

PROPOSED DEVELOPMENT AT 804-6 OLDHAM ROAD,

NEWTON HEATH

TRAVEL PLAN.

INTRODUCTION/CONTEXT

This Travel Plan is submitted to discharge a planning condition attached to approval **127962/FO/2020** for a proposed 600m² showroom/storage development for G. A. Armstrong Ltd.

Traffic Conditions

A Transport Note was included within submissions for the planning approval.

Peak Hour of Operation	09.00 – 16.30
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Vehicle Trips per day	10
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Person Trips Per Day	unknown
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HGV traffic generated by site	1 per week
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Average Annual Daily Traffic (AADT) on Oldham Road is approximately 28000 vehicles two way with AAWT (average weekday) 30000 vehicles.

Development traffic as percentage of road users	<0.2%
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SITE DESCRIPTION/LOCATION

The site is located in Newton Heath, to the North West of Manchester City Centre, between the City Centre and Oldham, and is currently undeveloped. The site lies immediately to the south of and fronting Oldham Rd. On the southern boundary of the site is a large distribution/warehouse facility. The site was formerly in retail use with previous buildings demolished several years ago.

The proposal is for a showroom/office/storage premises. A small office and reception showroom is to be provided at ground floor, a showroom at first floor and filing/storage at second floor. Total floor area is to be around 600sq.m. with 2 employees on site. It is anticipated that operations will commence in late 2022.

It is noted that Manchester City Councils guidance on when a Travel Plan is required states that this would be appropriate for over 800sq.m non-food retail or at 1500sq.m for business. "Other" suggests over 200 employees. None of these thresholds are met in this case but the Local Authorities ability to request a Travel Plan for any development deemed appropriate is noted.

The site is at the junction of Ridings Street with A62 Oldham Road, Newton Heath. Oldham Road operates with 2 lanes Eastbound at all times and 2 lanes Westbound (including peak hour bus lane), and provides a major arterial link into Manchester city centre from the Northeast of the conurbation, including Oldham and Rochdale.

There is a fixed speed control camera in place on Oldham Rd eastbound.

No Waiting at Any Time restrictions are in place on both sides of Oldham Rd and on the radii from Ridings St onto Oldham Rd. A westbound bus lane on the A62 Oldham Rd site frontage is in operation at weekday peak periods. Oldham Road has a 30mph speed limit. There are no restrictions on waiting or loading on Ridings Street and Irlam Street. Ridings Street provides access to industrial/business premises and is subject to a 20mph speed restriction, though there are no physical features in place to restrict vehicle speeds.

Pedestrian access to the site is provided from Oldham Road for both staff and customers. Vehicular access and servicing is to be taken from Ridings Street.

Ridings Street primarily serves industrial premises fronting onto Ridings Street and onto Chapter Street. The larger of these premises have in curtilage parking and service yards to cater for staff and visitor parking and servicing. Site visits carried out at weekends and during the normal working day suggest significant spare capacity is available for short term on street customer parking. Two parking spaces are to be provided within the development curtilage.

Interrogation of Manchester City Council planning database confirms that outline planning approval was granted in 2012 for development of the former Jacksons Brickworks site off Ten Acre Lane with 500 dwellings and 3500sq.m B1 use (ref 098689/OO/2012/N1). This is the only significant development proposal within the immediate area of the site.

OPERATIONAL ISSUES/ SERVICING

It is proposed that the business will only accept customers by appointment; normal viewing of merchandise to take place online with only limited display stock onsite.

In terms of customer traffic, daily expectation is a maximum of 8 vehicles per day. Given the appointment system there will be few instances where more than one customer will be

The business operational model will minimise local impact from customer visits and servicing vehicles as most of the stock is stored offsite and delivered to customers from other existing premises within Greater Manchester. Given the existing levels of vehicular traffic on Oldham Rd the additional traffic generated by the site is considered insignificant at around 0.2%.

Any large vehicle to the site, which will be infrequent given most furniture storage is offsite is able to adequately access and egress Ridings Street either onto Oldham Rd or via Chapter St to Grimshaw Lane. The route is currently used by HGV to existing premises.



ACCESSIBILITY BY NON CAR MODES

The accessibility of the site has been considered using the following modes of transport;

- By bus
- By light rail
- On foot
- By cycle

BUS

- i. The site is very well served by public transport with bus stops westbound approximately 20m from site and eastbound at 150m from site. The following bus services use these stops 24; 82; 83; 180; 181; 182; 184. Weekday intervals for buses between the Oldham area and Piccadilly Gardens Manchester at these stops are between 2 and 5 minutes.
- ii. Services 53 and 88 stop at around 600m from site on A6010 Queens Road and Hulme Hall Lane with buses every 9 - 16 minutes on weekdays.
- iii. Bus stops include shelters, seats and raised kerbs for easier access.
- iv. Up to date timetables are displayed at bus stops.
- v. Peak hour bus lanes on Oldham Rd aid in providing a regular and dependable service.
- vi. No additional services are proposed to be provided as a part of the development.

LIGHT RAIL

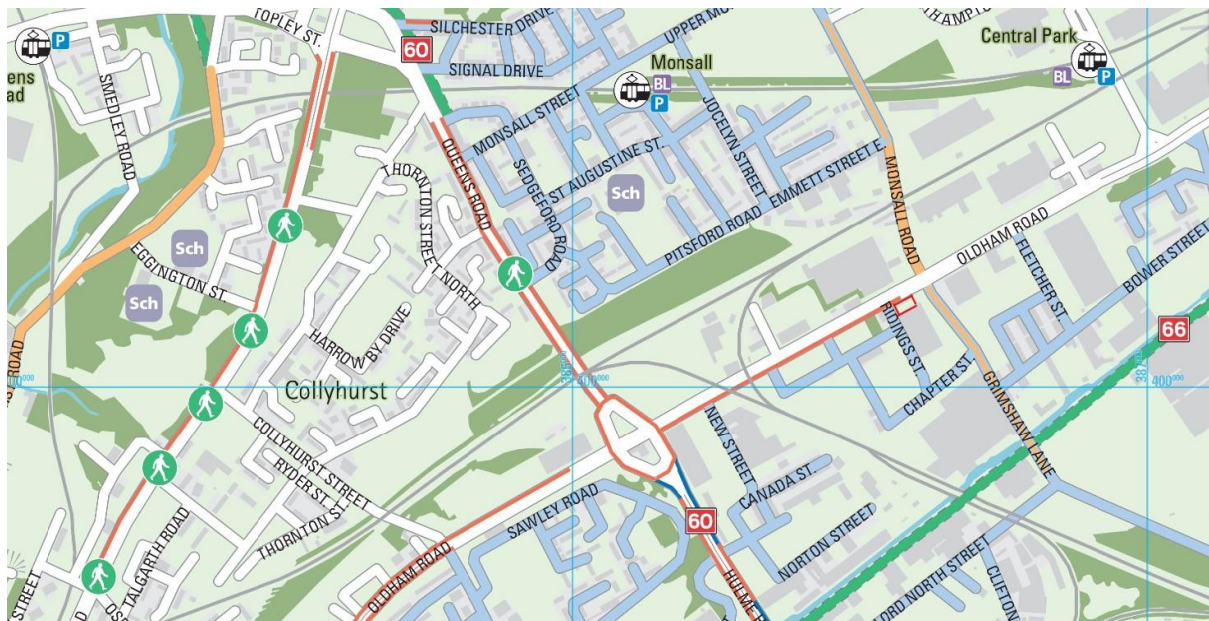
Metrolink lines H and I serve the Monsall and Central Park stops which are around 700m walking distance from the proposed development.

PEDESTRIANS

Footways are provided on both sides of Oldham Rd, and include dropped kerbs at junctions with minor roads. There is no tactile paving provision at uncontrolled crossing points. Pedestrian crossing facilities of Oldham Rd are provided at the signalised junction at Grimshaw Lane.

CYCLES

- i. There are no dedicated cycle facilities on Oldham Road other than the westbound bus/cycle lane. A6010 Hulme Hall Lane to the west of the site has short sections of advisory cycle lane leading to fully segregated cycle lanes and sections of mandatory cycle lane.
- ii. A cycle track is provided along the towpath of the Rochdale Canal which runs parallel to Oldham Road at approximately 200m from the site with access from the canal to the highway network at Hulme Hall Lane.
- iii. Shared cycle/pedestrian paths link Central Park Metrolink stop to Oldham Road.
- iv. Advanced cycle stop lines are provided at the junction of Queens Rd with Manchester Rd.
- v. Secure cycle storage is to be provided within the development for 2 cycles.
- vi. There are no GM cycle hubs within 800m walking distance.



Travel Plan Scope

To provide a series of outline objectives that aim to address issues and opportunities identified, and provide a structure for delivery of the travel plan.

Objectives

- To increase awareness of the health, financial and environmental benefits of environmentally friendly modes of transport.
- To encourage employees to adopt sustainable modes of transport for most of their journeys to and from site (where possible)
- To reduce the number of single occupancy car trips.

DELIVERY

How the travel plan will be delivered

Travel Plan coordinator

- Gary Armstrong - GARYKAYADONIA@hotmail.com

Job Description

- Updating and Amending Action Plans
- Undertaking surveys
- Promoting Local, Regional and National sustainable and active travel initiatives.

MEASURES AND ACTIONS

- Maps of the local area will be provided within communal area within the building providing information on local transport opportunities.
- A site-specific travel guide will be prepared for staff in order to better inform them of sustainable transport opportunities to access the site.
- Company web page used to provide information on accessibility of site for visitors. Provide link to TfGM Journey Planner.
- National Walk to work week will be advertised by the TP Coordinator.
- Local and National Walking events will be advertised by the TP coordinator
- National Cycle to Work Day to be advertised by the TP coordinator
- Cycle to work Scheme supported

- Discounts on public transport tickets to be sought for staff.
- Potential staff car sharing

ACTION PLAN

The above to be implemented upon opening of the development and in the case of regular events, updated. Changes to public transport timetables or services to be updated for staff and visitors as they take place.

SUMMARY

- The proposed development will generate low levels of vehicular and pedestrian traffic and is not expected to generate any adverse impact on the operation of the highway network or on the safety of highway users.
- The site is considered highly accessible by non-car modes with good public transport provision; high frequency bus services running along the site frontage and Metrolink stops within 700m walking distance. There is adequate pedestrian access provision, and linkages are available to the wider cycle network. There are therefore a range of mode choices available for employees and visitors to the site.
- The occupier is committed to promoting sustainable modes of transport for staff and customers.