



Kempton Homes Ltd

**Commercial Development
Oldham Street, Manchester**

Full Travel Plan

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1 Introduction

1.1 WYG have been appointed by Kempton Homes Ltd to produce the Full Travel Plan (TP) to be operated at the commercial elements of the proposed mixed-use development off Oldham Street, Manchester.

1.2 The planning application for the scheme (110074/FO/2015/C2) was approved on the 30th August 2016 and included the following Condition 21 within the Decision Notice:

"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 those (attending or) employed in the development*
- ii. a commitment to surveying the travel patterns of staff 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 shall be implemented in full at all times when the development hereby approved being first occupied."

1.3 WYG were previously appointed to produce an Interim Travel Plan for the planning application which has been used as the basis for this document.

1.4 This report has been produced having due regard for the advice contained in:

- National Planning Policy Framework (NPPF) published by the Department for Communities & Local Government (DCLG).
- Making Residential Travel Plans Work published by the Department for Transport (DfT, 2007).
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009).

1.5 Kempton Homes are committed to the principles of sustainable development, and will seek to influence the travel choices of residents and employees on site with the implementation of a Full TP. This TP sets out the principles and range of measures which will form part of the final plan. In accordance with local and national policies to protect and enhance the environment, and to encourage sustainable development and travel patterns, the report reviews the current situation in the vicinity of the site and proposes measures to encourage accessibility via a choice of transport modes.

2 Accessibility

- 2.1 The site, which is located in close proximity to Manchester City Centre, is currently occupied by two at grade car parks. The western plot is bounded to the north by a coffee shop off Houldsworth Street, to the east by Spear Street, to the south by Warwick Street, and to the west by Oldham Street and a row of shops. The eastern plot is bounded to the north by Houldsworth Street, to the east by Bradley Street, to the south by Warwick Street, and to the west by Spear Street. A plan showing the location and adjoining road network is shown at Figure 1 in Appendix A.

Walking and Cycling

- 2.2 Walking for all purposes as the main mode of travel has been analysed, using 2010 to 2012 data from the National Travel Survey (NTS), to calculate the average and 85th percentile distances travelled. The data had between 7,700 to 8,200 fully co-operating households, covering over 18,000 individuals, and so provides a robust sample. The analysis shows, outside London, the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. WYG recommend the 85th percentile distance should be used to establish the walking catchment, which equates to just under a 25 min walk. The NTS data is available on request.
- 2.3 Footway is provided along all roads in the vicinity of the site.
- 2.4 There are a number of residential areas in Manchester that are within walking distance of the development site. All of the residential areas within Manchester city centre can reach the development within an accessible walk and parts of Longsight, Ardwick, Ancoats, Miles Platting and Cheetham Hill are accessible to the proposed development.
- 2.5 Northern Quarter (bars and restaurants) is close by. The areas of New Islington, the Central Retail District (including Arndale Shopping Centre), Piccadilly Gardens (City Tower, office space, bars and restaurants etc) are all within a 10 min walk of the development, and the Co Operative Head Quarters is a similar distance away on foot. The city centre includes a vast selection of food destinations, which employees at the proposed development may want to use.

- 2.6 Sugden Sports Centre, Manchester Aquatics Centre and Powerleague football pitches are accessible on foot. A Sainsbury's Superstore is located 10 to 15 min walk from the site.

- 2.7 Cycling for all purposes as the main mode of travel was also interrogated using the 2010 to 2012 NTS. The analysis shows, outside London, the average distance people cycle is 4.3km and the 85th percentile distance is 7.25km. WYG recommend the 85th percentile distance should be used to establish the cycling catchment, which equates to a 35 min bike ride. The NTS data is available on request.

- 2.8 All the areas within acceptable walking distance are also accessible by bike.

- 2.9 On-carriageway cycle lanes run on the east side of Oldham Street, which provides access south towards the City Centre. To the east National Cycle Network (NCN) Route 66 can be reached within a 10 min bike ride from the site, with local connections from Old Mill Street. NCN 66 provides access towards Manchester Piccadilly, Failsworth, Chadderton Fold, Trub and Balderstone, as well as links to NCN 60.

- 2.10 NCN 60 can be accessed via Hulme Hall Lane, which is located north-east of the development, providing local connections to Manchester City Centre, Fallowfield and West Didsbury. NCN 55, which can be accessed via NCN 60, provides a link to Salford Quays and Old Trafford.

- 2.11 Manchester City Centre, and all of its services and facilities, is within a short bike ride from the site.

- 2.12 There are a large number of residential areas which can reach the development site within an accessible cycle ride of the development site including Ancoates, Belle Vue, Moss Side, Longsight, Rusholme, Levenshulme, Fallowfield, Withington, Whalley Range, Chorlton-cum-Hardy, Firwood, Old Trafford, Ordsall, Salford, Pendelton, Cheetham Hill, Prestwich, Crumpsall, Moston.

- 2.13 Being in a central location, the development has a very good level of accessibility on foot or by bike to a large number of residential areas where people may work at the site and there is a vast range of food destinations that employees can reach within an accessible walk. No improvements to the existing provisions are necessary.

Public Transport

- 2.14 Walking has been analysed for those trips where on foot is the 1st stage mode of travel and bus is the 2nd stage. NTS data from 2002 to 2012 was used to calculate the average and 85th percentile walk distances to a bus stop. The analysis shows, outside London, the average distance people walk to a bus stop is 580m and the 85th percentile distance is 810m. WYG recommend at 580m there is a good prospect people will walk to a bus stop and 810m is the furthest distance people can be expected to walk.
- 2.15 Bus stops are located very close to the development, both on Oldham Street and Dale Street, which are within a 2 to 3 min walk. The stops are kerb-side with a flag/ pole and timetable information.
- 2.16 The regular and frequent bus routes accessible from those stops are summarised at Tables 2.1 and 2.2 below.

Table 2.1: Bus Routes Accessible from Oldham Street

Route No.	Route Description
First Manchester 81/81a	Derker-Oldham-Werneth-Moston-Collyhurst-Manchester Holts, Lees, Waterhead, Greenacres, Derker, Oldham, Werneth, Moston, Harpurhey, Collyhurst, Manchester
First Manchester 83	Sholver- Oldham-Hollinwood-Manchester Sholver, Oldham, Hollinwood, Newton Heath, Manchester Piccadilly Gardens.
Stagecoach 112/113	Middleton-Moston-Collyhurst-Manchester Boardshaw Cemetery, Middleton, Greengate, Moston, Collyhurst, Manchester Piccadilly Gardens
Stagecoach 118	North Manchester General Hospital-Dam Head-Moston-Manchester NMGH, Victoria Avenue, White Moss, Moston, Collyhurst, Manchester Piccadilly Gardens
First Manchester 162/163/X63	Manchester-Collyhurst-Blackley-Middleton-Heywood-Bamford Norden, Bamford, Bury, Dran Hill, Heywood, Langley, Middleton, Blackley, Harpurhey, Collyhurst, Manchester
First Manchester 180	Greenfield-Lees-Oldham-Manchester Greenfield, Grotton, Lees, Oldham, Garden Suburb, Hollinwood, Newton Heath, Manchester Piccadilly Gardens.
First Manchester 184	Huddersfield –Diggle-Uppermill-Lees-Oldham- Manchester Huddersfield Bus Station, Cowlersley, Slaithwaite, Marsden, Diggle, Dobcross, Saddleworth School, Uppermill, Greenfield, Grotton, Lees, Oldham, Garden Suburb, Hollinwood, Newton Heath, Manchester Piccadilly Gardens.
First Manchester x84	Carrcote to Manchester Carrcote, Delph, Uppermill, Grasscroft, Grotton, Lees, Garden Suburb, Hollinwood, Newton Heath, Manchester Piccadilly Gardens.

Table 2.2: Bus Routes Accessible from Dale Street

Route No.	Route Description
Metroshuttle 1	Piccadilly to Victoria Piccadilly, Portland St, Peter St, Deansgate, Victoria Station, Dale St, Piccadilly
Metroshuttle 2	Piccadilly to Victoria Piccadilly Station – Dale Street – Printworks – Victoria Station – Deansgate Station – Oxford Road Station – Peter Street (Manchester Central) – Deansgate – Victoria Station – Withy Grove – Northern Quarter – Piccadilly Station.
Manchester Community Transport 217	Manchester to Ashton Manchester Shudehill Interchange, Manchester Piccadilly Gardens, Philips Park, Clayton, Droylsden, Audenshaw, Ashton.

- 2.17 The site is within a 15 min walk of Piccadilly MetroLink Station, which is located off London Road. Piccadilly lies on the Rochdale to Ashton-Under-Lyne and Bury to Piccadilly routes, and thus provides convenient and direct access to the City Centre and areas in Greater Manchester to the north and Ashton-Under-Lyne to the east.
- 2.18 On the Rochdale to Ashton-Under-Lyne route a tram stops at Piccadilly every 12 mins during the daytime from Monday to Saturday and every 12 mins in the evening. On a Sunday the frequency of the route is also every 12 mins during the daytime and every 15 mins in the evening. On the Bury to Piccadilly route a tram stops every 12 mins during the daytime from Monday to Sunday.
- 2.19 The MetroLink network at Manchester Piccadilly also provides interchange opportunities to Network Rail services for trips further afield.
- 2.20 The development has a very good level of accessibility by public transport. No improvements to the existing provisions are necessary.

3 Travel Plan Administration

- 3.1 Experience has shown there are certain key elements to the successful implementation of a TP:
- Commitment and involvement of the Management Team.
 - Regular audit of patterns to monitor travel behaviours.
 - Active promotion of the plan from the outset.
- 3.2 At this stage, the occupiers of the commercial units is not known, but once this has been established, a Travel Plan Co-ordinator will be appointed from one of the occupiers.
- 3.3 The Co-ordinator has responsibility for:
- Overseeing development and implementation of the TP at the development site as well as designing and implementing effective marketing and awareness raising campaigns to promote the plan and sustainable transport.
 - Liaising with employees and liaising with MCC's Travel Plans Team, in particular to obtain information on transportation promotions or measures being provided by MCC locally and with Bus Operators and other local transport providers.
 - Co-ordinating the monitoring programme for the TP.
- 3.4 Should the post become vacated another employee will be designated as the TP Co-ordinator from immediate effect.

4 Measures to Reduce Car Use

- 4.1 The prime objective of the TP is to reduce traffic generations from the development, supported by a series of measures. These are to encourage greater use of public transport, cycling and walking for trips to and from the site, and to minimise the amount of trips to and from the development by single occupancy private car.

Plan Management

- 4.2 Effective management is essential if the car travel reduction measures are to be successfully implemented. Day to day operation and management of the plan will be carried out by the TP Co-ordinator, who will promote, maintain, monitor and review it. The Co-ordinator will be the focal point and contact for all travel-related issues among employees and prospective employees.
- 4.3 Kempton Homes will act as Travel Plan Co-ordinator as the commercial development builds out and will be responsible for informing each occupier about the Travel Plan. A lease agreement will be signed between Kempton Homes and each occupier which will include a clause binding each occupier to the promotion of a Travel Plan within the occupier's workplace. Through time, one of the occupiers may take over the role of Travel Plan Co-ordinator.

Publicity and Promotion

- 4.4 The accessibility of the site will be actively promoted to prospective residents, alongside suggestions to encourage walking, cycling or use of public transport. The promotion of these elements will be included within the general marketing of the development by the TPC.
- 4.5 A Welcome Pack will be provided to each new employee on site. New employees will also be offered a personalised journey planning session on arrival.
- 4.6 The pack will comprise the following:
- Information on walking facilities.
 - Information on cycle facilities.
 - Information on the Tib Street car club.

- Public transport details, including stop locations, timetables for bus and tram services, fares, information on discounted tickets, and how to access the Journey Planner online.
- Details on how to gain access to local car share websites/ databases.
- Name of the TP Co-ordinator, along with contact details by telephone, email or in person.

4.7 A copy of the Welcome Pack is attached at Appendix B.

Measures to Improve Walking

4.8 Walking will be encouraged by the information within the Welcome Pack, as well as the footways in the vicinity of the site. The health benefits associated with walking will be promoted by the Co-Coordinator.

Measures to Improve Cycling

4.9 Cycling will be encouraged by the information within the Welcome Pack. The health benefits associated with cycling will be promoted by the Co-ordinator. **Cycle parking spaces, which will be secure, are located on the basement level.**

Measures to Improve Bus Use

4.10 Bus use will be encouraged by the information within the Welcome Pack.

Car Club

4.11 A City Car Club is operated in Manchester. The nearest parking bay to the proposed development is located off Tib Street, within a 5 min walk. The Car Club website/ iPhone application identifies where the parking bays are across the City and the vehicles available at each location.

4.12 The Club offers car hire available in the form of hourly or daily rental rates which can be reserved upon request. In order to use the facility a membership is required, which can be purchased on an annual or monthly basis (from £60 annually or £7 monthly). A surcharge of 21p per mile is then applied to the distance covered in a single trip. Members operate the vehicle with a smart-enabled membership card, which involves scanning the card over the windscreen to unlock the vehicle or alternatively using the iPhone application unlock feature. The City Car Club will be promoted within the Welcome Packs issued to employees.



Car Sharing

- 4.13 In addition to becoming a member of the City Car Club, employees at the development can potentially share cars for their journey to work and other purposes. Car sharing will be encouraged with information provided by the TP Co-ordinator on how to gain access to local car share websites/ databases. The financial benefits associated with car sharing will be promoted by the Co-Coordinator.

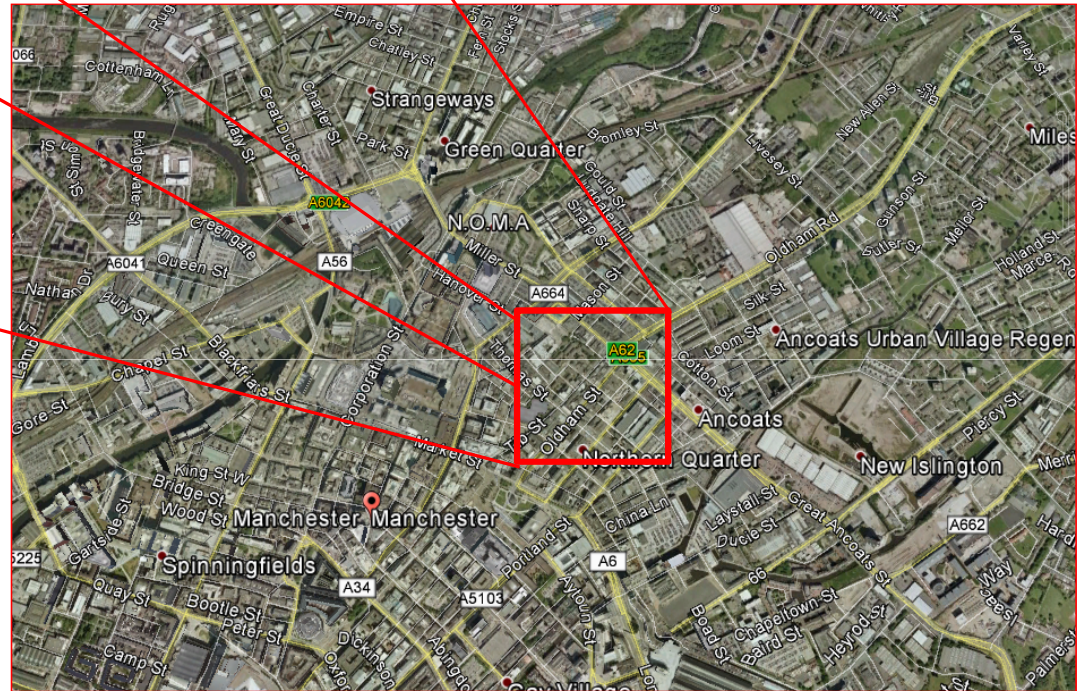
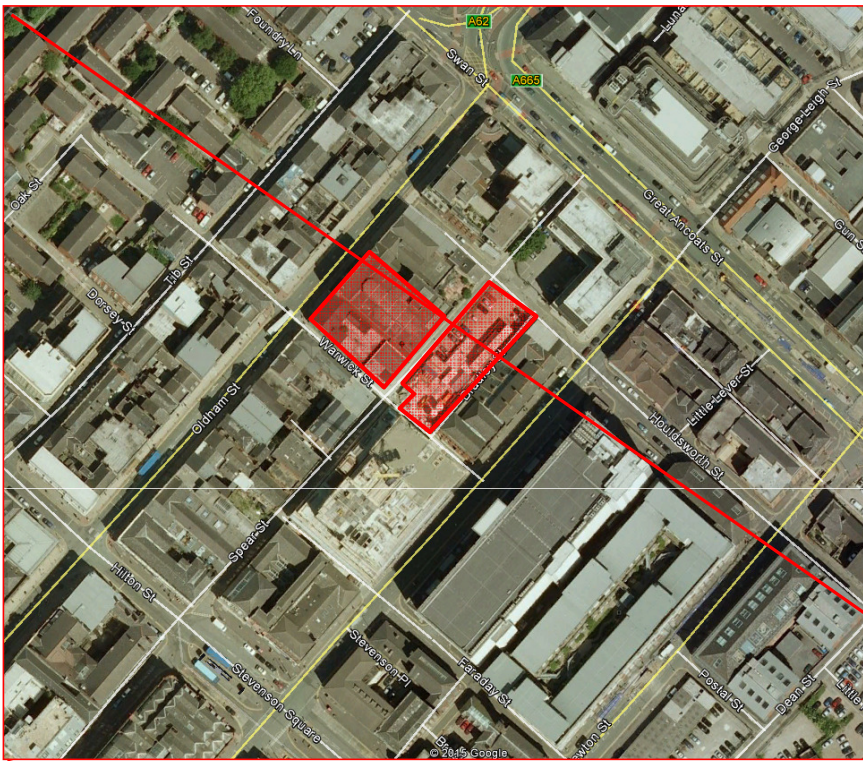
5 Targets and Monitoring

- 5.1 Targets are measurable goals which are set in order to assess whether the objectives of the plan have been achieved. They need to be realistic and take into account the particular circumstances and location of the development.
- 5.2 Within the supporting TA, the commercial element of the site was viewed as ancillary, with the majority of visitors being on foot. The staff at the site will travel by a range of modes and as demonstrated in Chapter 2.0, the development is very accessible by sustainable modes of transport. Table 1 at Appendix C shows that only a third of employees in the MSOA in which the development site lies, travel to work by car.
- 5.3 At this stage, before the occupiers are known, it is not possible to determine the numbers of employees at the commercial uses, although the numbers will be small. The units may also take time to become fully occupied and therefore a reasonable sample to survey may also take time. Rather than specific targets for a reduction in single occupancy private car trips to the development, the aim of the Travel Plan will be to actively promote sustainable travel and if private car travel is exceeded then discussions will take place to between MCC and the TPC to attempt to lower the proportion of car trips.
- 5.4 It is envisaged a full travel survey would be undertaken 3 months after first occupation of one of the units and additional annual surveys undertaken thereafter on a 3-4 yearly basis, which will form a baseline position to take the travel plan forward.

6 Action Plan

Measure	Objective	Responsibility	Deadline
Provide on site cycle parking	Promote cycling	Kempton Homes	During construction
Appoint Travel Plan Co-ordinator	Provide person responsible for plan	Kempton Homes	6 months prior to first occupation
Issue each new resident with welcome pack	Promotion of sustainable travel	Travel Plan Co-ordinator	At first occupation
Offer personalised journey planning to new residents	Promotion of sustainable travel	Travel Plan Co-ordinator	At first occupation
Investigate car sharing and City Car Club	Promotion of sustainable travel	Travel Plan Co-ordinator	From first occupation
Carry out first monitoring survey	Determine baseline travel patterns	Travel Plan Co-ordinator	After first 6 months of opening or 30 apartments occupied
Commission follow up surveys	Monitor plan	Travel Plan Co-ordinator	Each year after first survey
Produce report for Local Authority	Monitor plan	Travel Plan Co-ordinator	1 month after each survey
Discuss extra measures with Local Authority (if needed)	Refine plan to site conditions	Travel Plan Co-ordinator	After each survey (if required)
Introduce extra Travel Plan measures as agreed with Local Authority (if needed)	Enhance plan to reduce traffic generations	Travel Plan Co-ordinator	Within 3 months of Local Authority discussions (if required)

Appendix A - Figures



Key

Proposed Development Site



Oldham Street, Manchester

Site Location Plan

Figure 1



Appendix B – Welcome Pack

Walking Facilities

There are numerous safe pedestrian routes within the vicinity of the site. Footways are surfaced and well maintained, with street lighting provided on all the surrounding roads. There are a large number of food destinations in central Manchester, which staff can access on foot from the development.

A free online walking journey planner is available at <https://www.plotaroute.com/routeplanner>.

Car Sharing

Car sharing is becoming a more popular form of travel particularly for journeys to/ from work and has the potential to save time and money. The more people that car share, the less congestion there is during peak periods on the roads. There are a number of car share schemes operating within Greater Manchester. An example of such a scheme can be found at <https://liftshare.com/uk>.

Motorcycles and Mopeds

There are several benefits that may be derived from the use of this form of travel. Motorcycles by their very size create less congestion and are more likely to have less environmental impact than a single occupancy vehicle.

Information regarding safety equipment, testing and training can be found at:
<http://webarchive.nationalarchives.gov.uk/+/http://www.dft.gov.uk/pgr/roads/vehicles/motorcycling/overnmentsmotorcyclingst4550.pdf>.

Car Clubs

A City Car Club is operated in Manchester. The nearest parking bay to the proposed development is located off Tib Street, within a 5 minute walk. The Car Club website/ iPhone application identifies where the parking bays are across the city and the vehicles available at each location. The Club offers car hire available in the form of hourly or daily rental rates which can be reserved upon request. Members can operate a vehicle with a smart-enabled membership card, which involves scanning the card over the windscreen to unlock the vehicle or alternatively using the iPhone application unlock feature.

Travel Information

From time to time you may be asked to complete a short travel survey. The information that you provide will help us introduce meaningful travel targets for all our members and also help monitor how any sustainable travel measures that we have introduced are operating.

Travel Plan Coordinator

Please contact a member of the sales team onsite for any questions or suggestions that you may have regarding your travel plan needs.

WYG Transport
part of the **WYG** Group



**Oldham Street,
Manchester**

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Company Registration No. England 03925327

Introduction

The way we travel is becoming increasingly important in all our lives. Achieving a balance between the need to travel by car and enabling people to travel by foot, bike or public transport for the journeys we make every day is changing the way in which we interact with our surroundings. People are now more equipped to choose healthier, cleaner and cheaper journeys, with better places and spaces to move through and live in.

As part of maintaining a responsible approach to the environment as well as to our health, a Sustainable Travel Information sheet has been prepared to inform all users of the commercial developments at Oldham Street about the local travel options which are available.

Bus Facilities

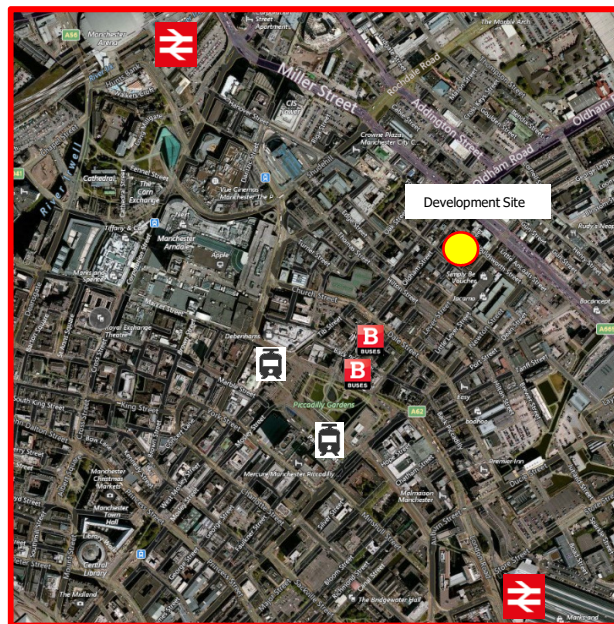
There are 2 bus stops some 400m from the development, on Oldham Street and Dale Street; both provide timetable information. There are many regular and frequent services around the city centre, to all areas of Greater Manchester, including Oldham, Garden Suburb, Ashton-Under-Lyme, Bury, and Heywood.

Additionally the Metroshuttle services provide free and frequent journeys around the city centre. Routes 1 and 2 call at Dale Street and travel to all the railway stations, including Deansgate and Oxford Road.

Other sources of useful bus information include:

- <https://www.tfgm.com/public-transport/bus>
- <http://www.traveline.info>

These provide journey planners, copies of local timetables and details of any special offers.



Cycle Facilities

Cycling is a healthy and sustainable mode of travel that can be enjoyed as a leisure activity as well as a mode of travel to work or to school.

Information on cycling and cycle training is available from www.sustrans.org.uk and <https://www.cyclewise.co.uk/>.

Cycle maps and details of cycle routes can be found at <https://www.tfgm.com/cycling> and many of these maps can be ordered for free from this website.

Cycling is a popular transportation mode in Manchester and many of the main routes through the city have cycle lanes.

A cycle journey planner is available from Transport Direct at <http://www.cyclestreets.net/>.

The nearest outlet for cycles and accessories is:

Cycle Republic, London Road, Piccadilly, Manchester M1 3AN (0161 236 0216; cyclerepublic.com), approximately 400m south of the site.

Rail Services

Both Manchester Piccadilly and Manchester Victoria railway stations are approx. 90000m from Oldham Street and can be reached within a 9-min walk (see inset). Manchester Piccadilly is Manchester's principal station with services running all over the country. It has many facilities including car parking, cycle parking, restaurants, bars, and shops. Manchester Victoria is also a large station serving many of the local areas and towns.

Information and up to date timetables can be found via the internet at:

- <http://www.thetrainline.com>
- <http://www.nationalrail.co.uk/>

Tram Services

The closest tram stop is Market Street, some 500m from Oldham Street (see inset). Services 1, 4 and 6 call at this stop, linking Altrincham, Bury, and Manchester Airport.

The Piccadilly Gardens tram stop is some 600m from Oldham Street. Services 2, 3, 4, and 7 call here, linking Altrincham, Ashton-Under-Lyme, Eccles, Bury, MediaCityUK, and Etihad Campus.

Information, timetables and network maps can be found at <https://www.tfgm.com/public-transport/tram>.

Coach Services

Coach information can be found at

<http://www.nationalexpress.com/home.aspxb>.

Appendix C – Mode Share Data

Table 1 Mode Share Data for Oldham Street MSOA

WP703EW - Method of travel to work (2001 specification) (Workplace population)

ONS Crown Copyright Reserved [from Nomis on 8 January 2019]

population All usual residents aged 16 to 74 in employment in the area the week before the c
units Persons
area type 2011 super output areas - middle layer
area name E02006912 : Manchester 055

Method of travel to work	2011	
All categories: Method of travel to work	30,342	30,022
Work mainly at or from home	320	
Underground, metro, light rail or tram	1,877	6%
Train	5,835	19%
Bus, minibus or coach	6,765	23%
Taxi	109	0%
Motorcycle, scooter or moped	165	1%
Driving a car or van	10,047	33%
Passenger in a car or van	995	3%
Bicycle	921	3%
On foot	3,229	11%
Other method of travel to work	79	0%