



Travel Plan

House of Social, First Street

House of Social One Limited

Prepared by:

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1.0 Introduction

Background

- 1.1 This Travel Plan (TP) has been prepared by SLR on behalf of House of Social One Limited in relation to a mixed used development comprising of a purpose-built student accommodation (PBSA), (Use Class Sui Generis) and a Food Hall (Use Class E & Sui Generis) as part of the First Street Masterplan Area.
- 1.2 This development is expected to open to occupiers from August 2025.
- 1.3 This report supports the discharge of planning Condition 26 of the decision notice (Ref: 136170/FO/2023), which states the following:

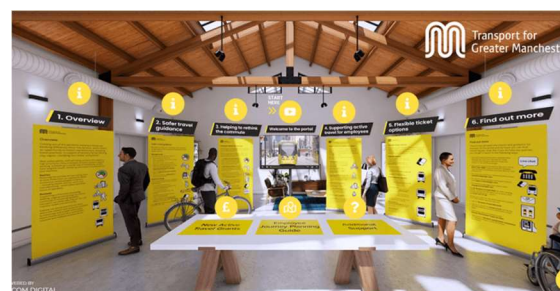
“The development hereby approved shall be carried out in accordance with the House of Social 1 Ltd Plot 10b, First Street Framework Travelplan dated April 23 and stamped as received on 27-04-23;

In this condition a travel plan means a document that includes the following:

- i) the measures proposed to be taken to reduce dependency on the private car by building occupiers;***
- ii) a commitment to surveying the travel patterns of residents within the first six months of use of the development or when two thirds of the units are occupied (whichever is sooner) and thereafter from time to time;***
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car;***
- iv) measures for the delivery of specified travel plan services;***
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car;***
- vi) measures to identify and promote walking routes connecting First Street, The Civic Quarter, ID Manchester and the Corridor and the City Centre; and***
- vii) details of cycle parking within the public realm.***

Within 3 months of the completion of the travel survey, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use”.

- 1.4 This TP will be submitted to Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) to ensure compliance with these aspirations and confirm discharge of Planning Condition 26.
- 1.5 Therefore, this TP sets out the measures employed to ensure an effective sustainable travel strategy, presents the survey forms and the procedure for undertaking the survey. It sets out the administration and responsibilities for delivering the measures in the TP.



TfGM Travel Plan Portal



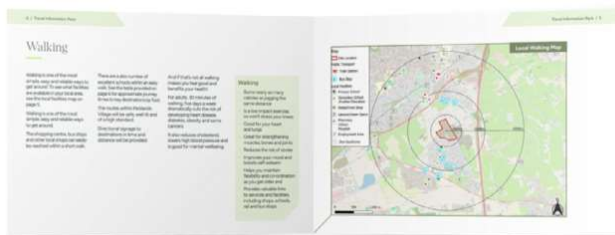
House of Social Site

- 1.6 The location of the development is shown overleaf.
- 1.7 The site forms part of the First Street development area and is bound by River Street to the north, Wilmott Street to the east and Hulme Street to the south. To the west is an office development site Plot 10a to the west. And to the east benefits
- 1.8 To the south of the site beyond Hulme Street, lies the development of First Street South which is due to fully open in 2025. Further to the west of Plot 10a is a Government Hub Office Building and Plot 9b, where a further PBSA site being developed.
- 1.9 More widely the area is characterised by a mix of uses including office and leisure uses to the north, residential to the east and west and student residential to the south. The roads, footpaths and public realm including First Street and James Grigor Square are privately managed and maintained.
- 1.10 The House of Social development will include the following:
- A Ground + 14 storey PBSA building providing 576 bedspaces
 - A Food Hall providing a commercial offering at ground floor, offering F&B provision to both residents and members of the public.
 - 88 secure double stacked cycle parking places within an internal bike store plus 6 x Sheffield Stands in the public realm that offers cycle parking for 12 cycles; and
 - There is no car parking provided. As above, users will be able to access the First Street multi-storey car park and the on-street parking bays on River Street.
- 1.11 House of Social has been designed in collaboration with Plot 10a to ensure a cohesive and coordinated streetscape is achieved. As part of the Plot 10a planning application, a new public realm has been constructed to complete the missing link of First Street in the space adjacent to the office development of Plot 9a. The landscaping aims to provide a continuity to the existing First Street works implemented to the north of the site.
- 1.12 House of Social has been delivered independently of Plot 10a in which both plots will share the space between the buildings where the main servicing activity will take place running between River Street and Hulme Street and designed to a high standard.
- 1.13 A 'pocket park' will be located between the Plot 10a and House of Social which consists of seating for the public and planting.
- 1.14 The ground floor plan for the site is presented in **Appendix A**.



Travel Plan Objectives

- 1.15 A TP is a long-term strategy for reducing dependence on travel by private car. It should reflect the following objectives which are intended to achieve current Government policy in respect to transport:
- Minimise the number of single occupancy car journeys;
 - Promote alternative modes of travel other than the car;
 - Provide quality travel information on the mode choices available;
 - Present to occupiers the incentives available in choosing sustainable travel options;
 - Promote Active Travel modes to improve health; and
 - Promote Car Sharing.
- 1.16 In addition, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:
- Improved air quality and less noise, dirt and fumes;
 - Walking and cycling can provide daily exercise and thus improve/maintain health; and
 - Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.



Example of Travel Information Leaflet



Bee Network offering multi-modal travel



2.0 Travel Plan Benefits

Introduction

2.1 The benefits from a TP can be loosely categorised under four main headings:

- a) **Health Benefits;**
- a) **Environmental Benefits;**
- b) **Financial Benefits; and**
- c) **Mutual Benefits.**

2.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

Health Benefits

2.3 There is well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“26% of adults classified as obese in 2018, up from 15% in 1993.”

“Physical activity levels are low in the UK: 33% of men and 42% of women do not meet the minimum recommendations for physical activity in adults.”

Source: HSCIC, Statistics on Obesity, Physical Activity and Diet, Health and Social Care Information Centre, 2018.

2.4 Regular moderate physical activity (including walking and cycling) can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

2.5 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

“It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline.”

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

2.6 Additionally, in November 2020 the British Government announced a 10-point plan for a “Green Revolution” supported on significant investments on alternative greener ways of travel including cycling, walking, and buses, as well as electric vehicles. These measures, along the promotion of alternative energy sources, carbon capture initiatives, or the construction of greener buildings, will allow the UK to eradicate its contribution to climate change by 2050.



- 2.7 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area.

“Air pollution causes a considerable burden of death and disability annually and costs the UK economy £20bn every year.”

Source: Royal College of Physicians, ‘Every Breath We Take: The Lifelong Impact of Air Pollution’, 2016

- 2.8 MCC declared the Climate Emergency in July 2019. This is the defining issue for the Manchester local government, whose mission is “to make Manchester a healthy, green, socially just city where everyone can thrive”.
- 2.9 MCC target is to become a zero-carbon city by 2038 at the latest, 12 years ahead of the Government’s target for the UK of 2050.
- 2.10 For this purpose, the Manchester Climate Change Framework 2020-25 has been produced by the Manchester Climate Change Partnership and Agency, aimed to support and influence the city to do reduces its direct emissions.
- 2.11 The headline recommendations of the Manchester Climate Change Framework 2020-25 are shown below:

- a) ***“To ensure that Manchester plays its full part in helping to meet the Paris Agreement objectives by keeping our direct CO2 emissions within a limited carbon budget, taking commensurate action on aviation CO2 emissions and addressing our indirect / consumption-based carbon emissions;***
- b) ***To adapt the city’s buildings, infrastructure and natural environment to the changing climate and to increase the climate resilience of our residents and organisations;***
- c) ***To improve the health and wellbeing of everyone in Manchester through actions that also contribute to our objectives for CO2 reduction and adaptation and resilience, with particular focus on those most in need;***
- d) ***To ensure that Manchester establishes an inclusive, zero carbon and climate resilient economy where everyone can benefit from playing an active role in decarbonising and adapting the city to the changing climate. CBMDC will prepare a Sustainable Development Action, where a number energy saving or low carbon measures will be included. They will be related to all fields, including transport (improve air quality or promote reductions in the use of cars and greater safety on the District streets)”.***

- 2.12 MCC is also working closely with other strategic partners and with Greater Manchester Combined Authority (GMCA), which is also committed to beat the Government goal of 2050 and to aspire to achieve net carbon neutrality for the region by 2038. The GMCA Five-Year Environment Plan 2019-2024 is key for this, aiming to mitigate climate change, improve air quality and prepare Greater Manchester for the impacts of climate change. This will be done through increasing the use of public transport and active travel modes, phasing out fossil-fuelled private vehicles or improving the regional public transport network.
- 2.13 Therefore, supporting site residents, staff members and visitors in walking, cycling or using public transport to travel would encourage them to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise that developments across Manchester and the region make on the environment, helping MCC and GMCA to achieve their environmental targets.



Financial Benefits

- 2.14 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

“The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year.”

Source: At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004.

- 2.15 Individuals (specifically residents, staff and visitors) can also benefit financially from travelling to and from a site with a TP in place, due to the improved range of transport options available, some of which may be more cost-effective than car travel.
- 2.16 An effective TP can help encourage residents, staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

- 2.17 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the residents, staff and visitors of the new development and the surrounding community.

- 2.18 The benefits of this TP must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfH, 2009.

Travel Plan Aims

- 2.19 This TP aims to achieve the following benefits:
- a) A clearer understanding of any transport issues associated with the development site;
 - b) To encourage the use of alternatives to the private car by the site users;
 - c) To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
 - d) To improve the health and well-being of the development residents, staff and visitors through the promotion of travel by walking and cycling; and
 - e) A reduction in financial wastage for all residents, staff and visitors when travelling to site; and
 - f) Increased accessibility to the site for all end users.
- 2.20 The measures contained in this TP are intended to meet the above objectives.



3.0 Baseline Conditions

Overview

- 3.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing conditions surrounding the site. It describes the local highway network, the high-quality pedestrian footways, cycle facilities, the excellent public transport provision as well as the existing car parking facilities available.
- 3.2 An audit of the local transport/highway infrastructure in the area was conducted in the original TS to establish the baseline conditions for the street environment has been undertaken with a particular focus on the provision for pedestrians, cyclists and public transport users. The summary of this walkover audit is given in **Appendix B** and some of the key features are considered further below.
- 3.3 It is noted that the First Street Plot 9a will deliver a new pedestrian crossing of Medlock Street and footway paving improvements on the east side of Medlock Street as described later.

Local Network

- 3.4 As an overview all the roads in the area benefit from footways and street lighting with appropriate crossings and is appropriate for safe pedestrian movement.

First Street

- 3.5 First Street is a high-quality traffic free, pedestrian route running from the House of Social north to the Tony Wilson Place where there is the Home cultural venue, Sainsburys, and leisure facilities.
- 3.6 James Grigor Square lies to the north of House of Social and offers a quality green space for enjoyment.



Tony Wilson Place



James Grigor Square



First Street

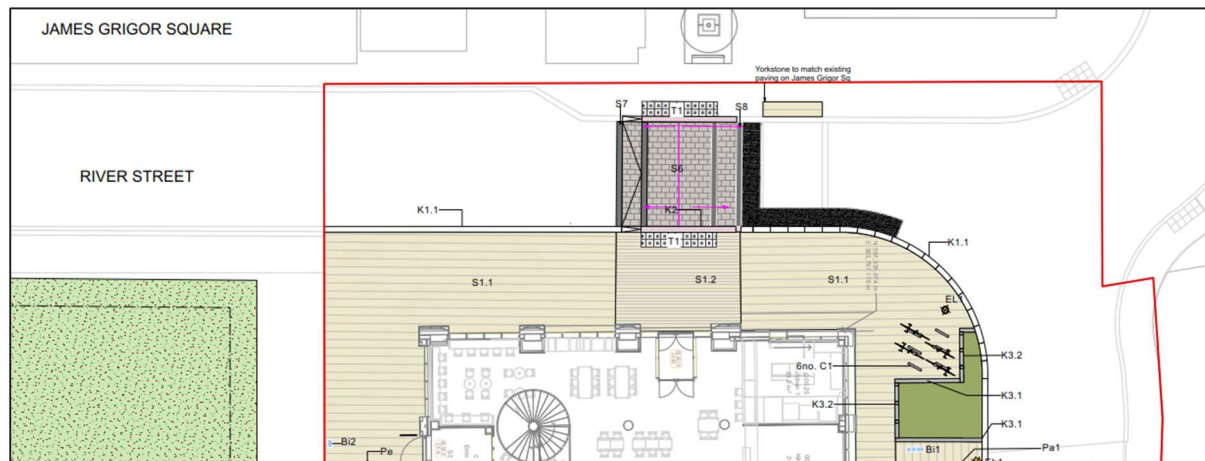
River Street

- 3.7 River Street is to the north of the site and is a traffic calmed route linking to Medlock Street. At the eastern end, Annie Horniman Street provides a link to the QPark which serves First Street. At this point River Street turns through 90 degrees to link into Wilmott Street.
- 3.8 River Street is a private road, with 3 disabled parking spaces and loading bays located there and parking is managed by a private parking enforcement company.



- 3.9 River Street around the House of Social site is being improved as shown in **Figure 3.1**. This involves tightening the radius of River Street as it bends round into Wilmott Street and upgrading the raised pedestrian crossing table.

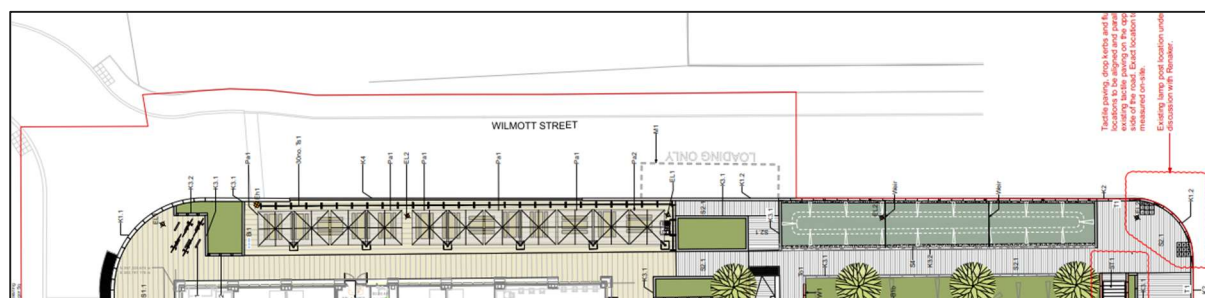
Figure 3.1: Proposed Improvements at River Street



Wilmott Street

- 3.10 Wilmott Street lies to the eastern boundary of the site and is a continuation from River Street and joins with Hulme Street to the south. It is lightly trafficked and to the north the carriageway rises to footway level making pedestrian crossing easier. The House of Social will improve the environment of Wilmott Street with a widened public realm that benefits from landscaped and trees as well as spill out space from the Foodhall as shown in **Figure 3.2**.
- 3.11 A marked loading bay will be provided and as with River Street on-street parking will be managed by a private parking enforcement company similar to River Street.

Figure 3.2: Wilmott Street Highway Improvements



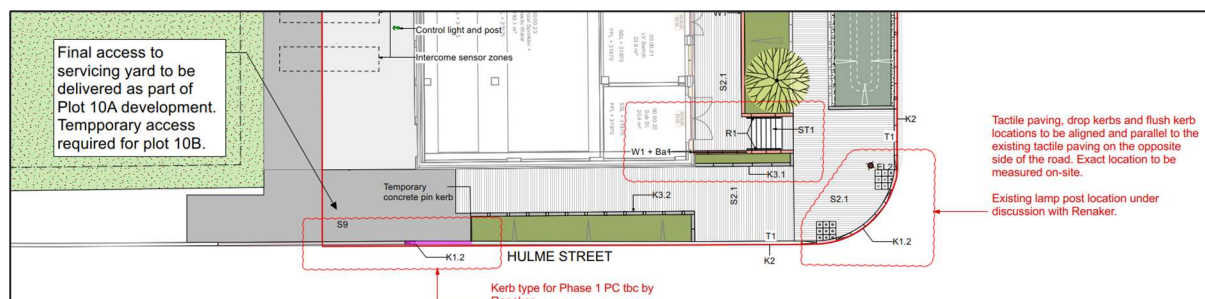
Hulme Street

- 3.12 Hulme Street forms the southern boundary of the site, and this street provides connections to Cambridge Street and Oxford Road to the east. Footways and street lighting are provided along Hulme Street.
- 3.13 Hulme Street is also being improved as part of the House of Social development which will include new public realm, quality paving and landscaping as shown in **Figure 3.3**. These works will complement the public realm /footway improvements being delivered as part of the First Street South development.



- 3.14 Hulme Street provides a direct connection to Medlock Street and the Cycle Facilities at the Medlock Street roundabout. The developments to the west of House of Social, once completed will provide a continuous high-quality environment for pedestrian cyclists.

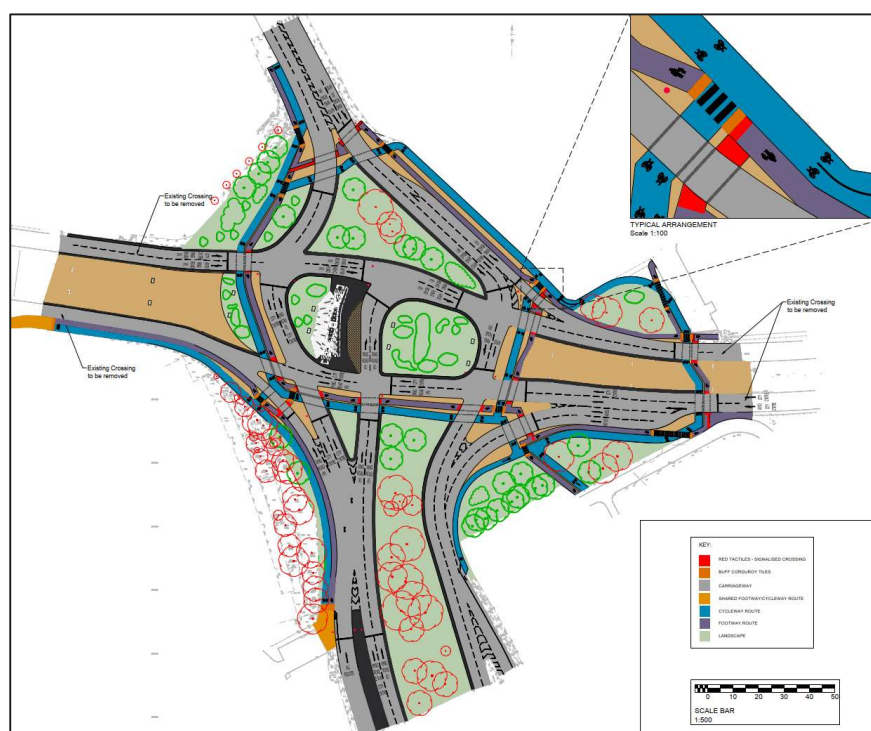
Figure 3.3: Hulme Street Highway Improvements



A5103 Medlock Street

- 3.15 The A5103 Medlock Street, located to the west of the proposed site, is a key strategic route into Manchester City Centre from the south of Manchester. Medlock Street benefits from wide footways and cycle lanes and is a busy route which connects with the A57 Mancunian Way and Princess Parkway.
- 3.16 The Medlock Street Gyratory has been improved to provide pedestrian and cycle facilities around that busy junction as indicated in **Figure 3.4** below.

Figure 3.4 Pedestrian /Cycle Facilities at Medlock Street Roundabout



- 3.17 In the vicinity of the site, Medlock Street is a wide road. There are crossings at the Medlock Street Roundabout as in Figure 3.4 and to the north to cross into Tony Wilson Place. Funding has been provided to provide an additional pedestrian crossing of Medlock Street just north of River Street.



Local Car Parking Provision

- 3.18 There are 3 disabled parking spaces provided on River Street. The First Street Q-Park multi-storey car park with 700 spaces including 28 disabled parking spaces. QPark also offers cycle and motorcycle parking space.
- 3.19 Further from the site there is the NCP Hulme Streetcar Park with 114 spaces which is around 300m of the site and across the city there are 3,484 public car parking spaces within a short walk of the site as shown in **Appendix C**.

Road Safety

- 3.20 The online version of the TfGM accident database has shown that the local highway network operates safely with no recent recorded personal injury accidents.



4.0 Accessibility by Sustainable Modes of Travel

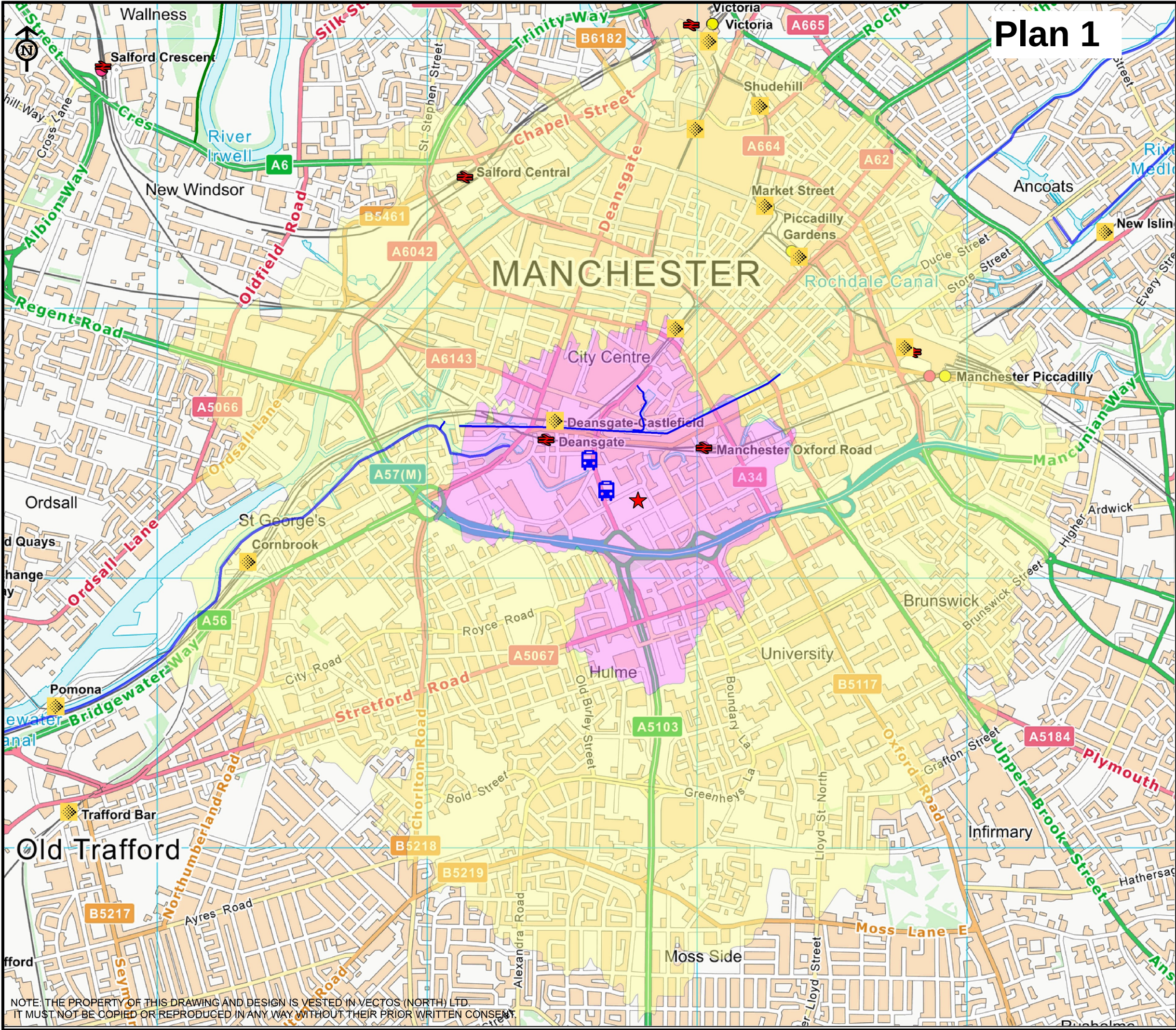
Overview

- 4.1 This section of the report provides a review of the site's accessibility by sustainable modes of travel, namely walking, cycling, bus, Metrolink and rail and this is confirmed by a high BREEAM rating.
- 4.2 The reference guidance for considering access by disabled users is based on the Manchester City Council's document 'Design for Access 2'.

Walking

- 4.3 **Plan 1** shows that within an 800m and 2km walk catchment from the site there are two bus stops, two National Rail and one Metrolink stop located within an 800m walk from the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment. The 2km catchment also includes the residential suburbs of Castlefield, St Georges, Hulme, Brunswick and parts of Salford. The University of Manchester Campus and the Manchester Royal Infirmary sites on Oxford Road to the east of the site are also within a 2km walk.
- 4.4 The existing pedestrian facilities in the vicinity of the site are of a good standard and are suitable for all pedestrians including disabled users. Footways are provided in the vicinity of the site with both formal and informal crossing facilities providing connectivity to the adjacent residential areas and Manchester City Centre. First Street is a high quality, traffic free pedestrian and cyclist route from Whitworth Street to the City Centre incorporating sears, trees and landscaping to create an attractive space for people to enjoy and pass along.
- 4.5 There are footways provided along both sides of Medlock Street which can be used to access local transport including bus, train and tram. There is a pedestrian refuge provided across Medlock Street approximately 200m north of the site. There is a signalised pedestrian crossing provided at the Medlock Street/Whitworth Street West junction.
- 4.6 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the residential area of Hulme and can be used to access the University of Manchester and the Oxford Road Corridor.
- 4.7 To support disabled users, the existing public realm around the site includes wide footways and step free access where appropriate. There is an uncontrolled pedestrian crossing with dropped kerbs and tactile paving approximately 50m east of the site entrance across River Street.
- 4.8 Overall, it is considered that the pedestrian network in the area surrounding the site facilitates connectivity with a number of key services and therefore ensures walking can be actively promoted as a sustainable mode.





- Legend
- ★ Site Location
 - Bus Stop
 - Metrolink
 - National Rail
 - Canal Towpath

Walking Catchment

- 0 - 800m
- 800m - 2km

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CLIENT:
House of Social 1 Ltd

PROJECT TITLE:
Plot 10, First Street

DRAWING TITLE:
Walking Catchment

SCALE:
N.T.S

DRAWN: CJ	CHECKED: GD	DATE: Oct 2022
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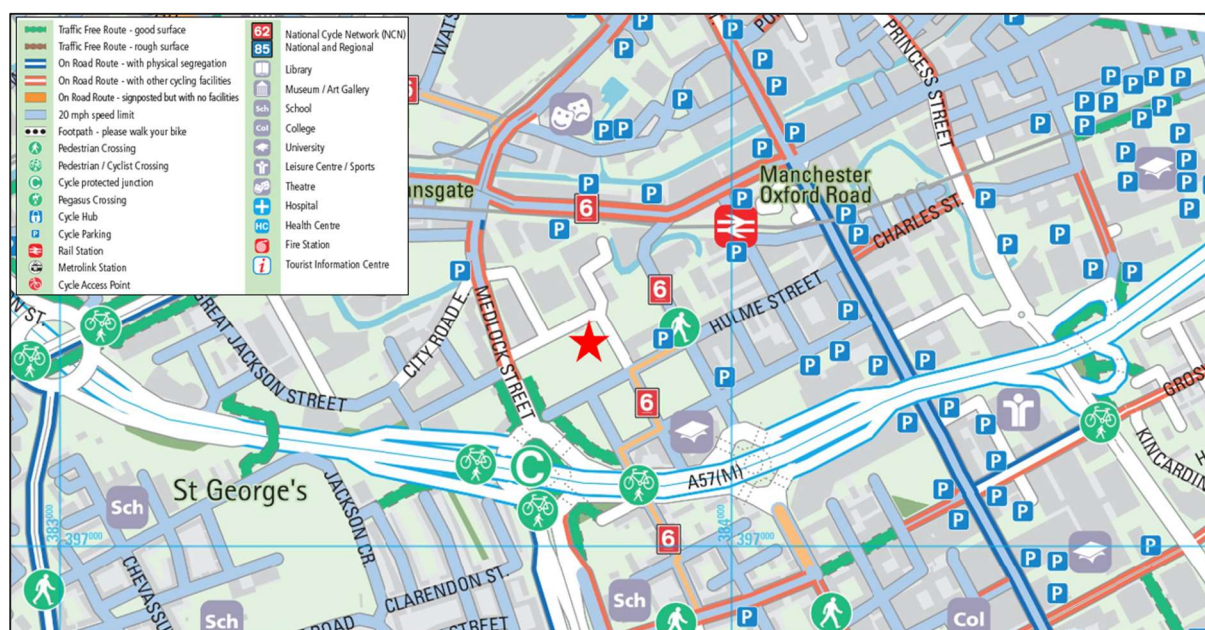
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Cycling

- 4.9 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Plan 2**.
- 4.10 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.
- 4.11 **Plan 2** also highlights the cycling infrastructure available within that catchment. This plan shows that there is extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.
- 4.12 An extract of TfGM's cycle map is provided in **Figure 4.1** for the area in the vicinity of the site, with the site itself indicated by the red star.

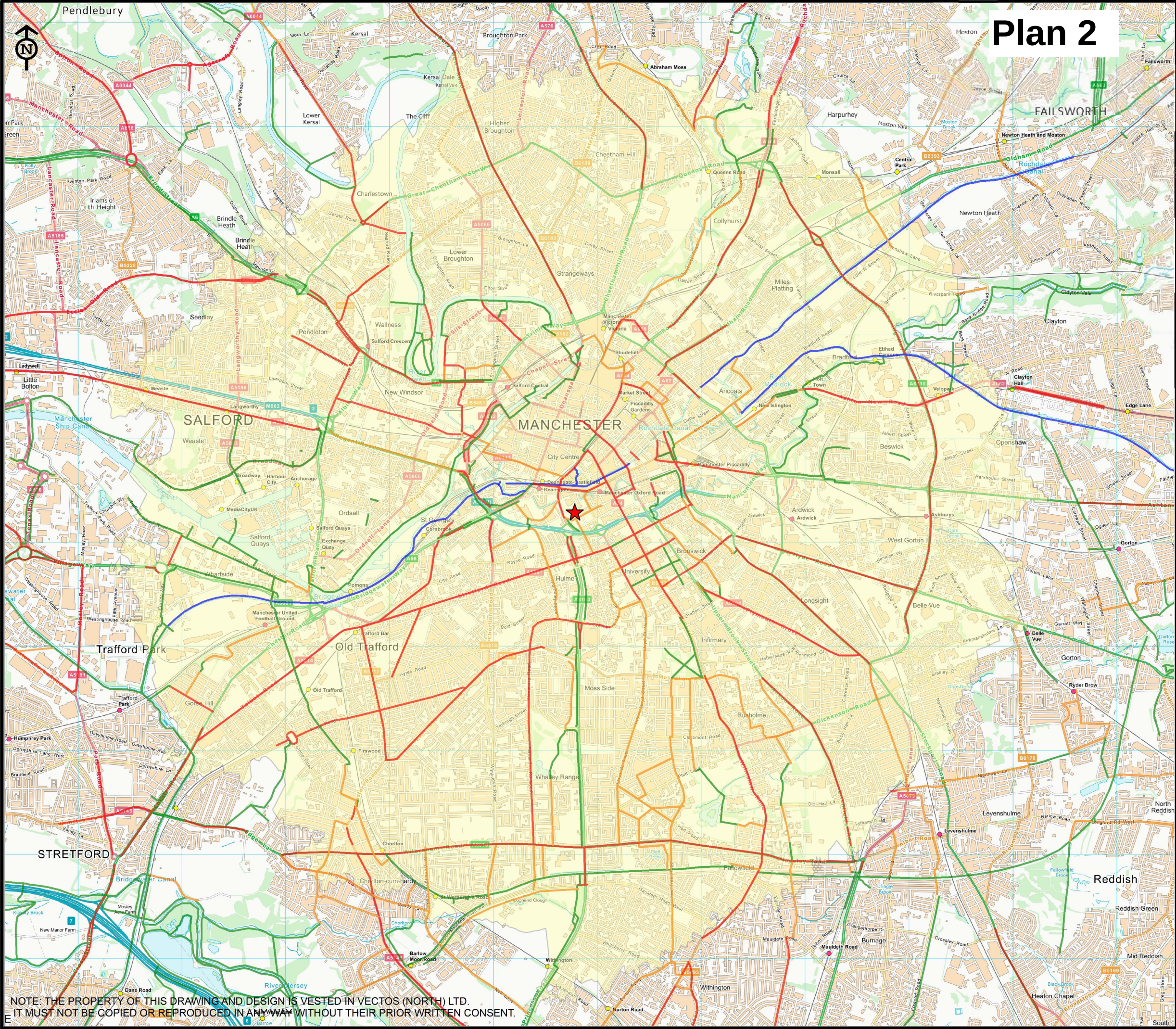


Figure 4.1: TfGM Cycle Map



- 4.13 **Figure 4.1** shows that Hulme Street forms part of National Cycle Network Route 6 (NCN 6). This is a long-distance cycle route linking London to the Lake District. There is also a 20mph speed limit on Hulme Street, Cambridge Street, Wilmott Street and Chester Street to support cyclist trip movements.
- 4.14 The site will be provided with cycle parking facilities that will further encourage travel via this mode:
- 4.15 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.





Plan 2

- Legend**
- ★ Site Location
 - Cycle Routes**
 - Signed Routes
 - On Road with Cycle Lanes
 - Off Road
 - Canal Towpath
 - Cycling Catchment**
 - 0 - 5km

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House of Social 1 Ltd

PROJECT TITLE:
Plot 10, First Street

DRAWING TITLE:
Cycling Catchment

SCALE:
N.T.S

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Public Transport – Bus

- 4.16 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m.
- 4.17 The nearest bus stops are located on Medlock Street within 200m of the site. The southbound stop provides a flag post bus stop sign while the northbound stop provides a bus shelter with seating and timetable information. The existing footways along First Street and Medlock Street can be used to access both bus stops.
- 4.18 There is one high frequency bus route which serves the stops on Medlock Street. This bus service can be used to access residential areas of Hulme, Stretford, Davyhulme and Flixton to the southwest of the conurbation site and can also be used to access Piccadilly Gardens.
- 4.19 The bus service frequency for this stop is presented in **Table 4.1**.

Table 4.1: Bus Services within 400m

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
256	Piccadilly Gardens - Flixton via Hulme, Trafford Bar, Stretford, Davyhulme	6	6	6	2	6	2

- 4.20 There are other bus services which serve bus stops just over a 400m walk from the site on Whitworth Street West including:
- Free Bus 2, the free city centre shuttle bus, every 10 minutes;
 - 255 service to Partington, every 30 minutes;
 - X50 to Trafford Centre, every 20 minutes; and
 - X58 to Flixton once a day commuter service.
- 4.21 All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:
- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
 - Free off-peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 23:00pm on any other day.



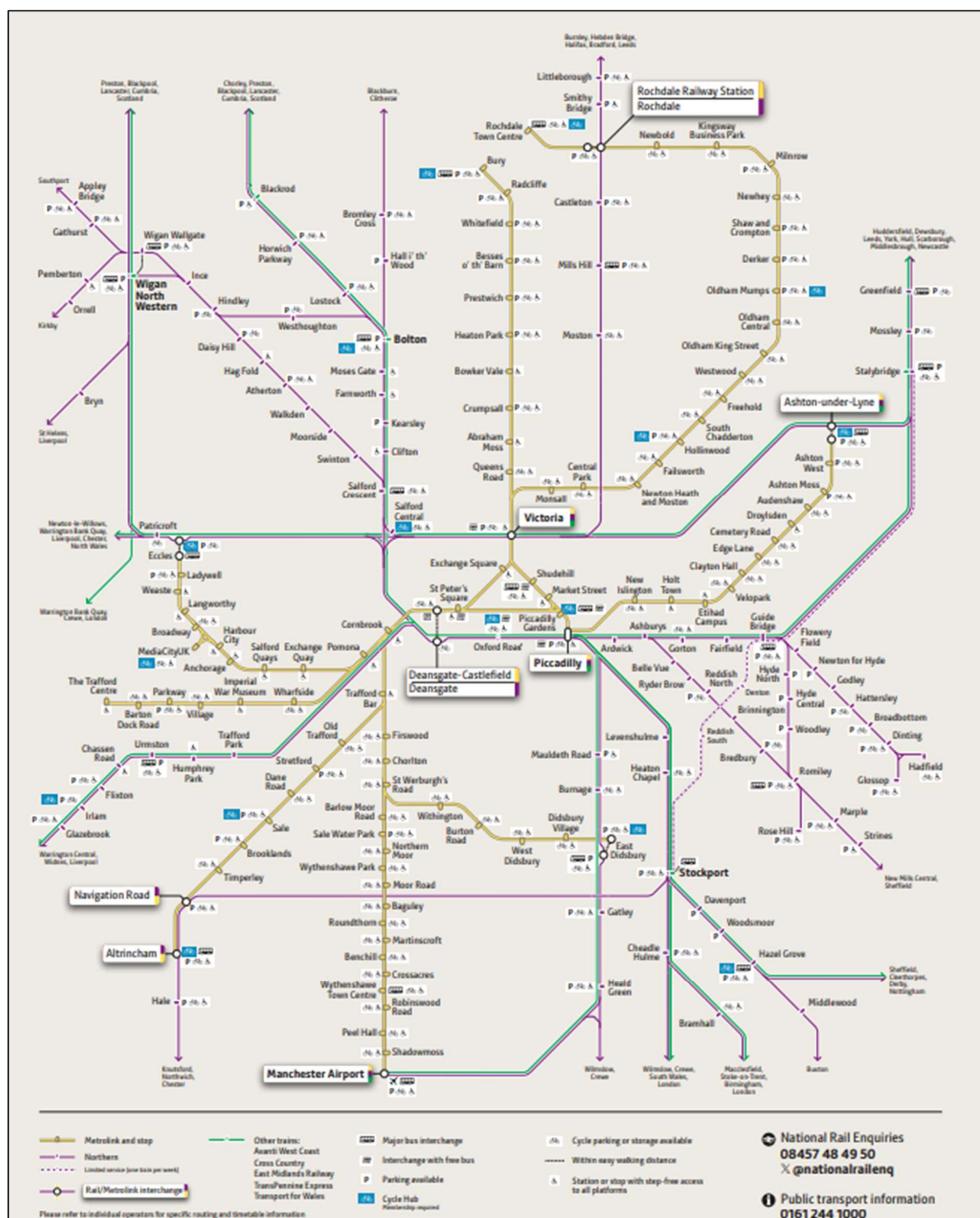
- 4.22 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.
- 4.23 Overall, it is considered that the bus facilities surrounding the site provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Public Transport – Metrolink

- 4.24 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400m (5 minute) walk from the site. This station is a major interchange station with services operating to Manchester Piccadilly, Manchester Victoria, Manchester Airport, East Didsbury, Eccles, Altrincham, Bury, Rochdale Town Centre and Ashton-under-Lyne.
- 4.25 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre.
- 4.26 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00am and 00:00am, the Airport line operates from 03:00am from Deansgate Castlefield.
- 4.27 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.
- 4.28 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 4.2**.



Figure 4.2: Greater Manchester Metrolink and Rail Network Map



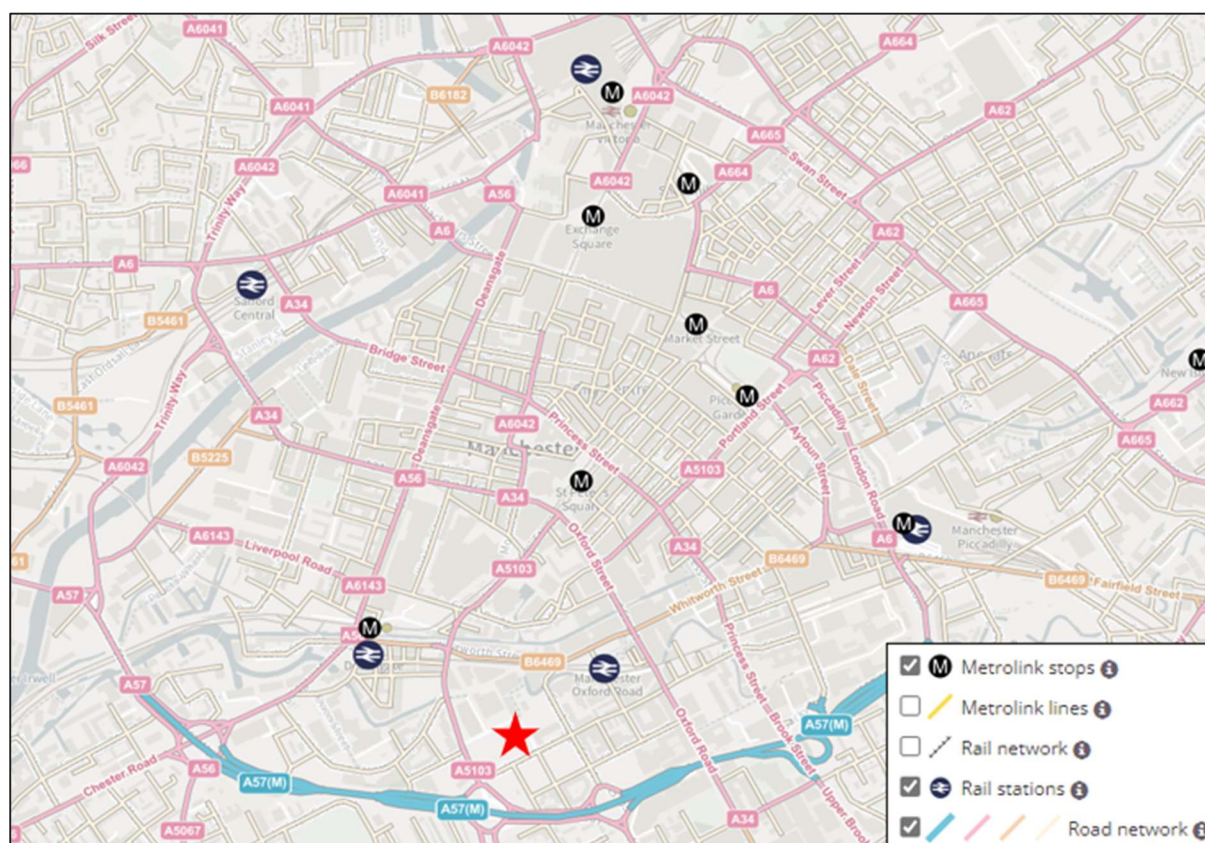
- 4.29 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.
- 4.30 Overall, it is considered that the tram facilities offered from Deansgate-Castlefield provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.



Public Transport – Rail

- 4.31 Deansgate Railway Station is located approximately 500m north of the site. This station provides an interchange between train and tram services with a pedestrian only bridge connecting the tram and train platforms.
- 4.32 Services from Deansgate are operated by Northern trains with services operating to Manchester Piccadilly, Manchester Oxford Road, Alderley Edge, Blackpool North, Warrington Central, Barrow-in-Furness, Blackpool North and Preston. Services operate Monday to Sunday.
- 4.33 To support disabled passengers, Deansgate has staff help available as well as lifts on each platform to provide step free access and ramps for train access.
- 4.34 Manchester Oxford Road and Piccadilly Railway Stations are also accessible within a 20-minute walk of the site, and these provide extensive regional and national rail connections. **Figure 4.3** below shows the location of the nearby transport networks including the rail stations in relation to the site, with the site itself indicated by the red star.

Figure 4.3: Nearby Transport Networks to the Site



- 4.35 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

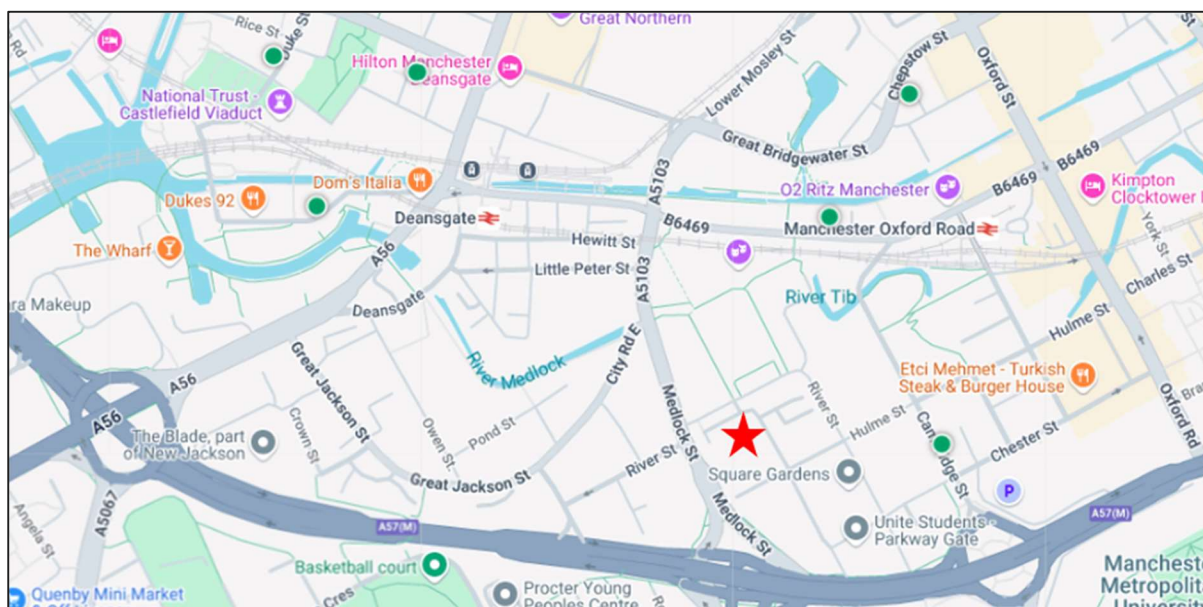


Car Club

- 4.36 The nearest Enterprise Car Club location to the site is located at Cambridge Street, which is approximately 270m to the southeast of the site. There are also a number of car club spaces surrounding the site within the centre that are a walkable distance. The locations of the car club spaces are shown in **Figure 4.4**.



Figure 4.4: Enterprise Car Club Parking Location



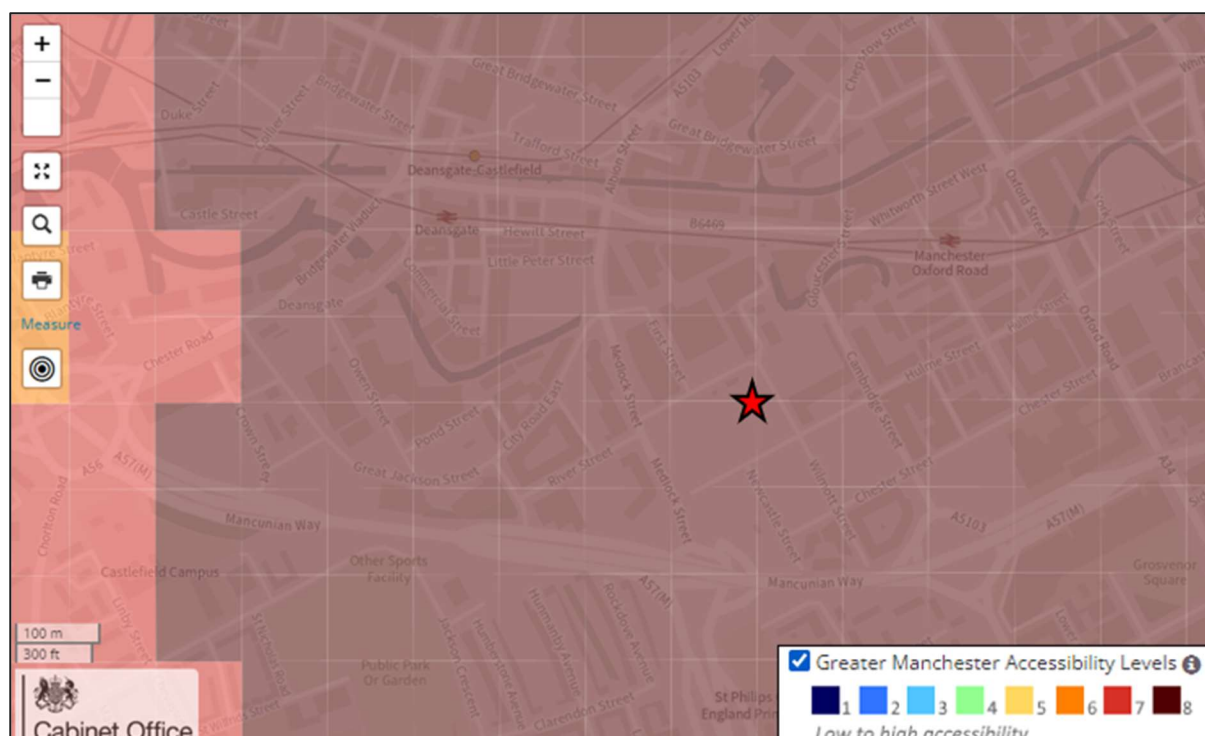
(Source: <https://www.enterpriseclub.co.uk/>)

Greater Manchester Accessibility Level (GMAL)

- 4.37 The excellent accessibility of the site is confirmed by the Greater Manchester Accessibility Level (GMAL). GMAL is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 4.38 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 4.39 **Figure 4.5** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site itself indicated by the red star.



Figure 4.5: GMAL Map



- 4.40 **Figure 4.5** highlights that the site has a GMAL of 8 indicating that it is in a highly accessible area, and amongst the most accessible locations in Greater Manchester with excellent connections to local and regional public transport services. As a result, it would be easy to access the site without needing a car and therefore, the site represents great potential for a car-free scheme.
- 4.41 Disabled users can access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages and many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.



5.0 Development Site

Overview

- 5.1 As described in **Section 1**, the development includes the following:
- A Ground + 14 storey PBSA building providing 576 bedspaces
 - A Food Hall providing a commercial offering at ground floor, offering F&B provision to both residents and members of the public.
 - 88 secure cycle parking places (15%) plus 10 x Sheffield Stands in the public realm that offers cycle parking for 20 cycles;
 - There is no car parking provided. As above, users will be able to access the First Street multi-storey car park and the on-street parking bays on River Street.

Access and Parking

- 5.2 The main pedestrian entrances for the PBSA are from the eastern façade onto Wilmott Street where there is an entrance lobby and parcel room. To the south of this entrance is the access for cyclists. The Food Hall will primarily be accessed from the north but there will be spill out areas to the east.
- 5.3 As has been described, improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians. This will complement the existing public realm of First Street and those areas currently under development.
- 5.4 The development is car-free with no car parking spaces provided on site. For users with mobility impairments, there are three on-street disabled parking opposite on River Street approximately 50m away. Furthermore, there are 26 disabled parking spaces in the First Street multi-storey car park to the north operated by QPark.
- 5.5 As part of this TP, the demand for disabled parking will be reviewed. If a resident needs a disabled parking space, then the Travel Plan Coordinator will secure a space for that occupier for the duration of their stay at their cost.

Cycle Parking Provision

- 5.6 The site benefits from 88 secure double stacked cycle parking spaces within an internal bike store on the ground floor. A further 12 cycle parking spaces are provided within the public realm on First Street with 6 x Sheffield Stands west of Plot 10a.
- 5.7 This level of provision will be well in excess of the demand. Vita has surveyed their existing student portfolio and here they record that just 1-2% of the Vita Student population own bicycles. The most common reason for the low percentage of ownership is due to residents not willing to purchase a bicycle as a result of the cost, and concerns over theft when using the bicycle away from our residences and that the city centre locations means that a most destinations can be easily reached on foot.
- 5.8 To overcome these concerns House of Social will offer a Free Bike Hire facility which is described in the next section.



6.0 Travel Plan Initiatives

- 6.1 The TP initiatives are aimed at the staff and students of the development. It is not specifically aimed at visitors as their travel patterns are more difficult to establish, however it is expected that visitors will be informed online of the excellent accessibility of the site by modes other than the car and the measures to encourage that.
- 6.2 The measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator(s) should investigate other potential initiatives which could be beneficial based on circumstances at the time.
- 6.3 It is important for the TP to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator(s) will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.



Travel Plan Coordinator

- 6.4 The current Travel Plan Coordinator who has developed the Travel Plan is **Adelaide Tsim of SLR**, adelaide.tsim@slrconsulting.com. She is acting in an interim capacity until the site is occupied and an on-site Travel Plan Coordinator is appointed from one of the staff for House of Social Limited. The Travel Plan Coordinator will implement the measures as set out below who will drive the work forward, promote the measures, monitor and review the TP to assist in the overall promotion of sustainable travel modes and be a key contact point for residents.

Travel Information

- 6.5 Travel Information would be provided to residents via the House of Social website/Intranet and also by Information Boards/Screens provided in the reception areas which will include automatic updates on the travel situation using information from TfGM and transport providers. In addition, notice boards in communal areas such as kitchens will include timetable information and other information as provided in the 'Welcome Pack'.
- 6.6 The Travel Plan Coordinator will publicise relevant events to encourage staff / students to participate wherever possible, and in particular, coordinating with the University Cycle Groups organised events.



New Staff / Student Welcome Pack

- 6.7 As part of the TP initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each employee / student on the site. Based on the above, the 'Welcome Pack' will be provided to all staff. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this TP.
- 6.8 The 'Welcome Pack' will include details on the intentions of the TP and why the TP has been produced, as well as contact details for the Travel Plan Coordinator. The packs will include current information on sustainable modes of transport such as:
- Health and financial benefits associated with use of sustainable forms of transport;
 - Walking and cycling routes in the area;
 - Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them; and
 - Travel Plan Coordinator contact details, links to useful website with appropriate public transport information and car share schemes.



Walking Measures

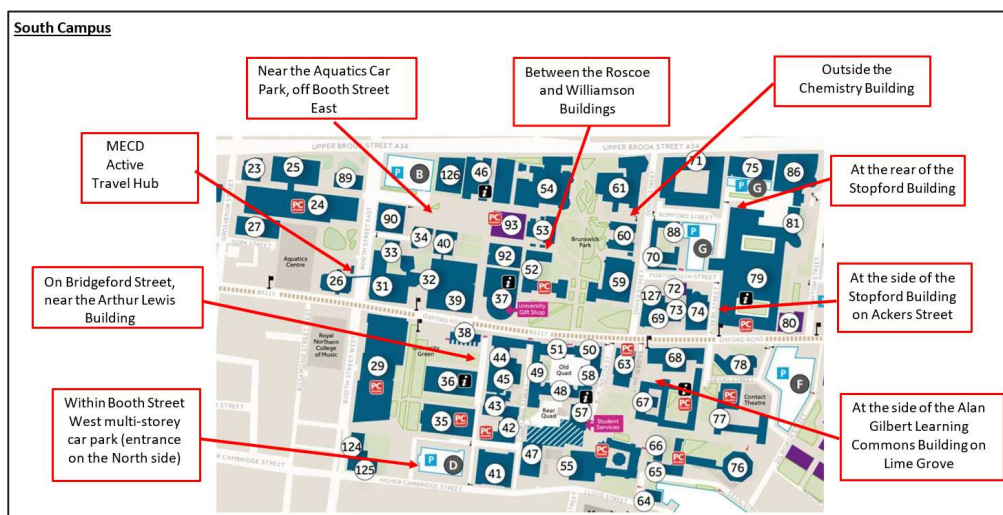
- 6.9 Many amenities including Manchester main University campuses and the City Centre are within a short walk of the site which means we expect that walking will be the primary transport mode. Public realm improvements in the area create a more pleasant environment for pedestrians.
- 6.10 Measures to further encourage walking as part of a multi-modal journey will include:
- Provision of umbrellas in reception areas; and
 - Promotion of walking groups and activities.



Cycling Measures

6.11 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. Further measures to encourage cycling include:

- Inform residents of cycle parking on Campus and within the City Centre.

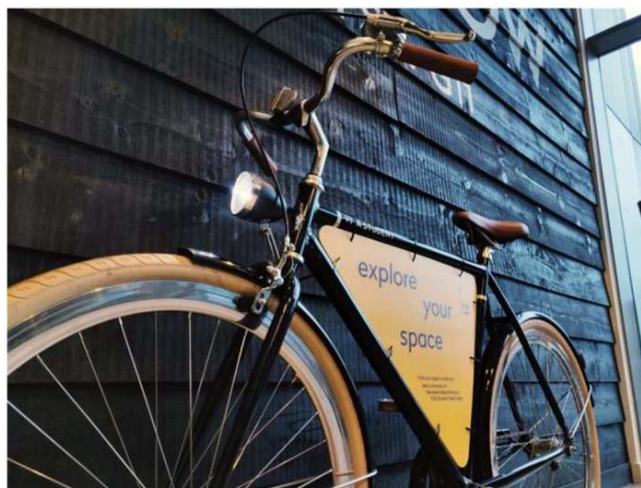


- Promote benefits of cycling to students and employees and promote the cycling events hosted by UMBUG, UMCC; <https://umbug.manchester.ac.uk/> <https://uomcc.weebly.com/> amongst others
- Promote the Free to Hire bike scheme for Students;
- For staff, promote the financial benefits of the Cycle to Work scheme (see overleaf);
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for students/ employees;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new employees / students;
- Special travel events could be promoted at the site (e.g. Cycle to Work Day); and
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.



Free Bike Hire

- 6.12 To overcome these concerns and allow students that want to access a bike, House of Social will provide 'Free to Hire' bikes which is available to students to use on an unlimited basis. Since implementing this scheme, it has grown year on year and has been a resounding success, and we have received positive feedback from our residents. For students who only wish to cycle once a week to lectures, to get out to the countryside at the weekend or to use every day, our bicycle hire scheme provides an alternative option to the costs associated with ownership.
- 6.13 House of Social continually review the usage and demand across all their residences and redistribute or add to the stock of bicycles to stay ahead of demand. They have a commitment that free to hire bicycles will be always available to residents from the moment they arrive and commit to upholding this promise. House of Social will actively promote the usage of bicycles through a series of campaigns such as the current 'Explore Your Space' campaign where a bicycle is displayed in each reception space together with freely available suggested cycle route maps and residents are encouraged to explore their city.
- 6.14 This use and provision of bikes can be monitored by the Travel Plan Coordinator.



Public Transport Services

- 6.15 As previously noted, there are bus stops located on Medlock Street in close proximity of the site and other services stop within walking distance. In addition, the site is within a 5–10-minute walk of the Metrolink and Rail station at Deansgate Castlefield and Oxford Road.
- 6.16 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:
- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees through links such as:
 - <https://my.tfgm.com/#/planner/>
 - <http://www.nationalrail.co.uk/>
 - The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
 - The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
 - Promote Travel Discount offers and TravelCards such as 'Bee Card'.



Taxis

- 6.17 A list of local taxi companies contact details will be available within the Welcome Travel Pack.



Car Sharing

- 6.18 Given the proximity to other office developments in the vicinity, a car sharing scheme would be proposed for employees/students and administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme such as www.carshareqgm.com.
- 6.19 It should be highlighted that by car sharing, employees/students will not be expected to make every trip by this method if it does not suit their work patterns or home commitments. Car sharing for just one or two trips a week is very beneficial and will be encouraged if this is more suitable.
- 6.20 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often-unseen costs of owning a car.

Enterprise Car Club

- 6.21 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Details of the nearest locations to the site are provided in **Section 4** of this document. The Travel Plan Coordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Streetcar Parking

- 6.22 The TP recognises that there may be demand for long stay, employee, student or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided as part of welcome packs.
- 6.23 In addition, employees will be offered personalised journey planners (coordinated with TfGM). As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Coordinator.



Student Move In/Move Out Plan

- 6.24 There is a time period which needs particular consideration for the highway operation and that is period when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term. Given the large number of students on site, any arrivals in cars by parents or others needs to be managed.
- 6.25 A framework Student Move In /Move Out Strategy has been developed and included as **Appendix D**.
- 6.26 Upon gaining a tenancy, the students are required to contact the management team to agree an appointment move in date and time. At this point, students are notified of the limited parking availability on site and the accessibility by modes other than the car. They are also be informed of the parking availability in the First Street multi-storey car park just to the north as well as other car parks in the vicinity and their pricing charge.
- 6.27 Prior to arrival, all students are contacted by email to confirm the arrival arrangements and move-in procedure. House of Social will encourage students to spread their arrival to the accommodation. Students can arrive at any point from the tenancy start date, with most students arriving throughout September based on university start dates, which allows gradual fill of the building. Booked move in time slots allow for equal spread of residents throughout the day.
- 6.28 Students book their arrival online and will be assigned a time slot to arrive at the residence to avoid congested arrival periods. Student arrivals will be deliberately spread to not inconvenience other road users or cause congestion issues. The appointment system enables students to choose the time of their arrival. It will be stressed to each student that the time slot must be adhered to, in order to ensure a smooth check in and to minimise any localised disruption in terms of traffic congestion but also internally at reception.
- 6.29 The students are met at reception by House of Social staff who will have trolleys ready to take their luggage to the rooms. The student and their belongings will be taken into the building by the residence staff and shown straight up to their room, where the trolleys will be unloaded and returned to the building entrance.
- 6.30 The student move-out period is managed in a similar fashion to the move-in process. Students are expected to confirm with the Accommodation Team their proposed move-out times and dates. However, busy move-out periods are unlikely as the students tend to move out over an extended period.



7.0 Administration Monitoring and Review

Administration

Management

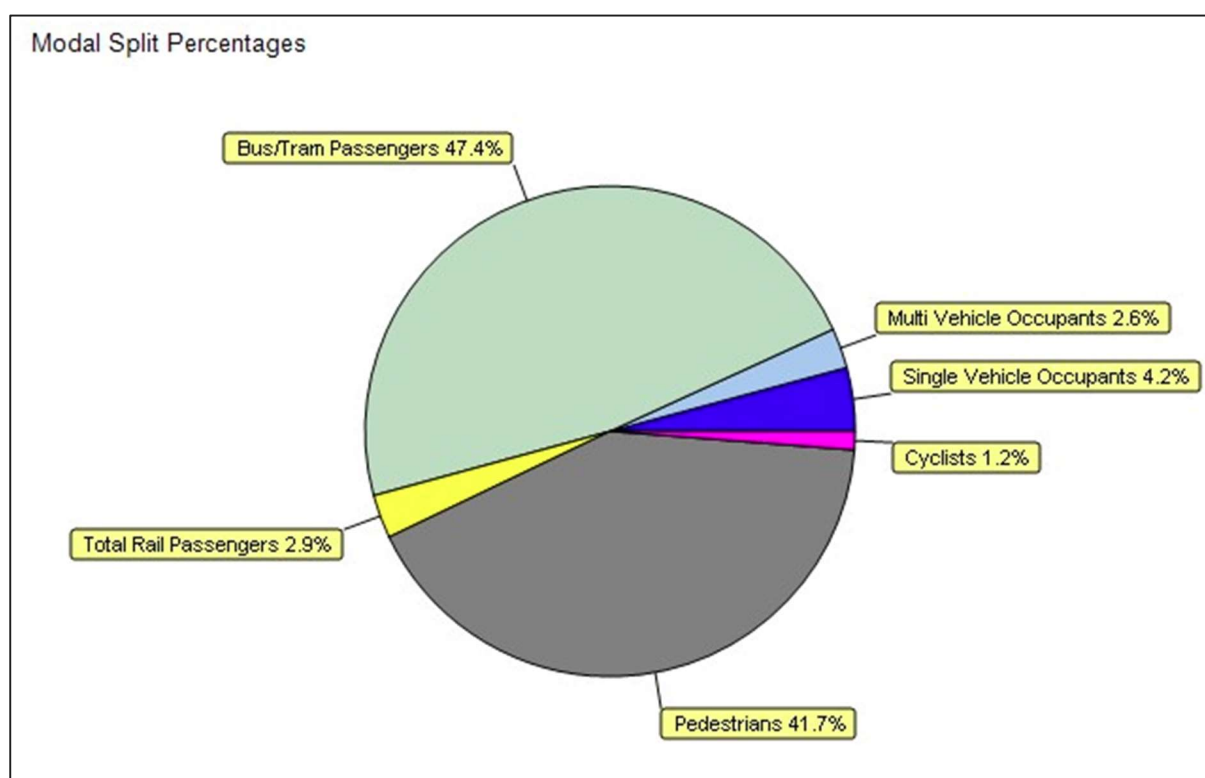
- 7.1 The administration of the TP in this period prior to opening is the responsibility of Adelaide Tsim who will act as interim Travel Plan Coordinator - adelaide.tsim@slrconsulting.com
- 7.2 Upon opening a Travel Plan Coordinator will be appointed from the on-site management team (or an external provider). They would act to engage with students/ employees, providing up to date information and promoting the environmental, social and health benefits of using sustainable transport modes.
- 7.3 The Travel Plan Coordinator will also monitor the cycle parking and Free Bike Hire use and undertake the Travel Survey within 6 months of first occupation. They will be the first point of contact for students/ employees and other outside organisations in all matters regarding travel.
- 7.4 This post will run for the lifetime of the TP which is typically five years with duties of the Travel Plan Coordinator generally including:
- The operation of the Plan;
 - Management of the allocated budget;
 - Maintenance of a database containing existing travel information;
 - Monitoring of the TP;
 - The preparation of subsequent update TP reports for submission to the Local Authority;
 - Liaison with the Local Authority Travel Plan Coordinator (where appropriate);
 - Liaison with Public Transport providers (where appropriate);
 - Promotion of the TP; and
 - Promotion of travel events
- 7.5 The Travel Plan Coordinator would collate the survey results and present these to Manchester City Council as planning authority in order to discharge the planning condition.
- 7.6 The Action Plan for the implementation of the TP is discussed in Section 8 of this document.



Sustainable Travel Targets

- 7.7 The TP is a strategy which can evolve over time. It is important that the TP is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.
- 7.8 It is useful to set targets for travel to the site. This has been conducted and presented in the TS that supports this application and is based on information in the TRICS database. These targets are just a starting point based on typical PBSA sites and may be revised following the initial on-site surveys.
- 7.9 The modal share forecast for PBSA sites located in Town Centre/Edge of Centre sites is given in **Figure 7.1** below.

Figure 7.1: Purpose Built Student Accommodation Modal Share (TRICS 7.11.4)



- 7.10 That mode share informs the initial target and then the future target as below in **Table 7.1**.

TABLE 7.1 TARGET MODE SHARE		
Mode	Initial Target	Future 5 Year Target
Pedestrian Trips	42%	50%
Cycle Trips	1%	5%
Public Transport Trips	50%	40%
Car Driver (inc Car Club)	4%	3%
Car Sharer (inc Taxi)	3%	2%



- 7.11 It is anticipated that there will be a small number of staff working as management for the PBSA, and those working in the Food Hall. It is difficult to set an initial target based on small numbers, however it is proposed that these would be surveyed to inform on the travel outcomes.

Travel Surveys

- 7.12 These targets are just an initial consideration which will then be developed based on the outcomes of the Travel Surveys to be conducted on site. The Travel Survey is provided in **Appendix E**. It is expected that this would primarily be conducted online (using Survey Monkey or similar) complemented by some paper copies to capture those at reception.
- 7.13 That survey would be undertaken within 6 months of first occupation, that survey data will be collected and analysed. This will establish an updated baseline upon which to set targets and monitor progress.
- 7.14 The surveys should be repeated on an annual basis if required (for a five-year period).
- 7.15 Other monitoring would be undertaken using snapshot surveys of cycle parking and Free Bike Hire demand. A record of any travel comments raised by students would be noted and included in the TP.
- 7.16 The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated TP reports and will encompass the following elements:
- Monitoring the use of cycle parking and potential for additional cycle parking;
 - Monitor the take up of the 'Free to Hire' bike scheme;
 - Monitoring the take up of a potential car share scheme;
 - Monitoring of the Travel Plan budget and spending; and
 - Recording of comments/observations received on transport and travel to the site.
- 7.17 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.



Update of Travel Plan & Review

- 7.18 The first review of the TP will be 12 months after the survey where a follow up survey would be undertaken. The outputs of that survey and would be submitted to the Local Authority for information.
- 7.19 Following the survey Travel Plan Coordinator has 3 months to present that information to Manchester CC.
- 7.20 After the initial review, further updates would be carried out annually, which would include the submission of a summary report to the Local Authority. These reviews would include:
- Analysis of the latest travel survey responses;
 - Review of the Travel Plan budget and spending;
 - The latest bus, cycle, and walking route information;
 - Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
 - Review of targets for the future year;
 - Any additional measures, any changes/refinements to existing measures; and
 - Evaluation of the success of the various measures implemented to date.



8.0 Action Plan

8.1 The following list describes the proposed measures that are to be taken to help achieve the TP objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 8.1** overleaf. The Action Plan should:

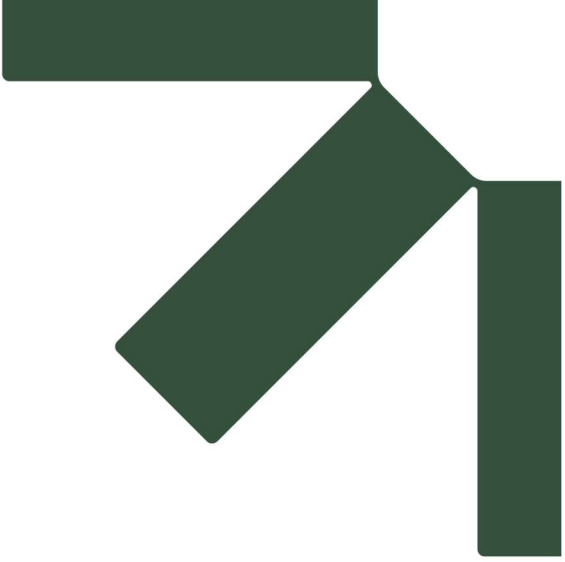
- Include a time frame for each action to provide a clear approach for the implementation of the TP;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.



Table 8.1: Action Plan

Measure	Target Date	Ownership
Prior to Occupation		
Appointment of Travel Plan Coordinator	Prior to 3 months of first occupation	SLR (Adelaide Tsim) acting as interim TPC/ House of Social Limited TPC To be appointed upon occupation
Implement sustainable transport infrastructure on and around the site as agreed through the approved planning application	Prior to occupation	House of Social Limited
Sales and marketing staff to be made aware of sustainable travel options.	Prior to occupation	House of Social Limited/Sales Staff
Prepare Sustainable Travel Information for both residents and employees	Prior to occupation	TPC
Include Travel Page on HoS community website	Prior to occupation	House of Social/ TPC
Establish contact with local cycle store in Manchester	Prior to occupation	TPC
Prepare Travel Packs for employees & students (Electronically and leaflets)	Prior to occupation	TPC
Advertise car sharing initiatives and active travel information on notice boards in preparation for move in day	Prior to occupation	TPC
During Occupation		
Promote benefits of walking and cycling – make health benefits clear via 3 rd party promotional material	On-going during occupation	TPC
Undertake the site's first post occupation travel survey to review against initial TRICS mode share targets	3 months of occupation	TPC
Baseline travel data to be analysed	Within 6 months of first occupation	TPC
Conduct further travel surveys / travel questionnaires (if considered appropriate)	On-going during occupation	TPC
Manage Travel Plan budget and make employees / students aware of ongoing initiatives	On-going during occupation	TPC
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going during occupation	TPC
Ensure travel information is periodically kept up to date and made available for employees	On-going during occupation	TPC
Complete annual review for Local Authority for 5 years following first occupation	On-going during occupation	TPC





Appendix A Site Layout

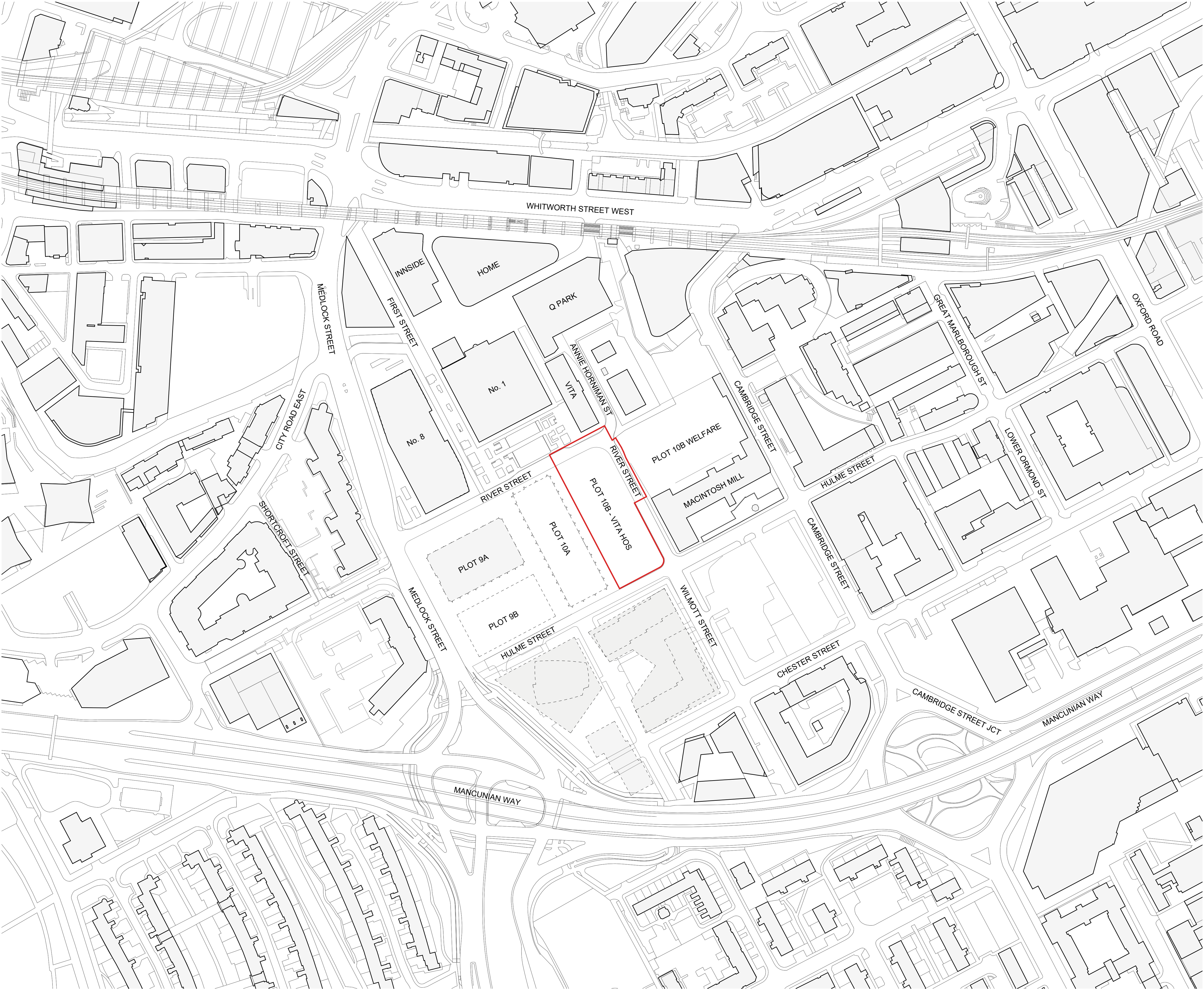
Travel Plan

House of Social, First Street

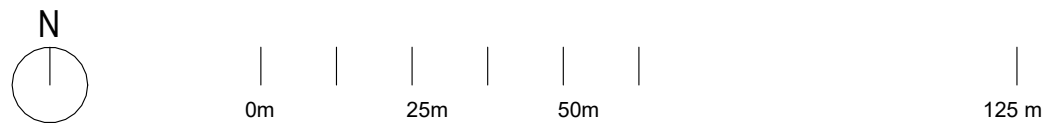
House of Social One Limited

SLR Project No.: 410.066931.00001

3 July 2025



Existing Site Plan
1:1250



General Notes

Use figured dimensions only. Do not scale off this drawing. All dimensions must be set out and checked by the contractor on site prior to commencement of construction. Any variations between drawings and site must be reported to TGA before work proceeds.

Drawings to be read in conjunction with Architectural Specification, Structural Engineer's Drawings and Specifications, Mechanical & Electrical Engineer's Drawings and Specifications, all Supplemental Information, including but not limited to: Detailed Fire Strategy, Acoustic Report, Thermal Report & Overheating Report.

No portion of the Works to commence without acceptance of the required submittals by the Employer.

Main Contractor to submit relevant documents to building regulation and legislation approval authorities as required to comply with the Specification.

Legend and Notes

— Red Line Planning Boundary

Rev	Description	Date	By
P01	Issued to consultant team	03.01.23	SD
P02	Amended to include River Street and Plot 10B Welfare site	19.01.23	SD
P03	Draft planning issue	23.01.23	SD
P04	Issued for Planning	03.02.23	SD
P05	Redline boundary amended, Plot 10B welfare site excluded	27.02.23	SD
P06	Redline boundary amended East across River St	28.02.23	SD
P07	Reissued for planning following split core amendment	31.03.23	JB

Title
Existing Site Location Plan

Drawing No.
1172-TGA-XX-XX-DR-A-95020

Revision
P07

Status
PLANNING

Scale
As indicated@A1

Project
1172 - First Street

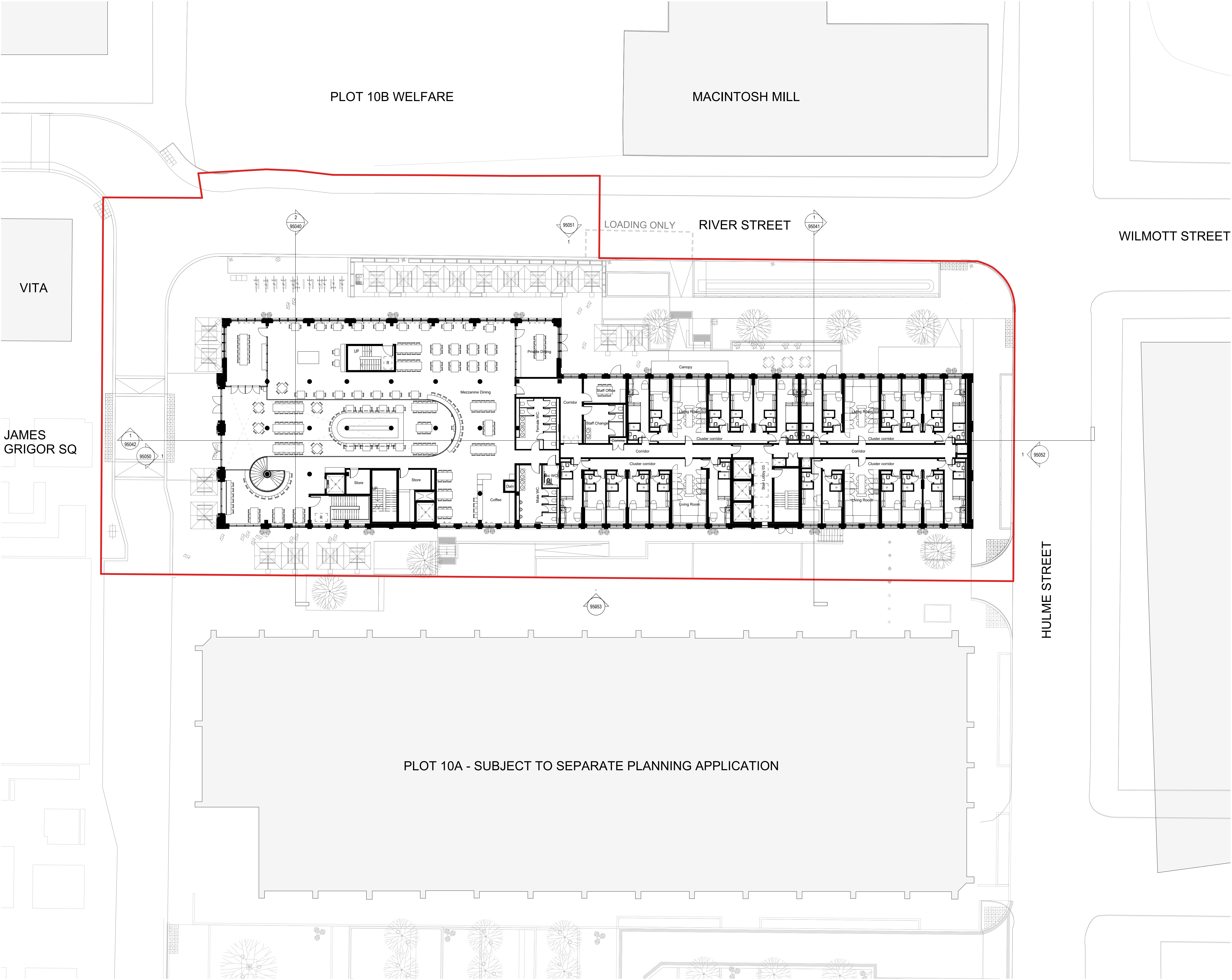
Client
VITA

TIM GROOM ARCHITECTS

Eastgate, 2 Castle Street, Manchester, M3 4LZ

0161 870 1152

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Rev	Description	Date	By
P01	Draft planning issue	23.01.23	SD
P02	Issued for Planning	03.02.23	SD
P03	Reissued for planning following split core amendment	31.03.23	JB

Title
General Arrangement - Level 01

Drawing No.
1172-TGA-XX-01-DR-A-95031

Revision
P03

Status
PLANNING

Scale
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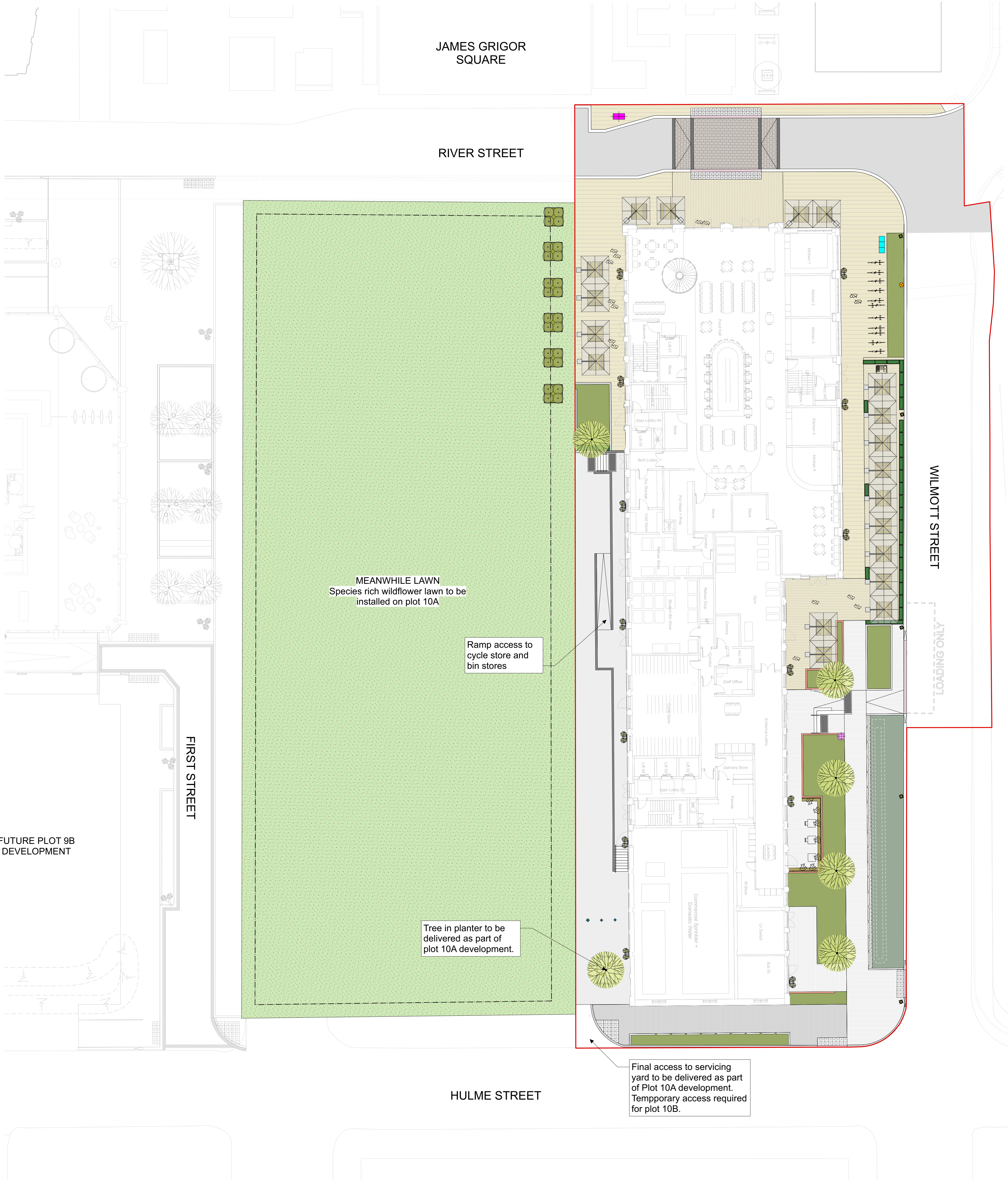
Project
1172 - First Street

Client
VITA

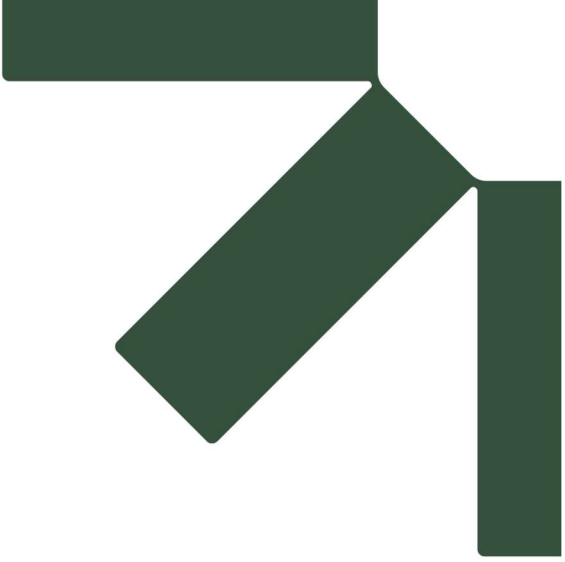
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Eastgate, 2 Castle Street, Manchester, M3 4LZ 0161 870 1152

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<div>KEY</div> <div><div><div></div><div>Application Boundary</div></div></div>		<div>ROAD KERB - FLUSH</div> <div>Granite flush kerbs, W: 300mm</div>		<div>SOFTWORKS</div> <div><div><div></div><div>SEMI-MATURE TREE - Proposed</div></div><div><div></div><div>SHRUB/PERENNIAL PLANTING</div></div><div><div></div><div>RAIN GARDEN PLANTING</div><div>Planting with capacity to thrive in long periods under water and dry spells.</div></div><div><div></div><div>HEDGE</div><div>Instant, trough grown, 1.2m high, 1m troughs</div></div><div><div></div><div>TEMPORARY MEANWHILE USE LAWN</div><div>Species rich wildflower lawn to be installed to future Plot 10A</div><div>To be removed before the construction of Plot 10A</div></div><div><div></div><div>TEMPORARY WIND MITIGATION TREES</div><div>Mainwhile trees planting for wind mitigation.</div><div>To be relocated/removed before the construction of Plot 10A</div></div></div>		<div>FURNITURE</div> <div><div><div></div><div>EXISTING HYDRANT</div></div><div><div><div>Bx1</div><div>PROPOSED FIXED BOLLARD</div></div><div><div>Bx2</div><div>PROPOSED FIXED BOLLARD</div><div>Automatic telescopic bollards</div></div><div><div></div><div>TREE PLANTER</div><div>3m x 2m</div><div>To Hulme Street site entrance</div></div><div><div></div><div>BIERKELLER TABLE SET</div></div><div><div></div><div>TIMBER BENCH</div></div><div><div></div><div>WAY FINDING TOTEM</div><div>Design to be developed in next stage</div></div><div><div></div><div>RAISED PLANTER</div><div>Mobile planter to outdoor dining area along Wilmott Street</div></div><div><div></div><div>PARASOL UMBRELLA</div><div>3m x 2m</div></div><div><div></div><div>CYCLE STAND</div></div></div></div>		<div>LITTER & RECYCLING BINS</div> <div>LIGHTING</div> <div><div><div></div><div>BUILDING MOUNTED LIGHTING</div><div>Locations shown indicative only. Exact location to be coordinate with architects in next stage.</div></div><div><div></div><div>PLANTING UPLIGHTER - In soft</div></div><div><div></div><div>EXISTING LAMP POST TO BE RELOCATED</div></div></div>		<div>Client</div> <div>Select Property Group</div> <div>Project</div> <div>First Street Plot 10b</div> <div>Drg Title</div> <div>General Arrangement</div> <div>Created on</div> <div>17-11-2022</div> <div>Created by</div> <div>VE</div> <div>Approved by</div> <div>RM</div> <div>Scale</div> <div>1:200</div> <div>Size</div> <div>A1</div> <div>Workstage</div> <div>Planning</div> <div>Drg No.</div> <div>PL1471.3-PLA-ZZ-00-DR-L-001</div> <div>Suitability</div> <div>S4</div> <div>Revision</div> <div>P09</div>			<div><div><div><div></div><div>Planit I.E. Limited</div></div><div><div>E: info@planit-ie.com</div><div>W: planit-ie.com</div></div><div><div><div>MANCHESTER</div><div>2 Back Grafton St., Altrincham, WA14 1DY</div><div>T: 0161 928 9281</div></div><div><div>LEEDS</div><div>No.1 Aire Street, Leeds Station, Leeds, LS1 4PR</div><div>T: 0113 824 6413</div></div><div><div>LIVERPOOL</div><div>Tempest 5.3, 12 Tithebarn Street, Liverpool, L2 2DT</div><div>T: 0151 363 1230</div></div><div><div>LONDON</div><div>Unit 6 Waterside, 44-48 Wharf Road, London, N1 7UX</div><div>T: 0207 253 5678</div></div><div><div>STANDISH</div><div>Standish Gatehouse, Stonehouse, Gloucestershire, GL10 3BZ</div><div>T: 0145 360 7080</div></div></div><div><div>THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY FROM THE OWNER.</div></div></div></div>			<div>NOTES:</div> <div>1. Do not scale from this drawing.</div> <div>2. Always work to noted dimensions.</div> <div>3. All dimensions are in millimetres unless otherwise stated.</div> <div>4. All setting out, levels and dimensions to be agreed on site.</div> <div>5. The dimensions of all materials must be checked on site before being laid out.</div> <div>6. This drawing must be read with the relevant specification clauses and detail drawings.</div> <div>7. Order of construction and setting out to be agreed on site.</div>			<div>Revision</div> <div>Date</div> <div>Description</div> <div>Drawn</div> <div>Apprvd.</div> <div>S4-P09</div> <div>20-03-23</div> <div>Seating area amendments</div> <div>RM</div> <div>RM</div> <div>S4-P08</div> <div>30-02-23</div> <div>Removed 1no. parasol</div> <div>YH</div> <div>RM</div> <div>S4-P07</div> <div>28-03-23</div> <div>Amends following building layout changes</div> <div>YH</div> <div>RM</div> <div>S4-P06</div> <div>28-02-23</div> <div>RLB updated</div> <div>YH</div> <div>RM</div> <div>S4-P05</div> <div>03-02-23</div> <div>Layout amendments</div> <div>YH</div> <div>RM</div> <div>S3-P04</div> <div>02-02-23</div> <div>Layout amendments</div> <div>YH</div> <div>RM</div> <div>S3-P03</div> <div>01-02-23</div> <div>Layout amendments</div> <div>YH</div> <div>RM</div> <div>S1-P02</div> <div>16-12-22</div> <div>Layout amendments</div> <div>YH</div> <div>RM</div> <div>S1-P01</div> <div>17-11-22</div> <div>First issue</div> <div>RM</div> <div>RM</div>
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Appendix B Accessibility & Street Audit

Travel Plan

House of Social, First Street

House of Social One Limited

SLR Project No.: 410.066931.00001

3 July 2025

Appendix B Accessibility & Street Audit

Introduction

- 1.1 An accessibility audit assessment has been undertaken considering the existing highway/street condition, pedestrian, cycle infrastructure, bus, tram and taxi facilities within the near vicinity of the development with a particular focus on accessibility facilities for disabled users. There is construction activity taking place which does affect some pavement and highway access. Following completion of those works we expect the local footway network to be made good or improved so it is of an appropriate standard.

Highway/Street Audit

- 1.2 Generally, the local highway network are (or will be) of a good compliant standard for pedestrians to use. There are no pavement widths less than 2m and in many places these are much wider. The area is street lit and offers a safe environment for pedestrians and there are no critical trip hazards.

Pedestrian Infrastructure

- 1.3 At the northern end of Medlock Street with Whitworth Street there is a signal controlled junction with signalled push button pedestrian crossing facilities with compliant tactile paving sound indicating when the crossing is activated along with the tactile cone under the push button facility for those that are deaf/blind. **See Figure 1.**
- 1.4 On Medlock Street (North), there is an uncontrolled crossing with a pedestrian island linking through to Sainsburys, Home, and First Street as shown in **Figure 2**. Adjacent to this is a service road accessing Tony Wilson Place and this high quality crossing with dropped kerbs tactiles and quality paving is shown in **Figure 3**.
- 1.5 First Street provides the main high quality car free pedestrian route through the First Street estate. The nature of this route is described in **Figure 4**.
- 1.6 On the west side of Medlock Street the City Road pedestrian crossing benefits from dropped kerbs but it does not have any tactile paving as shown in **Figure 5**.
- 1.7 The River Street (E) crossing does have dropped kerbs and tactile paving as shown in **Figure 6**. The surface is expected to be restored following the construction of Plot 9a. The River Street (W) pedestrian crossing is a wide crossing with dropped kerbs but not tactile paving as shown in **Figure 7**. This junction will be improved as part of the landscape improvements for the One Medlock Street development.
- 1.8 Finally, **Figure 8** shows the quality Toucan crossing of Medlock Street opposite Plot 9b which links in the with quality active travel facilities through and across Medlock Roundabout.





Figure 1 Medlock St/Whitworth Street Signal Pedestrian Crossing with Tactiles, Audible signal and Tactile Cone

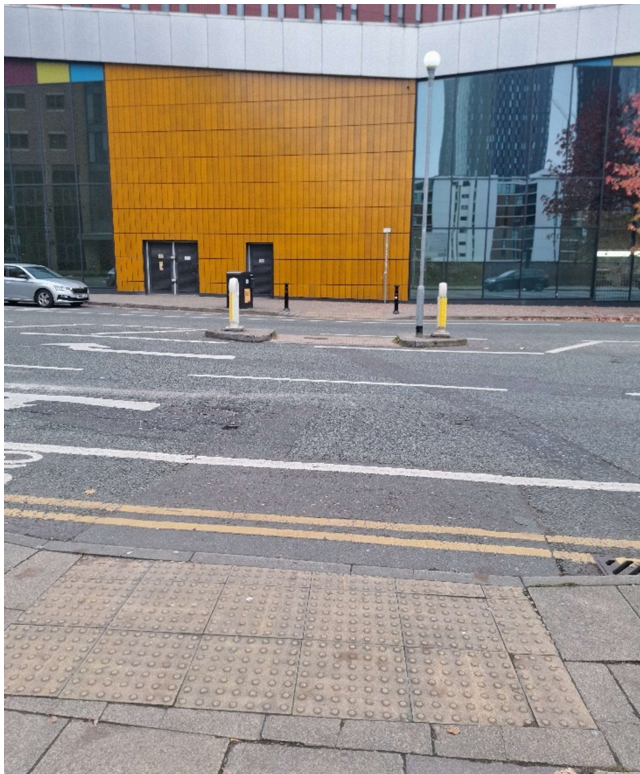


Figure 2 Medlock Street (N) Uncontrolled Pedestrian Crossing





Figure 3 Tony Wilson Place Service Road Crossing

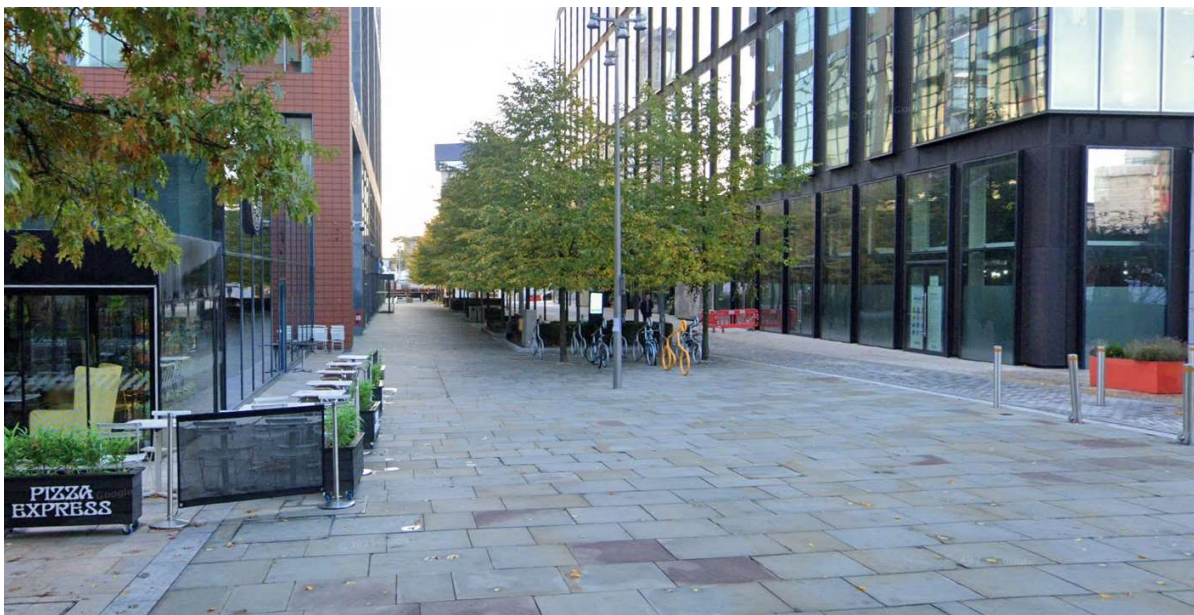


Figure 4 First Street – Car Free Pedestrian Spine Road



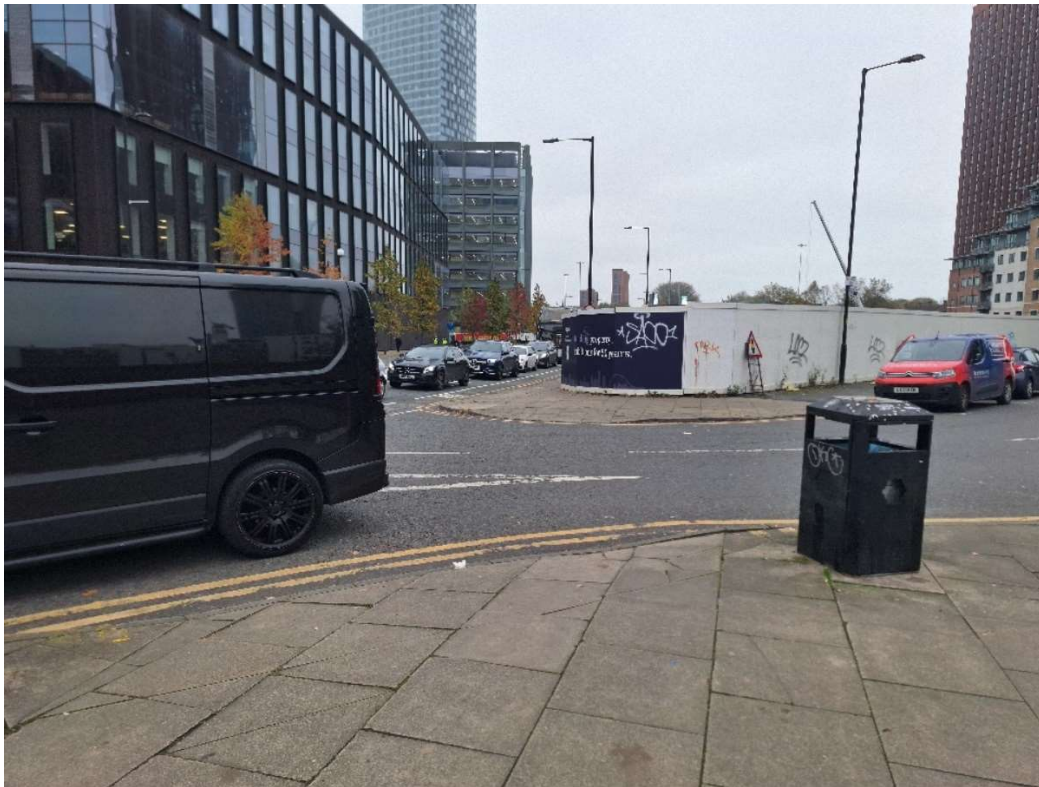


Figure 5 City Road Pedestrian Crossing Point



Figure 6 Pedestrian Crossing of River Street (E)





Figure 7 Pedestrian Crossing of River Street (W)



Figure 8 Medlock Street Signal Toucan Crossing with Tactiles, Audible signal and Tactile Cone



Access via the Bus Network

- 1.9 All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:
- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
 - Free off-peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.
- 1.10 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.

Access via Metrolink

- 1.11 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.

Access by Rail

- 1.12 To support disabled passengers, Deansgate has staff help available as well as lifts on each platform to provide step free access and ramps for train access.
- 1.13 Deansgate-Castlefield can be accessed using the existing pedestrian network surrounding the site. All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.

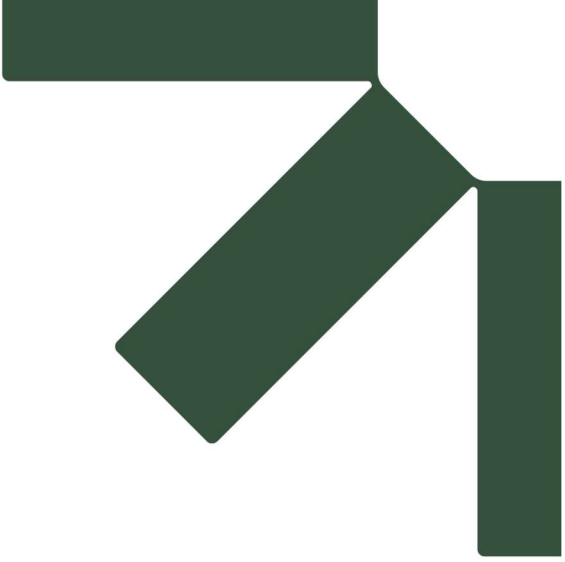
Access via Taxi

- 1.14 Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages and many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

Summary

- 1.15 Plot 9a benefits from a highly accessible location with excellent connections to local and regional public transport services and on foot and by bicycle. Once the construction activity has completed, the area will benefit from high quality surroundings and this audit has shown that anyone accessing the site including those that are disabled will not experience any constraints in approaching the site. It can be concluded that the building and the surrounding area will facilitate access including those that are disabled in a high quality manner.





Appendix C Local Car Parks

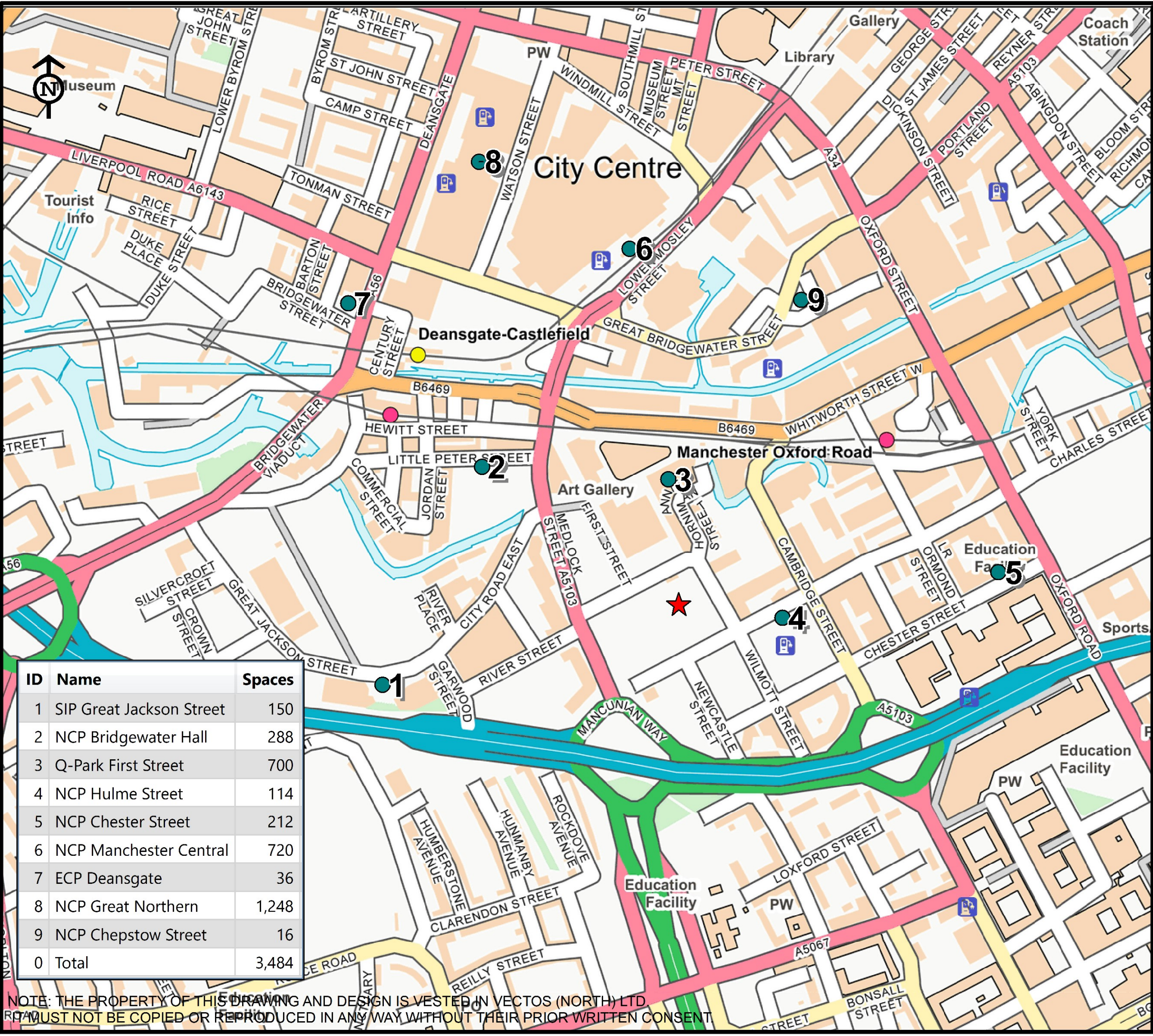
Travel Plan

House of Social, First Street

House of Social One Limited

SLR Project No.: 410.066931.00001

3 July 2025



- Legend**
- ★ Site Location
 - Car Park

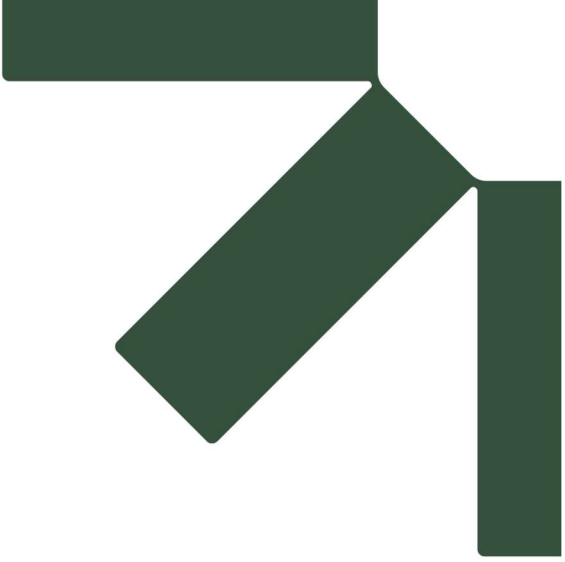
This is not a construction drawing and is intended for illustrative purposes only.
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CLIENT:	House of Social 1 Ltd	
PROJECT TITLE:	Plot 10, First Street	
DRAWING TITLE:	Public Car Parks within 800m Catchment	
SCALE:	N.T.S	
DRAWN:	CJ	CHECKED: GD
DATE:	Oct 2022	

vectos. | PART OF **SLR**

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Appendix D Travel Survey

Travel Plan

House of Social, First Street

House of Social One Limited

SLR Project No.: 410.066931.00001

3 July 2025

House of Social Travel Survey

We are currently conducting a Travel Survey as part of the monitoring process for the Travel Plan at House of Social, First Street. To do so we'd like to know your travel patterns, needs and how you can be assisted with your travel requirements.

It will take about 5 minutes to complete and all responses will be treated confidentially.

Q1 - Your gender

☐ Male ☐ Female

Q2 – What age range do you fall in?

☐ 16-25 ☐ 26-35 ☐ 36-45 ☐ 46-55 ☐ 56-65 ☐ 65+

Q3 - What is your apartment number?

Apartment number:.....

Q4 – Did you know that HoS operates a Travel Plan? ☐ Yes

☐ No

Q5 – In a typical week how do you normally travel to the following and how often do you make this journey?

Key: Car on your own (C) Car share (CS) Public Transport (P) Walk (W) Cycle (B)

Other (O)

Journey to	Postcode of/name/area	How	How often per month
University			
Work			
Grocery Shopping			
Other Shopping			
Leisure			
Health			
Other			

Q6 – Does you have access to the following?

☐ 1 Car ☐ Bicycle ☐ Scooter ☐ Motorbike/Moped

Q7 – Did you find the transport information provided in the Welcome Pack easy to understand?
☐ Yes ☐ No ☐ I did not receive a Welcome Pack

Q8 – Have you changed your main mode of travel since relocating to this address?

☐ Yes ☐ No

If yes, please state how you used to travel and how you now travel below:

.....

.....

Q9 – If using Public Transport, do you buy a pre-paid ticket to travel

☐ Yes ☐ No

Q10 - Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)

- ☐ More help finding car share partners who have similar work patterns
- ☐ Free taxi home if let down by car
- ☐ More information regarding car sharing i.e. benefits and cost savings)

Q11 - Which of the following changes would most encourage you to cycle for journeys in the local area? (If you already cycle, which would you most like to see?)

- ☐ Safer, better lit cycle paths
- ☐ Improve cycle paths on the journey to town centre/ rail station
- ☐ Improve cycle parking at this development
- ☐ Arrangements to buy a bicycle at discount
- ☐ Improved crossing facilities
- ☐ Improved cycle parking at local facilities – where?

Q12 - Which of the following changes would most encourage you to use public transport? (If you already travel to by public transport, which would you most like to see).

- ☐ More direct bus routes
- ☐ More frequent bus services
- ☐ More frequent train services
- ☐ More frequent tram services
- ☐ Better lighting at bus shelters and on footpaths
- ☐ More convenient bus drop-off points
- ☐ Better bus links to work from station
- ☐ Public transport information

Q13 - Which of the following changes would most encourage you to walk for journeys in the local area? (If you already walk, which would you most like to see?)

- ☐ Cleaner, better maintained workplace footpaths
- ☐ Better lighting on workplace footpaths
- ☐ More improved pedestrian crossing points
- ☐ Higher presence of security around the site
- ☐ Slower speed limits
- ☐ Better street lighting in the local area

Thank you for completing the survey!



Making Sustainability Happen