

NXQ

Lever Street, Manchester

Transport Statement

Revision 02 _ 27.03.2024



The NXQ Building
Manchester
Transport Statement
240327/SK223110/TS01(-02)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK223110	TS	00	Draft for Comment	L Speers	LGS	15/02/2024
SK223110	TS	01	Full Draft Issue	L Speers	LGS	29/02/2024
SK223110	TS	02	Front Cover Added	L Speers	LGS	27/03/2024

1 Introduction

- 1.1 SK has been appointed by Soller Nine to prepare a Transport Statement (TS) that assesses the impact of the proposed development of the NXQ Building in the Northern Quarter area of the city centre.
- 1.2 A full planning application is submitted for the part-retention, conversion and extension of existing buildings, selective demolition, the erection of a ground floor plus 17 storey building comprising new office space (Use Class E) with ground floor reception area and ancillary uses, supporting infrastructure and ancillary facilities, roof top plan and landscaping. The proposal includes F&B land uses in the Heritage Hub (Bem Brasil building) and in an area of the ground floor in the new office building. The proposed layout is attached as Appendix A.
- 1.3 The assessment has been undertaken in line with the following policy and assessment guidance:
 - Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
 - Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
 - Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance
 - Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document
 - Manchester City Council (2021), City Centre Transport Strategy to 2040
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040
 - TRICS (2023), TRICS Good Practice Guidance 2024
- 1.4 The Local Highway Authority is Manchester City Council (MCC). A TS Scoping Report was prepared and submitted to MCC in February 2024 and the assessment method and proposed transport strategy subsequently agreed.

2 Baseline Situation

Site Location

- 2.1 The location of the site is shown on Figure 2.1.
- 2.2 The site is bounded by the A665 (Great Ancoats Street), Little Lever Street, Houldsworth Street and Lever Street.

Baseline Site Use

- 2.3 The site is currently occupied by a range of buildings that are permitted for commercial operations. Some of the buildings on site are no longer in use.
- 2.4 There is no vehicle access to the buildings on site and no on-site car parking. Service activity currently concentrates on the Houldsworth Street and Little Lever Street frontages.

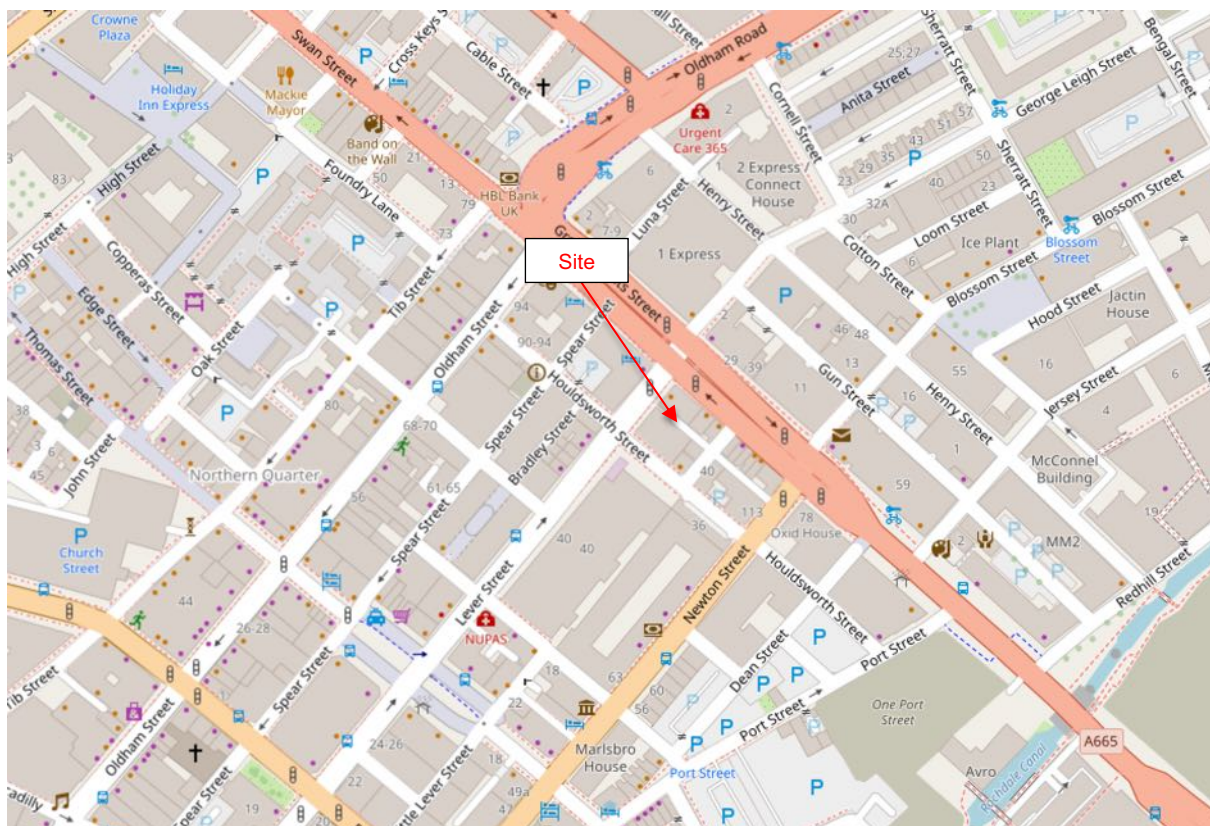
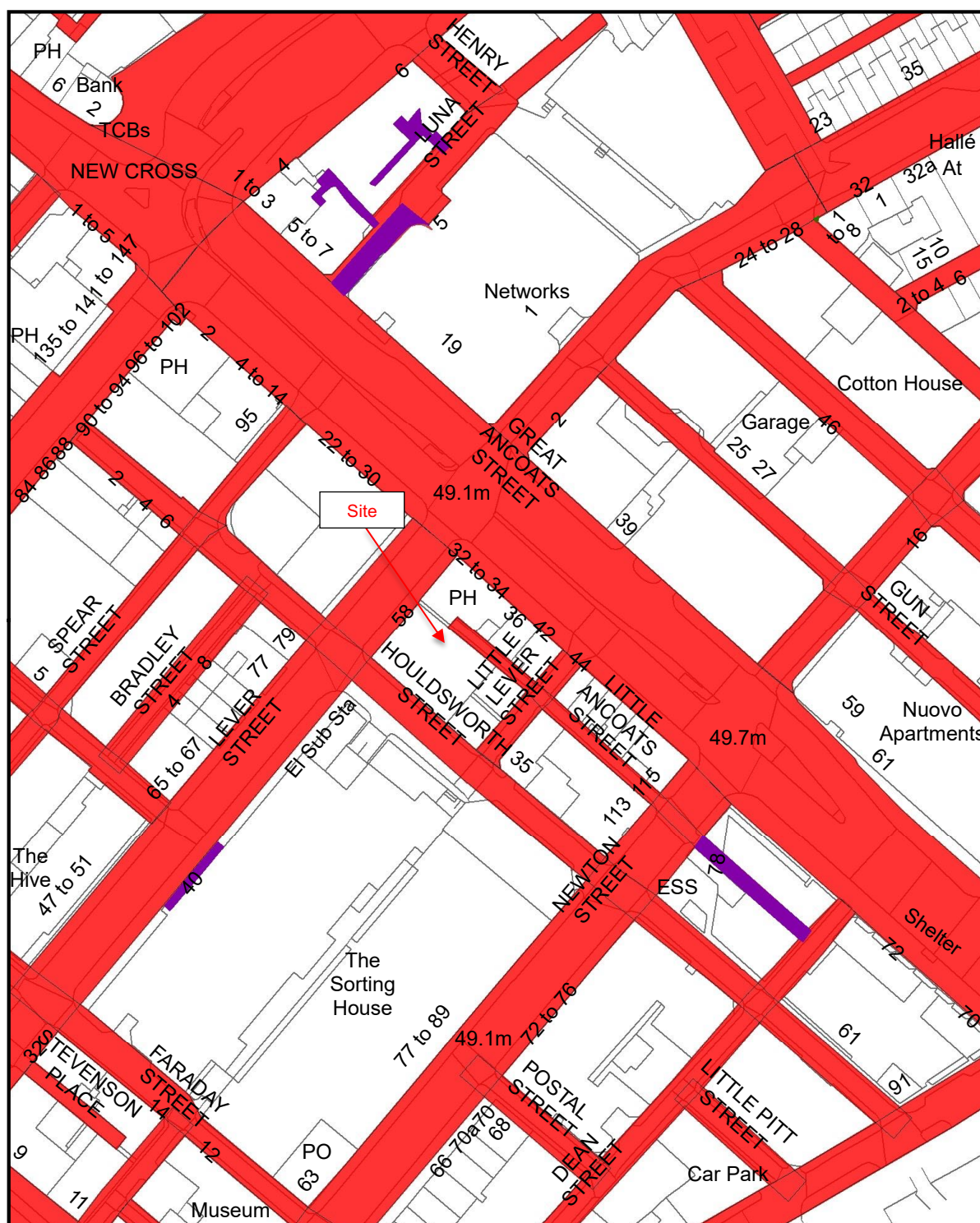


Figure 2.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

Highway Network Audit

- 2.5 Adopted highway information has been obtained from MCC and is attached as Figure 2.2. This shows that the service road that bisects the site (Little Ancoats Street) is adopted highway.



MANCHESTER CITY COUNCIL

Please note that the highways maintained at public expense revealed in your report are an indicative status that has been captured onto our business system and is not the definitive adoption extent.

Highway Status	Adopted	Unadopted	Maintained	Scale: 1:1,250
Highway Closures	Proposed	Legal	Diversion	
Alley Gating	Adopted	Unadopted	Maintained	Proposed
Proposed Schemes	Rail	Road	Traffic Orders	
Private Developments	Field Footpaths	Live Rail Schemes		

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Figure 2.2: Adopted Highway
[source: Manchester City Council]

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- 2.6 The main entrances to the site are located on Lever Street and Great Ancoats Street and footways bounding the site on these frontages will be the focus of pedestrian activity to the site. The entrances on Houldsworth Street are provided to the cycle store and substations. Little Lever Street is a service function street that does not attract pedestrian trips, and this will continue to be the case following the development.
- 2.7 The site is bounded to the north by Great Ancoats Street. Great Ancoats Street is part of the Key Route Network (KRN) and serves a ring road function. In the vicinity of the site the road is 20m wide with two westbound lanes, three eastbound lanes, and a central reserve island. Footways are present on both sides, the footway fronting the site is 5m wide. On the north-western corner of the site, Great Ancoats Street meets Lever Street and George Leigh Street at a signalised junction. Tactile paving dropped kerbs and controlled (toucan) crossings are in place. Great Ancoats Street is subject to a 30mph speed limit. Great Ancoats Street is an important bus route corridor, and the nearest bus stops to the site (130m/less than 2-minute walk) are well lit and have shelters, information, seating and raised boarder facilities. Great Ancoats Street adjacent to the site is a cycle route and facilities are provided for cyclists to access the toucan crossing from the main carriageway to the south-east of the site.
- 2.8 Lever Street sits on the western boundary of the site. In the vicinity of the site, the road is 9.2m wide with a 3m footway bounding the site and is subject to one-way working from the south to Great Ancoats Street. Lever Street is subject to a 20mph speed limit creating a suitable environment for cycle trips. Lever Street is a bus route corridor and the nearest bus stop to the site (130m/less than 2-minute walk) is well lit and has a shelter, information, seating and raised boarder facilities.
- 2.9 Houldsworth Street routes west-west from Lever Street on the southern boundary of the site. Adjacent to the site, the road is 9m wide with a 1.3m footway bounding the site. There are dropped kerbs present but no tactile paving at the Houldsworth Street/Lever Street junction. Houldsworth Street is subject to a 20mph speed limit.
- 2.10 Little Lever Street runs along the eastern boundary of the site and provides a service function being in use by adjacent properties for refuse collection. The road is 3.7m wide and a narrow footway is provided on both sides of the road.

Traffic Regulation Orders

- 2.11 Traffic Regulation Orders (TRO) are in place on the Great Ancoats Road frontage in the form of double yellow lines with single kerb blips. The single kerb blips mean that loading is permitted outside the control period.
- 2.12 TRO are present on Lever Street, Houldsworth Street and Little Lever Street as part of the Controlled Parking Zone and sits in Zone 2. The controls take the form of Pay & Display parking bays (8am to 8pm, maximum wait 2 hours), double yellow lines, single yellow lines, loading restrictions and defined bays for specific vehicles (loading, taxis, etc). Blue Badge Holders are permitted to park in Pay & Display bays without charge for unlimited duration.
- 2.13 On the Lever Street boundary of the site double yellow line controls are in place, with double kerb blips and single kerb blips. The double kerb blips at the junction with Great Ancoats Street restrict loading at any time. The single kerb blips the south of the junction permit loading at certain hours. Bem Brasil, which forms part of the site, is currently serviced within the control period using the single kerb blip area.
- 2.14 On the Houldsworth Street frontage, two Pay & Display parking bays are in place, a longer length of taxi bay (10m) and a single yellow line (11m). Parking is permitted on the single yellow line outside the control period. There are no loading restrictions on the Houldsworth Street frontage. Three Pay & Display parking bays are located on the opposite side of the road to the site.
- 2.15 The Little Lever Street frontage is currently mostly single yellow line control, with parking permitted outside control periods. Double yellow line controls are in place within junction protection zones. There are no loading restrictions on the road.
- 2.16 A plan has been prepared that shows the existing TRO and this is attached as Appendix B.

Road Safety Patterns

- 2.17 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.¹ The TfGM database states that the current data available is for five years to 31st December 2023.

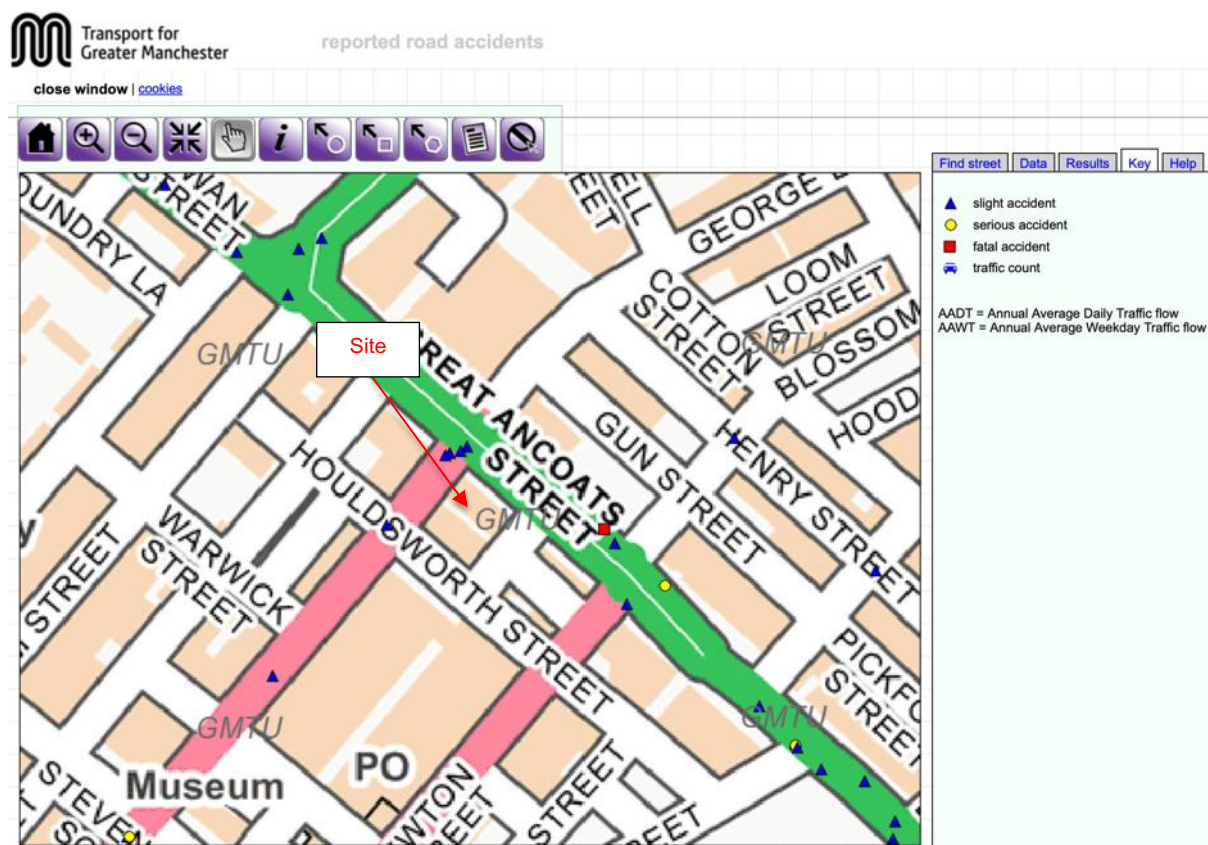


Figure 2.3: Road Safety
[source: Transport for Greater Manchester]

- 2.18 Figure 2.3 shows that there have been no collisions on the Houldsworth Street or Little Lever Street frontages or at the junction of Houldsworth Street/Little Lever Street and Great Ancoats Street/Little Lever Street during the period reviewed.
- 2.19 There has been a single collision at the junction of Lever Street/Houldsworth Street. The collision occurred in 2020 and was classified as slight.
- 2.20 There have been 4 collisions at the junction of Great Ancoats Street/Lever Street during the period assessed. All of the collisions were classified as slight and 3 of them occurred in 2018 and 1 in 2019.
- 2.21 The TfGM database shows that Great Ancoats Street carries over 40,000 vehicles per day. The number, severity, and frequency of collisions at the Great Ancoats Street/Lever Street junction is not significant when considered in the context of it being an important intersection on the KRN.

3 Development Proposal

Overview

- 3.1 A full planning application is submitted for the part-retention, conversion and extension of existing buildings, selective demolition, the erection of a ground floor plus 17 storey building comprising new office space (Use Class E) with ground floor reception area and ancillary uses, supporting infrastructure and ancillary facilities, roof top plan and landscaping. The proposal includes F&B

¹ <https://www.gmtu.gov.uk/gmaccidents/>

land uses in the Heritage Hub (Bem Brasil building) and in an area of the ground floor in the new office building. The ground floor and basement layouts are attached as Appendix A.

3.2 Table 3.1 provides a summary of the floor areas following the development.

	GEA (sqm)	GIA (sqm)	Land Use
New Block	19,089sqm	16,989sqm	Office with 259sqm (NIA) of F&B (flexible space) at ground floor
Heritage Hub (Bem Brasil)	647sqm	549sqm	F&B

Table 3.1: Development Floor Areas & Use Types
[source: Howells]

Sustainable Access

- 3.3 The main entrances to the building are provided from Lever Street and Great Ancoats Street. Secondary entrances will be provided from Houldsworth Street, including the entrance to the cycle store and substations.
- 3.4 The applicant will fund the reinstatement of any redundant access points and the resurfacing of footways bounding the site on Lever Street, Little Lever Street and Houldsworth Street. This will include provision of tactile paving at the junction of Lever Street/Houldsworth Street. The tactile paving proposals are shown on the plan in Appendix B. The proposals will be delivered by Section 278 Agreement.
- 3.5 Cycle storage is provided at basement level with appropriately sized lifts allowing access from ground floor. A total of 112 cycle parking spaces and 12 showers are provided in the basement. The level of provision is based on the British Council for Office's (BCO) standards of 1 cycle parking space per 10 staff and 1 shower per 10 cycle parking spaces.² Lockers are also provided in the basement. The level of cycle parking provided is higher than that required by MCC adopted policy (1 space per 200sqm/96 spaces).³
- 3.6 The development is supported by a Travel Plan and a Framework version is attached as Appendix C.

Servicing & Refuse Collection

- 3.7 Servicing activity will continue to be focused on the Houldsworth Street and Little Lever Street frontage for the new office building. This is in line with current arrangements for adjacent properties (including the buildings the new office building will replace). It is proposed to modify the TRO on Houldsworth Street to remove the 11m single yellow line and provide a 10m loading bay in its place. The 10m taxi bay and two Pay & Display bays will be retained as existing. The proposals are attached as Appendix B. The modifications will be funded by the applicant as part of the Section 278 Agreement works.
- 3.8 The Travel Plan attached as Appendix C includes a Delivery and Servicing Management Plan for the site so that staff are aware of the arrangements.
- 3.9 The main bin store is located on the Little Lever Street frontage. Refuse collection will be undertaken by private contract. The number of bins has been calculated based on British Standards and is based on a 2-week collection frequency and the use of an on-site compactor.⁴
- 3.10 Refuse collection for the Bem Brasil building will continue as existing and will be gained from within the existing controls on Lever Street (single kerb blips) and is unchanged from existing arrangements.

² British Council of Offices (2023), Guide to Specification

³ Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document

⁴ British Standard (2005), Waste Management in Buildings – Code of Practice

Car Parking

- 3.11 MCC considers parking in the city centre on a case-by-case basis, and MCC frequently accepts car-free developments in the city centre in locations, such as the site, that have high levels of public transport access. On this basis, the site is car-free to acknowledge its highly sustainable location.
- 3.12 A review of nearby public parking facilities has been undertaken to allow an understanding of the location of parking facilities in the unlikely event that a member of staff chooses to drive. Table 3.2 shows that there are over 1,200 parking spaces within a five-minute walk of the site. Disabled and EV parking spaces are available in some of the car parks.

Location	Walk Distance (m)	Total Spaces	Disabled Spaces	EV Spaces
Gun Street M4 5DN	150	140	Yes	
75 Port Street M1 2EG	300	21		
75 Port Street M1 2EG	300	20		
Tariff Street M1 2EG	300	115		
Port Street Central M1 2EQ	300	76		
Port Street M4 2EG	300	3		
Northern Quarter Church Street M4 1LX	300	685	Yes	Yes
Tariff Street M1 2FJ	400	232	Yes	Yes

Table 3.2: Public Car Parks

[source: Parkopedia]

- 3.13 As noted earlier, the site sits within Zone 2 of the Controlled Parking Zone, with parking permitted in Pay & Display bays for two hours during the control period (Monday – Sunday/8am – 8pm). Street parking bays are provided on Houldsworth Street (five spaces), Newton Street (12 spaces/140m away), Tib Street (10 spaces/230m), Blossom Street (six spaces/200m) and Port Street (11 spaces/270m). Blue badge holders are permitted to park for free and without limit on duration during the control period. Disabled street parking spaces are available on Blossom Street (two spaces/200m), Tib Street (three spaces/270m) and High Street (two spaces/400m).
- 3.14 The assessment shows that there are sufficient parking spaces within 5-minute walk of the site to meet any occasional parking needs arising from the development.

Oversailing Licence

- 3.15 On the new office building external fins which project by a maximum of 450mm over the bounding footpaths are proposed from the 2nd floor upwards, these have minimum clearance heights of 8m. The clearance height is well above the minimum requirement, but as it is a projection over the highway an oversailing license will be required. This will be organised by the applicant at the appropriate time using [MCC's licence process](#).⁵

Stopping Up Application

- 3.16 As noted earlier, the service road that bisects the site (Little Ancoats Street) is part of the adopted highway and this will need formally stopping up by the applicant via [MCC's internal process](#) resulting in an application to the DfT National Casework Team.⁶

⁵ https://www.manchester.gov.uk/directory_record/451898/projecting_over_the_highway

⁶ https://www.manchester.gov.uk/directory_record/451831/permission_to_permanently_close_a_highway_-_stopping_up_order

Construction Management Plan

- 3.17 A Construction Management Plan will be prepared at the appropriate stage in the development.

4 Accessibility Assessment

Active Travel Routes

- 4.1 Figure 4.1 shows the cycle network serving the site from the [TfGM website](https://tfgm.pindarcreative.co.uk).⁷
- 4.2 The main entrances to the site are located on Lever Street and Great Ancoats Street. The footways providing access to these entrances are 3m and 5m respectively. These footways provide access to the rest of the city centre and public transport nodes. Footways on the site frontages will be resurfaced and tactile paving provided at crossing points as shown in Appendix B.
- 4.3 Controlled (toucan) crossings are provided at the junction of Great Ancoats Street/Lever Street, including tactile paving, and dropped kerbs. A controlled crossing is also in place to the south of the site at the junction of Lever Street/Stephenson Square, with dropped kerbs and tactile paving.
- 4.4 Figure 4.1 shows that a cycle route is provided on Great Ancoats Street between the junction with Lever Street and Redhill Street. The roads to the north and south of Great Ancoats Street are 20mph streets that create a suitable environment for cyclists and a reasonable method of accessing other areas of the city centre and the wider network.

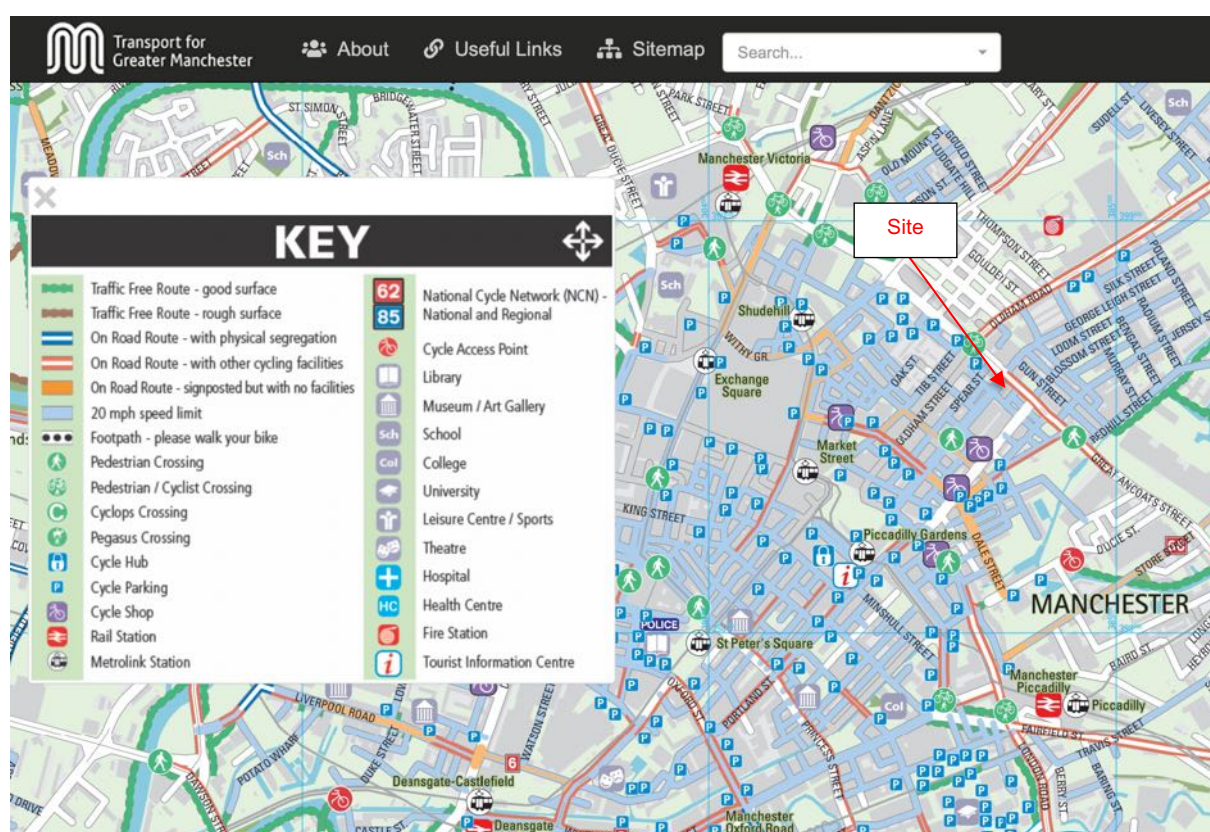


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

⁷ <https://tfgm.pindarcreative.co.uk>

- 4.5 Figure 4.2 shows an extract of [the Bee Network map](#).⁸ This shows that a new route will be provided from Lord Street to New Islington which will improve connectivity along the north-eastern edge of the city centre.

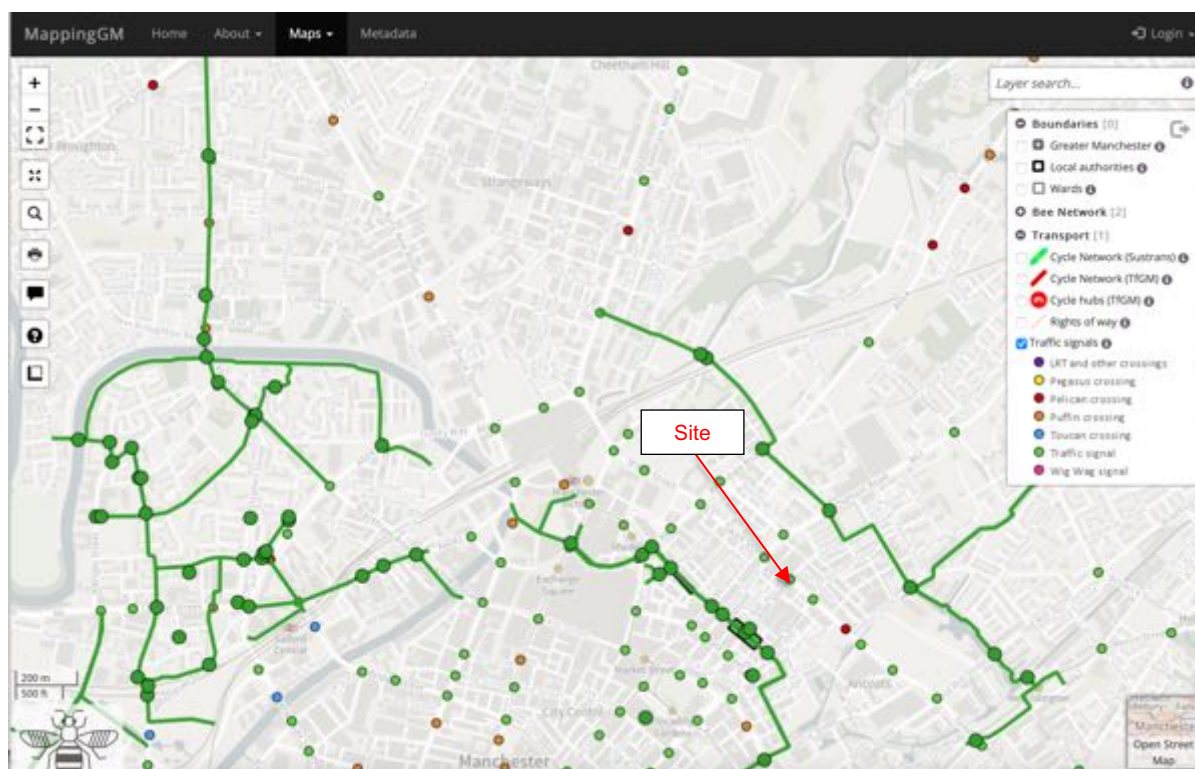


Figure 4.2: Cycle Network
[source: Mapping GM]

- 4.6 The site is also located within the [Cycle Hire Scheme Zone](#).⁹ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.7 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site without requirements for further upgrade, other than the localised footway modifications. The proposed development includes a secure cycle store with shower and locker facilities, and a Travel Plan will be adopted to promote active travel choices.

Public Transport Routes

- 4.8 Figure 4.3 shows [TfGM's public transport network map](#) for the local area.¹⁰

⁸ <https://mappinggm.org.uk/bee-network/>

⁹ <https://beryl.cc/scheme/greater-manchester>

¹⁰ <https://tfgm.com/maps>

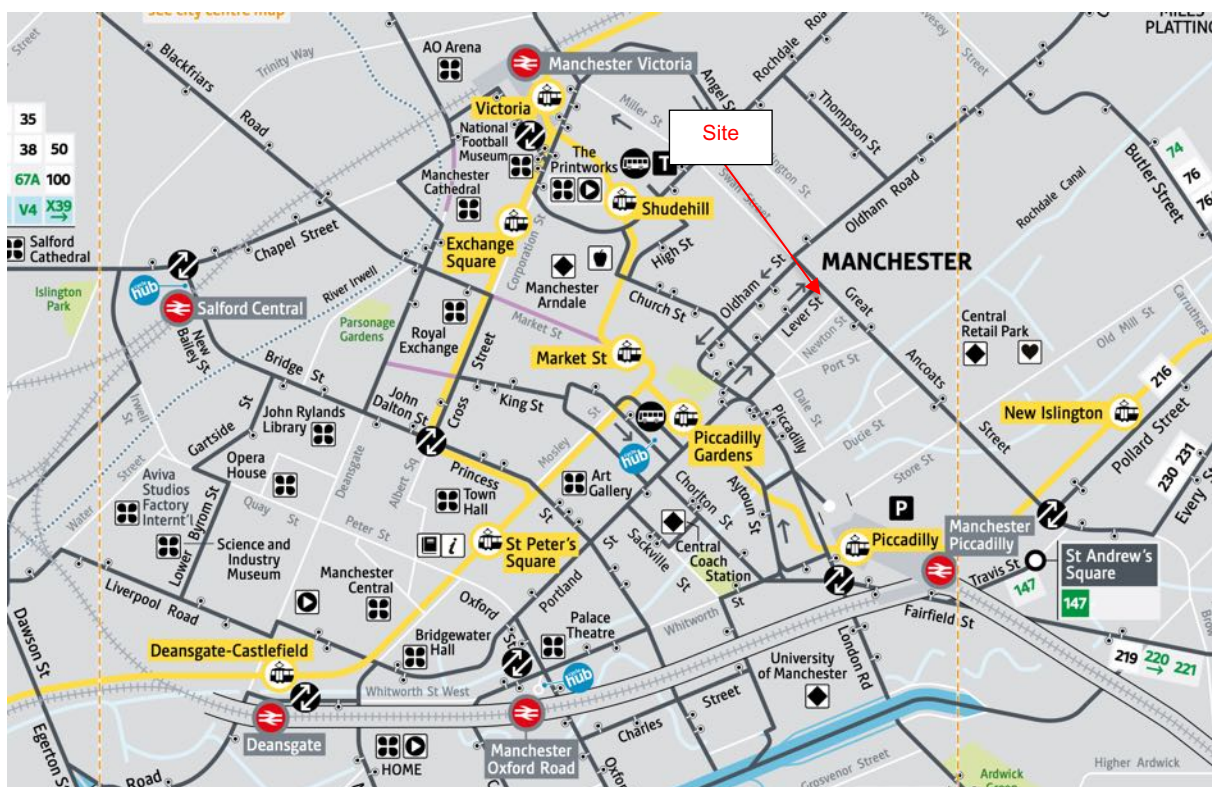


Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.9 The site is located 130m (less than 2-minute walk) from the bus stops on Great Ancoats Street and Lever Street. The bus stops are well lit and have shelters, seating, information, and boarding facilities.
- 4.10 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](https://tfgm.com/public-transport/bus) at the time of preparing the report.¹¹

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
74	Hollinwood – Piccadilly Gardens	4	-	-	-	-
76/A	Oldham – Piccadilly Gardens	3	5	1	5	2
83	Sholver – Oldham - Manchester	3	3	2	3	2
84	Upper Mill/Grotton – Oldham – Manchester	6	6	2	6	2
216	Ashton u Lyne – Manchester	6	5	4	6	3
230/231	Ashton u Lyne – Manchester	4	4	2	4	2

Table 4.1: Bus Services – Lever Street & Great Ancoats Street
[source: Transport for Greater Manchester]

¹¹ <https://tfgm.com/public-transport/bus>

- 4.11 Table 4.1 shows that the site is served by 23 buses per hour (each way) during the day from the nearest bus stops. Bus services are available in the evening and at the weekend at frequent intervals.
- 4.12 The site is a 170m/2-minute walk from the bus stops on Oldham Street and a 450m/5.5-minute walk from the bus stops on Church Street. Table 4.2 provides a summary of the bus servicing these stops, again taken from [TfGM timetables](#) at the time of preparing the report.¹² The bus services do not include those that also serve the nearer stops in Table 4.1.

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
114	Manchester – Greengate – Middleton	3	3	1	2	1
181	Manchester – Chadderton – Wrens Nest	1	1	-	1	-
182	Manchester – Chadderton – Wrens Nest	1	1	1	1	1
18	Manchester – Collyhurst – Langley	6	2	2	6	4
33	Manchester – Eccles – Worsley – Wigan	4	2	3	2	1
41	Sale – Northenden – Manchester – Middleton	4	3	1	4	2
59	Manchester – Oldham	6	5	1	6	4
81	Manchester – Derker	2	2	1	2	1
112	Manchester – Moston – Higher Crumpsall	4	4	2	4	2
117	Manchester – Moston – Greengate	2	2	1	2	2
118	Manchester – Moston – Higher Crumpsall	4	4	2	4	2
119	Manchester – Moston – Higher Blackley	2	2	1	1	1
135	Manchester – Whitefield – Bury	6	6	4	6	6
163	Manchester – Middleton – Heywood – Bury	6	5	2	6	4

Table 4.2: Bus Services – Oldham Street & Church Street
[source: Transport for Greater Manchester]

- 4.13 Church Street is also served by the Free Bus Service Routes 2 and 3. The free bus service provides a means of accessing other public transport nodes across the city centre.

¹² <https://tfgm.com/public-transport/bus>

- 4.14 The site is also only 550m/7-minute walk from Piccadilly Gardens Interchange and 650m/8-minute walk from Shudehill Interchange. Piccadilly Gardens Interchange is served by 29 different bus services and Shudehill Interchange is served by 16 different bus services.
- 4.15 The nearest tram stops to the site are located at Piccadilly Gardens (550m/7-minute walk), Shudehill (650m/8-minute walk) and Piccadilly Station (800m/10-minute walk). [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.¹³
- 4.16 The site is 800m (10-minute walk) from mainline train services at Piccadilly Station, which can be used to access [mainline trains](#) offering comprehensive service coverage of Greater Manchester and beyond.¹⁴ Piccadilly Station is served by over 30 train services per hour during peak hours.
- 4.17 The above confirms that the site is well served by existing public transport services and the number of different services available for access to the site will spread any additional demand created by the development, removing the need for mitigation. A Travel Plan will be adopted to promote public transport travel choices.

Car Club Network

- 4.18 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car.
- 4.19 Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 4.20 [Enterprise Car Club](#) has vehicles parked across the city.¹⁵ The nearest car club vehicles to the site are located on Blossom Street (2 vehicles), Tariff Street (2 vehicles), High Street (1 vehicle) and Dale Street (1 vehicle).
- 4.21 The locations of the car club vehicles and information on membership will be provided to staff via the Travel Plan.

Access to Amenities

- 4.22 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.3.¹⁶

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.3: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

- 4.23 Figure 4.4 shows walking isochrones from the site based on the CIHT guidance in Table 4.3.

¹³ <https://tfgm.com/public-transport/tram>

¹⁴ <https://tfgm.com/public-transport/train>

¹⁵ <https://www.enterpriseclub.co.uk/gb/en/home.html>

¹⁶ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

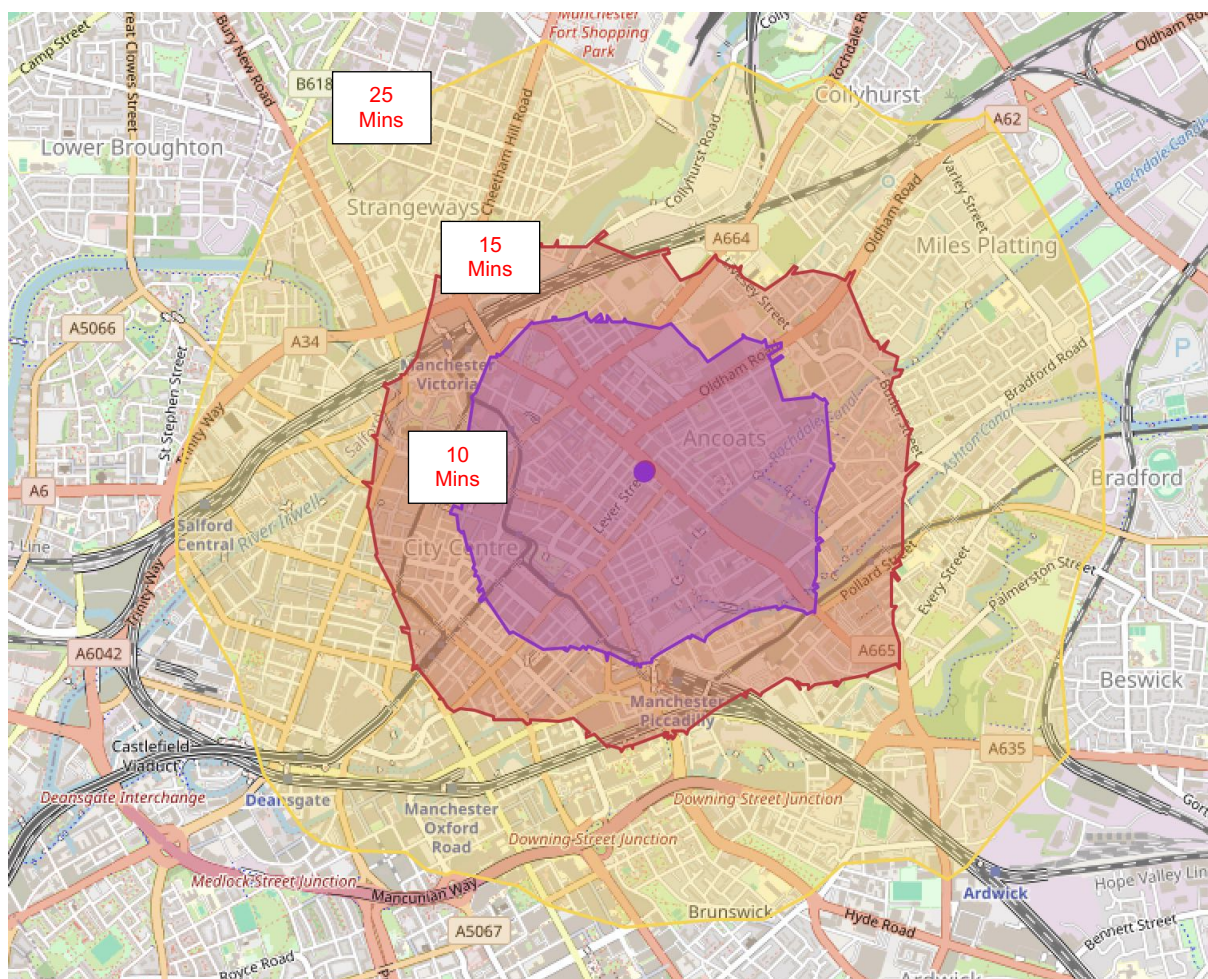


Figure 4.4: Walking Isochrones

[source: ISO4app and OpenStreetMap Foundation licensed under the [Open Database License](#)]

- 4.24 Figure 4.4 shows that Piccadilly Gardens, Market Street, Cutting Room Square, New Cross, and New Islington are all within a 10-minute walk of the site. This means that staff will be able to access numerous retail, leisure, and food outlets within a short walk of the site in the course of the working day. More areas of the city centre, such as King Street and St Peter's Square, are within a 15-minute walk of the site increasing the facilities that are accessible to staff.
- 4.25 All of the city centre, areas of Salford and bounding residential communities are within a 25-minute walk of the site. People living within a 25-minute walk of the site could be reasonably expected to walk to work.
- 4.26 The assessment confirms that the site is well located for access to local amenities and services during the course of the working day, and for staff who live nearby to walk to work.

Greater Manchester Accessibility Level

- 4.27 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site.¹⁷ A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.28 Figure 4.5 shows that the site has a GMAL of 8 (score: 114.03), which is the highest level of accessibility in Greater Manchester. The assessment confirms that the proposal site has an

¹⁷ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

exceptional level of access by public transport. As noted earlier, the number of services available to staff at the site will spread demand over various services, reducing the need for any mitigation.

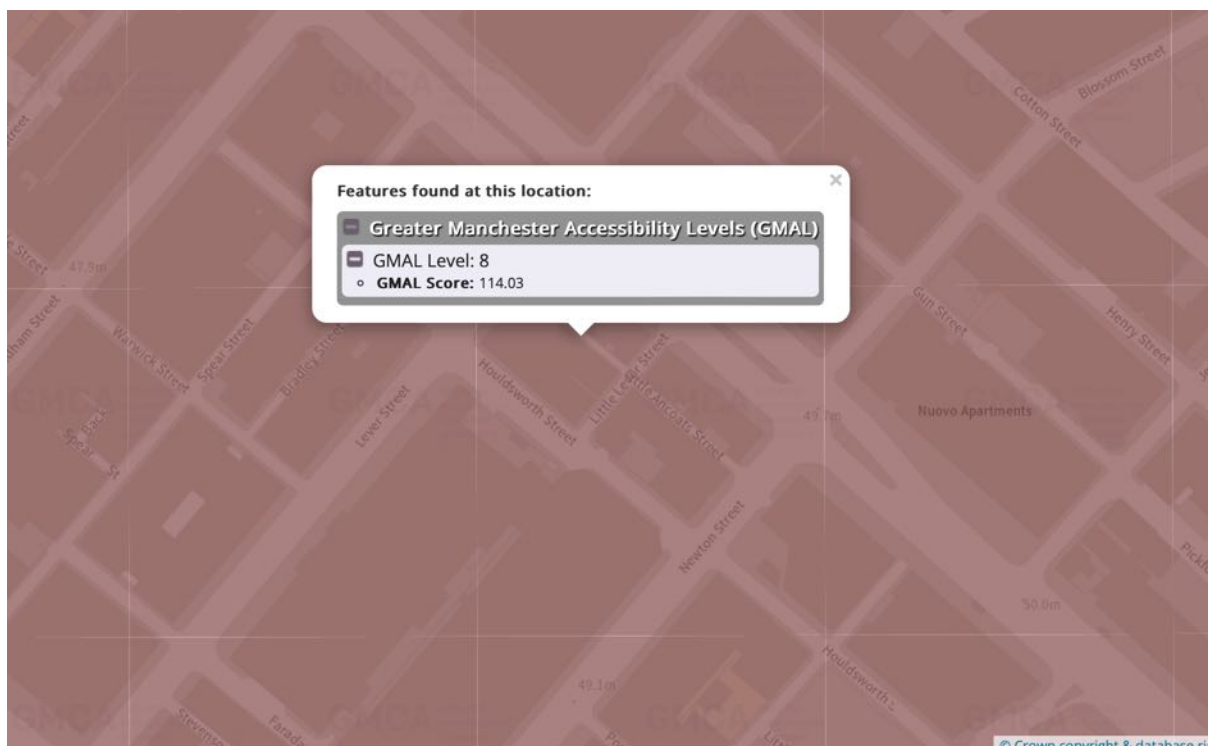


Figure 4.5: Greater Manchester Accessibility Level
[source: Mapping GM]

Policy Compliance

- 4.29 Evidence suggests that people can, and will, live active and low-carbon lifestyles in developments that are located with easy access to services and well served public transport nodes. This is supported by the Council's City Centre Transport Strategy which states that:

'The most successful cities of the future will be those offering the best quality of life and a range of job and leisure opportunities, reducing the need to travel by locating homes close to jobs and services, and enabling ease of local travel by walking, cycling, public transport and new zero- carbon forms of micro-mobility.'¹⁸

- 4.30 The assessment shows that the site is well located in the above regard, with the site well located close to city centre destinations to enable people to travel to work without relying on a private car to undertake their daily trips and well served by existing active and sustainable travel routes. The proposed development therefore offers the opportunity for active travel and public transport to become the natural first choice for daily activities, thereby offering a place-based solution to help towards a net zero future. Paragraph 110 of NPPF supports developments that allow appropriate opportunities for sustainable transport modes to be taken up.¹⁹ The proposal accords with this requirement.
- 4.31 The level of public transport services and the quality of the active travel routes serving the site means that any additional demand generated by the development can be accommodated using existing facilities and there is no requirement for further mitigation, over the localised improvements and on-site facilities proposed by the development, to make the development acceptable in planning terms in line with the tests set out in Paragraph 57 of NPPF.

¹⁸ Manchester City Council (2021) City Centre Transport Strategy to 2040

¹⁹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

5 Impact Assessment

Trip Generation Method

- 5.1 TRICS guidance sets out the method that should be used when deriving a suitable sample set for a development proposal.²⁰ At section 4 of the guidance (extracted below) it specifically states that the forecast should be based on adjustments to locational and accessibility qualities, rather than regions.

'Bearing in mind the results of our research, with hard data now being available, it is not considered good practice to exclude survey sites within the TRICS database on the sole basis of such sites being located in a specific region.'

- 5.2 The TRICS software reinforces this by including the following warning on the region selection page:

'The TRICS Good Practice Guide provides guidance on the selection/deselection of sites by area and region. It is preferred that selection/deselection of sites is undertaken by considering various local factors, including location type, population levels, car ownership, etc, with the deselection of regions not taking place without these factors being considered. Research undertaken by TRICS investigated potential variations in trip generation by region, with the results suggesting that there were not any conclusive differences when picking out various regions and areas. Cross-region data inclusion should therefore be the norm rather than the exception, with the correct filtering of various data field criteria being of most importance.'

- 5.3 In line with this, no adjustment has been made to the regions in the sample. Instead, the locational parameters have been set to reflect the site's location characteristics (city/town centre).
- 5.4 The site has a GMAL rate of 8 and a score of 114.03. A score of above 40 equates to a PTAL rate of 6b, the highest level of accessibility in Greater London. This means that any TRICS sites from Greater London within the captured within the sample will not have a higher level of accessibility than the proposal site.

Development Trip Generation: Office Use

- 5.5 The trip generation method has been agreed with MCC. The agreed assessment method is replicated below.
- 5.6 The office building provides no car parking and in terms of vehicle trips will generate traffic associated with delivery/refuse collection and taxi movements. TRICS now enables users to select sites that have specific service movement surveys, and these survey sites have been selected for the trip generation.
- 5.7 The TRICS output is attached as Appendix D with a peak hour summary of the trip rates and trip generation provided below. For the purposes of the assessment, the total new block floor area has been used including the F&B flexible floor space at ground floor (259sqm NIA).

²⁰ TRICS (2023) TRICS Good Practice Guidance 2024

	Person Trip Rates (per 100sqm)			Taxi Trip Rates (per 100sqm)		
	In	Out	Total	In	Out	Total
AM Peak Hour	2.291	0.234	2.525	0.031	0.019	0.05
PM Peak Hour	0.147	2.11	2.257	0.01	0.019	0.029
	OGV Trip Rates (per 100sqm)			LGV Trip Rates (per 100sqm)		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.002	0.002	0.004	0.005	0.004	0.009
PM Peak Hour	0	0	0	0.002	0.002	0.004

Table 5.1: Trip Rates

	Person Trips			Taxi Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	437	45	482	6	4	10
PM Peak Hour	28	403	431	2	4	6
	OGV Trips			LGV Trips		
	In	Out	Total	In	Out	Total
AM Peak Hour	0	0	0	1	1	2
PM Peak Hour	0	0	0	0	0	0

Table 5.2: Trip Generation

- 5.8 Table 5.2 shows that the office proposal will not results in a significant increase in traffic flows during the critical peak hours, with a maximum traffic flow of 12 vehicles. Based on this the proposal will not have an impact on highway operation.
- 5.9 The proposal will generate active and sustainable trips onto the walking, cycling and public transport network. Many of these trips will be comprised of linked trips from people that already live in the city centre and existing trips that will divert to new employment from an existing employer in the area. Some of the trips may be new to the city centre networks but as noted earlier, the location of the site is such that these trips will be dispersed on different routes and public transport services. Based on this, no mitigation is required, other than the localised improvements and on-site facilities proposed.

Development Trip Generation: Heritage Hub

- 5.10 The Heritage Hub (Bem Brasil building) is to be refurbished and retained in F&B use in line with the current land use. Given this is an existing use that generates trips on to the network, and as the land use will not be a primary trip generator, but rather a non-primary trip generator that attracts linked trips with other existing destinations in the city centre, it is agreed with MCC that a separate trip generation exercise is not required for this element of the site.

Policy Compliance

- 5.11 Paragraph 109 states that:

‘The planning system should actively manage patterns of growth in support of these objectives. Significant development should be focused on locations which are or can be made sustainable,

through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and health.’²¹

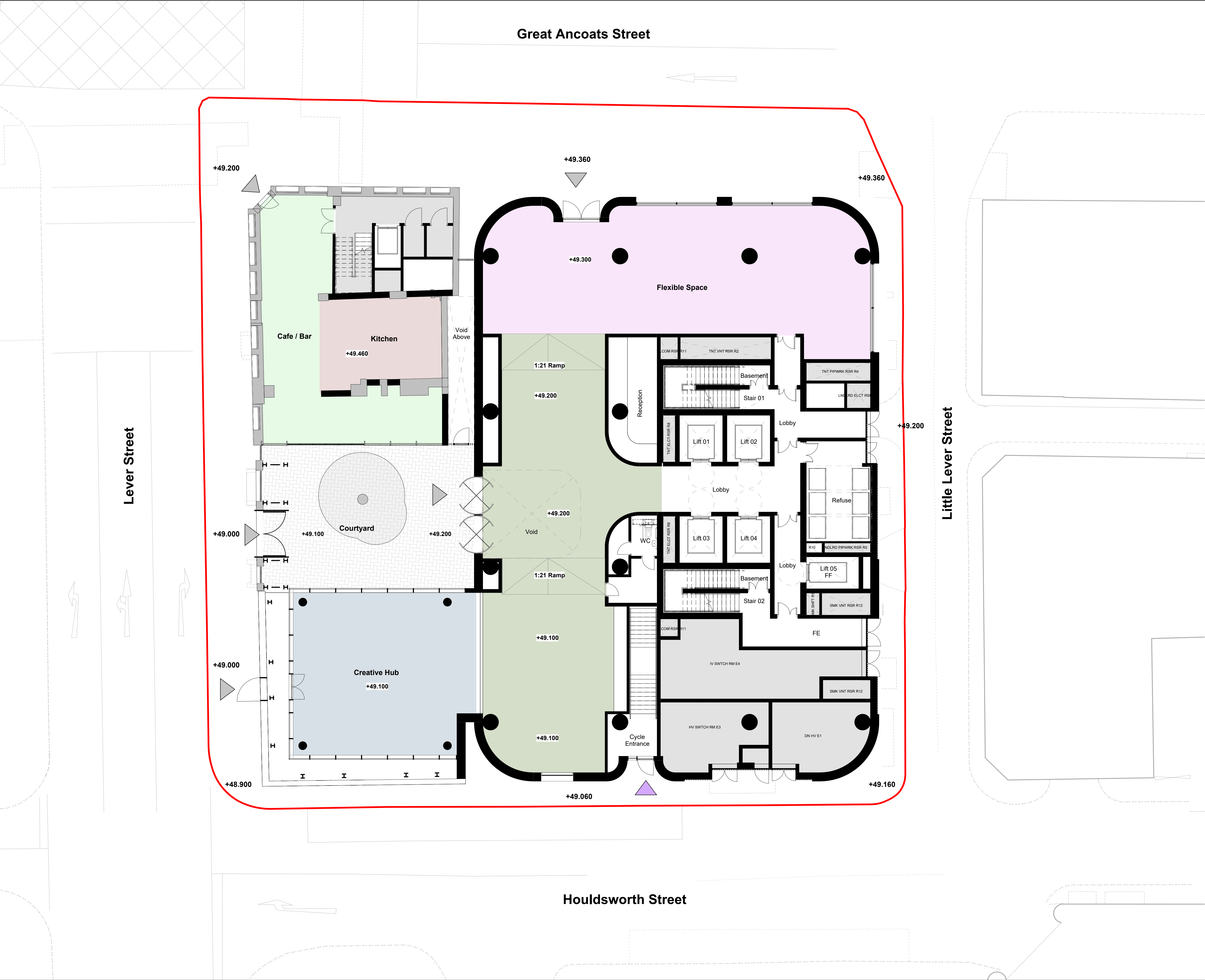
- 5.12 The development is in line with this policy in that it is located where access can be gained by non-car modes, and it is demonstrated that the existing sustainable infrastructure is sufficient to meet the requirements of the development. The development proposes no site parking to further reinforce the sustainable ethos of the development.
- 5.13 Paragraph 115 of NPPF states that developments should only be prevented on highway grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The assessment shows that the proposal will not have negative effects on highway operation or road safety.

6 Conclusions

- 6.1 SK has been appointed by Soller Nine to prepare a TS that examines the impact of the proposed development of the NXQ Building in the Northern Quarter area of the city centre.
- 6.2 A full planning application is submitted for the part-retention, conversion and extension of existing buildings, selective demolition, the erection of a ground floor plus 17 storey building comprising new office space (Use Class E) with ground floor reception area and ancillary uses, supporting infrastructure and ancillary facilities, roof top plan and landscaping. The proposal includes F&B land uses in the Heritage Hub (Bem Brasil building) and in an area of the ground floor in the new office building.
- 6.3 The scope of the assessment has been undertaken in line with standard appraisal methods and in line with local and national guidance. A Scoping Report was issued to MCC in February 2024.
- 6.4 The assessment confirms that the site occupies a highly accessible location which provides opportunities for staff to access by active and sustainable modes. It is also shown that the existing routes are suitable to serve the development. The site is also shown to have a very high level of accessibility by public transport, with a GMAL of 8 and there are various opportunities for public transport access to the site from numerous interchange points. Measures are included in the proposal to support active and sustainable living practices, including a high level of cycle parking, showers and lockers, localised pedestrian route enhancements, and a Travel Plan.
- 6.5 Appropriate infrastructure is provided to enable the site to be serviced and to accommodate refuse collection. A service and delivery strategy is set out in the Travel Plan.
- 6.6 The assessment confirms that the site is a suitable location for car-free development. In the unlikely event that a parking space is required the TS shows that the site is well served by numerous public car parks, some of which provide disabled and EV parking facilities. Blue Badge holders are permitted to park without charge or duration limits in street parking bays, and the TS also shows that there are dedicated disabled street parking bays located close to the site.
- 6.7 A traffic assessment has been undertaken and this shows that the proposal will be associated with an insignificant level of trips during the peak hours. It is also shown that there are no accident hotspots on the site frontage.

²¹ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

Appendix A



Notes & Key:

HWS Ref: 2510

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LEGEND

Planning Boundary

Existing Site Levels

Proposed Levels

KEY

Office

F&B

Creative Hub (Office)

Business Lounge

Plant

Cycle

Shower & Lockers

Amenity Space

Entrance

Cycle Access

N

0 1 2 3 4 5 10m

Location:

Heritage Hub

Courtyard

Creative Hub

Office

Status:

PLANNING

Revision History:

Checked: AD

P01 Design Freeze Issue

20/12/2023

DJ/MW

P02 Levels/Building Height Update

09/01/2024

DJ

P03 Design Freeze Issue 02

02/02/2024

DJ

Project & Client:

Lever Street Manchester working with Soller Group

File Title:

Scale: 1 : 100 @A1

Proposed - Ground Floor Plan

File ID:

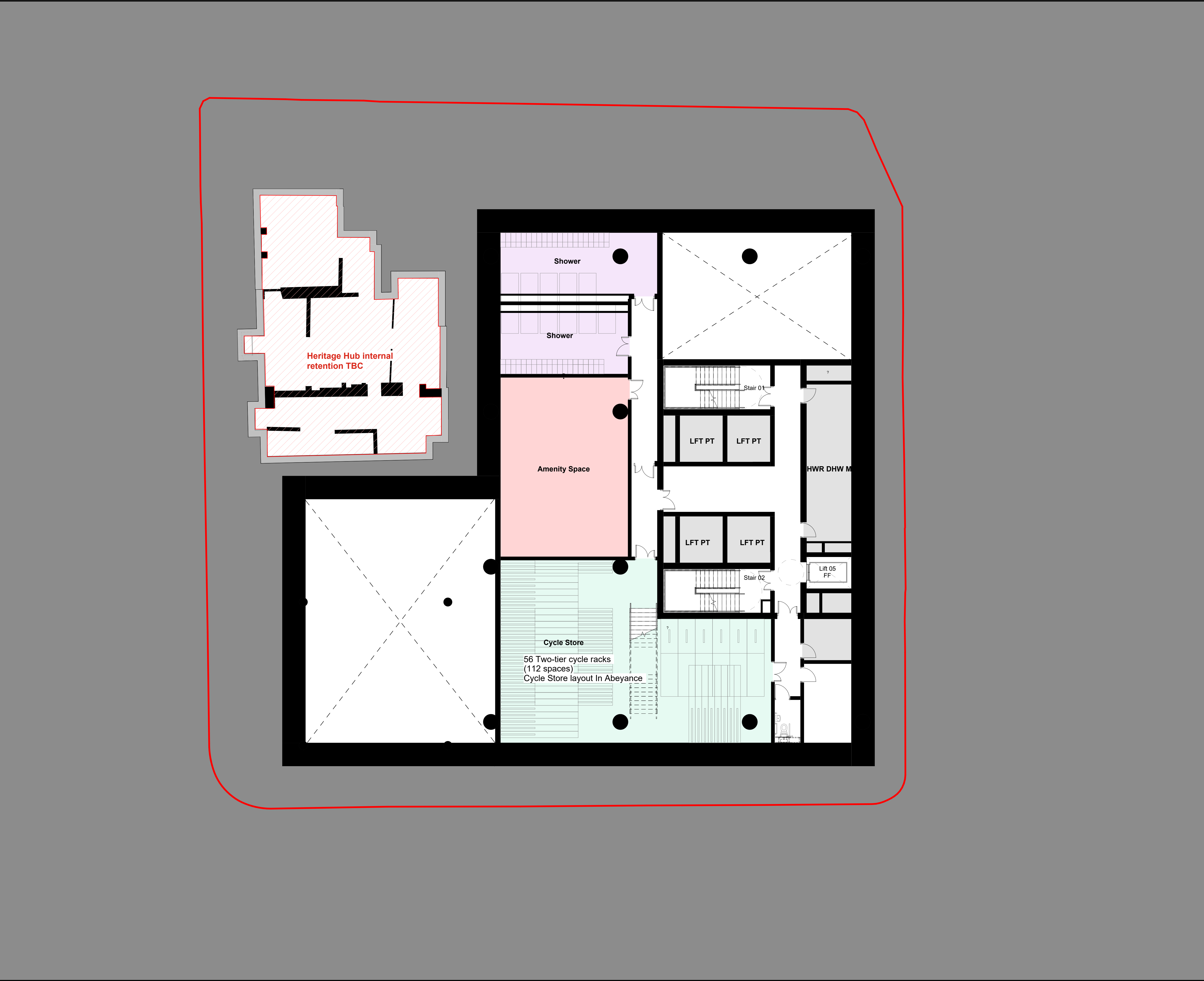
Revision:

2510-HWS-XXX-00-D-A-05100

P03

Howells

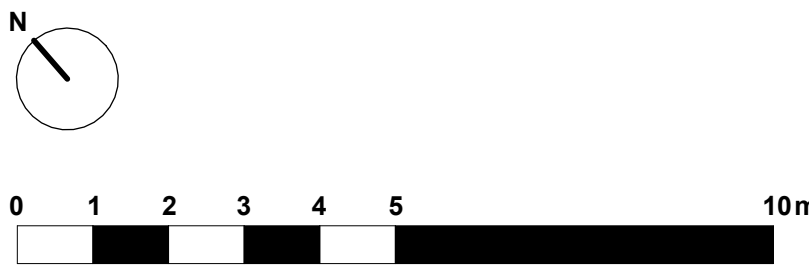
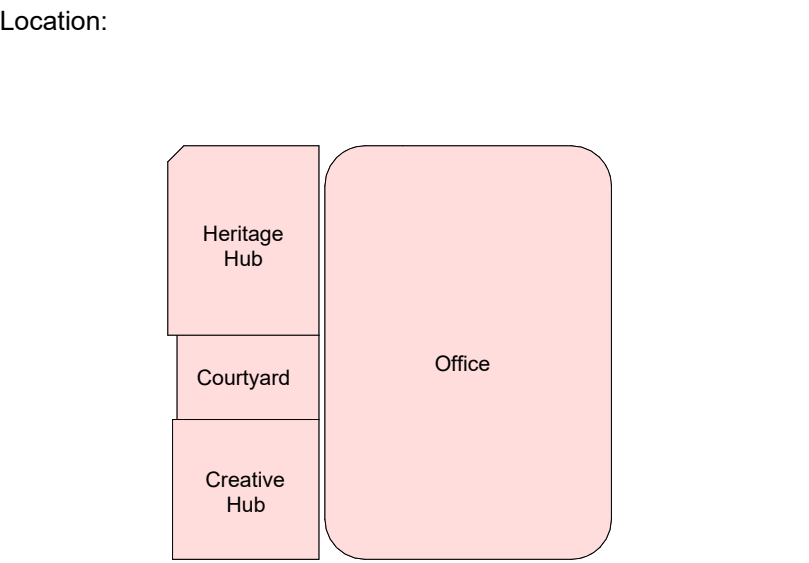
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- LEGEND
- Planning Boundary
 - Existing Site Levels
 - Proposed Levels

- KEY
- Office
 - F&B
 - Creative Hub (Office)
 - Business Lounge
 - Plant
 - Cycle
 - Shower & Lockers
 - Amenity Space
 - Entrance
 - Cycle Access



Status:

PLANNING

Revision History:

P01	Design Freeze Issue	20/12/2023	DJ/MW
P02	Design Freeze Issue 02	02/02/2024	DJ

Checked: AD



Project & Client:
Lever Street Manchester working with Soller Group

File Title: Proposed - Basement Plan B01

Scale: 1 : 100 @A1

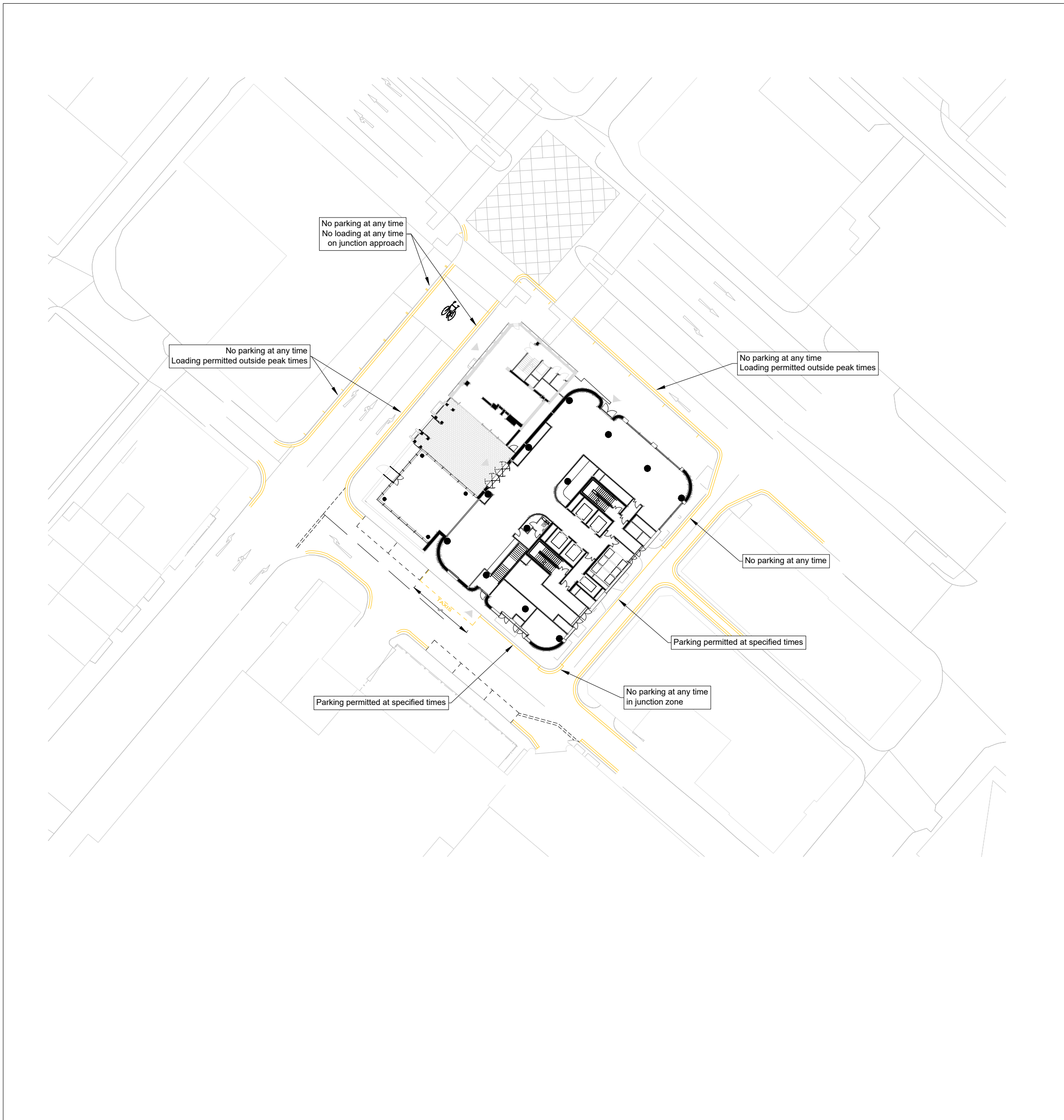
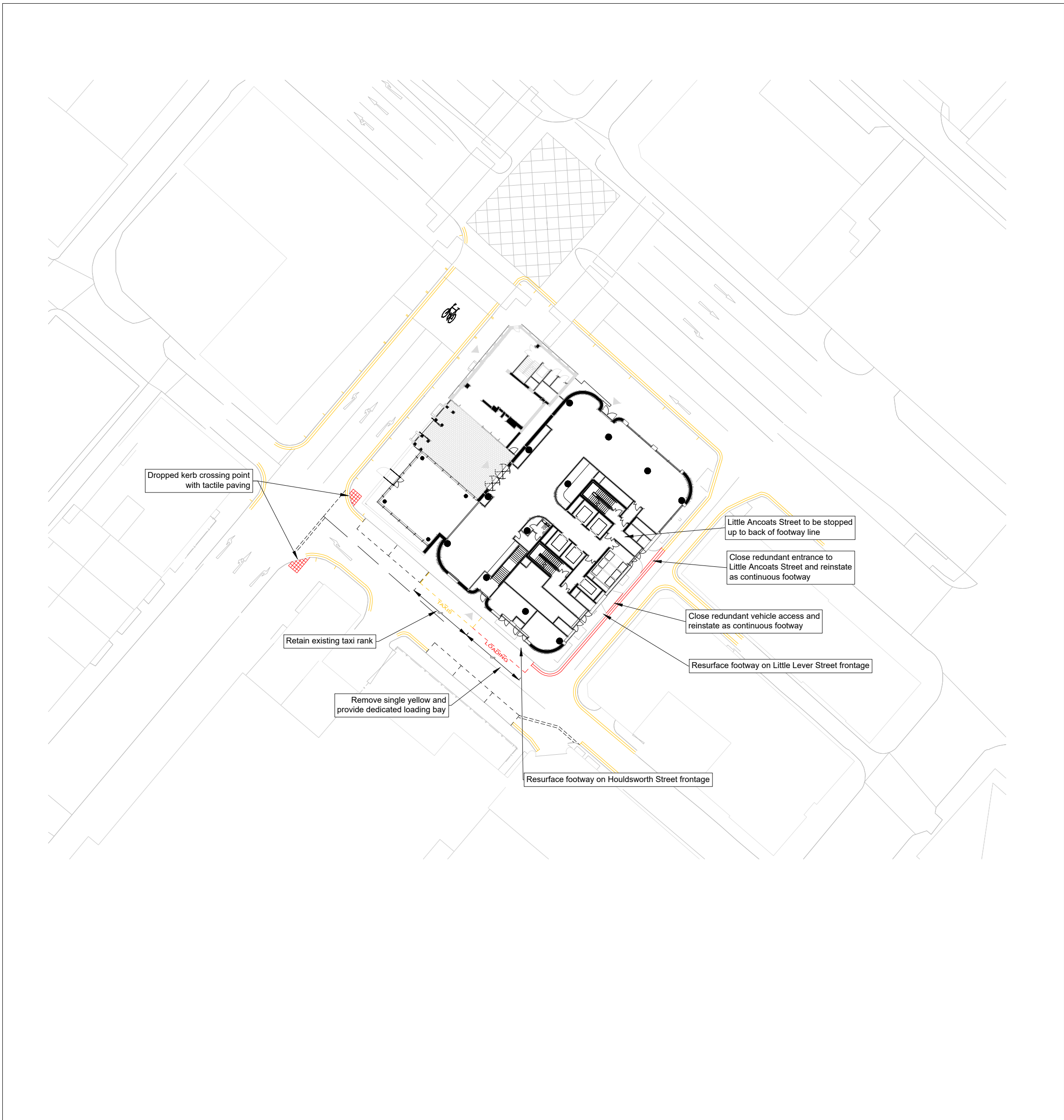
File ID: 2510-HWS-XXX-B1-D-A-05099

Revision: P02

Appendix B

NOTES

Layout subject to detailed design
and confirmation of statutory
undertakers' equipment.



Revision Details Houldsworth St TRO proposal amended following consultation with MCC	By JAT Check	Date 15.02.24	Suffix A
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Drawing Number

SK223110-001

Lever Street, Manchester

Drawing Title

Proposed highway
improvements including
existing & proposed TRO

Scale at A1

1:500

Drawn JAT	Approved LGS
Check LGS	Date 08.02.24

Appendix C

The NXQ Building
Manchester
Interim Travel Plan
240229/SK223110/ITP01(-01)

Contents

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1 Introduction	1
2 Travel Plan Process, Benefits & Objectives	2
3 Site Location	4
4 Accessibility Audit	6
5 Management & Communication Measures	13
6 Strategy Measures	15
7 Monitoring & Review Mechanisms	18
8 Action Plan & Funding	20

Project	Document	Rev	Description	Authorised by	Signed	Date
SK223110	ITP01	00	Draft for Comment	L Speers	LGS	15/02/2024
SK223110	ITP01	01	Submission	L Speers	LGS	29/02/2024

1 Introduction

Background

- 1.1 This Interim Travel Plan has been prepared by SK on behalf of Soller Nine. It supports a full planning application submitted to Manchester City Council (MCC) which seeks permission for the part-retention, conversion and extension of existing buildings, selective demolition, the erection of a ground floor plus 17 storey building comprising new office space (Use Class E) with ground floor reception area and ancillary uses, supporting infrastructure and ancillary facilities, roof top plan and landscaping. The proposal includes F&B land uses in the Heritage Hub (Bem Brasil building) and in an area of the ground floor in the new office building.
- 1.2 The report should be read in conjunction with the wider planning submission.
- 1.3 A Transport Statement (TS) has been prepared for the planning application and this should be referred to for full details of the development proposals and the transport implications. Details of the development relevant to the Travel Plan are summarised below.

Development Overview

- 1.4 The ground floor and basement layouts are attached as Appendix A of the TS.
- 1.5 Table 1.1 provides a summary of the floor areas following the development.

	GEA (sqm)	GIA (sqm)	Land Use
New Block	19,089sqm	16,989sqm	Office with 259sqm (NIA) of F&B (flexible space) at ground floor
Heritage Hub (Bem Brasil)	647sqm	549sqm	F&B

Table 1.1: Development Floor Areas & Use Types
[source: Howells]

- 1.6 The main entrances to the building are provided from Lever Street and Great Ancoats Street. Secondary entrances will be provided from Houldsworth Street, including the entrance to the cycle store and substations.
- 1.7 The applicant will fund the reinstatement of any redundant access points and the resurfacing of footways bounding the site on Lever Street, Little Lever Street and Houldsworth Street. This will include provision of tactile paving at the junction of Lever Street/Houldsworth Street. The tactile paving proposals are shown on the plan in Appendix B of the TS. The proposals will be delivered by Section 278 Agreement.
- 1.8 Cycle storage is provided at basement level with appropriately sized lifts allowing access from ground floor. A total of 112 cycle parking spaces and 12 showers are provided in the basement. The level of provision is based on the British Council for Office's (BCO) standards of 1 cycle parking space per 10 staff and 1 shower per 10 cycle parking spaces.¹ Lockers are also provided in the basement. The level of cycle parking provided is higher than that required by MCC adopted policy (1 space per 200sqm/96 spaces).²
- 1.9 Servicing activity will continue to be focused on the Houldsworth Street and Little Lever Street frontage for the new office building. This is in line with current arrangements for adjacent properties (including the buildings the new office building will replace). It is proposed to modify the TRO on Houldsworth Street to remove the 11m single yellow line and provide a 10m loading bay in its place. The 10m taxi bay and two Pay & Display bays will be retained as existing. The proposals are attached as Appendix B of the TS. The modifications will be funded by the applicant as part of the Section 278 Agreement works.

¹ British Council of Offices (2023), Guide to Specification

² Manchester City Council (2012), Local Development Framework: Core Strategy Development Plan Document

- 1.10 The main bin store is located on the Little Lever Street frontage. Refuse collection will be undertaken by private contract. The number of bins has been calculated based on British Standards and is based on a 2-week collection frequency and the use of an on-site compactor.³
- 1.11 Refuse collection for the Bem Brasil building will continue as existing and will be gained from within the existing controls on Lever Street (single kerb blips) and is unchanged from existing arrangements.
- 1.12 MCC considers parking in the city centre on a case-by-case basis, and MCC frequently accepts car-free developments in the city centre in locations, such as the site, that have high levels of public transport access. On this basis, the site is car-free to acknowledge its highly sustainable location.
- 1.13 A review of nearby public parking facilities has been undertaken to allow an understanding of the location of parking facilities in the unlikely event that a member of staff chooses to drive. Table 1.1 shows that there are over 1,200 parking spaces within a five-minute walk of the site. Disabled and EV parking spaces are available in some of the car parks.

Location	Walk Distance (m)	Total Spaces	Disabled Spaces	EV Spaces
Gun Street M4 5DN	150	140	Yes	
75 Port Street M1 2EG	300	21		
75 Port Street M1 2EG	300	20		
Tariff Street M1 2EG	300	115		
Port Street Central M1 2EQ	300	76		
Port Street M4 2EG	300	3		
Northern Quarter Church Street M4 1LX	300	685	Yes	Yes
Tariff Street M1 2FJ	400	232	Yes	Yes

Table 1.1: Public Car Parks
[source: Parkopedia]

- 1.14 The site sits within Zone 2 of the Controlled Parking Zone, with parking permitted in Pay & Display bays for two hours during the control period (Monday – Sunday/8am – 8pm). Street parking bays are provided on Houldsworth Street (five spaces), Newton Street (12 spaces/140m away), Tib Street (10 spaces/230m), Blossom Street (six spaces/200m) and Port Street (11 spaces/270m). Blue badge holders are permitted to park for free and without limit on duration during the control period. Disabled street parking spaces are available on Blossom Street (two spaces/200m), Tib Street (three spaces/270m) and High Street (two spaces/400m).
- 1.15 The assessment shows that there are sufficient parking spaces within 5-minute walk of the site to meet any occasional parking needs arising from the development.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan draws on the following guidance and best practice:

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework
- Department for Levelling Up, Housing & Communities (2023), Planning Practice Guidance

³ British Standard (2005), Waste Management in Buildings – Code of Practice

- Department for Transport (2007), Making Residential Travel Plans Work
- Department for Transport (2009), Delivering Travel Plans through the Planning Process
- Manchester City Council (2007), The Guide to Development in Manchester SPD
- Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
- Transport for Greater Manchester (2013), Transport for Sustainable Communities

2.2 Annex 2 of NPPF describes a Travel Plan as:

"A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed."⁴

- 2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.
- 2.4 A Travel Plan should include a mixture of site infrastructure, strategy, marketing, and communication measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.
- 2.5 A Travel Plan should also outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes.
- 2.6 This interim version of the Travel Plan has been prepared for the planning application to set out the principles that will be adopted in the full Travel Plan for the site. The requirement to prepare a full Travel Plan will be a condition of planning.

Travel Plan Pyramid

2.7 The Department of Transport (DfT) states that:

"... it can be helpful to view a travel plan for a new development as a pyramid of measures and actions, which is constructed from the ground up, with each new layer building on the last and all set within the context of the outcomes sought."⁵

- 2.8 The DfT pyramid is shown in Figure 2.1.
- 2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. The location of the development provides the foundation for good accessibility, this is examined in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel, such as pedestrian access measures and car and cycle parking provision. These aspects are set out in Section 1 and 6.
- 2.11 The remaining levels outline the management, promotion and strategy measures that are to be adopted as part of the Travel Plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.

⁴ Department for Levelling Up, Housing & Communities (2023), National Planning Policy Framework

⁵ Department for Transport (2009), Delivering Travel Plans through the Planning Process

- 2.12 Section 7 sets out the monitoring plan which details how and when the travel plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding / budget details.

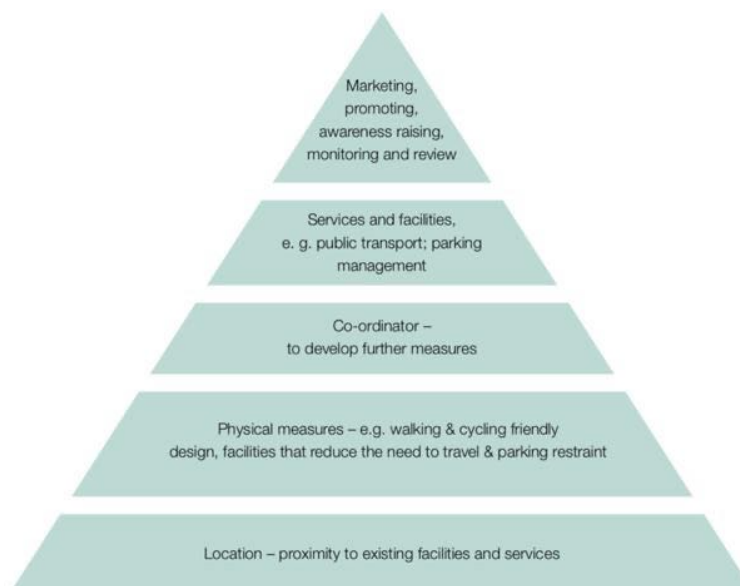


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

- 2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, which are set out below.
- 2.15 Reduced levels of single occupancy car use can lead to an improvement in air quality both surrounding the site and across the wider area. In addition, increases in active travel have very real impact on health as moderate physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- 2.16 The financial benefits of Travel Plans include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- 2.17 The environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- 2.18 Travel Plans also bring societal benefits including a happier and healthier community, and more social interaction.

Objectives

- 2.19 The objectives of the Travel Plan are to:
- Objective 1:** To increase staff trips by active/sustainable modes of travel.
 - Objective 2:** To reduce the number of single occupancy staff car trips.

3 Site Location

Site Context

- 3.1 The location of the site is shown on Figure 3.1.
- 3.2 The site is bounded by the A665 (Great Ancoats Street), Little Lever Street, Houldsworth Street and Lever Street.

- 3.3 The site is currently occupied by a range of buildings that are permitted for commercial operations. Some of the buildings on site are no longer in use.
- 3.4 There is no vehicle access to the buildings on site and no on-site car parking. Service activity currently concentrates on the Houldsworth Street and Little Lever Street frontages.

Local Highway Network

- 3.5 The main entrances to the site are located on Lever Street and Great Ancoats Street and footways bounding the site on these frontages will be the focus of pedestrian activity to the site. The entrances on Houldsworth Street are provided to the cycle store and substations. Little Lever Street is a service function street that does not attract pedestrian trips, and this will continue to be the case following the development.
- 3.6 The site is bounded to the north by Great Ancoats Street. Great Ancoats Street is part of the Key Route Network (KRN) and serves a ring road function. In the vicinity of the site the road is 20m wide with two westbound lanes, three eastbound lanes, and a central reserve island. Footways are present on both sides, the footway fronting the site is 5m wide. On the north-western corner of the site, Great Ancoats Street meets Lever Street and George Leigh Street at a signalised junction. Tactile paving dropped kerbs and controlled (toucan) crossings are in place. Great Ancoats Street is subject to a 30mph speed limit. Great Ancoats Street is an important bus route corridor, and the nearest bus stops to the site (130m/less than 2-minute walk) are well lit and have shelters, information, seating and raised boarder facilities. Great Ancoats Street adjacent to the site is a cycle route and facilities are provided for cyclists to access the toucan crossing from the main carriageway to the south-east of the site.
- 3.7 Lever Street sits on the western boundary of the site. In the vicinity of the site, the road is 9.2m wide with a 3m footway bounding the site and is subject to one-way working from the south to Great Ancoats Street. Lever Street is subject to a 20mph speed limit creating a suitable environment for cycle trips. Lever Street is a bus route corridor and the nearest bus stop to the site (130m/less than 2-minute walk) is well lit and has a shelter, information, seating and raised boarder facilities.
- 3.8 Houldsworth Street routes west-west from Lever Street on the southern boundary of the site. Adjacent to the site, the road is 9m wide with a 1.3m footway bounding the site. There are dropped kerbs, but no tactile paving at the Houldsworth Street/Lever Street junction. Houldsworth Street is subject to a 20mph speed limit.
- 3.9 Little Lever Street runs along the eastern boundary of the site and provides a service function being in use by adjacent properties for refuse collection. The road is 3.7m wide and a narrow footway is provided on both sides of the road. There are dropped kerbs, but no tactile paving at the junction of Houldsworth Street/Little Lever Street.
- 3.10 Road safety data and a review of the Traffic Regulation Orders on bounding streets is set out in Section 2 of the TS.

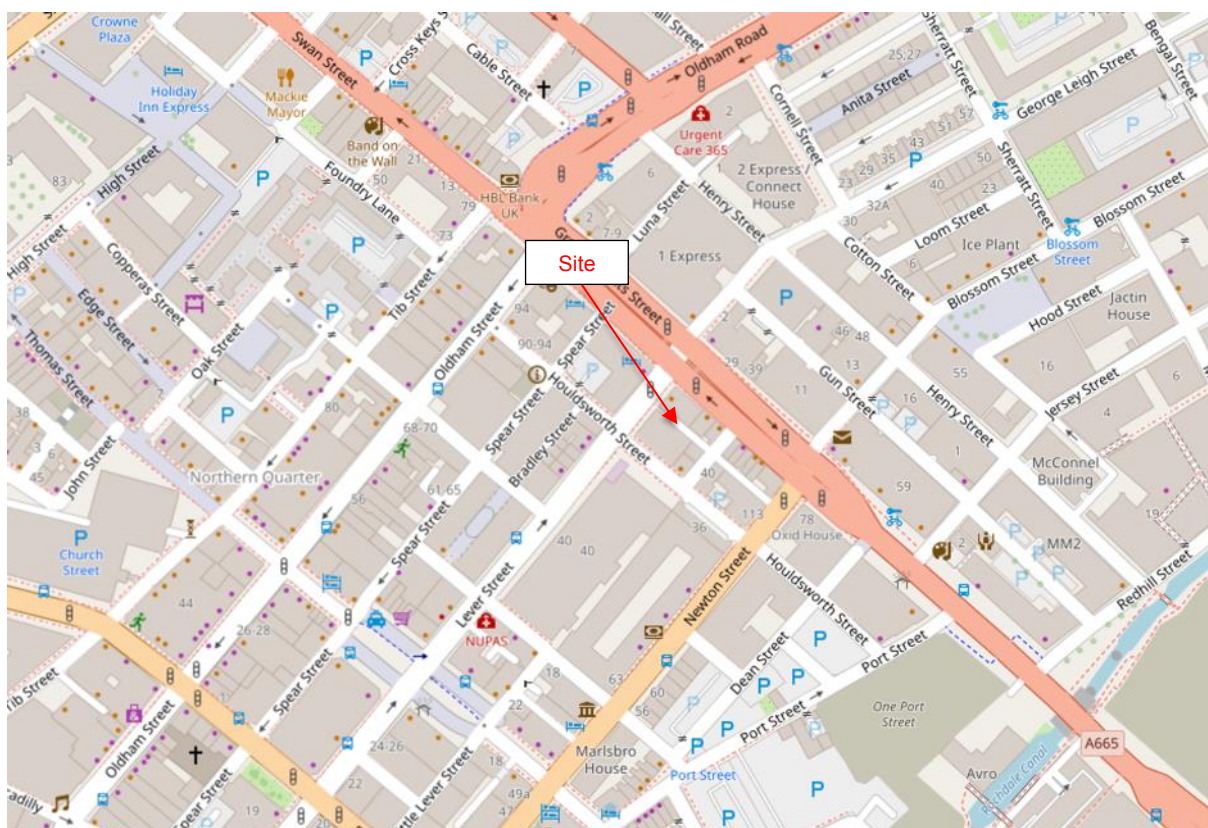


Figure 3.1: Site Location

[source: OpenStreetMap Foundation licensed under the Open Database License]

4 Accessibility Audit

Active Travel Routes

- 4.1 Figure 4.1 shows the cycle network serving the site from the [TfGM website](https://tfgm.pindarcreative.co.uk).⁶
- 4.2 The main entrances to the site are located on Lever Street and Great Ancoats Street. The footways providing access to these entrances are 3m and 5m respectively. These footways provide access to the rest of the city centre and public transport nodes. Footways on the site frontages will be resurfaced and tactile paving provided at crossing points as shown in Appendix B of the TS.
- 4.3 Controlled (toucan) crossings are provided at the junction of Great Ancoats Street/Lever Street, including tactile paving, and dropped kerbs. A controlled crossing is also in place to the south of the site at the junction of Lever Street/Stephenson Square, with dropped kerbs and tactile paving.
- 4.4 Figure 4.1 shows that a cycle route is provided on Great Ancoats Street between the junction with Lever Street and Redhill Street. The roads to the north and south of Great Ancoats Street are 20mph streets that create a suitable environment for cyclists and a reasonable method of accessing other areas of the city centre and the wider network.

⁶ <https://tfgm.pindarcreative.co.uk>

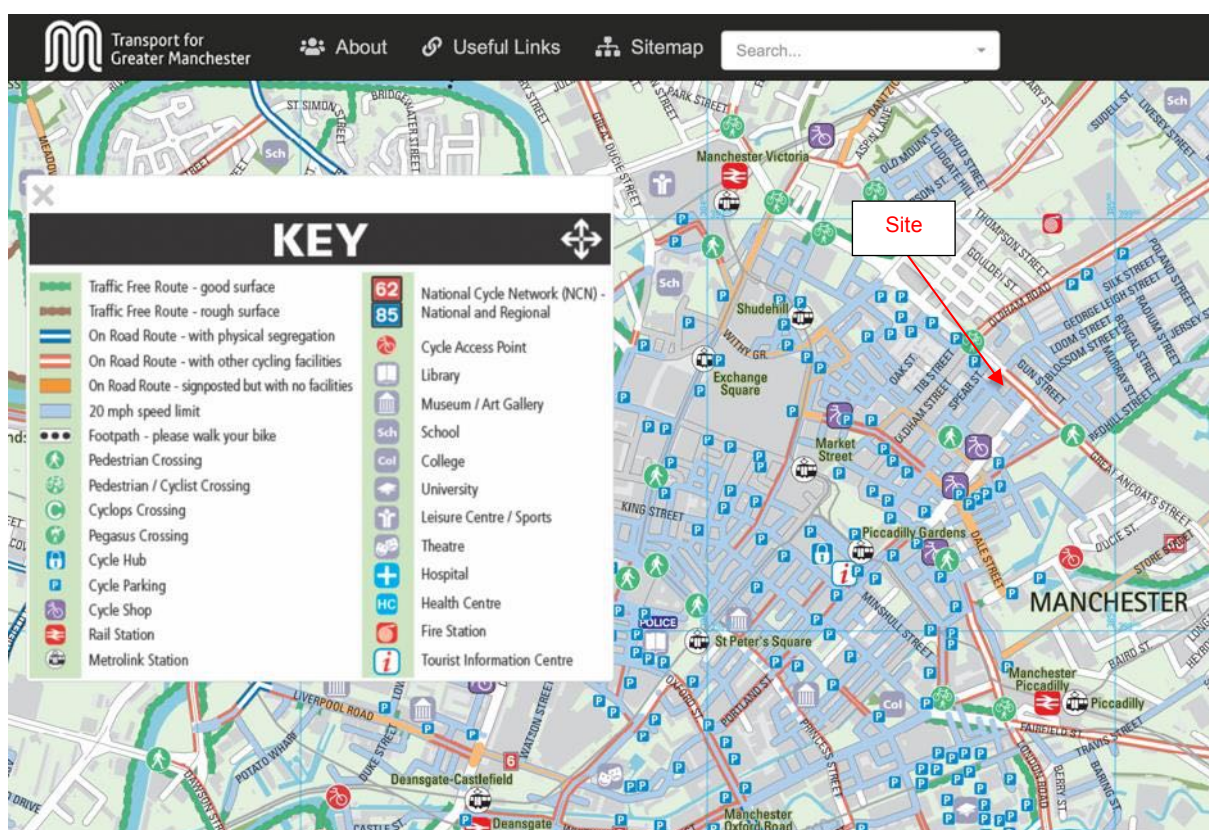


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

- 4.5 Figure 4.2 shows an extract of [the Bee Network map](https://mappinggm.org.uk/bee-network/).⁷ This shows that a new route will be provided from Lord Street to New Islington which will improve connectivity along the north-eastern edge of the city centre.

⁷ <https://mappinggm.org.uk/bee-network/>

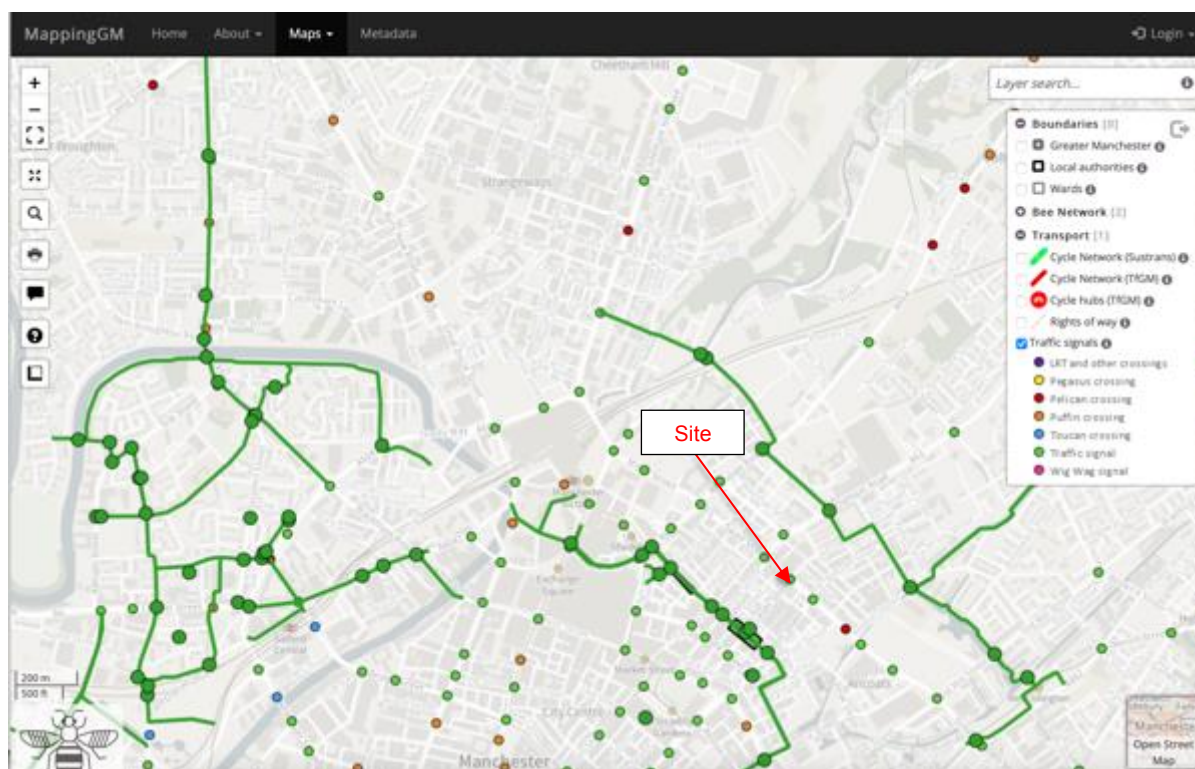


Figure 4.2: Cycle Network
[source: Mapping GM]

- 4.6 The site is also located within the [Cycle Hire Scheme Zone](https://beryl.cc/scheme/greater-manchester).⁸ Bikes are operated by Beryl and are available to hire via a dedicated phone app. The scheme provides pedal bikes and e-bikes across Manchester, Salford, and Trafford.
- 4.7 The existing walking and cycling infrastructure provide opportunities for active trips to/from the site using existing infrastructure.

Public Transport Routes

- 4.8 Figure 4.3 shows [TfGM's public transport network map](https://tfgm.com/maps) for the local area.⁹

⁸ <https://beryl.cc/scheme/greater-manchester>

⁹ <https://tfgm.com/maps>

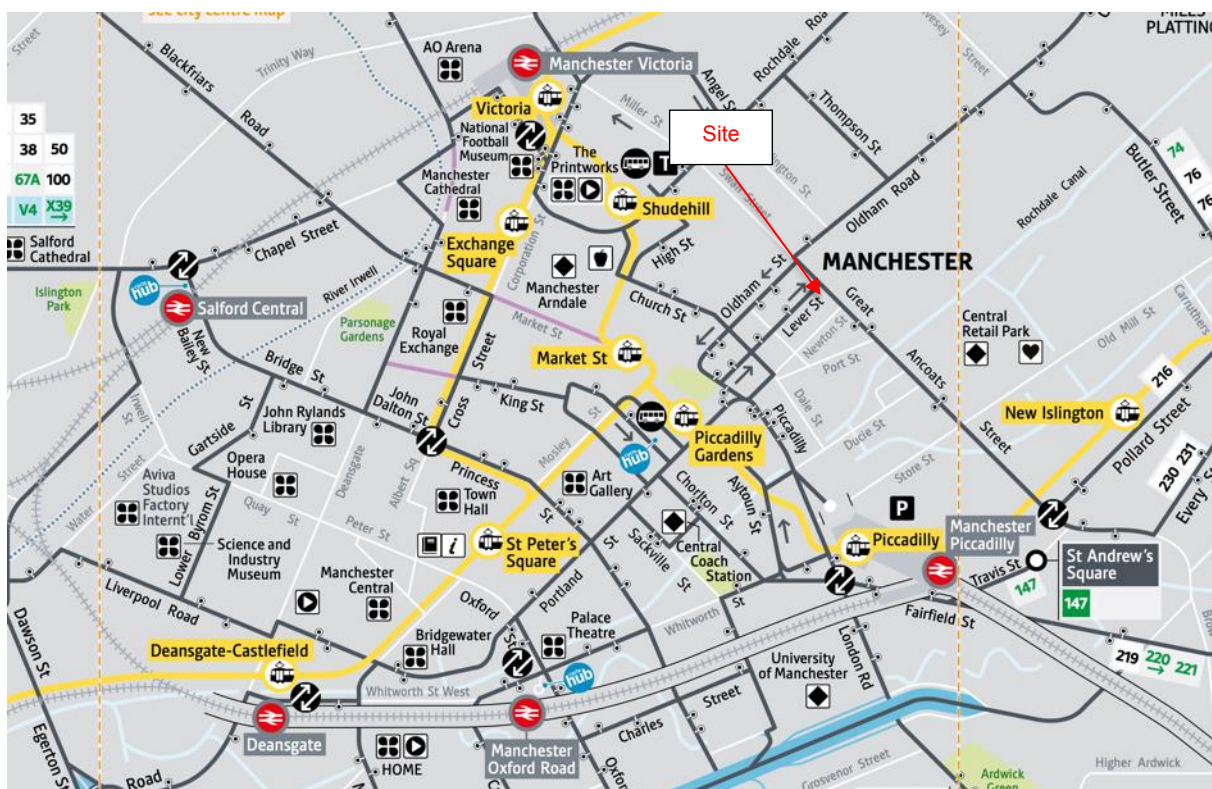


Figure 4.3: Public Transport Network
[source: Transport for Greater Manchester]

- 4.9 The site is located 130m (less than 2-minute walk) from the bus stops on Great Ancoats Street and Lever Street. The bus stops are well lit and have shelters, seating, information, and boarding facilities.
- 4.10 Table 4.1 provides a summary of the bus services using these stops taken from [TfGM timetables](#) at the time of preparing the report.¹⁰

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
74	Hollinwood – Piccadilly Gardens	4	-	-	-	-
76/A	Oldham – Piccadilly Gardens	3	5	1	5	2
83	Sholver – Oldham - Manchester	3	3	2	3	2
84	Upper Mill/Grotton – Oldham – Manchester	6	6	2	6	2
216	Ashton u Lyne – Manchester	6	5	4	6	3
230/231	Ashton u Lyne – Manchester	4	4	2	4	2

Table 4.1: Bus Services – Lever Street & Great Ancoats Street
[source: Transport for Greater Manchester]

¹⁰ <https://tfgm.com/public-transport/bus>

- 4.11 Table 4.1 shows that the site is served by 23 buses per hour (each way) during the day from the nearest bus stops. Bus services are available in the evening and at the weekend at frequent intervals.
- 4.12 The site is a 170m/2-minute walk from the bus stops on Oldham Street and a 450m/5.5-minute walk from the bus stops on Church Street. Table 4.2 provides a summary of the bus servicing these stops, again taken from [TfGM timetables](https://tfgm.com/public-transport/bus) at the time of preparing the report.¹¹ The bus services do not include those that also serve the nearer stops in Table 4.1.

No.	Route	Weekday (Buses per hour/each way)			Weekend (Buses per hour/each way)	
		Peak	Day	Evening	Saturday	Sunday
114	Manchester – Greengate – Middleton	3	3	1	2	1
181	Manchester – Chadderton – Wrens Nest	1	1	-	1	-
182	Manchester – Chadderton – Wrens Nest	1	1	1	1	1
18	Manchester – Collyhurst – Langley	6	2	2	6	4
33	Manchester – Eccles – Worsley – Wigan	4	2	3	2	1
41	Sale – Northenden – Manchester – Middleton	4	3	1	4	2
59	Manchester – Oldham	6	5	1	6	4
81	Manchester – Derker	2	2	1	2	1
112	Manchester – Moston – Higher Crumpsall	4	4	2	4	2
117	Manchester – Moston – Greengate	2	2	1	2	2
118	Manchester – Moston – Higher Crumpsall	4	4	2	4	2
119	Manchester – Moston – Higher Blackley	2	2	1	1	1
135	Manchester – Whitefield – Bury	6	6	4	6	6
163	Manchester – Middleton – Heywood – Bury	6	5	2	6	4

Table 4.2: Bus Services – Oldham Street & Church Street
[source: Transport for Greater Manchester]

¹¹ <https://tfgm.com/public-transport/bus>

- 4.13 Church Street is also served by the Free Bus Service Routes 2 and 3. The free bus service provides a means of accessing other public transport nodes across the city centre.
- 4.14 The site is also only 550m/7-minute walk from Piccadilly Gardens Interchange and 650m/8-minute walk from Shudehill Interchange. Piccadilly Gardens Interchange is served by 29 different bus services and Shudehill Interchange is served by 16 different bus services.
- 4.15 The nearest tram stops to the site are located at Piccadilly Gardens (550m/7-minute walk), Shudehill (650m/8-minute walk) and Piccadilly Station (800m/10-minute walk). [Metrolink tram services](#) connect the site to other areas of the City Centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.¹²
- 4.16 The site is 800m (10-minute walk) from mainline train services at Piccadilly Station, which can be used to access [mainline trains](#) offering comprehensive service coverage of Greater Manchester and beyond.¹³ Piccadilly Station is served by over 30 train services per hour during peak hours.
- 4.17 The above confirms that the site is well served by existing public transport services and the number of different services available for access to the site will spread any additional demand created by the development.

Access to Amenities

- 4.18 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to local amenities and services. It is generally held that walking has the potential to replace short car trips for distances up to 2km (equating to a 25-minute walk time). The Chartered Institution of Highways and Transportation (CIHT) provides further guidance on suitable walk distances, setting maximum preferred distances as replicated in Table 4.3.¹⁴

Destination Type	Walk Distance (m)	Walk Time (mins)*
Commuting	2000	25
Local Centre/Local Retail	800	10
Other	1200	15

*Based on an all-age average walk speed of 80m/min

Table 4.3: CIHT Walk Distances
[source: Chartered Institution of Highways & Transportation]

- 4.19 Figure 4.4 shows walking isochrones from the site based on the CIHT guidance in Table 4.3.

¹² <https://tfgm.com/public-transport/tram>

¹³ <https://tfgm.com/public-transport/train>

¹⁴ Chartered Institution of Highways & Transportation (2000), Guidelines for Providing for Journeys on Foot

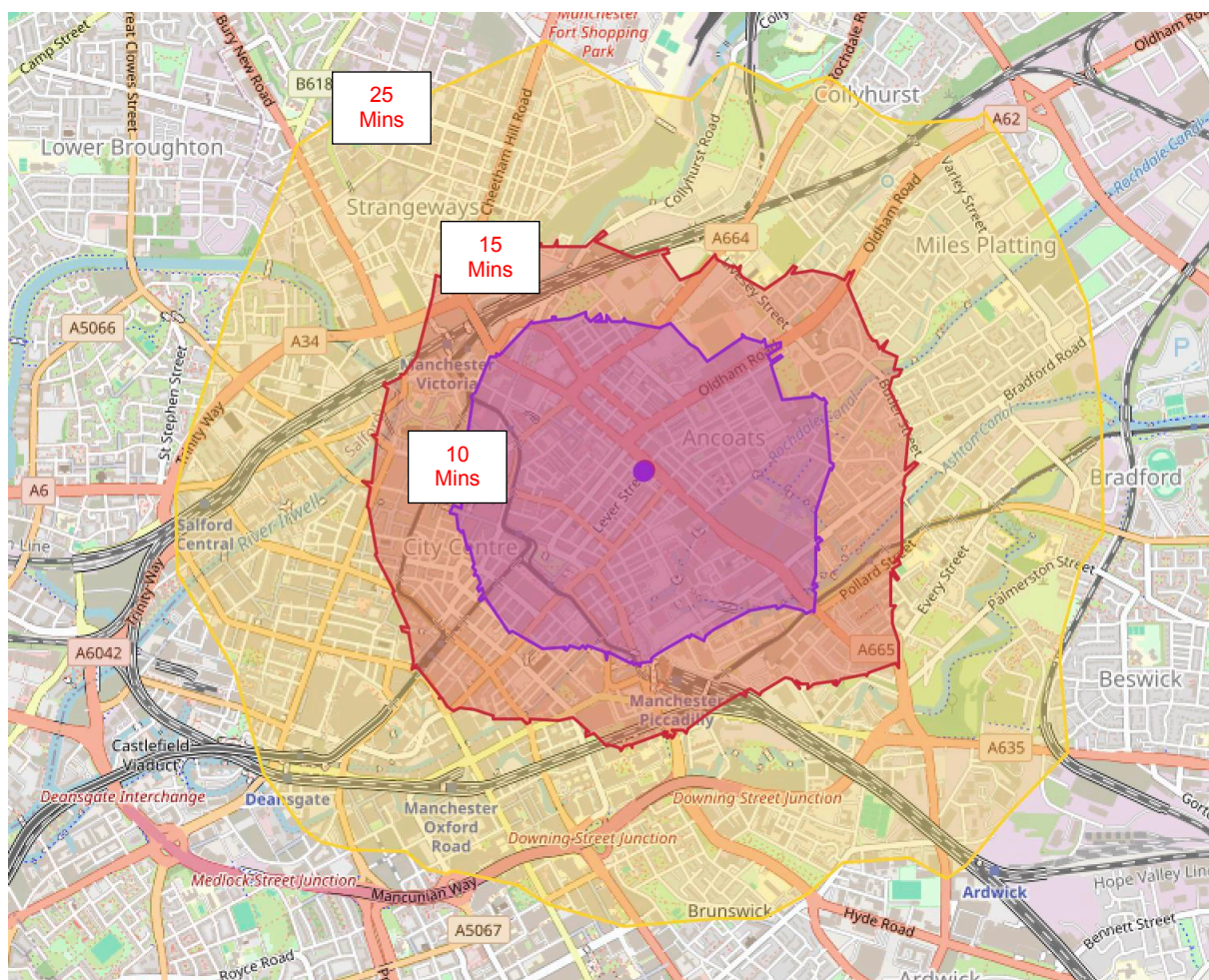


Figure 4.4: Walking Isochrones

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

- 4.20 Figure 4.4 shows that Piccadilly Gardens, Market Street, Cutting Room Square, New Cross, and New Islington are all within a 10-minute walk of the site. This means that staff will be able to access numerous retail, leisure, and food outlets within a short walk of the site in the course of the working day. More areas of the city centre, such as King Street and St Peters Square, are within a 15-minute walk of the site increasing the facilities that are accessible to staff.
- 4.21 All of the city centre, areas of Salford and bounding residential communities are within a 25-minute walk of the site. People living within a 25-minute walk of the site could be reasonably expected to walk to work.
- 4.22 The assessment confirms that the site is well located for access to local amenities and services during the course of the working day, and for staff who live nearby to walk to work.

Greater Manchester Accessibility Level

- 4.23 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site.¹⁵ A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility.
- 4.24 Figure 4.5 shows that the site has a GMAL of 8 (score: 114.03), which is the highest level of accessibility in Greater Manchester. The assessment confirms that the proposal site has an exceptional level of access by public transport.

¹⁵ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

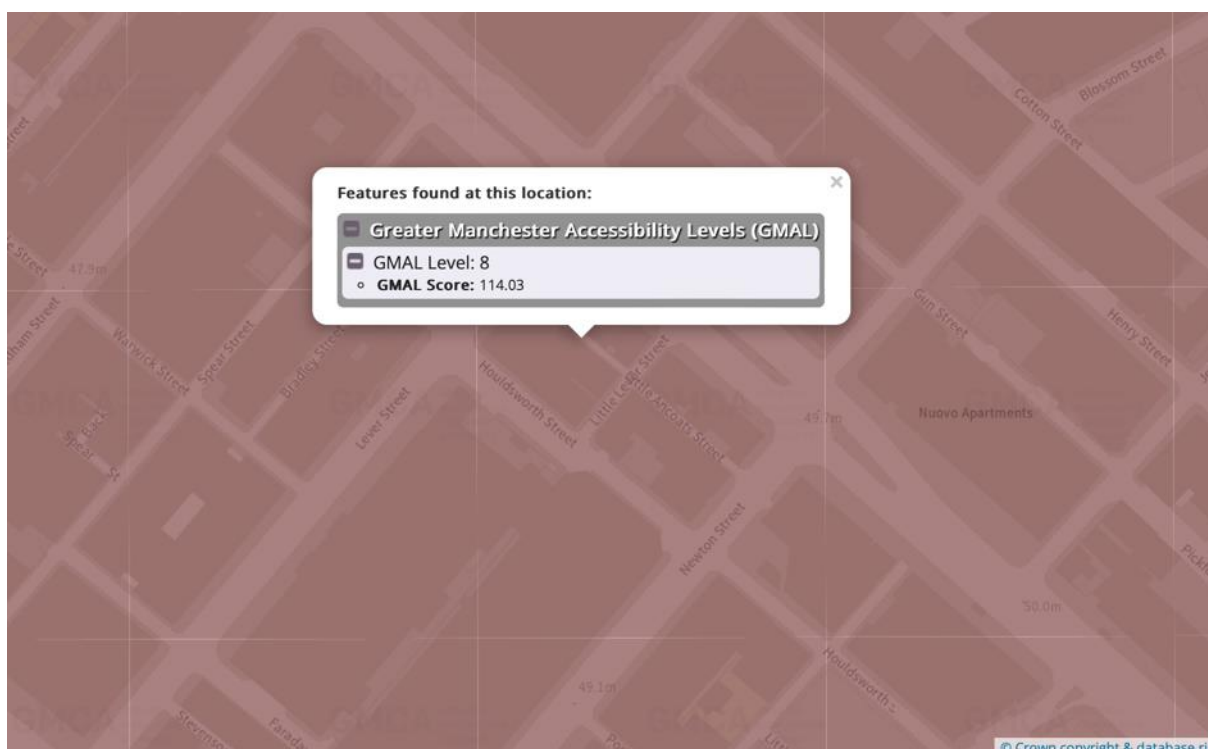


Figure 4.5: Greater Manchester Accessibility Level
[source: Mapping GM]

5 Management & Communication Measures

Management Strategy

5.1 The following measures will be used to manage the Travel Plan.

Initiative	Description
Travel Plan Co-ordinator	A Travel Plan Co-ordinator will be appointed to manage the day-to-day operation of the Travel Plan.
Transport Group	The Travel Plan Co-ordinator will consider setting up a Transport Group made up of operators/staff based at the site.
Travel Choices Network	The Travel Plan Co-ordinator will register the site with TfGM's Travel Choices Network.
Operator Awareness	The Travel Plan Co-ordinator will ensure that operators at the site are aware of the Travel Plan and its ethos.

Table 5.1: Management Initiatives

- 5.2 Ultimate responsibility for the Travel Plan will sit with the management team, who will maintain an overseeing role in the adoption, implementation, and progress of the Plan.
- 5.3 DfT guidance states that at all times a named individual needs to be responsible for leading the delivery of the Travel Plan.¹⁶ Prior to occupation of the site, a Travel Plan Co-ordinator will be identified and contact details provided to the Council.
- 5.4 The primary leadership for implementing the Travel Plan will be the Travel Plan Co-ordinator. The Travel Plan Co-ordinator will work in partnership with the management team and operators/staff and will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for operators, staff, the Council, and the surrounding community. The Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and monitoring its effectiveness.

¹⁶ Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process

- 5.5 In summary, the Travel Plan Co-ordinator's main responsibilities will include:
- Looking after the day-to-day operation of the Travel Plan
 - Providing a point of contact for operators, staff, and the Council
 - Engaging with operators/staff on travel related matters
 - Implementing the Travel Plan measures
 - Managing and co-ordinating the Travel Plan
 - Updating Travel Plan materials, including website travel pages and travel noticeboards/information points
 - Promoting travel campaigns and service updates by email
 - Monitoring the performance of the Travel Plan and reporting to the Council
 - Setting up the Transport Group
- 5.6 Should the Travel Plan Co-ordinator change, responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner (within three months) to allow the Travel Plan to continue uninterrupted at the site.
- 5.7 Should the applicant's interest in the site be sold then the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.
- 5.8 The Travel Plan Co-ordinator will set up a Transport Group that will include representatives of operators, the management team and site staff. The Transport Group will meet at least once a year to discuss the progress of the Plan and any travel issues and opportunities that have arisen since the last meeting.
- 5.9 TfGM runs a free initiative called [Travel Choices](https://tfgm.com/travel-choices) which provides guidance, assistance and details of any small grants that are available, to help employers across Greater Manchester adopt Travel Plan measures.¹⁷ TfGM recommends the use of Travel Choices for employers with over 50 staff.
- 5.10 Members of the Travel Choices network also benefit from regular training workshops, monthly newsletters, and flexible ticketing options. As part of this TfGM also provides downloadable resources that can be used to promote and market sustainable and active travel routes as part of the communications strategy. The Travel Plan Co-ordinator will register the site with Travel Choices.
- 5.11 Operators at the site will be required to commit to engage with the Travel Plan process and distribute information to staff. The Travel Plan Co-ordinator will be required to make the operators aware of the Travel Plan and ensure that information is distributed to them in a timely fashion.

Communications Strategy

- 5.12 The measures set out in Section 6 will be continually and clearly communicated to operators/staff to maximise effectiveness and encourage greater levels of take-up. The Communications Strategy is a vital component of the Travel Plan as it will be used to ensure that staff/operators are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to operators/staff.
- 5.13 Table 5.2 shows the measures that will be used in the communications strategy.

¹⁷ <https://tfgm.com/travel-choices>

Initiative	Description
Website	A dedicated travel page will be provided on the website.
E-Newsletters	Travel e-newsletters will be issued to operators every 6 months.

Table 5.2: Communications Initiatives

- 5.14 The building website will provide information on the Travel Plan and resources to assist operators/staff to make informed travel choices, such as:
1. Links to [TfGM journey planning software](#)¹⁸
 2. Links to [Google Play](#)¹⁹ and [Apple Store](#)²⁰ Bee Network app
 3. Links to [TfGM travel alerts and updates software](#)²¹
 4. Links to [TfGM walking and cycling route maps](#)²²
 5. Links to [TfGM ticketing information](#)²³
 6. Links to [TfGM active travel tips](#)²⁴
- 5.15 The Travel Plan Co-ordinator will be responsible for ensuring that the webpage is maintained and kept up to date.
- 5.16 The Travel Plan Co-ordinator will prepare an electronic newsletter periodically that sets out the achievements and progress of the Travel Plan and any new initiatives or schemes that will be introduced. The newsletter will be issued to operators via email.

6 Strategy Measures

Journey Planning Software

- 6.1 Operators/staff will be encouraged to familiarise themselves with the following journey planning resources:
- [TfGM journey planning software](#)²⁵
 - [Public transport maps](#)²⁶
 - [Active Travel route software](#)²⁷
 - [Walking and cycling route maps](#)²⁸
 - Links to [Google Play](#)²⁹ and [Apple Store](#)³⁰ Bee Network app

Active Travel Measures

- 6.2 Table 6.1 shows the measures that will be used to encourage operators/staff to travel more actively.

¹⁸ <https://tfgm.com/plan-a-journey>

¹⁹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

²⁰ <https://apps.apple.com/gb/app/bee-network/id1669705230>

²¹ <https://tfgm.com/travel-updates>

²² <https://tfgm.pindarcreative.co.uk>

²³ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²⁴ <https://beeactive.tfgm.com>

²⁵ <https://tfgm.com/plan-a-journey>

²⁶ <https://tfgm.com/maps>

²⁷ <https://beeactive.tfgm.com>

²⁸ <https://tfgm.pindarcreative.co.uk>

²⁹ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

³⁰ <https://apps.apple.com/gb/app/bee-network/id1669705230>

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling to operators/staff using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
New Infrastructure	The development will provide new pedestrian and cycle infrastructure as set out in the TS.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training schemes.
Cycle Repair Kit	The Travel Plan Co-ordinator will provide cycle repair kits that can be used by operators/staff at the site.
Maintaining Momentum	The Travel Plan Co-ordinator will provide resources that can be used for competitions and to maintain interest in active travel.

Table 6.1: Active Travel Initiatives

6.3 Active travel provides the following benefits:

- **Builds activity into your daily routine.**
It'll help to meet the government guidelines which recommend people get at least 20 minutes of physical activity every day.
- **Boost your mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
- **Fewer cars equal cleaner air.**
You experience five times higher pollution levels in a car than walking or on a bike.
- **Save your family money.**
Not only will less money be spent on petrol, but money can also be saved on gym or fitness centre fees.
- **You'll arrive feeling ready to start the day.**
People who walk and cycle arrive at work more relaxed and alert than those who travel by car.

6.4 Section 4 shows that the site is well located for access on foot or by cycle using existing infrastructure. The Travel Plan Co-ordinator will provide information to operators/staff existing pedestrian and cycle routes using the journey planning software set out earlier via the website, and induction packs.

6.5 As part of the development, cycle parking, showers and lockers will be provided and localised enhancements to pedestrian infrastructure as set out in the TS and summarised in Section 1.

6.6 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing operators/staff with resources provided by [TfGM](https://beeactive.tfgm.com)³¹, [GMWalking](https://gmwalking.co.uk)³², [Sustrans](https://www.sustrans.org.uk/)³³ and [Cycling UK](https://www.cyclinguk.org/)³⁴.

6.7 TfGM provides [cycle training sessions](https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/)³⁵ for adults and family groups. This scheme will be promoted to operators/staff.

6.8 The Travel Plan Co-ordinator will purchase cycle repair kits that can be held at the reception for use by operators/staff on site.

6.9 To maintain interest and momentum in active travel, the Travel Plan Co-ordinator will promote tools that can be used by operators/staff to set themselves personal walking challenges, such as the [NHS Active 10](https://www.nhs.uk/better-health/get-active/)³⁶ app and [TfGM's 10 for 10 Challenge](https://beeactive.tfgm.com/10-for-10/)³⁷. The Travel Plan Co-ordinator will also promote events to encourage increased cycling such as [Love to Ride](https://www.lovetoride.net/gm)³⁸ to encourage new cycling

³¹ <https://beeactive.tfgm.com>

³² <https://gmwalking.co.uk>

³³ www.sustrans.org.uk/

³⁴ www.cyclinguk.org/

³⁵ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

³⁶ <https://www.nhs.uk/better-health/get-active/>

³⁷ <https://beeactive.tfgm.com/10-for-10/>

³⁸ <https://www.lovetoride.net/gm>

journeys. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

Public Transport Measures

- 6.10 Table 6.2 shows the measures that will be used to encourage operators/staff to travel more actively.

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that operators/staff are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to operators/staff.

Table 6.2: Public Transport Initiatives

- 6.11 Section 4 shows that the site is well located for access by public transport. The Travel Plan Co-ordinator will use the information resource mechanism in the communications strategy to make sure that operators/staff are aware of the travel choices available to them.
- 6.12 The Travel Plan Co-ordinator will make sure that all operators/staff are aware of ticketing arrangements available using information from [TfGM ticketing information](#)³⁹.
- 6.13 The following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)⁴⁰
Adult single fares are capped at £2 and day tickets capped at £5. Weekly adult tickets are available for £21. Individual bus operators may provide their own weekly bus ticket but the 7 Day Any Bus Adult travelcard allows travel all week with any operator in Greater Manchester.
 - [Tram Travel](#)⁴¹
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days. The Contactless Early Bird Bonus saves money on travel before 7am on weekdays. Weekly Contactless is capped at £31 even if you travel in all zones.
 - [Train Travel](#)⁴²
The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Sustainable Car Use Measures

- 6.14 There are instances where a car needs to be used. The following measures will be used to encourage sustainable car use.

Initiative	Description
Car Free Development	The development is car free to deter unnecessary car commuting.
Promotion of Enterprise Car Club	Operators/staff will be encouraged to use car club vehicles for business trips, rather than driving their own car into the office.
Car Sharing	Staff who need to drive because of personal needs will be provided with information on car sharing.

Table 6.3: Sustainable Car Use Measures

³⁹ <https://tfgm.com/tickets-and-passes/find-a-ticket>

⁴⁰ <https://tfgm.com/get-on-board>

⁴¹ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

⁴² <https://www.northernrailway.co.uk/tickets/flexi>

- 6.15 Car clubs provide people that work in the city centre with an opportunity to borrow a car if they need one during the course of the working day, meaning that they do not have to commute in their own car. Car clubs enable members to benefit from pay-as-you-go low cost, convenient and greener motoring, and a more sustainable pattern of living that provides access for ad-hoc vehicle use and negates the requirement to own and store a car.
- 6.16 [Enterprise Car Club](#) has vehicles parked across the city.⁴³ The nearest car club vehicles to the site are located on Blossom Street (2 vehicles), Tariff Street (2 vehicles), High Street (1 vehicle) and Dale Street (1 vehicle). Information on the car club will be provided for operators/staff.
- 6.17 There are instances when car use is unavoidable, but car use can be made greener by sharing the journey with another person. Car sharing offers the following benefits:
- Saving money by sharing the cost of your commute with another person.
 - Shared journeys are less stressful and introduce like-minded sharers to make new friends.
 - Reduce the per person carbon emissions of your commute.
- 6.18 The Travel Plan Co-ordinator will promote [Lift Share](#) so that staff can find a car sharing match.⁴⁴

Service & Delivery Measures

- 6.19 Office developments attract deliveries that can be split into two categories:
- **Day-to-Day Deliveries**
Deliveries in small vehicles that are associated with post, couriers.
 - **Refuse Collection Movements**
Timed collection of refuse and waste.
 - **Infrequent Deliveries**
Deliveries of larger goods, such as furniture and equipment.
- 6.20 The site currently generates delivery and servicing movements associated with the existing businesses on site. These movements are focused on Houldsworth Street (general deliveries) and Little Lever Street (refuse). The development will introduce a loading bay on Houldsworth Street that can be used by day-to-day deliveries and infrequent larger good deliveries. Operators/staff will be advised of the location of the loading bay so that they can advise delivery companies of the location for temporary parking the delivery vehicle. The reception area will take delivery of the goods to speed up the waiting time.
- 6.21 The bin store is located on Little Lever Street. Refuse collection will be managed by the site management team and a single, private contract for the entire building entered into. The bin store has a compactor and refuse will be collected twice a week. If possible, refuse collection will be timed to occur outside peak highway network hours. Operators/staff will be informed of the refuse collection arrangements when they occupy the building.
- 6.22 The Travel Plan Co-ordinator will regularly engage with operators/staff regarding the delivery process and will periodically monitor the process to ensure it is meeting requirements.

7 Monitoring & Review Mechanisms

Baseline Travel Patterns

- 7.1 Surveying and monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.2 Baseline staff travel surveys will be undertaken within six months of occupancy of the development. The staff travel surveys will be undertaken using a simple, website based, questionnaire that will record the mode of travel used by staff to travel for work.

⁴³ <https://www.enterprisecarclub.co.uk/gb/en/home.html>

⁴⁴ <https://liftshare.com/uk>

- 7.3 The results from the first survey will be used to set the targets for the Travel Plan and to update the measures, if required. The updated Travel Plan will be submitted to the Council within three months of completion of the baseline/first surveys.

Monitoring Surveys

- 7.4 Surveys will be undertaken every two years for a period of five years (baseline/year one, year three and year five). Following each survey period, a short monitoring report will be issued to the Council for discussion. The monitoring report will be issued within three months of each survey period. Survey results will also be shared with operators/staff by email update.

Exercise	Key Information	Frequency	Responsibility
Issue of induction packs/provision of website travel page	Dissemination of travel information and travel survey to staff	On occupation	Travel Plan Co-ordinator
Baseline staff surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Within 6 months of occupation (Year 1)	Travel Plan Co-ordinator
Updated Travel Plan	Travel Plan updated with survey and targets firmed up	Within 3 months of the survey	Travel Plan Co-ordinator
Monitoring staff surveys	Data to be used to establish progress of the Plan and review success of measures	Year 3 and Year 5	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

- 7.5 In addition to monitoring staff travel patterns, the Travel Plan Co-ordinator will periodically review the Delivery Management Strategy measures and will engage with operators/staff on the process. Following each monitoring period the Travel Plan Co-ordinator will make amendments to the process as required and will advise operators/staff of any changes by email.

Targets

- 7.6 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.7 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.
- 7.8 The following Output Targets have been set for the Travel Plan:
- Appoint Travel Plan Co-ordinator on occupation.
 - Prepare information for website on occupation.
 - Undertake the baseline travel surveys within 6 months of occupation.
 - Update the Travel Plan and issue to the Council within 3 months of survey.
 - Undertake monitoring travel surveys in years 3 and 5.
 - Prepare a monitoring report and issue to the Council within 3 months of each monitoring survey.
- 7.9 The Outcome Target for the Travel Plan is to reduce the proportion of staff travelling by single occupancy car trips from the baseline mode share. The baseline mode share will be established on completion of the baseline/year one surveys and at this point a quantitative target will be set. Preliminary Outcome Targets are set out in Table 7.2.

Provision of a website travel page

Specific	The Travel Plan Co-ordinator will arrange website travel page. The resource will be kept up to date.
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The website will be available to all operators/staff.
Timebound	Ongoing.

Undertake staff surveys

Specific	Staff travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Surveys will be undertaken in line with monitoring plan.
Timebound	Ongoing.

Reduce the number of single occupancy staff car trips

Specific	Reduce single occupancy car travel.
Measurable	Verified using the baseline and monitoring surveys. Quantifiable targets to be set following baseline surveys.
Achievable	The site sits in an accessible location offering good potential for mode shift.
Realistic	Yes.
Timebound	During lifetime of the Plan.

Table 7.2: Preliminary Travel Plan SMART Targets

8 Interim Action Plan & Funding

Funding Commitment

- 8.1 The applicant is committed to funding the costs required to ensure the operation of the Travel Plan as set out in this report, including the costs associated with introducing the stated measures and also the costs associated with managing and communicating the Travel Plan. Funding will also be made available for the cost required for the Travel Plan Co-ordinator's time.

Timescales

- 8.2 The Action Plan in Table 8.1 also sets out the timescales for implementing each measures proposed. The following timescales are referred to:
- **Occupation**
To be actioned prior to occupation of the development or on adoption of the Travel Plan
 - **Short Term**
To be completed within 24 months
 - **On-going**
An on-going item which spans the full life of the Travel Plan

Action Plan

- 8.3 Table 8.1 sets out the Action Plan for the Travel Plan.

Initiative	Description	Timescale	Responsibility
Travel Plan Co-ordinator	Appoint Travel Plan Co-ordinator.	Occupation	Applicant
Transport Group	Explore the opportunities for a Transport Group.	Occupation	Travel Plan Co-ordinator
	Arrange first Transport Group meeting	Short-term	Travel Plan Co-ordinator
	Arrange Transport Group meetings twice a year	On-going	Travel Plan Co-ordinator
Travel Choices Network	Register the site with TfGM's Travel Choices Network.	Short-term	Travel Plan Co-ordinator
	Utilise Travel Choices Network resources to inform future Travel Plan measures.	On-going	Travel Plan Co-ordinator
Website Travel Page	Provide a dedicated travel page on the website.	Occupation	Travel Plan Co-ordinator
	Make sure travel page are kept up to date.	On-going	Travel Plan Co-ordinator
E-Newsletters	Collate information for inclusion in travel newsletters.	Short-term	Travel Plan Co-ordinator
	Distribute e-newsletters to operators periodically.	On-going	Travel Plan Co-ordinator
Active Travel Information	Distribute information on active travel routes to operators/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review active travel routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
New Infrastructure	The development will provide new pedestrian and cycle infrastructure as per TS.	Occupation	Applicant
Cycle Training	Provide information on TfGM's cycle training schemes.	Short-term	Travel Plan Co-ordinator
Cycle Repair Kit	The Travel Plan Co-ordinator will purchase and provide cycle repair kits that can be used by staff at the site.	Short-term	Travel Plan Co-ordinator
	Ensure that the kit is present and replaced as necessary.	On-going	Travel Plan Co-ordinator
Maintaining Momentum	Provide resources that can be used for competitions and to maintain interest in active travel.	Short-term	Travel Plan Co-ordinator
Ticketing Arrangements	Advertise and promote public transport ticketing arrangements to operators/staff.	Occupation	Travel Plan Co-ordinator
	Review ticket prices every 6 months and re-advertise if any changes.	On-going	Travel Plan Co-ordinator
Public Transport Information	Distribute information on public transport routes to operator/staff via communications strategy.	Occupation	Travel Plan Co-ordinator
	Review public transport services and walking and cycling routes every 6 months and advertise any changes.	On-going	Travel Plan Co-ordinator
Sustainable Car Use	Development of a car free development.	Occupation	Applicant
	Provide information on car club network via communications strategy.	Occupation	Travel Plan Co-ordinator

Initiative	Description	Timescale	Responsibility
Servicing & Delivery	Provide loading bay	Occupation	Applicant
	Provide information to operators/staff on servicing/delivery strategy.	Occupation	Travel Plan Co-ordinator

Table 8.1: Action Plan

Appendix D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE

MULTI-MODAL TAXIS

Selected regions and areas:

01	GREATER LONDON	
	CN CAMDEN	2 days
	EN ENFIELD	1 days
	HM HAMMERSMITH AND FULHAM	1 days
09	NORTH	
	TW TYNE & WEAR	1 days

Primary Filtering selection:

Parameter: Gross floor area
 Actual Range: 1990 to 26639 (units: sqm)
 Range Selected by User: 1000 to 114000 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:

Selection by: Include all surveys

Date Range: 01/01/15 to 11/11/22

Selected survey days:

Monday 2 days
 Tuesday 2 days
 Wednesday 1 days

Selected survey types:

Manual count 5 days
 Directional ATC Count 0 days

Selected Locations:

Town Centre 5

Selected Location Sub Categories:

Built-Up Zone 5

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included 5 days - Selected
 Servicing vehicles Excluded 4 days - Not Selected

Secondary Filtering selection:

Use Class:

Not Known 5 days

Filter by Site Operations Breakdown:

All Surveys Included

Population within 500m Range:

All Surveys Included

Population within 1 mile:

25,001 to 50,000 2 days
 50,001 to 100,000 1 days
 100,001 or More 2 days

Population within 5 miles:

250,001 to 500,000 1 days
 500,001 or More 4 days

Car ownership within 5 miles:

0.6 to 1.0 5 days

Travel Plan:

Yes 2 days
 No 3 days

PTAL Rating:

No PTAL Present 1 days
 4 Good 1 days
 6b (High) Excellent 3 days

LIST OF SITES relevant to selection parameters

1	CN-02-A-03	PLANNING & ENGINEERING	CAMDEN
	FITZROY STREET FITZROVIA		
	Town Centre Built-Up Zone		
	Total Gross floor area:	26639 sqm	
	Survey date: WEDNESDAY	06/12/17	Survey Type: MANUAL
2	CN-02-A-04	OFFICE	CAMDEN
	CHARTERHOUSE STREET FARRINGDON		
	Town Centre Built-Up Zone		
	Total Gross floor area:	20129 sqm	
	Survey date: TUESDAY	28/06/22	Survey Type: MANUAL
3	EN-02-A-01	MICROSOFT OFFICES	ENFIELD
	GENOTIN ROAD ENFIELD		
	Town Centre Built-Up Zone		
	Total Gross floor area:	6552 sqm	
	Survey date: TUESDAY	07/06/22	Survey Type: MANUAL
4	HM-02-A-01	REGUS OFFICES	HAMMERSMITH AND FULHAM
	QUEEN CAROLINE STREET HAMMERSMITH		
	Town Centre Built-Up Zone		
	Total Gross floor area:	2036 sqm	
	Survey date: MONDAY	13/11/17	Survey Type: MANUAL
5	TW-02-A-07	OFFICES	TYNE & WEAR
	MULGRAVE TERRACE GATESHEAD		
	Town Centre Built-Up Zone		
	Total Gross floor area:	2090 sqm	
	Survey date: MONDAY	13/06/16	Survey Type: MANUAL

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TAXIS

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
07:30 - 08:00	5	11469	0.003	5	11469	0.003	5	11469	0.006
08:00 - 08:30	5	11469	0.007	5	11469	0.002	5	11469	0.009
08:30 - 09:00	5	11469	0.024	5	11469	0.017	5	11469	0.041
09:00 - 09:30	5	11469	0.009	5	11469	0.005	5	11469	0.014
09:30 - 10:00	5	11469	0.010	5	11469	0.005	5	11469	0.015
10:00 - 10:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
10:30 - 11:00	5	11469	0.003	5	11469	0.002	5	11469	0.005
11:00 - 11:30	5	11469	0.010	5	11469	0.009	5	11469	0.019
11:30 - 12:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
12:00 - 12:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
12:30 - 13:00	5	11469	0.002	5	11469	0.003	5	11469	0.005
13:00 - 13:30	5	11469	0.003	5	11469	0.002	5	11469	0.005
13:30 - 14:00	5	11469	0.003	5	11469	0.003	5	11469	0.006
14:00 - 14:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
14:30 - 15:00	5	11469	0.000	5	11469	0.002	5	11469	0.002
15:00 - 15:30	5	11469	0.002	5	11469	0.003	5	11469	0.005
15:30 - 16:00	5	11469	0.005	5	11469	0.010	5	11469	0.015
16:00 - 16:30	5	11469	0.009	5	11469	0.012	5	11469	0.021
16:30 - 17:00	5	11469	0.005	5	11469	0.009	5	11469	0.014
17:00 - 17:30	5	11469	0.003	5	11469	0.010	5	11469	0.013
17:30 - 18:00	5	11469	0.007	5	11469	0.009	5	11469	0.016
18:00 - 18:30	5	11469	0.003	5	11469	0.003	5	11469	0.006
18:30 - 19:00	5	11469	0.014	5	11469	0.014	5	11469	0.028
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:00 - 20:30	1	20129	0.005	1	20129	0.005	1	20129	0.010
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.136			0.137			0.273

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
07:30 - 08:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
08:00 - 08:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
08:30 - 09:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
09:00 - 09:30	5	11469	0.005	5	11469	0.002	5	11469	0.007
09:30 - 10:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
10:00 - 10:30	5	11469	0.000	5	11469	0.002	5	11469	0.002
10:30 - 11:00	5	11469	0.003	5	11469	0.002	5	11469	0.005
11:00 - 11:30	5	11469	0.002	5	11469	0.005	5	11469	0.007
11:30 - 12:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
12:00 - 12:30	5	11469	0.002	5	11469	0.000	5	11469	0.002
12:30 - 13:00	5	11469	0.000	5	11469	0.002	5	11469	0.002
13:00 - 13:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
13:30 - 14:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
14:00 - 14:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
14:30 - 15:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
15:00 - 15:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
15:30 - 16:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
16:00 - 16:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
16:30 - 17:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
17:00 - 17:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
17:30 - 18:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
18:00 - 18:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
18:30 - 19:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 20:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.022				0.023	0.045	

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE

MULTI-MODAL TOTAL PEOPLE

Calculation factor: 100 sqm

BOLD print indicates peak (busiest) period

Total People to Total Vehicles ratio (all time periods and directions): 13.57

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11469	0.216	5	11469	0.024	5	11469	0.240
07:30 - 08:00	5	11469	0.530	5	11469	0.075	5	11469	0.605
08:00 - 08:30	5	11469	0.905	5	11469	0.103	5	11469	1.008
08:30 - 09:00	5	11469	1.386	5	11469	0.131	5	11469	1.517
09:00 - 09:30	5	11469	1.247	5	11469	0.162	5	11469	1.409
09:30 - 10:00	5	11469	0.635	5	11469	0.169	5	11469	0.804
10:00 - 10:30	5	11469	0.432	5	11469	0.251	5	11469	0.683
10:30 - 11:00	5	11469	0.357	5	11469	0.246	5	11469	0.603
11:00 - 11:30	5	11469	0.220	5	11469	0.197	5	11469	0.417
11:30 - 12:00	5	11469	0.242	5	11469	0.230	5	11469	0.472
12:00 - 12:30	5	11469	0.211	5	11469	0.312	5	11469	0.523
12:30 - 13:00	5	11469	0.310	5	11469	0.467	5	11469	0.777
13:00 - 13:30	5	11469	0.359	5	11469	0.347	5	11469	0.706
13:30 - 14:00	5	11469	0.328	5	11469	0.307	5	11469	0.635
14:00 - 14:30	5	11469	0.183	5	11469	0.148	5	11469	0.331
14:30 - 15:00	5	11469	0.143	5	11469	0.211	5	11469	0.354
15:00 - 15:30	5	11469	0.131	5	11469	0.265	5	11469	0.396
15:30 - 16:00	5	11469	0.087	5	11469	0.265	5	11469	0.352
16:00 - 16:30	5	11469	0.122	5	11469	0.314	5	11469	0.436
16:30 - 17:00	5	11469	0.096	5	11469	0.455	5	11469	0.551
17:00 - 17:30	5	11469	0.089	5	11469	0.847	5	11469	0.936
17:30 - 18:00	5	11469	0.058	5	11469	1.263	5	11469	1.321
18:00 - 18:30	5	11469	0.040	5	11469	0.924	5	11469	0.964
18:30 - 19:00	5	11469	0.031	5	11469	0.455	5	11469	0.486
19:00 - 19:30	1	20129	0.000	1	20129	0.070	1	20129	0.070
19:30 - 20:00	1	20129	0.000	1	20129	0.070	1	20129	0.070
20:00 - 20:30	1	20129	0.000	1	20129	0.025	1	20129	0.025
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			8.358			8.333			16.691

TRIP RATE for Land Use 02 - EMPLOYMENT/A - OFFICE
MULTI-MODAL LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

Time Range	ARRIVALS			DEPARTURES			TOTALS		
	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 00:30									
00:30 - 01:00									
01:00 - 01:30									
01:30 - 02:00									
02:00 - 02:30									
02:30 - 03:00									
03:00 - 03:30									
03:30 - 04:00									
04:00 - 04:30									
04:30 - 05:00									
05:00 - 05:30									
05:30 - 06:00									
06:00 - 06:30									
06:30 - 07:00									
07:00 - 07:30	5	11469	0.002	5	11469	0.000	5	11469	0.002
07:30 - 08:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
08:00 - 08:30	5	11469	0.003	5	11469	0.002	5	11469	0.005
08:30 - 09:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
09:00 - 09:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
09:30 - 10:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
10:00 - 10:30	5	11469	0.000	5	11469	0.003	5	11469	0.003
10:30 - 11:00	5	11469	0.005	5	11469	0.005	5	11469	0.010
11:00 - 11:30	5	11469	0.002	5	11469	0.000	5	11469	0.002
11:30 - 12:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
12:00 - 12:30	5	11469	0.009	5	11469	0.010	5	11469	0.019
12:30 - 13:00	5	11469	0.005	5	11469	0.003	5	11469	0.008
13:00 - 13:30	5	11469	0.000	5	11469	0.002	5	11469	0.002
13:30 - 14:00	5	11469	0.003	5	11469	0.002	5	11469	0.005
14:00 - 14:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
14:30 - 15:00	5	11469	0.002	5	11469	0.003	5	11469	0.005
15:00 - 15:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
15:30 - 16:00	5	11469	0.003	5	11469	0.003	5	11469	0.006
16:00 - 16:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
16:30 - 17:00	5	11469	0.002	5	11469	0.002	5	11469	0.004
17:00 - 17:30	5	11469	0.002	5	11469	0.002	5	11469	0.004
17:30 - 18:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
18:00 - 18:30	5	11469	0.000	5	11469	0.000	5	11469	0.000
18:30 - 19:00	5	11469	0.000	5	11469	0.000	5	11469	0.000
19:00 - 19:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
19:30 - 20:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:00 - 20:30	1	20129	0.000	1	20129	0.000	1	20129	0.000
20:30 - 21:00	1	20129	0.000	1	20129	0.000	1	20129	0.000
21:00 - 21:30									
21:30 - 22:00									
22:00 - 22:30									
22:30 - 23:00									
23:00 - 23:30									
23:30 - 24:00									
Total Rates:			0.048			0.047			0.095