

NOMA Plots 2 & 3

Angel Square

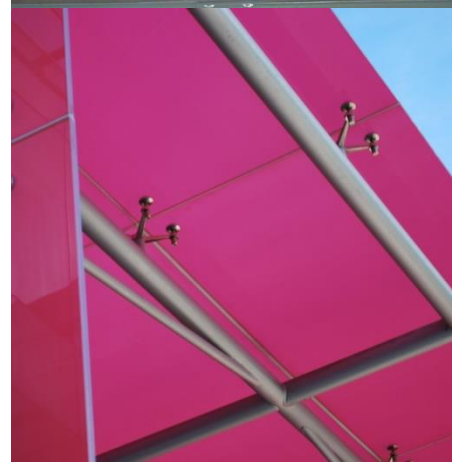
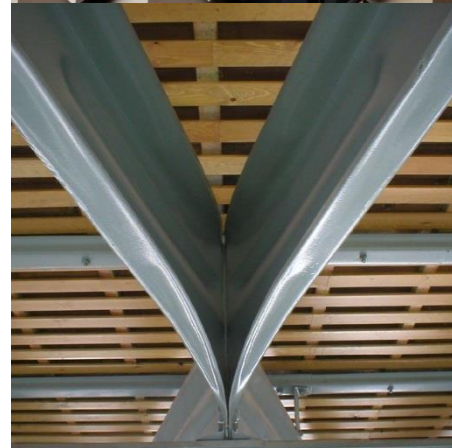
Framework Travel Plan

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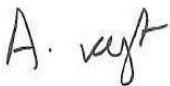


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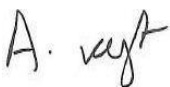
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Appendix A – Development Proposals

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed on behalf of NOMA (GP) Ltd to provide traffic and transportation advice in relation to 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 development summary is as follows:

Element	Plot 2	Plot 3
Overall Gross Internal Area (GIA) (sqm)	25,803	30,938
• Office (Use Class Egi), including:	25,237	29,841
○ Flexible office (Use Class Egi) and / or restaurant (Use Class Eb) space at Level 12	1,129	N/A
○ Ancillary gym	N/A	176
○ Flexible office and / or Sui Generis Use Class (t) Cinema Space	N/A	592
• Commercial retail (Use Classes Ea, b, c, e, f, and / or Use Class Sui Generis (p) and (q))	566	1,097
Car Parking Spaces	15	15
Cycle Parking Spaces and Lockers	122	148
Cycle Showers	13	17

Table 1.1 – Development Summary

- 1.1.4 The proposed landscape masterplan and upper and lower ground floor plans are included in **Appendix A**.

1.2 Planning History

Previous Approval

- 1.2.1 The site has previously received consent for a similar development (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 (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 undergoing construction.

- 1.2.4 The new proposals are being brought forward in the interests of delivering a more sustainable development. From a traffic and transport perspective, the number of car parking spaces have been 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.

1.3 What is a Travel Plan?

- 1.3.1 A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Levelling Up, Housing and Communities (DLUHC) (formerly the Ministry of Housing, Communities & Local Government (MHCLG)) 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*, MHCLG, 2019.

- 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 Document Purpose

- 1.4.1 This Framework Travel Plan (FTP) is intended to be read alongside the accompanying Transport Statement (TS) (Document Reference: **81536-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 the following core guidance documents:

- National Planning Policy Framework, MHCLG, 2019;
- National Planning Practice Guidance, MHCLG, 2014;
- Greater Manchester Transport Strategy 2040, TfGM, 2021; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.5 Document Structure

- 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. It also sets out key aims and objectives for the Travel Plan process.
- 1.5.2 **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.
- 1.5.3 **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.
- 1.5.4 **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.
- 1.5.5 **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 Travel Plan can be loosely categorised under the following main headings:

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

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

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data from the Department for Business, Energy and Industrial Strategy demonstrates that domestic transport is the largest-emitting sector in the UK, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions. 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.

2.2.2 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK 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 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.3 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:

- **The GM-wide Clean Air Zone** – from 30th May 2022, a daily charge was due to be applied to non-compliant vehicles (initially heavy goods vehicles and buses; coaches, vans and minibuses were to follow on 1st June 2023; some motorcaravans, taxis and private hire vehicles would be eligible in 2022 and some in 2023) travelling on local roads within all areas Greater Manchester. Private cars, motorbikes and mopeds would not be affected. HGVs and buses would be charged

£60 a day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628 / A57 in Tameside;

- **£120 million 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;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

2.2.4 As of the time of writing the Clean Air Zone will not go ahead on 30th May 2022 and no date has been set for it go into effect. Greater Manchester's mayor has requested all charges be removed from the postponed scheme.

2.2.5 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.6 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.

2.2.7 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *"maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change."*

2.2.8 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a 'climate emergency' was agreed and a target of 2038 set for becoming a zero-carbon city.

- 2.2.9 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

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

- 2.2.10 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.
- 2.2.11 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can drastically 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 In 2018, Public Health England published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath;

whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

- 2.3.3 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 2.1** below:

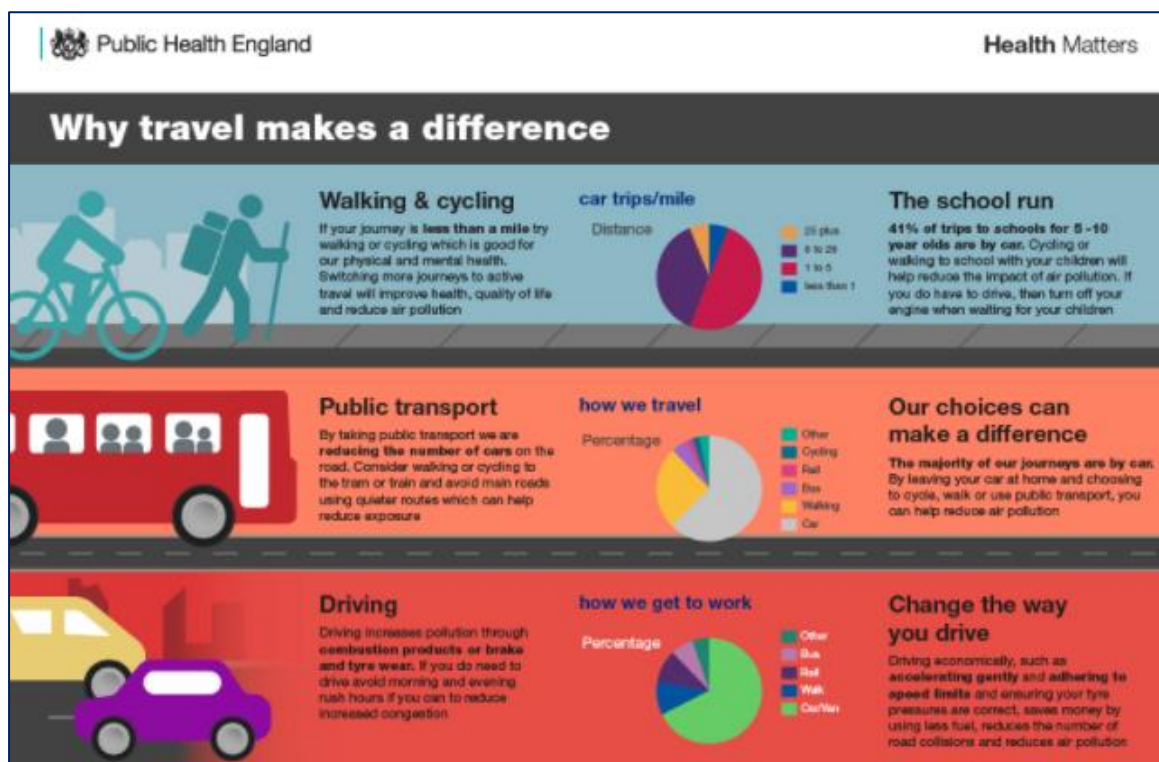


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: Public Health England)

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 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.

2.4.3 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 Social Benefits

2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

"Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities."

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

2.6 Mutual Benefits

2.6.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on the staff and visitors of the 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.

2.6.2 Greater Manchester published a Bus Service Improvement Plan in October 2021 with plans to bring buses under local control to be run by TfGM, on behalf of the (GMCA). Buses would be part of an integrated public transport network which allows people to change between different modes of transport with price capped tickets. The new system is called franchising, where GMCA will coordinate the bus network and contract bus companies to run the services. GMCA expects to deliver bus franchising in Wigan and Bolton from Autumn 2023, with the rest of the city region to follow by the end of 2024.

2.6.3 Over time, GMCA claims the benefits of bus franchising to passengers would be:

- **Simpler fares and ticketing** – Passengers will be able to use their tickets on all Greater Manchester's buses and hop-on and hop-off between services. Prices would be capped so no one would pay more than a certain amount for daily journeys;
- **Integration** – Passengers can change between buses and trams, or buses and cycling or walking;
- **Accessibility** – Every bus will be accessible and have audio and visual announcements by 2024;
- **Simple travel information** – Buses will have better, clearer on-board travel information so people know where they are going and where they need to get off. There will be a 'one-stop shop' for travel information and customer support;
- **Single identity** – Local control will allow GMCA to develop a single identity for the transport network, which is attractive, clearly recognisable and easy for passengers to navigate and understand; and
- **Local accountability** – The bus network will be locally accountable and run for the benefit of its passengers. GMCA will set performance targets around punctuality, reliability and standards and take action if they are not met.

2.6.4 Bus franchising is also envisaged to boost Greater Manchester's economy, and is the first step in improving transport across Greater Manchester. Greater Manchester claims it will have the 'country's largest cycling and walking network' at 1,800 miles by 2028, with schemes equating to 420 miles of the Bee Network developed thus far.

2.7 Travel Plan Aims & Objectives

2.7.1 Considering the above benefits and the end users, this 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.

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

- **Objective TP1** – To provide a forum by which staff can voice travel related opinions and concerns;
- **Objective TP2** – To increase the level of cycling to and from the site;
- **Objective TP3** – To increase the level of walking to and from the site;
- **Objective TP4** – To increase the level of public transport use to and from the site; and
- **Objective TP5** – To reduce single occupancy car travel to and from the site.

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:

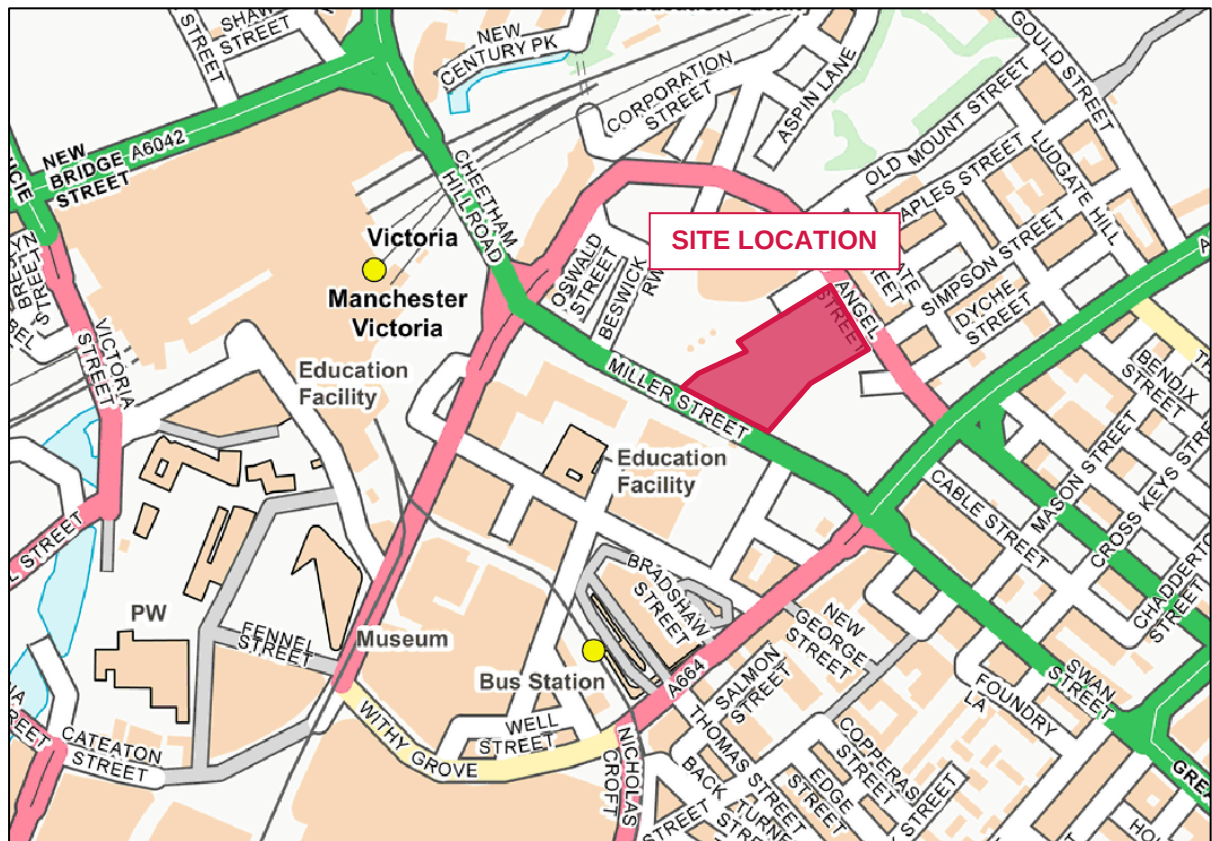


Figure 3.1 – Location Plan in Relation to Manchester City Centre
(Source: OS Maps, 2018)

3.2 Existing Use and Access Arrangements

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 site is currently in use as surface car parking, with c. 100 spaces (excluding former space for parking within the footprint of the marketing suite, as this is currently undergoing construction and the spaces

are no longer usable). 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 Traffic Regulation Orders (TROs) 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) parking restrictions 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 TROs in the form of 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 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.

3.3.14 There are a number of bus stops along Corporation Street which host services to Stockport, 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 TROs along the road in the form of single and double yellow line parking restrictions. 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 location on the edge of Manchester City Centre 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 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 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 for Highways and Transportation (CIHT) document entitled *'Providing for Journeys on Foot'* suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

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

Table 4.1 – CIHT Recommended Walking Distances

- 4.2.2 To assist in summarising the accessibility of the school by foot, distances of 500m, 1,000m and 2,000m have been considered. These are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting trips; which are considered a good approximation for pedestrian trips associated with the development.
- 4.2.3 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 CIHT's 2.0km 'Preferred Maximum'. The average distance for walking trips was 1.5km and 96% of walking trips were under 2 miles (3.2km) in 2019.

- 4.2.4 Within the 500m 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.
- 4.2.5 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.
- 4.2.6 Most notably, within 500m 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 Manchester Arena also lie within this catchment.
- 4.2.7 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).
- 4.2.8 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.
- 4.2.9 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.
- 4.2.10 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 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 within the vicinity of the site is reproduced in **Figure 4.1** overleaf.

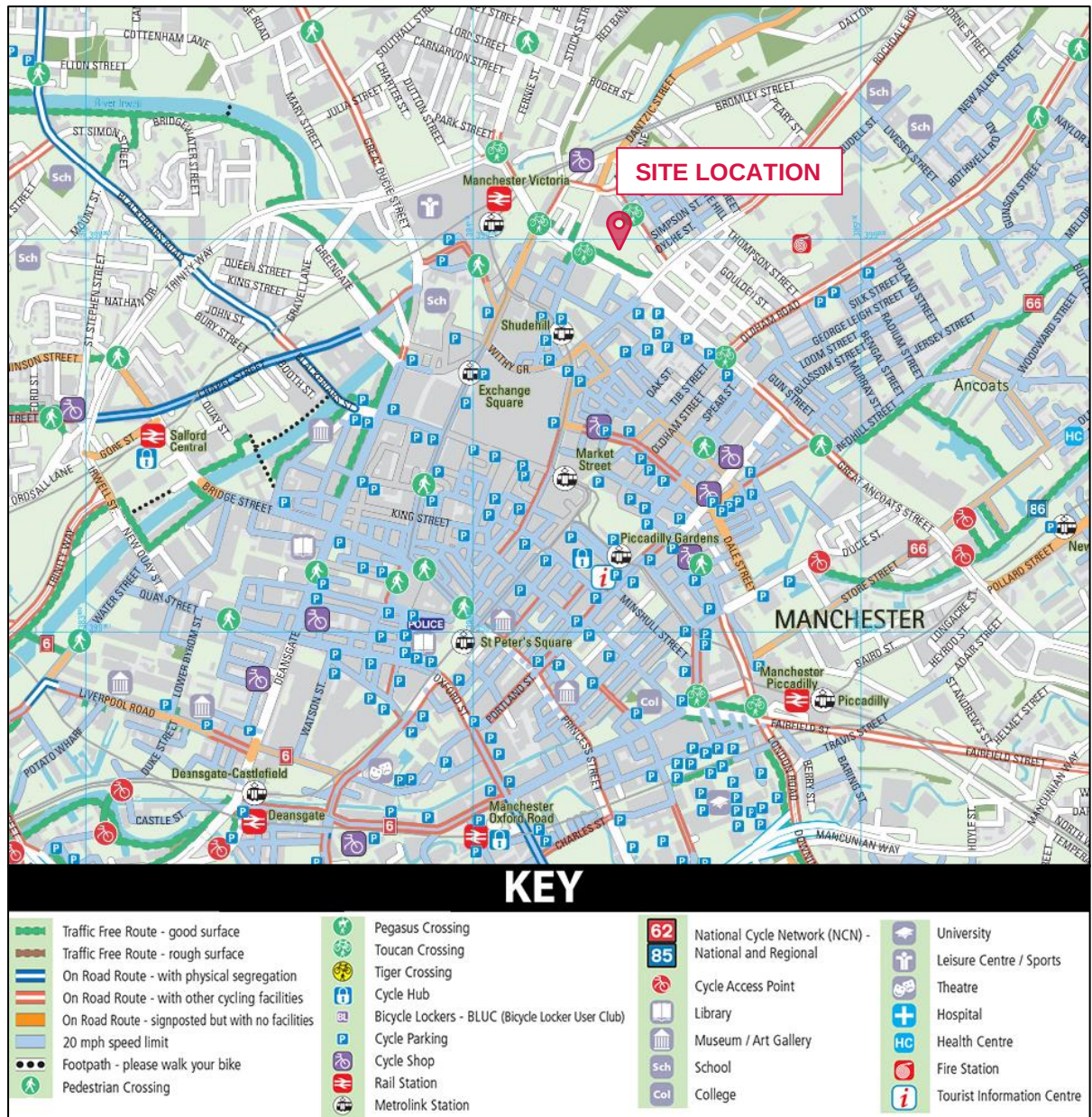


Figure 4.1 – Local Cycle Network

(Source: TfGM, 2022)

- 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 north of 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.

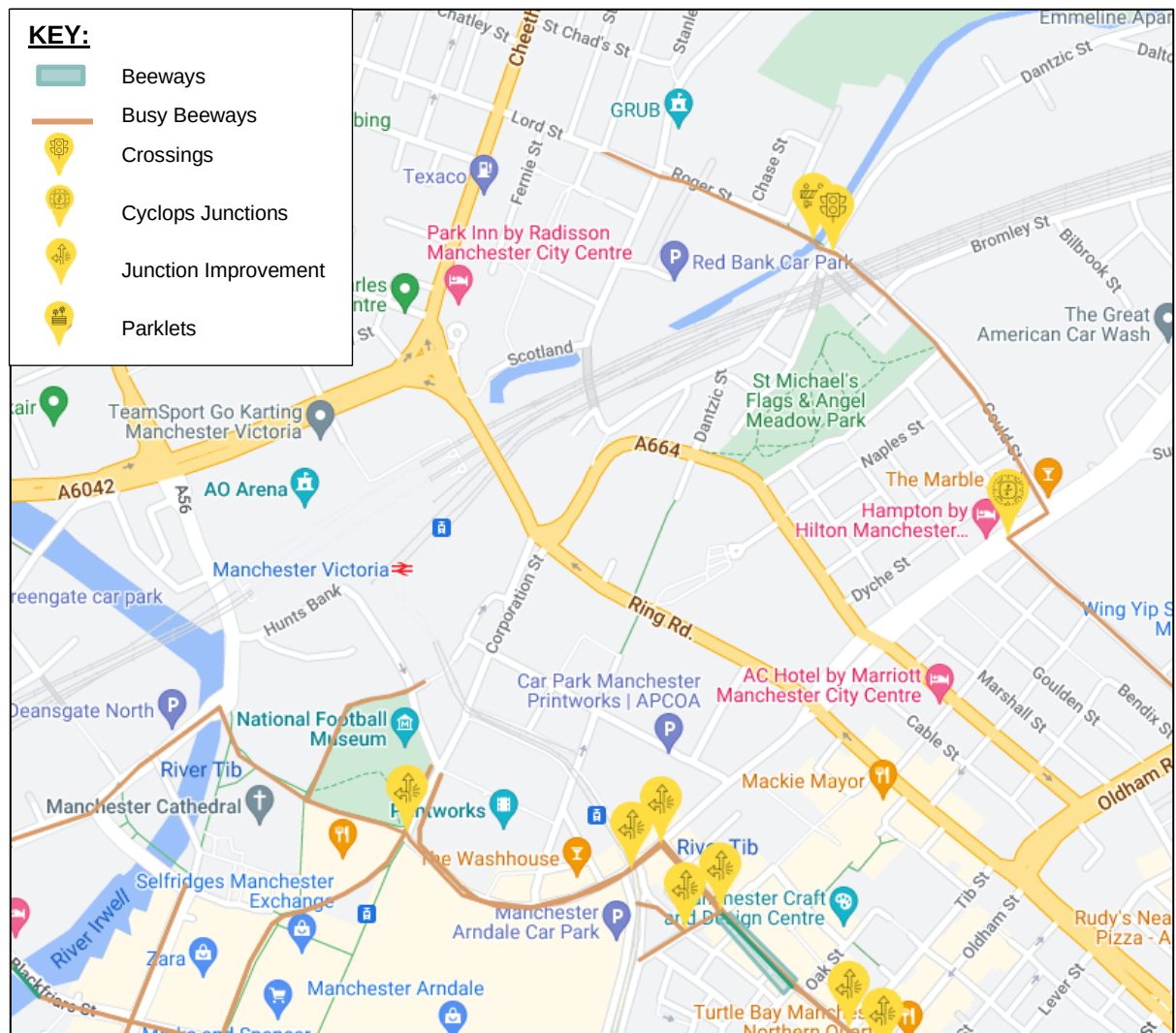


Figure 4.2 – Bee Network Map

(Source: Bee Active and Google Maps, 2022)

- 4.3.6 Also as part of the Bee Network, a Bike Hire Scheme is being rolled out in Manchester as part of a public trial. There are currently no docking stations at NOMA, however it is envisaged that in summer 2022, there will be more than 200 stations, 1,200 pedal bikes and 300 e-bikes across Manchester, Salford and Trafford.
- 4.3.7 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 will operate within the following zone:

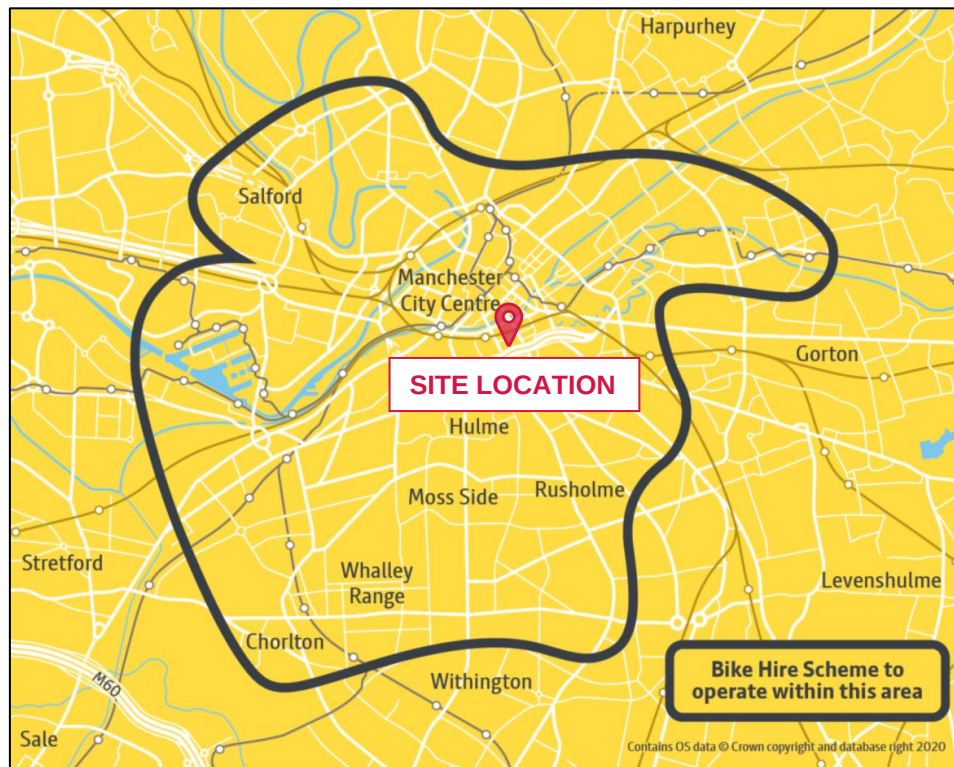


Figure 4.3 – Bike Hire Scheme in the Vicinity of the Site
(Source: TfGM, 2020)

- 4.3.8 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.
- 4.3.9 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.

4.4 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.

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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 4.4** below:

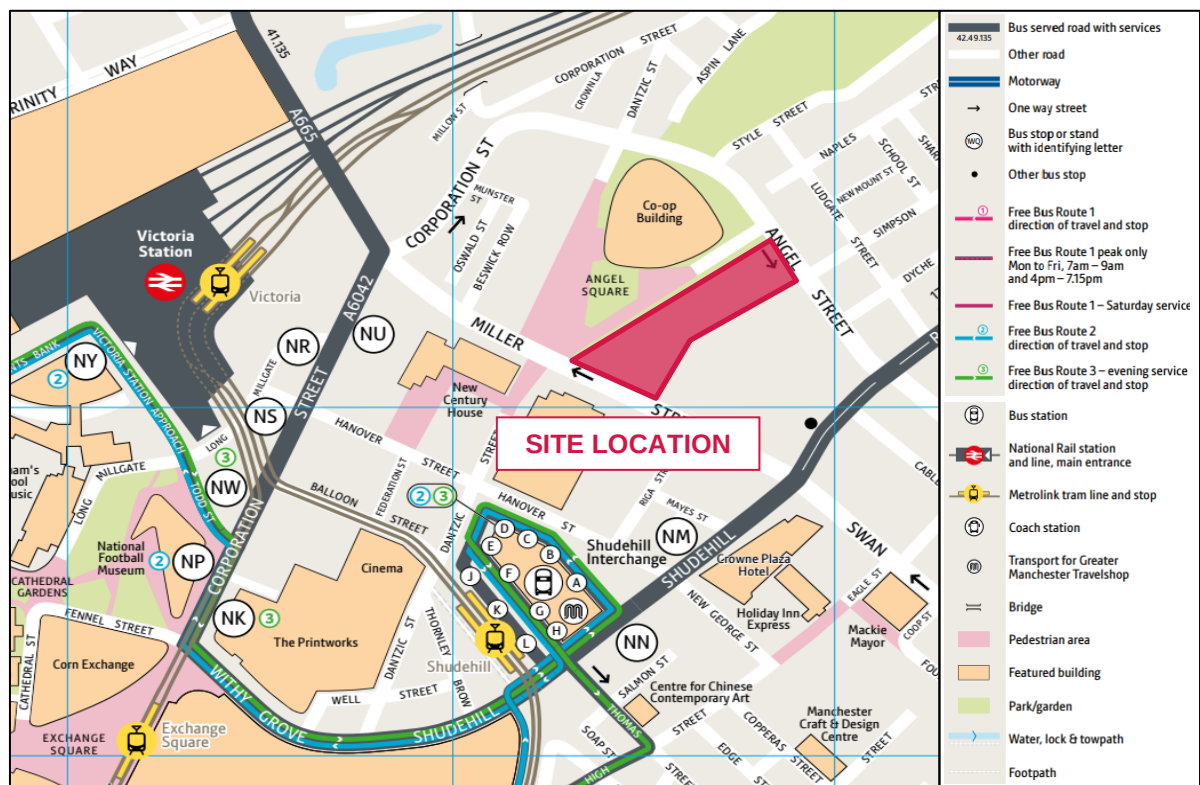


Figure 4.4 – Public Transport Network in the Vicinity of the Site

(Source: TfGM, 2022)

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 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 4.3** 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	Shudehill – Salford – Pendlebury – Farnworth – Bolton	12 mins	30 mins	20 mins
10	Shudehill – Salford – Pendleton – Brookhouse Estate	12 mins	20 mins	20 mins
17	Shudehill – Blackley – Middleton – Trub – Sudden – Rochdale	10 mins	12 mins	15 mins
17A	Shudehill – Blackley – Middleton – Stakehill Industrial Estate – Trub – Sudden – Rochdale	1 in the AM	No Service	No Service
18	Manchester Royal Infirmary – Blackley – Middleton – Langley	10 mins	12 mins	15 mins
33	Shudehill – Ordsall – Weaste – Eccles – Winton – Worsley	15 mins	30 mins	Hourly
56	Shudehill – Higher Crumpsall – Higher Blackley circular	30 mins	30 mins	No Service
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	2 in the AM	2 in the AM	Every 30 mins in the AM
81	Piccadilly Gardens – Moston – Oldham – Greenacres – Derker	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	30 mins
98	Shudehill – Salford – Whitefield – Radcliffe – Elton – Bury	10 mins	10 mins	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	15 mins	15 mins	15 mins
112	Piccadilly Gardens – Moston – Greengate – Middleton	15 mins	15 mins	30 mins

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun / Hols
113	Middleton – Greengate – Moston – Piccadilly Gardens	2 in the AM	No Service	No Service
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	30 mins
162	Piccadilly Gardens – Middleton – Langley – Heywood – Norden	3 in the AM	No Service	No Service
163	Piccadilly Gardens – Middleton – Langley – Heywood – Bury	12 mins	12 mins	15 mins
From Rochdale Road: Services 17, 17A, 18, 56, 81, 112, 114, 117, 118, 119, 156, 162 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	30 mins	30 mins
59	Piccadilly Gardens – Middleton – Chadderton – Oldham Mumps	10 mins	10 mins	20 mins
135	Piccadilly Gardens – Cheetham Hill – Whitefield – Bury	10 mins	10 mins	10 mins
From Manchester Victoria: 8, 10, 59, 67, 67A, 93, 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
- 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 routes and frequencies are detailed in **Figure 4.5** below:

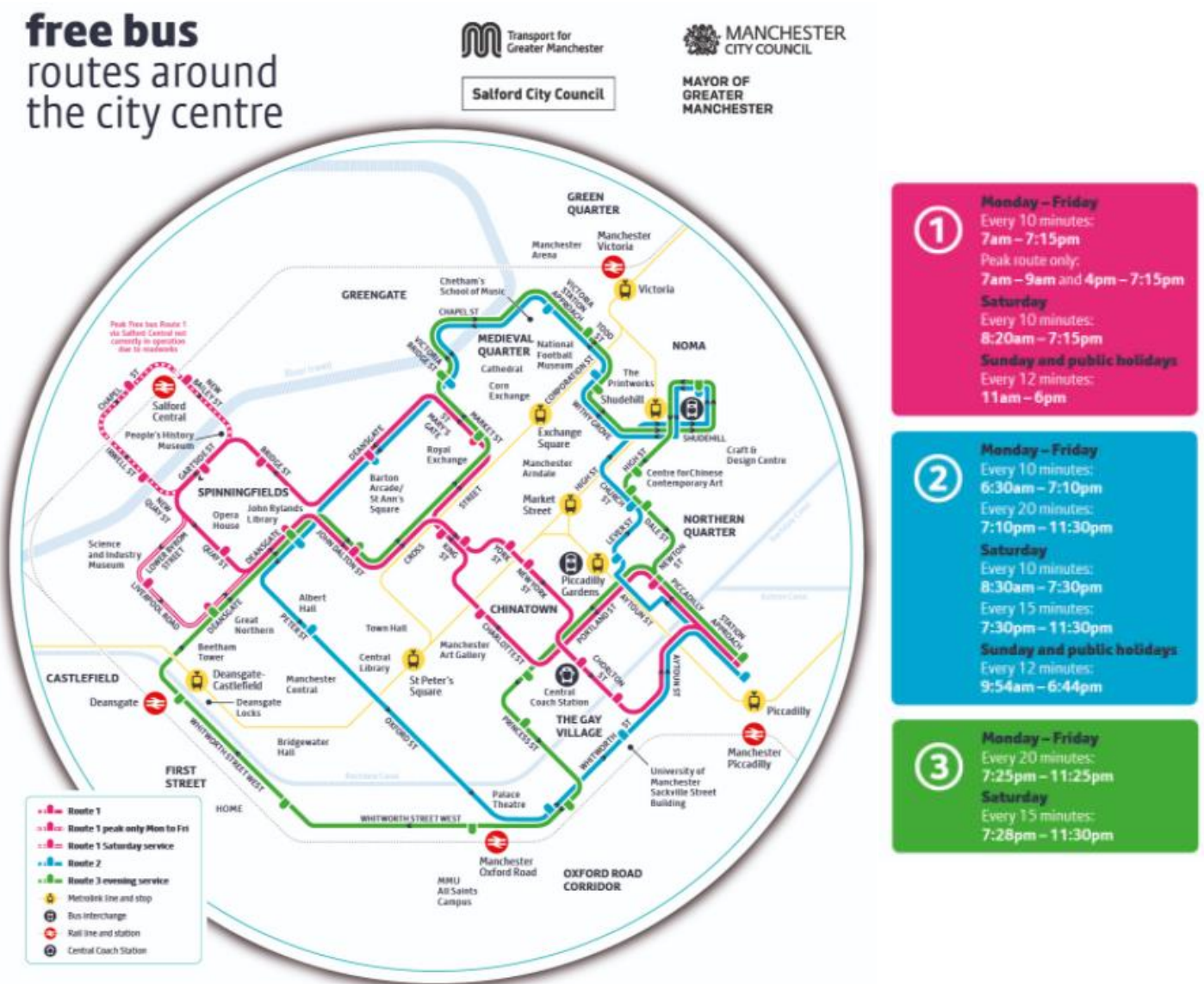


Figure 4.5 – Free Bus Route and Timetable
 (Source: TfGM, 2022)

4.4.9 Overall, the site is well served by bus. The site also benefits from the free bus service.

Rail Accessibility

- 4.4.10 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.
- 4.4.11 The closest rail station to the development is Manchester Victoria, located c. 450m to the west of the site. **Table 4.4** shows the frequencies of regular trains that run from Manchester Victoria:

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
Northern Rail services:			
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

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
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
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
Transpennine Express services:			
Manchester Airport to Leeds, Hull, York, Scarborough, Middlesbrough, Newcastle and Edinburgh Calling at: Manchester Airport, Gatley, Manchester Piccadilly, Manchester Oxford Road, Manchester Victoria, Huddersfield, Dewsbury, Leeds, York, Thirsk, Northallerton, Yarm, Thornaby, Middlesbrough, and Redcar Central.	2 per hour each way	2 per hour each way	2 per hour each way

Table 4.4 – Summary of Rail Services Calling at Manchester Victoria

- 4.4.12 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 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.

4.4.14 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 the respective train operators' websites:

- Northern Rail: northernrailway.co.uk/travel/timetables; and
- TransPennine Express: 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 **Figure 4.6** below shows the Greater Manchester Metrolink network:

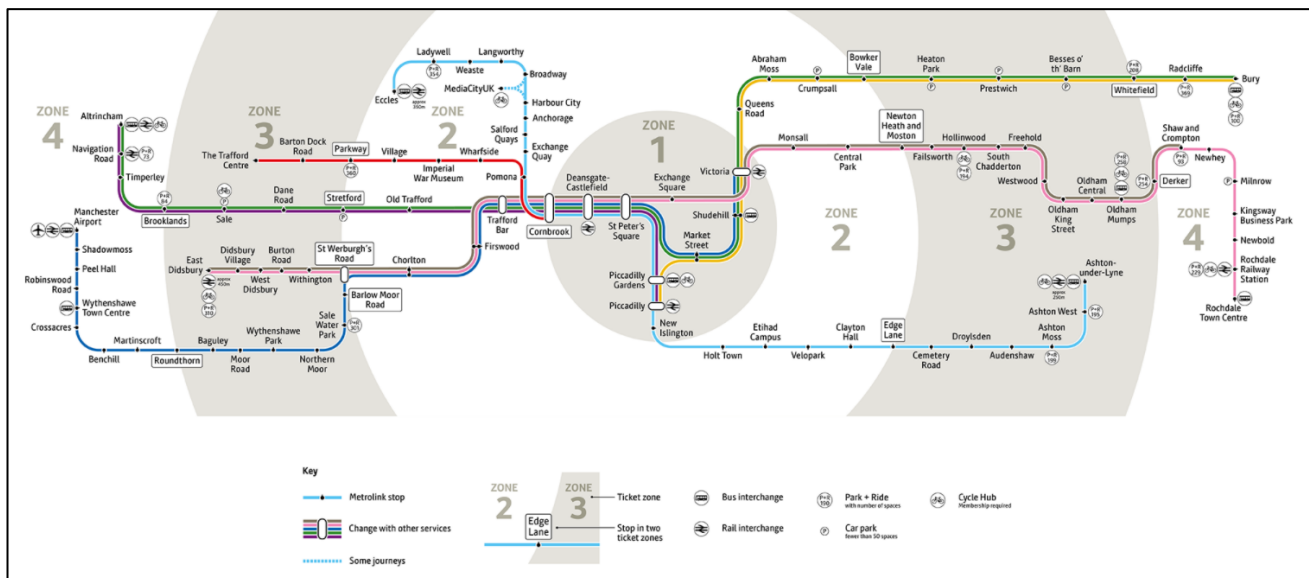


Figure 4.6 – Greater Manchester Metrolink Network

(Source: TfGM, 2022)

4.4.17 Future 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 stations:

- **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).

4.4.18 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.

4.4.19 The start and end times for specific stations will change during different seasons in the year and 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.

4.4.20 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.

4.4.21 Overall, the site is highly accessible via tram.

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 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 operation 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 7** of this report.

5.3 Production of Welcome Packs

- 5.3.1 Welcome packs can be important in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all staff at the development upon operation. The contents of the welcome packs could include:
- Introduction to the Travel Plan concept detailing objectives and aspirations;
 - Health benefits of walking and cycling, and environmental benefits of sustainable modes of transport;
 - Details of the TfGM 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 links to operators' timetables and routes; and
 - Details of the Travel Plan Co-ordinator (TPC).

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 Dantzie Street).

5.4.3 The following measures will be provided in order to encourage staff and visitors to walk:

- Promote / raise awareness of the health benefits of walking;
- Regularly review and update information (if necessary) provided within the Welcome Pack, such as:
 - Local pedestrian routes, including public footpaths;
 - The Greater Manchester Walking websites at gmwalking.co.uk/ and <https://beeactive.tfgm.com/walking/> which provides resources on routes, tips, local walking groups;
 - The www.plotaroute.com website for journey planning on foot; and
- Consider setting up a social walking / 'walking buddy' group if there is enough interest.

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 The following additional measures will be provided in order to encourage staff and visitors to cycle:

- Continue to raise awareness of the health 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 Welcome Pack, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website <https://beeactive.tfgm.com/cycling/>;
 - TfGM's cycle training sessions (learn to ride, road rider ready, one-to-one, basic / intermediate maintenance);
 - The Bike Hire Scheme website <https://beeactive.tfgm.com/cycle-hire/>;
 - Details of local cycle shops; and
 - Marketing campaigns such as "National Bike Week".
- Consider setting up a social cycling group / Bicycle User Group (BUG) if there is enough interest.

5.6 Measures to Encourage Public Transport Use

- 5.6.1 It has been demonstrated throughout **Section 4** 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 City Centre.
- 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 Welcome Pack, such as:
 - Details of TfGM's online journey planning resources: 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 staff business policy of using public transport for travel in the course of work wherever feasible.

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

Car Sharing

- 5.7.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This would be encouraged on an informal basis.
- 5.7.2 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. Notwithstanding, CarshareGM is an employer-based car sharing scheme and staff would need to work for a business who is registered with the database to benefit from the service.
- 5.7.3 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure 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.
- 5.7.4 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.

Car Club

- 5.7.5 It is acknowledged that staff may require the use of a car on certain occasions. Car Clubs offer a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire in Manchester. Car Clubs 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.

- 5.7.6 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven, but starts at around £6 an hour.
- 5.7.7 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 High Street, c. 500m to the south of the proposed Plot 3 building entrance.
- 5.7.8 **Figure 5.1** below shows additional locations in the vicinity of the NOMA estate where Car Clubs currently operate.

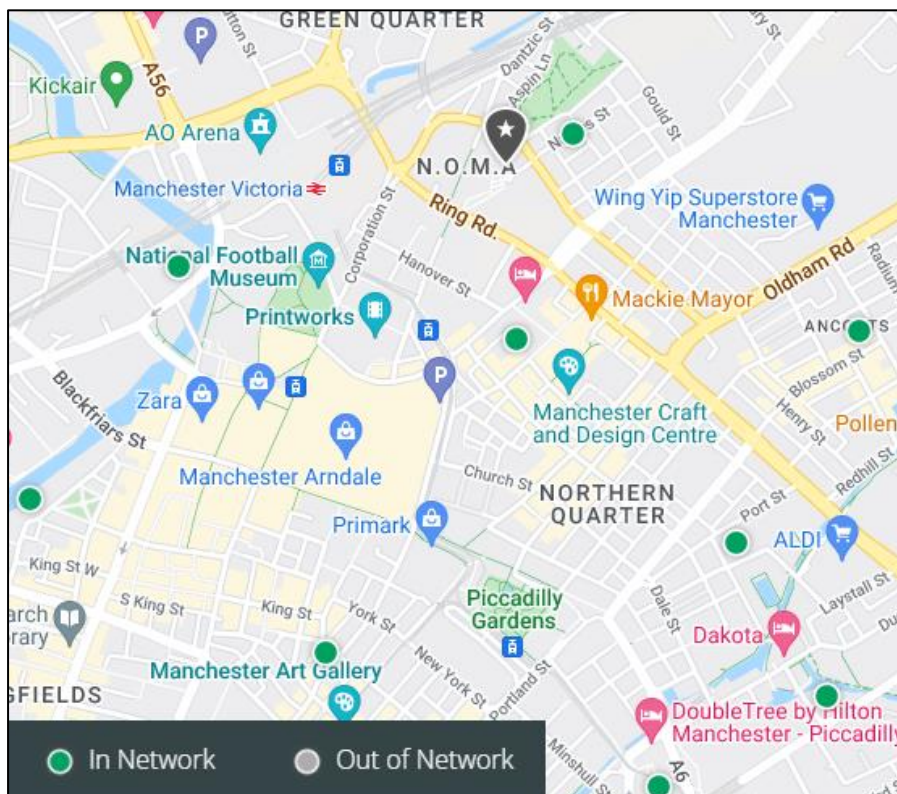


Figure 5.1 – Car Club Locations in East Didsbury

(Source: Enterprise Car Club and Google Maps, 2022)

- 5.7.9 **Figure 5.1** is accurate at the time of writing, however additional real-time information on the availability of certain Car Club bays can be found on Enterprise Car Club's mobile application or website: <https://www.enterprisecarclub.co.uk/gb/en/programs/regions/north-west-england/manchester.html>.
- 5.7.10 It is considered that the Car Club could be a highly attractive facility for staff who require occasional car use, therefore reducing the need to own a private car and minimising the highway impact.

Electric Vehicles (EVs)

- 5.7.11 There are two electric vehicle (EV) charging points located along Angel Street directly opposite the proposed development. These are operated by Be.EV and are installed adjacent to on-street parking bays. As such, those wishing to park here and charge their EVs would be subject to a Pay As You Go (PAYG) tariff and pay-and-display parking charges for utilising the bays.
- 5.7.12 Notwithstanding, 6 out of the 30 car parking spaces (20%) that would be provided as part of the proposed development will be equipped with EV charging facilities (with a minimum 7kW charger in place) upon completion of the development. The level of active provision could be expanded over time in response to demand.
- 5.7.13 It is considered that the provision of EV charging facilities would encourage staff who do own cars and travel by car to consider switching to an EV to reduce the environmental impact of their travel.

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	50,784	100%

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% car sharing, and 2% by bicycle.

6.2.4 In order to obtain more accurate travel information, travel surveys will be distributed to all staff 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 would typically be transferred onto an online survey service, and staff would be sent this link in the early stages of operation 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 any open-ended questions will be summarised. Staff would then be surveyed annually from the baseline travel survey to review progress against current and targeted modal splits.

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. This will also inform Travel Plan initiatives which can be tailored to increase uptake of certain modes of travel.
- 6.3.5 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.
- 6.3.6 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*

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 the occupier 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 the management company, 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 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.

- 7.4.2 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.
- 7.4.3 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.
- 7.4.4 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:

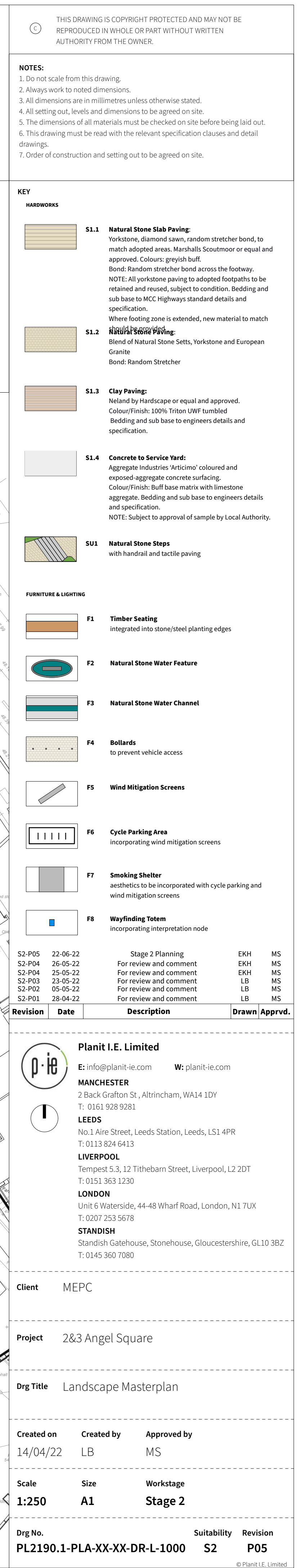
No.	Action	Target Date	Responsibility
1	Implementation of Site Infrastructure	During construction phase	NOMA (GP) Limited
2	Appoint TPC	One months before operation	NOMA (GP) Limited
3	Produce Travel Plan Marketing Material (i.e. Welcome Pack)	Upon occupation of the development, update contents annually	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 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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21.06.22	P02	Planning Issue	RO

Client

MEPC

Project

947 | Angel Square Plots 2 & 3

Building Name

Plot 2

Drawing Title

GA Plan - Level LG

Scale

1:100 @ A1

Drawing Created

03/21/22

Revision

P02

Drawing No.

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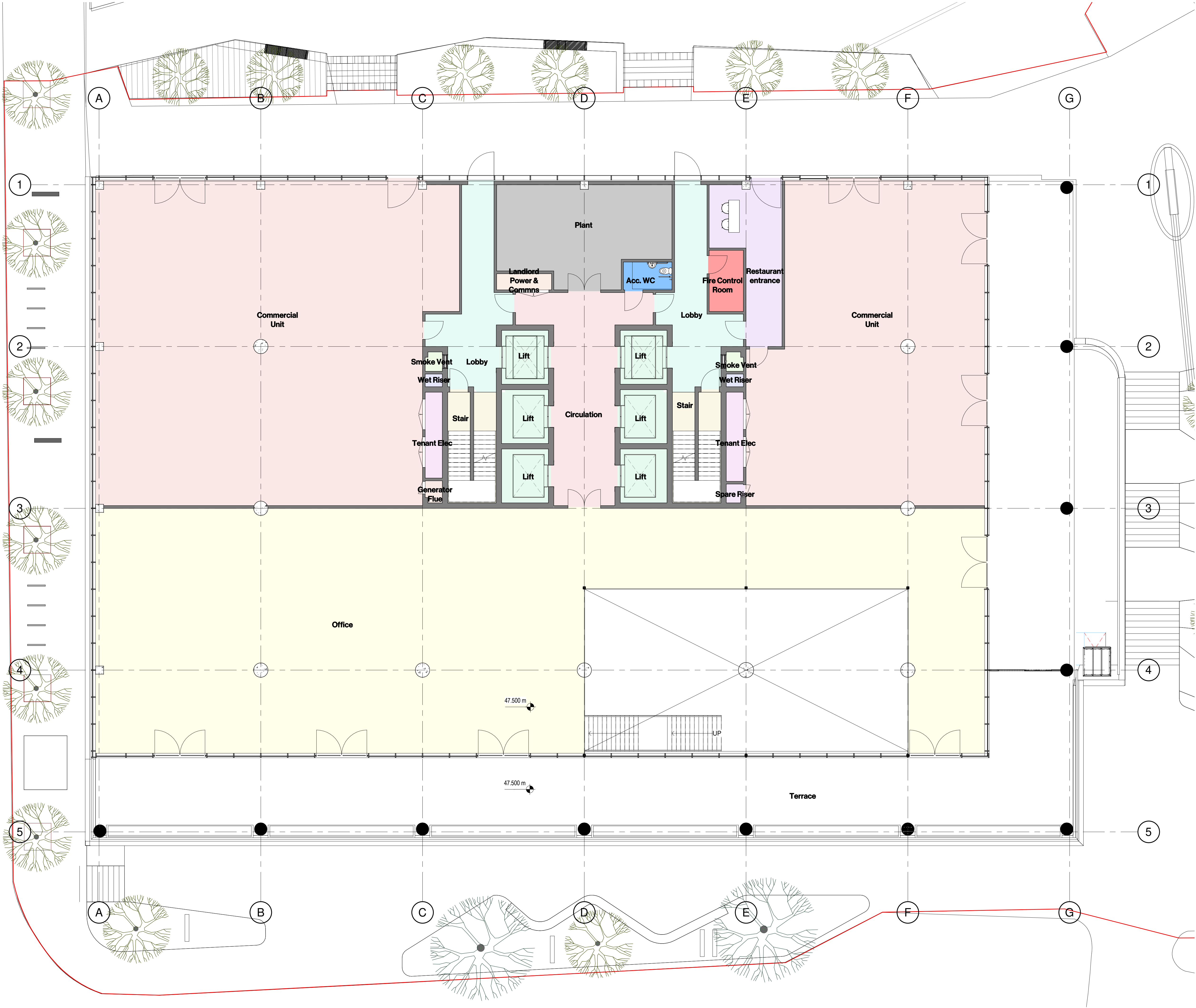
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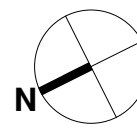
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