

Oldham Street, Manchester

784-B067979

Updated Workplace Travel Plan

Kempton Homes Limited

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1.0 INTRODUCTION

1.1 Tetra Tech (TT) were appointed by Kempton Homes Limited to produce the Workplace Travel Plan (TP) to be operated at the commercial units of their mixed-use development off Oldham Street in Manchester. That report, dated January 2019, was approved by Manchester City Council (MCC). A plan showing the site location and adjoining road network is shown at Figure 1 in Appendix A.

1.2 The TP is referenced at Condition 18 of the Decision Notice which, for ease of reference, is reproduced below:

“The approved Travel Plan prepared by WYG dated January 2019 shall be implemented in full at all times when the development hereby approved is in use:

Within four months of the first use of the date of this decision, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) (a commitment to surveying the travel patterns of the staff during the first three months of use of the development and thereafter from time to time) 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.”

1.3 This Updated Workplace TP brings the contents of the January 2019 TP up to date, in terms of occupations at the commercial units, local routes for walking, cycling and public transport, and the accessibility of the site by sustainable modes of travel, and it has been produced having due regard for the advice contained in:

- National Planning Policy Framework (NPPF) published by Department for Levelling Up, Housing & Communities (DLUHC, formerly Department for Communities & Local Government (DCLG)).
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT).

1.4 Kempton Homes are committed to the principles of sustainable travel and seek to influence the travel choices of employees at the development with the implementation of a TP. This Updated TP, which has been written in accordance with local and national policies to protect and enhance the environment, and to encourage sustainable development and travel patterns, reviews the current situation in the vicinity of the site and outlines measures to encourage accessibility via a choice of sustainable modes of travel.

2.0 EXISTING SITUATION

- 2.1 Oldham Street is a high street which runs in a general north-east to south-west direction past the site leading from a staggered signalised junction with the A62 and the A665 in the north to Piccadilly Gardens in the south. The street is a two-lane carriageway of typical width 8.5m with one-way southbound. One lane has a short designated bus lane enforced by cameras. At the end of the bus lane there is a cycle lane along the east side of the carriageway. Oldham Street has wide footway on both sides and operates under a 20mph posted speed limit. The street is a designated Controlled Zone (CZ). There are No Waiting At Any Time (NWAAT) double yellow lines along the west side and single yellow lines operating between the hours of 8:00am to 8:00pm on the east side.
- 2.2 Some 100m south of the A62/ A665 junction Oldham Street passes by Warwick Street. Warwick Street has a typical carriageway width of 3.5m with one-way eastbound. It has footway along both sides. There are NWAAT double yellow lines on each side although stopping to load or unload is permitted. Warwick Street runs in a general north-west to south-east direction past the site and forms a priority junction with Spear Street.
- 2.3 Spear Street runs in a general north-east to south-west direction between the two blocks which comprise the development. At its north end Spear Street forms a priority junction with the A665 to Back Piccadilly in the south. The road has a typical carriageway width of 4.0m and footway along both sides. Spear Street operates two-way and so vehicle speeds are low. There are NWAAT double yellow lines on each side although stopping to load or unload is permitted.
- 2.4 Some 50m south of the A665 junction Spear Street connects with Houldsworth Street. It runs in a general north-west to south-east direction past the east block of the development (Block B) with footway along both sides. The carriageway width varies between 3.5m at its west end to 4.5m at its east end. At the west end the road is closed off such that it is not possible to turn to or from Oldham Street. There are NWAAT double yellow lines on each side although stopping to load or unload is permitted.
- 2.5 The A665 runs in a general west to east direction which is a dual carriageway ring road around the centre of Manchester. To reach this road traffic to/ from the site uses Lever Street. The carriageway width varies along its length being generally two lanes in each direction other than on the immediate approaches to junctions where in places it widens to three lanes. The A665 has wide footway on both sides and operates under a 30mph posted speed limit. There are No Waiting At Any Time double yellow lines along both sides of the road.

3.0 ACCESSIBILITY

- 3.1 This chapter provides a review of the development's accessibility by the following modes of travel:
- Walking.
 - Cycling.
 - Public transport.
- 3.2 NPPF was most recently updated in December 2023. At Paragraph 108 c) it identifies “opportunities to promote walking, cycling and public transport use are identified and pursued” as part of development proposals and at Paragraph 109 it accepts “opportunities to maximise sustainable transport solutions will vary between urban and rural areas and this should be taken into account in both plan-making and decision-making”. The accessibility of the development has therefore been considered based on the guidance in NPPF.

Walking and Cycling

- 3.3 TT have analysed walking for all purposes as the main mode of travel (from home) by interrogating data collected through National Travel Surveys (NTSs) to estimate the average and 85th percentile distances travelled. The survey data was collected from 7,700 households covering over 18,000 individuals and so provides a robust sample which can be reviewed for variations across UK regions and variations between different reasons for travelling. The analysis revealed the average distance people walk is 1.15km and the 85th percentile distance is 1.95km. The data was published in Local Transport Today in October 2017.
- 3.4 For this review an acceptable maximum walk distance of 1.95km has been adopted which is approximately a 24-min walk (at a typical walking speed of 1.3m per sec) from the site.
- 3.5 Footway is provided along all roads in the vicinity of the site.
- 3.6 There are several residential areas in Manchester which are within walk distance of the development. All the residential areas within Manchester City Centre can reach the site within an accessible walk including Ancoats, Miles Platting and Cheetham Hill.
- 3.7 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 development may want to visit.
- 3.8 Sugden Sports Centre, Manchester Aquatics Centre and Powerleague football pitches are accessible on foot.
- 3.9 TT have analysed cycling for all purposes as the main mode of travel (from home) by interrogating data collected through the NTSs to estimate the average and 85th percentile distances travelled. The survey data was again collected from 7,700 households covering over 18,000 individuals. The analysis revealed the average distance people cycle is 4.5km and the 85th percentile distance is 7.2km. The NTS data is available on request.

- 3.10 All the areas within acceptable walk distance are also accessible by bike.
- 3.11 On-carriageway cycle lanes run on the east side of Oldham Street which provide 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.
- 3.12 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.
- 3.13 Manchester City Centre, and all its services and facilities, is within a short bike ride from the site.
- 3.14 There are a large number of residential areas which can reach the development within an accessible cycle ride including Ancoats, Belle Vue, Moss Side, Longsight, Rusholme, Levenshulme, Fallowfield, Withington, Whalley Range, Chorlton-cum-Hardy, Firswood, Old Trafford, Ordsall, Salford, Pendelton, Cheetham Hill, Prestwich, Crumpsall and Moston.
- 3.15 Being in a central location the development has a very good level of accessibility on foot or by bike to a many residential areas where people who work at the site may live and there is a vast range of food and drink destinations which employees can reach within an accessible walk. No improvements to the existing provisions are necessary.

Public Transport

- 3.16 Data collected through the NTSs has been analysed to estimate the average and 85th percentile distances people walk to a bus stop. The analysis shows, outside of London, the average distance people walk to a bus stop is 580m (8 mins) and the 85th percentile distance is 850m (12 mins). The data was published in Transport Focus in March 2018.
- 3.17 Bus stops are located very close to the development, both on Oldham Street and Dale Street, which are within a 2- to 5-min walk of the site. The stops are kerb-side with a flag/ pole and timetable information.
- 3.18 The regular and frequent bus routes accessible from those stops are summarised in Table 3.1 below.

Table 3.1: Oldham Street/ Dale Street, Accessible Bus Routes

Route Number	Route Description	Mon to Fri		Saturday	
		Day	Eve	Day	Eve
Bee Network 74	Pendleton - Agecroft Via Salford, Brindle Heath, Irlams o th Height, Agecroft, Lower Kersal, Charlestown	Every hour	Every hour	Every hour	Every 2 hours
Stagecoach 76	Manchester - Oldham Via Picadilly Gardens, Miles Platting, Failsworth, Limeside, Oldham, Hollinwood, Woodhouses	Every 12 mins	Every half hour	Every 12 mins	Every half hour
Stagecoach 76A	Manchester - Oldham Via Picadilly Gardens, Miles Platting, Failsworth, Limeside, Oldham, Hollinwood, Woodhouses	Every hour	N/A	Every hour	Every hour

Bee Network 83	Piccadilly Gardens - Oldham Mumps Via City Centre, Ancoats, Miles Platting, Newton Heath, Failsworth, Hollinwood, Werneth	Every 10 mins	Every 30 mins	Every 20 mins	Every 30 mins
Bee Network 84	Uppermill – Oldham – Hollinwood – Manchester Via Uppermill, Grotton, Lees, Oldham, Garden, Hollinwood, Newton Heath	Every 10 mins	Every 30 mins	Every 10 mins	Every hour
Bee Network 181	Manchester – Shaw Via Newton Heath, Chadderton, Royton, Heyside	Every 30 mins	N/A	Every hour	N/A
Bee Network 182	Manchester – Shaw Via Newton Heath, Chadderton, Royal Oldham Hospital, Royton	Every 30 mins	Every hour	Every hour	Every hour
Stagecoach 216	Manchester - Ashton Sportcity, Droylsden, Ashton Under Lyne, Stalybridge	Every 5 mins	Every hour	N/A	N/A
Stagecoach 230	Manchester – Littlemoss/ Ashton Sportcity, Clayton, Droylsden, Littlemoss	Every 30 mins	Every hour	Every hour	Every 2 hours
Stagecoach 231	Manchester – Littlemoss/ Ashton Sportcity, Clayton, Littlemoss, Waterloo, Tameside General	Every 30 mins	Every hour	Every 30 mins	Every 30 mins

3.19 The regular and frequent Metrolink routes accessible from Manchester Piccadilly are summarised in Table 3.2 below.

Table 3.2: Metrolink Routes from Manchester Piccadilly

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

3.20 The development is within a 10-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 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.

3.21 From the Station the tram stops at Piccadilly every 12 mins from Monday to Thursday 6am until midnight. On Fridays and Saturdays the frequency of the route is also every 12 mins 6am to midnight and every 24 mins midnight to 1am. On Sundays between 7am and midnight the frequency is every 15 mins.

- 3.22 The MetroLink network at Manchester Piccadilly also provides interchange opportunities to Network Rail services for trips further afield.
- 3.23 Being in a central location the development has a very good level of accessibility by public transport. No improvements to the existing provisions are necessary.

4.0 TRAVEL PLAN ADMINISTRATION

- 4.1 Experience has shown there are certain key elements to the successful implementation of a TP:
- Commitment and involvement of the Management Team (Kempton Homes Limited).
 - Regular audit of patterns to monitor travel behaviours.
 - Active promotion of the TP from the outset.
- 4.2 At present the commercial units of the development are only partially open with most of the floorspace unoccupied.
- 4.3 In the east block (Block B) is Federation Gym. They opened in October 2023 and occupy 1,500sqft of the ground floor plus 4,500sqft of the basement floor. Federation Gym have three coaches and three part-time staff who TT have been told tend to walk to work. The remaining floorspace on the ground floor (1,500sqft) is to be occupied by Companio Bakery from Summer 2024. TT understand they will have 11 staff comprising 4 part-time and 7 full-time. Companio's strategy is to recruit local people and so it is expected most will either walk, bike or use public transport to work.
- 4.4 The main business in the west block (Block A) is to be a Sainsburys convenience store from 4th quarter 2024. They will occupy up 4,000sqft on the ground floor. TT understand they will have circa 20 staff. Other businesses are being sought by Kempton Homes for the remaining 5,000sqft on the ground floor plus 9,000sqft on the basement floor and it is hoped these will be occupied in 2025.
- 4.5 At present the number of people working at the commercial units is low, with just three coaches and three part-time staff at Federation Gym, so the role of a TP Co-ordinator has not yet been filled. For the time being Kempton Homes are providing information on sustainable transport options to them on request.
- 4.6 By the end of 2024 Companio Bakery and the Sainsburys convenience store should be open at which time there will be approaching 40 staff on site. By then the TP Co-ordinator will be in situ.
- 4.7 The TP Co-ordinator's main tasks will be as follows:
- Oversee development and implementation of the TP at the site as well as designing and implementing effective marketing and awareness raising campaigns to promote the TP and sustainable modes of travel among employees.
 - Liaise with employees and with MCC 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-ordinate the monitoring programme for the TP.
- 4.8 Should the post become vacated another employee will be designated as the TP Co-ordinator from immediate effect.

5.0 MEASURES TO REDUCE CAR USE

- 5.1 The prime objective of the TP is to reduce traffic generations from the development supported by a series of measures to promote sustainable travel. These are to encourage greater use of public transport, cycling and walking for trips to and from the site and to reduce the numbers of trips associated with the development by single occupancy private car.

Plan Management

- 5.2 Effective management is essential if the car travel reduction measures are to be successfully implemented. Day to day operation and management of the TP will be carried out by a 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.
- 5.3 Kempton Homes are responsible for informing each business about the TP. A lease agreement is signed between Kempton Homes and each business which includes a clause binding them to the promotion of a TP among their staff. In due course, by the time Companio Bakery and the Sainsburys convenience store become occupied, the TP Co-ordinator will be in situ.

Publicity and Promotion

- 5.4 The accessibility of the site is actively promoted to prospective businesses and employees alongside suggestions to encourage walking, cycling or use of public transport. The promotion of these elements will be included in the general marketing of the development by the TP Co-ordinator.
- 5.5 A Welcome Pack will be provided to each new employee on site.
- 5.6 The pack will comprise the following:
- Information on walking facilities.
 - Information on cycle facilities.
 - Information on the Enterprise 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.

Measures to Improve Walking

- 5.7 Walking will be encouraged by the information in the Welcome Pack as well as the footways and crossings in the vicinity of the site. The health benefits associated with walking will be promoted by the TP Co-ordinator.

Measures to Improve Cycling

- 5.8 Cycling will be encouraged by the information in the Welcome Pack. The health benefits associated with cycling will be promoted by the TP Co-ordinator. Secure cycle parking spaces are located on the basement floor.

Measures to Improve Bus Use

- 5.9 Bus use will be encouraged by the information in the Welcome Pack.

Car Club

- 5.10 An Enterprise Car Club is operated in Manchester. The nearest parking bay to the development is located off Tib Street which is within a 5-min walk of the site.
- 5.11 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. 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 in the Welcome Pack issued to employees.

Car Sharing

- 5.12 In addition to becoming a member of the Enterprise 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 TP Co-ordinator.

6.0 MONITORING REGIME

- 6.1 In the supporting TA produced for planning the commercial units at the development were viewed as ancillary with the vast majority of visitors being on foot, by bike or using public transport. Staff at the site will travel by a range of modes and, as demonstrated in Chapter 2.0 above, the development is very accessible by a range of sustainable transport options.
- 6.2 The first step in the Monitoring Regime is to carry out a Baseline Survey on site. This also is a requirement of Condition 18 (second part). Currently there are not enough people working at the commercial units to enable meaningful and reliable data to be collected. By the turn of the year there should be approaching 40 staff on site, after Companio Bakery and the Sainsburys convenience store open, which will provide more meaningful information. A Baseline Survey in 1st quarter 2025 will be within 18 months of occupation of the first commercial unit (which was October 2023). The results will be reported to MCC.
- 6.3 As required by Condition 18 subsequent Follow-Up Surveys to monitor ongoing travel patterns among staff on site will be carried out from time to time and reported to MCC.

7.0 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 TP	Kempton Homes	Expected by 4 th quarter 2024
Issue each new employee with Welcome Pack	Promotion of sustainable travel	Travel Plan Co-ordinator	On first occupation of each business
Investigate car sharing and City Car Club	Promotion of sustainable travel	Travel Plan Co-ordinator	Ongoing
Commission Baseline Survey and report to MCC	Determine baseline travel patterns	Travel Plan Co-ordinator	Expected by 1 st quarter 2025
Commission Follow-Up Survey and report to MCC	Monitor TP	Travel Plan Co-ordinator	Ongoing

APPENDIX A - FIGURES



Oldham Street, Manchester

Site Location Plan

Figure 1

