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Commercial Development
Land off Silburn Way, Middleton

Framework Travel Plan

Prepared on behalf of:



Oxenwood Real Estate LLP

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1.0 INTRODUCTION

1.1 Development Scheme and Planning Context

1.1.1 This Framework Travel Plan (Framework TP) has been prepared by Focus Transport Planning (Focus TP) on behalf of Oxenwood Real Estate LLP (Oxenwood) to support a Planning Application for a new commercial development scheme on land off Silburn Way, Rhodes Business Park, Middleton, Manchester, M24 4NE.

1.1.2 The location of the development site is illustrated in **Figures TP1 & TP2** to this report. The site plan for the scheme envisages the delivery of circa 1,975m² Gross Internal Area (GIA) of industrial/commercial warehouse (B2/B8) land use development, with ancillary office space and associated parking, within the southeastern corner of the business park. A copy of the development masterplan is provided at **Drawing 4694-RBP-pHp-XX-00-DR-A-101-P07** to this report.

1.1.3 This document sets out the approach to be adopted for the delivery of a Travel Plan (TP) to support the future operation of the developed site. The report describes the main sustainable development principles associated with the development scheme design and those operational measures to be implemented at the site to maximise the number of trips undertaken by alternative travel modes to single occupancy private car trips. As no future end-user for the building has yet to be identified, this document represents a 'Framework' Travel Plan, to be developed into a full Travel Plan following site occupation and once baseline staff and visitor travel trends can be established.

1.2 General Travel Plan Objectives

1.2.1 A Travel Plan is a general term for a package of measures and initiatives tailored to the requirements of individual sites and aimed at promoting more sustainable travel choices and reducing reliance on the private car. It involves the development of a set of mechanisms and initiatives that together enable organisations and individuals to reduce the impact of their travel and transport on the local environment.

- 1.2.2 TPs are about helping to achieve equity. They are not anti-car, but rather seek to ensure access opportunities for all - whether a person is disabled, has no access to the private car, or would simply prefer to travel on foot, cycle or public transport. TPs can be developed either specifically to address issues associated with individual buildings or development sites, or to form part of a wider strategy involving Local Authority initiatives and other surrounding developments. This Framework TP concentrates on those measures that can be delivered specifically at the Rhodes Business Park development site, with the principal aim being:

To minimise the need to travel to the site by private car, particularly single occupancy use and to provide opportunities for travel by alternative and more sustainable travel modes.

- 1.2.3 Oxenwood is committed to promoting sustainable transport solutions where appropriate and practical. It is within this context that this Framework TP is produced. Any reduction in car trips achievable at the site should be viewed against the potential trip generation associated with the operation of the site without the support of TP measures.
- 1.2.4 Oxenwood will retain responsibility for this Framework TP until a future occupier takes over the operation of the site, whereupon responsibility for the Framework TP will transfer to that end-user, who will be required to prepare and implement an updated Full Travel Plan.

1.3 Travel Plan Policy / Guidance

- 1.3.1 TPs are secured through a policy framework that extends from the national to local level when dealing with new developments. Key TP policy and guidance relevant to the development site at Rhodes Business Park is set out in the following paragraphs.

National Policy / Guidance

- 1.3.2 Guidance on transport assessment, ‘Travel plans, transport assessments and statements in decision-taking’ contained within National Planning Policy Framework (NPPF - available within the Planning Practice Guidance Suite at <http://planningguidance.planningportal.gov.uk/>), states that “all developments that will generate significant amounts of movement should be required to provide a Travel Plan” (NPPF para 111) and that a TP should “identify the specific required outcomes, targets and measures, and set out clear future monitoring and management arrangements all of which should be proportionate” (the national PPG - Travel Plans, Transport Assessments and Statements). The national PPG also notes that “Travel Plans should, where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation”.
- 1.3.3 For best results, the guidance suggests that the initial focus should be on establishing the ‘outcomes’ required from a TP and working from this, to develop a range of measures at the site that can then be identified and agreed as the best way of achieving such objectives. Measures are likely to include both incentives and controls, in order to encourage site users to make changes in their travel behaviour.

Local Policy

- 1.3.4 The following policies within the Rochdale Adopted Core Strategy, October 2016, supports that a TP is required to support areas where growth and development is planned, in order to promote the delivery and use of sustainable transport:
- ***T1 - Delivering sustainable transport : Strengthening requirements for travel plans, implemented to deliver agreed outcomes, including “smarter choices” and behavioural change initiatives, to encourage less car travel, enhance sustainable access to local employment, education and NHS facilities and assist in meeting health improvement objective.***

- *T2 - Improving accessibility : We will require Transport Assessments (TA) and Travel Plans (TP) for: i. Residential developments of 80 units or more; ii. All schools and Further Education Institutions (including extensions); iii. Developments located in, or having an impact on, Air Quality Management Areas (AQMA); iv. Areas where the Council has defined initiatives or targets to reduce traffic, restrict development growth, promote public transport, walking and cycling or measures to promote low emissions and tackle poor air quality; v. Areas where the local transport infrastructure is inadequate e.g. sub-standard roads, poor pedestrian / cycle access or public transport provision; and vi. Areas where additional development traffic is likely to increase accidents or conflicts between motorised and non-motorised users, particularly children, the elderly or people with impaired mobility.*
- *Table 5 (page 127) Indicators for Improving accessibility and delivering sustainable transport: Number of Travel Plans secured as part of a new development: Monitor the number of Travel Plans secured through planning applications, this will be reported through the AMR.*

1.3.5 Rochdale Adopted Core Strategy has therefore been considered in the preparation of this Framework TP document for the development site.

1.3.6 In order to satisfy the general objectives / benefits identified within key guidance documents, two distinct areas for action have been identified to be pursued within this Framework TP:

- ‘Physical’ travel measures to be provided by the site developer; and
- Tailored day-to-day ‘operational’ measures to be pursued by the occupier to encourage the take-up of sustainable travel options.

1.4 Travel Plan Structure

1.4.1 In light of the national and local TP policy / guidance outlined above, it is proposed that this Framework TP is developed via a pyramid framework of measures and actions as identified as good practice by the Department for Transport (DfT). The principles of this Travel Plan pyramid approach are illustrated in **Figure TP3**, with DfT guidance noting that the process should be built ‘from the ground up’, with each new layer building on the last.

1.4.2 The remaining sections of this Framework TP report therefore consider the following matters, which are designed to build towards the identification of a final effective TP approach to support future operation of the Rhodes Business Park site:

- Review of site location & accessibility audit;
- Description of the development;
- Key action framework for the delivery of the TP;
- Details of plan administration; and
- TP initiatives to be implemented.

2.0 SITE LOCATION AND ACCESSIBILITY AUDIT

2.1 Overview

2.1.1 The location of a development site underpins all aspects of accessibility, in particular its relationship with complementary land uses and the range of practical travel mode options available to site users. This section of the TP report effectively examines Tier 1 of the Travel Plan Pyramid - 'Site location and proximity to existing facilities and services' and identifies the extent to which the site can be considered to enjoy a good baseline level of accessibility by sustainable modes of transport.

2.2 Site Location

2.2.1 As mentioned in **Section 1** of this report, the strategic location of the development site is illustrated in **Figure TP1** to this Framework TP. This plan identifies the location of the site approximately 1.7km to the southwest of Middleton town centre. **Figure TP1** also identifies the key strategic route network corridors of both the M60, which lies to the south of the site, and the M60 to the north of the site.

2.2.2 **Figure TP2** illustrates the site location in terms of its immediate context and identifies the key areas of the local highway network including the primary route of the A576 Manchester Old Road and its connection with the trunk road route of the M60 at J19 Rhodes Interchange to the southwest of the site. **Figure TP2** also illustrates the context of the site relative to the south-eastern outskirts of the town of Middleton and the northern residential areas of Greater Manchester.

2.2.3 Vehicular access to the development site is taken directly from Silburn Way via the A576 Manchester Old Road. The route of Silburn Way gives access to the established Rhodes Business Park.

2.3 Available Sustainable Transport Connections

- 2.3.1 The site is considered to enjoy locational characteristics that will assist in encouraging trips to / from the development to be made by a range of sustainable alternative travel options to the private car. The nature of available local sustainable transport connections within the immediate catchment of the development site are summarised in the paragraphs below.

Walking & Cycling Connections

- 2.3.2 The development site is well located to provide opportunities for access on foot or by cycle to a range of local residential areas.

Walking Links and Infrastructure

- 2.3.3 The local highway network in the vicinity of the development site is conducive to walking. Footways are provided to both sides of the adopted length of Silburn Way, whilst the private route incorporates a footway to its northern side. A signalised crossing facility is available on Manchester Old Rd located c.260m to the west of the site access road junction. Locally to the site the A576 Manchester Old Rd includes street lighting, is subject to a 30mph speed limit and includes on-carriageway cycle lanes and footways to both sides of the carriageway.
- 2.3.4 To the north and northeast of Rhodes Business Park, footway provision continues along Manchester Old Road providing pedestrian access to local food retail facilities, leisure opportunities and public transport stops.
- 2.3.5 To the east of Rhodes Business Park wider highway network connections are provided between the development site and Middleton Shopping Centre (c.1.5km from the site) along Silburn Way and Manchester Old Road via the provision of a continuous footway and formal pedestrian crossing facilities provided at intervals along Manchester Old Road. As an alternative route (c.1.8km distance), the shopping centre can also be reached via the River Irk footpath running to the south of Manchester Old Road.

- 2.3.6 Furthermore, **Figure TP4** to this report also demonstrates that a number of Public Rights of Way lie directly to the south/southeast of the development site's southern boundary. The PRow's are accessed via two footbridges across the River Irk and serve to connect the site with Alkrington Woods Nature Reserve to the east and the residential areas to the south of the M60. National planning guidance notes that walking is the most important mode of travel at the local scale, offering the greatest potential to replace short distance car trips of under 2km.
- 2.3.7 **Figure TP5** to this report illustrates a maximum 2.0km walking iso-distance catchment measured from the development site and demonstrates that such a walking catchment crucially extends to cover the residential areas of Bowlee to the north, Higher Blackley & Blackley to the south, as well as the eastern extents of Middleton town centre. In addition, the site is situated within the established area of Rhodes, a suburb of the town of Middleton and therefore lies in a highly sustainable location and is well supported by a wide range of local services and facilities.

Accessibility by Cycle

- 2.3.8 National planning guidance also notes that cycling has the potential to substitute for short car trips - particularly those of less than 5km or which could form part of a longer journey by public transport. Cycle access to / from the site could be expected to be encouraged by the opportunity to utilise a range of dedicated cycle infrastructure available close to the site. **Figure TP6** to this report illustrates a 5km cycle iso-distance catchment measured from the development site and demonstrates that such a cycle catchment extends as far as covering the entirety of Middleton town centre, as well as its outlying northern, eastern and southern residential areas.
- 2.3.9 **Figure TP7** to this report and demonstrate that a number of dedicated cycle routes (both traffic-free and on-road) are available within the immediate area surrounding the development site, including the on-carriageway cycle lanes to both sides of Manchester Old Road.

Public Transport Connections

- 2.3.10 **Figure TP8** to this report identifies the location of the development site relative to key local public transport infrastructure within a 2km walking distance.
- 2.3.11 A number of existing local bus services operate within the vicinity of the Rhodes Business Park site. The closest bus stop to the site is located at the site access junction on Manchester Old Road, within a c215m walking distance of the centre of the site.
- 2.3.12 Full timetable information for bus services serving the existing local stops is attached at **Appendix TP1** and summarised in **Table TP2.1** below. **Table TP2.1** demonstrates that regular connections are available to the key local destinations of Middleton town centre, Manchester and Oldham.

Table TP2.1 - Bus Services Available at Local Bus Stops

	Route	One-Way Hourly Frequency					
		Mon-Fri		Sat		Sun	
		Day	Eve	Day	Eve	Day	Eve
59	Piccadilly Gardens - Middleton - Chadderton - Oldham Mumps	Every 12mins	Hourly	Every 10mins	Hourly	Every 20mins	Hourly
156	Middleton - Rhodes - Higher Blackley - Blackley - Shudehill	Every 30mins	No late service	Every 30mins	No late service	No service	

- 2.3.13 Review of **Table TP2.1** shows that between Monday to Saturday in the daytime there are approximately 7 buses per hour between the development site and Manchester City centre, from where onward connections are available to a number of destinations, including onward journeys by tram and train. Other key destinations served by these bus services include Middleton and Oldham town centres.

Summary

Overall, it is concluded that the Rhodes Business Park development site represents a highly appropriate location for a commercial development, being located within an acceptable walk and cycle catchment of surrounding residential areas and

accessible by bus services to and from further local residential centres. These services are anticipated to reduce the need for employees based at the site to utilise the car for everyday commuting journeys. Furthermore, the location of the site ensures that employees and visitors at the site will also have access within walking distance to key local services such as foodstores and other food retail outlets.

- 2.3.14 Such positive locational characteristics should assist in meeting the key sustainable planning objectives of promoting opportunities for the use of alternative travel modes to the private car and managing the overall traffic impact associated with new development.

3.0 REVIEW OF THE DEVELOPMENT SCHEME

3.1 Introduction

- 3.1.1 This section of the report has been prepared in reference to Tier 2 of the Travel Plan Pyramid ‘Sustainable site design - parking restraint, suitable density and amenity’ and sets out those key site elements that will be delivered as part of the development scheme to help promote sustainable travel.

3.2 Development Scheme

- 3.2.1 As mentioned in **Section 1** of this report, the scheme proposes the development of a circa 1,975m² GIA of industrial/commercial warehousing (B2/B8) unit, with ancillary office space and associated parking within the southeastern corner of the Rhodes Business Park. A masterplan of the development scheme is provided at **Drawing 4694-RBP-pHp-XX-00-DR-A-101-P07** to this report.

- 3.2.2 A car park area with 27 car parking spaces will be provided, comprising:

- 21 standard car parking spaces (including 2 EVC);
- 3 car-sharing parking spaces (both EVC);
- 3 accessible spaces (both EVC);
- 1 Cycle shelter providing 10 cycle spaces; and
- 2 Motorcycle space.

3.3 Highway Access Arrangements

- 3.3.1 As mentioned in **Section 2** of this report, existing vehicular access to the development site is available via the Rhodes Business Park access road running along the site’s north-western/north-eastern boundary. The route has a width of c7m and includes footway access. Accordingly, it is considered that the route is of a standard that will be appropriate to serve a commercial development at the site.

- 3.3.2 The development scheme includes for the rearrangement of the existing site access junction in order to provide two new access junctions from the internal Rhodes Business Park access route.

3.4 Pedestrian / Cycle Access

- 3.4.1 As outlined above Silburn Way is an adopted route from its junction with Manchester Old Road to the Rhodes Business Park gated access. Footways at a width of 2.0m are provided along both sides of Silburn Way for its adopted extent. Within the business park itself a footway is provided along the northern side of the access road at a width of 2.0m.

- 3.4.2 The scheme, however, includes for the introduction of a new section of footway to the southern side of the business park spine road, beyond the existing security gates. This new section of footway will enable those accessing the site on foot to cross over the access road to/from the security area and continue their journey safely.

3.5 Vehicle Servicing

- 3.5.1 The site layout has been designed to accommodate the types of vehicles typically likely to be expected to the type of units at the site - large vans, smaller HGVs and the occasional larger articulated HGV. The Transport Assessment produced to support the site's planning application includes swept path assessments which clearly demonstrate that the site will cater for the occasional articulated 16.5m HGV at the same time as a rigid HGV. Accordingly, it is considered that the design of the site is appropriate for the development use.

3.6 Vehicle Parking

- 3.6.1 The development scheme seeks planning permission for 27 car parking spaces at the site in accordance with standards and the operational needs of the development site.

4.0 IMPLEMENTATION OF THE TRAVEL PLAN - KEY ACTION FRAMEWORK

4.1 Introduction

4.1.1 This section outlines the method through which the Framework TP will be developed & implemented, including details of key responsibilities for the developer and future site occupier.

4.2 Travel Plan Development

4.2.1 The development and implementation of the TP for the Rhodes Business Park site is to be undertaken over two key stages. These stages are described in the remaining sections of this document and cover the role of the Travel Plan Coordinator (TPC) in the initial delivery of the TP.

4.2.2 The remainder of this TP document will therefore set out the following:

- A. Plan Administration by the appointed TPC, (in progress).
- B. Formulation and agreement of the Rhodes Business Park site TP measures (in-progress).

4.2.3 **Figure TP10** to this report identifies the key intermediate stages with respect to the implementation programme for the TP to support the Rhodes Business Park site development.

4.2.4 Detailed commitments necessary to promote the successful delivery of the TP are identified and highlighted via **bold** / underlined text through the remainder of this document.

5.0 PLAN ADMINISTRATION

5.1 Introduction

5.1.1 The administration and management of the TP for the Rhodes Business Park site will ultimately be the responsibility of the site occupier. Day-to-day administration of the TP will be achieved through the identification of an individual who will undertake the responsibilities of TP management and operation i.e. the “Travel Plan Co-ordinator” (TPC).

5.1.2 The TPC role will be key to the delivery of a successful TP at the site and will therefore a suitable senior member of staff based at the site will need to be designated to undertake the required TPC duties as part of their role. The TPC will act as the fulcrum for the development of TP measures and the day-to-day operation of the Plan.

5.1.3 The TPC role will ultimately be funded by the occupier. Until an occupier is identified, the TPC role will be adopted by the site developer, Oxenwood. Once a tenant has been identified, they will adopt the TP and appoint and fund their own TPC. This requirement will be dealt with as part of leasing arrangements for the site.

5.1.4 The TPC will act as the main contact for the TP and will be responsible for implementing Plan measures and involving new staff. A full set of duties and responsibilities associated with the TPC role is set out in the sections below.

5.2 Duties and Responsibilities of the Travel Plan Co-ordinator

5.2.1 The TPC will act as the first point of contact for staff and other external organisations in all matters regarding employee travel and the management of physical travel facilities within the site boundary.

5.2.2 The key role and responsibilities of the TPC will be as follows:

- Managing the development and implementation of the TP.

- Liaising with staff with respect to all on site travel issues.
- Co-ordinating necessary travel survey exercises.
- Promoting employee involvement in car sharing and managing car parking provision on site.
- Liaising with RBC / local bus companies to ensure that up-to-date public transport / general sustainable travel information is freely available at the site.
- Managing an 'emergency ride home' scheme for staff.

5.2.3 The TPC will be able to delegate some duties to other suitable nominated staff as required but will retain overall responsibilities for all matters relating to the operation of the TP.

5.2.4 The TPC should be allocated circa half a day per month to undertake their TP related duties.

5.3 Key Travel Plan Administration Tasks

5.3.1 As part of the on-going operation of the TP, the following key administrative tasks will need to be undertaken by the TPC:

- Informing RBC of details of the appointed TPC and their contact details and advising of any changes to the TPC role should it be transferred to an alternative staff member within the lifetime of the Plan.
- Formulating a 'key contacts' file of appropriate personnel for all businesses at the Rhodes Business Park site and key personnel at relevant local transport and travel organisations such as the Local Planning Authority, Local Highway Authority, Public Transport Operators, etc.
- Making new staff aware of the existence of this TP as part of employee induction procedures - within two weeks of beginning work on the site.
- Maintaining a TP noticeboard at a communal staff area to include up-to-date travel information, timetables, maps and details of travel initiatives such as National Bike Week, Walk to Work Week, etc.

- 5.3.2 A schedule of duties is provided in **Appendix TP2** to this document. This schedule effectively represents an 'Action Plan' for the development and delivery of the TP.

6.0 FORMULATION AND AGREEMENT OF THE TRAVEL PLAN

6.1 Introduction

6.1.1 The aims of Tiers 4 & 5 of the TP Pyramid are to:

- Set out the measures and initiatives that will be implemented on-site to manage vehicle trips and to reduce the level of dependency on the private car for journeys to / from the site.
- Consider how the operation of initiatives can be effectively promoted and monitored.

6.1.2 The following sections of this document outline those TP measures to be promoted and implemented at the Rhodes Business Park site. These will be delivered under the two main headings:

- *Physical site works* - which will be provided by the site developer as part of the delivery of the scheme.
- *Tailored operational TP measures* - which will be introduced / promoted site-wide to improve accessibility / encourage sustainable travel patterns amongst site users

6.1.3 Given the relatively small scale of the proposed B2/B8 commercial unit at the application site it is anticipated that the staffing requirements would be relatively limited. Moreover, commercial warehousing tends to be a fairly low trip generating land use. With the above in mind this Framework TP does not propose to include for the setting of targets, undertaking of travel surveys or process of monitoring the progress of such targets. Rather it is simply proposed to implement the physical and operational measures outlined in the following sections. Whilst this approach would not fully accord with the TfGM Travel Plan guidance, it is considered that this approach is entirely appropriate for the proposed scale and use of the development site.

6.2 Physical Travel Plan Measures

6.2.1 The site masterplan for the Rhodes Business Park site identifies a number of key ‘physical’ transport measures that will be provided by the developer on site prior to occupation by the end user. These measures relate to general transport facilities that will be provided and are as follows:

- Introduction of a new section of footway to the southern side of the business park spine road, beyond the existing security gates. This new section of footway will enable those accessing the site on foot to cross over the access road to/from the security area and continue their journey safely.
- Provision of suitable levels of secure & covered cycle parking.
- Provision of basic food preparation areas within the unit to avoid staff needing to travel off site during main break periods.
- Provision of shower, changing facilities and lockers to support staff / visitor trips to/from the site by walking and cycling.
- Provision of a TP noticeboard within communal staff areas to include up-to-date public transport information, details of key travel initiatives, healthy living information, etc.
- Provision of 6 electric vehicle charging (EVC) points.

6.2.2 It is the responsibility of the TPC to ensure that sustainable transport facilities will be properly maintained and are fit for purpose.

6.2.3 The TPC should monitor use of cycle parking spaces and electric vehicle charging points. Should it become clear that demand is exceeding supply, the potential for additional cycle parking and charging points should be investigated.

6.3 Operational Travel Plan Measures

6.3.1 The following paragraphs outline those ‘operational’ measures to be considered and promoted by the site occupier, at the Rhodes Business Park site. For ease of reference, measures have been grouped under the following key sub-headings:

- Improving Information and Raising Awareness;

- Encouraging Increased use of Public Transport;
- Encouraging Increased use of Walking and Cycling;
- Encouraging Efficient Car Use;
- Organisational Measures;
- Opportunities to Reduce the Need to Travel.

Improving Information and Raising Awareness

6.3.2 **Information discussed under each heading of this section should be issued to each member of staff prior to commencing work on site within Sustainable Travel Information Packs included as part of staff induction procedures. Key information also to be promoted via a TP noticeboard** to be displayed within a communal area, such as foyer or staff room. Example information to be promoted includes:

- Identification of the location of local amenities, including retail and leisure opportunities (many of which are accessible on foot);
- Details of journey planning tools, such as www.traveline.info;
- A copy of local cycle maps, and details of on-site cycle parking;
- Details of the car share scheme;
- Bus / train timetables and examples of relevant fares;
- Health benefits associated with alternative modes of transport, in particular cycling and walking;
- Copy or link to the full Framework TP document.

6.3.3 **Information within the Sustainable Travel Information Packs and on the TP noticeboard should be regularly checked and updated by the TPC.**

6.3.4 **The TPC should also promote national sustainable travel events throughout the year, including National Bike Week, Walk to Work Week and National Car Free Day.**

6.3.5 **The TPC should offer a Personal Travel Planning Service**, whereby they help employees make an informed decision about their travel options. This may include helping to find public transport services or safe pedestrian routes.

- 6.3.6 The TPC should also liaise with RBC travel officers and other TPCs managing TPs in the local area to exchange ideas and to investigate any potential economies of scale when developing Plan measures.

Encouraging Increased use of Public Transport

- 6.3.7 The TPC should liaise with RBC officers and local public transport operators to ensure that up-to-date public transport information is available for publishing in the Sustainable Travel Information Packs and display at the on-site TP Noticeboard.

- 6.3.8 Employees should be encouraged to access Nextbuses, a mobile internet services which enables users to find bus times on smart phones. iPhone, Android and Window Phone apps are also available. Users can enter a postcode, street name/town, bus stop code or click on the bus stop map, and the next bus will be displayed, along with key information including bus destination, service number and departure time.

- 6.3.9 The TPC should liaise with local public transport operators to investigate any opportunities for:

- Bulk buy season ticket discounts for staff working at the Rhodes Business Park site.
- Publicising opportunities for more convenient arrangements for the purchase / renewal of season tickets or mobile phone-based ticketing arrangements.

Encouraging Increased use of Walking and Cycling

- 6.3.10 Information / maps about the local footpath network and local shops and services within a suitable local walking catchment of the Rhodes Business Park site should be included within the Sustainable Travel Information Packs and on the TP Noticeboard. Free promotional information is available from a number of sources, including Living Streets.

- 6.3.11 **The TPC should, alongside site management, investigate the development of an interest free staff cycle loan system based on the Government's Cycle to Work initiative.** This scheme allows for businesses to purchase new cycles and cycle equipment for staff and reclaim the VAT on this purchase. Staff can then effectively repay the costs of the purchase through a suitable 'salary sacrifice' agreement. Operating details of such schemes are provided in **Appendix TP3** to this report.
- 6.3.12 **The TPC should provide details / information regarding the health benefits of walking and cycling within the Sustainable Travel Information Packs / TP Noticeboard and direction to key information sources such as www.sustrans.org.uk, etc.**
- 6.3.13 **The TPC should investigate the potential for creation of a Bicycle User Group (BUG).** BUGs work to look after the interests of existing cyclists and to encourage other employees to take up cycling, encouraging the sharing of information on routes and maintenance, etc. The TPC should investigate whether other BUGs are available locally, and potentially collaborate with these groups.
- 6.3.14 **Incentives to encourage staff to cycle to work at the site should be provided. Incentives could include provision of a free breakfast during National Bike Week for those who cycle to / from the site and company sponsored equipment (such as fluorescent bibs / clip lights / reflectors, etc.).**

Encouraging Efficient Car Use

- 6.3.15 **The TPC should organise a car share scheme and promote to all staff.** It is considered that all site users will benefit from a database of potential car share partners based at the site and organised by the TPC. The scheme could be based on a matching service organised by directly by the TPC or via promotion of the Greater Manchester LiftShare database (<https://liftshare.com/uk/community/tfgm>). Site users can register their details online for free and the liftshare database will return the contact details of potential car sharers, i.e. people who meet certain criteria such as living locally / on the way to named destinations,

etc. This database can also be used to match pedestrians, cyclists and taxi users who might wish to travel together.

Organisational Measures

- 6.3.16 **The TPC will investigate opportunities to offer a ‘one-off’ guaranteed ride home scheme** for short notice late night working or in personal emergency situations for those staff who choose to take part in the TP and therefore leave their car at home. Reasonable staff costs under this scheme will be reimbursed by company management, with claims being managed and reviewed by the TPC.

Opportunities to Reduce the Need to Travel

- 6.3.17 **The TPC should work with site management to investigate opportunities to encourage flexible working practices** that will allow shift patterns to be set with considerations to staff car sharing opportunities and public transport timetables. Enabling flexible working can also have a positive impact on the highway network, by spreading arrivals and departures over a longer period and thereby reducing peak hour congestion.
- 6.3.18 **The potential for home working, flexi time and teleconferencing should also be investigated by the TPC in conjunction with site management**, as such practices can reduce the number of work-related journeys to the site. This measure can also benefit the employer, by reducing desk space demand.
- 6.3.19 **The TPC should encourage visitors to the building to use sustainable modes of transport, where possible.**

Delivery Vehicles and Fleet Management

- 6.3.20 **The TPC should liaise with logistics managers to develop a strategy to reduce emissions** - including use of low emission delivery vehicles and use local suppliers where at all practical. Consideration should also be given to the possibility of delivery schedules which operate outside of the traditional morning and evening

peak periods, and coordinate deliveries to take place to more than one supplier where possible.

- 6.3.21 The TPC should also liaise with logistics managers to ensure that HGVs use the most appropriate routes to and from the wider highway network and avoid any impact on sensitive local residential areas.

6.4 Plan Implementation

- 6.4.1 Measures identified within **Sections 6.2** and **6.3** to this report should be available at the date of first occupation Rhodes Business Park site where at all possible.
- 6.4.2 A suitable TP operating budget of £500 per year will be set aside by the site occupier to assist the delivery of the Plan over the initial five-year period post opening of the scheme. The developer will ensure that any future occupier of the site commits to expending this budget as part of the leasing arrangements for the site. This budget will be utilised for promoting, encouraging and providing incentives for sustainable travel at the Rhodes Business Park site. The funds could also be used for covering typical TP administration tasks such as the design and production of publicity material, maintenance of on-site sustainable travel infrastructure (TP Noticeboard, walking routes, signage etc.), the production of site specific travel information and organisation of events to coincide with national initiatives.
- 6.4.3 The TPC will be responsible for TP budget and expenditure control.



BUILDING GROSS INTERNAL AREA SCHEDULE

UNIT

Warehouse Area	-	1,752 sqm / 18,858 ft ²
Office Ground Floor	-	56 m ² / 602 ft ²
Office First Floor	-	167 m ² / 1,797 ft ²

Total GIA - 1,975 m² / 21,258 ft²

Internal Haunch Height - 9m

VEHICLE PARKING SUMMARY

Car Parking = **27 Bays** (Including 3 Disabled)
Motorcycle Parking (PTW) = **2 Bays**
Cycle Shelters = **10 Cycles Spaces**

Level Access = 2 Doors

Site Application Boundary = 1.32 Acres / 0.534 Acres

External Finishes Legend

- Concrete Service Yard**
Concrete slab on sub-base/capping designed to suit ground conditions to Structural Engineer's specification.
- Landscape Areas**
Refer to Landscape Architect's drawings and Arboricultural Survey to details on proposed landscape design.
- Tarmac Finish Access Roads & Car Park Bays**
Tarmac road - construction to Structural Engineer's Specification.
- Block Paving Footpaths**
Permeable block paving footpaths - construction to Structural Engineer's specification.
- Gravel**
To align pedestrian footpaths around perimeter of building. Gravel margins around perimeter of site.
- Standing Fencing**
2.4m High Paladin Security Fence to enclose external service yard area and tie into existing fence line boundary along riverbank. Colour: Dark Green RAL 6005.
- EV Ductwork**
Electric vehicle charging ductwork installed to car parking bays, for future provision for bays to become EV bays.
- WT**
Water Tap
External manual water tap for landscape watering.
- Trees and Hedges**
All proposed trees are shown indicatively for illustrative purposes. For detailed information on new, retained and removed planting refer to Landscape Architects drawing and specification.
- Trees to be removed**
Refer to Landscape Architects drawings for further details.



P07: Updated red line area, amended existing trees to be retained and coordinated with proposed landscape scheme and updated key planning issue.	18.10.23 DM
P06: Updated mature or proven of counders. Amended red line boundary and updated new proposed and removed trees. Amended low stone and wall at bottom fence supported by counders. Added extent of adjacent footpath.	06.10.23 DM
P05: Updated red line boundary and amended trees to be removed. Update red line area.	05.10.23 DM
P04: Updated positions of EV and future EV ducting. Detailed area & notes to warehouse. Updated with additional planting & legend. Updated ground level to broom, updated ground level.	02.10.23 JB
P03: Updated building position and size, added M&E equipment and fire locations and RPA details. Issued for Comment. Renumbered sheet to 101.	26.09.23 DM
P02: Updated building position in line with river assessment.	12.09.23 JB
P01: First Issue.	04.09.23 JB

Rev	Date	Checked
The Old Rectory	Rectory Lane	Milton Masor
NORTHAMPTON	N 7.7 J A Q	
t: +44 (0)1604 859916	f: +44 (0)1604 859123	
www.peter-haddon.com		

Oxenwood Real Estate
Rhodes Business Park
Middletown, Manchester

Proposed Site Plan

Status **PLANNING**

Drawn JB Checked JL

Date **AUGUST 2023**

Project Number: 4694

Project Code Originator Zone Level Info Type Role Dwg No Revision

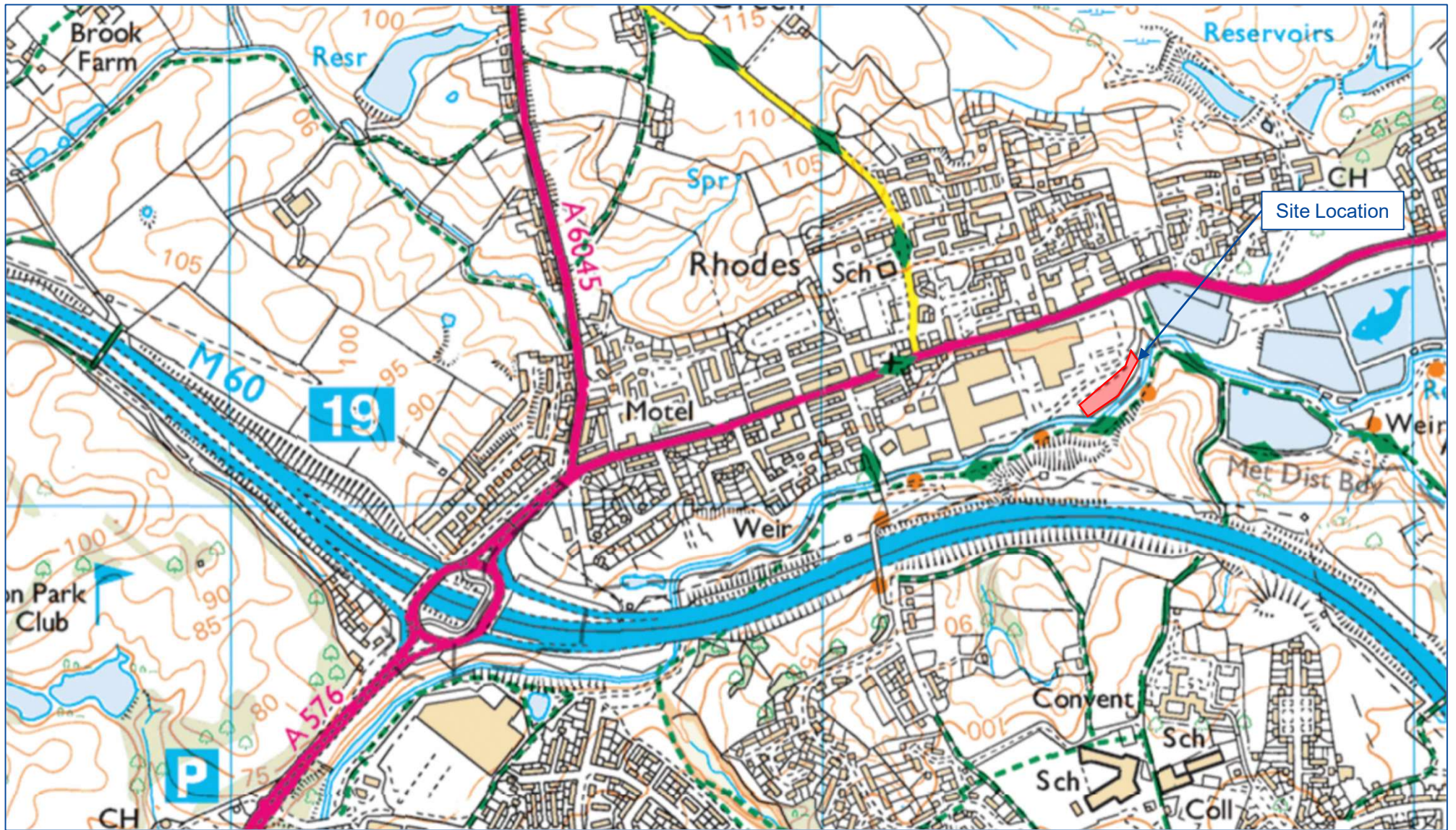
RBP- pHp-XX-00- DR-A- 101- P07

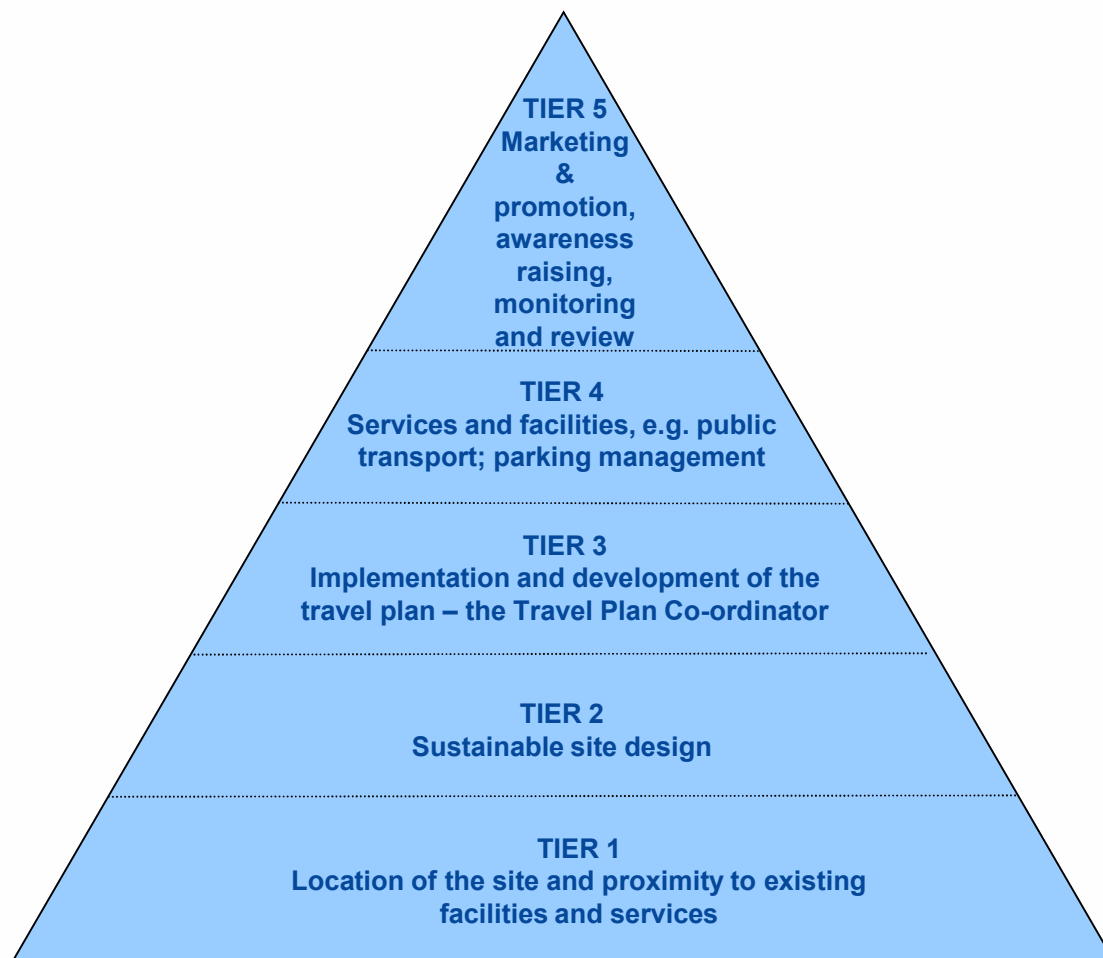
Scale @ A0 As indicated

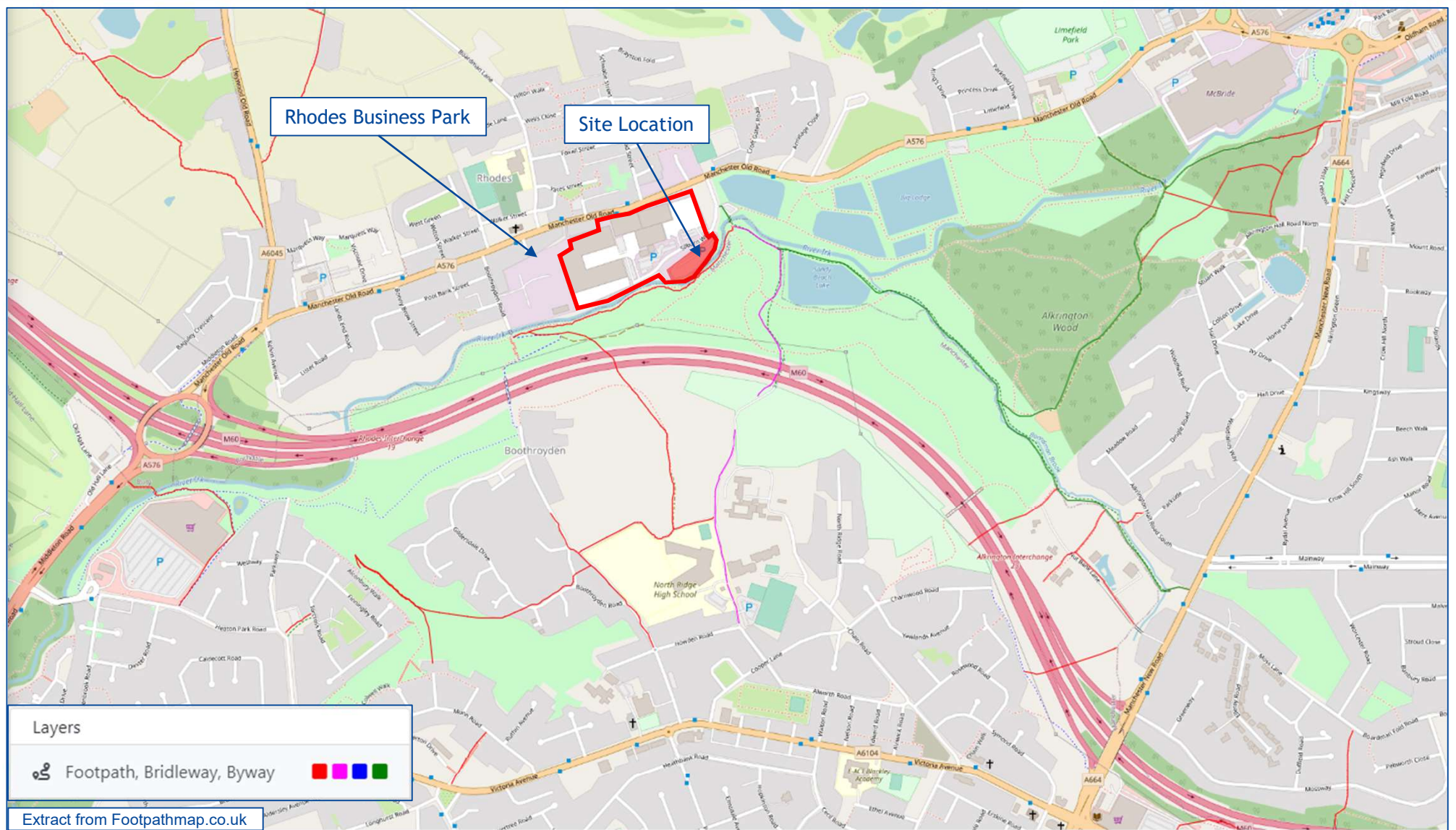
Copyright reserved. Dimensions to be checked on site. Discrepancies to be reported before proceeding.

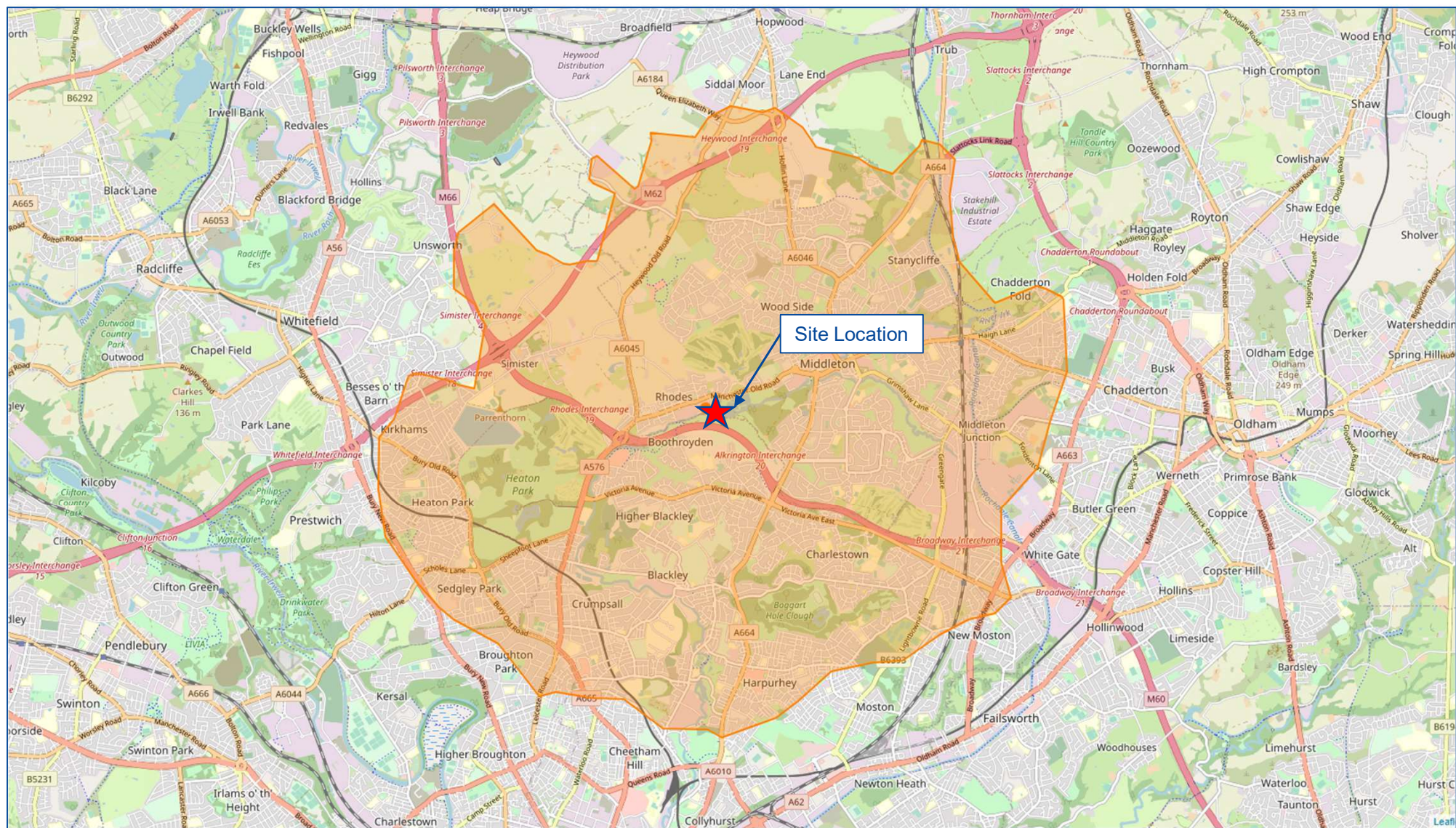




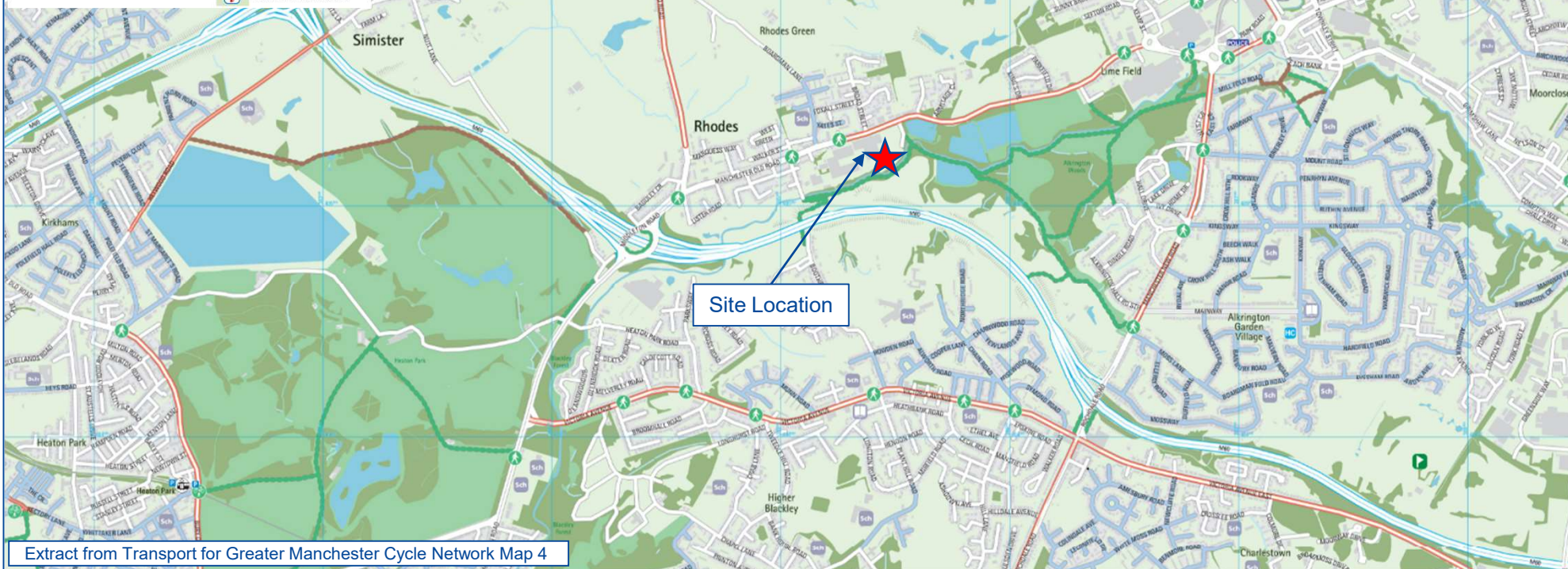






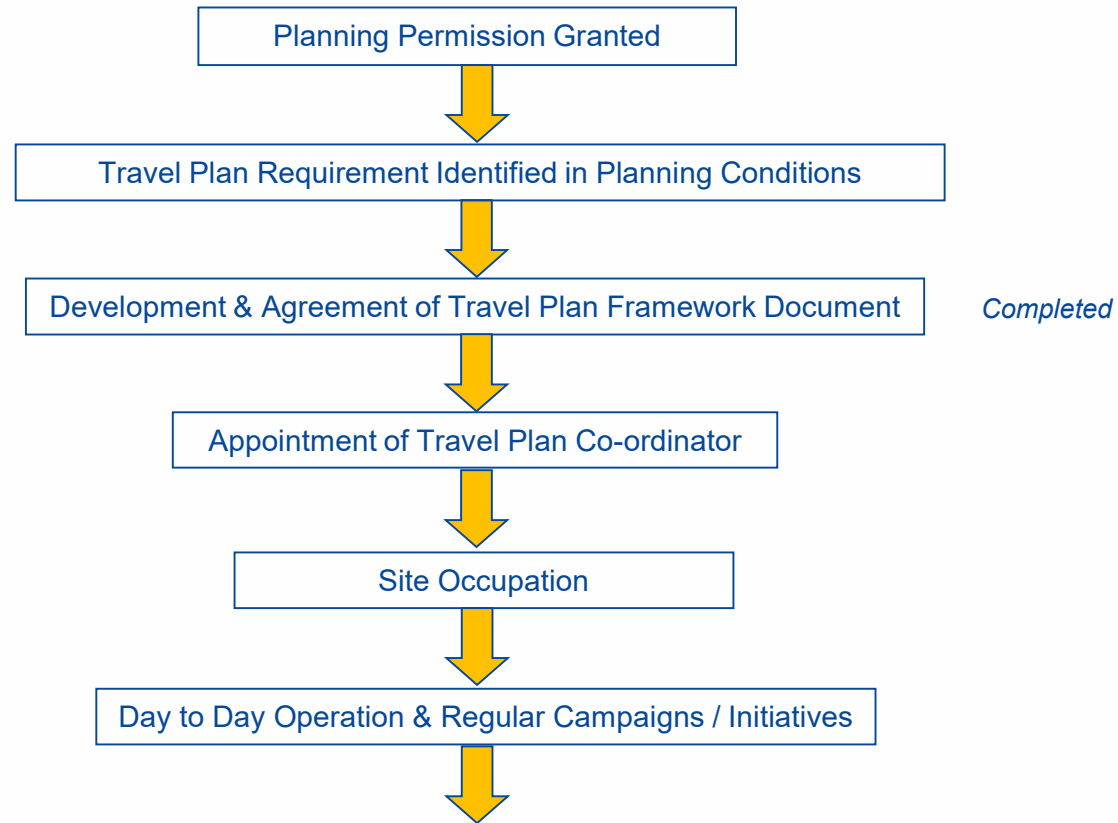


Map 4: Rochdale



Extract from Transport for Greater Manchester Cycle Network Map 4











From 15 January

59

Route is changed to run direct via St Mary's Way and Yorkshire Street, on journeys from Manchester, no longer serving Lord Street

Bus

59



Easy access on all buses

Oldham
Chadderton
Mills Hill
Middleton
Rhodes
Crumpsall
Cheetham Hill
Strangeways
Manchester

From 15 January 2023

For public transport information
phone **0161 244 1000**

7am – 8pm Mon to Fri

8am – 8pm Sat, Sun & public holidays

This timetable is available online at
www.tfgm.com

Operated by
First Manchester

Additional information

Alternative format

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1953 is 53 minutes past 7pm



Operator details

First Manchester

Wallshaw Street

Oldham

OL1 3TR

Telephone 03456 460707

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

Middleton Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

Oldham Bus Station

Mon to Fri 7am to 5.30pm

Saturday 8am to 5.30pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

Oldham, Mumps	0409	0447	0517	0534	0544	0552	0559	0612	0624		1048	1100	1112		1248	1300	1312		1736
Oldham, Bus Station arr	0414	0454	0524	0541	0551	0559	0606	0619	0632		1056	1110	1120		1256	1310	1320		1744
Oldham, Bus Station dep	0414	0454	0524	0541	0551	0559	0606	0619	0634		1058	1110	1122		1258	1310	1322		1746
Chadderton, Town Hall	0419	0500	0530	0547	0557	0605	0612	0625	0642	and	1106	1118	1130	and	1306	1318	1330	and	1754
Mills Hill, Train Station	0426	0507	0537	0554	0604	0612	0619	0632	0651	every	1115	1127	1139	every	1315	1327	1339	every	1803
Middleton, Bus Station arr	0433	0513	0543	0600	0610	0618	0625	0638	0658	12	1122	1134	1146	12	1322	1334	1346	12	1810
Middleton, Bus Station dep	0434	0515	0545	0602	0612	0620	0627	0640	0700	mins	1124	1136	1148	mins	1324	1336	1348	mins	1812
Heaton Park, Sainsbury's	0441	0521	0551	0608	0618	0627	0634	0647	0707	until	1131	1143	1155	until	1331	1343	1355	until	1819
Cheetham Hill, Half Way House	0447	0527	0557	0614	0624	0634	0642	0655	0715		1139	1151	1203		1339	1351	1403		1827
Waterloo Road/Derby Street	0452	0537	0607	0624	0634	0645	0655	0708	0727		1151	1203	1215		1351	1403	1415		1839
Manchester, Piccadilly Gardens	0501	0552	0622	0639	0649	0701	0712	0725	0743		1207	1219	1231		1407	1419	1431		1855



Oldham, Mumps	1804	1834																	
Oldham, Bus Station arr	1811	1841																	
Oldham, Bus Station dep	1813	1843	1917	2017	2117	2217	2317												
Chadderton, Town Hall	1819	1849	1922	2022	2122	2222	2322												
Mills Hill, Train Station	1826	1856	1929	2029	2129	2229	2329												
Middleton, Bus Station arr	1833	1903	1936	2036	2136	2236	2336												
Middleton, Bus Station dep	1833	1903	1937	2037	2137	2237	2337												
Heaton Park, Sainsbury's	1839	1909	1944	2044	2144	2244	2344												
Cheetham Hill, Half Way House	1847	1917	1950	2050	2150	2250	2350												
Waterloo Road/Derby Street	1855	1925	1955	2055	2155	2255	2355												
Manchester, Piccadilly Gardens	1908	1938	2005	2105	2205	2305	0005												

– Journey provided with the financial support of Transport for Greater Manchester

– All bus 59 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Saturdays



Oldham, Mumps	0447	0517	0544	0606	0624		0804	0814		1714	1734	1804	1834					
Oldham, Bus Station arr	0454	0524	0551	0613	0632		0812	0822		1722	1742	1811	1841					
Oldham, Bus Station dep	0454	0524	0551	0613	0634		0814	0824	and at	1724	1744	1813	1843	1917	2017	2117	2217	2317
Chadderton, Town Hall	0500	0530	0557	0619	0642	and	0822	0832	frequent	1732	1752	1819	1849	1922	2022	2122	2222	2322
Mills Hill, Train Station	0507	0537	0604	0626	0651	every	0831	0841	intervals	1741	1801	1826	1856	1929	2029	2129	2229	2329
Middleton, Bus Station arr	0513	0543	0610	0632	0658	20	0838	0848	of not	1748	1808	1833	1903	1936	2036	2136	2236	2336
Middleton, Bus Station dep	0515	0545	0612	0634	0700	mins	0840	0850	more than	1750	1810	1833	1903	1937	2037	2137	2237	2337
Heaton Park, Sainsbury's	0521	0551	0618	0641	0707	until	0847	0857	10 minutes	1757	1817	1839	1909	1944	2044	2144	2244	2344
Cheetham Hill, Half Way House	0527	0557	0624	0649	0715		0855	0905	until	1805	1825	1847	1917	1950	2050	2150	2250	2350
Waterloo Road/Derby Street	0537	0607	0634	0702	0727		0907	0917		1817	1837	1855	1925	1955	2055	2155	2255	2355
Manchester, Piccadilly Gardens	0552	0622	0649	0719	0743		0923	0933		1833	1853	1908	1938	2005	2105	2205	2305	0005

Sundays and public holidays (except Christmas and New Year period)

Oldham, Mumps	0550	0650	0711		0811							1908	2008	2108				
Oldham, Bus Station	0555	0655	0720	0750	0820	0850	0920		1740	1810	1840	1917	2017	2117	2217	2317		
Chadderton, Town Hall	0600	0700	0726	0756	0826	0856	0926		1746	1816	1846	1922	2022	2122	2222	2322		
Mills Hill, Train Station	0607	0707	0733	0803	0833	0903	0933	and	1753	1823	1853	1929	2029	2129	2229	2329		
Middleton, Bus Station arr	0614	0714	0740	0810	0840	0910	0940	every	1800	1830	1900	1936	2036	2136	2236	2336		
Middleton, Bus Station dep	0615	0715	0740	0810	0840	0910	0940	20	1800	1830	1900	1937	2037	2137	2237	2337		
Heaton Park, Sainsbury's	0622	0722	0750	0820	0850	0920	0950	mins	1810	1840	1910	1944	2044	2144	2244	2344		
Cheetham Hill, Half Way House	0627	0727	0758	0828	0858	0928	0958	until	1818	1848	1918	1950	2050	2150	2250	2350		
Waterloo Road/Derby Street	0632	0732	0806	0836	0906	0936	1006		1826	1856	1926	1955	2055	2155	2255	2355		
Manchester, Piccadilly Gardens	0642	0742	0819	0849	0919	0949	1019		1839	1909	1939	2005	2105	2205	2305	0005		

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Mondays to Fridays

Manchester, Piccadilly Gardens	0511		0557	0627		0647	0700		1748	1800	1812	1824	1836	1904	1925	1952	2022	2122	2222
Waterloo Road/Derby Street	0521		0607	0639		0659	0712		1800	1813	1825	1837	1849	1917	1938	2005	2032	2132	2232
Cheetham Hill, Half Way House	0529		0615	0650		0710	0723		1811	1822	1834	1846	1858	1926	1947	2014	2038	2138	2238
Heaton Park, Sainsbury's	0534		0620	0657		0717	0730	and	1818	1830	1842	1854	1906	1934	1955	2022	2043	2143	2243
Middleton, Bus Station arr	0540		0626	0709		0729	0742	every	1830	1843	1855	1907	1919	1947	2008	2035	2051	2151	2251
Middleton, Bus Station dep	0540	0610	0626	0711	0720	0731	0744	12	1832	1843	1855	1907	1919	1947	2008	2035	2051	2151	2251
Mills Hill, Train Station	0546	0616	0632	0718	0727	0738	0751	mins	1839	1850	1902	1914	1926	1954	2015	2042	2058	2158	2258
Chadderton, Town Hall	0553	0623	0639	0726	0735	0746	0759	until	1847	1857	1909	1921	1933	2001	2022	2049	2105	2205	2305
Oldham, Bus Station arr	0559	0629	0645	0734	0743	0754	0807		1855	1902	1914	1926	1938	2006	2027	2054	2110	2210	2310
Oldham, Bus Station dep	0600	0630	0646	0736	0745	0756	0809		1857	1902	1914	1926	1938		2027	2054			
Oldham, Mumps	0607	0637	0653	0743	0752	0803	0816		1904	1906	1918	1930	1942		2031	2058			



Manchester, Piccadilly Gardens	2322	0010
Waterloo Road/Derby Street	2332	0020
Cheetham Hill, Half Way House	2338	0026
Heaton Park, Sainsbury's	2343	0031
Middleton, Bus Station arr	2351	0039
Middleton, Bus Station dep	2351	0039
Mills Hill, Train Station	2358	0046
Chadderton, Town Hall	0005	0053
Oldham, Bus Station arr	0010	0058
Oldham, Bus Station dep		0058
Oldham, Mumps		0102

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Saturdays

Manchester, Piccadilly Gardens	0600	0630	0700	0730		0930	0940		1750	1800	1810	1820	1832	1842	1904	1925	1952	2022
Waterloo Road/Derby Street	0612	0642	0712	0742		0942	0952		1802	1813	1823	1833	1845	1855	1917	1938	2005	2032
Cheetham Hill, Half Way House	0623	0653	0723	0753		0953	1003	and at	1813	1822	1832	1842	1854	1904	1926	1947	2014	2038
Heaton Park, Sainsbury's	0630	0700	0730	0800	and	1000	1010	frequent	1820	1830	1840	1850	1902	1912	1934	1955	2022	2043
Middleton, Bus Station arr	0642	0712	0742	0812	every	1012	1022	intervals	1832	1843	1853	1903	1915	1925	1947	2008	2035	2051
Middleton, Bus Station dep	0644	0714	0744	0814	20	1014	1024	of not	1834	1843	1853	1903	1915	1925	1947	2008	2035	2051
Mills Hill, Train Station	0651	0721	0751	0821	mins	1021	1031	more than	1841	1850	1900	1910	1922	1932	1954	2015	2042	2058
Chadderton, Town Hall	0659	0729	0759	0829	until	1029	1039	10 minutes	1849	1857	1907	1917	1929	1939	2001	2022	2049	2105
Oldham, Bus Station arr	0707	0737	0807	0837		1037	1047	until	1857	1902	1912	1922	1934	1944	2006	2027	2054	2110
Oldham, Bus Station dep	0709	0739	0809	0839		1039	1049		1859	1902		1922	1934	1944		2027	2054	
Oldham, Mumps	0716	0746	0816	0846		1046	1056		1906	1906		1926	1938	1948		2031	2058	



Manchester, Piccadilly Gardens	2122	2222	2322	0010														
Waterloo Road/Derby Street	2132	2232	2332	0020														
Cheetham Hill, Half Way House	2138	2238	2338	0026														
Heaton Park, Sainsbury's	2143	2243	2343	0031														
Middleton, Bus Station	2151	2251	2351	0039														
Mills Hill, Train Station	2158	2258	2358	0046														
Chadderton, Town Hall	2205	2305	0005	0053														
Oldham, Bus Station	2210	2310	0010	0058														
Oldham, Mumps				0102														

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Manchester, Piccadilly Gardens	0650	0750	0830		1030		1730	1750	1810	1830	1850	1922	1952	2022	2122	2222	2322	0010
Waterloo Road/Derby Street	0700	0800	0843	and	1043	and	1743	1803	1823	1843	1903	1935	2005	2032	2132	2232	2332	0020
Cheetham Hill, Half Way House	0706	0806	0852	every	1052	every	1752	1812	1832	1852	1912	1944	2014	2038	2138	2238	2338	0026
Heaton Park, Sainsbury's	0711	0811	0900	30	1100	20	1800	1820	1840	1900	1920	1952	2022	2043	2143	2243	2343	0031
Middleton, Bus Station	0719	0819	0913	mins	1113	mins	1813	1833	1853	1913	1933	2005	2035	2051	2151	2251	2351	0039
Mills Hill, Train Station	0726	0826	0920	until	1120	until	1820	1840	1900	1920	1940	2012	2042	2058	2158	2258	2358	0046
Chadderton, Town Hall	0733	0833	0927		1127		1827	1847	1907	1927	1947	2019	2049	2105	2205	2305	0005	0053
Oldham, Bus Station	0738	0838	0932		1132		1832	1852	1912	1932	1952	2024	2054	2110	2210	2310	0010	0058
Oldham, Mumps							1856				1956	2028	2058					0102

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From 4 September

56

Service is reinstated

156

Normal times reintroduced at the end of
the Summer period

Buses

56 156



Easy access on all buses

Middleton

Rhodes

Heaton Park

Higher Blackley

Bank House

North Manchester General Hospital

Blackley

Collyhurst

Manchester

From 4 September 2022

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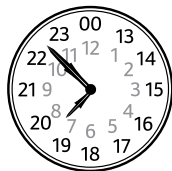
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Operator details

Stagecoach

Head Office

Hyde Road

Ardwick

Manchester

M12 6JS

Telephone 0345 241 8000

Email manchester.enquiries@stagecoachbus.com

Twitter @stagecoachGM

Travelshops

Manchester Shudehill Interchange

Mon to Sat 7am to 6pm

Sunday 8.30am to 1.15pm and 2pm to 4pm

Public hols 8am to 5.20pm

Middleton Bus Station

Mon to Sat 8.30am to 1.15pm and 2pm to 4pm

Sunday* Closed

*Including public holidays

Mondays to Fridays

Manchester, Shudehill Interchange	0630	0658	0735	0815	0850	0921		1421	1451	1520	1551	1621	1700	1735	1805
Collyhurst, Queens Road	0637	0707	0745	0825	0859	0928	and	1428	1459	1529	1600	1631	1710	1745	1815
North Manchester General Hospital	0646	0718	0757	0837	0909	0937	every	1437	1508	1539	1610	1642	1721	1756	1826
Higher Blackley, Plant Hill Road	0654	0726	0805	0845	0917	0945	30	1445	1516	1547	1619	1651	1730	1805	1834
North Manchester General Hospital	0705	0740	0817	0854	0926	0954	mins	1454	1525	1556	1628	1700	1739	1814	1843
Collyhurst, Queens Road	0717	0754	0831	0906	0938	1006	until	1506	1537	1608	1640	1711	1750	1825	1854
Manchester, Shudehill Interchange	0725	0808	0843	0914	0946	1014		1514	1545	1616	1648	1719	1758	1833	1902

Saturdays

Manchester, Shudehill Interchange	0936	1021		1621	1700	1807
Collyhurst, Queens Road	0943	1028	and	1628	1707	1814
North Manchester General Hospital	0952	1037	every	1637	1716	1823
Higher Blackley, Plant Hill Road	1000	1045	30	1645	1731	1838
North Manchester General Hospital	1009	1054	mins	1654	1740	1846
Collyhurst, Queens Road	1021	1106	until	1706	1752	1858
Manchester, Shudehill Interchange	1029	1114		1714	1800	1906

Bus 56 does not run on Sundays or public holidays

Bus 56 is provided with the financial support of Transport for Greater Manchester

♿ – All bus 56 journeys are run using easy access buses. See inside front cover of this leaflet for details

Summer times: between mid July and early September, some timetables will be different. Check www.tfgm.com for details

Mondays to Fridays

																		ℳ	ℳ
Middleton, Bus Station	0603	0627	0648	0712	0742	0845	0919		1419	1449	1519	1550	1623	1658	1728	1808			
Rhodes, Gardeners Arms	0607	0631	0654	0718	0751	0851	0924	and	1424	1454	1524	1555	1628	1703	1733	1813			1906
Higher Blackley, Glenbrook Road	0610	0636	0701	0732	0807	0857	0928	every	1428	1458	1528	1559	1632	1707	1737	1817			1910
Bank House, Chapel Lane	0508	0618	0641	0708	0741	0816	0905	0935	30	1435	1506	1536	1607	1640	1715	1745	1824		1916
North Manchester General Hospital	0512	0622	0646	0713	0746	0823	0909	0939	mins	1439	1510	1540	1611	1644	1719	1749	1828	1903	1919
Collyhurst, Queens Road	0522	0631	0657	0728	0803	0839	0921	0951	until	1451	1522	1552	1622	1655	1730	1800	1839	1913	1930
Manchester, Shudehill Interchange	0530	0640	0710	0740	0817	0854	0933	0959		1459	1530	1600	1630	1703	1738	1808	1847	1921	1938
	ℳ	ℳ	ℳ	ℳ	ℳ	ℳ	ℳ												
Middleton, Bus Station		2002		2102		2202	2302												
Rhodes, Gardeners Arms		2006		2106		2206	2306												
Higher Blackley, Glenbrook Road		2010		2110		2210	2310												
Bank House, Chapel Lane		2016		2116		2216	2316												
North Manchester General Hospital	2003	2019	2103	2119	2203	2219	2319												
Collyhurst, Queens Road	2013	2030	2113	2130	2213	2230	2330												
Manchester, Shudehill Interchange	2021	2038	2121	2138	2221	2238	2338												

Saturdays

Middleton, Bus Station		0819		1649	1737	1802		1902		2002		2102		2202	2302				
Rhodes, Gardeners Arms		0824	and	1654	1742	1806		1906		2006		2106		2206	2306				
Higher Blackley, Glenbrook Road	0802	0828	every	1658	1746	1810		1910		2010		2110		2210	2310				
Bank House, Chapel Lane	0708	0808	0835	30	1705	1753	1816	1916		2016		2116		2216	2316				
North Manchester General Hospital	0712	0812	0839	mins	1709	1757	1819	1903	1919	2003	2019	2103	2119	2203	2219	2319			
Collyhurst, Queens Road	0722	0822	0851	until	1721	1807	1830	1913	1930	2013	2030	2113	2130	2213	2230	2330			
Manchester, Shudehill Interchange	0730	0830	0859		1729	1815	1838	1921	1938	2021	2038	2121	2138	2221	2238	2338			

Sundays and public holidays (except Christmas and New Year period)

	🕒	🕒	🕒	🕒	🕒	🕒
Middleton, Bus Station		0802		02		2202
Rhodes, Gardeners Arms		0806		06	mins	2206
Higher Blackley, Glenbrook Road		0810	then	10	past	2210
Bank House, Chapel Lane		0816	at	16	each	2216
North Manchester General Hospital	0803	0819		03	19	hour 2203 2219
Collyhurst, Queens Road	0813	0830		13	30	until 2213 2230
Manchester, Shudehill Interchange	0821	0838		21	38	2221 2238

For details of buses during the Christmas and New Year period, please phone 0161 244 1000

🕒 – Journey provided with the financial support of Transport for Greater Manchester

♿ – All bus 156 journeys are run using easy access buses. See inside front cover of this leaflet for details

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56 156

Key

Bus route

Train line

Tram line

Direction of travel

Bus station/connection point

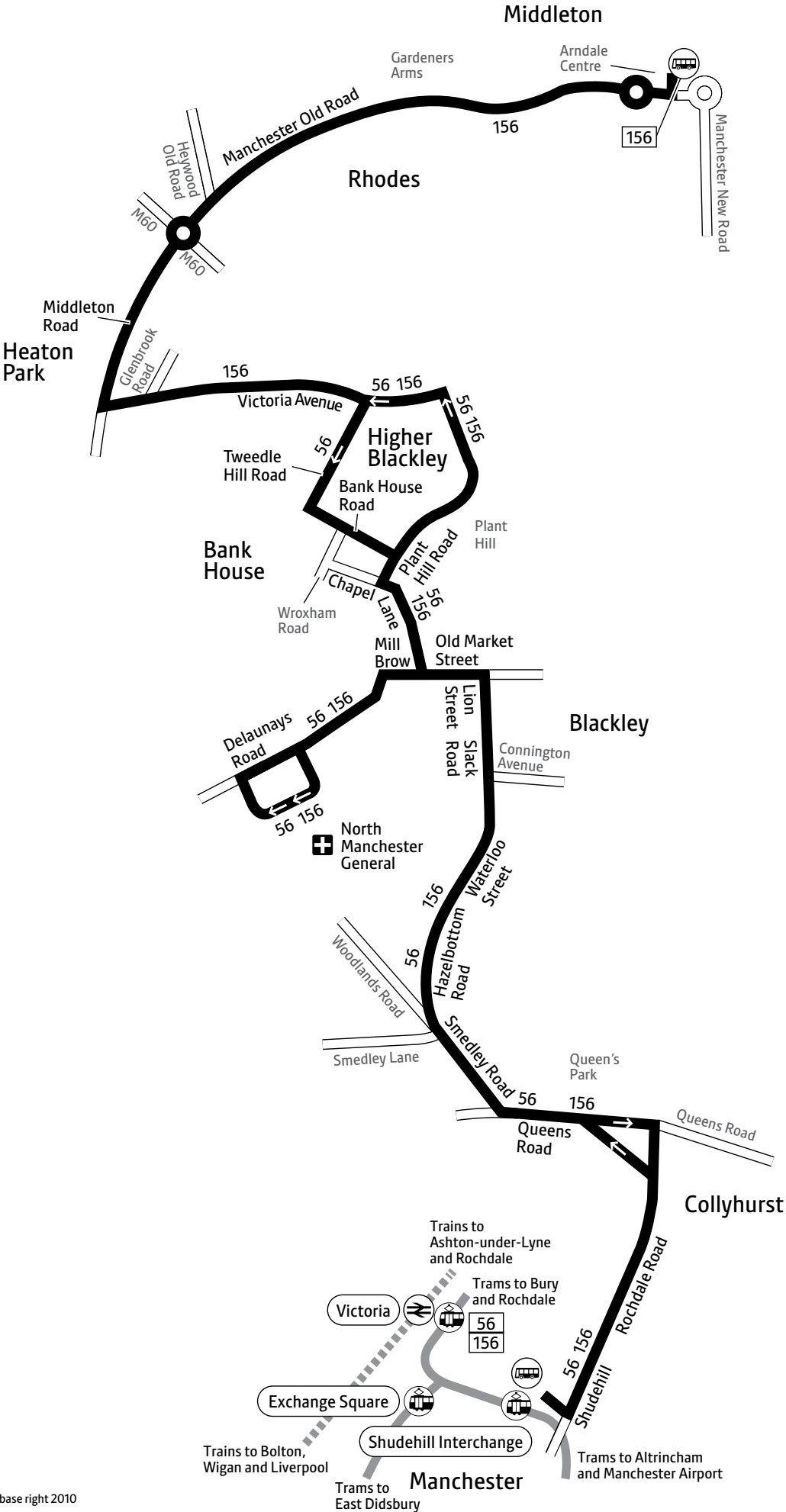
Train station

Metrolink stop

Hospital

56

Terminus



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Mondays to Fridays

																			⌚
Manchester, Shudehill Interchange	0535	0650	0715	0755	0833	0903	0936		1406	1436	1505	1536	1606	1640	1720	1750	1825	1855	1925
Collyhurst, Queens Road	0541	0657	0724	0805	0842	0910	0943	and	1413	1444	1514	1545	1616	1650	1730	1800	1834	1902	1931
North Manchester General Hospital	0549	0706	0735	0817	0853	0919	0952	every	1422	1453	1524	1555	1627	1701	1741	1811	1844	1912	1939
Bank House, Chapel Lane	0553	0711	0740	0822	0858	0924	0957	30	1427	1458	1529	1601	1632	1706	1746	1816	1848	1916	1943
Higher Blackley, Glenbrook Road		0717	0746	0828	0904	0930	1003	mins	1433	1504	1537	1607	1638	1712	1752	1822	1854	1922	1949
Rhodes, Gardeners Arms		0722	0751	0833	0909	0935	1008	until	1438	1509	1542	1614	1645	1719	1759	1828	1858	1926	1953
Middleton, Bus Station		0726	0755	0837	0913	0939	1012		1442	1513	1546	1618	1649	1723	1803	1832	1902	1930	1957
	⌚	⌚	⌚	⌚	⌚	⌚	⌚												
Manchester, Shudehill Interchange	1943	2025	2043	2125	2143	2225	2343												
Collyhurst, Queens Road	1949	2031	2049	2131	2149	2231	2349												
North Manchester General Hospital	1957	2039	2057	2139	2157	2239	2357												
Bank House, Chapel Lane		2043		2143		2243	0001												
Higher Blackley, Glenbrook Road		2049		2149		2249	0007												
Rhodes, Gardeners Arms		2053		2153		2253	0011												
Middleton, Bus Station		2057		2157		2257	0015												

Saturdays

									⌚	⌚	⌚	⌚	⌚	⌚	⌚	⌚			
Manchester, Shudehill Interchange	0735	0835	0906	1006		1636	1737	1834	1925	1943	2025	2043	2125	2143	2225	2343			
Collyhurst, Queens Road	0741	0841	0913	1013	and	1643	1744	1841	1931	1949	2031	2049	2131	2149	2231	2349			
North Manchester General Hospital	0749	0849	0922	1022	every	1652	1753	1850	1939	1957	2039	2057	2139	2157	2239	2357			
Bank House, Chapel Lane	0753	0853	0927	1027	30	1657	1758	1854	1943		2043		2143		2243	0001			
Higher Blackley, Glenbrook Road	0759	0859	0933	1033	mins	1703	1804	1901	1949		2049		2149		2249	0007			
Rhodes, Gardeners Arms	0804	0904	0938	1038	until	1708	1809	1906	1953		2053		2153		2253	0011			
Middleton, Bus Station	0808	0908	0942	1042		1712	1814	1912	1957		2057		2157		2257	0015			

Sundays and public holidays (except Christmas and New Year period)

									
Manchester, Shudehill Interchange	0725	0825	0843		25	43		2143	2225
Collyhurst, Queens Road	0731	0831	0849		31	49	mins	2149	2231
North Manchester General Hospital	0739	0839	0857	then	39	57	past	2157	2239
Bank House, Chapel Lane	0743	0843		at	43		each		2243
Higher Blackley, Glenbrook Road	0749	0849			49		hour		2249
Rhodes, Gardeners Arms	0753	0853			53		until		2253
Middleton, Bus Station	0757	0857			57				2257

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COMMERCIAL DEVELOPMENT - B8 WAREHOUSING

LAND OFF SILBURN WAY, RHODES BUSINESS PARK, MIDDLETON

SCHEDULE OF TPC DUTIES / ACTION PLAN

Setting Up

Task	Implementation Date	Responsible?	✓
Deliver internal walking connections / cycle parking / electric vehicle charging points / showers / changing & lockers	As on-site development proceeds	Developer	
Appoint TPC	2 Months Prior to 1 st Occupation	Occupier	
Set up Travel Plan Working File	2 Months Prior to 1 st Occupation	TPC	

Initial Site Travel Plan Launch

Task	Implementation Date	Responsible?	✓
Contact RBC / public transport operators and obtain up-to-date timetables and literature and investigate opportunities for season ticket discounts / more convenient ticketing arrangements	2 months prior to first occupation on site	TPC	
Contact RBC to obtain copies of Walking & Cycle Map or generate bespoke Walking & Cycle Map for Development, to identify key local amenities	2 months prior to first occupation on site	TPC	
Review walking and cycle provision on-site to ensure completion and fit for purpose	4 weeks prior to first occupation on site	TPC	
Investigate opportunities for developing an interest free cycle loan system and discuss with site management	4 weeks prior to first occupation on site	TPC	
Research good practice on 'Bicycle User Group' schemes & develop suitable initiative for the site / investigate opportunities for collaboration with local BUGs	4 weeks prior to first occupation on site	TPC	
Organise a car share scheme	4 weeks prior to first occupation on site	TPC	
Discuss opportunity to deliver a guaranteed ride home scheme with site management	4 weeks prior to first occupation on site	TPC/site management	
Discuss potential to implement flexible working practices (including home working, flexi tie and teleconferencing) with site management	4 weeks prior to first occupation on site	TPC/site management	
Discuss delivery vehicle and fleet management opportunities with logistics managers	4 weeks prior to first occupation on site	TPC/logistics management	
Collate Sustainable Travel Information Packs and Travel Plan Noticeboard information (to	4 weeks prior to first occupation on site	TPC	

include all relevant information outlined above)			
Issue Sustainable Travel Packs as art of employee inductions	As each employee commences employment at the site	TPC	
Display relevant information on Travel Plan Noticeboard	On occupation	TPC	
Promote and provide personalised travel planning	On occupation	TPC	

On-going TPC Duties (Over Life-Time of Plan)

Task	Implementation Date	Responsible?	✓
Provide promotional Travel Data and health campaign information on display and keep up-to-date	Formal review every 3 months	TPC	
Ensure on-site cycle parking, footways, showers, lockers and changing facilities safe maintained and fit for purpose	Formal review every 3 months	TPC	
Promote and support national campaigns as appropriate	Review annually	TPC	



The cycle to work scheme no longer has a limit

The Government has updated the scheme guidance - find out what it means here.

Any Bike. Any brand. Any Price.



with 'Freedom to Ride' employees can save money and spread the cost on any bike

Quick links:

- [What's changed](#)
 - [FAQs](#)
 - [Why the new guidance is great news](#)
 - [Who the new scheme will benefit](#)
 - [Increased savings](#)
 - [Employers with their own FCA Authorisation](#)
-

Big news!

Cyclescheme is no longer capped at £1,000. Colleagues can now save on the exact bike, components and accessories they need to cycle to work. So, your Cycle to work benefit is more relevant than ever!

What's changed?

The Department for Transport (DfT) has updated their cycle to work guidance, making it acceptable for employees to request a Certificate of any value via the cycle to work scheme. This means that riders can now save money and spread the cost on the total value of any Cyclescheme package.

Why has it changed?

Cyclescheme is a founding member of the Cycle to Work Alliance (CTWA). The alliance campaign for cycling inclusivity and their work has contributed to getting the guidance updated. The update ensures all riders can now get everything they need to cycle commute, on the scheme - including products like e-bikes which had often been precluded due to their price tags.

Give me the specifics.

Previously, your workforce hired their cycling gear from you, their employer. You could do this because of the Financial Conduct Authority's (FCA) exemption that allows employers to loan their staff cycling gear worth up to £1,000. Now, colleagues will hire their bike directly from Cyclescheme. And because we have our own FCA Authorisation, we can hire them bikes, components and accessories up to any value.

Does that mean all Cyclescheme accounts are now £1,000+?

No, employers can set their limit at any value they see fit. This means that all schemes are not necessarily £1,000+. However, since offering the new solution as many as 90% of employers are deciding to offer the new 'no limit' scheme.

A number of employers already had limits of £1,000+ because they have their own FCA Authorisation (you can read more about this [here](#)), there are generally no changes to these schemes.

FAQs

Employer FAQs...

What is the timeline for implementing the new 'Freedom to ride' scheme?

- Cyclescheme is now able to switch employers 'on' to the £1,000+ schemes, simply [give us a call](#) and we'll get you sorted. All new employers registering automatically join the 'Freedom to ride' £1,000+ scheme.

Do I have to offer an unlimited scheme?

- No, you can pick whatever limit you think it most appropriate for your workforce. You can change your limit at any time by [contacting us](#).

How do I promote the new 'Freedom to ride' scheme?

- You must only use Cyclescheme approved promotional resources to promote the scheme, you can find these in the 'Marketing' tab with [MySchemes](#). In addition, employers should not offer employees advice on the scheme - any queries employees may have can be answered by Cyclescheme directly.

We run Cyclescheme via a Benefit Provider – what do we do next?

- Cyclescheme can offer all clients £1,000+ cycle to work schemes. If your scheme is run via a Benefit Provider platform, we recommend speaking to your provider about accommodating your desire to change your limit.

Employee FAQs...

How can I check my employers limit?

- You can find out your employer's limit by logging onto the website with either your employer's name or their Cyclescheme employer code. Use the 'Ready to begin' button ↓below↓ to start the login process. A welcome message will display saying either “You can request a package of any price” or “You can request a package of up to £XXXX amount”.

Can I still add funds (or 'top up')?

- No. To improve clarity on this topic and ensure there is no shared ownership, the DfT confirmed in the guidance update that adding funds is no longer allowable. If you wish to get a bike that is more expensive than your employers present limit, Cyclescheme will be able to facilitate this for your employer shortly via the new 'Freedom to ride' scheme.

Has the new guidance changed what accessories are allowable?

- The new guidance broadened allowable accessories. You can now get parts as well as clothing and accessories. The only cycle to work scheme exceptions are GPS ride trackers and navigation devices, bike racks for cars, cameras, turbo trainers or rollers, gift cards, nutritional products and foodstuffs
-

Why the new guidance is great news!

Riders can now get the kit they need inclusive of their preferences or circumstances.



Committed Cyclist

A cyclist that rides every day come rain or shine can get 1 or more great bike(s) and all the high-quality gear they need.



E-bike rider

E-bikes are changing the way we travel but they are expensive, now obtain them at a fraction of their RRP.



Adapted and specialist cycles

Adapted and specialist cycles are often unique and created in low numbers meaning they were expensive.



The basics

Although you can certainly get a bike for less than a grand, basic Bromptons were at the limit.

The new scheme limit will benefit all manner of riders.

From the returning cyclist getting an e-bike to help them re-engage with cycling (and re-energise their commute) to the everyday rider that needs a great bike and all manner of high-quality dependable kit... everyone can benefit!

The opening up of the limit is also fantastic for cyclists with different needs, be it handcycles, adapted bikes or tricycles - every strain and variety of bike under the sun now has the added benefit of becoming cheaper and more accessible.

A case in point...



Since the scheme launched twenty years ago we've seen the price of the trusty Brompton folder increase dramatically - this iconic and perfectly formed machine is at the heart of every cycle to work scheme or green commute.

'Freedom to ride' means that commuters can get the Brompton (or a Brompton Electric) that suits their needs and all the kit they need to go with it at once (and save money on the lot). This was almost impossible using the original scheme.

Is the cycle to work scheme worth it?

Yes! 'Freedom to ride' means employees can save on the total cost of the package, not just the first £1,000.

This means that although the savings haven't increased or changed employees will now be able to save more on bikes or cycle to work packages with a value over £1,000.

EMPLOYEE EXAMPLE	Before Change	After Change	Increase
Cost of bike	£1,850	£1,850	N/A
Lower rate taxpayer savings	£250	£462.50	85% or £212.50
Higher rate taxpayer savings	£350	£647.50	85% or £297.50

Employers with their own FCA Authorisation

Some employers who offer a higher limit for their cycle to work scheme (above £1,000 per employee) have obtained what's termed 'Authorisation' from the Financial Conduct Authority (FCA). You can find out more about Authorisation on the FCA website by clicking [here](#).

Under the new guidance, FCA Authorised employers can choose to continue as they are or move over to Cyclescheme's Authorisation. Migrating to Cyclescheme's Authorisation may offer a cost-saving as there would be no need to sustain your own Authorisation (if this is used solely for the purpose of offering a £1,000+ cycle to work scheme).

If your organisation is already Authorised for the 'Consumer Hire Business' permission (the relevant permission for entering into a hire agreement for Cycle to Work) or your organisation is a council or local authority (where you may not need authorisation) and you wish to offer a higher limit on this basis, please [contact Cyclescheme](#) and we will help you get set up.