

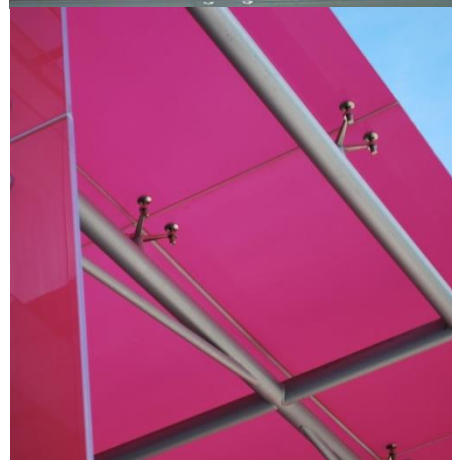
Kincardine Court Student Accommodation Full Travel Plan

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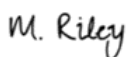
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Appendices

Appendix A – Proposed Site Layout
Appendix B – Travel Survey Responses

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Unite Group PLC to provide traffic and transportation advice in relation to the extension of Kincardine Court student accommodation on a site to the north of the Kincardine Road / Whitekirk Close junction in Manchester.

1.1.2 The extension has been built on an area previously used as a car park and has 100 bedrooms across four, five and six storeys. This has increased the student accommodation to 329 bedrooms.

1.1.3 The description of the development is to be read as follows:

“Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank.”

1.1.4 The site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined¹ as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

1.2.2 In essence, a TP 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.

1.3 Purpose of the Report

1.3.1 This Travel Plan (TP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 072071-CUR-XX-XX-T-TP-00001**) that had been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.3.2 This document follows on from the Interim Travel Plan that was the first stage of the Travel Plan process and was prepared during the planning stage prior to the construction of the development.

¹ Ministry of Housing, Communities & Local Government (2021). National Planning Policy Framework [Online]. Available at <https://www.gov.uk/government/publications/national-planning-policy-framework--2#full-publication-update-history>

1.3.3 Following on from construction and occupation of the building, this TP has been developed as the second stage of the Travel Plan process. It includes a list of measures that will be implemented to affect modal choice, and a management strategy for implementation of these measures.

1.3.4 Transport for Greater Manchester (TfGM)² strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;*
- *A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;*
- *Safe access for pedestrians and cyclists; and*
- *A coordinated approach to developing and implementing realistic travel options."*

Source: *Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013*

1.3.5 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2014;
- Greater Manchester Transport Strategy 2040; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.3.6 A key part of the TP will be monitoring, whereby travel surveys have been distributed to all residents at the expanded development, in order to understand travel habits. Recipients have been encouraged to participate, and the surveys have extracted key information such as usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage residents and visitors to travel more sustainably. The findings have been provided information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

1.4 Structure of the Report

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan.

² Transport for Greater Manchester (2013). Transport for Sustainable Communities: A Guide for Developers [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4WYTBsva9O42aqgYISGQ42/0294b2b3811a6907a7d323572a80058e/12-1386_Transport-for-sustainable-communities.pdf

- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.4.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.
- 1.4.4 **Section 6** provides analysis of the Travel Surveys sent out to staff and residents of Kincardine Court.
- 1.4.5 **Section 7** sets out key aims and objectives for the Travel Plan process and outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel.
- 1.4.6 **Section 8** outlines the strategy for Travel Plan targets.
- 1.4.7 **Section 9** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.4.8 **Section 10** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.
- 1.4.9 **Section 11** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and,
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.1.3 Currently within Greater Manchester, 88% of trips are shorter than five miles, and more than half of these are made by car³.

2.1.4 Commuting accounts for a fifth of car journeys (20%) started in the network AM Peak (08:00 – 08:59) and a third (32%) in the PM Peak (17:00 – 17:59) (2015-2019)⁴.

2.1.5 Nationally, one in two car journeys (51%) started between 08:00 and 08:59 are on the ‘school run’ (including all levels of educations, including university)⁴. This can contribute towards localised congestion on the streets around education sites and can result in conflict between cars, buses and students arriving on foot or by bike.

2.1.6 Nationally, 7% of all car trips are less than 2 miles (1.6km) and more than half (57.0%) are less than 5 miles (8km)⁵. The median car journey in 2019 was 3.8 miles / 6.2km⁵. If some of these trips shifted to walking and cycling there would be a significant environmental, health, financial, social, and mutual benefits. **Figure 2.1** illustrates people’s willingness to switch from car to other modes for journeys under 2 miles / 3.2km⁶:

³ Manchester City Council (2021). State of the City 2020 Report [Online]. Available at: https://www.manchester.gov.uk/downloads/download/7316/state_of_the_city_report_2020

⁴ Department for Transport. Dataset NTS0502 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/nts04-purpose-of-trips>

⁵ Department for Transport. Dataset NTSQ01019 and NTSQ01018 of the National Travel Survey [Online]. Available at: <https://www.gov.uk/government/statistical-data-sets/ad-hoc-national-travel-survey-analysis>

⁶ Department for Transport (2019). National Travel Attitudes Study (NTAS) 2019: Wave 1 Report [Online]. Available at: <https://www.gov.uk/government/statistics/national-travel-attitudes-study-ntas-2019-wave-1>

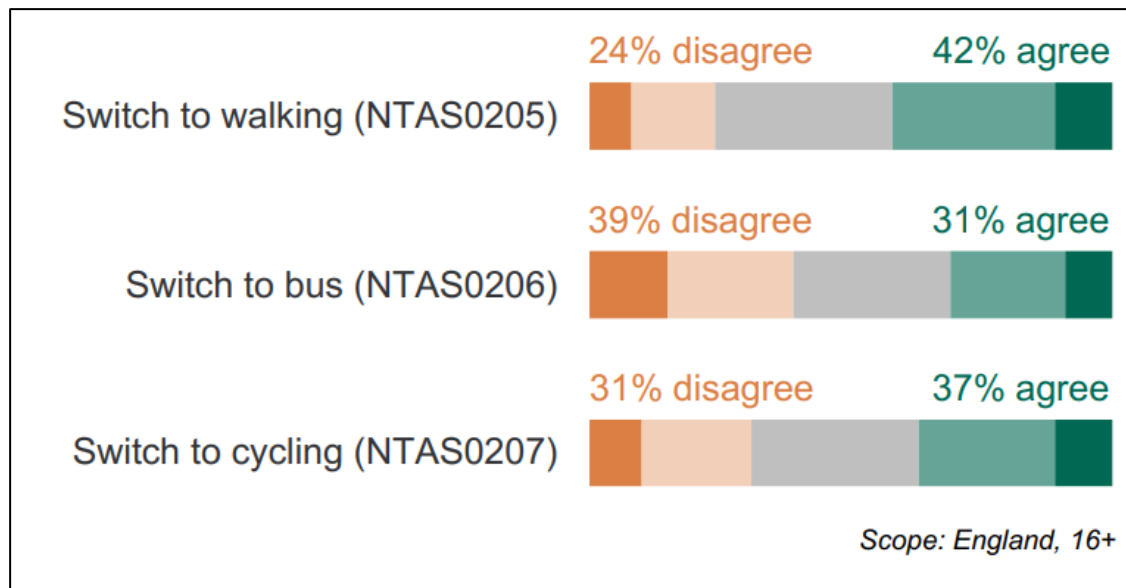


Figure 2.1 – Willingness to Switch Mode of Travel

2.1.7 **Figure 2.2** illustrates some of the benefits of walking, wheeling, and cycling in Sustrans' Index cities, which includes Greater Manchester⁷.

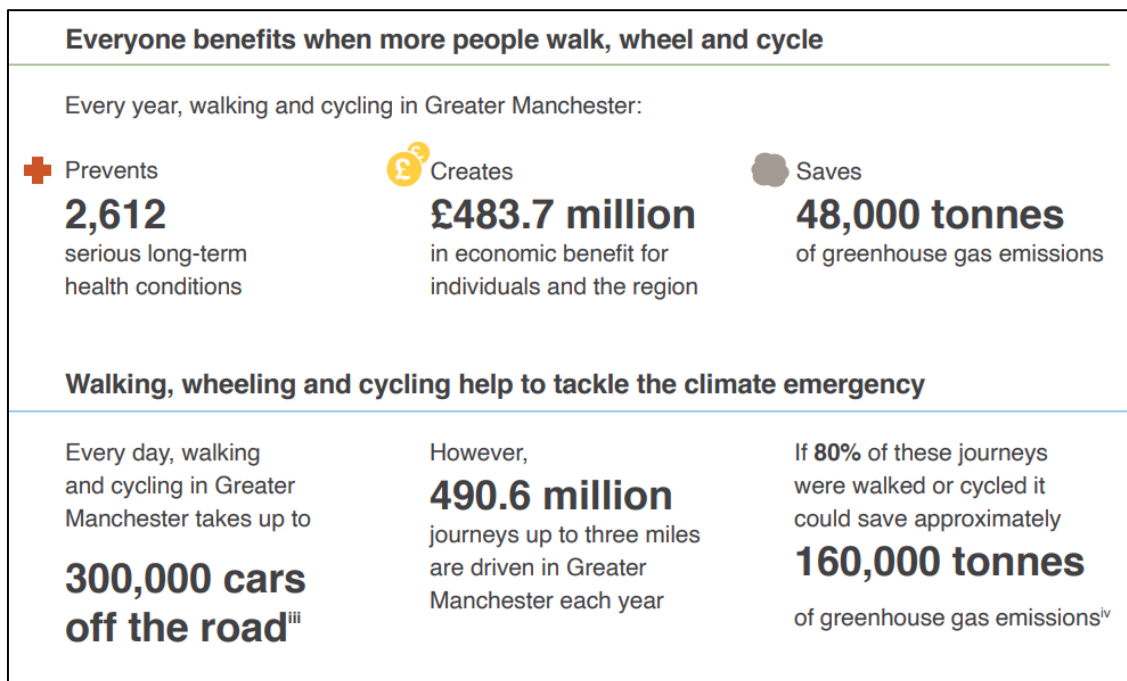


Figure 2.2 – Benefits of Active Travel for Greater Manchester

2.1.8 Within Greater Manchester, traffic is responsible for 65% of dangerous emissions linked to the early deaths of thousands and traffic congestion has a £1.3 billion cost to businesses in every year⁸.

⁷ Sustrans and TfGM (2022). Greater Manchester Walking and Cycling Index 2021 [Online]. Available at: <https://www.sustrans.org.uk/media/10485/greater-manchester-walking-and-cycling-index-2021.pdf>

⁸ Mayor of Greater Manchester, Greater Manchester Combined Authority and TfGM (2018). A Greater Manchester Congestion Deal [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/1JkCTKjf3Gg4cCG6SMOQil/4de8eb327adb2c8fec2a654c6ce24c9/17-1821_GM_Congestion_Deal_2018_Final.pdf

2.2 Environmental Benefits

- 2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport also show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK 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 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

- 2.2.1 Transport has been the UK's largest emitting sector since 2016, accounting for 27% of all territorial greenhouse gas emissions in 2019, almost entirely through carbon dioxide emissions⁹. The main source of emissions from this sector is the use of petrol and diesel in road transport, particularly for passenger cars. Transport has historically failed to reduce emissions as fast as other sectors; emissions from the sector fell by 5% between 1990 and 2019. This is due to the increased length of journeys, a shift towards larger vehicles, and the relative cost of motoring falling 15% in 20 years while rail and bus / coach fares have increased by over 20% and 40%, respectively¹⁰.
- 2.2.2 Before the introduction of the £2 single fare in Greater Manchester in September 2021, the average single was approximately £2.41¹¹. Together with the above, this indicates single fares in Greater Manchester were roughly £1.72, and that the new fare offer has gone some way in mitigating the increase. Bus patronage increased by approximately 10% between September and November 2022, likely offset by a slight decrease in car travel.
- 2.2.3 Greater Manchester is one of the most polluted areas of the UK and was one of the few regions to exceed legal limits during COVID-19 lockdowns with NO₂ levels 4.5 times higher than World Health Organisation (WHO) guidelines¹².

⁹ Department for Business, Energy & Industrial Strategy (2021). 2019 UK Greenhouse Gas Emissions, Final Figures [Online]. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/957887/2019_Final_greenhouse_gas_emissions_statistical_release.pdf

¹⁰ Manchester Climate Change Agency (2022). Manchester Climate Change Framework: 2022 Update [Online]. Available at: <https://www.manchesterclimate.com/sites/default/files/2022%20Update%20of%20the%20Manchester%20Climate%20Change%20Framework%20%282020-25%29%20AA.pdf>

¹¹ TfGM (2023). Evaluation of GMs £2/£5 bus fares offer – First 3 months [Online]. Available at: https://assets.ctfassets.net/nv7y93idf4jq/4bvY846dOvayHQgWPjZAKx/bb39f35da506c5dfa86214de05641895/Evaluation_of_GMs_lower_bus_fares_first_3_months_March2023.pdf

¹² Department for Environment, Food & Rural Affairs. Air Pollution in the UK [Online]. Available at: <https://uk-air.defra.gov.uk/library/annualreport/>

- 2.2.4 More than 97% of addresses in the UK exceed World Health Organisation limits for at least one of three key pollutants, while 70% of addresses breach WHO limits for all three¹³. Salford, Manchester, Stockport, and Oldham within Greater Manchester are among the 10 most polluted areas nationwide.
- 2.2.5 How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government¹⁴ 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 100% lower than the 1990 baseline."

The Greater Manchester Combined Authority (GMCA) has developed a co-ordinated Clean Air Plan to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

- **The GM-wide Clean Air Zone (under review)** – a daily charge will be applied to non-compliant vehicles travelling on local roads within all areas Greater Manchester. Private cars, motorbikes and mopeds won't be affected. HGVs and buses will be charged £60 a day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628/A57 in Tameside.
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and
- **Retrofitting older busses** that have non-compliant engines.

- 2.2.6 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.
- 2.2.7 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.8 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:

¹³ Central Office of Public Information and Imperial College London (2022).

¹⁴ Climate Change Act 2008, Chapter 1, Part 1, 2008 (amended in 2019).

- *“Work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
- *Work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
- *Work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *Aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*

2.2.9 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.

2.2.10 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.11 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.12 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

- 2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

*"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.
26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."*

Source: Health Survey for England, DoH, 2016.

- 2.3.2 In 2018, Public Health England (PHE) published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.
- 2.3.3 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. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.3** overleaf.

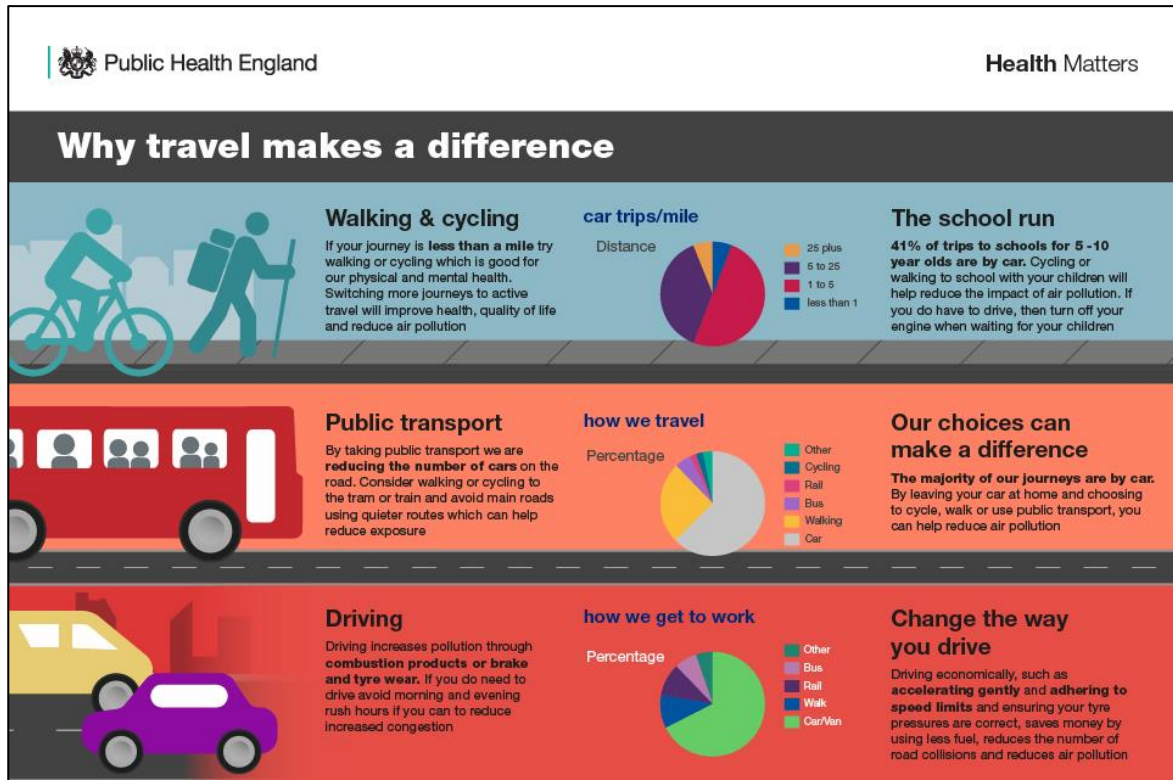


Figure 2.3 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been conservatively calculated to directly cost the NHS up to £1 billion per annum (in 2006-07 prices)¹⁵, with further indirect costs estimated at £8.2 billion (in 2002 prices)¹⁶.
- 2.4.2 Individuals 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. In some circumstances, TP measures can remove an individual's need for a car, removing the capital and on-going cost of car ownership.

¹⁵ Scarborough, P., Bhatnagar, P., Wickramasinghe, K., Allender, S., Foster, C., Rayner, M. 2011 The economic burden due to diet, physical inactivity, smoking, alcohol and obesity in the UK, Journal of Public Health, 33(4): 527-535.

¹⁶ Department of Culture Media and Sport Strategy Unit, 2002 Game Plan: A strategy for delivery Government's sport and physical activity objectives, London: Cabinet Office.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

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

- 2.5.2 Increased cycling can boost the mobility of the poorest by a quarter and promote independence in youth and at an older age.

2.6 Mutual Benefits

- 2.6.1 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 future residents of the proposed development. They 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, DfT, 2009.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this TP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.

- 2.7.2 The aims of this TP will be supported with the following objectives:

- **Objective 1** – To increase the level of walking to and from the site;
- **Objective 2** – To increase the level of cycling to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site;
- **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
- **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The development site is located to the north of the junction between Kincardine Road and Whitekirk Close, to the south of Manchester city centre and in close proximity to The University of Manchester campus. The building has been constructed on land previously occupied by a car park.
- 3.1.2 The site is surrounded by residential properties to the northeast, Whitekirk Close (and additional residential properties beyond) to the southeast, Kincardine Road (and three car dealerships and two religious establishments beyond) to the southwest and Gartside Gardens (a public park with hardstanding sports courts) to the northwest.
- 3.1.3 **Plan 001** illustrates the location of the site in a local context in relation to the surrounding local highway network.

3.2 Surrounding Highway Network

Whitekirk Close

- 3.2.1 Whitekirk Close is where two of the pedestrian accesses to the development site and the vehicular access to the car park areas on site are located. It is connected to Kincardine Road to the southwest and has residential areas to northeast.
- 3.2.2 Whitekirk Close has a 5.5m wide single carriageway where two-way traffic is permitted. Its speed limit is 20mph and traffic calming measures as raised tables are observable along its length.
- 3.2.3 On-street parking is not permitted for the majority of Whitekirk Close which is enforced by double-yellow lines.
- 3.2.4 Footways are present on both sides of the road, with the north-western one having a width of 1.5m and the south-eastern one being 2m-wide. They are observed to be in good condition. Dropped kerbs are present at some junctions, with the access to Hardshaw Close having also tactile paving. Street lighting is provided.

Kincardine Road

- 3.2.5 Kincardine Road is where one of the pedestrian access points to site is located, linking it and Whitekirk Close with Grosvenor Street and Inchley Road to the northwest and with Brunswick Street to south. These three roads provide access to the heart of The University of Manchester campus, as well as to key highway corridors in the area such as the A34 Upper Brook Street and the B5117 Oxford Road.

- 3.2.6 Kincardine Road is a single carriageway road (7m-wide) where two-way traffic is permitted between Grosvenor Street and Whitekirk Close. Between the latter and Brunswick Street, it is one-way only for motor vehicles (northwest-bound), while bicycles are permitted both ways as indicated by signage. Speed limit is 20mph.
- 3.2.7 Parking is not permitted along the south-western side of the carriageway as enforced by double yellow lines while on the north-eastern side parking is permitted at all times free of charge for permit holders, while the rest of users need to pay at the parking meter and can leave their vehicles for a maximum of three hours (with no return within an hour).
- 3.2.8 Junctions with other roads take the form of simple priority junctions, with the exception of Inchley Road, where a mini roundabout can be found.
- 3.2.9 Footways are present on both sides of the road, being the one adjacent to the development site being wider than the one on the opposite side (3m and 1.8m-wide respectively). They are observed to be in acceptable condition. A number of informal pedestrians crossing points are provided with dropped kerbs, at the Inchley Road mini roundabout has also tactile paving. Street lighting is provided.

A34 Upper Brook Street

- 3.2.10 Upper Brook Street is part of the A34 corridor, which links the A57(M) and Manchester City Centre with numerous residential areas and the M60 to the south.
- 3.2.11 The section between Grosvenor Street and Brunswick Street has a single carriageway (approximately 16m in width) with two lanes per direction in general, although around junctions they usually increase to three. Bus lay-bys are also provided in front of most of the stops.
- 3.2.12 Junctions with the three roads linking the A34 with Kincardine Road to the northeast (and with The University of Manchester campus to the south west) are signal-controlled and include advanced stop boxes tarmacked in green for cyclist, while junctions with minor roads take the form of ghost-island priority junctions.
- 3.2.13 Speed limit is 30mph and no parking is permitted on any side, which are enforced by double-yellow lines.
- 3.2.14 This road has ample footways on both sides observed to be in acceptable condition, with a minimum width of 2.5m. Signalised crossing points are present at the junctions with Grosvenor Street, Inchley Road/Booth Street East and Brunswick Street as previously discussed, which allows pedestrians walking between the development site and The University of Manchester campus to cross the A34 safely.

- 3.2.15 Dropped kerbs are provided at junctions and signalised crossings, with the latter also having tactile paving.

Grosvenor Street Inchley Road/Booth Street East and Brunswick Street

- 3.2.16 These three roads link Kincardine Road with The University of Manchester campus and therefore they would be frequently used by residents walking between the development site and the University buildings.
- 3.2.17 The three roads have single carriageways, with Grosvenor Street being one-way only (west-bound) until the junction with the B5517 Oxford Road, while the other two roads are two-ways. Speed limits are 20mph on Grosvenor Street and Inchley Road and 30mph on Brunswick Street. Meanwhile, from the A34 to the B5117 Oxford Road, speed limits are 30mph on Grosvenor Street and Inchley Road and 20mph on Brunswick Street.
- 3.2.18 Parking is not permitted on the sections between Kincardine Road and The University of Manchester campus. The three roads are provided with on-road cycle lanes on both sides of the carriageway.
- 3.2.19 Junctions with major roads are signalised while with minor roads informal crossing points are provided. Dropped kerbs and tactile paving are provided at both the signalised and informal crossing points. Footways are in good condition, with some sections being renewed recently.

3.3 Access for Mobility and Visually Impaired Users

- 3.3.1 The site benefits from its city centre location and recent improvements to pedestrian facilities in the area. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.
- 3.3.2 There are wide footways and areas of public realm surrounding the site which have been observed to be in good condition. Dropped kerbs and tactile paving are present at many of the crossing in the vicinity of the site, including at signal-controlled pedestrian crossing points on the A34 Upper Brook Street.
- 3.3.3 The site access junction has been upgraded to include tactile paving and dropped kerbs across the vehicular entrance. Furthermore, the development proposals included the provision of red/green men signalised pedestrian crossing facilities across Inchley Road at the signalised junction of Upper Brook Street/Booth Street East/Inchley Road. The introduction of these facilities has further enhanced access to the site for mobility and visually impaired users.

4.0 Development Proposals

4.1 Background and Context

4.1.1 Kincardine Court student accommodation building is located on a site to the north of the Kincardine Road / Whitekirk Close junction in Manchester. The original proposals incorporated an additional 100 student bedrooms across a part four, five and six-storey extension to the existing premises. The current building, including the extension, now accommodates 329 student bedrooms.

4.1.2 The description of the development is to be read as follows:

“Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank.”

4.1.3 The extension has been built to the north of the existing building (attached to it) on an area that was previously occupied by the western sector of the site car park. The space enclosed between the original and the new building has been modified to become a courtyard for the residents.

4.1.4 Vehicular access to the site has been modified slightly to provide a widened access for refuse vehicles, with new inward opening vehicular gates installed. The existing pedestrian and vehicular accesses have been retained. Once on site, pedestrians can enter and egress the extension building through a new independent access on the ground floor.

4.1.5 The site plan is attached as **Appendix A** at the rear of this report.

4.2 Access, Servicing and Construction

Pedestrian Access and Internal Circulation

4.2.1 As previously discussed, the existing gated pedestrian accesses on Kincardine Road and Whitekirk Close have been retained. The closest site access to the extension building entrance is the one adjacent to the vehicular access on Whitekirk Close. A fence has been installed between the retained car park area and the footpath linking these two points to enhance pedestrian and cycle safety of the students accessing the building extension.

4.2.2 The main entrance extension building is located on the ground floor of the north-eastern façade, leading to a common corridor. Secondary entrances to the switch room and the bin store are also available on the same façade. Additionally, the aforementioned common corridor, the common road and the bin store also have entrances from the new internal courtyard.

- 4.2.3 As the building extension has not been internally linked with the existing premises at any floor, those walking between them need to use the entrances on the north-eastern façade or on the courtyard for this purpose.

Vehicular Access and Servicing Vehicles

- 4.2.4 All vehicles access the site through the widened two-way entry/exit point on Whitekirk Close.
- 4.2.5 Servicing vehicles park on the retained car parking area, which has been redesigned to allow refuse or other large vehicles to manoeuvre on site in order to ingress and egress to/from the public highway in front gear.

4.3 Parking

Car Parking

- 4.3.1 As described in greater detail within the TS the eastern sector of the existing car park area has been retained but has been redesigned to reduce its capacity to 12 car parking spaces. 9 car parking bays are reserved for Unite's usage only, with removable bollards installed in front of each of these spaces to prevent improper usage.
- 4.3.2 There is a resident car park with five bays for the use of the surrounding properties that is accessed via the development site car park. This access arrangement has not been altered as consequence of the construction of the new building extension nor the redesign of the eastern car parking area. An additional 3 car parking spaces have also been provided for the residents (within the aforementioned eastern car park arrangement). Thus, providing a total of 1 car parking space per dwelling for the adjacent properties, which is an increase and betterment upon the previous resident parking provision.
- 4.3.3 At the request of MCC bollards are also to be provided for the resident spaces to prevent improper usage, these bollards would be key lockable. An additional disabled bay has also been accommodated within Unite's parking provision (as requested by MCC).
- 4.3.4 The TS confirmed that the existing 45 parking spaces are currently underutilised, and the proposed level of parking (9 bays) would be sufficient for the daily site operations. It is anticipated that there will only be 2-3 members of staff on site permanently (receptionist/cleaners etc.) with the remaining spaces utilised temporarily by maintenance staff and city management etc.
- 4.3.5 The site benefits from excellent accessibility for pedestrians, cyclists and public transport users and a reduced provision would therefore contribute to keep the site car trip generation at minimum levels and should be encouraged from a planning and sustainability perspective.

Electric Vehicle

- 4.3.6 Curtins and Unite are aware of MCC's desire to promote EV usage within Manchester city centre and as such all 9 of Unite's car parking spaces have been updated to include slow charging electric vehicle (EV) points.

Cycle Parking

- 4.3.7 A total of 50 cycle spaces have been constructed on site. As shown on the plan in **Appendix A** 40 spaces are located within a covered cycle store on the north-eastern façade of the extension. 10 spaces have been provided in a separate cycle store enclosure on Whitekirk Close. Cycle parking for Unite staff and visitors has been provided in the form of 5 Sheffield style hoops, equating to 10 cycle spaces.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 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. This is particularly important when siting residential developments.
- 5.1.2 The development consists of the existing and established student residential building (Kincardine Court) and has more efficient use of the underutilised car park. As demonstrated throughout the following subsections Kincardine Court is located within a short walk and cycle distance from the adjacent Universities (as well as many other useful local facilities and amenities) and there is a high standard of sustainable transport infrastructure already in place.
- 5.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 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, and other local facilities. The Chartered Institution of 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 5.1**:

CIHT Category	Town Centers (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Recommended Walking Distances

- 5.2.2 The Department for Transport's 2018 National Travel Survey states that: *"Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks."* This indicates that walking is the natural first choice for most local trips.

- 5.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 002** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for educational trips.
- 5.2.4 The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 5.2** below:

No.	Amenity	Type	Proximity to Site (m)
1	Gartside Gardens	Access to a recreation or leisure facility for fitness or sports Access to an outdoor open space	80
2	Orchard	Access to an outdoor open space	100
3	Medlock Primary School	Childcare facility or school	300
4	Lloyd's Pharmacy	Over the counter services associated with a pharmacy	350
5	The Vallance Centre Brunswick	General Medical Centre	400
6	Grosvenor Street	Publicly available postal facility	480
7	Manchester Aquatics Centre	Access to a recreation or leisure facility for fitness or sports	500
8	Oxford Road	Appropriate food outlets	500

Table 5.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 5.2.5 The 500m catchment includes the development site, the bus stops on the A34 Upper Brook Street, a supermarket, two religious establishments, many University buildings, and other buildings in the surrounding area until reaching Grosvenor Street to the north, the A6 Ardwick Green South to the east, the A5184 Plymouth Grove to the south and the B5117 Oxford Road to the west.
- 5.2.6 Within a 1km walk from the site, there are additional residential properties and a supermarket to the north and east, Manchester Royal Infirmary to the south and University buildings to the west. The bus stops around the B5117 Oxford Road / Booth Street East / Booth Street West junction are also within this area.
- 5.2.7 The 2km isochrone reaches further areas such as the Northern Quarter, West Gorton, Rusholme, Hulme, Deansgate and the Manchester Town Hall. The entire Manchester University and Manchester Metropolitan University campuses, along Manchester Piccadilly and Oxford Road rail stations, Manchester Coach Station and various Metrolink stops are included within this catchment area.

Pedestrian Accessibility Summary

- 5.2.8 The surrounding roads have footways available for pedestrian use, and the carriageways are well and observed to be in excellent condition. Furthermore, informal crossings are available around the site, as well as signalised crossings at the A34 junctions, which provides a safer environment for pedestrians. There is already a high pedestrian footfall in the area, due to its location between a residential area and The University of Manchester campus. It is therefore considered that residents could walk from the site to the campus or other city destinations, as they do currently from the existing Kincardine Court building.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, **Plan 003** presents a 5km cycle catchment for the site. This distance equates to a journey time of around 24 minutes, while cycling at a speed of 12kph.
- 5.3.2 The 5km catchment encompasses both Manchester University and Manchester Metropolitan University campuses. The catchment extends as far as Cheetham Hill to the north, Clayton to the northeast, to the north, Debdale to the east, Burnage to the southeast, Withington to the south, Chorlton to the southwest, Gorse Hill and Old Trafford to the west and Salford and Pendleton to the northwest.
- 5.3.3 Cycling can be regarded as an option to travel to and from the site as there are multiple well-established cycle routes (both on-road and off-road) around the development site.
- 5.3.4 According to the TfGM cycle map, Kincardine Road is classified as a sign posted on-road cycle route, linking the site with Grosvenor Street and Inchley Road to the northwest and Brunswick Street and Plymouth Grove to the south (the latter via a short off-road cycle-pedestrian shared path). Additionally, the section between Whitekirk Close and Brunswick Street can be used by cyclists in both directions, while general traffic can only drive southeast-bound, as indicated by signage.
- 5.3.5 The aforementioned roads have on-road cycle lanes on both sides of the carriageway, allowing cycle users to access the site from multiple destinations within Greater Manchester using routes with cycle-dedicated facilities as described on the next page:
- Grosvenor Road is linked to London Road to the east, a road which has also cycle lanes on both sides on the carriageway and grants access to Manchester Piccadilly station and the city centre, while to the west the cycle facilities continue along the Stretford Road-Talbot Road corridor, also provided with cycle lanes on both directions, and connecting the area with Old Trafford, Gorse Hill or Stretford;
 - Inchley Road-Booth Street East/West and Brunswick Street allow cycle users to travel between the site and the nearby The University of Manchester campus, which is highly important due to the nature of the residents living on site (students). The campus has also multiple off-road paths

and 20mph streets which are linked to other on-road and off-road cycle routes towards the west and the south of the city;

- Additionally, Brunswick Street is linked to the east with key roads with cycle lanes on both sides of the carriageway;
- Plymouth Grove grants access to the residential roads to the southeast, which have a speed limit of 20mph;
- Furthermore, Grosvenor Street, Inchley Road-Booth Street East/West and Brunswick Street link Kincardine Road with the B5117 corridor, which connects the heart of The University of Manchester campus with the city centre to the north and with multiple residential and commercial areas to the south as Rusholme, Whirring ton or Didsbury. The B5117 has cycle lanes on both sides of the road which are physically segregated from the general traffic, enhancing cycle safety. In addition, from 6am to 9pm private vehicles' through-traffic is not permitted on the University campus section. The B5117 is therefore the most significant north-south cycle link in Greater Manchester; and
- Gartside Gardens, to the north of the site, also have a number of off-road paths that allow residents of the building on site to avoid the Kincardine Road traffic when travelling towards Grosvenor Street.

Cycle Accessibility Summary

5.3.6 In summary, there are multiple cycle facilities around the development site which are of a high standard. These include on-road cycle routes, on-road and segregated cycle lanes, and off-road pedestrian-cycle shared paths. Furthermore, the surrounding residential roads are limited to 20mph, and the topography of the area is relatively flat, which is also conducive for cycling.

5.3.7 It is therefore considered that due to the aforementioned factors, prospective residents could travel to and from the development by bicycle.

5.4 Public Transport Accessibility

5.4.1 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 400m from a new development.

Public Buses

5.4.2 There are four bus stops on the A34 Upper Brook Street which are less than 400m away from the centre of the proposed development, two of them around the junction with Booth Street East and another two adjacent to the junction with Brunswick Street. They are served by bus route number 50.

- 5.4.3 All these stops are provided with a flag and timetable board, while the two southeast-bound stops are provided with a shelter and seating facilities. Additionally, all the stops except the southeast-bound around the junction with Booth Street East have a lay-by to avoid stopping buses to interrupt the through traffic on the A34 Upper Brook Street while passengers are boarding or alighting.
- 5.4.4 Nevertheless, there are another two sets of stops slightly over 400m away from the site (approximately at 600m) around the B5117 Oxford Road / Booth Street West junction, where additional services are available, significantly increasing the number of destinations at public transport reach from the development site.
- 5.4.5 The two stops on the B5117 Oxford Road are provided with a flag, and information board, a shelter, seating facilities, a bin, colour contrast paving at the edge of the footway and lay-by on the carriageway for stopping services.
- 5.4.6 There are also two additional stops on the A6 Ardwick Green South-Downing Street around the junction with Ardwick Green North, 550m to the west of the development site, which offer further services to the site residents. Both stops are sheltered and provided with a flag, an information board and seating facilities.
- 5.4.7 A summary of the bus services and their frequencies from/to bus stops close to the development are outlined in **Table 5.3** while the distance from the development site to the bus stops and the services available on every stop is shown in **Table 5.4**. It is noted that the provision of bus services will change over time during different seasons of the year and in response to current circumstances.

Service	Destinations	Daily Frequency (Mon-Fri)
15	Manchester - Rusholme - Firwood - Stretford - Urmston - Davyhulme - Flixton	20 min
18	intu Trafford Centre - Urmston - Stretford - Sale - Baguley - Wythenshawe	1 h
41	Ashton - Dukinfield - Yew Tree circular	1 h
42	Manchester - MRI - Withington - Didsbury - Stockport	30 min
42A	Reddish - Heaton Chapel - Didsbury - Rusholme - Manchester	30 min
42B	Manchester - East Didsbury - Bramhall - Woodford	30 min
43	Manchester - Withington - Northenden - Wythenshawe - Manchester Airport	30 min
50	East Didsbury - Victoria Park - Manchester - Salford Quays - MediaCityUK	Less than 10 min
51	East Didsbury - Burnage - Birchfields - Salford - The Lowry	12 min
53	Pendleton - Salford Quays - Old Trafford - Rusholme - Gorton - Cheetham Hill	30 min
85 / 85A	Chorlton - Alexandra Park - Moss Side - Manchester	10 min

86	Chorlton - Whalley Range - Hulme - Manchester	12 min (Saturdays only)
111	Manchester - MRI - Moss Side - Withington Community Hospital - Southern Cemetery	10 min
142	East Didsbury - The Christie - Fallowfield - MRI - Manchester	10 min
143	Manchester - Rusholme - Fallowfield - West Didsbury	10 min
147	Piccadilly Rail Station - West Didsbury	10 min
191	Hazel Grove - Stepping Hill - Stockport - Levenshulme - Longsight - Manchester	20 min (6am to 10am), 30 min (3pm to 5pm)
197	Manchester - Longsight - Levenshulme - Green End - Stockport	20 min
201	Hattersley - Hyde - Denton - Gorton - Manchester	10 min
203	Manchester - Reddish - Belle Vue - Stockport	10 min
204	Hyde - Haughton Green - Denton - Gorton - Manchester	30 min / 1 h (5:30am to 9:00 and 6pm to midnight)
205	Denton - Dane Bank - West Gorton - Manchester	15 / 30 / 65 min
250	intu Trafford Centre - Trafford Park - Old Trafford - Manchester	10 min
253	Partington - Flixton - Urmston - Stretford - Hulme - Manchester	2 per day
263	Altrincham - Sale - Stretford - Hulme - Manchester	15 min
V1	Leigh - Tyldesley - Manchester - Manchester Royal Infirmary	15 min
V2	Atherton - Tyldesley - Manchester - Manchester Royal Infirmary	15 min
V4	Ellenbrook - Manchester - Manchester Royal Infirmary	6 morning services

Table 5.3 – Bus Services to/from the stop around the proposed development

Bus Stop	Direction	Services Available	Distance to
Upper Brook Street / Brunswick Street	Southbound	50 51	250m
Upper Brook Street / Brunswick Street	Northbound	50	350m
Upper Brook Street / Booth Street East	Southbound	50	300m
Upper Brook Street / Booth Street East	Northbound	50 51	300m
A6 / Ardwick Green	Southbound	192, 201, 203, 204, 205	550m
A6 / Grosvenor Street	Northbound	192, 201, 203, 204, 205	550m
Booth Street West / College of Music (Stop A)	Westbound	53, 85, 85A, 86, 250, 253, 263	600m
Booth Street West / College of Music (Stop B)	Eastbound	53, 85, 85A, 86, 250, 253, 263	600m
Oxford Road / University Shopping Ctr (Stops C and D)	Northbound	15, 18, 41, 42, 42A, 42B, 43, 53, 111, 142, 143, 147, 191, 197, V1, V2	600m

Oxford Road / University Shopping Ctr (Stops E and F)	Southbound	15, 18, 41, 42, 42A, 42B, 43, 53, 111, 142, 143, 147, 191, 197, V1, V2, V4	600m
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Table 5.4 – Bus stops close to the development site.

5.4.8 **Tables 5.3** and **5.4** demonstrate that there is a high number of existing bus services which are accessible within 600m of the site. These services run at peak and off-peak times and frequencies are generally good, giving the opportunity for patrons to travel by bus to multiple destinations in Greater Manchester.

5.4.9 Manchester Coach Station is also relatively close to site (1.3km to the north, with travel times of 17 minutes on foot, 14 minutes by bus and 6 minutes by bicycle) and has additional services to regional and national destinations as Leeds, Liverpool, London, Birmingham, Edinburgh, Plymouth or different national airports.

Bus Accessibility Summary

5.4.10 In conclusion, the site is considered to be highly accessible by bus.

Accessibility by Light Rail and National Rail

5.4.11 Manchester Piccadilly Station, where both Metrolink and National Rail services are available, is 1.2km to the north of the development site, with travel times of 16 minutes on foot, 11 minutes by bus and 6 minutes by bicycle.

5.4.12 Four Metrolink services stop at Manchester Piccadilly, with a frequency of 12 minutes each. Blue Line connects this station with Ashton-under-Lyne and Eccles, the Orange Line with Ashton-under-Lyne and MediaCityUK, the Yellow Line with Bury, and the Purple Line with Altrincham. As these lines share common track sections, especially in Manchester city centre, services travelling to certain stops could be available every 4 or 6 minutes.

5.4.13 With regards to National Rail, Manchester Piccadilly is one of most important hubs in the British network, falling under the DfT category A ('National Hub') and a key node of the network of local and regional services. The station currently has 14 platforms, and it is managed by Network Rail.

5.4.14 Therefore, multiple local, regional and national destinations can be accessed by direct rail services, including Warrington Central, Preston, Bolton, Chester and Wigan Wallgate (Northern), Sheffield and Nottingham (East Midlands Trains), Holyhead and Cardiff (Transport for Wales), Nottingham, Leeds, York, Newcastle, Middlesbrough, Edinburgh and Glasgow (TransPennine Express), Birmingham New Street, Oxford, Reading and Bristol Temple Meads (CrossCountry) and London Euston (Virgin Trains).

5.5 Summary

- 5.5.1 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 105 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.”

- 5.5.2 The site is situated in a mixed-use area to the south of Manchester city centre, in close proximity to The University of Manchester campus. There are also a number of complementary land uses around as bars, restaurants, cultural and religious facilities, supermarkets and convenience shops. It is also worth highlighting the high standard of the existing pedestrian and cycle infrastructure, with traffic signal-controlled crossing and off-road and on-road local and cycle routes at short distance from the site.
- 5.5.3 It has been demonstrated that the site is served by a large amount of existing bus routes as 32 bus stops are in close distance to the development site. In addition, Manchester Piccadilly (Metrolink and National Rail services) and Manchester Coach Stations are at walking distance to the site, connecting it to areas all over the region and the country quickly and frequently. **Plan 004** shows the areas that can be reached by public transport in less than 30min (including Manchester city centre, Collyhurst, Longsight, Chorlton or Old Trafford), in less than 45 min (as Bury, Chadderton, Ashton-under-Lyme, Huddersfield, Woodley, Stockport, Adlington, Altrincham, Warrington or Chorley) and in less than an hour (as Leeds, Dewsbury, Preston, Sheffield, Hope Valley, Chester, Liverpool or Preston).
- 5.5.4 It can be concluded therefore that the proposed development is situated in a very sustainable location with a wide range of public transport links available and attractive walking and cycling facilities in place. As the development consists of extending an established student residential accommodation building (in lieu of car parking) it makes an efficient use of previously-development land and should be encouraged from a planning and sustainability perspective.

6.0 Travel Surveys

6.1 Introduction

- 6.1.1 For the Travel Plan to be successful it is important to fully understand existing travel patterns to and from the site. To obtain such travel data, the Unite has issued a baseline travel survey in 2023 amongst all residents and staff.
- 6.1.2 The travel surveys were emailed to all residents and staff at Kincardine Court, and the results were collected by via the online survey provider 'Survey Monkey'. The surveys were undertaken in April 2023, with several reminders sent out following the original request to maximise participation.
- 6.1.3 The results of this survey are captured in the following subsections. The survey link was open for an extended period of time, and 3 follow-up emails were sent to staff and residents. Despite this, responses to the surveys were relatively low with 12 student responses.
- 6.1.4 Whilst responses were low, it is clear from **Section 5** of this Travel Plan that the site benefits from a highly sustainable location and close proximity to the University buildings, which is reflected in the responses captured in the survey. The information collated from the survey has been revised against the measures set out in **Section 7** of this TP.

6.2 Residents Travel Survey

- 6.2.1 **Appendix B** contains the survey questionnaire that was distributed to fully understand residents travel habits. The surveys extracted the following key information:
- Usual mode of travel and reason for modal choice;
 - Typical journey details;
 - Typical weekly travel habits;
 - Distribution of university attendance;
 - Preferred mode of travel & alternatives;
 - Any barriers to travelling by sustainable modes; and,
 - Initiatives that could encourage more sustainable modes of travel.

6.3 Residents Survey Findings

- 6.3.1 The first question asked respondents to identify whether the respondent was a member of staff or resident. The results presented in **Figure 6.1** below demonstrate that the surveys were responded to only by residents. No staff members responded to the survey, meaning that their travel habits are not reflected. In total, 12 residents responded to the travel survey.

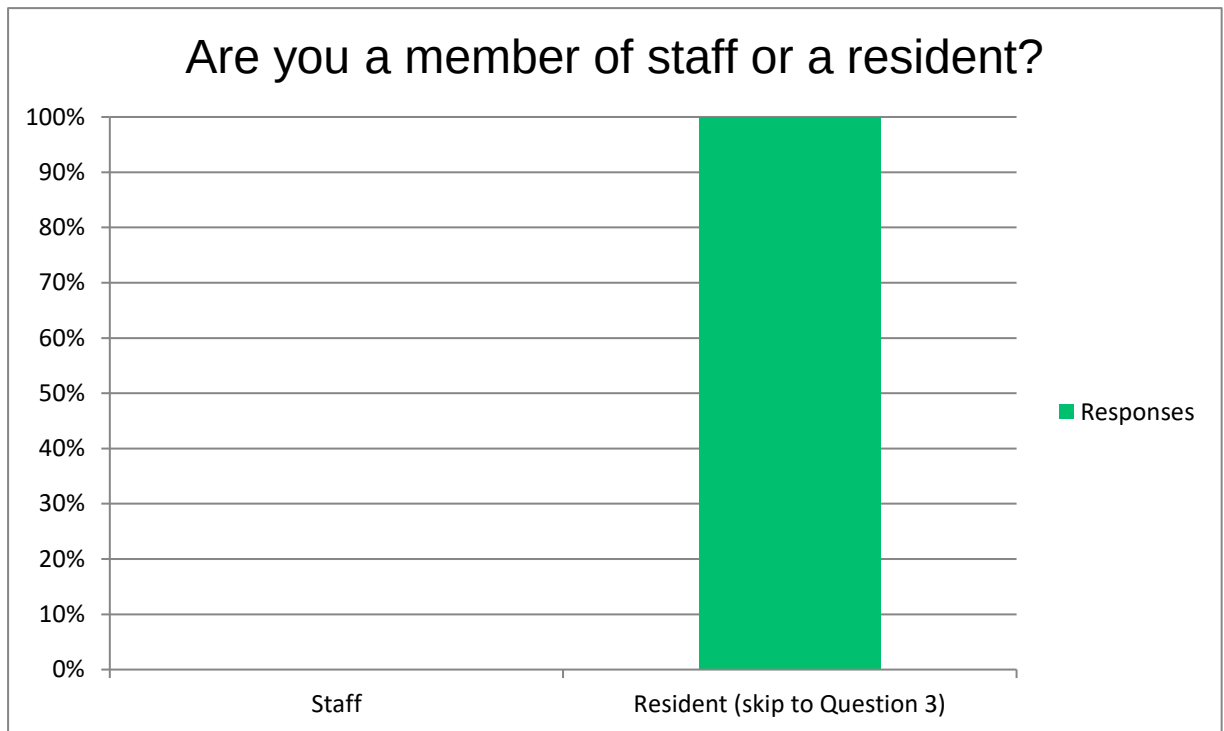


Figure 6.1 – Status of travel survey respondents

- 6.3.2 The second question was for staff to identify their home postcode. The survey did not receive any responses for this question.
- 6.3.3 The third question asked respondents to detail what days they typically travel to university. The responses to this question are in line with typical weekday travel, with the exception that university hours are more fluid, and students attend campuses on Saturdays and Sundays, albeit to a lesser extent. A full breakdown of the responses is presented in **Figure 6.2** overleaf.

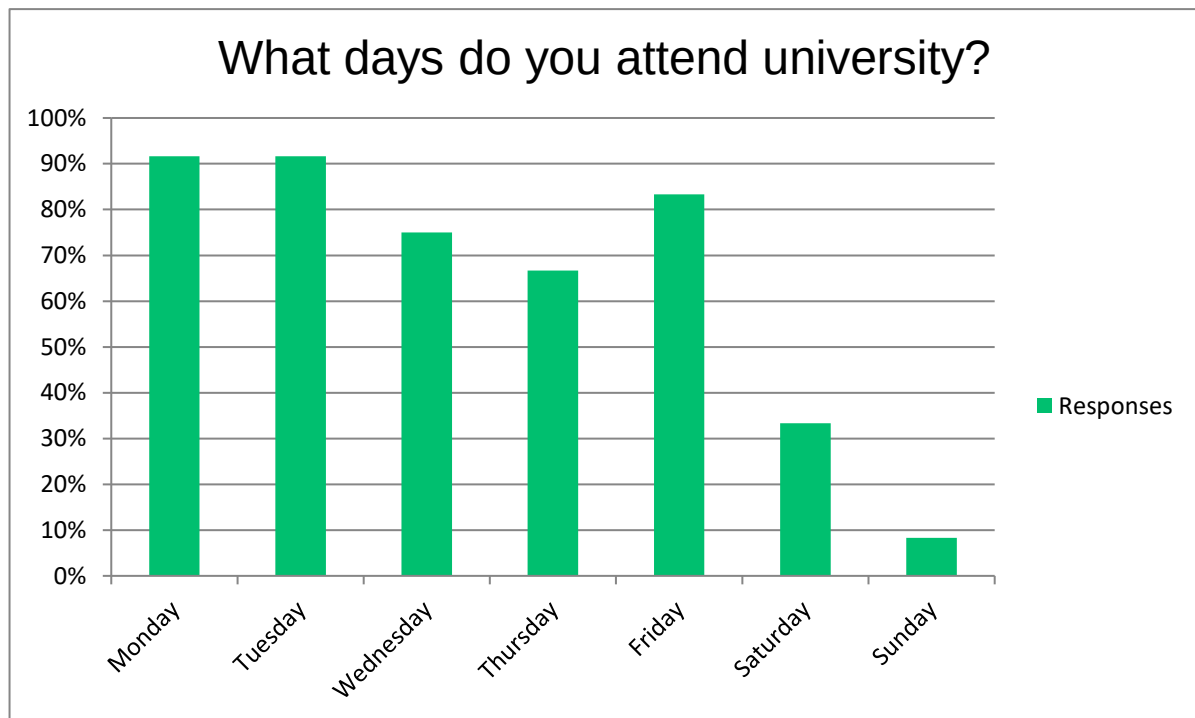


Figure 6.2 – Days of travel to university.

6.3.4 Following on from this, **Table 6.1** details question four, which identified which university each respondent attended. The results display the spread of attendance to universities across Greater Manchester. This shows that the majority of respondents attend the University of Manchester, a short walk from the site.

Response	Percentage	Count
University of Manchester (Sackville Street area)	0%	0
University of Manchester (Oxford Road area)	75%	9
Manchester Metropolitan University	8.33%	1
Royal Northern College of Music	0%	0
University of Salford	0%	0
Other (please specify): <ul style="list-style-type: none"> Northern Ballet School Edge Hill University 	16.67%	2

Table 6.1 – Spread of university attendance

6.3.5 Question five asks respondents to disclose if they have any disabilities that affect their travel arrangements. The response to this question is disabled in **Figure 6.3** overleaf.

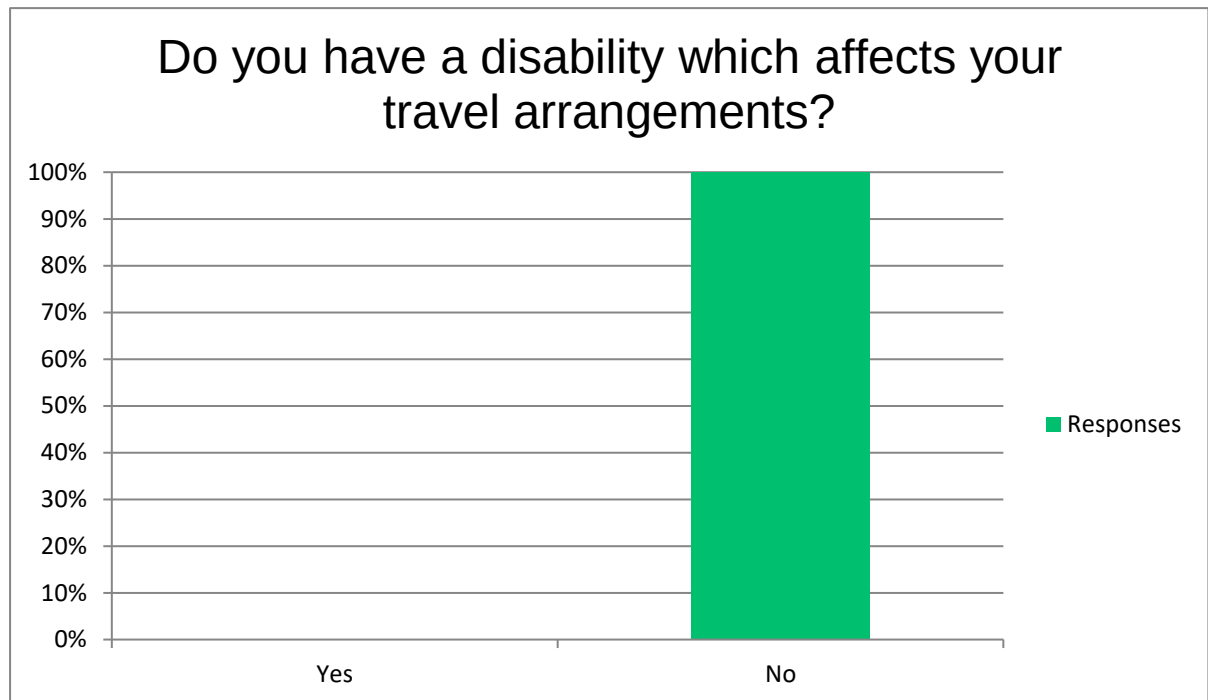


Figure 6.3 – Disabilities affecting travel arrangements

6.3.6 The sixth question of the residents' travel survey asked respondents for the mode in which they travelled to/ from the accommodation on that day. The results presented in **Figure 6.4** below demonstrate that the majority of residents walk (91.67%). It is likely that due to the city centre location and proximity to university campuses, most students do not require a car. The small number of residential parking spaces is a factor of the limited car ownership of residents. The remaining residents identified that they had travelled by 'car – as passenger' (8.33%).

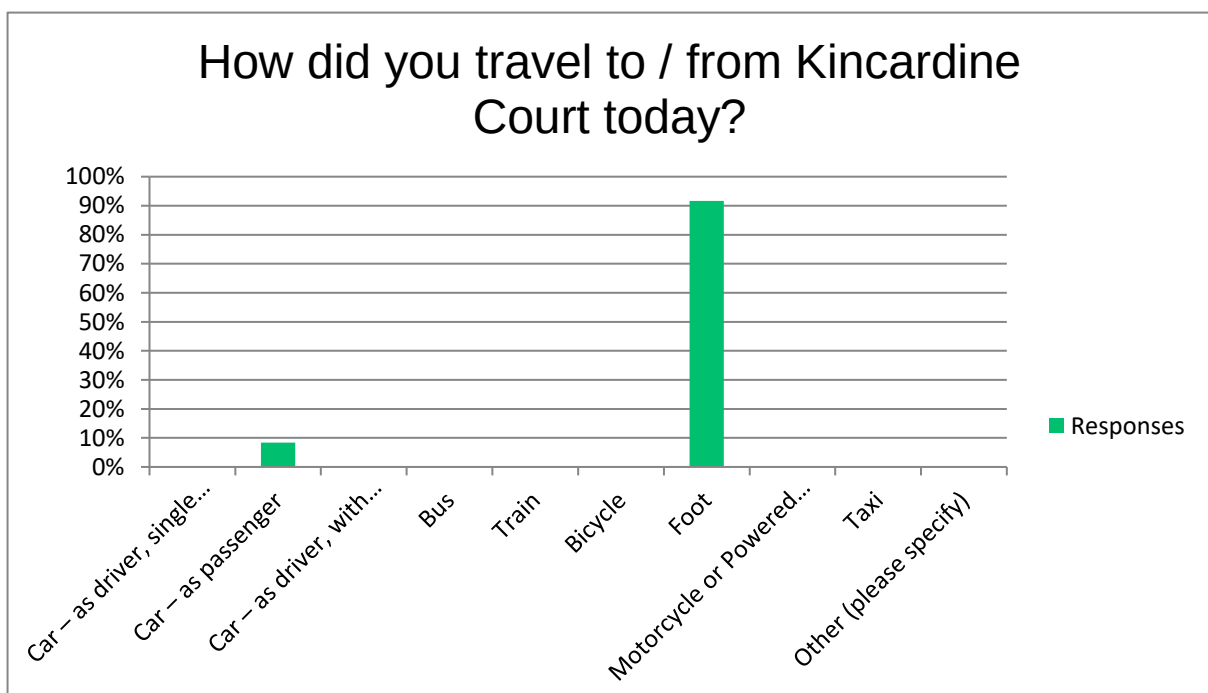


Figure 6.4 – Mode of travel to Kincardine Court

6.3.7 **Figure 6.5** displays the responses to question seven showing typical journey distance (in minutes). Whilst there were no responses for 0-5 minutes, the most common response was 5-10 minutes (58.33%), then followed by 10-15 minutes (25%). Only one response was received for journeys over 20 minutes, highlighting the benefits of a city centre location. The responses are in line with modal choice, which suggests that residents are centrally located around amenities and university campuses.

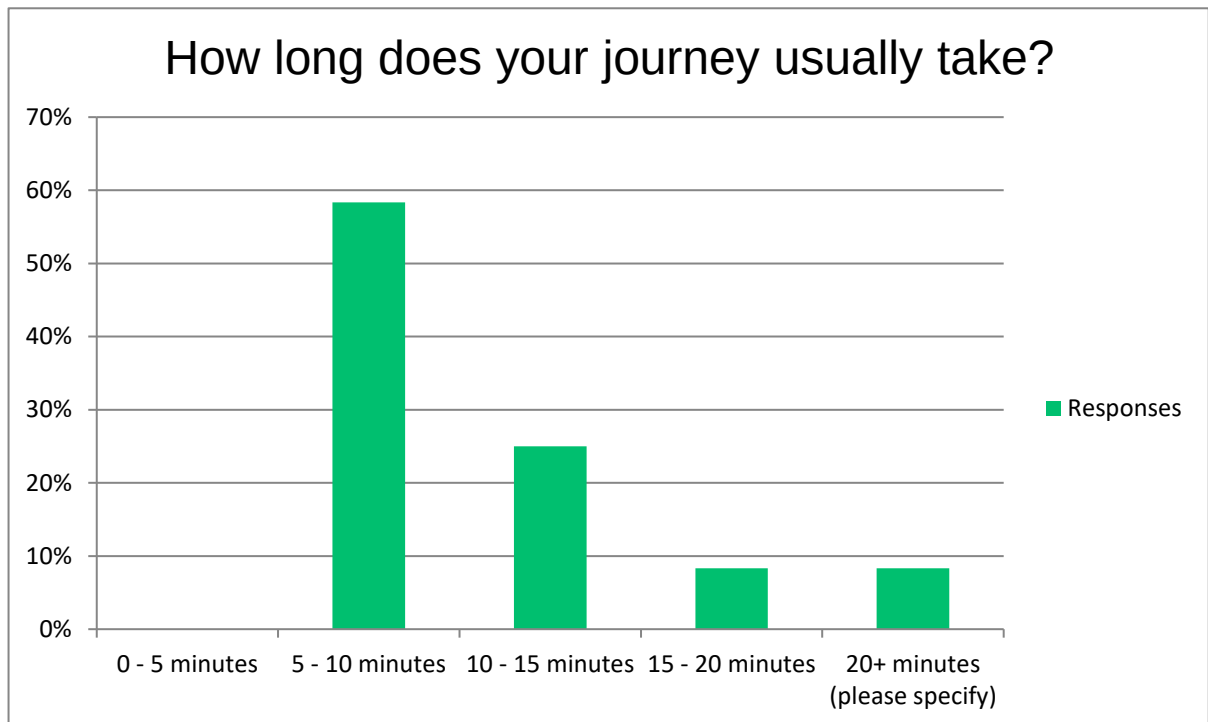


Figure 6.5 – Typical journey distance (in minutes)

6.3.8 The eighth question asked residents which alternative mode they would travel by if their preferred mode of travel was unavailable. The results presented in **Figure 6.6** below demonstrate the most common responses were 'Bus' (41.67%), 'Car – passenger' (25%), 'Foot' (16.67%). No responses were received for 'Car – driver', suggesting that of the residents surveyed no respondents have access to their own car.

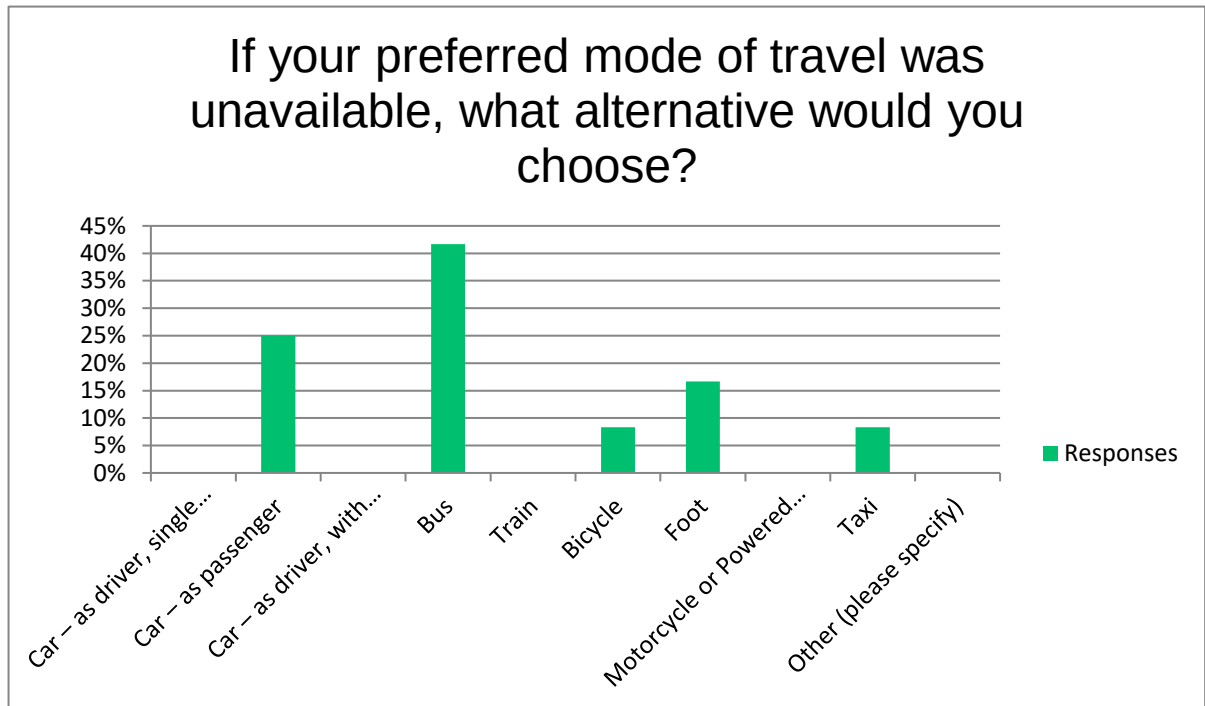


Figure 6.6 – Alternative modes of travel

6.3.9 Question nine asked respondents if they were to travel by car, where they would park. The majority of respondents skipped this question, with only four responses provided. From this smaller sample size, three responses identified that if they travelled by car they would park at Kincardine Court (75%). The remaining 25% identified that they would park on residential roads. The results presented in **Figure 6.7** below.

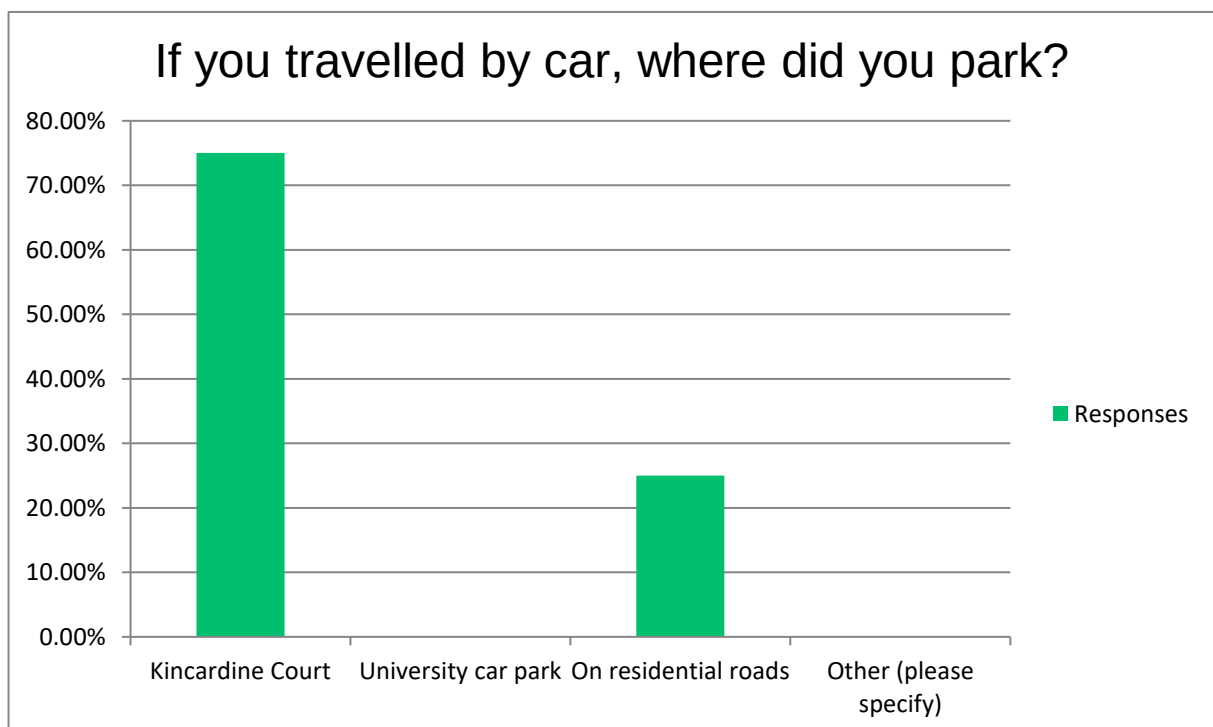


Figure 6.7 – Car parking location

6.3.10 Question ten asked respondents why they travelled by car. It is important to note that seven respondents skipped this question, as they do not travel by car. Of the five that did respond, the most common answers were 'to carry things' (80%), 'bad weather' (60%), 'convenience' (60%), and 'to save time' (40%). No responses were received for 'only option', further highlighting the accommodation's prime location regarding public transport opportunities and active travel infrastructure. The full results are displayed in **Figure 6.8**.

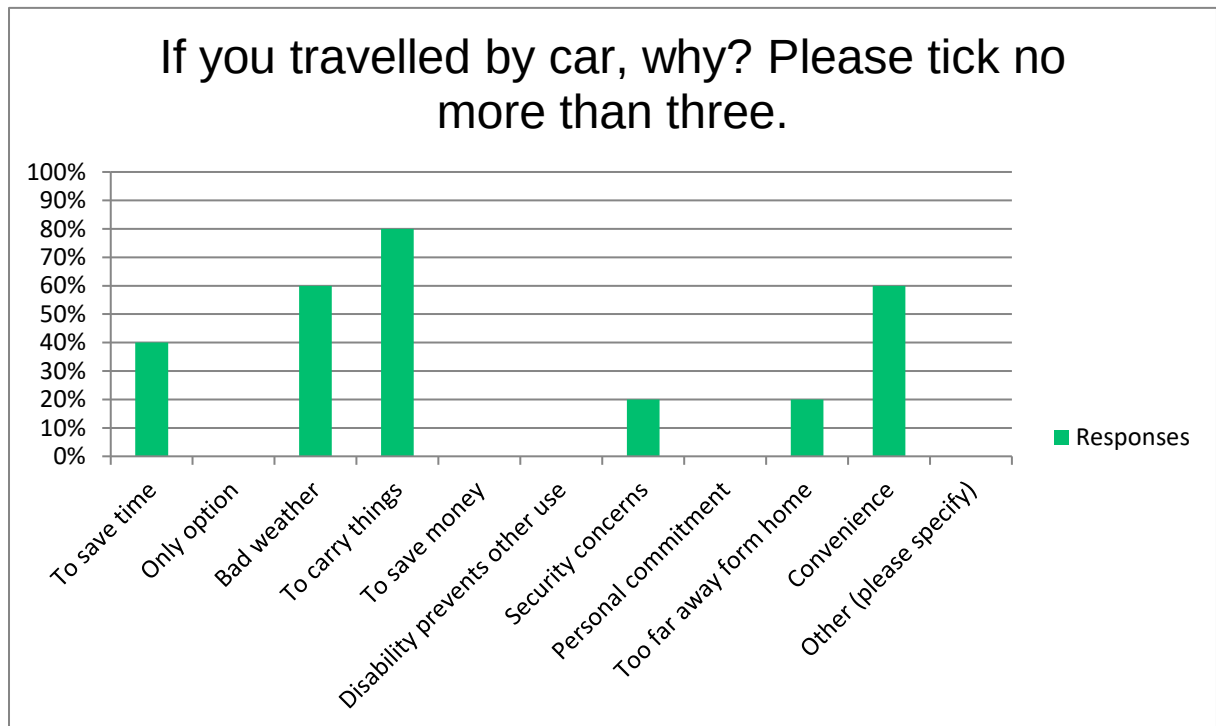


Figure 6.8 – Reasons for travelling by car

6.3.11 Where possible the above feedback has been translated into measures within **Section 7** of this report, and the full results of the surveys will be made available to Unite Group PLC to action where necessary.

6.4 Summary and Next Steps

6.4.1 It is proposed that surveys are undertaken annually for a period of 3 years. The results and analysis of the surveys will be sent to the Travel Plan team at the Local Highway Authority within 3 months from the collection of future survey results. Further information regarding this commitment is provided in **Section 9** of this Travel Plan

7.0 Travel Plan Initiatives

7.1 Introduction

- 7.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been identified that could help encourage active and sustainable travel, and minimise single occupancy car travel to and from the site.
- 7.1.2 The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

7.2 Appointment of Travel Plan Coordinator (TPC)

- 7.2.1 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents incorporating a survey, events and then advice to residents on sustainable travel choices. Additional responsibilities of a TPC are further detailed in **Section 9** of this report.
- 7.2.2 Contact details for the TPC will be made available internally to residents, and externally to the Travel Planning Team at MCC.

7.3 Production of Welcome Packs

- 7.3.1 A vital initiative of the TP is likely to be the distribution of the Travel Plan Welcome Packs for all residents.
- 7.3.2 Welcome packs can be important in influencing travel patterns and therefore it is envisaged that welcome packs could be supplied to all residents at the development.
- 7.3.3 Residents could receive the Welcome Pack in the early stages of operation. The contents of the Welcome Packs could include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
 - Details of public transport services, including ticketing options, timetables, and routes;
 - Details of the Travel Plan Co-ordinator (TPC).
 - Details and links to Car Sharer database registration;
 - Car Club scheme;

- Electric Cycle scheme;
- Contact information for community transport options where necessary;
- Location of Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week etc); and,
- Information on rail cards and other incentive schemes available to rail travellers.

7.3.4 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

7.4 Marketing and Promotional Measures

7.4.1 Providing easily accessible information on travel options can be important in influencing travel patterns. Relevant elements of the Travel Plan will be supplied to all residents at the site electronically or physically on notice boards in communal areas. This will include:

- Provide a summary of the TP in the Welcome Pack;
- Publicise the TP with posters and notice boards in communal areas; and
- Organise promotional events in a communal area.

7.4.2 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future residents of the site.

7.5 Measures to Encourage Walking

7.5.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

7.5.2 It has been demonstrated throughout **Section 5** of this TP that there is an existing excellent level of pedestrian infrastructure in the surrounding area and the development proposals seek to provide a series of pedestrian improvements in the vicinity of the site.

7.5.3 The following measures could be provided in order to encourage residents to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site on national events such as “National Walking Month”;
- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Regularly review and update information (if necessary) provided within the Welcome Packs / Travel Page / notice boards, such as:
 - Local pedestrian routes, including public footpaths and walking times to key destinations; and

- The www.plotaroute.com website for journey planning on foot.
- Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

7.5.4 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, discouraging car parking spaces from being allocated to able-bodied staff who live within 2km of the site, and the implementation of a “walking buddy” scheme could also be considered.

7.6 Measures to Encourage Cycling

7.6.1 It has been demonstrated throughout **Section 5** of this TP that there is an existing excellent level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within 50 spaces provided as part of the development proposals.

7.6.2 To encourage residents to cycle, the following measures will be considered:

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Engage with MCC to ensure appropriate standards of cycleways adjacent to the Site;
 - Improved security at existing and proposed bike parking facilities;
 - Shower and changing room facilities to be provided in the building; and
 - Provide an on-site puncture repair kit;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops; and
 - Marketing campaigns such as “National Bike Week”.

- 7.6.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could also be considered.

7.7 Measures to Encourage Public Transport

- 7.7.1 It has been demonstrated throughout **Section 5** of this TP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester. The following measures will be considered in order to encourage residents to travel by public transport:

- Liaise with bus companies on any future improvements and/or extensions to local services;
- Negotiation with local bus companies for an increase in the local service provision to the site;
- Negotiation with local bus companies for discounted/ free travel passes for students;
- Promote the 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year;
- Provision of new and improved inter-connecting footways and cycle links crossings to surrounding public transport infrastructure as part of the development; and,
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Details of Traveline’s online journey planning resources: <https://www.traveline.info/>;
 - Distribute details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
 - Details of MCC’s community transport options for residents who may have difficulty accessing regular public transport;
 - Advertise any promotions/discounts offered by public transport operators;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Links to up-to-date bus and rail details including timetables / route maps.

7.8 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

- 7.8.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.

- 7.8.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Residents will also be encouraged to separately discuss with peers the option to car share to and from the site, with common needs, timetables or destinations.
- 7.8.3 It is envisaged that this would need to be regularly maintained / revised.
- 7.8.4 There are car sharing organisations which offer a matching service. Residents and visitors would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme and residents would need to work for a firm who is registered with the database to benefit from this.
- 7.8.5 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.
- 7.8.6 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

- 7.8.7 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 7.8.8 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven.
- 7.8.9 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use. As part of the development proposals a new car club bay is being introduced adjacent to the site.

7.9 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 7.9.1 Ultra-Low and Zero Emission Vehicles contribute substantially to reduce the carbon footprint of private transportation. As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as 'Clean Air Manchester'.

- 7.9.2 To support the wider aims of the Council, the Proposed Development includes a 100% EV provision, with active charge points installed, upon occupation of the development.

Electric Vehicles (EV)

- 7.9.3 In addition to the proposed EV charging facilities onsite, there are many EV charging points in Manchester, some of which are within an acceptable walking distance of the site. There are two EV charging point located on Booth Street West.
- 7.9.4 This charging point is one of the hundreds of charging points located on the Be.EV network within Manchester. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 7.9.5 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. / All charge points are free to use, however there is an annual cost associated with the access card.
- 7.9.6 **Figure 7.1** overleaf illustrates the location of the nearest EV charge points in the vicinity of the site:

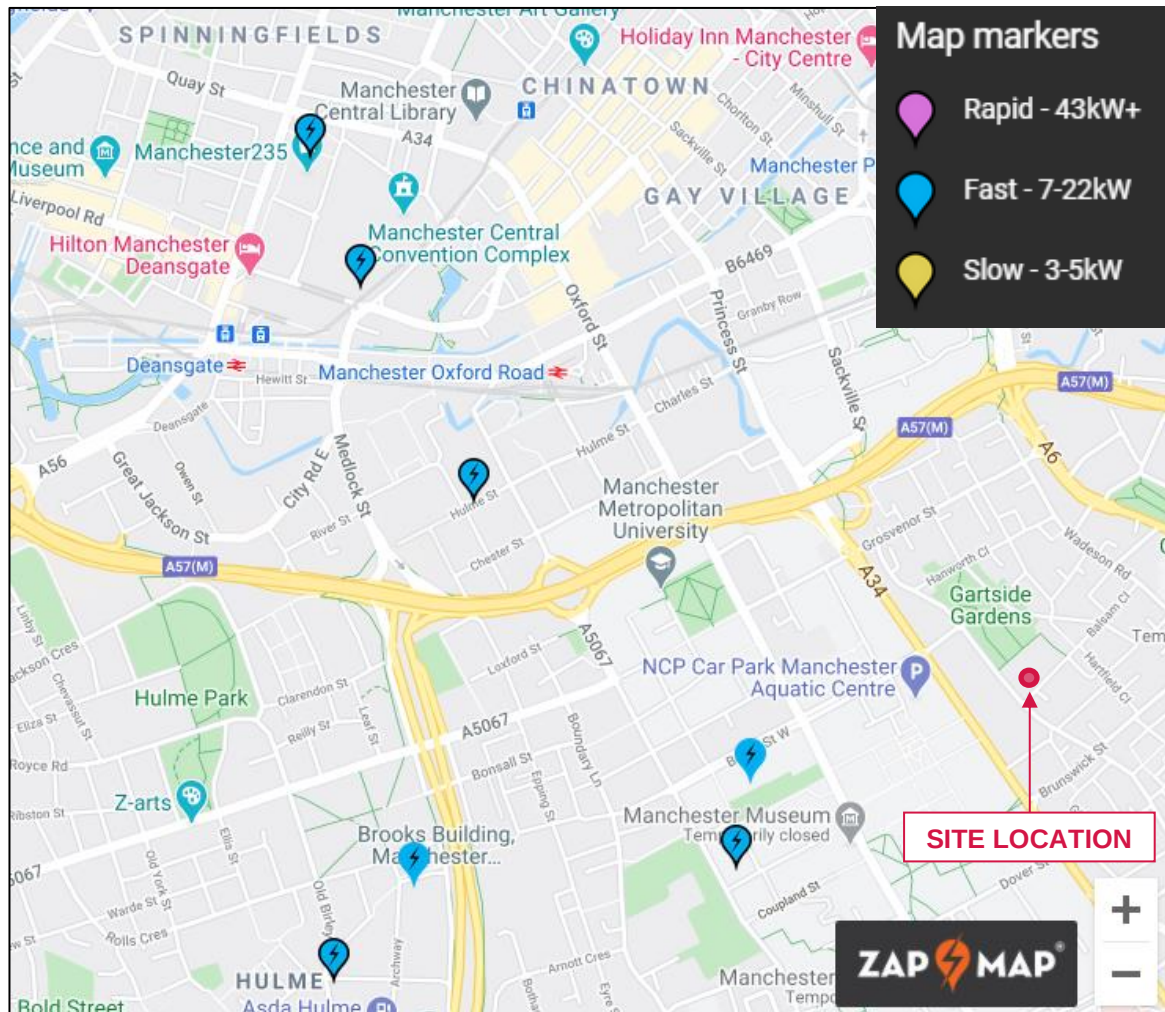


Figure 7.1 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap)

7.10 Reducing the Need to Travel

7.10.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Provision of equipment (such as high-speed fibre optic broadband connections) to allow residents to work from home; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

7.11 Summary

7.11.1 In summary, the TP initiatives contained in this section can be implemented to encourage residents to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this TP.

7.11.2 The list of measures above is by no means exhaustive but form the basis of those to be explored by Unite Group PLC.

8.0 Targets

8.1 Introduction

- 8.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

8.2 Future Targets and Objectives

- 8.2.1 This Travel Plan has been produced to discharge a Planning Condition associated with the recently completed Kincardine Court Student Accommodation and capture baseline travel surveys at the site following occupation.
- 8.2.2 As detailed in the above residents have already begun utilising the excellent sustainable travel options available in the vicinity of the site, which is reflected in the positive survey outcome that over 90% of students currently travel via sustainable modes of travel, with the remaining respondents car sharing.
- 8.2.3 Whilst the results of the survey have indicated that things have started well, a key target of this Travel Plan is to ensure that this remains the case in the future. Unite Group Plc is fully committed to achieving this and intends to continue and build upon the good work undertaken to date.
- 8.2.4 It is proposed that surveys are undertaken annually for the next three years with the aim being to monitor modal split levels on site and the target being to ensure they remain comparable, if not better, than those captured in the recent survey. If they are observed to drop below recent values Unite Group Plc would revisit the initiatives set out in this Travel Plan and liaise with MCC to determine what measures could be pursued.
- 8.2.5 In addition to the modal split targets, Unite Group Plc will continue to monitor patronage and use sustainable transport programmes, as well as cycle parking usage across the site to ensure that uptake is at its maximum levels and managed accordingly. Travel Plan awareness will also become a key target of this TP in relation to staff and residents' appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan, with regular information provided in the staff/resident updates.

9.0 Monitoring and Review

9.1 Introduction

9.1.1 This section of the report sets out the proposed management arrangements associated with the TP.

9.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *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.

9.1.3 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.

9.2 Responsibility and Management

9.2.1 The overall responsibility for the TP lies with site owner, Unite Group PLC.

9.2.2 Notwithstanding, adequate consultation and support from the Unite’s management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Active management of the car parking supply;
- A commitment to actively pursue any future partnerships with bus operators;
- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and

- A commitment to actively promoting car-sharing and sustainable transport options at the site.

9.3 Travel Plan Coordinator (TPC)

9.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

9.4 Monitoring and Evaluation

9.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described previously in this TP.

9.4.2 The results of each survey would be used to review progress against the targets. Where targets are not met, remedial actions will be proposed, agreed, and then monitored for effect.

9.4.3 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents upon the completion of surveys.

9.4.4 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys (or until a date to be agreed with MCC) to ensure that the TP reflects current opportunities and local circumstances.

10.0 Marketing Strategy

10.1 Introduction

10.1.1 The initiatives proposed in **Section 7** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Marketing Strategy is therefore considered to be a vital step in ensuring the success of any TP.

10.2 Budget and Funding

10.2.1 Funding should continue to be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. The communication and management of a TP is best undertaken by a TPC.

10.2.2 Funding should continue to be made available for the provision of this role, whether this be an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

10.3 Promotion of the TP

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

- Provide a summary of the TP in the Welcome Pack;
- Publicise the TP with posters and notice boards in communal areas; and
- Organise a monthly promotional event in a communal area.

10.4 Document Distribution

10.4.1 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future residents of the site.

11.0 Action Plan

11.1 Introduction

11.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	Upon occupation of the development	Unite Group PLC
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with MCC Council)	TPC

Table 11.1 – Action Plan

- 11.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.
- 11.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans



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Project: Kincardine Court, Manchester

Drg Title:

Site Location Plan

Status: PRELIMINARY

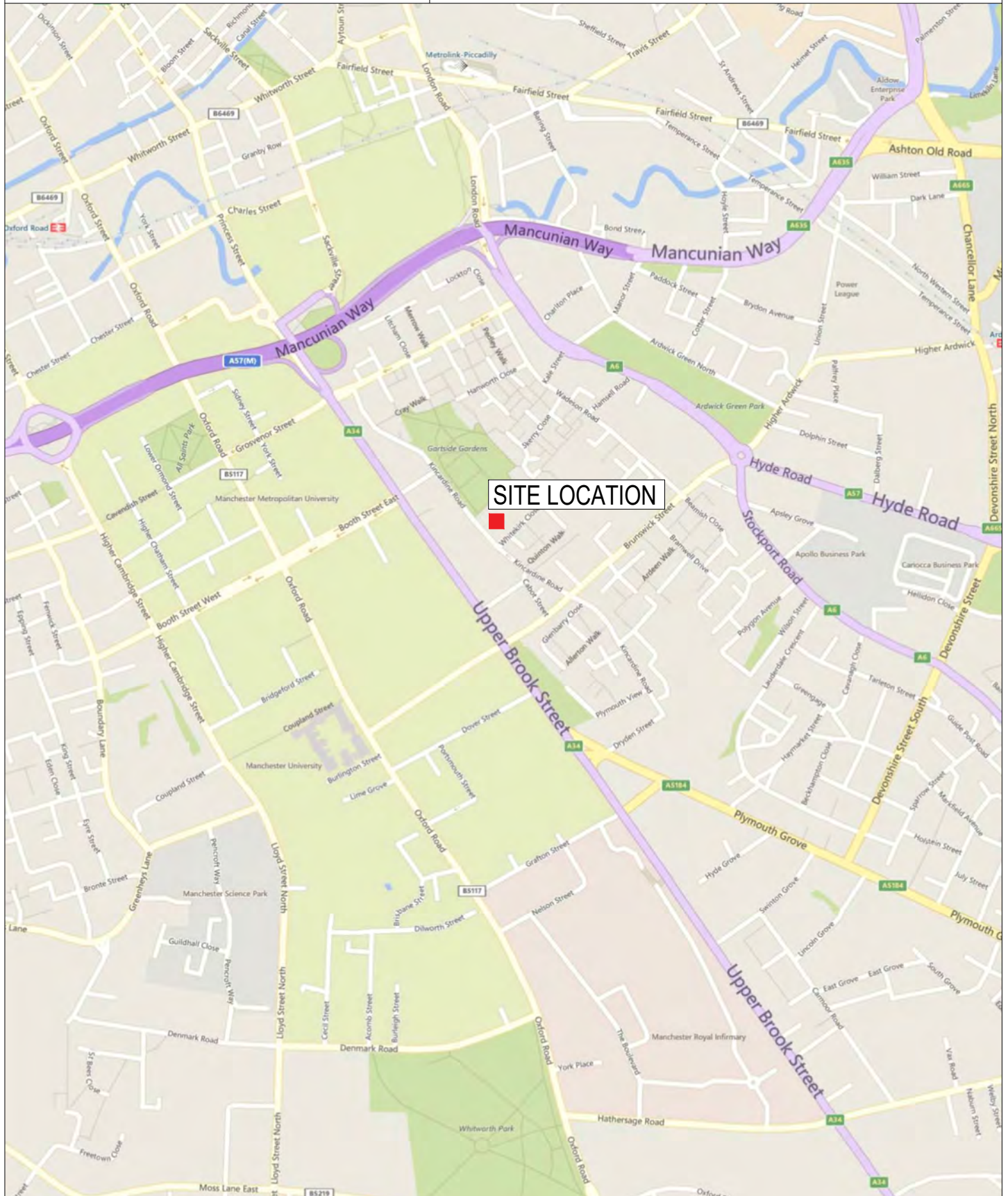
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Designed By: SG Date: 21/05/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

072071 - CUR - 00 - 00 - DR - TP - 04001 - V01



SITE LOCATION



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Project:
Kincardine Court, Manchester

Drg Title:
Pedestrian Catchment Plan

Status:
PRELIMINARY

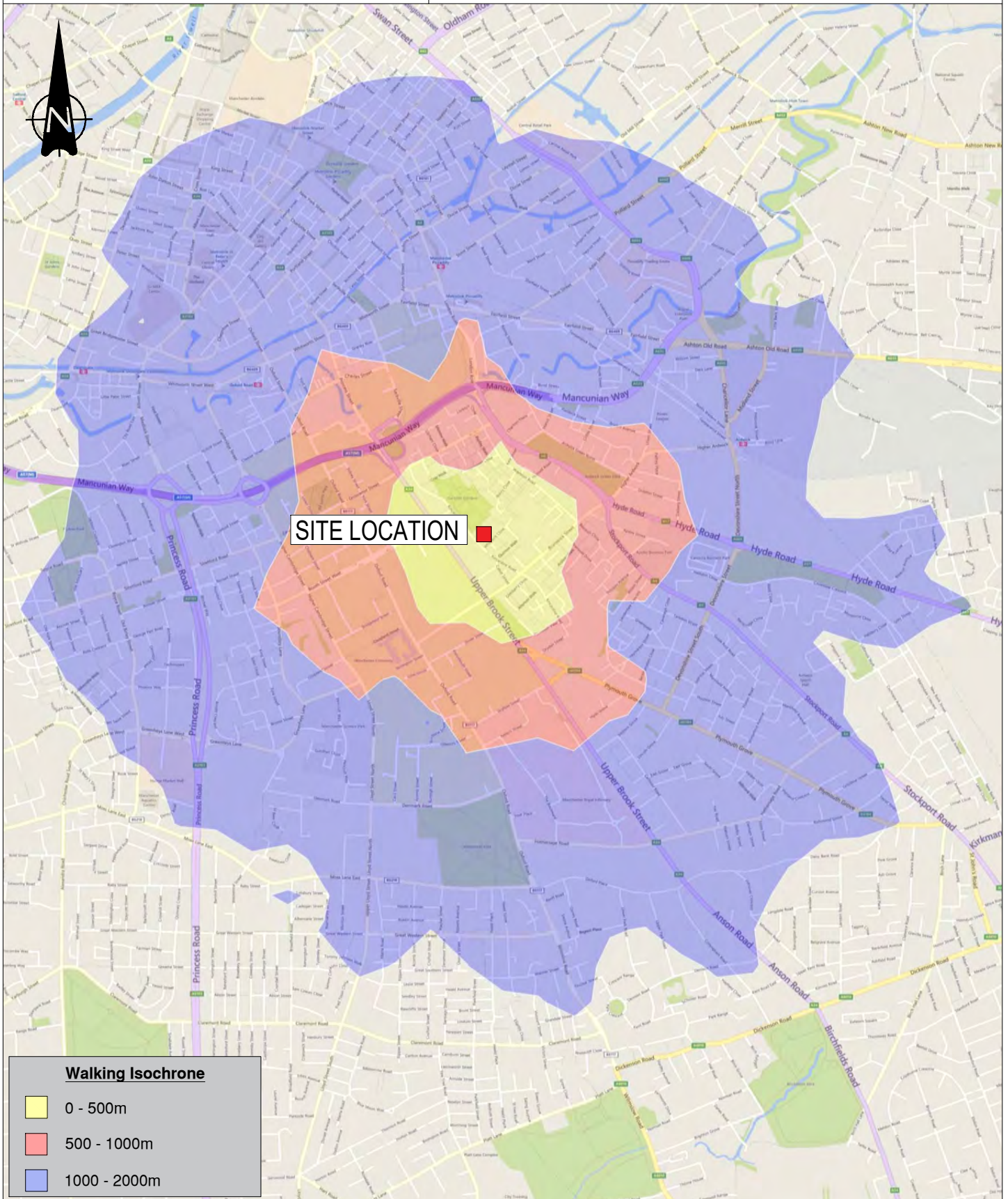
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Designed By: SG Date: 21/05/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Project:
Kincardine Court, Manchester

Drg Title:
Cyclist Catchment Plan

Status:
PRELIMINARY

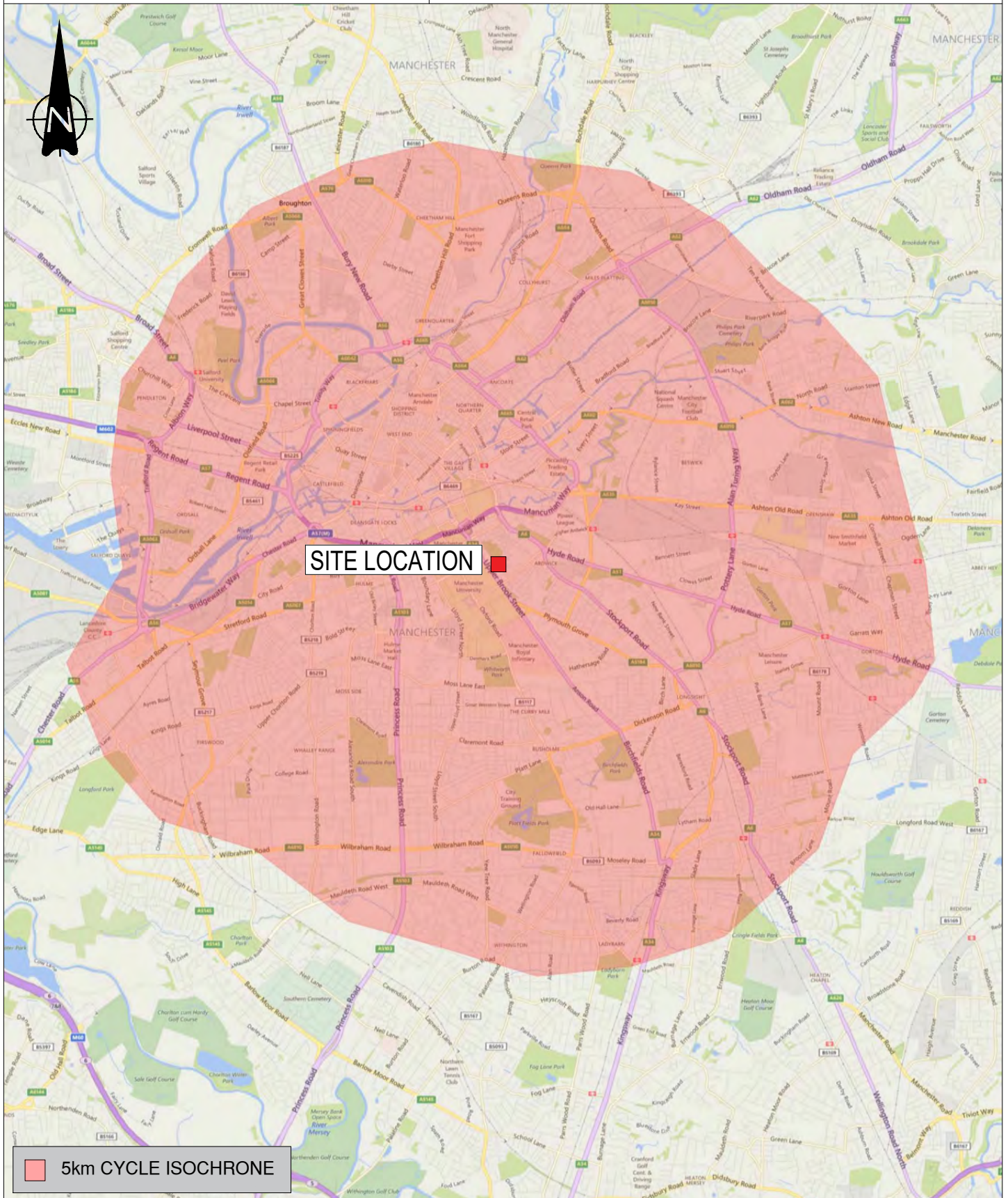
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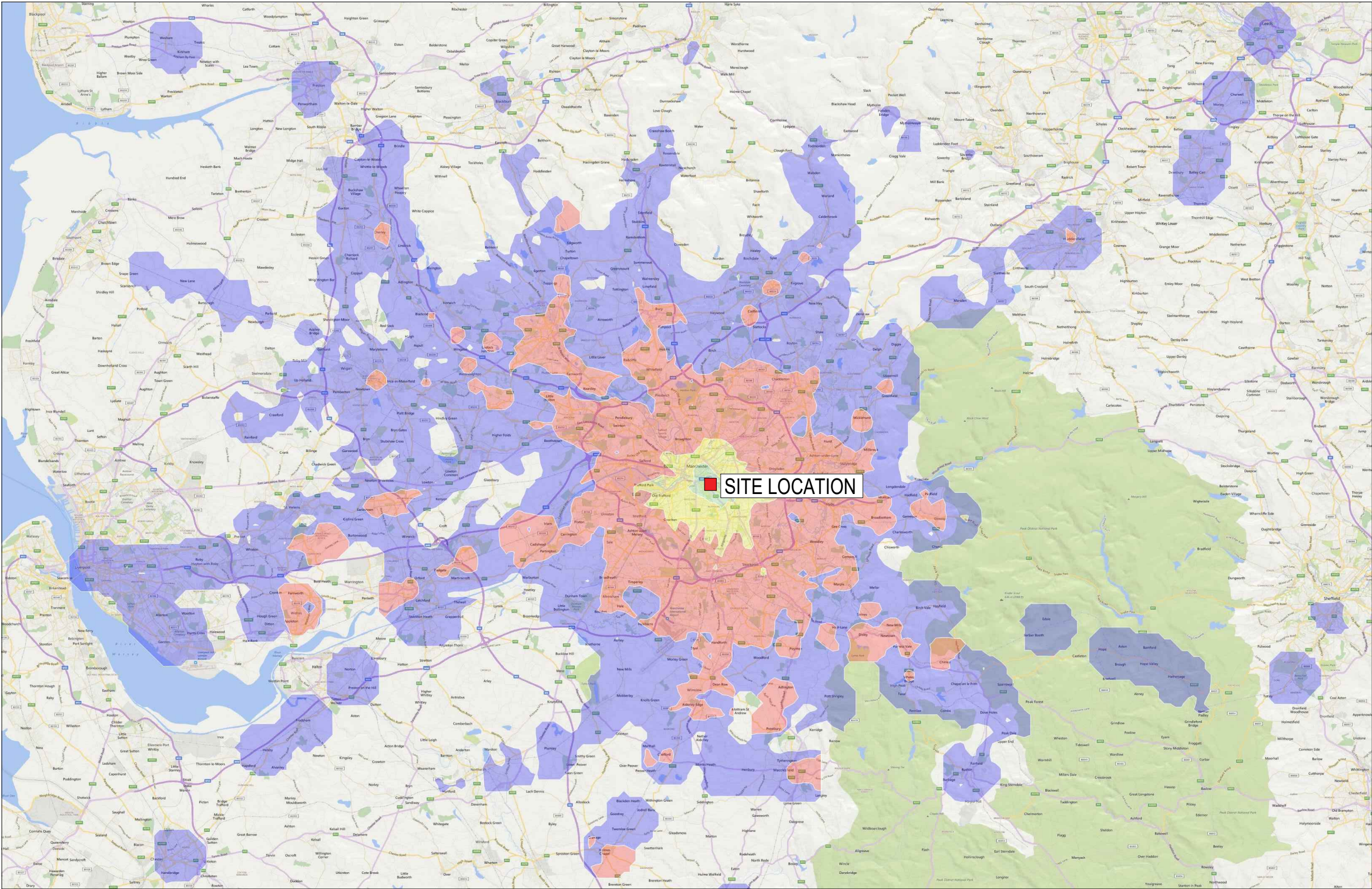
Designed By: AG Date: 20/02/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

072071 - CUR - 00 - 00 - DR - TP - 04003 - V01





JOURNEY TIME (MINUTES)	
	0 - 15
	15 - 30
	30 - 45
	45 - 60



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Project: Kincardine Court, Manchester				Status: PRELIMINARY				
Drg Title: Public Transport Catchment Plan				Drawn By: SG		Checked By: DRM		
				Designed By: SG		Date: 21/05/19		
				Scale: NTS				
Project No:		Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
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GENERAL NOTES:

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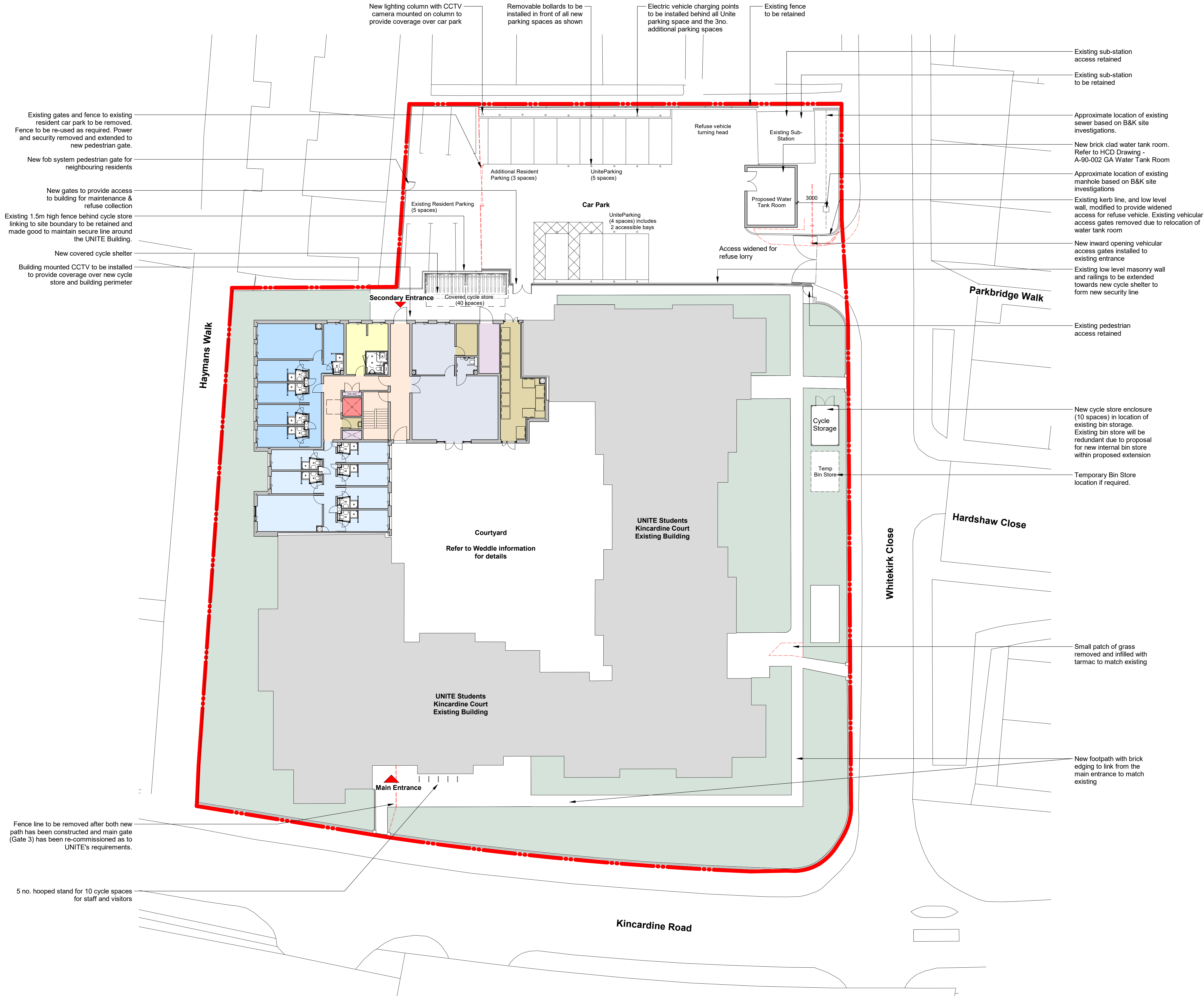
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Appendix A – Proposed Site Layout



NOTES

DO NOT SCALE FROM THIS DRAWING. VERIFY ALL DIMENSIONS AND SETTING OUT ON SITE. NOTIFY ANY DISCREPANCIES TO THE ARCHITECT. FOR STRUCTURAL INFORMATION, REFER TO STRUCTURAL ENGINEER'S DRAWINGS. FOR M&E INFORMATION, REFER TO M&E ENGINEER'S AND SUB-CONTRACTORS' DRAWINGS. FOR HEALTH & SAFETY INFORMATION, REFER TO HEALTH & SAFETY RISK ASSESSMENTS.

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Key

--- UNITE Ownership Site Boundary based on confirmation by UNITE and K2 Consultancy.

REVISION P03 BY NH CHECKED APS DATE: 26/07/2021

Existing fence line behind cycle store anotation added for clarity. Linking path around building from the main entrance to link with existing path adjacent to Whitekirk Close. Fence adjacent to Main Entrance now removed once other items are completed. Temporary Bin Store added and small patch of grass removed and infilled with tarmac. Cycle parking notes revised. 5no. cycle parking hoops placed adjacent to the main entrance, as required as part of Planning.

REVISION P02 BY NH CHECKED NH DATE: 23/07/2021

Site boundary line added to drawing. Site boundary line now showing existing resident car parking as part of UNITE Ownership. Fence line retained around carpark to maintain secure line. Resident's pedestrian gate added to rear end of car park. Bollards removed from additional resident's car parking spaces. Water Tank Room moved 3m from main sewer line to ensure clearance of easement zone.

REVISION P01 BY NH CHECKED APS DATE: 01/07/2021

First issue.

S3 | FOR REVIEW & COMMENT

UNITE STUDENTS & Bowmer & Kirkland

PROJECT

Kincardine Court Manchester

TITLE

GA Site Plan

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO	SCALE	REV
2017-044	1 : 200 @ A1	P03
PROJECT NO	ORIGINATOR	VOLUME
17044	HCD\A0	00
LEVEL	TYPE	SCALE - NUMBER
DR	A-90-001	

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Appendix B – Travel Survey

Kincardine Court, Manchester – Travel Survey

Curtins are assisting Unite Kincardine Court to develop a comprehensive travel strategy and ensure that the student accommodation is accessible to all users.

The information provided will be treated as confidential and processed in accordance with the Data Protection Act 1998.

Section A: Information About You

1. Are you a member of staff or a resident?

☐ Staff

☐ Resident (skip to Question 3)

2. For staff, what is your home postcode? (full postcode required e.g. M1 5WG)

.....

3. What days do you work at Kincardine Court / attend university?

☐ Monday

☐ Friday

☐ Tuesday

☐ Saturday

☐ Wednesday

☐ Sunday

☐ Thursday

4. If applicable, please state which university you work/ study at.

.....

.....

5. Do you have a disability which affects your usual travel arrangements?

☐ Yes

☐ No

Section B: Journey to/from Kincardine Court

6. How did you travel to/from Kincardine Court today?

☐ Car – as driver, single occupant

☐ Bicycle

☐ Car – as passenger

☐ Foot

☐ Car – as driver, with passenger/s

☐ Motorbike or powered two-wheeler

☐ Bus

☐ Taxi

☐ Train

☐ Other – please specify

.....

7. How long does your journey usually take?

- | | |
|--|---------------------------------------|
| ☐ 0 – 5 minutes | ☐ 10 – 15 minutes |
| ☐ 5 – 10 minutes | ☐ 15 – 20 minutes |
| ☐ 20+ minutes – please specify | |

.....

8. If your preferred mode of travel was unavailable, what alternative would you choose?

- | | |
|---|--|
| ☐ Car – as driver, single occupant | ☐ Bicycle |
| ☐ Car – as passenger | ☐ Foot |
| ☐ Car – as driver, with passenger/s | ☐ Motorbike or powered two-wheeler |
| ☐ Bus | ☐ Taxi |
| ☐ Train | |
| ☐ Other – please specify | |

.....

9. If you travelled by car, where did you park?

- | | |
|--|--|
| ☐ Kincardine Court | ☐ On residential roads |
| ☐ University car park | |
| ☐ Other – please specify | |

.....

10. If you travelled by car, why? *Please tick no more than three.*

- | | |
|--|---|
| ☐ To save time | ☐ Disability prevents other use |
| ☐ Only option | ☐ Security concerns |
| ☐ Bad weather | ☐ Personal commitment |
| ☐ To carry things | ☐ Too far away from home |
| ☐ To save money | ☐ Convenience |
| ☐ Other – please specify | |

.....

11. If you travelled by car, what would encourage you to use an alternative mode of travel? *Please tick no more than three.*

- ☐ Better quality cycle parking
 - ☐ Easy-to-use train timetables
 - ☐ More frequent bus services
 - ☐ More frequent train services
 - ☐ Better security on bus services
 - ☐ Better security on train services
 - ☐ Discounted bus fare
 - ☐ Discounted train fares
 - ☐ Other – please specify
- ☐ Improved cycle lanes
 - ☐ Improved footpaths and crossings
 - ☐ Better quality bus waiting facilities
 - ☐ Better quality train waiting facilities
 - ☐ Readily available up-to-date easy-to-use bus timetables
 - ☐ Nothing

.....

12. Do you have any other comments about your travel patterns?

.....

Thank you for completing the survey.

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