and
- **Objective TP5** – To raise awareness of the Travel Plan and the travel options available.

3.0 Existing Situation

3.1 Site Location

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

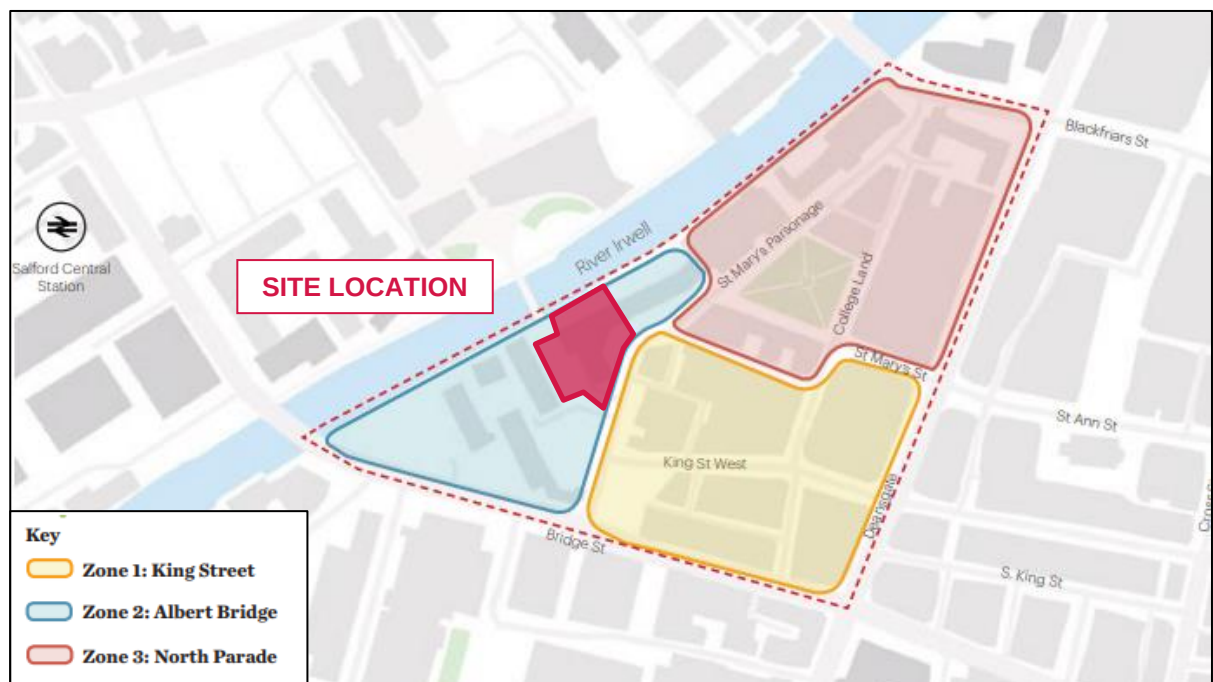


Figure 3.1 – Site Location in relation to the St Mary's Parsonage SRF area

(Source: Sheppard Robson, 2020)

- 3.1.2 The site is located in Zone 2 of the SRF area and is bound by River Irwell to the north, Cardinal House to the east, St Mary's Parsonage to the south, and Albert Bridge House and the access to Trinity Bridge to the west. **Plan 80058-CUR-00-XX-DR-TP-06001** to the rear of the report illustrates the location of the site in relation to the regional highway network.
- 3.1.3 **Figure 3.2** below and **Plan 80058-CUR-00-XX-DR-TP-06002** to the rear of the report show the site in a local context relating to the local highway network:

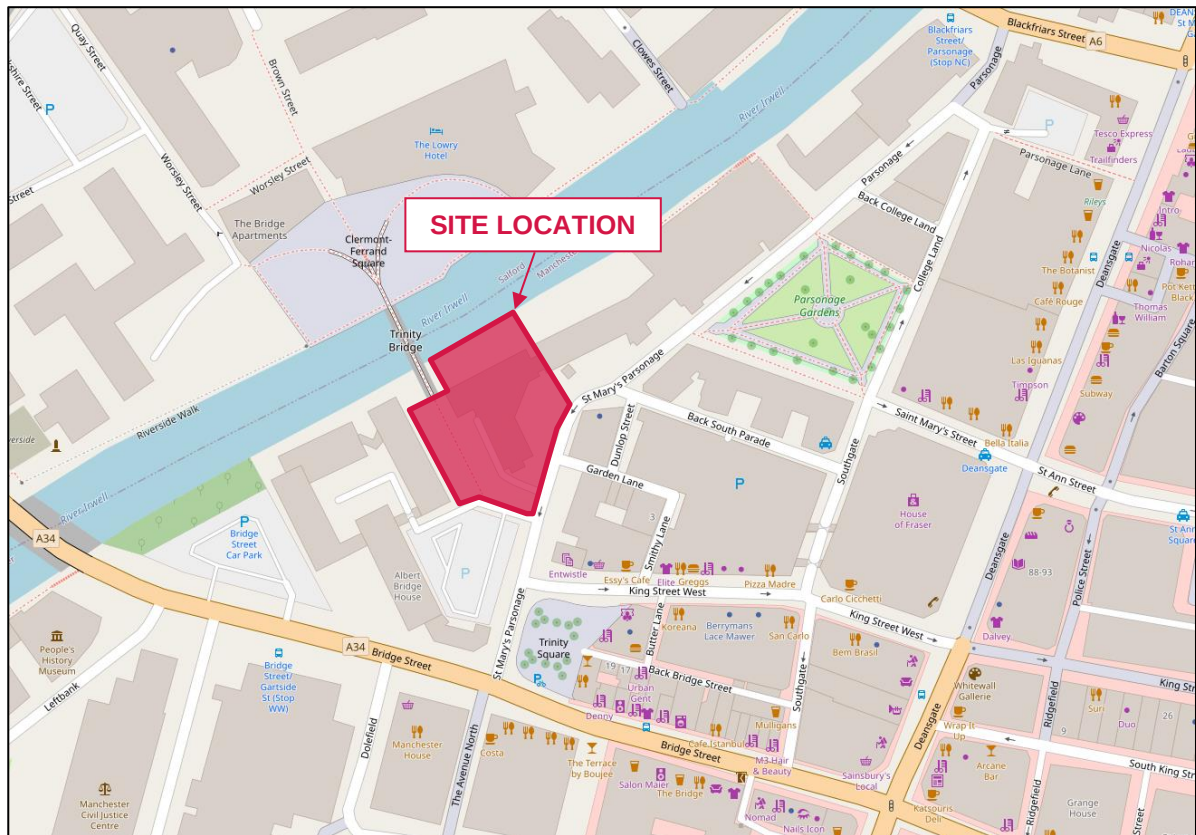


Figure 3.2 – Site Location in Relation to the Local Highway Network

(Source: OpenStreetMap, 2021)

3.2 Existing Use and Access

- 3.2.1 The existing site comprises of an L-shaped 1970s office building. Alberton House is 12 storeys along the north parallel to the River Irwell, and 4 storeys adjacent along the west of the side to the access to Trinity Bridge. There is also a link connecting Alberton House to Cardinal House.
- 3.2.2 The site is accessible for vehicles along St Mary's Parsonage. There is an access road to the west of the existing building which leads to a car park, and another access road to the south-east of the site which leads to a car park with undercroft parking. Both car parks are barrier-controlled and have a combined parking provision of c. 20 spaces.
- 3.2.3 The main pedestrian entrance to the building is located off a public square to the south of the building, which can be accessed off St Mary's Parsonage. Pedestrians can also access St Mary's Parsonage from Trinity Bridge, connecting the site to Salford.

3.3 Surrounding Highway Network

St Mary's Parsonage

- 3.3.1 St Mary's Parsonage stretches for circa 350m between a three-arm signalised yellow box junction with Bridge Street to a pedestrianised area at the intersection with Blackfriars Street.
- 3.3.2 The road is c. 6.5-7m wide and has footways of c. 2.5-3m wide along both sides. Along the eastern side of the road are Trinity Square (to be reconfigured and rebranded as Motor Square as part of the SRF, and will become one of the gateways into the Parsonage Gardens district) and Parsonage Gardens where pedestrians have significantly more space. Opposite Parsonage Gardens, on the north-western side of St Mary's Parsonage, the footway narrows to c. 1.6m wide.
- 3.3.3 There are dropped kerbs, tactile paving, and push-button operated traffic lights on all arms of the junction with Bridge Street, along with central refuge islands on the eastern and western arms. There are dropped kerbs in most places along the road and tactile paving on some.
- 3.3.4 There are Traffic Regulation Orders (TROs) in the form of double yellow lines (no waiting at any time) on both sides of the road between the junctions with Bridge Street and Back South Parade / Dunlop Street to prevent on-street parking – with the exception of two Car Club bays and some pay-and-display parking bays. The double yellow lines continue along the entirety of the north-western side of the road and recommence on the south-eastern side north of the junction with Parsonage Lane.
- 3.3.5 St Mary's Parsonage is also located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), where there are on-street pay-and-display parking bays owned and operated by Manchester City Council (MCC). Parking charges in Zone 1 apply Monday to Sunday, from 08:00 – 22:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is two hours, however these charges and time restrictions do not apply to Blue Badge holders.
- 3.3.6 As part of the proposed permanent scheme to partially pedestrianise the A56 Deansgate corridor, the northern end of St Mary's Parsonage near Blackfriars Street has been blocked with Rhino blocks to prevent traffic from Deansgate diverting along the road. These were in place at the time of the site visit on 25th October 2021 and are shown in **Figure 3.3** below:



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

- 3.3.7 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals.
- 3.3.8 On site observations for a period of approximately 30 minutes during the mid-morning of 25th October 2021 showed vehicular movements to be limited to local access and servicing vehicles, with a low number of total vehicular movements observed. Notwithstanding, delivery vehicles were observed on the footways in the vicinity of the site, as shown in **Figure 3.4** below.



Figure 3.4 – Delivery Van Pulled Up on Footway in the Vicinity of the Site

Trinity Bridge and Access

- 3.3.9 Along St Mary's Parsonage, between Alberton House and Albert Bridge House, is a narrow and poorly signed footpath to Trinity Bridge. This path is initially c. 3m wide before widening significantly to a more attractive c. 15m wide path with trees.
- 3.3.10 The c. 5m wide bridge is a pedestrian link between Manchester and Salford City Centres. At the northern end of the bridge the area opens to a large area of public realm, Clermont Ferrand Square.

A34 Bridge Street

- 3.3.11 Bridge Street is a section of the A34 which continues from John Dalton Street at a signalised yellow box junction with the A56 Deansgate and continues west for 370m, and subsequently continuing as New Bailey Street on the Salford / northern side of the River Irwell.
- 3.3.12 As part of the Deansgate proposals detailed below, access to Salford across the River Irwell has been proposed to be limited to busses only, with eastbound traffic into Manchester unaffected.
- 3.3.13 The road has a speed limit of 20mph and is well-lit by street lighting at regular intervals. There are also footways over 2m-wide along both sides of the carriageway, although the eastern footway in the direction of Salford Central rail station is closed at the time of writing in the vicinity of the Trinity Riverside development (Salford City Council planning reference: 16/67779/FULEIA) that is undergoing construction.

A56 Deansgate

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

- 3.3.17 During the closure period, road closure signs appear on both ends of the pedestrianised zone to inform vehicles about the restriction; however, vehicles accessing local premises were still able to access the closed sections to load and unload during certain times (06:00 – 08:00 on Mondays to Saturdays). Emergency services would also have full access if necessary.
- 3.3.18 In December 2020, Manchester City Council installed new ‘Rhino’ barriers to allow buses and taxis to travel one-way down the road (southbound, with the northbound carriageway still closed). Pedestrians still have extra room to walk along the carriageway, and the tree planters remain. This remains the arrangement along this section of Deansgate at the time of writing.
- 3.3.19 MCC then held a public consultation on the permanent pedestrianisation of the remainder of the A56 Deansgate up until its junction with the A34 Quay Street / Peter Street (and additional changes to surrounding roads), shown in **Figure 3.5** overleaf. In these proposals, the remainder of Deansgate could be made one-way in a southbound direction, with a contraflow cycle provision in place northbound.

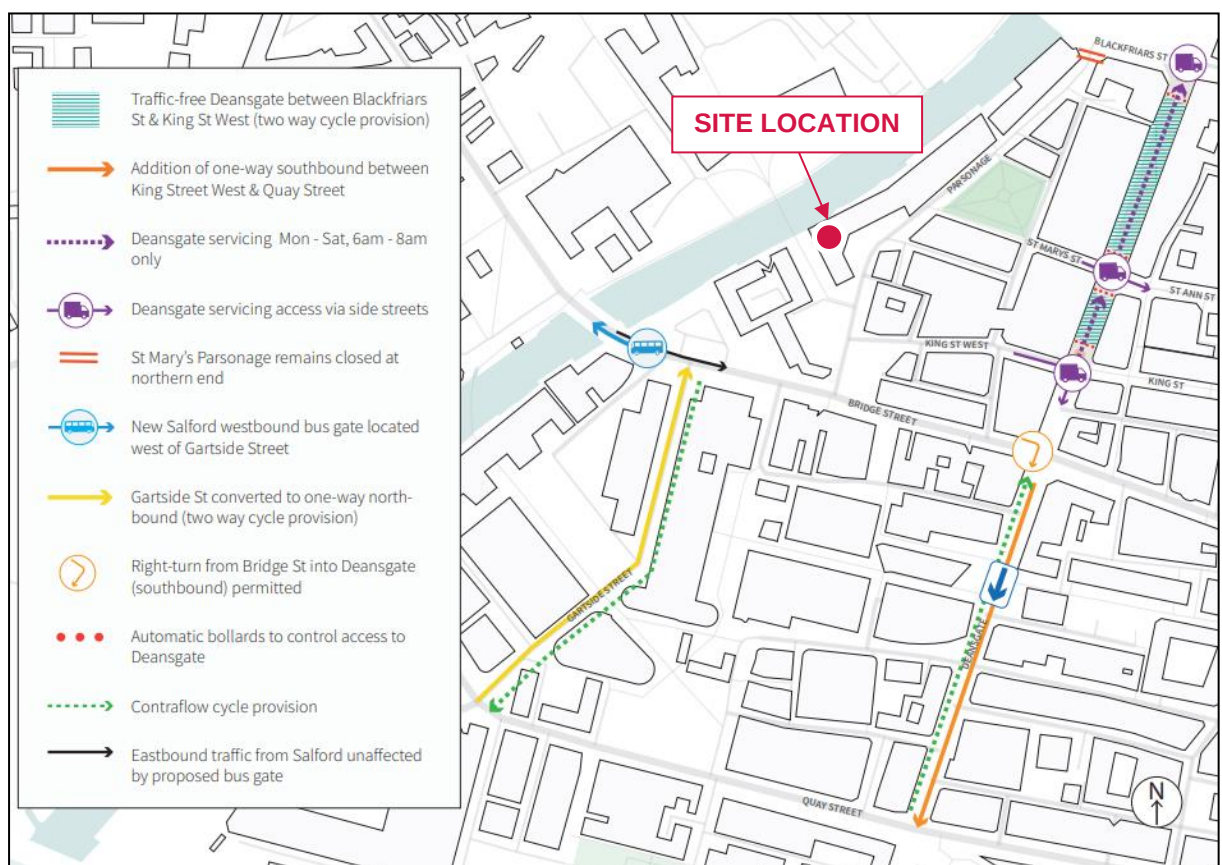


Figure 3.5 – Map of Changes to Deansgate and Surrounding Roads
(Source: Manchester City Council, 2020)

- 3.3.20 The consultation period ended in January 2021, where MCC stated all comments received will be reviewed, and reported to the Executive Member for Environment for consideration and to decide the

next steps. The impact of the trial closure will be monitored for a period of at least 12 months, and a decision will be made on whether to make it permanent.

- 3.3.21 It is not envisaged that the above plans would have a significant impact on the access arrangements for the proposed development, as service and delivery vehicles would still be able to access the site via Bridge Street.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who are disabled and / or visually impaired. Blue badge holders can also park free of charge without any time limits at any pay and display bay.
- 3.4.2 There are dropped kerbs and tactile paving on some crossings in the vicinity of the site. There are pedestrian refuge islands at the St Mary's Parsonage / Bridge Street junction.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 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.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 80058-CUR-00-XX-DR-TP-06003** to the rear of the report shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; these are a good approximation for the majority of trips associated with this office development.

4.2.3 Additionally, the Department for Transport's 2018 National Travel Survey (NTS) states that: "Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks." This indicates that walking is highly convenient and the natural first choice for most local trips.

4.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should

include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Parsonage Gardens (comprising shops, restaurants, open space, and gym)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	150
2	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	200
3	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200
4	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	350

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 4.2.5 The pedestrian catchment plan confirms that the site is well located in relation to local services and facilities within Manchester. In addition to those in **Table 4.2** above, bus stops along the A56 Deansgate, Bridge Street / John Dalton Street, and Chapel Street are all within a 500m walk of the site.
- 4.2.6 Between 500m and 1000m from the site lies Salford Central rail station, the St Peters Square Metrolink station, Market Street, Piccadilly Gardens, Chinatown, the Printworks, and Arndale Centre. The Printworks contains leisure outlets, restaurants / bars, the Vue cinema and a Co-Op establishment, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.
- 4.2.7 Within the wider 1,000m – 2,000m catchments, there are a number of city centre residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along the Northern Quarter, Oxford Road, Castlefield, and Gay Village. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafes, bars, restaurants, public houses, along with a vibrant nightlife.
- 4.2.8 The vast majority of Manchester and Salford City Centres and the major public transport interchanges (Salford Central, Manchester Victoria, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Oxford Road corridor) are within a 2,000m (c. 25-minute) walk of the site.
- 4.2.9 The development proposals also include plans to improve pedestrian amenity and public realm in the vicinity of the site, which would be beneficial to pedestrians and would encourage more staff and visitors to travel on foot.

4.2.10 At the time of writing there is a temporary pedestrianisation of the A56 Deansgate and other roads in the vicinity of the site, including the northern end of St Mary's Parsonage being closed to traffic, that prohibits all motorised vehicles. A consultation has been held on making these changes permanent and it is understood that this is likely to be the case, but there is no firm decision on timings for this. Notwithstanding, resilience has been built into the proposals to account for the future of the Deansgate traffic change proposals (whether it is closed to traffic, or not).

4.2.11 The site is considered highly accessible by foot.

4.3 Cycle Accessibility

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

4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan 80058-CUR-00-XX-DR-TP-06004** to the rear of the report presents 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.3 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. It is considered possible that in future non-pandemic years the average may stay above 5.5km – though it is expected to be closer to this distance than 7.1km – but the level cannot be predicted without official data for future years. Therefore, 5.5km has been retained for now as the average cycling distance.

4.3.4 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document '*Planning for Cycling*' (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so cycling is a potential mode for most of these shorter trips.

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

- 4.3.6 Cyclists can access Routes 6, 66, and 55 of the NCN from Manchester and Salford City Centres, in addition to Route 60 within the 5.5.km cycle catchment.
- 4.3.7 Route 6 runs from Watford in London to Windermere in the Lake District (more locally, Route 6 connects Manchester City Centre to Chorlton); Route 60 connects North and East Manchester, partly following the Fallowfield Loopline; Route 66 begins in Manchester, extending to Spurn Head, via Bradford, Leeds, York and Kingston upon Hull; and Route 55 is still under construction, but the accessible stretch runs on-road to Eccles and traffic-free to Tyldesley.
- 4.3.8 Low 20mph speed limits along the surrounding roads, along with existing cycle infrastructure allows easy cycle access to Alberton House. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

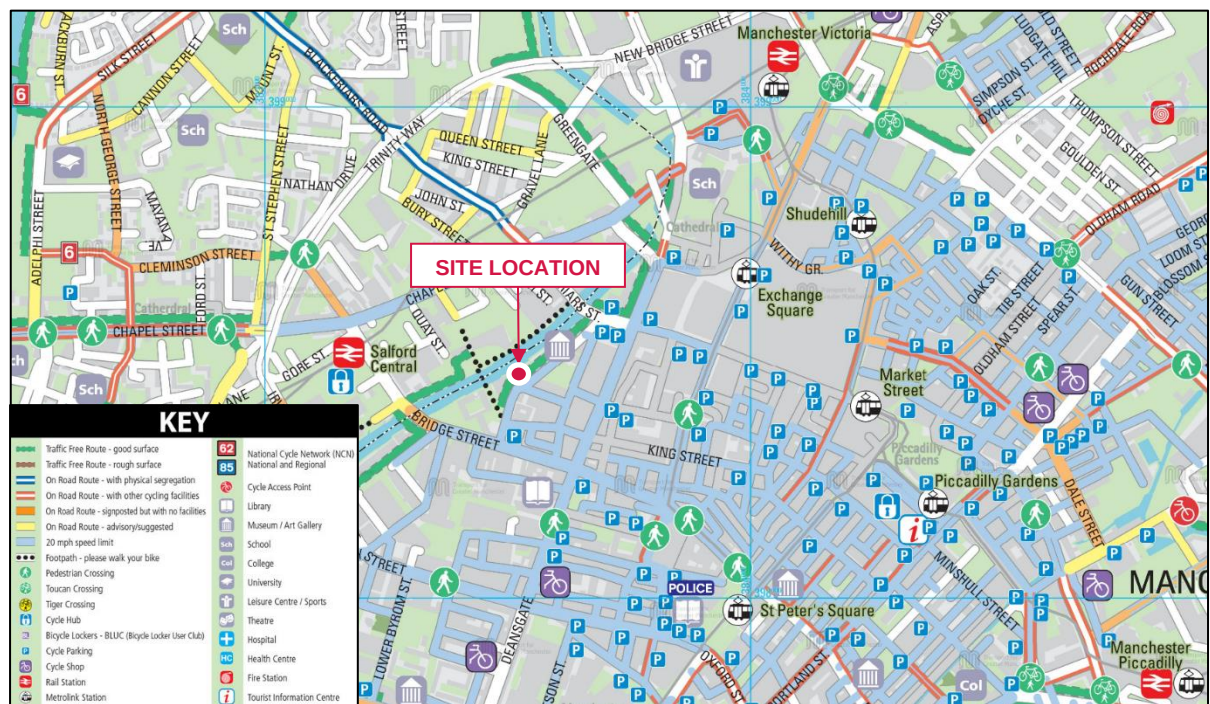


Figure 4.1 – Local Cycle Network

(Source: TfGM)

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

- 4.3.9 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. There are no proposed Bee Network improvements in the St Marys Parsonage area. Notwithstanding, the site is in close proximity to the Beeways network and future improvements (i.e. the New Bailey connection to Salford Central station), allowing cyclists to benefit from the public realm improvements for better safety and quality of commute, shown in **Figure 4.2** below.

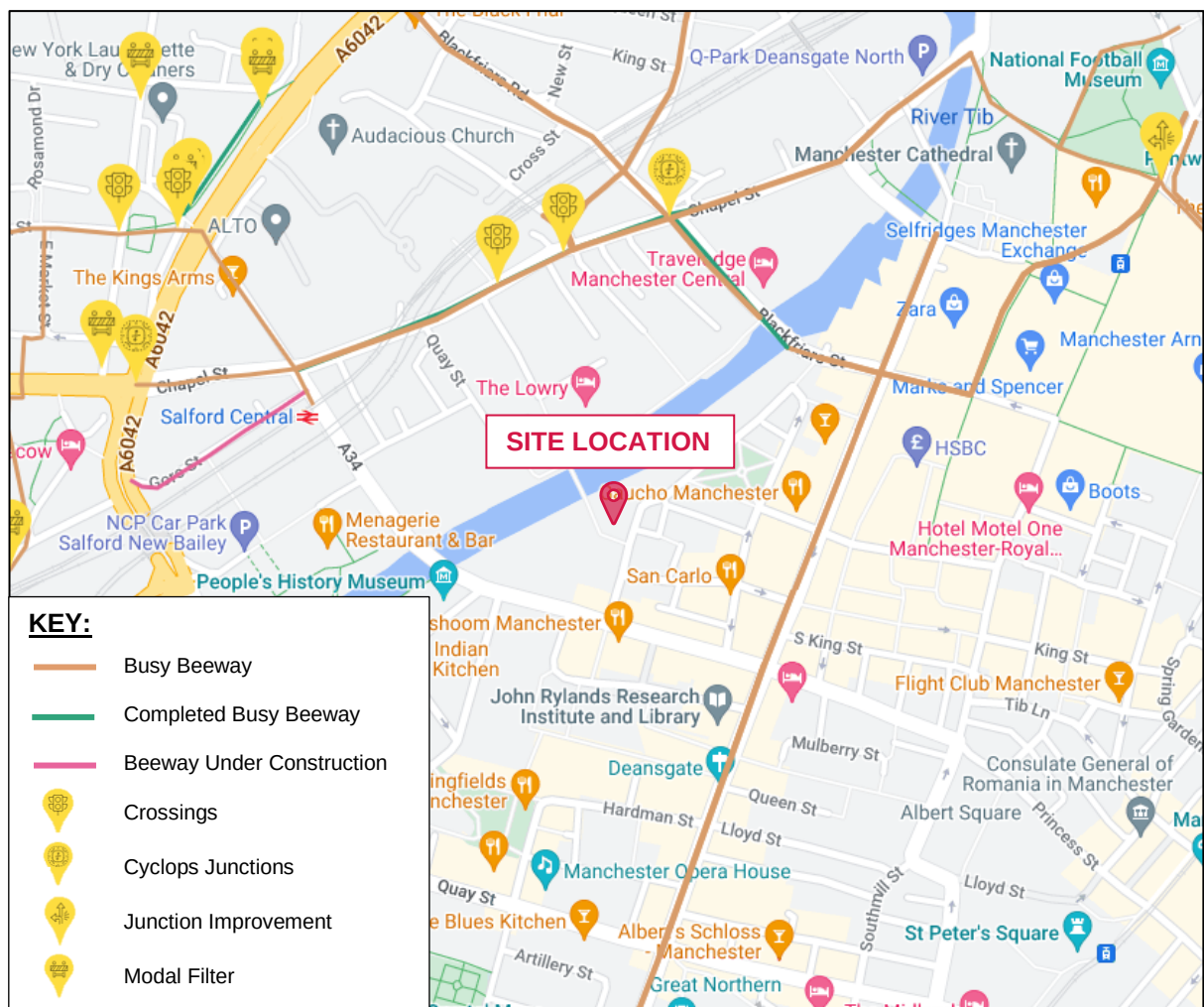


Figure 4.2 – Bee Network Map

(Source: Bee Active and Google Maps, 2022)

- 4.3.10 Also as part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There are currently no docking stations in the vicinity of the site, however it is envisaged that in summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.
- 4.3.11 These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme will operate within the following zone:



Figure 4.3 – Bike Hire Scheme in the Vicinity of the Site

(Source: TfGM, 2020)

- 4.3.12 The site is therefore ideally placed to take advantage of the cycle connections around Manchester. Furthermore, the development will provide secure cycle parking spaces in the basement to encourage cycling. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

4.4 Public Transport Accessibility

- 4.4.1 The site is well situated to take advantage of existing public transport infrastructure within Manchester City Centre and to other areas of Greater Manchester.
- 4.4.2 **Plan 80058-CUR-00-XX-DR-TP-06005** to the rear of the report demonstrates those areas accessible via public transport within 20, 40 and 60-minutes journey to the Site. Within a 20-minute journey, future staff at the site can travel from Manchester and Salford City Centres to the site. Staff from Trafford, Levenshulme, Eccles, Cheetham Hill, Moston, Bolton, Rochdale, Stalybridge, Ashton-under-Lyne, and East Didsbury can access the site within a 40-minute public transport journey from the Site. Within an hour, areas as far as Leyland, Todmorden, Broadbottom, Marple, Macclesfield, Wilmslow, Manchester Airport, Altrincham, Hough Green, Newton-Le-Willows, and Wigan can be accessible to / from the site.
- 4.4.3 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service),

considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.4 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as ‘excellent’) and level 1 a low level of accessibility (described as ‘very poor’). The site is located in an area with an ‘excellent’ GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester and Salford City Centres.

4.4.5 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.4** below:

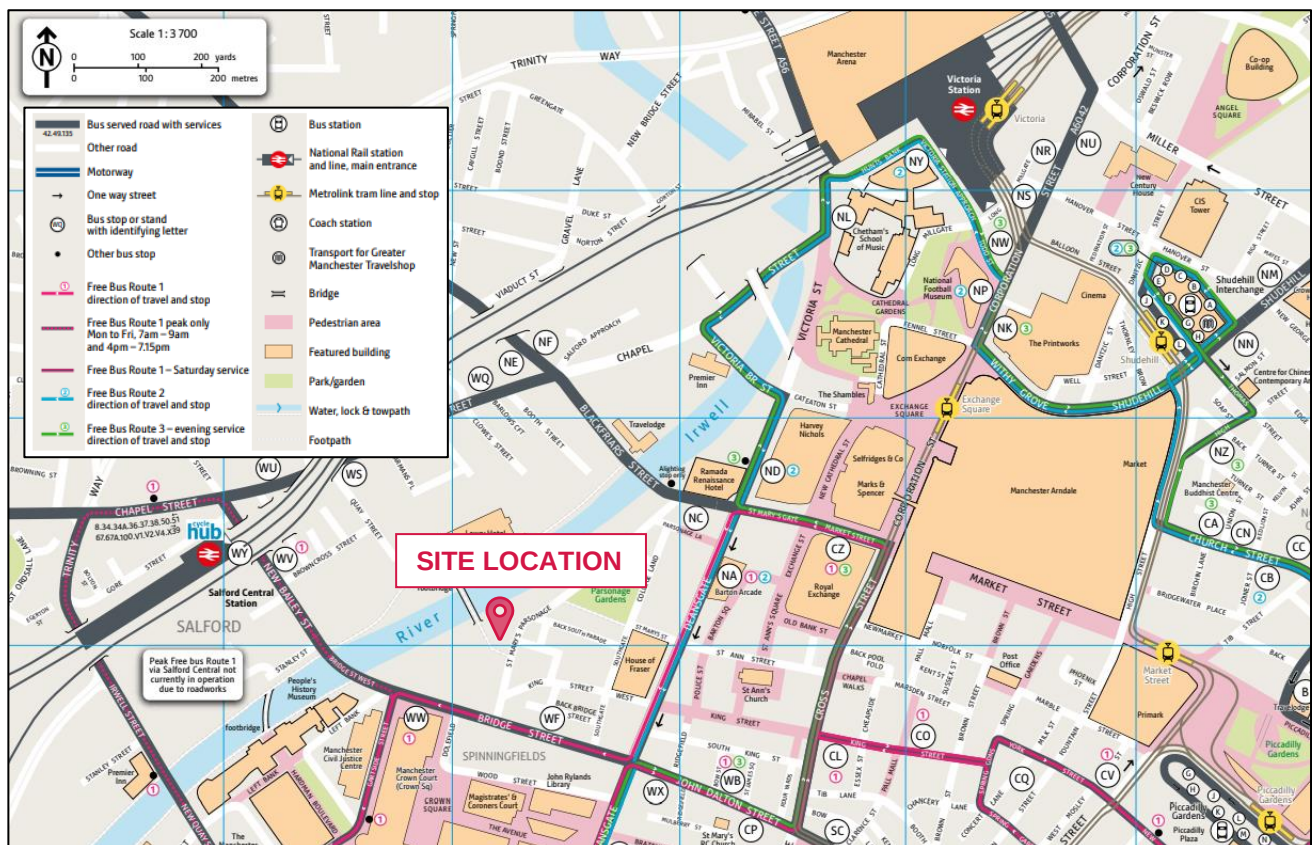


Figure 4.4 – Manchester City Centre Public Transport Network
(Source: TfGM, 2022)

Bus Accessibility

4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘*Buses in Urban Developments*’ (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

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

Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops

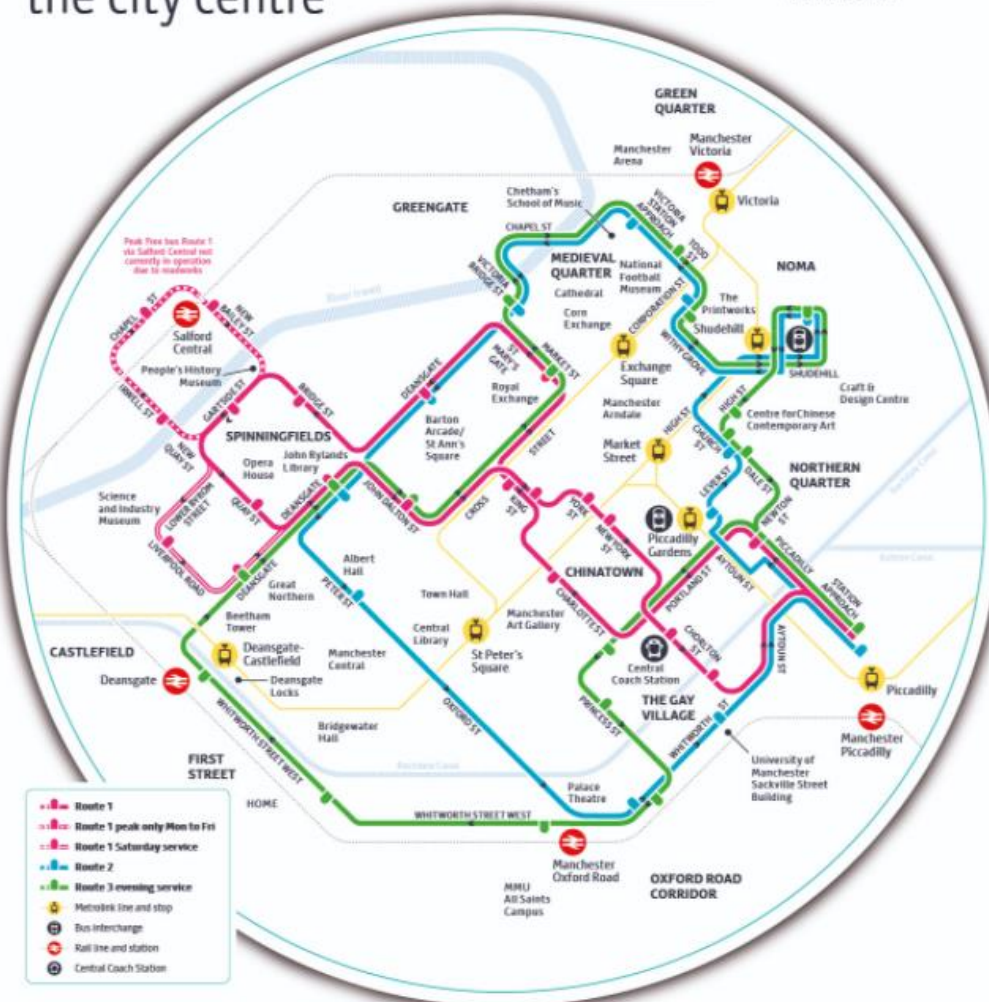
- 4.4.7 The nearest bus stops to the site are located along Bridge Street. This core bus corridor is within the recommended 250m distance for city centres. **Table 4.4** details the services that call at these stops, and their associated frequencies:

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

Table 4.4 – Summary of Bus Service Frequencies in the vicinity of the Site

- 4.4.8 Furthermore, within 200m of the proposed development entrance, Routes 1 and 2 of the Free Bus stop on Bridge Street; and within 400m of the proposed development entrance, Route 3 of the Free Bus stops on John Dalton Street. The free bus is a service providing direct access across key city centre locations. The free bus routes and frequencies are detailed in **Figure 4.5** below:

free bus routes around the city centre



1 Monday – Friday
Every 10 minutes:
7am – 7:15pm
Peak route only:
7am – 9am and 4pm – 7:15pm
Saturday
Every 10 minutes:
8:20am – 7:15pm
Sunday and public holidays
Every 12 minutes:
11am – 6pm

2 Monday – Friday
Every 10 minutes:
6:30am – 7:10pm
Every 20 minutes:
7:10pm – 11:30pm
Saturday
Every 10 minutes:
8:30am – 7:30pm
Every 15 minutes:
7:30pm – 11:30pm
Sunday and public holidays
Every 12 minutes:
9:54am – 6:44pm

3 Monday – Friday
Every 20 minutes:
7:25pm – 11:25pm
Saturday
Every 15 minutes:
7:28pm – 11:30pm

Figure 4.5 – Free Bus Route and Timetable
(Source: TfGM, 2022)

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

Rail Accessibility

- 4.4.12 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.
- 4.4.13 The Salford Central rail station is located at a c. 470m walk from the site. This lies within the CIHT recommended distance. There are accessible ticket machines and step-free access across the whole station but there are no ramps for train access. There is a ticket office, but no cycle storage. Northern Rail offers space for up to two bikes on all trains for no extra charge, however these are allocated on a first-come, first-serve basis.
- 4.4.14 A summary of rail services from Salford Central rail station is outlined in **Table 4.5**:

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

Table 4.5 – Summary of Rail Services calling at Salford Central

- 4.4.15 The trains that service Salford Central rail station regularly run 7 days a week to a number of different locations and residential areas within the North West; this provides frequent access for staff of the site and is a viable alternative to private car use.
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: <https://www.northernrailway.co.uk/stations/SFD>.

Metrolink (Light Rail) Accessibility

4.4.17 The nearest Metrolink station is Exchange Square, located 650m to the north-east of the site. St Peters Square station, with more services, can also be accessed within an 800m walk to the south-east of the site. There is step-free access to all platforms at both stations.

4.4.18 The following services call at these stations:

- **Blue Line:** Eccles to Ashton-under-Lyne (St Peters Square only);
- **Brown and Pink Line:** East Didsbury to Shaw and Crompton / Rochdale;
- **Navy Line:** Victoria to Manchester Airport; and
- **Purple and Green Line:** Piccadilly / Bury to Altrincham.

4.4.19 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays. Some lines only operate during peak hours, for example:

- **Green Line** (Altrincham to Bury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Purple (Altrincham to Piccadilly) and Yellow (Piccadilly to Bury) Lines; and
- **Brown Line** (Shaw and Crompton to East Didsbury) – 07:00 – 20:00 on Mondays to Fridays and 09:00 – 18:30 on Saturdays. Outside these hours, use the Pink (Rochdale Town Centre to East Didsbury) Line.

4.4.20 The start and end times for specific stations will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.21 Users can change at Piccadilly Gardens, Victoria, and Cornbrook to access the entire Metrolink network, including accessing additional services to Bury and the Trafford Centre, as shown in the Metrolink map in **Figure 4.6**.

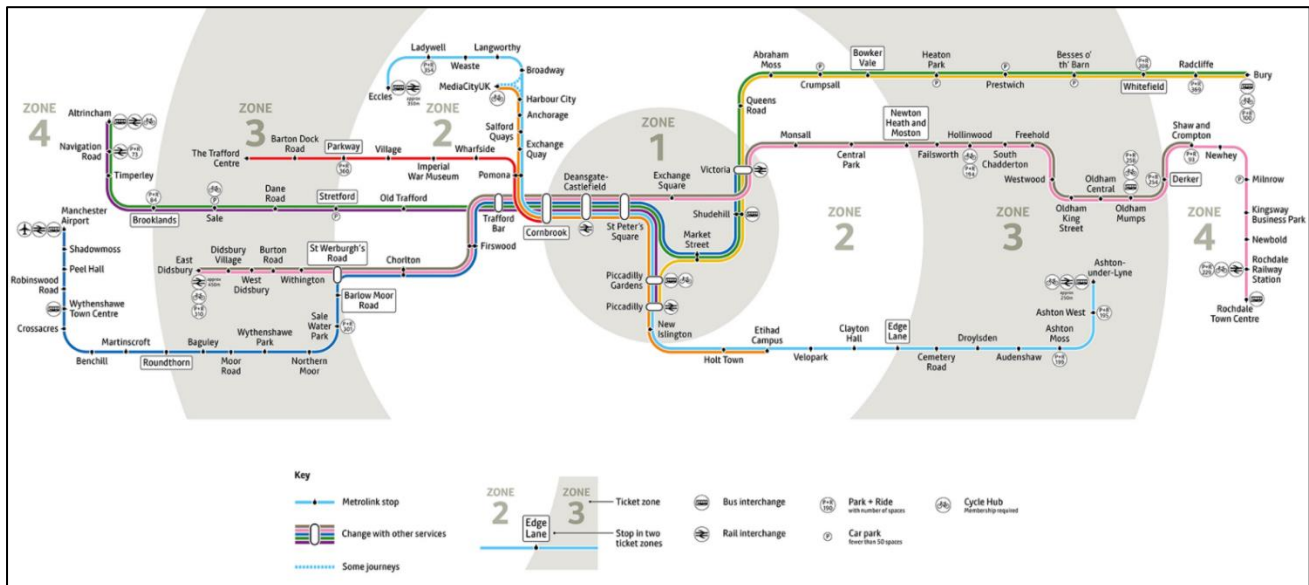


Figure 4.6 – TfGM Metrolink Network Map

(Source: TfGM, 2021)

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

BREEAM Public Transport Accessibility Index (AI)

- 4.4.23 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 4.4.24 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 4.6**. 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)									
		Bridge Street (150m)	Quay Street (350m)	John Dalton Street (400m)	St Mary's Gate (450m)	Trinity Church (550m)	Princess Street (550m)	Salford Central (500m)	Exchange Square (650m)	St Peters Square (800m)	Manchester Victoria (950m)
Bus	8	5	-	-	-	-	-	-	-	-	-
	34	2	-	-	-	-	-	-	-	-	-
	34A	2	-	-	-	-	-	-	-	-	-
	36	5	-	-	-	-	-	-	-	-	-
	37	5	-	-	-	-	-	-	-	-	-
	38	6	-	-	-	-	-	-	-	-	-
	50	6	-	-	-	-	-	-	-	-	-
	V1	6	-	-	-	-	-	-	-	-	-
	V2	2	-	-	-	-	-	-	-	-	-
	V4	1	-	-	-	-	-	-	-	-	-
	1 Free Bus	6	-	-	-	-	-	-	-	-	-
	2 Free Bus	6	-	-	-	-	-	-	-	-	-
	3 Free Bus	-	-	4	-	-	-	-	-	-	-
	X41	-	-	1	-	-	-	-	-	-	-
	X43	-	-	3	-	-	-	-	-	-	-
	197	-	-	-	-	-	3	-	-	-	-
	10	-	-	-	5	-	-	-	-	-	-
	67	-	4	-	-	-	-	-	-	-	-
	100	-	4	-	-	-	-	-	-	-	-
	93	-	-	-	-	3	-	-	-	-	-
	97	-	-	-	-	2	-	-	-	-	-

Service and Frequencies per Hour		Node and Distance to Node (m)									
		Bridge Street (150m)	Quay Street (350m)	John Dalton Street (400m)	St Mary's Gate (450m)	Trinity Church (550m)	Princess Street (550m)	Salford Central (500m)	Exchange Square (650m)	St Peters Square (800m)	Manchester Victoria (950m)
	98	-	-	-	-	2	-	-	-	-	-
Rail	Manchester Victoria to Clitheroe	-	-	-	-	-	-	1	-	-	-
	Manchester to Southport and Kirkby	-	-	-	-	-	-	3	-	-	-
	Redcar Central to Manchester Airport	-	-	-	-	-	-	-	-	-	1
	Liverpool Lime Street to Newcastle	-	-	-	-	-	-	-	-	-	1
	Chester to Leeds	-	-	-	-	-	-	-	-	-	1
	Kirkby to Blackburn	-	-	-	-	-	-	-	-	-	1
	Stalybridge to Southport	-	-	-	-	-	-	-	-	-	1
	Wigan North Western to Leeds	-	-	-	-	-	-	-	-	-	1
Metrolink	Eccles to Ashton-Under-Lyne	-	-	-	-	-	-	-	-	6	-
	East Didsbury to Rochdale	-	-	-	-	-	-	-	6	-	-
	Victoria to Manchester Airport	-	-	-	-	-	-	-	-	6	-
	Bury to Altrincham	-	-	-	-	-	-	-	-	6	-
Accessibility Index (AI)		<u>34.37</u>									

Table 4.6 – BREEAM Public Transport Accessibility Index (AI) Calculator

4.4.25 It can be observed that the site's AI of 34.37 demonstrates that the site is highly accessible by public transport / suggests that the site has a good level of public transport accessibility in relation to BREEAM. Notwithstanding, a range of measures will be implemented to encourage sustainable travel, as shown in **Section 6** below.

4.5 Summary

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

5.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

5.1 Introduction

5.1.1 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 5.1** 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 Statement (TS) (Document Reference: 80058-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;	Section 6 of TS	
	• Predicted travel patterns and transport impact of future building or site users;	Section 6 of TS	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of ITP	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of ITP	
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TS	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of ITP	
	• Current facilities for cyclists.	None	
	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.	TBC	

BREEAM Category	Description	Signposts	No. of Credits
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 of ITP	
Tra 02	<u>Sustainable Transport Measures:</u>		
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	<i>Points:</i>
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		
	The existing AI calculated in Tra 01 ≥ 8;	Section 4 of ITP	
	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	Not achieved, not required considering existing site's excellent accessibility	
	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 6 of ITP	
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not applicable	
	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	Not achieved, development is located close to existing car club spaces	
	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	Not achieved, development is located centrally	
	Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.		
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (sliding scale of compliance used as development comprises over 400 users);	Section 3 of TS	
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	

BREEAM Category	Description	Signposts	No. of Credits
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of ITP	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.	New onsite F&B unit, basement gym, and rooftop leisure amenities	3
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Section 6 of ITP, pending BRE review (see para 5.1.4) Site AI: 34.37 Points achieved under criteria 2: 8	10
Total Transport Credits Obtained			12

Table 5.1 – BREEAM Credits Targeted

5.1.2 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 Deansgate and Bridge Street;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to the presence of existing infrastructure that is already available in the vicinity of Deansgate;
- **Provision of suitable taxi drop-off or waiting areas** – Layby provided along St Mary's Parsonage to the south of the site; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

- 5.1.3 A key part of the Interim Travel Plan (ITP) 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.
- 5.1.4 The Interim Travel Plan 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.

6.0 Travel Plan Initiatives

6.1 Introduction

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

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 At least one month before operation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes. The responsibilities of a TPC are further detailed in **Section 8** of this report.

6.3 Production of Welcome Packs

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

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

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

6.4 Measures to Encourage Walking

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

6.4.2 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be provided in order to encourage staff to walk:

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

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within the basement as part of the development proposals.

6.5.2 To encourage staff to cycle, the following measures will be provided:

- During construction:
 - Provision of signage in and around the site;
 - Shower and changing room facilities to be provided in the building;
 - Provide a bicycle / puncture repair kit onsite;
- Promote / raise awareness of the health and wellbeing benefits of cycling;

- Businesses at the site to get involved in the Cycle2Work scheme (an employee benefit scheme where staff do not need to pay upfront and payments are taken tax efficiently from their salary, can be used for bicycles and / or cycle accessories) that staff can benefit from; and
- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website <https://beeactive.tfgm.com/cycling/>;
 - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
 - The Bike Hire Scheme website <https://beeactive.tfgm.com/cycle-hire/>;
 - Details of local cycle shops;
 - Marketing campaigns such as "National Bike Week"; and
 - The www.cyclestreets.net website for journey planning by bike.

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

6.6 Measures to Encourage Public Transport Use

6.6.1 It has been demonstrated throughout **Section 4** of this Interim Travel Plan that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester. The following measures will be provided in order to encourage staff to travel by public transport:

- Regularly review and update information (if necessary) provided within the Welcome Pack / notice boards, such as:
 - TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Links to up-to-date bus and rail details including timetables / route maps.
- Implement a staff business policy of using public transport for travel in the course of work wherever feasible.

6.6.2 Additional measures such as the TPC assisting staff with their journey planning to the site could be considered.

6.7 Measures to Encourage Use of Car Clubs, Car Sharing, and Electric Vehicles (EV)

Car Club

- 6.7.1 It is acknowledged that many staff that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 6.7.2 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.
- 6.7.3 At the time of writing, there are two Car Club bays located on St Mary's Parsonage, a c. 50m walk from the proposed site entrance. **Figure 6.1** below shows additional locations across Manchester that Enterprise Car Club currently operate in.

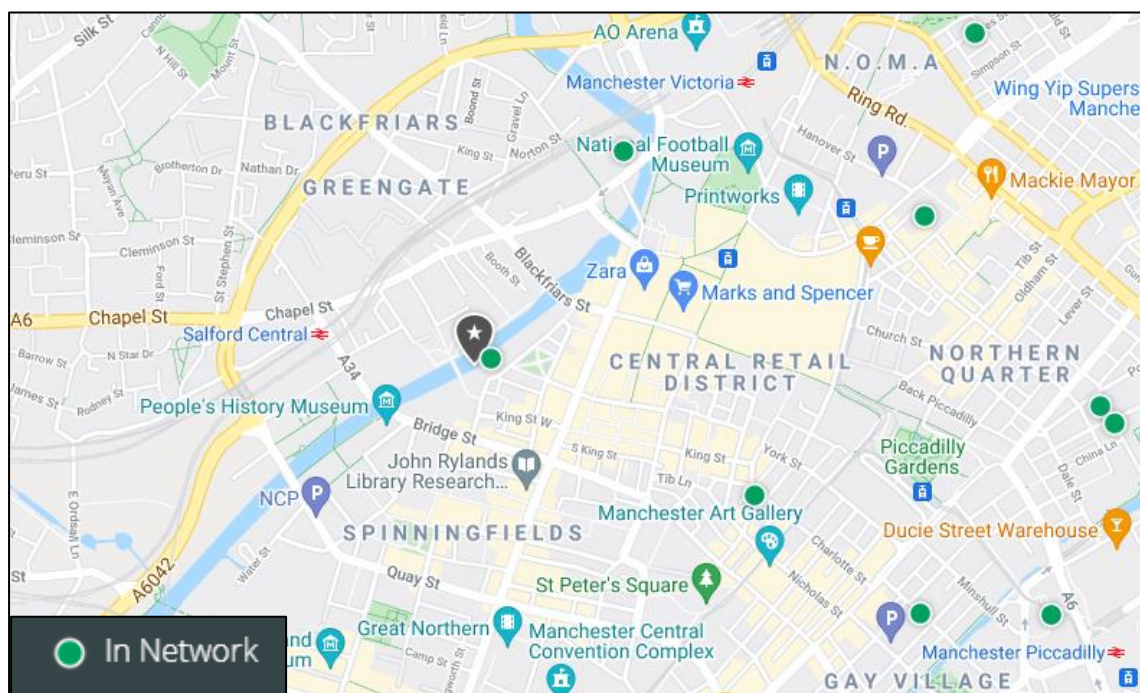


Figure 6.1 – Enterprise Car Club Locations in Manchester

(Source: Enterprise Car Club and Google Maps, 2021)

- 6.7.4 **Figure 6.1** is accurate at the time of writing, however additional real-time information on the availability of certain car club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.

- 6.7.5 It is considered that the Car Club could therefore be a highly attractive facility for staff who require occasional private car use, therefore minimising the highway impact.

Car Sharing

- 6.7.6 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 6.7.7 There are car sharing organisations which offer a matching service. Staff and visitors would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme and staff would need to work for a business who is registered with the database to benefit from this.
- 6.7.8 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 who do not own a car but require occasional use.
- 6.7.9 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. This would be led by the TPC.

Electric Vehicles (EV)

- 6.7.10 There are many EV charging points in Manchester City Centre, some of which are within an acceptable walking distance of the site. There is an EV charging point located on Browncross Street, M3 5FU, a c. 270m walk northwest of the site, which comprises four 7kW sockets and is subject to a maximum stay of 3 hours.
- 6.7.11 This charging point is one of the hundreds of charging points located on the Be.EV network, which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 6.7.12 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. Charging points outside the Be.EV network and across the rest of the UK can be operated via the access card or via a direct debit set up jointly with the user's account to "pay as you go".
- 6.7.13 **Figure 6.2** below illustrates the location of the nearest EV charge points in the vicinity of the site:

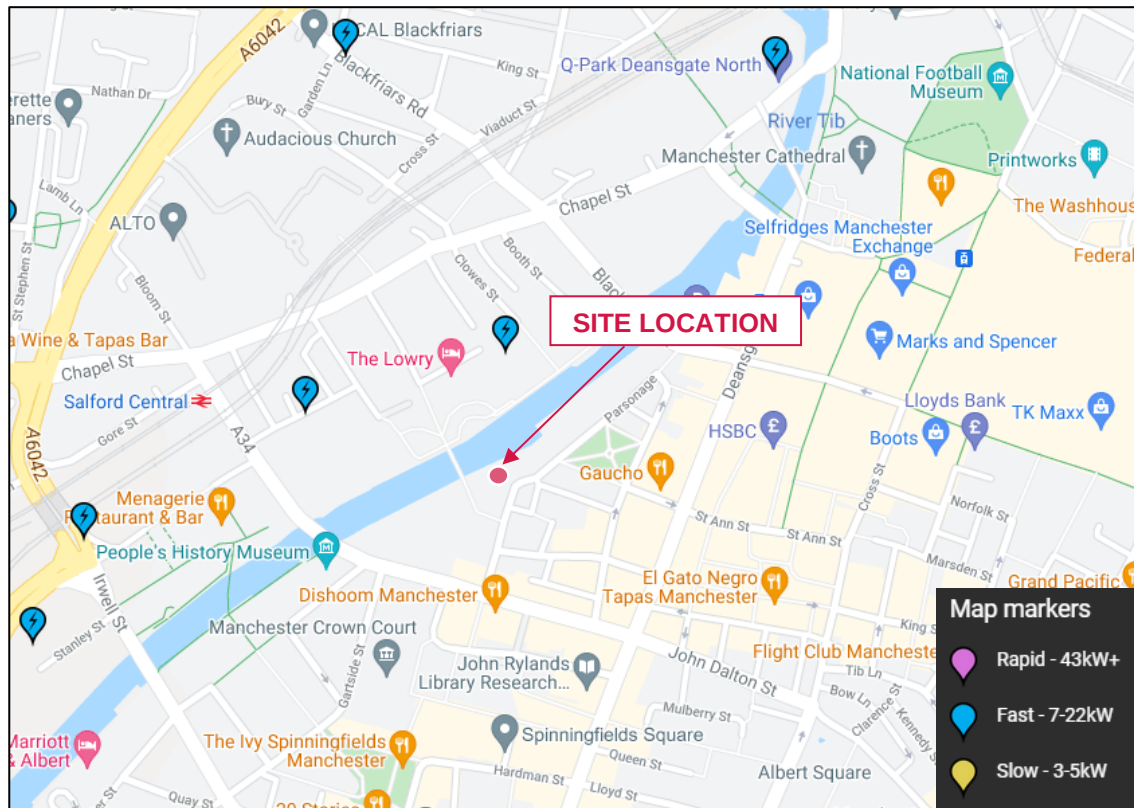


Figure 6.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site

(Source: ZapMap and Google Maps, 2021)

6.7.14 **Figure 6.2** is accurate at the time of writing, however additional real-time information on the availability of certain electric vehicle charging points can be found on Be.EV's mobile application or ZapMap's website: <https://www.zap-map.com/live/>.

6.8 Reducing the Need to Travel

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

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

7.0 Targets

7.1 Introduction

- 7.1.1 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.
- 7.1.2 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.

7.2 Data Collection

- 7.2.1 In the absence of detailed surveys on the existing situation at the time of writing (as the development has not yet been constructed), 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)'.
- 7.2.2 The middle super output area (MSOA) of Manchester 054 has been used as the place of work, whereas the assumptions used for the places of residence include all ten Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan). The mode of travel to work data extracted from the output areas is summarised in **Table 7.1**:

Mode of Travel to Work	Manchester 054	Total
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	2,867	7%
Train	4,807	12%
Bus, minibus, or coach	12,237	29%
Taxi	147	0%
Motorcycle, scooter or moped	178	0%
Driving a car or van	12,948	31%
Passenger in a car or van	1,664	4%
Bicycle	1,146	3%
On foot	5,694	14%
Other method of travel to work	77	0%
Total	<u>41,765</u>	<u>100%</u>

Table 7.1 – Method of Travel to Work

- 7.2.3 **Table 7.1** shows that the mode share for car drivers in the area is c. 31%, followed by 29% by bus, 14% on foot, 12% by train, 7% by tram, 4% car sharing, and 3% by bicycle.

7.2.4 In order to obtain more accurate travel information, travel surveys will be distributed to all staff within six months of first operation of the site, usually as a discharge of planning condition. 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 sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage staff to travel more sustainably.

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

7.2.6 Questions will be transferred onto an online survey service, and staff would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey.

7.2.7 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be attended to. Staff would then be surveyed annually from the initial survey to review progress against current and targeted modal splits.

7.3 Data Analysis and Modal Split Targets

7.3.1 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.

7.3.2 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

7.3.3 The following **Table 7.2** summarises the current modal split (based on the 2011 Census data) and preliminary targets:

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	31%	- 2.0 %	- 3.0 %	- 5.0 %	- 10.0 %

Travel Mode	2011 Modal Split	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, Lift Sharing	4%	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	14%	+ 0.5 %	+ 1.0 %	+ 1.5 %	+ 3.0 %
Cycle	3%	+ 0.5 %	+ 0.5 %	+ 1.5 %	+ 2.5 %
Bus	29%	+ 0.5 %	+ 0.5 %	+ 1.0 %	+ 2.0 %
Train	17%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %
Tram	12%	+ 0.25 %	+ 0.5 %	+ 0.5 %	+ 1.25 %

Table 7.2 – Example Targets Linked to Objectives

- 7.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single car occupant, whilst increasing the proportion who travel by more sustainable modes, notably walking and bus, but also car sharing and other public transport modes. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 7.3.5 For example, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.
- 7.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within six months of occupation at the site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the implemented measures.
- 7.3.7 The targets are considered to be realistic when considering the Travel Plan initiatives as detailed throughout **Section 6** of this Interim Travel Plan.

8.0 Monitoring and Review

8.1 Introduction

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

8.1.2 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.

8.1.3 It is clear from the above that a Travel Plan document should be considered as merely 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.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the Travel Plan will lie with Bruntwood RB Ltd (or any future owner of the site if transacted prior to completion). Following full operation, the Interim Travel Plan will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

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

8.2.3 At this point, the day-to-day responsibility will shift from Bruntwood RB Ltd (or any future owner of the site if transacted prior to completion) to the appropriately appointed TPC. A number of measures to be undertaken comprise:

- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
- A commitment to actively promoting sustainable transport options at the site.

8.3 Travel Plan Coordinator (TPC)

8.3.1 It is likely that the TPC role will be fulfilled by a member of staff from the management company, and businesses / tenants within the proposed development would be encouraged to appoint a Travel Plan Representative to collaborate with the main TPC and promote the goals of the Travel Plan.

8.3.2 The TPC, with assistance from the Travel Plan Representatives, will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

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

8.3.3 A TPC will be nominated for the development approximately a month before occupation of the development; whereas businesses / tenants at the proposed development would be requested to name a Travel Plan Representative upon occupying the development.

8.4 Monitoring and Evaluation

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

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

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

- 8.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff, Travel Plan Representatives, and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.
- 8.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.
- 8.4.4 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of three years. Hence, the three-year monitoring schedule will include three surveys: the baseline monitoring survey and two follow-up surveys.
- 8.4.5 Monitoring reports will also be provided to officers at Manchester City Council, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to staff by the TPC or their respective Travel Plan Representatives.

9.0 Action Plan

9.1 Introduction

9.1.1 **Table 9.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

No.	Action	Target Date	Responsibility
1	Implementation of Site Infrastructure	During construction phase	Bruntwood RB Ltd (or any future owner of the site if transacted prior to completion)
2	Appoint TPC	One months before operation	Bruntwood RB Ltd (or any future owner of the site if transacted prior to completion)
3	Produce Travel Plan Marketing Material (i.e. Welcome Pack)	Upon occupation of the development, update contents annually	TPC
4	Implement Travel Plan Initiatives	To be started once TPC is appointed, then ongoing throughout development occupation	TPC
5	Appoint Travel Plan Representatives	Upon occupation of the development	Respective businesses / tenants within the development
6	Undertake Baseline Travel Survey	Within six months of first operation	TPC
7	Decide Modal Split Targets	Within one month of undertaking the baseline travel survey	TPC
8	Update Interim Travel Plan to a full Travel Plan	Within two months of setting modal split targets	TPC
9	Undertake Follow-Up Travel Surveys	Annually as part of a three-year monitoring schedule	TPC
10	Present Monitoring Reports	Annually during the three-year monitoring schedule	TPC

Table 9.1 – Action Plan

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

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

Plans

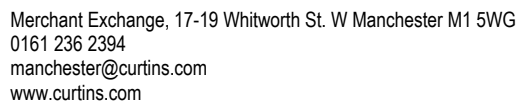
Plan 80058-CUR-00-XX-DR-TP-06001-P01 – (Location Plan) Regional Level

Plan 80058-CUR-00-XX-DR-TP-06002-P01 – (Location Plan) Local Level

Plan 80058-CUR-00-XX-DR-TP-06003-P01 – (Accessibility) Indicative Walking Catchment

Plan 80058-CUR-00-XX-DR-TP-06004-P01 – (Accessibility) Indicative Cycle Catchment

Plan 80058-CUR-00-XX-DR-TP-06005-P01 – (Accessibility) Indicative Public Transport Catchment



Project: ALBERTON HOUSE - MANCHESTER

Status: **PRELIMINARY**

Drg Title: SITE LOCATION
REGIONAL VIEW

Drawn By: JM	Checked By: DD
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Designed By: JM Date: 03/11/21

Scale: NTS

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

80058 - CUR - 00 - XX - DR -TP - 06001 - P01



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Project:
ALBERTON HOUSE - MANCHESTER

Drg Title:

SITE LOCATION
LOCAL VIEW

Status:
PRELIMINARY

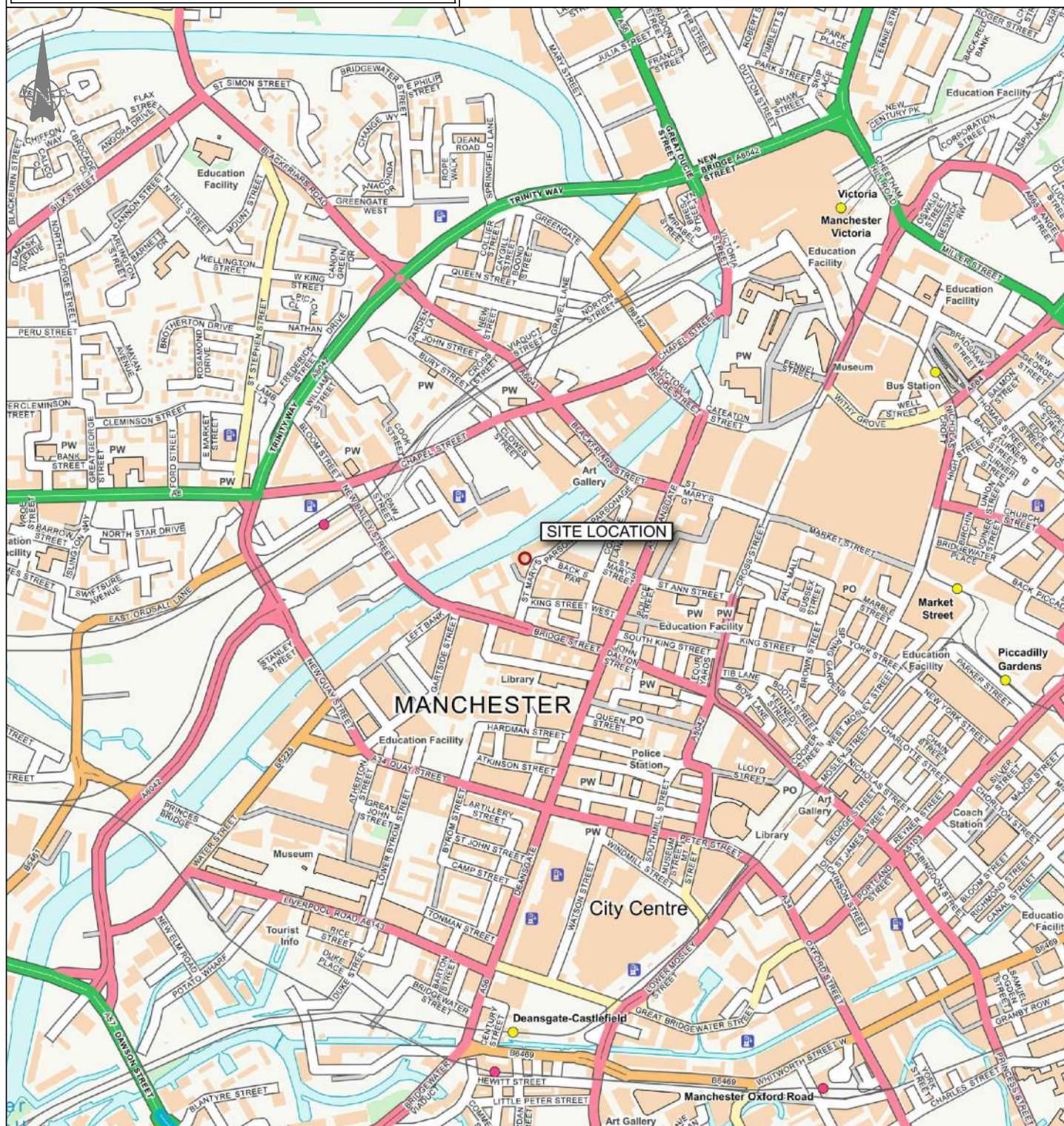
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

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

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Project:
ALBERTON HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

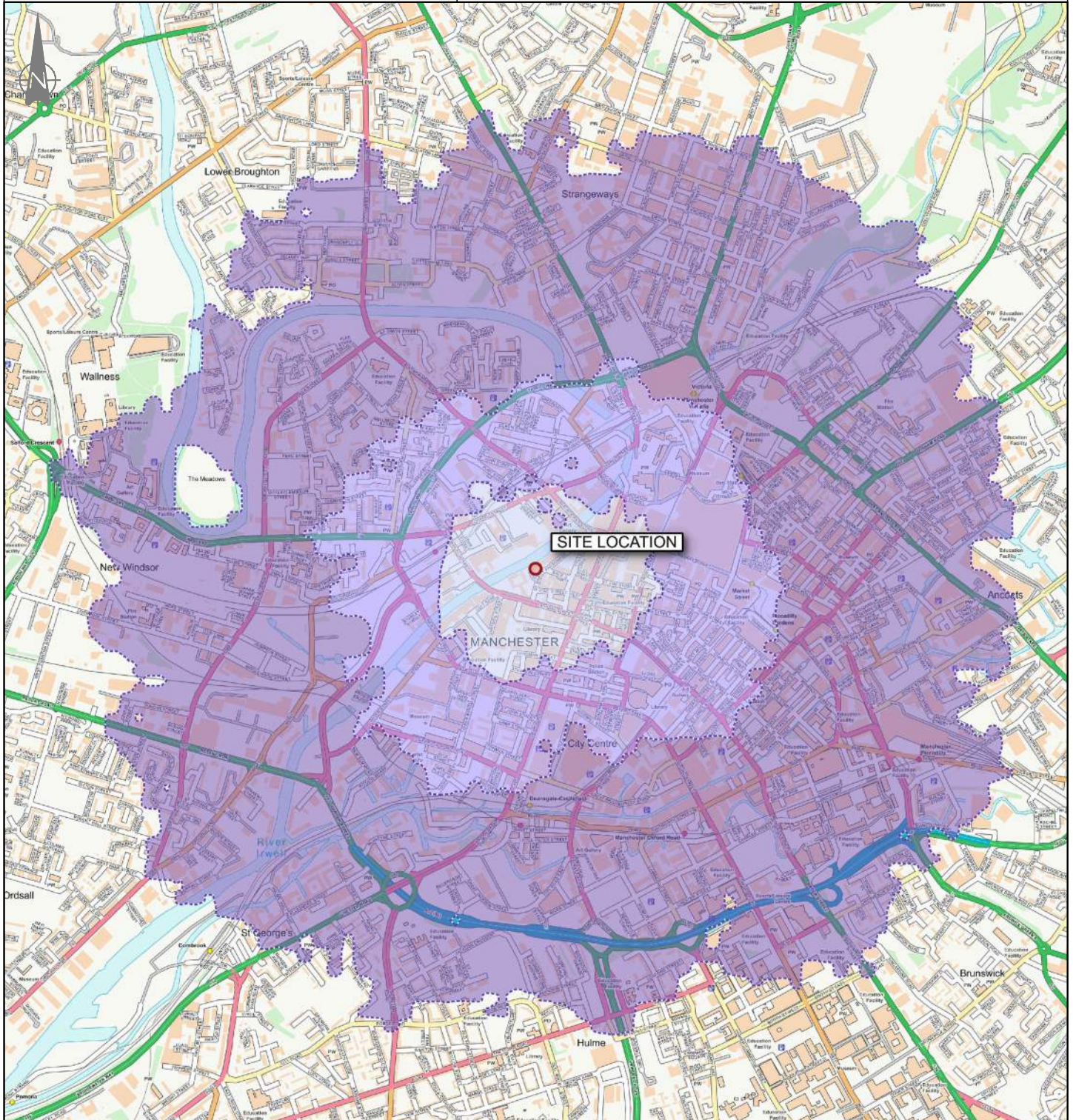
Drawn By: JM Checked By: DD

Designed By: JM Date: 03/11/21

Scale: NTS

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

80058 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
ALBERTON HOUSE - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

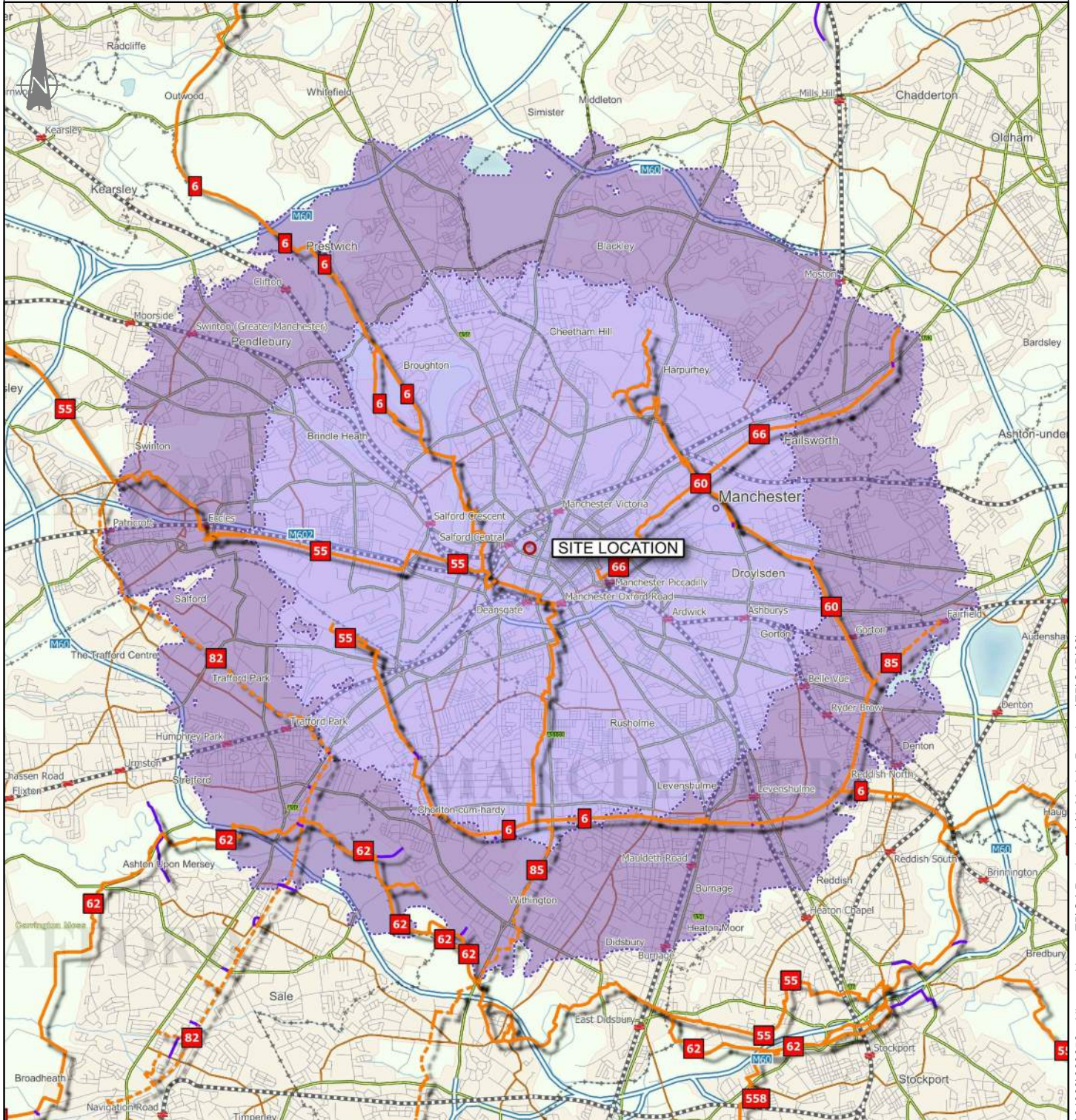
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Designed By: JM Date: 03/11/21

Scale: NTS

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

80058 - CUR - 00 - XX - DR - TP - 06004 - P01



KEY:

Site: Site

Cycle Catchment:

- 5500m
- 8000m

National Cycle Network:

- Route on National Cycle Network
- Route on Regional Cycle Network
- Route not on Cycle Network

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Project:
ALBERTON HOUSE - MANCHESTER

Status:
PRELIMINARY

Drg Title:
**ACCESSIBILITY
INDICATIVE PUBLIC TRANSPORT CATCHMENT
INBOUND AM PEAK**

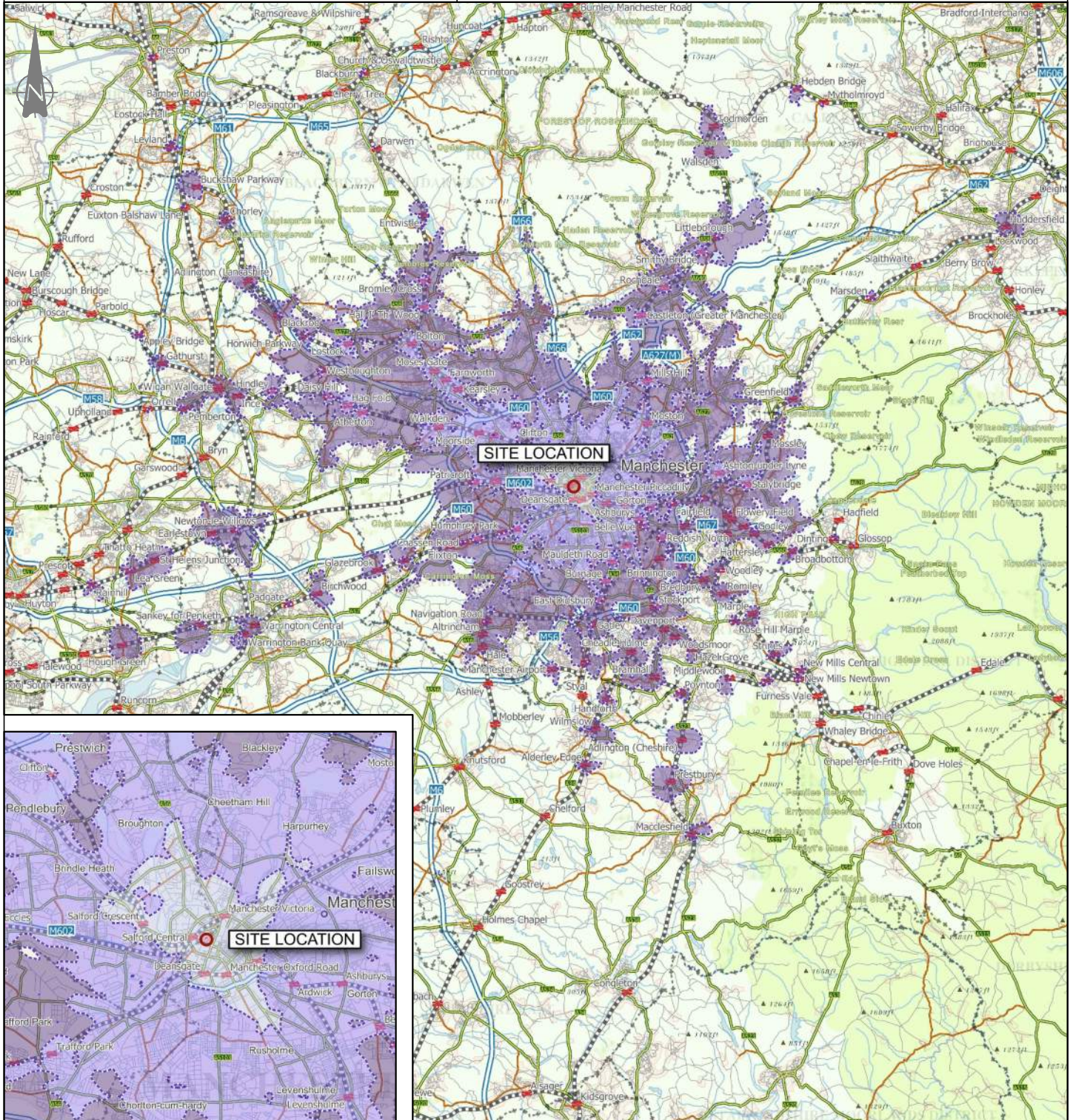
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Designed By: JM Date: 03/11/21

Scale: NTS

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

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

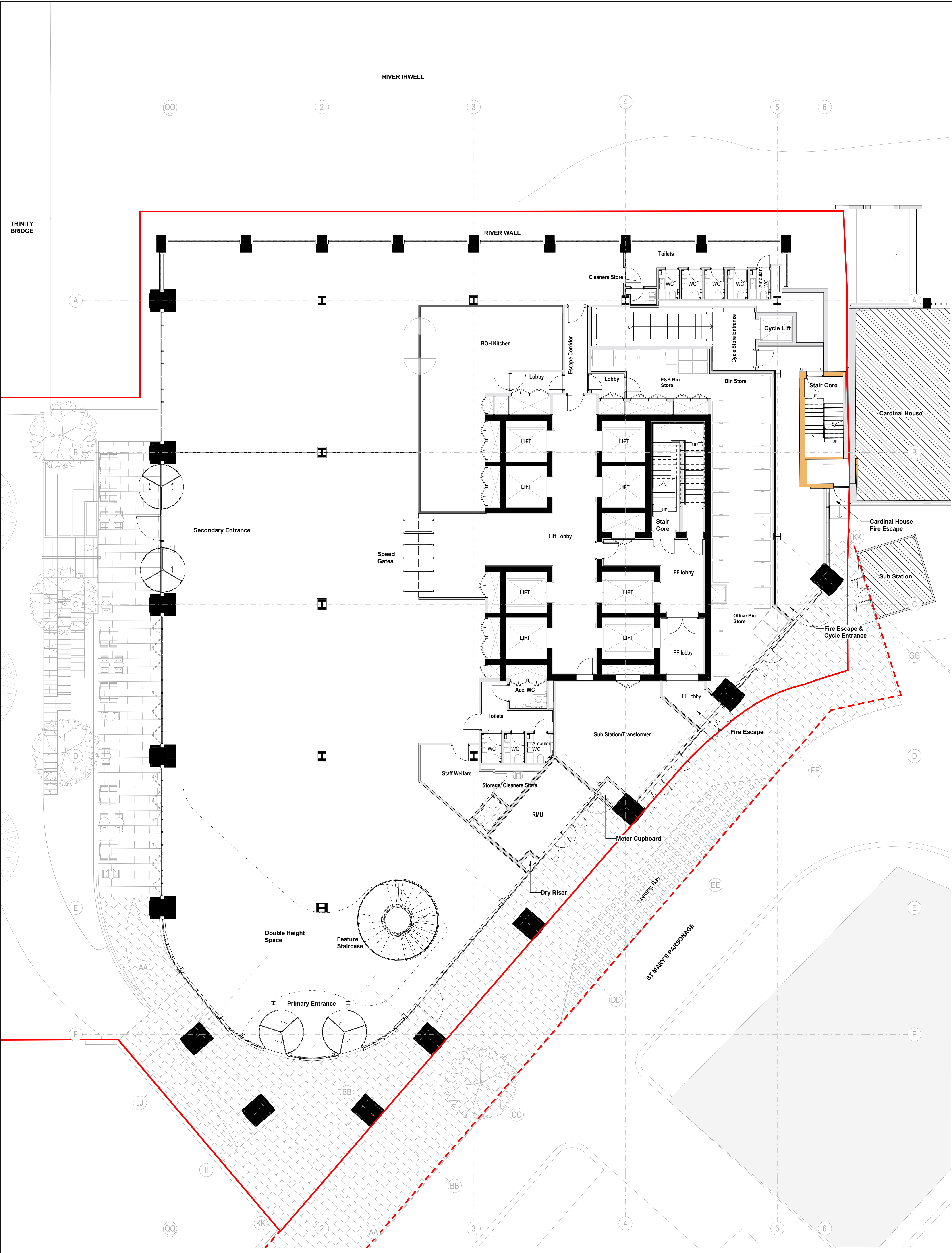
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80058 Alberton House

Interim Travel Plan

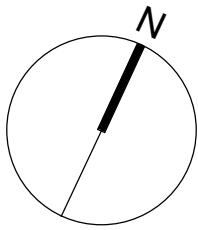


Appendix A – Proposed Site Layout



Keyplan

North



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Key:

- Existing
- Proposed
- Cardinal House
- Alberton House Planning Application Boundary
- Extent of highways works to be delivered via s276 in association with this development

P02	Town Planning	24.06.22	DH	DNB
P01	Town Planning	17.06.22	WW	DNB
No.	Revision	Date	Initial	Chk'd

EPR Architects

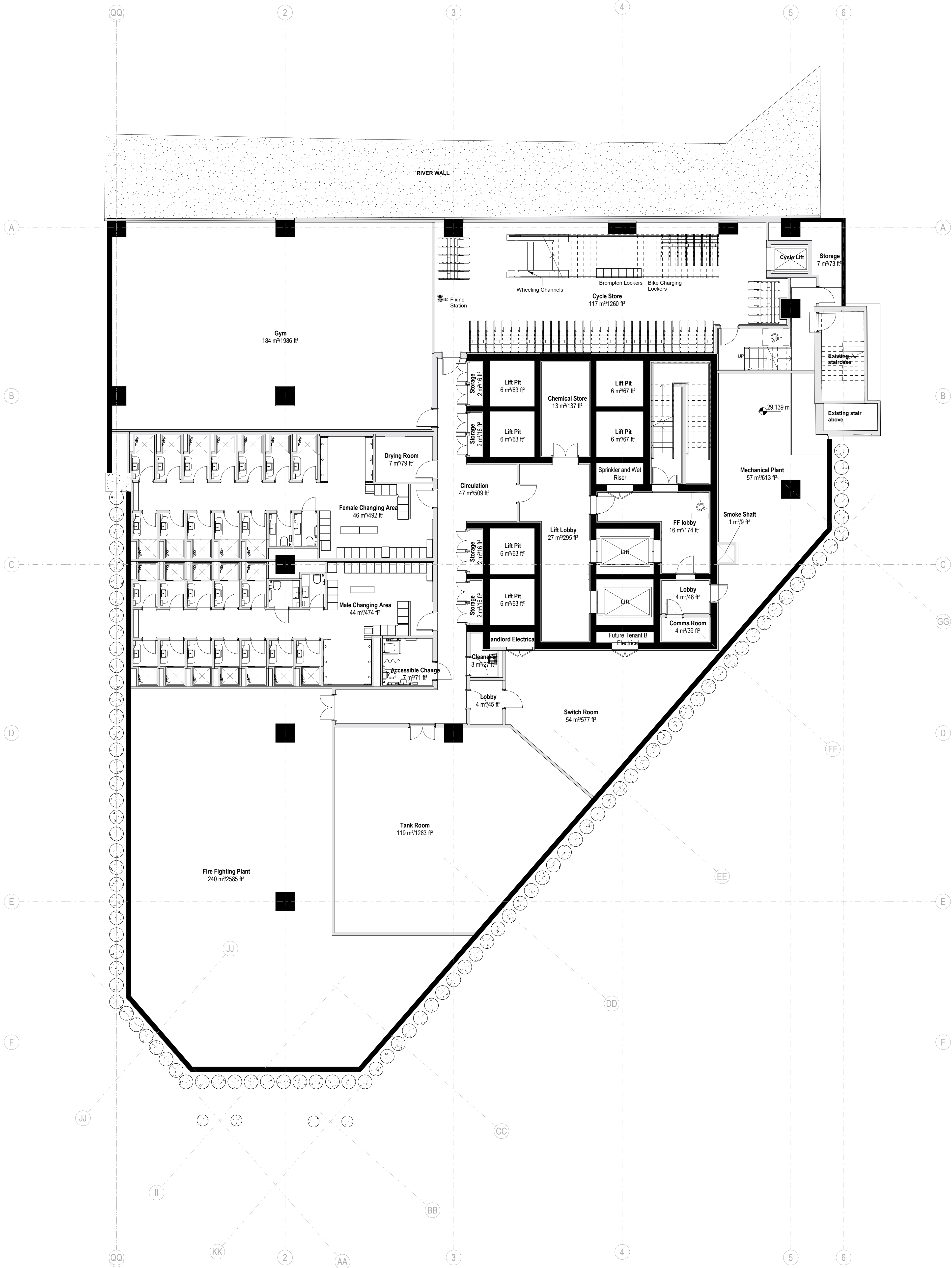
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Alberton House
St Mary's Parsonage, Manchester
Proposed GA Plans
Ground Floor

EPR Project No
11343

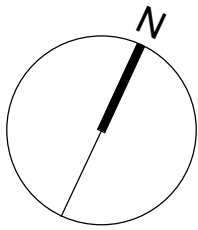
Scale @A1 Status Suitability Revision
As indicated Planning S2 - P02

Project Code Originator Zone Level Type Role Class Number
ALBH - EPR - ZZ - GF - TP - A - 02-0241



Keyplan

North

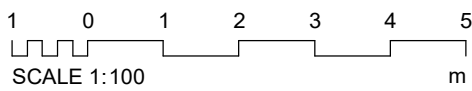


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P11	Stage 3 Issue	27.05.22	DH	DNB
P10	Draft Stage 3 Issue for Information	31.03.22	DH	DS
P09	Core updated	16.03.22	DH	DNB
P08	Issued for Information	08.02.22	DH	DNB
P07	Issue for Information	02.12.21	IS	ELC
P06	Stage 2 Issue for Information	18.10.21	DH	ELC
P05	Issued for Information	08.10.21	ELC	
P04	Interim Stage 2 Issue for Information	17.09.21	DH	ELC
P03	Issue for Coordination	06.09.21	DH	ELC
P02	Draft Issue for Information	29.07.21	DH	ELC
P01	Draft Issue for Information	25.05.21	DH	ELC

No.	Revision	Date	Initial	Chk'd
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Alberton House
St Mary's Parsonage, Manchester
EPR Project No 11343

GA Plans
Proposed Basement Level Plan

Scale @A1 Status Suitability Revision
1 : 100 For Information S2 - P11

Project Code Originator Zone Level Type Role Class Number
ALBH - EPR - ZZ - B1 - DR - A - 02-1530

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