

FRAMEWORK TRAVEL PLAN

iQ Student Accommodation

Proposed Student Accommodation Development,
Echo Street, Manchester

April 2023

Framework Travel Plan
VN232539

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Contents

1	Introduction	1
	Overview	1
	Travel Plan Objectives	2
	Scope of Report	2
2	Development Proposals	3
	Overview	3
	Amenity Spaces	3
	Public Realm Improvements	3
	Car Parking	4
	Cycle Parking	4
	Access Strategy	5
	Servicing Strategy	5
3	Accessibility by Sustainable Modes of Travel	6
	Overview	6
	Walking Accessibility	6
	Cycling Accessibility	7
	Public Transport Accessibility	8
	Bus	8
	Metrolink	9
	Rail	10
	Greater Manchester Accessibility Level (GMAL)	10
	BREEAM Public Transport Accessibility Index Assessment	11
	Car Club Opportunities	11

4 Travel Plan Measures	12
Travel Plan Coordinator	12
Walking Measures.....	12
Cycling Measures	13
Public Transport Services	13
New Student Welcome Pack.....	13
Taxis.....	14
Student Arrival and Departure Management Plan	14
5 Administration, Targets, Monitoring and Review	16
Administration	16
Monitoring	16
Baseline	16
Targets.....	17
Review	17
6 Draft Action Plan.....	19

Drawings

VN232539-G102	– Walking Catchment
VN232539-G103	– Cycling Catchment

Appendices

Appendix A	– Proposed Site Layout Plans
Appendix B	– Student Travel Survey Example

1 Introduction

Overview

- 1.1 This Framework Travel Plan (FTP) has been prepared by Vectos on behalf of iQ Student Accommodation in support of a proposed student accommodation development at Echo Street in Manchester City Centre.
- 1.2 The location of the site is shown by the red star in **Figure 1.1** below, and in greater detail in **Dwg VN232539-G100**.

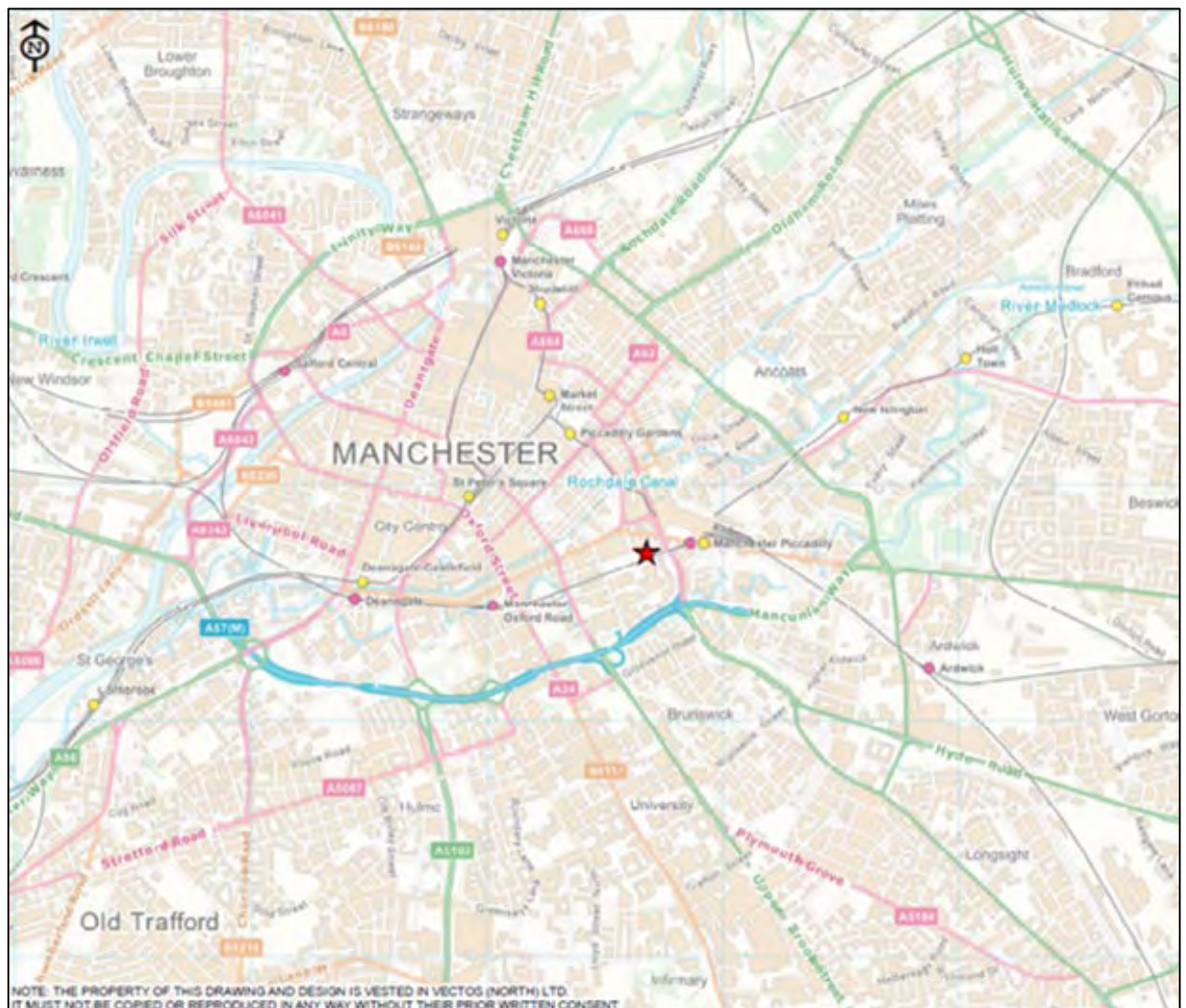


Figure 1.1: Site Location

- 1.3 The development proposals are for purpose-built student accommodation (sui generis) comprising 3 interlinked tower blocks with intermediary linking block buildings, associated amenity space and external landscaping. The development will provide a total of 1,224 purpose-built student accommodation (PBSA) bed spaces.

- 1.4 A Transport Assessment (TA) also accompanies the planning application and that document provides detail on the transport aspects of the proposed development including trip generation forecasts.

Travel Plan Objectives

- 1.5 A Travel Plan is effectively a combination of information, proposals and incentives designed to promote sustainable travel modes and reduce the reliance on travel by private car.
- 1.6 As will be described, this development is highly accessible by means other than the car and will be a car-free development. This means that the development will naturally result in sustainable transport outcomes. The Travel Plan will therefore place a greater emphasis on monitoring the provision of sustainable transport infrastructure, such as cycle parking, and providing residents with the relevant information on alternative travel modes.
- 1.7 The specific aims of the Travel Plan are:
- To encourage the use of alternatives to the private car by residents;
 - To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;
 - To improve the health and well-being of residents of the development through the promotion of travel by walking and cycling; and
 - To ensure that the development is accessible to the widest possible range of services.
- 1.8 It should be noted that this is a working document and is recognised as being the first stage in the Travel Plan process. With a regular turnover of students, it will be important to monitor the effectiveness of various Travel Plan measures so the most effective measures are prioritised toward subsequent groups of students.
- 1.9 This document will set out the principle strategies of the Travel Plan which will then inform the subsequent development of the operational Travel Plan.

Scope of Report

- 1.10 Following this introductory chapter, this TP comprises a further five chapters as follows:
- Section 2 summarises the development proposals;
 - Section 3 presents an audit of the accessibility of the site by sustainable travel modes;
 - Section 4 provides information on the role of the Travel-Plan Co-Ordinator and outlines the measures that the Travel Plan will adopt;
 - Section 5 provides information on the on-going targets and monitoring of the Travel Plan; and
 - Section 6 provides an Action Plan for delivery of the Travel Plan.

2 Development Proposals

Overview

- 2.1 The development proposals are for purpose-built student accommodation (sui generis) comprising 3 interlinked tower blocks with intermediary linking block buildings, associated amenity space and external landscaping. The development will provide a total of 1,224 purpose-built student accommodation (PBSA) bed spaces.
- 2.2 A copy of the proposed site layout plan and basement plan is provided at **Appendix A** to this report.
- 2.3 Bed spaces will be provided within each of the 3 tower blocks, as well as in the linking block buildings. The breakdown of each proposed block is as follows:
- Block A (adjacent to Vimto Gardens)
 - o 16-storeys, providing 120 studios and 75 cluster bedrooms (225 bed spaces total)
 - Block B (middle block)
 - o 22-storeys, providing 115 studios and 255 cluster bedrooms (370 bed spaces total)
 - Block C (adjacent to Echo Street)
 - o 28-storeys, providing 162 studios and 275 cluster bedrooms (437 bed spaces total)
 - Link block AB (connecting blocks A and B)
 - o 12-storeys, providing 80 studios
 - Link block BC (connecting blocks B and C)
 - o 16-storeys, providing 112 studios

Amenity Spaces

- 2.4 A number of high quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include a reception, lounge areas, study-space, a gym and post lockers. The majority of these amenity spaces would be provided at ground floor level in order to overlook and activate the public realm.

Public Realm Improvements

- 2.5 A number of public realm improvements are proposed along Granby Row and Echo Street and these can be seen in the proposed site plan provided at **Appendix A**.
- 2.6 It can be seen from this plan that under the proposals, the footway along the southern side of Granby Row would be widened along the site frontage. Additionally, raised table arrangements will be provided to act as a traffic calming measure and to aid pedestrian movement across the street, and improved surface treatments will be provided. The pedestrian environment will therefore be significantly improved by these changes which will help to promote pedestrian movement to and from the site.

- 2.7 Eight of the existing thirteen on-street car parking bays along Granby Row adjacent to the site will be retained and two of these will be designated as disabled bays. It has been observed that these bays are under-utilised, and the proposed loss of five bays along Granby Row is not anticipated to result in any impact on overall parking provision in the City Centre. The availability of short term parking along Granby Row will provide a convenient parking resource for those visiting the site by car.

Car Parking

- 2.8 No car parking will be provided within the site. It is expected that the majority of trips to and from the site will be made by modes other than the private car. The site is located in a highly accessible location for walking, cycling, bus, Metrolink and rail and therefore providing a car-free development at this location is considered acceptable.
- 2.9 Eight on-street pay and display car parking bays will be retained on Granby Row along the site frontage offering 2-hour parking. Two of these will be designated as disabled bays to facilitate convenient car access to the development for the mobility impaired. It should be noted that blue badge holders can park within on-street parking bays in the city centre for free without a time limit and therefore students at the development who may require a disabled parking facility will be suitably accommodated with this arrangement.
- 2.10 A number of public car parks have been shown to be available within a short walk of the site along with car club opportunities, and additionally there is excellent taxi provision located from outside Manchester Piccadilly Railway Station around 200m east of the site.
- 2.11 It is considered that students choosing to live in the city centre will not expect to have a car parking space and will choose to live in this location with the expectation of using sustainable modes of travel rather than a private car. Providing a car-free development for these tenure types is therefore considered appropriate for this location.
- 2.12 This car-free strategy is considered entirely appropriate for the site's City Centre location and accords with Policy T2 of the Manchester City Council Core Strategy, which states that new development within the City Centre should provide *'a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development.'*

Cycle Parking

- 2.13 To enhance the convenience of cycle use and help promote this sustainable form of transport, 313 long stay cycle spaces will be provided within the site and 8 short-stay cycle spaces will be provided externally.
- 2.14 The long stay cycle parking will be provided within two secure cycle stores within the basement level of Blocks A and B, as shown in the proposed basement layout plan at **Appendix A**. The cycle parking will be a mix of single and double height stands.
- 2.15 The basement will be accessed via secure access gates leading onto Echo Street. The gates will be fob controlled for ease of access. Access to the basement will also be available from within the building via lift or stairs.

- 2.16 The proposed cycle parking provision is slightly above 0.25 spaces per bedroom which is the ratio that MCC identified as an appropriate minimum provision for this development. This level of provision is therefore considered appropriate for this development.
- 2.17 A total of 8 cycle parking spaces will be provided within the improved public realm on Granby Row in the form of 4 Sheffield stands.
- 2.18 The site benefits from being located 50m from a University of Manchester cycle parking facility which is located underneath the nearby railway arches. This facility provides over 120 covered spaces, and access to this is by key card for University of Manchester students only. There are a number of additional uncovered cycle spaces provided in this area for all users, and therefore this facility could present a further convenient cycle storage location for visitors to the site.

Access Strategy

- 2.19 Vehicular access to the site will be provided from its south-eastern corner on Echo Street. This access will be ramped, and it will provide access to the rear of the building for maintenance vehicles only. This will also be the access point for cyclists accessing and exiting the cycle store with their bike.
- 2.20 Pedestrian access will be provided from the northern façade of the development on Granby Row via a security lobby.

Servicing Strategy

- 2.21 A new loading bay will be provided on Echo Street. This will provide a convenient location for servicing and loading activity associated with the proposed development, and all servicing and loading activity will therefore be directed to Echo Street.
- 2.22 The loading bay is able to accommodate two small vans at one time, or a larger vehicle such as a refuse vehicle. Loading activity can also occur along Echo Street and Granby Row in accordance with the waiting restrictions on these roads however it is expected that the level of servicing and delivery activity generated by the development can be accommodated within the new loading bay.
- 2.23 Refuse collection will take place from Echo Street close to the bin store.

3 Accessibility by Sustainable Modes of Travel

Overview

- 3.1 This section of the report provides a review of the accessibility of the site by sustainable travel modes including an audit of pedestrian and cycle infrastructure in the area.
- 3.2 The site is aiming to achieve a high BREEAM score, and therefore, this section of the report considers various criteria contained within BREEAM Tra 01 (Public Transport Accessibility). In order to achieve these BREEAM credits, consideration has been given to the requirements for all users to be able to access the site accounting for varying levels and types of disability.

Walking Accessibility

- 3.3 The Institution of Highways and Transportation (IHT) document '*Guidelines for Providing for Journeys on Foot*' (2000) suggest that a desirable walking distance for commuting purposes is 800 metres with the preferred maximum distance being 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.4 In line with this guidance, **Dwg VN232539-G102** represents an 800m and 2km walking catchment from the site. This plan shows that an 800m catchment includes Manchester Piccadilly Railway and Metrolink stations, as well as a number of amenities within the Railway Station and on Station Approach. Furthermore, the 800m catchment includes key parts of Manchester City Centre such as Piccadilly Gardens. A 2km catchment is shown to cover the entirety of the City Centre providing access to extensive retail, employment and leisure opportunities. This catchment extends outside of the City Centre into parts of nearby residential areas including Ardwick and Brunswick. Notably, the 2km catchment includes the main campuses for both The University of Manchester and Manchester Metropolitan University.
- 3.5 The development will include some amenities within the site such as a cinema and games room that will help to reduce the need for students to travel off site. There is however a wide range of accessible amenities within a short walk of the site, a sample of which are identified in **Table 3.1**.

Accessible Amenity	Approx. distance from site
Costa Coffee	210m
Sainsbury's Local	200m
Boots Pharmacy	250m
Co-Op	300m
ATM	180m
Vimto Park green space	80m
Gym	190m
Charles St Nursery	380m
GP Surgery 'The Docs'	480m

Table 3.1: Sample of Accessible Amenities within 500m of the Site

- 3.6 Given the City Centre location of the proposals, accessibility for pedestrians to the surrounding area is very good and existing pedestrian links are present around the site which lead to the primary routes towards the centre of Manchester. All footways in the surrounding area are lit and there are crossing facilities across all the main highways, including across all arms of the A6 / B6469 crossroads junction to the east of the site. To support disabled users, footways are generally wide and most junctions are supported by dropped kerbs and tactile paving.

Cycling Accessibility

- 3.7 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed of 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Dwg VN232539-G103**.
- 3.8 It can be seen in **Dwg VN232539-G103** that a 5km catchment encompasses the whole of Manchester City Centre and much of the surrounding conurbation including Whalley Range, Longsight, New Islington, Ancoats, Cheetham Hill and the main campus for the University of Salford.
- 3.9 **Figure 3.1** shows an extract from the Manchester Cycle Map which provides details on the cycle infrastructure in the vicinity of the site, with the site location shown by the red star.

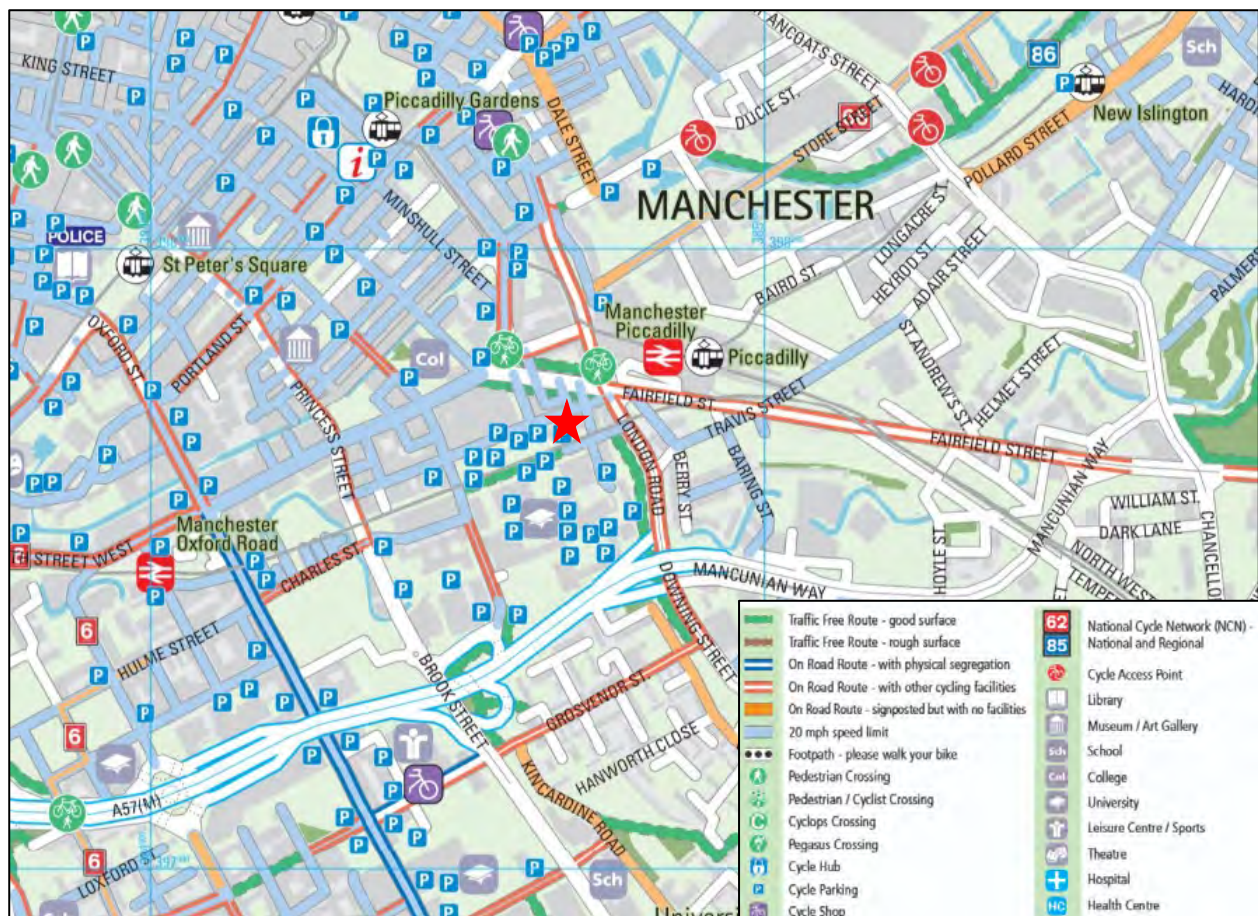


Figure 3.1: Manchester Cycle Map Extract

- 3.10 It can be seen from **Figure 3.1** that there are on-road routes along the B6469 Fairfield Street, presenting a coherent cycle route to the east of the site, and the A6 London Road. There are a number of traffic free routes in the immediate vicinity of the site, such as along the western section of Altrincham Street. The Oxford Road cycle lane corridor, which is an on-road route with physical segregation, runs to the south-west of the site and it can be accessed via Grosvenor Street, Downing Street and then the A6 London Road which are all on-road routes. It is therefore considered that the site is well located to encourage trips by cycle.

Public Transport Accessibility

- 3.11 Travel by public transport represents a key mode choice for journeys to and from the site given the site's excellent location in relation to public transport nodes.

Bus

- 3.12 The location of the site within Manchester City Centre means that it benefits from the many bus services that originate and terminate in the city. Whilst 400m is regarded ideally as the maximum walk distance to bus stops, where there are high frequency services it is not appropriate to be prescriptive in respect of this distance.
- 3.13 Piccadilly Gardens Bus Station lies approximately 600m north of the site, opening up the use of this bus station for regular bus travel to and from the site. Piccadilly Gardens Bus Station provides access to key local destinations to the south of the Greater Manchester conurbation such as East and West Didsbury, Sale, Altrincham, Stockport, Manchester Airport and Woodford.
- 3.14 A plan showing the site location in relation to the surrounding city centre bus network is shown in **Figure 3.2**.



Figure 3.2: Site Location and Surrounding City Centre Bus Network

- 3.15 It can be seen that the site is close to the city centre Free Bus service routes 1 to 3 that provide frequent links around the city, with stops on Whitworth Street and Aytoun Street.

- 3.16 Public bus services are also available from Sackville Street, London Road, Princess Street and Oxford Road, with Oxford Road in particular providing a high frequency of bus services that link to the south of the city including university campuses such as the 42, 43, 142 and 143.
- 3.17 Bus services from the A6 provide a frequent connection to a number of destinations including Stockport, Denton, Levenshulme, Ashton-under-Lyne and Stalybridge, as well as Manchester City Centre. All of these services are reachable within 400m of the site and as such, it is considered that the site is highly accessible by this mode of travel.
- 3.18 All buses in Greater Manchester are designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:
- Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and
 - Free off-peak local bus travel for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.
- 3.19 In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.

Metrolink

- 3.20 The Manchester Metrolink tram network currently covers much of the Manchester conurbation, and the Manchester Piccadilly Metrolink station is located around 200m from the site. This station is easily accessible on foot via the existing footway network in the vicinity of the site and crossing facilities at the A6 / B6469 crossroads junction. There is also step free access to the metrolink platform. With the extensive network that the Metrolink covers, it is considered that it will offer an excellent option for travel to the site. The Metrolink network is shown in full in **Figure 3.3**.

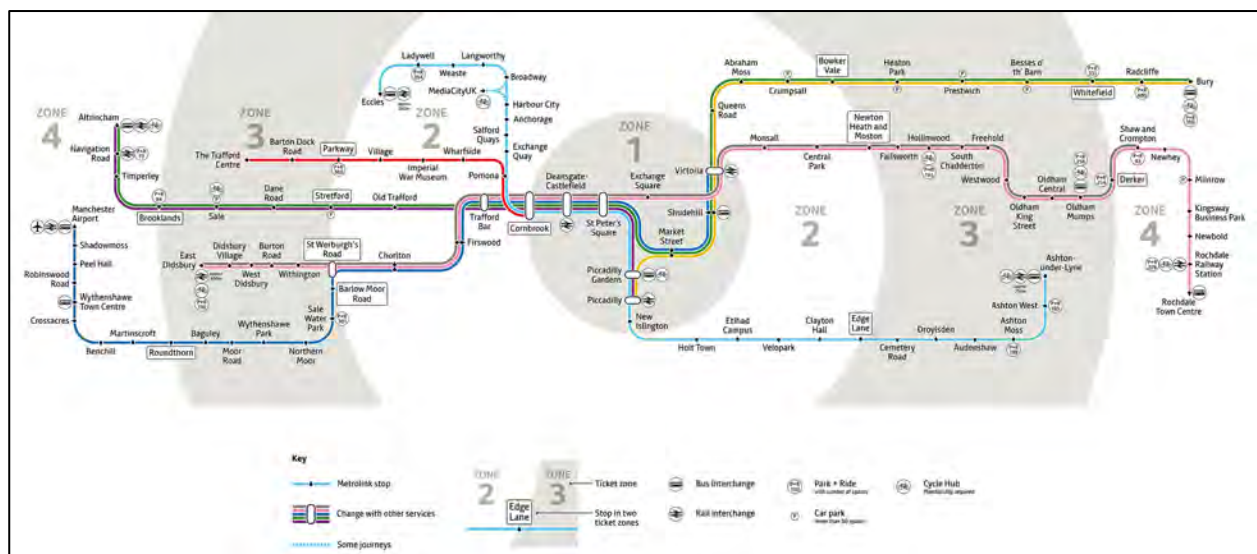


Figure 3.3: Manchester Metrolink Network

- 3.21 All Metrolink trams and stops comprise step free access to assist wheelchair users, and benefit from the appropriate signage and emergency call points.

Rail

- 3.22 The site is located around 200m to the west of Manchester Piccadilly Railway Station, which is a major national rail hub providing links to regional and national destinations including London, Leeds, Birmingham and Liverpool. Furthermore, the site is located 700m to the east of Manchester Oxford Road Railway Station which provides further links to national and regional destinations. The site is therefore in an excellent location to maximise the potential for trips by this sustainable mode of transport.

Greater Manchester Accessibility Level (GMAL)

- 3.23 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.
- 3.24 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.
- 3.25 **Figure 3.4** provides an extract of the GMAL Map for the area in the vicinity of the site, with the site location shown by the red star.

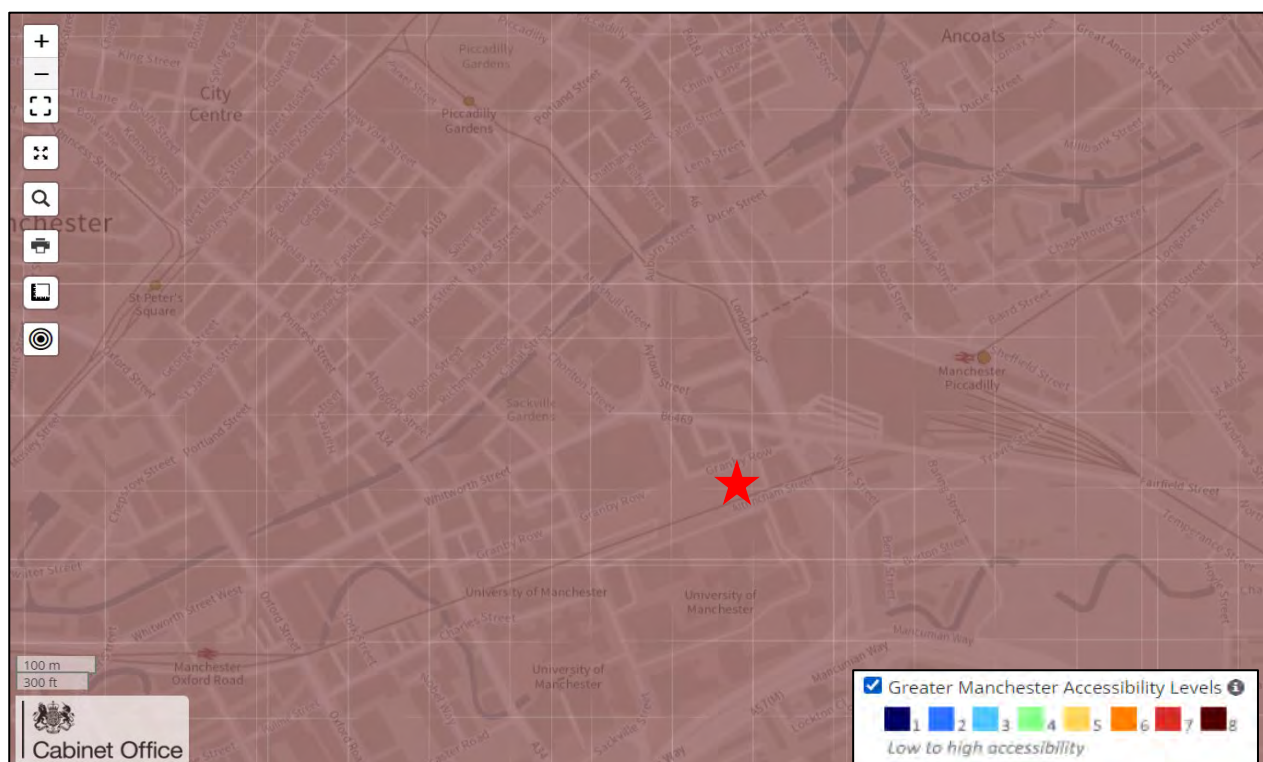


Figure 3.4: GMAL Map Extract

3.26 **Figure 3.4** shows that the site has a GMAL of 8 indicating that it is in a highly accessible area, and amongst the most accessible locations in Greater Manchester with excellent connections to local and regional public transport services. As a result, it would be easy to access the site without needing a car and this therefore confirms that the site represents great potential for being a car-free development.

BREEAM Public Transport Accessibility Index Assessment

3.27 A BREEAM pre-assessment for the site has also been conducted and the findings submitted to support the planning application. TRA01 outlines that the aim of this assessment is to recognise and encourage development in proximity of good public transport networks, thereby helping to reduce transport-related pollution and congestion.

3.28 The BREEAM Public Transport Accessibility Index Calculator has been used to generate the Accessibility Index for the development. An extract of this score is provided in **Figure 3.5**.

BREEAM 2018 Tra01/02 Accessibility Index calculator

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Multi-residential

No. nodes required: 3

Select

NODE 1

Public transport type	Bus
Distance to node (m)	150
Average frequency per hour	22

Service 1: 6, Service 2: 2, Service 3: 6, Service 4: 2, Service 5: 6, Service 6: 2, Service 7: 6, Service 8: 2, Service 9: 6, Service 10: 2

NODE 2

Public transport type	Bus
Distance to node (m)	150
Average frequency per hour	2

Service 1: 6, Service 2: 2, Service 3: 6, Service 4: 2, Service 5: 6, Service 6: 2, Service 7: 6, Service 8: 2, Service 9: 6, Service 10: 2

NODE 3

Public transport type	Rail
Distance to node (m)	200
Average frequency per hour	3

Service 1: 24, Service 2: 8, Service 3: 3, Service 4: 2, Service 5: 2, Service 6: 2, Service 7: 2, Service 8: 2, Service 9: 2, Service 10: 2

AWC XC EMR Northern TPE TFW

Accessibility Index: 25.90

Figure 3.5: BREEAM Public Transport Accessibility Index Calculator

3.29 It can be seen in **Figure 3.5** that the proposed development has an Accessibility Index of 25.90, which is considered to be an exceptional score. This score will therefore help the site to achieve its desired “excellent or better” BREEAM accreditation.

Car Club Opportunities

3.30 There are several car club sites in the area including on Samuel Ogden Street around 320m from the site. Car clubs provide the option of using a car without the need to own a car and can therefore help to sustain car free developments.

4 Travel Plan Measures

- 4.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied. It is noted that as the site will provide no car parking, the vast majority of trips to and from the site will be undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel to student groups at the development.
- 4.2 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator(s).
- 4.3 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator(s) should investigate other potential initiatives which could be beneficial based on circumstances at the time.
- 4.4 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Travel Plan Coordinator

- 4.5 The Travel Plan will be managed by the Travel Plan Coordinator. The role of the Travel Plan Coordinator will be to manage the implementation of the Travel Plan and associated action plan. The role will also include evaluating and reporting on the effectiveness of the Travel Plan.
- 4.6 A Travel Plan Co-ordinator will be appointed prior to the proposed development being occupied.
- 4.7 The Travel Plan Co-ordinator will ultimately be appointed by the developer. Vectos will act as the interim Travel Plan Co-ordinator for the development with a site Travel Plan Co-ordinator appointed within 3 months of occupation.

Walking Measures

- 4.8 Many amenities including Manchester main University campuses and the City Centre are within walking distance of the site. Public realm improvements in the area will reduce the dominance of the motor vehicle creating a more pleasant environment for pedestrians.
- 4.9 Measures to further encourage walking as part of a multi-modal journey might include:
- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
 - Simple review of local street furniture such as bollards, seating to ensure locations are appropriate and do not introduce hazard to visually impaired. Where appropriate white strips can be affixed to bollards and tactile paving used to warn of hazards such as steps; and
 - Travel Plan Co-ordinator liaison with the Highway Authority to ensure that potential pedestrian walking routes are appropriately maintained and signed.

Cycling Measures

- 4.10 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. Further measures to encourage cycling might include:
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for students;
 - Practical advice on cycle maintenance, safety information and local route information;
 - Advertisement of a local bicycle user group to new students;
 - Special travel events could be promoted at the site; and
 - The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.

Public Transport Services

- 4.11 As previously noted, Piccadilly Gardens Bus Station is located approximately 600m north of the site and there are additional bus services within the 400m along the A6 London Road and the B6469 Whitworth Street. Furthermore, the site is located 200m to the west of Manchester Piccadilly Metrolink and Railway Stations.
- 4.12 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:
- Up to date information provided on bus, Metrolink and train services, including route information and service frequencies, available through links such as:
 - o <https://my.tfgm.com/#/planner/>
 - o <http://www.nationalrail.co.uk/>
 - The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
 - The Travel Plan Co-ordinator to bring to the bus, Metrolink and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
 - Promote Travel Discount offers and TravelCards such as 'Get me There'.

New Student Welcome Pack

- 4.13 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each student on the site. Based on the above, the 'Welcome Pack' will be provided to all students. The pack will include information on sustainable transport facilities as contained in the Accessibility Section of this Travel Plan.

4.14 The ‘Welcome Pack’ will include details on the intentions of the Travel Plan and why the Travel Plan has been produced, as well as contact details for the Travel Plan Co-ordinator. The packs will include current information on sustainable modes of transport such as:

- Health and financial benefits associated with use of sustainable forms of transport;
- Walking and cycling routes in the area;
- Site-specific information on public transport (e.g. location of nearby bus stops / railway stations and which services are available from them); and
- Travel Plan Co-ordinator contact details, links to useful website with appropriate public transport information, car share schemes, etc.

Taxis

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

Student Arrival and Departure Management Plan

4.16 There is a time period which needs particular consideration for the highway operation and that is period when students are being dropped off at their accommodation at the start of term or are being picked up at the end of term. Given the large number of students on site, any arrivals in cars by parents or others needs to be managed.

4.17 A Management Plan will be developed by the operator of the PBSA to include details of how vehicular movements will be managed for the arrival and departure of students at the start and end of each academic year and that they can be controlled to avoid any problems of traffic congestion in the area associated with this activity.

4.18 All students taking up accommodation will be informed of the car parking limitations and restrictions in place in the vicinity of the site. This information will be provided as part of the travel information pack sent to each student before the start of the academic year together with details of the sustainable travel opportunities for arrivals and departures.

4.19 Upon gaining a tenancy, the students will be required to contact the management team to agree an appointment move in date and time. At this point, students will be notified of the limited parking availability on site and the accessibility by modes other than the car. 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.

4.20 The main periods for moving in / out will be at weekends or off-peak periods. The management team will employ additional staff to assist in traffic management these days.

4.21 During this period, vehicles will be able to enter the site and offload the student’s baggage into a secure dedicated area at the ground level of the accommodation or in the service yard area. Generally, the students will not be allowed to offload their belongings immediately into their allocated bedroom. This requirement will limit the amount of time taken to off load any vehicles, and upon completion of offloading, the vehicle must be immediately moved away from the site.

- 4.22 Information will be provided to students on all public car parks within the locality that can be used for longer periods of parking post drop off.
- 4.23 Generally, students will vacate at different times as they usually depart upon completion of their exams which spreads the demands over many weeks. Experience shows that disruption during the checking out process is generally minimal, however students will be required to book a time slot where they can arrange for a vehicle to enter the site and collect their belongings.
- 4.24 MCC Highways Department will be advised of the arrival and departure dates for the students, and they will be provided with contact details for a member of the management team should an issue arise.

5 Administration, Targets, Monitoring and Review

Administration

- 5.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide students with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for students and other outside organisations in all matters regarding travel.
- 5.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:
- The operation of the Plan;
 - Management of the allocated budget;
 - Maintenance of a database containing existing travel information;
 - Monitoring of the Travel Plan;
 - The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
 - Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
 - Liaison with Public Transport providers (where appropriate);
 - Promotion of the Travel Plan; and
 - Promotion of travel events.
- 5.3 The Action Plan for the implementation of the Travel Plan is discussed in the subsequent section of this document.

Monitoring

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

Baseline

- 5.5 Travel surveys and counts are to be conducted to determine the baseline from which the effectiveness of the Travel Plan will be evaluated. These could be supplemented by a questionnaire survey for students.
- 5.6 It is envisaged that the first questionnaire surveys will be issued to students as part of the Travel Pack. An example of a Student Travel Survey is provided in **Appendix B**.
- 5.7 Within 6 months of first occupation, that survey data will be collected and analysed. This will establish the baseline upon which to set targets and monitor progress.

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

- Monitoring the use of cycle parking;
- Monitoring the demand for additional cycle parking;
- Monitoring of the Travel Plan budget and spending; and
- Recording of comments/observations received on transport and travel to the site.

5.9 A programme of monitoring and review will be designed to generate information by which the success of the Plan can be evaluated. Monitoring and review will be the responsibility of the Travel Plan Co-ordinator.

Targets

5.10 Following the establishment of the baseline, a full Travel Plan for the site will be produced which will include targets (to be agreed with the Local Authority).

5.11 It is envisaged that targets will be set for the percentage of trips by sustainable modes over a five-year period. It may be possible to increase the number of walking and cycling trips by a percentage (to be agreed) over a five-year period to assist with general health and wellbeing.

5.12 For the travel targets, modal share information derived from the TRICS database has been used as an initial guide, based upon the trip forecasts presented in the TA. Those forecasts predict that 96% of trips to and from the development will be by sustainable modes. Therefore there is little scope to improve on this, however the focus for the Travel Plan will be on increasing active travel as this has the greatest benefits in terms of pollution and health outcomes, and in particular cycle use which is forecast to start from a low baseline level of 1%. The initial modal share targets are summarised in **Table 5.1**.

Mode	Forecast Baseline Percentage Share	Target Mode Share (+5 years)
Car	4%	1%
Bus / Metrolink	33%	33%
Rail	13%	13%
Cycle	1%	3%
Walk	48%	49%
Total	100%	100%

Table 6.1: Initial Student Travel Mode Share Targets

5.13 The above targets are initial baselines from which to make useful judgements about modal share at the opening of the development, but a bespoke set of future targets for the Travel Plan will be developed based upon the results of the travel plan survey of students.

Review

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

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

- Analysis of the latest travel survey responses;
- Review of the Travel Plan budget and spending;
- The latest bus, cycle, and walking route information;
- Consideration of any subsequent development or new transport provision in the local area and its implications for the Plan;
- Review of targets for the future year;
- Any additional measures, any changes/refinements to existing measures; and
- Evaluation of the success of the various measures implemented to date.

6 Draft Action Plan

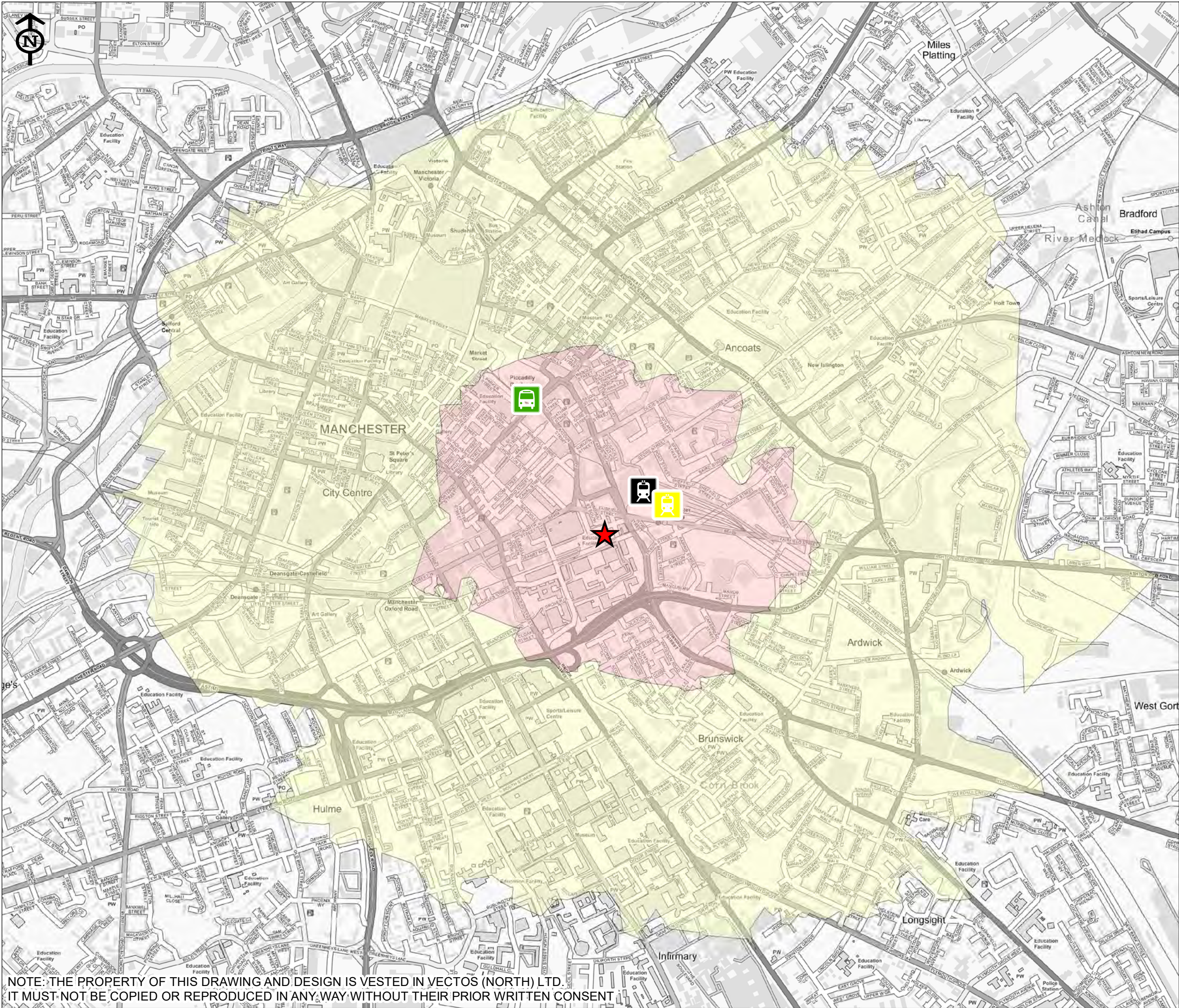
6.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 6.1** overleaf. The Action Plan should:

- Include a time frame for each action to provide a clear approach for the implementation of the Travel Plan;
- Name the person who is to be responsible for making sure the actions are accomplished; and
- Include a range of measures of varying degrees of complexity. It is important to ensure that all measures are attempted and that not just the easiest measures are achieved.

Table 6.1: Draft Action Plan

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Co-ordinator	As per planning approval	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking	As per planning approval	Developer
Construct quality pedestrian links to access the site	As per planning approval	Developer
Set up Travel Plan budget	As per planning approval	Developer
Sustainable travel information included within initial information pack	During sales period	Developer
Investigate potential for community website	During sales period	Travel Plan Coordinator
Establish contact with local cycle store	During sales period	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for students	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3 rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make students aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for students	On-going	Occupier's Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator

Drawings



Legend

- ★ Site Location
- Manchester Piccadilly Metrolink Stop
- Manchester Piccadilly Railway Station
- Piccadilly Gardens Bus Station

Walking Catchment

- 0 - 800m
- 800m - 2km

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CLIENT:

iQ Student Accomodation

PROJECT TITLE:

Echo Street, Manchester

DRAWING TITLE:

Walking Catchment

SCALE: 0 0.3 0.6 km

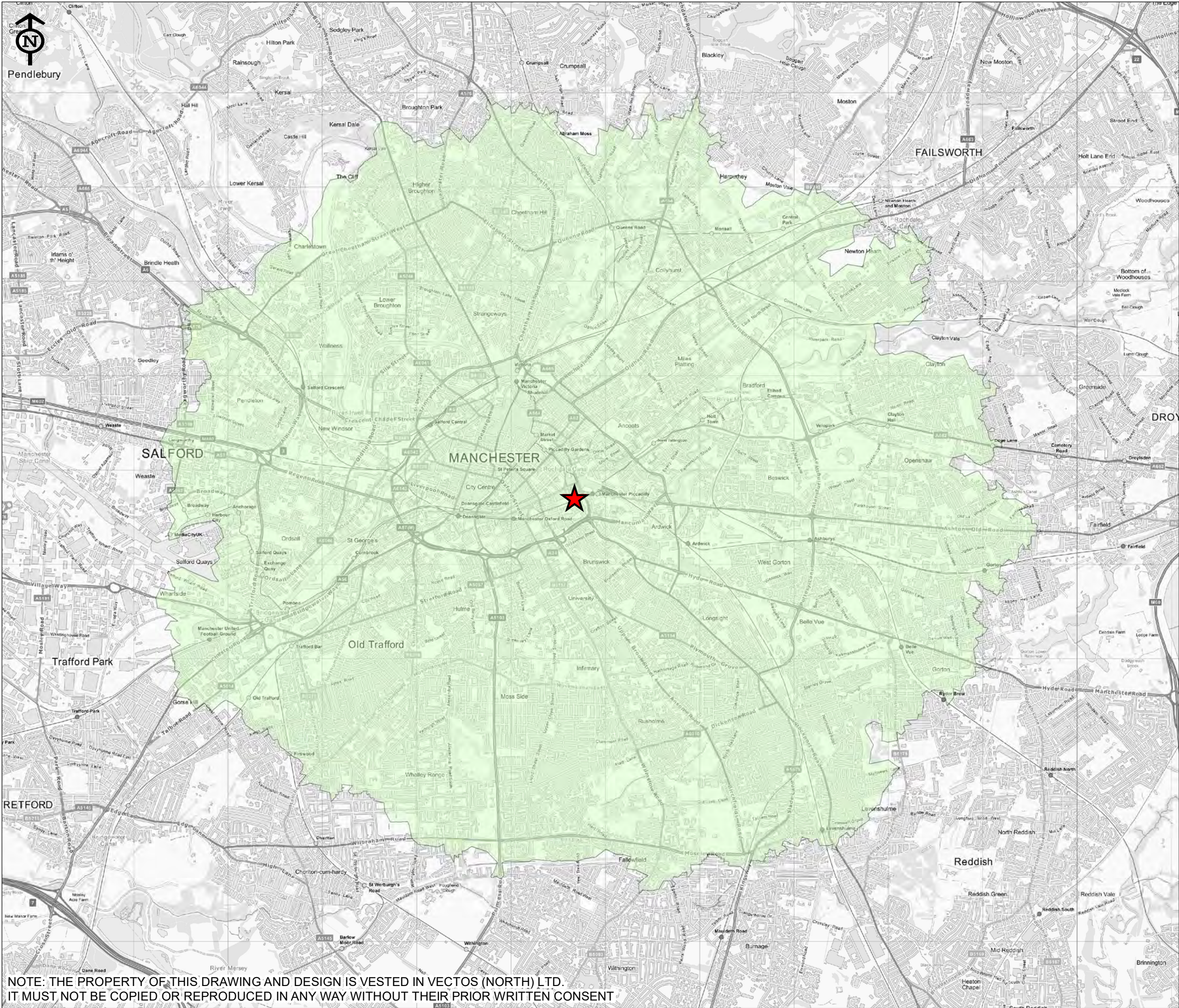
DRAWN: CJ CHECKED: TR DATE: 31/01/2023

vectos.
— PART OF SLR

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Legend

 Site Location

Cycling Catchment

 0 - 5km

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CLIENT:

iQ Student Accomodation

PROJECT TITLE:

Echo Street, Manchester

DRAWING TITLE:

Cycling Catchment

SCALE: 0 1 2 km

DRAWN:	CJ	CHECKED:	TR	DATE:	01/02/2023
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Appendices

Appendix A

Proposed Site Layout Plan

- NOTES:**
1. Do not scale from this drawing.
 2. Always work to noted dimensions.
 3. All dimensions are in millimetres unless otherwise stated.
 4. All setting out, levels and dimensions to be agreed on site.
 5. The dimensions of all materials must be checked on site before being laid out.
 6. This drawing must be read with the relevant specification clauses and detail drawings.
 7. Order of construction and setting out to be agreed on site.

KEY

- PLANNING APPLICATION BOUNDARY**
- NETWORK RAIL OWNERSHIP BOUNDARY**
- LAND OWNERSHIP BOUNDARY**

HARDWORKS

- H1 PERFECTA PAVING**
Location: To Footpaths
Product: Marshalls 'Perfecta' or equal and approved
Size: 400 x 400 x 50mm
Laying: Stretcherbond - Rigid Buildup
- H2 YORKSTONE PAVING**
Location: To Main Entrance to Building
Product: Marshalls 'Scoutmoor' or equal and approved
Size: 600 x 300 x 50mm
Laying: Stretcherbond - Rigid Buildup
- H3 YORKSTONE SETTS**
Location: To Granby Row Pedestrian Crossing
Product: Marshalls 'Scoutmoor' or equal and approved
Size: 150 x 80 x 40mm
Laying: Stretcherbond - Rigid Buildup
- H4 TEGULA SETTS**
Location: To Parking Bays on Granby Row
Product: Marshalls 'Tegula Cobble' or equal and approved
Colour: Traditional
Size: 80 x 80 x 40mm
Laying: Stretcherbond - Rigid Buildup
- H5 TEGULA SETTS**
Location: To demonstrate parking bays + to hatched area of disabled bays
Product: Marshalls 'Tegula Cobble' or equal and approved
Colour: Permanent Grey
Size: 80 x 80 x 40mm
Laying: Stretcherbond - Rigid Buildup
- H6 HRA CARRIAGEWAY - TO BE RESURFACED**
Location: Existing surface to be planned off.
Product: Task coat & New Blacktop HRA surface to be laid.
Size: To Engineer's Specification.
Laying: Re-lined as required to match existing highway arrangements.
- H7 GRAVEL STRIPE**
Location: To southern building facade interface
Product: C20 Stone Budd 'Thames Gravel' or equal and approved
Colour: Buff
Size: 20mm

SOFTWORKS

- PROPOSED TREE PLANTING - IN HARD**
Planted in imported topsoil, underground gully & connected to drainage system as required.

LIGHTING

- Note:**
- LUX level requirements and design subject to discussion with MEP Engineer
- LIGHTING COLUMN**
- Approximate setting positions & numbers
- Luminaire & Column to be replaced with MCC Adaptable standard (Philips Mini Lume or similar).
- Strategy & Specification to be developed
- WALL MOUNTED LIGHTING**
- To be installed on building facade
- (specify Luminaire Wall 2200 or equal and approved)
- Mounted at 4m Height.
- Subject to discussion & co-ordination with architects.

FURNITURE

- CYCLE STAND**
Type: Steel flatbar square profile.
Finish: Powdercoated (mat), Colour TBC.
Product: 'Ekkiflex' by Runge or similar.
- TREE FRAME**
Type: 40x60x100mm Recessed Metal Tree Frame laid flush to adjacent paving
Material: Stainless Steel
Size: 2.8 x 1.8 m.
Loose pea gravel infill - 6mm Aggregate
- AUTOMATIC PERFORATED METAL GATE 1**
- Metal gate with steel mesh screens fixed to steel box frame.
- Gates and screens to be porous for wind mitigation.
- To include set of doors for vehicular / cycle access.
Location: To gated access point off Echo Street and fire exit to western courtyard.
Material: Galvanised Steel, Flatbar.
Finish: Powder coated (mat), Colour TBC.
Size: Varies
- AUTOMATIC PERFORATED METAL GATE 2**
- Gate to be porous for wind mitigation
Location: To basement servicing room
Material: Galvanised Steel, Flatbar.
Finish: Powdercoated (mat), Colour TBC.
Size: Approx 4.5m x 2.3m
- DEEP PROFILE FLATBAR STEEL RAILING**
- To be installed on existing wall
Location: To Vento Park interface wall
Material: Galvanised Steel, Flatbar.
Finish: Powdercoated (mat), Colour TBC.
Size: Approx 4.5m x 1.5m
- ACCESS CONTROL BOLLARD**
Location: To West Boundary / Maintenance Zones
Product: BKAT 0060-FD or equal and approved
Supplier: Shropshire or equal and approved
Material: Steel
Control: Telescopic / Fold-down TBC.
- STATIC BOLLARD**
Location: To Gated Access Point + Maintenance Ramp off Echo Street
Product: 'Chant' or equal and approved
Supplier: Marshalls or acceptable equivalent.
Material: Galvanised steel, Powdercoated RAL TBC.
- PLATFORM LIFT**
- To architects drawings for details
Location: To back of Eastern courtyard
- METAL PLANTER**

P06	26-04-23	Ramp updated	RM	RM
P05	14-04-23	Amends following building layout updates	YH	RM
P04	29-03-23	Dwg no. updates	YH	RM
P03	22-03-23	Details added to keys	YH	RM
P02	08-03-23	Courtyard layout updated	YH	RM
P01	02-03-23	Adopted from old drawing	YH	RM

Revision	Date	Description	Drawn	Apprvd.
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Client IQ Student Accommodation

Project Echo Street, Manchester

Drg Title Externals GA

Created on 02-03-23
Created by YH
Approved by RM

Scale 1:200
Size A1
Workstage Comments

Drg No. PL1832-PLA-XX-ZR-DR-L-0001
Suitability S3

Appendix B

Example Student Travel Survey

Student Travel Survey

Please complete this Survey by _____(date)

1 **Name*** _____

2 **Apartment Number *** _____

Providing your name / address is not essential but it does help us target measures.

3 **Gender**

- 1 ☐ Male (inc. transgender men)
2 ☐ Female (inc. transgender women)
3 ☐ Prefer to self describe as _____
(please specify)
4 ☐ Rather not say

4 **Age**

- 1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

5 **Is your Education?**

- 1 ☐ Full Time 2 ☐ Part Time

6 **How many days do you typically travel to University and at what time?**

Days _____ Start Time _____
Finish Time _____

7 **If you have a job, how many days do you typically travel to work and at what time?**

Days _____ Start Time _____
Finish Time _____

8 **On your last trip to University, which form of transport do you usually use?**

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Scooter
10 ☐ Other (specify)

9 **How long does it normally take you to travel to University?**

- 1 ☐ 0 to 10 minutes
2 ☐ 11 to 15 minutes
3 ☐ 16 to 30 minutes
4 ☐ 31 to 45 minutes
5 ☐ More than 45 minutes

10

If you work, which form of transport do you usually use?

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Scooter
10 ☐ Other (specify)

11 **Do you have a Bike at Echo Street?**

- 1 ☐ Yes 2 ☐ No

12 **Have you used the cycle parking on site?**

- 1 ☐ Yes 2 ☐ No

13 **If so how many times in the last 6 months**

14 **Do you have a Disability that may affect your travel arrangements?**

- 1 ☐ Yes 2 ☐ No

15 **If there are any issues which prevent you from cycling please indicate all that apply below:**

- 1 ☐ Concerns over Road safety
2 ☐ Security and risk of theft
3 ☐ Weather
4 ☐ Fitness/Ability to ride
5 ☐ Lack of cycle lanes
6 ☐ Cost
7 ☐ Maintenance problems
8 ☐ Other (specify)

16 **Do you own a car?**

- 1 ☐ Yes 2 ☐ No

17 **If yes where is it normally parked.**

18 **Your views and ideas are important, so please add any other comments about your travel experiences.**

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