

REPORT

Canmoor Developments Ltd

Grimshaw Lane, Manchester

February 2021

Travel Plan

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- Figure 2 - Site Location (local area)

1 Introduction

- 1.1 Vectos has been appointed by Canmoor Developments Ltd to provide traffic and transport advice in relation to the proposed redevelopment of the former Mather & Platt Works on land north-east of Grimshaw Lane in Manchester. The strategic location of the site can be viewed at **Figure 1**.
- 1.2 Vehicular access to the site is achieved via an existing priority junction with Grimshaw Lane. The site is located within a predominantly industrial location, with industrial units adjoining the site to the north and south. Ten Acres Lane is located along the northern boundary of the site, whilst Grimshaw Lane is located to the south.
- 1.3 The site falls within the administrative boundary of Manchester City Council (MCC).
- 1.4 The proposals seek to demolish all existing buildings at the site and to construct 12 units with a flexible B2/B8/E use class. The 12 units will comprise a total floor space of 42,781 sqm (GIA).
- 1.5 As part of the proposals, access to the site will be retained via the existing access from Grimshaw Lane. No alterations are proposed to the existing vehicle access.

Site Wide Travel Plan Scope

- 1.6 The Site Wide Travel Plan (SWTP) is a strategy setting out the sustainable travel options and measures for the development at the site.
- 1.7 This SWTP is a live document and as such, will be further updated once baseline travel surveys have been completed.
- 1.8 The occupier of each unit will have their own TPC to implement the measures outlined within this SWTP. The Site Wide TPC will be responsible for undertaking monitoring and coordinate liaison between occupiers as necessary.
- 1.9 This SWTP is primarily aimed at all staff working on the site, as they will be undertaking regular journeys to / from the development. However, the benefits of travelling by sustainable and active modes, will also be promoted to any visitors.
- 1.10 The benefits of having a workplace SWTP include reducing congestion on local highway network as well as on site, and minimising traffic related pollution in the local area.

Aim of the Travel Plan

- 1.11 This SWTP has been prepared in order to support future staff and potential visitors in making informed decisions about their travel and provide staff with the necessary management tools to enable them to choose sustainable modes of travel to the site. In doing so, the adverse impacts of travel on the environment and the local highway network will be minimised. This will be achieved by setting out a strategy for eliminating the barriers which prevent people from using sustainable travel modes, which in effect can self-manage single-occupancy vehicular use.

- 1.12 Such a strategy needs to be long term, as changing travel habits takes time and is only likely to occur through a combination of incentives, improved facilities, government initiatives, as well as changes in individual attitudes.
- 1.13 As mentioned above, the SWTP is a live document and as such, will develop further with input from the Travel Plan Co-ordinator, the client, as well as other necessary key stakeholders.

Report Structure

- 1.14 This Travel Plan has been written as a stand-alone document and contains all the relevant information needed to effectively implement and monitor the full Travel Plan.
- 1.15 The remainder of this document has been structured as follows:
- i) **Section 2:** describes the existing accessibility of the site
 - ii) **Section 3:** sets out the objectives and benefits of the Travel Plan;
 - iii) **Section 4:** sets out the Travel Plan strategy;
 - iv) **Section 5:** sets out the sustainability measures that could be implemented to help achieve the objectives and targets of the full Travel Plan;
 - v) **Section 6:** outlines how the monitoring and review programme will ensure the Travel Plan to continue to progress; and
 - vi) **Section 7:** sets out the Action Plan for the Travel Plan.

2 Existing Conditions

- 2.1 This section of the TP provides a comprehensive description of the site's existing situation, as well as an overview of the current accessibility of the site in terms of sustainable travel, and a review of the local highway network.

Existing Site and Surrounding Area

- 2.2 The strategic location of the site is shown in **Figure 1**, whilst the site's location in respect of the local area is shown in **Figure 2**.
- 2.3 The site is the former Mather & Platt Works, which closed in 2017. The site comprises several retained buildings, which total circa 25,200sqm of B2 floorspace. It is noted that several buildings on the site have also been demolished.
- 2.4 The site is bound by Rochdale Canal to the north, Ten Acres Lane to the east, commercial uses to the south and Grimshaw Lane to the west. The site is located approximately 3km north east of the centre of Manchester.

Accessibility by Non-Car Modes

Walking and Cycling

- 2.5 The site's accessibility by walking and cycling reflects its proximity to the centre of Manchester. The site is well connected to a network of good quality footways including along both sides of Grimshaw Lane, Lord North Street, Briscoe Lane and Oldham Road (A62). Along these roads, street lighting is provided as well as dropped kerbs where required.
- 2.6 With regard to cycling, National Cycle Network (NCN) Route 66 runs to the north of the site along the Rochdale Canal. Access to the Rochdale Canal can be achieved via an existing path within the site boundary from Ten Acres Lane and from Grimshaw Lane approximately 50m to the north of the site access junction. The route is also signed for use by pedestrians. In its entirety, the route runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley and Kingston upon Hull. In proximity to the site, the route is off-road and provides connection to the surrounding residential areas.
- 2.7 In addition, NCN Route 60 runs to the west of the site and connects to NCN Route 66 at Alan Turing Way (A1060). This is a core local route that connects North Manchester to East Manchester using a mixture of on- and off-road facilities.
- 2.8 At the Oldham Lane (A62) / Grimshaw Lane / Monsall Road crossroads, advanced stop lines are available for cyclists. In addition, along Oldham Lane (A62) to the west of the junction with Grimshaw Lane, a shared bus / cycle / taxi lane is provided which is in operation Monday to Friday 07:00-10:00 and 16:00-19:00.

Bus Services

- 2.9 The site is located equidistant from bus stops to the north and south. Approximately 400m north of the site, bus stops are located on Oldham Road (A62). The eastbound bus stop benefits from a shelter and flag and pole arrangement. The westbound bus stop is also served by seating and timetable information. These stops are served by services 83, 84, 181, 182 and X84.
- 2.10 Approximately 400m south of the site, bus stops are located on Briscoe Lane which benefit from a flag and pole arrangement. These stops are served by services 74, 76, 76A, 709, 722, 724 and 726.
- 2.11 A summary of these services is provided in **Table 2.1**.

Table 2.1: Local Bus Routes (Peak Frequency)

Service Number	Route	Weekday	Saturday	Sunday
Oldham Road (A62)				
83	Manchester - Newton Heath - Oldham - Sholver	6 per hour	6 per hour	2 per hour
84	Manchester - Oldham - Uppermill	8 per hour	6 per hour	2 per hour
181	Manchester - Royton - Rochdale	1 per hour	1 per hour	-
182	Manchester - Royton - Rochdale	1 per hour	1 per hour	1 per hour
X84	Manchester - Hollinwood - Uppermill - Carrcote	1 per day	-	-
Briscoe Lane				
74	Manchester - Oldham	2 per hour (midday only)	-	-
76	Manchester - Oldham	5 per hour	5 per hour	2 per hour
76A	Manchester - Oldham	1 per hour	1 per hour	-

Tram Services

- 2.12 The nearest tram stop (Central Park) is located approximately 600m north of the site. The stop is served by the Pink Line. The service runs from Rochdale, through the centre of Manchester and on to East Didsbury. On weekdays and Saturdays, services are provided every 10 minutes, with services provided every 15 minutes on Sundays.
- 2.13 In addition, cycle stands are provided at the Central Park tram stop to facilitate multimodal journeys.

Rail Services

- 2.14 A number of railway stations are located approximately 3km from the site, namely Manchester Victoria, Ashburys and Moston. As such, due to the ease of accessibility and number of services available, Manchester Victoria Railway Station has been assessed.
- 2.15 Manchester Victoria Railway Station is located approximately 3km west of the site and can be accessed using either the Pink Line tram service or the 83, 84, 181 or 182 bus services. It can also be accessed in 15-20 minutes by bicycle, with 38 cycle stands provided at the station.

- 2.16 Manchester Victoria Railway Station is operated by Northern Railway with frequent services to destinations including Leeds, Liverpool Lime Street, Newcastle and Rochdale.

Local Highway Network

- 2.17 A plan of the existing highways network can be viewed in **Figure 2**.

Grimshaw Lane

- 2.18 Grimshaw Lane runs to the west of the site on a north east-south west alignment. It is from this road that the site access is achieved. The road is a two-way single lane carriageway operating at 20mph. The road connects to Briscoe Lane to the south and a signal-controlled junction with Oldham Road (A62) and Mosall Road to the north. The road provides access to several commercial buildings as well as some residential properties.

Lord North Street

- 2.19 Lord North Street is located to the west of the site, opposite the Grimshaw Lane site access junction. The road is a two-way single lane carriageway running on an east-west alignment. The road operates at a 20mph speed limit and connects to Grimshaw Lane to the east and Alan Turing Way (A6010) to the west. Of note is a railway bridge located approximately 100m west of the junction with Grimshaw Lane which has a height restriction of 4m.

Briscoe Lane

- 2.20 Briscoe Lane runs to the south of the site on an east-west alignment. The road is a two-way single lane carriageway operating at 20mph. The road connects to Culcheth Lane to the east and Alan Turing Way (A6010) to the west. To the west of the junction with Grimshaw Lane, the area is largely commercial in nature, while to the east, it is largely residential. Of note is a railway bridge approximately 65m to the west of the junction with Grimshaw Lane that imposes a height restriction of 4.4m.

Oldham Road (A62)

- 2.21 Oldham Road (A62) runs to the north of the site on a broadly north east-south west alignment. The road connects to the Ring Road surrounding the centre of Manchester to the west and the junction with Junction 22 of the M60 (Manchester Outer Ring Road) and the A62 which, in its entirety, continues to Leeds.
- 2.22 In proximity to the site, the road operates at 30mph, to the west of the junction with Grimshaw Lane operating as a two-lane single carriageway. To the east of the junction with Grimshaw Lane, the road becomes a two-lane dual carriageway for a short section, continuing to operate at 30mph.

Summary

- 2.23 Based on the above information, it is evident that the site benefits from very good levels of accessibility with pedestrian connections to bus stops and cycle routes to the centre of Manchester and surrounding residential areas. This is supported by the proximity to frequent bus and tram

services. As such, the proximity to sustainable transport facilities ensures future employees will be able to travel by sustainable means.

3 Travel Plan Objectives and Targets

- 3.1 This chapter sets out TP targets, which are the goals by which TP progress will be measured. The TP sets out targets which individual tenants will seek to reach within the period covered by this TP. In addition, interim targets have been set out until the operators of the development are known and initial travel surveys are undertaken.
- 3.2 The success of the Travel Plan is measured by whether it achieves its objectives through set targets which will be identified following the initial survey and which will be advised by MCC.

Objectives

- 3.3 The Travel Plan's over-riding objective is:

To engage with and encourage staff to use more sustainable ways of travelling to the site through more effective promotion of sustainable modes and to reduce the amount of single occupied vehicles arriving and departing the site. This will minimise the impact of the development on the surrounding road and public transport network during peak hours.

- 3.4 The sub objectives are:

- i) Sub Objective 1: to actively promote sustainable transport options for travel to and from the site, to enable informed decisions about how to travel;
- ii) Sub-objective 2: to increase the use of active and green travel modes (particularly for shorter trips), and to encourage staff to build active travel into their everyday routines to support and contribute to wider health initiatives;
- iii) Sub-objective 3: to maximise the accessibility of the site by active modes at all times;
- iv) Sub objective 4: to raise awareness of the impacts of their travel choices on health, the local environment etc; and
- v) Sub-objective 5: to facilitate the use of non-car modes for members where is reasonably practical.

Targets

- 3.5 All targets will be SMART (**S**pecific, **M**easurable, **A**chievable, **R**ealistic, **T**ime-bound).
- 3.6 Targets come in two forms – Action and Aim Targets. Action Targets are non-quantifiable actions that need to be achieved by a certain time. Aim targets are quantifiable and in the case of this Travel Plan relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 3.7 The Action Targets for this WTP are:
- i) To appoint a Travel Plan Coordinator within a month prior to first occupation on the site;

- ii) Launch the Travel Plan no later than three months after the appointment of the Travel Plan Coordinator (TPC);
- iii) To undertake staff travel surveys within six months of first occupation; and
- iv) To submit a full Travel Plan to the council once the staff travel survey has been undertaken.

Aim Targets

- 3.8 The aim targets of this Travel Plan are focused on employee travel to the site with objective of reducing single-occupancy car travel and increase travel by more sustainable modes.
- 3.9 The exact details of staff travel at this site is not yet known, therefore in the absence of this useful data, 2011 census data has been used as a proxy for the development site to establish typical travel behaviour of workers in the local area currently.
- 3.10 Existing 'journey to work' data therefore from the 2011 Census has been reviewed for the Middle Super Output Area E02001055: Manchester 011, which contains the site and the nearby surrounding area.
- 3.11 A summary of this data is set out in **Table 3.1** overleaf.

Table 3.1: 2011 Method of Travel to Work Census Data

Method of Travel to Work	Mode Split
Train	1%
Bus	11%
Taxi	1%
Motorcycle	1%
Driving a car or van	65%
Passenger in a car or van	7%
Bicycle	3%
On Foot	10%
Other	0%
TOTAL	100%

- 3.12 **Table 3.1** shows the mode split for this area which shows that the driver mode share is 65%.
- 3.13 Based on the measures set out in subsequent sections of this TP, a target of 60% car driving mode split is considered achievable.
- 3.14 The 60% mode split target above will be reviewed against the first monitoring survey to assess its ongoing appropriateness for use on this site.

4 Travel Plan Strategy

Management

- 4.1 The role of Travel Plan Co-ordinator (TPC) has not yet been allocated; however, it is considered that the TPC role would be taken on or appointed by Canmoor a suitable person will be appointed prior to first occupation. MCC will be notified of the TPC's contact details.
- 4.2 The TPC, and the annual costs for administering the Travel Plan, for the initial five-year period, will be funded by the developer.

Travel Plan Co-ordinator Responsibilities

- 4.3 The TPC will be responsible for the administration of the TP, the implementation of measures, and for the on-going monitoring and review of the TP. They will have overall responsibility for ensuring that measures are successfully delivered on time and to budget.
- 4.4 The TPC will liaise with stakeholders such as tenants, staff associations (if applicable) and MCC regarding the implementation and progression of the TP. The TPC will also provide support with negotiating discounts with local bus (and rail) operators, and walking/cycling outlets.
- 4.5 The duties of the TPC will therefore include:
- i) To communicate information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - ii) Undertake the Travel Surveys over the 5-year time period and supply evidence of this to MCC;
 - iii) Take responsibility for data collection and review of the TP;
 - iv) Design and implement effective marketing and awareness-raising campaigns to promote the TP;
 - v) Liaise with external organisations;
 - vi) Co-ordinate the monitoring programme for the TP, including target setting and make necessary changes if the targets are not being met; and
 - vii) Establish and maintain a filing system for recording all correspondence relating to the TP.

Reporting

- 4.6 The TPC will prepare a monitoring report on an annual basis on the progress of the TP for the first five years of the occupation of the site. The reports will include the following;
- i) Progress on the implementation of measures and initiatives to provide sustainable transport use;

- ii) Latest survey results; and
- iii) Any revisions to targets and measures.

- 4.7 The report will be provided to MCC's Travel Plan Officers within one month of completion of the survey.
- 4.8 The monitoring of the Travel Plan is set out in more detail in Section 7 below.

Marketing Strategy

- 4.9 Staff will be made aware of the existence of the TP upon commencement of their employment. The following methods could be used as a means of disseminating information to staff and promote events/campaigns/promotions:
- i) Staff notice boards;
 - ii) Staff newsletters;
 - iii) E-groups and forums.

5 Measures

- 5.1 This section of the TP outlines the specific physical and management measures to be implemented as part of the Travel Plan. The implementation of these measures, which include awareness initiatives and infrastructure provision, is considered to be the core of the TP.
- 5.2 The Site Wide TPC will liaise with individual occupier's TPCs to coordinate the implementation of these measures across the site.

Travel Information Boards

- 5.3 Travel information boards, which will contain travel information, will be provided within each unit. These boards will include;
- i) Name and contact details of the Site Wide TPC and occupier TPC and the availability of the occupier TPC to speak with employees;
 - ii) An introduction to the Travel Plan, its purpose, and a summary document;
 - iii) Information on the health benefits of using active modes of transport;
 - iv) Promotion of Public Transport through the inclusion of bus route maps and timetables and any other public transport information;
 - v) Promotion of walking and cycling through the inclusion of maps showing walking and cycling routes close to the site;
 - vi) Any Company policy related to travel; and
 - vii) Details of any cycle discounts and local schemes.

Public Transport

- 5.4 Details of local bus and rail services will be made available to staff where possible through the use of information boards in prominent positions.
- 5.5 National Rail, Traveline journey planner websites and sustainable transport websites and relevant phone numbers will also be promoted through all relevant means.

Walking and Cycling

- 5.6 The following measures are proposed in order to promote walking and cycling to and from the site:
- i) The internal pedestrian/cycle routes will provide safe and convenient crossing facilities;
 - ii) All staff will be informed about the Travel Information Boards which will include maps of local walking and cycle routes and information;

- iii) High quality cycle parking will be provided at convenient and visible locations within the site and uptake will be monitored;
- iv) The TPC will raise awareness of the health benefits of walking and cycling.

5.7 Access to each of the units will be designed to accommodate for all users including those with visual and mobility impairments. Tactile paving and dropped kerbs will be provided within the site. Level access will also be provided to each of the building entrances.

Cycle Parking

5.8 The TPC will monitor the use of cycle parking provided to ensure the supply is sufficient to meet demand.

Cycle to Work Scheme

5.9 The TPC will promote a cycle to work scheme if available by each occupier.

Car Sharing

5.10 The TPC will work closely with MCC to promote lift share schemes. The TPC will also encourage staff to find car share patterns.

5.11 The TPC is to monitor the use of the staff car park and whether many staff are car sharing. If deemed appropriate going forward dedicated car share spaces could be marked in the car park to further encourage car sharing.

Measures and Initiatives

5.12 Measures to raise travel awareness will be promoted by the TPC, with these including national events such as those listed below:

- i) National Liftshare Week;
- ii) Walk to Work Day; and
- iii) National Bike Week.

6 Monitoring and Review

- 6.1 The Travel Plan is part of a continuous process for improvement, requiring monitoring, review and revision to ensure it remains relevant to commercial units. This chapter sets out the proposals for monitoring and review of the travel plan.
- 6.2 Baseline monitoring surveys will be undertaken after meaningful occupation (when the site is fully operational) as agreed with MCC Travel Plan officers. The baseline survey represents the start of the travel plan for monitoring purposes and is known as Year 0. The process of monitoring will be repeated on an annual basis for the first five years after occupation has opened a site.
- 6.3 The Travel Plan co-ordinator will prepare a Travel Plan Monitoring Report after the completion of each annual travel survey. This will include an update on the travel measures in place, the results of the travel surveys and comparison against targets set.
- 6.4 The Travel Plan co-ordinator will also continually monitor the use of the following, and liaise with management whether facilities can be added to as required, such as:
- i) Cycle Parking;
 - ii) Motorcycle Parking;
 - iii) Take up of cycle to work scheme if applicable

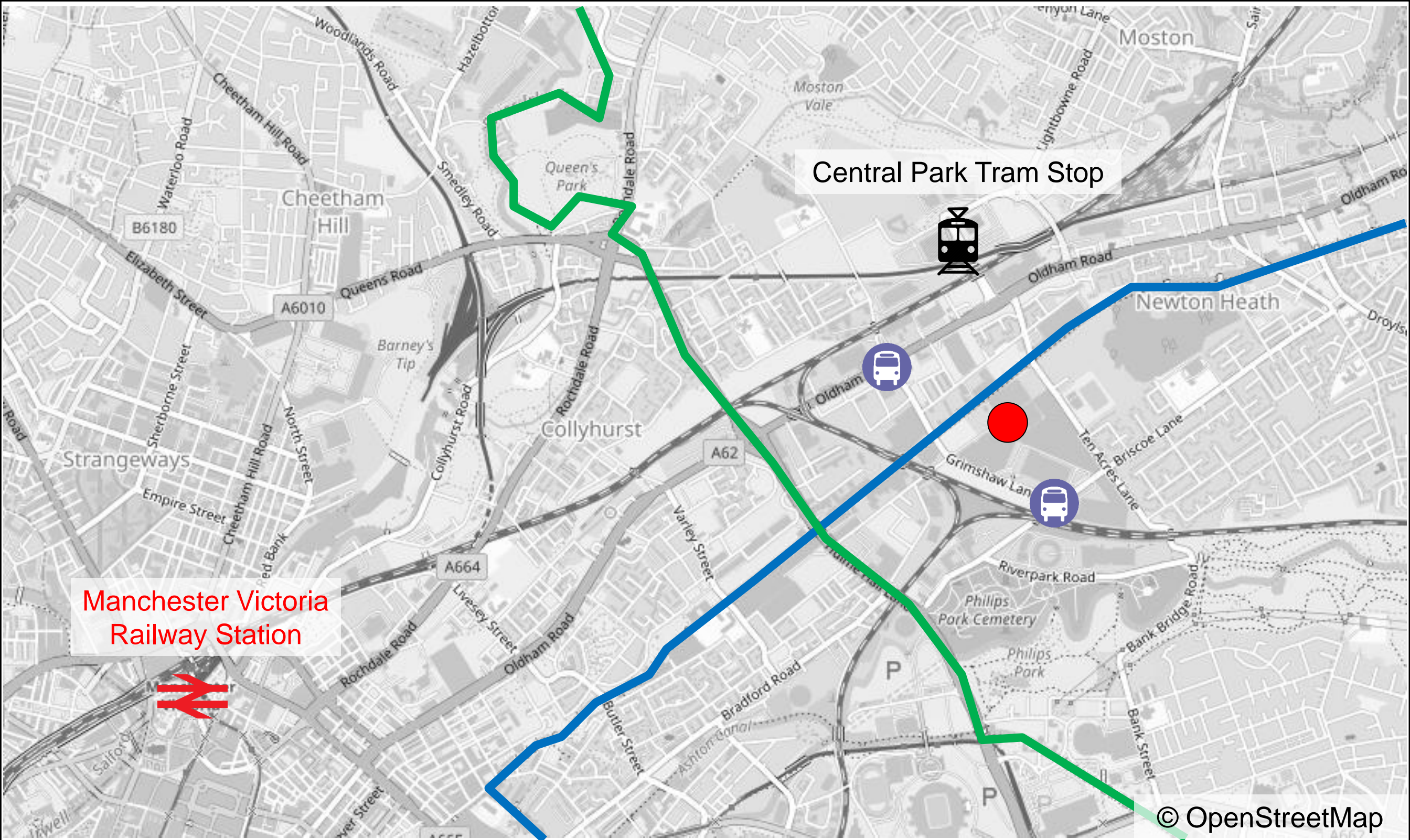
7 Action Plan

7.1 The timetable of the measures proposed and the timescale for implementation is set out below:

Measures	Timescale	Implemented By
Cycle and Motorcycle Parking	Upon occupation	Occupier
Staff Travel Board	Upon occupation & ongoing updates for 5 years	TPC
Posters/Table Top etc Promotion	Upon occupation & ongoing updates for 5 years	TPC
Cycle discounts/provision	If agreed with cycle shop/organisers	TPC
1st Annual Survey	2020	TPC
Review/update targets	Following initial survey	TPC
Ongoing Annual Surveys	Annually for 5 years	TPC
Travel Plan Monitoring Report	Within 1 month of travel survey and annually for 5 years	TPC
Additional Travel measures	Following Travel Surveys if needed	TPC
Increase cycle/motorcycle parking	Annual Review	TPC/Occupiers' Management

vectos.

Figures



Central Park Tram Stop

Manchester Victoria
Railway Station

Key:	
	Site Location
	Railway Station
	Nearby Bus Stop
	NCN Route 66
	Nearby Tram Stop
	NCN Route 60

Grimshaw Lane, Manchester	
Strategic Site Location	
DRAWN:	SB
CHECKED:	ES
DATE:	23/10/2020
SCALES:	NTS

Hale

vectos.




Network Building, 97 Tottenham Court Road, London W1T 4TP
Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: **Figure 1**



© OpenStreetMap

Key:

	Site Boundary
	Nearby Bus Stop
	NCN Route 66

Grimshaw Lane, Manchester			
Local Site Location			
DRAWN:	CHECKED:	DATE:	SCALES:
SB	ES	23/10/2020	NTS

Hale

vectos.

Network Building, 97 Tottenham Court Road, London W1T 4TP
 Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWING REFERENCE: **Figure 2**

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (South) Limited
Network Building,
97 Tottenham Court Road,
London W1T 4TP
Company no. 7591661