

An architectural rendering of a modern urban scene featuring several multi-story buildings. The image is overlaid with a semi-transparent blue filter. The buildings have various architectural details, including large windows, balconies, and textured facades. The sky is blue with scattered white clouds. In the foreground, there are some trees and a paved area with a few small figures of people.

June 2023
Framework Travel Plan v1.1

Upper Brook Street Masterplan (McLaren / Kadans)



Civic Engineers

Job Title

Upper Brook Street Masterplan –
McLaren/Kadans

Report Type

Framework Travel Plan v1.1

Prepared for

McLaren Property Ltd. and Kadans
Science Partner 8 UK Ltd.

Date

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Appendix A: Development Proposals including Pedestrian and Cycle Connection

Framework Travel Plan v1.1

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Civic Job No. 2584

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1. Introduction

1.1 Development Overview

This report has been prepared by Civic Engineers on behalf of McLaren Property Ltd. and Kadans Science Partner 8 UK Ltd., to support a full planning application for a Sci-Tech and purpose-built student accommodation scheme (PBSA) scheme (hereafter referred to as the 'Proposed Development') on Phase One of the Upper Brook Street Masterplan (hereafter referred to as the 'Site'). This scheme would bring forward development on a Previously Developed site which is earmarked for commercial and PBSA uses in the Oxford Road Corridor SRFG 2019. This application has been accompanied by a suite of technical documents, reports and plans. A Transport Assessment is submitted under separate cover.

1.2 Objective and Purpose

A Travel Plan is a package of measures and actions aimed at reducing the need to travel by car by providing alternative choices and encouraging walking, cycling, and public transport use. It is noted that the accessible location of the development, and its car free nature (except disabled parking) are key measures in supporting travel by sustainable modes.

This Framework Travel Plan is currently aimed at the development team, the future marketing team and site management at the development. When it is implemented it will be aimed at people working and living at the development.

The objectives of this Framework Travel Plan are:

- To encourage and enable people living and working at the development to arrive by sustainable modes
- To fully integrate the development within its context of pedestrian, cycle, bus, rail and tram connectivity

1.3 Content of this Travel Plan

Section 2 sets out a framework for implementing, managing, and monitoring the Framework Travel Plan.

Section 3 provides details of the local transport network, with Section 4 setting out what measures will be introduced at the development to support sustainable journeys. It also suggests ongoing measures and incentives which should be implemented to ensure that sustainable travel choices are practical and favourable.

Section 5 provides a summary of the actions and measures required to effectively implement the Framework Travel Plan.

2. Framework Travel Plan Management

This section sets out how the Framework Travel Plan will be implemented, managed, and monitored. A summary of the required actions is provided in Table 4.

2.1 Lifespan

The Framework Travel Plan will continue as a formal process for 5 years after the first business or student moves to the development, after which the formal responsibility for monitoring and reporting will cease.

2.2 Framework Travel Plan Coordinator

McLaren will retain a management presence at the student accommodation building, and Kadans will manage the sci-tech building. Each will appoint a Travel Plan Coordinator to implement the Travel Plan at their part of the development.

A site manager would be the role for day-to-day running of the Framework Travel Plan. Assistance may occasionally be required from a transport consultant, especially around communication and surveying.

The responsibilities of the Travel Plan Coordinators are as follows:

- Implementing the Framework Travel Plan on behalf of all businesses, individual tenants and students at the development.
- Delivering the actions in Table 4 and measures in Table 5 which have 'Travel Plan Coordinator' in the responsibility column, including communicating the Travel Plan and travel options to the development.
- Communicating the Framework Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for people living and working at the development requiring information.
- Carrying out annual surveys and reporting on findings to MCC.
- Engaging with businesses as they move to the development about their role in disseminating sustainable travel options to their staff, and to individual tenants.

2.3 Liaison with Businesses at the Development

As businesses move to the development they should be notified of the Framework Travel Plan, including how sustainable travel will be promoted, and the request to take part in annual monitoring. One contact at the business will be able to disseminate Travel Plan information to their staff. This information will be provided by the Framework Travel Plan Coordinator and could include promotional material, special offers, incentives, national events (bike week, national walking month, etc.) and invitations to the annual travel survey.

2.4 Liaison with Manchester City Council

This Framework Travel Plan will be submitted to MCC to assist in determining the planning application. Thereafter the Travel Plan Coordinators will liaise regularly with MCC as LPA to discuss survey findings and best practice.

2.5 Travel Plan Targets

The Framework Travel Plan targets are as follows:

- No students travelling to study by private vehicle (unless if they are disabled)

The Year 1 travel to work target is based on the 2019 mode share data for people working in Manchester¹, with short, medium and long term targets given to achieve the mode share presented in the accompanying Transport Assessment.

Table 1: Target Mode Share for Sci-tech Travel to Work

Mode	Year 1 Mode share target (Manchester statistics)	Short term Year 2	Medium term Year 3	Long term Year 4-5
Car	21%	15%	10%	5%
Bus	21%	22%	23%	23%
Rail	26%	26%	27%	28%
Metro	17%	17%	18%	18%
Cycle	2%	6%	8%	12%
Walk	13%	14%	14%	14%
Taxi*	0%	0.41%	0.41%	0.41%
Total	100%	100%	100%	100%

Note that other than 'Car' the targets are indicative, as any choice away from car use will be considered a success of the Travel Plan.

2.6 Monitoring and Reporting

Annual Travel Surveys

Each year people working and living at the development will be surveyed to ascertain how they are travelling to work and study. This will assist in understanding if the targets are being met (see section 2.5).

¹ Transport Statistics Manchester 2020-2021 Key Centre Monitoring Section. Published 20th September 2022.
<https://gmtu.gov.uk/reports/>

The survey should also ask how they could be encouraged to travel by sustainable modes, which can feed into the development of future measures.

Surveys should be carried out 3 months after the first business or resident moves to the development and should be repeated each year for 5 years. This should be in the same month each year to allow year-on-year comparison, as month/seasons/time of school year impacts on how people travel.

A response rate of 25% is a good level for this type of survey. The survey should be promoted by email to staff, posters in communal areas, mail-outs to residents, and a prize should be offered to encourage participation.

Annual Monitoring Reports

Within 2 months of the end of the survey period each year a Monitoring Report will be produced and sent to MCC for discussion. This will contain:

- Businesses at the development and number of employees
- How many of the student bedrooms are occupied
- Travel survey methodology and results
- Analysis of qualitative survey responses
- An analysis on the effectiveness of the Framework Travel Plan
- Proposals for changes/additions to agreed measures

This can be sent as a combined Student Accommodation and Sci-tech report, or can be submitted separately by the respective Travel Plan Coordinators.

2.7 Communication Strategy

The sustainable transport options for travelling to and from the development should be clearly promoted to businesses, individual tenants and students moving to the development. Options include:

- Development website, newsletters, email to employees, newsletters to students and posters around the development can all be used to promote sustainable travel options, initiatives and the benefits.
- Engaging with residents before they move in about the car-free development and sustainable transport aspirations.
- The Framework Travel Plan Coordinators will produce sustainable travel information for businesses to send to their staff, and for dissemination to students.

3. Local Transport Context and Access to the Development

This chapter provides an overview of the existing site including a review of the current access arrangements to local transport nodes and amenities.

3.1 Site Location and Existing Land Use

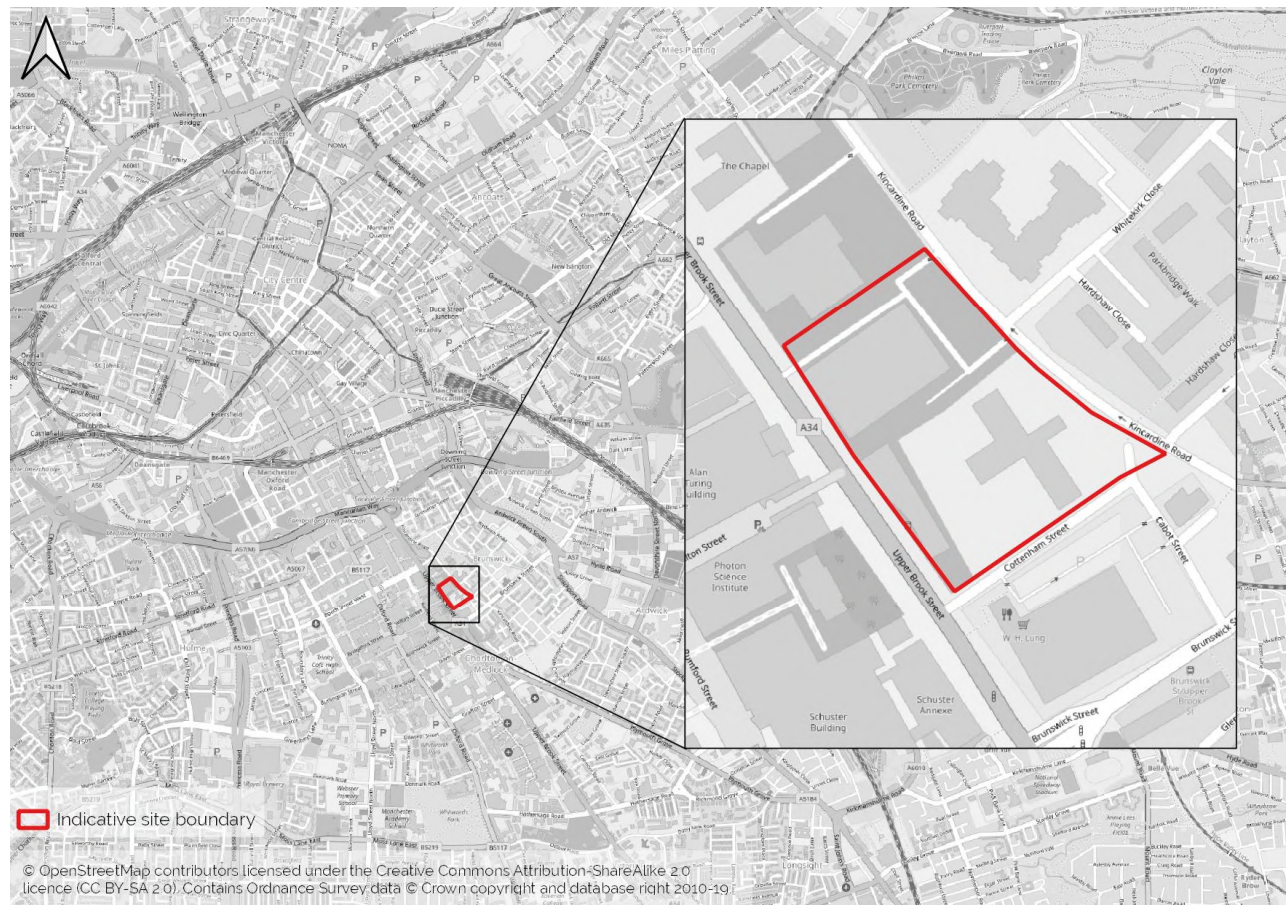
The site is located in Manchester, around 1km to the south of the city centre.

The Site extends to 1.084 hectares (ha) and is partially in use as a temporary paid car park with approximately 90 spaces. The paid car park is located on a section of the Site which was formerly (before 2017) in use as a Citroën car dealership. The remainder of the Site comprises the former Elizabeth Yarwood Court residential complex which closed in June 2021.

The existing land uses surrounding the site are as follows:

- To the north of the Site is a vacant single-storey commercial building (also identified for redevelopment within the Oxford Road Corridor SRF, referred to hereafter as the 'PAG/Moda Living development') and the Grade II* listed 'Former Unitarian Chapel' which now functions as student accommodation.
- To the east of the Site is Kincardine Road; beyond which is a 4 to 6-storey student accommodation building and 2-storey residential dwellings that form a part of the wider Brunswick Estate. The Brunswick Estate is an area currently undergoing extensive urban regeneration.
- To the south of the Site is Cottenham Street; beyond which is the Tai Wu restaurant and W.H. Lung Supermarket.
- To the west of the Site is Upper Brook Street, on the opposite side of which is the University of Manchester's Main Campus, which includes the National Graphene Institute, the Manchester Engineering Campus and the Sir Henry Royce Institute, with buildings ranging from 4-storeys to 10-storeys in height.. The site location is shown in Figure 1.

Figure 1: Site location



3.2 Pedestrian Access

Pedestrian access to the site can be made from the east, south, and west. Upper Brook Street has footways on both sides, adjacent to the site the footway is 2m wide. There is a staggered signal-controlled toucan crossing (pedestrians and cyclists) adjacent to the site on Upper Brook Street, this crossing has dropped kerbs and tactile paving to assist people with limited mobility or sight and people with pushchairs or wheelchairs in crossing the road.

There are dropped kerbs at the junction of Cottenham Street and Upper Brook Street. Cottenham Street has a 2m footway on the north side of the street that extends around 60m from the junction with Upper Brook Street at which point the footway narrows to around 1m and continues for a further 20m before terminating. The south side of Cottenham Street has a 2m footway with dropped kerbs at the vehicle entrance to the building to the south, there are no dropped kerb crossings at Cabot Street to the east.

Kincardine Road has a 2m footway on the west side of the street south of Whitekirk Close, with an unpaved (grass verge) section around 20m to the north of the vehicle entrance to Elizabeth Yarwood Court. On the east side of the street the footway is separated by the carriageway by an area of landscaping. North of Whitekirk Close, Kincardine Road has footways on both sides.

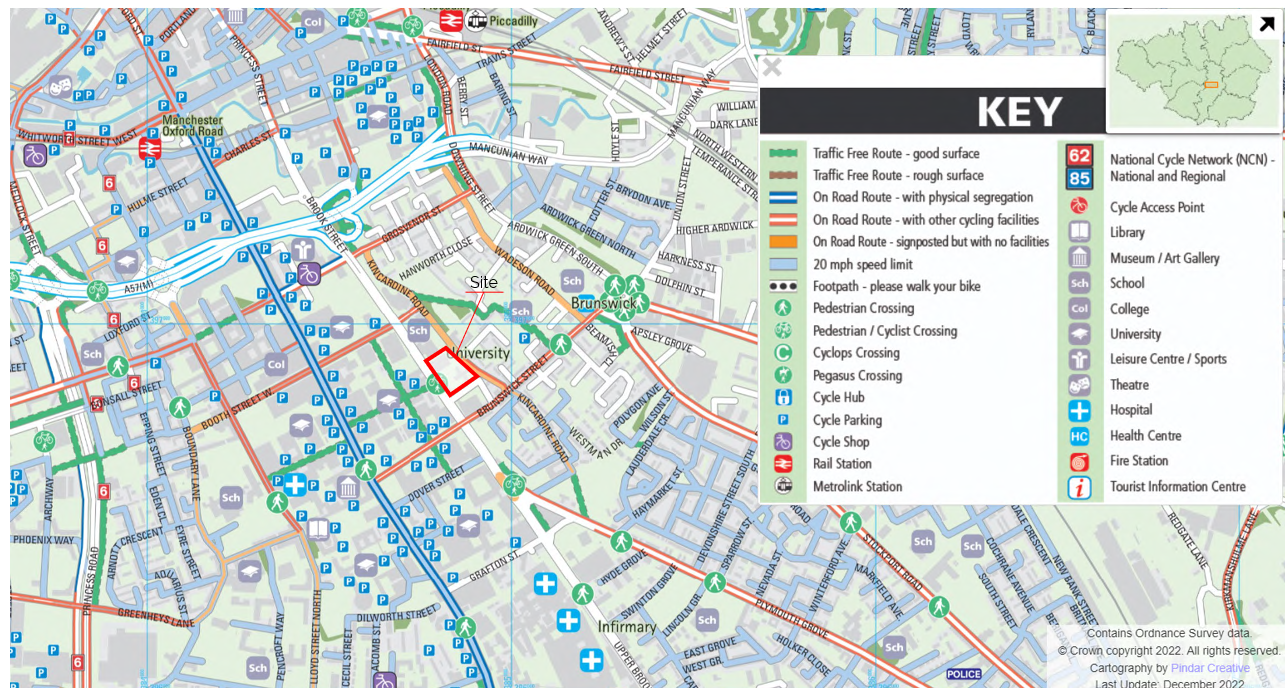
Within the wider area, there are signal controlled crossings on Upper Brook Street at key junctions. To the east of the site there are a network of footways and pedestrian paths through the residential

area. To the west there are a network of pedestrian paths providing connections through The University of Manchester.

3.3 Cycle Access

Cycle access to the site is from Upper Brook Street or Kincardine Road. An extract from the Manchester cycle map is shown in Figure 2, noting that, though this is the most up to date version, some elements have since been updated. For example Brunswick Street between Oxford Road and Upper Brook Street is no longer a carriageway with painted cycle lanes, but is now an off-road route, as detailed below.

Figure 2: Extract from Manchester cycle map (source: https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map/?lat=53.48967969477546&lng=-2.2145691001787786)



To the west of the site there are traffic free routes that connect with the on-road segregated route on Oxford Road which provides a route to the city centre to the north or to Rusholme and Withington to the south. Some other streets in the area have on-road routes that have other cycle facilities or are sign posted but with no facilities, like Kincardine Road. Although there are no dedicated cycle facilities on Upper Brook Street, other than crossing points, there are connections to the cycle network nearby.

Changes to Kincardine Road are proposed as part of the PAG/Moda Living development to the north of this development, which will retain cycle connectivity and routing in the area, but with some changes to infrastructure. This is discussed in at the end of Section 2.7 and in Section 4.1.

3.4 Public Transport

The site and surrounding area score an 8 on the Greater Manchester Accessibility Level (GMAL) scale, this is the highest score possible which indicates the area is highly accessible by public transport. What the GMAL score does not consider is the quality of the infrastructure present.

Specifically, the quality of the bus stops and shelters have been considered here. The initial assessment was carried out using google streetview.

The nearest bus stop is the southbound stop on Upper Brook Street north of the junction with Cottenham Street, this stop is served by the number 50 bus which operates five buses per hour to East Didsbury and Salford Quays. The stop has a bus stop flag, a shelter with seating, timetable information, and the kerb is raised to assist with boarding and alighting. The corresponding northbound stop is 150m to the south on Upper Brook Street, south of Brunswick Street. The northbound stop has a bus stop flag and a raised kerb to assist with boarding and alighting, there is no shelter and no seating at this stop.

350m west of the site there are bus stops on Oxford Road, these stops are served by the buses numbered 15, 18, 41, 42/A/B/C, 43, 44, 111, 142, 143, 147, 191, 197, V1, V2.

Manchester Piccadilly Station, Manchester Oxford Road Station and tram stops are all within 1.2km, approx. 15-20 minute walk of the site, and accessible by cycle and connecting bus services.

3.5 Existing Vehicle Access and Parking on Site

The existing vehicle access to the site is from Kincardine Road, via three priority junctions.

South of Whitekirk Close, Kincardine Road is one-way northbound so vehicle access to Elizabeth Yarwood Court needs to be from Brunswick Street. North of Whitekirk Close, Kincardine Road is two-way, meaning the car park currently on site can be accessed from the north or south.

3.6 Local Highway Network

The A34 Upper Brook Street, is a radial route to and from Manchester city centre. Adjacent to the site the carriageway is approximately 15.5m, consisting of two northbound and two southbound lanes and a central median. To the north of the site, the central median is used as a third northbound lane.

Further north the A34 provides a connection with the A57(M) the Manchester ring road and to the south connections can be made with the M56 and M60.

Cottenham Street is a local access road to the south of the site with a carriageway width of around 6m which accommodates two-way traffic and a line of parking on the south side which is for resident permit holders/3-hour free parking.

Kincardine Road is a local access road. South of Whitekirk Close, it has a carriageway width of approximately 7.5m and is for northbound traffic only with a 1.2m contraflow cycle lane that is controlled by a modal filter next. North of Whitekirk Close, the carriageway is approximately 7.5m wide and carries two-way traffic and has resident permit holders/3-hour max pay and display parking on the east side.

PAG/Moda Living Proposals for Kincardine Road and Inchley Road

Changes to Kincardine Road are proposed as part of the PAG/Moda Living development to the north of this development. As part of their proposals, the one-way northbound strategy which currently exists at the south end between Brunswick Street and Whitekirk Close will be continued north to Grosvenor Street, and a new off-road southbound cycleway will be created on the east side of the street. This will ensure that although motor vehicle movements will be restricted to north-bound only, cycle connectivity will remain the same. This is an important part of complying

with LTN 1/20². This development will tie into the PAG/Moda Living proposals, as discussed in Section 4.1 under 'Cycle Connectivity on Kincardine Road'.

3.7 On-street Parking and Traffic Regulations

Upper Brook Street has double yellow lines on both sides of the road between Brunswick Street and Inchley Road, the only exceptions being where there are bus stops. No loading is permitted between 7am-7pm.

Cottenham Street has parking on the south side of the street enforced Mon-Fri 8am-6pm for resident permit holders or for 3 hours, no return within 1 hour. For the remainder of the street and Cabot Street, the continuation of Cottenham Street at its eastern end, there are double yellow lines.

Between Brunswick Street and Inchley Road, Kincardine Road has double yellow lines along its western side. On its eastern side there are double yellow lines south of Whitekirk Close where there is a contraflow cycle lane. North of Whitekirk Close, there are parking bays enforced Mon-Fri 8am-6pm for resident permit holders or for 3 hours, no return within 1 hour.

Whitekirk Close has double yellow lines on both sides with the exception of a 17m long bay for parking on the north side near the junction with Kincardine Road, there are no restrictions posted in relation to this bay.

The following streets in the area have double yellow lines along their entire length:

- Hartfield Close
- Sefton Close
- Arkley Street
- Rudcroft Close

Other streets in the area have stretches of double yellow lines, and some areas where parking is permitted for resident permit holders or 3 hour max stay, Mon-Fri 8am-6pm, including:

- Mawson Road
- Skerry Close
- Hanworth Close
- Statham Road
- Stockland Close

² Cycle Infrastructure Design, Local Transport Note 1/20, Department for Transport, July 2020. Available online at https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/951074/cycle-infrastructure-design-ltn-1-20.pdf (accessed 04.04.2023).

- Wadeson Road

3.8 Off-street Parking Supply

The locations of off-street parking within a 10-minute walk of the site are shown in Figure 3 and listed in Table 2.

Table 2: Nearby off-street car parks

Name	Operator	Capacity
Aquatics Centre Car Park	APCOA Parking (UK) Ltd	420
Circle Square Car Park	NCP	1,018
The University of Manchester – Car Park D	The University of Manchester	965
Total		2,403

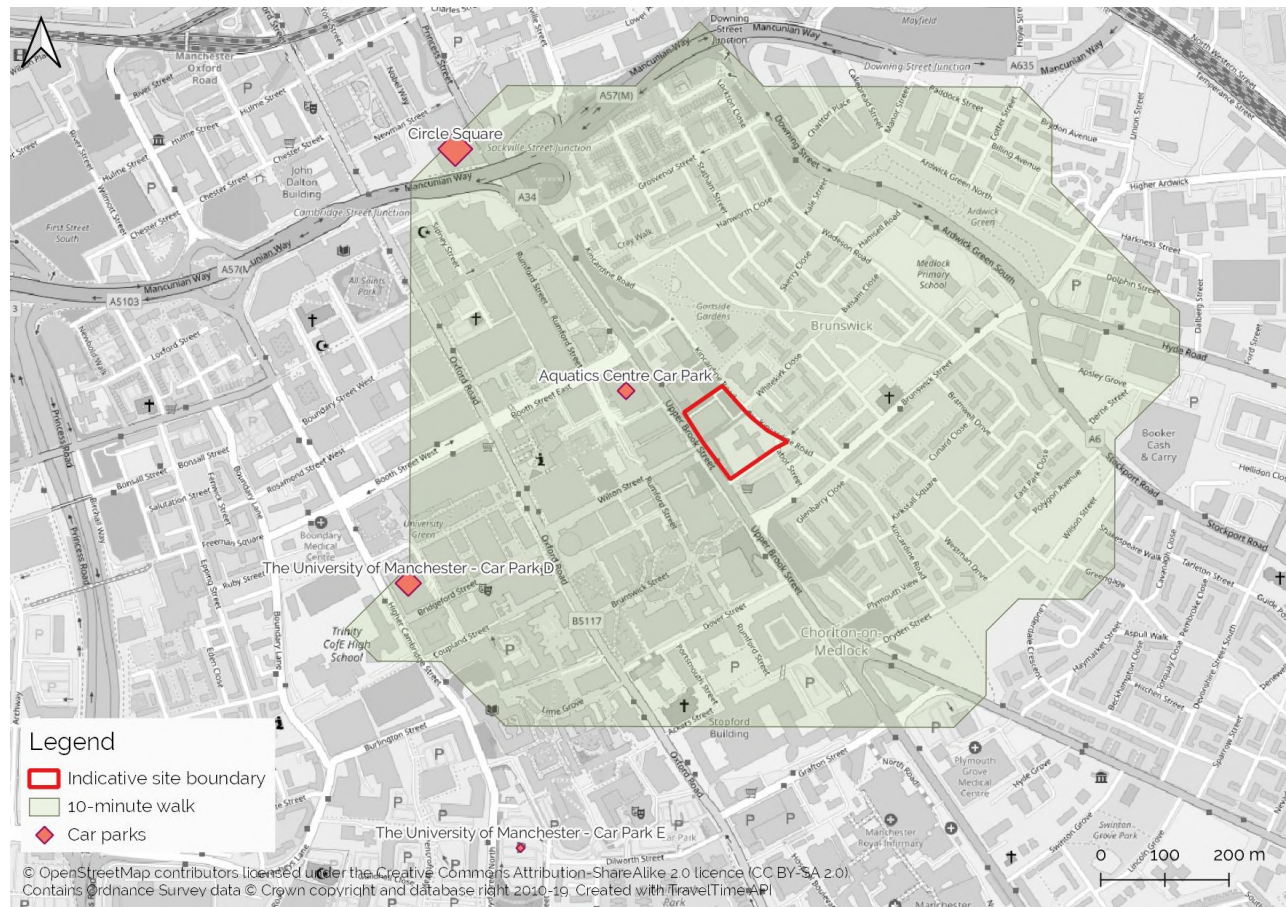


Figure 3: Off-street car parking nearby

There are around 2,400 parking spaces distributed in three car parks within a 10-minute walk of the site. More car parking can be found further to the north in the city centre.

3.9 Electric Vehicle Charging Points in the Vicinity

The locations of electric vehicle charge points in the area are shown in Figure 4.

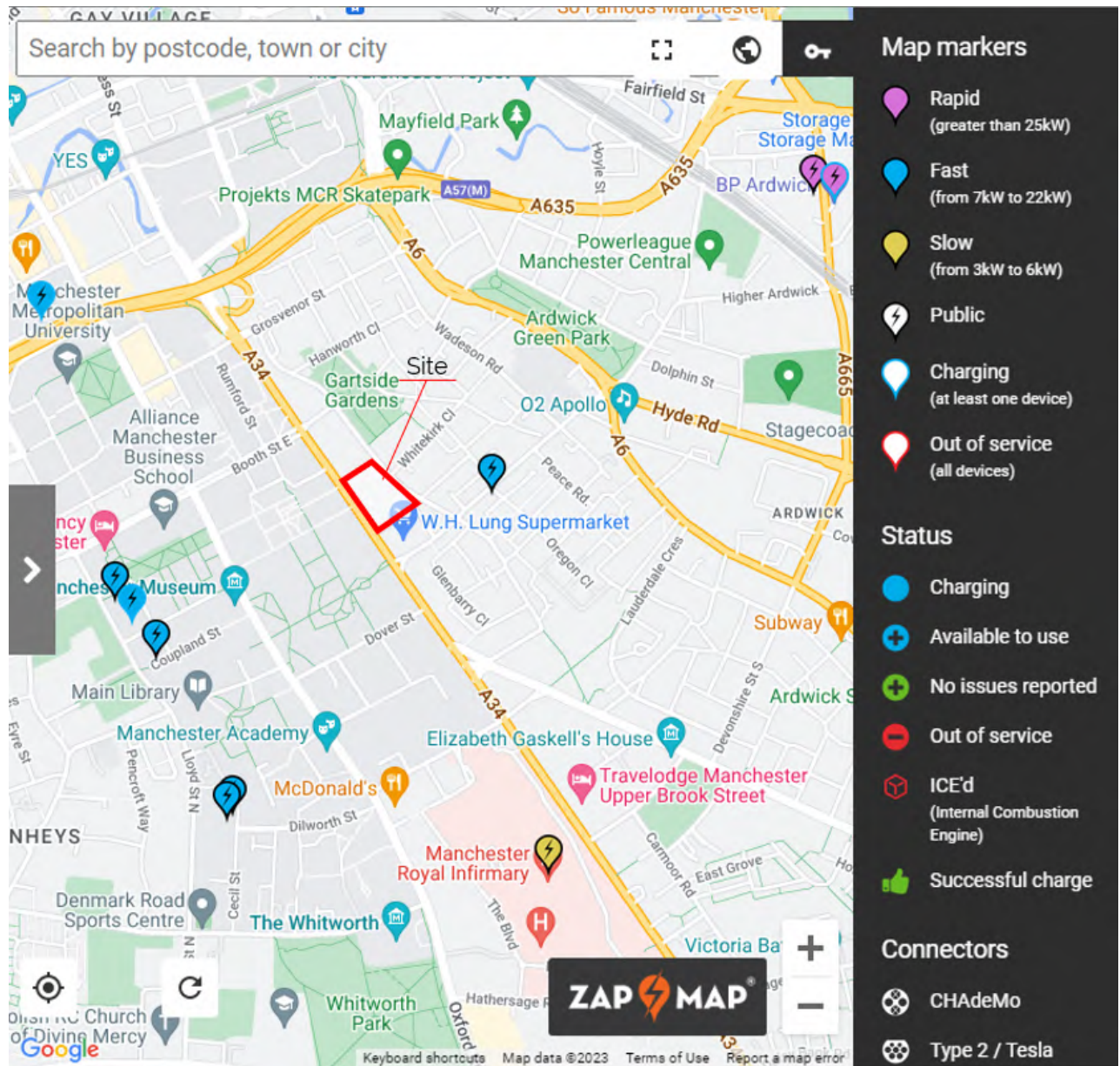


Figure 4: EV charging locations

3.10 Car Club

The nearest car club vehicle to the site is on Samuel Ogden Street in Manchester city centre, around a 950m walk north of the site, accessible on foot, by bus or by cycle.

There are eight other car club locations within a 1,500m walk from the site, these are listed in Table 3 and shown in Figure 5. These are all operated by Enterprise Car Club.

Table 3: Car club vehicles

Location	Vehicle (s)	Distance from site (m)
Samuel Ogden Street	2 cars	950
Harrington Building car park	1 car	1200
John Dalton Tower	1 car	1200
Cambridge Street	1 car, 1 van	1200
Bloom Street NCP	1 car	1200
Manchester Hospitals Q-Park	1 car	1300
Piccadilly Place Q-Park	2 cars	1300
Chepstow Street car park	1 car	1400
Phoenix Way	1 car	1500
Whitworth Street West	1 van	1500
First Street Q-Park	1 car	1500



Figure 5: Car club locations

4. Development Details and Travel Plan Measures

This section sets out the proposals for the development.

The applicants for Phase One, McLaren Property Ltd. and Kadans Science Partner 8 UK Ltd., are applying for full planning permission for the demolition of existing buildings and erection of a single 6 to 9 storey block for Sci-Tech use (Use Class E (g)(ii) and 267sqm of a café/bar (Use Class E (b), and a single 9 to 23 storey block to be used for Purpose Built Student Accommodation (Use Sui Generis), comprising 737 bedrooms in total and 293sqm of community use (Use Class F2 (b) and 80sqm of commercial floorspace (Use Class E) on Phase one of the Upper Brook Street Masterplan.

Landscape proposals and ground floor architect proposals are included at Appendix A.

There are proposals to the north for another PBSA and sci-tech development being proposed by Property Alliance Group and Moda Living, see the accompanying Transport Assessment for more information.

4.1 Pedestrian and Cycle Access

The elements of pedestrian and cycle access at the development are discussed in the following sections and summarised on Figure 6.

Figure 6: Pedestrian and Cycle Access Strategy



Thorburn Walk

The building entrances, public realm and pedestrian routes will integrate the buildings with the surrounding areas, both towards the university campus to the west and towards Ardwick to the east.

The development will provide a new walking and cycling route through the middle of the site, between the student residential building and the Sci-tech building, provisionally referred to as Thorburn Walk, shown by point 2 on Figure 6. This will create a new connection for cycling and walking between Ardwick and Upper Brook Street, and will be 15m-wide with landscaping features and places to dwell.

Motor vehicles will not be able to enter this space, unless to maintain the building facades, on move-in/move-out days or in case of an emergency. More detail on this is given in Section 4.7.

As per discussion with MCC in December 2022 detailed in Section 1.2, Thorburn Walk will remain in private ownership and will not be segregated for cyclists, with low speeds encouraged through design. Long straight sections are not created, so cyclists will not be able to build up significant speed. Providing a segregated cycle route through the site could enforce the idea that cyclists have priority, encouraging higher speeds, and wouldn't lend itself to the proposed environment, where people spill across the space.

Upgrade of Existing Footways

Where retained, the existing footways on Upper Brook Street and Kincardine Road will be resurfaced, thus improving the pedestrian experience. It is proposed to remove the existing 4G masts as shown by point 5 on Figure 6 on Upper Brook Street which will improve the circulation area around the bus stop, which will also be retained.

There is an offset of 3m required by the Oxford Road Corridor Strategic Regeneration Framework Guidance between the back of the existing footway on Upper Brook Street and the buildings, which provides more generous footways and landscaping opportunities.

Changes are proposed at the south east corner of the Kincardine Road/Whitekirk Close to provide an extended footway, dropped kerbs, tactile paving and a new crossing point to ensure that Thorburn Walk is accessible to people living to the east of the site. The status of this land is not currently known, see the accompanying Transport Assessment for more information.

Cycle Connectivity on Kincardine Road

In order to accommodate the servicing needs of the PAG/Moda Living development, the one-way northbound strategy which currently exists at the south end between Brunswick Street and Whitekirk Close will be continued north to Grosvenor Street, and a new off-street southbound cycleway will be created on the east side of the street, this will tie into the existing southbound contra-flow cycle lane on Kincardine Road which starts at Whitekirk Close and continues south to Brunswick Street. Note that the proposal to change the operation of the northern section of Kincardine Road to make it one-way is proposed by PAG/Moda Living and not required for the McLaren/Kadans application, and more information about this can be found in the planning documents for that development.

Upgrades to Existing Toucan Crossing on Upper Brook Street adjacent to the Site

The applicant is funding a review of the existing staggered toucan crossing on Upper Brook Street immediately adjacent to the middle of the development site, to understand the impact of removing the stagger, indicated by point 7 on Figure 6.

This would improve the pedestrian and cyclist experience, as they would not have to wait in the middle of a busy road, and their crossing time would be reduced. It would also address the fact that

with an increase in pedestrian and cycle movements in the area the existing refuge could be over capacity, with not enough space for people to wait for the next stage of the crossing.

As pedestrians and cyclists would be crossing in one movement, the traffic would be stopped for longer, and therefore there would be an impact on motor vehicle traffic flow on Upper Brook Street. However, with a traffic signal-controlled junction 180m to the north and 150m to the south (a 1-minute drive in each direction) it is not considered that the changes to the stopping time at the toucan crossing would significantly impact the overall journey of a vehicle user, especially not in a perceptible way.

The developers are therefore willing to fund the removal of the stagger to provide a new toucan crossing that strengthens the link from the university, through the site via Thorburn Walk and onward into Ardwick. This would be via Section 106 and is pending the output of the TfGM model as above.

4.2 Cycle Parking

Student Accommodation

At the PBSA, 185 long-stay cycle parking spaces will be provided, a provision of 1 for every 4 students living at the development.

10% of the cycle parking will be provided on single-tier cycle storage, and a further 5% will be wide-spaced to accommodate larger models such as tricycles, delivery bikes and modified and recumbent models, ensuring cycling is accessible to as many people as possible. A cycle maintenance stand will also be provided.

The cycle storage will be indoor in a secured room.

Sci-tech

82 staff cycle spaces are provided, a provision exceeding 1 space per 200sqm NIA, which is the MCC policy for offices.

100 lockers and 14 showers are also provided, including accessible lockers and showers.

14 of the cycle parking will be provided on single-tier cycle storage (17%), 4 of which (5%) will be wide-spaced for larger and adapted cycle models. 4 Brompton spaces are also provided (5%).

The cycle storage will be indoor in a secured room, and a cycle maintenance stand may be provided.

Visitor Cycle Parking

A total of 34 visitor/delivery cycle parking will be provided within the public realm close to the main entrances. 20 spaces are proposed for the Sci-tech building, including one wider more accessible space, and 14 for the PBSA (8 on Kincardine Road and 6 in Thorburn Walk – both locations have a space that has adequate clearance to be used for large cycle models/cargo bikes), shown on the proposals at Appendix A.

Measures to Encourage Cycling (more information in Table 5)

- Ample cycle parking and cycle repair stations at both buildings for staff, students and visitors
- Lockers, showers and changing areas in the sci-tech building
- PBSA Travel Plan Coordinator will liaise with Beryl Bikes delivery team at TfGM to discuss possibly accommodating a docking station on site
- PBSA operator to provide a fund for staff to try Beryl Bikes
- Dr Bike sessions hosted at both buildings
- Sci-tech Travel Plan Coordinator to encourage tenant businesses to implement a cycle to work scheme

4.3 Public Transport

The existing bus stop on Upper Brook Street next to the proposed Sci-tech building will be retained. Circulation around this bus stop will improve with the increase in hardstanding width of 3m, proposals to resurface the footway and intention to remove the existing 4G masts.

Measures to Encourage Public Transport Use (more information in Table 5)

- PBSA operator to provide a fund for staff to try public transport
- Sci-tech Travel Plan Coordinator to explore provision of discounted tickets for staff
- Sci-tech Travel Plan Coordinator to encourage tenant businesses to offer season ticket loans to staff

4.4 Car Free Development (except Disabled Parking)

The development will be car free except for disabled parking.

Car Free Development

The development will be car free except for disabled parking. This reflects the highly accessible location of the development. It has been agreed with MCC highway officers that this is a sustainable location for a car-free development, as long as disabled parking is included.

It is considered that the proximity to the universities, excellent connectivity by bus, proximity to rail stations, ongoing enhancements to the cycle network and lack of car parking on site will encourage most people to travel by non-car modes.

Disabled Car Parking

7 disabled parking spaces are proposed on Kincardine Road in a lay-by arrangement.

3 disabled parking spaces is considered an adequate provision for the Sci-tech building.

The remaining 4 disabled parking spaces could be used by residents of the PBSA during the day, with all 7 likely to be available for PBSA residents at night.

As the disabled car parking spaces are proposed in the public highway, the spaces can also be used by people living in the area and visiting the community element of the PBSA building, and it is considered that, with the Sci-tech and PBSA likely to need the parking spaces at the opposite parts of the day, that the provision can be shared between the uses.

The disabled parking spaces will be 6.5m long and 2.7m wide.

The travel distances from the disabled parking bays to the main entrances of both buildings exceed the recommended 50m. Mitigation measures will be proposed within the access routes such as inclusive seating.

Electric Vehicle Charging

The disabled parking bays on Kincardine Road will be cable-enabled so that they can accommodate electric vehicle charging infrastructure.

It is understood that, at present, MCC will not accept electric vehicle charging infrastructure on public highway, because of potential issues associated with street-clutter, operations and maintenance, which is where the proposed disabled parking bays will be located.

Therefore by providing ducting to the spaces, chargers can be readily installed at a later date when this issue is resolved.

Measures to Limit the Impact of Private Car Use (more information in Table 5)

- Development is car-free except for disabled car parking and in a sustainable location.
- Disabled car parking spaces are cable-enabled to accommodate future electric vehicle charging infrastructure.
- Car sharing will be encouraged among people working at the sci-tech building.
- Student move-in and move-out will be highly managed (see Section 4.5)

4.5 Student Move-in and Move Out Procedure

The busiest days in terms of transport impact are likely to be when people are moving in. This is a once-a-year event that is not representative of the day-to-day activity at the site and will therefore be well planned to avoid disruption as much as possible. Students will generally arrive at their accommodation during the first week of the rental period at the start of the academic year, with the weekends being the busiest. To facilitate these movements, the management will organise a schedule of time slots for occupants to unload their belongings from Thorburn Walk.

The procedure could be as follows:

- Occupants book a time slot in advance and are provided with details of where to unload, and where to park afterwards if needed.
- On arrival, they will be met by a member of the management team who will check they have arrived at the correct time before allowing them to park and unload.

- Unloading then takes place for the allocated time, it may be appropriate to have a 'holding area' for belongings being unloaded to speed up the process, this could be one of the common areas on the ground floor.
- Drivers leave to park in one of the nearby car parks and then belongings can be moved from the holding area to rooms.

A few slots at the end of the day should be kept open for anyone who misses their time slot and is not able to book one for another day.

At the end of term the process can be reversed, although it may work to be more flexible as occupants may leave as soon as they have finished with their exams. Typically, this is spread out over several weeks.

5. Summary of Travel Plan Actions and Measures

Travel Plan actions and measures are summarised in Table 4 and Table 5, and will be in place for the lifetime of the Travel Plan, which is until 5 years after the first tenant/business moves to the development.

Table 4: Summary of Travel Plan Actions

Action	Responsibility	Timeframe
Appoint PBSA Travel Plan Coordinator (TPC)	McLaren	3 months before first occupation
Appoint Sci-tech Travel Plan Coordinator (TPC)	McLaren	3 months first tenant/business locates to the development
Communicate the Travel Plan, including promotion of the benefits of travelling by sustainable modes, and acting as a point of contact for people working and living at the development requiring information	PBSA and Sci-tech TPCs for their part of the development	Ongoing
Engage with businesses as they move to the development about their role in disseminating sustainable travel options to their staff	Sci-tech TPC	Ongoing
Each tenant/business to provide a contact who can forward information to their staff, including the annual survey	Each tenant/business	Before moving in
Carry out annual travel surveys	PBSA and Sci-tech TPCs for their part of the development	Within 3 months of first occupation, repeated annually for 5 years
Produce monitoring report for discussion with MCC	PBSA and Sci-tech TPCs for their part of the development, or one combined report	Within 2 months of the end of the survey period each year

Summary of measures overleaf.

Table 5 Summary of Travel Plan Measures

Measure	To Support	Responsibility	Timeframe
Student Accommodation			
Travel information provided to prospective residents on the development website(s) and in marketing information, and when they move in, to promote all sustainable options for accessing the site.	Sustainable travel choice	PBSA Travel Plan Coordinator	Before first occupation
Cycle repair station in the cycle store.	Cycling	McLaren	Construction
Ample secure cycle parking provided, including for larger cycles (e.g. recumbent cycles, tricycles, cargo cycles)	Cycling	McLaren	Construction
Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances, including for larger cycle models.	Cycling	McLaren	Construction
Meet with team at TfGM delivering the Beryl Bike scheme, and explore providing a docking station in the landscaping.	Cycling	PBSA Travel Plan Coordinator	Before first occupation
Provide a fund for PBSA staff to use public/shared transport e.g. bus, rail and tram taster tickets and/or free cycle time on the Beryl Bikes.	Staff sustainable travel choice	PBSA Travel Plan Coordinator	Before first occupation and ongoing
Host two Dr Bike sessions in the first year after opening, where students get their cycles fixed for free. The success of these sessions will be reviewed, and continued if successful.	Cycling	PBSA Travel Plan Coordinator	Ongoing
Sci-tech Building			
Development website, newsletters, email to employees and posters around the development can all be used to promote sustainable travel options and the benefits.	Sustainable travel choice	Sci-tech Travel Plan Coordinator	Before opening

Measure	To Support	Responsibility	Timeframe
Produce sustainable travel information for tenants to send to their staff. Hard copies could be provided in breakout spaces.	Sustainable travel choice	Sci-tech Travel Plan Coordinator	Before opening and ongoing
Take part in national walking/cycling initiatives such as National Walking Month (May), linked from social media and development website.	Sustainable travel choice	Sci-tech Travel Plan Coordinator	Ongoing
Cycle repair station provided in the cycle store, along with trip-end facilities including showers, changing areas and lockers.	Cycling	Construction	Construction
Ample secure cycle parking provided, including for larger cycles (e.g. recumbent cycles, tricycles, cargo cycles)	Cycling	Construction	Construction
Outdoor cycle parking for cycle couriers and people visiting the development close to building entrances, including space for larger cycle models	Cycling	Construction	Construction
Encourage businesses to implement a cycle to work scheme for their staff so that they can spread the cost of cycle/cycle equipment purchase via salary sacrifice.	Cycling	Sci-tech Travel Plan Coordinator	Ongoing
Host 6-monthly Dr Bike sessions, where a mechanic is on site and will fix cycles for free	Cycling	Sci-tech Travel Plan Coordinator	Ongoing
Explore provision of discounted tickets for staff e.g. through a corporate discount	Public transport	Sci-tech Travel Plan Coordinator	Before opening and ongoing
Encourage businesses to implement a season ticket loan scheme for their staff so that they can spread the cost of public transport annual ticket purchase (which works out cheaper than buying each day/week/month) via salary sacrifice.	Public transport	Sci-tech Travel Plan Coordinator	Ongoing
Encourage car sharing among staff via 'carshare' notice boards / calendar.	Reducing private car use	Sci-tech Travel Plan Coordinator	Ongoing

Appendix A: Development Proposals including Pedestrian and Cycle Connection



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