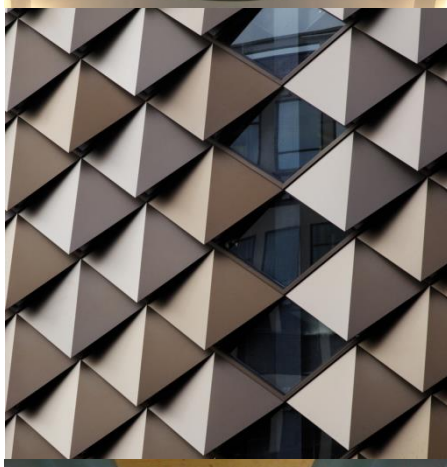
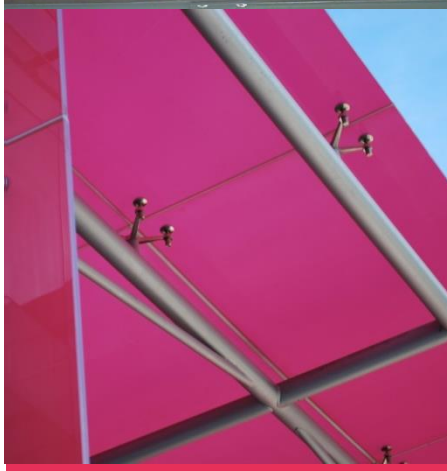








Dantzic Street
Framework Travel Plan

Curtins Ref: TPMA065795/FTP
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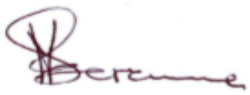
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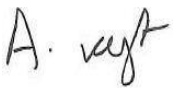
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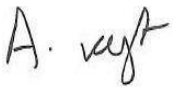
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd. to provide traffic and transportation advice in relation to a proposed refurbishment of the Dantzic Building, Dantzic Street, in Manchester.

1.1.2 Planning permission and listed building consent was granted in 2017 (application references 117384/FO/2017 and 117385/LO/2017) for the reuse and refurbishment of the building for office accommodation.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

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

Source: *National Planning Policy Framework*, DCLG, 2018.

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

1.3 Document Purpose

1.3.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Assessment (TA), **Ref: TPMA065795/TA**, prepared to consider the development proposals.

1.3.2 An FTP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

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

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

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

1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework, DCLG, 2018; and
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

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

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

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

1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future employees and visitors.

1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the base Travel Surveys.

1.4.6 **Section 7** 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.

1.4.7 **Section 8** 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 TP can be loosely categorised under three main headings:

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

2.1.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

2.2 Health Benefits

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

> *"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.*
>
> *26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."*

Source: *Health Survey for England*, DoH, 2016.

2.2.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

2.3 Environmental Benefits

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

> *"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."*

Source: *Climate Change Act 2008,* Chapter 27, Part 1, 2008.

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

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 cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year."*
>
> *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 TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

2.4.3 An effective TP can help encourage employees 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 Mutual Benefits

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

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

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

2.6 Travel Plan Objectives

2.6.1 Considering the above benefits, this TP aims to achieve the following objectives:

- **Objective 1 –** To increase the attractiveness of sustainable modes of travel;
- **Objective 2 –** To reduce single occupancy car travel to and from the site; and
- **Objective 3 –** To provide a forum by which users can voice travel related opinions and concerns.

3.0 Existing Situation

3.1 Site Location

3.1.1 The site is located within the NOMA Strategic Regeneration Framework area in the northern part of Manchester city centre.

3.1.2 The site is bounded by Hanover Street on its north-eastern and north-western side; Dantzic Street on its eastern side; Federation Street on its western side and Balloon Street on its south side.

3.1.3 **Plan TPMA65795_001** illustrates the location of the site in relation to the surrounding areas, and **Plan TPMA65795_002** shows the site in a more local context relating to the local highway network.

3.2 Existing Use

3.2.1 Dantzic Building is currently vacant and has been for a number of years. The building consists of a lower basement, basement, ground floor and six storeys above ground.

3.2.2 NOMA (GP) Ltd now seek to bring the building back into active use, providing a viable long-term use for a listed building, and also giving further momentum to regenerate in this area of NOMA.

3.3 Surrounding Highway Network

Dantzic Street

3.3.1 The development site is situated on Dantzic Street. The most northern point of Dantzic Street terminates at a footway on the southern side of Miller Street. Here bollards restrict vehicular movements, whilst maintaining pedestrian and cycle access onto Miller Street and onto One Angel Square via a Toucan crossing and off-road cycle lane. Dropped kerbs allow for cycle access between Miller Street and Dantzic Street. From the bollards at Miller Street in the north, the carriageway extends approximately 300m south to Shudehill.

3.3.2 The carriageway width varies from approximately 3.5m wide throughout the one-way sections to over 10m adjacent to the CIS Tower. There are NWAAT restrictions along the length of the carriageway, excluding a section to the south of Hanover Street which provides pay and display parking bays and loading bays.

3.3.3 The road is one-way in a northerly direction from Shudehill until it reaches the priority junction with Hanover Street. Here, the carriageway continues north as a two-way highway to the previously described bollards adjacent to Miller Street. There is street lighting along the length of the carriageway, and footway provision on both sides which varies in width.

Hanover Street

3.3.4 Hanover Street is situated to the north of the site. The road extends from a priority junction with Corporation Street approximately 250m south east to a signalised junction with Shudehill. It also passes through priority junctions with Redfern/Federation Street and Hanover Street.

3.3.5 The majority of Hanover Street is one-way in an easterly direction, although the road becomes two-way to the east of the Shudehill MSCP access. The carriageway width varies from approximately 3.5m wide throughout the one-way sections to approximately 6m along the two-way sections.

3.3.6 There are 'No Waiting at Any Time' (NWAAT) restrictions along the length of the carriageway, and street lighting at both ends. There is a footway on both sides of the highway of varying width, and in the vicinity of the site, a loading bay is situated along the northern side of the carriageway.

Federation Street

3.3.7 Federation Street extends southwards from a priority junction with Hanover Street and Redfern Street for approximately 55m until the carriageway reaches the previously discussed Metrolink lines running to and from Victoria Station. The road is no entry except for delivery vehicles and access only.

3.3.8 Federation Street comprises a two-way carriageway approximately 7m in width. There are NWAAT restrictions along the length of the carriageway, and street lighting at both ends. There is a footway on both sides of the highway approximately 2m in width.

Balloon Street

3.3.9 Balloon Street extends along the southern boundary of the development site between Dantzic Street in the east and Corporation Street in the west. The highway is closed to motor vehicles, as there are two Metrolink lines down the centre of the highway which span the carriageway width.

3.3.10 There is a footway on both sides of the highway approximately 2.5m in width. Street lighting is present along the length of the footways.

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The site benefits from its city centre location and recent public realm improvements in the vicinity of the site. There are a number of existing features that 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 crossing place in the vicinity of the site, including at signalised pedestrian crossing points.

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 developments are located in areas where alternative modes of travel are available.

4.1.2 It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.3 The accessibility of the site 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**.

	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 TPMA65795_003** shows distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips.

4.2.3 Within the 500m desirable walking distance catchment area there are a number of residential properties such as those within the Green Quarter to the north west of the site.

4.2.4 Most notably approximately 300m – 400m south west of the site is The Printworks and Arndale Centre. The Printworks contains a number of leisure outlets and restaurants/bars, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as a

number of food and drink establishments. Facilities such as high street banks and convenience stores are accessible along Market Street.

4.2.5 Within the wider catchments, there are a great number of residential properties in all directions. There are also attractions including the National Football Museum, the Manchester Arena, the Northern Quarter with its popular bars and restaurants and Manchester Cathedral. There is a wide variety of food and retail outlets throughout the city centre.

4.2.6 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. The site benefits from recent public realm improvements in the area, including a recently created public square to the north of Hanover Street.

4.3 Accessibility by Cycle

4.3.1 The approved scheme includes the provision of 48 temporary cycle spaces within the covered service yard. Permanent cycle storage will be provided in the basement in due course but this will be part of a separate application.

4.3.2 In order to assist in assessing the accessibility of the site by cycle, **Plan TPMA65795_004** situated to the rear of this report presents an 8km cycle catchment for the site. The 8km cycling distance equates to a journey time of approximately 32 minutes when travelling at an average speed of 15kph.

4.3.3 The catchment extends as far as Prestwich and Whitefield in the north, Moston and Fairfield to the east, Chorlton and West Didsbury to the south and Eccles and Stretford to the west.

4.3.4 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester City Centre, with direct access to Manchester Victoria Tram Station and The Printworks. All major train and bus stations within Manchester city centre are within 2km of the site, and are accessible following Sustrans cycle routes.

4.3.5 There are two national cycle routes within proximity of the site. National Cycle Route 6 to the south can be accessed by series of on-road cycle routes along Dantzic Street then Fountain Street and onto the A6143. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.

4.3.6 National Cycle Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.

4.4 Accessibility by Public Transport

4.4.1 Accessibility by bus, rail and Metrolink are considered further within the subsections below.

Bus Accessibility

4.4.2 There are multiple bus stops located within close proximity of the site. Bus corridors are located along Rochdale Road and Oldham Road. Services along these corridors provide access to a number of locations in and around the city and Greater Manchester.

4.4.3 Shudehill Interchange is also approximately 100m east of the site. Large numbers of buses and coaches provide travel to and from a variety of locations nationally such as Liverpool, Newcastle and Edinburgh.

4.4.4 A summary of the bus services and their frequencies from Shudehill Interchange are outlined in **Table 4.2**:

Bus Service	Destination	Peak Frequency (per hour)		
		Mon – Fri	Sat	Sun/Hols
2	Piccadilly Rail Station	6	6	5
8	Bolton	6	6	3
10	Brookhouse Estate	5	5	3
17/17A	Rochdale	1	1	-
18	Mri	3	3	4
27	Swinton	1	1	-
42	Manchester Chorlton Street	3	3	-
56	North Manchester General Hospital	2	2	-
67	Cadishead	4	4	2
81	Derker	4/day	4/day	4/day
81A	Holts Estate	2	2	-
92/93	Bury	3/day	3/day	4/day
96	Simister	1	1	9/day
97	Bury	3	3	2
98	Bury	3	3	2
100	Warrington	4	4	4
112	Middleton	4	4	2
113	Middleton	2/day	-	-
114	Middleton	3	2	1
118	Middleton	6	6	4
156	Middleton	2	2	1
162	Norden	7/day	-	-
163	Bury	6	6	2
217	Aston	1	1	1
M11	Belgravia – Glasgow	7/day	7/day	8/day
M11A	Belgravia – Preston City Centre	2/day	2/day	5/day
M12	Belgravia – Newcastle upon Tyne	2/day	2/day	2/day
M15	Belgravia - Liverpool	4/day	-	-
M33	Newcastle upon Tyne – Cardiff	3/day	5/day	4/day
M34	Newcastle upon Tyne – Portsmouth	3/day	5/day	5/day
M35	Newcastle upon Tyne – Cardiff	8/day	8/day	6/day
X43	Witch Way – Skipton – Manchester	4/day	-	-
X63	Manchester – Heywood	10/day	-	-

Table 4.2 – Summary of Bus Service Frequencies from Shudehill Interchange

4.4.5 Furthermore, the site is situated within the vicinity of the Free Bus service providing direct access to Piccadilly, Victoria, Deansgate and Salford Central train stations and Shudehill Interchange. The Free Bus was previously known as The Metroshuttle.

4.4.6 The Free Bus frequencies are detailed in **Table 4.3**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
Route 1	Piccadilly – City Centre Circular	Every 10 mins	Every 10 mins	Every 12 mins
Route 2	Piccadilly – Oxford Road – Deansgate – Salford Central – Victoria (Rail Stations), (including Shudehill Interchange).	Every 10 mins	Every 10 mins	Every 12 mins

Table 4.3 – Free Bus Services

Rail Accessibility

4.4.7 The closest Railway Station to the site is Manchester Victoria, located approximately 250m to the west. **Table 4.4** shows the frequencies of regular trains that run from Manchester Victoria Train Station:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Southport	4 per hour	3 per hour	1 per hour
Blackburn	2 per hour	1 per hour	1 per hour
Blackpool North	4 per hour	2 per hour	4 per hour
Clitheroe	1 per hour	1 per hour	1 per hour
Huddersfield	4 per hour	4 per hour	4 per hour
Leeds	4 per hour	4 per hour	4 per hour
Liverpool Lime Street	2 per hour	2 per hour	2 per hour
Manchester Airport	4 per hour	2 per hour	2 per hour
Newcastle	4 per hour	4 per hour	2 per hour
Stalbridge	2 per hour	4 per hour	2 per hour
Todmorden	4 per hour	1 per hour	1 per hour
Wigan North Western	5 per hour	1 per hour	4 per hour
Wigan Wallgate	4 per hour	2 per hour	4 per hour
York	4 per hour	4 per hour	2 per hour

Table 4.4 – Summary of Rail Services calling at Victoria

4.4.8 More locally the above services provide access to residential areas such as Ashton-under-lyne, Salford, Eccles and Rochdale. It is considered the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

4.4.9 Victoria and Shudehill tram stations are both located approximately 100m – 250m walk from the site. From here, services to Ashton-under-Lyne, Bury, East Didsbury, Piccadilly, The Etihad Campus Rochdale and Shaw and Crompton are directly accessible.

4.4.10 Connections to the National Rail network are located at Piccadilly, Victoria, Deansgate - Castlefield, Altrincham, Navigation Road, Eccles, Ashton-under-Lyne, Rochdale and Manchester Airport.

4.4.11 Passengers that have purchased a train ticket to Manchester City Centre from any train station in Greater Manchester can travel on the trams for free within the City Zone. The City Zone includes the following stations: Deansgate-Castlefield, Exchange Square, Piccadilly Gardens, Piccadilly, New Islington, Market Street, Shudehill, St Peter's Square and Victoria.

4.4.12 A summary of Metrolink frequencies is provided in **Table 4.5**:

Route	Monday to Friday	Saturdays	Sundays/Hols
Altrincham – Bury	Double trams operating a 12-minute frequency between 05:49 and 23:01	Double trams operating a 12-minute frequency between 05:49 and 00:01	Double trams operating a 12-minute frequency between 06:49 and 00:01
Altrincham – Piccadilly	Double trams operating a 12-minute frequency between 05:49 and 23:37	Double trams operating a 12-minute frequency between 05:49 and 00:37	Double trams operating a 12-minute frequency between 06:49 and 23:37
Ashton-under-Lyne - Eccles	Single trams operating a 12-minute frequency between 05:55 and 23:05	Single trams operating a 12-minute frequency between 05:55 and 00:05	Single trams operating a 12-minute frequency between 06:56 and 22:56
Bury - Piccadilly	Single & Double trams operating a 12-minute frequency between 05:54 and 23:30	Single & Double trams operating a 12-minute frequency between 05:54 and 00:30	Single & Double trams operating a 12-minute frequency between 06:54 and 23:30
East Didsbury – Rochdale Town Centre	Single & Double trams operating a 12-minute frequency between 05:50 and 23:14	Single & Double trams operating a 12-minute frequency between 05:50 and 23:50	Single & Double trams operating a 12-minute frequency between 06:46 and 22:46
Manchester Airport – Manchester Victoria	Single trams operating a 12-minute frequency between 04:43 and 23:10	Single trams operating a 12-minute frequency between 04:43 and 00:10	Single trams operating a 12-minute frequency between 05:39 and 23:17
Media City UK – Etihad Campus	Single trams operating a 12-minute frequency between 06:06 and 23:40	Single trams operating a 12-minute frequency between 06:06 and 00:40	Single trams operating a 12-minute frequency between 07:07 and 23:31

Table 4.5 – Summary of Metrolink Frequencies

4.5 Accessibility 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 providing access to all areas of Greater Manchester.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 Considering the high levels of accessibility and excellent public transport links in the vicinity of the site, it is considered a significant majority of users will still travel to/from the site via sustainable modes of travel.

5.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan for the development. The initiatives are designed to reduce employee 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.

5.2 Production of Staff Welcome Packs

5.2.1 Welcome packs can be critical in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to any employees associated with the development. The contents of the welcome packs will include:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking/cycling routes and places of interest;
- Details of public transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

5.2.2 As well as providing such information throughout the welcome packs, community notice boards in communal areas could also be provided to detail relevant information as set out above.

5.3 Measures to Encourage Walking

5.3.1 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.

5.3.2 It has been demonstrated throughout **Section 4** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area. The following measures will be considered in order to encourage employees to walk:

- Raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Provide storage for employees and visitors;
- Provide on-site shower and changing facilities for employees;

- Broadcast information on the local pedestrian routes, including public footpaths; and
- Promote the www.walkit.com website for journey planning on foot.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area.

5.4.2 To encourage employees to cycle, the following measures will be considered:

- The provision of 48 temporary cycle spaces within the covered service yard;
- Permanent cycle storage will be provided in the basement in due course, but this will be part of a separate application;
- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk, or the cycling page of the TfGM website www.tfgm.com/cycling;
- Provide on-site shower and changing facilities for employees on all floors;
- Provide an on-site puncture repair kit for employees' use;
- Encourage local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Register the employer to the Cycle2Work scheme; and
- Promotion of events such as "National Bike Week"; and
- The setting up of a development-wide Bicycle User Group (BUG).

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this ITP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

5.5.2 The following measures will be considered in order to encourage users to travel by public transport:

- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Distribute details of the TfGM website and real-time mobile app;
- Provide up to date bus details including timetables/contact information in the welcome packs;
- Advertise any promotions/discounts offered by public transport operators;
- Provide staff discounts and special offers for bus/rail/Metrolink day and season tickets;

- Provide a guaranteed taxi home for employees who travel to the site by public transport in the event of an emergency;
- Liaise with bus companies, TfGM and Manchester City Council on any future improvements and/or extensions to local services; and
- Limited time discount tickets could be provided in the previously discussed welcome packs.

5.6 Car Sharing and Car Clubs

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day.

5.6.2 There are car sharing organisations which offer a matching service. Employees would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

5.6.3 Enterprise Car Club provides an alternative to car ownership which future employees could benefit from. The Car Club offers a cost-effective, hassle-free and greener alternative to car ownership and traditional vehicle hire in Manchester. It is considered that the Car Club could be an attractive facility for employees who do not own a car but require occasional use.

5.6.4 Vehicles are located in designated parking bays across the city and 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 £5.20 an hour.

5.6.5 The nearest Car Club parking bay is located on Chepstow Street (200m towards the southwest of the site). The Car Club allows users to view cars near them via a mobile application, where they can unlock and start driving their selected car on the spot.

5.6.6 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing/car club through advertising around the site. Pool cars could also be made available so that employees do not have to travel to work in their car in order to use the vehicle throughout the day for business.

5.7 Reducing the Need to Travel

5.7.1 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 will be considered:

- 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.

6.0 Targets

6.1 Introduction

6.1.1 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 some example targets 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.

6.2 Initial Modal Split Targets

6.2.1 As the site is currently unoccupied, it is not possible to undertake any travel surveys and provide a definitive set of targets.

6.2.2 However it is possible to provide an indication of potential targets, and an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	**Existing Modal Split Percentage**	**Short Term Target Modal Shift Change**	**Medium Term Target Modal Shift Change**	**Long Term Target Modal Shift Change**	**Total Target Modal Shift Change**
Car Driver	TBC following surveys	-2%	-2%	-4%	**-8%**
Car Share		+1%	+1%	+1%	**+3%**
Public Transport		+1%	+1%	+1%	**+3%**
Cycle		-	-	+1%	**+1%**
Foot		-	-	+1%	**+1%**

Table 6.1 – Example of Potential Targets

6.2.3 The example modal split targets above aim for an 8% reduction in single occupancy car trips, whilst aiming for an 8% increase in trips by more sustainable modes such as public transport, walking and cycling.

6.2.4 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of achieving 50% occupancy at the site.

6.3 Travel Plan Performance Indicators

6.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered:

- Car trips per 100m^2 of office development – targets could be set on the basis of predicted trip rates for the development as generated by a TRICS assessment, and validated by traffic counts;
- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to employee's appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

6.4 SMART Targets

6.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after 50% occupation.

6.4.2 At this point official targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

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

7.2 Responsibility and Management

7.2.1 Overall responsibility for the FTP will initially lie with site owner, NOMA (GP) Limited. Following construction and full occupation, the FTP will need to be updated to a full Travel Plan for each of the proposed elements.

7.2.2 Upon update to a full Travel Plan, responsibility for each of the elements will be split between NOMA (GP) Limited and future occupiers. This will involve the distribution of travel surveys.

7.2.3 The travel surveys will be completed by all site users and the survey will be influenced by national travel planning guidance, and approved by MCC. These will extract key travel characteristics such as:

- Post code;
- Purpose of trip;
- Mode of travel;
- Reason for mode of travel; and
- Barriers to other mode choices.

7.2.4 This information will enable analysis to be undertaken to establish final targets associated with each element of the proposals. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

7.3 Travel Plan Coordinator (TPC)

7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift from the developer to the appropriately appointed TPC for each element of the proposals. The TPCs will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting individual measures/initiatives in the TP;
- Liaising with public transport operators;
- Monitoring the TP; and

- Taking a key role in reviewing the TP.

7.3.2 A TPC will be nominated for each element of the development in due course.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.4.2 Annual monitoring reports will be provided to officers at MCC following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

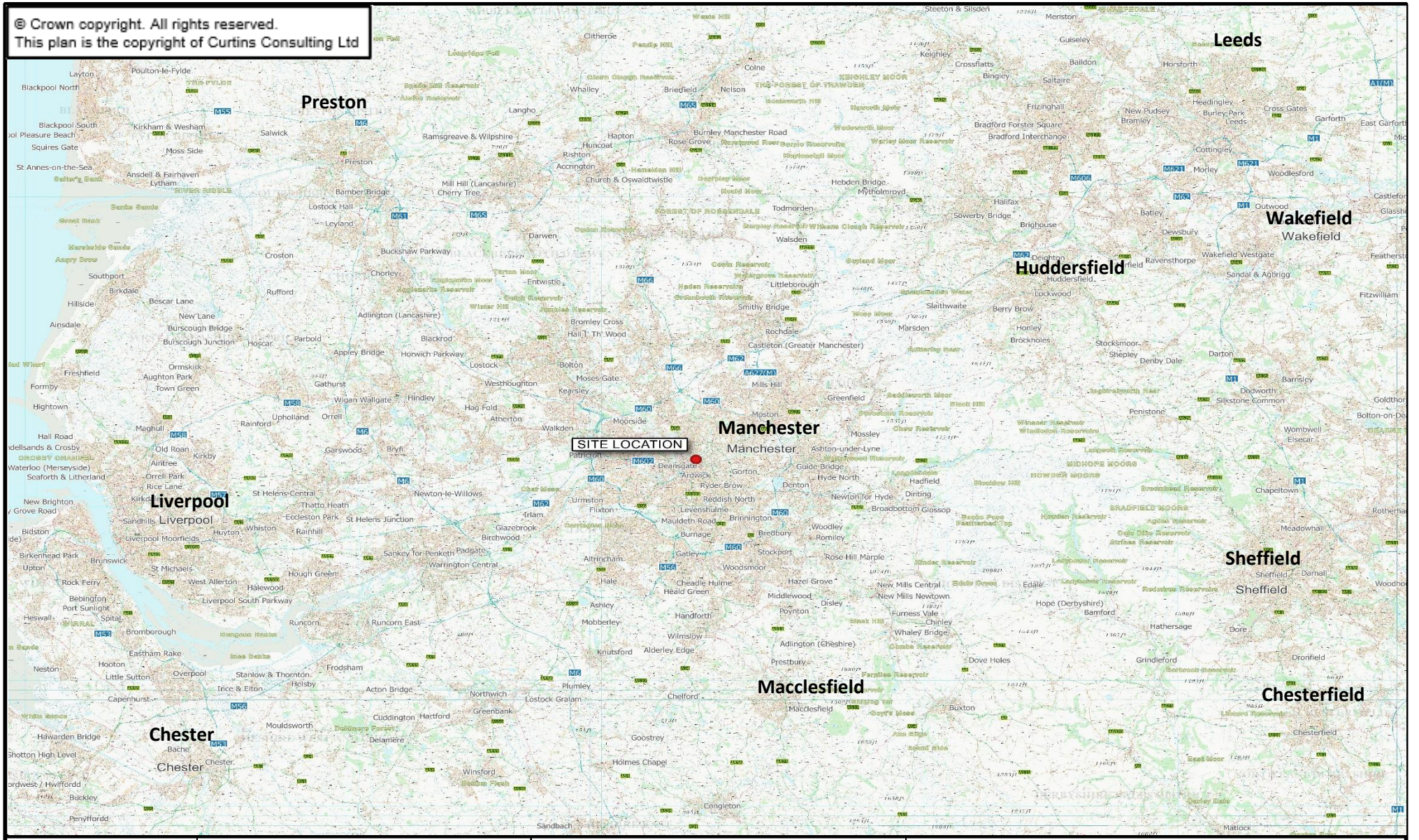
8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPCs	One month before occupation	NOMA (GP) Limited and other occupying parties
Produce Welcome Pack	First occupation of each element of the development	TPCs
Undertake Initial Travel Surveys	Within three months	TPCs
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPCs in conjunction with MCC/TfGM
Update FTP to a full Travel Plan	Within two months of agreeing modal splits with MCC/TfGM	TPCs
Present Annual Monitoring Report	Annually for at least three years following the agreement of targets with MCC/TfGM	TPCs

Table 8.1 – Action Plan

Plans

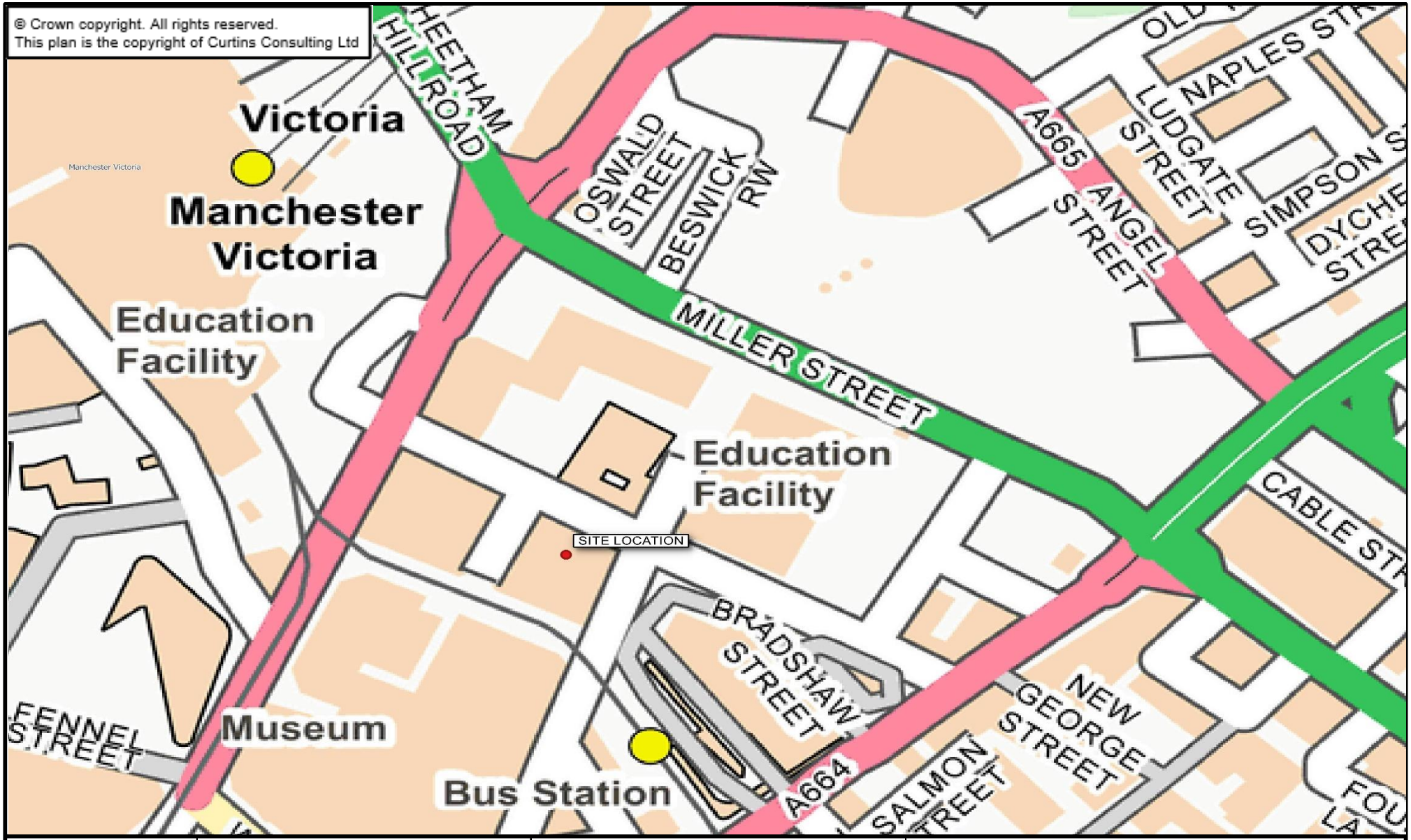
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SCALE: **Do Not Scale**	CLIENT: **NOMA (GP) LTD.**	JOB TITLE: **DANTZIC STREET**		
DATE: **07.12.18**	TITLE: **REGIONAL LOCATION PLAN**		JOB NUMBER: **TPMA65795**	FIGURE: **001**
DRAWN: **ES**				

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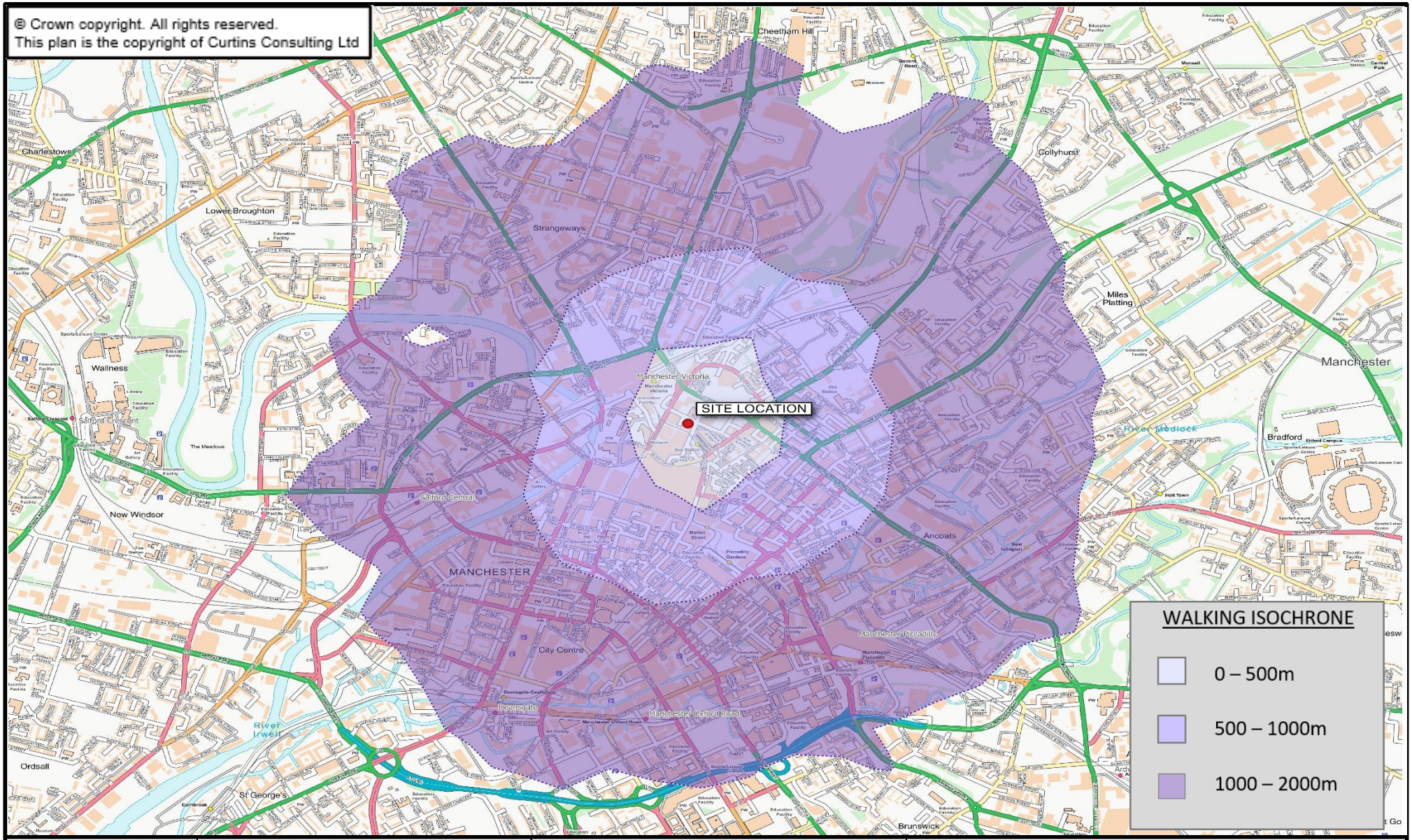
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SCALE: Do Not Scale	CLIENT: NOMA (GP) LTD.	JOB TITLE: DANTZIC STREET	
DATE: 07.12.18	TITLE: LOCAL LOCATION PLAN	JOB NUMBER: TPMA65795	FIGURE: 002
DRAWN: ES			

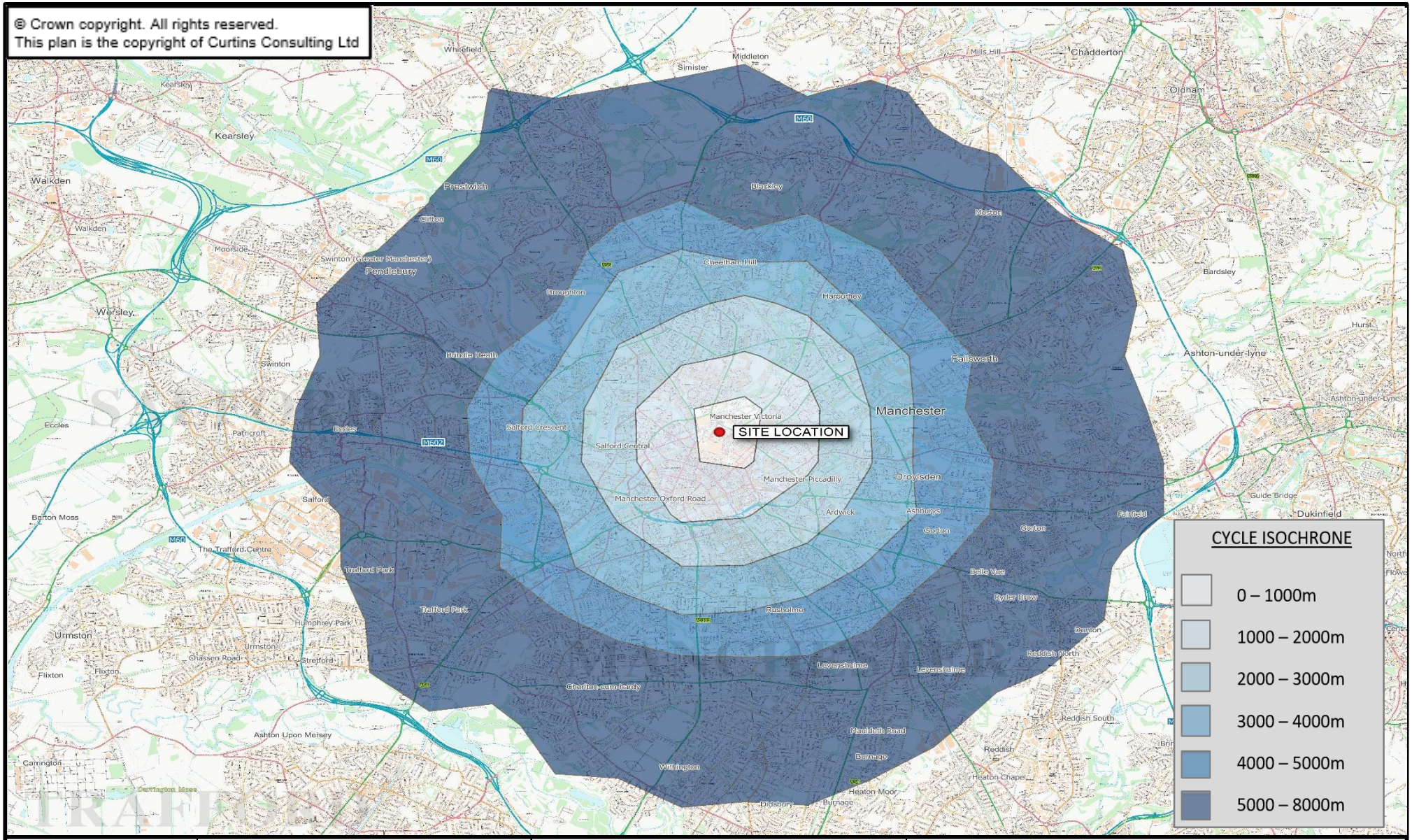
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DATE: **07.12.18**	TITLE: **PEDESTRIAN CATCHMENT PLAN**	JOB NUMBER: **TPMA65795**	FIGURE: **003**	
DRAWN: **ES**				

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DATE: **07.12.18**	TITLE: **CYCLE CATCHMENT PLAN**	JOB NUMBER: **TPMA65795**	FIGURE: **004**
DRAWN: **ES**			

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