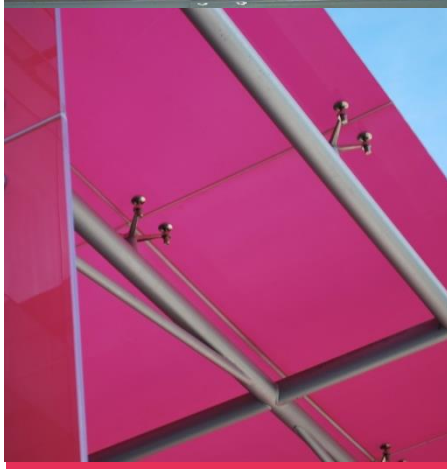








NOMA Marketing Suite, Manchester

Travel Plan

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Client Name: NOMA (GP) Ltd

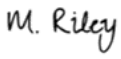
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Control Sheet

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Appendix A – Travel Surveys and Results

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Gardiner & Theobald LLP on behalf of NOMA (GP) Ltd to provide transport planning advice in relation to the NOMA marketing suite, a temporary single-storey building on land off Miller Street to the north of Manchester city centre.

1.1.2 The development was granted planning approval in May 2021 by Manchester City Council (planning reference: 129631/FO/2021) for a development with the following description:

"Erection of a single-storey marketing suite building (Sui Generis), including photovoltaics and related access, landscaping, bicycle parking, plant and servicing and associated works for a temporary period of up to 5 years | Land North Of Miller Street NOMA Manchester M4 4PR"

1.1.3 A non-material amendment (NMA) (planning reference: 132555/NMC/2021), for revised drawings reflecting changes to external elevations and amendment of BREEAM requirements, was subsequently approved in January 2022 subject to conditions, albeit there were no conditions pertaining to transport in the NMA.

1.1.4 At the time of writing, the development has been built up and is fully operational.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG, now the Department for Levelling Up, Housing and Communities) 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.

1.2.2 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.

1.3 Document Purpose

1.3.1 Curtins previously prepared a Transport Statement (document reference: 77714-CUR-00-XX-RP-TP-001) and an Interim Travel Plan (ITP) (document reference: 77714-CUR-00-XX-RP-TP-002) to accompany the planning application.

1.3.2 Condition 17 of the 2021 decision notice states the following:

"The development hereby approved shall be carried out in accordance with the Interim Travel plan prepared by Curtins (77714-CUR-00-XX-RP-TP-002 Rev V03) stamped as received by the City Council, as Local Planning Authority, on the 8 March 2021.

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 working and visiting at the development;
ii) a commitment to surveying the travel patterns of staff during the first three months of the first use of the building 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 Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval 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."

1.3.3 As such, this full Travel Plan has been prepared to discharge Condition 17. A full Travel Plan is the second stage of the Travel Plan process. It includes baseline travel survey results, a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.4 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

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

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, MHCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, Department for Transport (DfT), 2009.

1.4 Document Structure

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

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; 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** details the travel surveys undertaken and provides an analysis of the data in order to inform the Travel Plan initiatives. The section also provides an insight into current and potential future travel habits, and how the site will be surveyed in future years.

1.4.4 **Section 6** provides targets for the Travel Plan following the completion of the baseline travel surveys.

1.4.5 **Section 7** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.

1.4.6 **Section 8** concludes the report by outlining the strategy for a monitoring and review process, and provides details on the responsibility and management of the document as the Travel Plan process progresses.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

2.2.1 The climate emergency 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 100% lower than the 1990 baseline."*

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

2.2.2 A coordinated Clean Air Plan (CAP) is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses, and the economy.

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 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 employees and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Mutual Benefits

2.5.1 As demonstrated, there are multiple reasons as to why Travel Plans are important to modern society. The initiatives in this Travel Plan will have a positive effect on employees 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 Travel Plan Aims and Objectives

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

2.6.2 The aims of this Travel Plan will be supported by 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 The site is located to the northern edge of Manchester city centre, shown in **Figure 3.1** below. The site occupies a prominent plot within the NOMA Strategic Regeneration Framework area and is located immediately to the north of Manchester's Inner Ring Road, Miller Street, which joins Great Ancoats Street to become the main route around the north of the City Centre.



Figure 3.1 – Completed Development

3.1.2 To the north of the site is a surface level car park and the landscaping surrounding One Angel Square and the associated architecturally designed air vents. One Angel Square is currently the head office of the Co-operative Group.

3.1.3 To the east of the site and the adjacent Angel Mews Road, is Angel Gardens, which comprises a part 7, part 35 storey tall development of 466 residential apartments.

3.1.4 Further to the west of the site, the next phase of development at NOMA, known as 4 Angel Square, is approaching completion in 2023. This is set to be an 11 storey, office-led development with ground floor retail and leisure units alongside the creation of a new public square and landscaping (planning reference: 123437/FO/2019).

3.1.5 The area to the south of Miller Street also forms part of the NOMA Masterplan as it relates to The Co-operative Group's former estate. This area contains a number of Listed and unlisted commercial and warehousing buildings, including the 25 storey, 118 metres high Grade II Listed CIS Tower, which fronts directly onto Miller Street.

3.1.6 **Figure 3.2** overleaf shows the site in a local context relating to the local highway network.

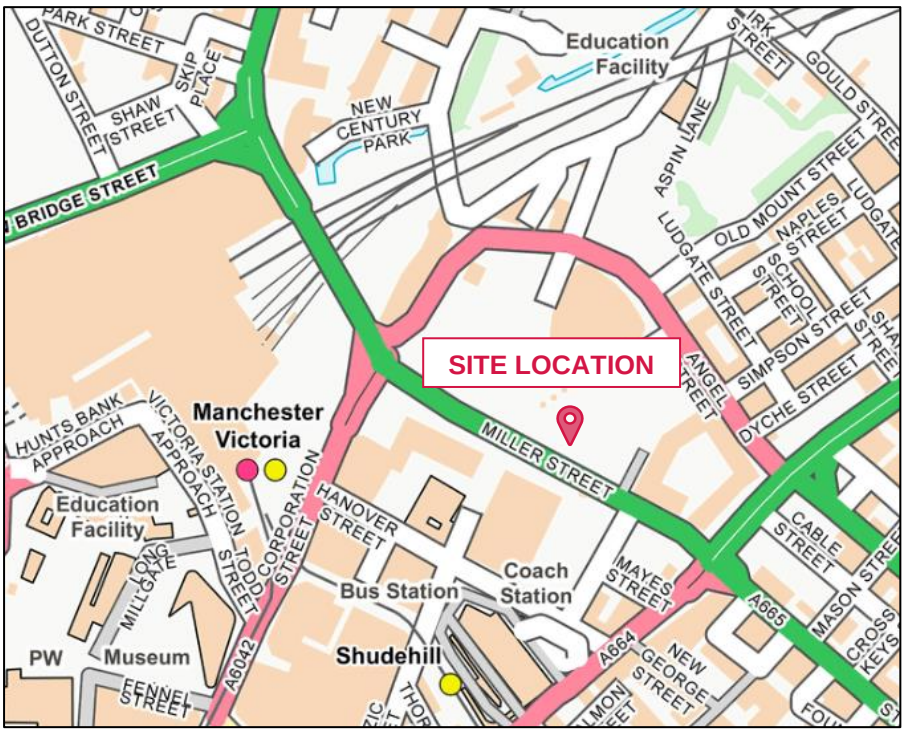


Figure 3.2 – Site Location in Relation to the Local Highway Network
(Source: OS Maps, 2022)

3.2 Existing Use and Access Arrangements

3.2.1 The development enables the marketing of existing and proposed buildings within the NOMA estate to prospective occupiers, and comprises:

- A one storey marketing suite building positioned to look towards the NOMA estate, comprising office and lounge space, a meeting room, WC and shower facilities, kitchen space and a PPE store, with a private external terrace accessed only through the building and photovoltaic cells on the roof;
- A public realm accessible to all and the provision of green infrastructure, including wildflower meadows and tree planting and nurseries to grow trees to be used in future development phases at NOMA;
- Ramped pedestrian accesses from Miller Street and the existing Angel Street car park to the north of the site (shown in **Figures 3.3** and **3.4** overleaf);
- The re-organisation of the existing Angel Street Car Park, to provide five car parking spaces, including one space for disabled users; and
- Four secure cycle parking spaces (located within the shelter pictured in **Figure 3.4** overleaf).




Figure 3.3 (left) – Ramped Access to the Site from Miller Street
Figure 3.4 (left) – Stepped and Ramped Access from the Site to the Car Park

3.2.2 The building has been designed to be highly sustainable and to also be easily deconstructed and relocated elsewhere within the NOMA estate. The intention being that at the time where there is no longer a need for the Marketing Suite as a stand-alone building, it will be gifted, or its use redefined, so as to continue the life time of the building.

3.3 Surrounding Highway Network

A665 Miller Street / Ring Road

3.3.1 The A665 Miller Street runs along the southern boundary of the site. The A665 comprises a two-lane carriageway, and forms part of the arterial route circling the city centre. The A665 Ring Road commences at a signalised junction with the A665 Cheetham Hill Road near the Green Quarter (north-west of the site) and continues for a length of c. 2.3km towards the south-east of Manchester city centre, terminating at the Pin Mill Brow (a fork in the road where it diverges into the A635 Ring Road and A665 Chancellor Lane) in Ardwick.

3.3.2 Miller Street comprises approximately 300m of this whole length and is one-way in a westerly direction. The highway extends for approximately 300m between a signalised junction with Rochdale Road, Shudehill and Swan Street in the east, to a signalised junction with Cheetham Hill Road and Corporation Street in the west. Both signalised junctions have pedestrian crossing facilities, complete with dropped kerbs and tactile paving.

3.3.3 The carriageway along Miller Street itself is typically 8m wide and has up to three lanes. There are well-maintained footways on both sides of the carriageway which are approximately 3m in width. The road is well-lit with street lighting.

3.3.4 There is also a Toucan crossing facility located adjacent to Dantzic Street, which is complete with dropped kerbs and tactile paving. Most of the junctions along the A665 also have controlled crossing

points, pedestrian refuge islands and advanced cycle stop lanes to facilitate pedestrian and cycle movement in a safe manner.

3.3.5 In the vicinity of the site, the A665 is subject to parking restrictions in the form of single (no loading between 08:00 – 09:30 Mon – Sat and 16:30 – 18:00 Mon – Fri) and double yellow (no waiting at any time) lines throughout its entire length. There are also "SLOW" markings on the road to enforce the speed limit of 30mph.

A664 Ring Road / Angel Street

3.3.6 The A664 runs adjacent to the north of the site. The road commences at the signalised junction with the A665 Ring Road to the west of the site and extends in a north-easterly direction for c. 120m, where this stretch is known as the A664 Ring Road. To the north of the site, the road then widens into three lanes and continues as Angel Street for c. 320m prior to terminating at a signalised four-arm junction with the A664 Rochdale Road and A665 Ring Road. The roads provide vehicular and pedestrian access to the Co-Op building at One Angel Square and are both one-way in an easterly direction, with an additional advisory cycle lane along Angel Street.

3.3.7 The junctions along the A664 have shared pedestrian and cycle crossing facilities complete with dropped kerbs and tactile paving, and advance cycle stop lines. There are also well-maintained footways along both sides of the road of up to 4m wide, street lighting at regular intervals, and it can be observed that there are high levels of pedestrian footfall in the area due to the proximity of employment opportunities and car parks.

3.3.8 Towards the north-west of the site, the footway is separated from the road by a large grass verge and also links pedestrians to Corporation Street and Red Bank which run parallel and perpendicular to the railway lines respectively.

3.3.9 The A664 is subject to a speed limit of 30mph throughout and has double yellow parking restrictions.

A664 Rochdale Road

3.3.10 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.

3.3.11 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.

3.3.12 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.

3.3.13 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 pole.

3.3.14 The A664 Rochdale Road is subject to a speed limit of 30mph. There are single and double yellow line parking restrictions along the road. At some signalised junctions, there are also yellow box junctions to prevent congestion.

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The site benefits from its city centre location and recent improvements to facilities obtained through the wider NOMA development. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and / or visually impaired.

3.4.2 There are wide footways and areas of public realm surrounding the site. Dropped kerbs and tactile paving are present at every crossing in the vicinity of the site, including at controlled pedestrian crossing points.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are accessible and 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 site 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 National Design Guide (DLUHC, 2021) says that well designed places / neighbourhoods are walkable, which is defined *"Local facilities are within walking distance, generally considered to be no more than a 10 minute walk (800m radius)."*

4.2.2 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 Centers (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

4.2.3 To assist in summarising the accessibility of the site by foot, distances of 500m, 1,000m and 2,000m which are termed *'Desirable'*, *'Acceptable'* and the *'Preferred Maximum'* by the CIHT for commuting trips have been considered. These are a good approximation for staff and visitor trips associated with the development.

4.2.4 The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	Type	Proximity to Site (m)
1	NOMA Development (comprising restaurants, bars, theatre, open space)	Access to a recreation or leisure facility for fitness or sports Access to an outdoor open space Appropriate food outlet	0-500
2	The Angel Pub, Coffee Town, Popup Bikes, Co-op Food, Green Quarter	Appropriate food outlet Access to cash	250-300
3	St Michael's Flags & Angel Meadow Park	Access to an outdoor open space	300
4	Cathedral Gardens	Access to an outdoor open space Appropriate food outlet	450
5	Northern Quarter	Appropriate food outlet Access to cash Publicly available postal facility	500

Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

4.2.5 Most notably, the Manchester Victoria rail and Metrolink station, and the Shudehill Metrolink and bus stations can be accessed within a 500m walk. These public transport interchanges host services to areas within Greater Manchester and beyond (detailed in **Section 4.4** below).

4.2.6 Within the wider 1,000m – 2,000m catchment, additional leisure, food, retail, employment, high street banks, health clubs, and convenience stores are accessible along Market Street, St Ann's Square, Piccadilly Gardens, Chinatown, The Lowry, and Parsonage Gardens. The vast majority of Manchester city centre is within a 2,000m walk of the site.

4.2.7 As mentioned in **Section 3** earlier, the surrounding roads have footways available for pedestrian use, and the carriageways are well lit by street lighting. There are many controlled crossing points with 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, 5.5km and 8km cycle catchments for the site have been considered, along with the National Cycle Network (NCN) routes available within these ranges.

4.3.2 The average person in England cycled 16 times for a total distance of 54 miles in 2019, according to the Department for Transport's walking and cycling statistics. This equates to an average of 3.38 miles / 5.43km per trip, which is rounded to a 5.5km catchment. In 2020, the average cycling trip rose to 7.1km, significantly higher than previous years likely primarily due to the COVID-19 pandemic and associated restrictions on public transport. Whilst it is possible that in future non-pandemic years the average may stay above 5.5km, the distance of 5.5km has been retained as the average cycling distance.

4.3.3 The 8km (5-mile) maximum acceptable cycling distance refers to a recommendation by the Chartered Institution for Highways and Transport in the document *'Planning for Cycling'* (2014) which states: "The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles." However, most trips by all modes are relatively short with 68% less than 5 miles long, according to the 2018 National Travel Survey; so, cycling is a potential mode for most of these shorter trips.

4.3.4 The 5.5km catchment encompasses all of Manchester and Salford city centres including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The 5.5km catchment also extends to Crumpsall to the north, Openshaw to the east, Rusholme to the south, and Weaste to the west. The 8km catchment extends further to Heaton Park to the north, Droylsden to the east, Fallowfield to the south, and Stretford to the west.

4.3.5 Existing cycle infrastructure on Corporation Street and Dantzic Street allows cycle access into Manchester city centre, with direct access to Manchester Victoria Station and the Printworks. All major train and bus stations within Manchester city centre are within 8km of the site and are accessible following Sustrans cycle routes. Additionally, low speed limits along the surrounding streets are part of the city's high-quality cycle infrastructure to improve cyclist safety. The local cycle network in the vicinity of the site is shown in **Figure 4.1** below:

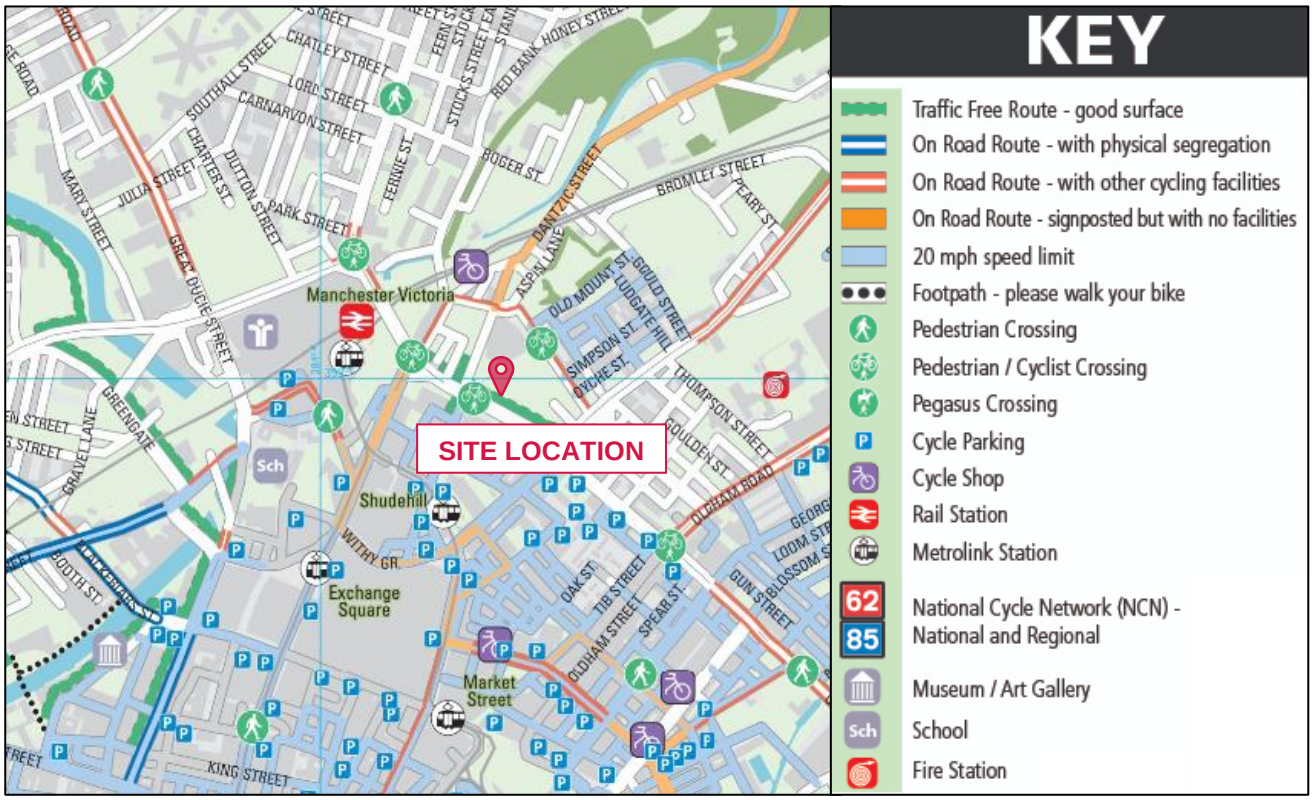


Figure 4.1 – Local Cycle Network
(Source: TfGM, 2023)

4.3.6 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.

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

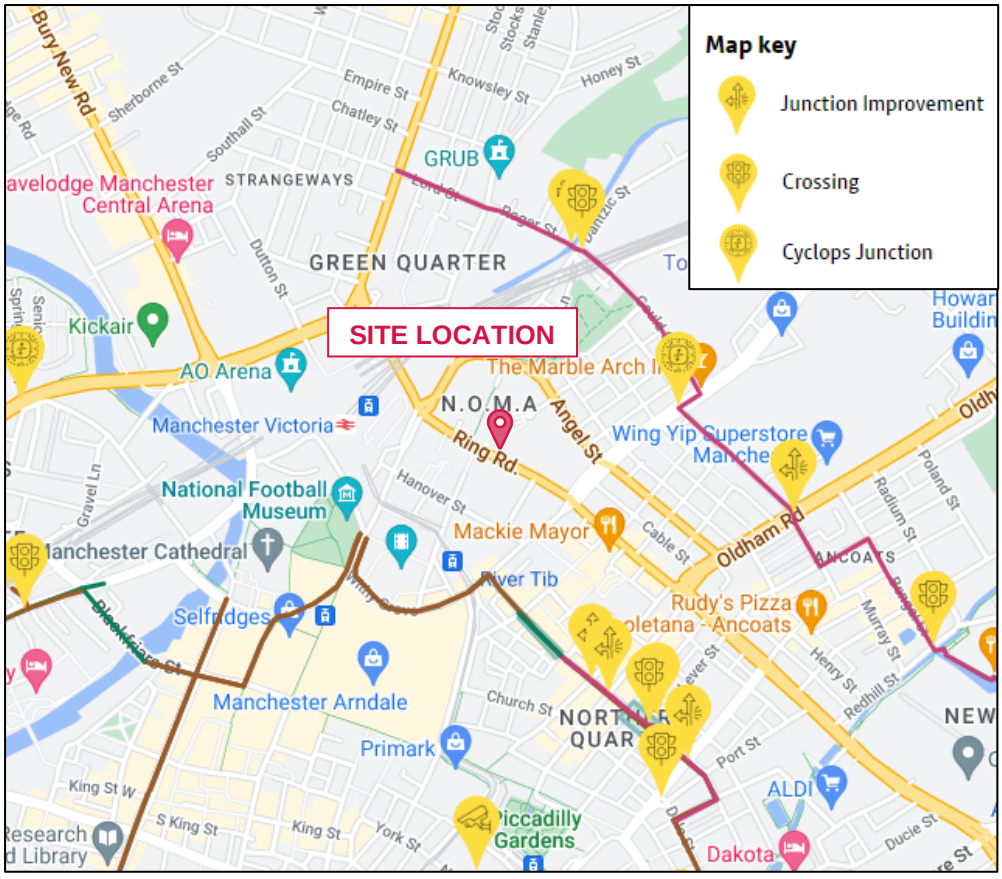


Figure 4.2 – Bee Network Schemes in the Vicinity of the Site
(Source: TfGM and Google Maps, 2023)

4.3.8 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 has provided covered 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:

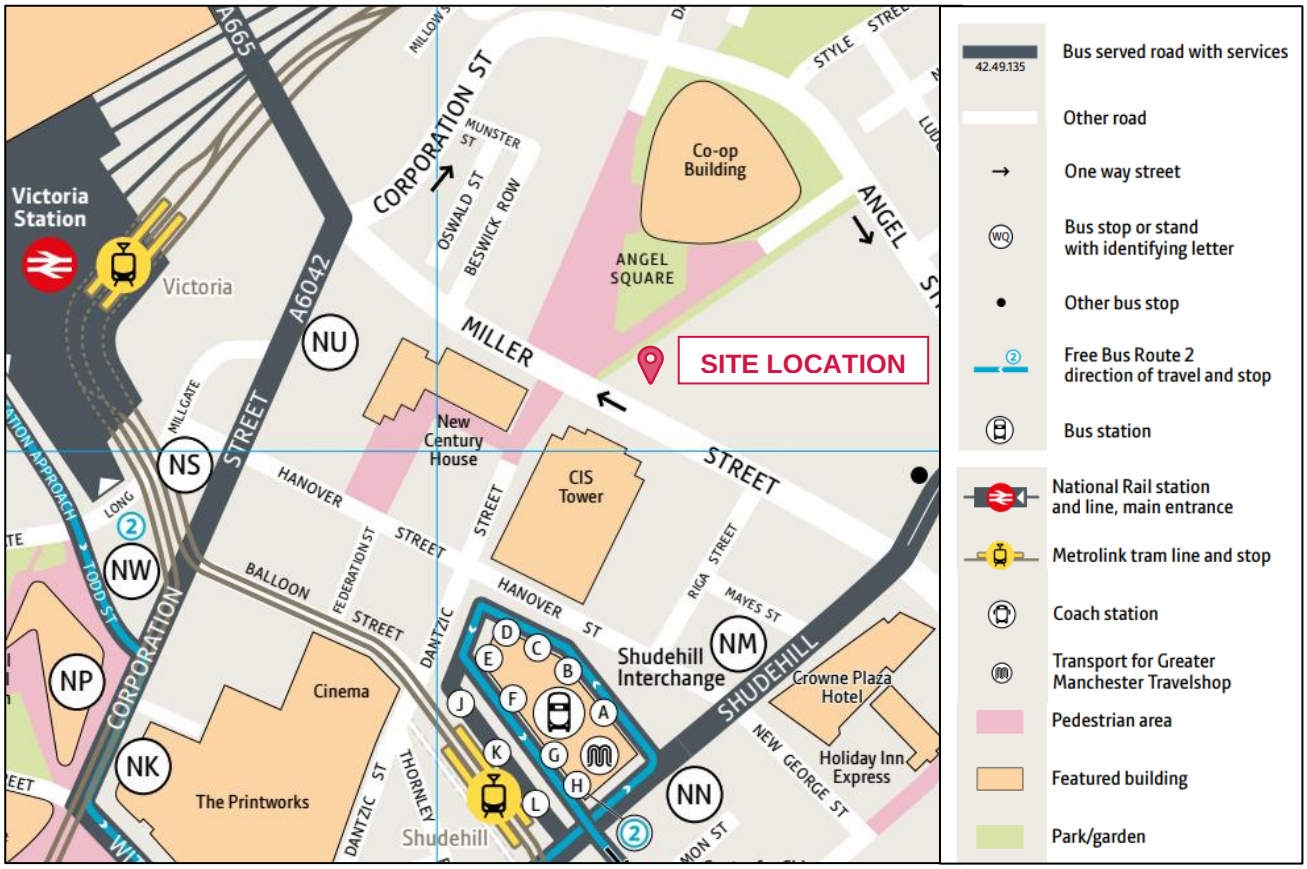


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM, 2023)

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 4.3 – 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 4.4** details the services that call at these stops, and their associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
From Shudehill:				
10	Shudehill – Salford – Pendleton – Brookhouse Estate	12 mins	12 mins	20 mins
17	Shudehill – Middleton – Trub – Rochdale – Bamford – Norden	10 mins	12 mins	15 mins
17A	Shudehill – Middleton – Stakehill – Sudden – Rochdale	2 in the AM	-	-
18	Langley – Middleton – Blackley – Manchester Royal Infirmary	10 mins	10 mins	15 mins
33	Shudehill – Ordsall – Weaste – Eccles – Winton – Worsley	30 mins	30 mins	Hourly
33B	Shudehill – Ordsall – Weaste – Eccles – Winton – Worsley	1 in the AM	-	-
56	Shudehill – Higher Blackley – Higher Crumpsall circular	30 mins	30 mins	-
67	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	15 mins	15 mins	30 mins
67A	Shudehill – Salford – Pendleton – Eccles – Glaze Estate	2 in the AM	3 in the AM	7 in the AM

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
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	15 mins	15 mins	30 mins
100	Shudehill – Salford – The Trafford Centre – Warrington	10 mins	15 mins	15 mins
156	Shudehill – Blackley – Higher Blackley – Rhodes – Middleton	30 mins	30 mins	30 mins
From Rochdale Road: Services 17, 17A, 18, 56, 156 as above, plus:				
81	Piccadilly Gardens – Moston – White Gate – Werneth – Oldham	30 mins	Hourly	Hourly
112	Piccadilly Gardens – Moston – Greengate – Middleton	15 mins	15 mins	30 mins
113	Middleton – Greengate – Moston – Piccadilly Gardens	2 in the AM	-	-
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
163	Piccadilly Gardens – Middleton – Langley – Heywood – Bury	15 mins	15 mins	15 mins
From Corporation Street:				
41	Middleton – Higher Blackley – Bowker Vale – Didsbury – Sale	15 mins	20 mins	30 mins
135	Piccadilly Gardens – Cheetham Hill – Whitefield – Bury	10 mins	10 mins	10 mins
From Manchester Victoria: 10, 67, 67A, 93, 97, 98, 100 as above, plus:				
59	Piccadilly Gardens – Middleton – Chadderton – Oldham Mumps	12 mins	10 mins	20 mins

Table 4.4 – 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 of the Manchester city centre free bus. The free bus is a service providing direct access to the Deansgate, Piccadilly, Victoria railway stations along with key city centre locations. The free bus route and frequencies are detailed in **Figure 4.4**:

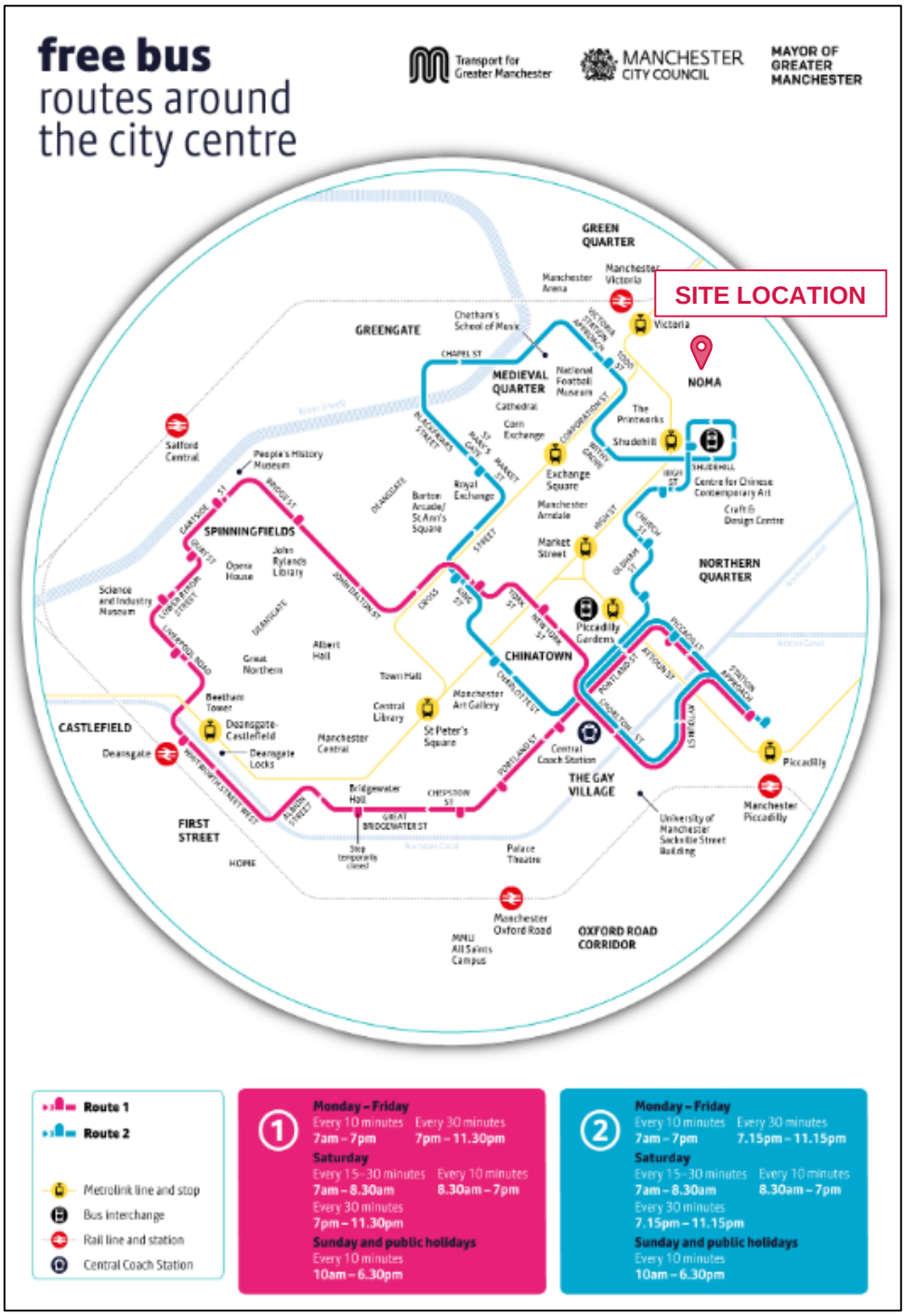


Figure 4.4 – Free Bus Routes Around Manchester City Centre
(Source: TfGM, 2023)

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

4.4.13 The trains that service Manchester Victoria regularly run 7 days a week from a number of different locations within the North West such as Southport, Wigan, Chester, Liverpool, Leeds, Hull, and Newcastle; this provides frequent access for users of the site. A detailed map of the train network served by Manchester Oxford Road is shown in **Figure 4.5** overleaf.

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

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

4.4.15 Overall, the site is highly accessible via rail.

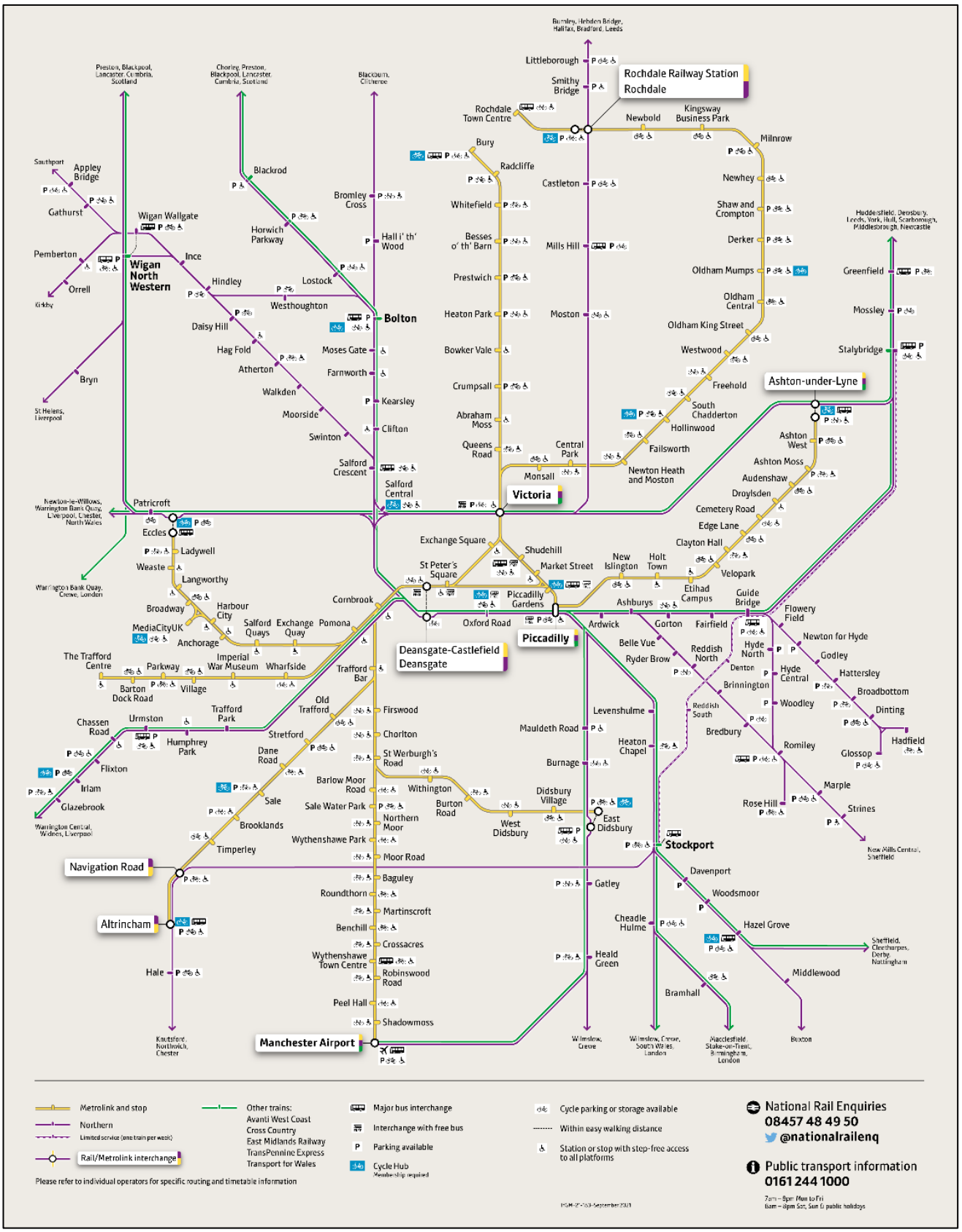


Figure 4.5 – Rail and Metrolink Network in the Vicinity of the Site

(Source: TfGM, 2021)

Metrolink (Light Rail) Accessibility

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

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

4.4.17 All lines run at a frequency of every 12 minutes between 06:00 – 00:00 on Mondays to Saturdays, and 07:00 – 00:00 on Sundays.

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

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

4.4.20 Overall, the site is highly accessible via 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 Surveys

5.1 Introduction

5.1.1 For the Travel Plan to be successful it is important to fully understand existing travel patterns to and from the site. To obtain such travel data, the NOMA Marketing Suite issued a travel survey in April 2023 amongst all staff and visitors. The travel surveys were emailed to all staff and visitors at the NOMA Marketing Suite, and the results were collected via the online survey provider 'SurveyMonkey'.

5.1.2 The results of this survey are captured in the following subsections and separated into responses from members of staff and visitors. For staff, there was a response tally of 5 responses out of 5 staff, which is a 100% response rate. For visitors, there was a response tally of 20 responses, an approximate 17% response rate (according to the proposed trip generation of 12 visitors per hour, 08:00 – 18:00, detailed within the consented Transport Statement (document reference: 77714-CUR-00-XX-RP-TP-001)).

5.1.3 The survey intended to gain information from participating staff and visitors regarding current and future travel habits, as well as individual opinions on travel to and from NOMA Marketing Suite, and have been used to inform the measures set out in **Section 7** of this Travel Plan.

5.1.4 **Appendix A** contains the survey questionnaire that was and will continue to be distributed to fully understand staff and visitor travel habits. These surveys extracted the following key information, and the visitor survey was shorter than the staff survey:

- Place of residence (staff only);
- Time of travel from home (staff only);
- Usual mode of travel and reason for modal choice;
- Any barriers to travelling by sustainable modes; and
- Initiatives that could encourage more sustainable modes of travel.

5.2 Staff Surveys

5.2.1 The findings from the staff responses show that there are 2 members of staff who walk to the site, 1 member of staff who takes the train, 1 member of staff who alternates between being dropped off by car and taking the Metrolink, and 1 member of staff who alternates between driving to work and taking the train.

5.2.2 Additionally, 60% of staff travel under 5 miles to the site, whereas 20% of staff travel over 16 miles to get to the site.

5.2.3 When queried why staff who drove and were dropped off decided to travel by car, the reasons cited were the distance of their home address from their workplace, the occasional need to carry items to

work, and that travelling by car is the cheapest mode of travel. Notwithstanding, staff were willing to and already do try more sustainable transport options such as walking, cycling, or public transport some of the time.

5.2.4 When queried on what changes would most encourage staff to walk, cycle, or use public transport to travel to the site, the following responses were obtained:

- More secure cycle parking provision;
- More showers and changing rooms;
- Improved footways and crossings;
- More frequent trains and Metrolink;
- Cheaper Metrolink fares; and
- Better weather.

5.3 Visitor Surveys

5.3.1 The first question of the visitors' survey asked respondents for the mode(s) in which they travelled to the site. The results presented in **Figure 5.1** below demonstrate that there is a relatively even distribution of modes used. The highest response was 'car – as driver, on your own' (35%), followed by 'Metrolink' (25%), 'train' (20%), and 'walk, jog, run' (20%).

5.3.2 The city centre location and proximity to Manchester Victoria train station summarises why walking and public transport are the most popular options for travel. Despite this, 35% of visitors who responded to the survey travelled in a single occupancy vehicle.

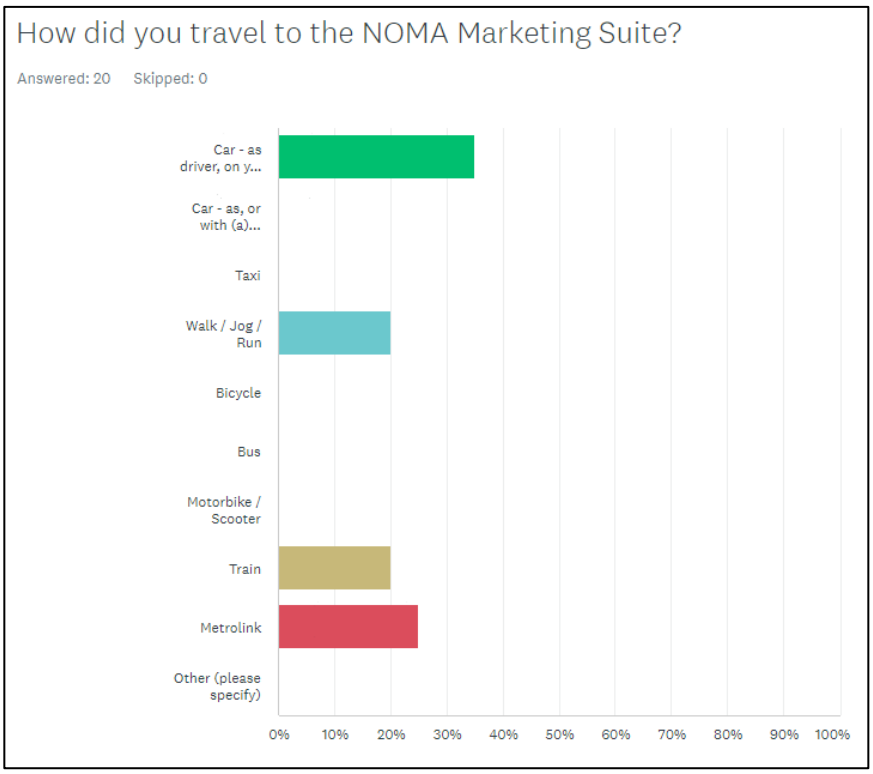


Figure 5.1 – Travel Patterns of Visitors

5.3.3 Within the second question, asking respondents to detail any further comments about their travel. One respondent detailed that the car they used was an electric vehicle.

5.4 Summary and Next Steps

5.4.1 In future years, the monitoring of the Travel Plan will be strengthened to encourage more responses (i.e. by trialling alternative survey and marketing methods, amending the layout of the travel survey for brevity, etc).

5.4.2 It is proposed that surveys are undertaken every 2 years. The results and analysis of the surveys will be sent to Manchester City Council within three months from the collection of the survey results. Further information regarding this commitment is provided in **Section 8** of this Travel Plan.

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 has been collected as part of the travel surveys.

6.2 SMART Targets

6.2.1 A series of targets have been established in order to encourage sustainable travel in a way which is still practical and helpful to staff and visitors. The targets are **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

6.2.2 Modal split targets have been set for a reduction in private car use offset by an increase in sustainable modes.

6.2.3 The following phrases have been used to give a general indication of timescales for the '**SMART**' targets following the adoption of the Travel Plan:

- Short-Term Target – within one year;
- Medium-Term Target – for between 1 – 3 years; and
- Long-Term Target – more than 3 years.

6.2.4 The following **Table 6.1** summarises the staff modal split and associated targets based on findings from the 2023 travel survey:

Travel Mode	2023 Survey Findings	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	**20%**	+/- 0 %	+/- 0 %	- 20.0 %	- 20 %
By Car, Lift Sharing	**20%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	**40%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Cycle	**0%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Public Transport	**20%**	+/- 0 %	+/- 0 %	+ 20.0 %	+ 20.0 %
Other	**0%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 6.1 – Staff Modal Shift Targets

6.2.5 Additionally, **Table 6.2** summarises the visitor modal split from the 2023 travel survey:

Travel Mode	2023 Survey Findings	Modal Shift Targets			
		Short Term Target	Medium Term Target	Long Term Target	Overall Modal Shift Target
By Car, as a Single Occupant	**35%**	+/- 0 %	- 5.0 %	- 5.0 %	- 10.0 %
By Car, Lift Sharing	**0%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Walk	**20%**	+/- 0 %	+ 2.5 %	+ 2.5 %	+ 5.0 %
Cycle	**0%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %
Public Transport	**45%**	+/- 0 %	+ 2.5 %	+ 2.5 %	+ 5.0 %
Other	**0%**	+/- 0 %	+/- 0 %	+/- 0 %	+/- 0 %

Table 6.2 – Visitor Modal Shift Targets

6.2.6 Modal splits will continue to be monitored through the aforementioned travel surveys so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel.

6.2.7 The targets are considered to be realistic when considering the Travel Plan Initiatives as detailed throughout **Section 7** of this Travel Plan and follow the principles and goals of the Greater Manchester Transport Strategy 2040.

7.0 Travel Plan Initiatives

7.1 Introduction

7.1.1 This section of the Travel Plan sets out the initiatives that have been implemented to encourage active and sustainable travel to and from the site. They are in line with the aims and benefits set out in **Section 2** of this document.

7.2 Provision of Sustainable Travel Information

7.2.1 Welcome Packs were initially proposed in the Interim Travel Plan but were not provided due to the small scale of the development. Instead, visitors to the marketing suite are 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. Staff are also informed on a webpage in the staff intranet of the following travel options:

Objectives	Contents
TP1 – To encourage walking to and from the site	• The TfGM website at https://beeactive.tfgm.com/where-you-live/ which comprises details of walking routes and facilities accessible within a 15-minute walk; • The Greater Manchester Walking website at https://gmwalking.co.uk/ which provides resources on walking routes and tips on getting started with walking as a form of commute; • The https://www.plotaroute.com/ website for journey planning on foot; and • Calendar of events such as “National Walking Month’.
TP2 – To encourage cycling to and from the site	• Maps showing local cycling routes (for example https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map) • The TfGM website at https://beeactive.tfgm.com/ which comprises details on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport; • Cycle information, including route maps and useful tips and guidance, on the Sustrans website https://www.sustrans.org.uk/; • Details of local cycle shops; • Calendar of events such as ‘National Bike Week’; and • The https://www.cyclestreets.net/ website for journey planning by bike.
TP3 – To promote public transport use to and from the site	• Links to up-to-date public transport services, timetables and routes (for example https://tfgm.com/public-transport); and • Details of TfGM’s online journey planning resources: https://tfgm.com/plan-a-journey.

Objectives	Contents
TP4 – To minimise car travel to and from the site	• Links to Liftshare registration: https://liftshare.com/uk. • Contact details of the Travel Plan Co-ordinator (TPC); • Details of alternative modes of travel and their benefits, such as the use of electric vehicles: https://electrictravel.tfgm.com/.

Table 7.1 – Sustainable Travel Information

7.2.2 This information will be periodically updated by the Travel Plan Coordinator (TPC).

7.3 Measures to Encourage Walking

7.3.1 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.

7.3.2 It has been demonstrated within **Section 4** of this Travel Plan that there is a good level of pedestrian infrastructure in the surrounding area, with access to local services on foot. The development also comprises a public realm to increase the permeability of the site from the surrounding streets. The following measures have been provided order to encourage staff and visitors to walk:

- Providing and maintaining in good condition any signage (i.e., of pedestrian routes within and adjacent to the site to main destinations and bus stops) and lighting installed within the site boundary to ensure that a safe, secure, and welcoming environment is maintained.

7.4 Measures to Encourage Cycling

7.4.1 It has been demonstrated throughout **Section 4** of this Travel Plan that the site is conducive to cycling. Cycle parking is provided at the development, with space for 4 bicycles provided in an external cycle shelter adjacent to the entrance to the marketing suite building. There is also WC and shower facilities provided. The following measures have been provided in order to encourage staff and visitors to cycle:

- Periodically monitoring demand and uptake of cycle parking spaces and facilities (i.e. shower / changing facility) provided onsite. Should the demand for spaces or facilities increase, NOMA (GP) Ltd could provide additional supply where appropriate; and
- Provide a cycle purchase scheme / Cycle to Work scheme for staff via a salary sacrifice scheme, where staff can choose to give up part of their pre-tax salary in exchange for the hire / purchase of a cycle for active travel, and / or safety equipment.

7.5 Measures to Encourage Public Transport Use

7.5.1 It has been demonstrated throughout **Section 4** of this 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. The following measures have been provided in order to encourage staff to travel by public transport:

- Development of a business travel policy such that public transport should be considered in the first instance for business trips.

7.6 Measures to Encourage Car Sharing and Use of Car Clubs

7.6.1 There is the potential to increase the rates of car sharing amongst staff. This can help reduce the impact of single occupancy vehicle trips on the local area and potentially save staff money.

7.6.2 Measures to encourage car sharing include:

- The TPC could utilise the Liftshare website to form a NOMA community, which serves as a database for staff within NOMA to use. The link could be shared with staff who are willing to car share so they can view others' availabilities and destinations.

7.6.3 Alternatively, Enterprise Car Club has a vehicle location at New Mount Street, Manchester, M4 4DE (250m north of the site, within a 4-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: http://www.enterprisecarclub.co.uk/. The availability of the Car Club would be promoted by the TPC.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the Travel Plan.

8.2 Travel Plan Coordinator

8.2.1 The primary support and leadership for implementing a Travel Plan should come from an individual appointed as the Travel Plan Coordinator (TPC). The TPC's contact details are as follows: dan.hyde@federatedhermes.com.

8.2.2 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 Travel Plan;
- Representing the human face of the Travel Plan and explaining its purpose and opportunities on offer;
- Promoting the Travel Plan and the individual initiatives contained within the Travel Plan;
- Monitoring the effectiveness of the Travel Plan and liaising with relevant parties where appropriate (i.e. Manchester City Council); and
- Taking a key role in periodically reviewing and updating the Travel Plan according to the achievement of the SMART targets.

8.2.3 One of the main actions of the TPC will be to organise and oversee the travel survey that will be used to review and update the Travel Plan accordingly (described in **Section 8.3** below).

8.3 Action Plan Update

8.3.1 Since the consented Interim Travel Plan was prepared, several actions in the Action Plan within have been completed. These include:

Action	Indicator	Target Date	Responsibility	Status
Appoint TPC	Development build nearing completion	Three months before first occupation	NOMA (GP) Ltd	Completed
Produce Welcome Pack	TPC appointed	First occupation	TPC	Not completed due to small scale of development, information shared via the staff intranet instead.

Action	Indicator	Target Date	Responsibility	Status
Implement Initiatives	TPC appointed	Within three months of first occupation	TPC	Completed (elaborated in detail in **Section 7** of this document)
Undertake Baseline Travel Surveys	First occupation	Within three months of first occupation	TPC	Completed (in **Section 5** of this document)
Decide Targets	Receipt of the baseline Travel Surveys	Within one month of undertaking the initial surveys	TPC in conjunction with MCC	Completed (in **Section 6** of this document)
Update ITP to a Full TP	Receipt of the baseline Travel Surveys	Within six months of first occupation	TPC	Completed (this document)
Prepare Monitoring Report	Once Full TP is approved by MCC	Every two years following baseline travel surveys	TPC	Pending approval of Full TP (this document)

Table 8.1 – Action Plan

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the objectives outlined in the Travel Plan. Staff surveys will be undertaken every 2 years, for a total monitoring period of five years. The five-year monitoring schedule includes 3 staff surveys (1 baseline, 2 follow-ups).

8.4.2 The updated survey results obtained will be analysed within one month from collection, and an update to this Travel Plan will be provided to incorporate the data.

8.4.3 The results of each survey will 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.

8.4.4 In order to record and communicate the progression of the Travel Plan, the TPC will produce biennial monitoring reports. This report will include, but may not be limited to the following:

- Reporting of progress against the targets set once the travel survey is completed;
- Provision of information relating to new initiatives introduced (if applicable);
- Provision of information on proposed initiatives due for implementation (if applicable); and
- Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure) (if applicable).

8.4.5 Monitoring reports can be provided to officers at Manchester City Council and TfGM every 2 years if required. In addition, a summary of the survey results will be circulated to staff by the TPC.

Appendix A – Travel Surveys and Results

NOMA

NOMA Marketing Suite, Manchester - Staff Travel Survey Questionnaire

Curtins on behalf of NOMA has prepared a travel plan for the NOMA Marketing Suite, Manchester. A travel plan is a commitment to encourage staff and visitors to choose alternative transport modes (such as public transport, walking, cycling and car share schemes) over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan will include a range of measures and initiatives designed to achieve this goal.

On this basis, Curtins is conducting a travel survey to better understand how staff and visitors are currently travelling to and from the NOMA Marketing Suite. The survey results will support the development of an action plan which will help to improve and encourage active, and more sustainable, travel options.

The survey should take no longer than 5 minutes, and all results remain anonymous.

* 1. What is your postcode of your home address? (i.e., M1 5WG)

* 2. What is the length of your typical journey to the NOMA Marketing Suite?

- ◯ Less than 2 miles
- ◯ 2 – 5 miles
- ◯ 6 – 10 miles
- ◯ 11 – 15 miles
- ◯ 16 – 20 miles
- ◯ More than 20 miles
- ◯ Other (please specify)

* 3. How do you typically travel to the NOMA Marketing Suite?

- ◯ Car - as driver, on your own
- ◯ Car - as, or with (a) passenger/s
- ◯ Taxi
- ◯ Walk / Jog / Run
- ◯ Bicycle
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorbike / Scooter
- ◯ Train
- ◯ Metrolink

* 4. If you drove to the NOMA Marketing Suite, why did you travel this way? (Please tick all that apply)

- [ ] N/A, I did not drive to the NOMA Marketing Suite
- [ ] It is the most convenient mode of transport
- [ ] There was no viable alternative mode of transport
- [ ] Distance from my home address to the NOMA Marketing Suite
- [ ] Limited cycle storage / facilities available
- [ ] Other (please specify)
- [ ] It is the cheapest mode of transport
- [ ] Safety
- [ ] I have other commitments
- [ ] I don't know the safest route to cycle to the NOMA Marketing Suite

* 5. If you drive to the NOMA Marketing Suite on a regular basis, would you be willing to try more sustainable transport options such as walking, cycling, or public transport some of the time?

- ( ) N/A, I do not drive to the NOMA Marketing Suite
- ( ) Yes
- ( ) No (please specify why)

If you selected no, please specify why:

* 6. Which of the following changes would most encourage you to walk, cycle, or use public transport to travel to the NOMA Marketing Suite? (Please tick all that apply)

- [ ] More secure cycle parking provision
- [ ] More showers and changing rooms
- [ ] Interest free loans for bicycles (cycle to work scheme)
- [ ] Improved footways and crossings
- [ ] Improved cycle paths
- [ ] Other (please specify)
- [ ] Up-to-date bus timetables
- [ ] More frequent bus services
- [ ] Discounted bus fares
- [ ] Interest free loans for public transport season tickets
- [ ] Nothing

7. Do you have any other comments about your journey to the NOMA Marketing Suite?

Thank you for completing this Travel Survey.

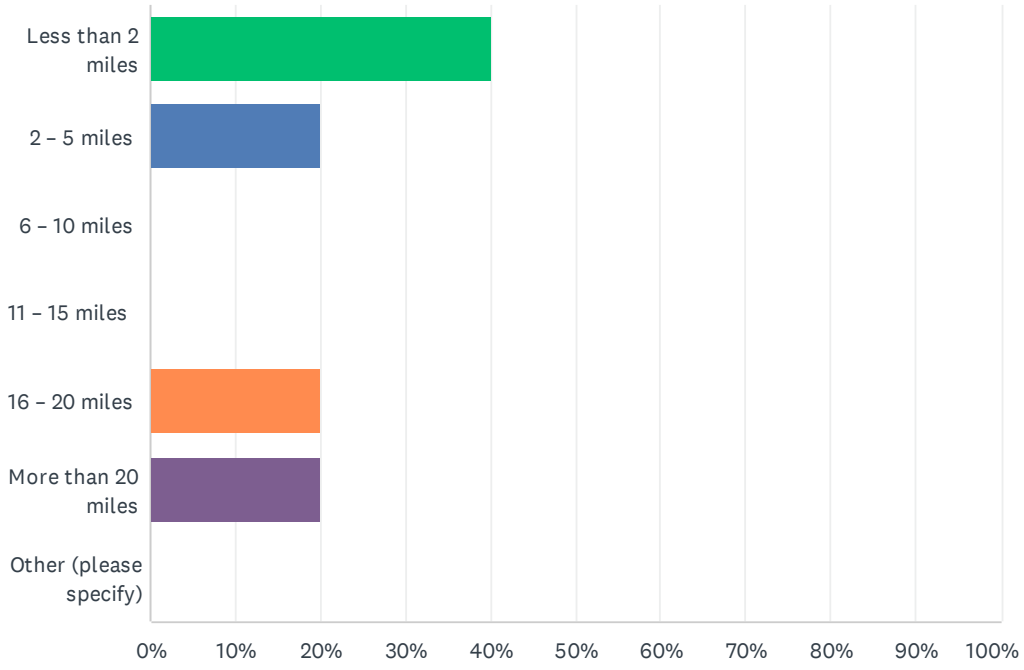
Q1 What is your postcode of your home address? (i.e., M1 5WG)

Answered: 5 Skipped: 0

#	RESPONSES	DATE
1	M4 4BN	8/22/2023 3:16 PM
2	M1 2DN	8/22/2023 3:16 PM
3	SK13 8JQ	8/22/2023 3:16 PM
4	LS28 5TR	8/22/2023 3:15 PM
5	M25 3FB	8/22/2023 3:14 PM

Q2 What is the length of your typical journey to the NOMA Marketing Suite?

Answered: 5 Skipped: 0

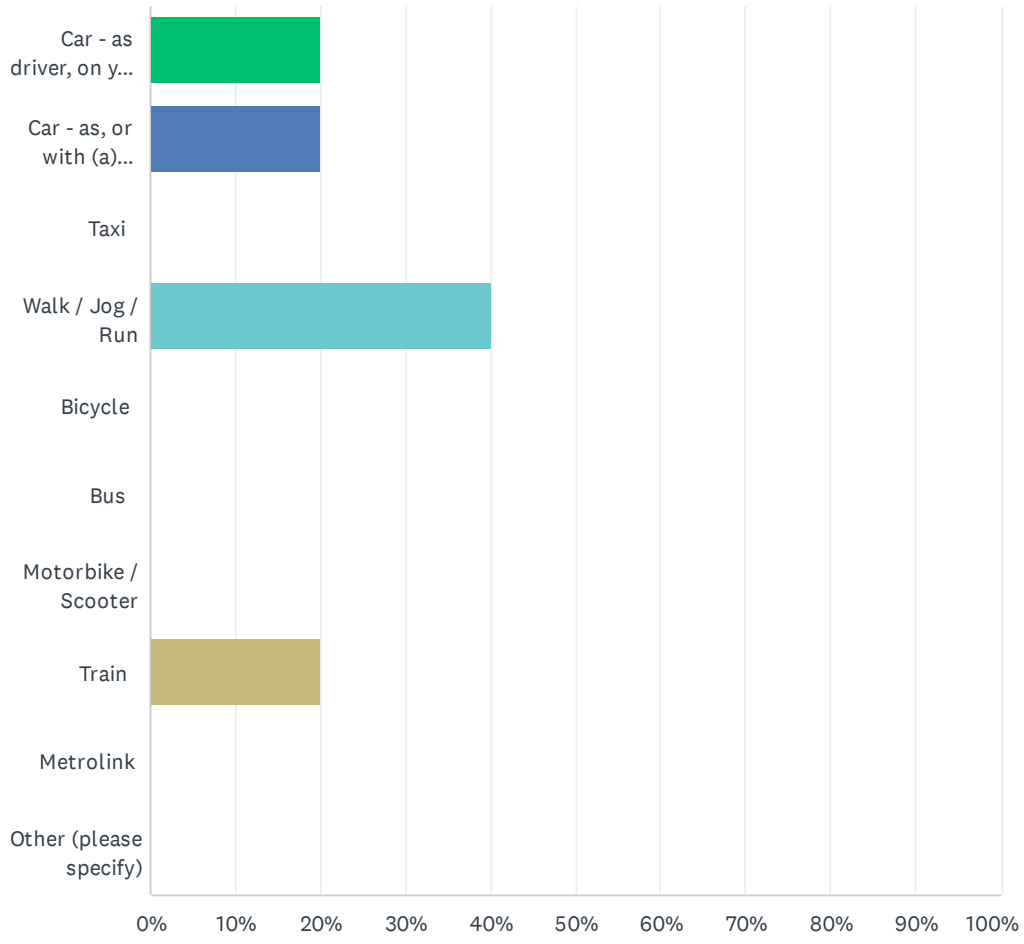


ANSWER CHOICES	RESPONSES	
Less than 2 miles	40.00%	2
2 – 5 miles	20.00%	1
6 – 10 miles	0.00%	0
11 – 15 miles	0.00%	0
16 – 20 miles	20.00%	1
More than 20 miles	20.00%	1
Other (please specify)	0.00%	0
TOTAL		5

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q3 How do you typically travel to the NOMA Marketing Suite?

Answered: 5 Skipped: 0

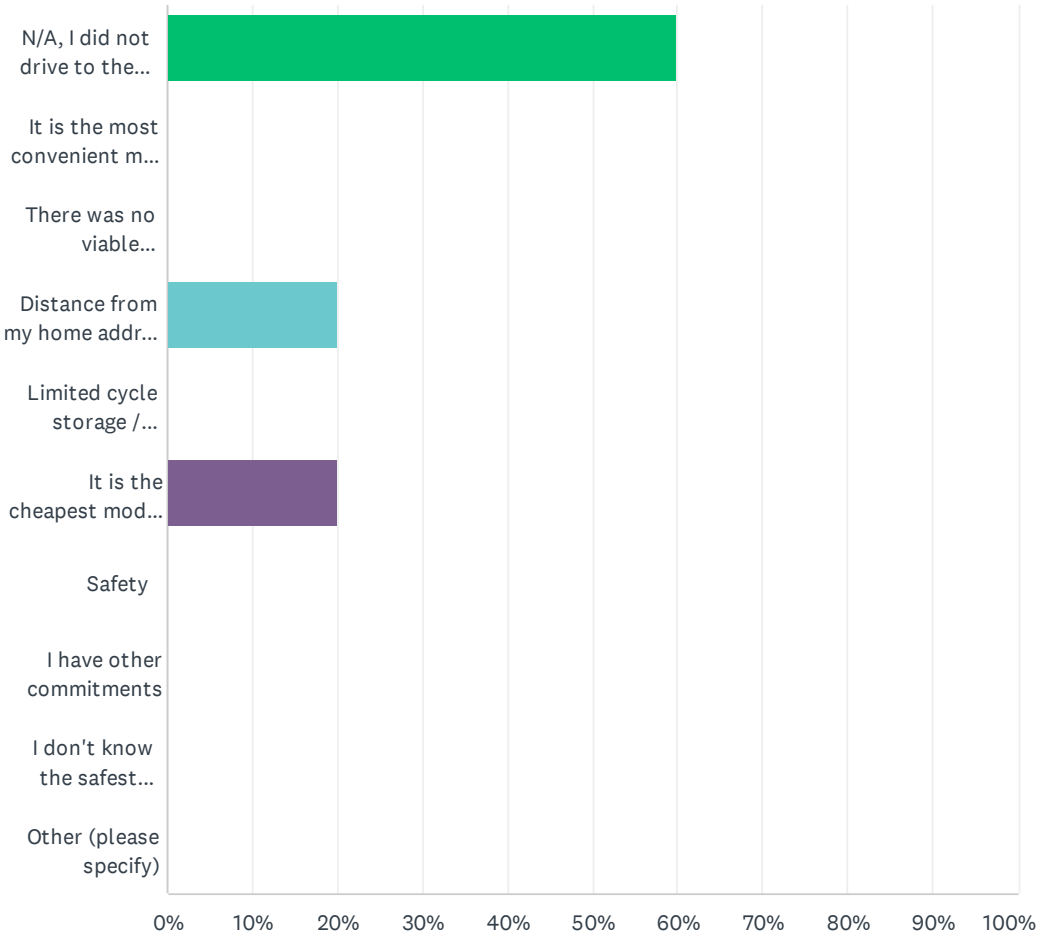


ANSWER CHOICES	RESPONSES	
Car - as driver, on your own	20.00%	1
Car - as, or with (a) passenger/s	20.00%	1
Taxi	0.00%	0
Walk / Jog / Run	40.00%	2
Bicycle	0.00%	0
Bus	0.00%	0
Motorbike / Scooter	0.00%	0
Train	20.00%	1
Metrolink	0.00%	0
Other (please specify)	0.00%	0
TOTAL		5

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q4 If you drove to the NOMA Marketing Suite, why did you travel this way? (Please tick all that apply)

Answered: 5 Skipped: 0



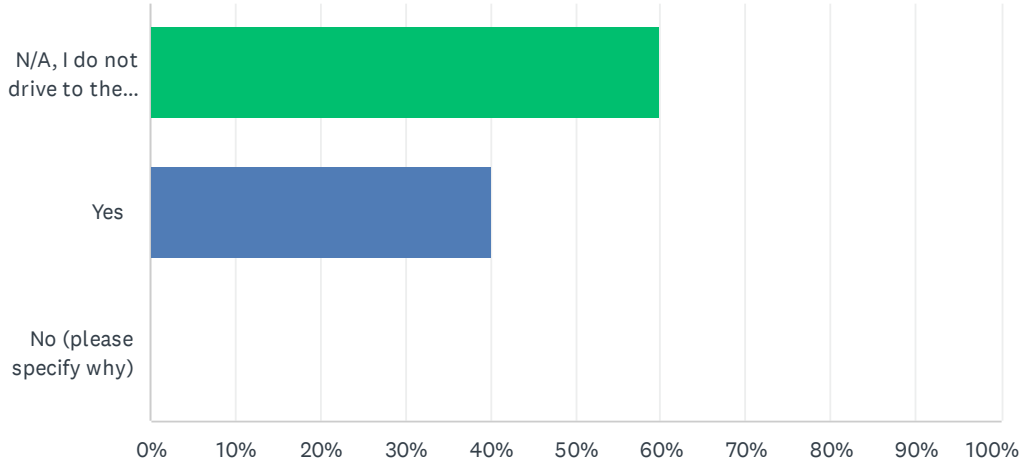
ANSWER CHOICES	RESPONSES	
N/A, I did not drive to the NOMA Marketing Suite	60.00%	3
It is the most convenient mode of transport	0.00%	0
There was no viable alternative mode of transport	0.00%	0
Distance from my home address to the NOMA Marketing Suite	20.00%	1
Limited cycle storage / facilities available	0.00%	0
It is the cheapest mode of transport	20.00%	1
Safety	0.00%	0
I have other commitments	0.00%	0
I don't know the safest route to cycle to the NOMA Marketing Suite	0.00%	0
Other (please specify)	0.00%	0
Total Respondents: 5		

#	OTHER (PLEASE SPECIFY)	DATE

	There are no responses.	

Q5 If you drive to the NOMA Marketing Suite on a regular basis, would you be willing to try more sustainable transport options such as walking, cycling, or public transport some of the time?

Answered: 5 Skipped: 0

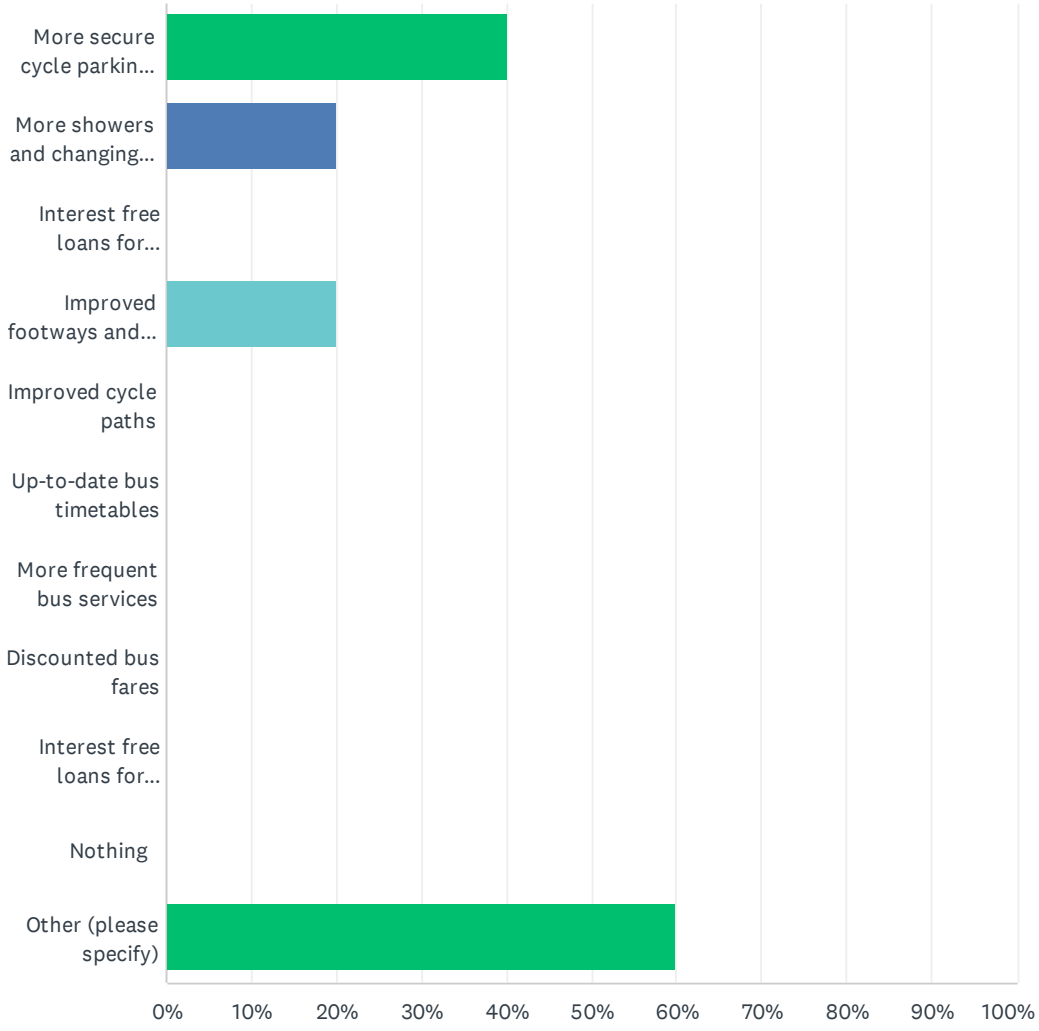


ANSWER CHOICES	RESPONSES	
N/A, I do not drive to the NOMA Marketing Suite	60.00%	3
Yes	40.00%	2
No (please specify why)	0.00%	0
TOTAL		5

#	IF YOU SELECTED NO, PLEASE SPECIFY WHY:	DATE
	There are no responses.	

Q6 Which of the following changes would most encourage you to walk, cycle, or use public transport to travel to the NOMA Marketing Suite? (Please tick all that apply)

Answered: 5 Skipped: 0



ANSWER CHOICES	RESPONSES	
More secure cycle parking provision	40.00%	2
More showers and changing rooms	20.00%	1
Interest free loans for bicycles (cycle to work scheme)	0.00%	0
Improved footways and crossings	20.00%	1
Improved cycle paths	0.00%	0
Up-to-date bus timetables	0.00%	0
More frequent bus services	0.00%	0
Discounted bus fares	0.00%	0
Interest free loans for public transport season tickets	0.00%	0
Nothing	0.00%	0
Other (please specify)	60.00%	3
Total Respondents: 5		

#	OTHER (PLEASE SPECIFY)	DATE
1	More frequent trains + better weather	8/22/2023 3:16 PM
2	N/A I use public transport.	8/22/2023 3:15 PM
3	Cheaper + more frequent Metrolink.	8/22/2023 3:14 PM

Q7 Do you have any other comments about your journey to the NOMA Marketing Suite?

Answered: 3 Skipped: 2

#	RESPONSES	DATE
1	N/A	8/22/2023 3:16 PM
2	I tend to split my travel choices between car and train depending on the time of day I need to travel and how much I need to carry with me.	8/22/2023 3:16 PM
3	No	8/22/2023 3:15 PM

NOMA

NOMA Marketing Suite, Manchester - Visitor Travel Survey Questionnaire

Curtins on behalf of NOMA has prepared a travel plan for the NOMA Marketing Suite, Manchester. A travel plan is a commitment to encourage staff and visitors to choose alternative transport modes (such as public transport, walking, cycling and car share schemes) over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan will include a range of measures and initiatives designed to achieve this goal.

On this basis, Curtins is conducting a travel survey to better understand how staff and visitors are currently travelling to and from the NOMA Marketing Suite. The survey results will support the development of an action plan which will help to improve and encourage active, and more sustainable, travel options.

The survey should take no longer than 5 minutes, and all results remain anonymous.

* 1. How did you travel to the NOMA Marketing Suite?

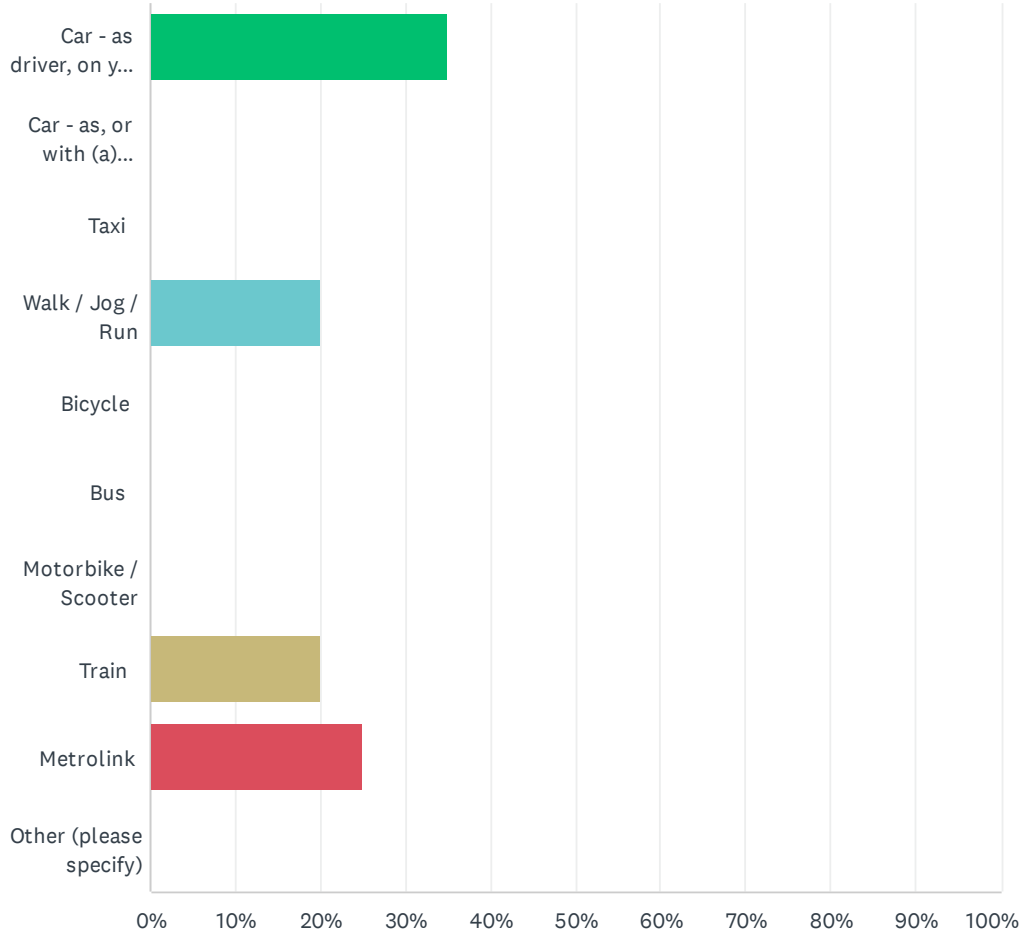
- ◯ Car - as driver, on your own
- ◯ Car - as, or with (a) passenger/s
- ◯ Taxi
- ◯ Walk / Jog / Run
- ◯ Bicycle
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorbike / Scooter
- ◯ Train
- ◯ Metrolink

2. Do you have any other comments about your journey to the NOMA Marketing Suite?

Thank you for completing this Travel Survey.

Q1 How did you travel to the NOMA Marketing Suite?

Answered: 20 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car - as driver, on your own	35.00%	7
Car - as, or with (a) passenger/s	0.00%	0
Taxi	0.00%	0
Walk / Jog / Run	20.00%	4
Bicycle	0.00%	0
Bus	0.00%	0
Motorbike / Scooter	0.00%	0
Train	20.00%	4
Metrolink	25.00%	5
Other (please specify)	0.00%	0
TOTAL		20

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

Q2 Do you have any other comments about your journey to the NOMA Marketing Suite?

Answered: 7 Skipped: 13

#	RESPONSES	DATE
1	No	8/22/2023 3:21 PM
2	No	8/22/2023 3:21 PM
3	No.	8/22/2023 3:21 PM
4	No	8/22/2023 3:20 PM
5	N/A	8/22/2023 3:20 PM
6	No.	8/22/2023 3:20 PM
7	Electric car	3/27/2023 1:29 PM

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