

One North Parade

Interim Travel Plan

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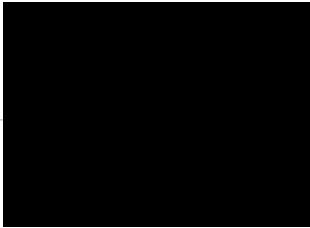
Client Address: 47-49 King Street, Manchester M2 7AY.

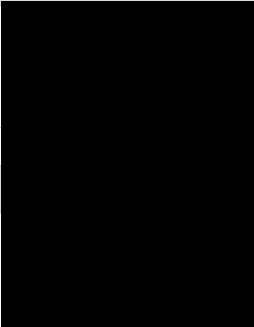
Site Address: 1 North Parade, Manchester M3 2NH and 5 Parsonage, Manchester M3 2HS.

Control Sheet

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P01	Draft Issue, for BREEAM info	AV	LL	31 January 2025
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Author	Signature	Date
Lynnie Ler MEng (Hons) MCIHT Senior Transport Planner		17 October 2025
Matt Riley BA (Hons) MSc MCIHT Transport Planner		17 October 2025

Reviewed	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		17 October 2025

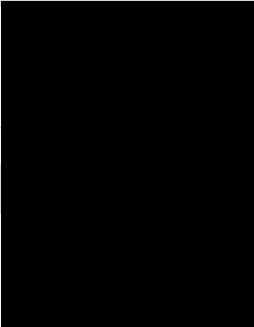
Authorised	Signature	Date
Alex Vogt BSc (Hons) MSc FCIHT TPP Board Director		17 October 2025

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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of Beaconsfield Commercial Ltd to provide traffic and transportation advice in relation to the proposed redevelopment of existing buildings to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 1.1.2 Plans to redevelop the buildings were initially introduced in October 2020, however, have since been developed. The initial proposals were for the proposed building to be c. 14-storeys tall, primarily comprising office space with some amenity / wellbeing space, a restaurant on the ground floor, and a rooftop terrace. It was also proposed that to support sustainable modes of travel, there would be no car parking proposed, and the development would comprise cycle storage with ample facilities such as showers, lockers, changing facilities, and a drying room.
- 1.1.3 Since then, the plans have shifted significantly towards quality, sustainability and wellbeing in the post-pandemic context. The new proposals are reduced in scale and carefully considers how the new building would relate to the surrounding context. The building would be designed to the highest sustainability credentials to ensure it supports Manchester City Council's zero carbon ambitions.
- 1.1.4 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 1.1.5 Similar to the 2020 proposals, there would be no car parking proposed, and the development would comprise a cycle store with storage in the form of bike racks and accompanying facilities such as showers and lockers in the basement level.
- 1.1.6 The proposed ground floor and basement level layout plans are included in **Appendix A**.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined¹ as:

"A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are to be delivered, and which is monitored and regularly reviewed."

¹ Department for Levelling Up, Housing and Communities (2024). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2>

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

1.3 Purpose of the Report

- 1.3.1 This Interim Travel Plan is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 085544-CUR-XX-XX-T-TP-00001**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.3.3 Transport for Greater Manchester (TfGM)² 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, stating that 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."*

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:
- National Planning Policy Framework, DLUHC, 2024;
 - Planning Practice Guidance, DCLG (now DLUHC), 2014; and
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport (DfT), 2009.
- 1.3.5 Furthermore, the development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards for non-domestic buildings, and would seek to demonstrate compliance by obtaining a number of credits.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBsva9O42aqqYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

1.4 Structure of the Report

- 1.4.1 Following this introductory section, **Section 2** of the report provides a summary of the benefits which can be derived from a successful Travel Plan.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.4.3 **Section 4** provides a summary of the development.
- 1.4.4 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.5 **Section 6** demonstrates that the development accords with the transport requirements within BREEAM's Bew Construction V6.1 standards.
- 1.4.6 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.4.7 **Section 8** outlines the Travel Plan Target strategy.
- 1.4.8 **Section 9** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses.
- 1.4.9 **Section 10** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Summary

- 2.1.1 Successful implementation of the travel planning process can have various environmental, health, financial and social benefits for individuals and the wider population.
- 2.1.2 There are varied and wide-ranging negative effects of high levels of car usage, including being one of the biggest drivers of greenhouse gas emissions³, causing adverse physical and mental health including premature deaths⁴, and costs to the health service⁵ and businesses.
- 2.1.3 Poor air quality, of which road transport is a major driver, is the largest environmental risk to public health in the UK⁶.
- 2.1.4 Conversely, physical activity is a “miracle cure”⁷, with cycling in particular having “staggering”⁸ health benefits. Greater uptake of active travel and public transport could combat climate change and poor air quality, improve physical and mental health, relieve pressure on the NHS⁹, boost local businesses, improve the mobility and independence of those who cannot drive¹⁰, and encourage greater social cohesion¹¹.
- 2.1.5 A reduction in private car usage can also reduce local congestion (making for more pleasant journeys for active travellers and those who cannot avoid driving) and release land for more productive uses.

2.2 Travel Plan Aims & Objectives

- 2.2.1 Considering the above benefits and the end users, this Interim Travel Plan aims to minimise the number of car trips generated by the development and encourage staff and visitors to use sustainable modes of transport. The Interim Travel Plan also aims to achieve the following benefits:
- A healthier and happier population;
 - A reduction in financial wastage for staff and visitors; and

³ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

⁴ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

⁵ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

⁶ Public Health England (2018). Health Matters: Air Pollution [Online]. Available at: <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

⁷ Department of Health and Social Care (2019). UK Chief Medical Officers' Physical Activity Guidelines [Online]. Available at: <https://www.gov.uk/government/publications/physical-activity-guidelines-uk-chief-medical-officers-report>

⁸ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

⁹ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. Lancet, 379(9832): 2198-2205

¹⁰ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvii/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

¹¹ Department for Transport (2009). Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- Increased accessibility to the site for staff and visitors alike.

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

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To increase the number of people car sharing to and from the site; and in turn,
- **Objective 5** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site is within the Parsonage Gardens Conservation Area within Manchester City Centre and is one of six 'Opportunity Sites' identified in the St Mary's Parsonage Strategic Regeneration Framework (SRF). The SRF sets out a vision to realise the full potential of this well-connected part of the city centre, between the key routes of Deansgate, Bridge Street and Blackfriars Street.
- 3.1.2 The SRF seeks to create a range of new employment and enterprise opportunities, supported by a unique retail and leisure offer and hotel accommodation, to enhance the area's attractiveness to residents, tourists, shoppers and visitors.
- 3.1.3 Since the SRF was adopted by Manchester City Council's Executive in August 2020, a number of similar commercial developments have come forward in the SRF area, including:
- The Kendals scheme (MCC planning reference: 129251/FO/2021) – Approved in June 2021;
 - The Alberton (MCC planning reference: 134287/FO/2022) – Approved November 2022; and
 - Albert Bridge House (MCC planning reference: 135834/FO/2022) – Approved May 2023.
- 3.1.4 The site is located within Zone 3 of the wider SRF area, which is characterised by Parsonage Gardens forming a focal point for existing buildings as shown in **Figure 3.1** below:

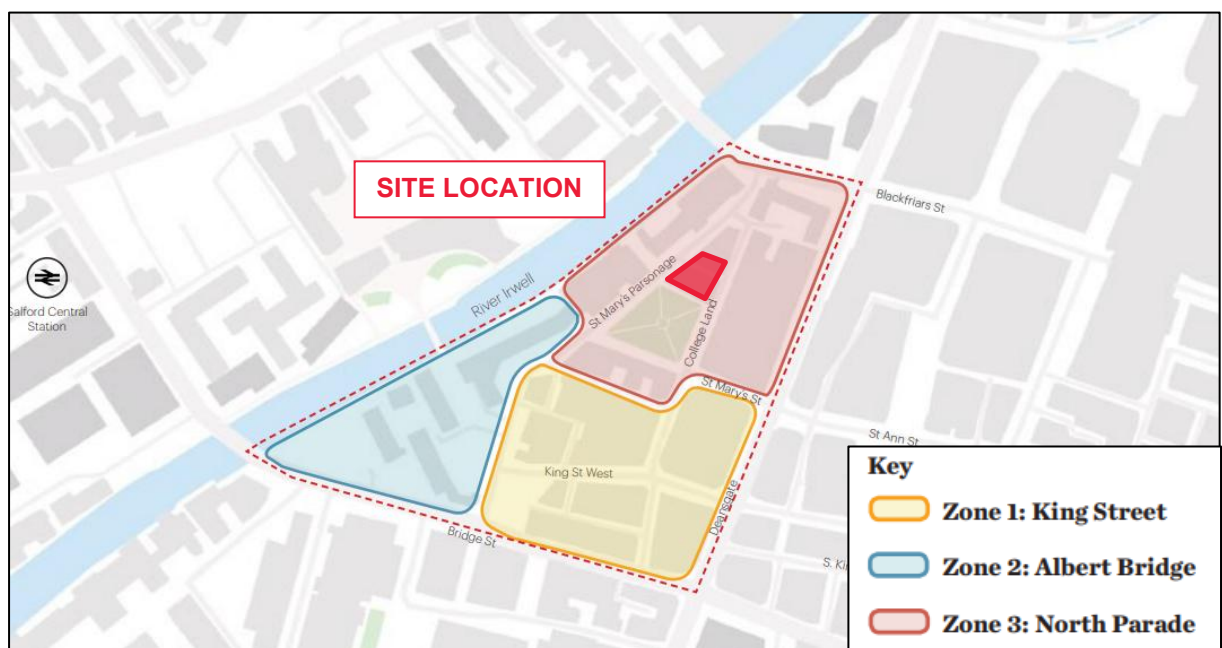


Figure 3.1 – St Marys Parsonage SRF Character Zones
(Source: KPF Architects, 2020)

- 3.1.5 The SRF area is in a prime location, with easy access of a full range of retail choices, employment opportunities, leisure destinations and transport connections. The area itself also benefits from a range

of unique assets, including its adjacency to the River Irwell, its heritage assets and character with Parsonage Gardens; a unique green space for Manchester City Centre at its very heart.

- 3.1.6 Notwithstanding the above, the area does not currently maximise the strength of its connections to surrounding areas, with the linkages around the site constraining the SRF area rather than integrating into the wider City Centre.
- 3.1.7 As such, the proposed development at One North Parade forms part of the opportunity to redefine the area's strategic priorities and maximise the area's wider improvement for the benefit of residents, businesses, staff, and visitors.
- 3.1.8 The site comprises 1 North Parade and 5 Parsonage. The site is bound by North Parade to the south, College Land to the east, 3 Parsonage to the north, and Parsonage to the west. Back College Land bisects the site between 1 North Parade and 5 Parsonage. **Figure 3.2** below shows the site in a local context relating to the local highway network:

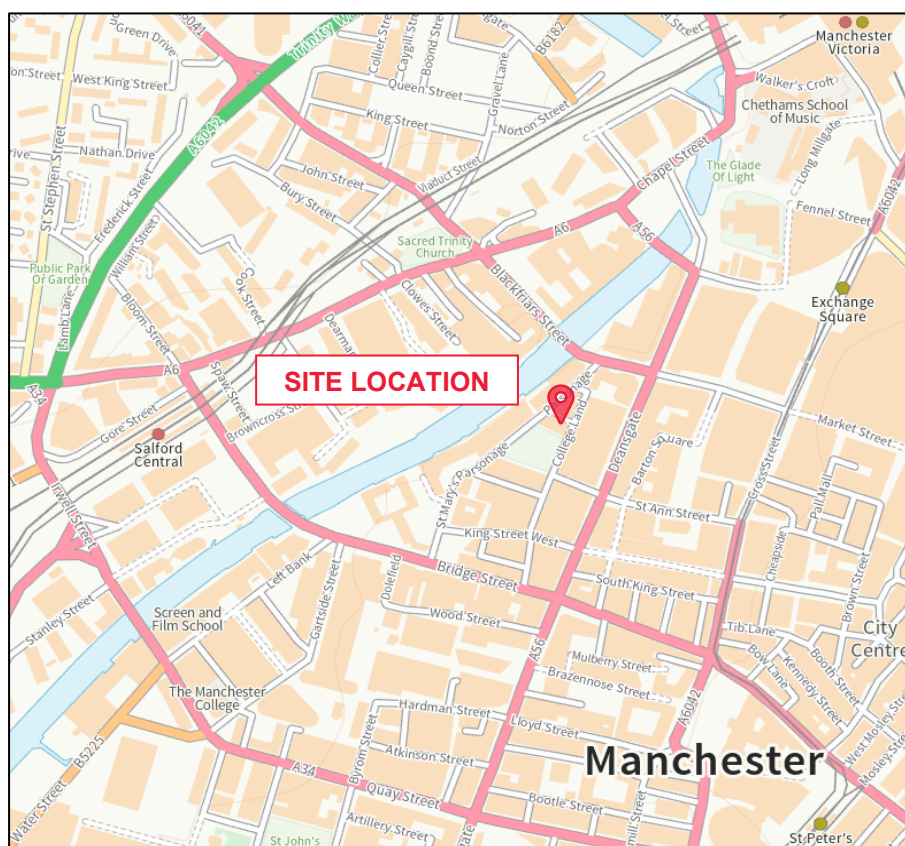


Figure 3.2 – Site Location
(Source: OS Maps, 2024)

3.2 Existing Use and Access

- 3.2.1 The existing buildings are c. 5-storeys tall and comprise a total Gross Internal Area (GIA) of c. 4,000m², with a basement level. The main use of the buildings is office space.

Vehicular Access

- 3.2.2 There is no vehicular access into the buildings, however there are on-street pay-and-display parking bays located on the western perimeter of the site along Parsonage.

Pedestrian Access

- 3.2.3 The main pedestrian accesses to 1 North Parade are located along North Parade, fronting Parsonage Gardens. Whereas the main pedestrian access to 5 Parsonage is located at the western side of the building, fronting Parsonage.
- 3.2.4 There are also emergency exits located along the perimeter of the buildings, however these are not open to public access.

3.3 Surrounding Highway Network

North Parade

- 3.3.1 Forming the southern boundary of the site, North Parade extends for c. 40m between St Mary's Parsonage / Parsonage and College Land, and is entirely pedestrianised.
- 3.3.2 North Parade measures c. 3m in width and is separated from Parsonage Gardens by a brick wall. The pavement is well-lit, and there are dropped kerbs with tactile paving at both ends of the road.

College Land / Back College Land

- 3.3.3 To the east of the site, College Land extends for c. 120m as a continuation from Southgate to a priority junction with Parsonage in the north. The road is subject to one-way traffic in the northbound direction, which is clearly signed at both ends of the road. Whereas Back College Land bisects the site and extends for c. 30m between Parsonage and College Land.
- 3.3.4 College Land has a narrow width of c. 3.5m and is primarily used as a route for service and refuse vehicles. This can be observed by bins lined up along the footway and carriageway throughout its length. Back College Land is slightly narrower at c. 3m-wide. A stopping-up order for Back College Land was obtained in 1985, however, there is no physical infrastructure preventing vehicular entry. It is understood from discussion with MCC Highways that the road could have attracted rights, therefore a stopping up order would be progressed as part of the planning application for the proposed development.
- 3.3.5 It is not envisaged that pedestrian footfall along both roads is prominent, as pedestrian infrastructure is available in the form of narrow footways under 1m in width.
- 3.3.6 College Land is subject to a speed limit of 20mph and parking restrictions in the form of double yellow lines (no waiting at any time) throughout its entire length.

St Mary's Parsonage / Parsonage

- 3.3.7 Forming the western boundary of the site, Parsonage commences at a priority junction with Blackfriars Street in the north, then extends for c. 100m in a southerly direction. The road subsequently continues as St Mary's Parsonage for c. 225m, where it meets the A34 Bridge Street at a signalised junction.
- 3.3.8 In the vicinity of the site, the road comprises a single carriageway with an average width of c. 6.5m, although the usable width of the carriageway is narrower at certain points. This is because the site is located within Zone 1 of Manchester City Centre's Controlled Parking Zone (CPZ), as such there are many pay-and-display parking bays along the eastern side of the carriageway.
- 3.3.9 The pay-and-display parking charges within Zone 1 are up to £6.00 for a maximum stay of two hours, which is applicable on Mondays to Sundays between 08:00 and 20:00. Parking between 20:00 and 08:00 would then be free (subject to parking restrictions).
- 3.3.10 Pedestrian infrastructure is in good condition with footways of up to 4m in width, adequate street lighting, dropped kerbs, and a signalised crossing point with tactile paving at the junction with the A34 Bridge Street. Both roads are subject to a 20mph speed limit and have parking restrictions in the form of double yellow parking lines (where there are no parking bays), and a yellow box junction at the southern end of St Mary's Parsonage.

Blackfriars Street / Blackfriars Road

- 3.3.11 Further to the north of the site, Blackfriars Street and subsequently Blackfriars Road is a key route connecting the site to the Inner Manchester Ring Road. Blackfriars Street commences at a signalised junction with St Mary's Gate and the A56 Deansgate in the east, then extends for c. 260m in a north-westerly direction over the River Irwell, where it meets Chapel Street and Blackfriars Road at a four-arm signalised junction. Blackfriars Road then continues for c. 350m, where it approaches a signalised junction with the A6042 Trinity Way / Ring Road and continues as the A6041 Blackfriars Road.
- 3.3.12 In the vicinity of the site, Blackfriars Street comprises a single carriageway with an average width of c. 7m, although the usable road width narrows at several points to accommodate cycle lanes. The road is also one-way in a north-westerly direction, and there is no vehicular access between Parsonage and Blackfriars Street as this junction has recently been narrowed down to cycle access, with dropped kerbs and tactile paving for pedestrian amenity.
- 3.3.13 Pedestrian infrastructure along the road is good, with footways of c. 3m in width and dropped kerbs (currently along one side of the carriageway only due to construction works). There are also signalised crossing points with tactile paving at each of the major junctions along the roads.
- 3.3.14 There is good cycle infrastructure along Blackfriars Road and Blackfriars Street, with on-road cycle lanes in both directions along its entire length. There are also advance cycle stop lanes at the signalised junctions along the road. The roads are subject to a speed limit of 30mph.

A56 Deansgate

- 3.3.15 Further to the east of the site, the A56 Deansgate is a major route connecting Manchester City Centre to the north and the A56 Chester Road and the A57(M) Mancunian Way to the south. The road also has a large number of active frontages in the vicinity of the site with a selection of commercial uses including retail, restaurants, cafés, and bars amongst others.
- 3.3.16 The A56 Deansgate commences to the south at the signalised junction with Whitworth Street West as a continuation of A56 Bridgewater Viaduct. The road extends for approximately 1.2km towards the north, where it continues as Victoria Street at a signalised junction with Victoria Bridge Street and Cateaton Street.
- 3.3.17 The A56 Deansgate is approximately 8m wide with footways provided along both sides of the carriageway. In the vicinity of the site, the road is one-way in a southerly direction with a mix of regular and contraflow cycle lanes. This one-way section extends from its junction with Blackfriars Street / St Mary's Gate to Quay Street / Peter Street.
- 3.3.18 In the vicinity of the site, footways are c. 4.5m wide on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junctions with St Mary's Gate and St Ann Street to facilitate safe pedestrian crossing. The A56 Deansgate is well-lit with street lighting present at regular intervals. There is also cycle provision in the form of advanced cycle stop lanes at signalised junctions.
- 3.3.19 There are also bus stops along the A56 Deansgate which are within a short walking distance from the site, and there are flags and poles with timetable information at these bus stops. Further details about bus services and frequencies are included in **Section 5.4** below.
- 3.3.20 The road is subject to a speed limit of 20mph and has parking restrictions in the form of double and single yellow lines in the vicinity of the site (single yellow restrictions permit loading and unloading adjacent to the retail and bar units along the road). At major signalised junctions, there are also yellow box junctions to prevent congestion.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its city centre location and the existing infrastructure afforded by its strategic position. There are a number of existing features which ensure safe, convenient, and aided access for those site users who have young children, and those who are disabled and / or visually impaired.
- 3.4.2 Dropped kerbs and tactile paving are present at every signalised pedestrian crossing point in the vicinity of the site.

4.0 Proposed Development

4.1 Summary

- 4.1.1 The proposed development involves the redevelopment of 1 North Parade and 5 Parsonage to the north of Parsonage Gardens in Manchester City Centre to bring forward office uses.
- 4.1.2 The proposed building would be c. 14-storeys tall, with c. 11,054m² Gross Internal Area (GIA) of floorspace. Of the total floorspace, c. 10,015m² are attributed to office spaces, 635m² are attributed to restaurant use on the ground and mezzanine floors, and the remainder are back-of-house, circulation, reception, facilities, and plant floorspace.
- 4.1.3 The proposed ground floor and basement level layout plans are included in **Appendix A**.
- 4.1.4 To accommodate the proposals, the whole of Back College Land would be stopped-up. Section 247 of the Town and Country Planning Act of 1990 outlines the following:

'The Secretary of State may by order authorise the stopping up or diversion of any highway if he is satisfied that it is necessary to do so in order to enable development to be carried out....'

- 4.1.5 As such, it is intended that a Section 247 application is submitted to run parallel with the planning application.
- 4.1.6 There will be no vehicular access directly into the building as there is no proposed parking provision. Vehicular traffic would be kept to the western perimeter of the site along Parsonage.
- 4.1.7 It is also proposed that there would be a loading bay which could be used as a drop-off / pick-up area adjacent to the entrance to the restaurant reception at Parsonage.
- 4.1.8 The main pedestrian access into the site would be along the western, southern, and eastern perimeters, where the ground floor restaurant would have a direct frontage onto Parsonage. Whereas, the reception of the office buildings could be accessed from North Parade and College Land, which leads pedestrians to the stairway and lifts.
- 4.1.9 Level access into the buildings will be provided for pedestrians and cyclists (all types of users regardless of the level of mobility or visual impairment) across all areas within the site in the form of ramps and lifts where necessary. There would also be accessible toilets.
- 4.1.10 Cyclists can also gain access to the building from the east along College Land. There would be a secondary entrance along College Land which leads to a service lift, where cyclists can access the cycle store in the basement.

- 4.1.11 Considering the site's central location in Manchester centre, and its accessibility by active travel and public transport (as described in **Section 5**), close proximity to key amenities, the proposed development does not include any dedicated car parking spaces. The development is therefore proposed as car-free.
- 4.1.12 Secure and sheltered cycle parking for c. 80 bicycles would be provided at the cycle store in the basement. Additionally, there will be 9 showers (1 of which would be an accessible shower / WC) and 74 lockers located adjacent to the cycle store. There would also be 16 publicly accessible cycle spaces provided within the public realm in the form of Sheffield stands.
- 4.1.13 Building Research Establishment Environmental Assessment Method (BREEAM)'s car parking capacity are referred to as maximums (not relevant for the development as the site is car-free), whereas the recommended provisions are calculated based on the number of occupants.
- 4.1.14 The number of occupants within the site was calculated as follows, by multiplying the NIA outlined in above and the BREEAM default occupancy for the following uses:
- Office = 10,015 sqm NIA x 0.111 occupant density = 1,111 occupants; and
 - Restaurant = 635 sqm NIA x 0.241 occupant density (public circulation area) = 153 occupants; totalling
 - 1,264 occupants.
- 4.1.15 For office and restaurant uses, the minimum number of cycle storage spaces required are 1 per 10 occupants, which equates to c. 111 and 15 spaces respectively. On this basis, the minimum number of cycle parking spaces required is 126 spaces. It is noted that the parking spaces for the restaurant use should be publicly accessible.
- 4.1.16 Notwithstanding, BREEAM guidance states that for sites where at least 50% of the available BREEAM credits for the Accessibility Index (AI) under the Sustainable transport solutions (Tra 01) criteria 1 and 2 have been awarded (rounded to the nearest whole credit), the number of compliant cycle spaces required can be reduced by 50%. This reduction will also reduce the requirement for compliant showers or lockers by the same margin for most building types by default, since the calculation is based on the number of cycle storage spaces.
- 4.1.17 **Section 5** below demonstrates that the AI of the site is 51.9, which is well in excess for the requirement for offices (AI ≥8), and therefore the 3 out of 3 BREEAM credits (100%) available for AI have been awarded. On this basis, the proposed development qualifies for a reduction of 50% in compliant cycle spaces and lockers, which reduces this to a minimum provision of 63 spaces (assuming that 15 publicly accessible spaces are still provided for the restaurant use) and 63 lockers.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

5.1.1 A key element of national, regional, and local policy is to ensure that developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

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

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

5.2 Pedestrian Accessibility

5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities.

5.2.2 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 5.1** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	A56 Deansgate (comprising restaurants, supermarkets, bars, hotels)	Appropriate food outlet Access to cash	100
2	St Ann's Square (comprising shops, banks, restaurants, bars, theatre, open space)	Appropriate food outlet Access to cash Access to an outdoor open space	300
3	Spinningfields (comprising shops, restaurants, bars, a gym, open space)	Appropriate food outlet Access to an outdoor open space Access to a recreation or leisure facility for fitness or sports	500

Table 5.1 – Number and Type of Existing Accessible Amenities within 500m of the Site

5.2.3 The pedestrian catchment plan confirms that the site is well located in relation to local services and facilities within Manchester. In addition to those in **Table 5.1** above, bus stops along the A56 Deansgate and Bridge Street are all within a 500m walk of the site.

5.2.4 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*

- 5.2.5 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 Chartered Institution of Highways and Transportation (CIHT) 'Preferred Maximum' walking distance of 2.0km in 'Providing for Journeys on Foot' (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.
- 5.2.6 In addition, 20-minute neighbourhoods have rose in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *"local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)"*.
- 5.2.7 The 800m and 2km walking catchments are considered further below, with **Figure 5.1** demonstrating walking isochrones in 5-minute intervals from 5 minutes up to 25 minutes (2km walking distance):

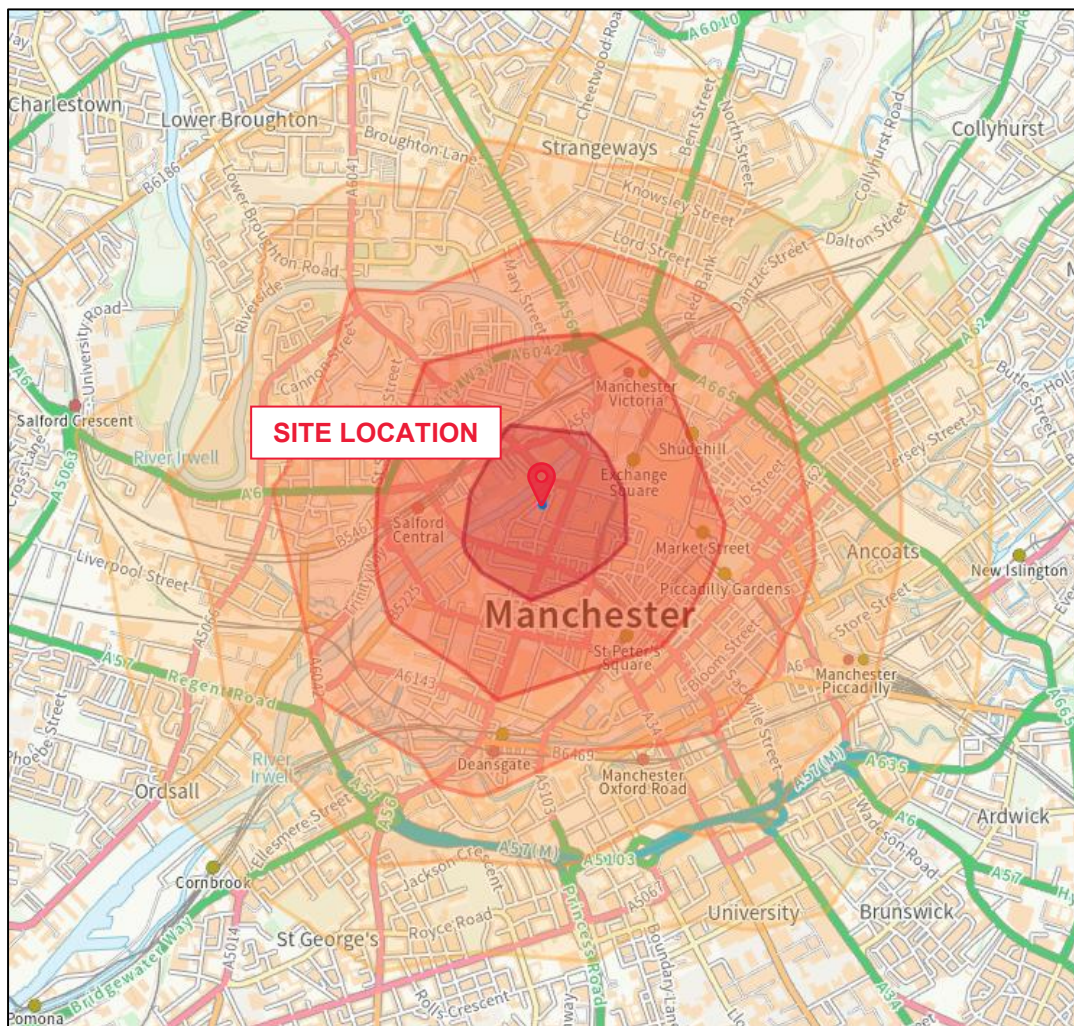


Figure 5.1 – 25-minute Walking Isochrone from Site

(Source: OS Maps and MappingGM, 2024)

- 5.2.8 Within the 800m catchment area, there are a number of residential properties such as those within the Parsonage Gardens area and apartments fronting River Irwell to the west of the site. St Ann's Square and the Arndale Centre are also located to the east of the site. The Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments.
- 5.2.9 Located just within the 800m catchment also comprises the Salford Central and Manchester Victoria rail station, and Exchange Square, Shudehill, and Manchester Victoria Metrolink stops, Market Street, Piccadilly Gardens, and the Printworks. The Printworks contains leisure outlets, restaurants / bars, a cinema and a Co-Op food store.
- 5.2.10 Within the wider 2,000m catchment, there are a great number of residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along the Northern Quarter, Oxford Road, and Castlefield. These areas comprise many convenience stores, retail outlets, places of worship, high street banks, artisan cafés, bars, restaurants, public houses, along with a vibrant nightlife. The vast majority of Manchester City Centre is within a 2,000m walk of the site.
- 5.2.11 In addition to the above, the development includes restaurant uses at the ground floor level, which are within immediate reach of end users. The site is considered highly accessible by foot.
- 5.2.12 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. At the major junctions near the site, there are signalised crossing points, pedestrian refuge islands, dropped kerbs, and tactile paving to aid pedestrians.
- 5.2.13 As part of the development proposals, there are also plans to enhance the public realm surrounding the site such as improving paving, curbing, lighting, signage and wayfinding, security devices (bollards), public seating and landscape features which would promote ease of access and improve pedestrian amenity.

5.3 Cycle Accessibility

- 5.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 5.3.2 In order to assist in assessing the accessibility of the site by cycle to destinations further afield, this report considers 5.5km and 8km cycle catchments for the site, along with the National Cycle Network (NCN) routes available within these ranges.
- 5.3.3 The average cyclist travels at approximately 12mph, according to CD195 of the Design Manual for Roads and Bridges, so they could travel 5 miles (8km) in approximately 25 minutes.

- 5.3.4 The average cycling trip length was 5,300m in 2019 and 5,730m in 2022 (National Travel Survey (NTS) dataset NTS9910a). The average length has been between 5.0km and 6.0km every year from 2012/13 to 22, except 2014/15 and 2020. Cycling trip lengths are greater in rural than urban areas (NTS9910b).
- 5.3.5 LTN 1/20 characterises 5 miles / 8km as “an achievable distance to cycle for most people”. This aligns with National Travel Survey statistics which demonstrate that 82% and 80% of cycling trips were under 5 miles / 8km in 2019 and 2022, respectively.
- 5.3.6 The 5.5km catchment encompasses all of Manchester City Centre including all major transport links, shopping centres, residential areas, bars, restaurants, and leisure centres. The 8km catchment extends further to Prestwich to the north, Droylsden to the east, West Didsbury to the south, and Stretford and Pendlebury to the west.
- 5.3.7 Many of the routes within the city centre are subject to a 20mph speed limit. These routes, alongside the TfGM local cycle network in the vicinity of the site, are shown in **Figure 5.2** below:

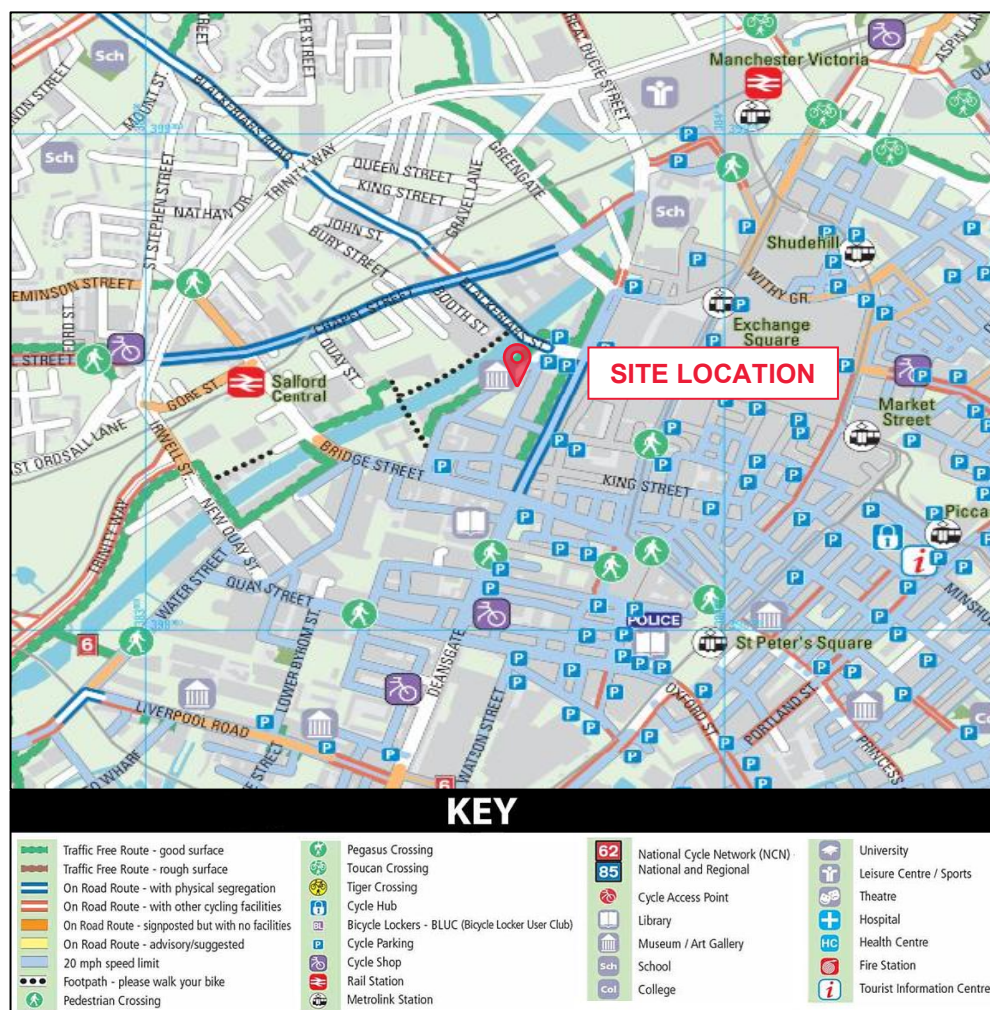


Figure 5.2 – Local Cycle Network
(Source: TfGM, 2023)

- 5.3.8 Route 6 on the National Cycle Network (NCN) to the west of the site can be accessed via Chapel Street. 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.
- 5.3.9 The local cycle network shown above is also a part of Greater Manchester's Bee Network, which is TfGM's vision for an integrated transport system which will join together buses, trams, cycling and walking and rail.
- 5.3.10 As part of the Bee Network, a cycle hire scheme has been rolled out in recent years. 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.
- 5.3.11 The Cycle Hire Scheme currently operates within in Manchester, Trafford, and Salford, with docking stations located to the west of the site along Deansgate, and also to the south of the site off Bridge Street:

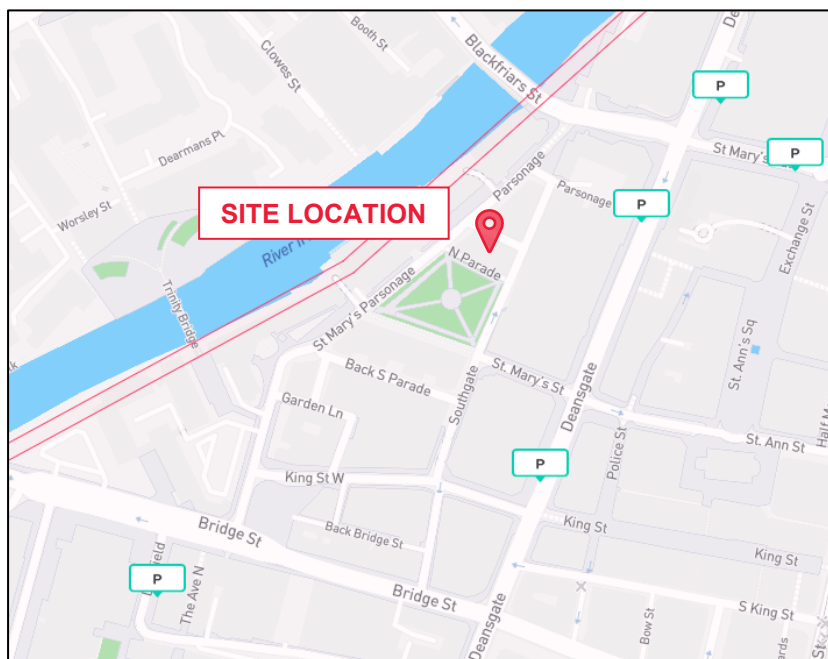


Figure 5.3 – Bike Hire Docking Stations in the Vicinity of the Site
(Source: Beryl and Mapbox, 2024)

- 5.3.12 The site is therefore well placed to take advantage of the cycle connections around Manchester City Centre. In summary, it is considered that cycling is a highly realistic mode of travel to and from the site.

5.4 Public Transport Accessibility

- 5.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially

a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

5.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility and level 1 a low level of accessibility. The site is located in an area with a GMAL rating of 8 – the highest accessibility level – and is considered very well situated to take advantage of existing public transport infrastructure within central Manchester.

5.4.3 Accessibility by bus and rail are considered further, with a local public transport network map included in **Figure 5.4** below.

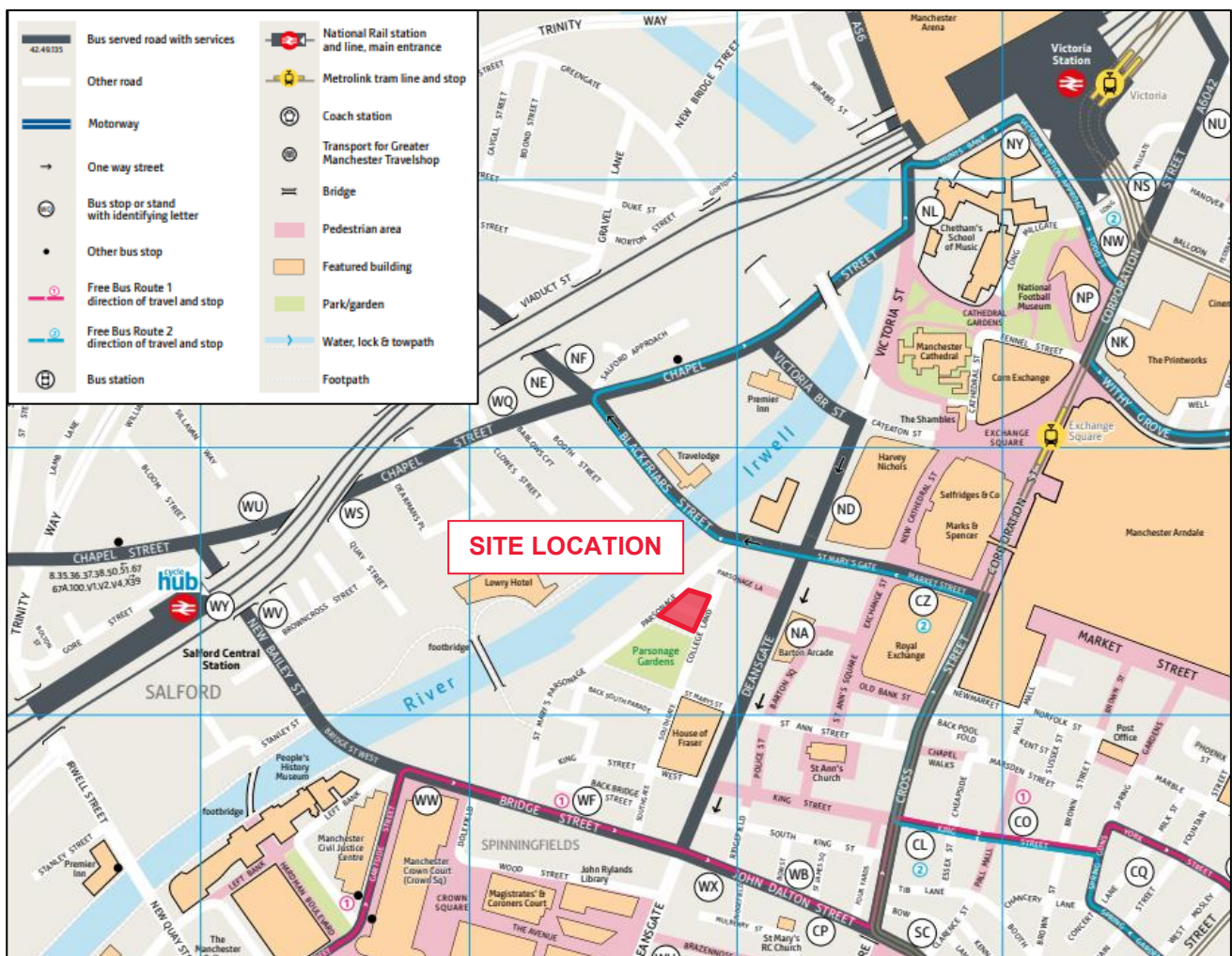


Figure 5.4 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2024)

Bus Accessibility

5.4.4 The National Model Design Code – Part 2 (DLUHC, 2021) states: “Generally, people are prepared to walk further to a railway station or tram stop (10 minutes) [800m walking distance] than to a bus stop (5 minutes) [400m walking distance].” These times and distances are also cited in the CIHT document ‘Planning for Walking’ (2015).

5.4.5 There are a number of bus stops comfortably within 400m walk of the site, with the closest located along the A56 Deansgate (c. 160m east of the site) and the A34 Bridge Street (c. 300m south of the site). The bus stops along Deansgate host southbound services only, whereas there are bi-directional buses calling along Bridge Street. These bus stops comprise good infrastructure such as shelters with seating, flag and pole, and notice boards. A summary of the buses that serve all of these stops are provided in **Table 5.2** below.

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
From Deansgate:						
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	05:17	00:02	12 mins	12 mins	20 mins
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	05:53	23:54	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	04:48	05:33	20 mins	No Service	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	05:43	23:28	15 mins	15 mins	20 mins
From Bridge Street:						
8	Shudehill – Salford – Pendlebury – Farnworth – Bolton	05:19	00:04	12 mins	12 mins	20 mins
	Bolton – Farnworth – Pendlebury – Salford – Shudehill	04:59	23:48	12 mins	12 mins	20 mins
35	Piccadilly Gardens – Salford – Leigh – Golborne – Bryn	06:15	23:21	30 mins	30 mins	30 mins
	Bryn – Golborne – Leigh – Salford – Piccadilly Gardens	05:57	00:05	30 mins	30 mins	30 mins
36	Piccadilly Gardens – Salford – Peel – Great Lever – Bolton	01:00	00:00	12 mins	15 mins	20 mins
	Bolton – Great Lever – Peel – Salford – Piccadilly Gardens	01:46	00:46	12 mins	15 mins	20 mins
37	Piccadilly Gardens – Salford – Swinton – Farnworth – Bolton	05:47	00:15	12 mins	15 mins	20 mins
	Bolton – Farnworth – Swinton – Salford – Piccadilly Gardens	05:32	23:31	12 mins	15 mins	20 mins
38	Piccadilly Gardens – Salford – Swinton – Logistics North	04:58	23:47	15 mins	15 mins	30 mins
	Logistics North – Swinton – Salford – Piccadilly Gardens	06:28	00:02	15 mins	15 mins	30 mins
50	MediaCityUK – Pendleton – Salford – Burnage – East Didsbury	06:27	00:33	12 mins	12 mins	15 mins
	East Didsbury – Burnage – Birchfields – Salford – The Lowry	05:30	23:40	12 mins	12 mins	15 mins
51	East Didsbury – Burnage – Birchfields – Salford – The Lowry	08:06	09:08	10 mins	No Service	No Service
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	05:55	23:55	15 mins	15 mins	30 mins

Bus No.	Route	Mon – Fri first bus	Mon – Fri last bus	Peak Hourly Frequency		
				Mon – Fri	Sat	Sun / Hols
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	04:49	05:35	20 mins	No Service	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	05:45	23:29	15 mins	15 mins	20 mins
V1	Leigh – Tyldesley – Salford – Manchester Royal Infirmary	00:38	23:38	15 mins	15 mins	30 mins
	Manchester Royal Infirmary – Salford – Tyldesley – Leigh	00:17	23:47	15 mins	15 mins	30 mins
V2	Atherton – Tyldesley – Salford – Manchester Royal Infirmary	05:10	22:23	15 mins	15 mins	30 mins
	Manchester Royal Infirmary – Salford – Tyldesley – Atherton	06:33	23:02	15 mins	15 mins	30 mins
V4	Ellenbrook – Deans – Salford – Manchester Royal Infirmary	07:20	08:43	20 mins	No Service	No Service
	Manchester Royal Infirmary – Salford – Deans – Ellenbrook	15:43	17:40	30 mins	No Service	No Service
X39	Farnworth – Peel – Swinton – Salford – Piccadilly Gardens	07:42	08:13	2 only	No Service	No Service

Table 5.2 – Summary of Bus Service Frequencies in the Vicinity of the Site

5.4.6 Furthermore, Route 1 of Manchester’s free bus network stops along the A34 Bridge Street to the south of the site, as outlined below:

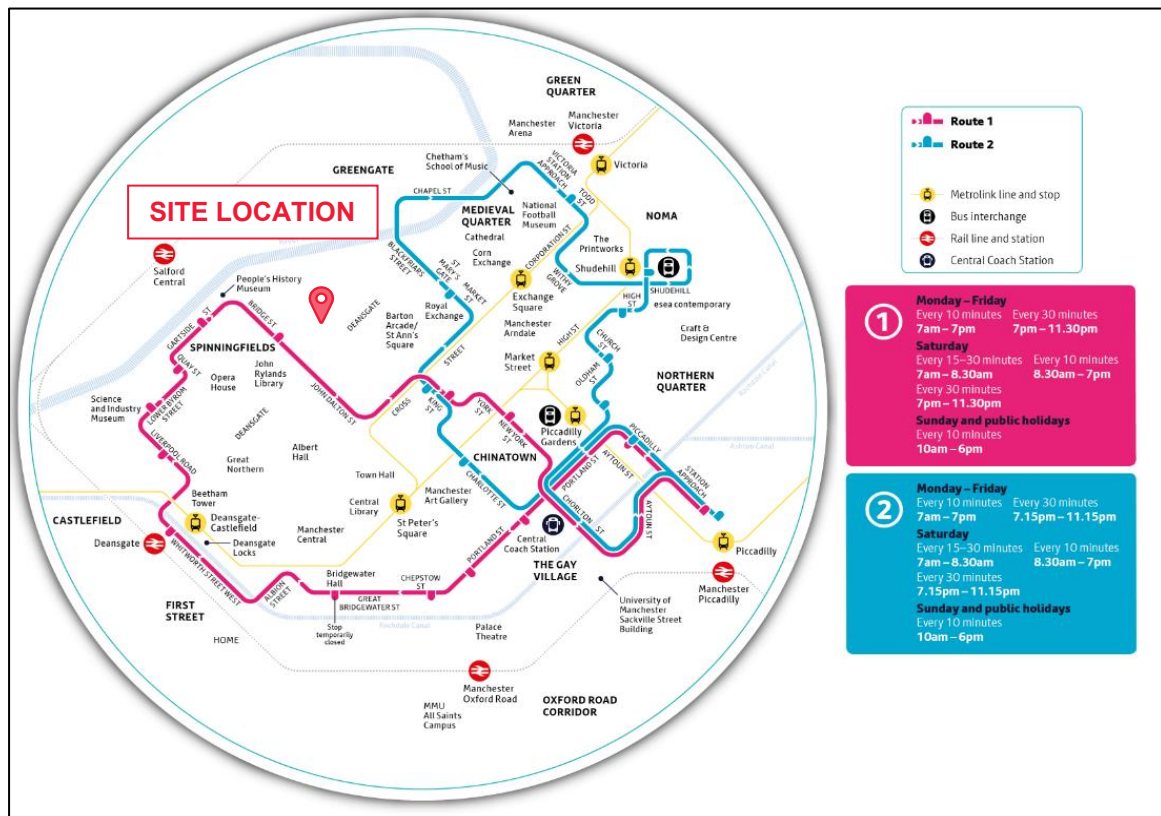


Figure 5.5 – Free Bus Route and Timetable
(Source: TfGM, 2024)

5.4.7 The provision of bus services will change over time in response to current circumstances and during different seasons of the year, however up-to-date bus times can be found on TfGM's website: <https://tfgm.com/public-transport/bus>.

5.4.8 Overall, it is considered the site is highly accessible by bus.

Rail Accessibility

5.4.9 The closest rail station to the development is Salford Central, located c. 600m to the west of the site. Alternatively, Manchester Victoria is also accessible at c. 800m to the north of the site.

5.4.10 The trains that service both stations run regularly for 7 days a week from a number of different locations across the whole of the United Kingdom and the North West; this provides frequent access for visitors and staff to the site and is a viable alternative to private car use. Local commuter train services also call at the station, for staff who work further afield or visitors who travel from outside of central Manchester. Up-to-date rail times can be found on the respective train operators' websites:

- Northern Rail: <https://www.northernrailway.co.uk/travel/timetables>; and
- Transpennine Express: <https://www.tpexpress.co.uk/travel-updates/timetables>.

5.4.11 A detailed map of the train network within Greater Manchester served by Salford Central and Manchester Victoria is shown in **Figure 5.6** overleaf.

5.4.12 Overall, the site is accessible via rail, and it is a viable alternative to private car use.

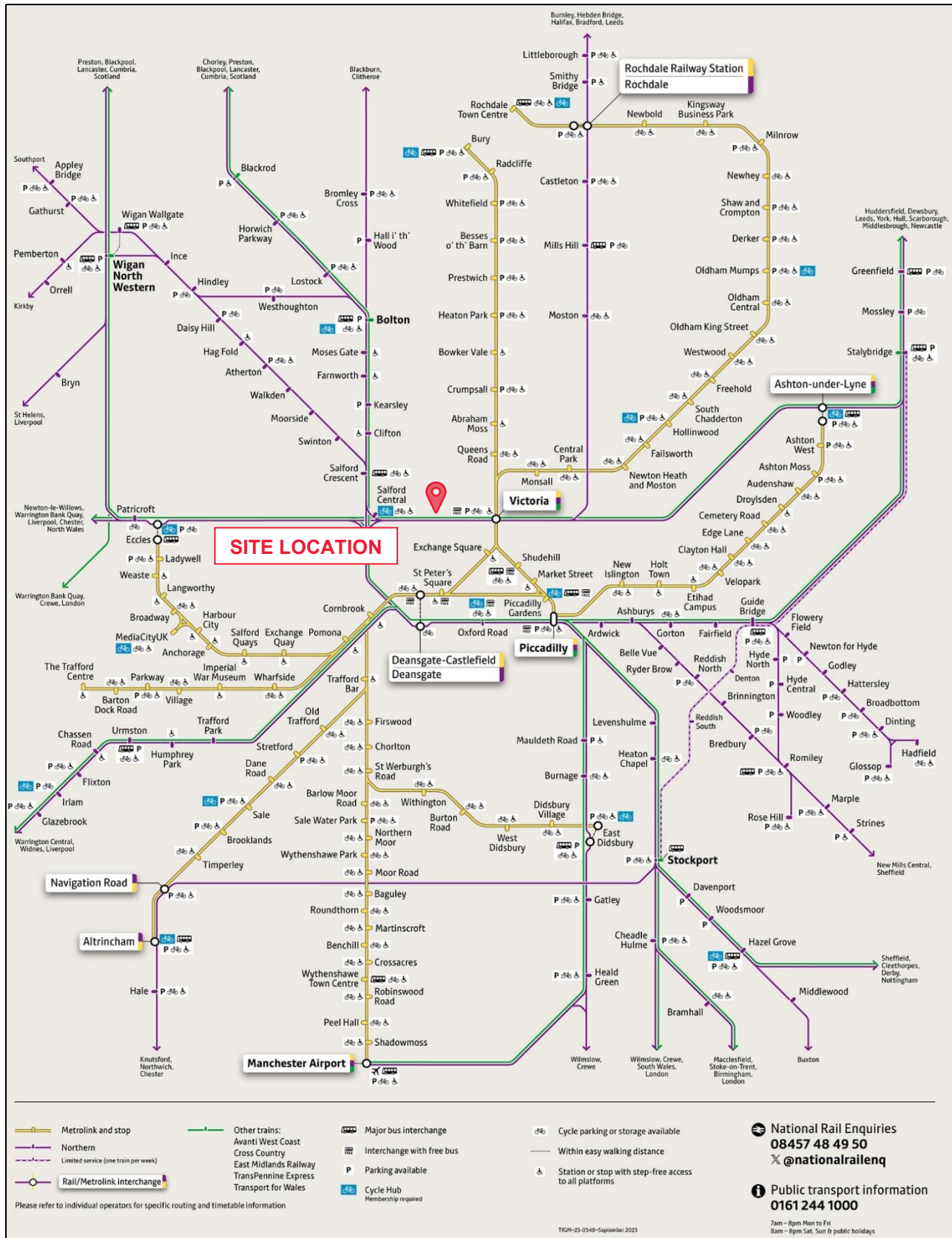


Figure 5.6 – Rail and Metrolink Network in the Vicinity of the Site
(Source: TfGM, 2023)

Metrolink (Light Rail)

5.4.13 **Figure 5.7** below shows the Greater Manchester Metrolink network:

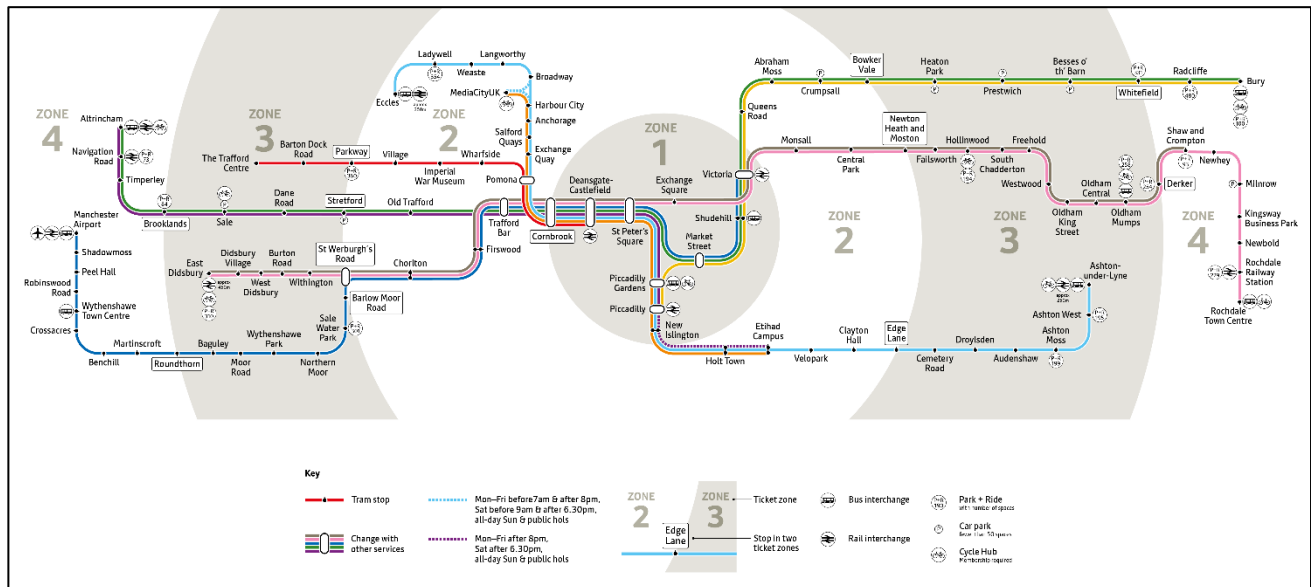


Figure 5.7 – Greater Manchester Metrolink Network

(Source: TfGM, 2024)

- 5.4.14 The nearest Metrolink stop is at Exchange Square, approximately 500m to the north-east of the site.
- 5.4.15 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays. Some lines only operate during peak hours to meet increased demand.
- 5.4.16 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.
- 5.4.17 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 Victoria, Market Street, and Cornbrook.
- 5.4.18 In summary, it is considered the site is highly accessible by Metrolink (light rail).

BREEAM Public Transport Accessibility Index (AI)

- 5.4.19 Guidance from the BREEAM New Construction V6.1 standards also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – public transport solutions) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

- 5.4.20 The methodology for calculating the AI uses Transport for London's Public Transport Accessibility Level (PTAL) method, itself based on a methodology developed in 1992 by the London Borough of Hammersmith and Fulham. The GMAL methodology is also derived from the PTAL approach but modified to consider flexible transport service provision (Local Link) and to reflect local service provision levels (different accessibility levels) within Greater Manchester.
- 5.4.21 Based on previous experience and guidance from the BREEAM Knowledge Base, it is considered that GMAL index scores can be used interchangeably as the AI of the site to demonstrate compliance against BREEAM.
- 5.4.22 The site is located in an area with a GMAL rating of 8 as mentioned earlier, with a further GMAL index score of 50.9. This is understood to be the AI of the site.
- 5.4.23 It can be observed that the site's AI of 50.9 suggests that the site has an excellent level of public transport accessibility in relation to BREEAM. In addition, as illustrated in **Table 6.1**, a range of measures are being implemented to encourage sustainable travel.

5.5 Summary

- 5.5.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a large number of public transport opportunities and local amenities within acceptable walking distance of the site.

6.0 Building Research Establishment Environmental Assessment Method (BREEAM) Compliance

6.1 Introduction

6.1.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) New Construction V6.1 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 6.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		
	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) provided in doc 085544-CUR-XX-XX-T-TP-00001	
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	Section 8 of ITP	
	• Predicted travel patterns and transport impact of future building or site users;	Section 8 of ITP	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 3 of ITP	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 5 of ITP	2
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 4 of ITP	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 5 of ITP	
	• Current facilities for cyclists.	Section 3 of ITP	
	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.	Noted	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 9 of ITP	
Tra 02	<u>Sustainable Transport Measures:</u>		

BREEAM Category	Description	Signposts	No. of Credits
	1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	Noted	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		<i>Points:</i>
	The existing AI calculated in Tra 01 ≥ 8;	Section 5 of ITP	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, the existing public transport services serving the site are already of high frequency	0
	Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR		
	Provide a dedicated service, such as a bus route or service.		
	Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 7 of ITP	1
	Provide electric recharging stations of a minimum of 7kW for at least 10% of the total car parking capacity for the development;	Not achieved	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	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	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;	Section 4 of ITP	1
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Section 4 of ITP	1
	Existing amenities: At least three existing accessible amenities are present;	Section 5 of ITP	1

BREEAM Category	Description	Signposts	No. of Credits
	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 restaurant provided, detailed in Section 4 of ITP Section 7 of ITP, pending BRE review Site AI: 50.9 Points achieved under criteria 2: 8-10	2 1-3 10
Total Transport Credits Obtained			12

Table 6.1 – BREEAM Credits Targeted

6.1.2 Further elaboration on some of the above criteria are as follows:

- **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 the development, which will connect into existing infrastructure. Public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available along Deansgate and Bridge Street;
- **Restrictions or charging for car parking** – No parking is being provided at the development. Staff and visitors using the pay and display bays are subject to charging for car parking;
- **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 tactile surfaces, good lighting and signposting will be delivered within the site to form connections towards existing pedestrian and cycling infrastructure within the wider highway network. 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 along Deansgate and Blackfriars Street;
- **Provision of suitable taxi drop-off or waiting areas** – A new loading bay will be provided adjacent to Parsonage, which can be used as drop-off areas when deliveries and / or servicing are not taking place; 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 relevant, as the site is not located in a rural area.

- 6.1.3 A key part of the Interim Travel Plan will be monitoring, whereby travel surveys will be distributed to staff at the development in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as place of residence, usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage staff to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.
- 6.1.4 The Interim Travel Plan details 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 Interim Travel Plan. This measure is submitted for review by BRE.

7.0 Travel Plan Initiatives

7.1 Introduction

- 7.1.1 Taking into account the location of the site and its accessibility via walking, cycling and public transport a series of measures and initiatives have been developed to encourage sustainable travel at the site.
- 7.1.2 This section of the Travel Plan therefore sets out the initiatives that could be implemented to reduce and staff dependency on the private car and encourage sustainable modes of travel, in line with the aims and benefits set out in **Section 2**.

7.2 Appointment of Travel Plan Coordinator (TPC)

- 7.2.1 At least one month before first occupation of the 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 9** of this report.

7.3 Production of Sustainable Travel Information

- 7.3.1 Travel Information Packs can be important in influencing travel patterns and therefore it is envisaged that they will be supplied to all staff at the development and be made available in a communal area, for example on a noticeboard. These Travel Information Packs would then include a section with sustainable travel information and how staff can get to and from their place of residence / work.
- 7.3.2 Sustainable travel information would typically comprise the Travel Plan concept detailing the aims, objectives, and aspirations, provide contact details for the Travel Plan Coordinator (TPC), and include the following information:

Objectives	Contents
1 – To increase the level of cycling to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; • Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as ‘National Bike Week’; and • The https://www.cyclestreets.net/ website for journey planning by bike.

Objectives	Contents
2 – To increase the level of walking to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; • Maps showing local walking routes and places of interest; • The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as “National Walking Month”.
3 – To increase the level of public transport use to and from the site	• A summary of the health, environmental, and social benefits of active travel and public transport, similar to that provided in Section 2; • A map showing local bus and rail stations in the vicinity of the site; • Links to live public transport services, timetables, and routes (for example https://tfgm.com/public-transport); and • Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey. • Promote the 16-17 Saver card and 16-25 / 26-30 Railcard which save holders 50% and 33%, respectively, on all train fares; • Details of Traveline’s online journey planning resources: https://www.traveline.info/; • Advertise any promotions / discounts offered by public transport operators.
4 and 5 – To increase the number of people car sharing to and from the site, and to reduce single occupancy car travel to and from the site.	• Links to Liftshare registration: https://liftshare.com/uk/; • Raise awareness of car ownership costs and highlight the social and economic benefits of car sharing; and • Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 7.1 – Sustainable Travel Information

7.3.3 This information will be periodically updated by the TPC.

7.4 Measures to Encourage Walking

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

7.4.2 It has been demonstrated throughout **Section 5** of this Interim Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. In order to further encourage walking, a number of measures will be considered:

- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained; and
- A marketing campaign in line with “Walk to Work Week” and / or the implementation of a “walking buddy” scheme to be implemented by the TPC.

7.5 Measures to Encourage Cycling

7.5.1 Cycle parking is provided within the ground floor, where staff will be able to wash and change in the respective changing rooms and use the drying rooms as well. It has been demonstrated throughout **Section 5** of this Interim Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. To encourage staff to cycle, the following measures will be provided:

- Pedestrian and cyclist friendly infrastructure on site with signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes;
- Sufficient security at cycle parking facilities; and
- The TPC to promote TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance).

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

7.6 Measures to Encourage Public Transport Use

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

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

- The TPC will advertise any promotions / discounts offered by public transport operators; and
- The TPC will liaise with bus companies and TfGM on any future improvements and / or extensions to local services.

7.7 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

- 7.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 7.7.2 To aid the coordination of car sharing, it is suggested that staff who are willing to car share should submit their name to the TPC. People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Staff will also be encouraged to separately discuss with colleagues and peers the option to car share to and from the site, with common needs, timetables, or destinations.
- 7.7.3 It is envisaged that this would need to be regularly maintained and encouraged by the TPC.
- 7.7.4 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 etc. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use.

Car Club

- 7.7.5 It is acknowledged that many staff that do not own a car may require the use of a car on certain occasions. The Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 7.7.6 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.
- 7.7.7 Car Club locations within the local area are as follows. Users would need to register and book the car appropriately through the website: <https://www.enterprisecarclub.co.uk/gb/en/home.html>. Again, this scheme could be promoted by the TPC.

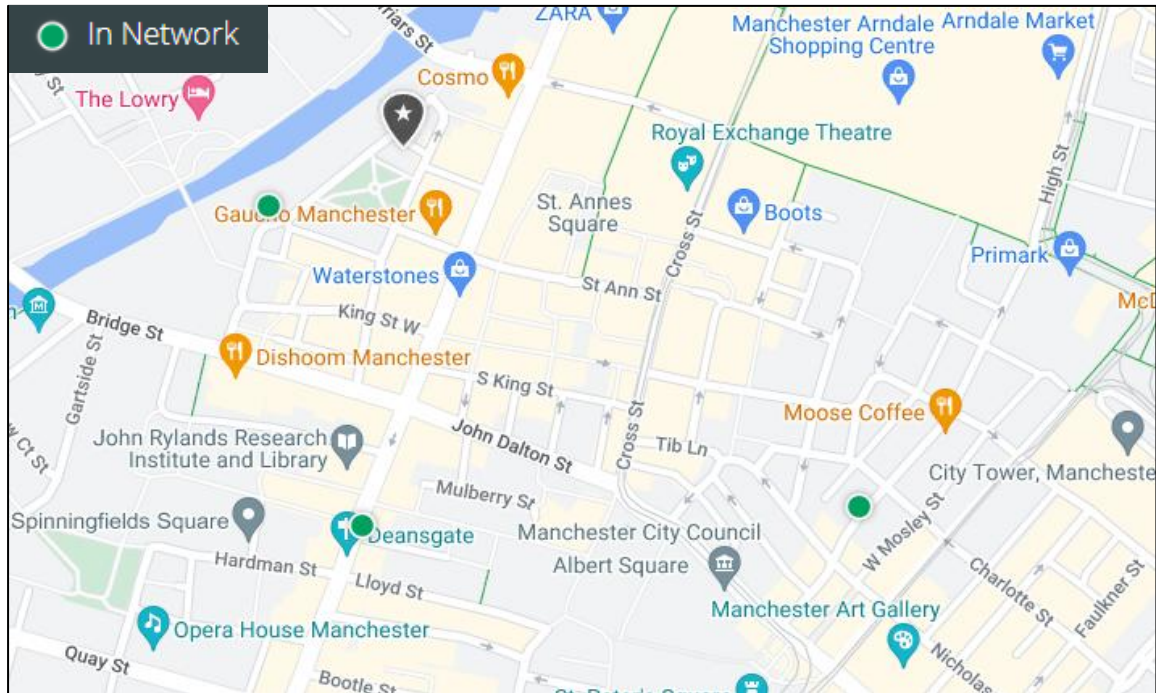


Figure 7.1 – Enterprise Car Club Locations in Manchester City Centre
(Source: Enterprise Car Club, 2024)

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

Electric Vehicles (EVs)

- 7.7.9 In the absence of on-site charging facilities, alternative electric vehicle charging points (EVCPs) can be located as shown in **Figure 7.2** overleaf:

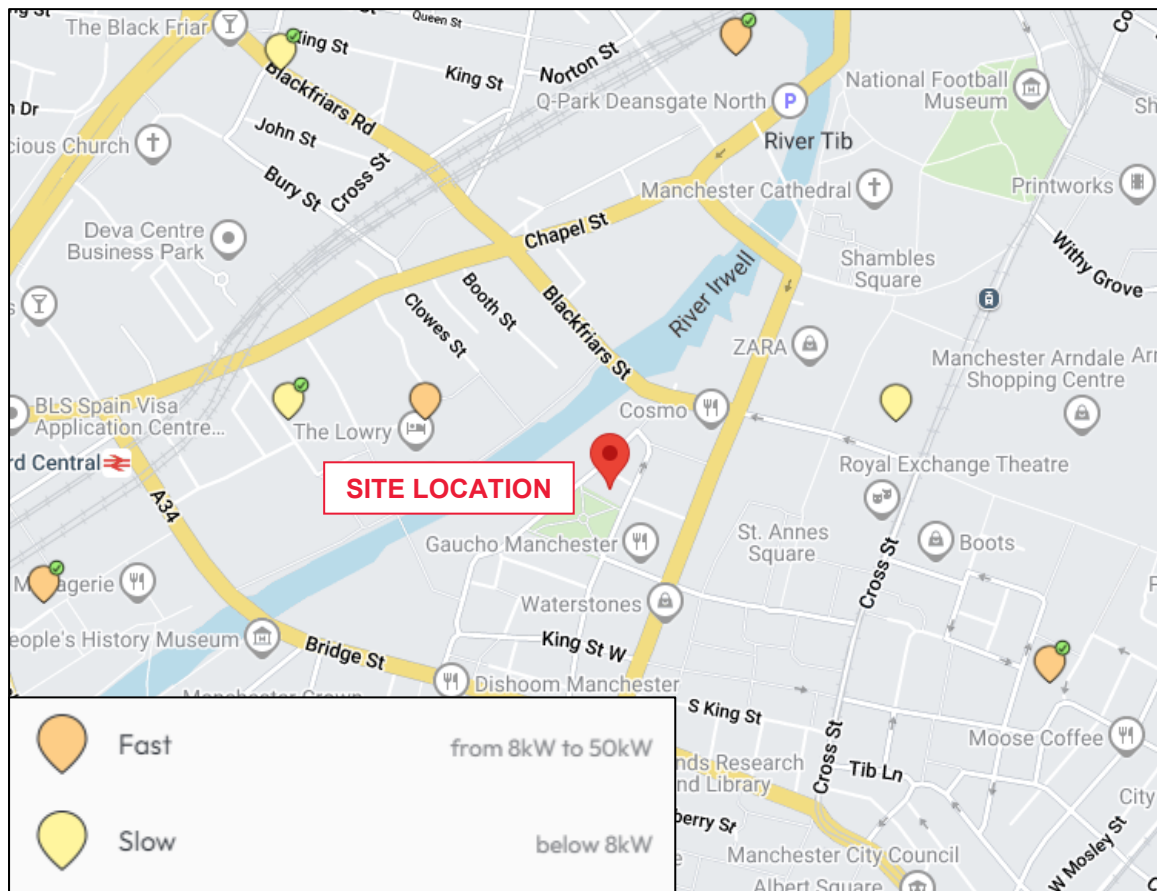


Figure 7.2 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap, 2024)

7.7.10 It is envisaged that the presence of EV charge points and infrastructure in the vicinity of the site would encourage future staff to consider switching to EVs should they still require to rely on the private car, but wish to reduce their carbon footprint.

7.8 Reducing the Need to Travel

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

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

8.0 Travel Plan Targets

8.1 Introduction

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

8.2 Data Collection

- 8.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future staff. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 8.2.2 In order to understand travel habits, a survey will be undertaken within six months following occupation, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys would seek the following key information:
- Distance travelled from place of residence to work;
 - Place(s) 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.
- 8.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 8.2.4 Questions will be transferred to an online survey service, such as SurveyMonkey or Microsoft Forms. Staff would be sent this link in the early stages of operation and can click on it to be directed to an internet-based survey.
- 8.2.5 The information obtained will be used to undertake modal split analysis. Staff will then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of the Travel Plan measures.

8.3 Data Analysis

- 8.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.
- 8.3.2 At this point, official targets will be set through consultation with Manchester City Council. The official targets will be **SMART** (Site-specific – Measurable – Achievable – Realistic – Timed).

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

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

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

8.3.5 To provide an indication of potential targets, an example is provided in **Table 8.1** below:

Example of Potential Modal Shift Targets					
Travel Mode	Existing (2011 Census)	Short Term	Medium Term	Long Term	Total Target
Car Driver	34%	-2%	-4%	-4%	-10%
Car Share	4%	+1%	+1%	+1%	+3%
Public Transport	47%	+1%	+1%	+1%	+3%
Cycle	2%	-	+1%	+1%	+2%
Foot	12%	-	+1%	+1%	+2%
Other	1%	-	-	-	-

Table 8.1 – Example of Potential Targets

8.3.6 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking, cycling, and car sharing.

8.3.7 The 10% reduction in car drivers has been informed by a major synthesis report¹² which found that travel planning can induce a 6-12% drop in car use.

8.3.8 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 7** and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

8.3.9 However, the above targets are indicative only, and final targets will be decided following the receipt of the travel surveys.

¹² Kuss, P. and Nicholas, K. (2022). A dozen effective interventions to reduce car use in European cities: Lessons learned from a meta-analysis and transition management. *Case Studies on Transport Policy*, 10(3), 1494-1513.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the management arrangements associated with the Travel Plan.

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

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

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

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

9.2 Responsibility and Management

9.2.1 Overall responsibility for the Interim Travel Plan lies with Beaconsfield Commercial Ltd (or any future owner of the buildings if transacted prior to completion). Following construction and occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

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

9.2.3 At this point, the day-to-day responsibility will shift to the appropriately appointed Travel Plan Co-ordinator (TPC). Contact details for the TPC will be provided to staff and MCC.

9.2.4 Notwithstanding, adequate consultation and support from Beaconsfield Commercial Ltd (or any future owner of the buildings if transacted prior to completion) is required to ensure the smooth implementation of the Travel Plan. A number of measures to be undertaken comprise:

- Businesses locating within the development will be required to sign up to the Travel Plan and appoint a Travel Plan representative, such as the business manager or owner;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

9.3 Travel Plan Coordinator (TPC)

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

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

9.3.2 A TPC will be nominated in due course, at least one month before occupation.

9.3.3 The TPC will remain in-post for the duration of the monitoring period and the Council will be notified if the holder of the TPC role changes during this time.

9.4 Monitoring and Evaluation

9.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 8** above.

9.4.2 Monitoring will be carried out for a period of three years from the date of the baseline travel surveys (or until a date to be agreed with MCC) to ensure that the Travel Plan reflects current opportunities and local circumstances. The three-year monitoring schedule will include three surveys: the initial monitoring survey and two follow-up surveys.

- 9.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will 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. A summary of the survey results will be made available to staff by the TPC.
- 9.4.4 The modal split figures calculated will be compared with other data sources to ensure the robustness of the information provided.
- 9.4.5 In order to record and communicate the progression of the Travel Plan, the TPC will produce monitoring reports as and when requested by MCC. This report will include, but may not be limited to the following:
- Reporting of progress against the targets set once the travel survey is completed;
 - Provision of information relating to new initiatives introduced (if applicable);
 - Provision of information on proposed initiatives due for implementation (if applicable); and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

10.0 Action Plan

10.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	One month before occupation	Beaconsfield Commercial Ltd or any future owner of the buildings if transacted prior to completion
Produce Travel Information Pack	Upon first occupation of the development	TPC
Implement Travel Plan Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within six months of occupation	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with Manchester City Council
Update ITP to a full Travel Plan	Within two months of undertaking the initial surveys	TPC
Distribute Travel Survey Results to Manchester City Council	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Monitoring	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with Manchester City Council)	TPC

Table 10.1 – Action Plan

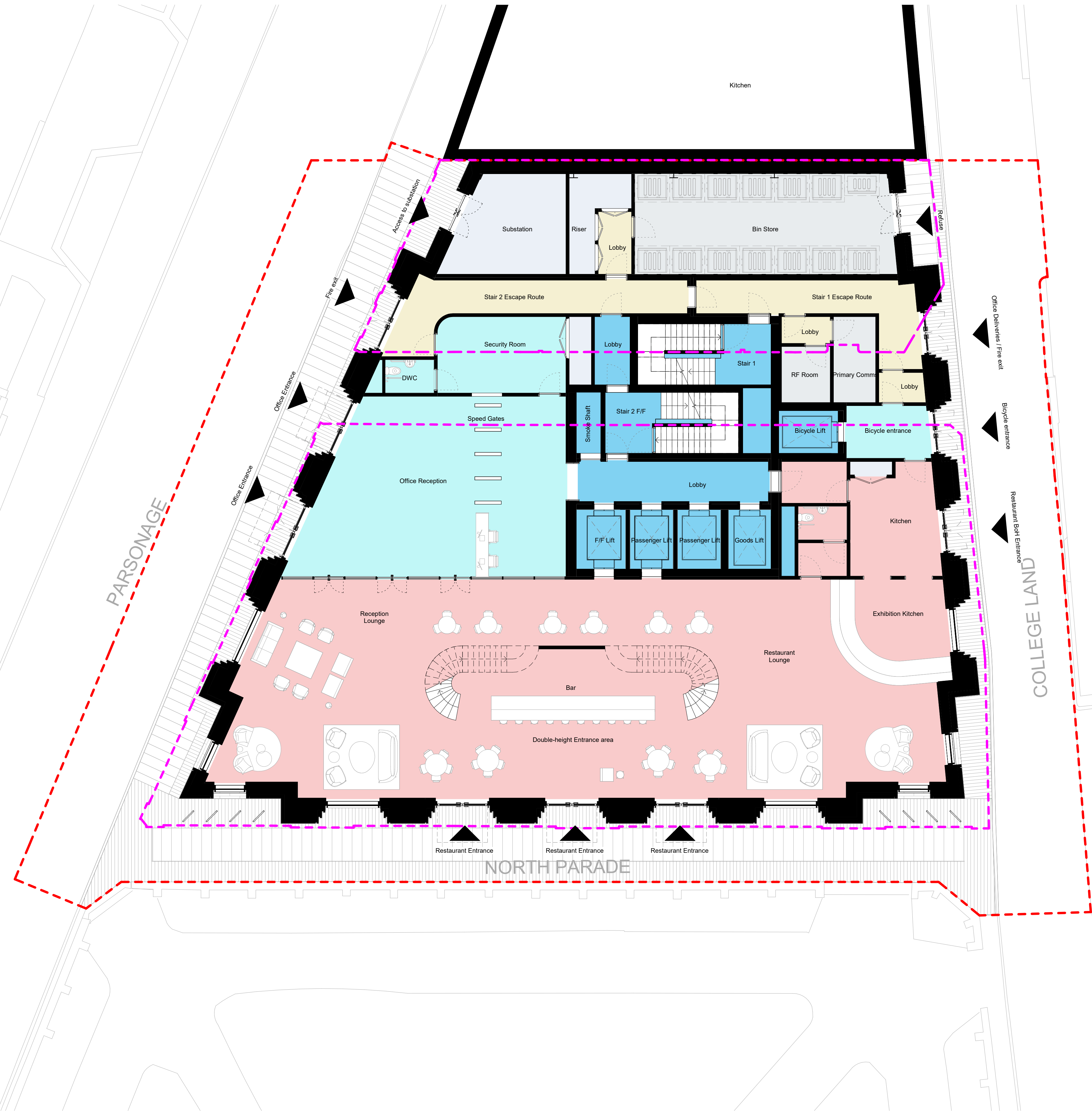
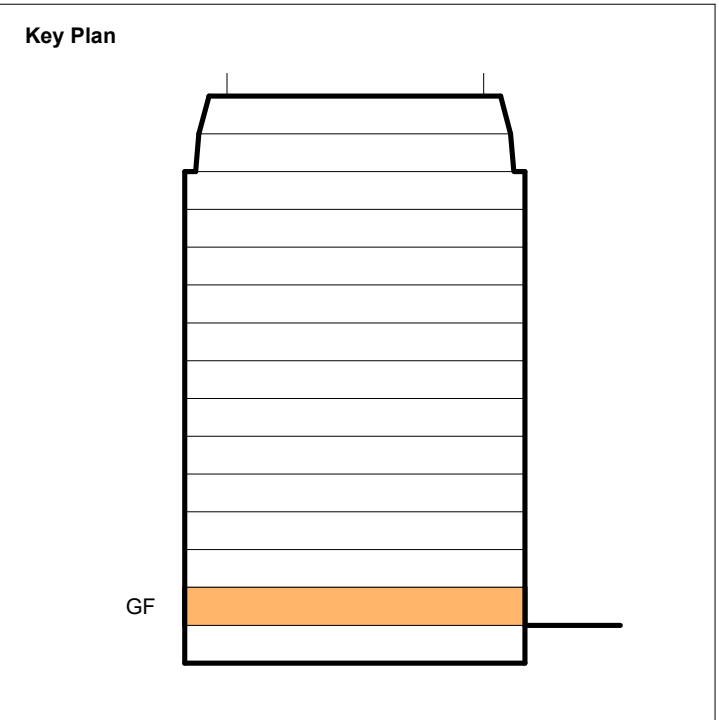
10.1.2 As a Travel Plan is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the management company.

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

Appendix A – Proposed Site Layout

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The internal layouts and furniture arrangements are shown for illustrative purposes only and are not submitted for approval.



Key

- BOH
- Circulation
- Core
- Facilities
- Plant
- Office
- Commercial

- Planning Application Boundary
- Existing Building Boundary
- 2000 mm Clear Head Height

Issued for Planning	25/07/25	MGr	P03
Issued for Information	16/05/25	MGr	P02
Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555

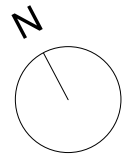
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Project
Parsonage Gardens
Manchester
M3 2NH

Title
Proposed Floor Plan
Level 00

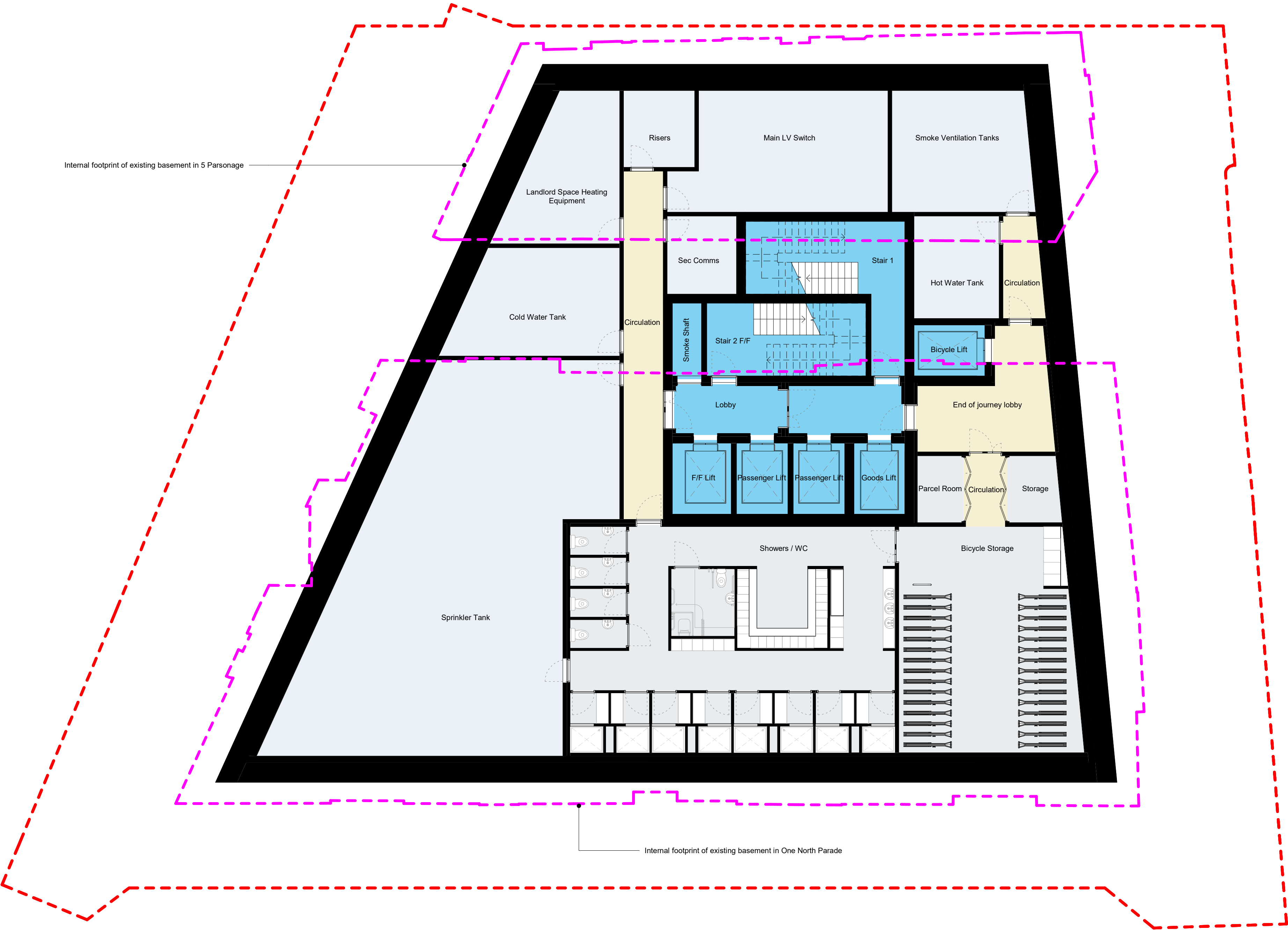
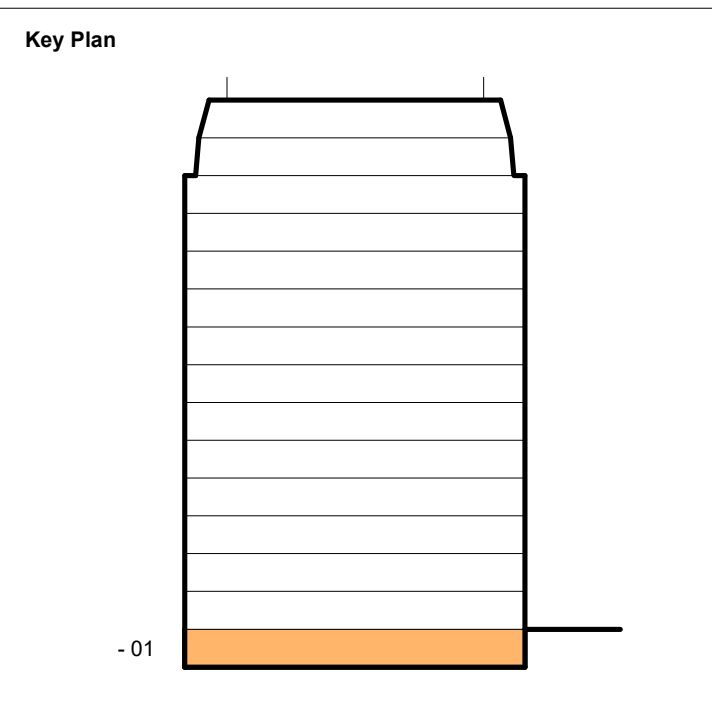
Suitability	Status	Job Number
A2	For Planning	19020
Date	Scale @ ISO A1	Revision
18/10/2024	1:100	19020-SQP-ZZ-00-DR-A-PL101
Drawing Number		P03

01 Level 00
1:100



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Issue for Information	25/09/24	MGr	P01
Description	Date	Chk	Rev

SQUIRE & PARTNERS

Squire and Partners LLP
The Department Store
248 Ferndale Road, London SW9 8FR
T: 020 7278 5555
info@squireandpartners.com
www.squireandpartners.com

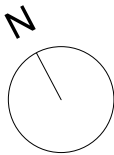
Project

**Parsonage Gardens
Manchester
M3 2NH**

Title

**Proposed Floor Plan
Level B1**

Suitability	Status	Job Number
A2	For Planning	
Date	Scale @ ISO A1	Job Number
18/10/2024	1:100	19020
Drawing Number	Revision	
19020-SQP-ZZ-B1-DR-A-PL100	P03	



Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

32-34 Stoney Street
Nottingham
NG1 1LL
T. 0115 941 5551
nottingham@curtins.com