

FRAMEWORK TRAVEL PLAN

Tiger Developments Ltd

Proposed Student Accommodation
Carmoor Road, Manchester

November 2022

Framework Travel Plan

Report control

Document: Framework Travel Plan

Project: Carmoor Road, Manchester

Client: Tiger Developments Ltd

Job number: VN201675

File origin: N:\Vectos Job Data\2020\VN201675 Carmoor Road,
Manchester\Docs\Reports\Framework Travel Plan

Document checking

Primary Author: Elliot Read Initialled: ER

Contributor: Will Donagain Initialled: WD

Review by: Richard Whiting Initialled: RW

Issue	Date	Status	Checked for issue
1	09/11/2022	Draft	RW
2	17/11/2022	Final	RW
3	18/11/2022	Final (inc. revised LHA plans)	RW

Contents

1	Introduction.....	1
	Background.....	1
	Site Location.....	1
	Proposed Development	1
	Purpose of the Travel Plan	2
	Scope of the Travel Plan.....	3
2	Travel Planning Policy and Best Practice.....	4
	Introduction.....	4
	A Background to Travel Planning Policy	4
	National Planning Policy Framework (NPPF).....	4
	Overarching Principles on Travel Plans, Transport Assessments & Statements (DCLG)	5
	Good Practice Guidelines.....	5
3	Accessibility by Sustainable Travel Modes	6
	Introduction.....	6
	Pedestrian Accessibility	6
	Accessibility by Cycle.....	8
	Accessibility by Bus.....	9
	Metrolink Services	10
	Rail Services	10
	Greater Manchester Accessibility Level (GMAL)	12
	Accessibility Conclusion	12
4	Objectives.....	13

Introduction.....	13
Objectives	13
Plan Administration.....	13
5 Sustainable Travel Measures	14
Introduction.....	14
Provide Travel Information Packs.....	14
Raising Awareness of Sustainable Travel	15
Personalised Journey Planning.....	15
Promote Local Car Clubs.....	15
Promoting Cycling and Providing Safe Parking Facilities.....	16
Other Initiatives	16
6 Role of the Travel Plan Coordinator	18
Tasks.....	18
Monitoring Progress of the Travel Plan	18
7 Marketing Strategy.....	19
Introduction.....	19
Examples of Communication.....	19
8 Action Plan	20
Introduction.....	20

Plans

- Plan 1 – Site Location
- Plan 2 – Site Location (Local Context)
- Plan 3 – Proposed Site Layout
- Plan 4 – Walking Catchment
- Plan 5 – Cycling Catchment

1 Introduction

Background

- 1.1 Vectos has been commissioned by Tiger Developments Ltd to provide transport and highways advice in support of a full planning application for a student accommodation scheme off Carmoor Road in Manchester.
- 1.2 This document provides a Framework Travel Plan for the development, and should be read in conjunction with the submitted Transport Statement also prepared by Vectos. The document focusses on providing a sustainable transport framework for the scheme.

Site Location

- 1.3 The site's location is presented in **Plan 1**, with **Plan 2** illustrating the site in a more local context. The site is located approximately 2.8 kilometres south of Manchester City Centre. Comprising an area of 0.21 hectares, the site is bordered by Liberty Park student accommodation to the north and west, Carmoor Road to the east and commercial uses fronting Hathersage Road to south.
- 1.4 Existing uses on the site include a garage workshop and a building used previously as a private day nursery. The owner of the garage workshop has plans to relocate locally, to alternative premises at Hellidon Close.

Proposed Development

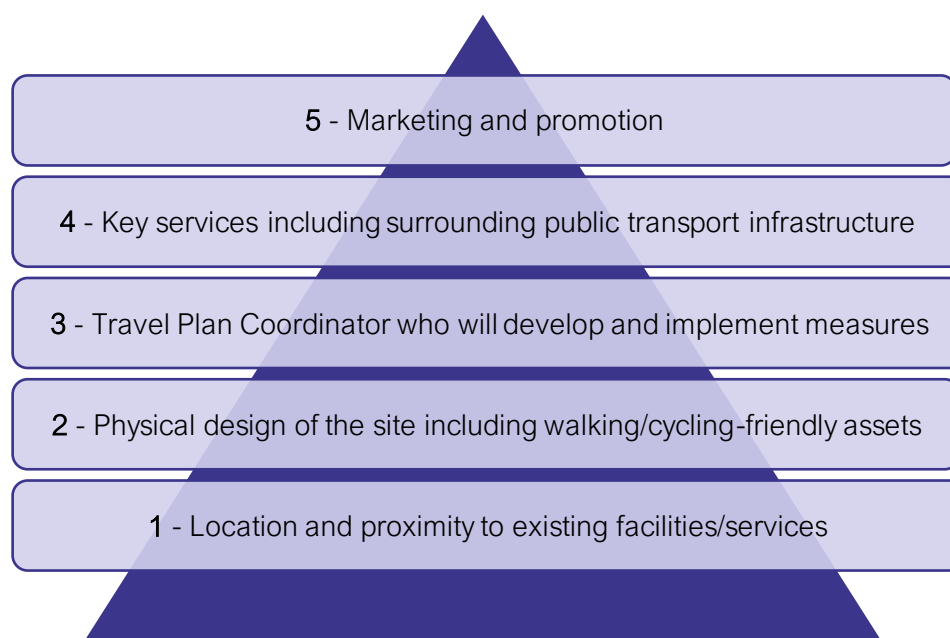
- 1.5 The planning application is for the demolition of existing buildings and construction of purpose-built student accommodation with 172 beds in a mix of studio and cluster units alongside ancillary facilities and shared amenity space. The proposed site layout is shown in **Plan 3**.
- 1.6 The proposed development is car-free and as such no vehicular access included. On-street disabled provision is proposed at the site's frontage, along with a layby designed to accommodate both servicing and refuse vehicles.
- 1.7 The fact that existing uses are to be removed, coupled with the essentially car-free nature of the proposed development, means that the proposals are not expected to result in an increase in traffic flow, or have a detrimental impact upon the safe and efficient operation of the surrounding highway network. Indeed the proposals have the potential to result in a reduction in traffic flows on both Carmoor Road and Autumn Street.
- 1.8 Pedestrian access to the site will be achieved from Carmoor Road and Autumn Street. The Autumn Street access will be conveniently located for the A34 Upper Brook Street corridor, with the frontage of the site accommodating pedestrian access from Carmoor Road.
- 1.9 The development will provide 60 cycle spaces for residents, equating to 35% provision, as agreed with Manchester City Council's Highways Officers. All spaces will be accommodated in covered two-tier cycle store. This store will require fob access, a gas-assisted upper tier for ease of use and external lighting and CCTV.

- 1.10 It is also proposed that the development includes a separate on-site cycle hire provision comprising 10 spaces.
- 1.11 Following recent discussions with TfGM, an option replacing the need for the proposed cycle hire facility would be the provision of cycle parking spaces allocated to the Manchester Bee Bike scheme. Should this option be chosen, discussions will be progressed following submission of the application.

Purpose of the Travel Plan

- 1.12 This Framework Travel Plan has been prepared to build upon the sustainable travel credentials that the site has in order to further improve the management of travel and provide a clear strategy towards the use of sustainable modes.
- 1.13 The document will detail the options for sustainable travel, together with information on how the Plan will be administrated, appropriate sustainable travel initiatives for the site, and a strategy for marketing, promoting and monitoring the Plan.
- 1.14 A Travel Plan can be thought of as a pyramid of measures. The Plan is built from the bottom up, with decisions and actions at each level creating the conditions that provide the foundation for success at the next level up. A diagrammatical explanation of this approach is provided in **Figure 1.1**.

Figure 1.1: Travel Plan Pyramid



- 1.15 The Travel Plan will also set out the implementation, marketing, monitoring and a variety of travel measures and will thereafter be reviewed on a regular basis.
- 1.16 Going forward, the Travel Plan will continue to consider the characteristics of the site such as its surrounding transport infrastructure and the nature of its operation. It will be ensured that the Plan remains a flexible document which can and will be adapted and updated over time.

Scope of the Travel Plan

1.17 Following this introduction, the content of the Travel Plan is as follows:

- Section 2 – Outlines national, regional and local travel planning policy considerations;
- Section 3 – Provides a review of the site's accessibility by sustainable modes of travel;
- Section 4 – Provides an overview of the two main objectives of the Plans;
- Section 5 – Outlines the Travel Plan's sustainable travel measures;
- Section 6 – Outlines the role of the Travel Plan Coordinator;
- Section 7 – Provides a clear marketing strategy; and
- Section 8 – Provides an Action Plan which will set a timetable in implementing the Travel Plan's measures.

2 Travel Planning Policy and Best Practice

Introduction

- 2.1 The Framework Travel Plan now provides a review of both national and local travel planning policy, including the National Planning Policy Framework, Manchester City Council's policies and the Greater Manchester Transport Strategy 2040.

A Background to Travel Planning Policy

- 2.2 In 1998 the Government produced the White Paper 'A New Deal for Transport'. This paper called for a sustainable transport system for the UK. It recognised that solving congestion and pollution issues would require action by individuals in changing their behaviour. A New Deal for Transport therefore promoted the use of Travel Plans as a way to reduce car journeys.
- 2.3 Travel Plans were further embedded in national policy in the 2004 White Paper entitled 'The Future of Transport'. This paper set out the Government's 30-year vision, which included enhancing local travel through promoting the use of Travel Plans and encouraging sustainable modes such as walking, cycling and public transport.
- 2.4 Three years later in 2007 'Towards a Sustainable Transport System' was published by the Government. This document established the Government's goals in regard to sustainable travel and what the Government was currently doing and what it planned to do for the period 2014 to 2019 and beyond.
- 2.5 At this point it was accepted that managing demand, reducing the need to travel and enabling people to make informed travel choices would play a part in improving local travel. The following year, the paper 'Delivering a Sustainable Transport System' built on this foundation and set out five goals for the transport system which included contributing to "better safety, security and health... and by promoting travel modes that are beneficial to health".

National Planning Policy Framework (NPPF)

- 2.6 The latest version of the NPPF was published in July 2021. At the heart of the Framework is a presumption in favour of sustainable development. Paragraph 111 of the NPPF states that:
- "All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."*
- 2.7 A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with outside organisations which could be useful in developing elements of the plan.

Overarching Principles on Travel Plans, Transport Assessments & Statements (DCLG)

2.8 In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements. Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process. It is also detailed that a Travel Plan can positively contribute to a range of benefits, as summarised below:

- Encouraging sustainable transport;
- Lessening traffic generation and its detrimental impacts. Although the development is car-free, this is important in preventing residents from parking in the vicinity of the site;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connective and inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

Good Practice Guidelines

2.9 The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “Good Practice Guidelines – Delivering Travel Plans through the Planning Process”. This Framework Travel Plan has been prepared with due regard to such guidelines.

3 Accessibility by Sustainable Travel Modes

Introduction

- 3.1 The 'Promoting Sustainable Transport' section of the National Planning Policy Framework states that opportunities to promote walking, cycling and public transport use should be identified and pursued.
- 3.2 This section of the report therefore considers the accessibility of the site by the following modes of transport:
- Accessibility on foot;
 - Accessibility by bicycle: and
 - Accessibility by public transport.

Pedestrian Accessibility

- 3.3 The Institute of Highways and Transportation (IHT) Document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting purposes is 1 kilometre, with a preferred maximum distance of 2 kilometres. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.4 The more recent CIHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6 kilometres) are made wholly on foot.
- 3.5 An analysis of the pedestrian catchment of the site has been completed to illustrate the site's 1 and 2-kilometre walking catchments. This is illustrated in **Plan 4** and demonstrates that parts of Longsight and Rusholme are within 1-kilometre of the site, while the 2-kilometre plan extends to include the areas of Ardwick, Brunswick and Moss side towards Manchester City Centre.
- 3.6 The site is located in an area which benefits from a high pedestrian footfall. This helps to heighten the perception of safety for those travelling on foot.
- 3.7 To support pedestrian trips generated by the site, street-lit footways are provided on Carmoor Road, Hathersage Road, Blackstock Street and the A34 Upper Brook Street. These footways are flat, provide sufficient width and have a good surface condition. They provide a continuous connection between the development site and its surroundings passing local bus stops located on the A34 Upper Brook Street and will connect to pedestrian entrances off Autumn Street and Carmoor Road.
- 3.8 Comprehensive controlled pedestrian crossing facilities are provided on all arms of the Hathersage Road / A34 Upper Brook Street junction, including dropped kerbs and tactile paving. These facilities aid pedestrian connections between the site and the areas to the west including University buildings, and importantly help to prevent the A34 and Hathersage Road from becoming barriers to pedestrian movement.

- 3.9 The site is located in close proximity to an extensive range of amenities. This provides the opportunity for journeys for a variety of purposes to be undertaken on foot, and by association removes the need for travel by private car. A summary of key facilities located within the 2-kilometre pedestrian catchment is provided in **Table 3.1**.

Table 3.1: Local Amenities

Amenity	Name	Location	Distance from Site
Universities	University of Manchester	A34 Upper Brook Street	900m
	Manchester Metropolitan University	Oxford Road	1.7km
Primary School	St Chrysostoms Primary School	Lincoln Grove	350m
Secondary School	Manchester Academy High School	B5219 Moss Lane East	950m
Nursery	Dryden Street Day Nursery	Dryden Street	900m
Bus Stop	A34 Upper Brook Street		150m
Post Office (inc. ATM)	Post Office, Wilmslow Park	Hathersage Road	550m
Hospital	St Mary's Hospital	A34 Upper Brook Street	375m
GP Surgery	Surrey Lodge Group Practice	A34 Anson Road	350m
Convenience Store	Go Local Extra	Hathersage Road	400m
Supermarket	Tesco Express	A34 Upper Brook Street	300m
	Morrisons	Grafton Street	950m
Discount Foodstore	Lidl	Oxford Road	650m
Park/Leisure	Whitworth Park	Oxford Road	600m
Pharmacy	Wise Pharmacy	A34 Anson Road	400m
	Lloyds Pharmacy	St Mary's Hospital	700m
Public House	Aron & Aris Bar and Restaurant (within the Rampant Lion complex)	A34 Anson Road	450m

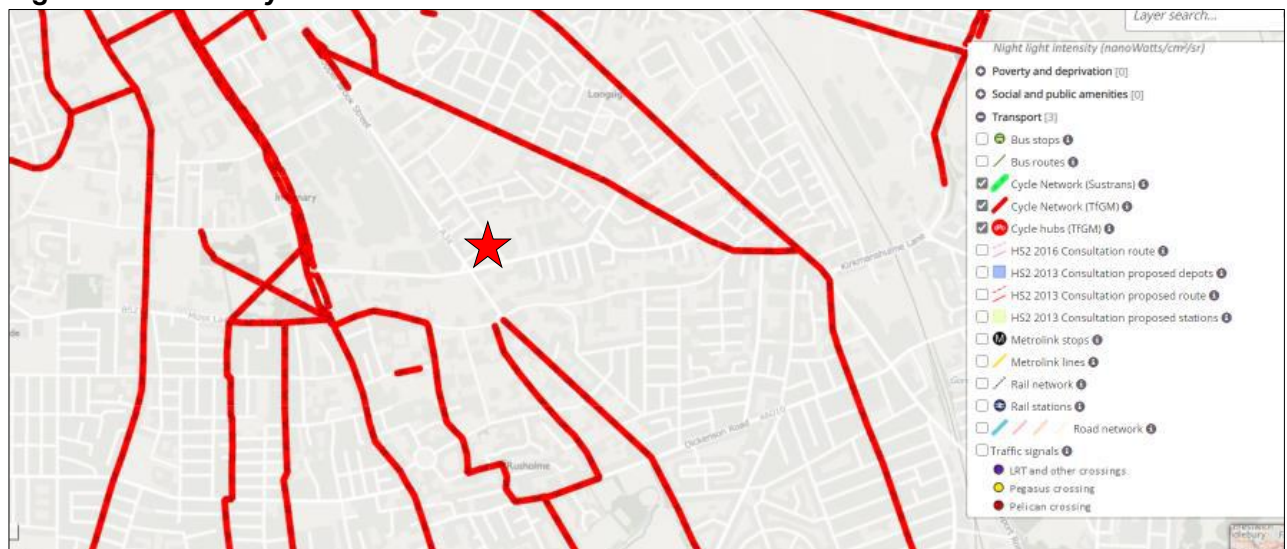
Note: Distances taken from the nearest estimated access location

- 3.10 As **Table 3.1** demonstrates, a wide range of social, educational, health, leisure and retail amenities are located within an acceptable walking distance of the site.
- 3.11 The site therefore provides an excellent opportunity for trips to be undertaken on foot with a comprehensive pedestrian network surrounding the site and a wide range of conveniently located amenities which is of benefit to a PBSA development.

Accessibility by Cycle

- 3.12 Cycling is becoming an increasingly popular mode of transport and is an effective mode for short trips. The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5-kilometres) although for commuters a trip distance of over 5 miles is not uncommon.
- 3.13 Consequently, cycling has the potential to replace short car journeys, particularly those under 5-kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.
- 3.14 **Plan 5** illustrates the 5-kilometre cycle catchment from the site. This would equate to a journey of around 25 minutes using a leisurely cycle speed of 12 kilometres per hour. The catchment covers Manchester City Centre, along with surrounding areas including Fallowfield, Withington, Gorton and Whalley Range, which demonstrates the potential for trips to be undertaken by bicycle to these areas.
- 3.15 Also shown within this 5-kilometre catchment are a range of railway stations within, along with numerous Metrolink Stations. There is therefore a realistic opportunity for residents of the site to undertake linked cycle / rail trips.
- 3.16 Reference to Greater Manchester's MappingGM facility shows that the site is located in close proximity to Transport for Greater Manchester's Cycle Network, with the lines marked in red in **Figure 3.1** representing signed cycle routes. These provide connections from the site to both Manchester City Centre and the aforementioned areas noted in the cycle catchment.

Figure 3.1: Local Cycle Routes



Source: MappingGM

- 3.17 Advanced Stopping Lines (ASL) are located on all arms of the A34 Upper Brook Street / Hathersage Road signalised crossroads junction. This is of benefit to cyclists as they provide a safe place to stop at busy crossings and allow a position to be taken up ahead of vehicles once traffic signals change.

- 3.18 It is therefore concluded that the site is accessible by bicycle, and that cycling can be promoted as a sustainable mode of travel to and from the site.

Accessibility by Bus

- 3.19 The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400 metres.
- 3.20 The closest bus stops are located within 150 metres of the site on the A34 Upper Brook Street. Both northbound and southbound bus stops provide a flag post bus stop sign, with the northbound stop also providing a bus shelter with seating and timetable information. Both stops are safely accessible from the development site via the existing pedestrian infrastructure.
- 3.21 The No. 50 bus route serves the bus stops on the A34 Upper Brook Street. This is a high frequency weekday and weekend bus route connecting Didsbury, Manchester's Universities and Manchester City Centre.
- 3.22 The southbound bus stop on the A34, which is located south of Hathersage Road, also serves the No. 18 service. This is also a high frequency weekday and weekend service, with the No.18 service operating in the reverse direction accessible from a stop on Hathersage Road. This stop is also within 400 metres of the site.
- 3.23 A summary of the public bus services noted above is presented in **Table 3.2** below.

Table 3.2: Bus Services within 400m of the site

Service No.	Route	Approximate Frequency (service per hour)					
		Mon-Fri				Sat	Sun
		AM Peak	Midday	PM Peak	Evening		
18	Middleton to Manchester Royal Infirmary, via Langley and the University of Manchester	7	6	6	6	6	4
50	East Didsbury to MediaCityUK via Kingsway, Manchester, Pendleton and Salford Quays	6	6	6	4	6	4

Source: TfGM

- 3.24 As can be seen from **Table 3.2**, all accessible bus routes operate regular services throughout the week to key destinations including across Greater Manchester. This includes Manchester City Centre from where connections are available to rail services at Manchester Oxford Road station, as well as Manchester's Metrolink network.
- 3.25 It is also noted that the Oxford Road bus corridor is located around 550 metres from the development site. This is an extremely high frequency bus route along which a multitude of services operate.

- 3.26 While Oxford Road is slightly beyond the recommended bus catchment of the site, the number and frequency of services which operate on this route means that it would still be expected that services would be a realistic travel alternative for those residing at the site.
- 3.27 The site is therefore concluded to be highly accessible by bus.

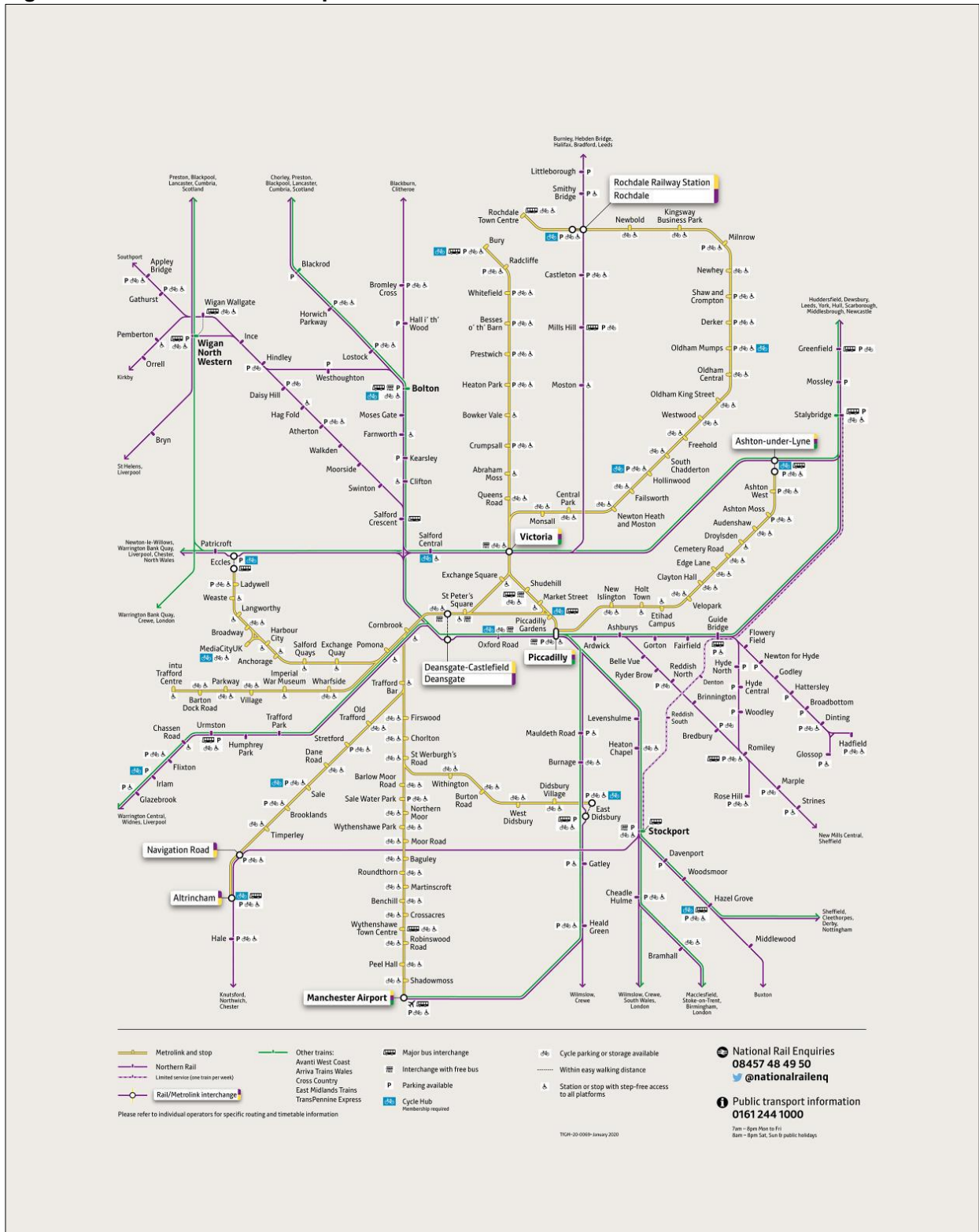
Metrolink Services

- 3.28 The site's nearest Metrolink Station is Manchester Piccadilly 2.4 kilometres north of the site. Alternatively, services from St Peter's Square can be conveniently accessed via the aforementioned No.50 bus service.
- 3.29 Metrolink services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes during the day on Monday to Saturday. All lines operate between 06:00 and 00:00, with the Airport line operating from 03:00 from Deansgate Castlefield.
- 3.30 Given the high frequency of Metrolink services it is considered that these would offer a feasible travel alternative as part of a linked trip, particularly to areas such as Media City or the Trafford Centre.
- 3.31 All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs.

Rail Services

- 3.32 The site's nearest railway station is Ardwick located 1.8 kilometres away, and therefore within walking distance of the site. Manchester Piccadilly and Manchester Oxford Road railway stations are both located 2.4 kilometres from the site, respectively. It is considered that both stations are therefore within cycling distance of the site. Oxford Road station is also conveniently located on the No.50 bus route.
- 3.33 Services from these railway stations provide access to numerous destinations located on both the local and national rail network, including London, Liverpool and Birmingham. More local destinations include Stockport and Manchester Airport.
- 3.34 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 3.2**.

Figure 3.2: Combined Rail Map



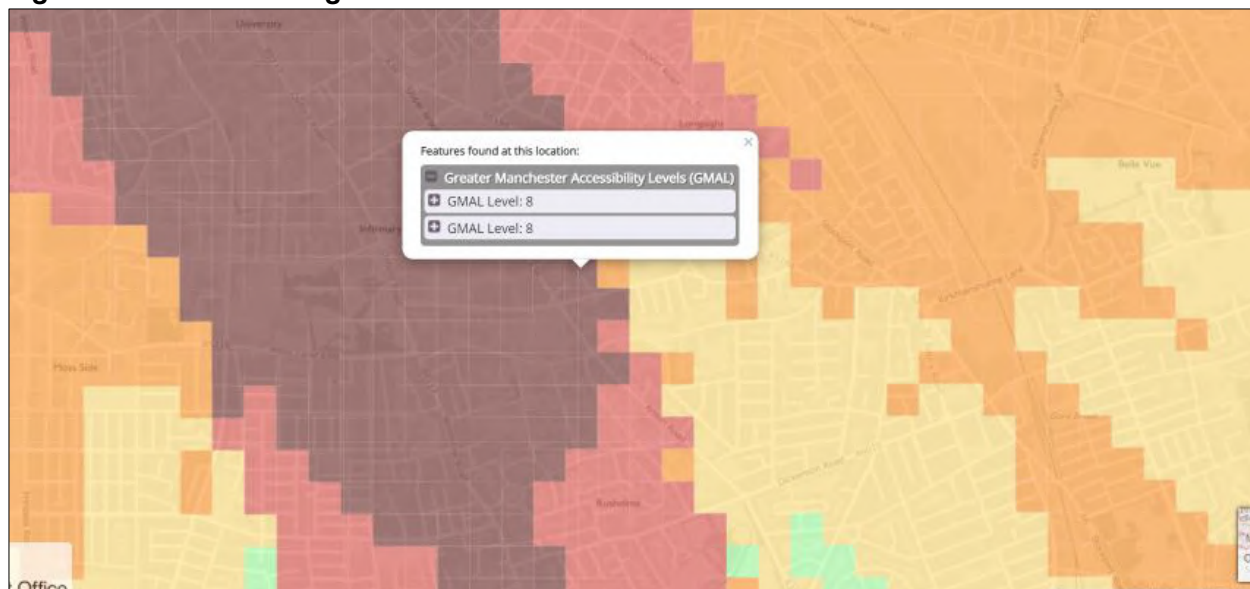
Source: TfGM

3.35 Overall, it is considered that the rail and Metrolink services offer a reliable and high frequency travel alternative for a variety of journey purposes. Both are accessible from the site, thereby offering the potential for sustainable linked trips.

Greater Manchester Accessibility Level (GMAL)

- 3.36 The site's Greater Manchester Accessibility Level (GMAL) has also been investigated. GMAL is a detailed and accurate measure of the site's accessibility using the public transport network. The method is essentially a way of measuring the density of public transport provision at any location within the Greater Manchester region.
- 3.37 The site's location is shown in **Figure 3.3**.

Figure 3.3: GMAL Rating



Source: MappingGM

- 3.38 As shown in **Figure 3.3**, the site is located in Accessibility Level 8 which translates as an area of 'Very High' public transport accessibility. This is the highest possible GMAL rating, and confirms the excellent opportunity the site offers for travel by public transport services.

Accessibility Conclusion

- 3.39 The development is highly accessible by active modes of travel, be it walking, cycling or public transport.
- 3.40 The extensive range of facilities located in close proximity to the site provide an ideal opportunity for residents to undertake a wide variety of daily tasks via a sustainable mode of travel, be it retail, leisure or social purposes. The site is also shown to be located within walking distance of local educational facilities suiting its proposed PBSA use.
- 3.41 It is therefore concluded that the site offers an excellent opportunity for residents to live without the need for a private car, and is therefore fully in accordance with national and local planning policy guidance which encourages travel by non-car modes.

4 Objectives

Introduction

- 4.1 This Travel Plan aims to build upon the sustainable travel credentials that the site has, as described in Section 3, in order to further improve the management of travel to and from the site and provide a clear strategy towards the use of sustainable modes of travel amongst residents.
- 4.2 In order to do so, two main objectives have been allocated to the Plan as now set out.

Objectives

- 4.3 The objectives of the Travel Plan's overall strategy focus on PBSA and are as follows:
- Objective 1 - To increase the awareness of the advantages and potential for travel by more environmentally-friendly modes such as active travel and public transport; and
 - Objective 2 – Ensure a package of measures is established that facilitate sustainable travel.

Plan Administration

- 4.4 Following completion of the development, Tiger Developments Ltd will appoint a Travel Plan Coordinator. This individual is likely to be a member of the building management team and their contact details will be provided to the Council at the earliest convenience. This individual will provide the liaison in implementing the plan between the occupiers and other outside organisations in all matters regarding travel. This role is further described in Section 6.

5 Sustainable Travel Measures

Introduction

5.1 The Framework Travel Plan now sets out measures to be put in place in order to achieve the two main objectives outlined in Section 4. The preliminary measures consist of the following:

- Measure 1 – Provide Travel Information Packs for residents;
- Measure 2 – Implement initiatives to raise the awareness of sustainable travel and provide public transport information;
- Measure 3 – Personalised Journey Planning;
- Measure 4 - Promote Local Car Clubs; and
- Measure 5 – Promote cycling / ensure cycle parking facilities are maintained and kept safe.

Provide Travel Information Packs

- 5.2 As the development becomes occupied a Travel Information Pack will be provided to residents. The pack will include information contained within Section 3 as well as information on measures and incentives to encourage awareness of the variety of travel options available to residents given the site's highly accessible location.
- 5.3 The Travel Information Pack will be easily accessible for residents and as such will be available to view as either a hard copy or online.
- 5.4 Travel Information Packs usually contain a plan for nearby local amenities. This will build upon those recognised in Section 3 as being within a walkable distance. Such information will be supported by live Google Maps and travel websites such as 'Get Me There' for ease of use amongst residents.
- 5.5 Information will also 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 Coordinator. Up to date information on walking and cycling routes in the area and information on current public transport services near the development will be provided.
- 5.6 Information provided will remain reviewed and updated. It is an important principle in the implementation of this information to make sure residents are aware of the variety of public transport and active travel options available to them from the very start.
- 5.7 To build on the locational advantages of the site, it is recommended that a Travel Information Pack is made available for each new apartment upon first occupation. This will help promote the travel-related websites discussed next.

Raising Awareness of Sustainable Travel

- 5.8 Residents will be provided with a link to TfGM's 'Journey Planner' Tool, <https://tfgm.com/plan-a-journey>, that will allow them to plan trips and map out potential alternatives using sustainable modes and how to pay contactless.
- 5.9 Residents will also be made aware of the location of cycle parking facilities in order to encourage use of this mode. Such information will also be provided on the 'Welcome Wall' and based on the TfGM cycle mapping: <https://tfgm.com/cycling/cycle-maps>.
- 5.10 Travel Information will be given in numerous forms, such as useful websites, cycle and walking maps for the surrounding areas and the Welcome Wall will include recommendations for apps to help travel by sustainable modes including:
- <https://tfgm.com/>;
 - <https://www.traveline.info/>;
 - <https://www.nationalrail.co.uk/>;
 - <https://citymapper.com/manchester>; and
 - <https://transitapp.com/region/manchester>.
- 5.11 There are local and national organisations that promote sustainable walking and cycling, often campaigning and organising walks and rides. Events that would be promoted could include Bike Week, given the site's proposed healthy cycle parking provision.

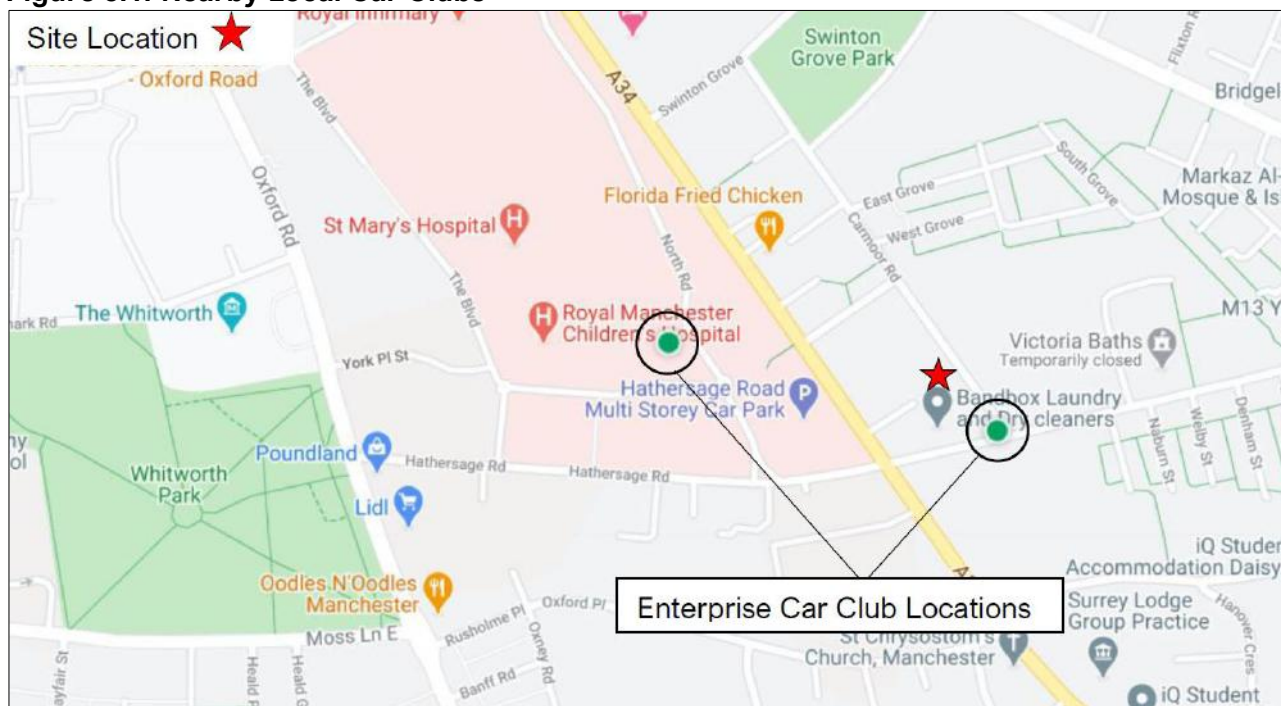
Personalised Journey Planning

- 5.12 Personalised Journey Planning may be implemented by the Travel Plan Coordinator at the site should demand warrant this. This would comprise the Travel Plan Coordinator providing personalised timetable information on specific services, tailored to individual queries.

Promote Local Car Clubs

- 5.13 As the proposed development is for PBSA, it is not expected that there will be significant demand for local car clubs. However, as it is 'car-free', the presence of local car clubs will be promoted for completeness.
- 5.14 Car clubs allow residents to book a car on the online and use their smartcard to access them. At the end of the booking cars are then returned to a designated bay.
- 5.15 As shown in **Figure 5.1**, the site is located in close proximity to 2 locations that accommodate Enterprise Car Club vehicles. These vehicles can be booked by the hour or day in advance or on the go. It is also noted that hourly rental charges are capped at a day rate.

Figure 5.1: Nearby Local Car Clubs



Promoting Cycling and Providing Safe Parking Facilities

- 5.16 It is proposed that the development includes a separate on-site cycle hire provision in the region of 10 spaces. The cycle hire provision will be promoted to residents via information provided on notice boards and by the Travel Plan Coordinator.

Other Initiatives

- 5.17 It would be the responsibility of the Travel Plan Coordinator to provide residents information on these events using displays on notice boards. Further information on these are provided via the following links:

- Available Transport for Greater Manchester initiatives that residents can take advantage of:
 - <https://tfgm.com/cycling/confidence;>
- A journey planner for residents wishing to travel by bicycle - <https://www.cyclestreets.net/>;
 - Information on riding a bicycle and how to use local facilities to support cycle trips amongst residents - <https://tfgm.com/cycling-and-walking;>
 - <https://www.cyclinguk.org/bikeweek;>
 - [https://www.livingstreets.org.uk/;](https://www.livingstreets.org.uk/)
 - [https://gmwalkfest.co.uk/;](https://gmwalkfest.co.uk/) and
 - [https://gmwalking.co.uk/walking-groups/.](https://gmwalking.co.uk/walking-groups/)

- 5.18 Local public transport services will also be promoted on the 'Welcome Wall'. Information provided on the 18 and 50 bus routes will be regularly checked to ensure such information comes from the latest timetables.
- 5.19 Such information will help residents become more confident when using these bus services. Any major service changes to public transport services will also be communicated to residents this way.

6 Role of the Travel Plan Coordinator

Tasks

- 6.1 Various tasks will be undertaken by the Travel Plan Coordinator. They will carry out an annual review of the Travel Plan considering the following:
- Check Travel Information Packs have been distributed amongst residents;
 - Check information provided in the Travel Information Packs regarding pedestrian, cycle and public transport is up-to-date and any timetable information provided is current; and
 - Action any relevant feedback received from residents.
- 6.2 Public transport operators and the local authority will also be liaised with. Travel advice and guidance to residents in the early stages of occupation will be sought and throughout the development process.
- 6.3 The Travel Plan Coordinator will oversee and implement the requirements of the Plan upon first occupation of the development and through the life of the Plan. Such duties will therefore support oversee and implement the requirements of the Travel Plan upon first occupation of the development and through the life of the Plan.
- 6.4 As described in Section 3, the site is located in an area where a range of sustainable travel alternatives can be used. As such, a summarised list of the Resident Manager's roles in regard to encouraging sustainable travel amongst residents are provided below:
- Ensure the travel information made available is current and up to date;
 - Design and implement effective marketing and awareness-raising campaigns to promote the initiatives and sustainable transport infrastructure;
 - Record the usage of the cycle parking and its condition to identify any repairs;
 - Provide promptly upon written request, no more than annually, for such information in relation to mode share as and when MCC / TfGM require this; and
 - Investigate new ideas, modes of transport and future plans. The TfGM Travel Plan Toolkit may be utilised in doing so.

Monitoring Progress of the Travel Plan

- 6.5 To enable the success of the Travel Plan, the Travel Plan Coordinator will be responsible for ongoing monitoring to an agreed timetable.
- 6.6 Each year, on or about the anniversary of the Travel Plans adoption, the Travel Plan Coordinator will review the Travel Plan to assess its success and to identify the potential for future refinement. potential new initiatives.

7 Marketing Strategy

Introduction

- 7.1 Marketing and communications of the Travel Plan will form a vital role in the success of the Plan. The Travel Plan will be set up in such a way to be ‘user-friendly’ and branded to ensure the Plan is easy to update and manage.
- 7.2 Part of the marketing strategy includes publishing the success of the Plan to residents. Regular updates of what has been achieved are an important part of the Plan and will provide motivation to continue sustainable travel practices.
- 7.3 A marketing strategy will therefore be designed for the communication and promotion of the Travel Plan. Tools and promotional techniques that will be used from the outset of the development and those that will be used on an on-going or phased campaign basis.

Examples of Communication

- 7.4 Examples of communication tools and promotional techniques are as follows:
- Printed materials - Local Service Leaflets or Brochures / Summary of incentives for residents / information on the ‘Welcome Wall’. Various notice boards located in communal areas; and
 - Electronic media - Travel Information Pack / Travel Information-related emails to residents when necessary.

8 Action Plan

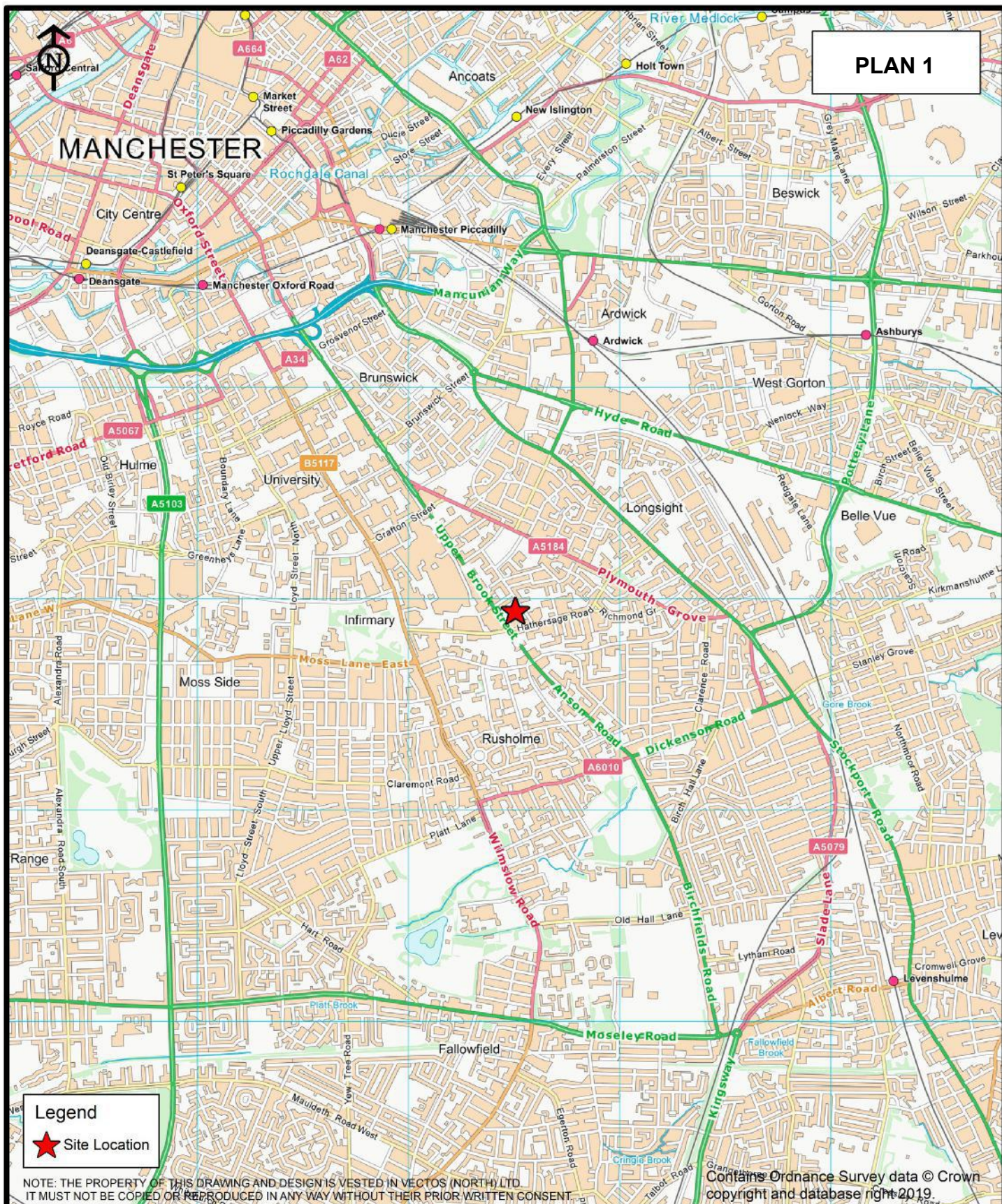
Introduction

- 8.1 In terms of the operation of the Travel Plan, a schedule of actions is provided in **Table 8.1** to ensure the implementation of the Plan.

Table 8.1: Action Plan

Action	Timescale	Responsibility
Appoint the Travel Plan Coordinator	Prior to occupation of the site	Tiger Developments Ltd
Distribute the Travel Information Pack to residents	As the site becomes occupied	Travel Plan Coordinator
Monitor cycle storage usage at the development. The condition of cycle storage areas will also be noted, and remedial action taken. A log of this will be kept and made available to MCC / TfGM on request	Every 3 months	Travel Plan Coordinator
Prepare walking and cycling maps for future residents	Prior to occupation	Travel Plan Coordinator
Ensure the 'Welcome Wall' is updated in regard to sustainable travel promotion and up to date information	Throughout the operation of the Travel Plan	Travel Plan Coordinator
Promote sustainable travel-related websites, i.e. the TfGM Journey Planner		Travel Plan Coordinator
Ensure surveillance within the site is sufficient for safe pedestrian and cyclist movement		Tiger Developments Ltd / Travel Plan Coordinator
Review and update, where applicable, public transport service information	Throughout the operation of the Travel Plan	Travel Plan Coordinator
Provide short annual progress reports to MCC / TfGM	Annually	Travel Plan Coordinator
Promote local Car Clubs	As soon as the Travel Plan became operational	Travel Plan Coordinator
Investigate the feasibility / demand in providing personalised journey planning	When the site becomes fully occupied	Travel Plan Coordinator
Promote the Travel Plan amongst residents as it develops	Throughout the operation of the Travel Plan	Travel Plan Coordinator
Monitor the travel information provided and any emails to residents and check information provided regarding pedestrian. Cycle and public transport is up-to-date		Travel Plan Coordinator
Action any feedback received from over the preceding year including cycle parking	Throughout the operation of the Travel Plan	Travel Plan Coordinator

Plans



CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road, Manchester

DRAWING TITLE:

Site Location (Wider Context)

DRAWN:

CJ

CHECKED:

RW

DATE

October 2022

SCALE:

1:25,000 at A4

DRAWING NO:

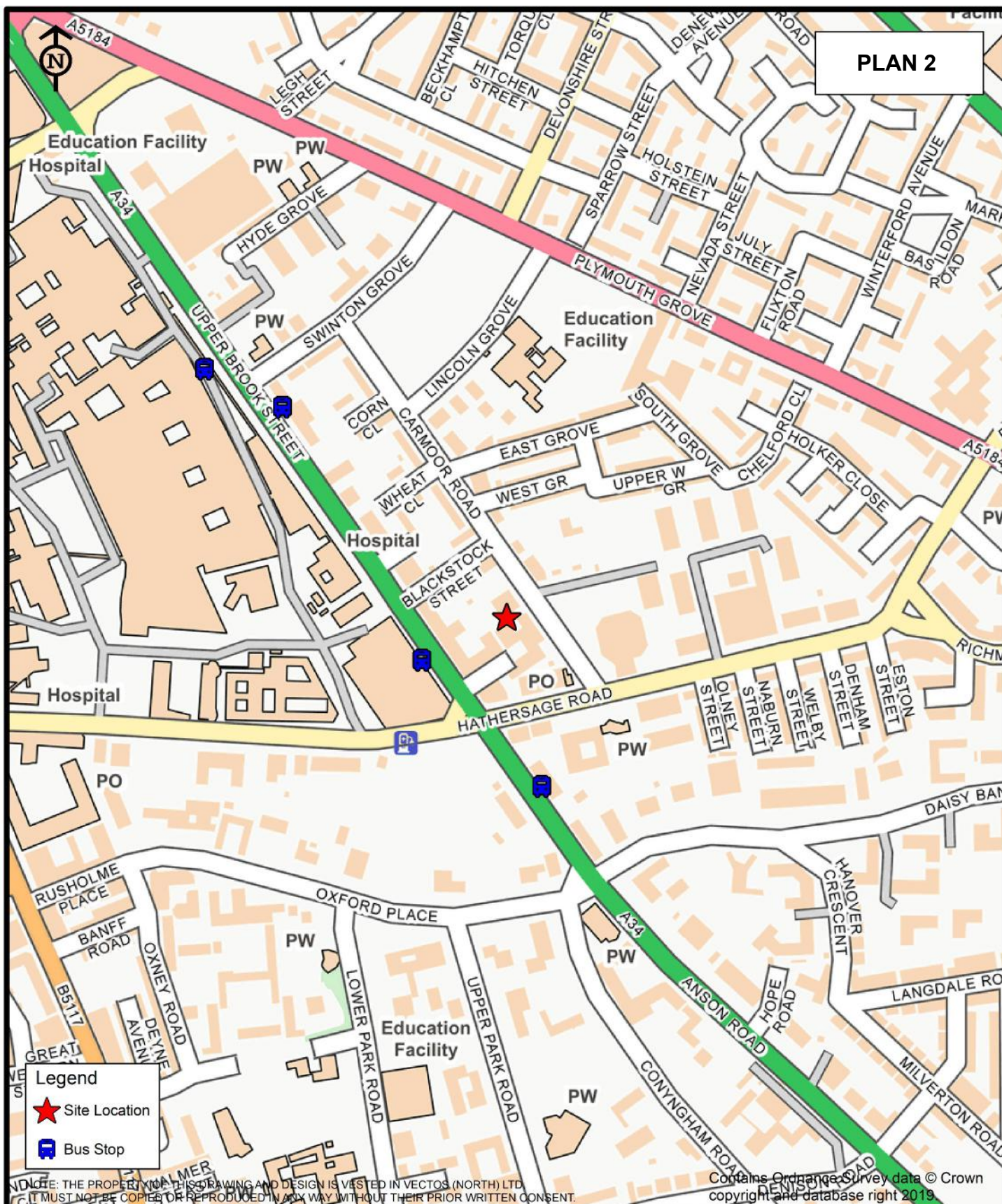
VN201675-G100

REVISION:

A

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk



PLAN 2

Legend

- ★ Site Location
- Bus Stop

CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road, Manchester

DRAWING TITLE:

Site Location (Local Context)

DRAWN:

CJ

CHECKED:

RW

DATE

October 2022

SCALE:

1:5,000 at A4

DRAWING NO:

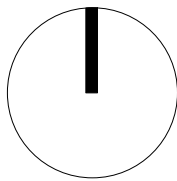
VN201675-G101

REVISION:

A

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk



Site Plan
1 : 500

NOTES:

No dimensions to be scaled from drawings. All dimensions to be checked on site prior to manufacture.

This drawing is to be read in conjunction with all relevant Structural Engineers and Mechanical & Electrical Engineers drawings and specification. Any discrepancies between drawings and site conditions are to be reported to the contract manager.

Areas are approximate and can only be verified by a detailed dimensional survey of the completed building. Any decisions to be made on the basis of these predictions, whether as to project viability, pre-letting, lease agreements or otherwise, should include due allowance for the increases and decreases inherent in the design development and building processes. Existing buildings may present anomalies in relation to surveyed/drawn plans that may also affect the stated areas. All areas are subject to Town Planning and Conservation Area Consent and detailed Rights to Light analysis.

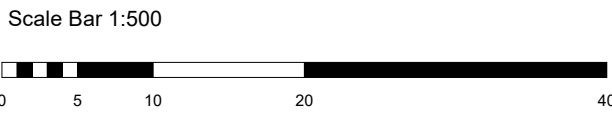
Copyright of this drawing and all the information it contains is vested in Lechler Hayes Ltd and no licence or assignment of any kind has been, or is, granted to any third party whether by provision of copies or original or otherwise unless agreed in writing.

Architect :

Lechler Hayes Architects

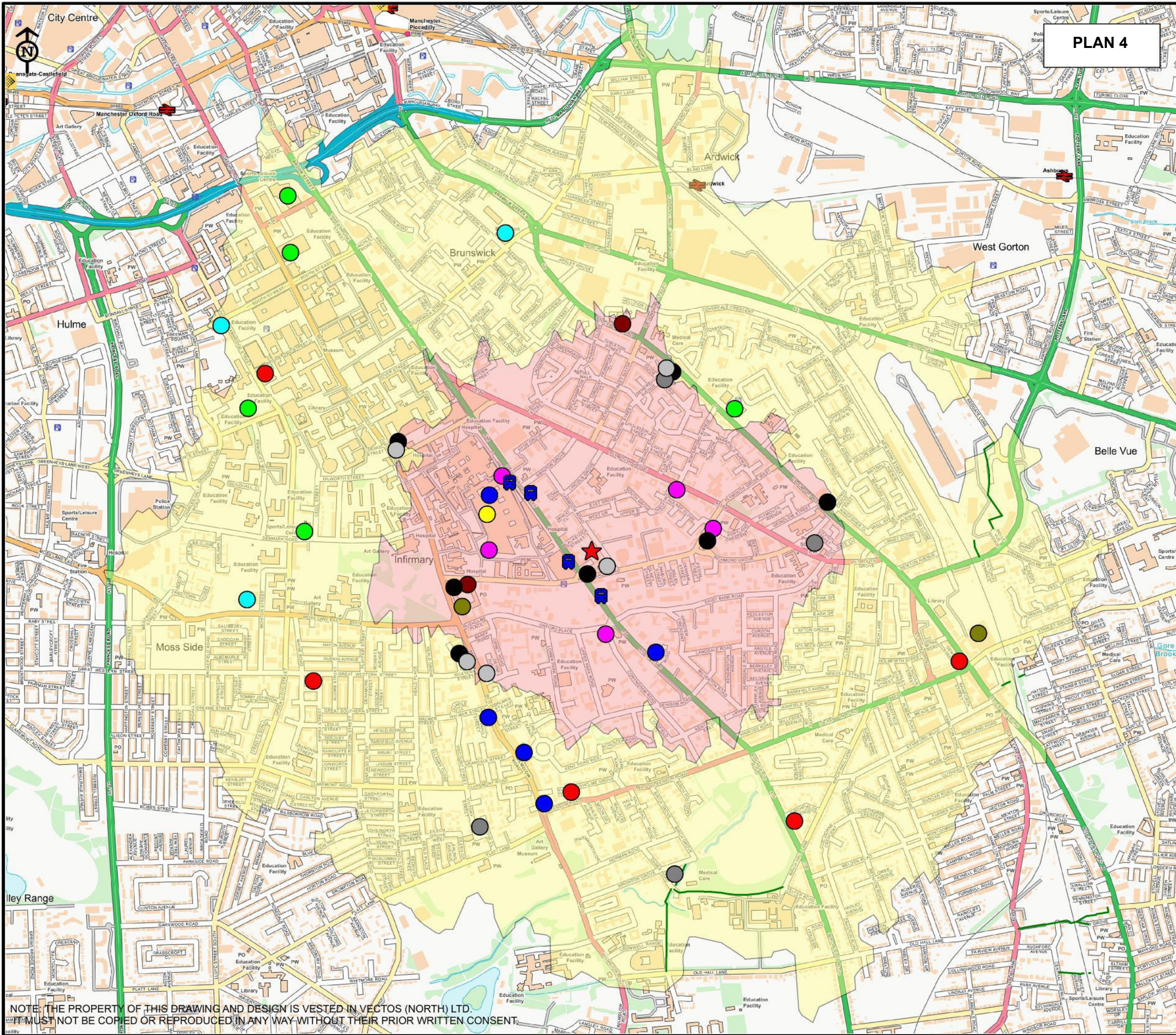


Site Boundary



REVISIONS			
P01	18.11.22	Planning submission.	
REV.	DATE	DESCRIPTION	APPD

Project Carmoor Road for Tiger Developments Ltd				
Title Site Plan - Proposed				
Status PLANNING	Sheet size 1:500 @ A2	Project No. 2205	Drawing No. LHA-10-ZZ-DR-A-PL-003	Rev. P01



PLAN 4

Legend

- ★ Site Location
 - Bus Stop
 - Metrolink
 - National Rail
 - Public Right of Way
 - Manchester Royal Infirmary
- ### Local Amenities
- Cash Machine
 - Community Centre
 - Convenience Store
 - Dentist
 - Leisure Centre
 - Medical Centre
 - Pharmacy
 - Post Box
 - Post Office
 - Supermarket
- ### Walking Catchment
- 0 - 1km
 - 1 - 2km

This is not a construction drawing and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown copyright and database right 2019.

CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road, Manchester

DRAWING TITLE:

Walking Catchment with Local Amenities

SCALE:

N.T.S

DRAWN:

CJ

CHECKED:

RW

DATE:

Oct 2022

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectors.co.uk

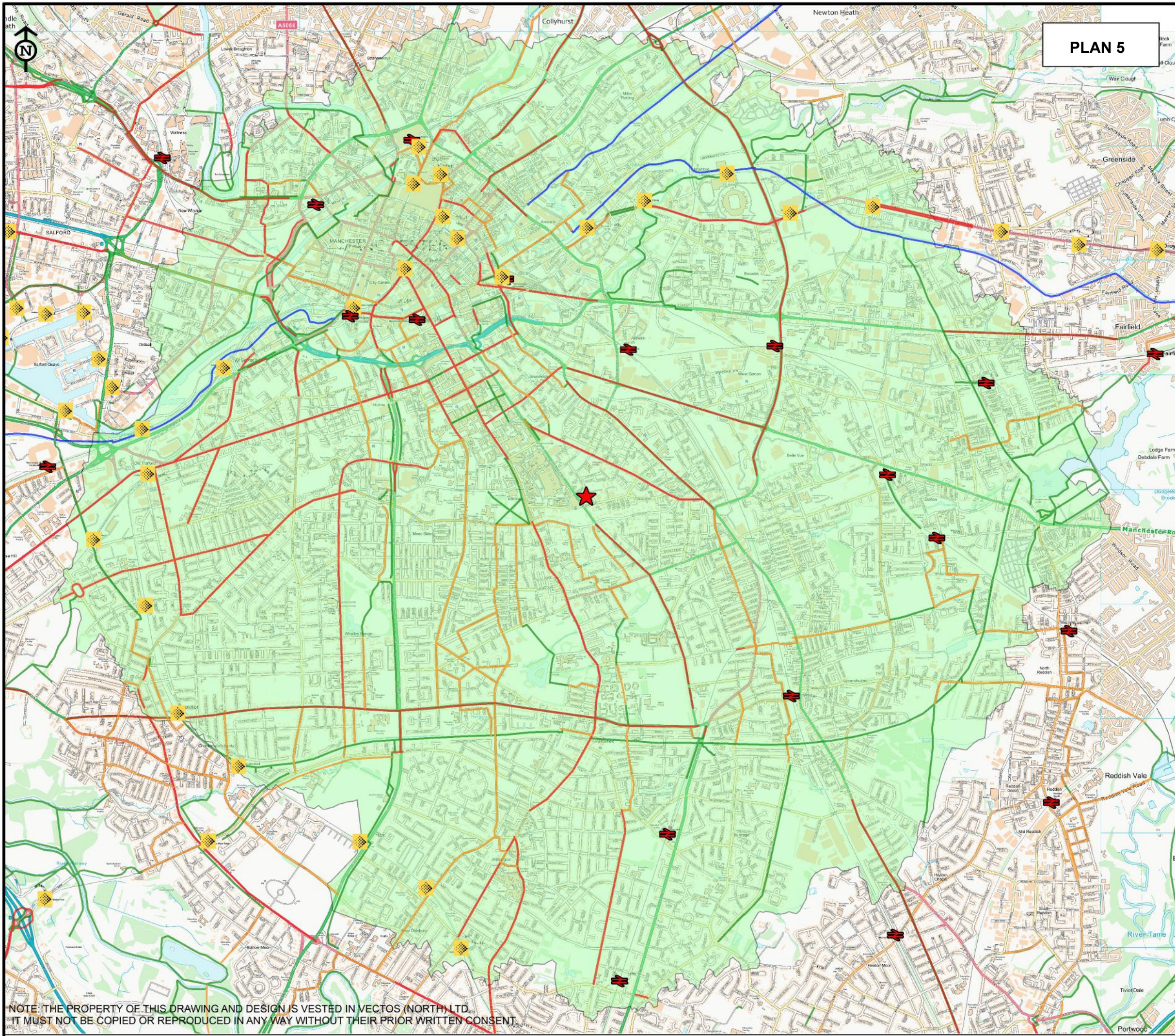
DRAWING NO:

VN201675-G102

REVISION:

A

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.



PLAN 5

Legend

- ★ Site Location
- ◆ Metrolink
- ✕ National Rail

Cycle Routes

- Signed Routes
- On Road with Cycle Lanes
- Off Road
- Canal Tow Path

Cycling Catchment

- 0 - 5km

This is not a construction drawing
and is intended for illustrative purposes only.

Contains Ordnance Survey data © Crown
copyright and database right 2019.

CLIENT:

Tiger Developments Ltd

PROJECT TITLE:

Carmoor Road,
Manchester

DRAWING TITLE:

Cycling Catchment

SCALE:

N.T.S

DRAWN:

CJ

CHECKED:

RW

DATE:

Oct 2022

vectos. | PART OF **SLR**

Oxford Place, 61 Oxford Street, Manchester M1 6EQ
t:0161 228 1008 e:manchester@vectos.co.uk

DRAWING NO:

VN201675-G103

REVISION:

A

NOTE: THE PROPERTY OF THIS DRAWING AND DESIGN IS VESTED IN VECTOS (NORTH) LTD.
IT MUST NOT BE COPIED OR REPRODUCED IN ANY WAY WITHOUT THEIR PRIOR WRITTEN CONSENT.

Contact

London

Network Building,
97 Tottenham Court Road,
London W1T 4TP.
Tel: 020 7580 7373

Bristol

5th Floor, 4 Colston Avenue,
Bristol BS1 4ST
Tel: 0117 203 5240

Cardiff

Helmont House, Churchill Way,
Cardiff CF10 2HE
Tel: 029 2072 0860

Exeter

6 Victory House,
Dean Clarke Gardens,
Exeter EX2 4AA
Tel: 01392 422 315

Birmingham

Great Charles Street,
Birmingham B3 3JY
Tel: 0121 2895 624

Manchester

Oxford Place, 61 Oxford Street,
Manchester M1 6EQ.
Tel: 0161 228 1008

Leeds

7 Park Row, Leeds LS1 5HD
Tel: 0113 512 0293

Bonn

Stockenstrasse 5, 53113,
Bonn, Germany
Tel: +49 176 8609 1360
www.vectos.eu

Registered Office

Vectos (North) Limited

Oxford Place

61 Oxford Street

Manchester M1 6EQ.

Company no. 07794057