



CS Moss Lane East Ltd

Moss Lane East, Manchester

Travel Plan

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RSK



RSK GENERAL NOTES

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1 INTRODUCTION

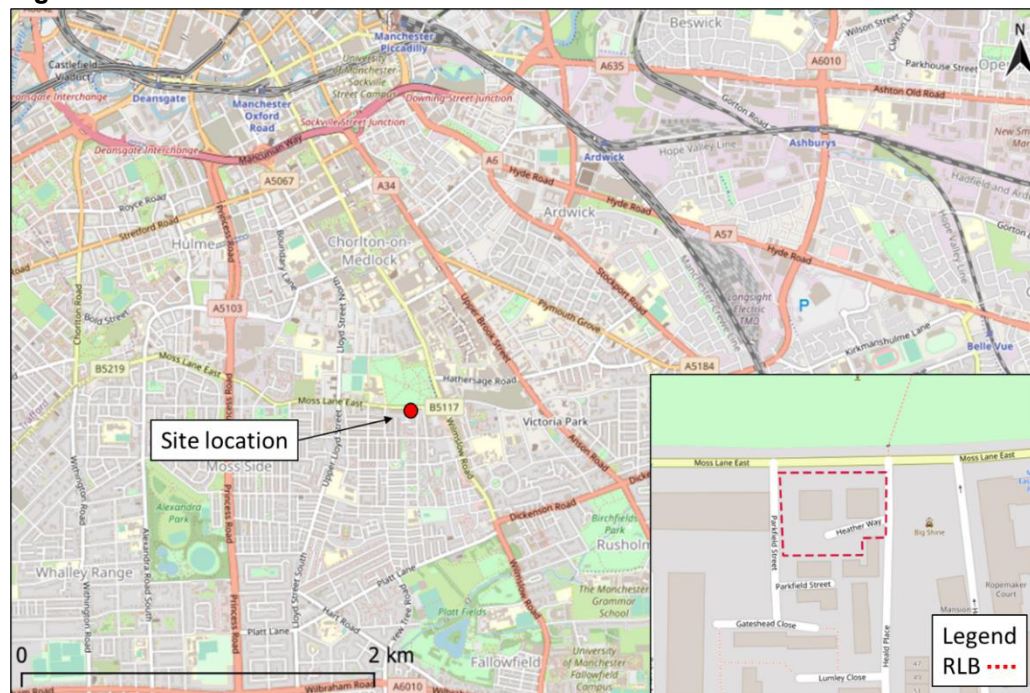
RSK has been instructed by CS Moss Lane East Ltd to produce a Travel Plan (TP) to support the construction of private student accommodation that will house up to 261 students, located to the south of Moss Lane East and Whitworth Park, Manchester, M14 4PJ.

1.1 Site location

The site is located on the northern edge of Moss Side ward to the south of Whitworth Park. Moss Lane East bounds the site to the north, Heald Place to the east and Parkfield Street to the west.

Oxford Road lies to the east of the site, and Whitworth Park lies to the north off Moss Lane East. The site location in a local context, as well as the sites extents, can be seen in Figure 1.1 below.

Figure 1.1 Site location and site extents



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1.2 The need for a travel plan

A travel plan is an important tool employed to support sustainable access to and from a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action and works towards eliminating the need for private motorised travel and the encouragement of sustainable uses such as walking or cycling.

There are a number of challenges that travel plans can contribute towards overcoming. These include minimising the potential increase in traffic resulting from new development and helping to reduce carbon emissions, by reducing the proportion of car trips, for example.

In addition, there is a need to promote healthier lifestyles and travel plans can help through assisting in enabling increased levels walking and cycling. As a result, a travel plan forms a key stage in the forward planning process and are a 'living documents' that needs to be regularly reviewed to ensure its effectiveness.

1.3 Travel plan benefits

Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as addressing a range of issues, including:

- Saving money, enabling users to gain financial control of transport expenditure;
- Reducing traffic congestion, aiding the local economy;
- Improving the health, stress and wellbeing of users of a development;
- Improving the productivity of users;
- Enabling organisational leadership to promote positive Corporate Social Responsibility;
- Enhancing the reputation and relations with local communities;
- Reducing the demand for car parking, enabling more efficient land use;
- Cutting carbon emissions and their contribution to climate change; and
- Improve local air quality, while reducing noise pollution.

With specific reference to a student accommodation travel plan, improvements in accessibility to a site can help promote sustainability across residents accessing the development, helping to maintain healthy lifestyles and a greener facility as a whole.

The travel plan should provide benefits to all parties, including the developer, residents, and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

1.4 Proposed development

The proposed development will be built on a plot of land currently occupied by residential dwellings and a public pay and display car park (P&D).

The proposals seek to demolish the existing residential units in order to re-develop the site for a 9 storey (as well as ground floor and basement) student accommodation capable of housing up to 261 residents. These dwellings will be a mix of studio apartments and flats all with single rooms and accompanying kitchen and living areas. There will also be a number of amenities such as a gym, study rooms, games room and collaboration spaces.

The ground floor will mainly be accessible accommodation for those with restricted mobility with accessible room layouts and ensuites.

The scheme is proposed to be a car-free development in accordance with the MCCs Core strategy, BREEAM recommendations and in consideration of local concerns around traffic management and air quality.

1.5 Scope of the travel plan

The travel plan will focus on residents accessing the site. A package of measures to promote the sustainable transport choices available to such users will be at the core of the objectives.

The travel plan has been prepared in line with current policy and guidance which comprises the following:

- National Planning Policy Framework (2021);
- Travel Plans, Planning Practice Guidance (2014);
- Manchester City Centre Transport Strategy (2021);
- TfGM Travel Plan Toolkit; and
- BREEAM UK New Construction (2018) – Issue IDs Tra 01 and Tra 02

This travel plan should be read alongside the supporting transport statement, (RSK, 2022)

1.6 BREEAM

The transport category within BREEAM's (Building Research Establishment Environmental Assessment Method) technical manual for new construction (2018) encourages better access to sustainable means of transport for building users. The most appropriate building type applicable to the site under the BREEAM manual is identified as 'multi-residential, student residencies'.

The issues cover accessibility to public transport; proximity to amenities; facilities for cyclists; and setting maximum car parking standards. Standards for infrastructure for cyclists are set out below.

1.6.1 Cyclist facilities

In order for a credit to be achieved for cycle storage, the BREEAM technical manual sets the basic requirement for cycle parking in 'multi-residential, student residencies' building types at 1 space per 2 residents within the development. It is proposed that the accommodation would house up to 261 students which would require a minimum of 131 cycle spaces. However, BREEAM guidance also states that if the existing Accessibility Index (AI) of the site in option 1 is met ($AI \geq 8$) then the requirement can be reduced by 50% (see section 2.3 for further details on how the AI is calculated).

After using the BREEAM AI tool to calculate the AI of the development, the site received a score of 15.5. Given that this score is over 8, the cycle provision can be reduced by 50%, equating to a revised standard of a minimum 65 compliant spaces.

BREEAM's definition of compliant cycle storage is that spaces must meet the following criteria:

- *Cycles can be secured within spaces in rack(s). They are covered overhead and the cycle racks are set in or fixed to a permanent structure (building or hardstanding). Alternatively the cycle storage may be located in a locked structure fixed to, or part of, a permanent structure with appropriate surveillance.*
- *The distance between each cycle rack, and cycle racks and other obstructions, e.g. a wall, allows for appropriate access to the cycle storage space to enable bikes to be easily stored and accessed.*
- *The storage facility or entrance to the facility is in a prominent site location that is viewable/overlooked from either an occupied building or a main access to a building.*
- *The cycle storage facility has adequate lighting; this could be demonstrated with the lighting criteria defined in BREEAM issue Hea 01 Visual comfort. The lighting must be controlled to avoid out-of-hours use and operation during daylight hours, where there is sufficient daylight in or around the facility.*

As the development is residential, cycle facilities such as showers and drying spaces have not been assessed given that residents will have access to such facilities within their living areas.

It should be noted that the development will exceed these BREEAM requirements with the provision of 70 spaces which are secure and covered cycle spaces – located within the basement and accessible by internal lift. The cycle parking will be provided via 70 double stacked spaces and 4 Sheffield stands.

2 ACCESSIBILITY

2.1 Access for walking and cycling

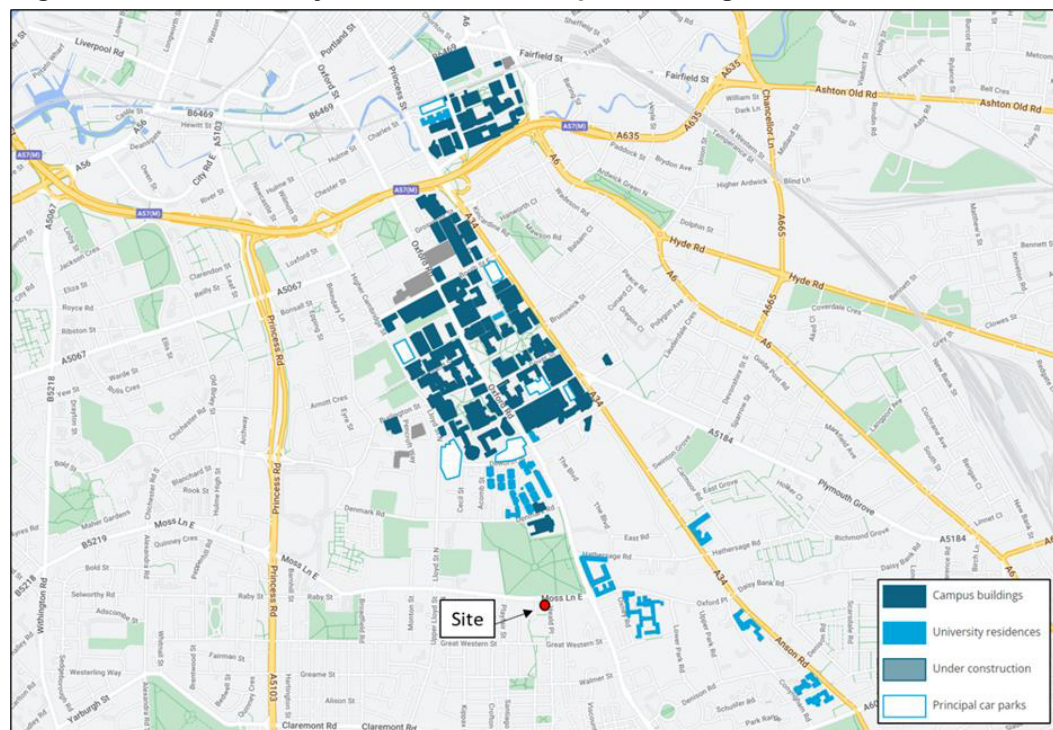
2.1.1 Pedestrian network



Due to the site's urban location, there is a well-established pedestrian network. All local roads offer pedestrian-only footpaths and crossing points, which provide connections to nearby amenities and public transport services.

The site is within walking or cycling distance of most of the University of Manchester's (UoM) campus which is located to the north of Oxford Road. Figure 2.1 shows the location of the site in relation to the university.

Figure 2.1 The University of Manchester campus buildings



Source: Manchester University Campus Map

2.1.2 Disabled Access



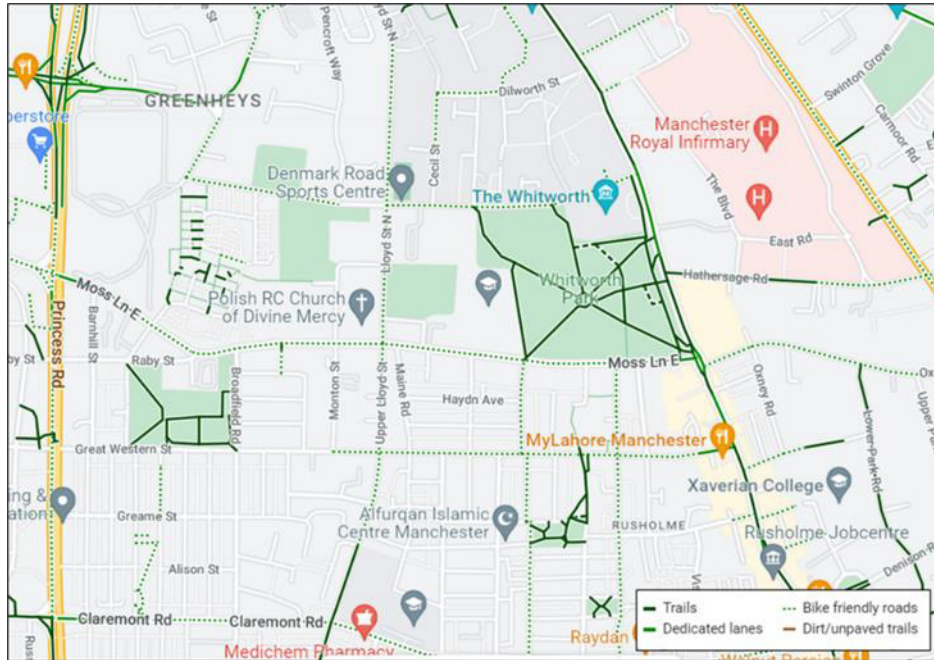
The development will provide lift access throughout the building, and it is also assumed to provide step free access at ground floor level. Accessible showers, toilets, changing areas and studios have also been included as part of the proposals. Furthermore, within the vicinity of the site there is tactile paving and dropped kerbs at crossing points to assist those with impaired vision or additional mobility needs.

2.1.3 Cycle network



The site benefits from various on-road and cycle lane options for commuting and leisure, connecting users to local and regional routes as well as university buildings along Oxford Road or in the city centre. Some of these local cycle routes can be seen in Figure 2.2 below.

Figure 2.2 Local cycle routes



Source: Google maps cycle basemap (2022)

Oxford and Wilmslow Road benefit from segregated cycle lanes along the extent of the road that continue into central Manchester and journey out of the city to Fallowfield and Withington. Moreover, all roads that bound the site are considered bike-friendly.

2.2 Access by Public Transport

2.2.1 Bus services



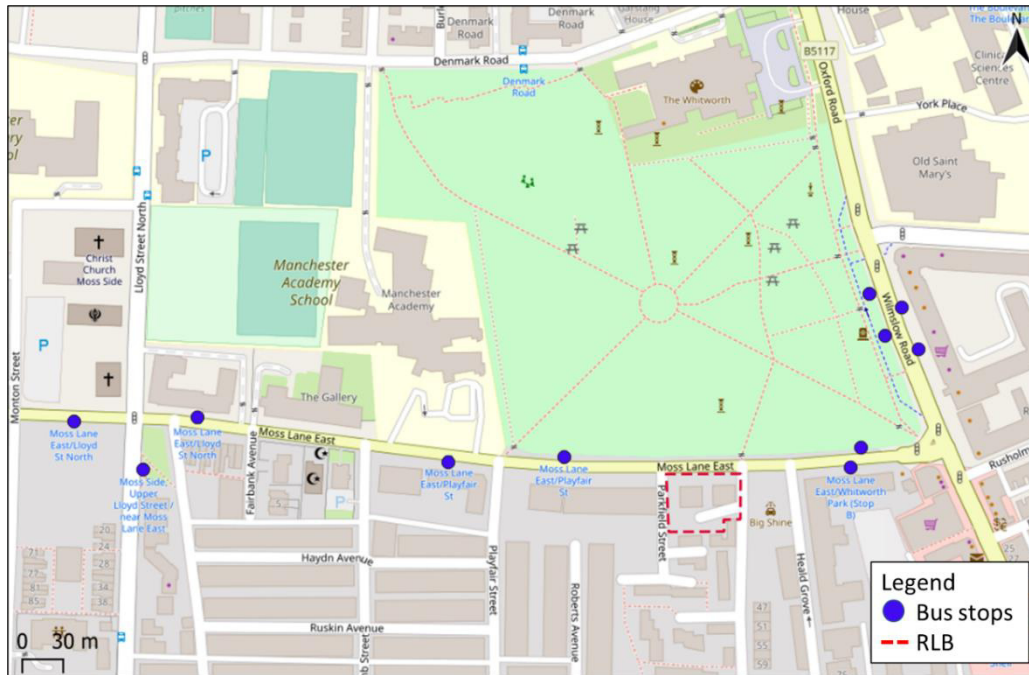
The site is within walking distance of numerous bus stops, including those on Oxford Road, which have the widest variety of services available. The closest stop to the site is on Moss Lane East, around 110 m east of the proposed pedestrian entrance to the north of the site.

There are several bus stops within the BREEAM recommended 500 m walking distance (and 650m distance for calculation of the AI) from the site; an example bus timetable from Oxford Road can be seen in Table 2-1 and the location of nearby bus stops within 500m can be seen in 3

Table 2-1 Example of available bus services

St Mary's stop C				
Service	Route	First bus	Last bus	Frequency
15	Flixton - Urmston - Stretford - Hulme - Piccadilly Gardens	Weekdays: 06:08 Sat/Sun: 7:53	Weekdays: 23:40 Sat/Sun: 23:53	10-15 mins
42 (night bus)	Stockport - Heaton Mersey - Didsbury - Piccadilly Gardens	00:00	23:30	20-30 mins
42B	Woodford Cheshire Hulme - Cheshire - Piccadilly Gardens	Weekdays/Sat: 06:16 Sun: 8:26	Weekdays/Sat: 20:46 Sun: 19:26	30-40 mins till 10:43 then hourly (weekday/sat) + Hourly on sun
43 (night bus)	Manchester Airport - Wythenshawe - Piccadilly Gardens	00:11/00:21	23:49/23:53	20-30 mins
142 (night bus)	East Didsbury - Didsbury - Fallowfield - Piccadilly Gardens	00:03	23:55	10-15 mins
749	Moss Side - Rusholme - Longsight - Levenshulme - Burnage	07:19	07:19	One a day, none on Sunday
42A	North Reddish - Reddish - Heaton Moor - Piccadilly Gardens	Weekdays: 07:02 Sat: 10:33	Weekdays: 19:12 Sat: 19:17	40-50 mins
42C	Handforth Dean - Heald Green - Cheshire - Piccadilly Gardens	Weekdays: 08:15 Sat: 10:13	Weekdays: 20:21 Sat: 19:27	Hourly
111	Chorlton - Withington - Moss Side - Piccadilly Gardens	Weekdays: 05:37 Sat: 06:27 Sun: 08:00	Weekdays: 23:45 Sat: 23:45 Sun: 22:37	Hourly
143	Chorlton - Withington - Moss Side - Piccadilly Gardens	Weekdays: 06:36 Sat: 09:43 Sun: 09:38	Weekdays: 23:54 Sat: 23:56 Sun: 19:57	10-20 mins

Figure 2.3 Bus stops within 500m of the site



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2.2.2 Rail services



The nearest rail station is Oxford Road train station which is located approximately 2 km north of the site, and is around a 30-minute walk and a 8-10-minute cycle. Multiple bus services from Oxford Road go directly to the station in around 15 minutes, including services 15, 42B and 142.

Station facilities at Oxford Road include bike storage (72 spaces) with CCTV, a fully staffed ticket office and customer services, open from 06:30 – 22:40 Monday to Friday, toilets, ticket machines and accessible facilities with staff on hand to help.

The station operates under Northern Rail and provides direct services to places such as Southport, Wigan, Blackpool, Liverpool and Sheffield.

2.3 Access to local amenities



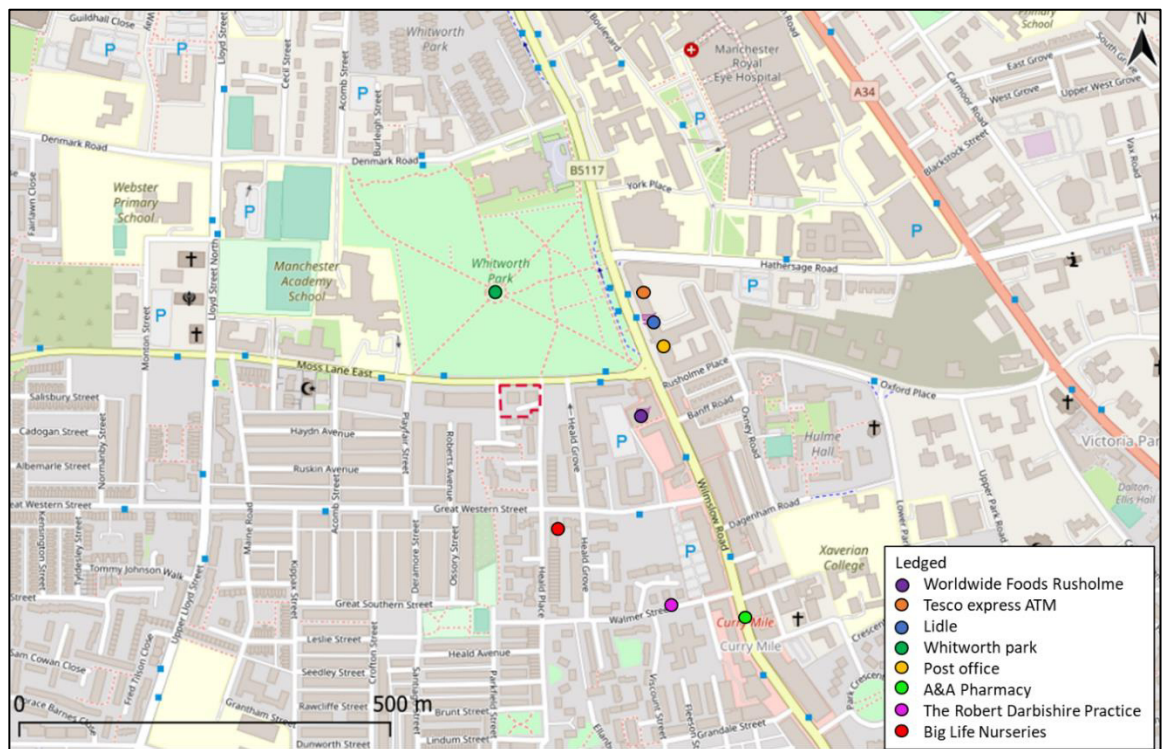
With regard to Tra02 credits are available for proximity to amenities based on 'Building Group 5, Multi-residential'. This requires that at least 3 amenities (applicable to the building type) are within 500m of the site.

Table 2-2 below provides a tabulated summary of accessible amenities which are likely to be accessed by site users, detailing the location and distance from site, whilst FFigure 2.4 displays the location of these services within a local context.

Table 2-2 Accessible amenities

Type	Description	Location	Distance (m)	Walk time (mins)
Food outlet	Worldwide Foods Rusholme	Great Western Street	350	5
Food outlet	Tesco express	Oxford Road	300	4
Food outlet	Lidle	Oxford Road	250	3
Food outlet	Various take-aways/ restaurants	Oxford Road	230-500	3
Cash	Tesco express ATM	Oxford Road	260	3
Outdoor open space	Whitworth park	Moss Lane East	6	1
Recreation / Leisure	Internal gym	Within the complex	N/A	N/A
Postal facility	Post office	Oxford Road	220	3
Community facility	Internal collaboration spaces, games room and study space	Within the complex	N/A	N/A
Pharmacy	A&A Pharmacy	Oxford Road	500	7
GP Surgery	The Robert Darbshire Practice	Walmer Street	500	6
Childcare facility/ School	Big Life Nurseries	Heald Place	250	3

Figure 2.4 Location of accessible amenities



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Table 2-2 and Figure 2.4 show that all applicable amenities are accessible from the site, meaning that one credit can be achieved for assessment option 9. Moreover, given that the development will include an internal gym, study/collaboration space and a cinema room (classed as recreation/leisure facility for fitness/sports and community facilities, in accordance with BREEAM), a minimum of 2 and a maximum of 3 additional credits can be achieved in line with assessment option 10.

Proximity to reliable public transport links such as the above has been used to calculate the AI of the site using the BREEAM AI tool (Tra01). This is calculated by assessing the average number of services stopping per hour at compliant nodes (bus stops within 650m and rail stations within 1000m of the site). As previously mentioned, this resulted in a score of 15.5, meaning that one credit can be achieved in line with BREEAM option 1. Evidence as such is provided in the Appendix 1.

2.4 Summary

It can be summarised that the site is in an accessible location and the development offers good and realistic opportunities for travel using sustainable modes of transport as an alternative to the private car.

3 OBJECTIVES AND TARGETS

This travel plan seeks to establish clear outcomes to be achieved in relation to transport based on key goals for the development. As such, this travel plan has been prepared based on the following objectives:

- Encourage sustainable movement of people to and from the site; and to
- Promote healthy lifestyles and a sustainable, vibrant place to live.

The setting of targets is essential to ensure that the objectives of the travel plan are met. Targets should therefore be linked to the objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time-related). The two types of targets are **Aims**, which consider modal share and **Actions** which are non-quantifiable and represent milestones.

Targets will be measurable through the use of indicators, which represent the results of monitoring. Indicators may also be used to highlight the progress of the travel plan without necessarily having a linked target.

3.1 Aims – modal share targets

Table 3-1 sets out the initial targets for the proposed development using student data from the University of Manchester Commuter Travel Survey, June 2019.

Such targets cover a period of five years which will be reviewed following the first surveys which take place after the development of this plan. It should be noted that students already exhibit high levels of active travel and public transport usage. Therefore, this TP should contribute towards maintaining the proportion of students travelling sustainably and provide a particular focus on increasing levels of active travel.

Table 3-1: Modal share targets

Target Type	Baseline	Year 1	Year 3	Year 5
% of trips made by walking	38%	38%	39%	40%
% of trips made by cycling	14%	15%	16%	17%
% of trips made by public transport	44%	43%	41.5%	40%
% of trips made by car	5%	4%	3.5%	3%

Following the first monitoring period, an assessment will be made of whether the above targets require adjustment. The targets may then be revised accordingly, in agreement with MCC, to ensure that they remain SMART. In subsequent years, the results of further monitoring will allow the targets to be reviewed and identify where further initiatives could be implemented to increase the effectiveness of the travel plan in order to reach the objectives.

3.2 Actions – milestone targets

The implementation of measures at the development should set out in an action plan and be reviewed at the same time as travel surveys are carried out. Following the results of the surveys, and review of the implemented measure, the TPC will identify if further measures could be introduced to promote sustainable travel.

Implementation of any new measures will be set out in the action plan with specific timescales as a milestone target.

4 MEASURES

A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with residents is therefore key to achieving support from those who the measures are targeted at.

4.1 Management measures

4.1.1 Travel Plan Coordinator



The developer will ensure that a Travel Plan Coordinator (TPC) is appointed and appropriately trained to manage and implement the travel plan. It is important for the appointed TPC to be a champion for the aims of the plan in order to overcome any barriers that might exist in its implementation.

The role of the TPC will include, but not be limited to:

- Leading on the implementation of the Travel Plan;
- Raising awareness of the Travel Plan and travel options available to those using the site, including the provision of resources in accessible formats where necessary;
- Promoting sustainable travel, through events for example;
- To be the central point of contact for anyone requiring travel advice or information;
- Carry out monitoring of the Travel Plan; and
- Liaise with stakeholders on the achievements of the Travel Plan.

The TPC role will be established prior to development completion. Once established, the TPC will exchange contact details with the local authority. If at any time the appointed TPC changes, details of the newly appointed TPC will be provided to the local authority at the earliest opportunity. The TPC will be responsible for setting up and launching the travel plan in accordance with the following schedule, which will be agreed with the Local Planning Authority.

3 months prior to first occupation

- Exchange contact details with relevant officers;
- Set up travel plan working file; and
- Research/maintain travel information.

1 month prior to first occupation

- Prepare and distribute (electronically where possible) information to residents.

Upon occupation

- Undertake initial travel survey for residents.

Within 3 weeks of survey

- Analyse results of travel survey; and

- Submit survey report to LPA.

Upon 3rd and 5th anniversary of occupation

- Monitor user travel patterns through new surveys;
- Undertake travel plan audit and modify where appropriate;
- Liaise with Travel Plan Officer and other groups where appropriate; and
- Update travel plan targets and issue progress update to residents.

4.2 Infrastructural measures

4.2.1 Notice board



It is anticipated that a notice board will be provided within the facility to share public transport information, tips and events with relation to sustainable travel. This will be regularly updated to show up to date information on the available public transport and transport infrastructure, as well as signposting to PT, cycling and walking infrastructure and local amenities in accordance with BREEAM assessment option 3.

4.2.2 Cyclist facilities



In order to meet the criteria for assessment option 7, a total of 65 compliant cycle storage spaces should be provided. It is proposed that cycle parking will be provided at basement level.

4.2.3 Enhanced amenities



The proposals include the provision of an internal gym, study/collaboration spaces and cinema room, allowing additional credits to be achieved for assessment option 10. The provision of such facilities is beneficial from a sustainability perspective given that it reduces the need to travel altogether.

4.3 Informational measures

4.3.1 Student travel information



Relevant travel information will be compiled and provided to residents so that they are informed of ways in which to travel to and from the site sustainably. This will be done via electronic means, such as via digital student welcome packs. This will assist the developer in reducing its carbon footprint by reducing the need to print and distribute paper copies.

The information will include the following:

- A map showing the location of the development in relation to the local area, highlighting the nearby bus stops and key local facilities within easy walking distance of the site;
- Bus timetable information of local services from the nearby bus stops; and
- A map showing local cycle routes, which would also indicate the locations of cycle parking and cycle shops in the wider area.

The TPC will regularly review the information provided to ensure that residents are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details.

4.3.2 Promotion of walking routes and events



The TPC will promote the health benefits of walking and advertise walking events, as well as potential walking routes within the local area in order to promote walking to all residents. Such information will be provided on the notice board, and via email to students. Umbrellas will be available within the facility to promote and encourage walking to local amenities.

4.3.3 Promotion of safe and easy cycle use and events



The TPC will offer security advice for cycle users, as well as general tips and advice to promote usage. Again, this will be shared via the notice board and via email, which will include the promotion of cycling events and the health benefits of cycling.

5 MONITORING STRATEGY

In order to set specific targets, the TPC will carry out a travel survey upon occupation of the development. This will provide data against which the targets can be measured. The survey will be provided to residents.

The travel survey will include questions based on current mode of travel to/from the site as well as what measures are most likely to assist in their decision to change mode when travelling and what barriers exist for those that intend to travel by car/taxi on their own.

5.1 Monitoring

The monitoring of the plan is important for the following reasons:

- It will demonstrate to the local authority the effectiveness of the measures implemented and the progress being made towards the aims and objectives of the travel plan;
- It justifies the commitment of the development and of other resources;
- It maintains support for the travel plan by reporting successes; and
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective.

Questionnaires will be electronically distributed to residents to monitor travel to and from the site and gain an understanding of travel habits. These surveys will be used to monitor the proportion of those walking, cycling, travelling by car and public transport to/from the site and the awareness of travel plan initiatives for the site. The results can then be compared with the mode share targets identified earlier in this travel plan.

The TPC will maintain a monitoring table of progress to key travel plan targets based on the results of the travel surveys. This table will be published in the monitoring report for stakeholders.

5.2 Reviewing

The TPC will undertake a review of the travel plan following the results of each monitoring stage. This review will be important in assessing the effectiveness of the measures implemented and to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car and taxi trips to and from the site; and
- Comments received from residents

When reviewing the effectiveness of the travel plan, the following questions will be asked:

- Which areas offer the greatest potential for change / improvement?
- Was the initiative implemented by the target date?
- How well used is each scheme / initiative?
- How much did it cost to introduce?
- Is the review process itself effective?

The TPC will compare the mode share statistics obtained from each monitoring period to the targets set for the development. The TPC may choose to revise these targets, with agreement with the local authority, in order to maintain a realistic goal for the aims and objectives of the travel plan.

The effectiveness of measures and initiatives being promoted will also be reviewed and the contribution they make towards the aims and objectives of the travel plan. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.

A progress report will also be prepared to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review, providing input for travel planning at a strategic level.

6 ACTION PLAN

The measures and initiatives summarised earlier will be implemented in order to target specific objectives of the travel plan within particular timescales. These have been included with the action plan, as set out in Table 6-1.

Table 6-1: Indicative action plan

Action	Target date	Responsibility
Infrastructural		
Notice Board	Upon Completion	Developer
Cycle parking	Upon Completion	Developer
Enhanced amenities	Upon Completion	Developer
Informational		
Submit travel information to LHA and disseminate to users	3 months prior to occupation/ongoing	TPC
Promotion of walking and provision of umbrellas	Ongoing	TPC
Promotion of safe cycling	Ongoing	TPC
Monitoring and review		
Undertake travel plan surveys	Biannually and upon occupation	TPC
Analyse and report on surveys	Within 3 weeks of survey	TPC
Submit progress report to LPA	Within 3 months of anniversary	TPC
Review use of cycle parking	Quarterly	TPC

APPENDIX 1

ACCESSIBILITY INDEX - EVIDENCE

BREEAM 2018 Tra01/02 Accessibility Index calculator



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

Building type

No. nodes required

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	100									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	5								

NODE 2

Public transport type	Bus									
Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	6	2	6	6					

NODE 3

Public transport type	Bus									
Distance to node (m)	300									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	2	2	2	6						

NODE 4

Public transport type	Bus									
Distance to node (m)	650									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1	5								

NODE 5

Public transport type	Bus									
Distance to node (m)	450									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	1									

Accessibility Index

15.50