

# Downing Living (Manchester South) Limited Partnership Incorporated

Plot 11 - Block C, First Street South,  
Manchester

## Travel Plan



## Acknowledgements

Reference has been made to the National Planning Policy Framework and Manchester City Council Core Strategy (2012-2027).

Google My Maps has been used to generate figures included in this report for illustrative purposes only.

Information has been obtained from Greater Manchester's Open Data Infrastructure Mapping tool (GMODIN).

Operational information has been obtained from Downing Living (Manchester South) Limited Partnership Incorporated.

Extract of CIHT 'Planning for Walking' (April 2015) has been included in this report.

OpenRouteService has been used to generate figures included in this report for illustrative purposes only.

Information has been obtained from the TfGM Cycle Network Map and Tram Network Map.

Extract of CIHT 'Buses in Urban Developments' (January 2018) has been included in this report.

Public transport information has been obtained from TfGM.

AUTODESK AutoCAD vehicle tracking software has been used to undertake swept path analysis.

Site location Plan and Development Plans have been obtained from Simpson Haugh Architects and OPEN (Optimised Environments Limited).

*This document has been prepared in accordance with procedure OP/P02 of the Sanderson Associates Consulting Engineers Quality and Environmental Management System.*

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## Contents

|                                                 |    |
|-------------------------------------------------|----|
| 1. Introduction.....                            | 4  |
| 2. Travel Plan Objectives and Targets .....     | 6  |
| 3. Travel Plan Roles and Responsibilities ..... | 8  |
| 4. Proposed Development.....                    | 10 |
| 5. Sustainable Travel .....                     | 16 |
| 6. Measures to Promote Sustainable Travel ..... | 27 |
| 7. Student Transport Management Plan.....       | 31 |
| 8. Marketing and Communication Strategy .....   | 36 |
| 9. Enforcement and Monitoring.....              | 37 |
| 10. Summary and Conclusions .....               | 38 |

## List of Tables

|                                                          |    |
|----------------------------------------------------------|----|
| Table 1– Travel Plan Smart Targets .....                 | 6  |
| Table 2 – Travel Plan Co-ordinator Responsibilities..... | 8  |
| Table 3 – Travel Plan measures .....                     | 9  |
| Table 4 – Downing Operational PBSA Sites .....           | 10 |
| Table 5 – Summary of bus services .....                  | 23 |

## List of Figures

|                                                                                  |    |
|----------------------------------------------------------------------------------|----|
| Figure 1 – Site Location .....                                                   | 4  |
| Figure 2 – Folding Bike Lockers .....                                            | 13 |
| Figure 3 – Greater Manchester Accessibility Level Map [GMODIN] .....             | 17 |
| Figure 4 – 1km and 2km walking isochrones from the site [OpenRouteService] ..... | 18 |
| Figure 5 – 8km Cycling Isochrone [OpenRouteService] .....                        | 20 |
| Figure 6 – Extract from TfGM Cycle Network Map [TfGM] .....                      | 21 |
| Figure 7 – Recommended Maximum Walking Distances to Bus Stops .....              | 22 |
| Figure 8 – Location of Bus Stops [GODMIN] .....                                  | 23 |
| Figure 9 – Greater Manchester tram network map [TfGM] .....                      | 24 |
| Figure 10 – Location of Train Stations [GMODIN] .....                            | 25 |

## List of Appendices

### Appendix A

Site Plan

### Appendix B

Downing Paper on Free to Hire Bicycle Provision – First Street Block C

### Appendix C

An example Student Welcome Travel Information Letter

## 1. Introduction

- 1.1 Sanderson Associates Consulting Engineers has been appointed by Downing Living (Manchester South) Limited Partnership Incorporated to prepare a Travel Plan in support of a full planning application for Purpose Built Student Accommodation (PBSA) at Plot 11 – Block C, First Street South, Manchester City Centre.
- 1.2 The development site forms the southern part of Plot 11. The site currently has planning permission for 322 Co-living bed spaces in total, where each bed space is single occupancy. No commercial space was consented on the site as part of the extant consent. The proposed PBSA would replace the extant Co-living development on the site and would provide a total of 555 student bed spaces and would be predominantly car free with Newcastle Street still being required for servicing and access to two on street mobility parking spaces. A copy of the proposed site layout is included at **Appendix A** and the site location is shown at **Figure 1**.

**Figure 1 – Site Location**



- 1.3 Residents and staff of the proposed development will be made fully aware of the commitment of the development towards the use of sustainable transport. At the earliest possible stage they will be provided with detailed information which sets out the travel plan requirements and its obligations to future residents and staff.
- 1.4 This Travel Plan is provided for the development as part of the planning application submission. The Travel Plan sets out measures to encourage the uptake of sustainable travel modes and to reduce the number of single occupancy vehicle trips generated by the development. The Travel Plan establishes the sustainable travel credentials of the development for walking, cycling and public transport.

1.5 An effective Travel Plan can:

- Reduce traffic congestion
- Increase accessibility by all transport modes to services, jobs and education
- Reduce energy consumption
- Reduce carbon emissions and air pollution
- Encourage active, healthy lifestyles
- Better manage car parking pressures
- Improve road safety
- Reduce the need for new development to increase existing road capacity or provide new roads
- Switch investment from parking and roads infrastructure to economic growth and the environment

1.6 Chapter 7 sets out Student Transport Management Plan measures that will be used to manage the changeover of residents at the PBSA to ensure a smooth transition and to minimise the traffic impact during these periods.

1.7 Downing Living acknowledge their responsibilities to deliver a sustainable development which will contribute to reducing congestion and help the viability and attractiveness of the development. The Travel Plan will encourage and engage residents and staff in playing their part in addressing sustainability requirements relating to the development.

**1.8 National Planning Policy**

1.8.1 On 5 September 2023 the latest National Planning Policy Framework (NPPF) was published, which sets out the Government's planning policies for England and how these are expected to be applied. NPPF paragraph 113 concludes that:

*'All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.'*

**1.9 Manchester Core Strategy 2012-2027**

1.9.1 Policy T2 – Accessible areas of opportunity and need states that the council will ensure that new development includes proportionate Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

## 2. Travel Plan Objectives and Targets

### 2.1 Travel Plan Objectives

2.1.1 The Travel Plan includes realistic and appropriate objectives and targets for the life of the plans operation. Travel Plans exist to influence the behaviour towards more sustainable methods of travel using a mixture of increased transportation opportunity, providing information, persuasion, incentive and coercion.

2.1.2 National Planning Practice Guidance defines a travel plan as:

*‘Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling).’ (DCLG 2014)*

2.2 The Travel Plan objectives are as follows:

- To minimise single occupancy vehicle trips created by the development.
- To encourage residents and staff to travel by sustainable modes.
- To manage resident’s arrival and departure at the PBSA.

### 2.3 Travel Plan Targets

2.3.1 The site is highly accessible by walking, cycling and public transport. The modal split of residents and staff travelling sustainably is expected to be high.

2.3.2 Following occupation of the development the travel plan outcome targets are:

- 100% of PBSA residents to travel to their place of study by sustainable travel modes;
- 100% of PBSA staff to travel to work by sustainable travel modes.

2.3.3 Targets are measurable goals by which the progress of the Travel Plan will be assessed. Targets are essential for monitoring progress and success of the Travel Plan. Targets should be ‘SMART’ – specific, measurable, achievable, realistic and time-related. Development Travel Plan SMART targets to achieve the outcome target are set out at **Table 1**.

**Table 1– Travel Plan Smart Targets**

| Monitor and Review Cycle Provision |                                                                                                                                                                                                              |
|------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Specific                           | The free to hire residents cycle scheme and additional residents and visitor cycle parking will be monitored and reviewed. Consider increasing provision if cycle demand consistently exceeds 90% provision. |
| Measurable                         | The monitoring and review of on-site cycle parking is recorded by the Travel Pan Coordinator (TPC).                                                                                                          |
| Achievable                         | TPC to action.                                                                                                                                                                                               |
| Realistic                          | Yes. If provision needs to be varied then the TPC will consider increasing provision with the operator.                                                                                                      |
| Time bound                         | Ongoing monitoring and review.                                                                                                                                                                               |

| Provision of Current Travel Information to Residents and Staff          |                                                                                                                                                     |
|-------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------|
| Specific                                                                | The TPC will provide residents and staff with a sustainable travel pack and will maintain notice boards with current information on travel options. |
| Measurable                                                              | This will be verified annually by the TPC.                                                                                                          |
| Achievable                                                              | TPC to action. The travel information provided on the notice boards will be the responsibility of the TPC.                                          |
| Realistic                                                               | Yes. The resident notice boards are located in the reception and foyer areas frequently used by all residents.                                      |
| Time bound                                                              | Ongoing.                                                                                                                                            |
| Full Travel Plan Availability to all Residents                          |                                                                                                                                                     |
| Specific                                                                | This Travel Plan will be communicated to all residents. An up to date copy of the Travel Plan will always be available to residents on request.     |
| Measurable                                                              | This will be verified annually by the TPC.                                                                                                          |
| Achievable                                                              | TPC to action. It will be the responsibility of the TPC to ensure that all residents have constant access to the Travel Plan.                       |
| Realistic                                                               | Yes.                                                                                                                                                |
| Time bound                                                              | Ongoing.                                                                                                                                            |
| Increase Proportion of Residents Travelling by Active Sustainable Modes |                                                                                                                                                     |
| Specific                                                                | Increase proportion of residents travelling by active sustainable modes such as walking, cycling from public transport.                             |
| Measurable                                                              | This will be verified through the travel surveys.                                                                                                   |
| Achievable                                                              | TPC to action. All residents will be informed of the Travel Plan and its targets.                                                                   |
| Realistic                                                               | Yes.                                                                                                                                                |
| Time bound                                                              | Within 5 years.                                                                                                                                     |

### 3. Travel Plan Roles and Responsibilities

- 3.1 The Travel Plan is to be secured by suitably worded planning condition. It is the responsibility of Sanderson Associates to provide Downing with a copy of the approved Travel Plan. It is Downing's responsibility (or nominated agent) to make residents and staff fully aware of obligations relating to the travel plan and travel plan measures.
- 3.2 It is generally accepted that the success of a travel plan relies heavily on the appointment of a Travel Plan Co-ordinator whose duties normally include liaison with residents and staff, the Local Authority and Local Transport Operators.
- 3.3 The Travel Plan Co-ordinator will be chosen and funded by Downing and retained for a minimum of 5 years following occupation. As soon as the appointment is made, details of the Travel Plan Co-ordinator will be forwarded to Manchester City Council.
- 3.4 The Travel Plan Co-ordinator will be in post when the development is first marketed, to ensure that sustainable travel information and travel plan requirements are communicated to residents when they first apply for the accommodation. The Travel Plan Co-ordinator will be funded by the developer and retained for a minimum of 5 years following occupation.
- 3.5 The role of the Travel Plan Co-ordinator includes, but is not limited to:-
- Leading on the delivery of the travel plan;
  - Representing the 'human face' of the travel plan – explaining its purpose and the opportunities on offer. The co-ordinator will also play a central role in liaison with residents, staff and Manchester City Council.
  - Promoting the individual measures in the travel plan;
  - Liaising with public transport operators – it is helpful if co-ordinators initiate contact early on to enable bus and train operators to brief them about services and fares. At a later point, the co-ordinator can also feedback students' opinions to the operators;
  - Ensuring the approved travel plan and its component parts are being actioned;
  - Monitoring the travel plan implementation;
  - Taking a key role in review of the travel plan.
- 3.6 **Table 2** provides an overview of the Travel Plan Co-ordinator's responsibilities.

**Table 2 – Travel Plan Co-ordinator Responsibilities**

| Role                     | Responsibility |                                                                                                                                                                  |
|--------------------------|----------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Travel Plan Co-ordinator | 1              | Liaise with the Council and other relevant bodies as necessary on a regular basis.                                                                               |
|                          | 2              | Decide on most appropriate Travel Plan measures to meet the Travel Plan targets and discuss measures with the Council and other relevant bodies as necessary.    |
|                          | 3              | Access funding for each suggested measure through liaison with the management company/developer.                                                                 |
|                          | 4              | Provide staff and residents with (or access to) travel information packs containing information on public transport and sustainable transport links to the site. |

|   |                                                                                                                                                                                                                                                                                                                                             |
|---|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 5 | Provide staff and residents with a travel survey questionnaire to be completed upon first occupation.                                                                                                                                                                                                                                       |
| 6 | Co-ordinate an annual travel survey following the anniversary of the initial travel survey. Review the Travel Plan. The results should be collated and provided to the Council within 3 months of the completion of the surveys.                                                                                                            |
| 7 | Produce an annual Action Plan detailing measures to be undertaken for each 12 month period over the life span of the Travel Plan. The measures should be designed to meet with the travel plan targets and should consider the results of the travel surveys. In the event that all targets are met no annual action plan will be required. |

3.7 **Table 3** provides a summary of travel plan measures and timescales.

**Table 3 – Travel Plan measures**

| Measures                                                                                 | Timescales                                                                         | Responsibility           |
|------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------|--------------------------|
| Appoint a Travel Plan Co-ordinator                                                       | When development is first marketed and prior to first occupation                   | Downing                  |
| Produce a Travel Information Pack                                                        | Prior to occupation                                                                | Travel Plan Co-ordinator |
| Distribute Travel Information Pack to residents and staff                                | At the point of occupation                                                         | Travel Plan Co-ordinator |
| Provide residents with a Residential Travel Survey                                       | Upon first occupation (questionnaires to be provided with travel information pack) | Travel Plan Co-ordinator |
| Supply results of the travel survey to Manchester City Council                           | Within 3 months of undertaking the questionnaire                                   | Travel Plan Co-ordinator |
| Measures and Incentives to be agreed with the Council                                    | Annually                                                                           | Travel Plan Co-ordinator |
| Review the Travel Plan and Monitoring                                                    | Annually on the anniversary of the first baseline Travel Survey                    | Travel Plan Co-ordinator |
| Supply travel survey results and review to Manchester City Council                       | Within 3 months of undertaking review                                              | Travel Plan Co-ordinator |
| Re supply occupiers providing an update to the Travel Information Pack and travel survey | Annually and on re-occupation                                                      | Travel Plan Co-ordinator |

3.8 Downing and the Travel Plan Co-ordinator will use their reasonable endeavours to ensure that the travel plan is successful. The Travel Plan Co-ordinator maintains responsibility for distributing information and promoting the travel plan for the life of the plan.

## 4. Proposed Development

### 4.1 Overview

- 4.1.1 The development scheme is to provide a Purpose Built Student Accommodation (PBSA) (sui generis) for up to approximately 555 students. The scheme will be a predominantly car free development, with sustainable travel options providing for daily access. However, access to the development is still required for servicing, access to mobility spaces and also to assist at the start and end of term for the purpose of students moving in and out of the accommodation.
- 4.1.2 Downing is highly experienced with the development and operation of student residential developments which are predominantly car free schemes. Examples of similar existing Downing operational sites are contained at **Table 4** and shows 20 sites providing over 8,000 student residential bed spaces. The vast majority of the sites are predominantly car free.

**Table 4 – Downing Operational PBSA Sites**

| Development    | City       | No. of beds | Car Parking Spaces | Disabled Parking Bays |
|----------------|------------|-------------|--------------------|-----------------------|
| Atlas          | London     | 573         | 0                  | 2                     |
| City Club      | Coventry   | 168         | 0                  | 0                     |
| City Point     | Coventry   | 385         | 0                  | 2                     |
| City Side      | Leeds      | 474         | 0                  | 0                     |
| City Village   | Coventry   | 553         | 0                  | 2                     |
| Electra        | Liverpool  | 90          | 0                  | 0                     |
| Holbrook       | London     | 497         | 0                  | 2                     |
| Lyra           | London     | 209         | 6                  | 0                     |
| Myrtle Street  | Liverpool  | 12          | 0                  | 0                     |
| New Park       | Edinburgh  | 323         | 21                 | 0                     |
| Pound Field    | London     | 133         | 0                  | 1                     |
| Railyard       | Cambridge  | 591         | 0                  | 2                     |
| River Street   | Manchester | 792         | 0                  | 2                     |
| The Arch       | Liverpool  | 241         | 0                  | 0                     |
| The Kingfisher | Exeter     | 203         | 0                  | 0                     |
| The View       | Newcastle  | 404         | 0                  | 2                     |
| Vega           | London     | 843         | 0                  | 2                     |
| Verde          | Newcastle  | 544         | 0                  | 2                     |
| West View      | Glasgow    | 310         | 0                  | 0                     |
| West Village   | Glasgow    | 701         | 0                  | 0                     |
| <b>Total</b>   |            | <b>8046</b> | <b>27</b>          | <b>19</b>             |

- 4.1.3 The student accommodation block comprises a mixture of studio apartments and cluster flats with a total of 555 student bed spaces. Ancillary and support facilities proposed to be provided as part of the PBSA development include:

- Reception and foyer
- Communal lounges/ chill out amenity space
- Communal kitchen and dining space
- Communal dining rooms
- Study spaces
- Games Room
- Gymnasium
- On site laundry
- On site management support office and welfare facilities
- Internal secure cycle storage
- Internal secure refuse storage
- External amenity space

4.1.4 Staff at the PBSA will comprise up to 6 on site at any one time Monday to Saturday for normal daily activities and 1 on Sundays with the following details:

- 1 X Halls Manager – Monday to Saturday, hours 8am – 5pm
- 1 X Assistant Manager Monday to Saturday, hours 9am – 6pm
- 1 X Customer Service Associate (CSA) – Monday to Saturday, hours 8am – 5pm
- 1 X Customer Service Associate (CSA) – Monday to Saturday, hours 9am – 6pm
- 1 X Maintenance operative – Monday to Saturday, hours 8am – 5pm
- 1 x Housekeeper – Monday to Saturday, hours 8am - 12pm
- 1 x Housekeeper – Monday to Saturday, hours 12pm – 5pm
- 1 x Security – Monday to Saturday, hours 6pm to 8am,
- 1 x Security – Sunday, hours 8am to 8pm
- 1 x Security – Sunday, hours 8pm to 8am

4.1.5 A CCTV system will be included as part of the development and this will provide a link to the management office. These images will be visible and able to be monitored on a continuous basis. The CCTV surveillance will cover the common parts, entrance areas and amenity space, as well as the site perimeter, and will be in operation 24 hours each day in accordance with statutory regulations.

## **4.2 Pedestrian Access**

4.2.1 Pedestrian access to the PBSA block main reception and foyer area is from the Newcastle Street elevation on the eastern side of the building leading to a lift and stair core to all floors. Pedestrian emergency escape routes are located on the west side of the building.

4.2.2 All external doors will have at grade thresholds and 24 hour security measures to control access to the buildings. Pedestrian access to the development will be enabled by an individually addressable key fob. This will permit access into the development, the accommodation and the communal facilities.

- 4.2.3 Public elements of the scheme will be fully accessible and allow for level circulation for all users. A communal accessible toilet will be provided at ground floor level. Reception desks will be equipped with a lowered surface or management strategy to facilitate disabled users with such rooms readily fitted with an induction loop. Signage and wayfinding will be clearly provided to ensure all users and inhabitants can navigate their way around the scheme with ease.

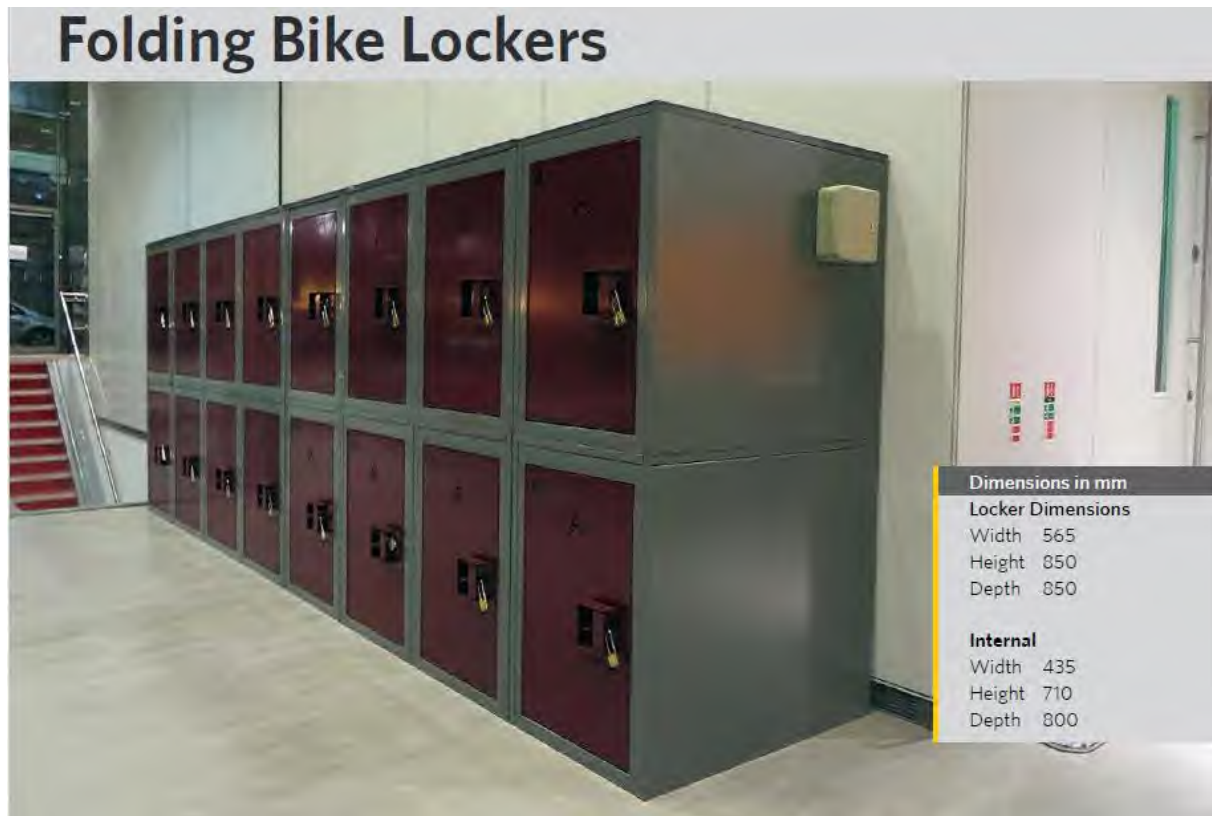
### 4.3 *Cyclist Access*

- 4.3.1 Cyclist access to the PBSA block is from the door located on the east side of the building and accessed from Newcastle Street. Within the building, a cycle lift accesses the internal cycle stores at first floor level.
- 4.3.2 The external door will have at grade threshold and 24 hour security measures to control access to the building. To accommodate all types of cycle, the cycle lift will have minimum dimensions of 1.2 by 2.3 metres, with a minimum door opening of 1000mm.

### 4.4 *Cycle Parking*

- 4.4.1 Downing recognise that cycling is an important mode of transport for residents to access education establishments and the city. Sustainable and active modes of transport are a crucial component of their operational strategy and ties in with their environmental, social and governance goals, as it recognises the financial, health and wellbeing effects this has on residents.
- 4.4.2 Downing have undertaken resident's surveys which indicate that only 5.2% of respondents use a bicycle as their main mode of transport for getting to/from University. Over years of operational experience, Downing have seen cycle stores within their schemes under utilised, with a very low level of individual ownership of bicycles. From their tenant engagement practices, tenants often do not see the value in purchasing a bicycle outright for personal use due to factors including; good public transport links, cost and potential theft.
- 4.4.3 To address these concerns Downing will provide and promote a free to hire bike scheme at the site. Downing's paper on free to hire bicycle provision at First Street Block C is contained at **Appendix B**. The operator will provide 86 folding bikes for use by residents located within secure lockers at the internal cycle store. This provision represents bikes for 15.5% of the bedspaces. The scheme will ensure that the number of trips taken by bicycle are far greater than if bicycle spaces were solely for private bikes. In this respect, residents will have access to regularly maintained bikes without having the expense of buying, maintaining, or insuring their own bicycle. The bicycle scheme is free of charge and works by a student booking a slot online/via the Downing app to borrow a bike from one of the cycle lockers. Downing have employed similar schemes at other Downing PBSA sites, and they have worked successfully.
- 4.4.4 The bike lockers are double stacked and an example these used by Downing at other PBSA sites is shown at **Figure 2**.

*Figure 2 – Folding Bike Lockers*



- 4.4.5 By introducing a free to hire bicycle provision on an unlimited basis this scheme can alleviate some of these concerns around outright bicycle ownership and be available as and when residents would require them.
- 4.4.6 As part of the bike hire scheme, Downing will continually review demand and usage of the bicycle provision and increase supply should that be required. As part of Downings environmental, social and governance strategy they have committed to promoting the use of the bicycle provision through their 'Green Living' campaign.
- 4.4.7 Downing Students are committed to providing free to use bikes that are available to their residents in line with the wider travel plan for the scheme. Data on usage of the scheme will be kept and made available should this be requested.
- 4.4.8 Downing recognise that some students may prefer to have their own bike at the accommodation. To address this Downing will provide an additional 30 cycle parking spaces within the internal secure cycle store in the form of 15 double stack bike racks. This provision represents additional cycle parking for 5.4% of the bedspaces and accords with Downing's resident's surveys which identifies 5.2% cycle use amongst residents.
- 4.4.9 A further 12 short stay visitor spaces will be provided within the public realm with 6 x Sheffield stands. These spaces may also support the demand for cycle parking from online courier deliveries requested by Students.

#### **4.5 Vehicle Access**

- 4.5.1 Vehicle access to the site is from Newcastle Street on the eastern side of the development. Access to the wider highway network is from priority junctions on Cambridge Street to the east and Medlock Street to the north.
- 4.5.2 The development proposes a service layby on the west side of Newcastle Street adjacent to the site frontage for the purpose of service deliveries and also to assist at the start and end of term for the purpose of students moving in and out of the accommodation.
- 4.5.3 The development will provide two mobility car parking spaces to the east of the building on Chester Street, located within 30m walking distance of the building entrance.

#### **4.6 Vehicle Parking**

- 4.6.1 Student accommodation is a sui generis use and the City of Manchester's Core Strategy does not have a specific parking standard for student residential development.
- 4.6.2 The development is a 'motorised vehicle free' scheme and will not provide car parking for residents, students or staff: it will be a predominantly car free development, with sustainable travel options providing for daily transport requirements.
- 4.6.3 The proposed student residential scheme is appropriate for a no car parking development. Car ownership amongst students is generally low, and the site's highly accessible location offers every opportunity to generate trips by walking, cycling and public transport. Therefore the provision for parking within the site is not essential as it is unlikely that the majority of student occupants will have regular use of a vehicle.
- 4.6.4 The parking restrictions on the surrounding streets effectively self-regulate the no vehicle parking policy at the site. Parking is permitted on some local streets in the vicinity of the site providing limited stay pay and display parking.
- 4.6.5 The PBSA management team will manage the explicit requirement that there is to be no use of cars by students who reside at the property. As part of their tenancy agreement, students will be required to agree not to bring vehicles into the area during their occupancy period. Compliance with this requirement will be closely managed, with an escalating penalty process being imposed for any known breaches. As an ultimate sanction, tenancy agreements may be terminated for persistent offenders.

#### **4.7 Servicing**

- 4.7.1 A servicing and deliveries layby and associated vehicle turning area is proposed from Newcastle Street on the site frontage.

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#### **4.8 Construction Phase**

- 4.8.1 The construction phase of the development is transient and will not have a lasting impact on highway conditions. Suitably worded planning conditions are anticipated that will restrict and limit the impact of construction related traffic on the site and public highway.
- 4.8.2 Subject to planning, the development would commence in 2025 with an approximate 2 year build out for completion time for the student intake in August 2027.
- 4.8.3 The construction vehicle routing to/ from the development will be the same as the vehicle routing identified in Section 4.5.

## 5. Sustainable Travel

### 5.1 Introduction

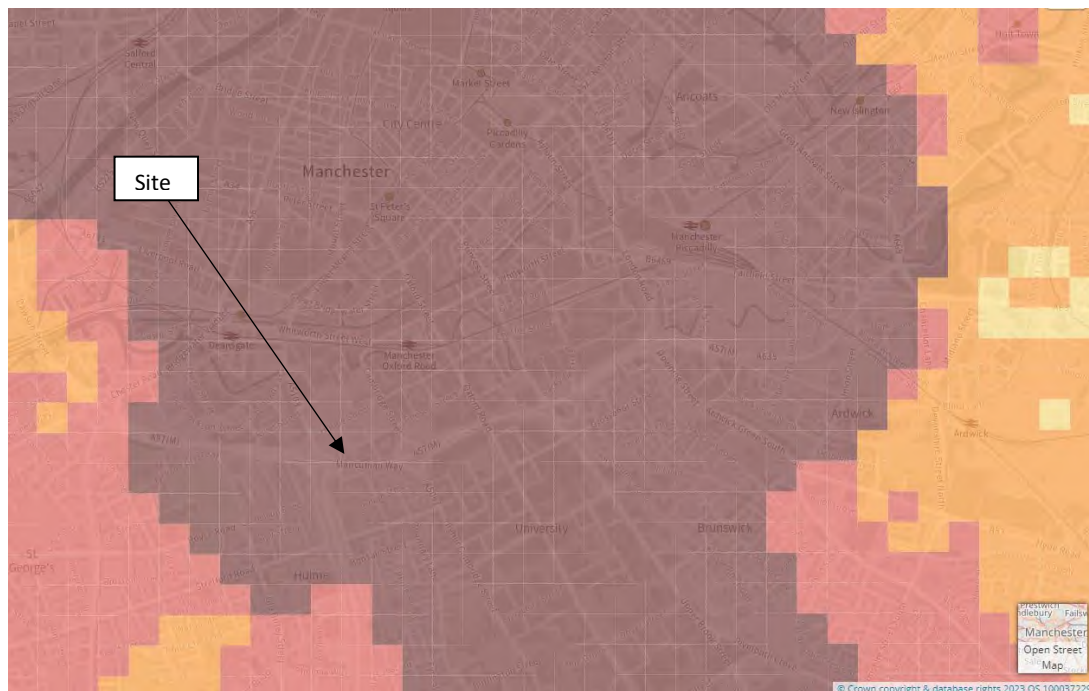
- 5.1.1 At a local level Greater Manchester has a vision to become the first city region in the UK to have a fully joined up cycling and walking network. The 'Greater Manchester's cycling and walking infrastructure' document sets out the 'Beelines' vision and the proposal is to *'connect every neighbourhood and community in Greater Manchester as well as a clear strategy for effective delivery of a network that will make cycling and walking a viable choice for those that don't do so now.'* And, *'crucially, the proposed network is not for people who already cycle or walk for the majority of their journeys. Its focus is to enable the two thirds of people who currently use their car, as their main mode of transport.'*
- 5.1.2 This section of the report provides a detailed audit of the site's accessibility by both active and public transport modes, including;
- Walking;
  - Cycling;
  - Bus;
  - Tram; and,
  - Rail.

### 5.2 Overview

- 5.2.1 The site is located within Manchester City Centre and benefits from an excellent level of accessibility to various forms of public transport, and also to a comprehensive network of pedestrian and cycle infrastructure. Greater Manchester's Open Data Infrastructure Mapping tool (GMODIN), an extract of which is provided at **Figure 3** , indicates that the site has an accessibility level rating of '8', which is considered to be the highest achievable level of accessibility.

**Figure 3 – Greater Manchester Accessibility Level Map**

[GMODIN]



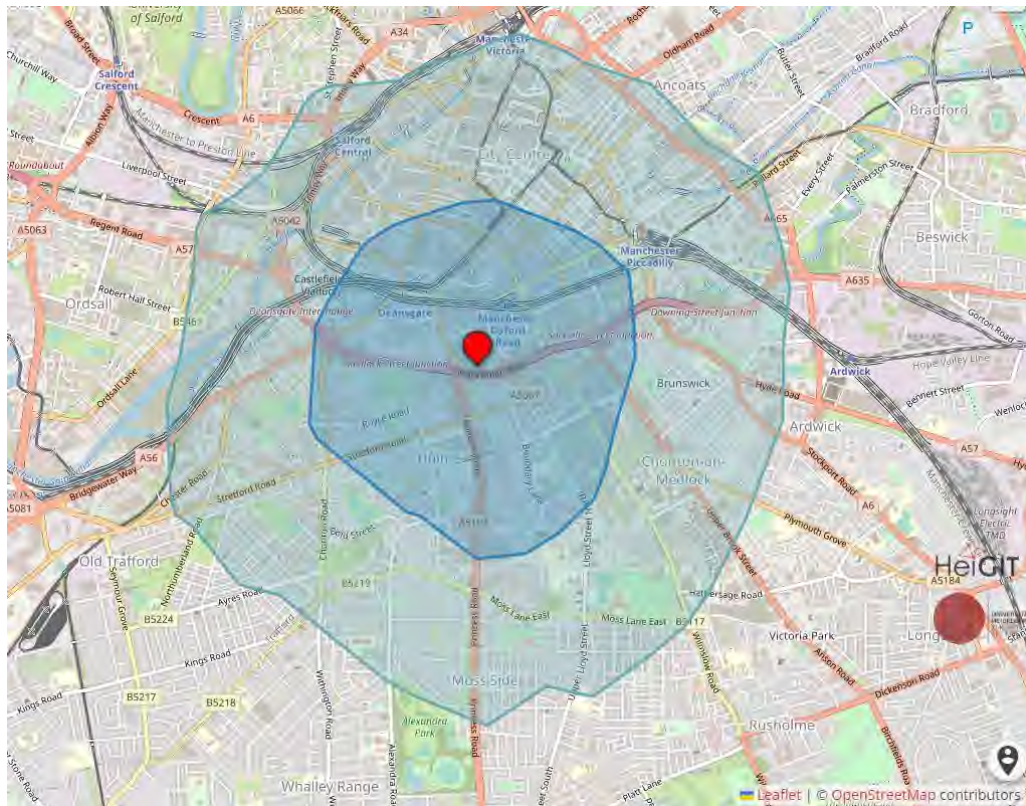
### 5.3 Accessibility on Foot

- 5.3.1 The Planning for Walking Guidance (2015), published by CIHT highlights that *“Across Britain about 80 per cent of journeys shorter than 1 mile are made wholly on foot – something that has changed little in 30 years. For journeys that are 1 to 2 miles long, 26 per cent are made on foot (NTS, 2012).”*
- 5.3.2 CIHT notes that people will be willing to walk further to reflect a greater perceived quality or importance of a service or amenity, for example rail services. The report does not provide a definitive view on distances, however, the report makes reference to the IHT publication *“Providing for Journeys on Foot,”* (2000) which suggests a maximum walking distance for commuting, school and sightseeing as 2000m (24-minute walk).
- 5.3.3 It is also important to consider the routes that would be taken to get to these locations. Building Sustainable Transport into New Developments (DfT, 2008) gives the following advice on pedestrian catchment areas:
- “Walking neighbourhoods are typically characterised as having a range of facilities within 10 minutes’ walking distance (around 800 metres). However, the propensity to walk or cycle is not only influenced by distance but also the quality of the experience; people may be willing to walk or cycle further where their surroundings are more attractive, safe and stimulating.”*

- 5.3.4 **Figure 4** identifies the 1000m and 2000m walking isochrones from the site which indicate areas that should be easily accessible to the site on foot.

**Figure 4 – 1km and 2km walking isochrones from the site**

[OpenRouteService]



- 5.3.5 **Figure 4** identifies that The City Centre and the University of Manchester and Manchester Metropolitan University are within walking distance of the site.
- 5.3.6 It is important to note that all roads on the local highway network provide footways on both sides of the carriageway and are street-lit. Along the main pedestrian routes between the site and the city centre (i.e Medlock Street and Cambridge Street, dropped crossings with tactile paving are provided across uncontrolled minor road junctions. Meanwhile, signal controlled pedestrian crossing facilities are provided at the signalised junctions of Whitworth Street West/Medlock Street, Whitworth Street West/Cambridge Street and Hulme Street/Charles Street/Oxford Road.
- 5.3.7 A pedestrian and cyclist crossing point is available adjacent to the site at the southern extent of Newcastle Street which crosses the A5103 and under the A57, providing pedestrians and cyclists with separated crossing points.

5.3.8 There are various walking routes to The University of Manchester (UoM) and Manchester Metropolitan University (MMU) with the option to use either the existing pedestrian/cycle underpasses at the A5103 Cambridge Street roundabout to the east of the site or the signalised pedestrian/cycle surface crossings on the A5103 directly adjacent to the site. The walking route options are detailed as follows, some University buildings are much closer to the site but the routes assessed are to a central point about the main University area on Oxford Road and south of the A5103. The walking route options are summarised:

- Walk east on Chester Street crossing Wilmott Street and Cambridge Street (traffic signal pedestrian crossing) and then walk south (traffic free pedestrian and cyclist route) on Oxford Road (traffic signal crossings on Oxford Road). The walking distance is approximately 1.4km (19 minutes).
- Walk south on Newcastle Street – use the signalised crossing across the A5103 and under the A57(M) – travel east on Loxford Street – cross at the signalised crossing across Higher Cambridge Street and use the pedestrian walkway to travel east crossing Lower Chatham Street and Lower Ormond Street – travel east on Cavendish Street and then south on Oxford Road. The walking distance is 1.4km (19 minutes).
- Walk south on Newcastle Street and walk east on the A5103 (north side) towards Cambridge Street Junction and use the traffic free underpass to reach Cambridge Street – travel south down Cambridge Street and then east using the pedestrian footways through University Green and then south on Oxford Road. The walking distance is 1.3km (17 minutes). The route using the A5103 underpass may be undesirable for pedestrians at night time and due to potential antisocial behaviour. There are equally accessible routes (as detailed above) which avoid the need to use this underpass.

5.3.9 There are routes of high quality for pedestrians along the pedestrian desire lines identified with footways on both sides of the carriageway, signalised crossings at main road junctions and street lighting.

5.3.10 In summary, it is considered that the quality of existing pedestrian infrastructure along the main routes between the site and the city centre to the north and the site and the University of Manchester and Manchester Metropolitan University to the south are good. The surrounding infrastructure is considered to be conducive to pedestrian movement and would not present a barrier to walking for future residents and users of the site.

## **5.4 Accessibility by Cycle**

5.4.1 Like walking, cycling has an important part to play in reducing congestion, improving accessibility and reducing pollution. Cycling may also allow people without cars to reach destinations that they may otherwise be unable to reach. CIHT's Planning for Cycling (2014) states that:

*“The majority of cycling trips are for short distances, with 80% being less than five miles and with 40% being less than two miles. However, the majority of trips by all modes are also short distances (67% are less than five miles, and 38% are less than two miles); therefore, the bicycle is a potential mode for many of these trips. Electric bicycles extend the range that can be cycled comfortably, and combined cycle-rail or cycle-bus journeys offer an alternative to car travel for many longer trips.”*

5.4.2 **Figure 5** identifies destinations that lie within an 8km cycling distance of the site.

**Figure 5 – 8km Cycling Isochrone**

[OpenRouteService]

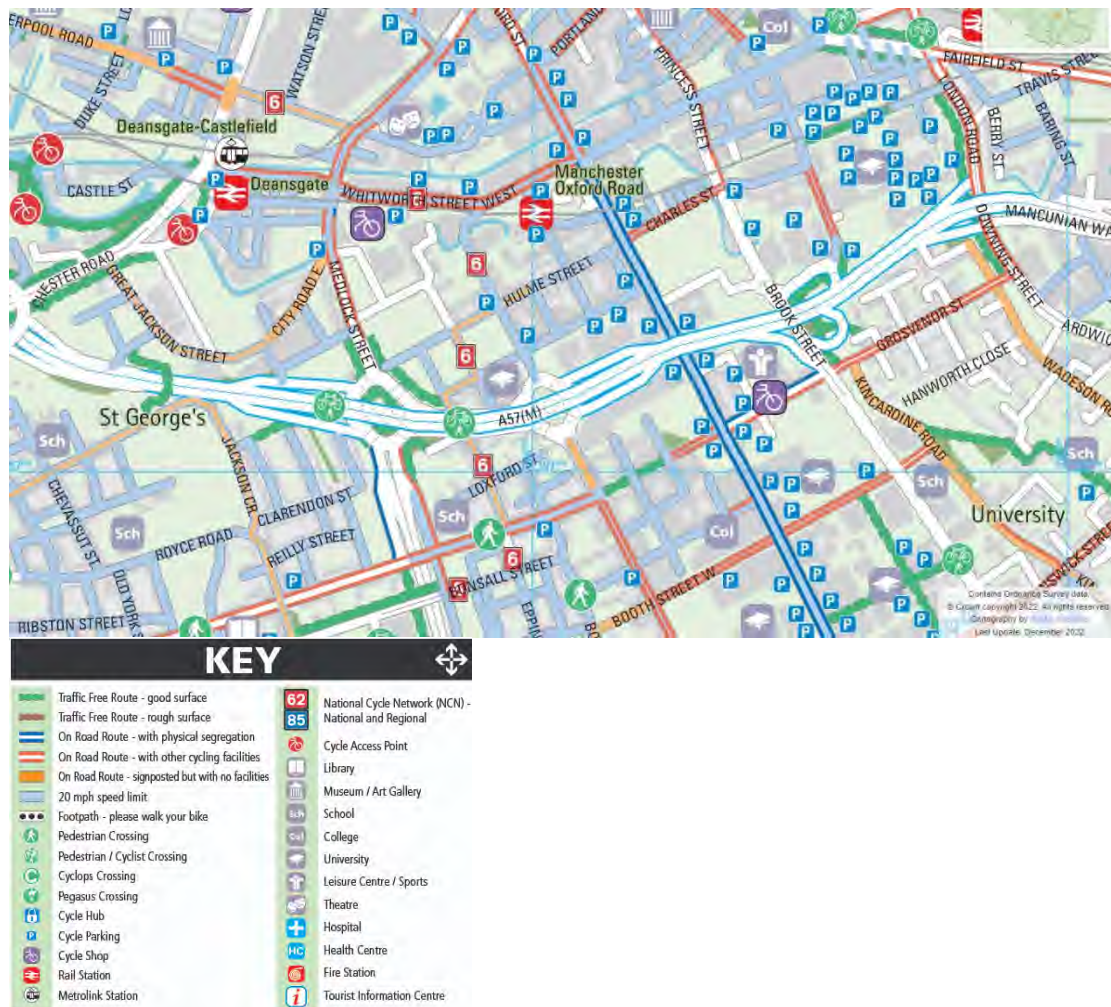


5.4.3 **Figure 5** shows that all of Manchester city centre as well as many surrounding areas are located within cycling distance of the site. However, as with walking, it is considered that the quality of the available cycle infrastructure is an important factor when it comes to accessibility.

5.4.4 The following extract shown at **Figure 6** from Transport for Greater Manchester Cycle Network Map identifies the location, extent and classification of cycle routes on the local highway network. It also indicates the location of cycle parking, cycle hubs and cycle shops as well as Toucan crossing points.

Figure 6 – Extract from TfGM Cycle Network Map

[TfGM]



- 5.4.5 The cycle map identifies that a mixture of 'on road' and 'traffic free' routes are present in the vicinity of the site. This includes National Cycle Route 6 which runs directly along the site frontage on Newcastle Street and then Chester Street and Wilmott Street before heading east on Hulme Street.
- 5.4.6 On-street cycle parking facilities are available within about a 3 minute walking distance of the site at the Cambridge Street junctions with Hulme Street and Chester Street, respectively. A total of 12 Sheffield Stands are provided which can accommodate 24 cycles.
- 5.4.7 A Cycle Hub is located at Oxford Road station and cycle shops are located within relatively close proximity; one within first street north and one on Hillcourt Street, approximately 570m from the site.
- 5.4.8 The TfGM Bee Network bike hire scheme has a station located on Chester Street within a 3 minute walking distance of the site. The station has 4 cycle docks. There are 7 dock station sites within the central Universities core around Oxford Road. Details of the location of bike hire stations can be found at <https://beryl.cc/scheme/greater-manchester>

- 5.4.9 The development will provide 86 bicycles for residents use as part of a free to hire bike scheme, together with an additional 30 residents cycle parking spaces and 12 short stay visitor spaces.
- 5.4.10 It is considered that the development site has an excellent level of accessibility by cycle and the existing cycle infrastructure on the surrounding highway network will encourage cycling as a mode of travel for residents and staff.
- 5.4.11 The provision of secure cycle parking facilities will be monitored to ensure that an adequate level is provided to meet the demand required by its users, and the shared cycle facilities will make cycling accessible to those who want to cycle but do not necessarily wish, or have means to, own a cycle.

## 5.5 Accessibility by Bus

- 5.5.1 The Buses in Urban Developments Guidance (January 2018), published by CIHT outlines that, *“the planning of development sites should consider the walking distance to bus stops and the corresponding bus catchment areas.”* **Figure 7**, an extract from the guidance outlines the maximum walking distance for different situations.

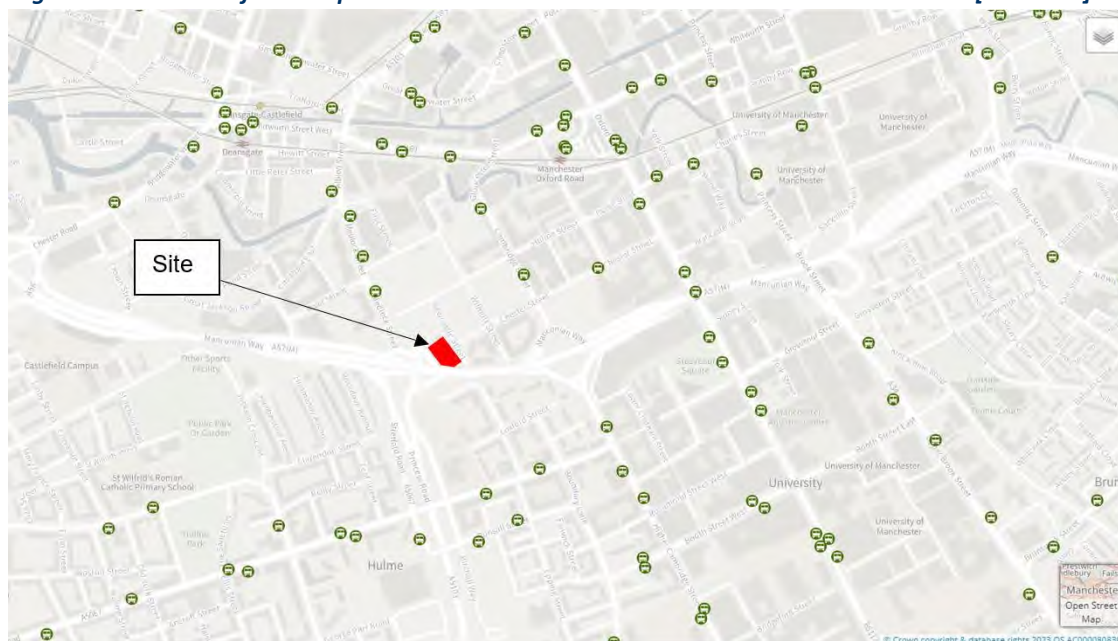
**Figure 7 – Recommended Maximum Walking Distances to Bus Stops**

| Situation                                                   | Maximum walking distance |
|-------------------------------------------------------------|--------------------------|
| Core bus corridors with two or more high-frequency services | 500 metres               |
| Single high-frequency routes (every 12 minutes or better)   | 400 metres               |
| Less frequent routes                                        | 300 metres               |
| Town/city centres                                           | 250 metres               |

- 5.5.2 With reference to TfGM’s GMODIN map, an extract of which is provided at **Figure 8**, the closest bus stops to the site are located on Cambridge Street (approximately 200-260m from the site) and Medlock Street (approximately 190-300m from the site). Bus stops providing additional services are also present along Oxford Road (approximately 430m from the site) and Whitworth Street West (approximately 440-470m from the site).

**Figure 8 – Location of Bus Stops**

[GODMIN]



5.5.3 It should be noted that the facilities along Oxford Road are part of the 'Wilmslow Road bus corridor', which is regarded as one of the busiest routes in Europe with a timetabled service frequency of at least one bus per minute in each direction on Monday to Friday daytimes.

5.5.4 The services and frequencies available at the stops on Medlock Street, Cambridge Street and Whitworth Street West are summarised in **Table 5**.

**Table 5 – Summary of bus services**

| Number | Route                                                  | Approximate Peak Frequency |                  |         |
|--------|--------------------------------------------------------|----------------------------|------------------|---------|
|        |                                                        | Mon – Sat Daytime          | Mon- Sat Evening | Sunday  |
| 101    | Piccadilly Gardens – Moss Site - Wythenshawe           | 15 mins                    | 30 mins          | 30 mins |
| 102    | Piccadilly Gardens – Manchester City Centre - Chorlton | No Service                 | No Service       | 60 mins |
| 103    | Manchester Airport – Wythenshawe – Piccadilly Gardens  | 30 mins                    | 25/60 mins       | 60 mins |
| 256    | Piccadilly Gardens – Hulme - Flixton                   | 15 mins                    | 30/60 mins       | 30 mins |

5.5.5 These buses provide access to key places students are likely to want to travel to such as Manchester City Centre and also connect to other transport hubs in the city and to Manchester airport.

5.5.6 The Manchester city centre free bus service 1 also stops on Whitworth Street West next to Deansgate Station and facilitates travel around Manchester, stopping in areas such as Spinningfields, Chinatown and The Gay Village. This provides residents with a free service around the city centre. The frequency of this free bus is as follows:

Monday to Friday

- 07:00-19:00 – every 10 minutes
- 19:00-23:30 – every 30 minutes

Saturday

- 07:00-08:30 – every 15-30 minutes
- 08:30-19:00 – every 10 minutes
- 19:00-23:30 – every 30 minutes

Sunday and public holidays

- 10:00-18:00 – every 10 minutes

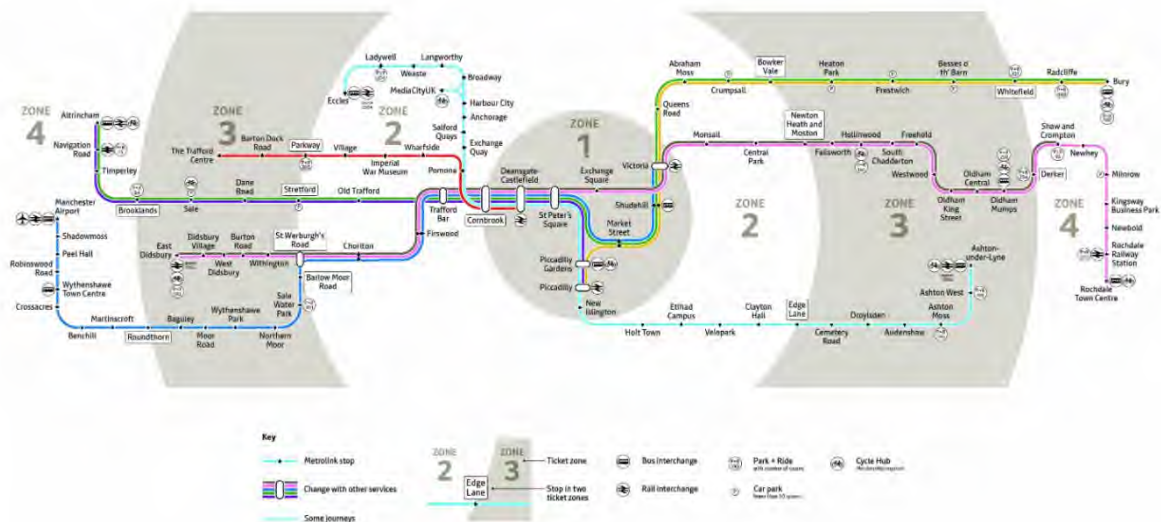
5.5.7 In summary, it is considered that a range of frequent bus services are readily available within the recommended walking distance of the site, and that they collectively provide an excellent level of connectivity between the site and most of Greater Manchester.

## 5.6 Accessibility by Tram

5.6.1 Manchester's Metrolink is a tram network consisting of seven lines which extend from the City centre to Altrincham, Ashton-under-Lyne, Bury, East Didsbury, Eccles, Manchester Airport and Rochdale. The tram network map is shown at **Figure 9**.

**Figure 9 – Greater Manchester tram network map**

[TfGM]



5.6.2 The closest tram stop to the site is Deansgate-Castlefield station; located at a walking distance of approximately 560m which equates to around a 7 – 8 minute walk. The station is located within Network Zone 1 and provides direct access to 7 Metrolink lines. Each of these lines provides trams with a frequency of 12 minutes and services to Manchester Airport are every 20 minutes in the early hours.

5.6.3 Deansgate-Castlefield station can be accessed from the site via a 9 minute walk travelling west on the A5103 to Medlock Street, then walking north up Medlock Street and turning west (left) on Whitworth Street West/B6469. This route has good pedestrian infrastructure in place as there are footways on each side of the carriageway and street lighting available. There are four opportunities for pedestrians to cross Medlock Street at signalised and pedestrian island crossing facilities.

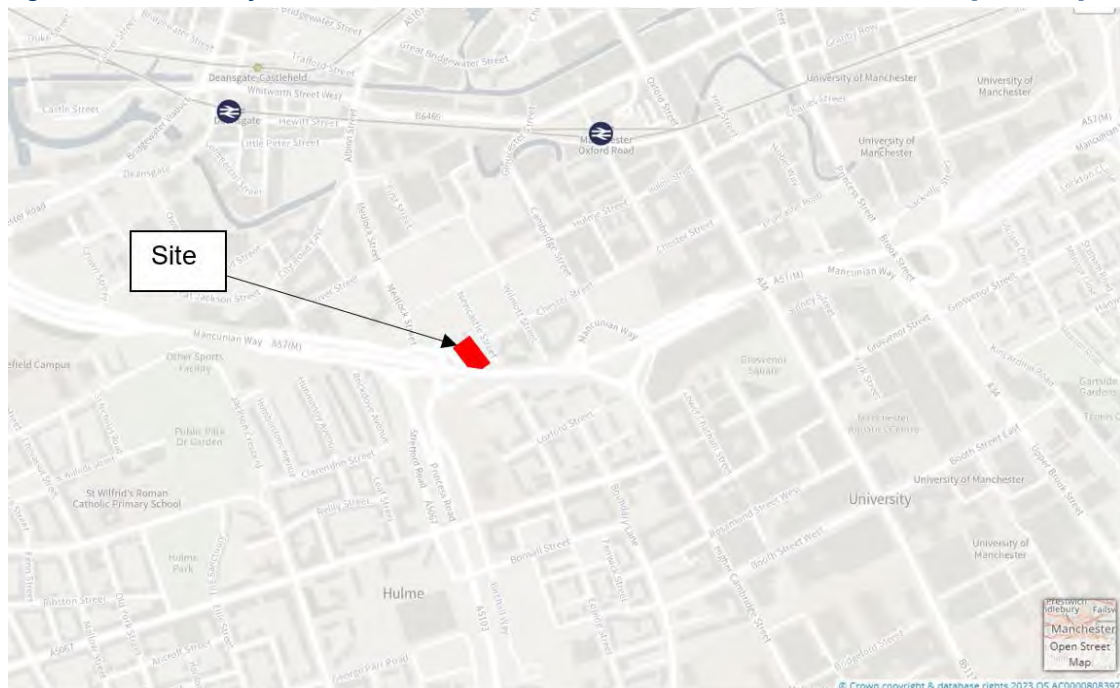
5.6.4 It is considered that site's location provides an excellent level of accessibility to Manchester's Metrolink tram network.

## 5.7 Accessibility by Rail

5.7.1 The closest train stations to the site are Oxford Road and Deansgate; these are located approximately 460m and 580m /6-8 minute walk from the site. The location of each station is indicated in **Figure 10**.

**Figure 10 – Location of Train Stations**

[GMODIN]



5.7.2 Deansgate station provides access to services operated by Northern Rail, whilst Oxford Road station provides access to services operated by Northern Rail as well as other rail service providers including TransPennine Express, East Midlands Trains and Transport for Wales. Both stations provide access to a frequent level of rail services with destinations nationwide.

5.7.3 Whilst a small number of cycle parking spaces are available at Deansgate, a much greater level is provided at Oxford Road with the 72 racks and stands and the availability of a new cycle hub.

- 5.7.4 Deansgate station is located opposite Deansgate-Castlefield tram station and so is again a 9 minute walk from the site. It is accessed by walking and cycling by travelling west across the A5103, north up Medlock Street and west on Whitworth Street West/B6469. There is a cyclist only signalised cycle crossing at the Medlock Street junction which connects to a shared cycle footway and then an on carriageway cycle path along Medlock Street, facilitating travel to the station by cycling.
- 5.7.5 Manchester Oxford Road station is located a 10 minute walk from the site and is accessed by walking east on Chester Street, north on Cambridge Street, east on Whitworth Street West and south on Station Approach. On carriageway cycle paths are present for parts of Whitworth Street West for cyclists. This route is attractive to pedestrians due to the footways on each side of the carriageway and signalised crossings across the main junctions of Gloucester Street and Whitworth Street West and Whitworth Street West and Station Approach.
- 5.7.6 It is considered that the site's location provides an excellent level of accessibility to the public rail network.
- 5.7.7 An area at Manchester Oxford Road station is available for vehicles to drop individuals off and pick them up. Marked bays on Whitworth Street West close to the station are designated to taxis, with the space for approximately 6 vehicles. Similar bays designated to taxis are available opposite Deansgate station with the space for approximately 6 taxis.

## **5.8 *Accessibility Summary***

- 5.8.1 The site is highly accessible by both active and public passenger transport arrangements. As such, future residents and visitors will have an attractive choice of sustainable travel options which will reduce the need to travel by car.

## 6. Measures to Promote Sustainable Travel

### 6.1 *Provision of Travel Information*

- 6.1.1 All residents and staff will be made aware of both the opportunities that will be available for alternative sustainable travel, and of the travel plan measures, by providing each resident and individual staff member with a travel information pack. These will be provided prior to occupation and re-occupation to ensure that all residents and staff will be aware of the availability and benefits of sustainable transport at the point of occupation.
- 6.1.2 Information about sustainable ways to travel in Manchester, including walking, cycling, tram, bus and train is available from Transport for Greater Manchester at <https://tfgm.com/>.
- 6.1.3 Details of travel information, including walking, cycling, public transport routes and services will be included on notice boards within the PBSA reception. Travel information will be included on any website to promote the PBSA. The Travel Plan Co-ordinator will be responsible for updating this information.

### 6.2 *Measures to Promote Walking*

- 6.2.1 Pedestrian access to the PBSA block main reception and foyer area is from the Newcastle Street evaluation on the eastern side of the building leading to a lift and stair core to all floors. Pedestrian emergency escape routes are located on the west side of the building.
- 6.2.2 The Travel Plan Co-ordinator will promote the benefits of walking in relation to general health and well-being and will promote walking for both residents and staff.
- 6.2.3 The Travel Plan Co-ordinator will advise students that information regarding walking is available from various websites such as The Walking for Health website [www.walkingforhealth.org.uk](http://www.walkingforhealth.org.uk).
- 6.2.4 The Travel Plan Co-ordinator will review on an annual basis the level of students walking to the site and promote the benefits and attractiveness of this activity.
- 6.2.5 Pedestrian routes are provided within the site layout. These will be monitored to identify if further improvements are needed.
- 6.2.6 A sustainable travel information welcome pack will be provided to students upon occupation.
- 6.2.7 To find a walking group in your local area Manchester City Council has a Walking in Manchester section on their website which can be accessed from the following link: [https://www.manchester.gov.uk/info/500356/cycling\\_and\\_walking/2844/walking](https://www.manchester.gov.uk/info/500356/cycling_and_walking/2844/walking)

### **6.3 Measures in relation to cycling**

- 6.3.1 Downing will provide and promote a free to hire bike scheme at the site for residents. By introducing a free to hire bicycle provision on an unlimited basis this scheme can alleviate some of these concerns around outright bicycle ownership and be available as and when residents would require them. As part of the bike hire scheme, Downing will continually review demand and usage of the bicycle provision and increase supply should that be required. As part of Downing's environmental, social and governance strategy they will promoting the use of the bicycle provision through their 'Green Living' campaign. Residents will be made aware of the scheme within residents travel information pack, when promoting the accommodation and on notice boards within the PBSA reception.
- 6.3.2 The development will provide 86 bicycles for residents use as part of a free to hire bike scheme, together with an additional 30 residents cycle parking spaces and 12 short stay visitor spaces.
- 6.3.3 Cycle route information will be clearly displayed in public areas to encourage the use of local cycle routes which provide accessibility to many areas of Manchester, including the City Centre and University campuses. Cycle maps can be found online at <https://tfgm.pindarcreative.co.uk/> and information on cycling around Manchester can be found at <https://beeactive.tfgm.com/cycling/>.
- 6.3.4 Free riding and maintenance sessions for beginners and experienced cyclists is available from Transport of Greater Manchester and details can be found at <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>.
- 6.3.5 Information about hiring a bike in Greater Manchester is available at <https://beeactive.tfgm.com/cycle-hire/>.
- 6.3.6 Folding bikes are permitted on Metrolink Trams and buses as long as it's fully folded and covered. Each train company has different rules for travelling with a bike. Bikes are allowed on Northern Trains if there's space. Information about the cycle policy for taking cycles on trains for other companies can be found at <https://www.nationalrail.co.uk/on-the-train/train-travel-with-bicycles/>.

### **6.4 Measures in relation to travel by bus, rail and metro**

- 6.4.1 Information about all available forms of public passenger transport including routes and destinations, service frequencies, locations of nearest stops and stations, and sources of other travel information shall be displayed on notice boards within the communal areas of the development. It will be the responsibility of the Travel Plan Co-ordinator to ensure this information is kept up-to-date and reported in each review.
- 6.4.2 Information about traveling by bus, rail and tram is available at the following websites:
  - <https://tfgm.com/public-transport/bus>
  - <https://tfgm.com/public-transport/train>
  - <https://tfgm.com/public-transport/tram>

6.4.3 Coach information can be found at National Express <https://www.nationalexpress.com/en> and Megabus <https://uk.megabus.com/>.

6.4.4 The Travel Plan Co-ordinator will promote online journey planning tools such as from Traveline <https://www.traveline.info/>.

## **6.5 Taxi Facilities**

6.5.1 The nearest taxi facility to the site is Club Cars Manchester approximately 400 metres walking distance from the site (5 minutes). Located close to Manchester Oxford Road train station on Whitworth Street West taxis can be booked by telephone or online.

6.5.2 The Travel Plan Co-ordinator will ensure that details of the nearest taxi facilities are available to both residents and staff. Taxi journeys can be useful for people needing flexibility to travel but without the need to have a car.

## **6.6 Car Club**

6.6.1 Two car club spaces are located approximately 400 metres from the site on Whitworth Street West and are reserved for car club cars only. Car clubs provide access to a vehicle, without the need to own one, and allow customers to hire a vehicle for a specified duration.

6.6.2 A further two car club spaces are proposed on Hulme Street by the consented co-living development on the northern side of Plot 11 (planning permission ref 125573/FO/2019) which would be available to future residents and staff of this development.

6.6.3 Existing car share schemes will also be promoted to encourage car sharing when car use is needed. Further detail can be found at the sites below:

Hertz

→ <https://www.hertz.com/rentacar/reservation/>

Enterprise

→ <https://www.enterprise.co.uk/en/home.html>

## **6.7 Car Sharing**

6.7.1 Existing Car Share schemes will be promoted to encourage car sharing when car use is needed. Further detail can be found at <https://liftshare.com/uk>.

6.7.2 Car Share Schemes:

- Provide a cheap way to get around
- Reduce levels of traffic and congestion
- Reduce CO2 emissions and pollution
- Reduce parking problems
- Create opportunities for business and the local community to work together

- Create opportunities to meet other people from the local area
- Improve relations with the local community

## **6.8 Servicing and Deliveries**

- 6.8.1 The development is located in a highly sustainable location with amenities within walking distance of the site which will assist in reducing servicing and delivery trips to the development from supermarket deliveries, parcel deliveries, medication deliveries and fast food deliveries (such as Just Eat, Deliveroo and Uber Eats). The development Travel Plan Co-ordinator will promote local amenities and walking for daily convenience requirements.
- 6.8.2 The Travel Plan Co-ordinator will look to promote regular delivery days for food shopping deliveries that are identified once the development is operational, with tenants encouraged to book deliveries from the same supplier on the same day and at the same time, to reduce the number of ad hoc deliveries.
- 6.8.3 The site management will review deliveries and seek opportunities to share regular delivery trips for common items between different site users.
- 6.8.4 Encourage users to source items locally, or from the same supplier, to reduce the number of deliveries required to the site.
- 6.8.5 As technology progresses, use preferential selection for delivery companies that operate clean energy vehicles.

## 7. Student Transport Management Plan

### 7.1 Overview

- 7.1.1 This Student Transport Management Plan provides a mechanism for the control of accommodation changeover and associated movements to and from the site at the beginning and end of each tenancy. Managing arrivals and departures will reduce the transport impact on the highway network. The accommodation management will use their best endeavours to ensure that the system in place works and will liaise with the Local Authority and Police should any associated traffic problems arise. The process will be carefully monitored and actively managed in conjunction with the developments Travel Plan.
- 7.1.2 Downing is highly experienced with the development and operation of student residential developments which are predominantly car free schemes. Downing operate 20 sites nationwide providing over 8,000 student residential bed spaces. The vast majority of the sites are predominantly car free.
- 7.1.3 Downing carefully manage the changeover of residents at their student accommodation sites to ensure a smooth transition and to minimise the traffic impact. Through Downing's experience of the planned management of the arrivals process, the managed arrival measures put in place are always sufficient to accommodate the demand.
- 7.1.4 The development provides no on site car parking spaces for residents. All residents taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each resident before the start of their tenancy, together with details of the sustainable travel opportunities for arrivals and departures.
- 7.1.5 Residents pick up and drop off can be accommodated by car from the on street Pay & Display parking areas on the surrounding streets or by using one of the city car parks within a short walking distance of the site. Management staff will be present on the appointed days to assist residents in locating their accommodation quickly and ensuring that any vehicles can move off quickly.
- 7.1.6 The Management Plan provides a mechanism for the control of vehicle movements to and from the site at peak arrivals and departures at the beginning and end of each tenancy agreement. Managing arrivals and departures will reduce the impact on the highway network during peak weekday times. The accommodation management will use their best endeavours to ensure that the system in place works and will liaise with the Local Highway Authority should any associated traffic problems arise. The process will be carefully monitored.

## 7.2 *Student Travel Information*

- 7.2.1 Downing provide all new tenants with an arrival pack which includes important information prior to arrival and includes details for the arrival and drop off procedure. The development provides no on site car parking spaces for residents. All residents taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each resident before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures. Attached at **Appendix C** is an example of a new tenant's arrival document prepared for River Street Tower, which is also a PBSA and owned by Downing located approximately 300m from this site. A similar arrival pack will be developed for the proposed PBSA site which will be tailored to the specific site and will include details for the online arrivals booking process. The travel information will be actively managed as part of the developments Travel Plan.
- 7.2.2 The arrival pack will be issued by the accommodation management team based on site. The management team will be responsible for ensuring that the details contained within the welcome pack are kept up to date.
- 7.2.3 A digital copy of the welcome pack will be available on the accommodation website and referenced within marketing materials.

## 7.3 *Move In Process*

- 7.3.1 Upon being advised of their success in being granted a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. During this process, all students will be notified that there is strictly no onsite private parking available. Each student will be allocated a specific time slot in which they must arrive to take occupancy of their room. It will be stressed to each student that the time slot must be adhered to, in order to ensure a smooth check in and to minimise any localised disruption in terms of traffic congestion and vehicular movements.
- 7.3.2 For students arriving at accommodation:
- The majority of tenancy agreements start in September and arrivals are staggered with the majority checking in close to tenancy start date in September.
  - The onsite reception will be open between the hours of 8am – 8pm for check in periods with out of hours cover also available for arrivals.
  - Arrivals are required to pre-book a time slot with 15 minutes allocated for each arrival. Students would be unable to gain access to their accommodation outside this period.
- 7.3.3 Based on Downing's experience of changeover periods at their PBSA sites using online booking, arrivals will be managed at the PBSA with three anticipated sessions per day:
- Morning Slot 8am to 12pm (4 hours)
  - Afternoon slot 1pm to 4pm (3 hours)
  - Evening slot 5pm to 8pm (3 hours)

- 7.3.4 The system is dynamic and can be easily adapted to accommodate the number of check in stations required for the arrival demand on any day and for any session, as the number and time of arrivals will be known in advance through the booking system. Also, crucially, the system can be used to regulate arrivals by limiting the number of slots available to book per day and per session. From past experience, the vast majority of students comply with these scheduling requirements and arrive when requested.
- 7.3.5 To further assist in a smooth intake, additional staffing support will be provided during the arrivals period both on site. Staff will be highly visible and will direct students to the check in stations located in reception.
- 7.3.6 For students arriving from overseas and expected to arrive outside of these hours, Downing have procedures in place at the PBSA to make the necessary arrangements to accommodate out of hours arrivals.
- 7.3.7 The site is highly accessible by public passenger transport arrangements. Sustainable travel information will be included on the marketing web site for the PBSA and within the resident's arrival pack, which will provide up to date information on public transport opportunities at the PBSA. As such residents will be actively encouraged to arrive at the PBSA using sustainable travel which will reduce the need to travel by car.
- 7.3.8 During the off-loading process at check in, the student will move their baggage into a secure dedicated storage area at the ground floor level of the accommodation. The students will not be allowed to offload their belongings immediately into their allocated room. This requirement will limit the amount of time taken to off load any vehicles. Information will be provided to students on public car parking areas within the locality that can be used for drop off parking.
- 7.3.9 From Downing's experience, the spread of arrivals is typically over a month period with a higher proportion arriving in the weeks closest to the start of term. The spread of arrivals over a month period and with multiple managed arrival slots available per day will assist in reducing the transport impact associated with changeover periods.

#### **7.4 Move Out Process**

- 7.4.1 The moving out of accommodation process has different managing requirements. Students typically leave their accommodation at different times due to courses finishing at different times. Student departures are therefore staggered across a longer period of time.
- 7.4.2 For students departing accommodation:
- Residents typically depart accommodation in July and August
  - Departures are spread dependant on resident's university course end date and plans to travel home and can depart anytime / any day before the tenancy end date.
  - Due to departures being spread over an extended period, Downing have not found it generally necessary for residents to book time slots for departures.

7.4.3 As with arrivals, students will be encouraged to depart the PBSA accommodation using sustainable travel which will reduce the need to travel by car. Students will be aware that there are parking restrictions in the vicinity of the site that limit parking.

7.4.4 In the event that departing by car is the only option, students will be able to book a departure slot and permitted 15 minutes to load luggage. During the loading process, students will not be allowed to load their belongings into a vehicle directly from their room. The student will first move their baggage to a secure dedicated storage area at the ground floor level of the accommodation. This requirement will limit the amount of time taken to load any vehicles.

## **7.5 *During Tenancy***

7.5.1 The development is a 'motorised vehicle free' scheme and will not provide any operational car parking for students or staff (excluding the two disabled parking bays); it will be a predominantly car free development, with sustainable travel options providing for daily transport requirements.

7.5.2 The PBSA management team will manage the explicit requirement that there is to be no use of cars by students who reside at the property. As part of their tenancy agreement, students will be required to agree not to bring vehicles into the area during their occupancy period. Compliance with this requirement will be closely managed, with an escalating penalty process being imposed for any known breaches. As an ultimate sanction, tenancy agreements may be terminated for persistent offenders.

7.5.3 Newcastle Street and Chester Street are local access roads which are directly adjacent to the site and have double yellow line restrictions which will further discourage students to bring their car to the development. Further to this the wider highway network within reasonable walking distance of the site has parking restrictions which would limit the ability for students to park a vehicle for extended periods. Students would be unable to obtain any controlled parking zone permits.

7.5.4 The location of the PBSA reception area off Newcastle Street and CCTV coverage of the building perimeter will allow staff to monitor student and visitor access as well as the disabled and drop off parking area to ensure no parking issues will occur at the development, particularly during at occupation and departure times.

## **7.6 *Information for Visitors***

7.6.1 No parking will be available for visitors on the site. Parking is prohibited at all times on Newcastle Street and the surrounding area has parking restrictions.

7.6.2 The site is highly accessible by public transport and visitors would have the option to use extensive and frequent public transport with connections to hubs facilitating wider public transport accessibility.

- 7.6.3 There are approximately 400 off street public car parking spaces within 400m walking distance (5 minutes) of the site with further on street pay and display spaces within this distance.
- 7.6.4 Details of taxi services operating in the area will be displayed on notice boards in the reception area and will be available from reception staff.
- 7.6.5 Details of sustainable travel at the site will be available on the accommodation web site and within reception.

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## **8. Marketing and Communication Strategy**

- 8.1 All residents and staff will be made aware of both the opportunities that will be available for alternative sustainable travel, and of the Travel Plan measures, by providing each resident and individual staff member with a travel information pack. These will be provided prior to occupation and re-occupation to ensure that all residents and staff will be aware of the availability and benefits of sustainable transport at the point of occupation. Following occupation there will be further marketing of the travel plan and sustainable travel options throughout the year.
- 8.2 All residents and staff will be encouraged to access the site via sustainable transport. Information on sustainable travel will be included on any web site for the development.
- 8.3 A “mail shot” will be produced by the Travel Plan Co-ordinator each year which will include the latest information on bus, rail, walking, cycling car sharing arrangements and residents will be encouraged to make this information available to their visitors.
- 8.4 The development will provide notice boards located at reception and communal areas. Sustainable travel information can be displayed on these boards and residents are advised of this within the resident’s handbook. This information is kept up to date by the Travel Plan Co-ordinator.
- 8.5 The Travel Plan Co-ordinators contact information including a telephone number and email address will be included within the travel information pack to allow residents to contact the Travel Plan Co-ordinator.

## 9. Enforcement and Monitoring

- 9.1 The compliance and future monitoring of the Travel Plan is to be secured by a suitably worded planning condition.
- 9.2 The travel plan shall be monitored and reviewed annually. A written analysis of each review by the Travel Plan Co-ordinator shall be provided to the Council, this will include a monitoring report which includes all the survey data, any proposed revisions to the travel plan and the annual action plan for the next 12 months, for a minimum of 5 years following first occupation.
- 9.3 Each review shall include a resurvey of travel patterns of residents and staff by undertaking a travel questionnaire conducted by the Travel Plan Co-ordinator with a minimum response target of 25%. To assist in maximising the number of responses there will be prize incentives offered for completing the survey.
- 9.4 A written analysis of each review shall be provided to the Local Authority as part of the annual review. The travel survey will include details of the monitoring process undertaken. The report will reference any outside influences which could affect travel modal choice, such as changes to bus/train services.
- 9.5 The Travel Plan Co-ordinator will work alongside Manchester City Council to consider the annual report, to consider and agree any changes necessary, and to sign it off.
- 9.6 If the targets identified are not met then an Action Plan will be developed by the Travel Plan Co-ordinator in partnership with Manchester City Council. The Action Plan will contain a programme of proportionate measures, designed to help achieve the sustainable travel targets. It will clearly set out the tasks involved, the person(s) responsible, and dates by which the measures will be achieved.

## 10. Summary and Conclusions

- 10.1 Sanderson Associates Consulting Engineers has been appointed by Downing Living (Manchester South) Limited Partnership Incorporated to prepare a Travel Plan in support of a full planning application for Purpose Built Student Accommodation (PBSA) at Plot 11 – Block C, First Street South, Manchester City Centre. The proposed development is car free and car parking spaces will not be provided for residents or staff as part of the development.
- 10.2 This Travel Plan sets out a series of measures which will assist in maintaining a car free development and will encourage staff, residents and their visitors to use sustainable travel.
- 10.3 The Travel Plan targets are for 100% of PBSA residents to travel to their place of study by sustainable travel modes; and for 100% of PBSA staff to travel to work by sustainable travel modes.
- 10.4 The Travel Plan includes reference to compliance and enforcement of the plan and to the required monitoring, review and reporting for the life of the plan.
- 10.5 A Travel Plan Co-ordinator will be appointed by Downing to lead the day-to-day delivery of the plan. The Travel Plan Co-ordinator will be in post when the development is first marketed. The Travel Plan Co-ordinator will be funded by Downing and retained for a minimum of 5 years.
- 10.6 The Student Transport Management Plan will be operated by Downing to carefully manage the changeover of residents at the PBSA to ensure a smooth transition and to minimise the traffic impact.
- 10.7 Downing are committed to encouraging sustainable transport used in connection with this development. The travel plan measures will help the viability and attractiveness of the site to the benefit of all users.
- 10.8 This Travel Plan will be further developed in conjunction with Manchester City Council once the development is operational and specific travel needs are identified.



## Appendix A

Site Plan



This drawing is copyright.  
Do not scale off dimensions.  
All dimensions to be checked on  
site by contractor.  
Contractor to report any  
dimensional discrepancies,  
errors or omissions prior to  
commencing on site.

| Student Accommodation |                    |  | Amenity/ Circulation |  | Storage/Riser/Corridor |
|-----------------------|--------------------|--|----------------------|--|------------------------|
|                       | Planning boundary  |  | Studio Bedroom       |  | Accessible Studio      |
|                       | Ownership boundary |  | Cluster Bedroom      |  | Accessible Cluster     |
|                       |                    |  | Cluster Kitchen      |  | Plant/BOH              |
|                       |                    |  |                      |  | Core                   |
|                       |                    |  |                      |  | Amenity/Entrance       |
|                       |                    |  |                      |  | Management             |



First Street South, Block C, Manchester

PLANNING

General Arrangement Plan  
Ground Floor

10474-SHP-ZC-A-B5D8-G200-PL-00-001

November 2023

P01

10474

1 : 200 @A3

**simpsonhaugh**

Manchester  
+44 (0)161 835 2345

London  
+44 (0)20 7549 4000



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site by contractor.  
Contractor to report any  
dimensional discrepancies,  
errors or omissions prior to  
commencing on site.

| Student Accommodation                                                               |                    |                                                                                                     |                                                                                                        | Amenity/ Circulation                                                                                 |                                                                                                              |  |
|-------------------------------------------------------------------------------------|--------------------|-----------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------|--|
|  | Planning boundary  |  Studio Bedroom  |  Accessible Studio  |  Core             |  Storage/Riser/Corridor |  |
|                                                                                     |                    |  Cluster Bedroom |  Accessible Cluster |  Amenity/Entrance |  Management             |  |
|  | Ownership boundary |  Cluster Kitchen |                                                                                                        |  Plant/BOH        |                                                                                                              |  |



First Street South, Block C, Manchester

PLANNING

General Arrangement Plan  
Level 01

10474-SHP-ZC-A-B5D8-G200-PL-01-001

November 2023

P01

10474

1 : 200 @A3

**simpsonhaugh**

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+44 (0)20 7549 4000



## Appendix B

### Downing Paper on Free to Hire Bicycle Provision – First Street Block C



### **Free to hire bicycle provision – First Street Block C**

Sustainable and active modes of transport are a crucial component of our operational strategy and ties in with our ESG goals, as it recognises the financial, health and wellbeing effects this has on residents.

The proposals provide 21% bicycle space provision (116 spaces) for students, plus a further 12 spaces for visitors. 86 of the spaces include bikes provided by the operator for use by residents, which ensures the number of trips taken by bicycle are far greater than if bicycle spaces were solely for private bikes.

In this respect, residents will have access to regularly maintained bikes without having the expense of buying, maintaining, or insuring their own bicycle. The bicycle scheme is free of charge and works by a student booking a slot online/via our app to borrow a bike. All students are provided with locks and encouraged to wear a helmet.

Over our years of operation, we have seen cycle stores within our schemes under-utilised, with a very low level of individual ownership of bicycles. From our tenant engagement practices, tenants often do not see the value in purchasing a bicycle outright for personal use due to the following factors:

- A good provision on public transport links in the locality
- Cost
- Theft

By introducing a free to hire bicycle provision on an unlimited basis this scheme can alleviate some of these concerns around outright bicycle ownership and be available as and when residents would require them.

Results from our recent resident survey indicate that 5.2% of respondents use a bicycle as their main mode of transport for getting to/from University.

We will review demand and usage of the bicycle provision and increase supply should that be required. As part of our ESG strategy we will promote the use of this bicycle provision through our 'Green Living' campaign.

Downing Students are committed to providing free to use bikes that are available to our residents in line with the wider travel plan for the scheme. Data on usage of the scheme will be kept and made available should this be requested.



## Appendix C

An example Student Welcome Travel Information Letter

Dear XXXX

**RE: Flat XX Room XX, River Street Tower, Block A, 2 River Street Manchester M15 5GQ**

We look forward to welcoming you to River Street Tower.

Below you will find important information about what you need to know before you arrive.

You can collect your keys and move into your room from 12 September 2020.

**COVID:** Your safety and wellbeing is our top priority. For your protection and that of our staff, in line with the Government guidance, we have measures in place for everyone's protection please follow the directions given by our staff and familiarise yourself with the notices posted in your Halls and follow the directions contained in them. Don't forget to check notices regularly as these will be updated in line with government directives from time to time.

If you are unwell please do not come to your accommodation until you are confident that you do not have Corona Virus symptoms and do not need to isolate. For more information visit [www.gov.uk/coronavirus](http://www.gov.uk/coronavirus).

Moving in days are extremely busy and to avoid congestion and enable social distancing kindly note that only one other person will be able to accompany you into the building. Our teams are working very hard to assist our customers however, with the extra measures in place there will be times where you might have to wait, we therefore ask for your patience and co-operation.

- On entering the building please use the hand sanitiser provided and wear a facemask during this seasonally busy period.
- Always use a tissue or sneeze into your elbow if necessary to limit the spread of germs.
- Remember to wash your hands regularly, for at least 20 seconds, or use sanitiser, throughout the day and in particular when you enter your flat and after touching objects. Always use a tissue or sneeze into your elbow if necessary to limit the spread of germs.

Failure to follow this guidance you may result in you being unable to move in.

Prior to moving in, you must:

1. Log in to your online Downing Students account at <https://bookings.downingstudents.com/Pages/Login/Login.aspx?wf=Login> 1. complete the Induction.
2. Book an arrival appointment by following <https://RST.appointedd.com/> 2. and selecting the option to book an arrival slot from the drop down menu. Please note where available you will be able to select an earlier arrival date however this cannot exceed period of 3 days before your start date.
3. Ensure your guarantor (if you have one) has signed and returned their agreement at least 24 hours before your move in appointment.



4. Pay any monies due and ensure the balance is cleared at least 24 hours in advance of your move in appointment

### Collecting Your Keys



Your keys will be available from reception. You must book an arrival appointment (see point 2 above).

Remember you may only be accompanied by one other person and everyone must wear a mask.

On arrival please familiarise yourself with the notices posted in your accommodation and follow the directions/procedures contained in them. Check them daily, as rules and guidance is frequently updated. Details of systems to keep you safe are also available on our Downing Students website at [www.downingstudents.com/covid-19-update/](http://www.downingstudents.com/covid-19-update/)

Please ensure that you bring a form of Photo Identification as you CANNOT collect your keys without it.

### Reception Opening Hours



Normal Reception hours are Monday to Friday 8am - 6pm and Saturday 8am - 5pm

However, reception opening hours will be extended from 8am to 7pm on:-

Saturday 12<sup>th</sup> September and Sunday 13<sup>th</sup> September

Saturday 19<sup>th</sup> September and Sunday 20<sup>th</sup> September

Saturday 26<sup>th</sup> September and Sunday 27<sup>th</sup> September

Saturday 3<sup>rd</sup> October and Sunday 4<sup>th</sup> September

Please note that the above dates are main move-in weekends and it will be busy.

### Arriving out of Hours



If you are unable to book a suitable slot on our arrival system, please contact us at least 48 hours prior to your arrival on 0161 989 4500 or email us at [riverstreet@downingstudents.com](mailto:riverstreet@downingstudents.com) so that we can make the necessary arrangements.



Kindly note that there is no parking on site and you will therefore be allowed 10 minutes to unload.

### Unloading



We politely ask that you drop off/unload as quickly as possible and then use the local parking facilities nearby. Trolleys will be available for unloading.

Please be aware that weekends are the busiest days for moving in and there may be congestion etc. around the site; therefore you might prefer to move in on a weekday after commencement of your tenancy.

### Bedding and Kitchen Packs



If you prefer to travel light and would like to pre-purchase Bedding or Kitchen Packs to be delivered to your room in time for your arrival, please visit <https://www.unikitout.com/?partner=Downing%20Students>

Enter in Code DOWNING10 to receive your discount.

### Council Tax Exemption Certificate



In accordance with your tenancy agreement you must supply us with a copy of your Student Council Tax Exemption Certificate/proof of full time student status as soon as possible; this is available from your University registration office.

### Post & Parcels



We will only accept deliveries for bedding and kitchen packs ordered from our partner UniKitOut prior to your tenancy start date.

### Feedback & Your Questions



If you have any queries please refer to the Online induction at <https://bookings.downingstudents.com/Pages/Login/Login.aspx?wf=Log in> or our Frequently Asked Questions section at <https://www.downingstudents.com/about/faqs/>

Don't forget to join the Facebook Resident Group and meet new friends before you arrive at River Street Tower at <https://www.facebook.com/groups/RiverStreetResidents20.21/>

Downing Students is committed to providing the highest standards of accommodation and we've been working hard to make sure that everything is ready for your arrival. We hope that you will be delighted with your accommodation.

Yours sincerely

The Downing Students Team River  
Street Tower

t: 0161 989 4500

e: [riverstreet@downingstudents.com](mailto:riverstreet@downingstudents.com)

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When approaching from the North take the Manchester ring road westward until junction 12 and follow M602 on same approach as approaching from the West.

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When approaching from the South follow M56 onto the Princess Road following signs for the city centre. At Medlock street junction carry straight over taking the first left onto river street.

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Follow the M67 into A57 Hyde Rd, then continue, Follow the A57 until Medlock street junction taking the 3<sup>rd</sup> exit, followed by the first left onto River Street

---

Approaching from the west follow the M602 onto Regent street, follow right at the end of the street onto A57 Mancunian Way. Approaching Medlock street junction take the off ramp and take the first left onto River Street.

When arriving by air, leave by your gate and walk 7 minutes to the train station, you will need to take the train marked Liverpool Lime Street and get off at DEANSGATE, 8 stops into the journey.

Alternatively, you can use the light rail/tram, getting on the Navy Line and riding 20 stops to the Deansgate-Castlefield stop.

The walk from both stations will take 5-8 minutes, you will see River Street Tower when you exit the stations.

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Journey times and costs vary depending on your destination, but take around one hour to central London.

You can book with Manchester Airports preferred taxi partner by following the link below:  
<https://www.manchesterairport.co.uk/getting-to-and-from/by-taxi/>

\*Downing Students recommend that you pre-book your taxi to ensure you are charged fairly

When arriving by train into Manchester Piccadilly, take the light rail/tram blue or purple line to Deansgate-Castlefield a total of 3 stops.

The walk will take 5-8 minutes, you will see River Street Tower when you exit the stations.

Full details about Transport for Manchester can be found following this link <https://tfgm.com/>

Please see the below map, giving the fastest route from the station to River Street Tower.





# FAIRHURST



Sanderson House, Jubilee Way, Grange Moor,  
Huddersfield, WF4 4TD



01924 844080



mail@sandersonassociates.co.uk



www.sandersonassociates.co.uk

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