

NOMA PLOTS 2 & 3 ANGEL SQUARE FRAMEWORK TRAVEL PLAN

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Appendices

Appendix A – Development Proposals

1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed on behalf of NOMA (GP) Limited to provide traffic and transportation advice in relation to the redevelopment of 2 & 3 Angel Square.
- 1.1.2 The proposed development comprises plots M and N of the adopted NOMA Masterplan, known as 2 and 3 Angel Square, with the following development description:

“An application for full planning permission comprising:

Erection of 2 Angel Square, a 14 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units at Upper Ground floor Level (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), and with a flexible office (Use Class Egi) and/or restaurant (Use Class Eb) space at Level 12, along with Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works;

Erection of 3 Angel Square, a 13 storey building (excluding roof top plant) to form a mixed use office development (Use Class Egi) with two flexible commercial units provided over Lower and Upper Ground Floor Levels (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)), a further flexible commercial unit at Upper Ground Floor Level only allowing for ancillary seminar space and / or Sui Generis Use Class (t) Cinema space, together with an ancillary gym space at Upper Ground Floor, as well as Lower Ground Level car and cycle parking, hard and soft landscaping and other associated works.”

- 1.1.3 The proposed lower ground floor plans are included in **Appendix A**.

1.2 Planning History

- 1.2.1 The site has previously received consent for a similar development (Manchester City Council (MCC) application reference: 109865/FO/2015/N1). Curtins prepared a Transport Assessment and Travel Plan to support the application, and consent was granted in November 2015 for the following:

“Erection of a part 10 / part 11 storey, and a part 12 / part 13 storey building with plant rooms above to form a mixed use development comprising Class B1 office use (maximum of 49,622sqm) and commercial units maximum of 1,591sqm (Use Classes A1, A2, A3, B1 and D1) along with associated basement car parking, hard and soft landscaping and associated works, including the creation of a new pedestrian route between Angel Street and Miller Street.”

- 1.2.2 In 2019, NOMA (GP) Limited revisited the consents for 2 & 3 Angel Square, made modifications to the proposals, and subsequently submitted a new planning application (MCC application reference:

124973/FO/2019), which was approved in 2020. From a traffic and transport perspective, the changes predominantly related to access and parking as follows:

2 Angel Square (Plot M)

- Basement level omitted – as a result, car parking numbers were reduced (from 49 to 22);
- Revised car and servicing / delivery access from Angel Square; and
- Improved cycle storage and shower facilities.

3 Angel Square (Plot N)

- Basement level omitted – as a result, car parking numbers were reduced (from 96 to 28);
- Improved cycle storage and shower facilities.

1.2.3 Additionally, in 2021, NOMA (GP) Limited obtained planning permission for a temporary marketing suite for NOMA (up to 5 years) within the southern portion of Plot 3 (application reference: 129631/FO/2021). At the time of writing, the marketing suite is fully operational.

1.2.4 In 2022, new proposals were brought forward in the interests of delivering a more sustainable development, which was subsequently resubmitted and approved (MCC application reference: 134307/FO/2022). From a traffic and transport perspective, the number of car parking spaces was reduced further (from 50 to 30) considering the highly accessible nature of the proposed development, and to encourage future staff and visitors to reduce travel by car.

1.2.5 At the time of writing, there have been further changes to the consented scheme, with those pertaining to traffic and transport summarised as follows. These changes are proposed to be formalised through a Non-Material Amendment (NMA).

2 Angel Square

- Generator moved from car park to roof, 1 no. parking space added;
- 3 no. parking spaces allocated as E.V. parking spaces (1 no. accessible, 2 no. standard);
- Motorcycle parking added in place of 1 no. car parking space (3 no. motorcycle spaces, as such no net change to car parking numbers);
- 1 no. drying room omitted;
- Changing room layout adjusted; and
- Cycle store layout adjusted. Number of cycle spaces reduced to 108 no. total (previously 122 no. in 2022 planning application): 12 no. folding bike lockers, 60 no. semi-vertical stands, 15 no. type A – Sheffield (30 spaces), 6 no. recumbent.

3 Angel Square

- Car park arrangement updated. Total number reduced from 15 no. in 2022 planning application to 14. no; and

- Cycle store arrangement updated. Current cycle parking for 131 total cycles (previously 148 no. in 2022 planning application). 92 no. stacked bike storage (92 spaces), 7 no. cargo bike racks, 12 no. folding bike lockers, 10 no. Sheffield stands (20 spaces).

1.2.6 The difference between the consented and proposed development is as follows:

Element	Consented (2022)		Proposed (2023)		Difference	
	Plot 2	Plot 3	Plot 2	Plot 3	Plot 2	Plot 3
Overall Gross Internal Area (GIA) (sqm)	25,803	30,938	26,385.7	31,075	+582.7	+137
Overall Net Internal Area (NIA) (sqm), including:	20,074	24,459	20,718.1	24,946.4	+644.1	+487.4
o Standard office (Use Class Egi)	17,809	22,331	18,437	22,838	+628	+507
o Flexible office (Use Class Egi) and / or restaurant (Use Class Eb) space at Level 12	1,139	N/A	1,188.9	N/A	+49.9	±0
o Ancillary gym	N/A	176	N/A	173.6	±0	-2.4
o Flexible office and / or Sui Generis Use Class (t) Cinema Space	N/A	592	N/A	593.7	±0	+1.7
o Commercial retail (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q)) in NIA	566	1,097	538.3	1,086	-27.7	-11
o Miscellaneous (Entrance)	560	263	533.8	255.1	-6.2	-7.9
Car Parking Spaces	15	15	15	14	±0	-1
Cycle Parking Spaces and Lockers	122	148	108	131	-14	-17
Cycle Showers	13	17	11	13	-2	-4

Table 1.1 – Development Summary

1.3 What is a Travel Plan?

1.3.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by Department for Levelling Up, Housing and Communities (DLUHC) as:

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

Source: National Planning Policy Framework, DLUHC, 2021.

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

1.4 Purpose of the Report

- 1.4.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **084198-CUR-XX-XX-T-TP-00001**), prepared to consider the development proposals.
- 1.4.2 A Framework Travel Plan is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.
- 1.4.3 Transport for Greater Manchester (TfGM) strongly endorses the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: A Guide for Developers', a Travel Plan should achieve:

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

Source: Transport for Sustainable Communities: A Guide for Developers, TfGM, 2013

- 1.4.4 This document has been written in accordance with the above statement and with reference to the following key documents:
- National Planning Policy Framework, MHCLG (now DLUHC), 2021;
 - National Planning Practice Guidance, DCLG (now DLUHC), 2014;
 - Greater Manchester Transport Strategy 2040, TfGM, 2021; and
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.5 Structure of the Report

- 1.5.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.
- 1.5.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout.
- 1.5.3 **Section 4** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

- 1.5.4 **Section 5** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.5.5 **Section 6** outlines the strategy for Travel Plan targets.
- 1.5.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.5.7 **Section 8** concludes the report by providing an Action Plan that summarises the document and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a Travel Plan can be categorised under three main headings:

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

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 Most car journeys are within cycling distance, and many could be walked¹. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people's willingness to switch from car to other modes for journeys under 2 miles / 3.2km²:

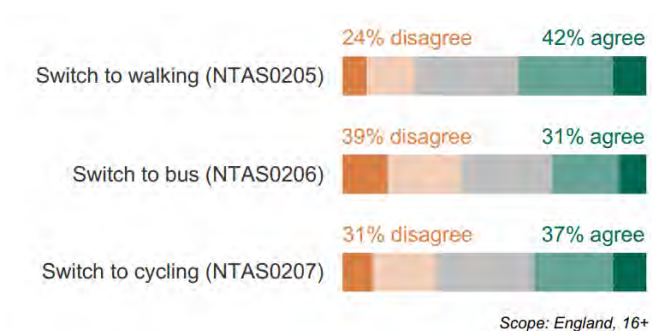


Figure 2.1 – Willingness to Switch Mode of Travel

2.2 Environmental Benefits

2.2.1 The climate emergency is a global issue that affects all nations.

2.2.2 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions³. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards

¹ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

² Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

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

larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively⁴.

- 2.2.3 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government⁵ has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

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

- 2.2.4 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy.
- 2.2.5 The Greater Manchester Combined Authority and TfGM are currently preparing further evidence to support their proposal for a non-charging zone with financial incentives by mid-2023 which will then be considered by the UK Government. The UK Government has expressed the possibility of retaining a charging zone within central Manchester and Salford. It appears highly unlikely a charging zone will now extend to all of Greater Manchester.
- 2.2.6 The Greater Manchester Transport Strategy 2040 seeks to deliver a system where sustainable transport is a viable and attractive alternative to the car, enabling people to travel to a wide range of destinations and opportunities.
- 2.2.7 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.8 By 2040, the evidence-based ambition is that 50% of trips within Greater Manchester are undertaken by active travel and public transport with a slight reduction in the number of car trips since 2017, enabling the delivery of a healthier, greener, and more productive city-region. TfGM calls this the 'Right Mix' target, which is illustrated in **Figure 2.2** below:

⁴ Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: <https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

⁵ Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

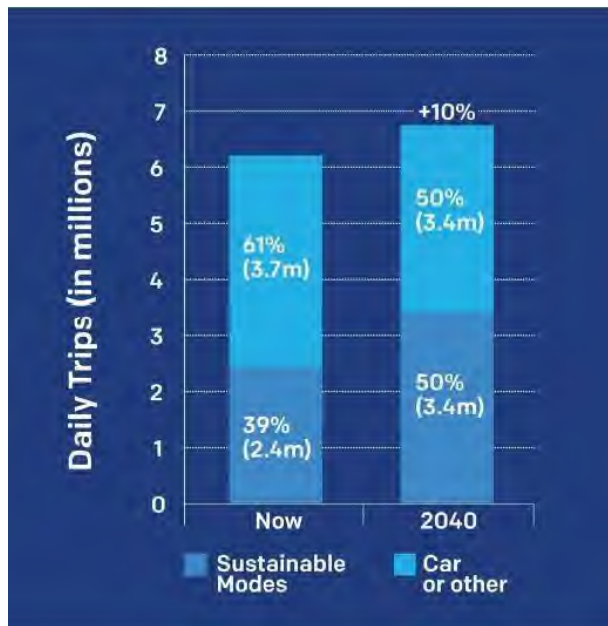


Figure 2.2 – Right Mix for Greater Manchester (2017 to 2040)
(Source: Greater Manchester Transport Strategy 2040, 2021)

- 2.2.9 The Right Mix target is partly based on a series of transport interventions to improve active travel and public transport infrastructure so that more people can use these modes of travel.
- 2.2.10 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets
Objective 2 – Climate adaptation and resilience
Objective 3 – Health and wellbeing
Objective 4 – Inclusive, zero carbon and climate resilient economy

- 2.2.11 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.
- 2.2.12 The Manchester Climate Change Framework: 2022 Update found that the city “is not currently on track to stay within our carbon budget and are at risk of missing our first milestone: to reduce the city’s direct emissions by 50% by 2025.”

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

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved.
- 2.3.2 Air pollution, principally caused by transport emissions, has been linked to some cancers, stroke, high blood pressure and cardiovascular disease, including heart attacks and furring of the arteries⁶. Recent studies have also made links to dementia, reduced cognitive function and Type 2 diabetes.
- 2.3.3 The adverse health impacts are not limited to vulnerable people, adults in good general health can also develop health conditions from continued exposure to dirty air¹⁴. Travelling by car is not safer than cycling and walking as vehicles are surrounded by exhaust fumes from traffic, which you can breathe in as air filters don't always remove all pollution from the air circulated, and being a short distance from traffic can make a difference in exposure.
- 2.3.4 People in Greater Manchester can sign up to receive free air pollution alerts for when air quality is forecasted to 'moderate' or above at <https://cleanairgm.com/data-hub/forecast-and-alerts/>.
- 2.3.5 NHS Guidance is for adults to do some type of physical activity every day, for a total of *"at least 150 minutes of moderate intensity activity a week or 75 minutes of vigorous intensity activity a week"*⁷. **Figure 2.3** below demonstrates that although most adults (63%) meet this guidance⁸, a significant minority do not – including a quarter (26%) of adults who achieve less than one-fifth of the target. This is similar to pre-pandemic levels.

⁶ Clean Air Greater Manchester (undated). Air pollution and you [Online]. Available at: <https://cleanairgm.com/air-pollution/>

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

⁸ Sport England (2020). Active Lives Adult Survey: November 2021/22 Report [Online]. Available at: https://www.sportengland.org/research-and-data/data/active-lives?section=access_the_reports

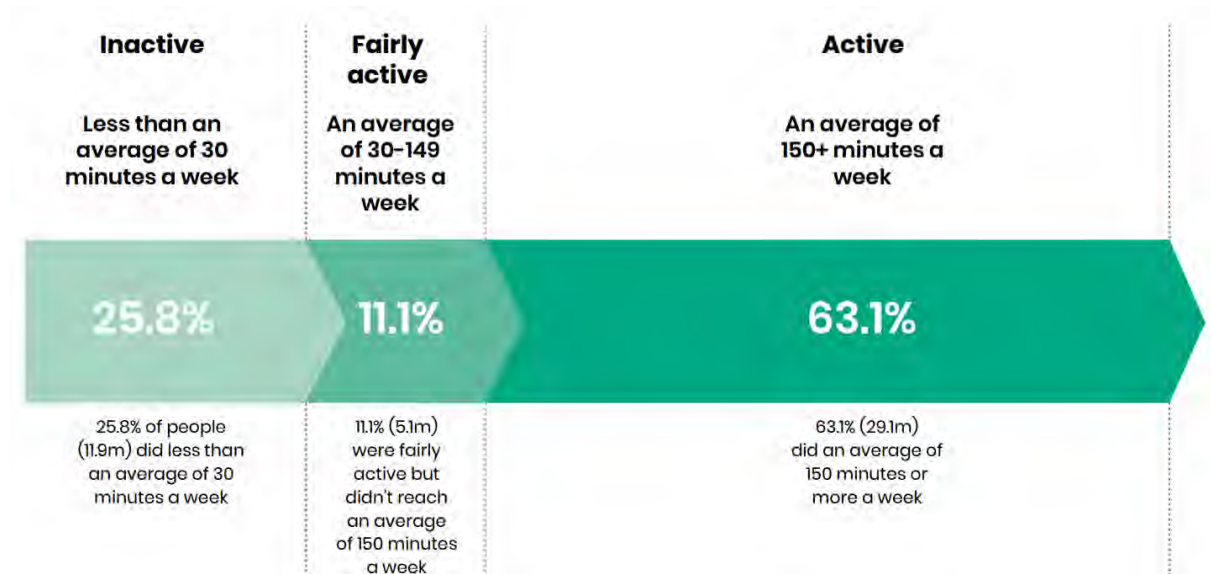


Figure 2.3 – Activity Levels for Adults

2.3.6 This has contributed to poor health in much of the adult population⁹:

"In 2021, 26% of adults in England were obese. [This is slightly lower than the 28% reported in 2019, although NHS Digital warns that the 2021 data is not directly comparable to prior years.]

The prevalence of ... diabetes increased with BMI group, from 3% of those who were not overweight nor obese, to 5% of overweight and 11% of obese adults.

The prevalence of longstanding illness was similar for those who were not overweight nor obese (36%) and those who were overweight but not obese (35%). It was higher among those classified as obese (51%)."

2.3.7 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.4** below:

⁹ NHS Digital (2022). Health Survey for England, 2021 [Online]. Available at: <https://digital.nhs.uk/data-and-information/publications/statistical/health-survey-for-england/2021>

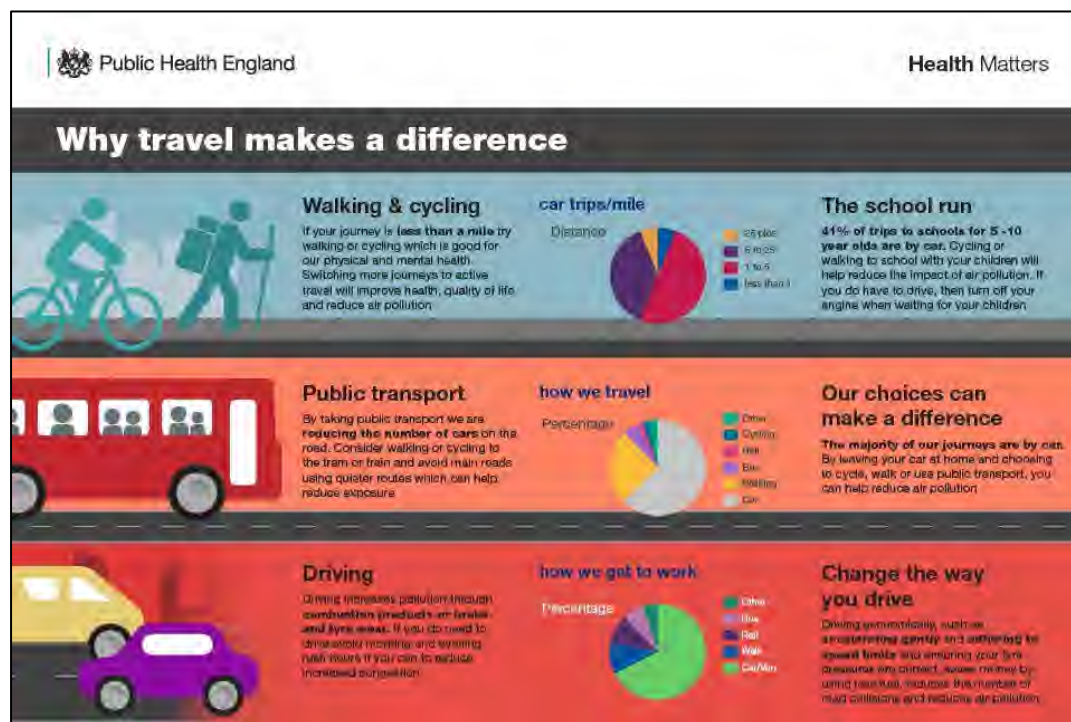


Figure 2.4 – The Impact of Travel Behaviour on Public Health

2.3.8 A major Glasgow University analysis of hundreds of thousands of commuters in the UK revealed significant health benefits of active travel, with those for cycling in particular being “staggering”¹⁰.

Cycling to work was associated with a 41% lower risk of dying overall compared to commuting by car or public transport. ... They also had 46% lower risk of developing heart disease and a 45% lower risk of developing cancer at all.

Walking to work was not associated with a lower risk of dying from all causes. Walkers did, however, have a 27% lower risk of heart disease and a 36% lower risk of dying from it.

In addition, those who cycled part of the way to work still saw benefits – this is important as many people live too far from work to cycle the entire distance.

2.4 Financial Benefits

2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)¹¹, with further indirect costs estimated at £8.2 billion (in 2002 prices)¹².

¹⁰ The Conversation (2017). Cycling to work: major new study suggests health benefits are staggering [Online]. Available at: <https://theconversation.com/cycling-to-work-major-new-study-suggests-health-benefits-are-staggering-76292>

¹¹ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

¹² Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

- 2.4.2 As illustrated by **Figure 2.5** below, the health and social care cost of air pollution in England was £43m - £157m in 2017 which could rise to £1.6bn - £5.6bn in 2025 and £5.3bn – £18.6bn in 2035 if action is not taken¹³.

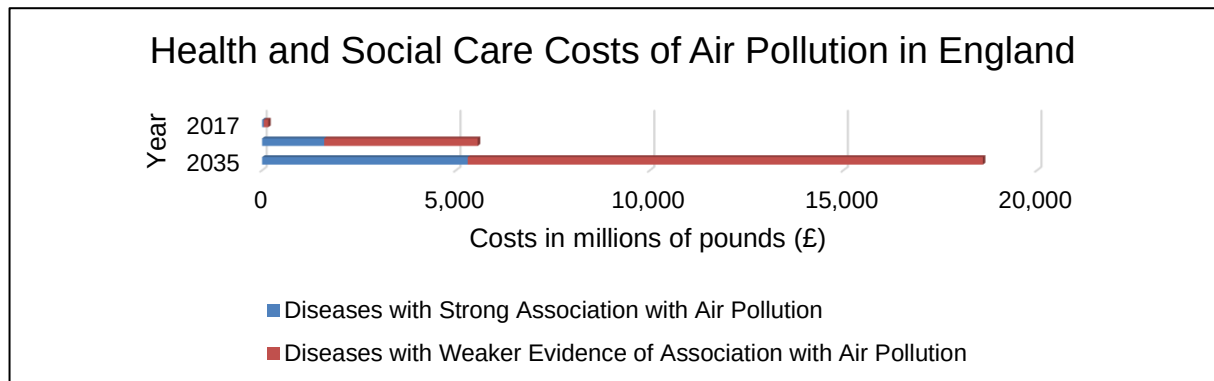


Figure 2.5 – Health and Social Care Costs of Air Pollution in England

- 2.4.3 Conversely, increased active travel in urban areas would lead to savings of roughly £17 billion within 20 years for the NHS (in 2010 prices)¹⁴.
- 2.4.4 Every £1 spent on cycling brings £5.50 of social benefits¹⁵ – primarily through improved physical fitness, but also in journey ambience, congestion relief, and other benefits – which is higher than the benefits of investment in road and rail projects¹⁶.
- 2.4.5 There is a growing body of evidence to suggest that cycle and pedestrian-friendly streets can boost footfall and retail sales, helping to revive traditional high streets and town centres by creating more pleasant conditions¹⁷. Cycle parking delivers five times higher retail spend than the same area of car parking¹⁸. Furthermore, reallocating road space from cars to cycles can boost local economic activity by up to a quarter¹⁹.
- 2.4.6 Individuals can also benefit financially from travelling to and from a site with a Travel Plan in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, Travel Plan measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

¹³ Public Health England (2018). Estimation of costs to the NHS and social care due to the health impacts of air pollution [Online]. Available at: <https://www.gov.uk/government/news/new-tool-calculates-nhs-and-social-care-costs-of-air-pollution> and <https://www.gov.uk/government/publications/air-pollution-a-tool-to-estimate-healthcare-costs>

¹⁴ Jarrett J, Woodcock J, Griffiths UK, Chalabi Z, Edwards P, Roberts I, Haines A (2012). Effect of increasing active travel in urban England and Wales on costs to the National Health Service. *Lancet*, 379(9832): 2198-2205

¹⁵ Department for Transport (2014). Value for Money Assessment for Cycling Grants [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/348943/vfm-assessment-of-cycling-grants.pdf

¹⁶ Eddington Transport Study (2006)

¹⁷ Department for Transport (2020). Cycle Infrastructure Design – Local Transport Note 1/20 [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf

¹⁸ Rajé F and Saffrey A (2016). The Value of Cycling [Online]. Phil Jones Associates, Department for Transport, and University of Birmingham. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/509587/value-of-cycling.pdf

¹⁹ Aldred R in association with Leigh Day for British Cycling (2014). Benefits of Investing in Cycling [Online]. Available at: https://www.britishcycling.org.uk/zuvvi/media/bc_files/campaigning/BENEFITS_OF_INVESTING_IN_CYCLING_DIGI_FINAL.pdf

2.4.7 Living Streets claims the benefits of walking and exercise for business include²⁰:



2.4.8 An effective Travel Plan can help encourage staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Travel Plan Aims & Objectives

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

2.5.2 The aims of this Framework Travel Plan will be supported with the following objectives:

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

²⁰ Living Streets (undated). Walking Works [Online]. Available at: <https://www.livingstreets.org.uk/products-and-services/projects/walking-works>

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The site measures approximately 0.8 hectares of previously developed land. The site is bound by Angel Street to the north, 1 Angel Square (the Co-operative Group headquarters) and the Angel Square turning circle (for taxis / drop-offs) to the west, Miller Street to the south, and Moda Living's Angel Gardens residential scheme to the east.
- 3.1.2 The site is located on the northern edge of Manchester City Centre, and is in close proximity of the wide range of retail, office, leisure, residential, and transport infrastructure associated with the city. The following **Figure 3.1** illustrates the site in relation to the local highway network:

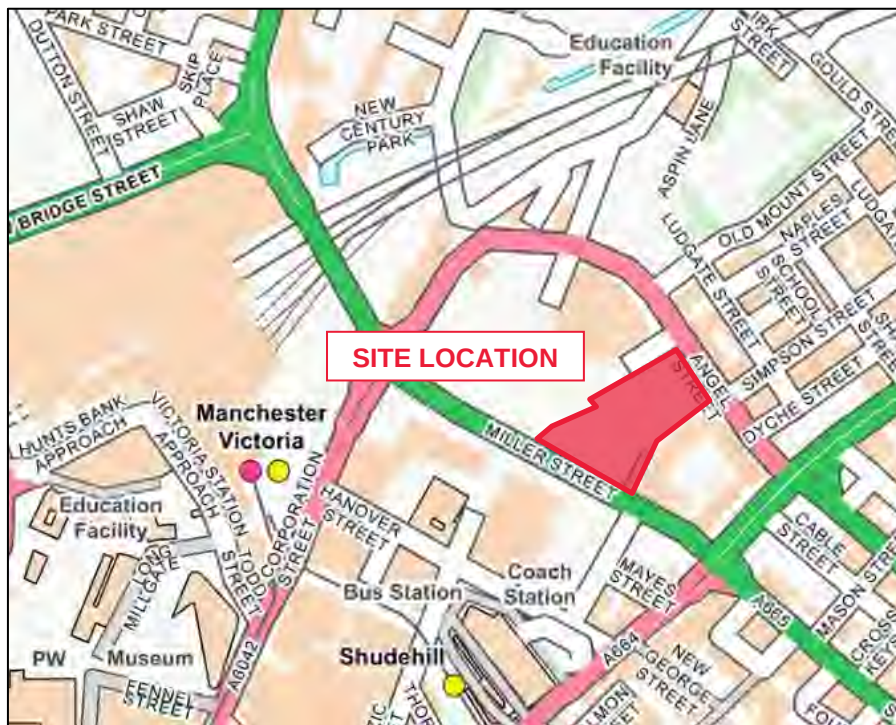


Figure 3.1 – Site Location
(Source: OS Maps, 2022)

3.2 Existing Use and Access

- 3.2.1 The site currently comprises two development plots, identified as Plots M & N of the NOMA Masterplan as defined in the NOMA Strategic Regeneration Framework Update 2020 (SRF). The northern portion of the site is currently in use as surface car parking, with c. 100 spaces, whereas the southern portion of the site comprises the NOMA Marketing Suite, a one storey building positioned to look towards the NOMA estate, with a publicly accessible public realm. There are also small pockets of informal and formal areas of shrubbery and trees within the site.

- 3.2.2 There is a significant change in levels across the site, with the lowest part being in the west corner, rising to the north and east towards Angel Street. The difference in level across the site between Angel Street and Miller Street is typically a storey, creating a lower and upper ground floor.
- 3.2.3 Following a review of the Definitive Records, there are no Public Rights of Way (PRoW) extending through the site. Notwithstanding, there is a wide public realm to the south of 1 Angel Square / to the west of the site which accommodates pedestrian and cycle movement between Angel Street and Miller Street. From this public realm, there is subsequently a wide Toucan crossing across Miller Street towards Dantzic Street, which is also pedestrianised for a certain extent.
- 3.2.4 Vehicular access to the existing car park is currently provided from Angel Street. The access takes the form of a priority-controlled T-junction, with dropped kerbs and tactile paving across the access to facilitate pedestrian crossing. Pedestrian and cycle access can be undertaken in a similar manner to the vehicular access.

3.3 Surrounding Highway Network

A665 Miller Street / Ring Road

- 3.3.1 The A665 Miller Street runs along the southern boundary of the site. The A665 comprises a two-lane carriageway, and forms part of the arterial route circling the city centre. The A665 Ring Road commences at a signalised junction with the A665 Cheetham Hill Road near the Green Quarter (north-west of the site) and continues for a length of c. 2.3km towards the south-east of Manchester city centre, terminating at the Pin Mill Brow (a fork in the road where it diverges into the A635 Ring Road and A665 Chancellor Lane) in Ardwick.
- 3.3.2 Miller Street comprises approximately 300m of this whole length and is one-way in a westerly direction. The highway extends for approximately 300m between a signalised junction with Rochdale Road, Shudehill and Swan Street in the east, to a signalised junction with Cheetham Hill Road and Corporation Street in the west. Both signalised junctions have pedestrian crossing facilities, complete with dropped kerbs and tactile paving.
- 3.3.3 The carriageway along Miller Street itself is typically 8m wide and has up to three lanes. There are well-maintained footways on both sides of the carriageway which are approximately 3m in width. The road is well-lit with street lighting.
- 3.3.4 There is also a Toucan crossing facility located adjacent to Dantzic Street, which is complete with dropped kerbs and tactile paving. Most of the junctions along the A665 also have controlled crossing points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.
- 3.3.5 In the vicinity of the site, the A665 is subject to parking restrictions in the form of single (no loading between 08:00 – 09:30 Mon – Sat and 16:30 – 18:00 Mon – Fri) and double yellow (no waiting at any

time) lines throughout its entire length. There are also “SLOW” markings on the road to enforce the speed limit of 30mph.

A664 Ring Road / Angel Street

- 3.3.6 The A664 runs adjacent to the north of the site. The road commences at the signalised junction with the A665 Ring Road to the west of the site and extends in a north-easterly direction for c. 120m, where this stretch is known as the A664 Ring Road. To the north of the site, the road then widens into three lanes and continues as Angel Street for c. 320m prior to terminating at a signalised four-arm junction with the A664 Rochdale Road and A665 Ring Road. The roads provide vehicular and pedestrian access to the Co-Op building at One Angel Square and are both one-way in an easterly direction, with an additional advisory cycle lane along Angel Street.
- 3.3.7 The junctions along the A664 have shared pedestrian and cycle crossing facilities complete with dropped kerbs and tactile paving, and advance cycle stop lines. There are also well-maintained footways along both sides of the road of up to 4m wide, street lighting at regular intervals, and it can be observed that there are high levels of pedestrian footfall in the area due to the proximity of employment opportunities and car parks.
- 3.3.8 Towards the north-west of the site, the footway is separated from the road by a large grass verge and also links pedestrians to Corporation Street and Red Bank which run parallel and perpendicular to the railway lines respectively.
- 3.3.9 The A664 is subject to a speed limit of 30mph throughout and has double yellow parking restrictions.

Corporation Street

- 3.3.10 Corporation Street extends south-westwards from the junction with the A665 Ring Road for a length of circa 575m in total (albeit the usable length of the carriageway for vehicles terminates at a signalised junction with Withy Grove after 310m, where vehicles must then turn left). The remainder of the road is only accessible by the Metrolink trams and pedestrians / cyclists.
- 3.3.11 The carriageway is two-way and typically 8m wide, but much of the road is shared between vehicles and tram lines entering / exiting the Victoria station. There are footways on both sides of the road which are approximately 3m in width, together with segregated and advisory cycle lanes approaching the city centre. There are also advanced cycle stop lanes at the signalised junctions.
- 3.3.12 Pedestrian infrastructure is excellent, comprising wide footways with an average width of 4m on both sides of the road which are complete with dropped kerbs and tactile paving. Some parts of the footway are also designated as shared use between pedestrian and cyclists. Corporation Street also has many signalised crossing points at major junctions and is also well-lit with street lighting.
- 3.3.13 Corporation Street is subject to a speed limit of 20mph. The majority of the road is subject to double yellow parking restrictions, however there is a loading bay adjacent to the National Football Museum,

where goods vehicles are allowed to load and unload between 04:00 and 22:00 from Mondays to Sundays. The road is also signed as a no stopping zone between 22:00 and 04:00.

- 3.3.14 There are a number of bus stops along Corporation Street which host services to Oldham and Bury (detailed in **Section 4.4** below). In the wider vicinity of the site, the bus stops are in good condition and are complete with a shelter, seating, flag and pole, and timetable information.

A664 Rochdale Road

- 3.3.15 Further to the east of the site, the A664 Rochdale Road extends north from a signalised junction at the A665 Ring Road and Shudehill, then extends towards the north-east for c. 5.5km through Collyhurst, Harpurhey, and Blackley, where it meets the M56 Junction 20 and continues as the A664 Manchester New Road.
- 3.3.16 In the vicinity of the site, the highway comprises a two-way carriageway measuring c. 15m in width, with two lanes in both directions. Additionally, the road widens at some signalised junctions to accommodate turning lanes and / or central reserves.
- 3.3.17 There are footways on both sides of the carriageway which range between c. 2.5m wide and c. 5m wide. At the signalised junctions with the A665 Ring Road / Shudehill and A664 Angel Street / A665 Ring Road, there are pedestrian crossing facilities complete with dropped kerbs, tactile paving, advance cycle stop lanes and some pedestrian guard rails. The road is well-lit with street lighting at regular intervals.
- 3.3.18 There are many bus stops along the A664 Rochdale Road, which host services to areas such as Higher Blackley, Bury, Oldham, Crumpsall, Rochdale, Shudehill, Manchester Royal Infirmary, and Piccadilly Gardens amongst other locations (detailed in **Section 4.4** below). The bus stops in the vicinity of the site have a good level of infrastructure, such as a shelter, seating, notice boards with timetable information, and a flag and pole.
- 3.3.19 The A664 Rochdale Road is subject to a speed limit of 30mph. There are single and double yellow line parking restrictions along the road. At some signalised junctions, there are also yellow box junctions to prevent congestion.

3.4 Access for Mobility and Visually Impaired Users

- 3.4.1 The site benefits from its city centre location and recent improvements to facilities obtained through the wider NOMA development. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and / or visually impaired.
- 3.4.2 There are wide footways and areas of public realm surrounding the site. Dropped kerbs and tactile paving are present at every crossing in the vicinity of the site, including at controlled pedestrian crossing points.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

- 4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.
- 4.1.2 Notwithstanding the existing travel patterns to the site with attendees walking or travelling by car only, the accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

4.2 Pedestrian Accessibility

- 4.2.1 The National Model Design Code – Part 2 (DLUHC, 2021) expresses *“the aim that walking and cycling should be the first choice for short local journeys, particularly those of 5 miles or less.”*
- 4.2.2 The Department for Transport’s National Travel Survey (from Tables NTS0308a and NTS0601) shows that walking is the most frequent mode used for short trips: 80% of all trips and 74% of walking trips were under 1 mile (1.6km) in 2019 – with the 1.6km distance broadly comparable with the Chartered Institution of Highways and Transportation (CIHT) ‘Preferred Maximum’ walking distance of 2.0km in ‘Providing for Journeys on Foot’ (2000). Almost all walking trips (96%) were under 2 miles (3.2km) in 2019. This indicates that walking is the natural first choice for most local trips.
- 4.2.3 In addition, 20-minute neighbourhoods have risen in prominence in recent years and are places where residents can walk or cycle from their home to many key facilities and destinations within 20 minutes (i.e. 10 minutes, or 800m if walking, each way). The National Design Guide (DLUHC, 2021) states that well-designed places are walkable, which is defined as *“local facilities [are] within walking distance, generally considered to be no more than a 10-minute walk (800m radius)”*.
- 4.2.4 The 800m and 2km walking catchments are considered further below.
- 4.2.5 Within the 800m desirable walking distance catchment area there are a number of residential properties such as the Moda Living – Angel Gardens development, those within the Green Quarter (approximately 500m north-west of the site), and apartments fronting Rochdale Road at approximately 200m south-east of the site. The development also includes ancillary commercial uses at ground floor level, which would be within immediate reach of end users.

- 4.2.6 The Manchester Victoria rail / Metrolink station and Shudehill Metrolink / bus station are also within this walking catchment of the site. These locations allow for easy access for future staff of the site which commute to work from Greater Manchester and beyond.
- 4.2.7 Most notably, within 800m south of the site is the Northern Quarter, the Printworks, and Arndale Centre. The Northern Quarter comprises many artisan cafes, bars and restaurants along with a vibrant nightlife, the Printworks contains leisure outlets and restaurants / bars and a cinema, whereas the Arndale centre is one of the largest city-centre shopping malls in Europe and houses over 200 shops as well as several food and drink establishments. The National Football Museum, Corn Exchange, and the AO Arena also lie within this catchment.
- 4.2.8 The site is also well connected to the NOMA estate, with One Angel Square (the head office of the Co-Operative Group) situated directly east of the site, Sadler's Yard (a public square) and New Century House (office space and conference facilities) towards the south of the site. The NOMA estate towards the south of the site can be accessed via the existing Toucan crossing along Miller Street (south-east of the site).
- 4.2.9 In addition, Angel Meadow, a green space located approximately 100m north of the site, provides an open area for recreation purposes. There are also hotels, gyms, and fitness centres around the north and north-west of the site.
- 4.2.10 Within the wider 2,000m catchment, there are a great number of residential properties in all directions. Additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, and Piccadilly Gardens. The vast majority of Manchester City Centre is within a 2,000m walk of the site.
- 4.2.11 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. There are signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians at all major junctions in the vicinity. There is already a high pedestrian footfall in the area, and so high-quality pedestrian facilities exist. The site is considered highly accessible by foot.

4.3 Cycle Accessibility

- 4.3.1 Cycling is a cheap, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which depending on location, can be quicker than driving or using public transport, and is subject to fewer delays.
- 4.3.2 The average cycling trip length in England was 3.29 miles / 5.30km in 2019, which is rounded to a 5.5km catchment (see National Travel Survey dataset NTS9910).

- 4.3.3 The maximum acceptable cycling distance for most people is considered to be 8km (5 miles), based on the National Travel Survey statistics which demonstrates that 82% and 78% of cycling trips were under 5 miles (8km) in 2019 and 2021.
- 4.3.4 The 5.5km catchment encompasses all of Manchester and Salford city centres including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 5.5km catchment also extends to Crumpsall to the north, Openshaw to the east, Rusholme to the south, and Weaste to the west. The 8km catchment extends further to Heaton Park to the north, Droylsden to the east, Fallowfield to the south, and Stretford to the west.
- 4.3.5 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester city centre, with direct access to Manchester Victoria Station and the Printworks. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:



- 4.3.7 The site is located directly south of Bee Network improvements as part of the Manchester Northern / Eastern Gateway, illustrated in **Figure 4.2**. The scheme will provide a route through Ancoats, parallel to Great Ancoats Street enabling a new urban village North of the Irwell and providing a walking and cycling route through the Ancoats area. The scheme has been through two rounds of consultation and feedback is now being considered, and is estimated to be completed in Winter 2024.

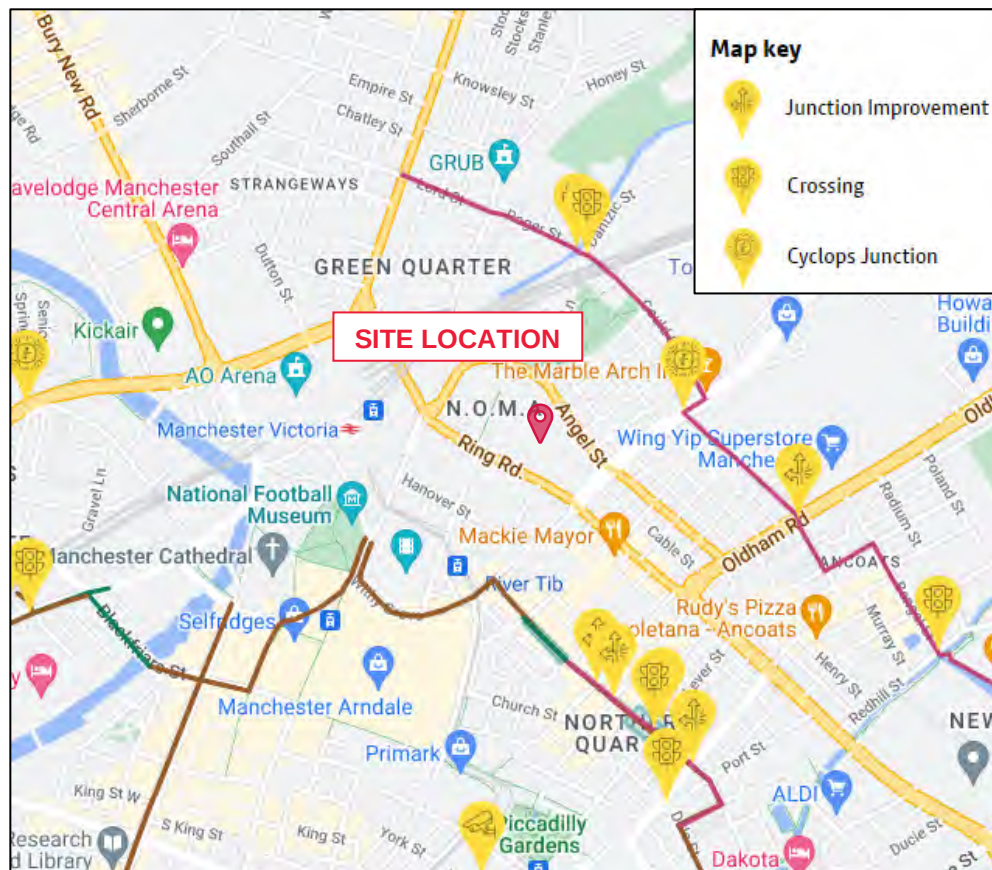


Figure 4.2 – Bee Network Schemes in the Vicinity of the Site

(Source: TfGM and Google Maps, 2023)

- 4.3.8 A Bike Hire Scheme is also in place within Manchester, with the closest docking station to the site located along Angel Street, directly to the north-west of the site. These bikes are available on a Pay as You Ride (PAYR) basis where those interested would be required to download a mobile app which shows the location of their nearest docking stations. The Bike Hire Scheme operate within the following zone:

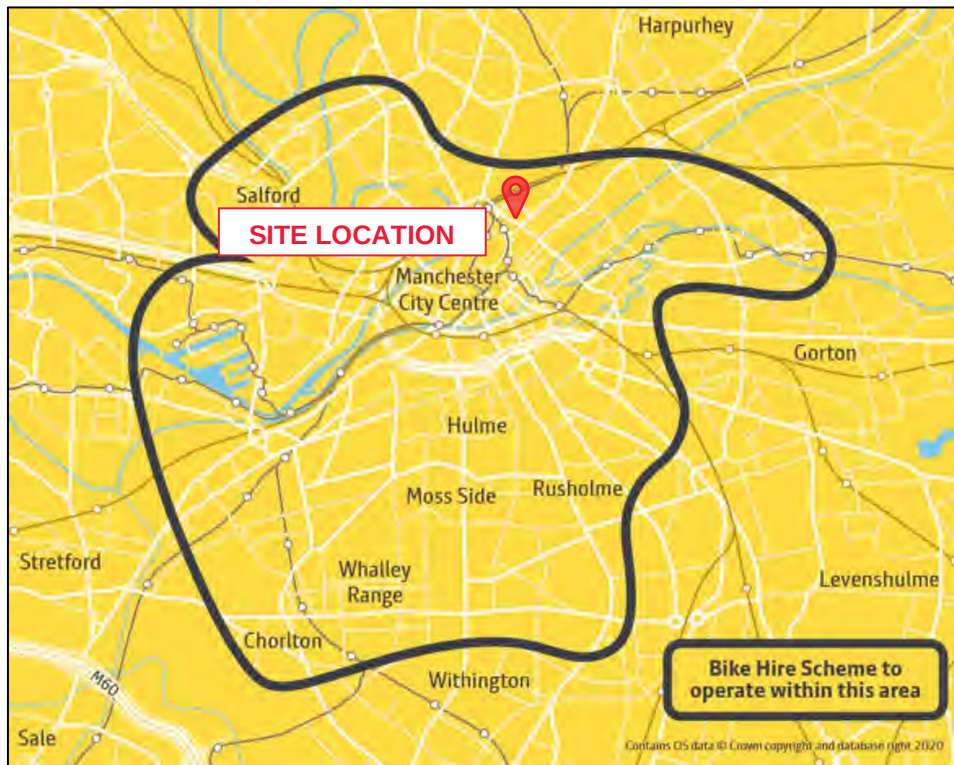


Figure 4.3 – Bike Hire Scheme Zone Boundary
(Source: TfGM, 2020)

- 4.3.9 There are a number of examples of Toucan crossings, local on / off road provision and advance stop cycle lanes in the immediate vicinity of the site along roads such as Miller Street, Angel Street, Rochdale Road and Corporation Street. The site is therefore ideally placed to take advantage of the cycle connections in the vicinity of the site and across Manchester City Centre and beyond. Furthermore, the development will provide secure cycle parking spaces to encourage cycling.
- 4.3.10 This accessibility review demonstrates that key destinations and local amenities are within walking and cycling distance of the site, including health (including a dental surgery to the west of the site), retail (supermarkets located within the City Centre core and a supermarket situated to the north-west within the Green Quarter), leisure and employment facilities and services, together with major public transport interchanges and the residential quarters of Manchester City Centre.
- 4.3.11 Overall, it is considered that cycling is an attractive option for both staff and visitors.

4.4 Public Transport Accessibility

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

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

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as ‘excellent’) and level 1 a low level of accessibility (described as ‘very poor’). The site is located in an area with a GMAL rating of 8. This is a particular strength of the site, which offers strong multi-modal links across the city centre.

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

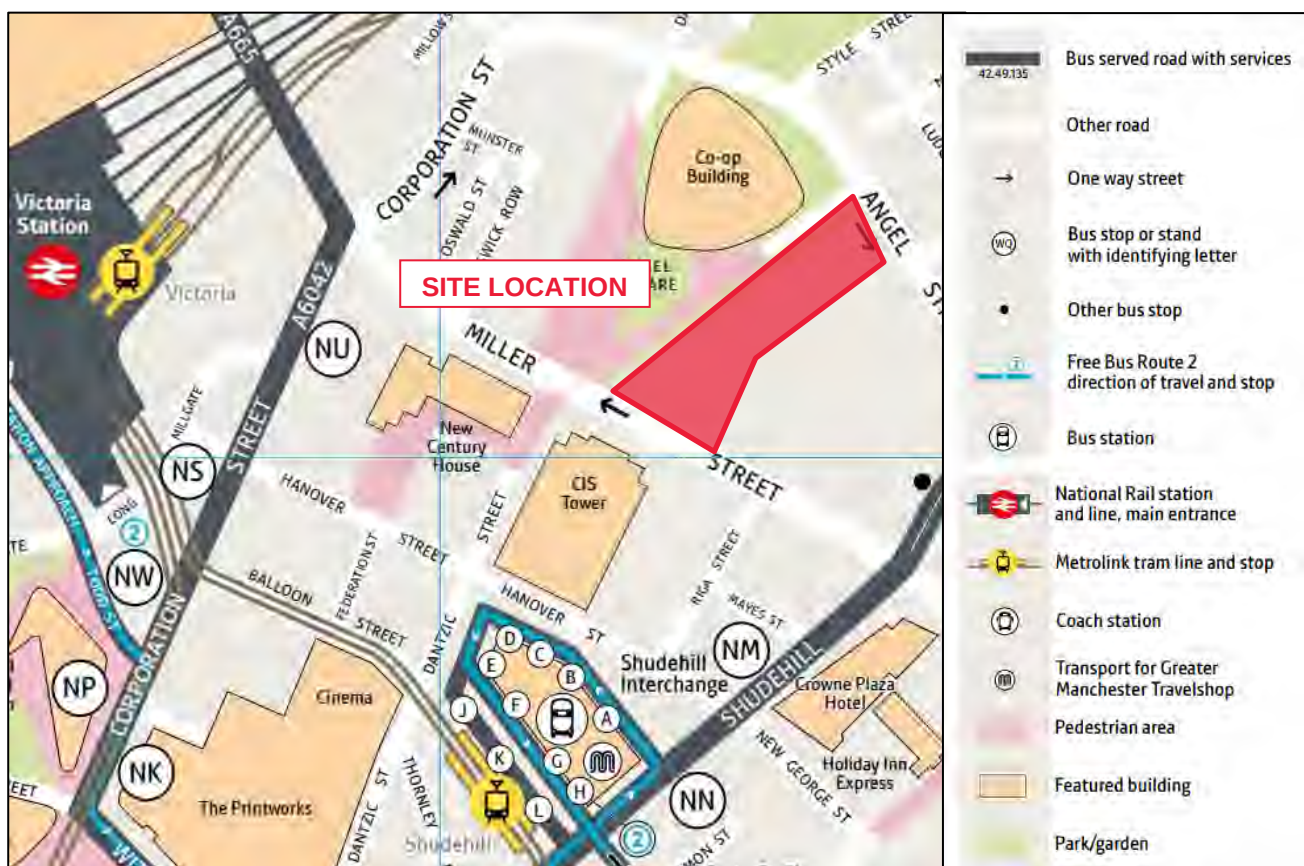


Figure 4.4 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document ‘Guidelines for Planning for Public Transport in Development’ indicates that ideally, a bus stop should be located within 400m from a new development.

4.4.5 There are a number of bus stops comfortably within a 400m walk of the site, with the closest being located at Shudehill Interchange (c. 300m south of the site), Rochdale Road (c. 300m east of the site), Corporation Street (c. 450m south-west of the site), and the Victoria Station Approach (c. 450m to the

south-west of the site). **Table 4.1** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
From Shudehill:				
8	Manchester City Centre – Salford – Farnworth – Bolton	15 mins	15 mins	20 mins
10	Shudehill – Salford – Pendleton – Brookhouse Estate	12 mins	20 mins	20 mins
17	Shudehill – Middleton – Trub – Rochdale – Bamford – Norden	15 mins	15 mins	15 mins
17A	Shudehill – Middleton – Stakehill – Sudden – Rochdale	2 in the AM	No Service	No Service
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	15 mins	30 mins	30 mins
33	Shudehill – Ordsall – Weaste – Eccles – Winton – Worsley	30 mins	30 mins	Hourly
56	Shudehill – Higher Crumpsall – Higher Blackley circular	30 mins	30 mins	No Service
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	20 mins	20 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	2 in the AM	3 in the AM	Every 30 mins in the AM
81	Piccadilly Gardens – Moston – White Gate – Werneth – Oldham	30 mins	Hourly	Hourly
93	Shudehill – Salford – Lower Broughton – Carr Clough	20 mins	20 mins	30 mins
97	Shudehill – Salford – Lower Broughton – Hollins – Bury	30 mins	30 mins	Hourly
98	Shudehill – Salford – Whitefield – Radcliffe – Elton – Bury	30 mins	30 mins	Hourly
100	Shudehill – Salford – The Trafford Centre – Warrington	20 mins	20 mins	20 mins
112	Piccadilly Gardens – Moston – Greengate – Middleton	15 mins	15 mins	30 mins
113	Middleton – Greengate – Moston – Piccadilly Gardens	2 in the AM	No Service	No Service
114	Albert Square – Moston – Greengate – Middleton – Boarshaw	20 mins	30 mins	Hourly
117	Piccadilly Gardens – Moston – New Moston – Greengate	30 mins	30 mins	Hourly
118	Piccadilly Gardens – Harpurhey – Moston – Higher Crumpsall	15 mins	15 mins	30 mins
119	Piccadilly Gardens – Moston – Charlestown – Higher Blackley	30 mins	30 mins	Hourly
156	Shudehill – Blackley – Higher Blackley – Rhodes – Middleton	30 mins	30 mins	No Service

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
163	Piccadilly Gardens – Middleton – Langley – Heywood – Bury	15 mins	15 mins	15 mins
From Rochdale Road: Services 17, 17A, 18, 56, 81, 112, 113, 114, 117, 118, 119, 156 and 163 as above.				
From Corporation Street: Service 113 as above, with the addition of:				
41	Middleton – Higher Blackley – Bowker Vale – Didsbury – Sale	20 mins	20 mins	30 mins
59	Piccadilly Gardens – Middleton – Chadderton – Oldham Mumps	12 mins	10 mins	20 mins
135	Piccadilly Gardens – Cheetham Hill – Whitefield – Bury	10 mins	10 mins	15 mins
From Manchester Victoria: 8, 10, 59, 67, 67A, 93, 97, 98, 100 and 113 as above.				

Table 4.1 – Summary of Bus Service Frequencies

4.4.6 The above services primarily link the site to Greater Manchester. Shudehill Interchange also has bus and coach services that run to all areas of Manchester and further afield. For example, services from Shudehill provide access to:

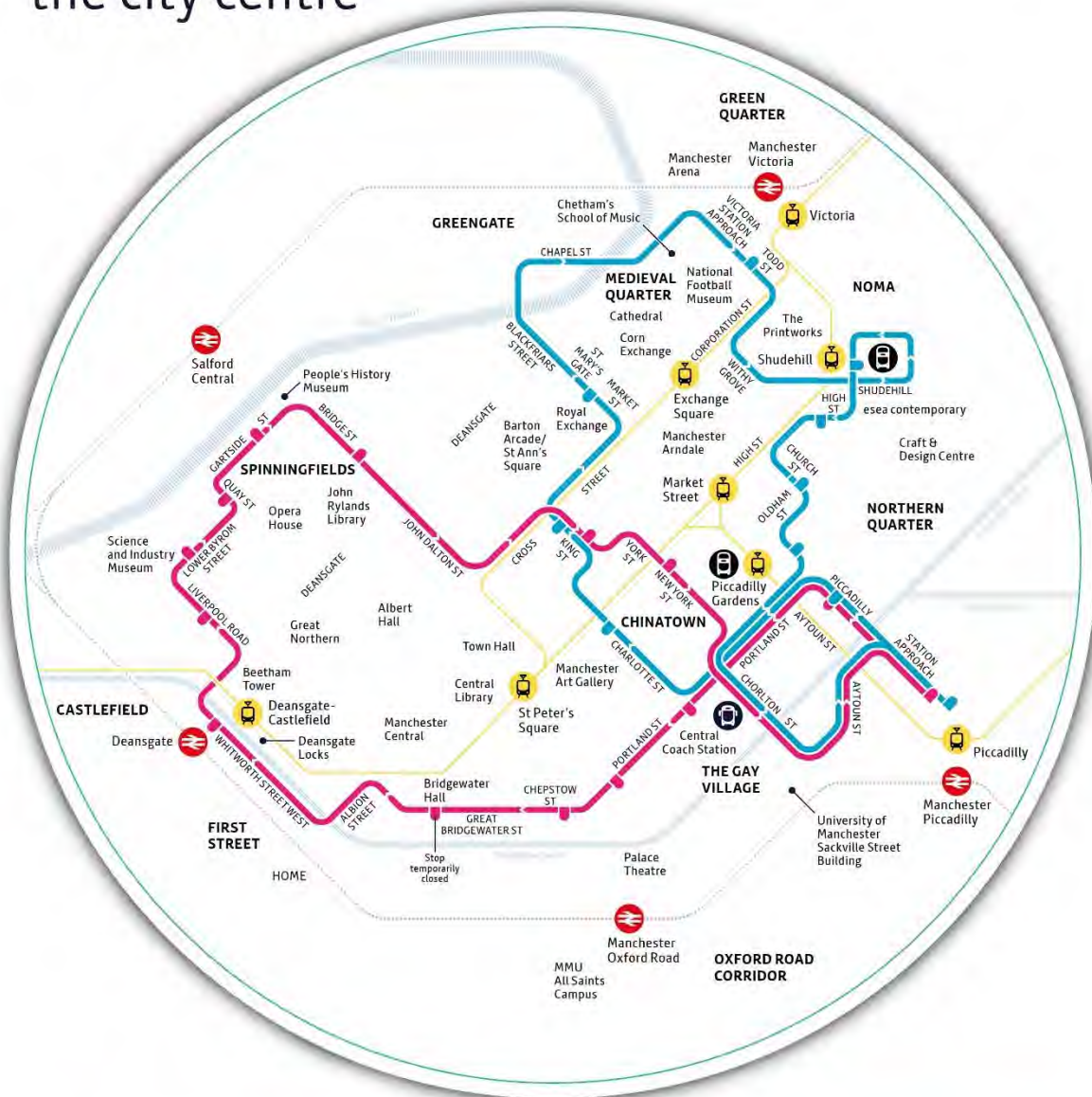
- Accrington;
- Birmingham;
- Burnley;
- Coventry;
- Glasgow;
- Liverpool;
- Preston;
- Prestwich; and
- Skipton.

4.4.7 Furthermore, the National Football Museum bus stop and Shudehill Bus Interchange are calling points of Routes 2 of the Manchester city centre free bus. The free bus is a service providing direct access to the Deansgate, Piccadilly, Victoria railway stations along with key city centre locations. The free bus route and frequencies are detailed in **Figure 4.5** below:

free bus routes around the city centre



MAYOR OF
GREATER
MANCHESTER



1

Monday – Friday

Every 10 minutes
7am – 7pm

Every 30 minutes
7pm – 11.30pm

Saturday

Every 15–30 minutes
7am – 8.30am

Every 10 minutes
8.30am – 7pm

Every 30 minutes
7pm – 11.30pm

Sunday and public holidays

Every 10 minutes
10am – 6pm

2

Monday – Friday

Every 10 minutes
7am – 7pm

Every 30 minutes
7.15pm – 11.15pm

Saturday

Every 15–30 minutes
7am – 8.30am

Every 10 minutes
8.30am – 7pm

Every 30 minutes
7.15pm – 11.15pm

Sunday and public holidays

Every 10 minutes
10am – 6pm

Figure 4.5 – Free Bus Route and Service Frequency

(Source: TfGM, 2023)

4.4.8 These stops provide frequent access to city centre facilities, as well as all major public transport interchanges in Manchester City Centre every day of the week.

4.4.9 It is noted that the provision of bus services will change over time during different seasons of the year and in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found at TfGM's website: <https://tfgm.com/public-transport/bus>.

4.4.10 Overall, the site is accessible by bus. The site also benefits from the free bus services that operate locally.

Rail Accessibility

4.4.11 The Chartered Institution of Highways and Transportation (CIHT) document, '*Planning for Public Transport in Developments*' notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

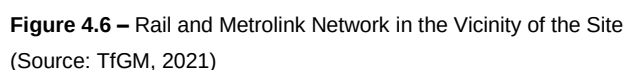
4.4.12 The closest rail station to the development is Manchester Victoria, located c. 450m to the north of the site. Manchester Victoria rail station has step-free access across the whole station via level accesses onto platforms and lifts at footbridge. The station is staffed during regular opening hours and has a concourse / ticket machines from which all tickets must be purchased. The station is sheltered and there are payphones present for passenger use, along with facilities such as toilets and shops. Train running information is offered via Customer Information Services (CIS) screens, and there are cycle stands for 38 bicycles on the platform and approach.

4.4.13 The trains that service Manchester Victoria regularly run 7 days a week from a number of different locations within the North West such as Southport, Wigan, Chester, Liverpool, Leeds, Hull, and Newcastle; this provides frequent access for users of the site. A detailed map of the train network served by Manchester Victoria is shown in **Figure 4.6** overleaf.

4.4.14 More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale. This is a viable alternative to private car use. Up-to-date rail times can be found on the respective train operators' websites:

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

4.4.15 Overall, the site is highly accessible via rail.



Metrolink (Light Rail) Accessibility

4.4.16 Staff and visitors can also board the Metrolink at Shudehill or Manchester Victoria, which are c. 300m south and 450m west of the site respectively. The following services call at these stops:

- **Navy Line** – Manchester Airport to Manchester Victoria;
- **Green Line** – Altrincham to Bury;
- **Yellow Line** – Piccadilly to Bury;
- **Brown Line** – East Didsbury to Shaw and Crompton (Victoria only); and
- **Pink Line** – East Didsbury to Rochdale Town Centre (Victoria only).

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

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

4.4.18 The start and end times for the specific stops that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: <https://tfgm.com/public-transport/tram/tram-times>.

4.4.19 Metrolink services provide access to the site seven days a week with trams running from a variety of locations across Greater Manchester, including key interchanges at St Peter's Square.

4.4.20 Overall, the site is highly accessible via Metrolink.

4.5 Summary

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

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility and as the relatively low levels of proposed parking, it is considered the vast majority of users will travel to / from the site via sustainable modes of travel.
- 5.1.2 This section of the Framework Travel Plan sets out the initiatives that will be implemented for the development. The initiatives are designed to reduce dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Appointment of Travel Plan Coordinator (TPC)

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

5.3 Production of Travel Information Packs

- 5.3.1 Travel information packs can be important in influencing travel patterns and therefore it is envisaged that travel information packs will be supplied to staff at the development, whereas this information can be made available to visitors on the website, for example on a 'Getting Here' page. The contents of the travel information packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Details of TfGM's online journey planning resources: <https://tfgm.com/plan-a-journey>;
 - Maps showing local walking / cycling routes and places of interest;
 - Links to up-to-date public transport services, i.e., public transport operator websites with timetables and routes;
 - Details of the Travel Plan Co-ordinator (TPC);
 - Details of local taxi companies; and
 - Details and links to Liftshare registration (for staff who work at the development).
- 5.3.2 As well as providing such information throughout the travel information packs, information could be provided via notice boards in communal areas to ensure that information relating to travel options is available in a quick and convenient manner.
- 5.3.3 Information provided via each mode would be updated by the TPC on a regular basis.

5.4 Measures to Encourage Walking

- 5.4.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.
- 5.4.2 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing good level of pedestrian infrastructure in the surrounding area. Furthermore, the proposed development frontage would open up onto the surrounding Angel Square public realm, linking to Miller Street and adjacent NOMA plots (via the existing Toucan Crossing to Dantzic Street).
- 5.4.3 The following measures will be provided in order to encourage staff and visitors to walk:
- During construction:
 - Clear signing of pedestrian routes adjacent to the site;
 - Promote / raise awareness of the health benefits of walking;
 - Regularly review and update information (if necessary) provided within the travel information pack / 'Getting Here' webpage, such as:
 - The Greater Manchester Walking websites at <https://gmwalking.co.uk/> and <https://beeactive.tfgm.com/walking/> which provides resources on routes, tips, local walking groups; and
 - The <https://www.plotaroute.com/> website for journey planning on foot.
- 5.4.4 The information contained with the travel information pack / on the 'Getting here' webpage will be updated annually by the TPC.

5.5 Measures to Encourage Cycling

- 5.5.1 It has been demonstrated throughout **Section 4** of this Framework Travel Plan that there is an existing high level of cycle infrastructure in the surrounding area. There will also be covered parking spaces provided at the development as part of the development proposals, alongside cycle facilities such as showers, lockers, and changing rooms within the secure cycle store.
- 5.5.2 To encourage staff and visitors to cycle, the following measures will be provided:
- During construction:
 - Provision of signage in and around the site;
 - Shower and changing room facilities to be provided in the building;
 - Provide a bicycle / puncture repair kit onsite;
 - Promote / raise awareness of the health and wellbeing benefits of cycling;

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

5.5.3 Additional measures such as encouraging a "cycle buddy" scheme via a development-wide Bicycle User Group (BUG) and encouraging businesses onsite to pay expenses for cycling mileage to staff (if appropriate with respect to the roles onsite) could also be considered.

5.5.4 The information contained with the travel information pack / on the 'Getting here' webpage will be updated annually by the TPC.

5.6 Measures to Encourage Public Transport Use

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

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

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

5.6.3 The information contained with the travel information pack / on the 'Getting here' webpage will be updated annually by the TPC.

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

Car Club

- 5.7.1 It is acknowledged that many staff and visitors that do not own a car may require the use of a car on certain occasions. Enterprise Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 5.7.2 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation, and the miles driven.
- 5.7.3 At the time of writing, there is one Car Club bay located at New Mount Street, a c. 150m walk from the proposed Plot 2 building entrance. Alternatively, there are two Car Club bays located along 104 High Street, c. 500m to the south of the proposed Plot 3 building entrance.
- 5.7.4 **Figure 5.1** below shows additional locations in the vicinity of the NOMA estate where Car Clubs currently operate.

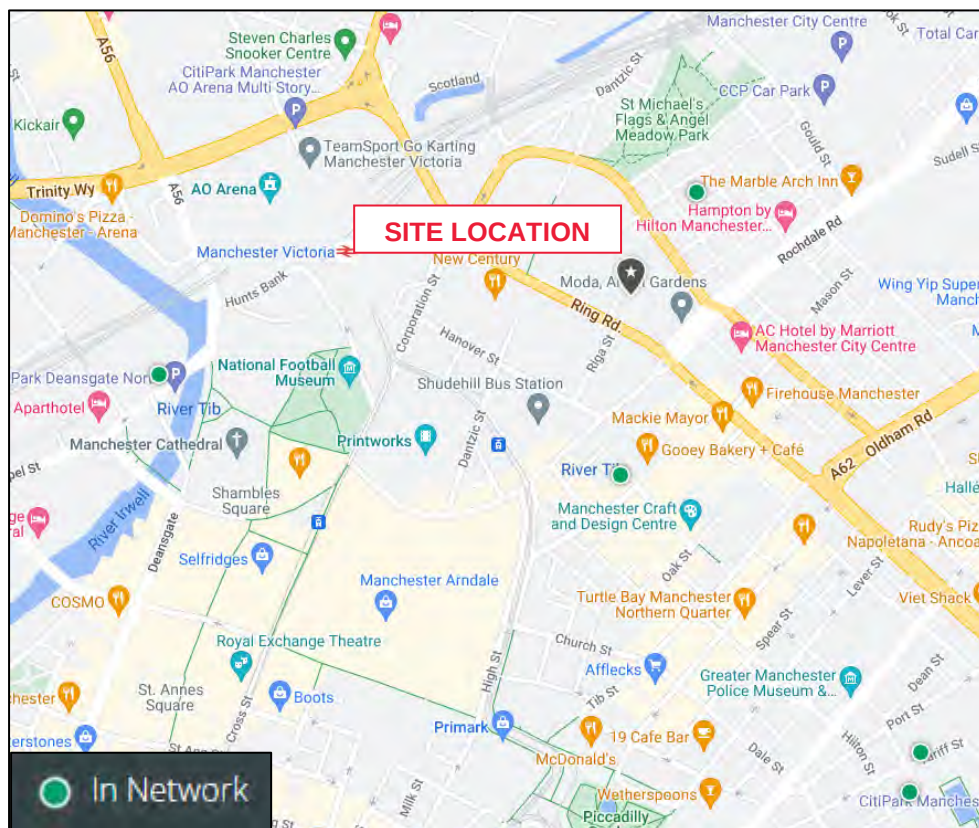


Figure 5.1 – Car Club Bays in the Vicinity of the Site
(Source: Enterprise Car Club and Google Maps, 2023)

- 5.7.5 It is considered that the Car Club could therefore be a highly attractive facility for staff and visitors who require occasional private car use.

Car Sharing

- 5.7.6 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 5.7.7 <https://liftshare.com/uk> is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure for example. It is considered that car sharing would be an attractive facility for staff who do not own a car but require occasional use.
- 5.7.8 Alongside promoting such schemes, it would be appropriate to raise awareness of car ownership costs and highlight the social and economic benefits of car sharing. This would be led by the TPC.

Electric Vehicles (EV)

- 5.7.9 Ultra-Low (ULEV) and Zero Emission Vehicles (ZEV) contribute substantially to reduce the carbon footprint of private transportation. Analysis by Carbon Brief demonstrates that the lifecycle greenhouse gas emissions of a US-made Tesla Model 3 and Nissan Leaf – the first and fifth best-selling ULEVs in the UK – were about three times lower than for the average new conventional car in the UK in 2019. The decarbonisation of electricity generation will further lower the emissions of EVs.
- 5.7.10 As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as the Bee Network, Climate Change Framework and commissioning the UK's first fleet of electric refuse vehicles.
- 5.7.11 Ownership of ULEVs and ZEVs is rapidly increasing – 14% of all new car registrations in 2021 were ULEVs, up from 8% in 2020, and 9% were ZEVs (a subset of ULEVs) according to the DfT's 2021 Vehicle Licensing Statistics. According to a survey by the ONS, 18% and 44% of internal combustion engine car owners expect to switch to electric cars by 2026 and 2031, respectively. Therefore, there is an urgent need to rapidly increase provision of electric vehicle chargers (EVC). TfGM further states that:
- “Demand for EV charging is growing. But the number of public EV charging points isn't keeping up with demand. Today, there are around 360 publicly available EV chargers in Greater Manchester with approximately 700 connectors. By 2025, we think this needs to grow to 2,700 fast and 300 rapid chargers”*
- 5.7.12 Should future staff and visitors choose to drive to the site, there are many EV charging points nearby in Manchester City Centre.

5.7.13 There are many chargers within the Be.EV network located in close proximity to the site as follows. EV owners can sign up for an account online, after which they can operate charging points using a card or a smartphone application. Be.EV members benefit from slightly reduced rates.

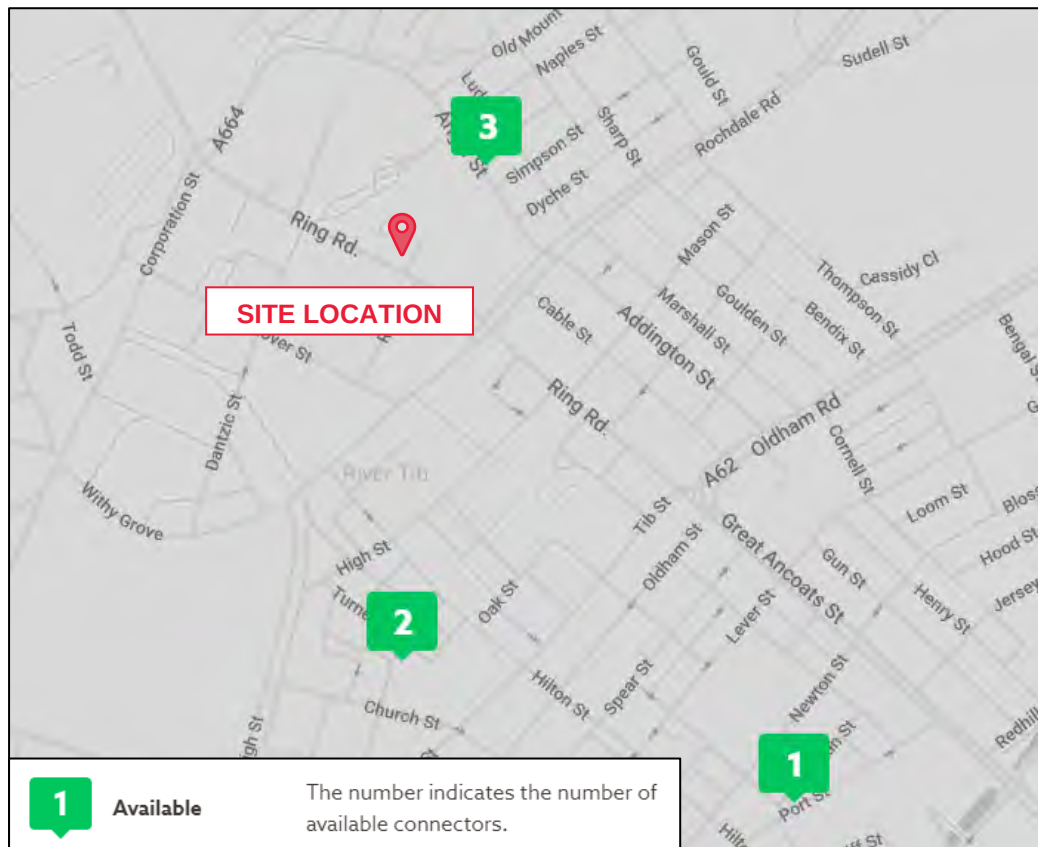


Figure 5.2 – EV Charging Points in the Vicinity of the Site
(Source: Be.EV and Google Maps, 2023)

- 5.7.14 The Be.EV website can be used by EV drivers to view publicly accessible chargers on all networks in the vicinity of their place of work and other destinations and assist with journey planning to ensure staff and visitors are never far from a charging point.
- 5.7.15 Further to this, businesses onsite are encouraged to promote the benefits of purchasing electric vehicles which are provided on the TfGM website <https://electrictravel.tfgm.com/>. According to TfGM, the cost per mile of running an electric car is generally half that of a similar diesel vehicle while electric cars are more reliable which can save users up to 25% on maintenance costs. Furthermore, most EVs are zero-rated for Vehicle Excise Duty.

5.8 Reducing the Need to Travel

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

- Businesses to implement flexible working policies where applicable (i.e., working from home a few days a week, then working in the office for the remainder of the week);
- Provide video and audio teleconferencing facilities; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection

- 6.2.1 In the absence of detailed surveys on the existing situation at the time of writing (as the development has not yet been constructed), it is possible to understand existing travel patterns using the 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)'.
- 6.2.2 The middle super output area (MSOA) of Manchester 054 where the site is located has been used as the place of work. The mode of travel to work data extracted from the output areas is summarised in **Table 6.1**:

Mode of Travel to Work	Manchester 054	Total
Work mainly at or from home	0	0%
Underground, metro, light rail or tram	3,045	6%
Train	7,857	15%
Bus, minibus, or coach	12,876	25%
Taxi	164	0%
Motorcycle, scooter or moped	213	0%
Driving a car or van	17,234	34%
Passenger in a car or van	1,914	4%
Bicycle	1,250	2%
On foot	6,131	12%
Other method of travel to work	100	0%
Total	<u>50,784</u>	<u>100%</u>

Table 6.1 – Method of Travel to Work

- 6.2.3 **Table 6.1** shows that the mode share for car drivers in the area is c. 34%, followed by 25% by bus, 15% by train, 12% on foot, 6% by tram, 4% by car sharing, and 2% by cycle.

- 6.2.4 In order to obtain more accurate travel information, travel surveys will be distributed to all staff and visitors within six months of first operation of the site, usually as a discharge of planning condition. Recipients will be encouraged to participate, and the surveys will extract the following key information:
- Place of residence;
 - Usual mode of travel and reason for modal choice;
 - Attractiveness of various sustainable modes;
 - Any barriers to sustainable modes; and
 - Initiatives that would encourage staff to travel more sustainably.
- 6.2.5 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 6.2.6 Questions will be transferred onto an online survey service, and staff would be sent this link in the early stages of operation and can click on it and get directed to an internet-based survey.
- 6.2.7 The information obtained will be used to undertake a modal split analysis, and any issues raised in the open-ended questions will be attended to. Staff would then be surveyed annually from the initial survey to review progress against current and targeted modal splits.
- 6.2.8 Visitor surveys will be less comprehensive than staff surveys and will only gather basic information centred on their travel modes, reasons behind choosing their mode of travel, where they park (if they drive in) and other comments. The link to visitor surveys could be open throughout the year. The results could be collected in bulk and processed at less frequent intervals compared to staff surveys.
- 6.2.9 Visitors could be sent a link to a separate survey when they log into the Wi-Fi service onsite. Posters could also be placed in communal areas, where visitors can scan a QR code displayed on the poster and fill in the survey.

6.3 Data Analysis and Modal Split Targets

- 6.3.1 Once the travel surveys have been launched, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets will be set through consultation with Manchester City Council.
- 6.3.2 Targets to be established would encourage sustainable travel in a way which is still practical and helpful to staff. They should be '**SMART**' Targets – **S**pecific, **M**easurable, **A**chievable, **R**ealistic and **T**ime-bound.
- 6.3.3 To provide an indication of potential targets, an example is provided in **Table 6.2** below:

Travel Mode	2011 Modal Split	Preliminary Modal Shift Target
By Car / Van, as a Single Occupant	34%	- 7.0 %
By Car, Lift Sharing	4%	+ 1.0 %
Public Transport	40%	+ 4.0 %
Walk / Cycle	14%	+ 2.0 %

Table 6.2 – Example Modal Shift Targets

- 6.3.4 As can be seen from the targets, there will be an overall aim to reduce the number of those travelling to the site by car as a single occupant, whilst increasing the proportion who travel by more sustainable modes, notably by public transport and cycling.
- 6.3.5 This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel. For example, targets could be set for reducing single-person car journeys for car drivers who park off-site if the number of people travelling by private car is found to be high.
- 6.3.6 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which will be arranged within six months of first operation of the site, usually as a discharge of planning condition. New modal split targets for different modes of travel could then be set in future Travel Plan updates to review progress against current and targeted modal splits.
- 6.3.7 The targets are considered to be realistic when considering the initiatives as detailed throughout **Section 5** of this Framework Travel Plan. They are also considered to be suitable interim measures before travel surveys are undertaken.

7.0 Monitoring and Review

7.1 Introduction

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

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

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

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

7.1.3 It is clear from the above that a Travel Plan document should be considered as merely the starting point of the process. The implementation of a Travel Plan is an on-going requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the Framework Travel Plan will lie with site owner, NOMA (GP) Limited. Following construction and operation, the Framework Travel Plan will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

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

7.2.3 At this point, the day-to-day responsibility will shift from NOMA (GP) Limited to the appropriately appointed TPC. A number of measures to be undertaken comprise:

- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;

- Support from the Council for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the Travel Plan as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

7.3 Travel Plan Coordinator (TPC)

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

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

- Leading on the delivery of the Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Organising and distributing travel surveys;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Keeping all relevant databases, information, and administration up to date;
- Promoting individual measures / initiatives in the Travel Plan and instigate a marketing campaign upon first occupancy of the site;
- Monitoring the Travel Plan and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. Manchester City Council); and
- Taking a key role in reviewing the Travel Plan according to the achievement of the modal shift targets specified therein.

7.3.3 A TPC will be nominated for both Plots 2 and 3 in due course, at least one month before operation; whereas businesses / tenants at the proposed development would be requested to name a Travel Plan Representative upon occupying the development.

7.4 Monitoring and Evaluation

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

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

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

7.4.2 The monitoring of travel behaviour is important in measuring progress towards the targets, and would be the responsibility of the appointed TPC. Apart from receiving regular updates from staff, Travel Plan

Representatives, and liaising with Manchester City Council on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 6** above.

- 7.4.3 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.
- 7.4.4 Following the baseline travel surveys, further surveys will be carried out annually for a total monitoring period of five years. Hence, the five-year monitoring schedule will include five surveys: the baseline monitoring survey and four follow-up surveys.
- 7.4.5 Monitoring reports will also be provided to officers at Manchester City Council, as required, for the duration of the monitoring period. In addition, a summary of the survey results will be circulated to staff by the TPC or their respective Travel Plan Representatives.

8.0 Action Plan

8.1 Introduction

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

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

Table 8.1 – Action Plan

8.1.2 As a Travel Plan is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from NOMA (GP) Limited and Manchester City Council.

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

Appendix A – Development Proposals

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Notes

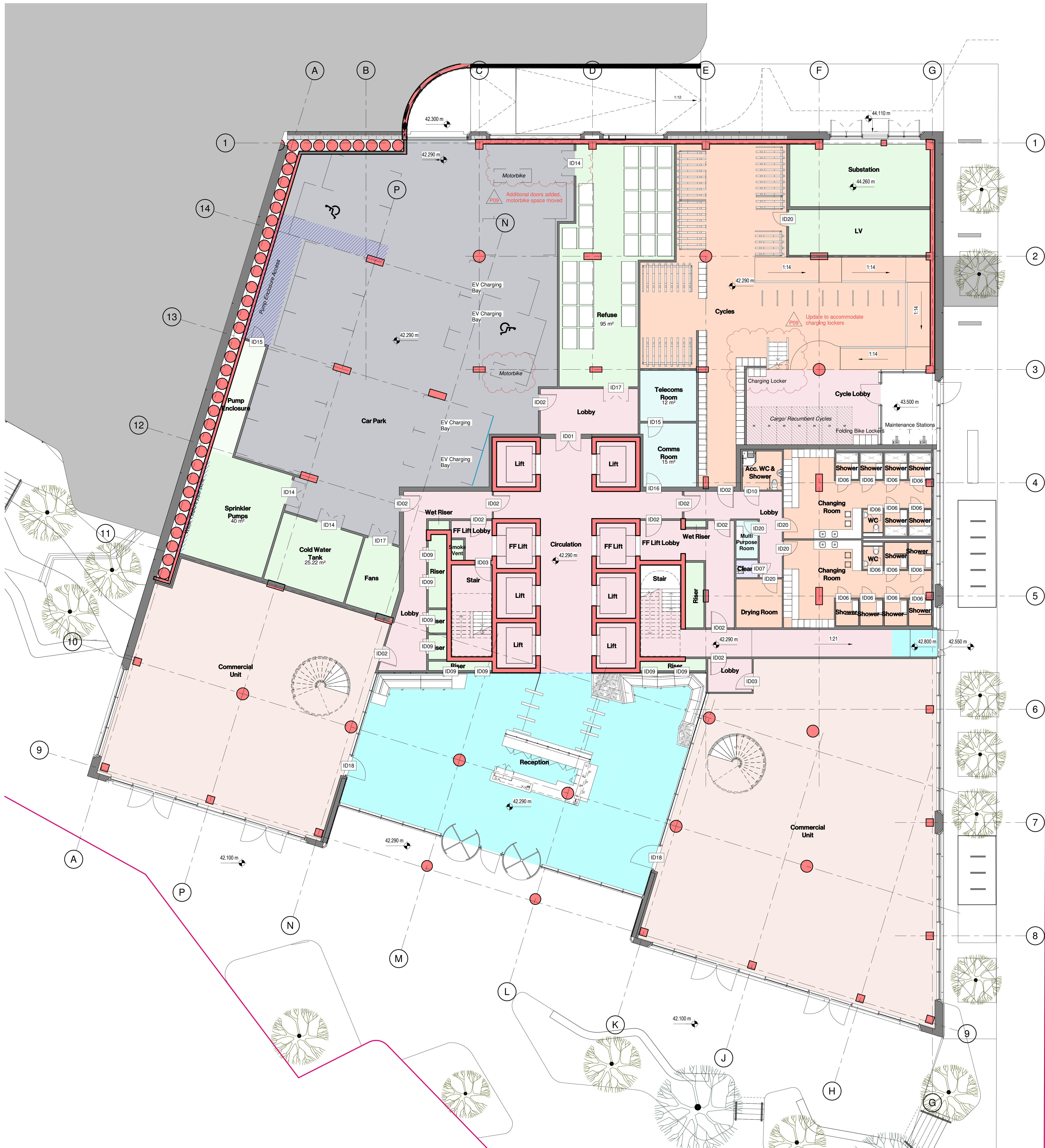
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Drawing Revisions		Note	Check:
Date:	Rev		
16.01.22	P01	GA Review	RO
17.02.23	P02	Revisions as bubbled and annotated	RO
03.03.23	P03	GA updates following client review. Revision clouded and annotated	RO
17.03.23	P04	GA Update. Revisions, as clouded.	RO
27.03.23	P05	Plant spaces relocated to suit updated sprinkler tank requirements	RO
28.04.23	P06	Stage 3 Issue	RO
26.05.23	P07	GA Updates	RO
04.08.23	P08	Stage 3+ Issue	RO
25.08.23	P09	Stage 3+ Addendum Issue	DR

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Client
MEPC

Project
AS| Angel Square Plots 2 & 3

Building Name
Plot 3

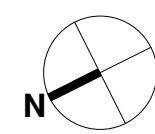
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