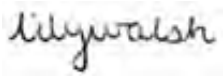
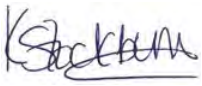
mosodi

Proposed Residential Development at Osbourne Yard, Oldham Road, Manchester for MPH Ancoats Limited



TRAVEL PLAN (REV 2)
DECEMBER 2025

Quality Management

OSBOURNE YARD, MANCHESTER DOCUMENT REF: 251120/ TRAVEL PLAN REV 2				
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Signature				
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Authorised by	S Phillips	S Phillips	S Phillips	
Signature				

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Contents

1. Introduction 1
2. Baseline Conditions 3
3. Objectives and Targets 10
4. Site accessibility 12
5. Roles and Responsibilities 14
6. Travel Plan Measures 16
7. Monitoring and Review 18

Images

Image 2.1 Site Location Plan 3
Image 2.2 Site Frontage 4
Image 2.3 Helga Street 4
Image 2.4 Signalised Pedestrian Crossing on Oldham Road 5
Image 2.5 Extract of Greater Manchester Infrastructure Map 5
Image 2.6 Extract of TfGM Manchester North Public Transport Map 6

Tables

Table 2.1 Existing Bus Services 7
Table 3.1 Baseline Mode Split for Manchester 013 11

Figures

Figure 1 Location of Site
Figure 2 Pedestrian Accessibility
Figure 3 Cycle Accessibility

Appendices

Appendix A Site Masterplan
Appendix B Sustainable Travel Leaflet

1. Introduction

1.1.1 This Travel Plan (TP) has been prepared on behalf of CMPH Ancoats Limited to support a planning application for a residential development on a Site adjacent to Oldham Road, Manchester.

1.1.2 The scheme proposals which are illustrated on the Architects Plans in Appendix A comprises:

- 90 apartments;
- Main Reception and Residents Area;
- Vehicular access via Helga Street;
- New loading bay on Oldham Road;
- 46 Car Parking Spaces;
- Car Club Space on Helga Street;
- 128 Cycle Parking Spaces (20 within the car park and 108 spaces within cycle parking area); and
- A cycle repair area, 15 lockers and wheel wash facility.

1.1.3 A Travel Plan (TP) is a package of measures tailored to the needs of individual sites and aimed at promoting greener, cleaner travel choices and reducing the reliance on the car. It involves the development of a set of mechanisms, initiatives and targets that together can enable a development to reduce the impact of travel and transport on the environment.

1.1.4 This TP provides details of measures to be incorporated into the overall design of the development to encourage residents and guests to use sustainable transport along with a range of initiatives to encourage sustainable modes of travel.

1.1.5 Following the introduction, this TP contains the following elements:

- An assessment of existing conditions for accessing the Site by a range of modes;
- Objectives and scope of the Plan, including indicative Travel Plan targets;
- An assessment of the Site accessibility;
- Description of roles and responsibilities;
- Measures to encourage, promote and increase the use of public transport, cycling and walking and to reduce the level of single occupancy vehicle trips; and
- Suggestions for regular monitoring and review schedules of progress against objectives.

1.1.6 This report is intended to detail the obligations on the development to fulfil the principles of the strategy. It is structured to provide a generic toolkit approach to the development listing those travel management measures that are applicable to the Site.

1.1.7 This document comprises of a variety of measures i.e. initiatives aimed at encouraging and supporting the occupying residents to make more sustainable travel choices and at the Management company who will be responsible for ensuring that this plan is successfully delivered.

2. Baseline Conditions

2.1.1 This chapter describes the Site and considers the baseline conditions on the surrounding highway network for a range of transport modes.

2.2 Existing Site

2.2.1 The development Site is located approximately 1.8km north east of Manchester City Centre as the crow flies. The Site is currently in use as a car wash facility with two accesses into the Site from Oldham Road.

2.2.2 The Site is bound to the north by Helga Street, to the west by the A62 Oldham Road and to the south and east by existing commercial developments.

2.2.3 The Site in relation to the local highway network is shown on Figure 1. An extract of Figure 1 is shown in Image 2.1.

IMAGE 2.1 SITE LOCATION PLAN



2.3 Existing Local Highway Network

2.3.1 The A62 Oldham Road runs on a north south axis, the section of Oldham Road that bounds the east of the Site is a dual carriageway separated by a central reservation with a width of circa 16m and a circa 4.5m footway on either side of the highway.

2.3.2 Oldham Road is street lit and subject to a 30mph speed limit. Parking restrictions are enforced with the provision of double yellow markings on both sides of the highway.

2.3.3 A cycle lane is provided on each side of the highway along with a bus stop on the Site frontage, which is shown in Image 2.2.

IMAGE 2.2 SITE FRONTAGE



2.3.4 Helga Street bounds the Site to the north, it is an adopted highway but is currently not in use as it severely overgrown, as can be seen in Image 2.3. A simple priority junction currently connects Helga Street to Oldham Road, with a left in, left out arrangement.

IMAGE 2.3 HELGA STREET



2.3.5 A signalised pedestrian crossing is located approximately 115m south of the Site on Oldham Road, as shown in Image 2.4.

IMAGE 2.4 SIGNALISED PEDESTRIAN CROSSING ON OLDHAM ROAD



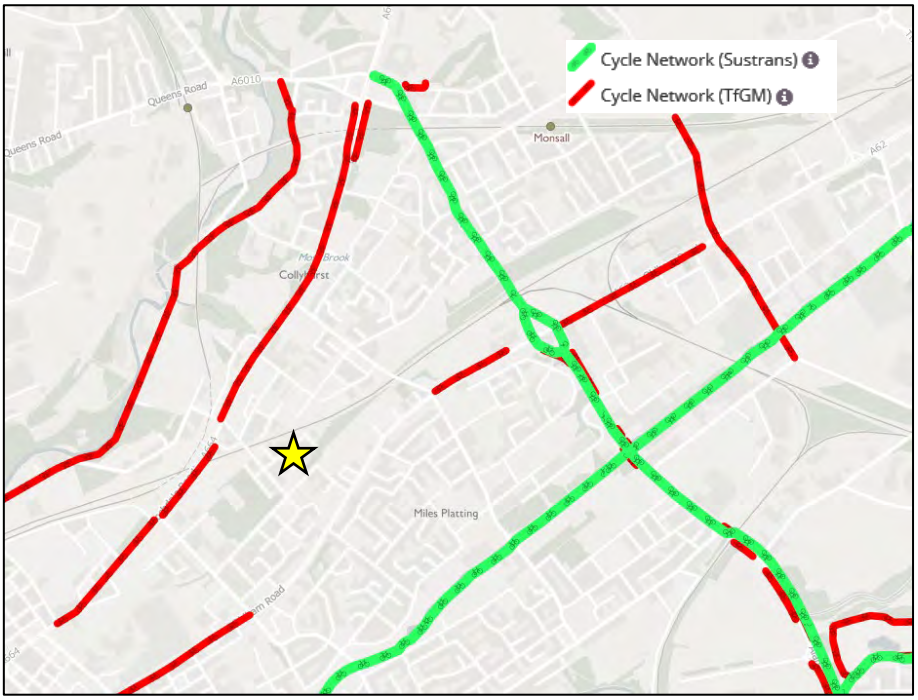
2.4 Cycle Infrastructure

2.4.1 The National Cycle Network (NCN) Route 66 runs parallel to Oldham Road along the embankment of the Rochdale Canal on a north east to south west axis connecting Manchester to Yorkshire. The NCN is approximately 500m east of the Site.

2.4.2 In addition to the NCN, TfGM have a network of cycle infrastructure which runs along Oldham Road to the north and south of the Site.

2.4.3 Image 2.5 shows the cycle infrastructure available within the vicinity of the Site.

IMAGE 2.5 EXTRACT OF GREATER MANCHESTER INFRASTRUCTURE MAP



2.5 Existing Bus Infrastructure

2.5.1 As previously mentioned, there is a bus stop located on the Site frontage on Oldham Road which provides northbound travel with a shelter, seating and timetable information. The southbound bus stop is located approximately 150m to the south of the Site, again provided with a shelter, seating and timetable information.

2.5.2 The existing services in the vicinity of the Site are shown in Image 2.6 and a summary of the services are provided in Table 2.1.

IMAGE 2.6 EXTRACT OF TFGM MANCHESTER NORTH PUBLIC TRANSPORT MAP

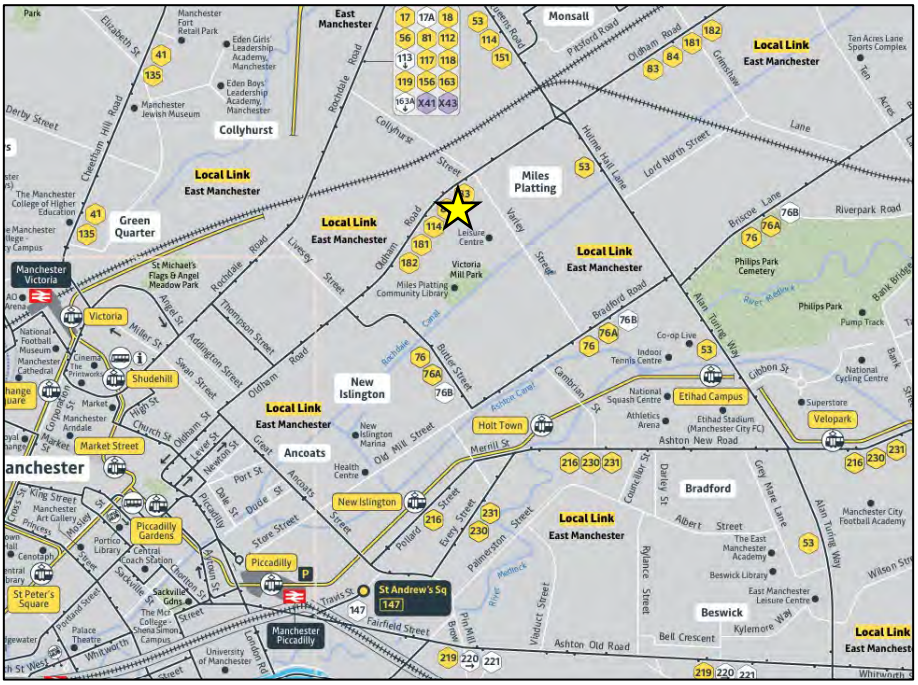


TABLE 2.1 EXISTING BUS SERVICES

SERVICE	ROUTE	DAY OF OPERATION	TIME OF OPERATION	ONE WAY SERVICE FREQUENCY
83	Manchester - Oldham	Weekday	04:50 – 00:36	6 per hour
		Saturday	05:15 – 00:36	6 per hour
		Sunday	06:29 – 00:41	3 per hour
83	Oldham - Manchester	Weekday	04:10 – 00:00	6 per hour
		Saturday	04:35 – 23:54	6 per hour
		Sunday	05:50 – 00:00	3 per hour
84	Manchester - Huddersfield	Weekday	05:05 – 00:59	6 per hour
		Saturday	05:30 – 00:55	6 per hour
		Sunday	06:27 – 00:06	4 per hour
84	Huddersfield - Manchester	Weekday	04:25 – 00:19	6 per hour
		Saturday	04:50 – 00:15	6 per hour
		Sunday	05:52 – 23:59	4 per hour
114	Manchester - Akrington	Weekday	06:44 – 23:55	3 per hour
		Saturday	06:57 – 22:54	1/2 per hour
		Sunday	10:12 – 22:38	1 per hour
114	Akrington - Manchester	Weekday	06:06 – 22:28	3 per hour
		Saturday	06:27 – 22:28	1/2 per hour
		Sunday	09:40 - 23:07	1 per hour
181	Manchester to Shaw	Weekday	06:57 – 19:27	1 per hour
		Saturday	09:14 – 19:19	1 per hour
		Sunday	n/a	n/a
181	Shaw to Manchester	Weekday	05:30 – 18:19	1 per hour
		Saturday	08:10 – 17:06	1 per hour
		Sunday	n/a	n/a
182		Weekday	05:00 – 23:02	1 per hour

	Shaw to Manchester	Saturday	05:40 – 23:03	1 per hour
		Sunday	07:27 – 22:59	1 per hour
182	Manchester to Shaw	Weekday	06:05 – 00:00	1 per hour
		Saturday	06:44 – 00:03	1 per hour
		Sunday	08:10 – 00:00	1 per hour

2.5.3 During the weekday the services set out above combine to provide an overall frequency of 20 buses per hour departing from the local bus stops on Oldham Road.

2.5.4 The bus services from these stops provide access to the following destination:

- Manchester City Centre – 23 minute journey, every 5 minutes;
- Oldham – 35 minute journey, every 10 minutes; and
- Rochdale – 60 minute journey, every 60 minutes.

2.5.5 The bus network also interlinks with the Manchester Metrolink Network, which provides connections to the following key locations: Trafford Centre, Manchester Airport and Salford, alongside the entirety of Manchester City Centre.

2.5.6 The Tram services run every 12 minutes during the Monday-Thursday between the hours of 06:00 - 00:00, Friday and Saturday 06:00 – 01:00 every 12 minutes, and Sundays between 07:00 – 00:00 every 15 minutes.

2.5.7 The existing bus network alongside the tram network will provide residents will high frequency access across the city and to the town centres of Oldham, Rochdale and Salford, as well as the transport interchanges in Manchester.

2.6 Manchester Bee Network

2.6.1 Introduced in 2023, Transport for Greater Manchester have unveiled a new joined-up travel network which helps people to make seamless journeys by bus, tram, train, walking, wheeling or cycling. The “Bee Network” has greatly increased connectivity across Greater Manchester, with key parts including a 99-stop, fully accessible Metrolink tram system, 1,800 miles of safe walking/cycling routes and 2,400 new crossings.

2.6.2 Further improvements to the Bee Network are in progress, including the introduction of eight new local commuter train services by 2028.

2.6.3 The Image 2.6 above shows the public transport Bee Network in the vicinity of the Site, with the nearest connection on Varley Street/Collyhurst Street.

2.7 Existing Rail Services/Facilities

2.7.1 Both Manchester Victoria and Manchester Piccadilly Stations are both within 2.4km of the Site. This equates to a walk time of 30 minutes or a cycle time of 8 minutes as shown on Figures 2 and 3 respectively.

2.7.2 Manchester Piccadilly Station is the 4th largest station in the UK outside of London and serves destinations including Manchester Airport, Chester, Warrington, Windermere,

Huddersfield, Stockport, Liverpool, Blackpool, London, Nottingham, Sheffield, Hull and Edinburgh amongst others.

2.7.3 Manchester Piccadilly Station benefits from 40 cycle spaces, 903 car parking spaces with 35 accessible spaces, ticket office and machines, staffed 24/7, CCTV, First Class Lounge, WiFi, Shops, Toilets, Waiting Rooms and significant step-free access.

3. Objectives and Targets

3.1 Objectives and Scope of the Plan

3.1.1 This TP shall, by containing appropriate measures, assist in reducing the number of trips made to and from the development by private single occupancy car.

3.1.2 All residents, and where possible guests, shall be made aware of the measures included in the TP in order that positive benefits can be delivered, and the number of trips undertaken by public transport, walking or cycling are increased.

3.1.3 To ensure that the measures contained within the TP can deliver a sustainable travel demand pattern for the development it is important to identify some key objectives.

3.1.4 The overall travel management objectives are:

- Promoting walking, cycling and public transport as the primary modes of travel for residents;
- To deliver agreed targeted mode shift from car journeys to alternative modes including multi-occupancy vehicle trips for residents;
- To encourage more sustainable deliveries and use of eco-driving techniques by residents if applicable; and
- To deliver better informed journey planning through personalised travel planning.

3.2 Travel Plan Targets

3.2.1 This Travel Plan aims to promote travel choice for the residents and guests to increase the use of sustainable transport means. Overarching objectives and targets for the site are to be set once the baseline travel surveys have been carried out.

3.2.2 Targets will be 'SMART' i.e. they must be:

- **S**ite-specific
- **M**easurable
- **A**chievable
- **R**ealistic and
- **T**ime related

3.2.3 In order to provide a set of Site specific modal split targets, detailed travel surveys will be undertaken when the Site has 50% occupation.

3.2.4 The baseline mode splits set out below have been taken from the journey to work 2011 census information for the Manchester 013 middle layer output area.

3.2.5 The travel to work data for all the residents within the output area has been procured from the Office for National Statistics and is shown in Table 3.1.

TABLE 3.1 BASELINE MODE SPLIT FOR MANCHESTER 013

MODE	WORK FROM HOME	TRAM	TRAIN	BUS	TAXI	M'CYCLE	CAR DRIVER	CAR PASSENGER	CYCLE	FOOT
Baseline mode share	2.2%	2.7%	6.4%	18.6%	0.7%	0.4%	30.8%	3.5%	3.6%	31.2%

3.2.6 In advance of the detailed travel surveys being undertaken it is proposed that an interim target should be set for trips made by residents. The interim mode shift target should be a reduction of car driver trips by 5% from baseline i.e. **29.26%** (30.8 x 0.95).

3.2.7 Once the targets have been achieved the level of resident car driver journeys must be maintained or reduced further. The Travel Plan Co-ordinator must not omit or change the targets without prior consultation with Manchester City Council.

3.2.8 Whilst the initial modal shift target may be ambitious it is anticipated that they would be reached within 3 years from occupation. This provides an appropriate timescale against which to measure progress. Further details of monitoring are provided in Section 7 of the report.

4. Site accessibility

4.1 Pedestrian Accessibility

4.1.1 The residential design guide "Manual for Streets" (MfS) advises that "walkable neighbourhoods are typically characterised by having a range of facilities within ten minutes (up to about 800m) walking distance of residential areas..." (ref para 4.4.1). However, this is not regarded as an upper limit in MfS and reference is also made to walking offering "the greatest potential to replace short car trips, particularly those under 2km". The acceptability of walking trips up to 2km (an approximate 25 minute walk time) is also supported in the CIHT document 'Providing for Journeys on Foot'.

4.1.2 Using GIS Network Analyst software typical walk times (up to 30 mins) from the proposed Site centre to specific local facilities situated in close proximity to the proposed Site are shown on Figure 2. This figure demonstrates that:

- 6 primary schools are located within a 15-minute walk of the Site;
- A best one local convenience shop and Haven Chemist are located on Naylor Street within a 5-minute walk of the Site;
- Piccadilly Gardens and Shudehill Bus Stations are located within a 25-minute walk of the Site;
- The Metrolink Stops at Monsell and Holt Town are located within a 20-minute walk of the Site; and
- Manchester Piccadilly and Manchester Victoria are located within a 30-minute walk of the Site.

4.1.3 There are numerous other facilities within a short walk distance due to the edge of city centre location and it is therefore concluded that the proposed Site will provide excellent accessibility by foot to a range of local services and transport links in and around the local area. This will help reduce the need to travel and own a private car.

4.2 Accessibility by Cycle

4.2.1 An acceptable and comfortable distance for general cycling trips is considered to be up to 5 kilometres as referred to in Local Transport Note 2/08 (published by the Department for Transport (DfT)). However, the same guidance also refers to commuting cycle trips up to 8km. Using GIS Network Analyst software typical cycle times (with 20 mins approximating to just over a 5km distance) from the Site are shown on Figure 3. This figure shows that:

- Monsell Metrolink Stop is within a 5-minute cycle;
- Piccadilly and Victoria Train Stations are within a 10-minute cycle;
- The Site is within a 2-minute cycle ride of NCR60 and NCR66; and
- The majority of Greater Manchester inside the M60 ring road can be cycled within a 30-minute journey time.

4.2.2 It is also considered that the more active residents will choose to cycle further than this guideline distance.

4.2.3 It is therefore concluded that the proposed Site, will provide excellent cycle accessibility to a range of local services and facilities within a short cycle distance.

4.3 Accessibility by Bus

4.3.1 As detailed in Chapter 2 there are several bus services offering frequent services along the frontage on Oldham Road.

4.3.2 The nearest bus stops are provided on Oldham Road with the northbound route's bus stop situated adjacent to the Site access. They provide access to/from the Site to the following destinations:

- Manchester City Centre – 23 minute journey, every 5 minutes;
- Oldham – 35-minute journey, every 10 minutes; and
- Rochdale – 60-minute journey via Moston, Chadderton, Royton and Shaw every 30 minutes.

4.3.3 The existing bus services on Oldham Road will provide residents of the Site with access to a range of locations and as mentioned previously, the bus network links into the Manchester Tram Network. This will provide the residents with further accessibility to Manchester City Centre and the large Transport interchanges in Manchester.

4.3.4 It is therefore concluded that the proposed Site is accessible by bus and tram from the local and surrounding employment locations.

4.3.5 Overall, it is clear that residents will have an opportunity to access the Site and employment areas by public transport, and this will reduce the reliance on the private car.

4.3.6 Furthermore, the travel planning measures will have a positive influence on the sustainable travel choices made by users of the development Site.

4.4 Accessibility by Rail

4.4.1 The nearest train stations to the Site are situated at Manchester Piccadilly and Victoria Stations. Both stations are located within a 30-minute walk.

4.4.2 Manchester Piccadilly Station is the 4th largest station in the UK outside of London and serves destinations including Manchester Airport, Chester, Warrington, Windemere, Huddersfield, Stockport, Liverpool, Blackpool, London, Nottingham, Sheffield, Hull and Edinburgh amongst others.

4.4.3 Manchester Piccadilly Station benefits from 40 cycle spaces, 903 car parking spaces with 40 accessible spaces, ticket office and machines, staffed 24/7, CCTV, First Class Lounge, Wi-Fi, Shops, Toilets, Waiting Rooms and significant step-free access.

4.5 Sustainable Travel Leaflet

4.5.1 A sustainable travel leaflet has been created for the Site which provides all new residents with the local sustainable travel options available from the Site and the current travel planning measures being promoted.

4.5.2 It also provides contact details for the TPC and key websites and links with further useful information. A copy of the leaflet is available in Appendix B.

5. Roles and Responsibilities

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable it to happen. This can in part be achieved by the recognition from the outset of the roles and responsibilities of those who will be involved. From this will lead the appropriate allocation of time and resources to those charged with managing the process.

5.2 Developer

5.2.1 Prior to the commencement of the initial marketing of the residential units the Management Group will appoint a Travel Plan Co-Ordinator. Prior to first occupation the developer will implement the agreed footway upgrade, cycle parking provision and car club space.

5.3 Travel Plan Co-ordinator

5.3.1 Three months prior to occupation of the Site, the Management Group will be required to provide details of their TPC to Manchester City Council.

5.3.2 The TPC will be responsible for reducing single car occupancy. The TPC is to be appointed by the development company 6 months prior to first occupation and will remain in place for three years from first occupation. After three years a decision will be made by the steering group as to whether the TPC role remains with the steering group or is handed over to a residential committee if one exists.

5.3.3 Following implementation of the plan, the completion of the initial surveys and agreement of the baseline mode splits, the Steering Group will meet on an annual basis as a minimum. The TPC must make dates available every 3 months for a steering group meeting and encourage all stakeholders to attend. The purpose of the Steering Group is to identify successes of the FTP and identify any areas of improvement, the content of on-going surveys, to agree the effectiveness of particular measures and alternatively the failures of other measures, identify any secondary measures as required – the group will meet to discuss these issues within a calendar month of collation of the surveys.

5.3.4 These surveys will capture details of individual circumstances, travel patterns and preferences etc. For new residents' completion of the survey would be part of the moving in process – this will have the dual benefit of raising awareness of the Travel Plan whilst also collecting the baseline information. The surveys can be carried out either online (enabling efficient collation of data) or can be paper based. Surveys must be complete within 6 months of first occupancy.

5.3.5 Prior to initial occupation the TPC shall update and/or acquire all of the supporting information such as public transport timetables and cycle maps and review the overall contents of the document to ensure its currency and relevance.

5.3.6 As the TPC is yet to be appointed the contact at this stage will be Chris Taylor of Mosodi on behalf of MPH Ancoats Limited. His contact details are as follows:

Chris Taylor (Mosodi)

Chris@mosodi.co.uk

5.3.7 The duties of the TPC will include:

- Oversee the gathering of information, e.g. the travel questionnaire. The TPC will agree a template with the relevant authorities prior to issue to residents;
- The TPC will be required to coordinate the survey process ensuring that appropriate monitoring and data gathering procedures are in place;
- Liaison with the residents to explain the objectives and benefits of the FTP to ensure awareness of the Plan and to encourage participation;
- Acting as a focal point for all transport, access and travel related issues;
- Provide promotional material of the health benefits of walking and cycling;
- Actively encouraging and promoting residents to walk, cycle or use public transport to travel to and from the Site. Hence residents will be encouraged to be fully aware of different travel options which are available from the Site;
- Obtaining up to date details of the information required in the Travel Plan;
- Implementing, monitoring and reviewing the Travel Plan, this will be done in close consultation with the Steering Group;
- Liaison with stakeholders with respect to coordinating meetings, TP initiatives, the development of the plan, evaluation of monitoring and the setting of targets for modal shift etc;
- Ensure that all new residents get a copy of the travel plan leaflet and continue to update the leaflet as required;
- Liaise with and promote local provider Car Club and Car Hire to residents including arranging car club material to be provided to all residents; and

5.3.8 The suggested travel management measures included in this TP are not an exhaustive list and should be subject to on-going review.

6. Travel Plan Measures

6.1.1 The primary objective of the transport strategy and development proposals is to influence travel behaviour such that:

- Single occupancy car trips are reduced and minimised as much as possible; and
- Access to the Site by all other modes, particularly walking, cycling and public transport is promoted, encouraged and enhanced.

6.1.2 As part of the overall development scheme it is therefore proposed to undertake a range of infrastructure improvements and implement a package of transport related measures to ensure that the objectives are achieved. This section looks at the measures that will be considered by each tenant of the development.

6.1.3 In order to persuade people to change their mode of travel it is necessary to introduce a varied mix of incentives e.g. good quality cycling facilities. For the development Site the proposed range of infrastructure improvements and transport related measures are described in this section.

6.2 Walking and Cycling

6.2.1 The proposed masterplan is contained in Appendix A of the TP and the key details are summarised as follows:

- Provision of improved footways along the frontage of the Site;
- Provision of 128 cycle spaces on the ground floor of the development; and
- A cycle repair area, 15 lockers (capable of storing folding bikes) and wheel wash facility.

6.3 Awareness of Benefits of the Existing Pedestrian/Cycle Infrastructure

- Provide plans and up to date information to residents indicating pedestrian/ cycle routes in the surrounding area;
- Raise awareness of cycle routes within Manchester at: https://tfgm.com/cycling/maps;
- Provision of network analyst drawings detailing travel times by walking and cycling;
- Promote the health benefits of walking and cycling;
- Provide the sustainable travel leaflet to new residents and update as and when required; and
- Promote https://walkit.com/ as a walk journey planner in the local area.

6.4 Public Transport

- Promote the Transport For Greater Manchester website as an excellent source of information for those wishing to travel by bus https://tfgm.com/public-transport/bus;

- Promote the TfGM journey planner at: https://my.tfgm.com/#/planner/
- Promote the national rail website as a source of information for rail travel at http://www.nationalrail.co.uk/; and
- Provision of up-to-date public transport information including hard copies of timetables in communal areas. The TPC will be responsible for ensuring that residents are fully aware of the sources of information that are available.

6.5 Car Sharing

- Arrange for car club to be located on Helga Street with funding from the developer to promote its use amongst residents – the developer will also fund the TRO for the car club;
- The concept and benefits of car sharing will be promoted and incentivised across the site by the TPC. TPC will be responsible for ensuring that car share information is visible in communal areas; and
- Promote the use of car clubs and arrange distribution of publicity information, free membership and £50 drivetime trials.

6.6 Reducing the Need to Travel/ Other Measures

6.6.1 Consider provision of the following measures that reduce the need to travel:

- The TPC will promote the use of home delivery services including providing details of local grocery stores and providing information on stores which provide home delivery services;
- The TPC will promote home working and the benefits that can bring to employees and employers;
- Promote and monitor the number of EV charging points required and source funding to implement further spaces subject to demand; and
- Advise about eco driving techniques to residents.

6.7 Travel Plan Fund

6.7.1 A sum of £36,000 over the first three year period has been agreed by the developer to fund the car club provision on Helga Street and to provide second wave measures.

7. Monitoring and Review

7.1.1 A successful Travel Plan must have an appropriate monitoring programme that measures success (and failure) and reinvigorates the process where necessary. The development of an appropriate monitoring and review strategy will be the responsibility of the TPC and will be distributed to tenants with guidance.

7.1.2 Resident surveys will be carried out on an annual basis (year on year from the anniversary of the baseline surveys being carried out) with monitoring of facilities such as cycle parking, car club usage and travel information.

7.1.3 Initial surveys will be completed by each resident within three months of occupation.

7.1.4 An annual monitoring/review report will be prepared and submitted to Manchester City Council within 6 weeks of the surveys being completed (following 50% occupation). Surveys will be undertaken on an annual basis as a minimum following the initial survey.

7.1.5 The survey will include the following elements:

- How residents and visitors currently travel to the site;
- How residents and visitors prefer to travel to the site;
- How residents and visitors would travel to the site if there were no barriers to their chosen mode;
- Car ownership;
- Use of the Car Club space;
- Measures that would encourage residents and visitors to use sustainable modes;
- Work/study location of residents and visitors (for example by postcode area) and;
- Travel needs/restrictions.

7.1.6 It is imperative that an appropriate number of residents and visitors are surveyed to ensure that the data collected is representative of overall travel patterns. Therefore, a target of 30% of total residents is targeted as a minimum response rate.

7.1.7 The monitoring reports must also review the progress that has been achieved in implementing measures against the modal shift targets over the preceding twelve-month period. Any progress made will be reported by the TPC to the steering group and other stakeholders.

7.1.8 The annual monitoring report will include a commitment from all parties in the steering group to achieve the targets set out within both the monitoring report and this Travel Plan.

7.1.9 The monitoring needs to include reviews of how well the plan is working against its objectives, it should also include targets for discussion and agreement with the steering group. The monitoring report will provide details on timescales for change and where the responsibilities lay for actioning this change.

7.1.10 The TP needs to be active and to be developed in conjunction with the survey results/experiences of the TPC. For example, if there is little/no car sharing occurring amongst the residents, it would be appropriate for the TPC to review and focus on the promotion of car sharing.

7.1.11 As discussed in previous sections the TPC will monitor provision of cycle parking to ensure that provision is appropriate. Where additional facilities are required these will be provided and advertised. The TPC will also monitor the use of car parking spaces, EV demand and usage and car ownership levels and advise if the on-site car parking can be used more efficiently for alternative forms of travel or uses within the building.

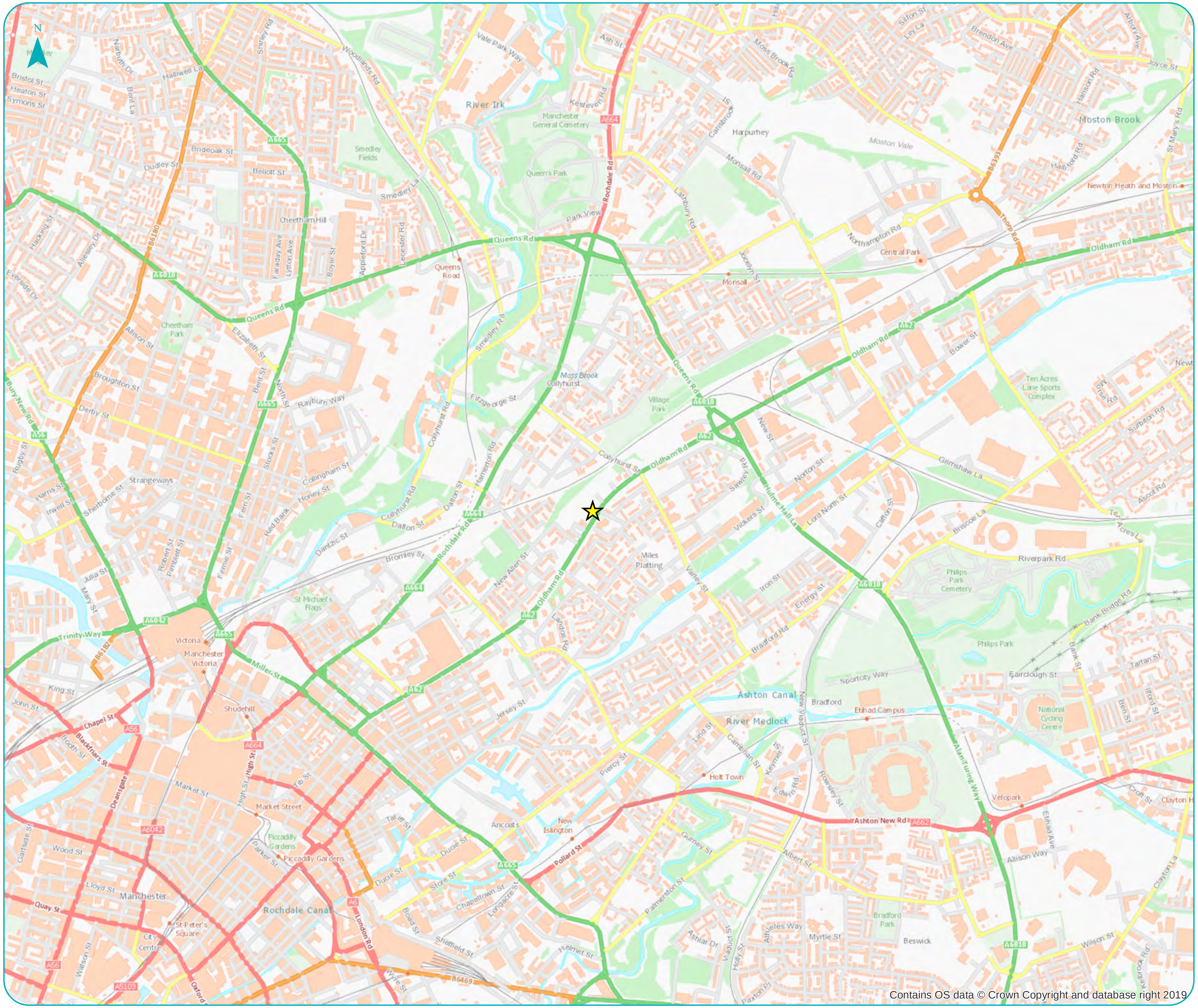
7.1.12 The monitoring report should highlight any second wave measures to strengthen the plan should it fail to meet the targets set out in the TP.

7.1.13 Second wave measures may include, for example,

- Additional cycle spaces;
- Discounted public transport ticket deals to residents;
- Further car club promotion and incentives; and
- On site cycle maintenance courses.

7.1.14 At this stage it is not appropriate to confirm the exact nature of the secondary measures as the appropriateness of each will be informed by the travel plan surveys and monitoring report – furthermore they may not be required. This will enable any failing areas to be specifically focused on. Additionally, specific second wave measures, if appropriate, will be devised through the steering group to ensure that the measures are focused and offer synergy with other developments where appropriate.

Figures



Key

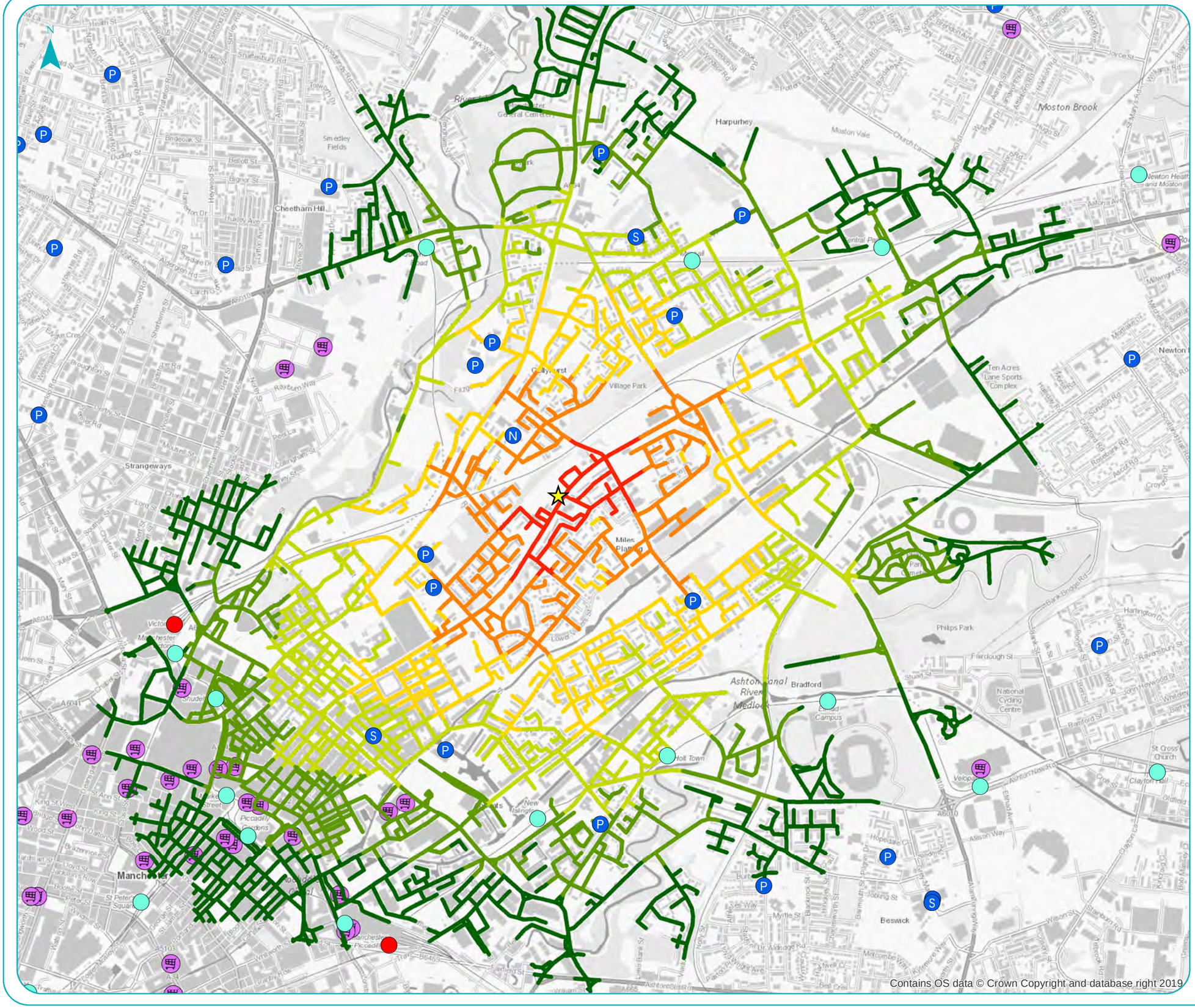
☆ Site Location

Osbourne Yard, Manchester
Residential Development
Site Location Plan

Figure 1

Scale @ A3 1:15,000

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Key

- Site Location
- Metrolink Stops
- Railway Stations
- Supermarkets

Schools

- All Through
- Nursery
- Primary
- Secondary
- College

Pedestrian Accessibility (4.8kph)

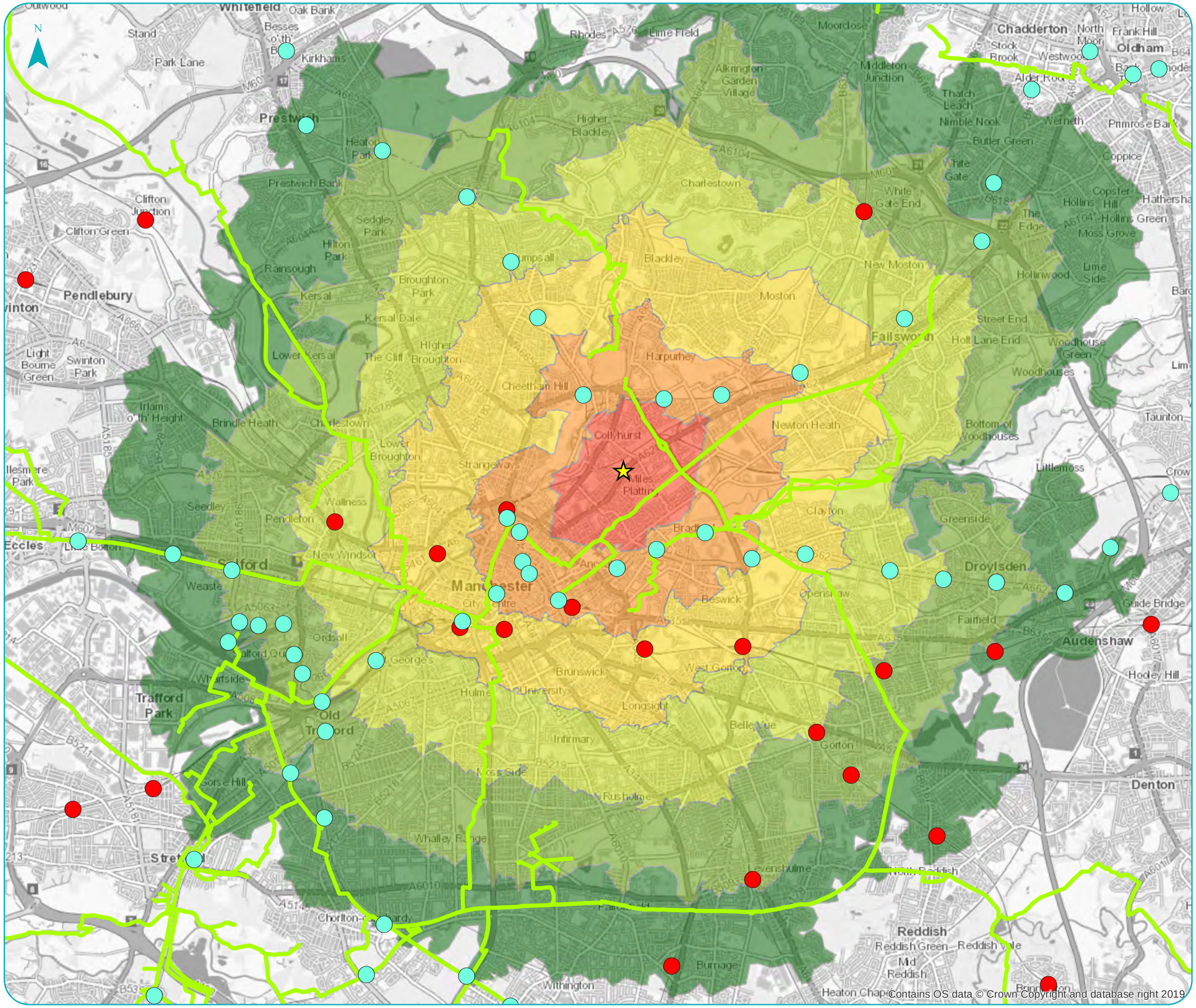
- 0-5 Minutes
- 5-10 Minutes
- 10-15 Minutes
- 15-20 Minutes
- 20-25 Minutes
- 25-30 Minutes

Osbourne Yard, Manchester
Residential Development
Pedestrian Accessibility

Figure 2

Scale @ A3 1:15,000

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Osbourne Yard, Manchester
Residential Development
Cycle Accessibility

Figure 3

Scale @ A3 1:50,000

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Appendices

Appendix A
Site Masterplan

All dimensions shall be verified by the Contractor(s) on site prior to work commencing and relevant orders being placed. Do not scale from this drawing and only work to written dimensions. Any discrepancies to be brought to the attention of the Contract Administrator for instructions prior to proceeding.

DRAWING STATUS: STAGE 3

EXISTING RETAINING WALL

EXISTING RETAINING WALL

A B C D E F G H J K L

(20)-0202 1

1 1X 1Y 2 3 4 4X 5 5X 6 7 8

(20)-0201 2

(20)-0200 1

G.013 STORE 7 m² 70.7 SF

G.S.03 STAIR 03 9 m² 80.8 SF

G.02 RECP / POST 49 m² 529.7 SF

G.R.01 SERVICE RISER 2 m² 19.8 SF

G.11 LOBBY 2 m² 21.0 SF

G.SS.03 SMOKE SHAFT 2 m²

BICYCLES 10

G.S.01 STAIR 01 15 m² 163.0 SF

UP

G.03 LOBBY 11 m² 117.9 SF

G.04a BIN STORE 11 m² 116.1 SF

G.04 BIKE STORE 90 m² 971.9 SF

G.04b BIKE STORE LOBBY 11 m² 116.2 SF

G.SS.04 SMOKE SHAFT 2 m²

G.12 LOBBY 2 m² 21.0 SF

G.S.02 STAIR 02 15 m² 162.8 SF

G.R.02 SERVICE RISER 2 m²

G.014 TANK ROOM 66 m²

WASH POINT

G.10 CARPARK 1044 m² 11238.0 SF

G.SU.01 SUBSTATION 13 m² 135.7 SF

G.09 PLANT 39 m² 418.0 SF

G.08 CORRIDOR 8 m² 84.5 SF

G.07 BIN STORE 66 m² 709.3 SF

G.06 ENTRANCE / LOUNGE 40 m² 430.0 SF

G.01 ENT / GARDEN 66 m² 708.4 SF

G.D.01 DUPLEX 01 48 m² 521.1 SF

G.D.02 DUPLEX 02 48 m² 520.3 SF

G.D.03 DUPLEX 03 48 m² 515.9 SF

G.D.04 DUPLEX 04 48 m² 521.8 SF

G.D.05 DUPLEX 05 48 m² 514.5 SF

G.D.06 DUPLEX 06 48 m² 520.4 SF

G.D.07 DUPLEX 07 48 m² 518.1 SF

G.D.01E EXTERNAL FRONTAGE 9 m²

G.D.02E EXTERNAL FRONTAGE 8 m²

G.D.03E EXTERNAL FRONTAGE 8 m²

G.D.04E EXTERNAL FRONTAGE 8 m²

G.D.05E EXTERNAL FRONTAGE 8 m²

G.D.06E EXTERNAL FRONTAGE 8 m²

G.D.07E EXTERNAL FRONTAGE 8 m²

G.E.03 PLANTER 8 m²

HELGA STREET

OLDHAM ROAD

N

Ground floor plan

1 : 100

0 1 2 3 4 5 10

Scale: 1:100

REV	DATE	COMMENT
P05	10.09.2025	AMENDED TO INCLUDE PUMP HOUSE TO CARPARK AND REDUCTION TO CAR PARK SPACES. ADJUSTMENT TO CARPARK GABLES TO PROVIDE NATURAL SMOKE CLEARANCE. SMOKE STACK TERMINALS INCLUDED. CYCLE LOGISTICS ADDITIONS. PHOTOVOLTAIC PANELS INDICATED.
P04	23.10.2023	AREAS OF CHANGE INDICATED. NMA ISSUE
P03	12.10.2023	BIN STORE AND COMMUNAL GARDENS AMENDED FOLLOWING CLIENT COMMENT
P02	05.10.2023	GROUND AND FIRST FLOOR GA AMENDED FOLLOWING CLIENT COR
P01	10.10.2022	EXTERNAL WALL (FACADE) AMENDED FROM 140MM TO 100MM SFS. NOMINAL INCREASE IN GENERAL AREAS. SLAB EDGE RELOCATED ON ALL FLOORS. CILL DETAIL PROVIDED TO BRICK LIP. 160mm ALSECCO INSULATION (0.22W/m²K) ADOPTED. PROPOSED LOUVRE WINDOW TYPE INCLUDED. CORRIDOR WALLS AMENDED, SHAFT WALLS AMENDED.

CLIENT: CERT

PROJECT: OSBORNE YARD

DRAWING: GROUND FLOOR

DRAWING N°: 2075-ABWA-Z1-GF-DR-A-(20)-0100 | REV: P05 | STATUS: S4 | SCALE: 1 : 100 | SHEET: A1 | CHECKED: GW | DRAWN: GW | DATE: 27.06.22

AUDEREBW ARCHITECTS

Appendix A
Travel Plan Leaflet

GETTING AROUND BY FOOT

WALKING FACILITIES

Walking isn't just great for the environment - it's fantastic for your mental and physical health too! New Islington Marina is a short journey away and Manchester City Centre is within a 35-minute walk. For your next short journey, why not choose walking? It's a simple way to boost your wellbeing and reduce your carbon footprint at the same time!

RUNNING FACILITIES

Save time and stay active by combining your workout with travel - why not run to your destination and boost your fitness while getting where you need to go? You can also connect with others by joining a local run club or taking part in a parkrun at nearby Philips Park!



CREATED BY

MOSODI.CO.UK

YOUR TRAVEL PLAN COORDINATOR

CHRIS TAYLOR
AT MOSODI

CONTACT TPC

WEBSITE

https://1dayaweek.co.uk/

EMAIL

tcp@mosodi.co.uk

https://certproperty.co.uk/

YOUR GUIDE TO

SUSTAINABLE TRAVEL OPTIONS

CERT

CYCLING

Cycling is a great tool to **boost your mood, improve your health,** and **reduce carbon emissions. 128 secure cycle-parking spaces** are available for your use - 20 within the car park and 108 in a **dedicated cycle area** - providing a protected place to store your bicycle safely.

CYCLING ROUTES

From bike lanes and high streets to country trails and off-road paths, the Manchester City Region offers countless places to enjoy cycling. Plan your next ride using the cycle network maps available on the TfGM website!

More Information is available at:
https://tfgm.pindarcreative.co.uk/

FREE CYCLE COURSES

TfGM offers a wide range of **free** cycling courses for **all abilities**, from learning to ride for the **first time**, to building your **confidence**, cycling on **quiet roads**, or **navigating traffic**. Click the link below to find out more and book.

Discover all things cycling at:
https://beeactive.tfgm.com/cycling/

STARLING BANK BIKES

Starling Bank Bikes is Greater Manchester's first publicly operated, self-service, 24/7 bike hire scheme, running parts of Manchester, Trafford, and Salford.

More Information is available at:
https://beeactive.tfgm.com/cycle-hire/

HOW TO USE

- ☑ **Download** the Starling Bank Bikes app
- ☑ **Locate** bike using the app and unlock
- ☑ **Ride** - have fun and be safe!
- ☑ **Return and Relock** - Push the bike into a stand and secure locks

PEDAL BIKES

- Can be hired on a Pay As you Ride (PAYR) basis
- 50p to Unlock and 5p per minute to ride
- Save money by buying minute bundles - buy between £5 and £40 of minutes in advance and pay just 5p a minute for both pedal and e-bikes

E-BIKES

- Also has the option for Pay As You Ride or minute bundles in advance
- Costs £1 to unlock and 10p per minute to ride

BUS SERVICES

PLAN YOUR JOURNEY

Plan your journey in just minutes using the journey planner tool on the TfGM website or the Bee Network app. You can also access bus network maps online!

ACCESSIBILITY

The new zero-emission electric Bee Network buses offer extra accessibility: they have two wheelchair spaces, audio-visual announcements, and a hearing induction loop.

NEARBY BUS SERVICES

FIR STREET (83, 84, 114, 181, 182, 722, 726)

DESTINATIONS: ALKRINGTON, OLDHAM MUMPS, GROTTON, WRENS NEST
FREQUENCY: 17 PER HOUR

VARLEY STREET (83, 84, 114, 181, 182, 722, 726)

DESTINATIONS: PICCADILLY GARDENS
FREQUENCY: 25 PER HOUR

MANCHESTER MILES PLATTING (NATIONAL EXPRESS)

DESTINATIONS: LEEDS, LIVERPOOL ONE BUS STATION
FREQUENCY: 1 PER HOUR

OLDHAM ROAD (76, 76B)

DESTINATIONS: OLDHAM, WOODHOUSES, FAILSWORTH, HOLLINWOOD
FREQUENCY: 7 PER HOUR

For all things bus travel, including timetable information and journey planning, please see:
https://tfgm.com/the-bee-network

