

Unite Students

Cambridge Halls, Manchester

Framework Travel Plan

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1. Introduction

Ove Arup & Partners Ltd (Arup) has been commissioned by Unite Students to provide transportation advice in support of the proposed redevelopment of Cambridge Halls Student Accommodation for Purpose Built Student Accommodation (PBSA) scheme, comprising 2,302 bedroom units.

1.1 Site Location

Cambridge Halls is an existing Manchester Metropolitan University (MMU) student accommodation block with approximately 765 rooms. The site is within the MMU All Saints Campus, south of the A57(M) Cambridge Street Junction, with the general site boundary illustrated in Figure 1.



Figure 1: Site boundary and location

The site is bound by Higher Chatham Street and Lower Chatham Street to the east, Boundary Street West to the south and Higher Cambridge Street to the west. All these streets are adopted public highway. Adjacent to the northern boundary is a private service route for the adjacent MMU Centre for Enterprise.

2. Baseline Conditions

Cambridge Halls of Residence (the Site) is located within the core of the Manchester Metropolitan University (MMU) campus environ. At present the site is a 765-bed student residential accommodation and occupies a prominent position within the MMU campus as shown on Figure 2.

The location of the Site provides convenient and sustainable access to essential academic and recreational amenities. These include Business School and Student Hub and Manchester Law School, School of Digital Art, Manchester School of Art, School of Digital Art, the Student Union, Library, Manchester aquatics centre, Sugden Sports centre, several retail and food amenities on Manchester Oxford Road.

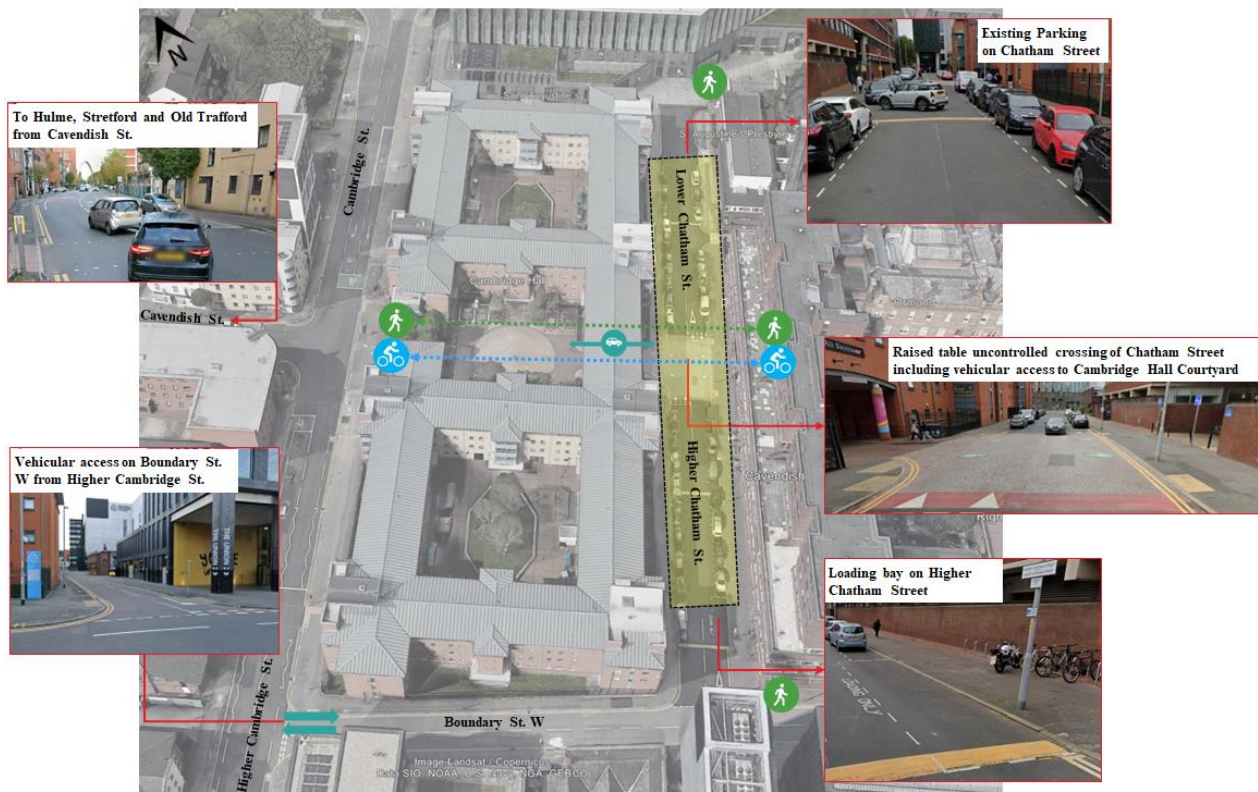


Figure 2: Site surroundings and access arrangements for all modes including parking and loading

Figure 2 shows existing access arrangement on site including key features. The Site has good connectivity to the local highway network with vehicular/servicing access taken directly from Higher Chatham Street. The Site is fronted by Lower Chatham Street, Higher Chatham Street, Boundary Street West, Higher Cambridge Street and a private road for access to existing building elevations for maintenance. All local roads fronting the Site are subject to a 20mph speed limit.

Cavendish Street, a section that passes through the Site is a private road / courtyard space but open to the public as a pedestrian and cycle thoroughfare as (discussed further below). This also forms the vehicular entrance to the Site with a maximum headroom clearance of 4m indicated in Figure 2. Vehicular access to the Site from Higher Cambridge Street is via Boundary Street West and Higher Chatham Street.

Lower Chatham Street and Higher Chatham Street has publicly accessible time limited marked parking bays, and a marked loading bay towards the southern end of Higher Chatham Street. The remainder of these roads are restricted by double yellow road markings. A raised island is provided where these two roads cross with the entrance to the Site (aligned with Cavendish Street).

Boundary Street West forms the southern boundary of the Site. Vehicles stopping, waiting or loading prohibitions are implemented (as indicated by double yellow road markings and kerb markers along both sides of the carriageway).

The A5067 Higher Cambridge Street fronts the western frontage of the Site. It is considered a key distributor road from the A57(M) motorway located approximately 180m to the north of the Site. Double yellow road and kerb markings prohibit stopping, waiting and loading along the Site frontage except the except between its junction with Cavendish Street and Boundary Street West where loading is permitted outside the periods of 7am – 10am and 4pm – 7pm Monday to Friday.

2.1 Walking Connectivity

Pedestrian access to the Site is taken directly from the Higher Chatham Street/Cavendish Street junction (also serving as the vehicular Site access) and non-vehicular entrance from the Cavendish Street/Higher Cambridge Street junction. Footways are provided along local roads fronting the site as part of the MMU Campus and surrounding pedestrian infrastructure. Toucan crossings are provided at the Cavendish Street / Higher Cambridge Street junction to facilitate crossing of the junction in all directions. Furthermore, a controlled pedestrian crossing is also provided across Higher Cambridge Street towards the southwestern corner of the site. Figure 3 below illustrates the above with reference to the Site.

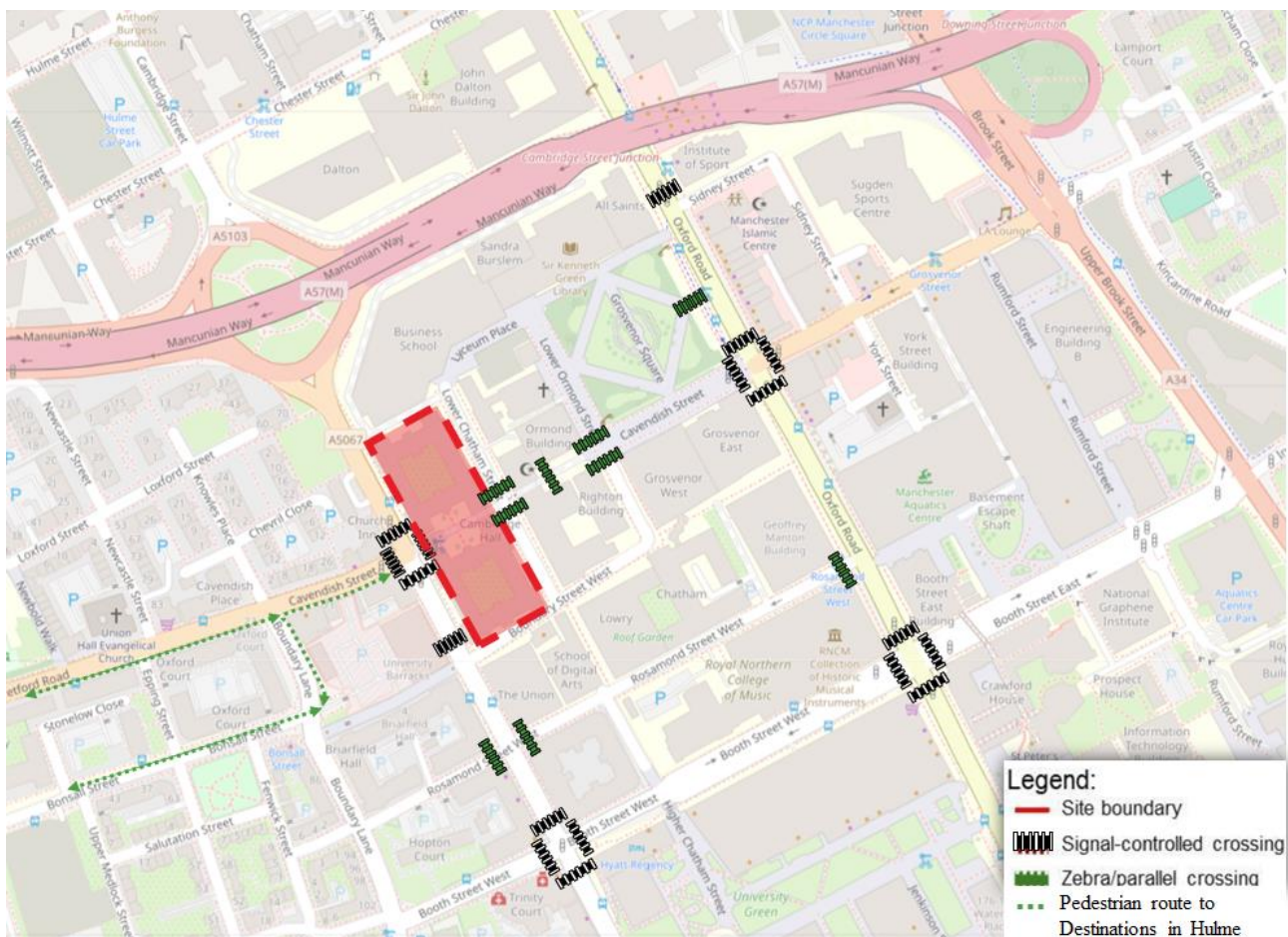


Figure 3: Location of pedestrian crossing facilities¹

2.2 Cycling Connectivity

There is an existing signed cycle route on Cavendish Street that transects the Site in an east-west alignment. The route continues to the east, through the Campus as a signed traffic-free cycle route, connecting to Oxford Road which benefits from segregated facilities on both the southbound and northbound carriageways. To the west of the site, Cavendish Street provides onwards connections to National Cycle Network 6, connecting Salford to the north of Manchester City Centre, and to Moss Side and Alexandra Park to the south. On Cavendish Street to the east of the site, cycle infrastructure consists of non-segregated marked cycle lanes

¹ Basemap data: OpenStreet Maps, Accessed 04/04/2025

with advance cycle stop lines provided on all arms of the Cavendish Street / Higher Cambridge Street junction. Figure 4 provides an overview of local cycle connectivity and facilities.

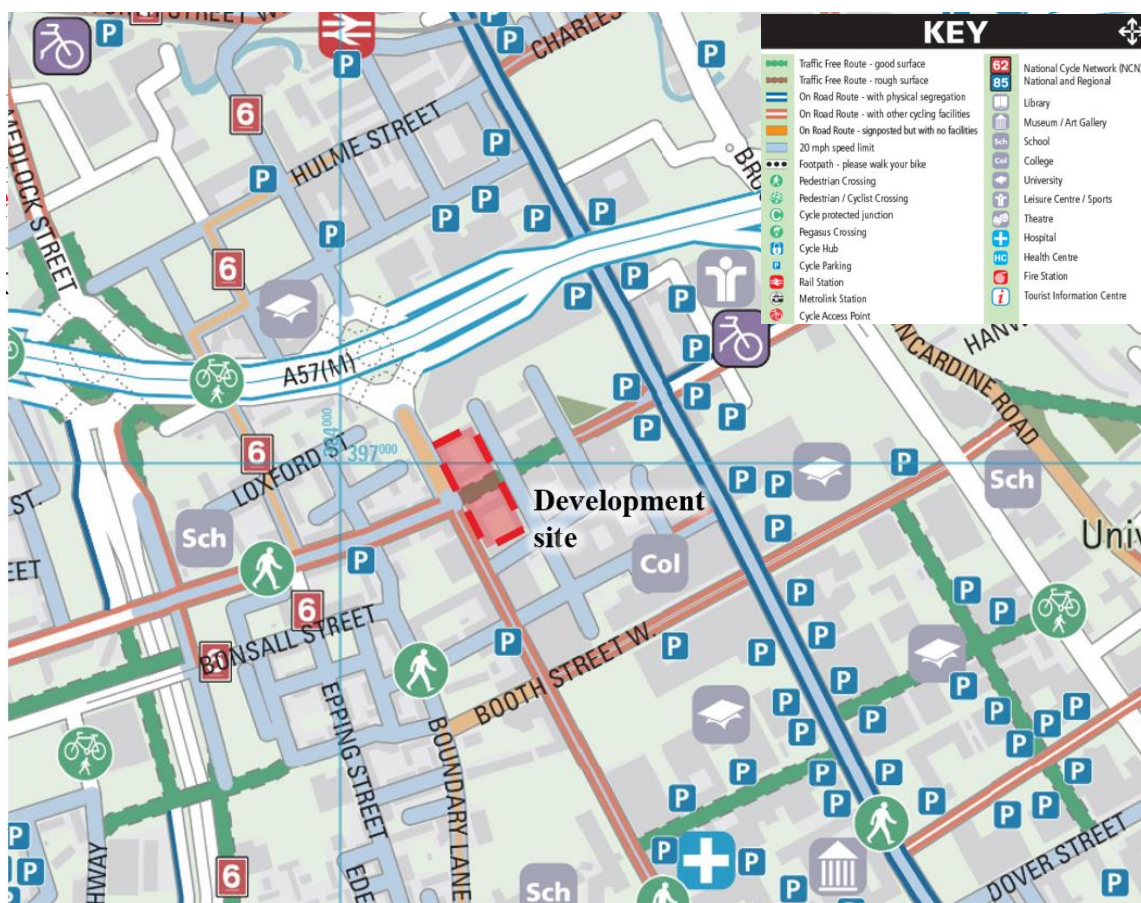


Figure 4: Local Cycle Connectivity and Facilities

2.2.1 Cycle Parking

There are several locations of on-street cycle parking in the vicinity of the Site within the Campus, with the nearest facility being five Sheffield stands located adjacent to the site at the junction of Higher Cambridge Street and Boundary Street West. Other publicly available cycle parking facilities within the Campus generally comprise of uncovered Sheffield stands, cycle shelters and lockers.

Within the existing Cambridge Halls development, there are 48 cycle parking spaces for residents' use in the form of Sheffield stands. This equates to a 6% cycle parking provision against the existing number of student beds.

2.2.2 Cycle Hire

Additional cycle parking facilities, including public hire bikes forming part of the Beryl GM cycle hire scheme are in place at key locations surrounding the Campus. The Bike Hire Scheme operates across Manchester, Salford and Trafford, and the MMU All Saints Campus is within its area of operation.

The nearest docking stations are located on Oxford Road to the east of the Site (21 spaces) and Bonsall Street (seven spaces), located to the west of the Site. The city centre, located to the north of the site, benefits from a dense network of docking stations providing ample opportunity for residents of the site to dock their bikes when travelling to the city centre. Cyclists can download the Beryl mobile app to locate their nearest cycle hiring stations and see their availability of bikes.

2.3 Bus Services

The nearest bus stops to the Site are located along its frontage on Higher Cambridge Street. The southbound stop, located at the north-western corner of the Site, serves several bus services destined for Manchester Airport on an hourly basis and Wythenshawe on a half- hourly basis during the day.

The northbound bus stop, located at the south-western corner of the Site, serves a similar number of bus services calling at Piccadilly with a combined frequency of up to six services per hour during the day.

Additional bus stops are located on Cavendish Street and the A34 Oxford Road, within a 500m walking distance of the Site, that combined, provide access to a significant number of regular bus services.

Figure 5 shows the location of the bus stops, the pedestrian route and the bus services serving each stop with reference to the Site.

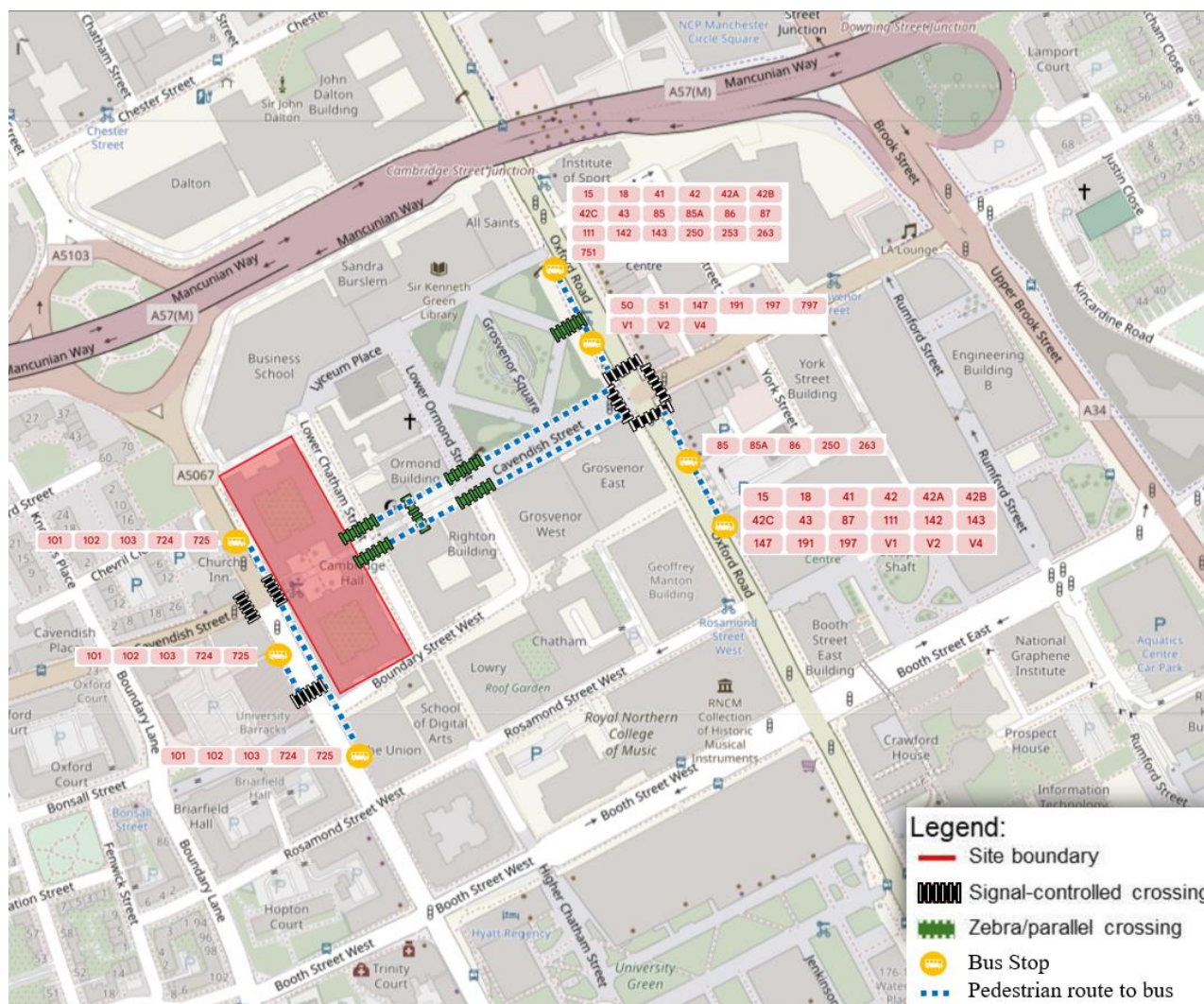


Figure 5: Location of bus stops with services and pedestrian routing

2.4 Coach Services

Manchester Coach Station is located on Chorlton Street, approximately 1.5km to the north east of the site. The Station is operated by National Express and provides national connectivity to Newcastle and York to the north, Liverpool to the east, Sheffield to the south and beyond Sheffield the Midlands and London. Several bus services from the A634 Oxford Road provide direct connectivity to the Coach Station, with an approximate journey time of seven minutes.

2.5 Tram Services

The nearest stop for the Manchester tram network is at Deansgate – Castlefield, a key interchange stop providing access to all lines within the Metrolink network. The stop is located a 1.2km walking distance from the Site. Figure 6: Metrolink Zone Map (Source: TfGM / Metrolink) provides an overview of the Metrolink network.

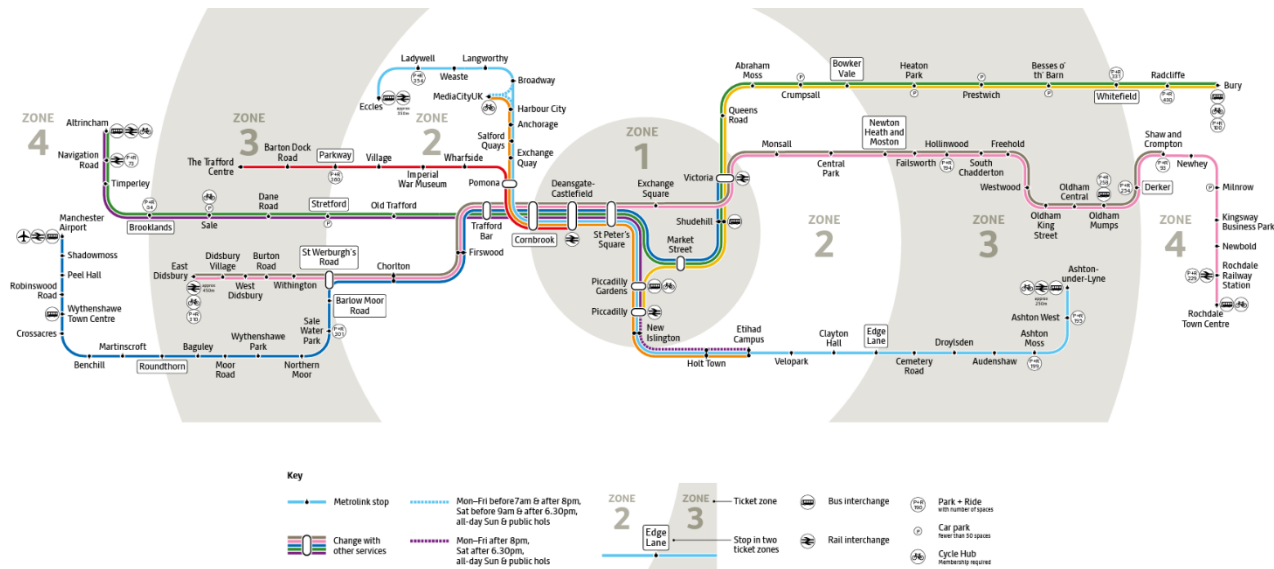


Figure 6: Metrolink Zone Map (Source: TfGM / Metrolink)

2.6 Mainline Rail Services

Manchester Oxford Road mainline rail station is located 800m walking distance from the Site. This station is served by several operators, such as TransPennine Express, Northern, Transport for Wales and East Midlands Railway, with services destined for Manchester Airport, Liverpool Lime Street, Blackpool North, Chester, Southport, Nottingham, Barrow in Furness, Norwich as well as numerous other destinations on these routes. An overview of the public transport network for South Manchester is provided in Figure 7.



Figure 7: South Manchester Public Transport Map (Source: TfGM Online Mapping)

2.7 Car Parking

Within the courtyard of the Cambridge Hall site, two Blue Badge spaces and four electric vehicle charging spaces are provided. On-street free parking is in place on Lower Chatham Street and Higher Chatham Street, with 35 spaces in total. These are time-restricted to 2 hours, with no return within 1 hour.

Existing parking and access arrangements are summarised in Figure 8.

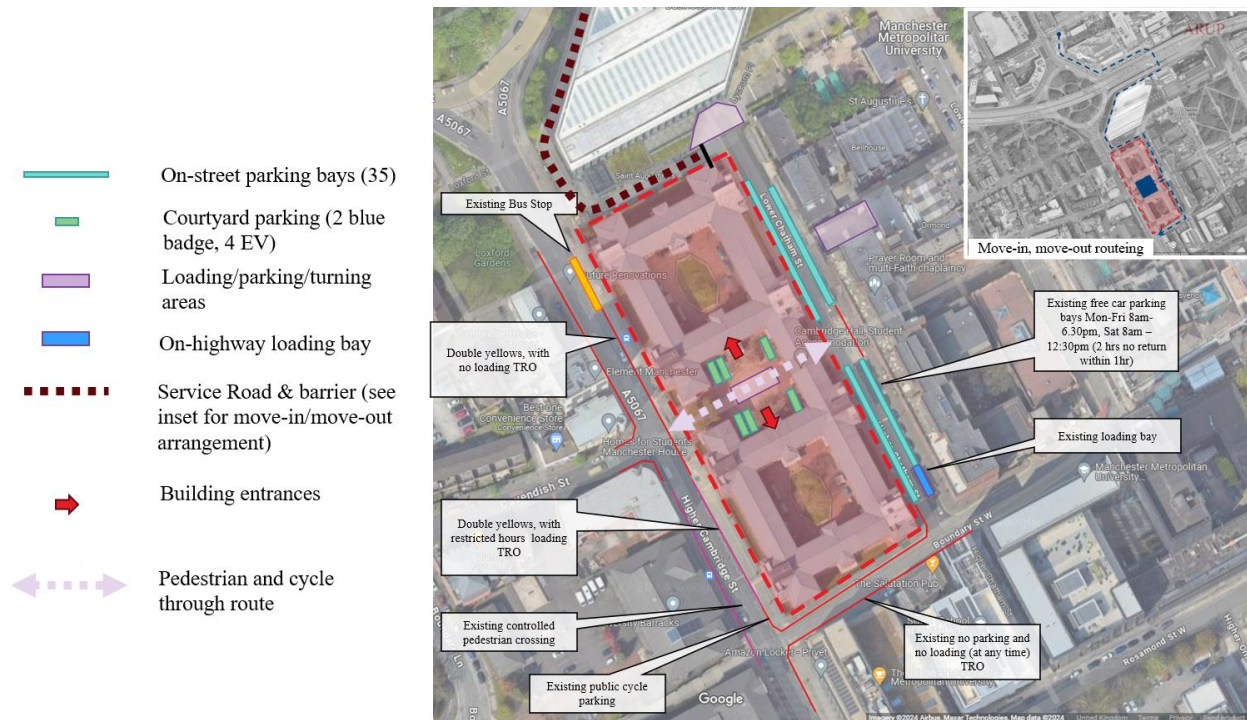


Figure 8: Existing parking and access arrangement

3. Proposed Development

It is proposed to redevelop the existing Cambridge Halls, which currently accommodates 765 student bedrooms, to deliver a new 2,302 bedroom student accommodation (a net increase of 1,565 rooms). Five percent of the rooms will be accessible. Ground floor commercial/community uses are proposed, as well as secure cycle storage for 156 cycles (i.e. 7% provision). The scheme will be delivered in two phases, with Phase 1 to the south which would be separated from the northern Phase 2 building by a landscaped street along the line of the existing Cavendish Street.

The latest proposals retain cycle routing through the site by introducing a landscaped separation between the cycle route and pedestrian route. Figure 9, Figure 10 and Figure 11 shows the proposed street level layout, phasing and illustrated elevations, respectively.



Figure 9: Proposed development layout



Figure 10: Proposed development phasing

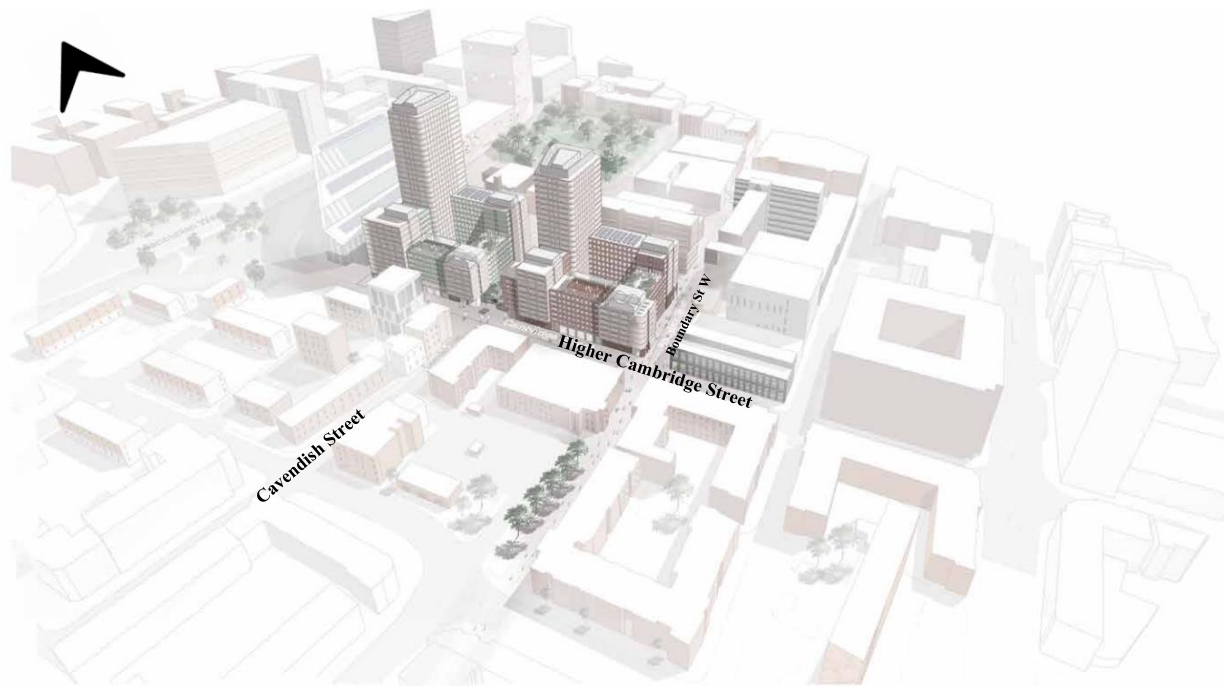


Figure 11: Illustration of Proposed Development (from CPA Drawing from 998-CPA-ZZ-ZZ-RP-A-9025_P01-LR)

3.1 Changes to Chatham Street

The proposals also include streetscape landscaping improvements to Higher Chatham Street and Lower Chatham Street. This includes the removal of car parking along the western kerbside to be re-provided with disabled / loading bays and landscaping to elevate the streetscape quality. An illustration of the proposed changes on Higher Chatham Street and Lower Chatham Street are presented in Figure 12. Further details on car parking and loading bay arrangements are provided in Section 3.4.

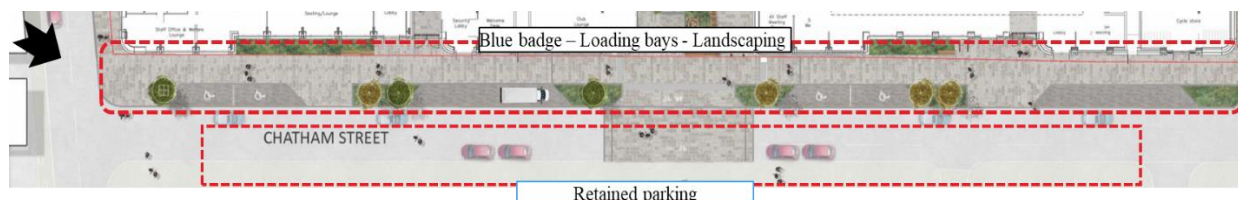


Figure 12: Proposed changes to Higher Chatham Street and Lower Chatham Street

3.2 Proposed Non-Motorised User Access

Access to the existing PBSA building is provided via a central courtyard aligned with Cavendish Street. Cavendish Street runs from Oxford Road in the east, through the site, and transitions into Stretford Road to the west. The proposed development would transform the internal courtyard section of Cavendish Street into a car-free, landscaped route with public access (shown in Figure 13).

The proposed building entrances to Phase 1 and Phase 2 would be from Chatham Street and Higher Cambridge Street. The PBSA building entrances and internal PBSA courtyard accesses would be via Chatham Street as indicated in the blue and purple arrows in Figure 13.

Entrances for the commercial/community uses would be on Higher Cambridge Street (indicated by coloured arrows) and adjacent to the landscaped route (shown in red arrow).

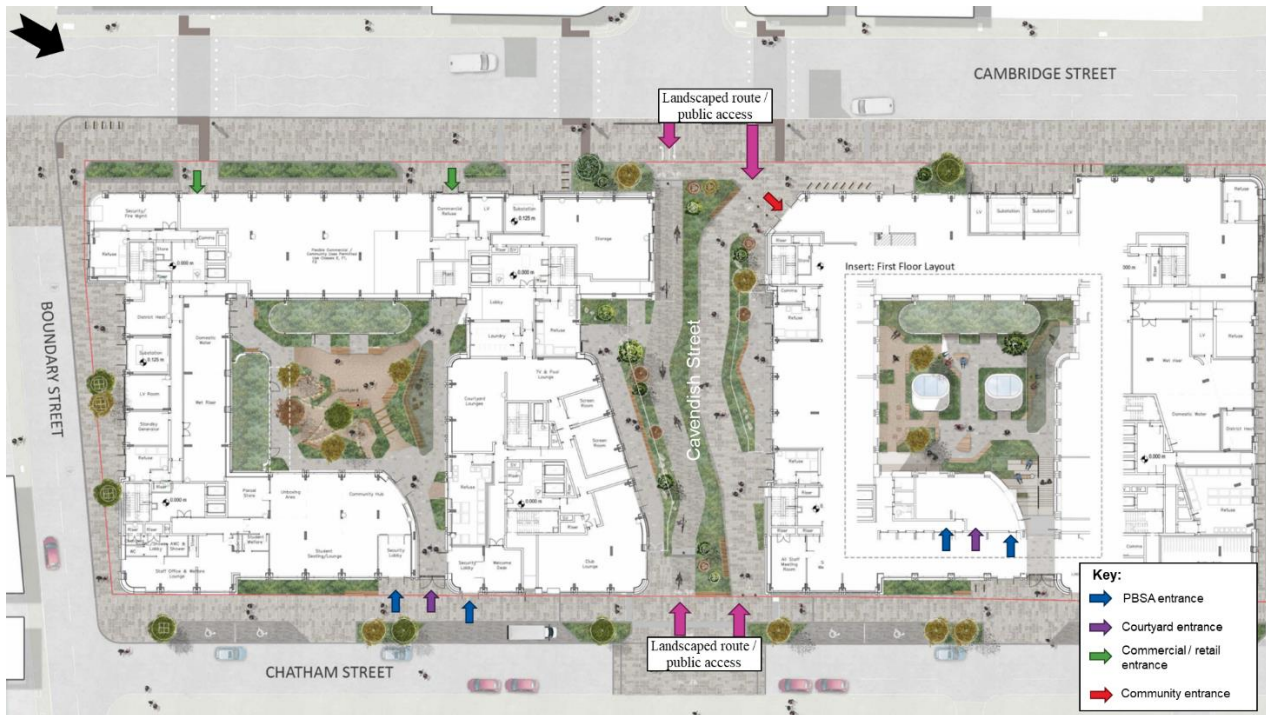


Figure 13: Proposed building and courtyard entrances

3.2.1 Cavendish Street movement strategy

The section of Cavendish Street passing through the site is not within the public adopted highway, however, allows both pedestrian and cyclist through movements. Within the site, the route is signposted as a segregated pedestrian-cycle route whilst also displaying a notice under Section 31(3) of the Highways Act 1980 of no intention to dedicate the route as highway, bridleway or footpath.

Over recent years, concerns have been raised relating to cyclists moving through the site and egressing directly onto the Higher Cambridge Street/Cavendish Street junction. This has been exacerbated through the increase in use of e-bikes, which may travel at higher speeds, and cargo bikes that occupy a wider footprint compared to standard cycles. Cyclists have also been observed to queue on the footway to gain direct access to the Higher Cambridge Street/Cavendish Street junction (via a gap in the guard railings) rather than following the road markings which advise cyclists to dismount and use the controlled pedestrian crossings. Recent observations show a high volume of cycle movements through the site which is likely to raise further concerns of pedestrian / cycle conflict following development of the site, i.e. when over three times the number of students will be living at the site.

A separate Transport Consultancy, Curtins, has advised MMU on the cycle strategy for the future active travel improvements within the All Saints Campus and the relationship with the proposed redevelopment of Cambridge Hall. As a result of this advice, the previous proposal sought to route cyclists into and through the All Saints Campus via Boundary Street West (see Transport Statement).

However, following comments received from MCC Highways and Active Travel England, the cycle route through the development is being retained, upgraded to align with LTN 1/20 cycling guidance and separated from the pedestrian route by a landscaped buffer.

3.3 Proposed Cycle Parking

Manchester City Council does not have any adopted cycle parking planning standards for student accommodation and has stated that typically request for one cycle parking space is provided for every four bed places (i.e. a 25% provision). To consider what could be a reasonable provision (acceptable to the Local Planning Authority) and attractive for students on site, a review of the existing cycle parking provision at Cambridge Hall has been undertaken.

For the existing development of 765 bedrooms, there are 48 cycle parking spaces for residents' use in the form of Sheffield stands. This equates to a 6% cycle parking provision. Overnight occupancy counts were undertaken of the existing cycle parking across two nights during term time (2024) to understand the current usage. The surveys recorded a maximum occupancy of 25 spaces (December 2024), equating to an occupancy rate of 52% (i.e. a 3% demand). This level of parking concurs with surveys undertaken at other local student accommodation sites (see Transport Statement).

A pro-rata increase of this level of cycle parking demand for the proposed development of 2,330 bedrooms, suggests a potential future demand of 76 spaces. It is proposed to provide 156 cycle spaces as part of the new development, therefore exceeding the forecast demand and allowing for almost a doubling of growth in cycle storage demand in the future. Table 1 provides a summary of the proposed cycle provision.

Table 1: Changes to Cycle Parking Provision

Phase	Previously Proposed Provision	New Proposed Provision (incl. uplift)	Future Provision (If Required)	Combined Provision
Phase 1	68	68	76	144
Phase 2	72	88	-	88
Total	140	156	-	232
Provision as a % of Proposed 2,302 Beds	6%	6.7%	3.3%	10%

Furthermore, on-site areas have been identified within the Landscape Architect's General Arrangement drawing 1132-RFM-XX-00-DR-L-0001 rev. P10 (see Figure 14) that will be safeguarded for providing additional cycle parking should demand exceed the initial provision implemented at completion of Phase 2 of the development. Demand for cycle parking will be monitored through this Travel Plan. Therefore, should future demand exceed the initial provision, the site operator will install the additional cycle spaces within the areas identified.

3.3.1 Proposed cycle stores

For both phases of the development, dedicated PBSA cycle stores will be provided for long-stay cycle parking within secured enclosures. These facilities will be accessible to all users of the proposed development. Access to the cycle stores will be via Chatham Street, with dropped kerbs enabling cyclists to reach the footway and building entrance. The location and the access arrangements to the cycle stores are shown in Figure 14.

Phase 1 cycle store would be accessed from Chatham Street via the internal courtyard. A total of 68 cycle parking spaces are provided of which two are accessible bays. Phase 2 cycle store is accessed directly from Chatham Street, with a total of 88 cycle spaces provided of which one is accessible.



Figure 14: Location of cycle parking for Phase 1 and Phase 2 including access from Chatham Street

General design parameters for cycle storage at the proposed development are as follows:

- Secure enclosures with key fob access.
- Gas-assisted two-tier storage systems.
- 1.8m - 2m depth of parking unit with 2m access space in front.
- 2.6m minimum internal height to all enclosures.
- Three number non-stacked, more accessible cycle spaces are provided across the two Phases.

3.3.2 Additional cycle parking

Additional cycle parking spaces are predominantly integrated into the landscape strategy of the development. These spaces are available for visitors and occupiers of the commercial and community land uses and visitors to the PBSA. A total of 22 Sheffield stands would be provided across the site, equating to 44 short-stay cycle parking spaces. The location and quantity of these cycle parking spaces is illustrated in Figure 15.



Figure 15: street level cycle parking provision

3.4 Proposed Car Parking

It is proposed to deliver a car-free development, in line with the University's aspiration to decarbonise the campus and promote sustainable modes of travel. Therefore, no dedicated parking provision will be provided for staff or students as part of the development.

It is proposed to reduce the level of visitor car parking on Chatham Street to enable streetscape enhancement and landscaping improvements. It is also proposed to introduce four on street blue-badge parking spaces, (also for use by the proposed development), two loading bays and or clear kerbside for goods servicing activity adjacent to both building entrances. These proposed interventions are illustrated in Figure 16.

Existing on-street bays (approximately 17 spaces) would be retained for visitor parking on the eastern side of Chatham Street.



Figure 16: Proposed car parking and loading bay location on Chatham Street

4. Aims, Objectives & Outcomes

4.1 Overarching aims

The Travel Plan focuses on occupants of the student accommodation, representing the vast majority of the travel associated with the proposed development. The measures suggested within this Travel Plan are intended to encourage travel by sustainable and active modes of transport.

The overarching aims of the Travel Plan for the development seek to:

- Influence the travel behaviour of occupants
- Encourage travel by bicycle, on foot and by public transport by highlighting their accessibility and availability and
- Promote healthy lifestyles, sustainable and active travel, and vibrant communities.

4.2 Objectives

The objectives of the Travel Plan for the development respond to these aims through:

- Promoting walking and cycling journeys, both for occupants (leisure as well as travel) during the day in order to improve health and to minimise the impact of the proposed development on the local transport networks
- Positively promoting, whilst not aspiring to dictate, the lifestyles of the occupants of the proposed development
- Linking the proposed development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the impact of the proposed development on the highway infrastructure in its vicinity and
- Promoting the existing public transport connections in the area including rail, metro link and bus services.

4.3 Site-specific objectives

In line with guiding policy, the following preliminary objectives have been prepared for the proposed development. As the Travel Plan is an evolving document, these will be continually reviewed and at this stage are as follows:

- To encourage a greater number of occupants to undertake their journeys by bicycle and on foot over public transport (given that it is a car free scheme); and
- To facilitate the opportunities to achieve a healthy lifestyle for all occupants travelling to and from the site

The Travel Plan is about assisting people in finding ways to travel as actively as possible. It is a cooperative approach to providing and promoting realistic, high-quality travel options and enhancing the travel environment for the university community as well.

The measures embedded within the design intend to highlight the availability of these modes as well as ensuring that they are highly accessible for all users.

4.4 Outcomes

The overall strategy of the Travel Plan is to increase the number of walking and cycling trips and minimise trips by car-based transport.

5. Measures and Initiatives

5.1 Introduction

This section of the Travel Plan (TP) describes the measures that are proposed in order for the TP to meet the Aims, Objectives and Outcomes detailed in Section 0.

5.2 Measures and Initiatives

The measures included in a TP should be tailored to the needs and aspirations of the future occupiers. Owing to the nature of the development, indicative measures have been identified that are bespoke to the future occupiers of the proposed PBSA.

Marketing the Travel Plan

- The TPC will prepare a ‘welcome pack’ for each new occupant, which will detail the various travel options available to them and highlight the TP’s measures; and
- A community noticeboard will be erected in the reception area to provide information on the TP and promote active travel modes.

Minimise Single Car Occupancy

- No on-site car parking is proposed as part of the development.

Promotion of Walking

- Raise awareness of the health benefits of walking by disseminating travel information packs and placing notices on information boards.
- An ‘umbrella pool’ of public umbrellas which will be made available at reception for use by those caught out by the rain.
- A walking group will be established, with the aim of promoting health and allowing walkers to socialise.
- Provide personal alarms for occupants that travel by foot.

Promotion of Cycling

- It is proposed to provide 156 cycle spaces as part of the new development.
- Demand for cycle parking will be monitored through the Travel Plan with additional cycle parking being a committed measure within Travel Plan. Therefore, should future demand exceed the initial provision, the site operator will install the additional cycle spaces within the areas identified.
- The Travel Plan Coordinator (TPC) will explore the possibility of obtaining vouchers that can be used at local cycle retailers.
- Information on cycle routes within and around the site will be provided on the information boards and the site website. These maps will be prepared and regularly reviewed by the TPC.
- A cycle buddy scheme could be set up which would help occupants new to travelling by bike to develop their confidence by cycling with more experienced riders.
- Cycle repair workshops could be organised for occupants who travel by bike. Such workshops could be organised periodically to allow the cycle fleet to stay maintained.

- To raise awareness of the health benefits of cycling, the TPC will disseminate travel information packs and place notices on the information boards.

6. Travel Plan Management

The success of any Travel Plan can be determined by a variety of factors. It is important to have an implementation strategy with clearly identified roles and responsibilities to maintain momentum and maximise the success.

The most successful Travel Plans have management support and dedicated staff resource to manage and oversee them. It follows that the decision to develop and implement a Travel Plan should be a formal commitment at the highest level of the organisation or building management company, often with the assistance of another organisation such as the local council.

6.1 Travel Plan Coordinator

A Travel Plan Coordinator (TPC) will be appointed to take responsibility for development and management of the Framework Travel Plan (FTP) and ensuring its delivery. The role of the TPC (which may not be full time and may be integrated with wider roles within the organisation) will be fulfilled by a member of the site Management Company that will be established for the Proposed Development.

The roles and responsibilities of the TPC are set out below:

- Ensuring the structures for the ongoing management of the plan are set up and run effectively.
- Identifying key milestones, deliverables, and a programme to oversee the development and implementation of specific initiatives and measures.
- Overseeing implementation of the FTP measures in a timely manner.
- Communicating the TP and travel options to the occupants of the development, including promotion of the benefits of travelling by active travel modes, and acting as a point of contact for people living at the development.
- Developing and disseminating appropriate marketing and information materials, considering the use of social media, smartphone and tablet applications.
- Monitoring and reviewing progress in line with the annual Travel Plan surveys.
- Identifying targets for the FTP.
- Carrying out annual surveys and reporting on findings to Unite Students (as the Local Planning Authority).
- If need be, and in consultation with Unite Students, making further decisions with regards to which measures to maintain and which to revise or replace with alternatives.
- Regularly liaising with any appropriate groups and organisations to ensure co-ordinated working and notably to agree new, bespoke targets to be set as appropriate, following collection and review of the travel survey results.
- Ensuring that work on the FTP is co-ordinated with other activities of the development and between each of its land uses.
- Administration of the FTP, involving the maintenance of necessary systems, data and paperwork, consultation and promotion. The TPC should be in role for no less than the initial five-year term of the FTP.

6.2 Steering Group

Given that the occupants of the proposed development will change at the end of each academic year as is typically the case with PBSA facilities, it is not practical to set up a TP Steering Group due to the high

turnover of students. The TPC will however engage with users of the site, the users of adjoining sites, Manchester City Council and other key stakeholders.

6.3 Marketing and Communication Strategy

Marketing and communication can be used to influence the travel choices of users of the proposed development. By communicating the existence of the TP to occupants, they will gain a better understanding of their travel options and be made aware of the benefits. The document's purpose, objectives and the role of individuals in achieving these objectives will be clearly described.

All occupants will be made aware of the existence and benefits of the TP. The dissemination of this information will be done in the following ways:

- Personalised Travel Planning (PTP).
- Posters containing information about financial, health and environmental benefits of active travel will be displayed on noticeboards in communal areas.
- Provision of a Travel Information Pack (TIP) alongside contractual information for new employees.
- Travel information/updates will be disseminated to occupants via the internal communications process.
- A 'Welcome Pack' will be provided for each new resident which will contain information on the TP and sustainable transport.
- The TPC will also promote multiple national awareness travel campaigns that are deemed to be most appropriate for the development.

7. Action Plan and Budget

This section draws together the proposed measures, monitoring and review proposals into a costed Action Plan that identifies who will be responsible for the delivery of each element. The overall budget required for the 5-year life of the Travel Plan on measures, including implementation, direct incentives, monitoring, and promotion of the Travel Plan will be allowed for in the developers cost plan. This includes the appointment of a TPC for the lifetime of the Travel Plan (five-years).

Measure	Delivery Profile						Delivery Agent	Monitoring Indicator	Notes
	Year 1 2025/26	Year 2 2026/27	Year 3 2027/28	Year 4 2028/29	Year 5 2029/30	Total Years 1 -5			
Management and co-ordination									
Appoint TPC	£	£	£	£	£	£	Appointed by Unite Students	Appointment	Budget for TPC for lifetime of the TP
Agree Implementation Plan	£	£	£	£	£	£	TPC		
Travel Plan launch	£	£	£	£	£	£	TPC		
Promotion and marketing									
Travel Information Pack	£	£	£	£	£	£	TPC	Distribution to all new occupants	Prepared by TPC
TP noticeboard	£	£	£	£	£	£	TPC/Developer	Installed	
Promotional activities	£	£	£	£	£	£	TPC	Engagement	Promoted by TPC
Car travel									
No parking provided on site	£	£	£	£	£	£	Developer	Number of spaces	
Walking									
Promotion of walking	£	£	£	£	£	£	TPC	% journeys by foot	Promoted by TPC
Providing personal alarms	£	£	£	£	£	£	TPC/Developer	Distribution to occupants	Distributed by TPC
Cycling									
Provision of cycle parking	£	£	£	£	£	£	TPC/Developer	Cycle parking survey	Undertaken by TPC
Promotion of cycling	£	£	£	£	£	£	TPC	% journeys by cycle	Promoted by TPC
Cycleway surveys	£	£	£	£	£	£	TPC	Surveys completed	Undertaken by TPC

Measure	Delivery Profile						Delivery Agent	Monitoring Indicator	Notes
	Year 1 2025/26	Year 2 2026/27	Year 3 2027/28	Year 4 2028/29	Year 5 2029/30	Total Years 1 -5			
TOTAL BUDGET	£	£	£	£	£	£			

8. Travel Plan Targets

8.1 Targets

Quantitative, realistic and achievable targets should be set out in any Travel Plan (TP). The TPC for the site should endeavour to develop the initial targets set out in this TP, based on periodic reviews reflective of changes in infrastructure, services and policy guidance.

We believe that there is scope to improve upon the baseline estimates through travel planning and seek to increase the mode share of active travel modes. This concerns growth in walking and cycling, which is considered to have significant potential given the site's location within the MMU Campus area.

8.2 Baseline Travel Data

To identify the mode share of students, a TRICS assessment has been carried out. Further details on trip rates, modal split and forecast are provided within the Chapter 5 of the Transport Statement supporting this application.

8.2.1 Student Accommodation

The forecast net travel demand is shown in Table 2 for morning and evening peak hours.

Table 2: Net person trip demand

Peak Hour	Walking		Cycling		Bus		Rail		Metro	
	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep	Arr	Dep
AM Peak	18	147	0	2	0	2	0	2	0	2
PM Peak	133	72	2	1	2	1	2	1	2	1

9. Monitoring and Reporting

Travel Plans are continuously evolving live strategy documents which require regular monitoring and reviewing. This ensures that continuous improvements are implemented to achieve the targets and objectives the document sets out.

9.1 Annual Travel Strategy

Each year, students living at the development will be surveyed to understand their travel patterns and behaviours. This will assist in understanding if the target is being met. An initial survey will be undertaken within 6 months of the first occupation of the Proposed Development (or at 75% occupation whichever is sooner). The aim of this survey will be to confirm the baseline mode shares and adjust the initial targets as required.

Monitoring surveys will be repeated each year for 5 years after first occupation. This should be in the same month each year to allow year-on-year comparison, as month/seasons/time of university year can impact how people travel. The monitoring surveys will be analysed against several indicators by the Travel Plan Coordinator to establish how well the travel plan measures are achieving their aims.

Monitoring of the travel plan will be based upon feedback forms which will have been distributed to residents via information packs. This will allow for site-specific travel characteristics to be established, to which the target set can be reviewed and adjusted accordingly. The survey should also ask how they could be encouraged to travel by active modes, which can feed into the development of future measures.

A response rate of 25% is considered to represent a good level for this type of survey and will be the targeted minimum response rate for the annual surveys. The survey will be promoted via emails, posters and social media and a prize may be offered to encourage participation.

9.2 Annual Monitoring Report

Within 3 months of the completion of each annual survey a Monitoring Report will be produced by the Travel Plan Coordinator and sent to Unite Students and any relevant stakeholders for review. This will contain:

- Travel survey methodology and results.
- Analysis of qualitative survey responses.
- An analysis on the effectiveness of the Travel Plan.
- Proposals for changes/additions to agreed measures.

Most importantly the report will compare the surveyed mode shares against the targets set. The purpose of this is to identify where the targets have not been met, or progress towards them is behind schedule, consider causes and, where necessary, recommend steps to address this.

9.3 Communication Strategy

The sustainable transport options for travelling to and from the development should be clearly promoted to occupants moving to the development and employees. Options include:

- Social media, development website, newsletters, email to employees, posters around the development to promote sustainable travel options, initiatives and benefits.
- The Framework Travel Plan Coordinator will produce sustainable travel information for the property occupants.