

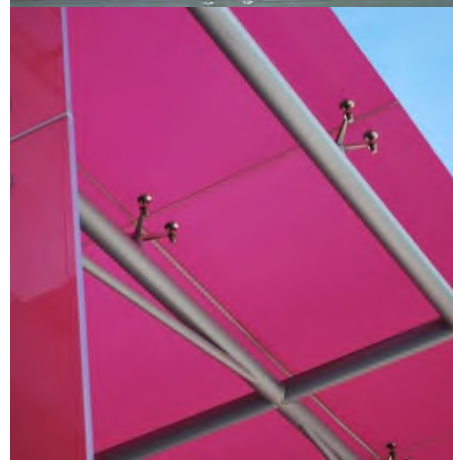
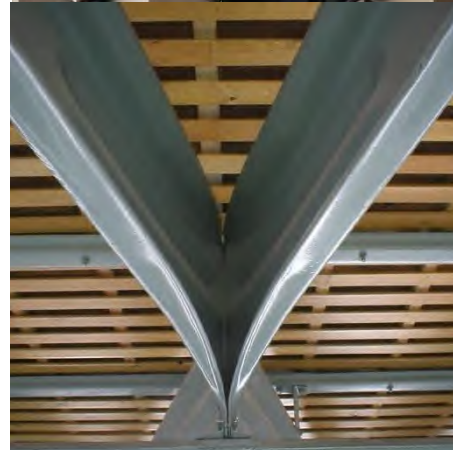
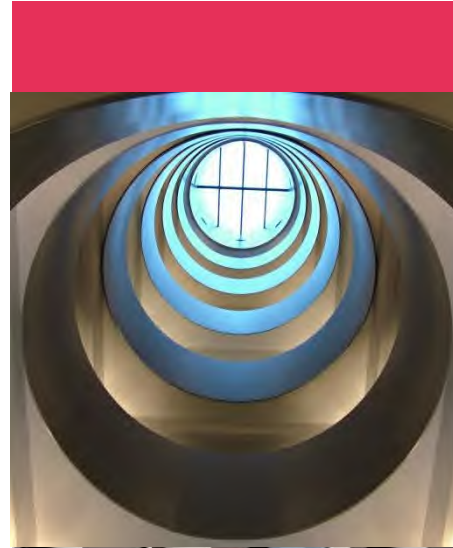
No. 3 Circle Square Framework Travel Plan

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Plan 73115-CUR-00-XX-DR-TP-06003 – (Accessibility) Indicative Walking Catchment

Plan 73115-CUR-00-XX-DR-TP-06004 – (Accessibility) Indicative Cycle Catchment

Plan 73115-CUR-00-XX-DR-TP-06005 – (Accessibility) Indicative Public Transport Catchment

Appendices

Appendix A – Proposed Ground Floor Layout and Landscape Plan

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Bruntwood to provide traffic and transportation advice in relation to a development No. 3 Circle Square, off Oxford Road, Manchester.
- 1.1.2 In relation to the Circle Square site, a Strategic Regeneration Framework was prepared and agreed with the Manchester City Council (MCC) Executive Committee in 2013. This was reinforced with a masterplan and phasing strategy which was endorsed by the MCC Executive Committee in July 2015.
- 1.1.3 The proposed development forms Phase 2 of the endorsed masterplan, and comprises a 15-storey office building (Use Class E(g)) with ground floor retail / commercial uses (Use Class E(a, b, c)). The proposed floorspace for these uses is c. 23,894 m² and c. 964 m² Net Internal Area (NIA) respectively.
- 1.1.4 The development would be car-free and comprise no car parking spaces, however there will be a secure cycle store with a total of 126 cycle parking spaces in the form of two-tier racks, Sheffield stands with electric bike charging points, and wall-hung racks), lockers, showers, and changing rooms. There will also be a repair station and pump within the cycle store.
- 1.1.5 The proposed ground floor layout and landscape plan is included in **Appendix A**.

1.2 Planning History

- 1.2.1 The site was formerly known as Plot 12 and has previously received consent for a similar development (Manchester City Council (MCC) application reference: 125451/FO/2019). Curtins prepared a Transport Statement and Interim Travel Plan to support the application, and consent was granted in February 2020 for the following:

“Erection of new 15 storey building plus basement to include basement plant room, ground floor reception, cycle store and commercial space (flexible Use Classes A1 (Shop), A2 (Financial and Professional Services), A3 (Restaurant and Cafe), A4 (Drinking Establishment), D1 (Non-residential Institutions - Creche only) and D2 (Assembly and Leisure - Gym only) and 14 storeys of offices (Use Class B1) together with rooftop lounge and terrace, associated means of access and external landscaping around base of building | Plot 12 Circle Square Masterplan Land Bound By Princess Street And Newman Street (Formerly Brancaster Road) Manchester M1 7ED.”

- 1.2.2 The consented development comprised a 14-storey office building (Use Class E(g), formerly Use Class B1) with ground floor retail / commercial uses (Use Classes E(a, b, c), Sui Generis, E(g), and E (d, e, f) and F2(c, d), formerly A1, A2, A3, A4, A5, B1, D1 and D2). The proposed floorspace for these uses were 20,289m² and 582m² Net Internal Area (NIA) respectively.

- 1.2.3 The previous consent envisaged service vehicles and refuse vehicles travelling through the neighbouring Multi-Storey Car Park (MSCP) at the south of the building (entering via the A34 Brook Street) and then heading north along the western edge of the site, towards Newman Street (formerly Brancaster Road). Vehicles then either had the option of traveling ahead to the northern part of Circle Square, or turning right onto Newman Street and then exiting onto the A34 Princess Street.
- 1.2.4 The main changes within the proposed scheme in comparison to the consented scheme is the creation of a new public realm to the west of the building, which will include areas of hard and soft landscaping and tree planting, designed to complement the site-wide landscaping strategy and provide external spill out space associated with the café / restaurant unit at ground floor level.
- 1.2.5 As a result, vehicular access to Newman Street, and areas of Circle Square to the north of the site, from the west of the site will be restricted as part of the proposed scheme. A new access road is therefore envisaged immediately to the north of the MSCP / south of the site, broadly following the former alignment of Cloak Street (which was stopped up to accommodate construction vehicle access for the wider Circle Square site).
- 1.2.6 This would be a one-way service road for a very low volume of service and refuse vehicles. All vehicles would exit onto the A34 Princess Street from Cloak Street, which would be reinstated as part of the proposed development. This has been discussed further in the accompanying Transport Statement (TS) (Document Reference: **80846-CUR-XX-XX-T-TP-00001**).
- 1.2.7 A new outdoor bin store, with space for c. 30 no. 1,100 L Eurobins, is to be provided under the Mancunian Way which will serve as central bin store for the Bruntwood element of Circle Square. This space is proposed as a back-of-house area for Circle Square, housing extra bins, car parking spaces (effectively controlled with use permitted only for Circle Square's estate management, operations team, and maintenance staff), a container storage area serving as a loading area, with a vehicular turning circle for use if necessary.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan 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, 2019.

- 1.3.2 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.

1.4 Document Purpose

- 1.4.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **80846-CUR-XX-XX-T-TP-00001**), prepared to consider the development proposals.
- 1.4.2 A Framework 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.
- 1.4.3 Transport for Greater Manchester (TfGM) strongly endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document '*Transport for Sustainable Communities: a Guide for Developers*', a Travel Plan should achieve:

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

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

- 1.4.4 This document has been written in accordance with the above statement, and the following core guidance 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.

1.5 Document Structure

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

- 1.5.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.5.3 **Section 5** demonstrates that the development accords with the transport requirements within Building Research Establishment Environmental Assessment Method (BREEAM)'s New Construction guidance (2018).
- 1.5.4 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 7** outlines the Travel Plan Target strategy.
- 1.5.5 **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 process progresses. **Section 9** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be loosely 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 to an organisation during a successful Travel Planning process.

2.2 Environmental Benefits

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

2.2.2 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

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

2.2.3 A 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:

- **The GM-wide Clean Air Zone** – from 30th May 2022, a daily charge was due to be applied to non-compliant vehicles (initially heavy goods vehicles and buses; coaches, vans and minibuses were to follow on 1st June 2023; some motorcaravans, taxis and private hire vehicles would be eligible in 2022 and some in 2023) travelling on local roads within all areas Greater Manchester. Private cars, motorbikes and mopeds would not be affected. HGVs and buses would be charged £60 a

day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628 / A57 in Tameside;

- **£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.

2.2.4 As of the time of writing, the Clean Air Zone will not go ahead on 30th May 2022, and no date has been set for it to go into effect. Greater Manchester's Mayor has requested all charges be removed from the postponed scheme whilst the Clean Air Plan is being reviewed, in hopes to deliver a new Clean Air Plan for Greater Manchester by July 2022.

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

2.2.6 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.

2.2.7 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.”*

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

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

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

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

- 2.2.10 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.
- 2.2.11 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

“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 In 2018, Public Health England published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

- 2.3.3 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:



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

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

"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 and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

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

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

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

- 2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

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

- **Simpler fares and ticketing** – Passengers will be able to use their tickets on all Greater Manchester's buses and hop-on and hop-off between services. Prices would be capped so no one would pay more than a certain amount for daily journeys;
- **Integration** – Passengers can change between buses and trams, or buses and cycling or walking;

- **Accessibility** – Every bus will be accessible and have audio and visual announcements by 2024;
- **Simple travel information** – Buses will have better, clearer on-board travel information so people know where they are going and where they need to get off. There will be a 'one-stop shop' for travel information and customer support;
- **Single identity** – Local control will allow GMCA to develop a single identity for the transport network, which is attractive, clearly recognisable and easy for passengers to navigate and understand; and
- **Local accountability** – The bus network will be locally accountable and run for the benefit of its passengers. GMCA will set performance targets around punctuality, reliability and standards and take action if they are not met.

2.6.4 Bus franchising is also envisaged to boost Greater Manchester's economy, and is the first step in improving transport across Greater Manchester. Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

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

- A healthier and happier population;
- Improved local air quality and reduced impact on climate change through low and zero carbon travel choices;
- A reduction in financial wastage for staff and visitors; and
- Increased accessibility to the site for staff and their visitors alike.

2.7.2 The aims of this Framework 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 encourage car sharing; 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 located within Manchester City Centre. At the time of writing, the site is bound to the north by Newman Street (formerly Brancaster Road) and the VITA student accommodation block beyond (Phase 1A of Circle Square), to the south by a 1,100-space Multi-Storey Car Park (MSCP) (part of Phase 1B of Circle Square), and to the east by the A34 Princess Street and the Manchester Institute of Biotechnology beyond.
- 3.1.2 The Circle Square masterplan area is being delivered by Bruntwood and Select Property Group. The scheme is delivering a mixed-use development comprising of leisure, retail, student accommodation, residential, office, hotel, public realm and multi-storey car park uses, envisaged to be fully completed by the end of 2023.
- 3.1.3 **Plan 73115-CUR-00-XX-DR-TP-06001** illustrates the location of the site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 73115-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 3.1 – Site Location in Relation to the Local Network
(Source: OS Maps, 2022)

3.2 Existing Use

- 3.2.1 The site is primarily vacant and is bound by Newman Street (formerly Brancaster Road) to the north, Princess Street to the east, Premier Inn and MSCP and the Mancunian Way to the south and Manchester Technology Centre to the West.
- 3.2.2 Part of the site, where the proposed office building will sit, most recently comprised the construction compound for Sisk, the contractors developing the other plots on the Circle Square Masterplan. It is now cleared and hoarded, awaiting development.
- 3.2.3 Outside of the hoarding, there is an area of temporary grass adjacent to the MCSP and car parking adjacent to Manchester Technology Centre used by Bruntwood staff, in addition car parking is included under the Mancunian Way again solely used by Bruntwood staff.
- 3.2.4 Sorton Street and Cloak Street also served as a continuous link through the site, however both roads have been stopped up. In addition, there is an access off Newman Street to the car parking associated with Manchester Technology Centre.
- 3.2.5 A substation is located to the south of the site adjacent to the Mancunian Way. There are no trees on or adjacent to the site.

3.3 Existing Access Arrangements

Vehicular Access

- 3.3.1 The site is currently accessed primarily by construction vehicles turning in from the B5117 Oxford Road into the western terminus of Newman Street. These then egress to the east onto the A34 Princess Street. It is clearly signed that there is no entry from A34 Princess Street.
- 3.3.2 To the south of the site, Cloak Street is also closed to the public as construction vehicles enter from Oxford Road and follow the perimeter of the site to access this storage area. Construction vehicles can also egress from the eastern terminus of Cloak Street onto A34 Princess Street, where there is also adequate signage prohibiting entry of regular vehicles.

Pedestrian and Cycle Access

- 3.3.3 At the time of writing, the site is mostly hoarded up to prevent public access, however there are some gates fronting Newman Street which construction workers and site operatives can use to access the site, as shown in **Figure 3.2** below.



Figure 3.2 – Existing Site Frontage, Viewed from Newman Street Eastbound

3.3.4 The entirety of Newman Street comprises wide footways which link pedestrians between the University of Manchester North Campus and the Oxford Road Corridor.

3.3.5 Cyclists can also utilise the entire road and must abide by the similar one-way eastbound traffic rule.

3.4 Surrounding Highway Network

Newman Street (formerly Brancaster Road)

3.4.1 Forming the northern boundary of the site, Newman Street commences at a priority junction with the A34 Oxford Road and extends in a west-to-east alignment for c. 180m, then terminates at a priority junction with the A34 Princess Street. The road is one-way from the west to east.

3.4.2 The carriageway is approximately 4m wide, with a wide footway of c. 4m on the southern side of the road. This is separated from the road by an area of hardstanding. There is a crossing point at the western terminus of Newman Street with dropped kerbs and tactile paving, where adequate signage is provided to alert pedestrians of vehicles turning in.

3.4.3 Towards the eastern terminus of the road, the northern side of the footway blends into the public realm of the completed Phase 1A development, as such pedestrian infrastructure is in good condition.

3.4.4 Traffic Regulation Orders (TROs) are present in the form of double yellow parking line restrictions (no waiting at any time) along the entire length of Newman Street.

3.4.5 Historically, Newman Street was subject to a 30mph speed limit. Since then, the speed limit has been significantly lowered to 5mph considering traffic generated by construction vehicles. Sorton Street and

Cloak Street also served as a continuous link through the site, however both roads have since been stopped up to accommodate development.

B5117 Oxford Road

- 3.4.6 To the west of the site, Oxford Road extends for approximately 2km in a north to south alignment. The road commences as a continuation of the A34 Oxford Street at a priority junction with New Wakefield Street, and links Manchester City Centre to the university campuses, Manchester Royal Infirmary, Whitworth Park and Rusholme, before terminating at a signalised junction with Moss Lane East and continuing as the B5117 Wilmslow Road (known as the “Curry Mile”) from then on.
- 3.4.7 The road comprises a two-way, single carriageway of approximately 14m in width, with two lanes in each direction, one of which is dedicated solely to buses along certain lengths. General traffic is prohibited from travelling through the bus gates between 6am and 9pm from Monday to Sunday, restricting access to sections of the corridor between Hathersage Road and Portland Street. Traffic cameras are used to enforce this restriction.
- 3.4.8 There are also ‘Dutch-style’ segregated cycle lanes along certain lengths of the road, some of which run behind each bus stop. Each bus stop also has a cycle bypass lane with crossings for pedestrians to walk in between the bus stops and the footway.
- 3.4.9 Pedestrian infrastructure exists in the form of wide pavements which are in excellent condition and have an average width of 2.5m, complete with dropped kerbs and tactile paving. There is adequate street lighting in regular intervals, along with many signalised Toucan crossing points along the entirety of the road to allow pedestrians and cyclists to cross the road in a safe manner. There is also a pedestrian refuge island present along the road.
- 3.4.10 Oxford Road is subject to a speed limit of 20mph throughout. TROs are present in the form of double yellow parking line restrictions along the entirety of the road.
- 3.4.11 Many buses service the Oxford Road corridor, as such there are many bus stops with excellent infrastructure (shelter, pole, seating, timetable information) along the road. In addition to the university campuses, there are also many amenities and facilities present along the road, including several fitness centres, public houses, restaurants, Tesco, Sainsbury’s, and several parks.

A34 Princess Street

- 3.4.12 Forming the eastern boundary of the site, the A34 Princess Street commences in Manchester City Centre, at a signalised junction with Albert Square, Cross Street and John Dalton Street. The road then extends in an approximate north-to-south alignment for a length of circa 1.2km through Chinatown and the Manchester Art Gallery, the St Peters Square Memorial, public houses, restaurants, and leisure establishments before terminating at a signalised junction with Brook Street at the southeast of the site, where the road continues as the A34 Upper Brook Street.

- 3.4.13 The A34 Princess Street comprises a two-way, single carriageway of approximately 10m in width with up to three lanes. There are cycle lanes present on certain lengths of the road, in addition to advanced cycle stop lanes at all the traffic light junctions.
- 3.4.14 The road is well-lit and complete with pedestrian infrastructure such as wide footways of approximately 1.5m wide provided on both sides of the road, dropped kerbs and tactile paving, and signalised crossing points at various points along the road. The footways are maintained in good condition.
- 3.4.15 The road is subject to a speed limit of 30mph and hosts several bus stops along its length. The road is busy and bordered by many retail, leisure, and entertainment facilities due to its proximity to the city centre, therefore traffic calming measures such as 'keep clear' and yellow hatched boxes are present to prevent congestion.
- 3.4.16 TROs are present in the form of double yellow parking line restrictions along parts of the road. The entirety of Princess Street is within Zones 2 and 3 of Manchester City Council's Controlled Parking Zones, with on-street pay-and-display bays available for use along its entire length up to a maximum of 2 and 3 hours respectively with no return within 1 hour from Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national, regional 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;
 - Accessibility by Cycle; and
 - Accessibility by Public Transport.

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 for Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Suggested Acceptable 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 73115-CUR-00-XX-DR-TP-06003** shows distances of 500m, 1,000m and 2,000m which are termed '*Desirable*', '*Acceptable*' and the '*Preferred Maximum*' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.
- 4.2.3 The Department for Transport's National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the CIHT's 2.0km '*Preferred Maximum*'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.
- 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	Circle Square (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	0-200
2	Oxford Road (comprising restaurants, supermarkets, bars, hotels, post office, gym, All Saints Park)	Appropriate food outlet Access to cash Publicly available postal facility Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	200-300

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

- 4.2.5 Most notably, the site integrates into the wider Circle Square masterplan, consisting of residential, commercial and retail elements, along with large public squares. It is considered that the majority of everyday facilities and goods can be accessed within the 500m desirable walking distance of the site.
- 4.2.6 There are a number of residential properties within 500m walking distance of the site including dwellings located as far as Sackville Street to the north, Grosvenor Street to the east, and Chester Street, Hulme Street, and Cambridge Street to the west.
- 4.2.7 Along and adjacent to Oxford Road there are a number of additional facilities and services available within the 500m catchment including cafés, restaurants, bars, take-aways, public houses, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym / leisure facilities. To the north of the site, Charles Street has a mix of building heights and uses, including a number of public houses and bars to the eastern end, and residential use at its junction with Oxford Road. The Grade II listed Lass O’Gowrie pub is located north of the site on Charles Street.
- 4.2.8 Additionally, the Oxford Road rail station is within a 500m walk of the site, as such staff at the site could benefit from utilising public transport as part of a multi-modal commute for work or other purposes. The many bus stops along Oxford Road to the west of the site also host a wide variety of bus services all across Greater Manchester.
- 4.2.9 Further services and facilities are also accessible within the 1,000m catchment. In addition to those already discussed, these include the Manchester Central Library and Manchester City Council to the north, along with Whitworth Street and Portland Street with their associated leisure facilities and residential apartments. Manchester Aquatics Centre, the University of Manchester, Royal Northern College of Music, and the rest of the Manchester Metropolitan University campus lie towards the south of the site.

- 4.2.10 Approximately 650m north of the site is the Chinatown district of Manchester, and a further 150m ahead lies St Peter's Square in turn, which features a variety of restaurants, cafes, shops and bars. The Manchester Central Convention Complex and the Bridgewater Hall is also approximately 1km to the north-west of the site.
- 4.2.11 Within 2km of the site there are multiple restaurants, bars, small retail outlets, gyms and private healthcare clinics located within the Central Business District of Manchester. Castlefield, Spinningfields and the Piccadilly area, with residential apartments and key facilities, are also located within 2km north of the site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable towards the south of the site.
- 4.2.12 Odeon Cinemas and the Great Northern Warehouse Complex is situated around 1.2km to the north-west of the site and has restaurants and leisure facilities, and adjacent to this, there is also Deansgate where restaurants, bars, convenience stores, retail stores, gym/health facilities and leisure facilities are located.
- 4.2.13 There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist along the main roads as discussed in **Section 3.4**. It is considered that the site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 73115-CUR-00-XX-DR-TP-06004** presents an 8km cycle catchment for the site. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document '*Integrating Cycling into Development Proposals*' (2009), which states: "*most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)*".
- 4.3.2 The 8km catchment encompasses all of Manchester City Centre including shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, Fallowfield to the south and Gorton to the east.
- 4.3.3 There are two routes on the National Cycle Network (NCN) within close proximity of the site. Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Moss Lane East. The route connects the site to areas in the north west of Greater Manchester such as Radcliffe, and to the south west including areas such as Chorlton-cum-Hardy.
- 4.3.4 National Cycle Route 66 to the east can be accessed via Store Street. It connects the site to the north-east of Greater Manchester, including areas such as Failsworth.

- 4.3.5 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester city centre. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes.
- 4.3.6 Local routes in the vicinity of the site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the site is reproduced in **Figure 4.1** below:

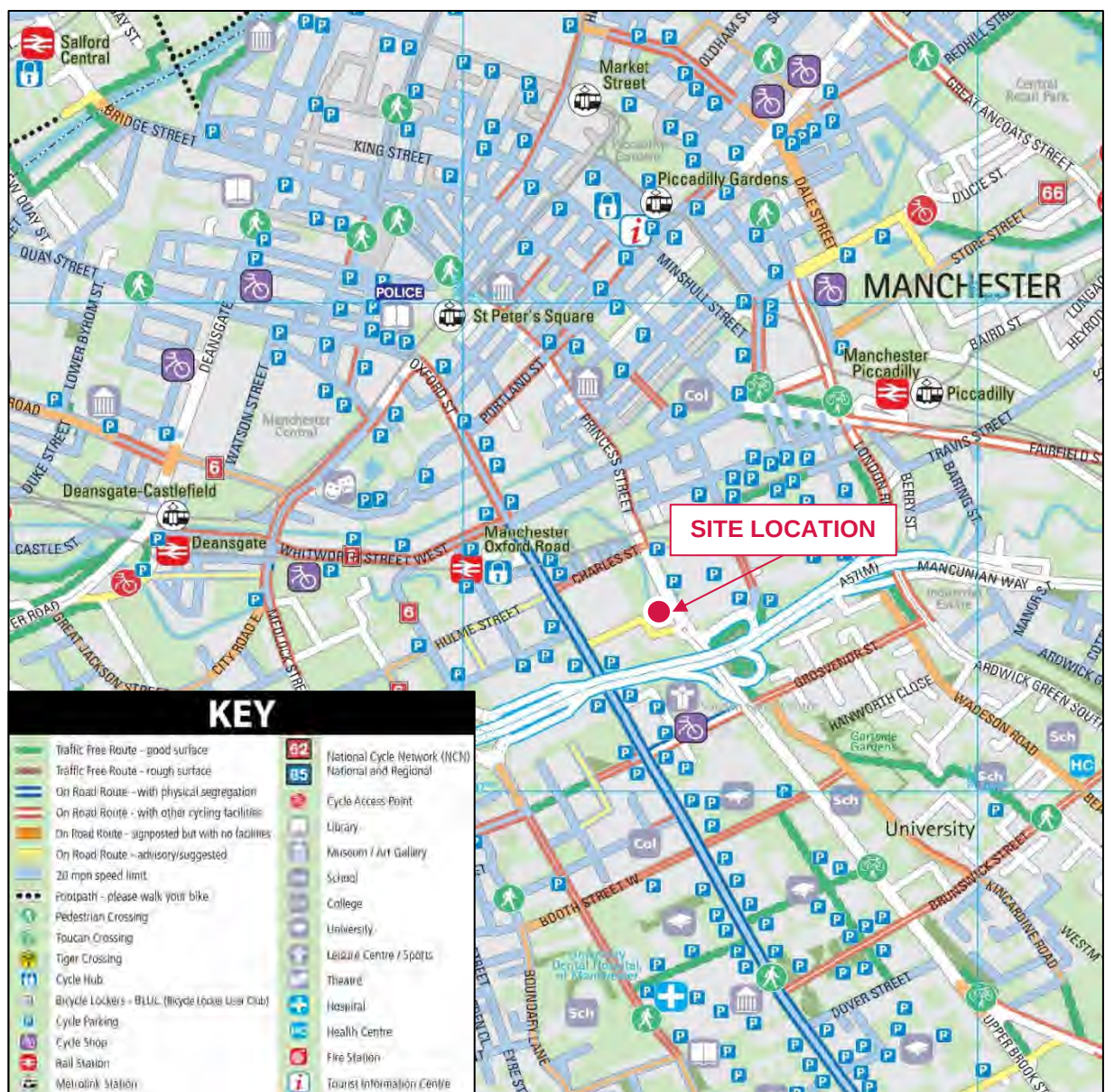


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2019)

- 4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". As part of the Bee Network, TfGM have introduced Beeways as signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The site is in close proximity to the proposed Bee Network in Manchester City Centre.
- 4.3.8 As part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There is a docking station located between Circle Square and Oxford Road, and 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.
- 4.3.9 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:

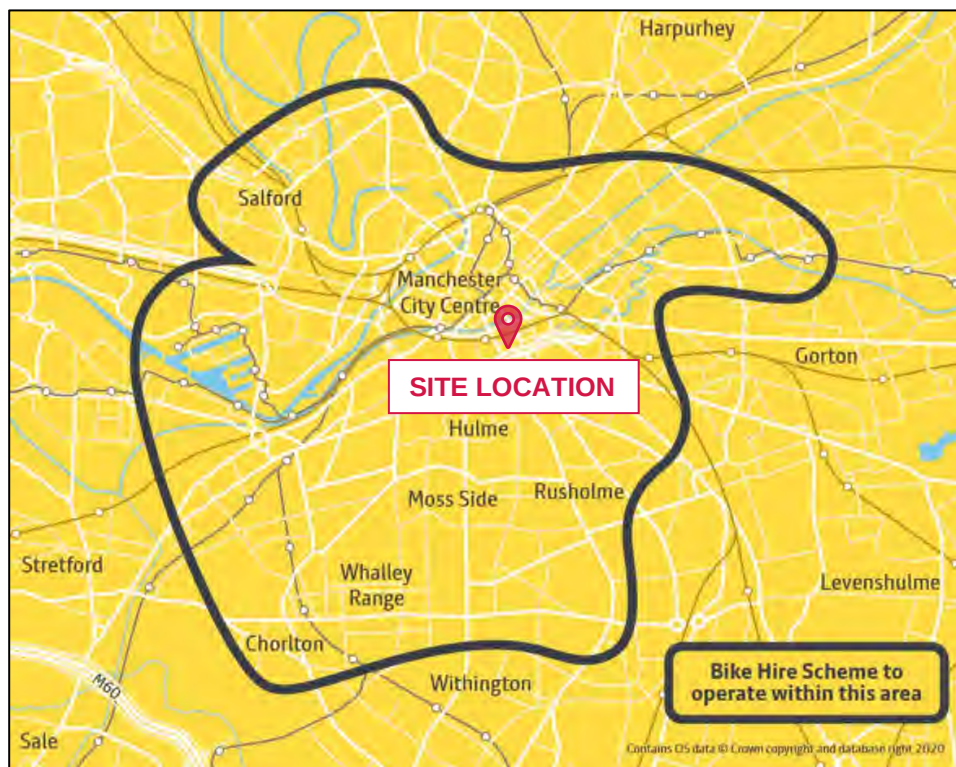


Figure 4.2 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

- 4.3.10 Based on the above, it is considered that the site is highly accessible for cyclists.

4.4 Accessibility by Public Transport

- 4.4.1 Developed by TfGM, Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service

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

4.4.2 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 a GMAL rating of 8. This is a particular strength of the site, which offers excellent multi-modal links into Manchester City Centre, throughout Greater Manchester, and the North West.

4.4.3 **Plan 73115-CUR-00-XX-DR-TP-06005** demonstrates those areas accessible via public transport within 20-, 40- and 60-minutes' journey from the site. . Accessibility by bus, rail, and Metrolink are considered in further detail within the subsections below, with a local public transport network map included in

Figure 4.3:

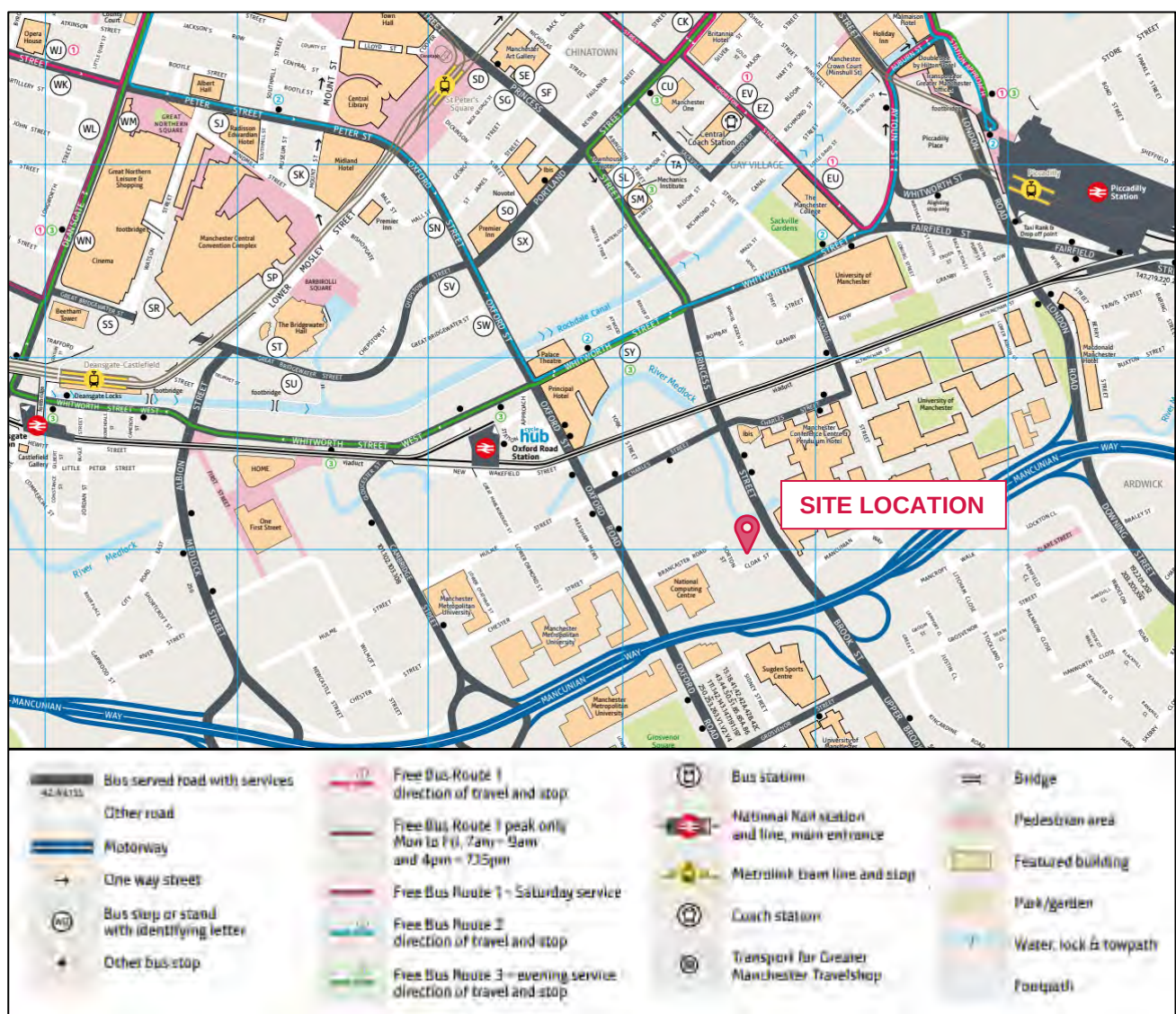


Figure 4.3 – Local Public Transport Network
(Source: TfGM, 2022)

Bus Accessibility

- 4.4.4 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

- 4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.
- 4.4.6 The nearest bus stop is located approximately 75m to the north of the site along Princess Street, with more northbound and southbound bus stops along Oxford Road at an approximate 160m walk from the site. **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
From Princess Street:				
50	The Lowry – Salford – Birchfields – Burnage – East Didsbury	12 mins	12 mins	15 mins
From Oxford Road:				
15	Piccadilly Gardens – Hulme – Stretford – Urmston – Flixton	20 mins	20 mins	Hourly
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	10 mins	12 mins	15 mins
41	Sale – Didsbury – Bowker Vale – Higher Blackley – Middleton	20 mins	20 mins	30 mins
42	Piccadilly Gardens – Didsbury – Heaton Mersey – Stockport	30 mins	30 mins	Hourly
42A	Piccadilly Gardens – Heaton Chapel – North Reddish	30 mins	30 mins	Hourly
42B	Piccadilly Gardens – Cheadle – Cheadle Hulme – Woodford	30 mins	Hourly	Hourly
42C	Piccadilly Gardens – Cheadle – Heald Green – Handforth Dean	Hourly	Hourly	-
43	Piccadilly Gardens – Wythenshawe – Manchester Airport	10 mins	10 mins	30 mins
44	Piccadilly Gardens – Withington – Wythenshawe Hospital	Hourly	Hourly	-

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
51	The Lowry – Salford – Birchfields – Burnage – East Didsbury	6 in the AM peak	-	-
85	Piccadilly Gardens – Hulme – Whalley Range – Chorlton	15 mins	15 mins	20 mins
85A	Piccadilly Gardens – Hulme – Chorlton – Arrowfield Estate	Hourly	Hourly	-
86	Piccadilly Gardens – Hulme – Brooks Bar – Stretford – Sale	12 mins	12 mins	10 mins
111	Piccadilly Gardens – Moss Side – Withington – Chorlton	12 mins	12 mins	20 mins
142	Piccadilly Gardens – Rusholme – Fallowfield – East Didsbury	10 mins	10 mins	10 mins
143	Piccadilly Gardens – Rusholme – Fallowfield – West Didsbury	10 mins	10 mins	10 mins
147	Ancoats – Rusholme – Fallowfield – West Didsbury	10 mins	-	-
191	Albert Square – Heaton Chapel – Stockport – Hazel Grove	3 per hour in the AM peak 4 in the PM peak	-	-
197	Albert Square – Heaton Moor – Heaton Mersey – Stockport	20 mins	30 mins	Hourly
250	Piccadilly Gardens – Trafford Park – The Trafford Centre	12 mins	12 mins	10 mins
253	Partington – Carrington – Stretford – Piccadilly Gardens	2 in the AM peak	-	-
263	Piccadilly Gardens – Hulme – Stretford – Sale – Altrincham	20 mins	20 mins	30 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

Table 4.4 – Summary of Bus Service Frequencies from Charles Street and Oxford Road

- 4.4.7 These stops provide access to various destinations in Manchester City Centre and across Greater Manchester.
- 4.4.8 Staff can also board the Manchester City Centre free bus service outside the Manchester Oxford Road train station or Palace Theatre (within a c. 500m walking distance) in order to access key city centre locations and railway stations (Deansgate / Manchester Victoria). Only Route 2 calls at this stop, but residents and staff can walk a maximum of a c. 800m distance to Chorlton Street to access Route 1

which links to other areas such as Piccadilly and Manchester City Centre. The free bus routes and frequencies are detailed in **Figure 4.4** below:

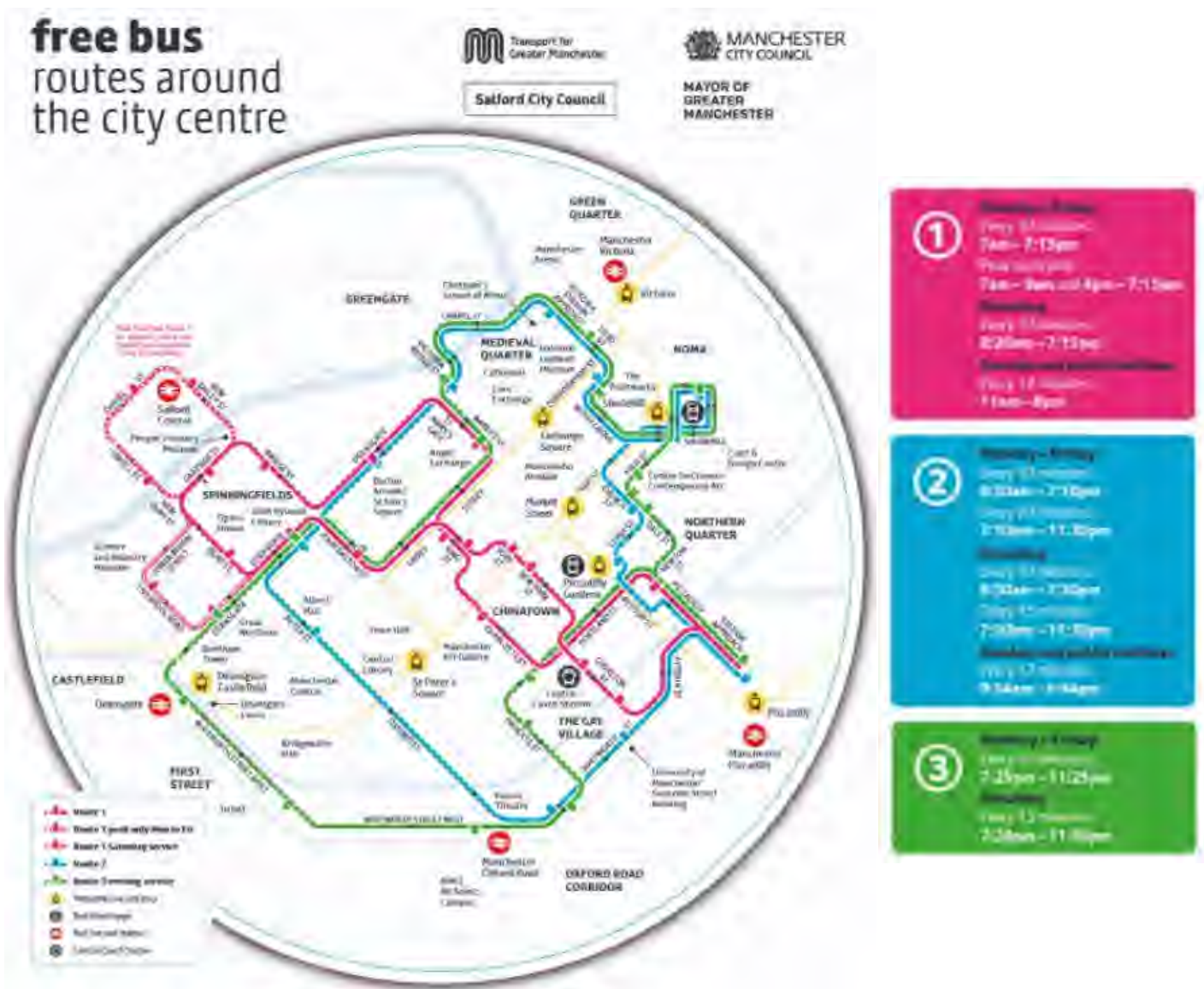


Figure 4.4 – Free Bus Route and Timetable
(Source: TfGM, 2022)

4.4.9 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.

4.4.10 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

4.4.11 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.

4.4.12 The nearest train station is Manchester Oxford Road, located at an approximate 500m walking distance to the north-west of the site. A summary of rail services from the station is summarised in **Table 4.5:**

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Northern Rail trains:			
Carlisle to Preston and Manchester via Cumbrian Coast and Windermere to Manchester Airport Calling at: Barrow-in-Furness, Roose, Dalton, Ulverston, Cark, Kents Bank, Grange-over-Sands, Arnsdale, Silverdale, Carnforth, Windermere, Staveley, Burneside, Kendal, Oxenholme Lake District, Lancaster, Preston, Manchester Oxford Road, Manchester Piccadilly, and Manchester Airport.	Hourly	Hourly	Hourly
Manchester and Manchester Airport to Southport and Kirkby Calling at: Manchester Airport, Heald Green, Manchester Piccadilly, Manchester Oxford Road, Deansgate, Salford Crescent, Kearsley, Farnworth, Moses Gate, Bolton, Westhoughton, Hindley, Wigan Wallgate, Gathurst, Appleby Bridge, Parbold, Burscough Bridge, Meols Cop, and Southport.	Hourly	Hourly	Hourly
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown (includes Helsby to Ellesmere Port) Calling at: Liverpool Lime Street, Edge Hill, Wavertree Technology Park, Broad Green, Roby, Huyton, Whiston, Rainhill, Lea Green, St Helens Junction, Earlestown, Newton-le-Willows, Patricroft, Eccles, Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Hourly	Hourly	Hourly
Liverpool to Manchester Piccadilly via Warrington Central Calling at: Liverpool Lime Street, Edge Hill, Mossley Hill, West Allerton, Liverpool South Parkway, Hunt's Cross, Halewood, Hough Green, Widnes, Sankey for Penketh, Warrington West, Warrington Central, Padgate, Birchwood, Glazebrook, Irlam, Flixton, Chassen Road, Urmston, Humphrey Park, Trafford Park, Deansgate, Manchester Oxford Road.	Every 30 minutes	Every 30 minutes	Every 30 minutes
Manchester to Crewe via Stockport and via Manchester Airport Calling at: Manchester Oxford Road, Manchester Piccadilly, Mauldeth Road, Burnage, East Didsbury, Gatley, Heald Green, and Manchester Airport.	Every 30 minutes	Every 30 minutes	Every 30 minutes
East Midlands Railway trains:			

Service	Peak Hourly Frequency		
	Mon – Fri	Sat	Sun / Hols
Liverpool to Norwich Calling at: Liverpool Lime Street, Liverpool South Parkway, Widnes, Warrington Central, Manchester Oxford Road, Manchester Piccadilly, Stockport, Dore & Totley, Sheffield, Chesterfield, Alfreton, Ilkeston, Nottingham, Grantham, Peterborough, Ely, Thetford, and Norwich.	Hourly	Hourly	Hourly
Transport for Wales trains:			
Llandudno to Manchester Calling at: Llandudno Junction, Colwyn Bay, Abergele and Pensarn, Rhyl, Prestatyn, Flint, Shotton, Chester, Helsby, Frodsham, Runcorn East, Warrington Bank Quay, Earlestown, Newton-le-Willows, Manchester Oxford Road, Manchester Piccadilly, East Didsbury, and Manchester Airport.	Hourly	Hourly	Hourly
TransPennine Express trains:			
Manchester Airport to Preston, Carlisle, and Glasgow Central / Edinburgh Calling at: Manchester Airport, Manchester Piccadilly, Manchester Oxford Road, Bolton, Preston, Lancaster, Oxenholme, Penrith, Carlisle, Lockerbie, Carstairs, diverge to Motherwell and Glasgow Central OR Haymarket and Edinburgh.	Every 2 hours	Every 2 hours	Every 2 hours
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	Hourly	Hourly	Hourly

Table 4.5 – Summary of Rail Services from Manchester Oxford Road

4.4.13 The trains that service Manchester Oxford Road run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom; this provides frequent access for users of the site and is a viable alternative to private car use.

4.4.14 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 the respective train operators' websites:

- Northern Rail: [northernrailway.co.uk/travel/timetables](https://www.northernrailway.co.uk/travel/timetables);
- East Midlands Railway: www.eastmidlandsrailway.co.uk/timetables;
- Transport for Wales: tfrail.wales/travel-safer/timetable; and
- TransPennine Express: www.tpexpress.co.uk/travel-updates/timetables.

4.4.15 Manchester Piccadilly is also within an 800m walking distance towards the north-east of the site. It provides regional and national frequent services with trains departing to London every 20 minutes, with an average journey time of 2 hours and 10 minutes. Many of the buses that call at the Oxford Road bus stops also serve the Manchester Piccadilly station.

4.4.16 Manchester Piccadilly lies between the 'Acceptable' catchment of the 1,000m walking distance suggested by CIHT for commuting purposes, and can be accessed by residents and staff who wish to travel along additional routes within the United Kingdom.

4.4.17 Based on the above, it is considered that the site is accessible by rail.

Metrolink (Light Rail)

4.4.18 **Figure 4.5** below shows the Greater Manchester Metrolink network:

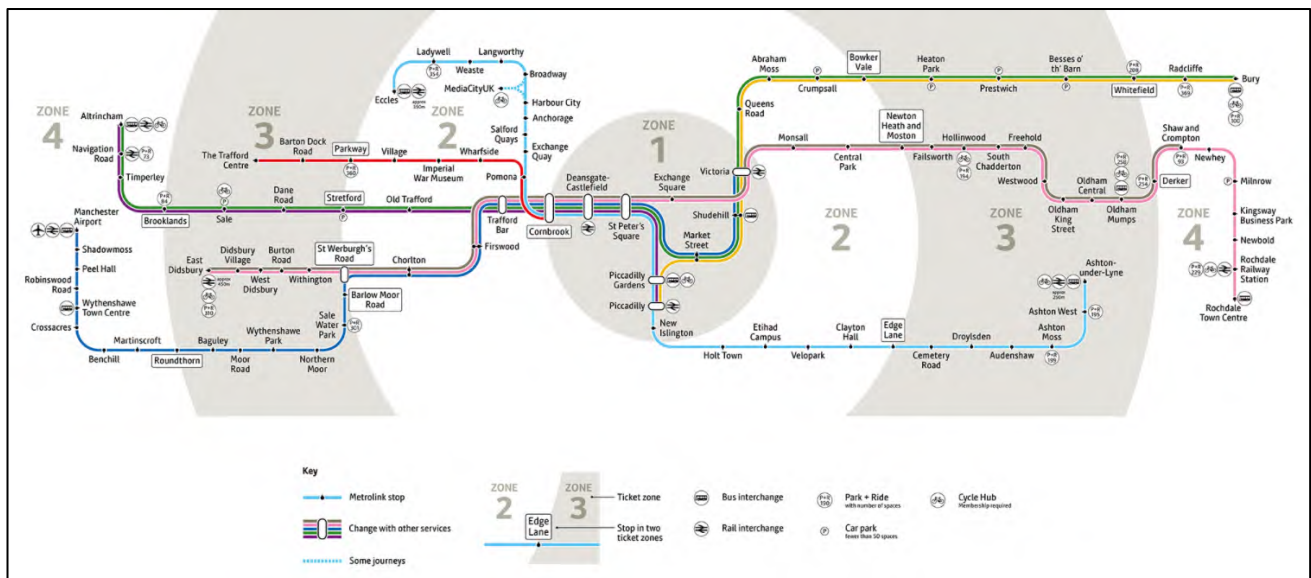


Figure 4.5 – Greater Manchester Metrolink Network

(Source: TfGM, 2022)

4.4.19 The nearest Metrolink stops are at the St Peter's Square or Piccadilly station, approximately 800m north / north-east of the site respectively. The following lines call at these stops:

- **Brown and Pink Line** – Shaw and Crompton / Rochdale Town Centre to East Didsbury (St Peter's Square only);
- **Navy Line** – Manchester Airport to Manchester Victoria (St Peter's Square only);
- **Green Line** – Altrincham to Bury (St Peter's Square only);
- **Purple Line** – Altrincham to Piccadilly;
- **Blue Line** – Eccles / MediaCityUK to Ashton-under-Lyne / Etihad Campus; and
- **Yellow Line** – Piccadilly to Bury (Piccadilly only).

4.4.20 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;

- **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.

- 4.4.21 The start and end times for specific stations will change during different seasons in the year and 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.
- 4.4.22 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Manchester and Greater Manchester, including key interchanges at Shudehill and Piccadilly, and a direct service to Manchester Airport.
- 4.4.23 Commuters can change at Cornbrook station to access additional services to The Trafford Centre. It is considered the site is highly accessible by Metrolink (light rail).
- 4.4.24 considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

- 4.4.25 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 4.4.26 The methodology for calculating the AI uses transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. Based on previous experience, it is considered that the GMAL model used in Greater Manchester could also be used interchangeably as the AI of a site, as the GMAL methodology is also derived from the PTAL approach, but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 4.4.27 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL score of 93.7. This is understood to be the AI of the site.
- 4.4.28 It can be observed that the site's AI of 93.7 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. The surrounding area exhibits good 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>		
	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: 80846-CUR-XX-XX-T-TP-00001)	2
	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;	N/A, no existing building or site users	
	• 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 FTP	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of FTP	
	• 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 FTP, GMAL used	
	• 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 FTP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.	This document	<i>Points:</i>
	The existing AI calculated in Tra 01 ≥ 8;	Section 4 of FTP, GMAL used	1
	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	0
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR		
	Provide a dedicated service, such as a bus route or service.		
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 6 of FTP	1
	Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not applicable	0
	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	0
	Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND		
	Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.		
	During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND	Not achieved, development is located centrally	0
	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	1

BREEAM Category	Description	Signposts	No. of Credits
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 3 of TS	1
	Existing amenities: At least three existing accessible amenities are present;	Section 4 of FTP	1
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided. - Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	New onsite F&B and retail units	2
	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 FTP, pending BRE review (see para 5.1.4) Site AI: 93.7 Points achieved under criteria 2: 7	10
Total Transport Credits Obtained			12

Table 4.1 – 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 the site at Oxford Road;
- **Restrictions or charging for car parking** – Not applicable, no parking will be provided onsite;
- **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 the Circle Square masterplan area;
- **Provision of suitable taxi drop-off or waiting areas** – Layby provided along Newman Street to the north 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 Framework Travel Plan (FTP) will be monitoring, whereby travel surveys will be distributed to staff at the development in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage staff to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

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

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Considering the high levels of accessibility and as there is no parking provision on-site, it is considered the vast majority of users will travel to/from the site via sustainable modes of travel.
- 6.1.2 This section of the Travel Plan sets out the initiatives that will be implemented for the development. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims 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 upon operation. The contents of the welcome packs could include:
- Introduction to the Travel Plan concept detailing objectives and aspirations;
 - Health benefits of walking and cycling, and environmental benefits of sustainable modes of transport;
 - Details of the TfGM online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of public transport services, including links to operators' timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

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 Framework Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area. Furthermore, the proposed development

frontage would open up onto the surrounding Circle Square public realm and Symphony Park via Newman Street.

6.4.3 The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Local pedestrian routes, including public footpaths;
 - The Greater Manchester Walking websites at gmwalking.co.uk/ and <https://beeactive.tfgm.com/walking/> which provides resources on routes, tips, local walking groups;
 - The www.plotaroute.com website for journey planning on foot; and
- Consider setting up a social walking / 'walking buddy' group if there is enough interest.

6.5 Measures to Encourage Cycling

6.5.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing high level of cycle infrastructure in the surrounding area. There will also be covered parking spaces provided at the development as part of the development proposals, alongside cycle facilities such as showers, lockers, and changing rooms within the secure cycle store.

6.5.2 The following additional measures will be provided in order to encourage staff and visitors to cycle:

- Continue to raise awareness of the health 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:
 - Local cycle network routes;
 - 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; and
 - Marketing campaigns such as "National Bike Week".

- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest.

6.6 Measures to Encourage Public Transport Use

6.6.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester City Centre.

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

- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Details of 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.

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

Car Sharing

6.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. It is envisaged that the lack of parking provision will encourage less to drive to the site, and more to engage in sustainable modes of travel such as car sharing.

6.7.2 This could be simply encouraged further on an informal basis or managed by administrative staff who could match interested people.

6.7.3 There are car sharing organisations which offer a matching service. Staff 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, therefore businesses at the site would need to sign up to the scheme for staff to benefit from this.

6.7.4 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, for example. This scheme could be promoted by the Travel Plan Coordinator (TPC).

Car Club

- 6.7.5 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. 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 £5 an hour.
- 6.7.6 The nearest Car Club bay is located at Samuel Ogden Street, M1 7AX, which is an approximate 400m walking distance (5 minutes' walk) towards the north-east of the site. **Figure 5.1** below shows additional locations across Manchester City Centre that Enterprise Car Club currently operate in.

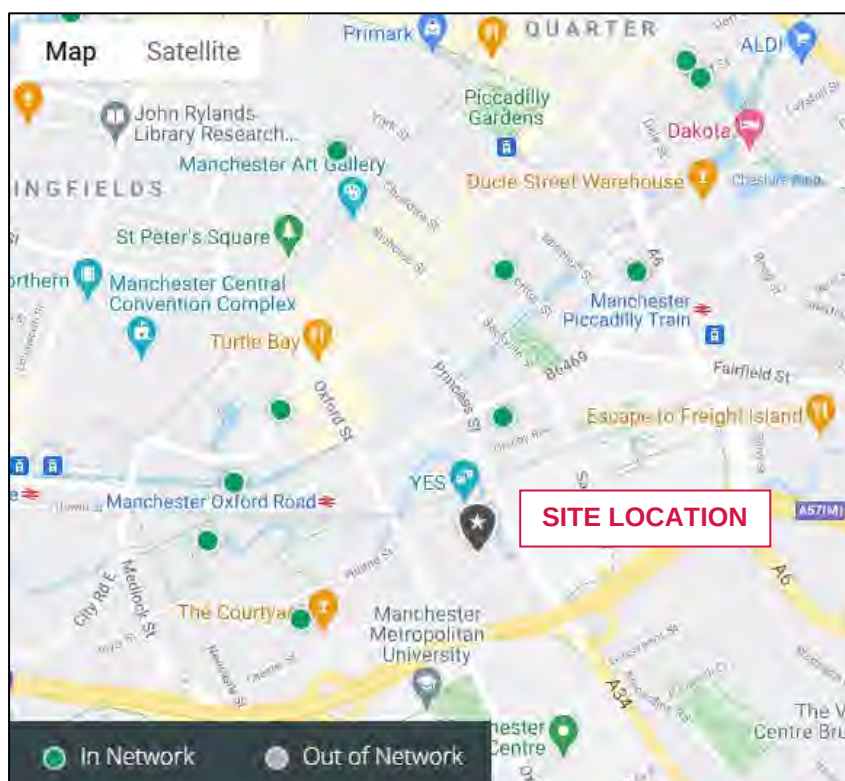


Figure 6.1 – Enterprise Car Club Locations in Manchester City Centre

(Source: Enterprise Car Club, 2022)

- 6.7.7 **Figure 5.1** 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.enterpriseclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.
- 6.7.8 It is considered that the Car Club could therefore be a highly attractive facility for employees who require occasional private car use, therefore minimising the highway impact.

- 6.7.9 Businesses at the site could be encouraged by the TPC to set up sustainable travel policies such as encouraging car clubs to be used for business travel, and not progress mileage claims if there was a viable sustainable option.

Electric Vehicle (EV) Charging Provision

- 6.7.10 Additionally, there are 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 c. 550m to the west of the site at the pay-and-display on-street parking bays on Hulme Street, which comprises one 7kW socket with two connectors (total charging provision for 2 cars) and is subject to a maximum stay of 3 hours.
- 6.7.11 This charging point is one of the many charging points located on the Be.EV network (formerly Greater Manchester Electric Vehicle (GMEV)), which is managed by TfGM. EV owners who wish to join the Be.EV network can sign up for an account online, after which they can operate charging points using a card or a smartphone application.
- 6.7.12 All Be.EV charge points are free to use, however there is an annual cost associated with the access card. 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 5.2** below illustrates the location of the nearest Be.EV charge points in the vicinity of the site:

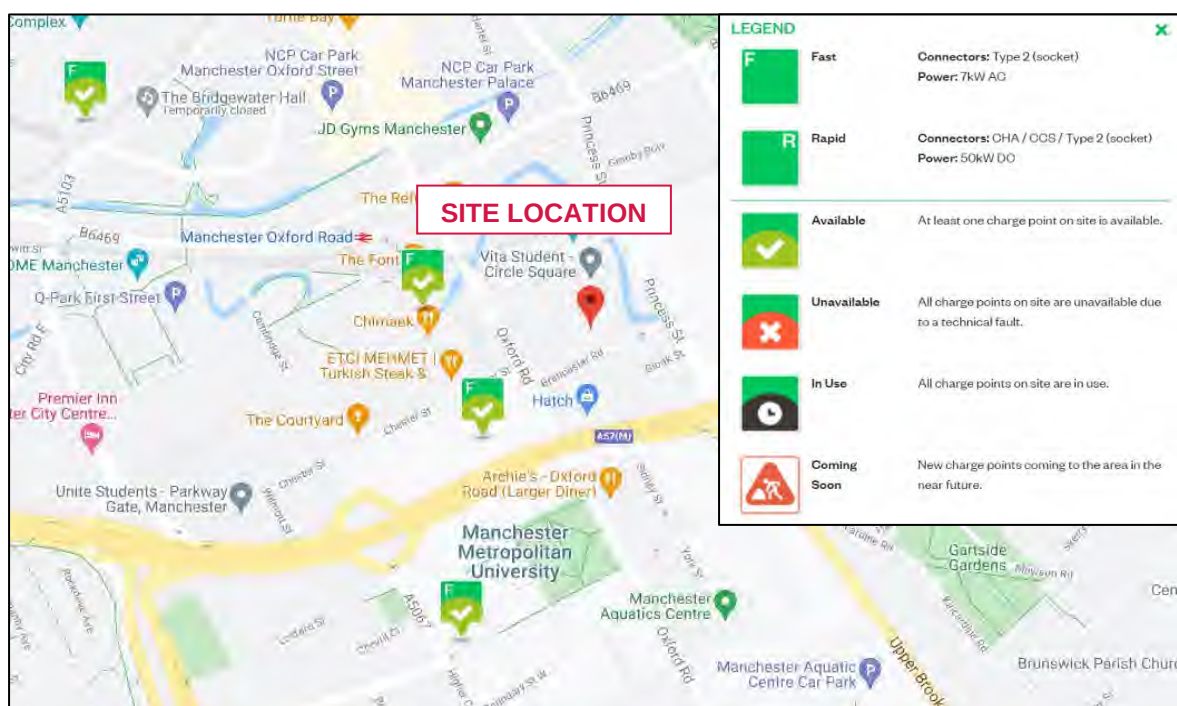


Figure 6.2 – Electric Vehicle (EV) Charge Points in the Vicinity of the Site
(Source: Be.EV and Google Maps, 2022)

- 6.7.14 **Figure 5.2** 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 website: <https://be-ev.co.uk/locations/#map>.
- 6.7.15 The TPC could also undertake further negotiation with the neighbouring multi-storey car park (MSCP) operator to install more EV charging points if there is demand for it..
- 6.7.16 Businesses at the site could be encouraged by the TPC to set up sustainable travel policies as mentioned earlier, such as giving preferential mileage claim rates for business trips that were necessary to be made by private car, but made via an EV instead to minimise the environmental impact of the journey.
- 6.7.17 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the benefits of car sharing, car clubs, and EVs through advertising around the site.

6.8 Reducing the Need to Travel

- 6.8.1 An effective way of lessening the travel impact of a commercial development is to reduce the need to travel in the first instance. Therefore, the following measures could be implemented:
- Providing the option for staff to work from home where possible;
 - Provide video and audio teleconferencing facilities;
 - Promoting nearby or on-site services; and
 - Implement a policy of using local suppliers.

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 areas (MSOA) of Manchester 055 and 057 where the site is located has been used as the place of work. The mode of travel to work data extracted from the output areas is summarised in **Table 7.1**:

Mode of Travel to Work	Manchester 055	Manchester 055	Total
Work mainly at or from home	0	0	0%
Underground, metro, light rail or tram	1,872	620	6%
Train	5,803	2,065	19%
Bus, minibus, or coach	6,757	2,415	23%
Taxi	108	36	0%
Motorcycle, scooter or moped	165	61	1%
Driving a car or van	10,026	3,503	33%
Passenger in a car or van	990	367	3%
Bicycle	914	463	3%
On foot	3,176	1,179	11%
Other method of travel to work	70	19	0%
Total	29,881	10,728	100%

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. 33, followed by 23% by bus, 19% by train, 11% on foot, 6% by tram, 3% car sharing and by bicycle respectively, and 1% by motorcycle, scooter, or moped.

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 would typically be transferred onto an online survey service, and staff would be sent this link in the early stages of operation 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 any open-ended questions will be summarised. Staff would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

7.3 Data Analysis and Modal Split Targets

7.3.1 Once the travel surveys have been launched, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets will be set through consultation with Manchester City Council.

7.3.2 Targets to be established would 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.

7.3.3 To provide an indication of potential targets, an example is provided in **Table 7.2** below:

Travel Mode	2011 Modal Split	Preliminary Modal Shift Target
By Car / Van, as a Single Occupant	33%	- 7.0 %
By Car, Lift Sharing	3%	+ 1.0 %
Public Transport	48%	+ 4.0 %
Walk / Cycle	14%	+ 2.0 %

Table 7.2 – Example Modal Shift Targets

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 occupant, whilst increasing the proportion who travel by more sustainable

modes, notably by public transport and cycling. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.

7.3.5 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 first operation of 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.

7.3.6 The targets are considered to be realistic when considering the initiatives as detailed throughout **Section 6** of this Framework Travel Plan. They are also considered to be suitable interim measures before travel surveys are undertaken.

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 Framework Travel Plan. It also sets out the next steps with regards to converting this Framework 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 Framework Travel Plan will lie with site owner, Bruntwood. Following construction and operation, the Framework 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 the occupier 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 from the Council 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 car-sharing and 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;
- Organising and distributing travel surveys;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Keeping all relevant databases, information, and administration up to date;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (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 in due course, at least one month before operation; 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 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.

- 8.4.2 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.
- 8.4.3 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.
- 8.4.4 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
2	Appoint TPC	One months before operation	Bruntwood
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 Framework 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 Manchester City Council.

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 73115-CUR-00-XX-DR-TP-06001 – (Location Plan) Regional Level

Plan 73115-CUR-00-XX-DR-TP-06002 – (Location Plan) Local Level

Plan 73115-CUR-00-XX-DR-TP-06003 – (Accessibility) Indicative Walking Catchment

Plan 73115-CUR-00-XX-DR-TP-06004 – (Accessibility) Indicative Cycle Catchment

Plan 73115-CUR-00-XX-DR-TP-06005 – (Accessibility) Indicative Public Transport Catchment



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Leeds • Liverpool • London • Manchester • Nottingham

Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:

LOCATION PLAN
REGIONAL LEVEL

Status:
PRELIMINARY

Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

73115 - CUR - 00 - XX - DR - TP - 06001 - P01



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Leeds • Liverpool • London • Manchester • Nottingham

Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:

LOCATION PLAN
LOCAL LEVEL

Status:
PRELIMINARY

Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY:



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Leeds • Liverpool • London • Manchester • Nottingham

Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

Status:
PRELIMINARY

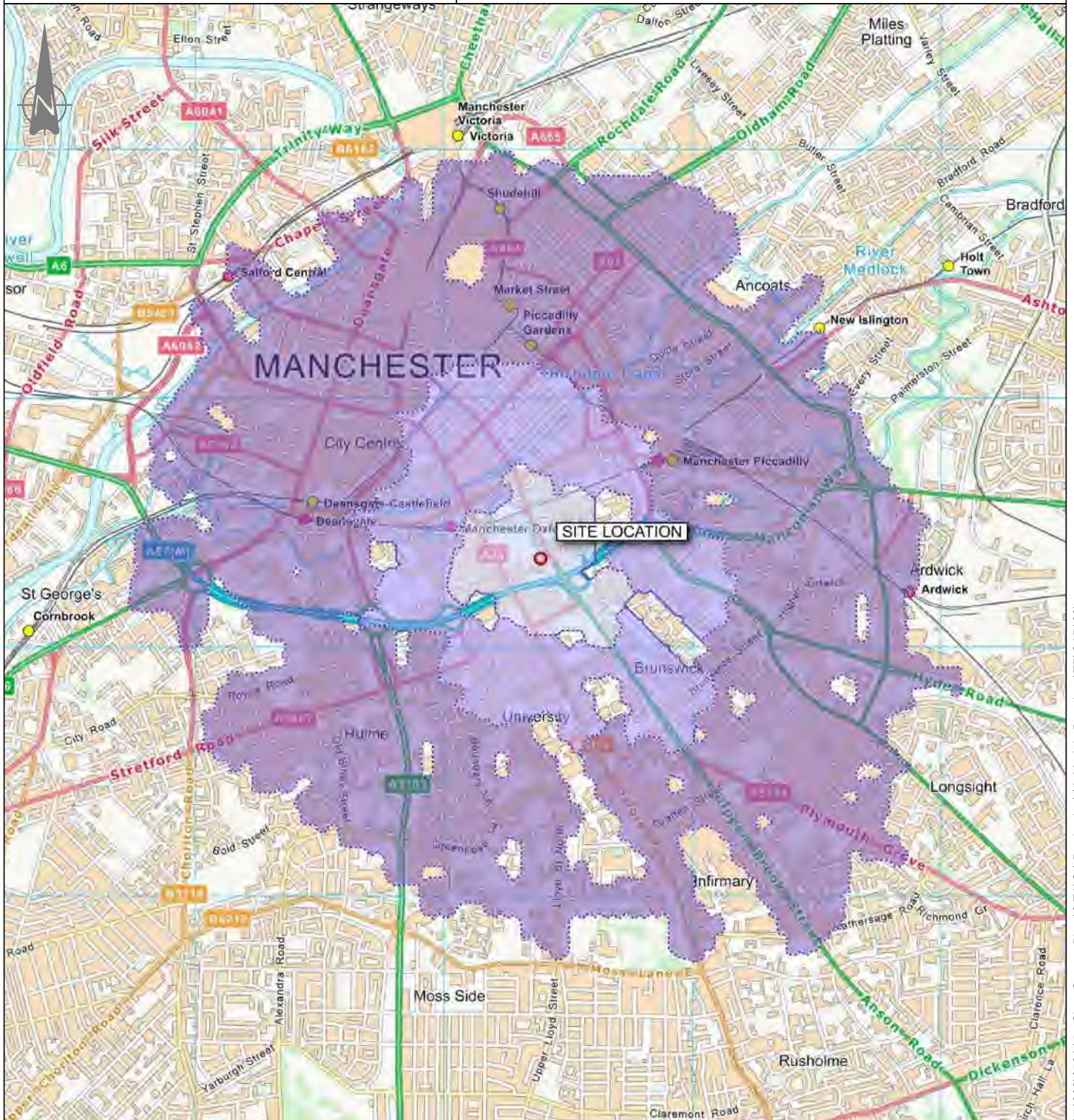
Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

73115 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE CYCLE CATCHMENT

Status:
PRELIMINARY

Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

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KEY: Site Cycle Catchment
8000m



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Project:
CIRCLE SQUARE (PLOT 12) - MANCHESTER

Drg Title:
ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Status:
PRELIMINARY

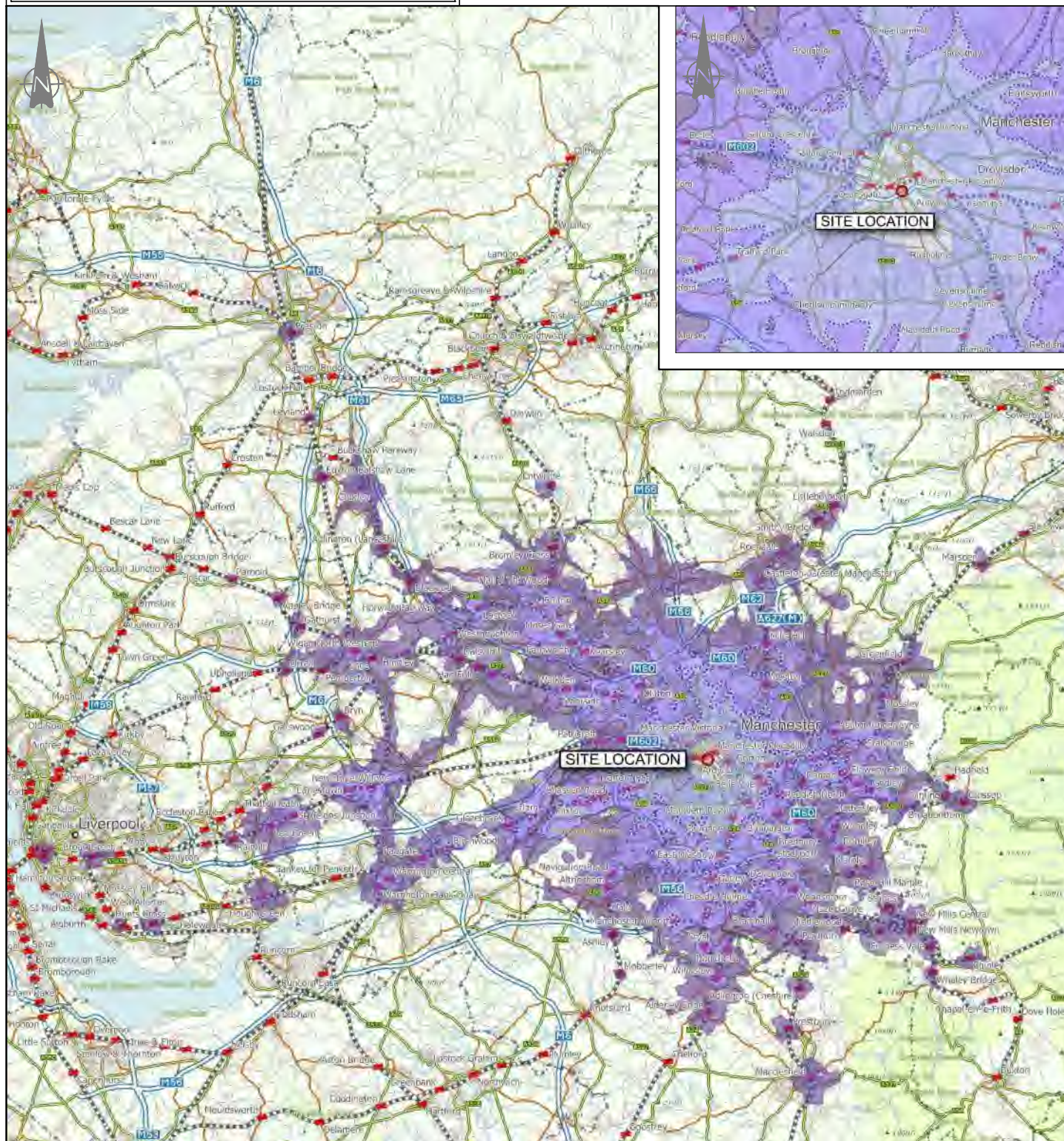
Drawn By: JM Checked By: AT

Designed By: JM Date: 21/08/19

Scale: NTS

Project No: Originator: Zone: Level: Type: Discipline: Category / Number: Rev:

73115 - CUR - 00 - XX - DR - TP - 06005 - P01



KEY: Site

Public Transport Catchment:

- 15 minutes
- 30 minutes
- 45 minutes
- 60 minutes

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Appendix A – Proposed Ground Floor Layout and Landscape Plan

OXFORD ROAD

SYMPHONY PARK

NEWMAN STREET

MANCHESTER TECHNOLOGY CENTRE

PRINCESS STREET

NO. 3 CIRCLE SQUARE

CLOAK STREET

MOTORCYCLES

MSCP

HOTEL
(Above)

HATCH

- NOTES:
1. Do not scale from this drawing.
 2. Always work to noted dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

S1-P03	31-05-22	Access to Newman Street & Spill Out	RM	RM
S1-P02	06-05-22	Cloak Street: Levels & overrun accommodated	RM	RM

Revision	Date	Description	Drawn	Apprvd.
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Client Bruntwood

Project No 3 Circle Square, Manchester

Drg Title Landscape GA

Created on	Created by	Approved by
15-12-21	CL	LH

Scale	Size	Workstage
1:200	A1	Stage 03

Drg No.	Suitability	Revision
1502a-PLA-XX-XX-DR-L-0002	S1	P03

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