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Oxygen,
Store Street, Manchester

Travel Plan Framework

Prepared on behalf of:



PROPERTY ALLIANCE
GROUP

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Property Alliance Group are committed to the delivery of the Travel Plan at Oxygen and will provide all necessary funding and management support to deliver the initiatives and monitoring requirements set out within this document.

Signed on behalf of Property Alliance Group

Name: Position:

1.0 INTRODUCTION

1.1 Development and Planning Context

1.1.1 This Framework Residential Travel Plan has been prepared by Focus Transport Planning on behalf of Property Alliance Group (PAG) to support the Oxygen development at Store Street on the edge of Manchester city centre. The development represents an opportunity for the promotion of sustainable living, in line with Manchester City Council's (MCC) aspirations for the continuing regeneration of Manchester city centre. Oxygen's locality has already been demonstrated as being a successful area for residential led regeneration, with Oxygen being sited adjacent to the established Piccadilly Village and located immediately opposite a number of new residential schemes associated with the re-development of the New Islington neighbourhood.

1.1.2 Oxygen's location and details of the proposed development scheme are illustrated in **Figure TP1 & Figure TP2** to this Travel Plan document, respectively. The proposals envisage the delivery of 381 residential units, via a mix of apartment and town house dwellings. The scheme is to be supported by 49 on-site car parking spaces and 127 cycle parking spaces. Car parking would be provided via valet basement parking served direct from Store Street and controlled on-street parking & curtilage driveway parking opportunities off Millbank Street. Additional footway access points will be provided from the development frontages to Store Street and Millbank Street, with an additional lay-by servicing area provided off Store Street.

1.1.3 Planning Approval for Oxygen was granted on 6 June 2017 (Planning Application Reference: 115545/FO/2017). Condition 21 of the Planning Approval sets out the requirement to submit a Full Travel Plan for submission and approval by the Local Highway Authority (LHA) prior to occupation, viz:

21) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

- 1.1.4 This Travel Plan has therefore been prepared to discharge condition 21, and builds on the Framework Travel Plan document that was submitted in support of the Planning Application for the scheme. The document reinforces the sustainable principles of the Oxygen scheme and seeks to encourage / maximise travel to Oxygen by alternative travel modes to the private car.

1.2 General Travel Plan Objectives

- 1.2.1 A Travel Plan is a general term for a package of measures and initiatives tailored to the requirements of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the private car. It involves the development of a set of mechanisms, initiatives and targets that together enable organisations and individuals to reduce the impact of their travel and transport on the local environment.

- 1.2.2 Travel Plans are about helping to achieve equity. They are not anti-car, but rather seek to ensure access opportunities for all - whether a person is disabled, has no

access to the private car, or would simply prefer to travel on foot, cycle or public transport. Travel Plans can be developed either specifically to address issues associated with individual buildings or development sites, or to form part of a wider strategy involving Local Authority initiatives and other surrounding developments. This Travel Plan concentrates on those measures that can be delivered specifically at Oxygen, with the principal aim being:

To minimise the need to travel to Oxygen by private car, particularly single occupancy use and to provide opportunities for travel by alternative and more sustainable travel modes.

- 1.2.3 The developers of Oxygen (PAG) are committed to promoting sustainable transport solutions where appropriate and practical. It is within this context that this Travel Plan is produced. Any reduction in car trips achievable at Oxygen should be viewed against the potential trip generation associated with the operation of Oxygen without the support of Travel Plan measures.

1.3 Travel Plan Policy / Guidance

- 1.3.1 Travel Plans are secured through a policy framework that extends from the national through to local level when dealing with new development proposals.

National Policy / Guidance

- 1.3.2 Guidance on transport assessment, ‘Travel plans, transport assessments and statements in decision-taking’ contained within National Planning Policy Framework (NPPF - available within the Planning Practice Guidance Suite at <http://planningguidance.planningportal.gov.uk/>), states that “all developments that will generate significant amounts of movement should be required to provide a Travel Plan” (NPPF para 111) and that a Travel Plan should “identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate” (NPPG - Travel Plans, Transport Assessments and Statements). NPPG also notes that “Travel Plans should, where possible, be considered in parallel to development proposals and

readily integrated into the design and occupation of the new site rather than retrofitted after occupation”.

- 1.3.3 For best results, the guidance suggests that the initial focus should be on establishing the outcomes required from a Travel Plan and working from this, to develop a range of measures at the site that can then be identified and agreed as the best way of achieving objectives. Measures are likely to include both incentives, and controls, in order to encourage changes in travel behaviour.
- 1.3.4 This Travel Plan therefore concentrates on those measures that can be developed at Oxygen and is designed to integrate with general aspirations for encouraging more sustainable travel, with the principal objective of the Travel Plan being to minimise the need to travel to Oxygen by the private car, particularly single occupancy trips and to provide opportunities for travel by more sustainable travel modes.
- 1.3.5 Specific guidance for the preparation of Travel Plans for new residential development has been prepared by the Department for Transport (DfT) and set out in the document “Making Residential Travel Plans Work: Guidelines for New Development”. The DfT document identifies that should a Travel Plan be designed into the residential development from the beginning of the project, and if supported by a strong commitment to the measures and initiatives identified, then the Plan could be expected to deliver a wide range of benefits including:
- Reducing the need for car use, with benefits in terms of reduced traffic, congestion, air pollution and accidents;
 - Improving accessibility and travel choice for reaching local facilities;
 - Improving public transport provision / usage;
 - Complementing other nearby travel plans for local residential, commercial and employment schemes;
 - Improving access by the wider community to the residential development by sustainable modes of transport;

- Representing good practice and providing a tool to help change perceptions about the convenience and benefits of not using the car where alternatives exist;
 - Achieving more attractive environments that contribute to regeneration and renewal initiatives;
 - Increasing marketability of the development as more households seek to change their travel behaviour.
- 1.3.6 The DfT guidance notes that residential Travel Plans for large residential developments (i.e. over 100 dwellings) are likely to achieve the greatest impact, though smaller schemes may offer scope where benefits address local issues, complement other developments and / or cumulatively work to change travel patterns.
- 1.3.7 The DfT guidance identifies further supporting objectives for a Residential Travel Plan:
- Address residents' need for access to a full range of facilities for work, education, health, leisure, recreation and shopping;
 - Promote healthy lifestyles and sustainable, vibrant local communities;
 - Encourage good urban design principles that encourage accessibility for walking and cycling linked to the design and access statements;
 - Address specific issues identified within the Transport Assessment.

Local Guidance

- 1.3.8 The November 2010 document 'Transport Strategy for Manchester City Centre' identifies that MCC supports the 'Smarter Choices' agenda, to encourage people to change their travel habits. This approach includes the use of Travel Plans that set targets on travel behaviour, support to national programmes such as the Cycle to Work scheme and encouraging individuals to investigate actions such as car sharing.

1.3.9 The Council's Core Strategy (adopted July 2012) sets out a number of relevant supporting policy objectives for delivering sustainable new development including (Policy T2):

- *New development to be located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections*
- *New development to be easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities*
- *Within the City Centre, new development to provide 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. The Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.*
- *New development proposals to be supported by proportionate Traffic Impact Assessments and Travel Plans for all major application schemes and for any proposals where there are likely to be access or transport issues.*

1.4 Travel Plan Structure

1.4.1 In light of the national and local Travel Plan policy outlined above, it is proposed that this Travel Plan is developed on the basis of a pyramid framework of measures and actions in line with DfT good practice guidance. The principles of this Travel Plan pyramid approach are illustrated in **Figure TP3**, with DfT guidance noting that the Plan process should be built 'from the ground up', with each new layer building on the last.

1.4.2 In order to satisfy the general objectives / benefits identified within key guidance documents, three distinct areas for action have been identified to be pursued within this Travel Plan:

- Physical travel measures to be provided on-site by the developer;
- Tailored day-to-day ‘operational’ measures to encourage the take-up of sustainable travel options;
- Future management and monitoring of the implementation and take-up of Travel Plan initiatives.

1.4.3 The remaining sections of this Travel Plan Framework report therefore consider the following matters, which are designed to build towards the identification of an effective Travel Plan approach for Oxygen:

- Review of site location and accessibility audit;
- Description of the development;
- Key action framework for the delivery of the Travel Plan;
- Details of Plan Administration;
- Formulating of Travel Plan initiatives to be implemented;
- Monitoring and enforcement measures

2.0 OXYGEN LOCATION AND ACCESSIBILITY AUDIT

2.1.1 Overview

2.1.2 The location of a development site underpins all aspects of accessibility, in particular its proximity to employee and family catchments, relationship with complementary land uses & services and the range of practical travel mode options available to site users.

2.1.3 This section of the Travel Plan report effectively examines ‘Tier 1’ of the DfT Travel Plan Pyramid, i.e., ‘Site location and proximity to existing facilities and services’ and identifies the extent to which Oxygen can be considered to enjoy a good level of accessibility by sustainable modes of transport.

2.2 Oxygen Location and Existing Conditions

2.2.1 The strategic location of Oxygen is illustrated in **Figure TP1** to this Travel Plan. This plan identifies the location of Oxygen in relation to Manchester City Centre and the main local access routes of A665 Great Ancoats Street, A57(M) Mancunian Way, A6 London Road and B6469 Whitworth Street / Fairfield Street.

2.2.2 The Oxygen site represents a broadly rectangular development area located on the south eastern edge of Manchester City Centre, approximately 650m from Manchester Piccadilly rail station. Oxygen is bounded by Store Street to the north, A665 Great Ancoats Street to the east and the private road of Millbank Street to the south & west.

2.2.3 Ultimately, Oxygen is considered to enjoy a number of locational characteristics which would assist in encouraging trips to / from residential development to be made by a range of sustainable alternative travel options to the private car. Oxygen is located within a short walk of a wide range of existing public transport connections and its edge of city centre location means that it lies within an easy walking and cycling distance of a range of everyday local facilities such as employment opportunities, shopping, education and leisure destinations - with the

majority of these services & facilities being linked by good quality walk / cycle routes.

2.2.4 The nature of local sustainable transport connections available within the immediate catchment of Oxygen are summarised in the paragraphs below.

2.3 Available Sustainable Transport Connections

Bus Services:

2.3.1 Oxygen has good accessibility to bus, Metrolink (tram) and rail networks by virtue of its location. Relevant planning guidance recognises 400m as a suitable walking distance to a bus stop from a new development, with 250m identified as a more desirable walk catchment for regular use.

2.3.2 Several bus stops are located within a 250m - 400m catchment, including stops on Old Mill Street and A665 Gt Ancoats Street. An extract of the TfGM public transport network 'Manchester North' is provided as **Figure TP4**. **Table TP2.1** below provides a summary of the available bus routes serving these local stops.

Table TP2.1 - Bus Services Available from Local Bus Stops

Service	Route	Headway (Minutes)				
		Mon to Fri		Sat		Sun
		Day	Eve	Day	Eve	
216	Manchester - Clayton - Droylsden - Ashton-under-Lyne	10	10	15	15	15 / 30
217	Manchester - Clayton - Droylsden - Ashton-under-Lyne	60	60	60	60	60
230/231	Manchester - Etihad Complex - Droylsden - Tameside General Hospital (231) - Ashton-under-Lyne	15	30 / 60	15	30 / 60	30 / 60

2.3.3 Review of **Table TP2.1** demonstrates that the local bus stops are served by over 11 buses per hour during weekday and Saturday daytime hours, providing access to key local destinations to the east of the Greater Manchester conurbation such as Clayton, Droylsden, Ashton and the Etihad Complex. Furthermore, Oxygen is also located within a short walk (circa 900m - 1000m) of the main Manchester City

Centre bus interchanges at Lever Street and Piccadilly Gardens, providing a wide range of bus connections to the rest of the Greater Manchester conurbation.

City Centre Free-Bus

- 2.3.4 In addition to standard public bus services, Oxygen is also located within a short walk (circa 650m) of Manchester Piccadilly Rail Station, which is served by Routes 1, 2 & 3 of the city centre Free-Bus service (see also **Appendix TP1** to this Travel Plan). Route 1 operates a ten-minute frequency through the day (0700 - 1900) with Route 2 operating at a 20 minute frequency from 0700 until 2330. Route 3 provides a 20 minute service in the evenings (1930 - 2330). A similar high frequency service is available on Saturdays with Routes 1 & 2 also operating on Sundays.
- 2.3.5 Route 1 provides connections to key city centre destinations such as King Street, Deansgate & Spinningfields, with Route 2 providing a circular service of the city centre providing connections to Deansgate, Quay Street, Salford Central and Greengate and the Northern Quarter. Route 3 provides an evening service covering circular route which takes in Deansgate Locks, Cross Street, the Medieval Quarter and the Northern Quarter.
- 2.3.6 The combination of these services effectively allows the whole of Manchester City Centre to be accessed by free public bus.

Metrolink (New Islington Stop)

- 2.3.7 Oxygen is also located within a 400m walk to the Metrolink (tram) stop at New Islington station off nearby Pollard Street (see **Figure TP5** to this Travel Plan). This stop is served by trams on the following routes:
- Ashton - Eccles - 12 minute frequency service across the day until 23:00 (Mon-Thur & Sun) or (00:30 Fri & Sat).
 - Media City - Etihad Campus - 12 minute frequency service between 07:00 - 19:00 (Mon-Friday), 09:00-18:00 (Saturday) and 09:30-17:30 (Sunday).

- 2.3.8 The combination of services on these routes offers a core daytime frequency of up to 10 trams per hour to / from main city centre stops.
- 2.3.9 The next two stops to the west on the Eccles - Ashton / Media City - Etihad Campus services are Piccadilly & Piccadilly Gardens which offer direct interchange opportunities to the following additional Metrolink routes:
- Piccadilly - Altrincham (12-minute service headway);
 - Piccadilly - Bury (12-minute service headway).
- 2.3.10 A network plan of the Metrolink system is included as **Figure TP6** to this report identifying the connections available from the New Islington and Piccadilly Stops.

Rail Services (Piccadilly Station)

- 2.3.11 As noted above, Manchester Piccadilly rail station also lies within a 650m walk from Oxygen. This hub rail station provides regular local rail connections across the South Manchester & Cheshire suburbs and Inter City links to London, the Midlands, North Wales and the North West / Scotland. A plan of local rail network connections available from Piccadilly Station is illustrated in **Figure TP7** to this report.

Car Club / Car Share Opportunities

- 2.3.12 Enterprise Car Club offers an established car sharing service that has been available to residents and business across Manchester City Centre since 2006. The service offers a 'pay as you drive' car club rental scheme, giving city centre residents & workers a more convenient and cost effective alternative to car ownership.

A fleet of low-emission car-club vehicles are located at numerous dedicated on-street / car park based parking bays around the city centre. The closest of these bays to Oxygen are currently located on Tariff Street where two vehicles are available (car and van) and Old Mill Street (one car) with both of these locations being within a 400m - 500m walk (see **Figure TP8**).

- 2.3.13 Each vehicle is available for Enterprise Car Club members to book and rent out for an hour at a time, with vehicles available for immediate reservation via an on-line / mobile app-based booking system. Vehicles are accessed via a keyless entry system using a member's smartcard.

2.4 Walking and Cycling Access

- 2.4.1 In addition to the local public transport connections set out above, the location of Oxygen is anticipated to allow for a range of 'everyday' journeys to be undertaken on foot or by cycle. Oxygen is located close to routes already served by dedicated on-street cycle lanes, with some local traffic signal junctions also providing infrastructure such as advanced cycle stoplines and push-button pedestrian crossing controls (see **Figure TP9**) to promote safe pedestrian and cycle use.

- 2.4.2 Furthermore, Manchester City Council have recently completed a highway scheme on the Great Ancoats Street corridor to widen its pavements, remove street clutter and install 21 new crossing points for pedestrians and cyclists. As part of these works a new controlled pedestrian crossing has been installed on Store Street immediately adjacent to the entrance to Oxygen (see **Figure TP2**).

- 2.4.3 The Chartered Institution for Highways and Transportation (CIHT) document 'Providing for Journeys on Foot', suggests suitable maximum walking distances to common facilities. This document identifies the following guidance re: acceptable walking thresholds for access to community facilities and shops:

- Desirable: 400m;
- Acceptable: 800m;
- Preferred Maximum: 1200m.

- 2.4.4 In addition, it is generally accepted that 2km represents an appropriate distance for commuting to work and school. **Figure TP10** to this report illustrates a 2km isochrone catchment as measured from Oxygen. This analysis demonstrates that Manchester City Centre lies within a 1200m walking distance, providing access to a range of everyday destinations including shops, employment opportunities, retail

(including local food shopping at nearby ‘local’ style outlets of supermarket chains and the Aldi foodstore off Great Ancoats Street) leisure facilities, key community services and transport interchanges.

- 2.4.5 In addition to walking opportunities, national policy guidance also notes that cycling has potential to substitute for short car trips, particularly those journeys of less than 5km, and those forming part of a longer journey chain by public transport. The location of Oxygen allows easy cycle access across the whole of Manchester city centre and surrounding residential areas with good connections to local employment areas, the University quarter and the surrounding local suburbs of Eastlands, Clayton, Ardwick, Beswick and Hulme.
- 2.4.6 Details of available local cycling routes and connections to Oxygen are illustrated in **Figure TP9** to this report with a 5km cycle travel catchment from the development illustrated in **Figure TP11**. Review of **Figure TP9** demonstrates that a range of local cycle routes are available within the immediate vicinity. Store Street itself forms part of National Cycle Route 66 (Manchester - Spurn Head via Bradford, Leeds & Hull) and is proposed to form part of the Greater Manchester ‘Beelines’ cycle network initiative and provides direct connections to Regional Route 86 (Manchester - Medlock Valley, via Etihad) and further cycle links served by dedicated cycle lanes towards Manchester city centre, the University quarter and the Etihad campus.

3.0 DESCRIPTION OF THE DEVELOPMENT

3.1 Introduction

- 3.1.1 This section of the report has been prepared in line with Tier 2 of the DfT Travel Plan Pyramid ‘Sustainable site design - parking restraint, suitable density and amenity’ and sets out those key site elements that will help promote sustainable travel.

3.2 Development Scheme

- 3.2.1 The Oxygen residential scheme comprises the development of 384 residential apartments / townhouses in line with the schedule set out below:

- 240 one-bed apartments;
- 128 two-bed apartments;
- 1 three-bed penthouse apartment; and
- 12 townhouses.

- 3.2.2 In addition to the core residential land use, the scheme will provide a number of ancillary facilities for the use of residents at Oxygen including:

- Reception area with bar, sofas & TV screen;
- Basement swimming pool / fitness suite with steam room & sauna;
- Mezzanine level cinema room & party room;
- Management suite;
- Bespoke digital application for residents information on all aspects of the facilities at Oxygen.

- 3.2.3 A series of public realm and footway improvements have been implemented at the Store Street frontage to Oxygen (see **Figure TP2**). These works included:

- creation of a wide footway along the Store Street frontage;

- installation of a series of planters with trees along Store Street and Great Ancoats Street with a planting bed on the corner to enhance the streetscape;
- kerb build out, dropped kerb and tactile paving at the new MCC controlled pedestrian crossing;
- provision of a loading bay for large vehicle servicing / deliveries / house moving events;
- provision of dropped kerb and tactile paving across entrance to undercroft car park;
- provision of dropped kerb and tactile paving across Milbank Street to tie into existing provision of the west side.

3.3 Site Access & Car Parking

- 3.3.1 The Oxygen development is to be promoted in line with sustainable urban living principles reflecting MCC's aspirations for the continuing regeneration of Manchester city centre. Oxygen's locality has already been demonstrated as being a successful area for residential led regeneration, with Oxygen located adjacent to the established Piccadilly Village residential area and immediately opposite a number of new residential schemes associated with the re-development of the New Islington neighbourhood.
- 3.3.2 As a reflection of the Oxygen's sustainable location and the opportunity to access key everyday shops and services without the need for use of the private car, the scheme is to be delivered with generally low levels of on-site parking supply. Overall the scheme provides 49 car parking spaces associated with the development, via a mixture of concierge / valet basement parking (37 vehicles) served direct from Store Street, in-curtilage driveway parking / controlled parking (12 spaces) off Millbank Street.
- 3.3.3 This level of parking represents circa 13% parking provision across the site, (parking spaces to individual units), reflecting the highly sustainable location of the Oxygen development, which meets the key criteria for modern car-free living. Indeed, recent experience of delivering such sustainable city centre residential schemes, backed up by increased local parking controls and effective enforcement, is that

there is little demand for on-site car parking at such sites, with the over-provision of spaces on-site representing a poor use of resources.

- 3.3.4 The Oxygen scheme also includes for the re-organisation of the frontage on-street parking bays to Store Street, to provide a delivery lay-by with the loss of 4 kerbside parking bays.

3.4 Cycle Parking

- 3.4.1 127 secure cycle parking spaces are available within a dedicated cycle storage room located in the basement parking area, in order to support resident cycle parking demand. This proposed level of cycle parking (1 space per 3 dwellings) is considered to represent an appropriate level of cycle parking supply in such an edge of city centre location, particularly when compared against historical MCC advisory cycle parking standards (a minimum of 1 secure cycle space / locker per 5 dwellings).

3.5 Large Vehicle Servicing

- 3.5.1 The Oxygen development would be serviced via a dedicated lay-by located to the immediate Store Street frontage of the building (see **Figure TP2** to this report). This bay would allow for refuse collection servicing of the building and irregular large vehicle deliveries / house moving events associated with residential development.

4.0 IMPLEMENTATION OF THE TRAVEL PLAN - KEY ACTION FRAMEWORK

4.1 It is envisaged that the development and implementation of a Residential Travel Plan at Oxygen will ultimately be delivered over a number of key stages. These stages are described in the remaining sections of this document and cover the identification of base travel trends to Oxygen (via the analysis of resident questionnaire data following initial occupation of Oxygen), to the delivery of Travel Plan measures / initiatives, and the monitoring of the effects of the Plan post on-site implementation.

4.2 The identified key stages for the development of the Travel Plan are as follows:

- Preliminary assessment of travel behaviour of residents (to be undertaken during the first three months of use as per the planning condition);
- Plan Administration through the selection and appointment of the Travel Plan Co-ordinator, i.e. Tier 3 of the DfT Travel Plan Pyramid ‘Implementation & development of the Travel Plan’;
- Formulation and agreement of the final Travel Plan measures and targets to produce a ‘revised’ Travel Plan, i.e. Tier 4 of the DfT Travel Plan Pyramid ‘Services and facilities’. This ‘revised’ Travel Plans is to be submitted to MCC for approval within six months of the first use of the development and should include information about resident travel patterns;
- Monitoring of the effectiveness of the ‘revised’ Travel Plan as appropriate on a regular basis, i.e. Tier 5 of the DfT Travel Plan Pyramid ‘Marketing & promotion, awareness raising, monitoring and review’.

4.3 **Figure TP12** to this report identifies the key intermediate stages of this implementation programme.

5.0 TRAVEL PLAN ADMINISTRATION

5.1 Introduction

- 5.1.1 The development and implementation of a Travel Plan for the Oxygen scheme will be the responsibility of the Oxygen developer, PAG. Measures included in **bold and underlined** text within the remaining sections of this report represent **commitments** which will be pursued by the developer as part of the Travel Plan at Oxygen and / or any subsequent long-term building management organisation such as Alliance City Living (ACL).
- 5.1.2 Management of the Travel Plan process will be achieved through the early identification of a suitable person as the Travel Plan Co-ordinator (TPC). The TPC role will be key to the delivery of a successful Travel Plan at Oxygen and therefore a suitable person at the building management company (ACL) would be designated to undertake the required TPC duties. Travel Plan matters will be the responsibility of the building management organisation, Alliance City Living.
- 5.1.3 **The TPC role will be established prior to first occupation of properties at Oxygen.** Details of the Travel Plan Co-ordinator will be provided to MCC and included within the 'revised' Travel Plan to be submitted to MCC within six months of first use of the development.
- 5.1.4 Once appointed, the TPC will act as the main contact for the Travel Plan and will be responsible for implementing plan measures, involving new residents and monitoring the effects of implementation. A review of the duties and responsibilities of the TPC is set out below.

5.2 Duties and Responsibilities of the Travel Plan Co-ordinator

5.2.1 The TPC will act as the main liaison between the occupier of the development and MCC with respect to Travel Plan matters at Oxygen. The Oxygen TPC will also act as the first point of contact for residents in all matters regarding travel and the management of physical travel measures within the development curtilage.

5.2.2 The key roles and responsibilities of the TPC will be as follows:

- Managing the development and implementation of the Travel Plan;
- Review physical infrastructure provision on site and ensure that it is fit for purpose and delivered to an appropriate standard;
- Liaising with public transport operators & MCC officers to ensure up-to-date transport information is available;
- Monitoring travel patterns at Oxygen.

5.2.3 **The TPC will be able to delegate some duties to other suitable nominated staff, as required, but would retain overall responsibility for all matters relating to the operation of the Travel Plan.** A schedule of duties is provided in **Appendix TP2** to this framework document. This schedule effectively represents an ‘Action Plan’ for the development of the Travel Plan at Oxygen.

5.3 Key Travel Plan Administration Tasks

5.3.1 As part of the on-going operation of the Travel Plan, the following key administrative tasks will need to be undertaken by the Oxygen TPC:

- Inform MCC of the contact details of the TPC at the inception of the Plan and the updating of this information should / when the TPC role be transferred to an alternative staff member within the lifetime of the Plan.
- Manage a key contacts file of appropriate personnel at other organisations such as MCC, Public Transport Operators, etc.
- Develop a suitable 'New Buyers Home Users Guide' to be supplied to all new residents at Oxygen with travel information. **This pack will be available to all new residents at or before their moving-in date.** A copy of the suggested travel information for inclusion within the Home Users Guide is attached at **Appendix TP3** to this document.
- Include and maintain up-to-date travel information, public transport timetables, maps on the Oxygen digital application. Details of travel initiatives such as National Cycling Week, etc will be promoted via this digital application.

6.0 TRAVEL PLAN OPERATION

6.1 Introduction

6.1.1 The aims of Tiers 4 & 5 of the Travel Plan Pyramid are to establish the measures and initiatives to be implemented at Oxygen to reduce the level of dependency on the private car and to determine how their operation / effectiveness can be promoted and monitored. The following section of this document outlines those Travel Plan measures to be promoted and implemented at Oxygen.

6.1.2 The Travel Plan is proposed to be delivered as part of a three-stage process:

- Physical site works which would be provided at Oxygen;
- Tailored ‘operational’ measures which would be introduced to improve accessibility / encourage sustainable travel patterns;
- Monitoring of the implementation and success of Travel Plan initiatives.

6.2 Physical Travel Plan Measures

6.2.1 This Travel Plan seeks to demonstrate to new / prospective residents, the range of travel options available at Oxygen and to encourage the development of sustainable travel patterns for everyday journeys. The core elements of the proposed Travel Plan can therefore be broken down into the following physical measures.

- The delivery of suitable walk / cycle routes within the development site area and connections to the immediate local highway network. These infrastructure improvements have been delivered via the S278 / S38 highway works, including the creation of wider pedestrian areas to the Oxygen frontage to Store Street;
- The provision of covered and secure on-site cycle storage (127 cycle parking spaces) to encourage increased cycling);

- The inclusion of up-to-date travel information, public transport timetables, local facilities, walking/ cycling maps on the Oxygen bespoke digital application. It is anticipated that this information would be available at the sales / marketing office to demonstrate to prospective residents the locational advantages of the development and opportunities for ‘car free’ / more sustainable living.

6.3 Operational Travel Plan Measures

6.3.1 For ease of reference, operational travel plan measures to be implemented to support Oxygen can be grouped under the following key sub-headings:

- Encouraging efficient car use;
- Encouraging increased use of public transport;
- Encouraging increased use of walking; and
- Encouraging increased use of cycling.

6.3.2 **Available initiatives under each heading will be promoted to residents via the travel information within the “Home User Guide” and via the bespoke digital application for Oxygen.** It is anticipated that this information will be a useful tool in the promotion of the goals of the Travel Plan and encouraging sustainable travel options and should comprise:

- Information on the objectives of the Travel Plan;
- Short introductory note to accompany the Travel Plan pack to explain why the Travel Plan has been produced and detailing key contacts, including the details of the Travel Plan Co-ordinator;
- Demonstration of Oxygen’s accessibility and available local sustainable connections to local shops and services within promotional information supporting the development of Oxygen, e.g. websites, development PR material, etc;

- Details of relevant TfGM travel initiatives and public transport timetables / ticketing including details of the free bus around Manchester City Centre and Metrolink services; and,
 - Details and website link to of free membership and registration to Enterprise Car Club Manchester, the location of local car club bays and instructions of how the car club system operates.
- 6.3.3 Similar information and services will be offered to the commercial tenants taking on the ancillary commercial unit as part of the Oxygen scheme. Such information should help promote sustainable travel options for staff and customers.

Encouraging Efficient Car Use

- 6.3.4 Promote information outlining the benefits of the Enterprise Car Club scheme and the details of car pick / up drop off locations within a local walking distance of Oxygen. Provide first year annual registration to the City Car Club scheme for one new resident at each of the apartment units (£10 per person for 1st year membership, including £10 driving credit).
- 6.3.5 ACL will work with Enterprise Car Club Manchester to promote the use of the car club scheme, including the provision of information outlining the benefits of the Manchester City Car Club scheme and the details of car pick / up drop off locations within the immediate catchment of Oxygen. It is also proposed that free annual registration to the City Car Club scheme (£10 per person for 1st year membership, including £10 driving credit) will be offered to one new resident at each of the apartment units at Oxygen for the first-year post opening of the scheme.
- 6.3.6 Promote information encouraging residents to investigate websites such as CarShareGM.com / Liftshare.com for opportunities to share regular journeys.

Encouraging Increased Use of Public Transport

- 6.3.7 **Provide Local Public Transport route maps (Manchester North & South Bus Maps / Manchester City Centre Bus Map / Metrolink System Map / City Centre Free-Bus Map / North West Rail System Map) for the Manchester City Centre area (as produced by TfGM at the time of site occupation).**
- 6.3.8 **Promote information relating to the TfGM website for access to online public transport information** such as (<http://www.TfGM.com>), including its online journey planner <https://my.tfgm.com/#/planner/>), National Rail website for on-line rail journey planner (<http://www.nationalrail.co.uk>) and live train departure board information for Northern Rail (<http://www.journeycheck.com/northernrail> or ([https://ojp.nationalrail.co.uk/service/ldbboard/dep/Manchester Piccadilly](https://ojp.nationalrail.co.uk/service/ldbboard/dep/Manchester_Piccadilly)) for Manchester Piccadilly Station.
- 6.3.9 **Offer new residents an initial free public transport ‘taster ticket’ for travel across Greater Manchester.** The developer will work with TfGM to determine the best methodology for the promotion and distribution of this public transport ticket offer at time of initial resident occupation of Oxygen, possibly via introduction of the ‘Get Me There’ smart ticket (getmethere.com).

Encouraging Increased Walking

- 6.3.10 **Provide information / maps about the local footpath network and local shops and services within a suitable walking catchment of Oxygen.**
- 6.3.11 **Provide information regarding the health benefits of walking, such as details of the ‘Walking the Way to Health’ initiatives.**
- 6.3.12 **Promote the ‘Walkit’ (<http://walkit.com/cities/manchester/>) pedestrian journey planning website for journeys to local destinations within Manchester City Centre.**

Encouraging Increased Use of Cycling

- 6.3.13 Provide a copy of the book ‘Cycling to Work: A Beginners Guide’ (McMullen, M, 2007) or similar cycle promotion literature in the ‘Home User Guide’(see Appendix TP3).
- 6.3.14 Ensure links to the most recent version of the Manchester cycle maps are available on the Oxygen digital application. Alternatively copies of paper maps can be ordered via the TfGM Cycling website (www.cycling.tfgm.com/maps).
- 6.3.15 Promote events via the Oxygen digital application such as National Bike Week where families, students and commuters are encouraged to leave their cars at home and try cycling.
- 6.3.16 Provide details of local cycle training courses operated by TfGM and partners, to new residents (see Appendix TP4).
- 6.3.17 Provide information concerning the health benefits of cycling, and direct residents to other key cycling information sources such as www.sustrans.org.uk, <https://tfgm.com/cycling-and-walking>, www.loveyourbike.org, etc.

6.4 Plan Implementation

- 6.4.1 The development and operation of the Travel Plan at Oxygen will be funded by PAG and operated by ACL.
- 6.4.2 All measures identified within sections 6.2 & 6.3 to this report will be demonstrated as being available to residents at the date of development first occupation.
- 6.4.3 A suitable Travel Plan operating budget will be set aside to assist the delivery of the Travel Plan over the initial five year period post opening of the scheme.
This budget will be utilised for promoting, encouraging and providing incentives for increasing sustainable travel at Oxygen. The funds could also be used for covering typical travel plan administration tasks such as the design and production of publicity material, maintenance of on-site sustainable travel infrastructure (updates to the bespoke Oxygen digital application, on-site public pedestrian areas, cycle storage areas), personalised travel planning and the production of site-specific travel information for inclusion within the 'Home User Guides'.
- 6.4.4 Monitoring of the use of the Travel Plan operational budget will be carried out by the Oxygen TPC, with details of annual spending on travel initiatives and current budget position recorded within an annual Travel Plan Progress Report provided to MCC (see section 7.3 to this Travel Plan).

7.0 MONITORING PROGRESS

7.1 Introduction

7.1.1 In order to gain an understanding of the influence / impact of the Travel Plan and to measure the Plan's progress in encouraging sustainable travel patterns, monitoring of resident travel trends at Oxygen will be undertaken at regular intervals.

7.1.2 Travel questionnaires of residents will be organised by the Oxygen TPC at set intervals following Travel Plan implementation, with results being submitted to MCC within 1 month of survey completion, as part of a Travel Plan Performance Report (see Section 7.3 of this Travel Plan).

7.1.3 It is proposed that the first Travel Survey exercise is undertaken during the first three months of use as per the planning condition and will comprise a Travel Questionnaire (similar to the template questionnaire provided in **Appendix TP5**), to be supplied to every occupied dwelling across the development. The survey could be carried out through the bespoke digital application for Oxygen. Further Travel Surveys would be undertaken every two years thereafter.

7.2 Travel Plan Targets

7.2.1 Section 1 to this report identifies that the key objectives of the Travel Plan are to minimise site related car travel and encourage increased use of a wide range of more sustainable travel modes. Targets for the Travel Plan have therefore been based on these key objectives.

7.2.2 As baseline travel trends for the development are not currently available, a temporary target to seek to limit car use at Oxygen to 5% below existing background travel trends for the local area (based on 2011 census travel trends) has been set. 2011 census travel trends for 'journey to work' movements with a home origin based within the local census study area, identify the following mode share:

Table TP7.1 - Recorded Journey to Work Modal Split Proportions for Local Census Analysis Area (Manchester 055) from the 2011 Census

Travel Mode	Mode Share
Underground, metro, light rail, tram	6.25%
Train	19.44%
Bus, minibus or coach	22.53%
Taxi	0.36%
Motorcycle, scooter or moped	0.55%
Driving a car or van	33.47%
Passenger in a car or van	3.31%
Bicycle	3.07%
On foot	10.76%
Other method of travel to work	0.26%

- 7.2.3 Review of the 2011 Census data suggests that an initial target for this Travel Plan would therefore be aim for car driver levels of circa 28.5% of all journey to work trips, with a corresponding increase in walking, cycling and public transport use. Such a target represents a circa 15% reduction in car driver use over and above current travel patterns for the immediate local area.
- 7.2.4 Following the completion of the first Travel Plan survey exercise, it is proposed that this preliminary target is reviewed and that appropriate Specific, Measurable, Achievable, Realistic and Time Bound (SMART) targets are set, based upon the recorded site-specific baseline data. **Any revised target will be included in the first Annual Performance Report.**
- 7.2.5 Progress towards targets will be monitored via regular update surveys (see section 7.1), with short term targets acting as a guide to the progress of Travel Plan initiatives.
- 7.2.6 Should it become clear that targets will not be achievable, or indeed have already been achieved, then they should be reviewed in conjunction with MCC and new objectives set.

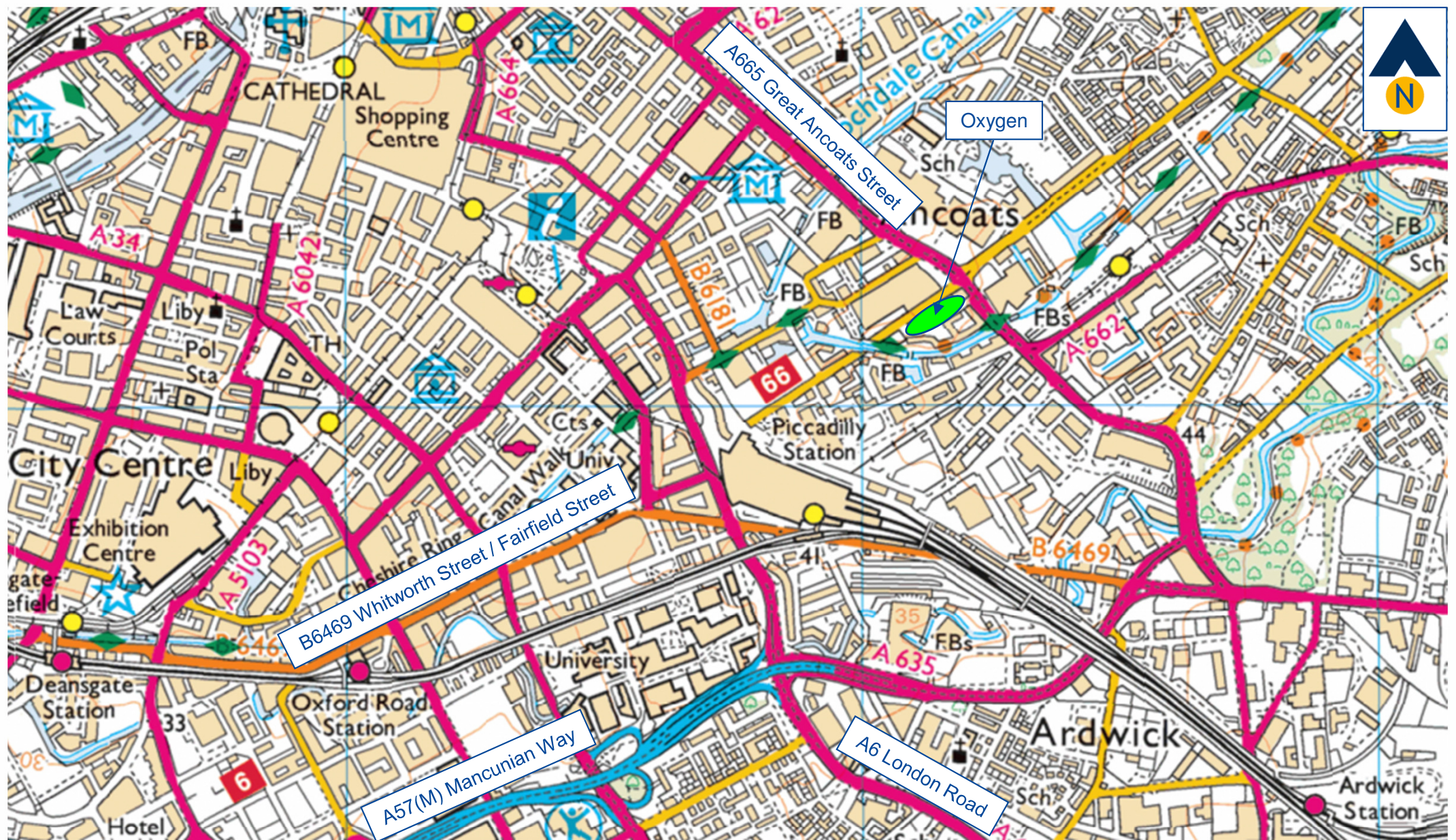
7.3 Review Procedure

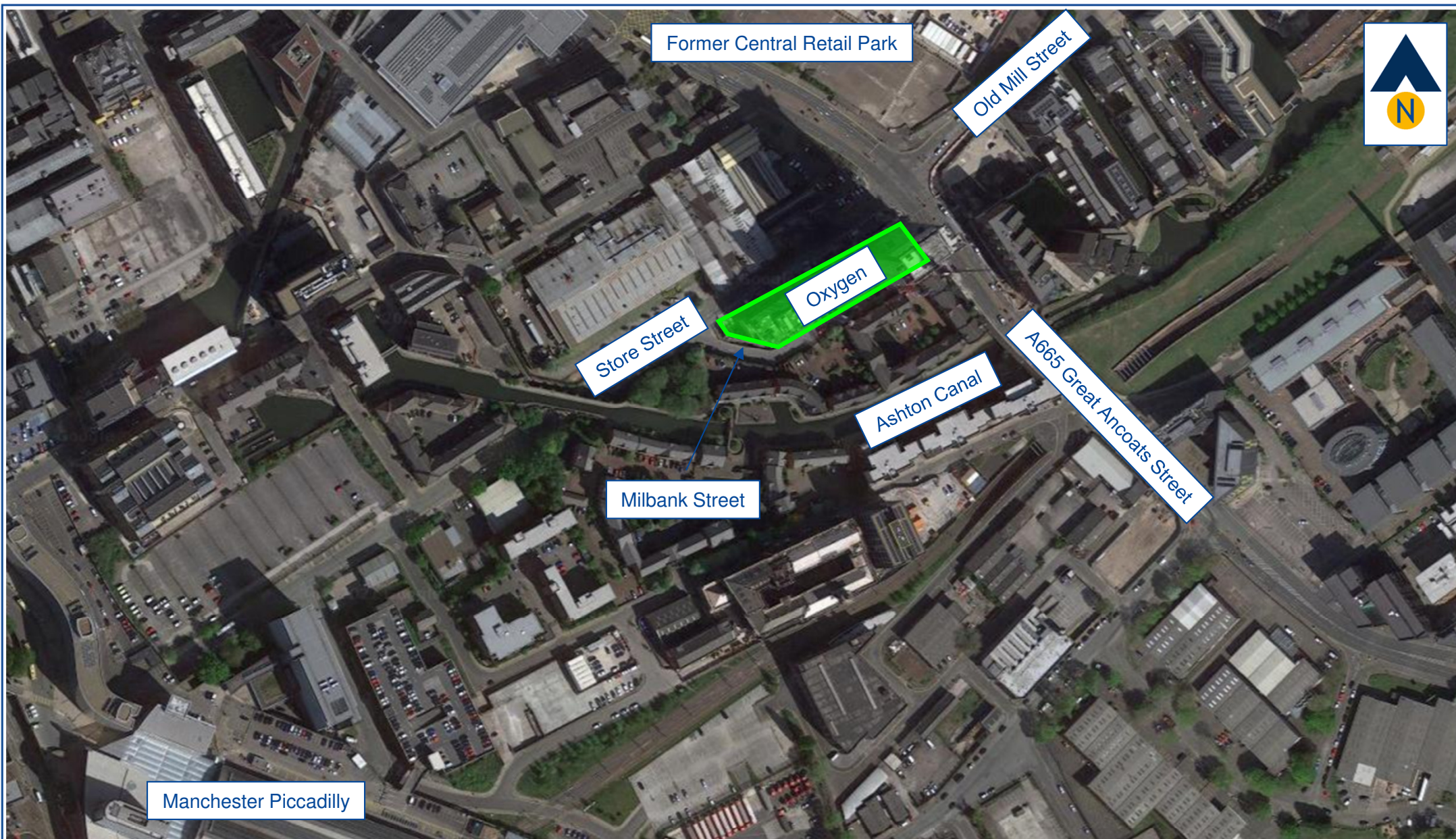
7.3.1 Review of the operation of the Travel Plan will be undertaken by the Oxygen TPC every year in discussion with MCC, based on the results of the monitoring survey programme where relevant. This review will assess the progress of the Travel Plan with respect to targets and consider the take up / effectiveness of individual measures. This annual review may identify areas within the Travel Plan which require changes or modification.

7.3.2 To assist the review process, the Oxygen TPC will prepare an Annual Performance Report for submission to MCC. It is envisaged that the Annual Performance Report would comprise the following:

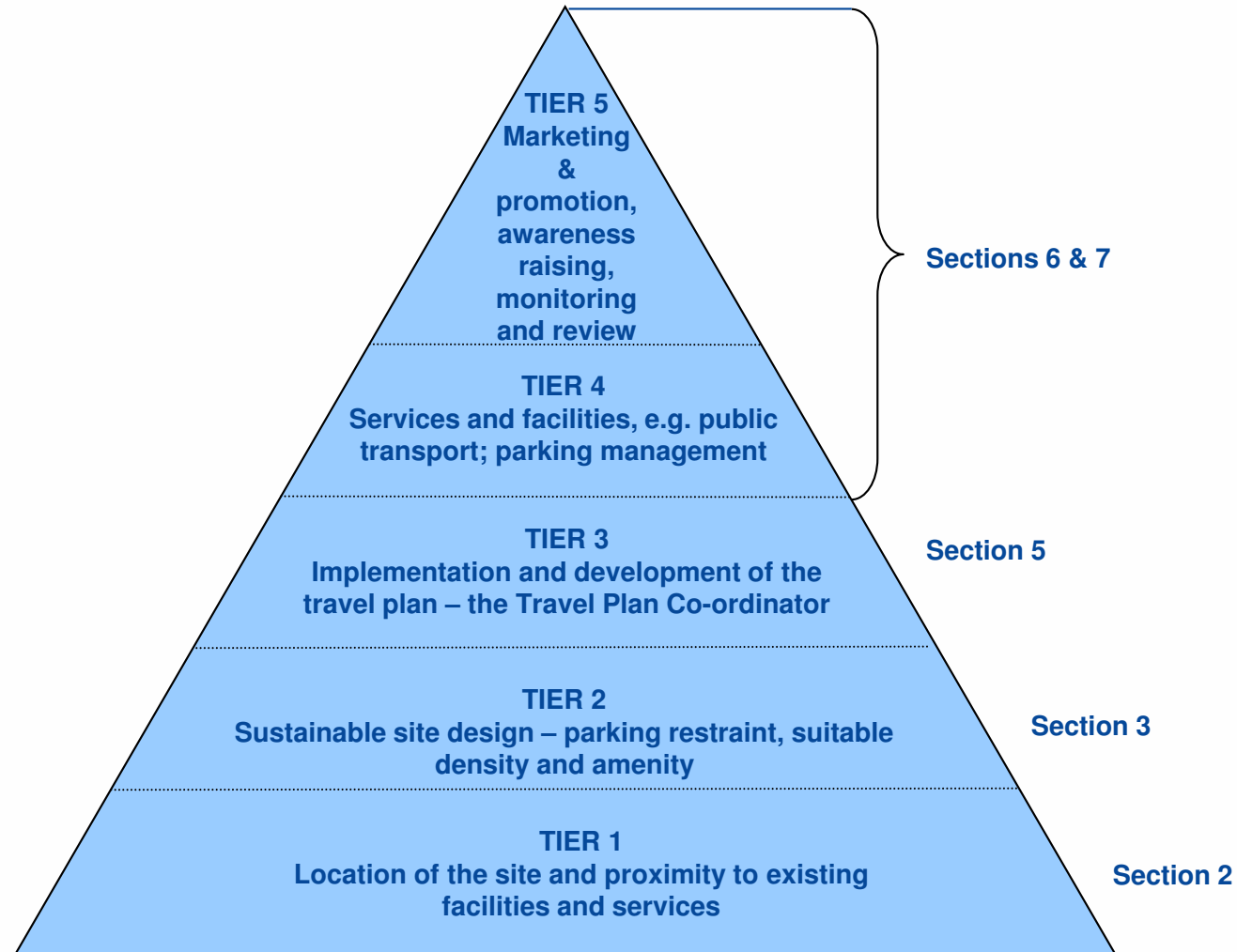
- The results of the most recent travel surveys with respect to targets;
- The current position of the Travel Plan operational budget;
- The general effectiveness of current initiatives within the Travel Plan;
- Those measures within the Travel Plan which are proposed to be continued into the next year / those measures to be dropped; and,
- Details of any new travel initiatives to be pursued at Oxygen.



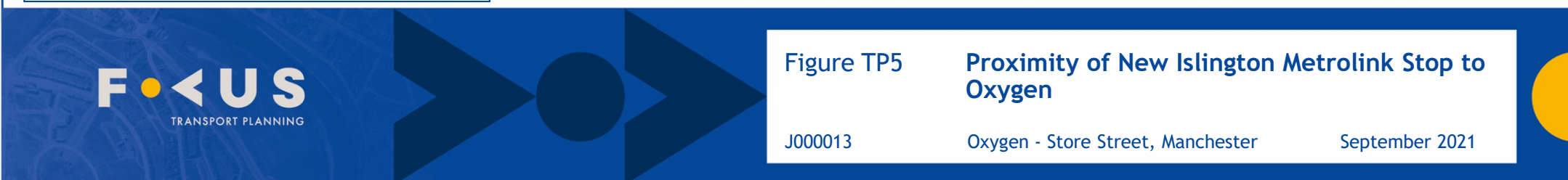


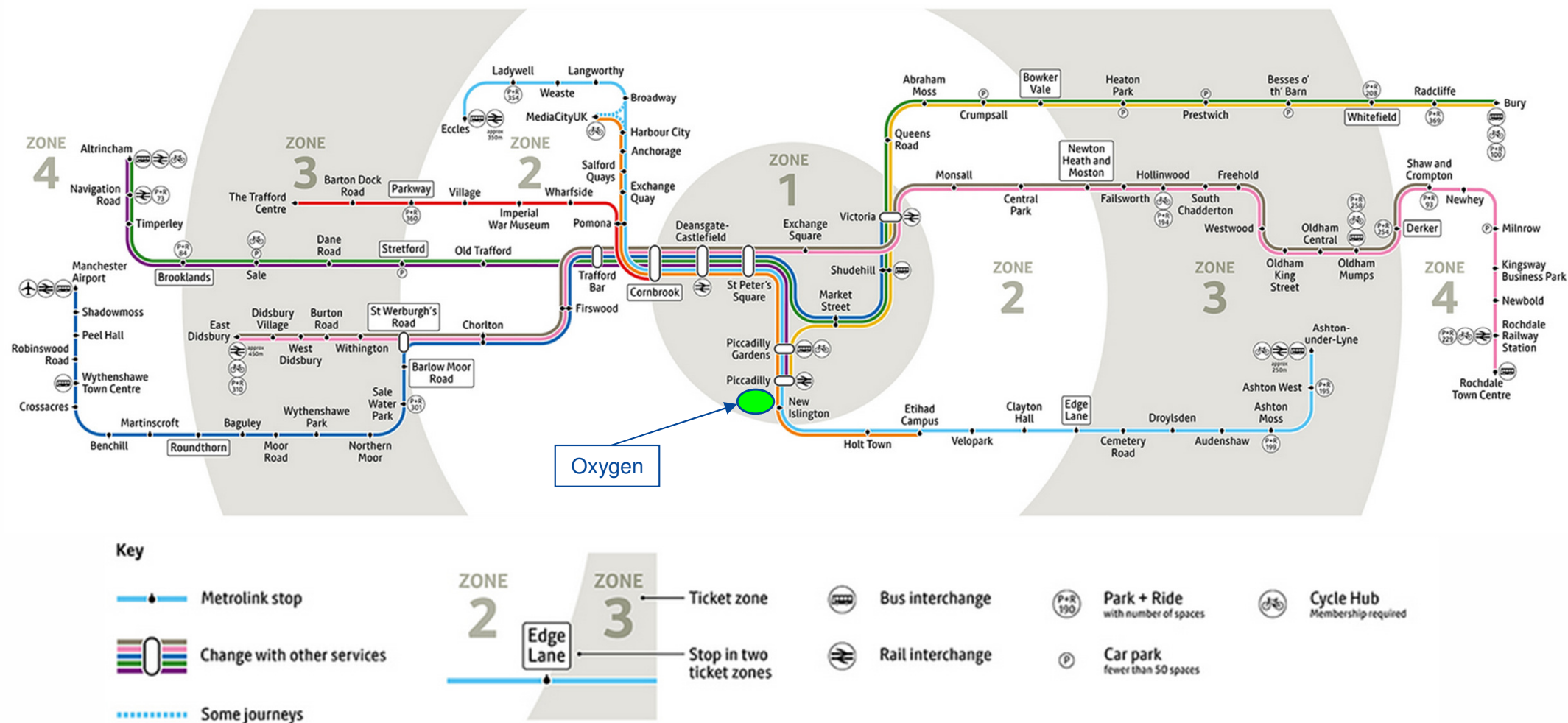












Extract from TfGM Manchester Metrolink Network Map



