Framework Travel Plan

Plot 9b, First Street

Vita Meadow Limited

Prepared by:

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Site Location - Dwg VS9B-TGA-G100-PL-XX-95200

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1.0 Introduction

1.1 This Framework Travel Plan (FTP) has been prepared by SLR on behalf of Vita Meadow Limited in relation to a planning application for a proposed purpose-built student accommodation (PBSA) in Plot 9b of the First Street Masterplan Area.

1.2 This development is also supported by a Transport Statement (TS) prepared by SLR.

Site Location

1.3 The location of the development site is shown in a local context in **Dwg VS9B-TGA-G100-PL-XX-95021.**

1.4 This planning application for Plot 9b forms the second part of the Plot 9 development site. The Plot 9 site has already been subject to a planning application for Plot 9a, which is a 9-storey commercial office development to the immediate south of Plot 9b.

1.5 The wider area surrounding the site is characterised by a mix of uses including office, leisure, residential and student residential accommodation.

1.6 Plot 9b will be a total gross floor area (GFA) of 26,858 sqm and it is bound by the development Plot 9a to the north, Newcastle Street to the east, Hulme Street to the south, and Medlock Street to the west. There are no permanent structures on the site, and no trees on or adjacent to the site.

1.7 To the south of the site beyond Hulme Street lies the development of First Street South which is being constructed by Downing. This is a development comprising four buildings of over 2200 bedrooms along with large amenity space and 17,000 sqft of commercial leisure, restaurant and retail space.

Proposed Development

1.8 The Site comprises two elements as follows:

- Proposed Development Site (hereinafter 'The Site'): Extending to approximately 0.25 ha, the Site is bound to the north by Plot 9A of the First Street Development Framework (FSDF) area (currently being redeveloped into an office block of up to 9no. storeys (pursuant to Planning Permission Ref. 132600/FO/2021)); to the east by Plot 10A (which has planning permission for an office block of up to 13no. storeys (Ref. 136043/FO/2023)); to the south east by Hulme Street; and to the west by Medlock Street.
- Construction Compound Site (hereinafter 'Construction Compound'): Extending to approximately 0.46 ha, the Construction Compound Site is bound to the north by the River Medlock; to the east by Cambridge Street; to the south by Macintosh Mills; and to the west by River Street.

1.9 The relevant plans of the development are given in **Appendix A**.

Travel Plan Objectives

1.10 A Travel Plan is a long-term strategy for reducing dependence on travel by private car. In this case the development does not have any parking provided but it is still appropriate to set objectives so that the students can benefit from sustainable transport strategy.

1.11 The Travel Plan reflects the following objectives intended to achieve the Governments Transport Policy:

- 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.

1.12 If the Plan achieves these objective, 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.

Report Detail

1.13 This FTP has been prepared to consider travel to and from the PBSA development and following this introduction, the structure of this report is as follows:

- Context of the Site;
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Action Plan.

2.0 Baseline Conditions

Overview

2.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

2.2 An audit of the local transport / highway infrastructure in the area was conducted to establish the baseline conditions for the street environment has been undertaken with a particular focus on the provision for pedestrians, cyclists, public transport users and in particular for disabled users accessing this site. The summary of this walkover audit is given in **Appendix B** and some of the key features are considered further below.

Existing Proposed Development

2.3 The site currently consists of an area of hard standing that has previously been used as a surface car park. Access has historically been provided via River Street at the northern boundary of the site.

2.4 As described earlier, the wider 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.

Local Highway Network

A5103 Medlock Street

2.5 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. The A5103 Medlock Street connects with the A57 Mancunian Way gyratory, which forms part of the Manchester and Salford Inner Relief Route (MSIRR). This route connects the north and south of the city and providing strategic access to the City Centre.

2.6 In the vicinity of the site, Medlock Street is circa 12m in width and the southbound lane flares on approach to the roundabout provide two lanes. Northbound, there is a right turn ghost island arrangement which provides a dedicated right turn lane into River Street. Medlock Street is subject to a 30mph speed limit to the south changing to a 20mph limit around 70m to the north of River Street. There are footways, and a mix of cycle lanes along with street lighting provided on both sides of the carriageway. **Figure 2.1** shows a view of Medlock Street looking north towards the City Centre and in **Figure 2.2,** the view looking south.

Figure 2.1: Medlock Street looking North towards the City Centre

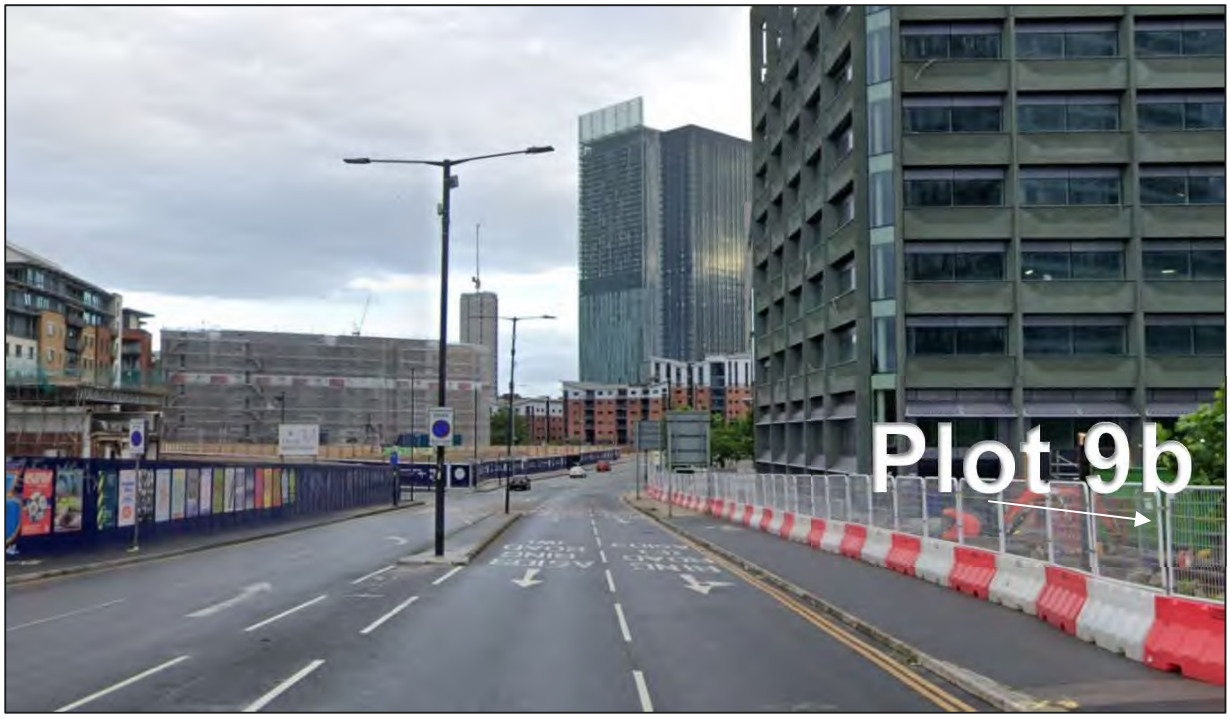


Figure 2.2: Medlock Street looking South



2.7 Planning permission for the Plot 9a application (Ref:125833/FO/2019) included a condition to provide a signalised pedestrian crossing which would give access across Medlock Street, a layby on River Street, tree planting and other landscaping works.

2.8 MCC are currently developing a comprehensive corridor improvement for Medlock Street, and rather than potentially implementing a new crossing that would result in abortive works, MCC and the Plot 9a developer are exploring the scope for a contribution.

2.9 The planning approval for the former Premier Inn Site (situated on the west side of Medlock Street) Ref (135419/FO/2022) committed to an improvement of River Street(west) and parts of Medlock Street including trees planted on each side of that corridor as shown in **Figure 2.3**.

Figure 2.3: Landscape Improvements Planning Ref. (135419/FO/2022)



A5103 / A57 (M) Mancunian Way Junction

2.10 The A5103 Medlock Street forms a gyratory passing underneath the A57(M) Mancunian Way to the south of the site. Travelling east from this gyratory, access can be gained to the A57(M) eastbound and Cambridge Street. Travelling west, access can be gained to the A57(M) westbound, and to the south the A5103 continues, becoming Princess Road and providing connections to the M60 and M56.

2.11 This junction has been improved with the introduction of traffic signals and layout changes to increase separation of traffic streams, and in particular to provide quality pedestrian and cycle infrastructure at the junction. The scheme layout is shown in **Dwg 7378-MJ-00-00-DR-D-1799**.

River Street/Wilmott Street

2.12 River Street provides access to the area from Medlock Street via an all-movement priority junction. River Street is circa 6m in width and is a private road, and the on-street parking is managed by a private parking enforcement company. Traffic calming is provided in the form of speed table arrangements at two locations in the vicinity of James Grigor Square. **Figure 2.4** shows a view of River Street looking west past James Grigor Square.

Figure 2.4: River Street looking West



2.13 River Street is street lit with footways along both sides of the carriageway. It provides access to the First Street Q-Park multi-storey car park via Anne Horniman Street. There is loading bay provision along the northern side of River Street along with 3 disabled parking spaces.

2.14 River Street turns through 90 degrees to head south as shown in **Figure 2.5** and is renamed Wilmott Street which has the same private road status, is around 6m wide along with street lighting and footways like the other roads in the area. The roads in the area under construction and are limited by construction hoarding.

Figure 2.5: Junction of Wilmott Street/River Street



Hulme Street

2.15 Vehicular access to the site will be taken from Hulme Street, which in this area is a private road and is circa 6m in width. To the east Hulme Street provides connections to Cambridge Street and Oxford Road.

2.16 Hulme Street west of the junction with Wilmott Street is currently closed to the public due to the ongoing construction works in the area as shown in **Figure 2.6.** This road will be changed with development of Plot 9b and the adjacent developments and this is described more fully later.

Figure 2.6: Hulme Street Looking West



Existing Car Parking Provision

2.17 The on-street parking bays on public roads in the area lie within the City Centre parking zone 4, which applies Monday to Sunday, 8am till 8pm, with no charge for parking on a Bank Holiday. The bays permit parking for up to 10 hours or all weekend. Disabled users can park for free with a blue badge displayed.

2.18 There are numerous public car parks within a short walk of the site, notably the First Street Q-Park multi-storey car park with 700 spaces and the NCP Hulme Streetcar Park with 114 spaces both within 200m of the site.

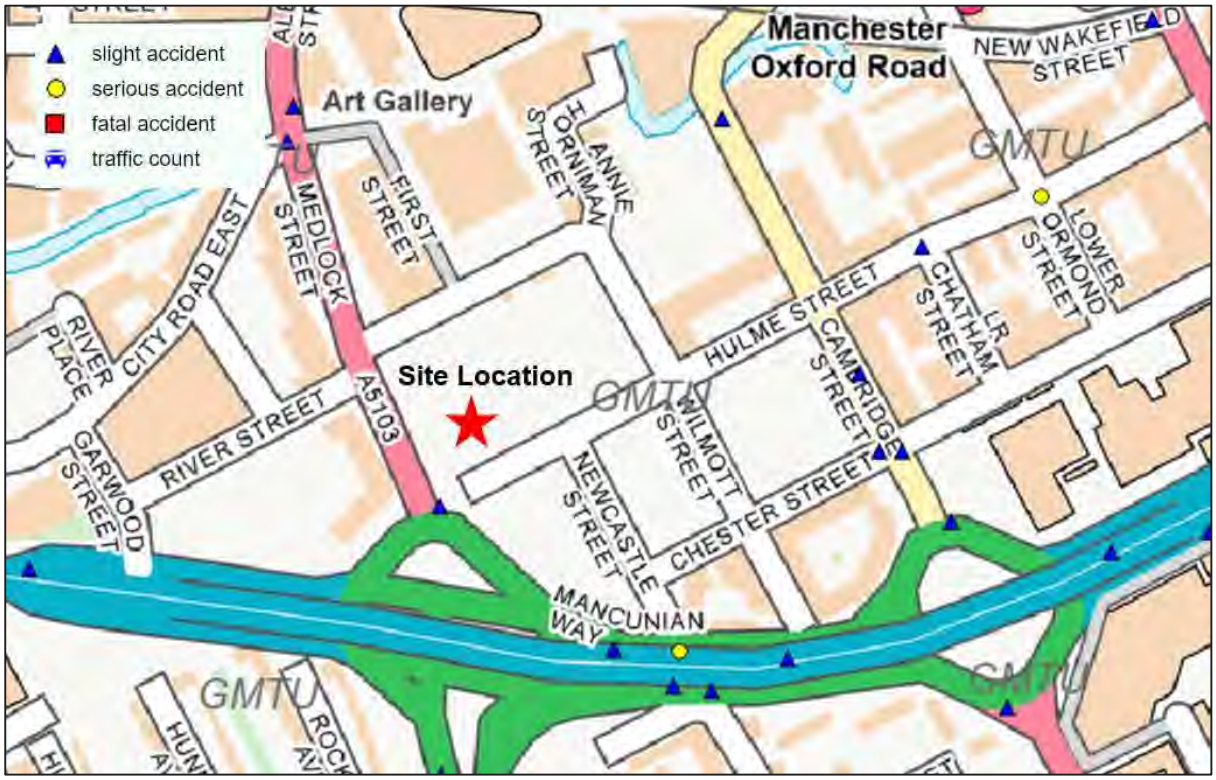
2.19 There are 28 disabled parking spaces provided in the First Street Q-Park multi-storey car park. In addition to this, there are 3 on-street parking bays where disabled drivers can park without payment or limit on the northern side of River Street between Medlock Street and James Grigor Square. These are approximately 90m from the site.

2.20 **Dwg G104** shows the location of the site in relation to public car parks within 800m of the site illustrating that there are 3,484 public car parking spaces within a short walk of the site.

Collision Data Record

2.21 The online version of the TfGM accident database has been interrogated to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 2.7** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 2.7: 5-Year Collision Plot Data (extract from TfGM Interactive Map)



(Source: http://www.gmtu.gov.uk/gmaccidents/#)

2.22 It can be seen from **Figure 2.7** that there have been no collisions on River Street and Hulme Street in the vicinity of the site, whilst there have been three collisions on Medlock Street that resulted in a Slight Injury.

2.23 Overall, the number of collisions shown are considered relatively low and that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

3.0 Accessibility by Sustainable Modes of Travel

Overview

3.1 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.

Greater Manchester Accessibility Level (GMAL)

3.2 Greater Manchester Accessibility Level (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.

3.3 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.

3.4 **Figure 3.1** 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 3.1: GMAL Map



3.5 **Figure 3.1** 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.

Walking

3.6 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) suggest that a desirable walking distance for commuting purposes is 800m with the preferred maximum distance being 2km or just over 20minutes.

3.7 In line with this guidance, **Dwg G102** represents an 800m and 2km walk catchment from the site. This plan shows that 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 along with the key Manchester Universities Campuses on Oxford Road to the south east.

3.8 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.

3.9 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.

Cycling

3.10 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 pf 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Dwg G103**.

3.11 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.

3.12 **Dwg G103** also highlights the cycling lanes available within that catchment showing 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.

3.13 An extract of TfGM's cycle map is provided in **Figure 3.2** for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 3.2: TfGM Cycle Map



3.14 **Figure 3.2** shows that the site is close to National Cycle Network Route 6 (NCN 6). This is a long-distance cycle route linking London to the Lake District. The site is adjacent to the cycle routes on Medlock Street may be subject to improvement in the future. To the east the network of streets offer low traffic speeds nature of routes which will support cycle movement.

3.15 As described later, the site will be provided with cycle parking and cycle hire facilities that will further encourage travel via this mode.

3.16 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.

Public Transport – Bus

3.17 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 400 metres.

3.18 The closest bus stops are located on Medlock Street within 200 metres 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.

3.19 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.

3.20 The bus service frequency for this stop is presented in **Table 3.1**.

Table 3.1: Bus Services within 400m Vicinity of the Site

Service No.	Route	Approximate Frequency (services per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
101	Wythenshawe - Manchester	4	4	4	2	4	2
103	Piccadilly Gardens - Chorlton	2	2	2	1	2	1
256	Piccadilly Gardens - Flixton	3	3	3	2	3	2

3.21 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.

3.22 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

3.23 The nearest Metrolink stop is Deansgate-Castlefield which is just over 400m 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.

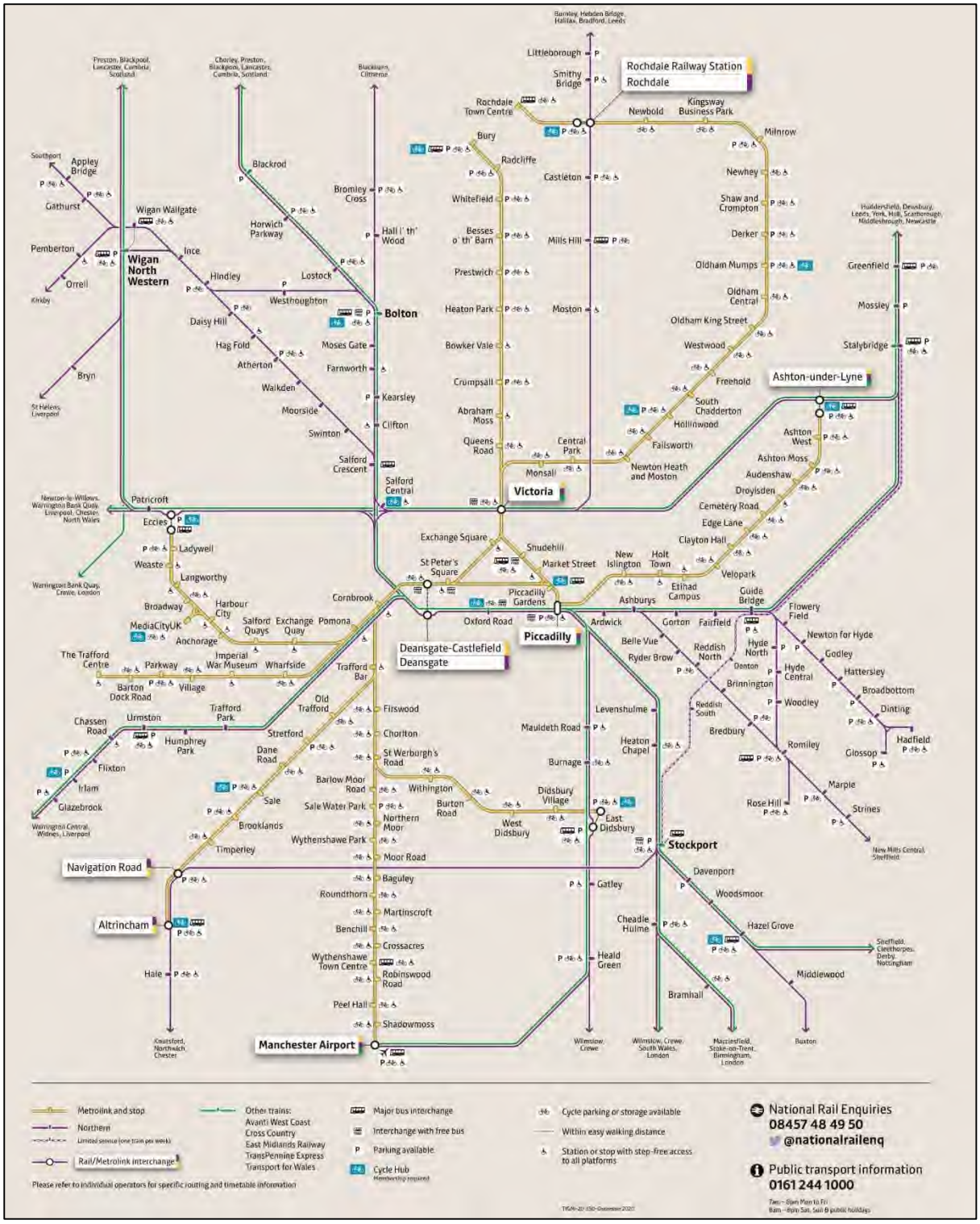
3.24 In 2020, the new Trafford Park Metrolink Line was launched which links Deansgate-Castlefield with Trafford Park and the Trafford Centre.

3.25 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 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.

3.26 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 3.3** overleaf.

3.27 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.

Figure 3.3: Greater Manchester Metrolink and Rail Network Map



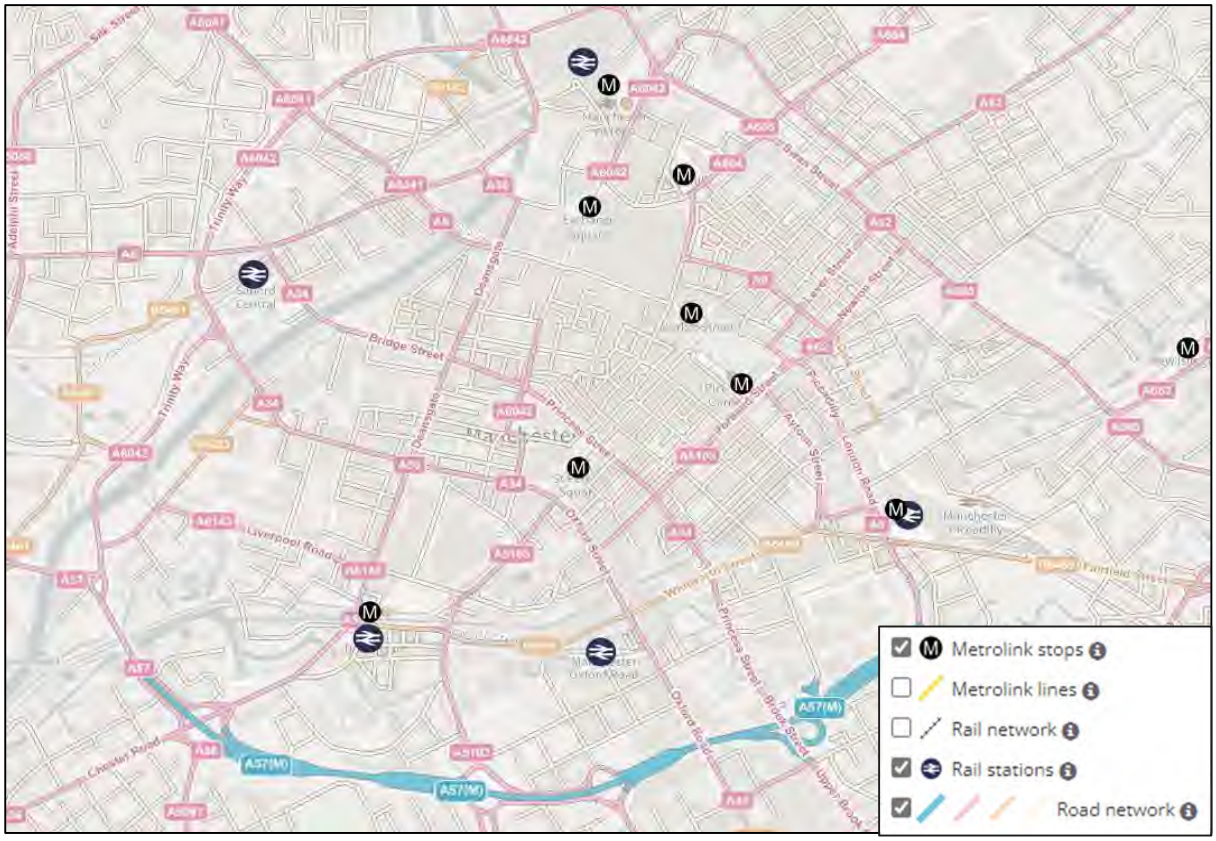
Public Transport – Rail

3.28 Deansgate Railway Station is the located approximately 600m 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.

3.29 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.

3.30 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 3.3** 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 3.1: Nearby Transport Networks to the Site

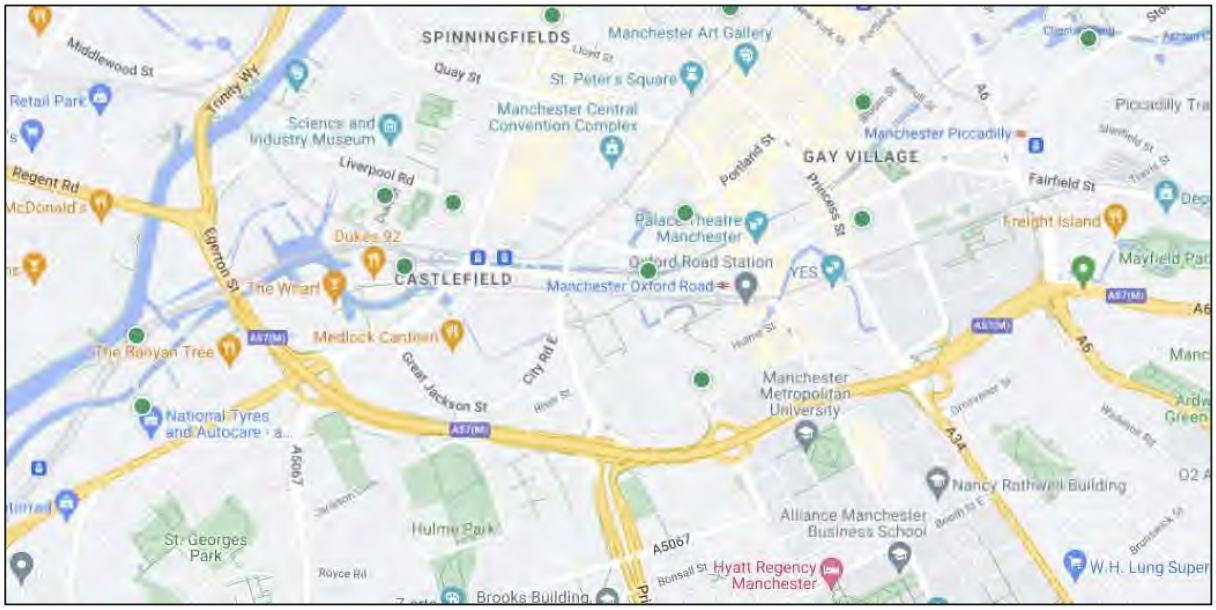


3.31 Overall, it is considered that the rail facilities offered from Deansgate provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Car Club

3.32 The nearest Enterprise Car Club location to the site is located at Hulme Street, which is approximately 160 metres 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 3.4.**

Figure 3.2: Car Club Spaces



4.0 Proposed Development

Overview

4.1 The development proposals for Plot 9b consists of the construction of a 33-storey PBSA building with no car parking provided. The gross internal area (GIA) of the proposed development will be 26,858sqm.

4.2 Plot 9b will be delivered independently of Plot 9a and once developed, both plots will share the space between and around the two buildings where the main servicing activity will take place from Hulme Street and designed to a high standard.

Access

4.3 The main pedestrian entrances for the PBSA are from the southeastern end of the building from Hulme Street.

4.4 Improved areas of public realm will be provided around the building to create a pleasant environment for pedestrians.

4.5 The proposed development will be car-free and therefore, there will be no car parking spaces provided on site.

4.6 Along the eastern side of Plot 9b there is the continuation of First Street, the high-quality pedestrian route running north south through the area. This route provides access to the Plot 9a basement car park and this will be controlled by automatic bollards and a comms unit restricting access to just permitted vehicles.

Cycle Parking Provision

4.7 The site will benefit from 136 parking spaces (68 two-tier stands) which can only be accessed externally. A further 10 cycle parking spaces are provided within the public realm with 5 Sheffield Stands. This provision represents cycle parking for around 17% of the bedspaces.

4.8 As cycle parking and mobility is a key factor in students being able to access facilities and enjoy the city, Vita who has previously worked on the PBSA to the east of the development undertook research of their student population, which meant that they were able to offer a high quality and appropriate cycle provision for students.

4.9 Their paper on Bike Provision at House of Social is given in **Appendix C**. It can be seen from this document that of their existing student population only 1%-2% own a bike. There are many reasons why and as well the financial and security reasons described students can access the Universities and the city centre within a short walk which means that having a cycle is more a leisure aspect than an essential mode of transport.

4.10 To allow Students access to a Bike, House of Social have developed **'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.

4.11 It can be seen in **Appendix C** that 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. They 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.

4.12 This use and provision of bikes can be monitored through the Travel Plan, and if required this commitment could also be secured via planning condition.

5.0 Travel Plans Initiative

5.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied. It is noted that the development is car free and will mean that inherently the vast majority of trips to and from the site being undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel to both staff and students at the development.

5.2 The Travel Plan is aimed at the staff and students living and working there. 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.

5.3 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator(s).

5.4 As far as possible, 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.

5.5 It is important for the Travel Plan 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

5.6 The Travel Plan will be managed by a Travel Plan Coordinator. As the scheme is to be managed by two separate management teams it is possible that two Travel Plan Coordinators will be employed to manage the implementation of the Travel Plan as well as reporting on the effectiveness of the Travel Plan. Travel Plan Co-ordinator(s) will be appointed prior to the proposed new development being occupied. In the interim, Adelaide Tsim of SLR will act as the interim Travel Plan Co-ordinator for the development. His contact details are:

Adelaide Tsim	Adelaide.tsim@slrconsulting.com	+44 3300 886631

5.7 The Travel Plan Co-ordinator will ultimately be appointed by the developer within 3 months of occupation.

Travel Information Boards

5.8 Travel Information Screens can be 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'.

5.9 The Travel Plan Co-ordinator will publicise relevant events such as 'Bike Week' to encourage staff / students to participate wherever possible.

Walking Measures

5.10 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.

5.11 Measures to further encourage walking as part of a multi-modal journey might include:

- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
- Provision of umbrellas in reception areas;
- Continuation of the high-quality pedestrianised areas of First Street designed for disabled users, seating, and are appropriately maintained and signed.

Cycling Measures

5.12 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:

- Promote benefits of cycling to students and employees through schemes such as 'Explore Your Space' campaign;
- 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.

Workplace Bikes

Provide savings for employees while boosting your green credentials

As part of a Government initiative to promote green transport, Workplace Bikes offers attractive tax and National Insurance savings for both employers and employees.

How it works

Workplace Bikes encourages employees to cycle to work, with a salary sacrifice arrangement providing savings on the cost of a bike and accessories. Employees sign up for 12 or 18 months hire agreement, either during an enrolment window of your choice or as an any-time benefit.

It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

Cycle-to-work schemes can contribute to workforce wellbeing, assist with congestion and parking issues and help minimise carbon footprint ... so there are plenty of reasons for making Workplace Bikes part of your benefits package.

Key benefits for employees:

- ✓ Basic-rate taxpayers save 32% in tax and National Insurance, with even higher savings for higher-rate taxpayers.
- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
- ✓ Employees can also take advantage of seasonal promotions, exclusive discounts and a price match promise.
- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

Why choose Workplace Bikes?

- ✓ Extensive range of free marketing to maximise take-up, including on-site roadshows and dual-branded literature.
- ✓ Easy online order approval and clear payroll information, provided in line with your needs.
- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
- ✓ Built-in facilities to cater for low earners, casual staff and under-18s.
- ✓ Available as a stand-alone benefit or as an integrated part of a wider benefits package.

0800 612 7110

www.workplacebikes.com



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Public Transport Services

5.13 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 Freebus stops.

5.14 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 'Get me There'.

New Student /Staff Welcome Pack

5.15 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each students /employee on the site who will receive a 'Welcome Pack'. The Pack will include Travel Information and the availability of sustainable transport options

5.16 The 'Welcome Pack' will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. 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, car share schemes, etc.

Taxis

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

5.18 The excellent accessibility of the site via other sustainable modes and in particular being within walking distance of the main destinations of the University, the City Centre attractions and Transport Hubs means that we expect that the level of taxi use will be limited.

Car Sharing

5.19 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.carsharegm.com.

5.20 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

5.21 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 3** of this document. The Travel Plan Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Street Car Parking

5.22 The Travel Plan 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 the Welcome Pack.

5.23 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 Co-ordinator.

Student Arrival and Departure Management Plan

5.24 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning permission. A Framework Strategy is included as **Appendix D.** The Framework described there can be developed into a more detailed Implementation Plan and conditioned to be submitted to MCC prior to occupation with more detail on staffing levels and the practical measures needed on the ground

5.25 In addition to consulting with MCC, the Plot 9b on-site management team would liaise with the neighbouring property landowners/occupiers to inform on the likely peak periods of Student Arrivals/Departures to coordinate the traffic management of the area.

6.0 Administration Monitoring and Review

Administration

Management

6.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide employees / students with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for employees / students and other outside organisations in all matters regarding travel.

6.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:

- The operation of the Plan;
- Management of the allocated budget;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

6.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

Monitoring

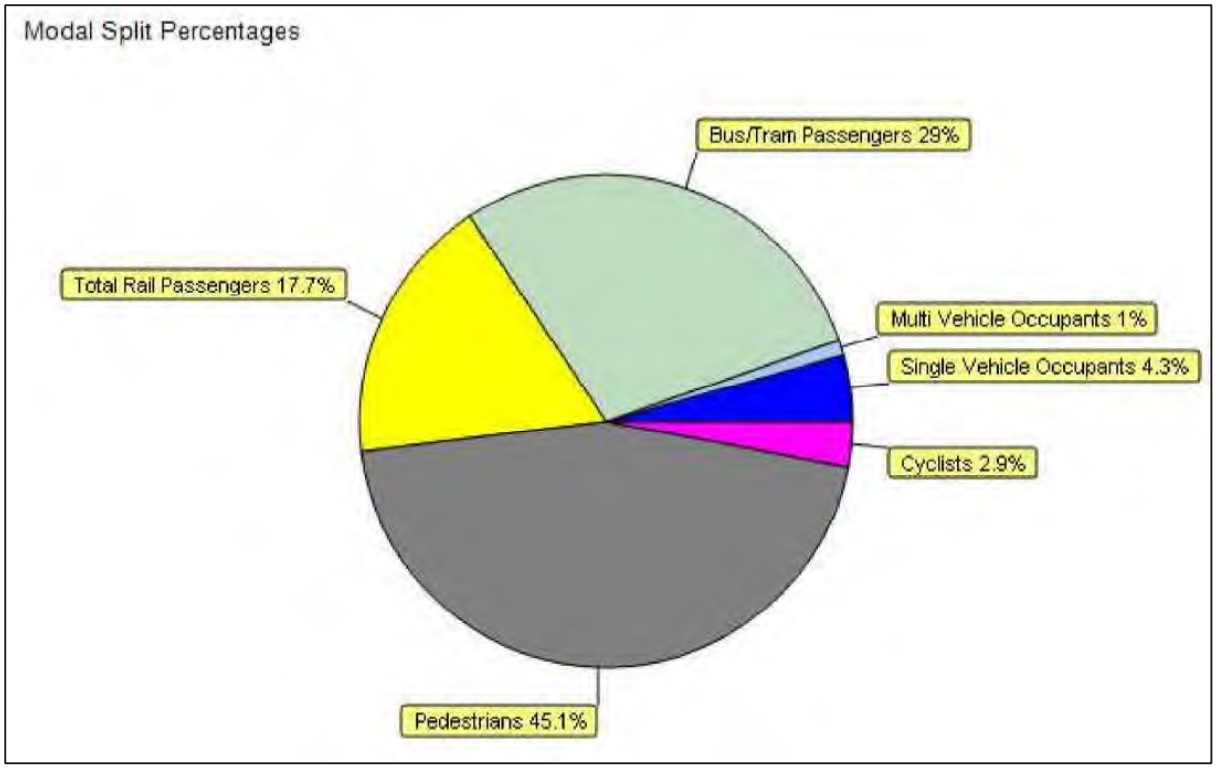
6.4 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

6.5 It is useful to set targets for travel to the site. This has been conducted and presented in the Transport Statement that supports this application and is based on information in the TRICS database.

6.6 It is anticipated that there will be a small number of staff working as management for the PBSA. Therefore, the below targets regard students only as there is a better idea of how many of them there will be.

6.7 The modal share forecast for PBSA sites located in Town Centre/Edge of Centre sites is given in Figure **6-1** below.

Figure 6.1: Purpose Built Student Accommodation Modal Share (TRICS 7.9.3)



6.8 It can be seen that car use is low, and the majority of trips are on foot or by public transport. However, given that this site is located so close to the Universities it is expected that the proportion walking would be higher along with a reduced level of public transport use.

Travel Surveys

6.9 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. An example of a staff Travel Survey is provided in **Appendix E**.

6.10 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.

6.11 The surveys should be repeated on an annual basis if required (for a five-year period). The outputs of an on-going monitoring programme will be used to inform the content of the subsequent updated Travel Plan 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.

6.12 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.

Review

6.13 The first review will be 12 months after completion of the full Travel Plan and will include production of a brief Travel Plan review report. This will be submitted to the Local Authority for information.

6.14 After the initial review, a further update should be carried out annually, which would include the submission of a summary report to the Local Authority. This should continue for a period of five years. The review of the Plan might 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.

7.0 Draft Action Plan

7.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 7-1** overleaf. The Action Plan should:

- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
- 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 7.1: Action Plan

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	As per planning approval	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking.	As per planning approval	Developer
Construct quality pedestrian links to access the site.	As per planning approval	Developer
Set up Travel Plan budget.	As per planning approval	Developer
Sales Phase		
Sustainable travel information included within initial information pack.	During sales period	Developer
Sales and marketing staff to be made aware of sustainable travel options.	During sales period	Developer/Sales Staff
Investigate potential for community website	During sales period	Travel Plan Coordinator
Establish contact with local cycle store	During sales period	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for employees & students	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator

Measure	Target Date	Ownership
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make employees / students aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for employees	On-going	Occupier's Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator

Drawings



Proposed Site Plan

1 : 500

0m 25m 50 m

N

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
- Existing Development
- Consented Development

Rev	Description	Date	By
P01	Draft Planning Issue	08.11.24	EJ
P02	Planning Issue	06.12.24	EJ

Title
Proposed Site Plan

Drawing No.
VS9B-TGA-G100-PL-XX-95021

Revision
P02

Status
Planning

Scale
As indicated@A1

Project
Plot 9B_First Street

Client
VITA

TIM GROOM ARCHITECTS

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

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Appendix A Scheme Plans

Framework Travel Plan

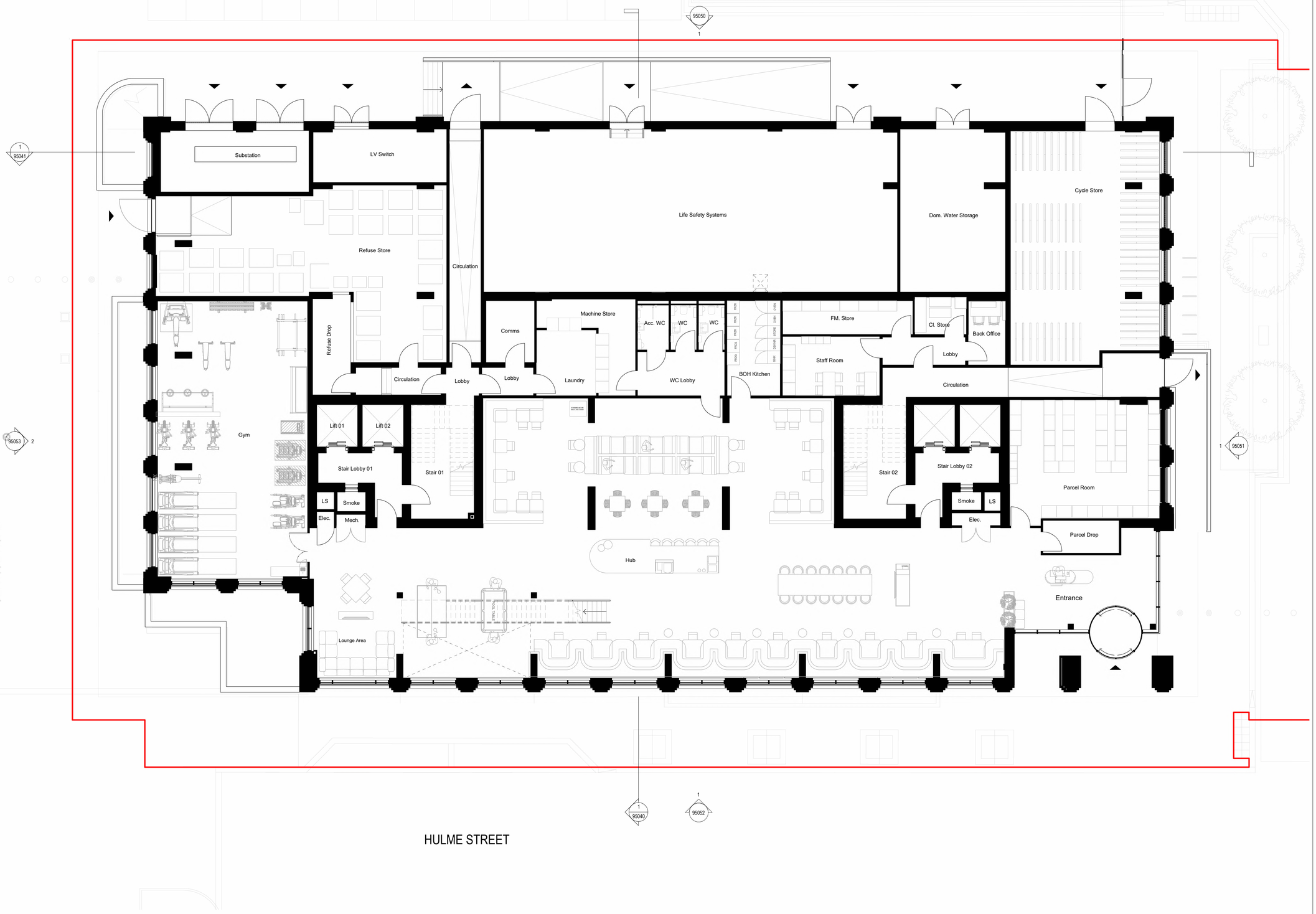
Plot 9b, First Street

Vita Meadow Limited

SLR Project No: 410.065757.00001

12 December 2024

PLOT 9A



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

Legend and Notes

Planning Boundary

Bike Store Schedule		
Description	No. of Bike Racks	No. of Bike Spaces
Sheffield Bike Stand	5	10
	5	10
Double Stacked	68	136
	68	136
Grand Total	73	146

Rev	Description	Date	By
P01	Draft Planning Issue	08.11.24	EJ
P02	Planning Issue	06.12.24	EJ

Title
General Arrangement - Level 00 (Ground Floor)

Drawing No.
VS9B-TGA-G200-PL-00-95030

Revision
P02

Status
Planning

Scale
1 : 100@A1

Project
Plot 9B_First Street

Client
VITA

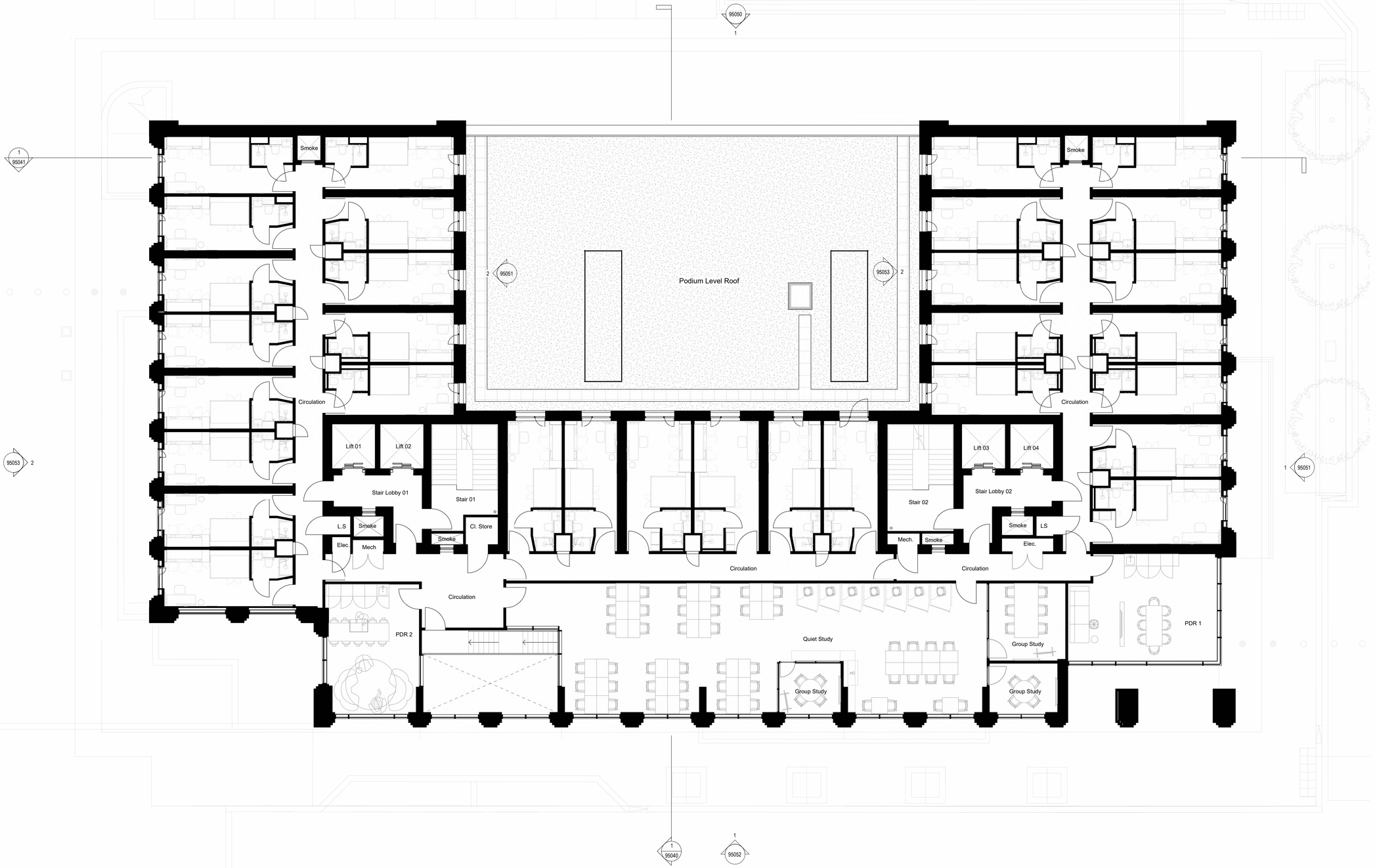
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GA Plan - Level 00 - Ground Floor
1 : 100

0m 5m 10 m



GA Plan - Level 01

1 : 100

0m 5m 10 m

N

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Rev	Description	Date	By
P01	Draft Planning Issue	08.11.24	EJ
P02	Planning Issue	06.12.24	EJ

Title
General Arrangement - Level 01

Drawing No.
VS9B-TGA-G200-PL-01-95031

Revision
P02

Status
Planning

Scale
1 : 100@A1

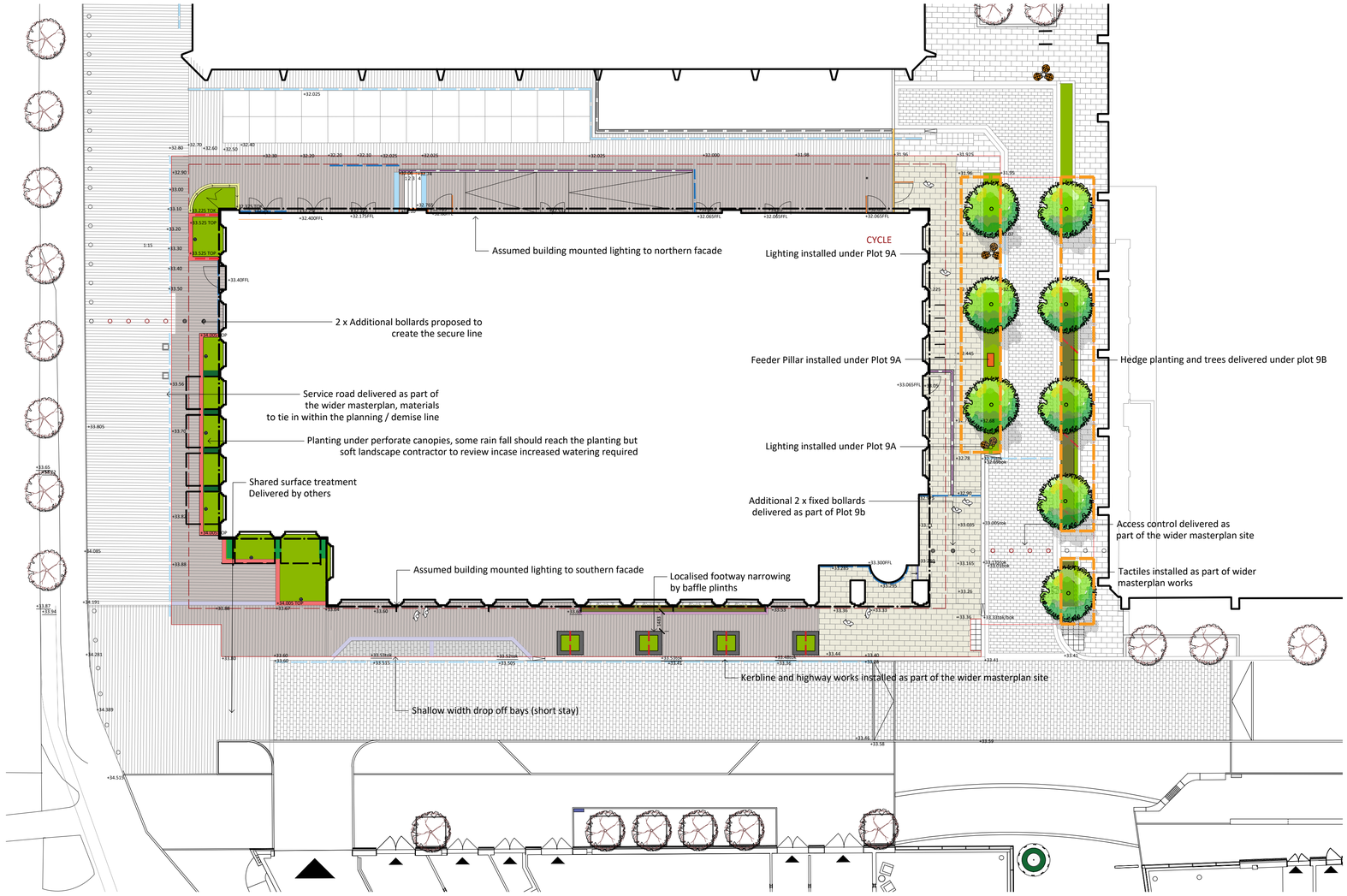
Project
Plot 9B_First Street

Client
VITA

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HARD LANDSCAPE

Established Masterplan Paving Installed Under Other Phases

Proposed Paving Type 1 - Concrete
Product: Hydro Lineo 40 by Hardscape (or similar approved)
Plan Size: 300 x 100 x 100
Colour: Standard Grey
Laying Bond: Stretcher Bond
Other: 5mm Butt jointed

Proposed Paving Type 2 - Granite Mix Setts
Product: 30% Kobra & 70% Royal White Mix by Hardscape (or similar approved)
Plan Size: 100x 300 x 63mm (depth tbc)
Finish: Flamed
Laying Bond: Stretcher Bond

Proposed Paving Type 2 - Yorkstone Flags
Product: Scoutmoor Yorkstone Flags to match existing First Street Surfacing
Plan Size: 400-900 x 300 x 63mm (depth tbc)
Finish: Sawn
Laying Bond: Min 100mm overlap

Proposed Edge Type 1 - Flush Planting Bed Surround
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 200x900x150 (depth tbc)
Finish: Flamed
Upstand: 0mm

Proposed Edge Type 2 - Raised Planting Bed Surround
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 300x900x250 (depth tbc)
Finish: Flamed
Upstand: 125mm
Other: Anti-skate required 1.5m centres

Proposed Edge Type 3 - Flush Kerb
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 300x900x200 (depth tbc)
Finish: Flamed
Upstand: 0mm

Proposed Edge Type 4 - Low Wall
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: Wall width 300 x H Varies. Clad and coping
Finish: Flamed
Upstand: Varies
Other: Anti-skate required 1.5m centres

Proposed Edge Type 5 - Wall and Balustrade
Product: Brick clad wall to match the architecture
Laying Bond: Staggered bond
Other: Brick on Edge copings - special ends, Vertical flat bar railings (min 1.1m high)

Proposed Edge Type 6 - Steps
Product: Royal White Granite by Hardscape (or similar approved)
Plan Size: 1100x300x175mm
Finish: Flamed
Other: Contrast nosing
Other: Corduroy s/s strip tactile pavings

FURNITURE

Proposed Bollard to Match Masterplan Furniture
Product: K8 Shallow Depth Terra Neptune SIngle by Frontier Pitts LTD (or similar approved)
Class Code:V/7500/64/90:0.0
Foundation: Shallow Mount

Proposed Lighting to Column Match Masterplan Furniture
Product: 2/3 head Multi Woody by IGuzzini or similar approved
Height: 5m
Materials: S/S

Proposed Lighting Bollard to Match Masterplan Furniture
Product: Unknown - to match the wider masterplan palette
iWay bollard Super Comfort round 180degrees

Proposed Cycle Stands to Match Masterplan Furniture
Product: S/S or similar approved

NB Baffles: Patternation and colour tone to tie with the architectural narrative

Proposed Movable Plinth Planter with Baffle
Product: Bespoke weighted Plinth Planter with Baffle
Plinth Materials: Granite 1800w x1800l x500h
Baffle Dimension: 1800w x 2500h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Baffle - Building Entrance
Product: Bespoke
Dimension: 1100w x 3000h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Baffle - Located in Planting Beds
Product: Bespoke
Dimension: 1800w x 3000h
Other: 50% Porosity - Perforate Pattern (tbc)

Proposed Fin - Southern Building Facade
Product: Bespoke
Dimension: 500w x 1800h
Other: Perforate Pattern (tbc)

Proposed Railings and Gate
Product: To Match Wider masterplan proposals
Other: To be ascertained if part installed under Plot 9A
Other: Needs to be visually permeable

Indicative Drainage Channel

Drainage Channel Delivered by Others

Proposed Feeder Pillar Delivered by Another Phase

SOFT LANDSCAPE

Trees Proposed on Other Development Plots

Proposed Tree Planting
Typical Species: Pinus Sylvestris
Size: 25-30cm
Other: Clear Stem 2m

Proposed Ornamental Planting
5L Ornamental planting stock at 5 per m2
70mm Depth Melcourt Bark Nuggets or similar approved

Proposed Hedge Type 1
Type: Evergreen
Size: 1.2m long x 0.5m wide x 1.5m high

Proposed Hedge Type 2
Type: Evergreen
Size: 1.6m long x 0.5m wide x 1m high

Proposed Hedge Type 3
Type: Evergreen
Size: Linear hedging x 0.5m wide x 1.2m high

Proposed Below Ground Structural Tree Cells
Product: Rootspace by GreenBlue Urban or similar approved
Sizes: Modules of 0.5m x depth cells 1m

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3. This drawing is to be read in conjunction with all relevant Architects', Engineer's, Specialists, Bills of Quantities and Specifications.
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7. All work and materials are to be in accordance with the relevant British Standards and Code of Practice.
8. All Proprietary products are to be used strictly in accordance with the manufacturer's instructions and details.

REVISION NOTES

Rev	By	Description	Date
P4	KH	Planter Levels Added	28/11/2024
P3	KH	Annotation amendment	25/11/2024
P2	KH	Coordinated Issue	13/11/2024
P1	KH	First Issue	09/10/2024

N

Client
Vita Meadow Ltd

Project
First Street - Plot 9B

Description
Landscape Layout

Status
For Information

Scale @ A1	Drawn	Checked	Date
1:200	KH	KH	09.10.2024

Drawing number
Z19B-TPM-G710-PL-XX- 4645 101

Revision
P4

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Appendix B Accessibility Audit

Framework Travel Plan

Plot 9b, First Street

Vita Meadow Limited

SLR Project No: 410.065757.00001

12 December 2024

Appendix B Accessibility 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 form 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

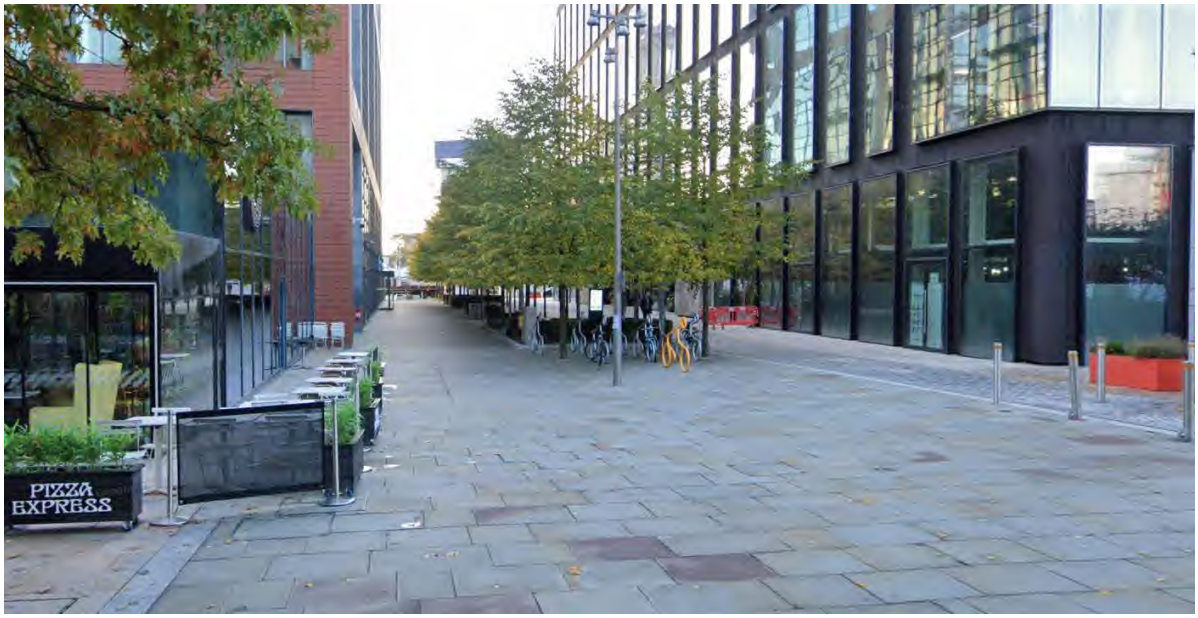


Figure 4 First Street – Car Free Pedestrian Spine Road



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 House of Social Statement on Bike Provision

Framework Travel Plan

Plot 9b, First Street

Vita Meadow Limited

SLR Project No: 410.065757.00001

12 December 2024

House of Social Bike Provision
First Street, Manchester

In contrast to the traditional residential market, there is a substantial disconnect between bicycle parking provision as stipulated in planning policy and that of current bicycle ownership patterns within the student population. This is certainly true across the Vita's existing student portfolio within which on average, only 1-2% of the Vita Student population own bicycles.

We have discovered through our own surveys that 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 high probability of theft when using the bicycle away from our residences. Another major factor is the lack of government incentives to encourage bicycle ownership within the student community as exists for the working population through schemes such as Cycle to Work. A bicycle purchase therefore is made at full retail price, which for a student on a limited student loan budget can be a significant outlay.

House of Social is committed to encouraging the most sustainable forms of transport which is why we choose locations within a city which benefit from excellent public transport connections to the educational institutions. It is then through understanding the barriers to student bicycle ownership: the cost and subsequent theft risk, that we initiated the provision of student bicycles at all of our new Vita Student and House of Social residencies. Our scheme is free for students to hire as they wish 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.

The number of hire bicycles we supply to a newly completed VITA Student or House of Social residence is c.15% of the total number of bedspaces. We continually review the usage and demand across all our residences and redistribute or add to our stock of bicycles to stay ahead of demand. We make a commitment to our residents that free to hire bicycles will be always available from the moment they arrive, and we uphold our promises. We actively promote the usage of our bicycles through a series of campaigns such as our 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.

We would happily take commitments within the S106 or planning conditions to underpin our commitment to providing this scheme from the day of opening.



Appendix D Move In Move Out Strategy

Framework Travel Plan

Plot 9b, First Street

Vita Meadow Limited

SLR Project No: 410.065757.00001

12 December 2024

Appendix D Student Move In/Move Out Strategy

D1 Introduction

1.1 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning permission. We provide a Framework for the Strategy below and it is proposed that that prior to occupation a more detailed Implementation Strategy will be developed which includes information on staffing levels, contacts and practical measures to manage the movement of people and cars efficiently and safely.

D2 Move In /Move Out Framework Strategy

1.2 The time periods which need particular consideration for the highway operation is when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term and any arrivals in cars by parents or others needs to be managed to avoid any problems of traffic congestion in the area associated with this activity.

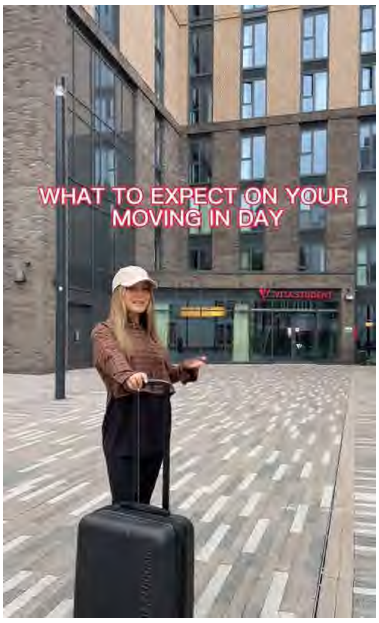


1.3 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel options by public transport, active travel modes, car club locations and taxi information.

1.4 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point, students will be notified of the limited parking availability on site and the accessibility by modes other than the car. They will also be informed of the parking availability in the First Street Car Park (Q-Park) just to the north as well as other car parks in the vicinity and their pricing charge.

1.5 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 first few days following the tenancy start date.

1.6 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. There are layby spaces on Hulme Street along the southern frontage and also space along the service road where drivers can pull up for a short period to unload and turn around.



1.7 Drivers would be managed by on site traffic marshals who would ensure the safety of people, and the efficient movement of vehicles including those accessing the neighbouring properties.

1.8 The appointment system enables students to choose the time of their arrival.

1.9 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.

1.10 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.

1.11 The Plot 9b site management team would liaise with the neighbouring property landowners/occupiers to inform on the likely peak periods of Student Arrivals/Departures to coordinate the traffic management of the area.

D3 Summary

1.12 With an appropriate Move In/Move Out Strategy in place the arrival and departure of students can occur in a safe and efficient way. The Framework described above can be developed and conditioned to updated prior to occupation with more detail on staffing levels and the practical measures needed on the ground.



Appendix E Travel Survey Example

Framework Travel Plan

Plot 9b, First Street

Vita Meadow Limited

SLR Project No: 410.065757.00001

12 December 2024



Resident Travel Survey

We are currently conducting a Travel Survey as part of the monitoring process for the Travel Plan at Plot 9b, 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 postcode and house number?
Postcode:…… House number:……..

Q4 – Did you know the development 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
Work			
University			
Grocery Shopping			
Other Shopping			
Leisure			
Health			
Other			

Q6 – Does your household have access to the following?
[ ] 1 Car [ ] 2+ Cars [ ] Bicycle [ ] 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 to work?
[ ] Yes [ ] No

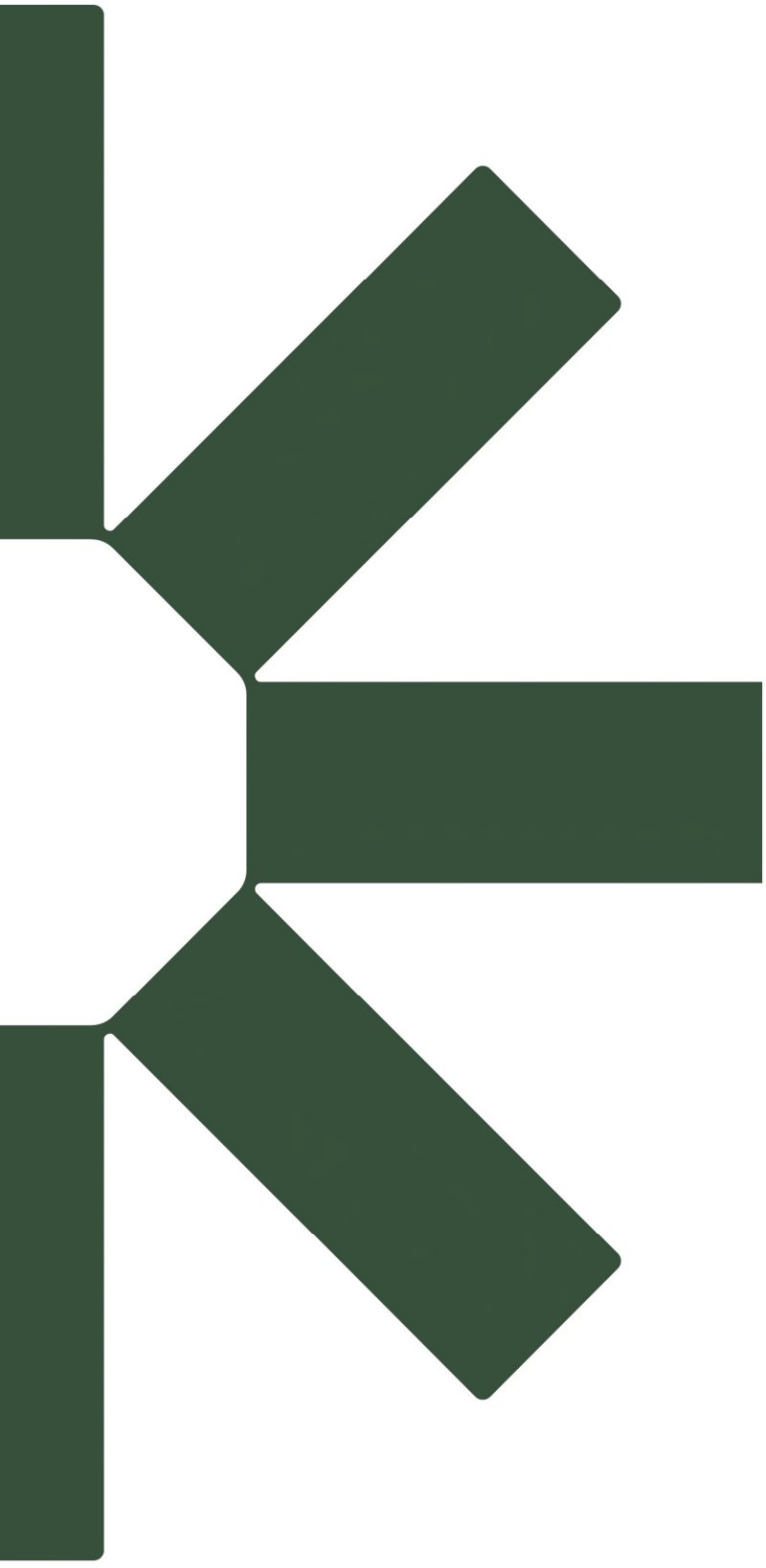
Q10 - Which of the following changes would most encourage you to car share? (If you already car share, which would you most like to see?)
[ ] More help finding car share partners who have similar work patterns
[ ] Free taxi home if let down by car
[ ] More information regarding car sharing i.e. benefits 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!



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