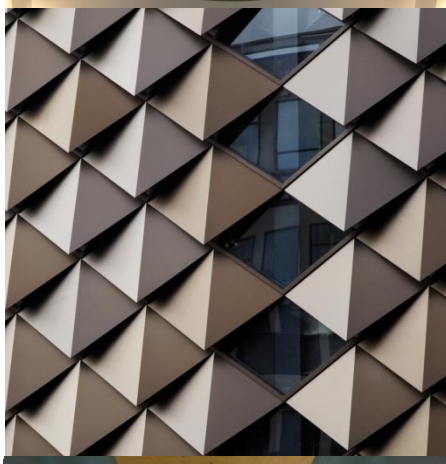
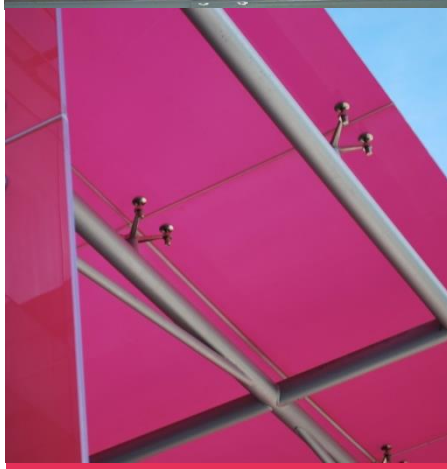








NOMA Marketing Suite, Manchester

Transport Statement

Curtins Ref: 77714-CUR-00-XX-RP-TP-001
Revision: V03
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Client Name: NOMA (GP) Ltd

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Table of Contents

1.0 Introduction 1
1.1 Background 1
1.2 Purpose of the Report 1
1.3 Scope of the Report 5
1.4 Structure of the Report 5
2.0 Existing Situation 6
2.1 Site Location 6
2.2 Existing Use and Access 7
2.3 Surrounding Highway Network 7
2.4 Access for Mobility and Visually Impaired Users 9
2.5 Highway Safety 10
3.0 Development Proposals 12
3.1 Overview of Proposals 12
3.2 Proposed Access 12
3.3 Proposed Parking 13
3.4 Proposed Servicing Arrangements 13
4.0 Accessibility by Sustainable Modes of Travel 15
4.1 Introduction 15
4.2 Pedestrian Accessibility 15
4.3 Cycle Accessibility 16
4.4 Public Transport Accessibility 18
4.5 Summary 27
5.0 Trip Generation 28
5.1 Introduction 28
5.2 Forecast Trip Generation 28
5.3 Net Site Impact 30
6.0 Transport Planning Policy 31
6.1 Introduction 31
6.2 National Planning Policy Framework (2019) 31
6.3 National Planning Practice Guidance (NPPG) 32
6.4 Manchester Core Strategy (2012 – 2027) 33
6.5 Greater Manchester Transport Strategy 2040 34
6.6 Conclusions 34
7.0 Summary and Conclusions 35
7.1 Summary 35
7.2 Conclusions 36

Figures

Figure 2.1 – Indicative Site Location in Relation to the Local Highway Network 7
Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 Years) 10
Figure 4.1 – Local Cycle Network 17
Figure 4.2 – Bee Network Map 18
Figure 4.3 – Public Transport Network in the Vicinity of the Site 19

Tables

Table 1.1 – BREEAM Credits Targeted 4
Table 2.1 – Personal Injury Accident Data Summary 10
Table 4.1 – CIHT Recommended Walking Distances 15
Table 4.2 – Number and Type of Existing Accessible Amenities within 500m of the Site 16
Table 4.3 – CIHT Maximum Suggested Walking Distances to Bus Stops 20
Table 4.4 – Summary of Bus Service Frequencies in the Vicinity of the Site 21
Table 4.5 – City Centre Free Bus Services 22
Table 4.6 – Summary of Rail Services Calling at Manchester Victoria 24
Table 4.7 – BREEAM Public Transport Accessibility Index (AI) Calculator 26
Table 5.1 – Multi-Modal Trip Rates and Split 28
Table 5.2 – Forecast Trip Generation 29
Table 5.3 – 2011 Census Method of Travel to Work 29

Appendices

Appendix A – Proposed Site Layout
Appendix B – Existing Context Plan
Appendix C – TRICS Output
Appendix D – 2011 Census Data

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 a planning application for the *"erection of a temporary single-storey marketing suite building (Sui Generis), including photovoltaics and related access, landscaping, bicycle parking, plant and servicing and associated works"* on land off Miller Street to the north of Manchester city centre.

1.1.2 The proposed development would enable 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;
- The creation of a new public realm accessible to all and the provision of new 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;
- 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.

1.1.3 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.

1.1.4 The proposed site layout is provided in **Appendix A**.

1.2 Purpose of the Report

1.2.1 This Transport Statement (TS) has been prepared to inform Highway Officers at Manchester City Council (MCC) as the Local Highway Authority (LHA) of the development proposals and their potential impact on the surrounding area from a traffic and transportation perspective.

1.2.2 Additionally, the TS is supported by an Interim Travel Plan (document reference: **77714-CUR-00-XX-RP-TP-002**) with measures and initiatives to encourage active and sustainable travel.

1.2.3 The development would also be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport, the relevant sections where they are provided, together with credits they obtain, are summarised in **Table 1.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	**Transport Assessment and Travel Plan:** 1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	This document	**2**
	2. The site-specific travel assessment (or statement) shall cover as a minimum:		
	• If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities;	N/A (see para 1.2.5)	
	• Predicted travel patterns and transport impact of future building or site users;	Section 5 of TS	
	• Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors;	Section 2 of TS	
	• Reporting of the number and type of existing accessible amenities within 500m of the site;	Section 4 of TS	
	• Disabled access accounting for varying levels and types of disability, including visual impairment;	Section 3 of TS	
	• Calculation of the existing public transport Accessibility Index (AI); and	Section 4 of TS	
	• Current facilities for cyclists.	Section 2 of TS	
	3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation.	Interim Travel Plan (ITP) provided in doc 77714-CUR-00-XX-RP-TP-002	
	4. If the occupier is known, involve them in the development of the travel plan.	Yes	
	5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 8 of ITP	
Tra 02	**Sustainable Transport Measures:** 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit.	This document	
	2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance.		*Points:*
	• The existing AI calculated in Tra 01 ≥ 8;	Section 4 of TS	*1*

BREEAM Category	Description	Signposts	No. of Credits
	• Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR • Demonstrate an increase over the existing Accessibility Index. This could be through provision of a diverted bus route, a new or enhanced bus stop, or other similar solutions; OR • Provide a dedicated service, such as a bus route or service.	Not achieved, not required considering existing site's excellent accessibility	*0*
	• Provide a public transport information system in a publicly accessible area, to allow building users access to up-to-date information on the available public transport and transport infrastructure. This may include signposting to public transport, cycling, walking infrastructure or local amenities;	Section 5 of ITP	*1*
	• Provide electric recharging stations of a minimum of 3kW for at least 10% of the total car parking capacity for the development;	Not achieved, development only has 5 parking spaces	*0*
	• Set up a car sharing group or facility to facilitate and encourage building users to car share; AND • Raise awareness of the sharing scheme with marketing and communication materials; AND • Provide priority spaces for car sharers for at least 5% of the total car parking capacity for the development; AND • Locate priority parking spaces nearest the development entrance used by the sharing scheme participants.	Not achieved, development is located close to many existing car club points	*0*
	• During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND • Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Not achieved, development is small in scale and located centrally	*0*
	• Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5 (1 space per 10 staff and 1 space per 10 visitors, a minimum of one compliant space is required);	Section 3 of TS	*1*
	• The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Not achieved, as the shower is shared with a WC	*0*
	Existing amenities: • At least three existing accessible amenities are present;	Section 4 of TS	*1*
	Enhanced amenities: • Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR • Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Provision of public realm with plant nursery (outdoor open space)	*2*

BREEAM Category	Description	Signposts	No. of Credits
	• Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 6 of FTP, pending BRE review (see para 1.2.6)	
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 15.77 Points achieved under criteria 2: 6	**6**
Total Transport Credits Obtained			**8**

Table 1.1 – BREEAM Credits Targeted

1.2.4 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- **Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available across the NOMA estate;
- **Restrictions or charging for car parking** – Spaces will be allocated for the marketing suite within the Angel Street car park and any charges in force at the time will apply;
- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. Safe crossing points and cycle lanes out of the site will not be delivered due to existing infrastructure that is already available across the NOMA estate;
- **Provision of suitable taxi drop-off or waiting areas** – Not applicable due to the small scale of the development; and
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

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

1.2.6 The ITP includes Welcome Packs as an initiative to encourage sustainable travel, which would be a site-specific improvement measure in line with the aims, objectives and recommendations of the Travel Plan. This measure is submitted for review by BRE.

1.3 Scope of the Report

1.3.1 The scope of this report is consistent with the guidance and recommendations set out in Local and National planning policy.

1.3.2 On this basis, this TS contains the following:

- A review of existing conditions, surrounding highway network, and highway safety within the vicinity of the site for the most recent five years;
- A review of the proposed site layout including parking, deliveries and servicing;
- An audit of accessibility by all modes of travel including walking, cycling, and public transport;
- Details of future vehicular trips and commentary on any highway impacts; and
- A review of the relevant local and national transport planning policy.

1.4 Structure of the Report

1.4.1 Following on from this introduction, **Section 2** of this report considers the site location and existing situation. **Section 2** also considers the site location and surrounding highway network and contains a review of the Personal Injury Accident records within the vicinity of the site.

1.4.2 **Section 3** gives an overview of the development proposals including details on proposed access, car parking, and a servicing and refuse strategy.

1.4.3 **Section 4** considers the site's accessibility by sustainable modes of transport, including walking, cycling and public transport.

1.4.4 **Section 5** outlines the traffic forecasting methodology used to establish the likely traffic generation associated with the development proposals and the highway impact.

1.4.5 **Section 6** summarises key national and local transport planning policy, and **Section 7** provides a report summary and conclusions.

2.0 Existing Situation

2.1 Site Location

2.1.1 The application site is located to the northern edge of Manchester city centre. 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.

2.1.2 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.

2.1.3 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, which received planning permission in March 2015 under ref. 107722/FO/2014/N2, and recently completed construction in 2020.

2.1.4 Construction has recently started on the next phase of development at NOMA; 4 Angel Square, which achieved planning permission in July 2019. 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 (ref. 123437/FO/2019).

2.1.5 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.

2.1.6 **Figure 2.1** below shows the site in a local context relating to the local highway network. An existing context plan is included in **Appendix B**.

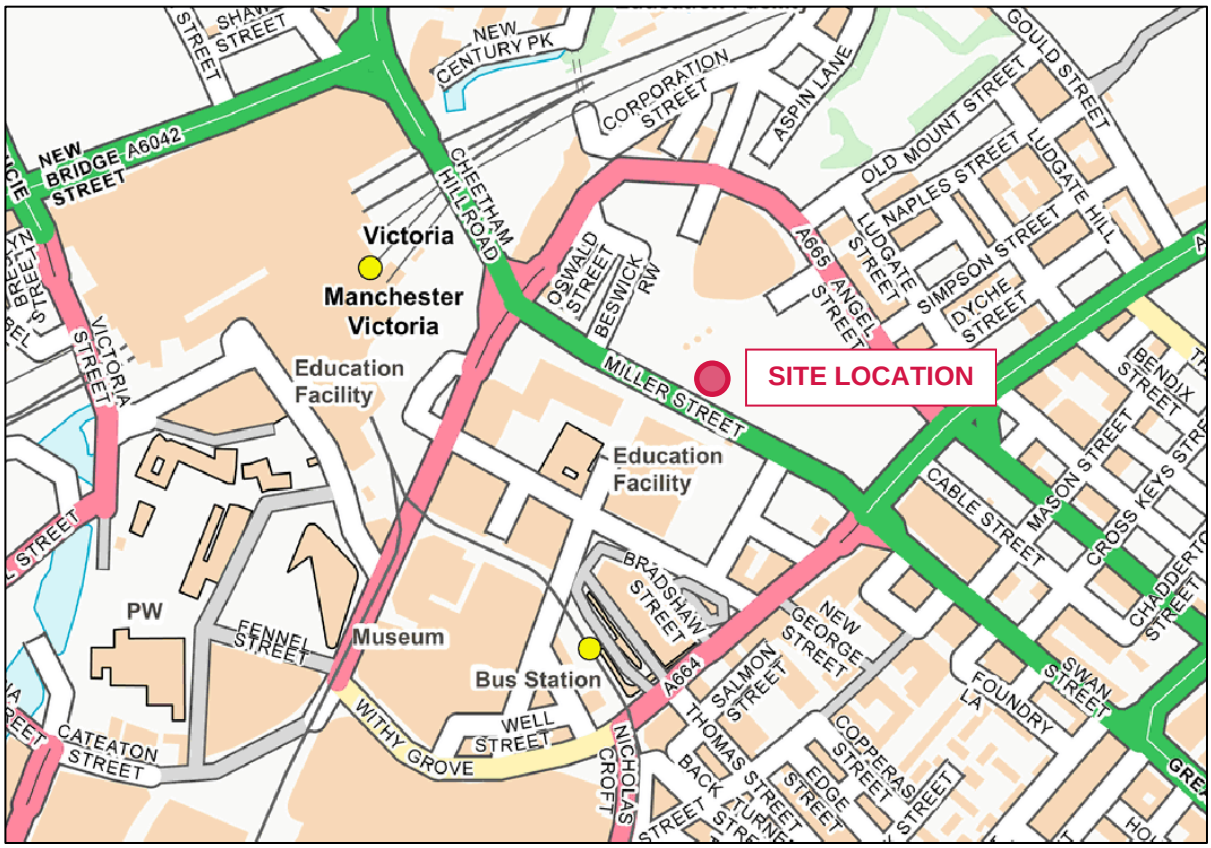


Figure 2.1 – Indicative Site Location in Relation to the Local Highway Network
(Source: OS Maps)

2.2 Existing Use and Access

2.2.1 The site is approximately 0.2 hectares and constitutes the southern portion of the Angel Street car park. It includes up to 25 surface car parking spaces on an area of hardstanding on the north side of the site, whilst the land on the south side of the site also comprises hardstanding and is currently secured by wooden fencing. The site also includes areas of overgrown shrubbery and vegetation. Vehicular access to the site is currently provided via Angel Street.

2.2.2 The site comprises the southern portion of 3 Angel Square, which received planning permission in February 2020, alongside 2 Angel Square, for two office buildings of 10 and 11 storeys respectively (ref: 124973/FO/2019).

2.3 Surrounding Highway Network

A665 Miller Street / Ring Road

2.3.1 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.

2.3.2 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.

2.3.3 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.

2.3.4 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.

2.3.5 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

2.3.6 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.

2.3.7 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.

2.3.8 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.

2.3.9 The A664 is subject to a speed limit of 30mph throughout and has TROs in the form of double yellow parking restrictions.

A664 Rochdale Road

2.3.10 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.

2.3.11 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.

2.3.12 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.

2.3.13 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.

2.3.14 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.

2.4 Access for Mobility and Visually Impaired Users

2.4.1 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.

2.4.2 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.

2.5 Highway Safety

2.5.1 Personal Injury Accident (PIA) data for the highway network adjacent to the site has been obtained from the Transport for Greater Manchester (TfGM) reported road accidents database for the most recent five years (2015 – 2019 inclusive). The details of the search are contained in **Figure 2.2** and include local roads in the immediate vicinity of the site. A breakdown of the information is contained in **Table 2.1**:

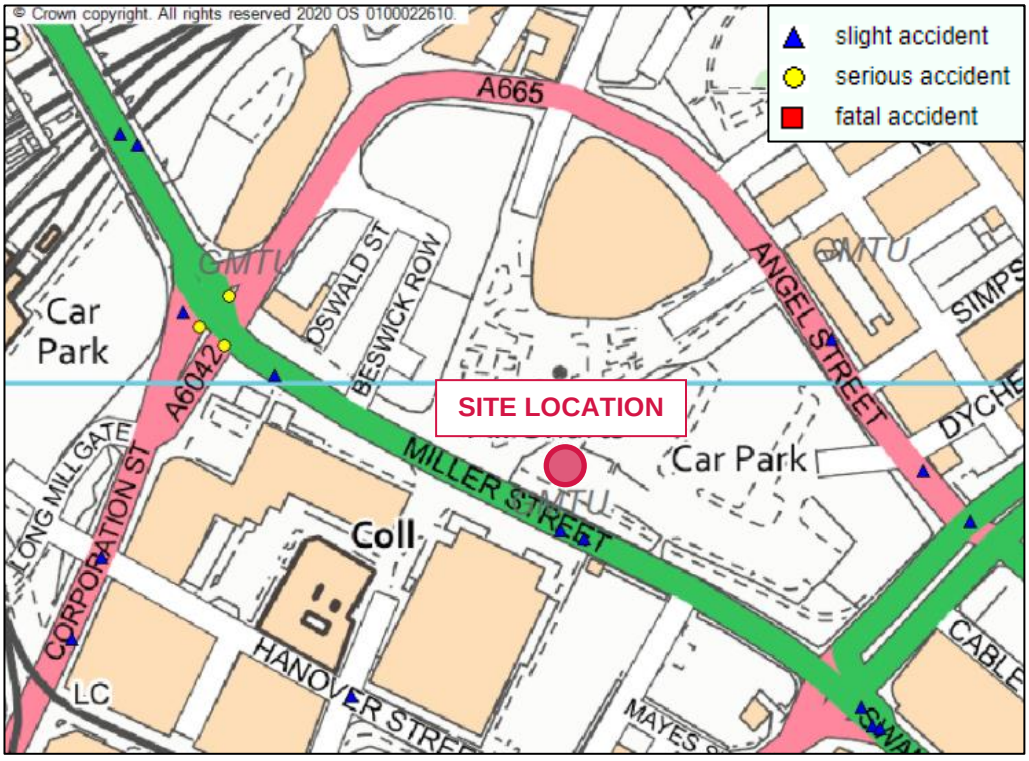


Figure 2.2 – Area Assessed for Personal Injury Accident Data (5 Years)
(Source: TfGM)

Junction/Link	Slight	Serious	Fatal	Totals
Miller Street	3	0	0	**3**
A665 Ring Road / A664 / Corporation Street	1	3	0	**4**
A665 Ring Road	2	0	0	**2**
Corporation Street	1	0	0	**1**
Corporation Street / Hanover Street	1	0	0	**1**
Hanover Street / Dantzic Street	1	0	0	**1**
A664 Angel Street	2	0	0	**2**
A664 Angel Street / Rochdale Road / A665 Ring Road	1	0	0	**1**
A665 Ring Road / A664 Rochdale Road / Shudehill	3	0	0	**3**
Total	**15**	**3**	**0**	**18**

Table 2.1 – Personal Injury Accident Data Summary

2.5.2 The PIA review confirms that in the past 5 years in the vicinity of the site, there has been a total of 18 collisions, 15 of which were 'slight' severity incidents, and 3 of which were 'serious' severity incidents. There were no fatal accidents recorded in the study area and search period.

2.5.3 The 'serious' severity incidents were spread out across different years, with one occurring on a weekday in 2017, one occurring on a weekday in 2018, and the other one occurring on a weekend in 2018. It is envisaged that the collisions were isolated incidents and do not have any common causation factors. There have also been no 'serious' severity incidents at the junction in recent years.

2.5.4 Although all PIAs are regrettable, there is no significant concentration of vehicle collisions at any single location that would suggest there is an existing safety issue that is likely to be exacerbated by the proposed development.

3.0 Development Proposals

3.1 Overview of Proposals

3.1.1 The proposed development comprises a temporary building providing an on-site base to enable the marketing of existing and proposed buildings within the NOMA estate to prospective occupiers.

3.1.2 The proposed development 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;
- The creation of a new public realm accessible to all and the provision of new 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;
- 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.

3.1.3 The proposed site layout is provided in **Appendix A**.

3.2 Proposed Access

Vehicular and Cycle Access

3.2.1 There is no direct vehicular access proposed to the site. Staff and visitors will be encouraged to travel by sustainable modes of transport to access the marketing suite. For those that choose to drive, the nearest car park is the Angel Street car park immediately north of the site.

Pedestrian Access

3.2.2 The main pedestrian access to the site is from the south via Miller Street, where a ramped pedestrian access is proposed connecting the footway to the building entrance. A secondary pedestrian access is also proposed from the north-east via the Angel Street car park. These access points with both steps and ramps have been designed to be suitable for all types of user regardless of the level of mobility or visual impairment.

3.3 Proposed Parking

Car Parking

3.3.1 Appendix B in the Manchester Core Strategy (2012 – 2027), titled 'Parking Standards', states that *"maximum standards for car parking do not apply to the City Centre as each development in the City Centre will be considered on a case by case basis"*.

3.3.2 It is envisaged that staff and visitors to the site would not travel by car and would mostly arrive on foot, cycle, or public transport.

3.3.3 However, there may be a need for some staff or visitors to arrive by car. It is therefore proposed to reorganise the existing Angel Street car park immediately north of the marketing suite to provide five car parking spaces, including one space for disabled users. These spaces would support access to the site by disabled users and those with reduced mobility.

3.3.4 The pedestrian access proposals outlined above will improve access from Miller Street to the Angel Street car park by creating an improved route and ramped access, which is proposed to be accessible to the public; improving connectivity and access, including for disabled users.

Cycle Parking

3.3.5 Cycle parking would be catered for through the provision of an external cycle shelter with capacity for 4 bicycles. The cycle shelter will be located adjacent to the marketing suite building entrance where there is relatively high pedestrian footfall and therefore, good natural surveillance.

3.3.6 Whilst MCC's parking standards do not directly relate to Sui Generis land uses, the proposal for 4 spaces exceeds MCC's standards of 1 space per 200sqm (minimum of 2 spaces) for office uses.

3.3.7 It is envisaged that there would be a total of 3 full-time equivalent (FTE) staff at the site, with a maximum of 12 visitors per hour, totalling a maximum of 15 people onsite at any one time. Therefore, this provision is in line with Building Research Establishment Environmental Assessment Method (BREEAM) 2018 guidance of 1 space per 10 staff and 10 visitors.

3.3.8 This is one of the many initiatives detailed in the accompanying ITP (document reference: **77714-CUR-00-XX-RP-TP-002**) to encourage staff and visitors to travel by sustainable modes.

3.4 Proposed Servicing Arrangements

3.4.1 The marketing suite refuse and recycling will be managed by NOMA, comprising of daily collections of the internal bins by contracted staff, removed to a 1100L waste container housed in the nearby Redfern building (within NOMA ownership) and collected on a weekly basis from this location.

3.4.2 Hence, there would be no external bin store and no requirement for refuse vehicles to access the site directly.

3.4.3 Further details on the servicing and refuse strategy, together with fire services access, are provided in the Design & Access Statement prepared by Simpson Haugh Architects.

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 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

4.2.2 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.

4.2.3 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 4.2** below:

No.	Amenity	BREEAM Criteria / 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

4.2.4 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).

4.2.5 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.

4.2.6 As mentioned in **Section 2** 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, an 8km cycle catchment for the site has been considered. The 8km (5-mile) cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009), which states: *"most cycle journeys for non-work purposes and those to rail stations are between 0.5 and 2 miles, but many cyclists are willing to cycle much further (i.e. for work, a distance of 5 miles should be assumed)"*.

4.3.2 The 8km catchment encompasses all of Manchester city centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship. The catchment also extends as far as Heaton Park to the north, Fairfield to the east, Fallowfield to the south, and Old Trafford to the west.

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

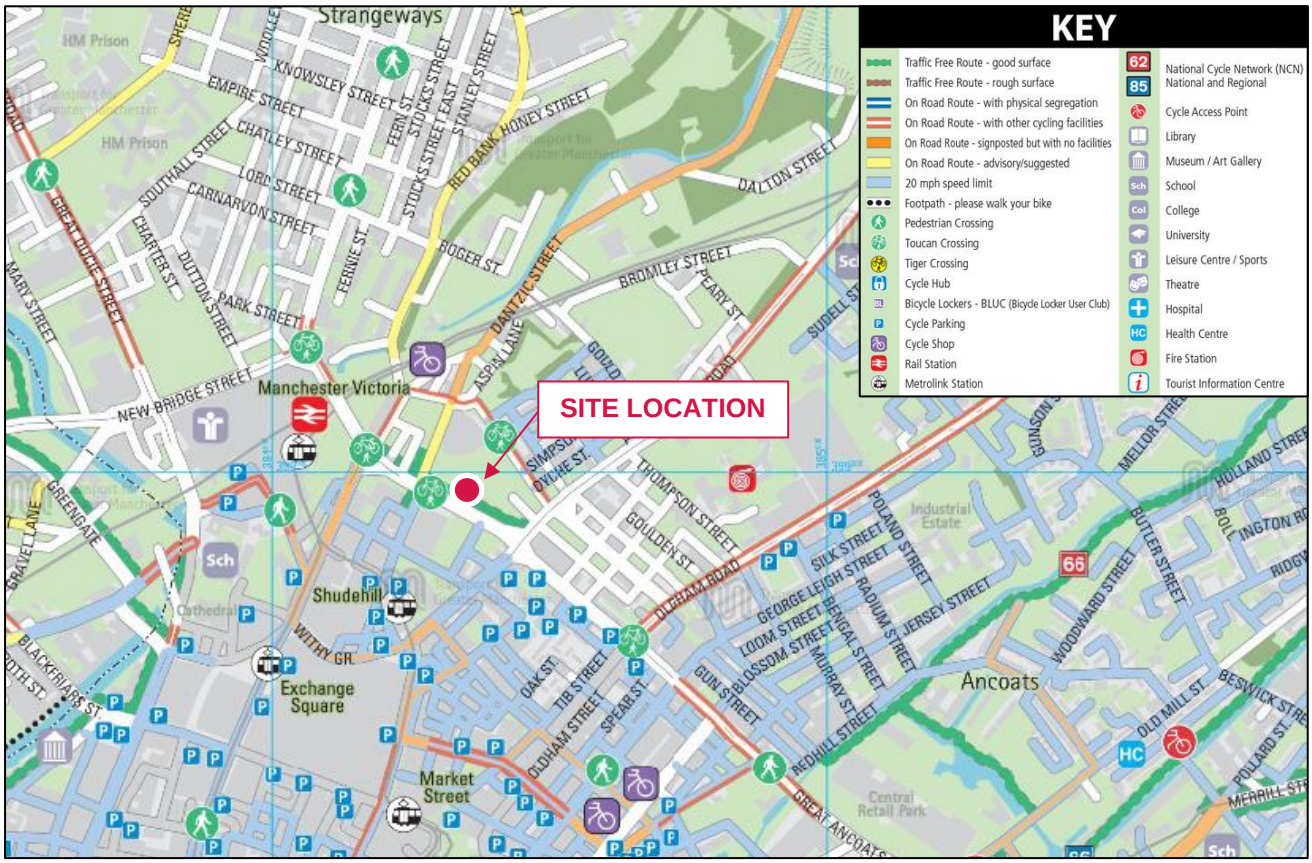


Figure 4.1 – Local Cycle Network
(Source: TfGM)

4.3.4 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike.

4.3.5 The site is located directly north of confirmed Bee Network improvements as part of the Manchester Northern / Eastern Gateway to the north of the site and improved crossing facilities adjacent to tramlines along Corporation Street and Shudehill as illustrated in **Figure 4.2**, allowing staff and visitors that cycle to benefit from better safety and quality of commute.

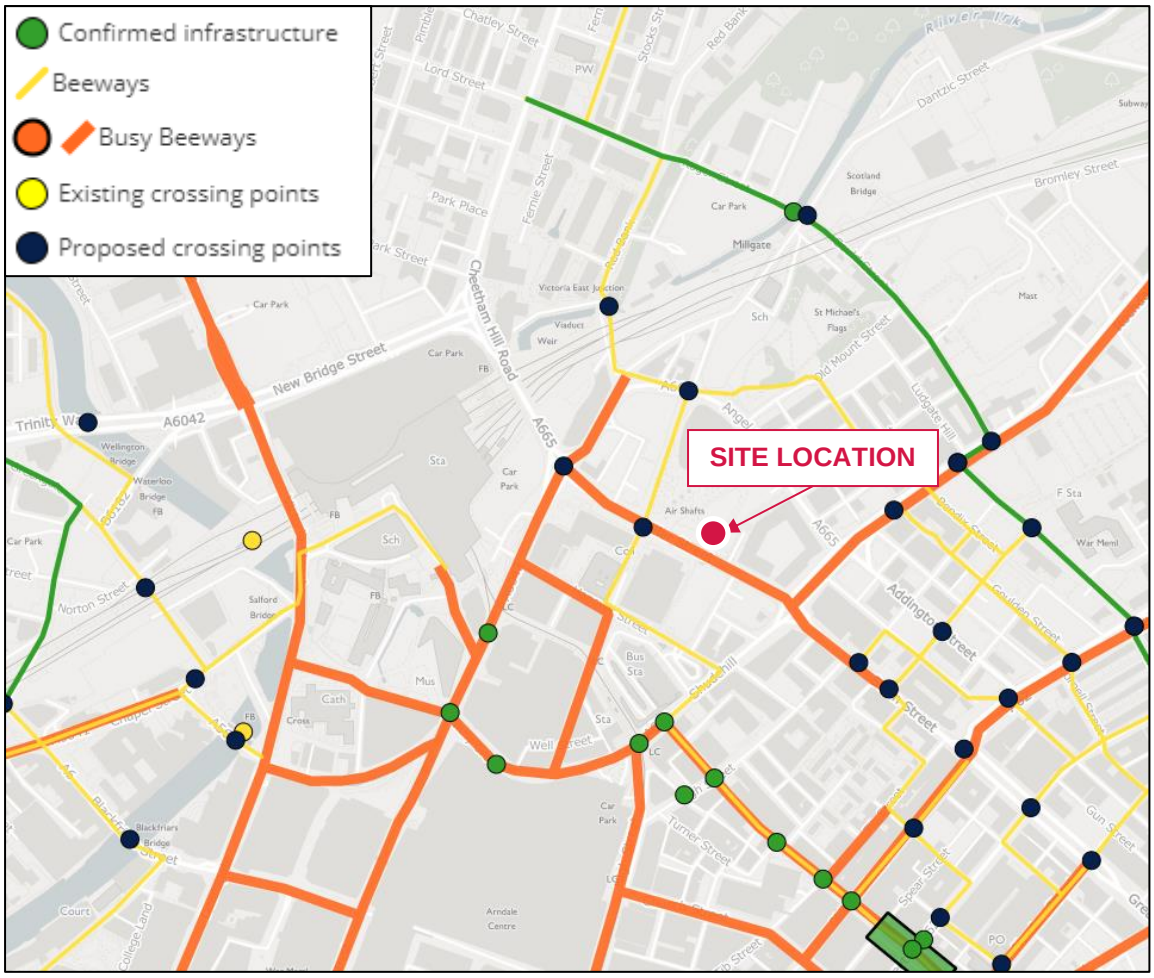


Figure 4.2 – Bee Network Map
(Source: MappingGM)

4.3.6 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 covered cycle parking spaces to encourage cycling.

4.3.7 This accessibility review demonstrates that key destinations and local amenities are within walking and cycling distance of the site, including employment (with various types of businesses located in Manchester city centre), health (including a dental surgery to the west of the site), retail (supermarkets located within the City Centre core and a supermarket situated to the north-west within the Green Quarter), leisure and employment facilities and services, together with major public transport interchanges and the residential quarters of Manchester city centre.

4.4 Public Transport Accessibility

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

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

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor'). The site is located in an area with a GMAL rating of 8 and is considered appropriately situated to take advantage of existing public transport infrastructure within Manchester city centre.

4.4.3 Accessibility by bus, rail and Metrolink are considered further below, with a local public transport network map included in **Figure 4.3** below:

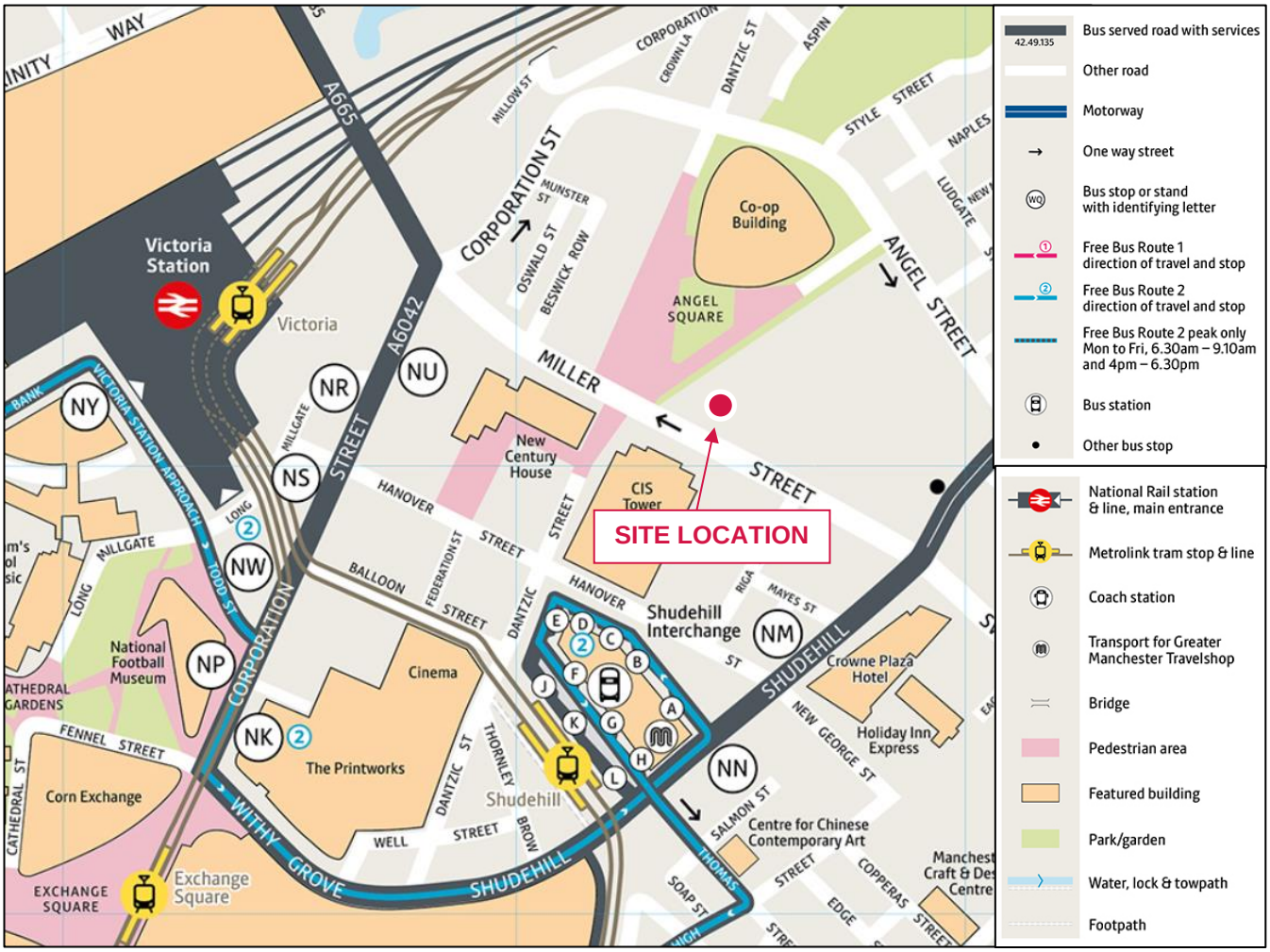


Figure 4.3 – Public Transport Network in the Vicinity of the Site
(Source: TfGM)

Bus Accessibility

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

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

Table 4.3 – 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:				
8	Manchester – Pendleton – Pendlebury – Kearsley – Farnworth – Moses Gate – Bolton	10 mins	15 mins	30 mins
10	Manchester – Pendleton – Eccles – Peel Green – Brookhouse	12 mins	20 mins	20 mins
17 / 17A	Manchester – Collyhurst – Blackley – Middleton – Castleton – Rochdale (bus 17A running via Stakehill Industrial Estate)	10 mins	10 mins	15 mins
18	Middleton – Langley – Middleton – Collyhurst – Manchester – MRI	10 mins	10 mins	15 mins
33	Manchester – Eccles – Worsley – Atherton – Wigan	15 mins	30 mins	Hourly
56	Manchester – NMGH – Higher Blackley circular	30 mins	-	-
67	Manchester – Pendleton – Salford Royal – Eccles – Irlam – Cadishead	20 mins	20 mins	30 mins
81	Manchester – Collyhurst – Moston – Werneth – Oldham – Derker	30 mins	30 mins	30 mins
92	Manchester – Carr Clough – Prestwich – Unsworth – Pilsworth – Bury	3 in the late PM	3 in the late PM	4 in the late PM
93	Manchester – Carr Clough – Prestwich – Unsworth – Bury	20 mins	30 mins	30 mins
96	Manchester – Higher Broughton – Sedgley Park – Prestwich – Simister	Hourly	Hourly	Hourly

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
97	Manchester – Prestwich – Whitefield – Radcliffe – Unsworth – Bury	30 mins	20 mins	30 mins
98	Manchester – Prestwich – Whitefield – Radcliffe – Starling – Bury	30 mins	20 mins	30 mins
100	Manchester – Salford – Eccles – intu Trafford Centre – Irlam – Warrington	20 mins	15 mins	15 mins
112	Manchester – Collyhurst – Moston – Middleton	15 mins	15 mins	30 mins
117	Manchester – Collyhurst – Moston – New Moston – Greengate	30 mins	30 mins	Hourly
118	Manchester – Collyhurst – Moston – NMGH	15 mins	20 mins	30 mins
119	Manchester – Moston – Higher Blackley	30 mins	30 mins	Hourly
156	Manchester – Collyhurst – NMGH – Heaton Park – Rhodes – Middleton – Langley	30 mins	30 mins	Hourly
162	Manchester – Middleton – Norden	3 in the PM	-	-
163	Manchester – Collyhurst – Blackley – Middleton – Heywood – Darn Hill – Bury	10 mins	10 mins	30 mins
X41	Manchester – Prestwich – Accrington	Hourly	Hourly	Hourly
X43	Manchester – Rawtenstall – Burnley	15 mins	15 mins	30 mins
X63	Manchester – Middleton – Heywood – Bury	20 mins	-	-
From Rochdale Road: Services 17, 17A, 18, 56, 81, 112, 117, 118, 119, 156, 162 and 163 as above.				
From Corporation Street:				
41	Manchester – Rusholme – West Didsbury – Northenden – Sale – Altrincham	15 mins	15 mins	30 mins
59	Manchester – Cheetham Hill – Middleton – Oldham – Shaw – Rushcroft	10 mins	20 mins	30 mins
113	Middleton – Moston – Collyhurst - Manchester	2 in the AM	-	-
135	Manchester – Cheetham Hill – Heaton Park – Whitefield – Bury	10 mins	10 mins	10 mins
From Manchester Victoria: 8, 10, 59, 67, 92, 93, 96, 97, 98, 100 and 113 as above.				

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 and 3 respectively of the Manchester city centre free bus. The free bus is a service providing direct access to the Deansgate, Oxford Road, Piccadilly, Victoria and Salford Central railway stations along with key city centre locations. The free bus frequencies are detailed in **Table 4.5**:

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

Table 4.5 – City Centre Free Bus Services

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

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

Rail Accessibility

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

4.4.12 The closest rail station to the development is Manchester Victoria, located c. 450m to the west of the site. **Table 4.6** shows the frequencies of regular trains that run from Manchester Victoria:

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

Service	Service Frequency per Hour		
	Peak Weekday	Peak Saturday	Peak Sunday
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

Table 4.6 – Summary of Rail Services Calling at Manchester Victoria

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

4.4.14 The trains that service Manchester Victoria regularly run 7 days a week from a number of different locations within the North West; this provides frequent access for users of the site. More locally the above services provide access to residential areas such as Ashton-under-Lyne, Salford, Eccles and Rochdale. This is a viable alternative to private car use.

4.4.15 Journey times have also been reduced and improved following the Ordsall Chord bridge which was completed in 2017 and links Manchester's three main railway stations (Victoria, Oxford Road and Piccadilly) to allow more trains to run across the whole of the north. There are also direct links to Manchester Airport from across the north of England.

4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.

4.4.17 Overall, the site is highly accessible via rail.

Metrolink (Light Rail) Accessibility

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

- **Navy Line –** Manchester Airport to Manchester Victoria;

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

4.4.19 All lines run at a frequency as follows:

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

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

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

4.4.22 Overall, the site is highly accessible via tram.

BREEAM Public Transport Accessibility Index (AI)

4.4.23 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.

4.4.24 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). The bus stop ("node") located within this distance and their respective service frequencies per hour are as follows in **Table 4.7**. For the purposes of this assessment, multiple services (i.e. services that operate from more than one node within proximity of the site, or the same bus/rail serving two separate stops/stations) have been considered only once at the node in closest proximity to the site.

Service and Frequencies per Hour		Node and Distance to Node (m)			
		Shudehill (300m)	Rochdale Road (300m)	Corporation Street (450m)	Manchester Victoria (450m)
Bus	8	6	-	-	-
	10	5	-	-	-
	17 / 17A	6	-	-	-
	18	6	-	-	-
	33	4	-	-	-
	93	4	-	-	-
	112	4	-	-	-
	118	4	-	-	-
	163	6	-	-	-
	X43	4	-	-	-
	56	-	2	-	-
	81	-	2	-	-
	117	-	2	-	-
	119	-	2	-	-
	156	-	2	-	-
	41	-	-	4	-
	59	-	-	6	-
	135	-	-	6	-
	67	-	-	-	3
	96	-	-	-	1
	97	-	-	-	2
	98	-	-	-	2
	100	-	-	-	3
Rail	Bolton to Manchester and MCR Airport	-	-	-	4
	Manchester to Blackburn and Clitheroe	-	-	-	1
	Manchester and MCR Airport to Southport and Kirkby	-	-	-	2
	Manchester to Stalybridge and Huddersfield	-	-	-	1
	Leeds to MCR Victoria and Manchester to Blackburn	-	-	-	4
Metrolink	Victoria to MCR Airport	6	-	-	-
	Piccadilly to Bury	6	-	-	-
	East Didsbury to Rochdale	-	-	-	6
Accessibility Index (AI)		**34.07**			

Table 4.7 – BREEAM Public Transport Accessibility Index (AI) Calculator

4.4.25 It can be observed that the site's AI of 34.07 demonstrates that the site is highly accessible by public transport.

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 Trip Generation

5.1 Introduction

5.1.1 It is envisaged that staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport, given the multi-modal accessibility of the site. Therefore, there will be a very limited number of vehicle trips generated in the immediate vicinity of the site.

5.1.2 Notwithstanding, this section contains trip generation analysis based on the proposed development during the weekday AM and PM peak hours. In order to undertake the assessment, the TRICS database and a sensitivity test comprising first principles approach combined with Census data is used for the forecast trip generation.

5.1.3 This is because whilst TRICS is the industry recognised tool for calculating the anticipated future trip demand of a proposed development, it must be noted that marketing suites are considered 'Sui Generis' and there is a lack of representative data surrounding these types of development on the database.

5.2 Forecast Trip Generation

TRICS Database

5.2.1 The proposed use of the marketing suite building comprises c. 250m^2 Gross Floor Area (GFA). For robustness, the 'Office' use classes are referred to in the TRICS assessment. The level of trips generated have been estimated using multi-modal peak hour trip rates obtained from surveys of sites of a similar size and nature. The full search criteria used in the TRICS database are presented in **Appendix C**, whilst a summary is provided in **Table 5.1** below. All trip rates are per 100m^2 GFA:

TRICS	Average TRICS Trip Rates AM (08:00 – 09:00)				Average TRICS Trip Rates PM (17:00 – 18:00)			
	Arrive	Depart	Total	Modal Split (%)	Arrive	Depart	Total	Modal Split (%)
Vehicles	0.947	0.118	1.065	59%	0.094	0.825	0.919	55%
Cyclists	0.081	0	0.081	4%	0.002	0.07	0.072	4%
Pedestrians	0.314	0.033	0.347	19%	0.042	0.382	0.424	25%
Public Transport	0.303	0.014	0.317	18%	0.011	0.257	0.268	16%

Table 5.1 – Multi-Modal Trip Rates and Split

5.2.2 From **Table 5.1** above, the proposed total number of trips generated can be found. This is provided in **Table 5.2**:

250 sqm	Trip Generation AM (08:00 – 09:00)			Trip Generation PM (17:00 – 18:00)		
	Arrive	Depart	Total	Arrive	Depart	Total
Vehicles	2	0	**3**	0	2	**2**
Cyclists	0	0	0	0	0	0
Pedestrians	1	0	1	0	1	1
Public Transport	4	0	5	0	4	4

Table 5.2 – Forecast Trip Generation

5.2.3 The number of vehicle trips generated by the proposed uses could equate to 3 and 2 two-way movements respectively during the typical AM and PM peak hours (08:00 – 09:00 and 17:00 – 18:00).

Sensitivity Test – First Principles Approach Combined with Census Data

5.2.4 It is envisaged that there would be a total of 3 full-time equivalent (FTE) staff at the site, with a maximum of 12 visitors per hour. The marketing suite is expected to operate typical business hours of 08:00-18:00 with additional operating hours as required.

5.2.5 The 2011 Census dataset 'WU03EW – Location of usual residence and place of work by method of travel to work (MSOA level)' has been consulted to derive the likely modal split. The middle super output area (MSOA) of Manchester 054 where the site is located has been used as the place of work, whereas, the assumptions used for the places of residence include all ten Greater Manchester Local Authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Stockport, Tameside, Trafford, and Wigan).

5.2.6 The mode of travel to work data extracted from the output areas is provided in **Appendix D** and summarised in **Table 5.3**:

Mode of Travel to Work	Percentage
Work mainly at or from home	0%
Underground, metro, light rail or tram	7%
Train	12%
Bus, minibus, or coach	29%
Taxi	0%
Motorcycle, scooter or moped	0%
Driving a car or van	31%
Passenger in a car or van	4%
Bicycle	3%
On foot	14%
Other method of travel to work	0%
Total	**100%**

Table 5.3 – 2011 Census Method of Travel to Work

5.2.7 **Table 5.3** confirms that the mode share for car drivers is c. 31%. As such, approximately a third of the 3 FTE staff and 12 visitors (equating to 1 staff member and 4 visitors) could travel by car during peak hours, with the remainder travelling by sustainable modes of transport.

5.2.8 Staff and visitors would continuously be encouraged to travel by sustainable modes of transport, making use of the various modes of public transport, as well as walking and cycling opportunities that are available.

5.3 Net Site Impact

5.3.1 The proposed development could result in an increase of up to 5 two-way vehicular trips in the AM and PM peak hours respectively, due to the nature of the proposed development and the likely modal split of site occupants. As the development site currently comprises c. 30 surface car parking spaces, this level of activity is likely to represent a net reduction in traffic compared to the existing use.

5.3.2 It is therefore concluded that that the highway network would not experience any adverse traffic impacts resulting from the proposed development.

5.3.3 Furthermore, as the site is located in an Air Quality Management Area (AQMA), the expected reduction in vehicle movements and promotion of active and sustainable modes of travel, should result in a reduction of emissions and benefits in terms of air quality.

6.0 Transport Planning Policy

6.1 Introduction

6.1.1 The following section sets out key local and national transport planning policies, and how the proposals relate to them.

6.2 National Planning Policy Framework (2019)

6.2.1 NPPF sets out the current national transport planning policy and outlines the important role that transport policies have to play in facilitating sustainable development.

6.2.2 Paragraph 11 states that:

"Plans and decisions should apply a presumption in favour of sustainable development."

6.2.3 For decision taking this means granting permission unless:

"*…any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies*."

6.2.4 Section 9 of the NPPF is entitled *Promoting Sustainable Transport* and outlines the important role that transport policies have to play in facilitating sustainable development. The section states that:

"*The planning system should actively manage patterns of growth …Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.*"

6.2.5 The document emphasises the need for developments to offer a choice of sustainable modes of transport to *"reduce congestion and emissions, and improve air quality and public health"* and provide *"safe and suitable access"* for all users.

6.2.6 Paragraph 108 of the NPPF states that in assessing sites that may be allocated for development in plans, or specific applications in development, it should be ensured that:

a) "appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;

b) safe and suitable access to the site can be achieved for all users; and

c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree."

6.2.7 The development proposals have shown that safe and suitable access to the site can be achieved, where improvements would be put in place to improve pedestrian. Additionally, it is not anticipated that the proposals would result in any significant impacts on the highway network.

6.2.8 Paragraph 109 of the NPPF states that:

"Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe."

6.2.9 It is envisaged that staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. TRICS and first principles assessments for staff and visitors has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

6.2.10 Paragraph 110 of the NPPF states that applications for development should:

- *"give priority to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
- *address the needs of people with disabilities and reduced mobility in relation to all modes of transport; and*
- *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards."*

6.2.11 The proposed development is situated in an accessible location. There is good walking and cycling infrastructure adjacent to the site, and public transport is accessible within an acceptable walking and cycling distance.

6.2.12 The proposed development accords with the general principles of the NPPF.

6.3 National Planning Practice Guidance (NPPG)

6.3.1 In addition to the NPPF, a National Planning Practice Guidance (NPPG) document has also been developed by the Ministry of Housing, Communities & Local Government in 2012, with a revised version in 2018. It brings together planning practice guidance for England and sits alongside the NPPF. Within this document there is a specific section that clarifies the over-arching principles on Travel Plans, Transport Assessments and Transport Statements. The guidance states that:

"Travel Plans, Transport Assessments and Statements can positively contribute to:

- *Encouraging sustainable travel;*
- *Lessening traffic generation and its detrimental impacts;*
- *Reducing carbon emissions and climate impacts;*
- *Creating accessible, connected, inclusive communities;*

- *Improving health outcomes and quality of life;*
- *Improving road safety; and*
- *Reducing the need for new development to increase existing road capacity or provide new roads."*

6.3.2 The guidance on Transport Assessments and Statements re-iterates the circumstances in which either document would usually be required. It is clear that a development of the size and nature of this development requires a Transport Statement. It also clarifies the process for establishing a scope for what the documents should contain. The NPPG has been considered in the production of this TS and the accompanying ITP (document reference: **77714-CUR-00-XX-RP-TP-002**).

6.3.3 As outlined above, this TS demonstrates that the site is accessible by active and sustainable modes of travel, and that safe and suitable access can be gained to the development. The development proposals therefore apply the principles set out in the NPPG and will seek to create a sustainable development and make a positive contribution to the local area.

6.4 Manchester Core Strategy (2012 – 2027)

6.4.1 The Manchester Core Strategy promotes similar principles to the NPPF. The core strategy also contains three specific 'Transport' policies, comprising:

- Policy T1 – Sustainable Transport;
- Policy T2 – Accessible areas of opportunity and need; and
- Policy T3 – Strategic Integration.

6.4.2 Policy T1 focuses on sustainable transport and access for all. The accessibility of the site would encourage staff and visitors of the proposed development to travel by sustainable modes.

6.4.3 Policy T2 of the Manchester Core Strategy states:

"The Council will actively manage the pattern of development to ensure that new development…Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development."

6.4.4 Whilst there is no new parking proposed as part of the development, there is an opportunity to allocate four standard car parking spaces and one accessible space, within the Angel Street car park immediately north of the marketing suite. This approach is reflective of the highly accessible nature of the development, whilst considering the realistic requirements of staff and visitors. The development would benefit from sustainable transport links across the city centre.

6.4.5 Policy T3 is in relation to strategic integration of developments with the sustainable transport network. The proposed development would not prejudice the implementation of any of the strategic integration projects.

6.5 Greater Manchester Transport Strategy 2040

6.5.1 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.

6.5.2 Under Policy 3, the Transport Strategy states that TfGM will "maintain a conurbation-wide programme of travel choices interventions, supported by 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". Such interventions comprise:

- *"Measures to encourage people to make at least some of their journeys by public transport, walking and cycling;*
- *Physical measures (bus priority measures, reallocating road space for pedestrian and cycling infrastructure, car share schemes, and constraints on long-stay parking in key centres); and*
- *Promotions and marketing to provide people and businesses with the information, training and incentives to make better informed decisions about how, when and where they travel and the impact of their choices."*

6.5.3 Under Policy 4, TfGM will also *"continue to work with planning authorities and developers to ensure the accessibility of new development by sustainable modes and to reduce the impact on the highway network"*. This will be in accordance with the principles of:

- *"Reducing the need to travel by car, and the distance travelled;*
- *Maximising accessibility by sustainable modes;*
- *Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;*
- *Maximising opportunities to provide additional public transport; and*
- *Designing to encourage active travel."*

6.5.4 It is considered that the development proposals will not adversely impact the transport network, and instead would support the Transport Strategy by enhancing opportunities for sustainable travel by integrating into existing infrastructure.

6.6 Conclusions

6.6.1 It is considered that the proposed development is in line with national and local transport policies and guidance. The site is located within an area which has a range of existing local facilities and plenty of sustainable travel choices.

7.0 Summary and Conclusions

7.1 Summary

7.1.1 Curtins has been appointed by Gardiner & Theobald LLP on behalf of NOMA (GP) Ltd to provide transport planning advice in relation to a planning application for the *"erection of a temporary single-storey marketing suite building (Sui Generis), including photovoltaics and related access, landscaping, bicycle parking, plant and servicing and associated works"* on land off Miller Street to the north of Manchester city centre.

7.1.2 The proposed development would enable 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;
- The creation of a new public realm accessible to all and the provision of new 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;
- 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.

7.1.3 A review of baseline conditions and highway safety in the vicinity of the site has been undertaken. It is not considered that there is an existing highway safety issue that is likely to be exacerbated by the proposed development.

7.1.4 Relevant details of the proposed development quanta, site layout, access and parking facilities, and servicing arrangements have been provided.

7.1.5 The site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are several public transport opportunities within acceptable walking distance of the site.

7.1.6 The trip generation exercise has demonstrated that any vehicular impact would be negligible on the surrounding area in terms of highways, traffic and transportation.

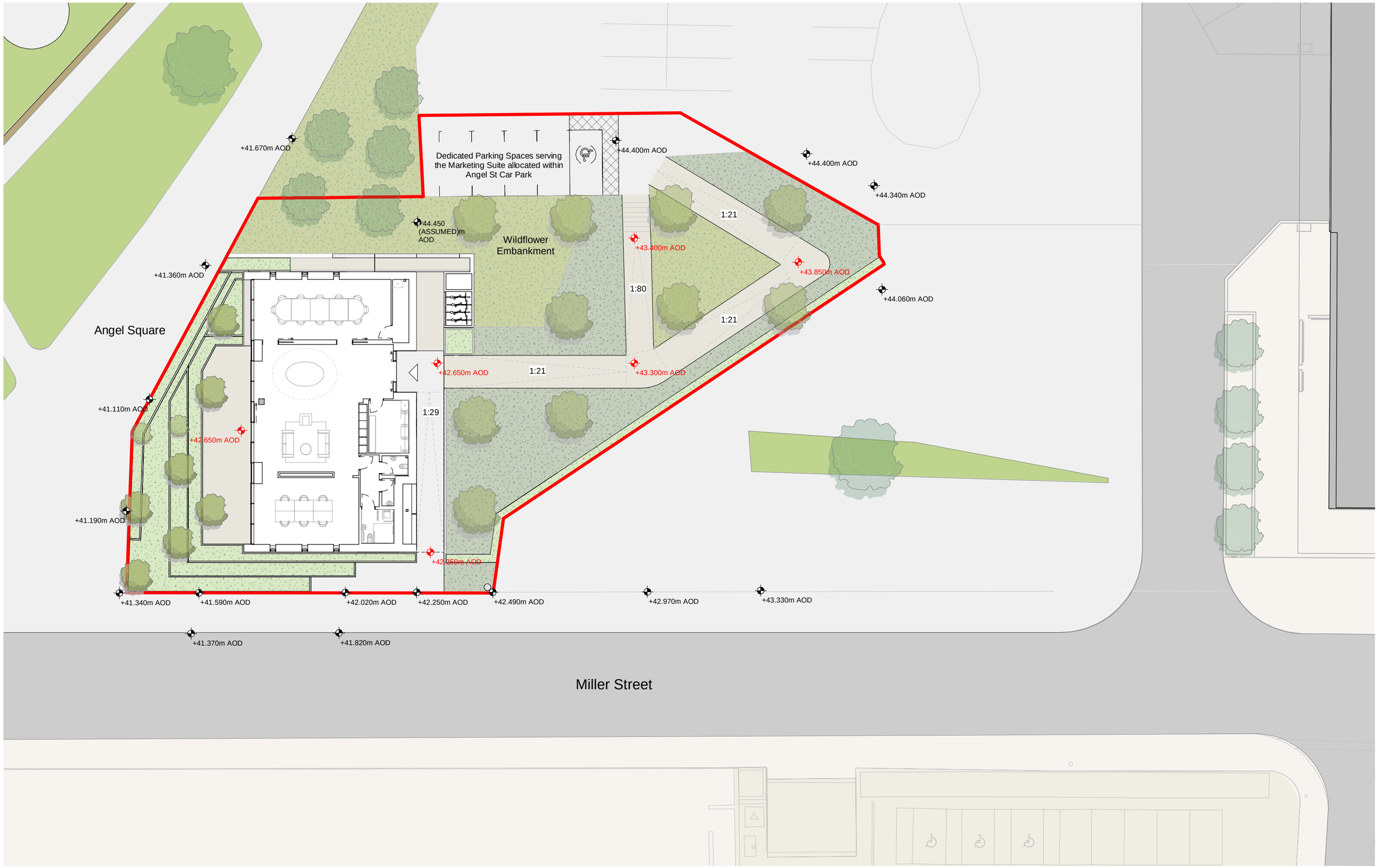
7.1.7 Additionally, it is envisaged that staff and visitors of the site would not travel by car and would mostly arrive on foot, cycle, or public transport. Sustainable travel initiatives have been proposed to increase the level of walking, cycling and public transport use to and from the site.

7.1.8 A review of relevant local and national transport planning guidance has been undertaken. It is considered that the proposed development conforms with such policy.

7.2 Conclusions

7.2.1 The proposed development would make a positive contribution to Manchester city centre and from a traffic and transportation perspective, there are no reasons why the development proposals should not be granted planning approval.

Appendix A – Proposed Site Layout



This drawing is copyright
Do not scale off dimensions.
All dimensions to be checked on site by contractor.

Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

Key

- Planning Application Boundary
- +42.970m AOD Existing Levels
- +43.300m AOD Proposed Levels
- Existing Trees
- Proposed New Trees
- Proposed Public Bin

Rev	Date	Description
P01	2021-02-03	Planning Application Issue
P02	2021-02-10	Angel St Car Park Reference Amended
P03	2021-02-17	Red Line Boundary Update

Project Title
NOMA Marketing Suite
Manchester

Drawing Title
Planning Application - Site Plan - Proposed Site Context

Project No
10341

Scale
1 : 250 @ A3

Status
FOR PLANNING APPROVAL

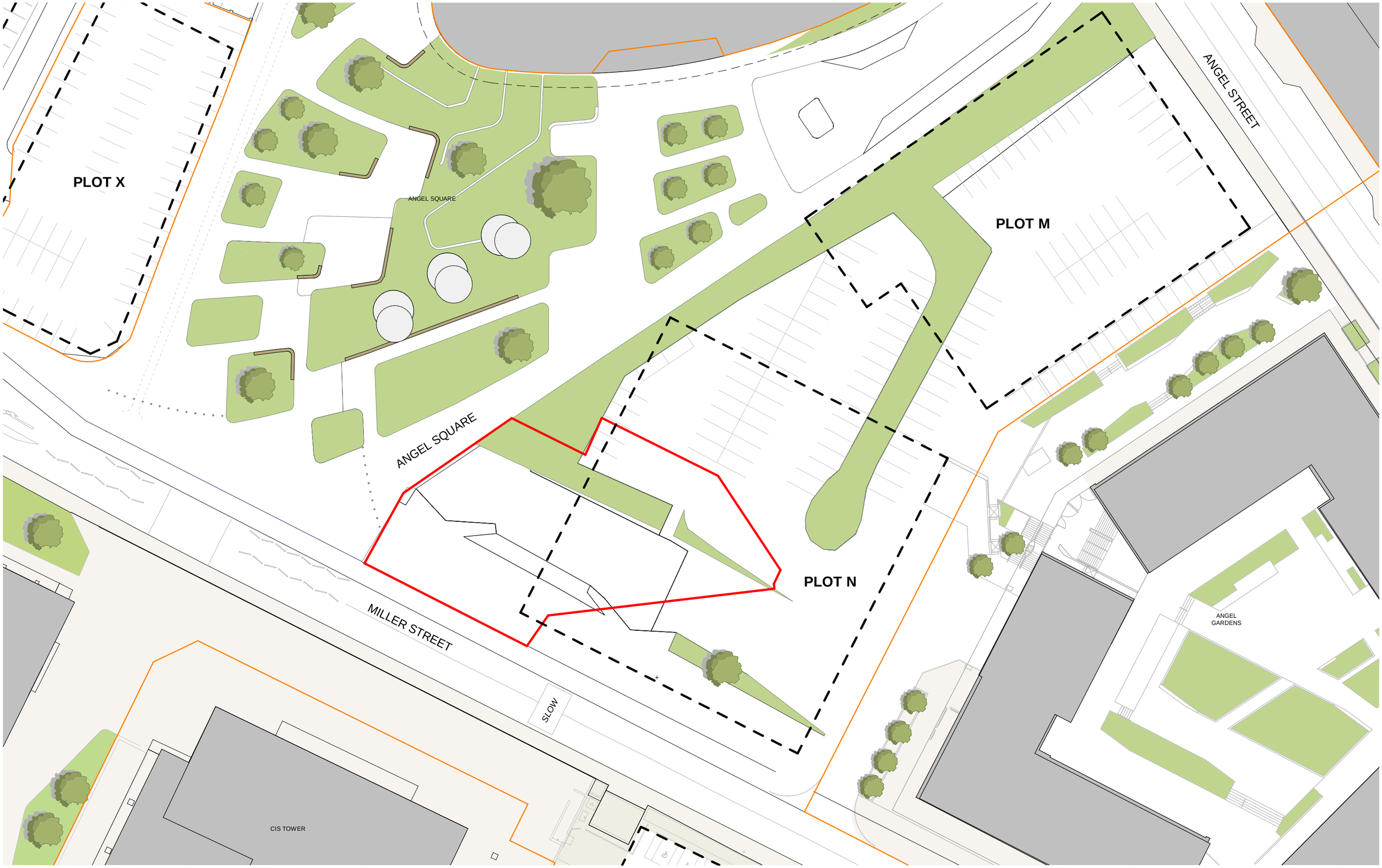
SHP Drawing Code (PROJ - ZONE - BLDG - SERIES - TYPE - LOC - SEQ)
10341-Z1-A-B5D8-G100-PL-XX-001

Revision
P03

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Appendix B – Existing Context Plan



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Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

NOTE:

Key

- Planning Application Boundary
- Indicative NOMA Masterplan Building Footprints
- NOMA Masterplan Ownership Boundary

NORTH

Rev	Date	Description
P01	2021-02-03	Planning Application Issue
P02	2021-02-17	Red Line Boundary Update

Project Title
NOMA Marketing Suite
Manchester

Drawing Title
Planning Application - Context Plan - Existing

Project No
10341

Scale
1 : 500 @ A3

Status
FOR PLANNING APPROVAL

SHP Drawing Code
10341-Z1-A-B5D8-G100-XP-XX-001

Revision
P02

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Appendix C – TRICS Output

Calculation Reference: AUDIT-148301-201207-1220

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 02 - EMPLOYMENT
Category : A - OFFICE
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	BD	BEDFORDSHIRE	1 days
	ES	EAST SUSSEX	2 days
	EX	ESSEX	1 days
	HF	HERTFORDSHIRE	2 days
	SO	SLOUGH	1 days
03	SOUTH WEST		
	BR	BRISTOL CITY	1 days
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
	NF	NORFOLK	2 days
	SF	SUFFOLK	1 days
05	EAST MIDLANDS		
	DS	DERBYSHIRE	1 days
06	WEST MIDLANDS		
	WK	WARWICKSHIRE	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	2 days
08	NORTH WEST		
	GM	GREATER MANCHESTER	2 days
09	NORTH		
	CB	CUMBRIA	1 days
	TV	TEES VALLEY	1 days
	TW	TYNE & WEAR	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 178 to 40000 (units: sqm)
Range Selected by User: 178 to 70291 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/12 to 13/11/19

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	5 days
Tuesday	3 days
Wednesday	4 days
Thursday	6 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	21 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	8
Edge of Town Centre	13

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Secondary Filtering selection:

Use Class:

B1	21 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order 2005 has been used for this purpose, which can be found within the Library module of TRICS®.

Filter by Use Class Breakdown:
All Surveys Included

Population within 500m Range:
All Surveys Included

Population within 1 mile:

5,001 to 10,000	3 days
15,001 to 20,000	5 days
20,001 to 25,000	3 days
25,001 to 50,000	9 days
50,001 to 100,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	3 days
75,001 to 100,000	2 days
100,001 to 125,000	1 days
125,001 to 250,000	7 days
250,001 to 500,000	5 days
500,001 or More	3 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	11 days
1.1 to 1.5	9 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

Yes	4 days
No	17 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	21 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 BD-02-A-03 OFFICES BEDFORDSHIRE
BROMHAM ROAD
BEDFORD

Edge of Town Centre
No Sub Category
Total Gross floor area: 1469 sqm
Survey date: MONDAY *14/10/13* *Survey Type: MANUAL*

2 BR-02-A-02 PLANNING & ENGINEERING BRISTOL CITY
ST THOMAS STREET
BRISTOL

Town Centre
Built-Up Zone
Total Gross floor area: 5736 sqm
Survey date: FRIDAY *29/11/13* *Survey Type: MANUAL*

3 CA-02-A-05 OFFICES CAMBRIDGESHIRE
NEW ROAD
PETERBOROUGH

Town Centre
Built-Up Zone
Total Gross floor area: 8793 sqm
Survey date: TUESDAY *16/12/14* *Survey Type: MANUAL*

4 CB-02-A-02 OFFICE CUMBRIA
PORT ROAD
CARLISLE

Edge of Town Centre
Industrial Zone
Total Gross floor area: 925 sqm
Survey date: FRIDAY *24/06/16* *Survey Type: MANUAL*

5 DS-02-A-01 REAL ESTATE DEVELOPERS DERBYSHIRE
PRIME PARK WAY
DERBY

Edge of Town Centre
No Sub Category
Total Gross floor area: 594 sqm
Survey date: WEDNESDAY *25/09/19* *Survey Type: MANUAL*

6 ES-02-A-12 COUNCIL OFFICES EAST SUSSEX
VICARAGE LANE
HAILSHAM

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 3640 sqm
Survey date: THURSDAY *26/11/15* *Survey Type: MANUAL*

7 ES-02-A-13 OFFICES EAST SUSSEX
ROMAN ROAD
HOVE

Edge of Town Centre
Residential Zone
Total Gross floor area: 280 sqm
Survey date: WEDNESDAY *04/07/18* *Survey Type: MANUAL*

8 EX-02-A-03 HMRC ESSEX
VICTORIA AVENUE
SOUTHEND-ON-SEA

Town Centre
Built-Up Zone
Total Gross floor area: 45000 sqm
Survey date: WEDNESDAY *23/10/13* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

9 GM-02-A-08 REGUS GREATER MANCHESTER
FOUNTAIN STREET
MANCHESTER

Town Centre
Built-Up Zone
Total Gross floor area: 3960 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

10 GM-02-A-09 LEASED OFFICES GREATER MANCHESTER
NEW MOUNT STREET
MANCHESTER

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 2500 sqm
Survey date: MONDAY *26/09/16* *Survey Type: MANUAL*

11 HF-02-A-03 OFFICE HERTFORDSHIRE
60 VICTORIA STREET
ST ALBANS

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 610 sqm
Survey date: WEDNESDAY *16/10/13* *Survey Type: MANUAL*

12 HF-02-A-04 OFFICES HERTFORDSHIRE
STATION WAY
ST ALBANS

Edge of Town Centre
Residential Zone
Total Gross floor area: 5000 sqm
Survey date: THURSDAY *02/10/14* *Survey Type: MANUAL*

13 NF-02-A-02 FINANCIAL PLANNERS NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 894 sqm
Survey date: MONDAY *11/09/17* *Survey Type: MANUAL*

14 NF-02-A-03 OFFICES NORFOLK
NORTH QUAY
GREAT YARMOUTH

Edge of Town Centre
Commercial Zone
Total Gross floor area: 5500 sqm
Survey date: TUESDAY *12/09/17* *Survey Type: MANUAL*

15 NY-02-A-01 SOLICITORS NORTH YORKSHIRE
NORTH PARK ROAD
HARROGATE

Edge of Town Centre
Built-Up Zone
Total Gross floor area: 178 sqm
Survey date: THURSDAY *04/10/18* *Survey Type: MANUAL*

16 NY-02-A-02 DISTRICT COUNCIL OFFICES NORTH YORKSHIRE
STATION ROAD
RICHMOND

Edge of Town Centre
No Sub Category
Total Gross floor area: 1930 sqm
Survey date: THURSDAY *14/03/19* *Survey Type: MANUAL*

LIST OF SITES relevant to selection parameters (Cont.)

17	SF-02-A-02 BATH STREET IPSWICH	OFFICES		SUFFOLK
	Edge of Town Centre Commercial Zone Total Gross floor area: *Survey date: FRIDAY*		6505 sqm *19/07/13*	*Survey Type: MANUAL*
18	SO-02-A-01 HIGH STREET SLOUGH	COUNCIL OFFICES		SLOUGH
	Town Centre High Street Total Gross floor area: *Survey date: THURSDAY*		1800 sqm *27/02/14*	*Survey Type: MANUAL*
19	TV-02-A-04 CORPORATION ROAD MIDDLESBROUGH	COUNCIL OFFICES		TEES VALLEY
	Town Centre Commercial Zone Total Gross floor area: *Survey date: TUESDAY*		3950 sqm *08/10/13*	*Survey Type: MANUAL*
20	TW-02-A-07 MULGRAVE TERRACE GATESHEAD	OFFICES		TYNE & WEAR
	Town Centre Built-Up Zone Total Gross floor area: *Survey date: MONDAY*		2090 sqm *13/06/16*	*Survey Type: MANUAL*
21	WK-02-A-01 WARWICK ROAD COVENTRY	OFFICES		WARWICKSHIRE
	Town Centre Built-Up Zone Total Gross floor area: *Survey date: THURSDAY*		960 sqm *17/10/13*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	4717	0.469	20	4717	0.036	20	4717	0.505
08:00 - 09:00	21	4501	0.947	21	4501	0.118	21	4501	1.065
09:00 - 10:00	21	4501	0.648	21	4501	0.171	21	4501	0.819
10:00 - 11:00	21	4501	0.298	21	4501	0.207	21	4501	0.505
11:00 - 12:00	21	4501	0.187	21	4501	0.171	21	4501	0.358
12:00 - 13:00	21	4501	0.229	21	4501	0.258	21	4501	0.487
13:00 - 14:00	21	4501	0.263	21	4501	0.218	21	4501	0.481
14:00 - 15:00	21	4501	0.161	21	4501	0.229	21	4501	0.390
15:00 - 16:00	21	4501	0.157	21	4501	0.420	21	4501	0.577
16:00 - 17:00	21	4501	0.141	21	4501	0.634	21	4501	0.775
17:00 - 18:00	21	4501	0.094	21	4501	0.825	21	4501	0.919
18:00 - 19:00	20	4717	0.048	20	4717	0.263	20	4717	0.311
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.642			3.550			7.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter summary

Trip rate parameter range selected:	178 - 40000 (units: sqm)
Survey date date range:	01/01/12 - 13/11/19
Number of weekdays (Monday-Friday):	21
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	2
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	4717	0.013	20	4717	0.000	20	4717	0.013
08:00 - 09:00	21	4501	0.081	21	4501	0.000	21	4501	0.081
09:00 - 10:00	21	4501	0.033	21	4501	0.000	21	4501	0.033
10:00 - 11:00	21	4501	0.014	21	4501	0.005	21	4501	0.019
11:00 - 12:00	21	4501	0.004	21	4501	0.004	21	4501	0.008
12:00 - 13:00	21	4501	0.011	21	4501	0.014	21	4501	0.025
13:00 - 14:00	21	4501	0.010	21	4501	0.007	21	4501	0.017
14:00 - 15:00	21	4501	0.002	21	4501	0.007	21	4501	0.009
15:00 - 16:00	21	4501	0.006	21	4501	0.018	21	4501	0.024
16:00 - 17:00	21	4501	0.003	21	4501	0.022	21	4501	0.025
17:00 - 18:00	21	4501	0.002	21	4501	0.070	21	4501	0.072
18:00 - 19:00	20	4717	0.003	20	4717	0.028	20	4717	0.031
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.182			0.175			0.357

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	4717	0.152	20	4717	0.007	20	4717	0.159
08:00 - 09:00	21	4501	0.314	21	4501	0.033	21	4501	0.347
09:00 - 10:00	21	4501	0.309	21	4501	0.111	21	4501	0.420
10:00 - 11:00	21	4501	0.308	21	4501	0.212	21	4501	0.520
11:00 - 12:00	21	4501	0.292	21	4501	0.390	21	4501	0.682
12:00 - 13:00	21	4501	0.901	21	4501	1.238	21	4501	2.139
13:00 - 14:00	21	4501	1.031	21	4501	0.774	21	4501	1.805
14:00 - 15:00	21	4501	0.490	21	4501	0.354	21	4501	0.844
15:00 - 16:00	21	4501	0.196	21	4501	0.278	21	4501	0.474
16:00 - 17:00	21	4501	0.094	21	4501	0.277	21	4501	0.371
17:00 - 18:00	21	4501	0.042	21	4501	0.382	21	4501	0.424
18:00 - 19:00	20	4717	0.014	20	4717	0.095	20	4717	0.109
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			4.143			4.151			8.294

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	4717	0.172	20	4717	0.003	20	4717	0.175
08:00 - 09:00	21	4501	0.303	21	4501	0.014	21	4501	0.317
09:00 - 10:00	21	4501	0.280	21	4501	0.023	21	4501	0.303
10:00 - 11:00	21	4501	0.096	21	4501	0.041	21	4501	0.137
11:00 - 12:00	21	4501	0.078	21	4501	0.079	21	4501	0.157
12:00 - 13:00	21	4501	0.068	21	4501	0.108	21	4501	0.176
13:00 - 14:00	21	4501	0.062	21	4501	0.099	21	4501	0.161
14:00 - 15:00	21	4501	0.070	21	4501	0.108	21	4501	0.178
15:00 - 16:00	21	4501	0.049	21	4501	0.163	21	4501	0.212
16:00 - 17:00	21	4501	0.029	21	4501	0.183	21	4501	0.212
17:00 - 18:00	21	4501	0.011	21	4501	0.257	21	4501	0.268
18:00 - 19:00	20	4717	0.007	20	4717	0.109	20	4717	0.116
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.225			1.187			2.412

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	20	4717	0.843	20	4717	0.042	20	4717	0.885
08:00 - 09:00	21	4501	1.744	21	4501	0.138	21	4501	1.882
09:00 - 10:00	21	4501	1.350	21	4501	0.311	21	4501	1.661
10:00 - 11:00	21	4501	0.747	21	4501	0.456	21	4501	1.203
11:00 - 12:00	21	4501	0.588	21	4501	0.662	21	4501	1.250
12:00 - 13:00	21	4501	1.239	21	4501	1.649	21	4501	2.888
13:00 - 14:00	21	4501	1.412	21	4501	1.125	21	4501	2.537
14:00 - 15:00	21	4501	0.745	21	4501	0.742	21	4501	1.487
15:00 - 16:00	21	4501	0.426	21	4501	0.933	21	4501	1.359
16:00 - 17:00	21	4501	0.270	21	4501	1.202	21	4501	1.472
17:00 - 18:00	21	4501	0.140	21	4501	1.636	21	4501	1.776
18:00 - 19:00	20	4717	0.069	20	4717	0.544	20	4717	0.613
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			9.573			9.440			19.013

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Appendix D – 2011 Census Data

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

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population	All usual residents aged 16 and over in employment the week before the census
units	Persons
date	2011
place of work	E02006902 : Manchester 054 (2011 super output area - middle layer)

	usual residence											
Method of travel to work	**Bolton**	**Bury**	**Manchester**	**Oldham**	**Rochdale**	**Salford**	**Stockport**	**Tameside**	**Trafford**	**Wigan**	**Total**	**%**
All categories: Method of travel	1,725	2,771	15,839	2,506	2,119	5,366	3,198	3,030	4,055	1,156	41,765	100%
Work mainly at or from home	0	0	0	0	0	0	0	0	0	0	0	0%
Underground, metro, light rail o	53	798	328	5	32	355	6	6	1,283	1	2,867	7%
Train	748	36	419	247	409	269	1,328	757	172	422	4,807	12%
Bus, minibus or coach	121	431	6,634	867	557	1,458	453	1,021	538	157	12,237	29%
Taxi	1	3	60	5	12	48	1	5	12	0	147	0%
Motorcycle, scooter or moped	10	15	38	18	9	26	17	23	16	6	178	0%
Driving a car or van	683	1,237	3,091	1,142	917	1,485	1,208	1,027	1,643	515	12,948	31%
Passenger in a car or van	82	169	465	163	119	237	104	130	157	38	1,664	4%
Bicycle	10	47	638	31	13	164	61	35	136	11	1,146	3%
On foot	16	33	4,134	24	45	1,307	18	23	88	6	5,694	14%
Other method of travel to work	1	2	32	4	6	17	2	3	10	0	77	0%

In order to protect against disclosure of personal information, records have been swapped between different geographic areas. Some counts will be affected, particularly small counts at the lowest geographies.

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