



Travel Plan

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

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Basis of Report

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1.0 Introduction

Background

- 1.1 SLR has been appointed by EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED to provide traffic and transportation advice as part of a full planning application for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished and replaced by new purpose-built buildings.
- 1.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. It is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site.
- 1.3 There is already a student accommodation facility managed by Hello Student Management Limited with 566 bed units (in 271 studios and two, three and four bedroom-apartments) distributed over six mid-rise blocks. The total site capacity will be enlarged to 876 bed units (in 679 studios and two, three and four bedroom-apartments) also across six blocks. This means that 310 extra bed units will be available on site after the completion of the proposed development. An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level.
- 1.4 It is proposed to reduce the number of surface car parking bays on site, on Bax Road, and within basement parking areas underneath the retained blocks to release space for the proposed new constructions.

Purpose of the Report

- 1.5 This Travel Plan has been prepared to demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters that can be agreed with Highways and Planning Officers at Manchester City Council (MCC).
- 1.6 Local Authorities endorse the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. This Travel Plan document has been written to encourage active travel, in line with the following core national guidance documents:
 - a) Department for Communities and Local Government, "Guidance on Travel Plans, Transport Assessments and Statements", (2014);
 - b) Department for Transport, "Good Practice Guidelines: Delivering Travel Plans through the Planning Process", (2009);
 - c) Ministry of Housing, Communities and Local Government, "National Planning Policy Framework", (2021); and
 - d) Transport for Greater Manchester, "Travel Plan Toolkit", (2023).
- 1.7 SLR has also prepared a Transport Assessment that has submitted alongside the same planning application under separate cover. This TP should be read alongside the TA.



What is a Travel Plan?

- 1.8 A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

“A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed.”

Sources: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009; and National Planning Policy Framework, DCLG, 2012.

- 1.9 In essence, a Travel Plan is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

Structure of this Report

- 1.10 Following this introductory chapter, this report provides the following information:

- **Section 2: Travel Plan Benefits** – explores and outlines the wide range of benefits and positive effects that a TP can have on employees and the wider environment.
- **Section 3: Site Audit** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
- **Section 4: Accessibility by Sustainable Modes of Transport** – assessment of the accessibility of the site by the aforementioned means of transport;
- **Section 5: Development Proposals** – sets out the development proposals, access and servicing strategy, and parking proposals;
- **Section 6: Residents’ Travel Survey**– includes the analysis of the travel surveys undertaken to existing residents to understand their travel patterns, which is key to set the relevant initiatives to be implemented and the modal split targets for the document lifespan;
- **Section 7: Travel Plan Initiatives** – provides a clear description of the measures which could be implemented to encourage sustainable travel to and from the site;
- **Section 8: Travel Plan Management and Communications** – sets out the strategy for implementing the TP, discusses the roles and responsibilities of the TPC and identifies a strategy for communicating the TP to all.
- **Section 9: Monitoring and Review** – details the methodology for monitoring and reviewing the TP, including how often the monitoring will take place and who will be involved in the process; and
- **Section 10: Action Plan and Budget** - outlines the implementation programme including roles and responsibilities and an indication of budget requirements.



2.0 Travel Plan Benefits

Introduction

- 2.1 The benefits from a TP can be loosely categorised under four main headings:
- a) Health Benefits;
 - b) Environmental Benefits;
 - c) Financial Benefits; and
 - d) 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 are 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

Site Location and Existing Use

- 3.1 The site is bounded by residential properties to the north and to the east, the Victoria Baths event venue to the south east, Hathersage Road to the south (with residential properties beyond), the Octagon House medical centre and associated parking facilities to the west.
- 3.2 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



- 3.3 The site is currently accessed off Hathersage Road via an internal, private road called Bax Road that grants access to all buildings on site. The access to Bax Road is not gated, although the rest of the perimeter of the site is fenced.
- 3.4 Pedestrians can access blocks 1 to 5 through Bax Road, while Block 6 is accessed directly through Hathersage Road. Residents need a fob to get access to their block.
- 3.5 Meanwhile, blocks 1 to 5 have an underground car and cycle parking area each, where the bin store can also be located. Vehicles can drive to the underground parking areas via Bax Road and then the roller shutters granting access to them can be opened with a fob. The underground floors are internally connected with the rest of the floors of each building via a staircase and a lift. Block 6 has no underground parking facilities.
- 3.6 **Figure B** shows the access to Bax Road from Hathersage Road and an example of a vehicular and pedestrian access to a block.



Figure B: Bax Road Access from Hathersage Road (left) and Access to Blocks 4 and 3 (right)



- 3.7 Surface parking areas can be found in front of blocks 1, 2 and 3 (not gated) and between blocks 4 and 5 and 5 and 6 (gated car parks). Kerb line parking, except around accesses and pedestrian crossings, is permitted.
- 3.8 The site general reception is in a modular building on the parking area between blocks 5 and 6.

Local Highway Network

- 3.9 A site visit was undertaken by SLR staff on Monday 9th October 2023 between 08:15 and 09:45 to examine the site and to observe its transport and highway operational characteristics.

Bax Road

- 3.10 Bax Road is the internal, private road within the site, granting pedestrian, cycle and vehicular access to five of the six blocks (as block 6 is accessed directly from Hathersage Road as previously stated) and the associated parking bays around them and on the underground floors. Images of Bax Road can be found as **Figure C**.
- 3.11 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.
- 3.12 It is a single carriageway (with 5.5 metres in width), two-way road.
- 3.13 Signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.
- 3.14 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.



Figure C: Bax Road Southern Section (left) and Eastern Section (right)

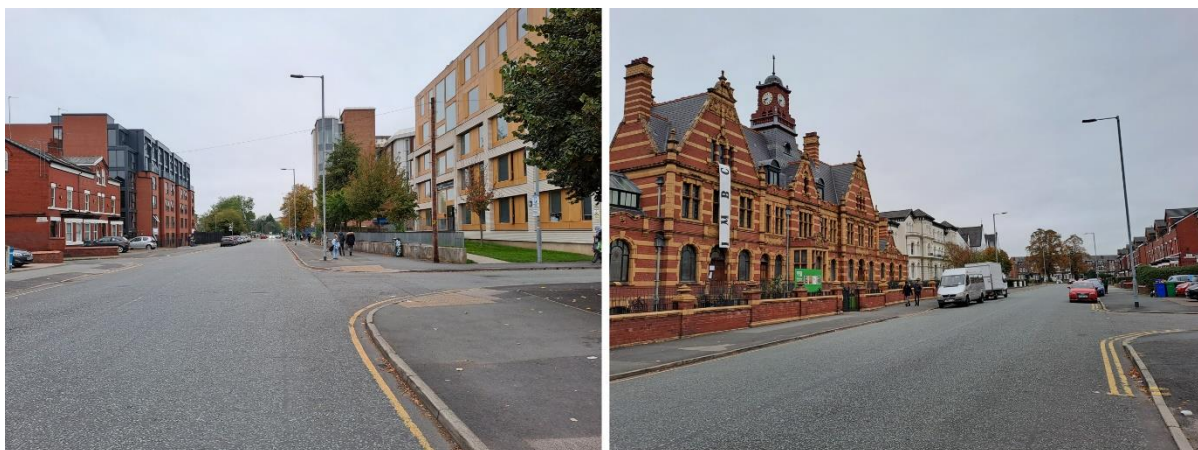


Hathersage Road

- 3.15 Hathersage Road (see **Figure D**) is the point of contact with the publically adopted highway network and is a single carriageway, two-way road subject to a 20mph speed limit. It links Bax Road (the site internal road) with Upper Brook Street and Oxford Road to the east and with Richmond Grove and Plymouth Grove to the west.
- 3.16 The road carriageway reaches a width of 9m around the development site.
- 3.17 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.
- 3.18 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.
- 3.19 Furthermore, on the road section of between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.
- 3.20 There is also a bay for coach parking in front of the Victoria Baths facility.
- 3.21 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.
- 3.22 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.
- 3.23 The road is covered by a system of street lighting. There are footways to both sides of the road, with 3.5 metres in width.
- 3.24 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street



Figure D: Hathersage Road around the junction with Bax Road



Richmond Grove

- 3.25 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.
- 3.26 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure E**).

Figure E: Richmond Grove In Lane (left) and Out Lane (right)



- 3.27 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders 'B' only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.
- 3.28 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.

Carmoor Road

- 3.29 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.



- 3.30 It has been included in this assessment as it can be used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove and also due to the availability of on-road parking spaces.
- 3.31 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure F**).

Figure F: Carmoor Road



- 3.32 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions.
- 3.33 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.

Upper Brook Street

- 3.34 Upper Brook Street (see **Figure G**) is part of the A34 corridor, which is a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.



- 3.35 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although a additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure G: Upper Brook Street around the Junction with Hathersage Road



- 3.36 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.
- 3.37 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.
- 3.38 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailing.

Plymouth Grove

- 3.39 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets.
- 3.40 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.
- 3.41 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).
- 3.42 It has on-road cycle lanes on both sides of the carriageway as shown in **Figure H** and advanced cycle stop boxes.



- 3.43 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

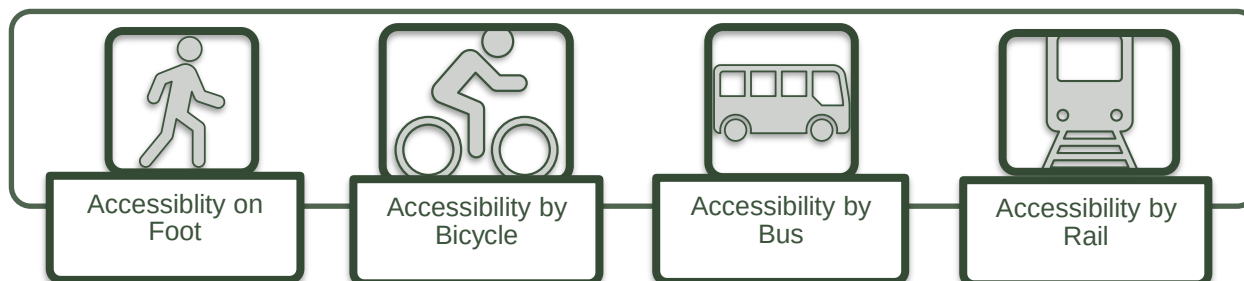
Figure H: Plymouth Grove



4.0 Accessibility By Sustainable Modes of Transport

Introduction

- 4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

- 4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.
- 4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table A**.

Table A: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

- 4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting trips. Catchments have been measured from the centre of the site.
- 4.5 The 500-metre catchment incorporates the surrounding area to the site, including the Hathersage Road section between the Rawnsley Building (Manchester Royal Infirmary) to the west and the junction with Plymouth Grove to the east, the residential roads to the south of it, Carmon Road to the north west, part of Richmond Grove to the south east and Daisy Bank Road and Hannover Crescent to the south. The catchment incorporates:



- The closest bus stops to site on Upper Brook Street (400m away) and Plymouth Grove (500m away);
- Convenience store (Go Local) at the Hathersage Road / Richmond Grove junction (300m away);
- Bars, restaurants and takeaways on Upper Brook Street (400m to 500m away);
- Religious buildings (churches and mosques – also 400m to 500m away).

4.6 Meanwhile the 1-kilometre walking catchment encompass further residential areas to the south, east and west of the site, as well as the commercial area to the north, east and south as well as part of the Manchester Royal Infirmary Building

- The bus stops on Stockport Road (800m away);
- Petrol Station and supermarket (Tesco Express - Esso) on Upper Brook Street (600m away) and Lidl on Oxford Road (900m away);
- Health Centres as the Surrey Lodge Group Practice on Anson Road (600m away), the St Mary's Sexual Assault referral Centre on Oxford Road (900m away) and the New Bank Health Centre on Stockport Road (1km away);
- A pharmacy (Wise Pharmacy) on Anson Road (600m away);
- Additional bars, restaurants and takeaways on Upper Brook Street and Oxford Road Religious buildings (churches and mosques – also 400m to 500m away); and
- Consulate General of China on Denison Road (900m away) and of Pakistan on Dickenson Road (1km away), which could be useful for overseas student residents.

4.7 Finally, the 2-kilometre catchment includes Ardwick to the north, Belle Vue to the east, Longsight to the south east, Birchfields Park to the south, Claremont to the south west, the Universities' Campuses to the east and the north east, and Brunswick to the north east. Multiple additional services can be found in this area.

4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:

- Hathersage Road has ample footways on both sides, as well as a 20mph speed limit for vehicles. A signalised crossing point with dropped kerbs and tactile paving is available around the junction with Upper Brook Street (see **Figure I**). In general, sightlines available to cross this road around the site are good, due to its straight alignment;
- Upper Brook Street has also ample footways on both sides, as well as signal-controlled, all of them provided with dropped kerbs and tactile paving;
- Routes towards the Universities' Campuses are also of a good quality, with the aforementioned facilities for pedestrians being provided along them; and
- Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.

4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and residential areas.



Figure I: Signal-Controlled Pedestrian Crossing Facilities on Upper Brook Street / Hathersage Road Junction



Cycle Accessibility

- 4.10 Cycling is a popular mode of transport and is an effective mode for short trips.
- 4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Miles Platting and the Etihad Campus to the north, Openshaw to the north east, Gorton to the east, Levenshulme and Crossley Park to the south east, Withington to the south, Whalley Range to the south west, Old Trafford to the west and Manchester City Centre to the north west. Access to local facilities, the Universities' Campuses and key rail and bus stations is therefore possible within the 5km cycle zone.
- 4.13 The Hathersage Road section around the site is a 20mph and from there, cyclists have multiple routes available, including:
- On-road cycle lanes on Plymouth Grove (**Figure K**) and Stockport Road to the east;
 - On-road cycle lanes on Anson Road to the south and on-road cycle routes (signposted but with no dedicated facilities) on Conyngham Road, Lower Park Road and Birch Grove,
 - Segregated cycle lanes on Wilmslow Road, with this facility being available along the entire Manchester Oxford Road to Didsbury corridor, allowing site users to reach the city centre and connect with other cycle routes safely;
 - On-road cycle lanes on Brinsweich Street, Booth Street West, Grosvenor Street and traffic-free paths across the Universities' Campuses to the north east and north; and
 - Multiple minor roads in the area are also 20mph hence they are safe for cycle users.



4.14 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure J**.

Figure J: Greater Manchester Cycle Map Extract

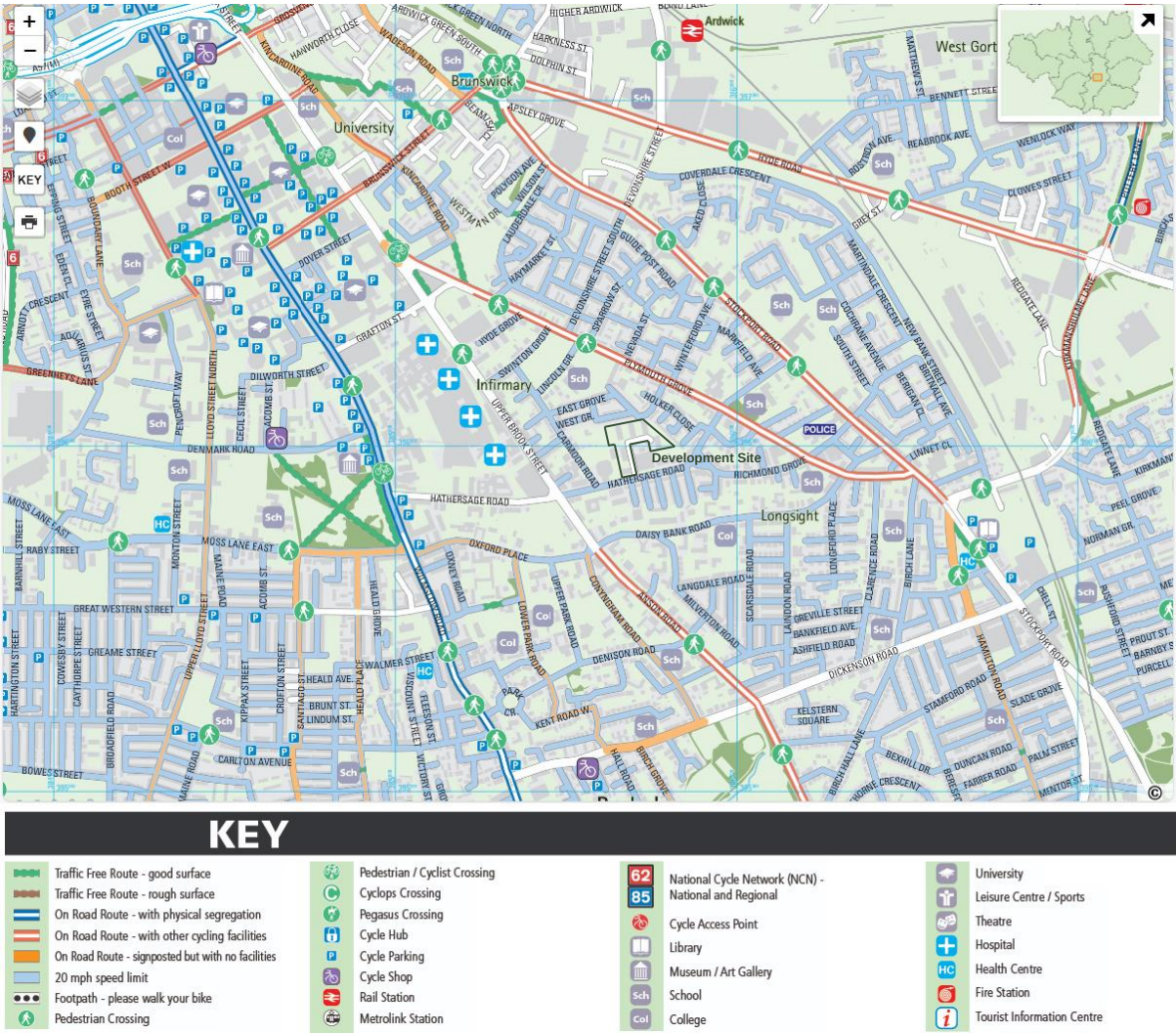


Figure K: Cycle Hire Station on Heathersage Road (left) and Cycle Lanes on Plymouth Grove (right)



- 4.15 Additionally, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one in close proximity to the site on Hathersage Road, 100m to the west of the junction with Bax Road (see **Figure K**).
- 4.16 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km and to form part of a longer journey by public transport.

Accessibility by Bus

- 4.17 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.
- 4.18 The site benefits from access to two bus stops within this catchment area. These stops are on Upper Brook Street, around the junction with Hathersage Road and approximately 400m away from the centre of the site. As shown in **Figure L**, the northbound stop, to the north of the aforementioned junction is provided with an indicative flagpole, a shelter, a bin, and an information board, while the southbound stop, to the south of the junction, is provided with the same facilities stated for the northbound stop, but also with seating facilities.

Figure L: Bus Stop on Upper Brook Street



- 4.19 Furthermore, there are another two bus stops on Plymouth Grove around the junction with Plymouth Avenue slightly away from the 400m catchment (with the northbound stop being 500m away from the site and the southbound stop being 550m to the south). The stops are provided with an indicative flagpole and an information board.
- 4.20 A summary of the bus services and their frequencies from these stops is outlined in **Table B**:



Table B: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Bus Stops on Upper Brook Street (400m away)							
50	Media City > Pendleton > Salford > Manchester Town Hall > Manchester Royal Infirmary > Birchfields > East Didsbury	12 min	12 min	12 min	15 min	12 to 20 min	15 to 30 min
Bus Stops on Plymouth Grove (500m away)							
191	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes (inbound only)	No service	30 minutes (outbnd.), 1h (inbound)	No service	No service	No service
197	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes	20 minutes	20 minutes	30 minutes to 1h	30 minutes to 1h	1 h

- 4.21 As **Table C** demonstrates that three bus services stop close to the site which provide frequent connections to Manchester city centre (including the Chorlton Street Coach Station, where further regional and national coach services can be taken).
- 4.22 Additionally, there are several stops around 800m to 1k away from the centre of the site where additional services can be found. Residents' may walk to these stops for other specific destinations not covered by routes 50, 191 and 197 or for the 142N night service. These stops are on Stockport Road (bus service 192), and Oxford Road (bus services 15, 41, 42, 42A, 42B, 42C, 43, 53, 111, 142, 142N, 143, 147, offering a combined frequency of less than 5 minutes to Manchester city centre).
- 4.23 It is therefore concluded that bus public transport accessibility is good.



Accessibility by Rail

- 4.24 Manchester Oxford Road and Piccadilly Stations are approximately 2.7km and 2.9km to the north of the site respectively, with journey times of 18 to 22 minutes by bus, 11 to 13 minutes by bicycle and 37 to 40 minutes on foot.
- 4.25 These stations are key nodes on the national rail network, offering services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Southampton or Bournemouth, regional services to destinations in the north of England as Leeds, Liverpool, Sheffield, Newcastle or York and local services within Greater Manchester.
- 4.26 These stations have various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets and step-free access to all platforms. In addition, multiple retail units can be found in Manchester Piccadilly.
- 4.27 Furthermore, other local rail stations can be also accessed from the site as Belle Vue and Levenshulme, with travel times of around 25 minutes by bus, 10 minutes by bicycle and 40 minutes on foot. However, it is not likely that residents, which will be students, will regularly use them. Belle Vue offers hourly services to Manchester Piccadilly and New Mills Central, while Levenshulme has trains to multiple destinations as Buxton, Crewe, Hazel Grove, Alderley Edge and Manchester Piccadilly.
- 4.28 Ardwick station is around 1.7km away from the site but offers only a train per day per direction hence it will not be popular among site residents.
- 4.29 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

- 4.30 The closest Manchester Metrolink tram stops are Manchester Piccadilly and St Peter's Square being approximately 2.9-3km away to the north, with journey times of 18 to 22 minutes by bus, 11 to 13 minutes by bicycle and 37 to 40 minutes on foot.
- 4.31 All 10 lines except the Green Line can be catch on St Peter's Square while Yellow, Blue, Purple and Orange lines' services can be found on Manchester Piccadilly.
- 4.32 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays. The Grey and Orange lines do not operate on Sundays.
- 4.33 It is therefore possible to travel to site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

- 4.34 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in



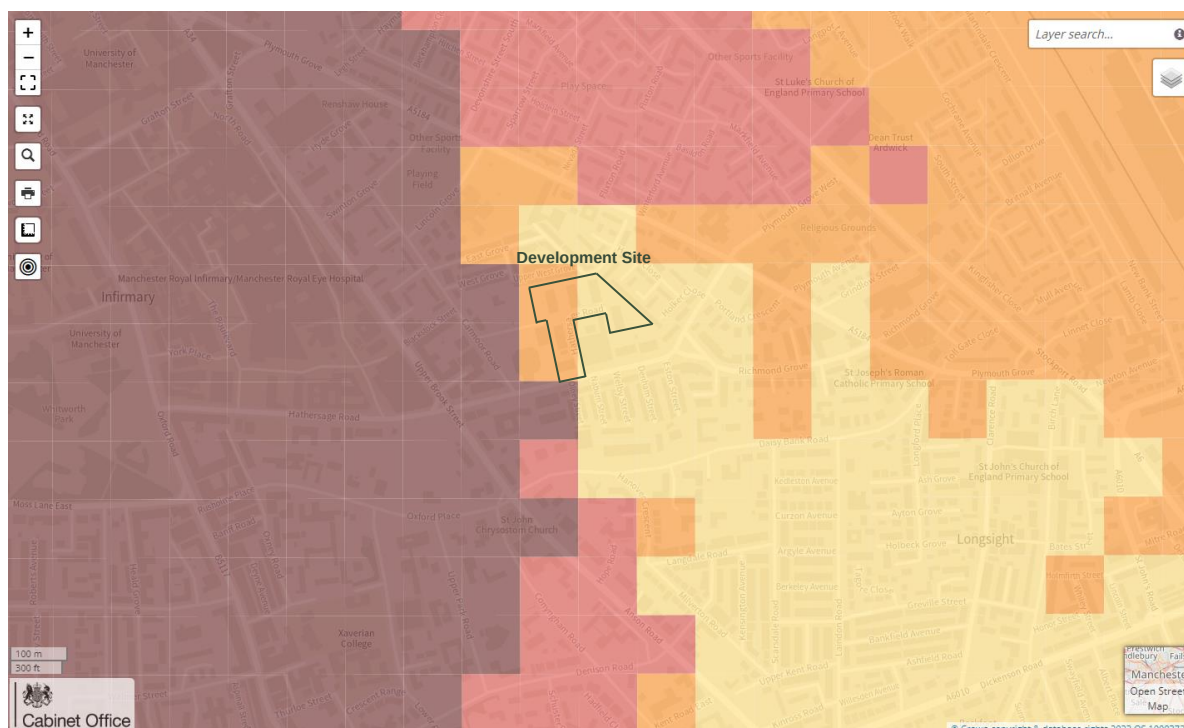
Greater Manchester and in the rest of England under the English National Concessionary Travel Scheme.

- 4.35 The Travel Pass for Disabled People enable eligible users to travel for free:
- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.
- 4.36 The Travel Plus Pass for Disabled People holders are entitled to free travel:
- On all Greater Manchester buses, trams and trains at any time; and
 - On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays
- 4.37 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

Greater Manchester Accessibility Level (GMAL)

- 4.38 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.
- 4.39 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.
- 4.40 **Figure M** provides an extract of the GMAL Map for the area in the vicinity of the site.

Figure M: GMAL Map (Source: GMCA/gov.uk)



- 4.41 **Figure M** shows that the western part of the site has a GMAL of 6 (areas coloured in orange) and the eastern have has a GMAL of 5 (areas in yellow), indicating that the site is relatively highly accessible from any location in Greater Manchester, with good connections to public transport services as previously discussed. As a result, it would be easy to access the site without needing a car and therefore, the proposed decrease in car parking spaces on site without causing much overspill parking is realistic.

Accessibility Conclusions

- 4.42 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 103 indicates that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

- 4.43 The site is situated within the Victoria Park area, an established residential area (including other student accommodation sites), with a high number of complementary land uses as supermarkets, restaurants, bars, the Universities’ campuses and healthcare facilities within acceptable walking distance of the development. The high standard of the existing pedestrian infrastructure, with many traffic signal-controlled crossing facilities and the availability of dedicated cycle infrastructure at short distance from the site.
- 4.44 It has been demonstrated that the site is served by a number of frequent bus routes, while the main bus and rail stations in central Manchester can be accessed by bus services or by bicycles, connecting the site to areas all over the region and the country quickly and frequently.
- 4.45 It can be concluded that the proposed development is in a highly sustainable location.



5.0 Development Proposals

- 5.1 The development proposals are for the redevelopment of the purpose-built student accommodation (PBSA) named Victoria Point. Four of the existing residential blocks will be extended and refurbished, while the other two will be demolished and replaced with a new building.
- 5.2 The total site capacity will therefore be enlarged from the existing 566 bed units (in 271 studios and apartments) to 876 bed units (in 679 studios and apartments). This means that 310 extra bed units will be available on site after the completion of all proposed works.
- 5.3 **Table C** below includes a summary of the works proposed for each block within site as well as the current and future units to be available on each block. **Table D** shows the number of each type of flats on site, comprising from studios to four-bedroom flats.

Table C: Proposed Works, Current and Future Number of Units per Block

Block	Proposed Works	Current Bed Units	Proposed Bed Units	Difference
1	Internal refurbishment, recladding and side extension	98	74	-24
2	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
3	Internal refurbishment, recladding and front extension (bookend)	85	126	+41
4	Demolition and rebuild	84	185	+101
5	Internal refurbishment, recladding and top extension (subject to structural review)	135	179	+44
6	Demolition and rebuild (with connection to Block 5)	79	186	+107
Total		566	876	+310

Table D: Total Number of Flats per Type

Flat Type	Flats	Bed Units	Flat Type	Flats	Bed Units
Premier Studio	132	132	2 Bed Cluster Flat	64	128
Standard Studio	325	325	3 Bed Cluster Flat	50	150
Wheelchair Studio	23	23	4 Bed Cluster Flat	11	44
Postgraduate Studio	74	74	Total	679	876

- 5.4 New high quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include new reception, lounge areas, study-space, student



stores, co-working spaces and post lockers. The majority of these amenity spaces would be provided at ground floor or underground level.

- 5.5 An ancillary commercial unit with 145sqm of floorspace and a flexible use (which could be split into two different units) will also be available at ground floor level on the southeastern corner of Block 6.
- 5.6 Furthermore, 101 of the existing formal car parking spaces on site will be removed to release their footprint for the proposed new constructions. Additionally, another the site will remove an additional 22 kerbside spaces, as it is considered that vehicles could only park on limited sections of Bax Road kerb lines.
- 5.7 In parallel with the latter, the number of cycle parking spaces to be provided on site will grow from 58 to 203.
- 5.8 Landscaping along Bax Road and around the residential blocks on site will also be improved.
- 5.9 The proposed site masterplan layout is attached as **Appendix B** at the rear of this report.

Access and Servicing

Access and Internal Road Layout

- 5.10 As previously discussed, the site is currently accessed via Bax Road, off Hathersage Road for pedestrians, cyclists and motor vehicles.
- 5.11 Pedestrian access to all blocks will be modified, being step-free. In addition, all cycle stores (except the basement store in Block 5+6) will have individual and external accesses, so bicycles will not be wheeled through internal block corridors. Underground store areas around Blocks 2, 3 and 4 will be accessed through external staircases with wheeling ramps.
- 5.12 The carriageway on the northern section of Bax Road, including all parking areas, will be at level with the surrounding footways, following pedestrian-first philosophy in this area. The carriageway on the southern section of Bax Road will be at a different level than the footways along it; however, the parking bays in front of Blocks 5 and 6 will be at level with the adjacent footway, and therefore when no vehicles are parked on them, they could be used by pedestrians.
- 5.13 All pedestrian routes on site will have a minimum of clearance of 1.8m including the aforementioned parking spaces. It is worth noting that DfT Manual for Street states that width of 1.5m is sufficient for an elderly person, a wheelchair and a couple with a pram when using a footway.
- 5.14 Block 1 basement car park access will be retained, while car parking areas in Blocks 2, 3 and 4 will be removed (and therefore no vehicles will access them, and their vehicular gates and ramps will be removed).
- 5.15 The ancillary commercial unit on the ground floor of Block 6 could be accessed directly from Hathersage Road or from Bax Road.



- 5.16 All blocks will remain being fob-accessible to both the gate entry point, the main entrance door and to the lift and lobbies. Bin and cycle stores are to be fob-accessed per block.
- 5.17 Block 6 is the main entry point, and this is monitored by a main reception. Visitors are to register at the main reception. Additionally, Block 4 has a smaller reception desk should students require staff assistance, also providing monitoring and security to the communal spaces within that block.

Servicing

- 5.18 Servicing arrangements will not be altered, with refuse lorries and other servicing vehicles accessing the site from Hathersage Road, using then Bax Road and manoeuvring on the turning spaces around Block 1 and between Blocks 4 and 5.
- 5.19 The location of the new constructions on site has been designed in such a manner as to ensure that vehicles can access the aforementioned areas and egress the site in forward gear.
- 5.20 As previously discussed, Block 6 will centralise some of the site services, including the main reception (with all deliveries' vehicles access being managed from there), as well as a parcel delivery room, letterboxes and Amazon lockboxes.
- 5.21 New parking bays marked specifically for servicing vehicles will be available on the area between Blocks 4 and 5 and in close proximity to Blocks 5 and 6 entrances, with the latter having retractile bollards to control access to them.
- 5.22 Following MCC Highways comments, it is worth clarifying that all large deliveries will be undertaken on the bays adjacent to Blocks 5 and 6, while deliveries' bays between Blocks 4 and 5 will be primarily used during check-in and check-out periods (as well as any small deliveries in case the bays in front of Blocks 5 and 6 were occupied), with no large deliveries' vehicles being permitted to load or unload on them.
- 5.23 The ancillary commercial unit on the ground floor of Block 6 will be serviced directly from Hathersage Road, as this is permitted on that road in front of the unit and the expected number of daily deliveries is minimal (around one per day). Any exceptional, long-stay deliveries could use the bays in front of Block 5 on Bax Road.
- 5.24 Additionally, new external bin stores will be provided around Blocks 2, 3, 4 and 5+6 in close proximity to (and at ground level with) Bax Road. The commercial unit in Block 6 will have its own internal bin store.
- 5.25 The site management has confirmed that collection for general refuse is currently undertaken twice a week, and recyclables and other refuse once a week.

Proposed Parking Provision

Car Parking

- 5.26 15 surface car parking spaces will be retained, although reconfigured, distributed as follows:



- 2 bays to the south of Block 4, which will be marked for small van deliveries, with additional space for manoeuvring;
- 4 staff parking bays and 3 disabled bays to the north of Block 5;
- 2 staff bays around the southeastern corner of Block 2; and
- To the east of Block 5, 2 bays for visitors will be available. Additionally, 2 flexible spaces could either be used for deliveries or during student changeover days. These bays could accommodate one or two large vans / lorries instead (for big-size deliveries as furniture drop-off). A line of bollards will be installed around these bays to control access.

5.27 In addition, 13 underground car parking spaces will be retained in Block 1.

5.28 Therefore, a total of 28 formal car parking spaces will be available on site. As there are currently 129 formal spaces on site, 101 spaces will be removed as part of the site redevelopment.

5.29 Kerbside parking is permitted on Bax Road, as no double yellow lines are observable along this road and signage indicates that parking is permitted anywhere but on landscaped areas, hatched areas and the pavement. A total of 36 vehicles can park along Bax Road kerblines, while the site reconfiguration will remove an additional 22 kerbside spaces, as it is considered that (14) vehicles could only park on limited sections of the new Bax Road kerb lines.

Car Parking Management

5.30 Further details regarding the on-site parking management are provided in this section following MCC Highways comments on the matter.

5.31 On-site parking will be managed through Hello Student, which is an Empiric wholly-owned management company) along with their third-party partner, UK Parking Patrol Ltd.

5.32 Resident on-site parking will be managed through a separate parking lease agreement if requested by any resident, which will then be allocated a parking space on Block 1 basement.

5.33 Staff members are allocated a parking permit free of charge on request. They will park their vehicles at street-level. The number of parking spaces available on Bax Road for staff is sufficient for the existing demand as informed by Empiric.

5.34 Parking allocation will be regularly monitored in case any changes on the arrangements stated above are needed.

5.35 Short-stay parking permits for staff, students, and mainly visitors, are available, with these users having to check in at reception to obtain this permit. Short-stay permits allow their users to park for free on site for up to 48 hours, being charged for any additional time required.

5.36 Students, staff and visitors' vehicles are required to display their relevant parking permits at all times. Anyone parked on the Victoria Point premises without a permit will be fined by the parking attendant



- 5.37 A parking warden is currently employed on site in order to monitor that no unauthorised parking is taking place.
- 5.38 With regards to potential kerbside restrictions suggested by MCC Highways, it is not believed that they are needed, as Bax Road is a private road, Empiric employs a parking warden to monitor (and fine) any unauthorised parking on site and signage indicating that parking is permitted anywhere but on landscaped areas, hatched areas and the pavement can be found across the site. Additionally, as stated across this Transport Assessment, on-site parking demand is low.
- 5.39 It is considered that students choosing to live close to the Universities' campuses and with frequent public transport routes and safe cycle routes to the city centre will not expect to have a car parking space and will choose to live in this location with the expectation of using sustainable modes of travel rather than a private car.
- 5.40 In case that any additional parking is required, and as previously discussed, there is also a Multi-Storey Car Park on Hathersage Road, to the west of the junction with Upper Brook Manchester, which mainly serves the serves the Manchester Childrens Hospital but could be used by any member of the public. There is also a number of on-road parking bays on Hathersage Road, the roads to the south of it and on Carmoor Road, although they are subject to certain waiting time / user restrictions.
- 5.41 In addition to demonstrating suitable travel patterns and a commitment to improved sustainable transport infrastructure, and to reassure MCC that all the parking demand (even with increased number of units) can be accommodated on site, and in the rare / exceptional event of any overspill parking that this can be safely accommodated via legal on-street parking, Lambeth-style parking surveys have been undertaken around the site (showing that 111 spaces were recorded to be available at nighttime).

EV Parking

- 5.42 The following electric vehicle charging facilities will be provided on the surface car parking bays (excluding those for deliveries and student changeover):
- Two bays (one regular and one accessible) will have active EV provision, which includes ducting and the installation of a dual charging point for them; and
 - The rest of the bays (except those ones marked for deliveries) will have passive EV provision, as they will be ducted, with ability for future charger to be installed whenever required.
- 5.43 Due to fire safety concerns highlighted by the applicant's Fire Engineer and Insurer, it has been advised not to provide EV parking spaces within Block 1 basement, as this increases the risk to life and building safety.

Disabled Car Parking

- 5.44 Three disabled bays will be located on the surface car parking area, while the bay on the southwestern corner of the underground car park in Block 1 will also be accessible as there is a wide space between it and the adjacent wall.



Cycle Parking

5.45 It is proposed to provide a total of 282 cycle parking spaces, with 264 of them being covered and access-controlled, for long stay, and the remaining 20 being uncovered, for short stay.

5.46 The distribution of the 264 covered spaces will be distributed on site as follows:

- An external covered cycle store around Block 1, with 12 Sheffield stands for 24 bicycles;
- A store on the underground floor of Block 2, with 14 Sheffield stands for 28 bicycles, which is accessed through the landscaped courtyards and down a set of steps where there will be a guide track / ramp to wheel the bicycle, and an external cycle store at ground level with 5 Sheffield stands for 10 bicycles;
- A store on the underground floor of Block 3, with 14 Sheffield stands for 28 bicycles, which is accessed through the landscaped courtyards and down a set of steps where there will be a guide track / ramp to wheel the bicycle, and an external cycle store at ground level with 6 Sheffield stands for 12 bicycles;
- Block 4 has its own covered and secure cycle store to the rear of its ground floor, with 32 two-tier stands for 64 bicycles. This is accessed through the communal courtyard; and
- For blocks 5 and 6, an external enclosure storage with 24 two-tier stands for 48 bicycles, and an internal basement storage accessed with a ramp and a rail mounted on stairs, with a mix of two-tier and Sheffield stands for 50 bicycles. Commercial unit staff could be granted access to (and use) these spaces if required.

5.47 Additionally, 16 uncovered spaces for short stays will be provided on site, including:

- 4 Sheffield stands for 8 bicycles around Block 2 entrance;
- Another 4 Sheffield stands for 8 bicycles around Block 3 entrance, also close to Block 4 entrance; and
- 2 Sheffield stands for 4 bicycles to the south of Block 6 for the commercial unit users.

5.48 The cycle provision per block will therefore be as follows:

- Block 1: 24 covered spaces;
- Block 2: 38 covered and 8 uncovered spaces;
- Block 3: 40 covered and 8 uncovered spaces;
- Block 4: 64 covered spaces; and
- Block 5+6: 98 covered spaces and 4 uncovered spaces.

5.49 Therefore, a total of 282 spaces will be provided on site, which equates to 0.32 spaces per resident (above to similar developments in Manchester), three times more than current provision ratio. A higher cycle parking space per resident ratio would help to:

- Make up for the loss of 101 car parking spaces, providing a sustainable alternative for their potential users; and
- Allow for additional existing residents to use a bicycle (and park it on site), which could happen if the measures proposed in the Travel Plan also prepared by SLR are implemented.



Student Pick-Up / Drop-Off

- 5.50 The management of the student pick-up and drop-off has been considered in order to take place fully on site, avoiding the use of the parking spaces on the local highway network.
- 5.51 The key facets of the student pick-up and drop-off management system proposed for Victoria Point are as follows:
- Each student (resident) to be assigned a timed pick up and drop off slot (initial suggestion is a 15-minute interval would be sufficient) during the drop off/pick up weekend. This will be organised by the Victoria Point management staff;
 - Resident management staff will be in charge of on-site marshalling and direction of the pick-up/drop off process;
 - It is expected that the pick-up and drop off process for all residents could be completed over one weekend (Saturday and Sunday daytime);
 - The two flexible bays to the east of Block 5 will be used to temporarily load/unload each vehicle. Depending on the number of students requiring this service, additional bays can be used for this purpose, as the adjacent two bays for visitors also in front of Block 5, and the two loading bays to the south of Block 4. It is worth highlighting that not all students will require this service, as a significant proportion of them will just bring some pieces of luggage with them, but no small furniture. Additionally, as the units are provided fully furnished, minimal large furniture deliveries will be sent to the site;
 - There is an area between the two water fountain elements in front of Block 6 that could also be used for overflow pavement parking during the resident check-in and check-out period;
 - During loading and unloading student baggage will be transported directly to and from the service corridors and / or reception using trolleys and/or barrows, where it can be secured pending movement into each individual unit;
 - After unloading/loading the vehicles will be directed to a local area for parking. There are many off street parking areas and local streets nearby where vehicles can be legally parked as discussed in **Section 3** (for any purpose, as families spending the entire day together before the student/resident starts their tenancy agreement) as; and
 - Detailed instructions including directions; maps and timings will be provided to each resident in advance of arrival/departure dates each term by the Victoria Point management team.



6.0 Residents and Staff Travel Survey

Introduction

- 6.1 In order to inform a baseline modal split for the current residents living on site, as well as the existing staff working on site, travel surveys were undertaken from the 16th of November to the 19th December 2023.
- 6.2 All data collected for the travel surveys in connection with the TP was subject to the provisions of the Data Protection Act. In the interests of confidentiality, the data held being used solely for the purpose of the production of this TP.

Residents' Travel Survey Design

- 6.3 The residents and staff travel surveys were designed by SLR and can be found in **Appendix C**. The surveys are based on previous experience of producing TP surveys, and in line with current local and national TP guidance.
- 6.4 In order to establish a baseline modal split for the residents and staff at the site, questions were transferred to 'SurveyMonkey' and an electronic link distributed to employees. SurveyMonkey is an online survey service widely used by both private and public sector organisations for data collection.
- 6.5 Questions are designed to provide an indication of both travel habits and of travel related opinions within the residents.
- 6.6 A total of 103 residents and 9 staff members have completed the travel survey questionnaires.

Current Residents' Travel Patterns

Trip to University / College

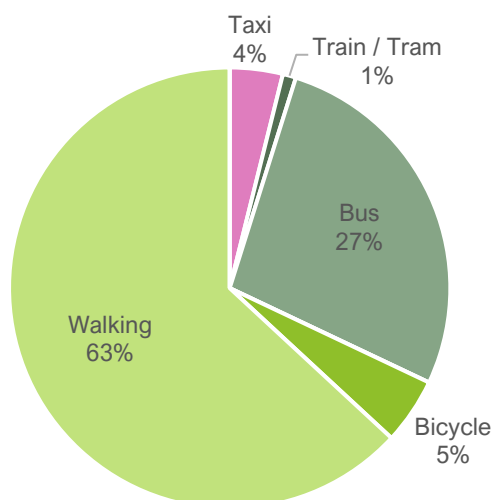
- 6.7 Split information has been obtained from the site residents in order to understand their current travel patterns to their education place (see **Figure N**).
- 6.8 The results of the surveys undertaken at the existing Victoria Point facility showed that 63% of the residents walk to their education place, 27% of them take the bus, 5% of them cycle, 4% use taxi services and 1% use train or tram services. No resident uses a private car for this purpose.
- 6.9 However, 18% of the respondents made additional comments on their trips to their study place, stating that depend on the day, the weather or other commitments they alternate modes of transport, mainly between walking and using bus services but also between walking and using taxi services.

The majority of the Victoria Point residents study at The University of Manchester (61%), while 23% of them attend to courses at the Manchester Metropolitan University, 6% study at BIMM Music Institute Manchester, 5% at UCEN Manchester and the remaining 5% at other educational institutions.



- 6.10 Furthermore, 40% of the current Victoria Point residents travel to their education place five days per week, with around a quarter of the residents doing it for four days and another quarter for three days. 6% of the residents travel to their education place twice a week, while 3% do it six times a week.

Figure N: Current Residents' Modal Split to Travel to Their Education Place



- 6.11 Residents' travel surveys included two questions in relation to the time of the day they accessed and left the premises they are studying at, with **Table E** below summarising the results.

Table E: Profile of Departures and Arrivals among Residents

Trip Direction	Before 07:00	From 08:00 to 08:29	From 08:30 to 08:59	From 09:00 to 09:29	From 09:30 to 09:59	Later than 10:00
Departure to Education Place	3%	16%	24%	21%	10%	14%
Trip Direction	Before 15:00	From 15:00 to 15:59	From 16:00 to 16:59	From 17:00 to 17:59	From 18:00 to 18:59	Later than 19:00
Arrival from Education Place	11%	10%	22%	30%	17%	14%

- 6.12 87% of the residents leave Victoria Point to travel to their study place between 08:00 and 09:59, peaking between 08:30 and 08:59. In contrast, the afternoon and evening arrivals to site are spread thorough a longer period, with the peak hour being from 17:00 to 17:59.
- 6.13 When considering **Table F** below, it is clear that most of the residents live within close proximity to their education sites.

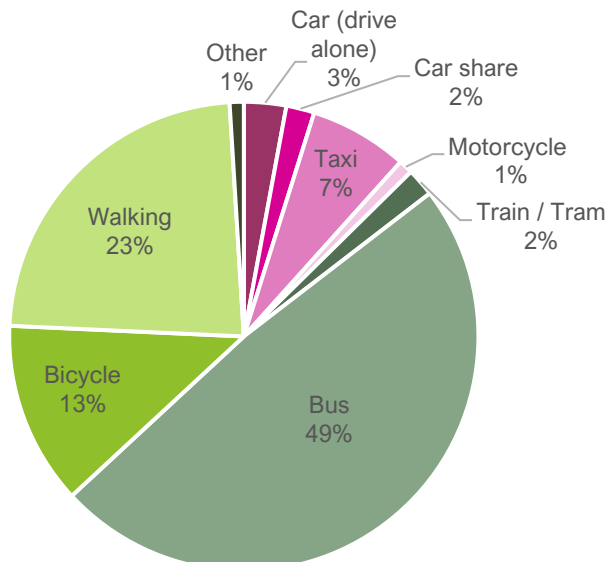


Table F: How Far Do Residents Travel to their Education Place

Travel distance to work	Respondents	Travel time to work	Respondents
15 minutes or less	14%	46 to 60 minutes	1%
16 to 30 minutes	62%	More than 60 minutes	0%
31 to 45 minutes	23%	<i>Total</i>	100%

- 6.14 14% the Victoria Point residents have a relatively short journey to University / College, as they use less than 15 minutes for this purpose, while the majority of them (62%) need between 16 and 30 minutes. A total of 23% of the residents use between 31 minutes and 45 minutes to travel from their homes to their education place, while only 1% need between 46 and 60 minutes. No resident lives more than an hour away from their education place.
- 6.15 When residents were asked how they would travel to their education place should their normal mode be unavailable, using bus services, bicycles and taxis increased their share, which could already be seen on the additional comments on their regular commute to these places.
- 6.16 As shown in **Figure O**, bus services would be the alternative mode of transport for almost half of the residents, with almost a quarter walking and 13% cycling. Taxis would be chosen by 7% of the residents, while 5% would use a car. Motorcycles would be the alternative mode of transport for 1% of the residents.

Figure O: Residents' Alternative Mode of Transport to Travel to Their Education Place

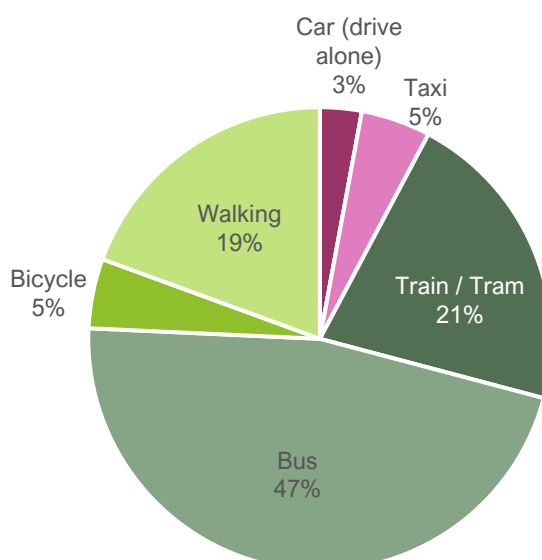


Other Purposes' Trips

- 6.17 Residents were also asked about their trips to other city locations for other purposes (sport, leisure, eating and drinking out).
- 6.18 **Figure P** shows the residents' modal split for those trips.



Figure P: Residents' Mode of Transport to Travel for Other Purposes



- 6.19 It can be observed that when travelling for non-educational purposes, bus services are chosen by almost half of the residents, with 21% using train or tram services. The share of active modes is notably lower if compared to educational trips, with less than 20% walking and 5% cycling. Taxis are used by 5% of the residents, while 3% use a car.
- 6.20 When asked how many days per week they usually travel to other city locations for non-educational purposes, 32% of the Victoria Point residents responded 'two days' and 28% 'one day' per week. Approximately 16% chose 'three days', but a similar share selected 'zero days'. Less than 9% of the residents travel for alternative purposes more than four days per week.

Private Car Management

- 6.21 Only 5% of the residents have brought their car with them to Victoria Point. 80% of them park it on site.

Encouraging Sustainable Transport

- 6.22 Whilst the use of private cars is very low among residents, these trips could be made by sustainable modes of transport. In addition, there may be residents that preferred another sustainable transport mode but do not use it for various reasons.
- 6.23 Residents were asked to select the three transport interventions that would most encourage them to use sustainable means of transport. The results for the respondents are shown in **Table G** overleaf.
- 6.24 53% of residents indicated that an '*increased frequency of public transport services*' would help them to travel more sustainably. The top-four is completed by '*reduced public transport costs*', '*more reliable public transport services*', and '*better public transport operating hours*', all of them with an 26.7% share.



Table G: Reasons to Travel More Sustainably

Measures	% of Respondents
Increased frequency of public transport services	63%
Reduced public transport costs	52%
More reliable public transport services	37%
Better public transport operating hours	33%
More flexible lecture pattern	16%
Improved pedestrian/cycle infrastructure	14%
Safety improvements to public transport services	8%
Better storage for bicycles	8%
Better transport information at University / College	7%
Sustainability incentive schemes	6%
Better promotion of sustainable travel events	5%
Parking options at rail and bus stations	1%
Other (please specify)	2%

Current Staff Travel Patterns

Trips to Work

- 6.25 Split information has been obtained from the site employees in order to understand the current staff travel patterns from their homeplaces to the site.
- 6.26 The results of the surveys undertaken at the existing Victoria Point facility showed that 67% of the nine employees that completed the travel survey questionnaire drive to site, 11% of them take the bus, another 11% cycle and the remaining 11% walk. The respondent using the bus stated that they alternatively walk on warm days.
- 6.27 In relation to the staff profile of arrivals and departures, two staff members arrive to site around 07:45, three around 08:00, another two around 09:00 and the remaining two around 18:00. Meanwhile, a staff member finishes at noon, two of them finish at 16:00, one at 16:30, three at 17:00 and the remaining two at 06:00.
- 6.28 When considering **Table F**, some of the staff live within close proximity to their education sites, although between a third and half live relatively far away from it.

Table H: How Far Staff Travel to Site

Travel distance to work	% of Respondents	Travel time to work	% of Respondents
15 minutes or less	11%	Up to 1 mile	0%
16 to 30 minutes	22%	1 to 2 miles	11%
31 to 45 minutes	22%	2 to 5 miles	33%
46 to 60 minutes	11%	5 to 10 miles	11%
More than 60 minutes	33%	10 to 20 miles	44%
		Over 20 miles	0%



Future Trips to Work

- 6.29 No staff members do car sharing when travelling to site.
- 6.30 Two of the six respondents driving to site are open to the idea of car sharing, both of them with another colleague and one of them also with friends or relatives.
- 6.31 Three of the six respondents stated that getting a guaranteed lift home scheme (if let down by the car driver) would encourage them to car share when travelling to Victoria Point.
- 6.32 Regarding where staff park their vehicles when arriving to their workplace, all of them stated that they park their car on the site parking bays, while five of them indicated that they need a vehicle to drive off site at any point during their working day (this could be to an internal/external site or to a lunchtime activity). If these employees couldn't drive, their preferred alternative options would be car sharing, walking or using the work van.

Encouraging Sustainable Transport

- 6.33 It may be the case that some of the staff trips could be made by sustainable modes of transport. The main barriers for staff for not travelling on the alternative transport mode they selected are costs and travel times (both claimed by 44% of the employees), distance (33%), lack of public services on their routes (11%) and convenience (11%).
- 6.34 Residents were asked to select the three transport interventions that would most encourage them to use sustainable means of transport. The results for the respondents are shown in **Table I** below:

Table I: Reasons to Travel More Sustainably

Measures	% of Respondents
Reduced public transport costs	33%
Increased frequency of public transport services	22%
More reliable public transport services	22%
More flexible working pattern	22%
Sustainability incentive schemes	11%
Other (please specify)	22%

- 6.35 33% of the site staff indicated that '*reduced public transport costs*' would help them to travel more sustainably. The top-four is completed by an '*increased frequency of public transport services*', '*more reliable public transport services*', and a '*more flexible working pattern*', all of them with a 22% share.



7.0 Travel Plan Initiatives

Introduction

- 7.1 This section draws together the proposed Travel Plan measures for encouraging more sustainable travel. The initiatives have been organised into the following headings and discussed in the subsequent paragraphs:
- a) Induction Pack;
 - b) Encouraging walking;
 - c) Encouraging cycling;
 - d) Encouraging public transport use;
 - e) Encouraging car sharing; and
 - f) Encouraging sustainable travel in general.
- 7.2 The proposed a package of measures have been proposed to meet the TP objectives and minimise car-based travel patterns. However, the list of proposed measures is indicative and may be modified within the different Full Travel Plans that may be prepared in the future.

Induction Pack

- 7.3 Induction Packs can be critical in influencing travel patterns and therefore the most effective initiative of any TP is likely to be the distribution of a digital copy of the Induction Pack for every new resident at the beginning of each academic year or term.
- a) An introduction to the TP concept detailing objectives and aspirations;
 - b) Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
 - c) Personal travel initiatives;
 - d) Different maps showing local walking / cycling routes and places of interest;
 - e) Details of public transport services, including timetables and routes; and
 - f) Details of the Travel Plan Co-ordinator (TPC).

Encouraging Walking

- 7.4 An increase in residents walking to the development site can contribute towards a healthier population. **Table J** summarises the proposed initiatives designed to encourage walking:



Table J: Initiatives to Encourage Walking

Initiative	Description
Security Provision	Provide personal safety alarms and torches to enhance safety for residents.
Walking Buddy Scheme	Implement a buddy scheme where walkers can meet up and arrange to walk to and from site together.
'Walking Works' Initiative	Provide a link to these resources to residents.

Security Provision

- 7.5 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. Providing the option of personal alarms and torches to employees who express concerns or indicate that they will walk to / from site, especially after the end of their working day during the winter, will help reduce any uncomfortable feelings and encourage more to commute on foot.

Walking Buddy Scheme

- 7.6 A walking buddy scheme should be open to all employees. They could put their names forward for the scheme, and they would be matched against others with a similar journey. Otherwise, this could simply be encouraged on an informal basis by advertising promotional material.

'Walking Works' Initiative

- 7.7 'Walking Works' is a TfGM initiative that aims to encourage more people to walk as part of their daily routine. It includes information on promotional initiatives and measures, as well as walking routes and already established walking groups. It can be accessed at: <https://beeactive.tfgm.com/walking/>

Encouraging Cycling

- 7.8 It is envisaged that some of the vehicular trips made to the site by residents, staff members and maybe also some visitors could be made by cycle instead. Error! Reference source not found. below summarises the proposed cycling initiatives designed to encourage more residents to cycle to the site:

Table K: Initiatives to Encourage Cycling

Initiative	Measure
Cycle Parking	Provision of additional cycle parking facilities on-site.
Cycle to Work and Getting a Bicycle	Enroll in the 'Cycle to Work' scheme and organise regular campaigns to increase the staff uptake of the scheme.
Liaison with Local Shops	Find out if local cycle shops can offer discounts to residents and employees.
Reflective Clothing	Provide free high visibility clothing to those wishing to cycle to/from the site.



Initiative	Measure
Puncture Repair Kit	Provide a free on-site puncture repair kit for the residents, visitors and staff.
Bike User Group (BUG) and Cycle Buddy Scheme	Establish groups focused on issues related to cycling.
Cycling Training	Promote the available courses offered by TfGM among residents and staff.
TfGM Cycle Hire Scheme	Promote the local cycle sharing system among residents and staff.
Cycle Planning Tools	Provide links to the Cycle Streets Route Planning Tool and Greater Manchester Cycle Map.

Provision of Cycle Parking Facilities

- 7.9 As previously discussed, additional cycle parking spaces will be provided following the site redevelopment. This will allow residents, staff and visitors cycling to site to park their bicycles safely.

Cycle to Work and Getting a Bicycle

- 7.10 The 'Cycle to Work' government initiative helps to reduce the financial burden of purchasing bicycles by reducing the amount of tax consumers pay on bicycles whilst spreading the cost over 12 months. This would encourage some of the staff to cycle to site.
- 7.11 The business managing the site could get enrolled in the scheme and have regular campaigns to increase the uptake of this scheme. Additional information can be found at: <https://www.cyclescheme.co.uk/> and <https://www.cycle2work.info/>
- 7.12 In addition, TfGM has a website where cyclists can find everything they need to know about buying, hiring or borrowing a bike: <https://beeactive.tfgm.com/cycling/get-a-bike/>

Liaison with Local Cycle Shops

- 7.13 Local cycle shops will be contacted in order to find out if they can make any kind of discounts for residents and staff in case they decided to purchase a bicycle or other related products.
- 7.14 The closest cycle shops to site are 'Bicycle Garage, located on 24 Denmark Rd, Manchester M15 6FG, 'Bicycle Doctor', located on 68-70 Dickenson Rd, Manchester M14 5HF and 'Chain Dog Cycles' which can be found on 311 Great Western St, Manchester M14 4BZ. All of them are around 1.3-1.4km away from the site, which is around a 5-6-minute cycle trip or a 18-20-minute trip on foot.

Reflective Clothing

- 7.15 High visibility clothing should be provided free of charge to staff members who state their wish to cycle to the site. This will encourage those who have safety concerns to use a



sustainable mode of transport to commute, and will help reduce the chance of a cyclist being involved in an accident.

Puncture Repair Kit

- 7.16 It is recommended that a puncture repair kit should be made available on the cycle parking store so that residents or visitors could fix their bike if they have any maintenance issues. This is a low-cost measure which can increase the reliability, and therefore the perceived viability, of travelling by bicycle.

Bike User Group (BUG) and Cycle Buddy Scheme

- 7.17 A Bike User Group (BUG) is a group often set up to raise and discuss cycling issues. A group should be initiated so that the interests of staff cyclists at the site are considered. BUG meetings should be set up on a quarterly basis to discuss issues, and eventually implement any ideas as future TP initiatives. This may be popular as the topography of the land is appropriate for cycling.
- 7.18 Additionally, a cycle buddy scheme should be open to all employees. They could put their names forward for the scheme, and they would be matched against others with a similar journey. This could be arranged during the BUG meetings, to encourage greater involvement.

Cycling Training

- 7.19 For residents who want to feel more confident cycling on the road, TfGM offers cycle training to adults who live within Greater Manchester. There are individual and group courses available, with different levels proficiency and for specific skills as bicycle fixing or riding in traffic. Some of the sessions are free of charge while others have a cost between £10 and £30.
- 7.20 Additional information can be found at: <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>. The availability of these courses should be promoted among the development residents and staff to encourage them to use this mode of transport when travelling to the development site.

TfGM Cycle Hire Service

- 7.21 As previously discussed, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one in close proximity to the site on Hathersage Road, 100m to the west of the junction with Bax Road.
- 7.22 The current price to rent a regular bicycle is 50p to unlock and 5p per minute to ride while electric bicycles are also available at a rate £1 to unlock and 10p per minute to ride.
- 7.23 However, users can also save money on their ride with minute bundles, as if they buy between £5 and £40 of minutes in advance, they will pay just 5p a minute to ride both standard and e-bikes and will not pay any unlock fees for standard bikes.



- 7.24 The site management should also promote the cycle sharing system among all residents and staff. More information can be found at: <https://beeactive.tfgm.com/cycle-hire/>

Cycle Streets Route Planning Tool and Greater Manchester Cycle Map

- 7.25 Optimal cycle routes to the development site or other destinations can be calculated using the Cycle Streets tool, which provides the user an elevation profile of the route, the type of streets they will be using, their typical traffic levels and the availability of signalised crossing points. The tool can be launched from the following link:
<https://www.cyclestreets.net/journey/>
- 7.26 Additionally, the Greater Manchester Cycle Map can be found at the following link, offering detailed information of the cycle facilities or signage on each road:
https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map

Encouraging Public Transport Use

- 7.27 It is considered that using initiatives to encourage bus use could help replace some of the journeys made to the development site by private car. **Table L** summarises the proposed public transport use initiatives:

Table L: Initiatives to Encourage Public Transport Use

Initiative	Measure
Liaison with Local Public Transport Providers	Public transport discounts for residents can be agreed with local service providers.
Season Tickets and Loans	Promote the availability of season tickets and arrange loans for them to be made available for staff where a monthly deduction is made from their pay packet.
Public Transport Service Details	Provide the details of bus services included in the site audit section of this TP and promote the usage of the WY Metro journey planning
Intercity Travel	Promote sustainable travel alternatives for trips to/from beyond Greater Manchester.
Promote PlusBus	Promote the existence of the PlusBus tickets for multi-modal travelers.

Liaison with Local Public Transport Providers

- 7.28 Having access to fare discounts could encourage staff members to use public transport services. Therefore, offers and discounts for these services could be agreed with the providers to encourage their use.

Season Tickets and Loans

- 7.29 In many instances public transport is cheaper when using a season ticket.
- 7.30 The wide range of tickets available in Greater Manchester, including all modes and operators can be found at this website: <https://tfgm.com/tickets-and-passes>



- 7.31 However, there is often a financial strain on the bus users as they have to provide a relatively large up-front fee. The site management can pay the full annual ticket for bus or rail services for an employee and then this employee repays the value of the ticket via net deduction from their salary every month.

Public Transport Services Details and Journey Planner

- 7.32 Public transport service included in **Section 4** should be made available to staff members. The initiative should make people more aware of the services available to them, and encourage public transport usage.
- 7.33 Timetables and information for all bus and tram routes in Greater Manchester can be found on <https://tfgm.com/public-transport/bus> and <https://tfgm.com/public-transport/tram>. Timetables and information for rail services are available at <https://www.nationalrail.co.uk/>.
- 7.34 In addition to the public transport information, staff members and patients should be provided with a link to the TfGM Journey Planner, where live bus, tram and rail arrivals can also be checked: <https://tfgm.com/plan-a-journey>

Intercity Travel

- 7.35 Sustainable travel options to other places beyond Greater Manchester will also be advertised to residents. These includes rail and coach travel.
- 7.36 Rail services can be searched on <http://www.nationalrail.co.uk/>, which always offers the cheapest alternative for each trip and redirects the user to the correspondent operator website, where tickets can be bought without any additional booking fee.
- 7.37 Rail Season Tickets can be purchased on <https://www.northernrailway.co.uk/tickets/smart>
- 7.38 There are also different Railcards available (including 16-25 / 26-30 / Full Time Student) which allow rail services users to obtain a 33% discount off Standard Anytime, Off-Peak, Standard Advanced and First-Class Advanced fares. The annual cost for a Railcard is £30 for a whole year. More information about all the available Railcards can be found through <https://www.railcard.co.uk/>.
- 7.39 With regards to coach travel, National Express and also Megabus and Flixbus services stop at Manchester (at the Chorlton St Coach Station and Shudehill respectively). These operators offer low-fare trips to a number of destinations across Great Britain and have discounted fares for certain groups of users, as students.

PlusBus

- 7.40 PlusBus, the integrated rail and bus ticket that provides discounted bus travel at the start or end of a rail journey should be promoted as a way to save money for the multi-modal travellers. See their website on this link: <http://www.plusbus.info>

Encouraging Car Sharing and the Use of Electric Vehicles



- 7.41 Car sharing would help to reduce the impact the development has on the environment, and potentially save residents and staff members money. **Table M** below summarises the proposed car share initiatives:

Table M: Initiatives to Encourage Car Sharing and Electric Vehicles

Initiative	Measure
Car Sharing Database and Promotion	Promote car sharing informally within the site users and raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising.
Liftshare	Promote Liftshare car travel sharing services.
Enterprise Car Club	Promote Enterprise car club car services.
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage staff members shifting from petrol/diesel to electric vehicles.
Vehicle Ride and Taxi Services' Promotion	Promote the availability of pre-booked vehicle ride services and taxi services among site users.

Car Sharing Database

- 7.42 In order to co-ordinate car sharing, it is suggested that staff willing to car share could put forward their name to the administrative staff at the development site facilities. People could then be matched with similar journeys on a more informal basis.
- 7.43 A car sharing coffee could be arranged to get to know other potential car sharers' travel patterns, timetables, etc. before committing to sharing a car journey with them.
- 7.44 It would also be appropriate to raise awareness of car ownership costs, and highlight the social and economic benefits of car sharing through advertising around the site.

Liftshare

- 7.45 It would be appropriate to raise awareness of car ownership costs, and highlight the social and economic benefits of car sharing through advertising around the site.
- 7.46 The LiftShare platform should also be promoted, as it would allow residents and staff members to search for the journeys to the development site they want to share, either as a driver or a passenger. When there is a match between two users, they can contact each other to arrange a lift. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).
- 7.47 Residents and staff members would also be able to search for journeys to and from any part of the country, saving money and fuel, and helping to cut congestion and car emissions.



7.48 Residents and staff members can also calculate the money they can potentially save per day and per year by doing car share but also the CO2 not released to the atmosphere due to their new travel patterns.

7.49 Additional information can be found at: <https://liftshare.com/uk/community/derbyshire>

Car Clubs

7.50 Car Clubs are an alternative to traditional private car ownership as they offer an easier, cost-effective, and greener alternative to car ownership and traditional car hire, as members only pay for the car or van they use it. Car Clubs play a key role in supporting sustainable transport, regeneration and tackling climate change because according to Sustrans, one car club car can remove 20 private cars of the roads.

7.51 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental.

7.52 The Enterprise membership for frequent users is £20 per month and then the user is charged at £4.60 per hour and 27p per mile (14p per mile for electric vehicles), while for casual users the membership fare is £7 per month or £60 per year (only £10 in the first year) with the user being charged at £6.10 per hour and also 27p per mile (14p per mile for electric vehicles).

7.53 The nearest car club bay is located 650m away from the site, on the Harrington Building car park (Manchester Royal Infirmary), accessed through East Street. Its postcode is Manchester M13 0HX. Additional information can be found at: <https://www.enterprisecarclub.co.uk/gb/en/home.html>

7.54 Additionally, Hyacar, which rent affordable vehicles from trusted local owners by the hour or the day, with different rental, booking and insurance fees. Additional information can be found at: <https://www.hiyacar.co.uk/search?q=Manchester,%20UK>

7.55 The Travel Co-ordinator will highlight the availability and location of local Enterprise Car Club vehicles, as well as the Hyacar service, to the residents and staff members and facilitate demonstrations as required.

Electric Vehicle Promotion

7.56 A number of Electric Vehicle Charging Points (EVCP) will be provided on site, so residents, staff and visitors could charge their vehicle while being on site. The use of these spaces will be monitored closely, with further spaces converted if and when demand dictates.

7.57 Residents but particularly staff members could be encouraged to switch to 'zero emissions' vehicles, which have a significant part to play in ensuring that car journeys are more sustainable.

7.58 TfGM has a website which includes multiple information about electric vehicles: <https://electrictravel.tfgm.com/>



- 7.59 A map showing the location of charging stations across the country should also be available to staff members. This resource can be found at the following link: <https://www.zap-map.com/live/>

Vehicle Ride and Taxi Services' Promotion

- 7.60 Site users could use a number of online pre-booked vehicle ride services operating in Manchester, with Uber (<https://www.uber.com/gb/en/r/cities/taxi/manchester-eng-gb/>) and Bolt (<https://bolt.eu/en-gb/cities/greater-manchester/>) being the most popular ones.
- 7.61 There are also several long-standing taxi services which can assist students, staff members and visitors with transfers from stations or airports as well as day-to-day travel. The main key ones are:
- a) Manchester Taxi Service: Telephone: (0161) 270 8701, Website: <https://www.manchestertaxiservice.co.uk/>
 - b) Manchester Airport Taxi: Telephone: (0161) 546 70000, Website: <https://www.taxis-manchesterairport.co.uk/>

Encouraging Sustainable Travel in General and Reducing the Need to Travel

- 7.62 The following subsection discusses initiatives that are aimed at encouraging any form of sustainable travel. The proposed initiatives are summarised in **Table N** below:

Table N: Initiatives to Encourage Sustainable Travel in General and to Reduce the Need to Travel

Initiative	Description
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.
Other Sustainable Transport Campaigns	Weeks/days aimed to promote the use of specific means of transport.
Transport Newsletter	Newsletter detailing all the relevant transport information to staff members.
Reduce the Residents' Need to Travel	Reduce the residents need to travel through the use of online resources.

Sustainable Transport Week

- 7.63 In order to raise awareness of sustainable modes of travel, it is suggested that the TPC organises a 'Sustainable Transport Week' aimed at promoting cycling, walking, and public transport. This could contain the following initiatives for all transport modes:
- c) Posters advertising the week;



- d) Posters detailing the health and economic benefits associated with walking, cycling, using public transport services and car sharing in comparison to single-occupancy private car use; and
 - e) Posters detailing the threats of climate change, and transports' contribution towards climate change.
- 7.64 It is beneficial to encourage more cyclists and pedestrians to travel to and from the site, but not at the cost of increased accidents. As part of the Sustainable Transport Week, the development site staff members could be offered a cycle/pedestrian safety training session (the TPC would need to contact Sustrans or TfGM in advance to arrange this).
- 7.65 In order to obtain maximum participants, the Sustainable Transport Week should be held at an appropriate time in the spring/summer when there is an increased possibility of good weather.
- 7.66 In addition, the new site management should promote the specific national and local sustainable travel campaigns which take place throughout the year:
- a) National Bike Week – <https://www.cyclinguk.org/bikeweek>, which takes place usually in June;
 - b) Catch the Bus Week – <https://bususers.org/england/catch-the-bus-week-1-7-july/>, which is a nationwide campaign;
 - c) European Mobility Week – www.mobilityweek.eu, which runs annually in September;
 - d) Cycle to Work Day – www.cycletoworkday.org, with aim of seeing a million regular cycle commuters in 5 years; and
 - e) Liftshare Week - <https://liftshare.com/uk/liftshare-week>, aiming to promote the benefits of car sharing.

Quarterly Prize Draw

- 7.67 The site management can set up, as an incentive for those employees travelling to work by any sustainable mode of transport, a quarterly prize draw for them with different rewards.

Transport Newsletter

- 7.68 In order to maintain engagement with the TP process, an online newsletter could be brought out every 6 or 12 months. The newsletter could include, but not necessarily be limited to;
- a) Infrastructure improvements- both recently completed and future;
 - b) TP monitoring updates;
 - c) Any relevant public transport information; and
 - d) Stories of staff members who travel sustainably to the development site published to inspire others.



Reducing the Residents' Need to Travel

- 7.69 An effective way of lessening the travel impact of the development is to reduce the residents' need to travel in the first instance.
- 7.70 Whilst it is acknowledged that due to the nature of the education activities that will be undertaken on site, with the majority of staff required to go to University / College, there is a proportion of them that could do some lectures online.
- 7.71 Residents can also shop online to avoid travelling for this purpose.
- 7.72 For these purposes, it is vital to provide a high-quality internet connection to all units.



8.0 Travel Plan Management and Communication

Management Strategy

- 8.1 DfT Good Practice Guidelines outline six key messages regarding implementation and management:
- a) *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
 - b) *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
 - c) *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
 - d) *Local authorities need to establish robust databases of all travel plans in their areas.*
 - e) *Post-implementation management arrangements must be identified and included in the travel plan.*
 - f) *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

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

- 8.2 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

Travel Plan Coordinator

- 8.3 The primary support and leadership for implementing any future Full Travel Plan should come from an individual appointed as the ‘Travel Plan Coordinator’ (TPC). The site management will appoint a TPC before the first occupation of the new buildings.
- 8.4 The TPC will be responsible for the Travel Plan once the site is redeveloped. In line with the overarching Travel Plan, duties of the TPC include:
- a) Looking after the day-to-day operation of the plan;
 - b) Keeping all relevant databases, information, and administration up to date;
 - c) Liaising with appropriate partners;
 - d) Leading on the delivery of the TP;
 - e) Representing the human face of the TP;
 - f) Promoting the TP by explaining its purpose and opportunities;
 - g) Promoting individual measures in the TP;



- h) Monitoring the TP; and
- i) Reviewing the TP using regular surveys.

8.5 The TPC for each unit will be confirmed before their first occupation.

Communications Strategy

8.6 The initiatives proposed in **Section 5** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Communications Strategy is therefore considered to be a vital step in ensuring the success of any TP.

8.7 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.

8.8 It is key to publicise the Travel Plan successes as People may be more likely to continue mode shift if commended as well as encouraging others.

Promotion of the Travel Plan

8.9 Promotion of the TP around the site should take the following forms:

- a) Produce TP information leaflet;
- b) Produce regular TP newsletter every six months;
- c) Publicise the TP with posters in communal areas; and
- d) Provide information on the TP to staff members.

Travel Plan Distribution

8.10 A version of this TP document and any subsequent TP review documents should be made readily accessible to residents and staff (through a link to an electronic copy) as previously discussed.



9.0 Monitoring and Review

Introduction

- 9.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines: Delivering Travel Plans through the Planning Process (DfT, 2009) state that:

“Monitoring and review are essential to ensure Travel Plan objectives are being achieved.”

- 9.2 However, too much monitoring and review of TPs is thought to be damaging to the overall effectiveness and impact of the document. It is important to find the right balance of monitoring.
- 9.3 As stated earlier in this TP, there is a clear commitment to liaise with MCC and to use these links to monitor the effectiveness of the Travel Plan and their monitoring systems.

Future Travel Surveys

- 9.4 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.
- 9.5 In order to fully understand travel and transportation issues at the site, it is considered necessary to undertake a new Residents' Travel Survey six months after the first occupation of the new buildings on site. This information will help the TPC to refine the final modal split targets and measures that will be included in the TP.
- 9.6 As part of the ongoing development of any future Full Travel Plan there will be a commitment to undertake surveys on an annual basis for at least 5 years, in order to effectively monitor the evolution of the modal split figures and therefore the effectiveness of the initiatives within the TP. The surveys will also provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.

Survey Design and Distribution

- 9.7 The first post-occupation survey and any subsequent surveys will be similar to the pre-development Residents' Travel Survey undertaken in October 2023. As previously discussed, the questionnaire prepared for that Survey is attached as **Appendix C** at the rear of this report.
- 9.8 SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection, could be used again for future surveys. Paper copies can be available for those who may require it.

Survey Analysis

- 9.9 The completion of the TP questionnaires will be pushed forward as a requirement for staff members with the aim of achieving a response rate above two thirds.
- 9.10 All data collected for the travel surveys in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will



hold the databases and be responsible for the release of information, with all data held being used solely for the purpose of the TP.

Targets

- 9.11 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff members. They should be **'SMART'** Targets – Specific, Measurable, Achievable, Realistic and Timed.
- 9.12 **Table O** contains indicative targets for staff based on the baseline travel survey results, which will be refined after the first post-occupation survey. Three different timescales for the 'SMART' targets for staff members to be met included the short term (first year after adoption of the TP), the medium term (targets for Year 3) and the long term (Year 5).

Table O: Indicative Staff Modal Split Targets

Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Cumulative Medium Term Target Modal Shift Change	Cumulative Long Term Target Modal Shift Change
Car Driver	67%	-3%	-6%	-9%
Car Share	0%	+1.5%	+3%	+4.5%
Public Transport, Cycling and Walking	33%	+1.5%	+3%	+4.5%

- 9.13 As it can be observed from the indicative targets in Table O, there will be an overall aim to reduce the number of employees travelling to work in a vehicle as a single occupant, whilst increasing the proportion of employees on site who travel by more sustainable modes (car share, bus or train services, cycling and walking).
- 9.14 With regards to the modal targets for residents, as the 2023 travel survey revealed that all of them travel to their education places using non-private car modes (and only 3% of them for other purpose trips) then the target for the lifespan of the TP is to keep these low levels of private car usage.

Annual Review

- 9.15 In order to record and communicate the progression of the Full Travel Plans, each TPC should produce an annual review report, which should, as a minimum, include the following:
- Reporting of progress against the targets set once the Travel Survey is completed;
 - Provision of information relating to new initiatives introduced;
 - Provision of information on proposed initiatives due for implementation; and
 - Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).



10.0 Action Plan and Budget

Action Plan Table

- 10.1 Table P summarises the key actions from the document by providing an Action Plan for the TP process:

Table P: Action Plan

Action	Indicator	Target Date	Responsibility
Appoint TPC	Production of the Travel Plan	Before first occupation of the new buildings	Empiric / Hello Student
Produce Welcome Pack	TPC appointed	Before first occupation of the new buildings	TPC
Undertake Post-Occupation Travel Surveys	Full occupation of the site	After six months of full occupation	TPC
Refine Targets and Agree Them with MCC	Receipt of the Post-Occupation Travel Survey	Within one month of undertaking the Survey	TPC in conjunction with MCC
Present Annual Monitoring Report	Within two months of agreeing modal splits with TfGM	Annually for at least five years following the agreement of targets with MCC	TPC

Budget, Funding and Timescales

Budget

- 10.2 The anticipated relative cost of each TP measure has also been set out on in the following pages in **Table K**. Those categorised as “No Cost” only involve small amounts of staff time for organisation and encouragement to staff members. “Low” costs primarily involve small costs in organising external meetings and liaison, and the cost of staff time. Low-cost initiatives are expected to cost up to £250.
- 10.3 Those costs categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and undertake and need more funding to implement. Medium-cost initiatives are anticipated to cost up to £1,000. Costs categorised as “High” are long term expensive costs. High-cost initiatives are expected to cost over £1,000.

Funding

- 10.4 Funding will be made available not only for the implementation of the measures proposed in the Full Travel Plans, but also for their management and communication. As identified in throughout this document, the communication and management of a TP is best undertaken by a TPC.
- 10.5 Funding will continue to be made available for the provision of this role, whether this is an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.



- 10.6 An additional pot will be made available for running further additional measures in case mode shift targets are not met.

Timescales

- 10.7 The following phases have been used in Table Q below to give a general indication of timescales for each element of the action plan:

- a) Short Term – to be completed within one year;
- b) Medium Term – to be completed within 1 – 2 years;
- c) Long Term – to be completed within 2 – 5 years; and
- d) On-going – an on-going element which spans the TP.

- 10.8 These timescales are intended as a guide only, and have been included in order to help the monitoring and review process.

Table Q: Budget, Funding and Timescales

Initiative	Measure	Cost	Timescale
Induction Pack	Collect relevant information for the Induction Pack.	No Cost	Short Term
	Produce and distribute packs to any new employee.	Low	On-Going
Security Provision	Explore the potential of providing personal safety alarms and torches to residents.	No Cost	Short Term
	If appropriate, provide personal safety alarms and torches.	Low	On-Going
Walking Tools	Provide a link to the ‘Walking Works’ resources to residents.	No Cost	Short Term
Cycle Purchase	Enroll in the Cycle to Work scheme, and promote it internally. Encourage employees to purchase cycles with a tax reduction.	No Cost	Short Term
	Liaise with local cycle shops to find out if they can offer any discount for residents and staff.	Low	Short Term
Bike User Group (BUG)	Explore the possibility and popularity of a BUG. Elect a staff leader.	No Cost	Short Term
	Establish a BUG and encourage staff members to become members.	Low	Short Term
	Encourage people to attend by arranging informal meetings (to co-inside with cycle buddy scheme).	Low	On-Going
Cycle Buddy Scheme	Explore the possibility of a Cycle Buddy Scheme.	No Cost	Short
	Establish a Cycle Buddy Scheme and encourage employees to become members.	Low	Short Term

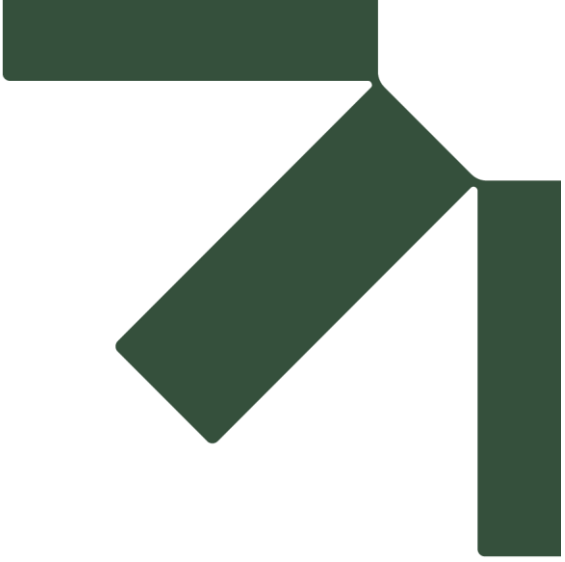


Initiative	Measure	Cost	Timescale
	Encourage people to attend by arranging informal meetings (to co-inside with BUG meetings).	Low	On-Going
Reflective Clothing	Source and provide free high visibility clothing to those wishing to travel to the site by bicycle.	Low	On-Going
Cycling Training	Promote the available TfGM courses among residents and staff members.	No Cost	On-Going
Cycle Planning Tool	Provide a link to the Cycle Street tool and the Greater Manchester Cycle Map.	No Cost	Short Term
Liaison with Local Public Transport Providers	Agree public transport discounts with local service providers for staff members.	Low to High	Short Term
Season Ticket Loans	Arrange for season ticket loans to be made available for staff where a monthly deduction is made from their pay packet.	Low	On-Going
Public Transport Service Details	Provide the details of bus, tram and rail services included in the site audit section of this TP to all staff members, displaying the information in communal/high traffic areas. Promote the use of journey planner services, intercity travel and PlusBus.	No Cost	Short Term
Promote CarSharing Database	Brief relevant staff members on the benefits of Liftshare.	No Cost	Short Term
	Promote car sharing initiatives and the benefits of car sharing informally within staff members.	No Cost	Short Term
Car Clubs	Promote car club services.	No Cost	Short Term
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage residents and staff members shifting from petrol/diesel to electric vehicles.	No Cost	On-Going
Vehicle Ride and Taxi Services' Promotion	Promote the availability of pre-booked vehicle ride services and taxi services among site users.	No Cost	On-Going
Sustainable Transport Week	Set a date for a week aimed at encouraging cycling, walking, and public transport during spring/summer.	No Cost	Short Term
	Produce posters and encourage all staff members to attend.	Low	Medium Term
	Arrange for cycle training and maintenance classes during the week (contact Sustrans or TfGM).	Low	Medium Term



Initiative	Measure	Cost	Timescale
	Hold 'Sustainable Transport Week' at a convenient and appropriate time in the spring/summer.	Medium	Medium Term
Other Sustainable Transport Campaigns	Promote other sustainable transport campaigns informally and also during the 'Sustainable Transport Week'	No Cost	On-Going
Transport Newsletter	Establish the newsletter/email update.	No Cost	Short Term
	Provide newsletter updates every 6 months – electronic version.	Low	On-Going
Reduce the Need to Travel	Encourage residents to use online resources to reduce travelling and provide them with a high-quality internet connection.	Low to High	Short Term





Appendix A Site Accessibility Plans

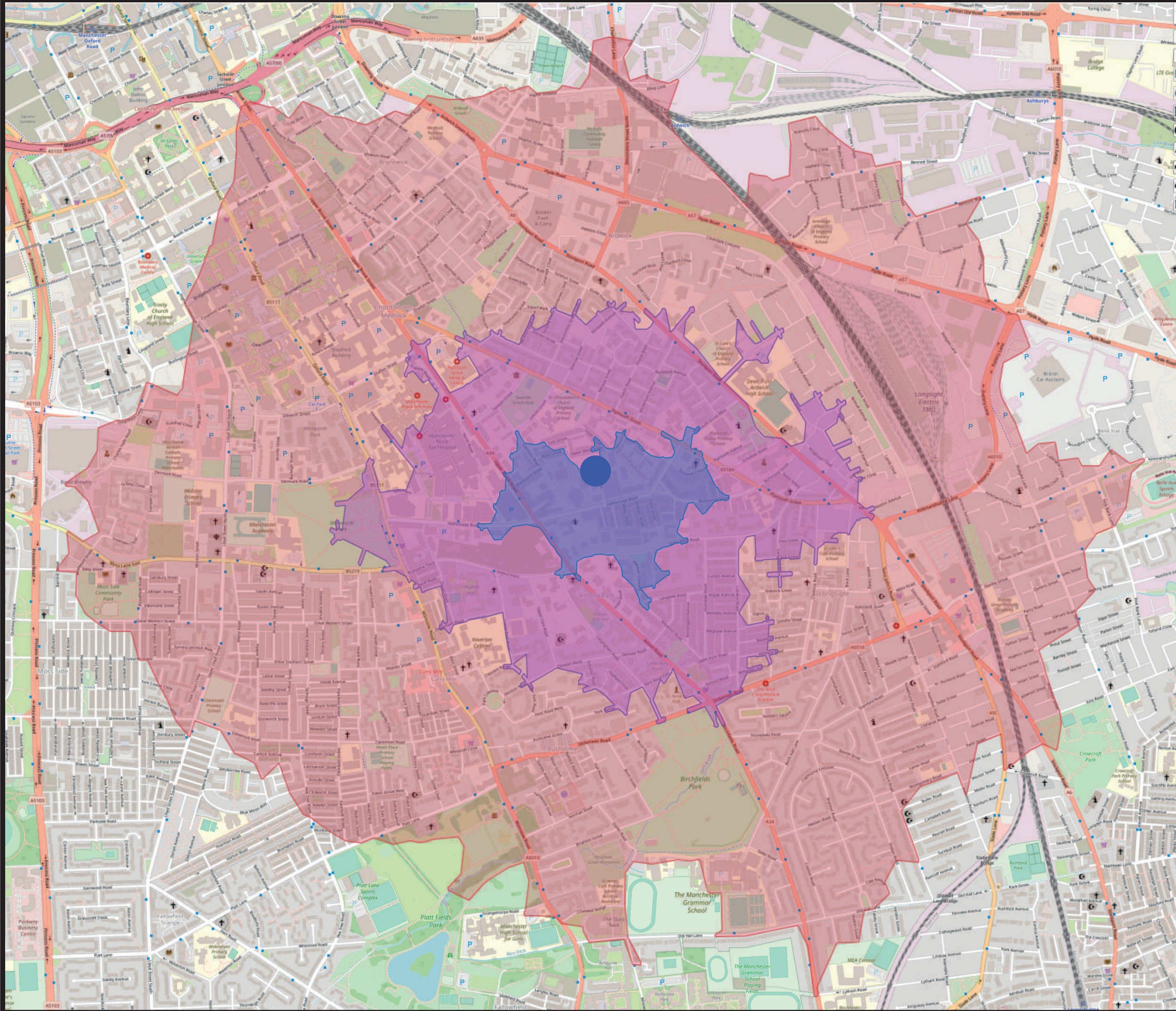
Travel Plan

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024



- KEY:
- 500m Catchment Area
 - 1km Catchment Area
 - 2km Catchment Area
 - Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Victoria Point,
Manchester

DRAWING TITLE:

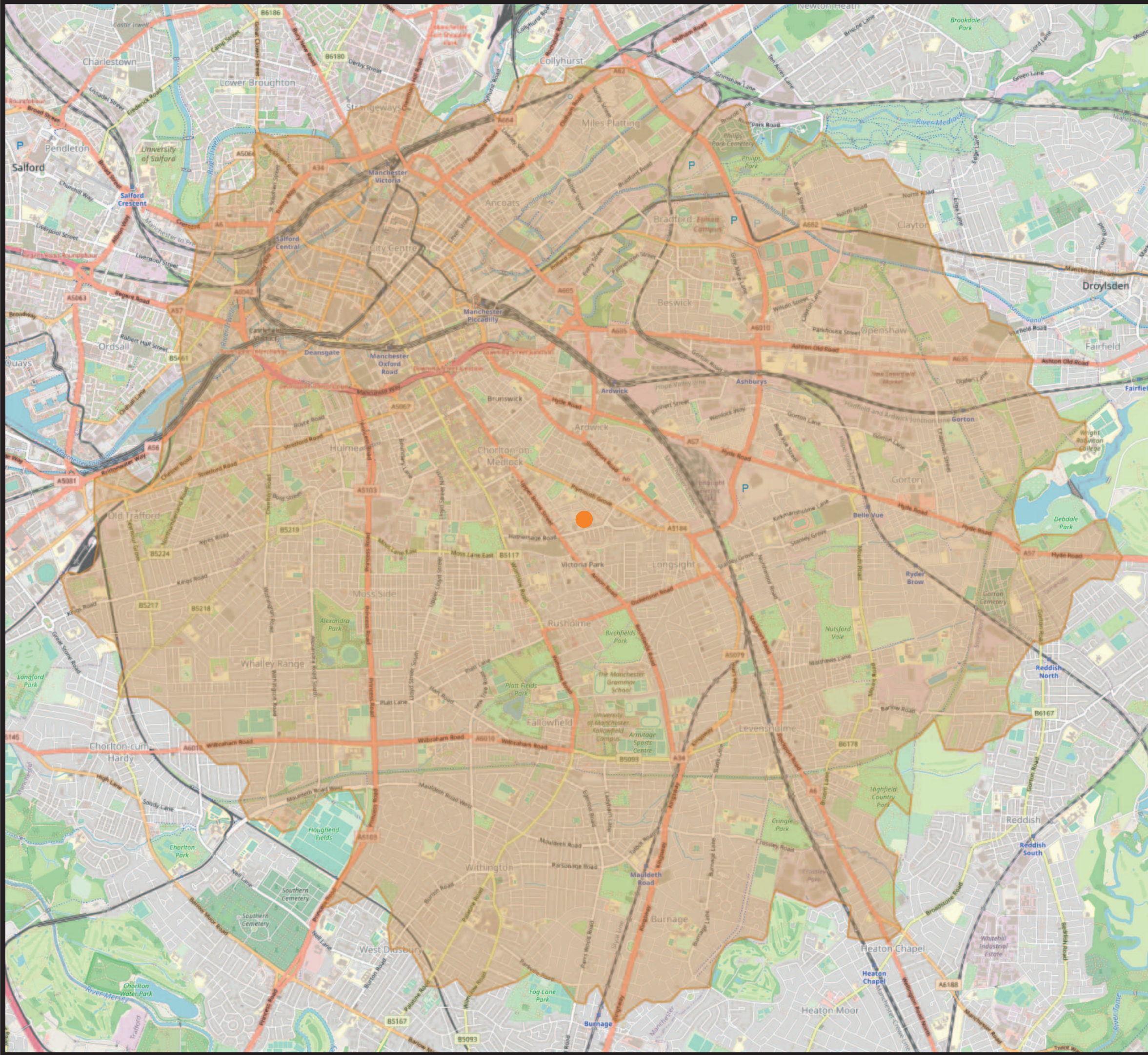
Pedestrian
Catchment
Plan



Trading as Vectos (North) Ltd
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t:0161 228 1008

DRAWING NUMBER:

VN232822_001



KEY:

- 5km Catchment Area
- Site Location

Base Map Source:
OpenStreetMap

PROJECT:

Victoria Point,
Manchester

DRAWING TITLE:

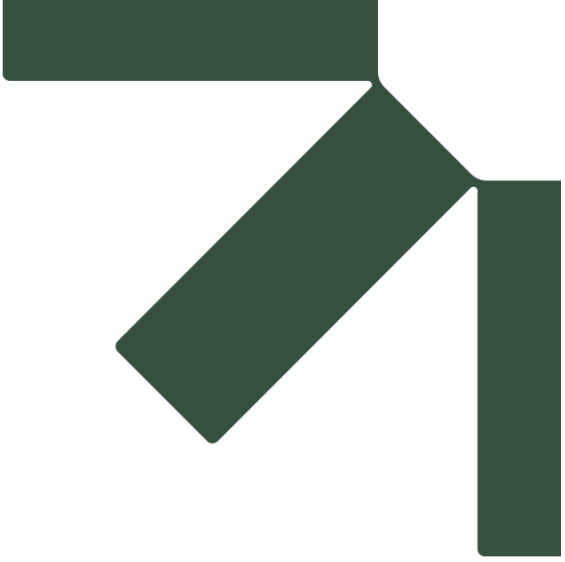
Cycle
Catchment
Plan

SLR

Trading as Vectos (North) Ltd
4th Floor Oxford Place, 61 Oxford Street, Manchester, M1 6EQ
t: 0161 228 1008

DRAWING NUMBER:

VN232822_002



Appendix B Proposed Indicative Masterplan

Travel Plan

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024

Do not scale from this drawing. Use written dimensions only.
All dimensions to be checked on site. This drawing is based on
dimensional survey information provided by others. Bell Phillips
Architects cannot accept responsibility for the accuracy of this
survey information.

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— application boundary



Date	Drawn by	Checked by	Scale at A1
03/24	AW	RB	1 : 1250

Unit 305, Metropolitan Wharf T 020 7234 9330
70 Wapping Wall E info@bellphillips.com
London E1W 3SS W www.bellphillips.com

Drawing Number	Revision
0814-BPA-ZZ-ZZ-DR-A-1001	P01

LEGEND

- Existing spot heights
To be retained
- Proposed spot heights
To be retained
- Proposed fall gradients

Paving

- Asphalt concrete
To adopted highways, colour black to match existing surface
- Permeable concrete paving - type 1
To vehicular route in public realm area, size TBC, colour, buff mix
- Permeable concrete paving - type 2
To vehicular route in public realm area, size TBC, colour, buff mix
- Permeable concrete paving - type 3
To pedestrian pathways to courtyards, size TBC
- Concrete paving - type 4
Final design of threshold as per Architect's design intent
- Permeable resin bound gravel - type 1
To amenity grass, colour buff
- Permeable resin bound gravel - type 2
To feature space in gardens between Block 3 & 4 and to pedestrian pathways to ecology enhancement gardens, colour dark buff
- Stepping stones
To proposed amenity area, concrete paving slabs, indicative size 300 x 1200mm, colour light grey
- Timber deck
To proposed ecology enhancement area, timber deck with applied anti-slip finish
- Corduroy paving
To proposed amenity area, size 400 x 400mm, colour buff
- Blister paving
To proposed amenity area, size 400 x 400mm, colour buff

Kerbs

- Concrete Kerb
To proposed amenity area, 255mm wide, kerb colour and texture to match proposed surrounding paving, laid flush/flushed
- Raised Planters Metal Edge
To amenity planting areas within proposed courtyards, weathered steel, 100mm high with integrated lighting and timber seating, seating to have backrests and armrests
- Flush Metal Edge
To amenity amenity areas, laid flush to allow surface runoff

Structures

- Proposed Steps, Handrails and Walls
Step design to be in accordance with Building Regulations Part M, colour grey, steps to include cycle channel for wheeled bike access to cycle parking
- Proposed Ramps, Handrails and Walls
For surface material refer to plan
- Retaining Walls
Retained concrete wall to be clad with brick (specification to match building material), refer to Engineer's specifications for structural details
- Proposed Cycle Shelter
Designed by Architect, cycle shelter to align with architectural palette

Boundary

- Metal Fencing
2400 high, vertical railing metal fencing, colour TBC
- Wall with Railings
Existing concrete wall to be clad with brick (specification to match building material), steel railings, height to match existing height, colour TBC
- Metal Double Gate
2400 x 2000mm, lockable, colour TBC, to match proposed metal fencing
- Metal Single Gate
2400mm high, lockable, colour black, to match proposed metal fencing

Furniture

- Pebble Timber Feature Seating
To amenity amenity area, size 1000 x 1000mm, timber, planted with trees and ornamental planting
- Linear Timber Seating
Timber linear seating with back and arm rests integrated into raised planters
- Curved Timber Seating
Curved timber linear seating with back and arm rests integrated into raised planters
- Square Timber Seating
Timber square seating integrated into raised planters and free standing (refer to plan for locations)
- Picnic Sets
Metal picnic sets, round table with 6 chairs
- Rectangular Tree Planter - type 1
To provide shade, 4000 x 1000 x 1000mm, timber, planted with trees and ornamental planting
- Circular Tree Planter - type 2
To provide shade, 1000mm high, 1000mm diameter, planted with trees and ornamental planting
- Tree Grille
To trees planted on hard, metal square tree grille, 1400 x 1400mm
- Litter Bins - TBC
Grade 316 stainless steel
- Removable bollards
Aluminium bollards - removable, 1140mm height
- Bike Stands
Folded bike stands, aluminium
- Dual EV charging dock

Lighting

Note: Detailed lighting design by M&E Engineer

- Highways Lighting Columns
Details and locations to be confirmed with lighting M&E Engineer
- Feature Lighting Columns
Details and locations to be confirmed with lighting M&E Engineer
- Lighting Bollards
To courtyard areas and to ecology enhancement area
- Tree Uplighters
Refer to plan for locations
- Catenary Lights
Refer to plan for locations

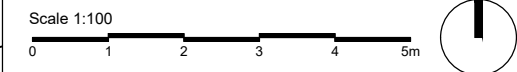
Soft landscape

- Existing Trees
To be retained
- Existing Trees
To be removed
- Proposed Trees
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Hedge Planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Native Shrub / Scrub Planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Amenity Grass
E222 Strong Lawn Grass Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Reinforced Amenity Grass
E222 Strong Lawn Grass Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Species Rich Grass
E240 Special General Purpose Meadow Mixture, supplied by Emongate Seeds, to amenity areas. Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Ornamental planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Herb planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Rain garden planting
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Ornamental feature grasses
Refer to 12355-LUC-XX-00-DR-L-0400 for further details
- Green roof to bin / bike stores
Refer to 12355-LUC-XX-00-DR-L-0400 for further details



P11	15.08.24	Cycle stand added; bench provision update	KT	CC	CC
P10	13.08.24	Cycle storage, planting and pathway update	KT	CO	CO
P09	27.03.24	Red line boundary update, Block 6 frontage update	KT	CO	CO
P08	07.03.24	Issue to project team	KT	CO	CO
P07	27.02.24	Issue to project team	KT	CO	CO
P06	07.02.24	Issue to project team	KT	CO	CO
P05	31.01.24	Issue to project team	KT	CO	CO
P04	30.01.24	Issue to project team	KT	CO	CO
P03	18.01.24	Draft issue to project team	JH	CO	CO
P02	04.01.24	Draft issue to project team	KT	CO	CO
P01	04.12.23	Draft issue to Ecology Consultant	KT	CO	CO

Rev	Date	Description	Drm	Chk	App
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LUC
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Project
Victoria Point

Client
Empiric Limited

LUC Job Nr
12355

Scale @A2
1:500

Status
Planning

Drawing Title
Landscape GA Plan

Drawing Nr
12355-LUC-XX-00-DR-L-0100

Rev
P11



Appendix C Resident and Staff Travel Questionnaires

Travel Plan

Victoria Point, Manchester

EMPIRIC (MANCHESTER VICTORIA POINT) LIMITED

SLR Project No.: VN232822

23 August 2024



Victoria Point, Manchester - Residents' Travel Survey

Your Travel

A Planning Application for the redevelopment of the Victoria Point Student Accommodation will be submitted soon, and a requirement of the planning process is the preparation of a site-specific Travel Plan, which is a document intended to encourage site users to travel sustainably. Vectos, as the appointed transport consultant, has the responsibility for submitting the Travel Plan to the Local Authorities to support the application.

To inform the Travel Plan, Vectos needs to analyse the current residents' travel patterns, and for this purpose we have prepared this short survey.

The survey should take between 2 and 5 minutes to complete. The information you provide will be treated as confidential and processed in accordance with Data Protection Act 1998.

*** 1. Could you tell us at which University / College do you study?**

*** 2. Do you study....**

- ☐ Full Time
- ☐ Part Time
- ☐ Other (please specify)

*** 3. How do you usually travel to University / College?**

- | | |
|--|----------------------------------|
| ☐ Car (drive alone) | ☐ Bus |
| ☐ Car share (ie. with another student) | ☐ Motorcycle |
| ☐ Taxi | ☐ Bicycle |
| ☐ Train / Tram | ☐ Walking |
| ☐ Other (please specify) | |

4. If you travel to University / College by different modes on different days or times of the year, please specify:

*** 5. How many days per week do you usually travel to University / College?**

- | | |
|-------------------------|-------------------------|
| ☐ 1 | ☐ 5 |
| ☐ 2 | ☐ 6 |
| ☐ 3 | ☐ 7 |
| ☐ 4 | |

*** 6. How long does your journey to University / College usually take?**

- | | |
|---|---|
| ☐ 15 minutes or less | ☐ Between 46 and 60 minutes |
| ☐ Between 16 and 30 minutes | ☐ Over 60 minutes |
| ☐ Between 31 and 45 minutes | |

*** 7. What alternative sustainable mode of transport would you consider to travel to University / College if you couldn't use your current mode?**

- | | |
|---|----------------------------------|
| ☐ Car (driving alone) | ☐ Bus |
| ☐ Car share (i.e. with another student) | ☐ Motorcycle |
| ☐ Taxi | ☐ Bicycle |
| ☐ Train / Tram | ☐ Walking |
| ☐ Other (please specify) | |

*** 8. What time do you typically leave home to go to University / College?**

Hour / Minute

Time

AM/PM

hh

mm

-

*** 9. What time do you typically arrive home after the end of a University / College day?**

Hour / Minute

Time

AM/PM

hh

mm

-

*** 10. How do you usually travel to other city locations for other purposes (sport, leisure, eating and drinking out)?**

- | | |
|--|----------------------------------|
| ☐ Car (drive alone) | ☐ Bus |
| ☐ Car share (ie. with another student) | ☐ Motorcycle |
| ☐ Taxi | ☐ Bicycle |
| ☐ Train / Tram | ☐ Walking |
| ☐ Other (please specify) | |

*** 11. How many days per week do you usually travel to other city locations for other purposes (sport, leisure, eating and drinking out)?**

- | | |
|-------------------------|-------------------------|
| ☐ 0 | ☐ 4 |
| ☐ 1 | ☐ 5 |
| ☐ 2 | ☐ 6 |
| ☐ 3 | ☐ 7 |

*** 12. Do you have a disability that may affect your travel arrangements?**

- ☐ Yes
- ☐ No
- ☐ Prefer not to disclose

*** 13. Do you have a car?**

- ☐ Yes (I have brought my car with me while living at Victoria Point)
- ☐ No (I do not have a car, or I do but I have left it in my hometown)

14. If you have a car, where do you usually park it? (If you do not have a car, please skip this question)

- ☐ On the Victoria Point parking area
- ☐ On the streets around Victoria Point
- ☐ On a car park at any other location

Victoria Point, Manchester - Residents' Travel Survey

Additional Information

15. What would regard as a barrier from travelling using public transport services, cycling or walking?

*** 16. Which of the following changes would encourage you to travel more sustainably? (You can tick a maximum of 3 answers)**

- | | |
|---|---|
| ☐ Increased frequency of public transport services | ☐ Sustainability incentive schemes |
| ☐ Better public transport operating hours | ☐ More flexible lectures pattern |
| ☐ Reduced public transport costs | ☐ Better transport information at University / College |
| ☐ More reliable public transport services | ☐ Better promotion of sustainable travel events |
| ☐ Parking options at rail and bus stations | ☐ Better storage space for bicycles |
| ☐ Safety improvements to public transport services | ☐ Improved pedestrian/cycle infrastructure |
| ☐ Other (please specify) | |

17. Your views and ideas are important, so please add any other comments about your journey to/from Victoria Point that you wish for us to be aware of and consider:



Victoria Point, Manchester - Staff Travel Survey

Employee Information

A Planning Application for the redevelopment of the Victoria Point Student Accommodation will be submitted soon, and a requirement of the planning process is the preparation of a site-specific Travel Plan, which is a document intended to encourage site users to travel sustainably. Vectos, as the appointed transport consultant, has the responsibility for submitting the Travel Plan to the Local Authorities to support the application.

To inform the Travel Plan, Vectos needs to analyse the current staff travel patterns, and for this purpose we have prepared this short survey.

The survey should take between 2 and 5 minutes to complete. The information you provide will be treated as confidential and processed in accordance with Data Protection Act 1998.

*** 1. To understand where you start your journey from, please provide your home postcode (this will be used confidentially).**

*** 2. Do you work....**

- ☐ Full Time
- ☐ Part Time
- ☐ Other (please specify)

*** 3. What is your current main mode of travel to work? (the mode you use the most)?**

- | | |
|--|----------------------------------|
| ☐ Car (drive alone) | ☐ Bus |
| ☐ Car share (ie. with another member of staff) | ☐ Motorcycle |
| ☐ Taxi | ☐ Bicycle |
| ☐ Train / Underground | ☐ Walking |
| ☐ Other (please specify) | |

4. If you travel by different modes on different days or times of the year, please specify:

*** 5. How far do you travel to work?**

- | | |
|---|---|
| ☐ Up to 1 mile | ☐ Between 5 and 10 miles |
| ☐ Between 1 and 2 miles | ☐ Between 10 and 20 miles |
| ☐ Between 2 and 5 miles | ☐ Over 20 miles |

*** 6. How long does your journey to work usually take?**

- | | |
|---|---|
| ☐ 15 minutes or less | ☐ Between 46 and 60 minutes |
| ☐ Between 16 and 30 minutes | ☐ Over 60 minutes |
| ☐ Between 31 and 45 minutes | |

*** 7. What time do you typically arrive to your workplace?**

Hour / Minute

Time	AM/PM
hh	mm -

*** 8. What time do you typically leave your workplace?**

Hour / Minute

Time	AM/PM
hh	mm -

*** 9. Do you have a disability that may affect your travel arrangements?**

- ☐ Yes
- ☐ No
- ☐ Prefer not to disclose

*** 10. What alternative sustainable mode of transport would you consider using if you couldn't use your current mode?**

- | | |
|--|----------------------------------|
| ☐ Car (driving alone) | ☐ Bus |
| ☐ Car share (i.e. with another staff member) | ☐ Motorcycle |
| ☐ Taxi | ☐ Bicycle |
| ☐ Train / Tram | ☐ Walking |
| ☐ Other (please specify) | |

*** 11. Why don't you currently travel by the alternative mode you selected in Q10?
(You can tick a maximum of 3 answers)**

- | | |
|--|---|
| ☐ It is too expensive | ☐ Lack of public transport services |
| ☐ Personal safety reasons | ☐ There are no walking initiatives available |
| ☐ Personal circumstances | ☐ Work circumstances |
| ☐ It wouldn't shorten my journey time | ☐ Travelling this way is inconvenient |
| ☐ The distance between my home and work | ☐ My usual mode is friendly with the environment |
| ☐ I need more guidance in travelling this way | ☐ My usual mode allows me to do some physical exercise |
| ☐ Other (please specify) | |

*** 12. Which of the following changes would encourage you to travel more sustainability? (You can tick a maximum of 3 answers)**

- | | |
|---|--|
| ☐ Increased frequency of public transport services | ☐ Sustainability incentive schemes |
| ☐ Better public transport operating hours | ☐ More flexible working pattern |
| ☐ Reduced public transport costs | ☐ Better transport information at work |
| ☐ More reliable public transport services | ☐ Better promotion of sustainable travel events |
| ☐ Parking options at rail and bus stations | ☐ Better storage space for bicycles |
| ☐ Safety improvements to public transport services | ☐ Improved pedestrian/cycle infrastructure |
| ☐ Other (please specify) | |

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Car Share Users

*** 13. How do you regularly car share when travelling to work?**

- ☐ With a colleague
- ☐ With a friend or relative
- ☐ Through a car sharing database

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Car Users Driving Alone

*** 14. Would you be prepared to car share...? (If so, you can tick a maximum of 3 answers)**

- ☐ with a colleague
- ☐ with a friend or relative
- ☐ through a car sharing database
- ☐ I would not car share

*** 15. Please tick the following initiatives that would specifically help you start car sharing:**

- ☐ Designated car sharing spaces
- ☐ A guaranteed lift home scheme (if let down by the car driver)
- ☐ Establishing a car sharing user group to help you find a partner with similar work patterns
- ☐ Organising periodic car sharing promotion days
- ☐ Other (please specify)

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Car Users

*** 16. Where do you usually park?**

- ☐ On-site Car Park
- ☐ Off-site Car Park
- ☐ Designated On-street Parking
- ☐ Informal On-street Parking
- ☐ Other (please specify)

*** 17. Do you drive your car off site at any point during your working day (this could be to an external meeting, event, etc.)?**

- ☐ Yes
- ☐ No

*** 18. If your answer was 'Yes' to the previous question, what alternative mode of transport would you consider using for the off site journeys if you couldn't drive?**

- ☐ Car share (i.e. with another staff member)
- ☐ Motorbike
- ☐ Taxi
- ☐ Bicycle
- ☐ Train / Underground
- ☐ Walking
- ☐ Bus
- ☐ Other (please specify)



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Additional Information

19. Your views and ideas are important, so please add any other comments about your journey to/from work that you wish for us to be aware of and consider:



Making Sustainability Happen