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Architectural Design Services

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Travel Plan

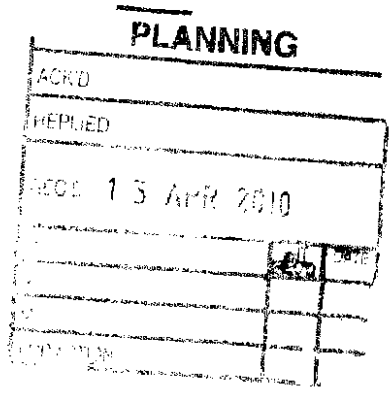
Client: Mr. Umar Butt

Application No.: 092487/FO/2010

Description: The proposal is to convert the existing ground Floor and first floor into an Educational Facility.

Location: 30 Mason Street
Manchester, M4 5EY

Date: 30th March 2010
Version Number: 001



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1.0 EXECUTIVE SUMMARY

This travel plan has been formulated for 30 Mason Street addressing the possible enquires regarding existing travel patterns concerned with accessing the site. This plan consists of the site location including existing and proposed site facilities. The report addresses the key issues regarding the travel plan measures that will be carried out and the management arrangements that have been put into place.

Finally this report is focusing on the requirements and targets which need to be achieved through out this travel plan.

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2.0 INTRODUCTION

Background

2.1 Organisation context:

A description of your organisation

2.2 Manchester Learning Acedemy is a training provider with an understanding of the security industry and the limits in which it has to operate – as TRAINING centre where you can find a range of courses to choose from under the accredited regulators of the industry. Manchester Learning Academy has a proven ability to take the potential of its candidates, with professional help and guidance and arm them with the knowledge and the confidence to work legally and effectively as Security Guards; Door Supervisors or CCTV operatives. MLA has been operating an enviable reputation for providing the best staff with the soundest training available. We prepare individuals to gain licenses as:

1. Door Supervisors
2. CCTV
3. Vehicle Immobilisers

2.3 In addition to the above we also provide training for people wishing to gain other qualifications under approved regulators.

- ESOL
- IELTS

2.4 **Our Vision**
To provide guidance to every individuals' growth and employment by providing high quality and enjoyable training experiences.

2.5 **Our Mission**
-to provide excellent customer care, time and time again, by motivating and developing our own people

-to encourage training and education through continuous innovation and technology

-to support deprived communities by providing education leading towards opportunities in life.

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2.6 Our Values

- Honesty
- Integrity
- Dedication
- Commitment
- Reliability
- Supportive
- Respect
- Trust
- Consideration.

2.7 Number of staff on site

- The organisation employs approximately 5 members of staff two full time and one part time.

2.8 Number and type of persons accessing the site other than staff e.g. visitors, customers, contractors etc

- The building will be visited by a number of students between 20 to 25 for their regular classes and a minimum of 5 visitors inquiring information about the services of the organisation.

2.9 Measures already in place if an existing development

- There are an existing public pay and display facility available for the visitors, organisation will support and encourage car share scheme. At the moment, there are two vehicles at the site using pay and display

2.10 Activity of the organisation:

Training and Educational establishment.

2.11 Development plans:

- Likelihood of further expansion – no plans for expansion currently in place
- Change in staff numbers – the staff numbers to be maintained at current level.
- Will it be a phased development? No

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3.0 OBJECTIVES

3.1 The TP has been prepared to support a planning application for the Training And Learning Centre for the Academy.

- To mitigate against single occupancy car use by building users.
- To ensure site access for the delivery of goods and services;
- To ensure a deliverable **Travel Plan**
- To decrease the amount of parking on neighbouring roads
- To improve to choice of transport modes available to employees travelling to work
- To improve the health and well being of staff and/or the residents of the site
- To develop the **Travel Plan** in line with Greater Manchester Travel Plane Resource Pack

Reasons for Travel Plan

3.2 This Travel Plan was required by Manchester City Council in order to grant permission duo to the number of students proposed, a framework travel plan is needed.

3.3 This will help assess how the proposal will effect the public transport network, it will give a better understanding of how building visitors will travel to and from the building, it will also help minimise the number of private vehicles used.

3.4 Each objective should be individually numbered and can then be referred to in the subsequent sections of the travel plan.

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4.0 LOCATION AND FACILITIES

Description of your site

4.1 The site's address is 30 Mason Street, Manchester, M4 5EY, it is a 4 story brick building with a flat roof.



Figure 4.1

4.2 The client is proposing the change the use of the ground and the first floor of the building from a warehouse to Learning Centre .These floors were used manufacturing clothing due to demise of the clothing industry the owner has let the building to a present tenant who wishes to convert the building into an Educational Institute.

4.3 Ground floor is accessed from Mason Street and from Goulden Street the first floor is accessed by a lift and /or the stairs.

4.4 This application relates to the first two floors of the building mainly the ground floor and the 1st floor.

4.5 Site location (shown on a map)

4.6 **Location:** 30 Mason Street Manchester M4 5EY

4.7 The site lies on Mason Street, off A664 Rochdale Road and Oldham Road A62 to the South of the site, the location and has a good bus route, including public transport systems, walking distance to Victoria Railway and in close proximity as Shudehill interchange Metro system.

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Site 30 Mason Street, Manchester, M4 5EY

Figure 4.2

4.8 Provide an assessment of the current facilities that encourage sustainable travel

4.9 The site is very well located in relation to public transport being within walking distance of bus stops on both Rochdale Road and Oldham Road and also Shudehill Interchange and Victoria Railway station. There are a number of parking spaces within the close proximity of the site. The parking facilities are managed by NCP car park.

4.10 Description and assessment of current site barriers to encouraging sustainable travel (include details from Transport Assessment if produced)

4.11 The building is accessible by foot, car and public transport. Student entrance will be from Mason Street which is well served by both public transport, private hire service and a quality highway network, making it easily accessible for all. The proposed will comply with DFA2 in all the related areas of the project along with local Transportation requirements.

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Map showing the locality of bus stops and train stations:



Bus Stops Train Station

Figure 4.3

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Public transport

4.12 The map above shows Transportation means from and to the site, this illustrates close bus stops on Rochdale Road, Thompson Street, Oldham Road and Swan Street along with Victoria Station.

Buses

4.13 The building is located within easy walking distance of a number of high frequency bus services. These bus services are summarised in the table. The following services operate frequently within approximately 250 metres of the site, these services are listed below:

17	MANCHESTER - BLACKLEY - MIDDLETON - ROCHDALE
24	MANCHESTER - CHADDERTON - ROYTON - ROCHDALE
64	MANCHESTER - MIDDLETON – OLDHAM
72	MANCHESTER - NEW MOSTON – CHADDERTON
74	MANCHESTER - FAILSWORTH – HOLLINWOOD
76	MANCHESTER - FAILSWORTH - LIMESIDE - OLDHAM
77	MANCHESTER - NEWTON HEATH - MOSTON - MANCHESTER
78	MANCHESTER - HOLLINWOOD - LIMESIDE - OLDHAM
80	MANCHESTER - MOSTON – MIDDLETON
81	MANCHESTER - COLLYHURST - OLDHAM - DERKER
82	MANCHESTER - OLDHAM - WATERHEAD - UPPERMILL
83	MANCHESTER - HOLLINWOOD - OLDHAM - SHOLVER
88	PICCADILLY - MOSTON - WHITE MOSS - MANCHESTER
88	MANCHESTER - MOSTON - WHITE MOSS
112	MANCHESTER - COLLYHURST - MOSTON - MIDDLETON
113	MIDDLETON - MOSTON - COLLYHURST - MANCHESTER
118	MANCHESTER - MOSTON – NMGH
122	MANCHESTER - MIDDLETON - LANGLEY Circular
131	MANCHESTER - BLACKLEY - BOARSHAW CEMETERY
156	MANCHESTER - NMGH - RHODES – LANGLEY
163	MANCHESTER - MIDDLETON - DARN HILL - BURY
164	MANCHESTER – HEYWOOD
165	MANCHESTER - BLACKLEY - HEATON PARK
17A	MANCHESTER - STAKE HILL – ROCHDALE
180	MANCHESTER - OLDHAM - LEES – GREENFIELD
181	MANCHESTER - MOSTON - CHADDERTON - ROCHDALE
182	MANCHESTER - CHADDERTON - SHAW - ROCHDALE
184	MANCHESTER - OLDHAM - UPPERMILL - HUDDERSFIELD
188	MANCHESTER - MOSTON - WHITE MOSS
217	MANCHESTER - ASHTON - MOSSLEY - STALYBRIDGE Circ
218	MANCHESTER - DROYLSDEN - TAMESIDE HOSPITAL Circ
81A	MANCHESTER - OLDHAM – WATERHEAD
X84	MANCHESTER - UPPERMILL - DELPH Limited Stop

Local Stops index (For M4 5EY):

- EB0678 - OLDHAM ROAD , CABLE STREET towards OLDHAM
- NB0432 - ROCHDALE ROAD , BENDIX STREET towards MANCHESTER
- NB0858 - ROCHDALE ROAD , GOULD STREET towards MIDDLETON
- NB0427 - ROCHDALE ROAD , MILLER STREET towards MIDDLETON
- NB0428 - SHUDEHILL , OPP THOMAS ST towards ROCHDALE ROAD
- EB1445 - THOMPSON STREET, ROCHDALE RD towards OLDHAM ROAD

Table 4.1

For more information see Public Transport for Greater Manchester (Services in the vicinity of M4 5EY) http://www.gmpte.info/enq1.asp

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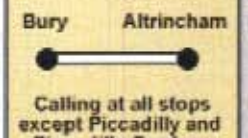
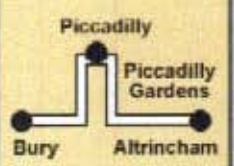
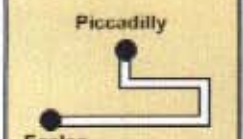
Manchester Metrolink Victoria

In addition,

To		Bury	Altrincham	Piccadilly	Eccles
Mon - Thur	First	05:57	05:22	05:38	05:17
	Last	23:55	23:32	23:32	23:20
Fri	First	05:57	05:22	05:40	05:18
	Last	00:55	00:32	00:32	00:20
Sat	First	05:57	05:22	05:38	05:18
	Last	00:55	00:32	00:32	00:20
Sun & Bank Hols	First	07:06	06:21	06:40	07:11
	Last	22:42	22:26	22:56	22:11

Table 4.2

Tram Frequencies

Route	Monday - Friday	Saturday	Sunday & Bank Holidays
 Calling at all stops except Piccadilly and Piccadilly Gardens	Between 0715 and 1830: EVERY 6 MINUTES Every other tram goes via Piccadilly EVERY 12 MINUTES at all other times All trams via Piccadilly	Between 0930 and 1800: EVERY 6 MINUTES Every other tram goes via Piccadilly EVERY 12 MINUTES at all other times All trams via Piccadilly	ALL TRAMS GO VIA Piccadilly
 Calling at all stops			Between 1000 and 1700: EVERY 12 MINUTES EVERY 15 MINUTES at all other times
 Calling at all stops	EVERY 12 MINUTES	EVERY 12 MINUTES	Between 1000 and 1700 EVERY 12 MINUTES EVERY 15 MINUTES at all other times.

LRT Frequencies (Source : Manchester Metrolink)
Table 4.3

From the public transport it is clear that the building is afforded with a high degree of public transport accessibility.

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Taxis

4.14 Taxis are readily available to be hailed on local roads and number of Private Hire operators is available in the area.

Pedestrian Access

4.15 Pedestrian access to the property is provided by the existing adopted highway network with controlled and uncontrolled pedestrian crossing located within the surrounding area of the site.

Cycle Access

4.16 The property can be reached safely by bicycles; the property's surrounding roads are served by the Greater Manchester Cycle network through the combination of on road facilities, on road quite / advisory cycle routes and on road signed routes.

Summary

4.17 In summary, from a sustainable transportation perspective the Manchester Learning Academy afford a location that is:

- Accessible by conventional bus through high frequency services with significant catchments areas with local bus stops located within walking distance of bus stops;
- Accessible by local link and Ring & Ride services thereby enhancing social inclusion;
- Accessible by the existing pedestrian network offering a high order of access through the combination of pedestrian footways, controlled and uncontrolled pedestrian crossing points; and
- Accessible by Greater Manchester Cycle Network.

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5.0 AIMS AND OBJECTIVES OF THE TRAVEL PLAN

5.1 Taking into account:

- the sustainable location of the building,
- the purpose of the organisation to serve the community and providing knowledge and skills to obtain future jobs.
- the area surrounding the building, and
- the existing travel behaviour and management of the travel behaviour

That the existing building currently restraining private car journeys. The aim and objectives of the Travel Plan are therefore to reinforce the current activities, encourage further sustainable travel and to offer travel choices.

- To reinforce the current sustainable transport activities
- To promote the use of alternate modes of transport to the single occupancy car
- To promote the benefits of using these alternate modes
- To promote smart travel choices
- To minimise the environmental impact by reducing the use of single occupancy vehicles; and
- To complement the objectives and strategies of local and national guidance

5.2 This travel plan is to consider the sustainable travel measures for the proposed redevelopment to help the travel plan coordinator implement progress and promote the travel plan to members accessing the development. The range of travel options that can readily be promoted for journeys to and from the site are:

- Walking;
- Cycling;
- Public Transport Use through conventional bus services, accessibility services and Manchester Metrolink;
- Car sharing (where necessary);
- Use of taxis; and
- Use of environmentally friendly vehicles such as. Electric/ hybrid cycles, scooters or cars.

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6.0 TRANSPORT IMPACT

Travel Requirements

6.1 There are no changes to the existing layout of the building along with its public entrance which will remain facing Mason Street. As for the general scale, there will be no changes proposed for further development/extension to the building of massing or height.

6.2 There will be no change in the basic structure of the proposed property.

6.3 The travel requirements for the proposed change of use will remain as at present (walk, private car, passenger transport, car and cycle) but with further encouragement given to increasing the level of sustainable modes.

Trip Generation

6.4 It is considered that the proposed change of use of the building are unlikely to have any additional adverse impact on the operational efficiency and safety of the various transport networks.

Travel Issues Arising

6.5 The travel issues arising from the proposed change of use of the property are detailed above and further in the sections below.

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7.0 TRAVEL SURVEY AND TARGETS

Aims and Objectives of the Travel Plan

7.1 The aim and objectives of the Travel Plan are:

- to reinforce the current sustainable transport activities;
- to promote the use of alternate modes of transport to the single occupancy car;
- to promote the benefits of using these alternate modes;
- to promote smarter travel choices:
- to minimise the environmental impact by reducing the use of single occupancy vehicles; and
- to complement the objectives and strategies of and national guidance,

7.2 The Travel Plan is to consider the sustainable travel measures for the proposed development to help the travel plan development coordinator implement progress and promote tie plan to members accessing the development

7.3 The main aim is that the students and visitor are encouraged to consider the substantial options the site offers to use alternatives to the car before the development is began and to continue this once all changes took place.

7.4 The range of travel options that can readily be promoted for journeys to and from the site are.

- Walking
- Cycling,
- Pubic Transport Use;
- Car sharing (where necessary),
- Use of taxes

7.5 The following table illustrates the baseline position for the building identified by the travel survey distributed to students and staff at the building.

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8.0	Mode	9.0	Current Typical Day baseline	10.0	Year 1 Target	11.0	Year 2 Target	12.0	Year 3 Target
13.0	Bus	14.0	68%	15.0	65%	16.0	63%	17.0	63%
18.0	Bicycle	19.0	12%	20.0	15%	21.0	17%	22.0	17%
23.0	Car Driver	24.0	8%	25.0	4%	26.0	2%	27.0	0%
28.0	Car Share	29.0	0%	30.0	4%	31.0	6%	32.0	8%
33.0	Foot	34.0	4%	35.0	4%	36.0	4%	37.0	4%
38.0	Motorbike	39.0	0%	40.0	0%	41.0	0%	42.0	0%
43.0	Tram	44.0	8%	45.0	8%	46.0	8%	47.0	8%
48.0	Taxi	49.0	0%	50.0	0%	51.0	0%	52.0	0%

Table 7.1

7.6 It also proposes for the impact of Travel Plan measures for the first, second and third years following the completion of the development works. For the first year completion, the modal split is expected to remain similar to the same as for the Existing baseline conditions with the exception of increasing reducing single car occupancy journeys and increasing of the number of cycling.

7.7 As the Travel Plan evolves, the baseline should be revised annually. Further targets should then be set including individual targets for any bespoke Travel Plan measures adopted. Surveys in other areas of transport activity should also be used to provide baselines for future monitoring of any measures introduced to address these.

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8.0 TRAVEL PLAN MEASURES

8.1 To achieve the travel plan Targets, careful monitoring is required to:

- Indicate the effectiveness of the Travel Plan in meeting its objectives,
- Justify the commitment of member's time and other resources
- Meet requirements of the development control planning process;
- Maintain support for the Travel Plan by reporting successes;
- Allow to be concentrated on measures which best support Plan objectives
- Provide evidence to support bids for additional resources:
- Identify any that are not working, or with the approach proposed: and
- Be shared with other organisations to assist the development of Travel Plans, for example.

8.2 Along with the above, in order to ensure that the travel Plan meets its targets and objectives, a number of realistic measures with inbuilt flexibility are proposed.

Measure 1, Implementation of the Travel Plan

8.3 The proposed are to be implemented as soon as the work starts and the approval is granted.

Measure 2, Travel Plan Coordinator

8.4 The management is to appoint a Travel Plan Coordinator prior to completion of work; The Travel Plan Coordinator's role is outlined in the following section. (Management)

Measure 3, Travel Information and Welcome Pack

8.5 Travel Information and Welcome Packs are in Communication Strategy

Measure 4, Active Travel Planning, Advice and Support

8.6 The Travel Plan Coordinator will ensure that students and other receive encouragement, support to adopt travel. The support of the Travel plan network will be sought, through the nominated AGMA contact. In addition the Travel Plan Coordinator shall establish links with the Greater Manchester Travel Coordinator Network (TRACK),

Measure 5, Promoting Public Transport

8.7 The use of Public Transport will be promoted through the welcome packs outlined in Communication Strategy section. Future discussions with AGMA shall take place regarding the provision of information.

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Measure 6, Promoting Walking

8.8 The health benefits of walking will be promoted through the welcome packs outlined in communication strategy together with good practice guidance on safer waking.

Measure 7, Promoting Cycling

8.9 The health benefits of cycling will be promoted through the Welcome outlined in Communication Strategy together with cycle literature

Measure 8, Car Sharing

8.10 Where applicable, car sharing will be promoted. It is anticipated that a number of people currency walk to the building but it its Inevitable that some people will drive. Car sharing between members will be encouraged in terms of travelling to the same destination or in terms of considering access to a shared vehicle.

Measure 9, limiting the number of parking spaces available

8.11 On site car parking is restrained and Pay and Display car park is close to the location.

Measure 10, continued proactive management

8.12 Manchester Learning Academy is very proactive in managing traffic during busy times when using the building and some of the measures will be taken upon operation of the Learning Academy which will include the following :

- Encouraging students to use public transport;
- Encouraging those who live within walking distance, to walk to the property.
- Encouraging those who must use cars to consider car-sharing;
- Staggering of the finishing times of different activities to ease congestion.

9.0 MANAGEMENT

Travel Plan Coordinator

9.1 The Travel Plan needs to be explained to the students and visitors in order to gain their understanding and support for the scheme. The benefits that plan will bring to the site will be promoted and will include:

- Wider choice of travel options
- A better environment, locally and more widely, from reduced car use;
- Improved quality and availability of travel information;
- Continuous development of child road safety skills; and
- Opportunities to improve health through walking and cycling.

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9.2 A travel Plan coordinator has already been identified by the Organisation. This will be reviewed and confirmed before the start of work. The duties of the role will include;

- Setting up, implementing, progressing and promoting the Travel Plan measures;
- Setting up and maintaining (keeping updated) the travel information on notice boards and / or welcome packs;
- Acting as a liaison point between the site and the Local Authority;
- Keeping all user of the site fully aware of the Travel Plan and its benefits; and
- Monitoring the progress of the Travel Plan

10.0 MARKETING & PROMOTION

10.1 All members of the facility will be made aware of the Travel Plan and its objectives.

10.2 The organisation will take full responsibility for the management and funding of the Travel Plan and its associated measures and monitoring in the long term.

MONITORING AND REVIEW

10.3 In order to maximise the amount of sustainable travel being achieved to and from the site, the Travel Plan Coordinator will keep students and staff updated on the latest changes to public transport schedules through assistance provided by AGMA, TRACK and liaison with GMPTE.

- Examples of how specific measures will be monitored are;
- **Walking**
- Number of members walking each day
- **Cycling**
- Number of members cycling each day
- **Public transport use**
- Number of people at the adjacent bus stops

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- **Car parking**

- Number of single car users
- Number of car sharing

10.4 The Travel Plan Coordinator will also provide Travel Plan surveys to Management Team on a regular basis. To measure progress of specific schemes within the Travel Plan, surveys will need to ask;

- Which areas offer the greatest potential for change;
- Was the initiative implemented by the target date;
- How well used/ attended in each scheme/ initiative;
- What change in travel behaviour has occurred as a result of the initiative
- How much did it cost to introduce; and
- What do users and non users think of the scheme?

10.5 It will also be appropriate to monitor levels of satisfaction and user options as soon as an initiative in introduced so that any problems can be identified and adjustments made. Information can be collected through a brief discussion with members of the community to identify changes that may be required.

10.6 Monitoring is necessary to determine how successful the Travel Plan has been in achieving its objectives and targets. The responsibility of monitoring will lie with the Travel Plan Coordinator.

10.7 Monitoring will take place within 3 months of the development opening and annually thereafter. The results of the monitoring process will be passed on to the council.

10.8 An agreement will be reached with the local planning authority on whether it is necessary to extend or re-evaluate the monitoring review process and period.

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11.0 COMMUNICATION STRATEGY

11.1 Providing Travel Plan information and Welcome Packs will help increase the number of people using sustainable modes. This information will be displayed for all members to read.

Welcome Pack

11.2 The Welcome Pack will contain;

- Timetables for all bus services that are within acceptable walking distances of the site
- Local Bus route map
- Timetables for Manchester Metrolink;
- Local Cycle routes map;
- Local Walking routes map;
- Car Sharing information;
- Telephone number for local taxi companies, tram and bus enquiries;
- Health information and the benefits of waling/ cycling;
- Safer cycling information; and
- Safer walking information.

11.3 Information will be also provided in terms of accessing relevant websites for sustainable modes.

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