

New Century Hall, NOMA - Manchester Travel Plan

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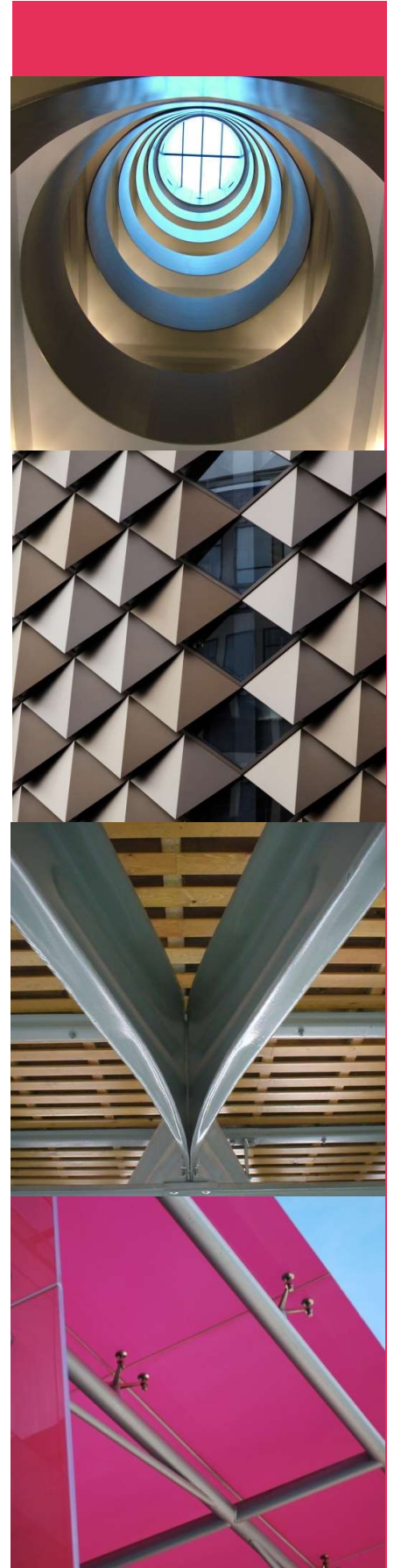
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1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by One Plus Four Limited to provide transport planning advice in relation to a planning application for the “change of use from B1 (Offices), D1 (Non-Residential Institution) and D2 (Assembly and Leisure) use to mixed comprising A3 (restaurant and cafe), A4 (drinking establishment) (Ground floor), D1 non-residential (creative school) (basement) and D1 (flexible events and conference facilities) / D2 (music/performance space) (1st floor) (Sui Generis) and other ancillary uses” at New Century Hall in the area known as NOMA in Manchester City Centre. Manchester City Council (MCC) planning application reference: 124348/FO/2019.

1.1.2 This document has been produced to address Planning Condition 19 of the 124348/FO/2019 consent. Condition 19 is as follows:

“19) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority as detailed within the New Century Hall, NOMA - Manchester, Interim Travel Plan, Curtins Ref: 72385-CUR-00-XX-RP-TP-002, Revision: V04, Issue Date: 30 July 2019 . In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those guests or employees of the development.*
- ii) a commitment to surveying the travel patterns of guests or employees during the first three months of use of the development and thereafter from time to time.*
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car.*
- iv) measures for the delivery of specified travel plan services.*
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.”

1.2 What is a Travel Plan?

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

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

Source: National Planning Policy Framework, DCLG, 2019.

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

1.3 Document Purpose

- 1.3.1 This Travel Plan (TP) is intended to be read alongside the accompanying Transport Statement (TS) (document reference: **72385-CUR-00-XX-RP-TP-001-V04_TS**), prepared to consider the development proposals from a traffic and transportation perspective.

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

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

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

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

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

- National Planning Policy Framework, DCLG, 2019;
- National Planning Practice Guidance, DCLG, 2014; and,
- Greater Manchester Transport Strategy 2040, TfGM, 2017.

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

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be loosely categorised under three main headings:

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

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

2.2 Environmental Benefits

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

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

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

2.2.2 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);
- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.3 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.4 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *“work with partners to reduce, as far as possible, the emissions from transport, particularly CO₂, NO₂, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment, (including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.5 ‘Green infrastructure’ refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas, ‘blue infrastructure’ refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

2.2.6 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC’s commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *“Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents’ health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment.”*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.7 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can significantly reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

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

2.4 Financial Benefits

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

“The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.

In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age.”

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage staff to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

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

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

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

2.6 Travel Plan Aims and Objectives

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

2.6.2 The aims of this TP will be supported with the following objectives:

- **Objective 1** – To encourage walking to and from the site;
- **Objective 2** – To encourage cycling to and from the site;
- **Objective 3** – To promote public transport use to and from the site; and in turn,
- **Objective 4** – To minimise car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

3.1.1 New Century Hall is located adjacent to New Century House in the north of Manchester City Centre. The two buildings are currently connected, albeit this application seeks to separate them. The site is bound by New Century Hall to the west and Corporation Street beyond, Sadler's Yard (an open space) to the south, Dantzic Street to the east, and a plaza and the A665 Ring Road / Miller Street to the north. The site is also in the vicinity of the Manchester Victoria station.

3.1.2 **Plan 06001** illustrates the location of the site in relation to the surrounding areas, whereas **Figure 3.1** below and **Plan 06002** to the rear of the report shows the site in a local context relating to the local highway network.

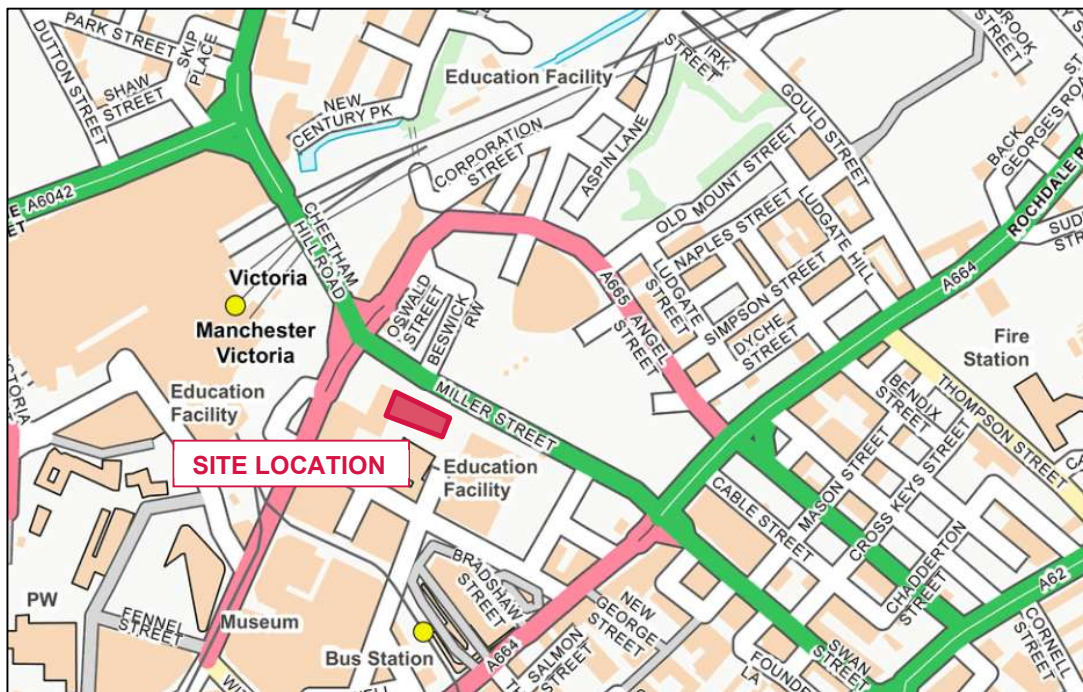


Figure 3.1 – Site Location in relation to the local highway network

3.1.3 The site is in close proximity to additional buildings in the NOMA estate, including Old Bank Building and Hanover Building (office and retail/leisure) to the south, Dantzic and Federation Building (office) to the southeast, and Redfern Building (office and retail/leisure) to the east across Sadler's Yard.

3.2 Existing Use

3.2.1 Historically, New Century Hall was mainly used for concerts and performances, with cafeterias, a kitchen and assistant managers' dining rooms in the uppermost basement level. The hall was constructed to accommodate a total of 900 people.

- 3.2.2 New Century Hall currently comprises a two-storey hall which is used for a variety of events including live music, concerts, wedding receptions and conferences (Use Class D2) over an approximate Gross Floor Area (GFA) of c.2,300m². The building also has a large full-licensed bar which is ancillary to the existing uses, and several basement levels with the lower levels containing plant rooms.

3.3 Existing Access

Vehicular Access

- 3.3.1 There is no existing vehicular access into the building as the basement does not comprise car parking.

Pedestrian and Cycle Access

- 3.3.2 As the hall is connected to New Century House to the west, pedestrian access to the building can be taken via this link between both buildings. There are stairs leading directly to the basement levels from this link.
- 3.3.3 There is also an entrance at the south-west corner of the building from Sadler's Yard, which is also accessible for wheelchair and mobility impaired users, along with an access from the east of the building via Dantzic Street along a series of stairs.

3.4 Surrounding Highway Network

Corporation Street

- 3.4.1 Corporation Street runs along the west of the site for a length of circa 575m in total. The usable carriageway length of the road commences at a signalised four-arm junction with the A665 Miller Street and A664 Ring Road, extends towards the south-west into Manchester City Centre, and 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.
- 3.4.2 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 traffic light junctions.
- 3.4.3 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.

3.4.4 Corporation Street is subject to a speed limit 20mph. Most of the road is subject to Traffic Regulation Orders (TROs) in the form of 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.

3.4.5 There are many bus stops along Corporation Street which host services to Stockport, Oldham, and Bury. In the vicinity of the site, the bus stops are in good condition and are complete with a cantilever shelter, seating, pole, and timetable information.

Hanover Street

3.4.6 To the south of the site, Hanover Street commences at the entrance to the Manchester Victoria Station Car Park and continues for a length of circa 300m towards the south-east where it terminates at a signalised junction with Shudehill.

3.4.7 The road comprises a single carriageway with a maximum width of 7m. In the immediate vicinity of the site between the four-arm junction with Corporation Street and the four-arm junction with Dantzic Street, Hanover Street narrows to approximately 4m, although there is a loading bay adjacent to Sadler's Yard. At the time of writing, this stretch of the road is closed to the public. The remainder of Hanover Street also serves as an access into several car parks to the east of the site including the Manchester Printworks Multi-Storey Car Park (MSCP) and other surface car parks.

3.4.8 There are wide footways of circa 3m on both sides of the road, complete with dropped kerbs and tactile paving, along with a signalised crossing at the junction with Shudehill. Hanover Street is also well-lit with street lighting present at regular intervals. There is also cycle provision in the form of cycle markings on the road at regular intervals, and an advanced cycle stop lane at the signalised junction with Shudehill.

3.4.9 The road is subject to a speed limit of 20mph and has TROs in the form of double yellow lines along most of the road. Hanover Street is within Zone 2 of Manchester City Centre's Controlled Parking Zone (CPZ) and has 10 on-street parking bays towards the east of the site. The parking charges and times apply to these bays from Mondays to Sundays between 08:00 and 20:00, with no charge for parking on a Bank Holiday. The maximum stay time in this zone is 2 hours, however parking between 20:00 and 08:00 the next day is free (subject to parking restrictions).

A665 Miller Street / Ring Road

- 3.4.10 The A665 Miller Street forms the northern boundary of the site. The Ring Road 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 circa 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 or A665 Chancellor Lane) in Ardwick.
- 3.4.11 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.
- 3.4.12 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.
- 3.4.13 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 signalised crossing points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.
- 3.4.14 In the vicinity of the site, the A665 is subject to TROs in the form of single and double yellow parking restrictions throughout its entire length, along with yellow box junctions. There are also many “Keep Clear” and “Slow” markings on the road to enforce the speed limit of 30mph.

Dantzic Street

- 3.4.15 Forming the eastern boundary of the site, Dantzic Street commences at a junction with Shudehill south-east of the site and extends for a length of circa 300m towards the north until it terminates perpendicular to the A665 Miller Street / Ring Road Toucan crossing. From its southern terminus, the road is one-way in a north-bound direction for approximately 200m until the priority junction with Hanover Street. At its northern terminus, Dantzic Street transforms into a cul-de-sac / public realm for pedestrians where cars are unable to egress onto the Ring Road.
- 3.4.16 The average width of Dantzic Street is 6m, however the road widens to approximately 10m towards its northern terminus to accommodate loading bays and vehicular turning. There are wide footways with an average width of 5m along both sides of the road, which doubles as a shared cycle/pedestrian footway in the vicinity of the Toucan crossing along Miller Street.

- 3.4.17 The footways are complete with dropped kerbs and tactile paving, and the road is also well lit with street lighting at regular intervals. There is also a signal-controlled crossing point and a yellow box junction along Dantzic Street where it intersects with the Metrolink tram lines between Shudehill and Manchester Victoria.
- 3.4.18 The road is subject to a speed limit of 20mph and is also within Zone 2 of Manchester City Centre's CPZ, with 11 pay-and-display parking bays (5 of which are disabled parking bays) along its length. Dantzic Street comprises several loading bays in the vicinity of the Manchester Printworks building, whereas the remainder of the road comprises TROs in the form of double yellow lines.
- 3.4.19 There are also many cycle parking facilities present along the entirety of Dantzic Street.

Shudehill

- 3.4.20 Shudehill extends south from a signalised junction at Miller Street, Rochdale Road and Swan Street for approximately 350m to a junction with Dantzic Street, where the carriageway continues named as Withy Grove.
- 3.4.21 For the most part, the highway comprises a two-lane, two-way dual carriageway approximately 11.5m in width. However, as the highway crosses the Metrolink lines running to and from Victoria station, the carriageway reverts to a single lane in each direction to the junction with Dantzic Street with a typical overall width of 8m.
- 3.4.22 At the signalised junction where the carriageway crosses the Metrolink lines, there are pedestrian crossing facilities complete with dropped kerbs and tactile paving. There are well-maintained footways on both sides of the carriageway which range between approximately 2.5m and 5m in width. The road is subject to a 30mph speed limit and is lit with street lighting.

3.5 Access for Mobility and Visually Impaired Users

- 3.5.1 The site benefits from its city centre location and recent improvements to the NOMA development. There are a number of existing features which ensure safe, convenient and aided access for those site users who have young children, and those who are disabled and/or visually impaired.
- 3.5.2 Dropped kerbs and tactile paving are present at every crossing place in the vicinity of the site, including at signalised pedestrian crossing points.
- 3.5.3 The existing south-west entrance of the site also serves as a disability access in the form of level ground adjacent to the plaza.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 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 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 06003** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for trips associated with the development.

4.2.3 The Manchester Victoria rail/tram station and Shudehill tram/bus station are within the desirable 500m walking catchment of the site at 250m west and 200m south-east respectively. These locations allow for easy access for future users of the site which commute to work / classes / events from Greater Manchester and beyond.

- 4.2.4 Within this catchment area, there are a number of residential properties such as those within the Green Quarter (approximately 400m north-west of the site) and apartments fronting Rochdale Road at approximately 500m north-east of the site.
- 4.2.5 Most notably, within 500m south of the site is the Printworks, the Northern Quarter and Arndale Centre. The Northern Quarter comprises many artisan cafes, bars and restaurants along with a vibrant nightlife, the Printworks contains leisure outlets, restaurants/bars, the Vue cinema and a Co-Op establishment, 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.
- 4.2.6 The National Football Museum, Corn Exchange, and Manchester Arena also lie within this catchment. There are also hotels, gyms, and fitness centres around the north and north-west of the site.
- 4.2.7 Within the wider 1,000m – 2,000m catchments, 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.
- 4.2.8 In addition to the above, the development includes ancillary food/drink uses at ground floor level, which are within immediate reach of end users.
- 4.2.9 The surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. In the immediate vicinity of the site, there are several signalised crossing points, pedestrian refuge islands, dropped kerbs and tactile paving to aid pedestrians. 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 In order to assist in assessing the accessibility of the site by cycle, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.
- 4.3.2 The 8km catchment encompasses all of Manchester city centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Fairfield to the east, Fallowfield to the south, and Old Trafford to the west.

- 4.3.3 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:

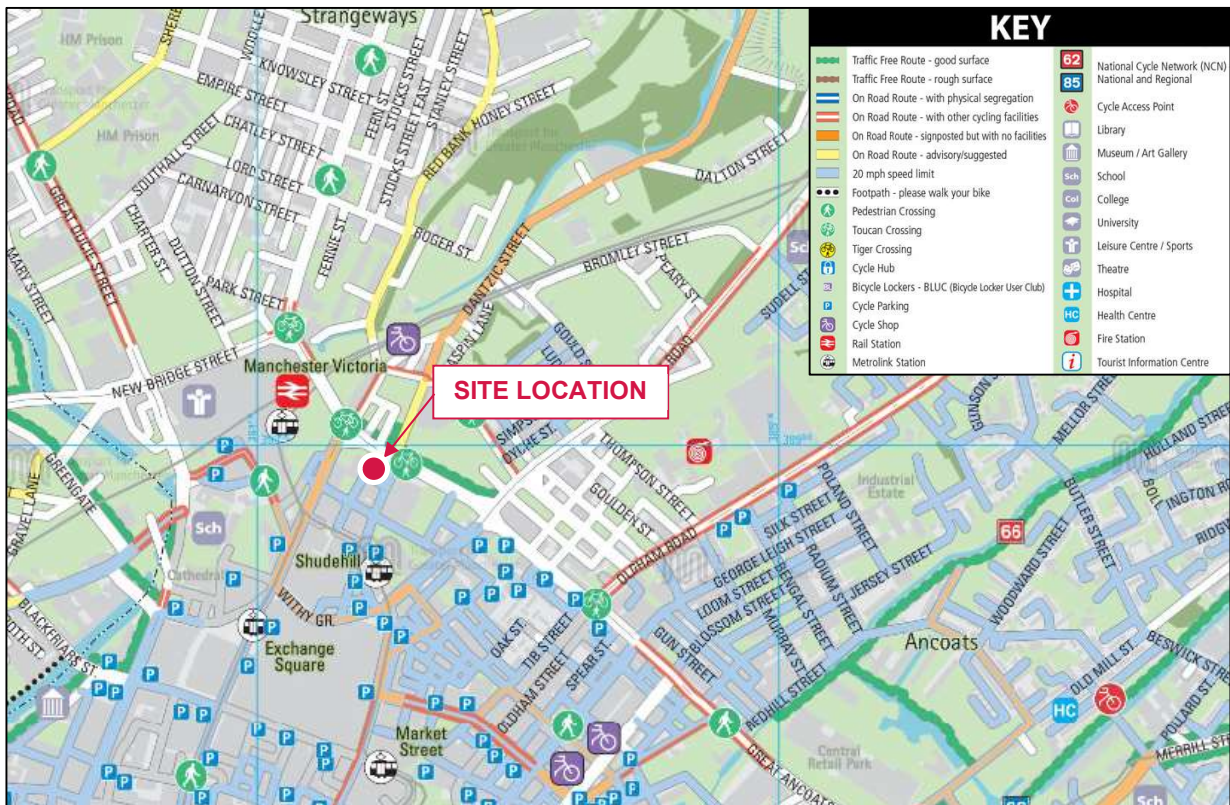


Figure 4.1 – Local Cycle Network
(Source: TfGM)

- 4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.
- 4.3.5 The site is located directly south of confirmed Bee Network improvements as part of the Manchester Northern / Eastern Gateway to the north of the site and improved crossing facilities adjacent to tramlines along Corporation Street and Shudehill as illustrated in **Figure 4.2**, allowing staff and visitors that cycle to benefit from better safety and quality of commute.

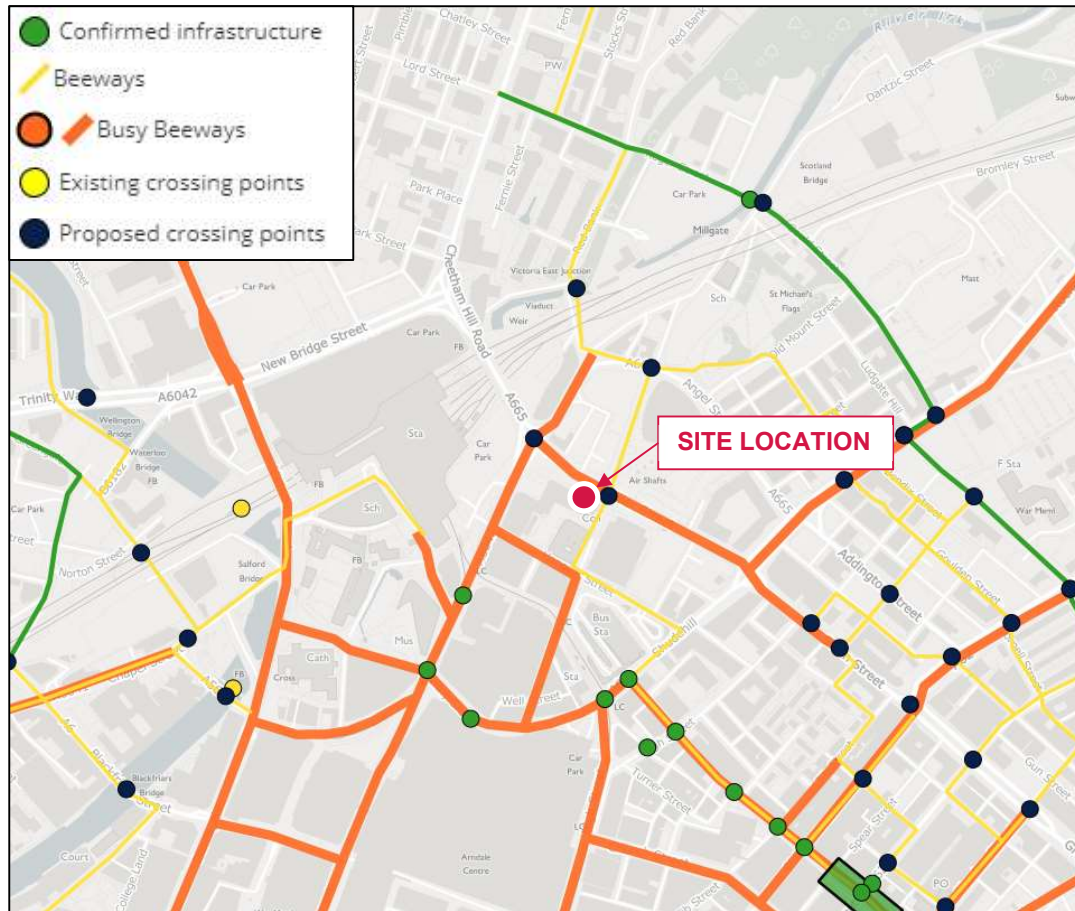


Figure 4.2 – Bee Network Map

(Source: MappingGM)

- 4.3.6 There are two national cycle routes within proximity of the site. National Cycle Route 6 to the south can be accessed from the development area by series of on-road cycle routes along Dantzic Street then Fountain Street and onto the A6143. Route 6 passes through Watford, Luton, Milton Keynes, Northampton, Market Harborough, Leicester, Derby, Nottingham, Worksop, Sheffield, Manchester, Blackburn, Preston, Lancaster, Kendal and Windermere, and will connect London and Threlkeld in Cumbria when complete.
- 4.3.7 National Cycle Route 66 to the east can be accessed by on road local cycle routes running through the Northern Quarter. It runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull.
- 4.3.8 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.

- 4.3.9 This accessibility review demonstrates that key destinations and local amenities are within walking and cycling distance of the site, including employment (with various types of businesses located in Manchester city centre), 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.

4.4 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** and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester 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 4.3** below:

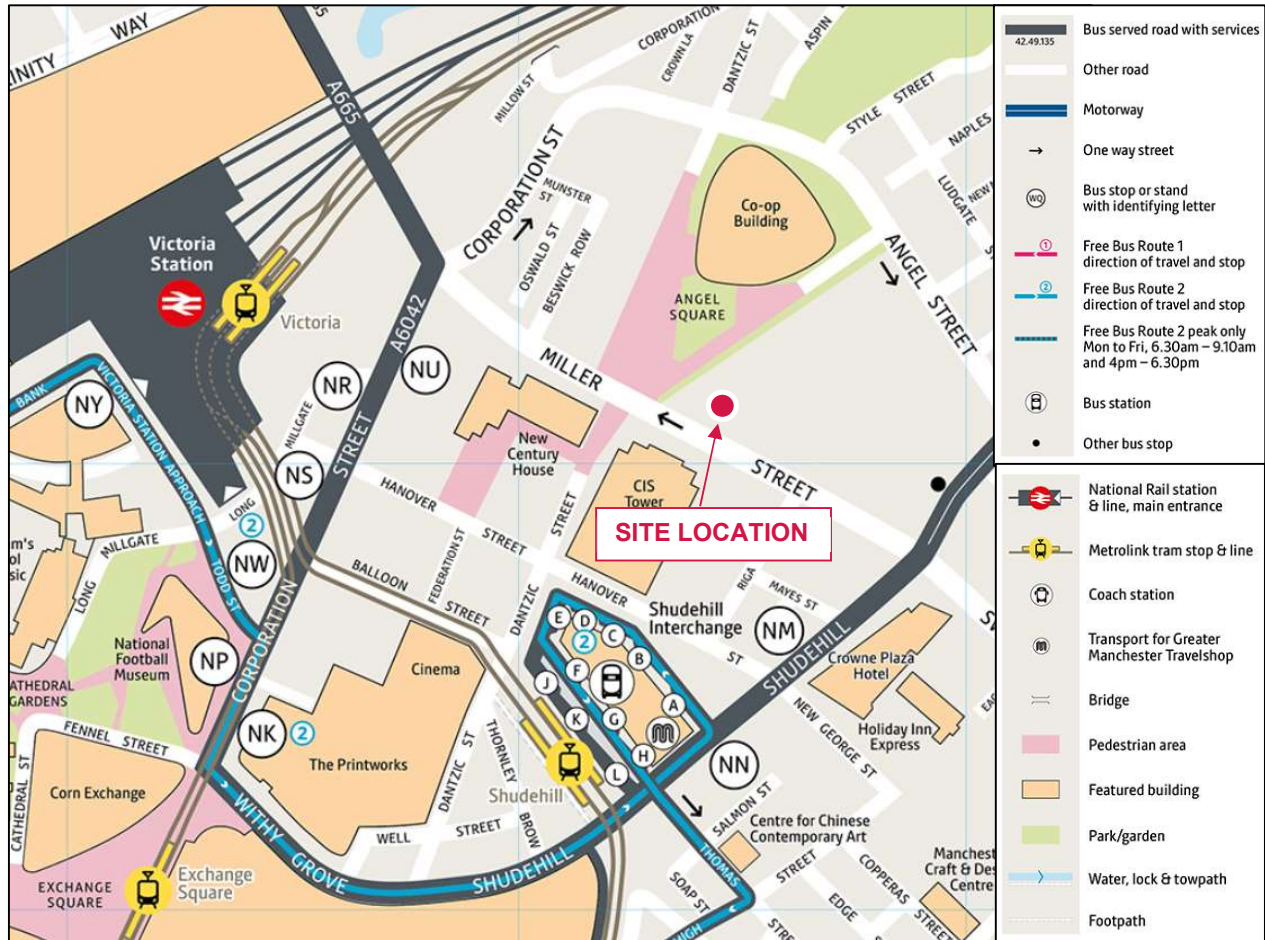


Figure 4.3 – Public Transport Network in the Vicinity of the Site

(Source: TfGM)

Bus Accessibility

4.4.4 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document '*Buses in Urban Developments*' (2018) indicates that ideally, a bus stop should be located within the following from a new development based on its location and the number of services:

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.5 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.6 There are a number of bus stops comfortably within a 400m walk of the site, with the closest located on Corporation Street, 100m west of the site. There are also bus stops along the Shudehill Interchange (c. 200m south-east of the site) and the Victoria Station Approach (c. 350m to the west of the site). **Table 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Corporation Street:				
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	15 mins	15 mins	30 mins
59	Manchester – Cheetham Hill – Middleton – Oldham – Shaw – Rushcroft	10 mins	20 mins	30 mins
113	Middleton – Moston – Collyhurst - Manchester	2 in the AM	-	-
135	Manchester – Cheetham Hill – Heaton Park – Whitefield – Bury	10 mins	10 mins	10 mins
From Shudehill:				
8	Manchester – Pendleton – Pendlebury – Kearsley – Farnworth – Moses Gate – Bolton	10 mins	15 mins	30 mins
10	Manchester – Pendleton – Eccles – Peel Green – Brookhouse	12 mins	20 mins	20 mins
17 / 17A	Manchester – Collyhurst – Blackley – Middleton – Castleton – Rochdale (bus 17A running via Stakehill Industrial Estate)	10 mins	10 mins	15 mins
18	Middleton – Langley – Middleton – Collyhurst – Manchester – MRI	10 mins	10 mins	15 mins
33	Manchester – Eccles – Worsley – Atherton – Wigan	15 mins	30 mins	Hourly
56	Manchester – NMGH – Higher Blackley circular	30 mins	-	-
67	Manchester – Pendleton – Salford Royal – Eccles – Irlam – Cadishead	20 mins	20 mins	30 mins
81	Manchester – Collyhurst – Moston – Werneth – Oldham – Derker	30 mins	30 mins	30 mins
92	Manchester – Carr Clough – Prestwich – Unsworth – Pilsworth – Bury	3 in the late PM	3 in the late PM	4 in the late PM
93	Manchester – Carr Clough – Prestwich – Unsworth – Bury	20 mins	30 mins	30 mins
96	Manchester – Higher Broughton – Sedgley Park – Prestwich – Simister	Hourly	Hourly	Hourly

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
97	Manchester – Prestwich – Whitefield – Radcliffe – Unsworth – Bury	30 mins	20 mins	30 mins
98	Manchester – Prestwich – Whitefield – Radcliffe – Starling – Bury	30 mins	20 mins	30 mins
100	Manchester – Salford – Eccles – into Trafford Centre – Irlam – Warrington	20 mins	15 mins	15 mins
112	Manchester – Collyhurst – Moston – Middleton	15 mins	15 mins	30 mins
117	Manchester – Collyhurst – Moston – New Moston – Greengate	30 mins	30 mins	Hourly
118	Manchester – Collyhurst – Moston – NMGH	15 mins	20 mins	30 mins
119	Manchester – Moston – Higher Blackley	30 mins	30 mins	Hourly
156	Manchester – Collyhurst – NMGH – Heaton Park – Rhodes – Middleton – Langley	30 mins	30 mins	Hourly
162	Manchester – Middleton – Norden	3 in the PM	-	-
163	Manchester – Collyhurst – Blackley – Middleton – Heywood – Darn Hill – Bury	10 mins	10 mins	30 mins
X41	Manchester – Prestwich – Accrington	Hourly	Hourly	Hourly
X43	Manchester – Rawtenstall – Burnley	15 mins	15 mins	30 mins
X63	Manchester – Middleton – Heywood – Bury	20 mins	-	-
From Manchester Victoria: 8, 10, 59, 67, 92, 93, 96, 97, 98, 100 and 113 as above.				

Table 4.3 – Summary of Bus Service Frequencies in the Vicinity of the Site

4.4.7 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.

- 4.4.8 Furthermore, the National Football Museum bus stop and Shudehill Bus Interchange are calling points of Routes 2 and 3 respectively of the Manchester city centre free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Piccadilly, Victoria and Salford Central railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 4.5**:

Free Bus Service		Peak Frequency		
		Weekday	Saturdays	Sun/Hols
1	Piccadilly – Piccadilly Gardens – Chinatown – Market Street – Deansgate – Opera House – Albert Square – New York Street – Central Coach Station circular	Every 10 mins from 07:00 – 19:15	See below	Every 12 mins from 11:00 – 18:00
	Additional loop to Salford Central during weekday peak hours	Every 10 mins from 07:00 – 09:00 and 16:00 – 19:15	See below	N/A
	Additional loop to Science and Industry Museum on Liverpool Road	N/A	Every 10 minutes from 08:20 – 19:15	N/A
2	Piccadilly – Northern Quarter – Shudehill – Manchester Victoria – Albert Hall – Oxford Road circular	Every 10 mins from 06:30 – 19:10 Every 20 mins from 19:10 – 23:30	Every 10 mins from 08:30 – 19:30 Every 15 mins from 19:30 – 23:30	Every 12 mins from 10:00 – 19:00
3 (evenings only)	Piccadilly – Central Coach Station – Oxford Road – Deansgate – Manchester Victoria – Shudehill – Northern Quarter circular	Every 20 mins from 19:30 – 23:30	Every 15 mins from 19:30 – 23:30	N/A

Table 4.4 – City Centre Free Bus Services

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

- 4.4.10 Overall, the site is very well served 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. 250m to the west of the site. **Table 4.6** shows the frequencies of regular trains that run from Manchester Victoria:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
York, Leeds and Colne to Preston and Blackpool Calling at, but not limited to: Manchester Victoria, Rochdale, Todmorden, Burnley, Rose Grove, Accrington and Blackburn. Change at other stations to access additional stops	Every 3 hours each way	Every 3 hours each way	No service
Bolton to Manchester and Manchester Airport Calling at: Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops	4 per hour each way	4 per hour each way	Hourly each way
Manchester to Blackburn and Clitheroe Calling at, but not limited to: Manchester Victoria, Salford Central, Bolton, Bromley Cross, Blackburn, Ramsgreave & Wilpshire, Clitheroe	Hourly each way	Hourly each way	Hourly each way
Manchester and Manchester Airport to Southport and Kirkby Calling at, but not limited to: Rochdale, Manchester Victoria, Salford Crescent, Kearsley, Bolton, Wigan Wallgate, Gathurst, Burscough Bridge, Southport. Change at other stations to access additional stops	2 per hour each way	2 per hour each way	Hourly each way
Liverpool to Manchester Airport and Warrington Bank Quay via Earlestown Calling at, but not limited to: Chester, Warrington Bank Quay, Earlestown, Newton-le-Willows, Eccles, Manchester Victoria. Change at other stations to access additional stops	Every 2 hours each way	Every 2 hours each way	No service
Manchester to Stalybridge and Huddersfield Calling at: Manchester Victoria, Ashton-under-Lyne, Stalybridge	Hourly each way	Hourly each way	No service
Blackpool North to Manchester Victoria, Preston to Hazel Grove Calling at, but not limited to: Preston, Leyland, Chorley, Horwich Parkway, Bolton, Salford Crescent, Salford Central, Manchester Victoria. Change at other stations to access additional stops	Every 2 hours each way	Every 2 hours each way	No service
Leeds to Manchester Victoria via Bradford Interchange / Brighouse and Manchester to Blackburn Calling at, but not limited to: Leeds, Bradford Interchange, Halifax, Hebden Bridge, Todmorden, Rochdale, Manchester Victoria. Change at other stations to access additional stops	4 per hour each way	4 per hour each way	2 per hour each way

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Chester to Leeds Calling at, but not limited to: Chester, Runcorn East, Warrington Bank Quay, Newton-le-Willows, Manchester Victoria, Rochdale, Halifax, Bradford Interchange, Leeds	5 per day, 2 hours apart each way	5 per day, 2 hours apart each way	No service

Table 4.5 – Summary of Rail Services Calling at Manchester Victoria

- 4.4.13 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.
- 4.4.14 The trains that service Manchester Victoria regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for users of the site. 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.
- 4.4.15 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.
- 4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.
- 4.4.17 Overall, the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

- 4.4.18 Future staff and visitors can also board the Metrolink at Shudehill or Manchester Victoria, which are a c. 200-250m walk of the site respectively. The following services call at these stations:
- **Navy Line** – Manchester Airport to Manchester Victoria;
 - **Yellow Line** – Piccadilly to Bury; and
 - **Pink Line** – Rochdale Town Centre to East Didsbury (Victoria only).
- 4.4.19 All lines run at a frequency as follows:

- **Monday to Friday** – Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday** – Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday** – Every 15 minutes between 07:00 – 23:00.

4.4.20 The start and end times for the specific station 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: tfgm.com/public-transport/tram/tram-times.

4.4.21 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.

4.4.22 Overall, the site is highly accessible via tram.

4.5 Summary

4.5.1 This section has demonstrated that 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 large number of public transport opportunities within walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction

- 5.1.1 Considering the high levels of accessibility, it is considered the vast majority of staff and visitors will travel to/from the site via sustainable modes of transport. The absence of car parking at the proposed development is, in itself, a powerful initiative to encourage sustainable travel.
- 5.1.2 Notwithstanding, this section of the TP sets out the initiatives that will be implemented to encourage active and sustainable travel to and from the site.
- 5.1.3 The initiatives are designed to reduce student, staff, and visitor dependency on the private car and encourage sustainable modes of travel. They are in line with the aims and benefits set out in **Section 2** of this document.

5.2 Production of Welcome Packs

- 5.2.1 Welcome Packs can be important in influencing travel patterns from the outset and therefore it is envisaged that Welcome Packs will be supplied to all staff associated with the development. The contents of the Welcome Packs will include:
- Introduction to the TP concept detailing objectives and aspirations;
 - Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - Personal travel initiatives;
 - Details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of public transport services, including timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).
- 5.2.2 The information contained with the Welcome Packs would be periodically updated by the TPC. As well as providing such information throughout the welcome packs, notice boards in communal areas could also be provided to detail relevant information as set out above.
- 5.2.3 Visitors to the site would also be made aware of their travel options when booking an appointment, and encouraged by staff to travel on foot, by cycle or via public transport services.

5.3 Measures to Encourage Walking

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

5.3.2 It has been demonstrated within **Section 4** of this TP that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development proposals also account for improved pedestrian infrastructure such as the creation of a new pedestrian connection between Sadler's Yard and Miller Street to increase the permeability of the site from the surrounding streets. The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping and shelter to create pleasant pedestrian waiting areas;
- Information provided within the Welcome Packs on the local pedestrian routes, including public footpaths;
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot; and,
- Promotion of events such as 'National Walking Month'.

5.3.3 Additional measures such as providing a pool of umbrellas for staff could be considered.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout **Section 4** of this TP that the site is conducive to cycling. There will also be secure cycle parking provided at the development as part of the development proposals. There will also be WC and shower facilities provided. The following measures will be provided in order to encourage staff and visitors to cycle:

- Information on the local cycle network routes made available through the Welcome Packs;
- Promoting the Cycle2Work scheme;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Provision of signage to the cycle parking;
- Set up a development-wide Bicycle User Group (BUG);
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and,
- Promotion of events such as 'National Bike Week'.

5.4.2 Additional measures such as providing bicycle/puncture repair kits onsite could be considered.

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout **Section 4** of this TP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre. The following measures will be provided in order to encourage staff and visitors to travel by public transport:

- Distribute details of TfGM's online journey planning resources: tfgm.com/plan-a-journey;
- Distribute details of the Traveline Journey Planning tool for the North West. Future users can contact Traveline by phoning 0871 200 2233. They can also utilise the Traveline website at www.traveline-northwest.co.uk;
- Implement a policy of using public transport for travel in the course of work wherever feasible;
- Provide up to date bus, tram and rail details including timetables/contact information in the Welcome Packs and in communal areas.

5.5.2 Additional measures such as the TPC assisting staff and visitors with their journey planning to the site could be considered.

5.6 Car Sharing and Car Clubs

5.6.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. There are car sharing organisations which offer a matching service. Staff would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. CarshareGM is an employer-based car sharing scheme and One Plus Four Limited would need to sign up to the scheme for users to benefit from this. It is considered that car sharing would be an attractive facility for those who do not own a car but require occasional use. This scheme would be promoted by the TPC.

5.6.2 Alternatively, Enterprise Car Club has a vehicle location at 104 High Street, M4 1BD (400m south-east of the site, within a 7-minute walk); with a number of alternative locations within the city centre. Users would need to register and book the car appropriately through the website: www.enterpriseclub.co.uk. The availability of the Car Club would be promoted by the TPC.

5.6.3 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 through the Welcome Packs.

6.0 Targets

6.1 Introduction

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

6.2 Data Collection and Analysis

- 6.2.1 As the development has not yet been occupied, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets.

- 6.2.2 In order to understand travel habits, a sample survey will be undertaken at three months following first occupation. Recipients will be encouraged to participate, and the surveys would extract the following key information:

- Place(s) of residence;
- Usual mode of travel and reason for modal choice;
- Attractiveness of various sustainable modes;
- Any barriers to sustainable modes; and
- Initiatives that would encourage staff and visitors to travel more sustainably.

- 6.2.3 Surveys could be distributed in two ways; electronically, and as paper copies.

- 6.2.4 Firstly, questions could be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Staff would be sent this link in the early stages of operation and can simply click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis by Curtins.

- 6.2.5 Paper surveys could also made available to visitors to the building. Surveys could be printed and distributed at the reception area. All the results could be manually transferred to the SurveyMonkey computer database for analysis by Curtins alongside the electronic surveys.

- 6.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis. These can be used to set SMART targets for the site, with an example provided in **Table 6.1** below. Site users would then be surveyed every two years from the initial survey.

Travel Plan Performance Indicators

- 6.2.7 The following Travel Plan performance indicators can be considered upon receipt of the travel survey data:

- **Attractiveness / Uptake of sustainable modes** – targets could be set for perceived safety in the surrounding area, punctuality and condition of public transport, condition of public realm areas and condition of cycle infrastructure/storage;
- **Car ownership and mode of travel** – modal split targets could be supplemented by targets related to car ownership, and travel to work / classes / events by mode share targets; and
- **Travel Plan awareness targets** – targets could be set in relation to appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

Modal Split Analysis

- 6.2.8 As the development proposes no parking provision, it is not considered appropriate to set modal split targets for a reduction in private car use offset by an increase in sustainable modes. Nevertheless, it is still appropriate to monitor modal splits through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.
- 6.2.9 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

6.3 SMART Targets

- 6.3.1 All performance indicator targets and potential modal split targets will be set through consultation with MCC and TfGM. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed). An example of key targets for this site could be as outlined in **Table 6.1**:

No.	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
			2020	2022	2024	
1	To raise awareness of sustainable travel options enabling site users to have an informed choice about their travel options and make sound travel decisions	A. To increase access to information for all users (both written and online)	75% of users	85% of users	95% of users	Travel information packs produced and distributed
2	To minimize wherever possible single occupancy car use	B. To increase the proportion of car sharers*	By 1%	By 2%	By 3%	Parking survey
		C. To increase those using the car club*	By 0.5%	By 1%	By 1.5%	Adoption rates of car club

No.	Objective	Target	Timescale and % Change (from baseline position)			Indicators of Success
			2020	2022	2024	
3	To maximise use of existing sustainable transport modes for all journeys	D. Increase the proportion of public transport users	By 1%	By 2%	By 3%	Travel plan survey
4	Reduce the carbon footprint of the building and reducing the impact on the environment	E. Increase those cycling	By 0.5%	By 1%	By 1.5%	Use of cycle parking
		F. Increase those walking	By 1%	By 2%	By 3%	

Table 6.1 – Example Targets Linked to Objectives

* subject to baseline survey

- 6.3.2 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. As noted, surveys will be commissioned within three months of occupation.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 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.

7.1.2 It is clear from the above that a TP document should be considered as the starting point of the process. The implementation of a TP is an ongoing requirement and will require support and leadership in achieving its objectives.

7.2 Responsibility and Management

7.2.1 Overall responsibility for the TP will lie with the operator, whereas each of the elements will be split between the operator and any other parties occupying the uses.

7.2.2 The TP will be implemented and managed by the TPC. The TP will need to be updated post-occupation as per Condition 19 of the 124348/FO/2019 consent. This will involve the distribution of travel surveys.

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

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Promoting the TP and the individual initiatives contained within the TP;
- Monitoring the effectiveness of the TP and liaising with relevant parties (i.e. MCC); and

- Taking a key role in periodically reviewing and updating the TP according to the achievement of the SMART targets.

7.2.4 A TPC will be nominated for the development in due course with the contact details to be shared with the TP team at MCC and TfGM. It is likely that the TPC role will be fulfilled by a member of staff at the development.

7.3 Monitoring and Evaluation

7.3.1 Monitoring and review is 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.

7.3.2 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. The main monitoring process will involve travel surveys as described in **Section 6** above.

7.3.3 Monitoring reports will be provided to officers at MCC every two years following the receipt of the first surveys. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required.

7.3.4 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

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

Action	Target Date	Responsibility
Appoint TPC	One month before operation	One Plus Four Limited
Produce Welcome Pack	First operation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC/TfGM
Update Travel Plan to Include Survey Analysis	Within two months of agreeing modal splits with MCC/TfGM	TPC
Present Monitoring Report (every 2 years)	Every two years for at least three years following the agreement of targets with MCC/TfGM	TPC

Table 8.1 – Action Plan

080999 New Century Hall, NOMA - Manchester

Travel Plan



Plans



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Project:
NEW CENTURY HALL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
LOCATION PLAN
REGIONAL LEVEL

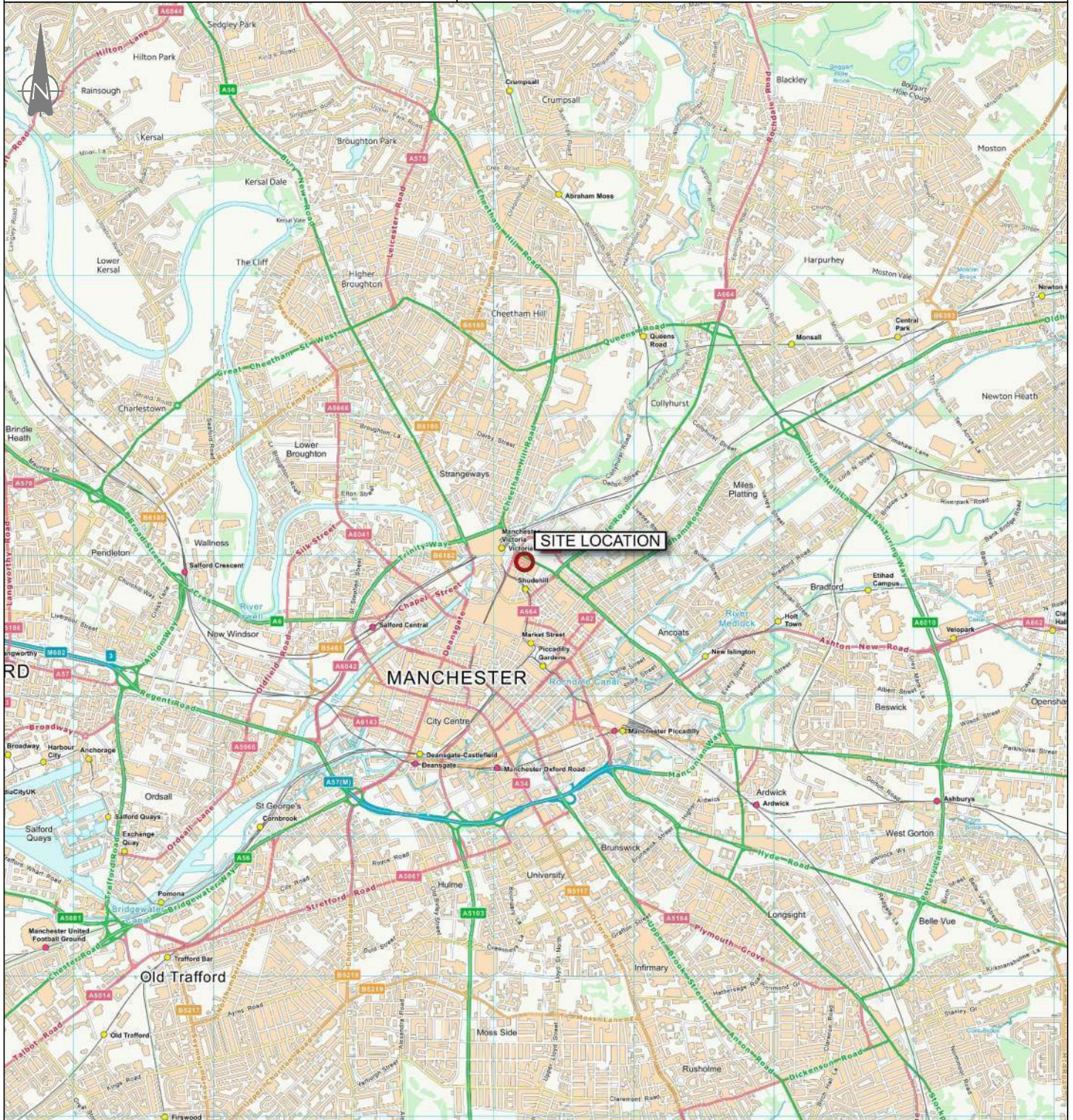
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Designed By: JM Date: 01/05/19

Scale: NTS

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

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KEY:  Site



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Project:
NEW CENTURY HALL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
LOCATION PLAN
LOCAL LEVEL

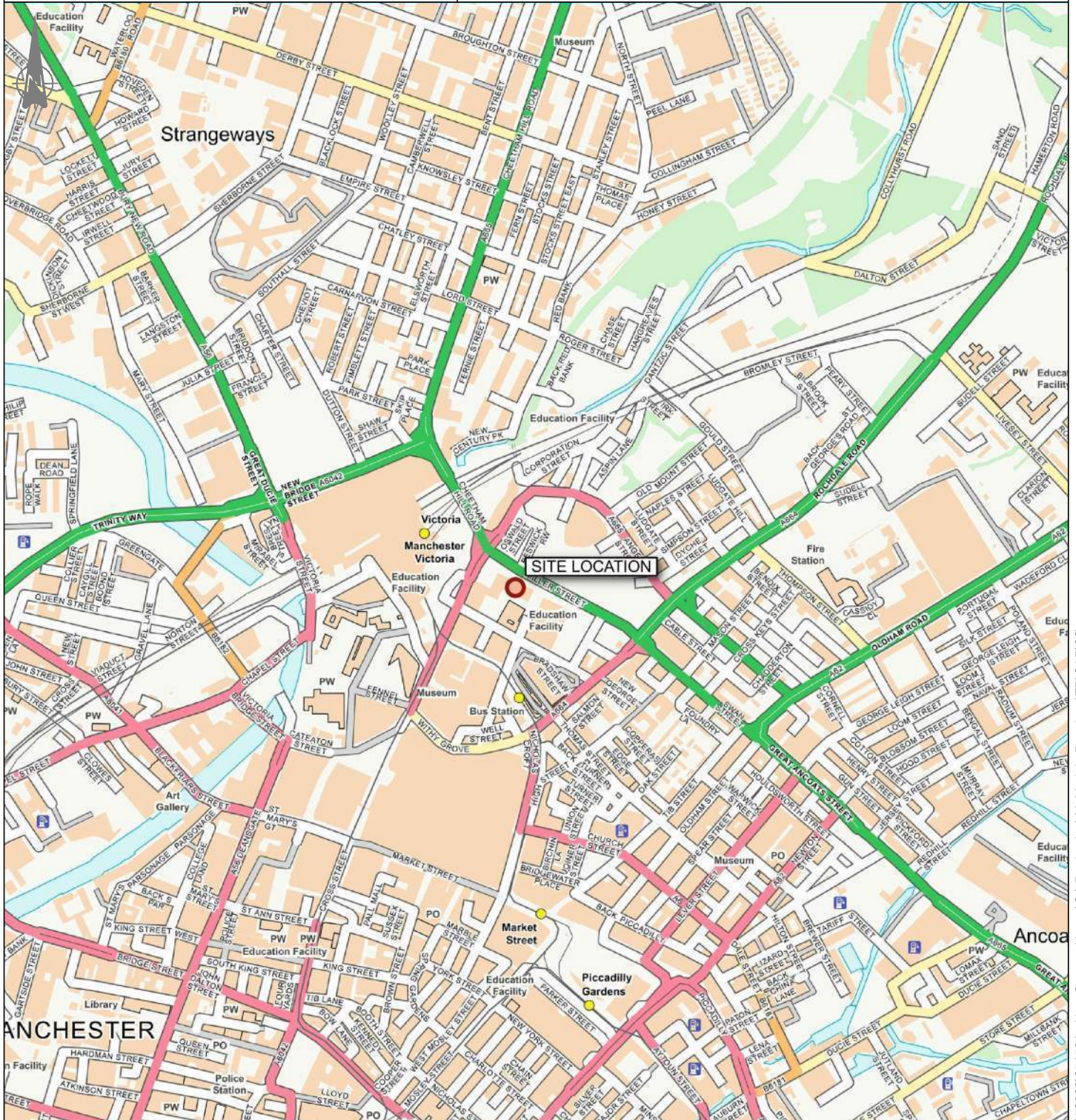
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Designed By: JM Date: 01/05/19

Scale: NTS

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

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Project:
NEW CENTURY HALL - MANCHESTER

Status:
PRELIMINARY

Drg Title:
ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

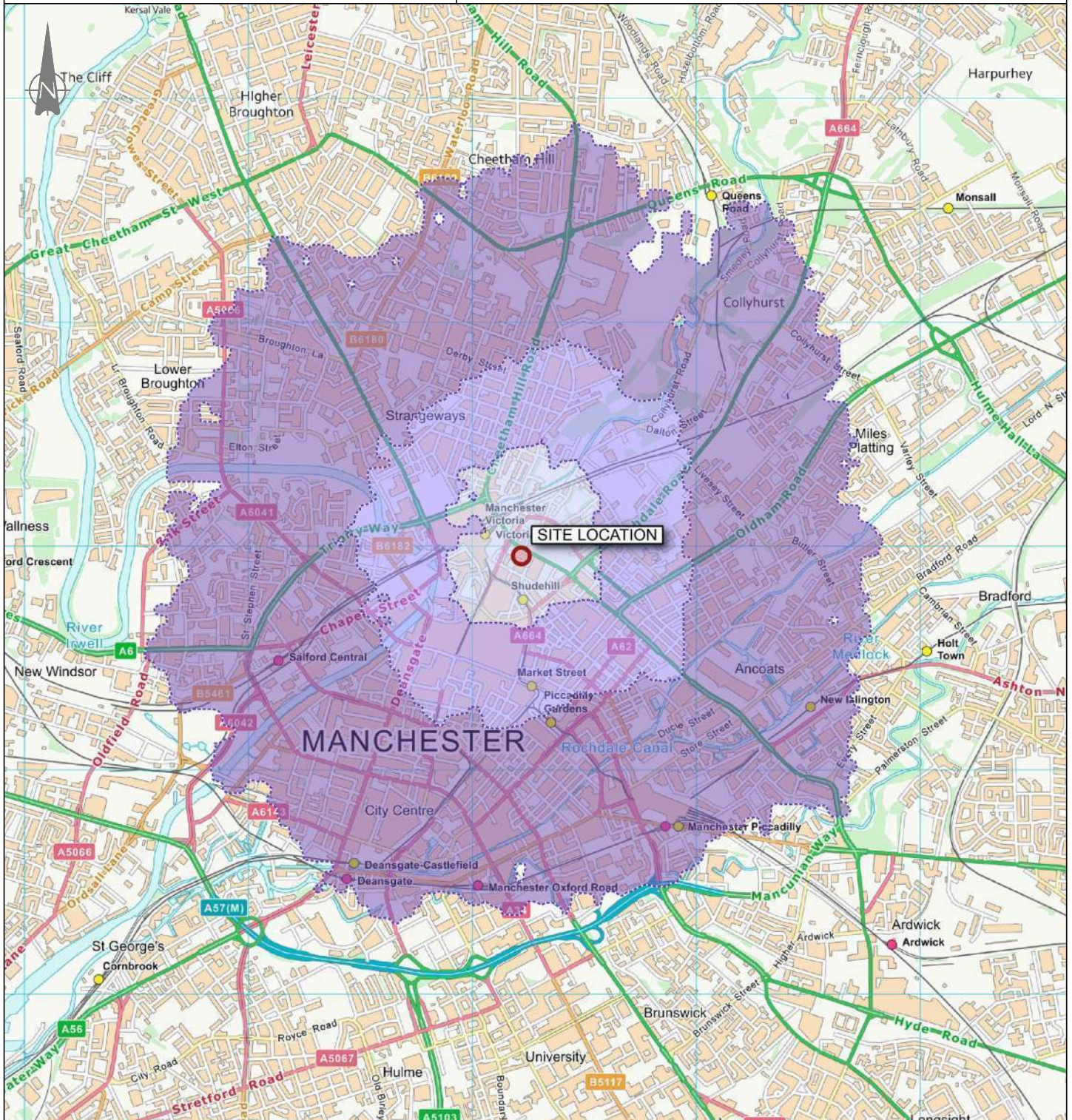
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Designed By: JM Date: 01/05/19

Scale: NTS

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

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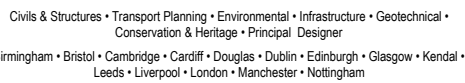


KEY: Site

Walking Catchment:

- 500m
- 1000m
- 2000m

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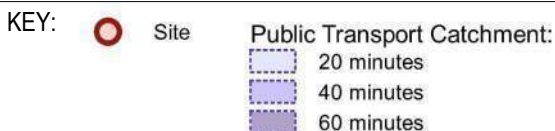


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