

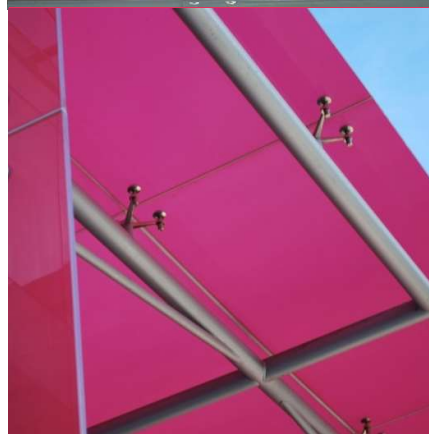
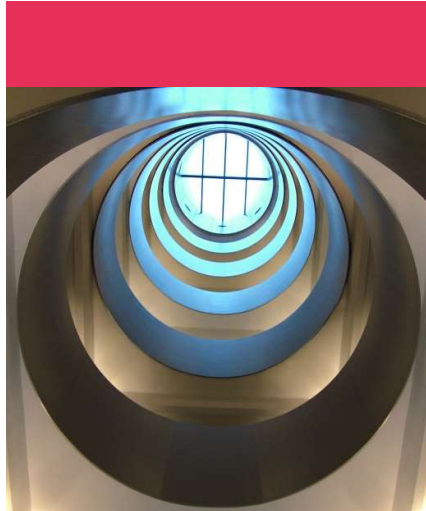
Kincardine Court Student Accommodation Travel Plan

Curtins Ref: 072071-CUR-XX-XX-T-TP-00002

Revision: P01

Issue Date: 03 March 2022

Client Name: Unite Group PLC



Merchant Exchange
17 – 19 Whitworth Street West
Manchester. M1 5WG.
Tel: 0161 236 2394
www.curtins.com

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Rev	Description	Issued by	Checked	Date
P01	First issue	JA	DJ	03 March 2022

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Author	Signature	Date
Jonathan Ashcroft BSc (Hons) LLM Senior Transport Planner		03 March 2022

Reviewed	Signature	Date
Danny Jones MPlan MRTPI Associate		03 March 2022

Authorised	Signature	Date
Danny Jones MPlan MRTPI Associate		03 March 2022

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- Plan 072071-CUR-XX-XX-G-TP-06003** – Accessibility – Pedestrian Catchment Plan
- Plan 072071-CUR-XX-XX-G-TP-06004** – Accessibility – Cycle Catchment Plan
- Plan 072071-CUR-XX-XX-G-TP-06005** – Accessibility – Public Transport Plan

Appendices

- Appendix A** – Proposed Site Layout

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Unite Group PLC to provide traffic and transportation advice in relation to the extension of the existing Kincardine Court student accommodation building on a site to the north of the Kincardine Road / Whitekirk Close junction in Manchester.

1.1.2 The extension would be built on an area currently used as a car park and would have 100 bedrooms across four, five and six storeys. The existing student accommodation has 229 bedrooms.

1.1.3 The description of the development is to be read as follows:

“Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank.”

1.1.4 The proposed site layout is provided in **Appendix A**.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry of Housing, Communities and Local Government (MHCLG) as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: *National Planning Policy Framework*, MHCLG, 2021.

1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Purpose of the Report

1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS) (**Ref: 072071-CUR-00-ZZ-RP-TP-001-V02**) that has been prepared to assess the potential traffic and transportation impacts of the development proposals.

1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) strongly endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- "A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
- A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
- Safe access for pedestrians and cyclists; and
- A coordinated approach to developing and implementing realistic travel options."

Source: Transport for Sustainable Communities: a Guide for Developers, TfGM, 2013

- 1.3.4 This document has been written in accordance with the above statements and with reference to the following key documents:

- National Planning Policy Framework, MHCLG, 2021;
- National Planning Practice Guidance, DCLG, 2014; and
- Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

1.4 BREEAM

- 1.4.1 The development would be assessed under Building Research Establishment Environmental Assessment Method (BREEAM) 2018 standards, and would seek to demonstrate compliance by obtaining a number of credits. The assessment categories pertaining to traffic and transport and the relevant sections they are provided, together with credits they obtain, are summarised in **Table 1.1** below:

BREEAM Category	Description	Signposts	No. of Credits
Tra 01	<u>Transport Assessment and Travel Plan:</u>		
	1. No later than Concept Design stage, undertake a site-specific transport assessment (or develop a travel statement) and draft travel plan, which can demonstrably be used to influence the site layout and built form.	Transport Statement (TS) provided in doc 072071-CUR-00-XX-RP-TP-001	2
	2. The site-specific travel assessment (or statement) shall cover as a minimum: • If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities; • Predicted travel patterns and transport impact of future building or site users;	N/A (see para 1.4.3) Section 5 of TS	

BREEAM Category	Description	Signposts	No. of Credits
	- Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors; - Reporting of the number and type of existing accessible amenities within 500m of the site; - Disabled access accounting for varying levels and types of disability, including visual impairment; - Calculation of the existing public transport Accessibility Index (AI); and - Current facilities for cyclists. 3. Following a transport assessment (in accordance with the requirements set out in criteria 2), develop a site-specific travel plan that provides a long-term management strategy which encourages more sustainable travel. The travel plan includes measures to increase or improve more sustainable modes of transport and movement of people and goods during the building's operation. 4. If the occupier is known, involve them in the development of the travel plan. 5. Demonstrate that the travel plan will be implemented and supported by the building's management in operation.	Section 3 of ITP Section 5 of ITP Section 3 of TS Section 5 of ITP Section 3 of ITP This document Yes Section 8 of the ITP	
Tra 02	<u>Sustainable Transport Measures:</u> 1. Prerequisite: Achieve criteria 3–5 in the Tra 01 Transport Assessment and Travel Plan credit. 2. Identify the sustainable transport measures as per Table 7.4 in BREEAM guidance. - The existing AI calculated in Tra 01 $\geq$ 8; - Demonstrate an increase over the existing Accessibility Index through negotiation with local bus, train or tram companies to increase the frequency of the local service provision for the development; OR	This document Section 5 of ITP Not achieved, not required considering existing site's excellent accessibility Section 6 of the ITP Section 4 of the ITP Development provides a new car club space. Car sharing is promoted in Section 6 of the ITP	<i>Points:</i> 1 0 1 1 1

BREEAM Category	Description	Signposts	No. of Credits
	- Locate priority parking spaces nearest the development entrance used by the sharing scheme participants. - During preparation of the brief, the design team consults with the local authority (LA) on the state of the local cycling network and public accessible pedestrian routes, to focus on whichever the LA deems most relevant to the project, and how to improve it; AND - Agree and implement one proposition chosen with the local authority. The proposition supported by the development is additional to existing local plans and has a significant impact on the local cycling network or on pedestrian routes open to the public.	Achieved Section 1 of ITP	1
	Install compliant cycle storage spaces to meet the minimum levels set out in Table 7.5;	Section 4 of the ITP	1
	The above has been achieved; provide at least two compliant cyclists' facilities for the building users (showers, changing facilities, lockers, drying spaces);	Residents have access to their own shower facilities	1
	Existing amenities: At least three existing accessible amenities are present;	Not achieved	0
	Enhanced amenities: - Ensure a minimum of one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided; OR - Ensure a more than one new accessible amenity, in accordance with Table 7.6 on page 191, for the relevant Building Group, is provided.	Provision of Courtyard (outdoor open space)	1
	Implement one site-specific improvement measure, not covered by the options already listed in this issue, in line with the recommendations of the travel plan. Submit this for review by BRE.	Section 6 of FTP, pending BRE review (see para 1.4.4)	
	3. Award credits according to the existing Accessible Index (AI) of the project, and the total number of points achieved for the options implemented, see Table 7.3 of BREEAM guidance.	Site AI: 22.18 Points achieved under criteria 2: 8	8
Total Transport Credits Obtained			10

Table 1.1 – BREEAM Credits Targeted

1.4.2 Other relevant considerations in a BREEAM-compliant report include the following, with the compliance of the proposed development to these considerations outlined next to the criteria:

- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas** – Pleasant pedestrian environments will be delivered within the site as part of proposed development, public transport waiting areas will not be delivered within the site due to existing infrastructure that is already available across Manchester City Centre;
- Restrictions or charging for car parking** – the eastern sector of the existing car park area is to be retained but would go under a redesign to reduce its capacity to 12 car parking spaces. 9 car

parking bays would be reserved for Unite's usage only, with removable bollards installed in front of each of these spaces to prevent improper usage.

- **Pedestrian and cyclist friendly (for all types of user regardless of the level of mobility or visual impairment) with the provision of cycle lanes, safe crossing points, direct routes, appropriate tactile surfaces, good lighting and signposting to other amenities, public transport nodes and adjoining off-site pedestrian and cycle routes** – Direct routes, appropriate surfaces, lighting and signposting will be delivered within the site as part of proposed development. The site access junction will be upgraded to include tactile paving and dropped kerbs across the vehicular entrance. Furthermore, the development proposals include the provision of red/green men signalised pedestrian crossing facilities across Inchley Road at the signalised junction of Upper Brook Street/Booth Street East/Inchley Road.
- **Provision of suitable taxi drop-off or waiting areas** – Deliveries (e.g. from Amazon and Royal Mail) and taxis all wait in the existing parking bays located in front of the existing Kincardine building (opposite main reception). Deliveries and taxi collections are generally infrequent and short stay in nature, as such it is considered acceptable to continue operating in this manner.
- **Ensure rural buildings have appropriate access to transport to serve the local community adequately (where procured to do so, e.g. community centre)** – Not applicable as development is located within the city centre.

- 1.4.3 A key part of the ITP will be monitoring, whereby travel surveys will be distributed to all residents at the expanded development, in order to understand travel habits. Recipients will be encouraged to participate, and the surveys would extract key information such as usual mode of travel and reason for modal choice, attractiveness of and barriers to active and sustainable modes of travel, and any incentives that could encourage residents and visitors to travel more sustainably. The findings will provide information on reasons for travel patterns and attitudes of site users to identify relevant constraints and opportunities.

1.5 Structure of the Report

- 1.5.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out key aims and objectives for the Travel Plan process.
- 1.5.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** provides a summary of the development proposals.
- 1.5.3 **Section 5** assesses the accessibility of the site by sustainable modes of transport, including walking, cycling and public transport.

- 1.5.4 **Section 6** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whilst **Section 7** outlines the strategy for Travel Plan targets.
- 1.5.5 **Section 8** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a Travel Plan Coordinator (TPC) as the Travel Plan progresses.
- 1.5.6 **Section 9** identifies a marketing strategy on how the plan will be implemented on an ongoing basis together with a strategy for communicating the travel plan to all site users.
- 1.5.7 **Section 10** concludes the report by providing an Action Plan that summarises the document, how the plan will be funded, and next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under the following main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful Travel Planning process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport also show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows. On a national scale, the UK Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.1 The Greater Manchester Combined Authority (GMCA) has developed a co-ordinated Clean Air Plan to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels as effectively as possible, while also protecting local people, businesses, and the economy. These include:

- **The GM-wide Clean Air Zone** – from 30th May 2022 a daily charge will be applied to non-compliant vehicles (initially heavy goods vehicles and buses; coaches, vans and minibuses will follow on 1st June 2023; some motorcaravans, taxis and private hire vehicles will be eligible in 2022 and some in 2023) travelling on local roads within all areas Greater Manchester. Private cars, motorbikes and mopeds won't be affected. HGVs and buses will be charged £60 a day. The CAZ does not cover the National Highways-managed Strategic Road Network, aside from sections of the A628/A57 in Tameside.
- **£120 million funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle;
- Delivering 28-30 **electric vehicle charging points for taxis**; and

- **Retrofitting older busses** that have non-compliant engines.
- 2.2.2 As of the time of writing the Clean Air Zone will not go ahead on 30th May 2022 and no date has been set for it go into effect.
- 2.2.3 In 2021, TfGM published an updated 2040 Vision for Transport to deliver a transport system which enables residents, businesses, and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlines that transport is responsible for a third of carbon emissions, and that the annual cost of congestion alone to Greater Manchester is £1.3 billion per year.
- 2.2.4 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The travel planning process can support this aim by encouraging active and sustainable travel behaviour.
- 2.2.5 Under Policies 9, 10, 11, and 12 of Environmental Responsibility, the Transport Strategy states that TfGM will:
- *“work with partners and key stakeholders to bring nitrogen dioxide (NO₂) levels on local roads within legal limits, and to reduce levels of particulate matter, CO₂ and noise emissions from vehicles;*
 - *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change;*
 - *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
 - *aim to minimise the impact of transport on the built and natural environment – including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible.”*
- 2.2.1 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a ‘climate emergency’ was agreed and a target of 2038 set for becoming a zero-carbon city.
- 2.2.2 Manchester City Council formally endorsed the Manchester Climate Change Framework 2020-25 in March 2020. This sets out the ambition that *“Manchester will play its full part in limiting the impacts of climate change and create a healthy, green, socially just city where everyone can thrive.”* Transport is one the six priority areas for action. The framework details MCC’s commitments to limiting the impacts of climate change through adopting and meeting objectives by 2025 such as:

Objective 1 – Staying within our carbon budgets

Objective 2 – Climate adaptation and resilience

Objective 3 – Health and wellbeing

Objective 4 – Inclusive, zero carbon and climate resilient economy

Source: Manchester Zero Carbon Framework 2020-25, Manchester Climate Change Partnership and Agency, 2020.

2.2.3 This will require far-reaching efforts in all sectors of the economy and society, including transport. There are five headline transport actions required by 2025: increase walking and cycling; increase public transport use; reduce car travel and shift to electric vehicles; improve rail connections to other cities within the UK and Europe (and beyond); and minimise air travel.

2.2.4 Encouraging people to make smarter choices in the way they travel can considerably reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in polluting vehicles on the roads surrounding the site will mean better air quality throughout the area. There are also well documented health benefits associated with active travel, and activity levels across the UK could still be improved:

“66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.

26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010.”

Source: Health Survey for England, DoH, 2016.

2.3.2 In 2018, Public Health England (PHE) published an edition of ‘Health Matters’ focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and cough, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

2.3.3 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems. Further examples of the impact of travel behaviour on public health is shown in **Figure 2.1** below:

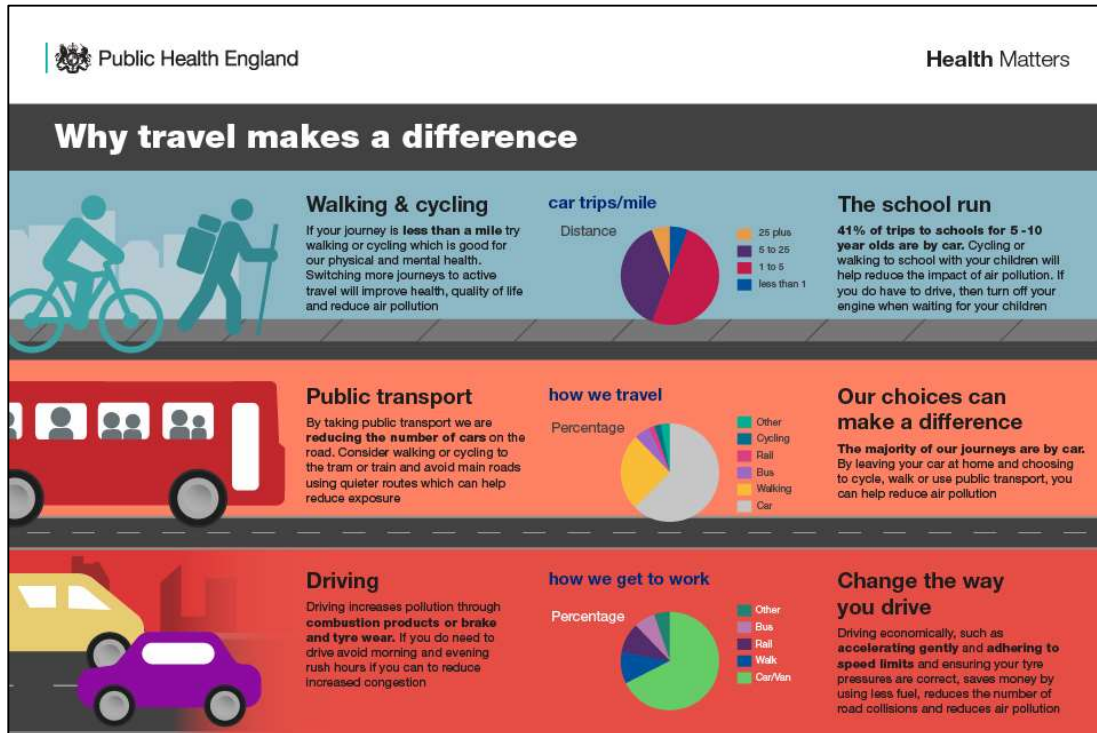


Figure 2.1 – The Impact of Travel Behaviour on Public Health
(Source: PHE)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14 – albeit this had fallen significantly since previous years. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups*, PHE, 2016.)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.
- 2.4.3 An effective TP can help encourage residents to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future residents of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009.

2.7 Travel Plan Aims & Objectives

- 2.7.1 Considering the above benefits and the end users, this ITP aims to minimise the number of car trips generated by the development and encourage residents to use sustainable modes of transport.
- 2.7.2 The aims of this ITP will be supported with the following objectives:
- **Objective 1** – To increase the level of walking to and from the site;
 - **Objective 2** – To increase the level of cycling to and from the site;
 - **Objective 3** – To increase the level of public transport use to and from the site;
 - **Objective 4** – To encourage car sharing and shared transport to reduce single occupancy car travel to and from the Site; and
 - **Objective 5** – To encourage uptake of Ultra Low and Zero Emission vehicles to reduce the carbon impact of travel.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The development site is located to the north of the junction between Kincardine Road and Whitekirk Close, to the south of Manchester city centre and in close proximity to The University of Manchester campus. The building extension would occupy an area currently used as a car park.
- 3.1.2 The site is surrounded by residential properties to the northeast, Whitekirk Close (and additional residential properties beyond) to the south east, Kincardine Road (and three car dealerships and two religious establishments beyond) to the south west and Gartside Gardens (a public park with hardstanding sports courts) to the north west.
- 3.1.3 **Plan 001** illustrates the location of the site in a local context in relation to the surrounding local highway network.

3.2 Surrounding Highway Network

Whitekirk Close

- 3.2.1 Whitekirk Close is where two of the pedestrian accesses to the development site and the vehicular access to the car park areas on site are located. It is connected to Kincardine Road to the southwest and has residential areas to north east.
- 3.2.2 Whitekirk Close has a 5.5m wide single carriageway where two-way traffic is permitted. Its speed limit is 20mph and traffic calming measures as raised tables are observable along its length.
- 3.2.3 On-street parking is not permitted for the majority of Whitekirk Close road which is enforced by double-yellow lines.
- 3.2.4 Footways are present on both sides of the road, with the north-western one having a width of 1.5m and the south-eastern one being 2m-wide. They are observed to be in good condition. Dropped kerbs are present at some junctions, with the access to Hardshaw Close having also tactile paving. Street lighting is provided.

Kincardine Road

- 3.2.5 Kincardine Road is where one of the pedestrian access points to site is located, linking it and Whitekirk Close with Grosvenor Street and Inchley Road to the north west and with Brunswick Street to south. These three roads provide access to the heart of The University of Manchester campus, as well as to key highway corridors in the area such as the A34 Upper Brook Street and the B5117 Oxford Road.

- 3.2.6 Kincardine Road is a single carriageway road (7m-wide) where two-way traffic is permitted between Grosvenor Street and Whitekirk Close. Between the latter and Brunswick Street, it is one-way only for motor vehicles (northwest-bound), while bicycles are permitted both ways as indicated by signage. Speed limit is 20mph.
- 3.2.7 Parking is not permitted along the south western side of the carriageway as enforced by double yellow lines while on the north eastern side parking is permitted at all times free of charge for permit holders, while the rest of users need to pay at the parking meter and can leave their vehicles for a maximum of three hours (with no return within an hour).
- 3.2.8 Junctions with other roads take the form of simple priority junctions, with the exception of Inchley Road, where a mini-roundabout can be found.
- 3.2.9 Footways are present on both sides of the road, being the one adjacent to the development site being wider than the one on the opposite side (3m and 1.8m-wide respectively). They are observed to be in acceptable condition. A number of informal pedestrian crossing points are provided with dropped kerbs, at the Inchley Road mini-roundabout has also tactile paving. Street lighting is provided.

A34 Upper Brook Street

- 3.2.10 Upper Brook Street is part of the A34 corridor, which links the A57(M) and Manchester city centre with numerous residential areas and the M60 to the south.
- 3.2.11 The section between Grosvenor Street and Brunswick Street has a single carriageway (approximately 16m in width) with two lanes per direction in general, although around junctions they usually increase to three. Bus lay-bys are also provided in front of most of the stops.
- 3.2.12 Junctions with the three roads linking the A34 with Kincardine Road to the north east (and with The University of Manchester campus to the south west) are signal-controlled and include advanced stop boxes tarmacked in green for cyclist, while junctions with minor roads take the form of ghost-island priority junctions.
- 3.2.13 Speed limit is 30mph and no parking is permitted on any side, which are enforced by double-yellow lines.
- 3.2.14 This road has ample footways on both sides observed to be in acceptable condition, with a minimum width of 2.5m. Signalised crossing points are present at the junctions with Grosvenor Street, Inchley Road/Booth Street East and Brunswick Street as previously discussed, which allows pedestrians walking between the development site and The University of Manchester campus to cross the A34 safely.

- 3.2.15 Dropped kerbs are provided at junctions and signalised crossings, with the latter also having tactile paving.

Grosvenor Street Inchley Road/Booth Street East and Brunswick Street

- 3.2.16 These three roads link Kincardine Road with The University of Manchester campus and therefore they would be frequently used by residents walking between the development site and the University buildings.
- 3.2.17 The three roads have single carriageways, with Grosvenor Street being one-way only (west-bound) until the junction with the B5517 Oxford Road, while the other two roads are two-ways. Speed limits are 20mph on Grosvenor Street and Inchley Road and 30mph on Brunswick Street. Meanwhile, from the A34 to the B5117 Oxford Road, speed limits are 30mph on Grosvenor Street and Inchley Road and 20mph on Brunswick Street.
- 3.2.18 Parking is not permitted on the sections between Kincardine Road and The University of Manchester campus. The three roads are provided with on-road cycle lanes on both sides of the carriageway.
- 3.2.19 Junction with major roads are signalised while with minor roads informal crossing points are provided. Dropped kerbs and tactile paving are provided at both the signalised and informal crossing points. Footways are in good condition, with some sections being renewed recently.

3.3 Access for Mobility and Visually Impaired Users

- 3.3.1 The site benefits from its city centre location and recent improvements to pedestrian facilities in the area. There are a number of existing features which ensure safe, convenient and aided access for those site users who are disabled and/or visually impaired.
- 3.3.2 There are wide footways and areas of public realm surrounding the site which have been observed to be in good condition. Dropped kerbs and tactile paving are present at many of the crossing in the vicinity of the site, including at signal-controlled pedestrian crossing points on the A34 Upper Brook Street.
- 3.3.3 The site access junction will be upgraded to include tactile paving and dropped kerbs across the vehicular entrance. Furthermore, the development proposals include the provision of red/green men signalised pedestrian crossing facilities across Inchley Road at the signalised junction of Upper Brook Street/Booth Street East/Inchley Road. The introduction of these facilities will further enhance access to the site for mobility and visually impaired users.

4.0 Development Proposals

4.1 Background and Context

4.1.1 Kincardine Court student accommodation building is located on a site to the north of the Kincardine Road / Whitekirk Close junction in Manchester. The proposals incorporate an additional 100 student bedrooms across a part four, five and six-storey extension to the existing premises, which have already 229 student bedrooms.

4.1.2 The description of the development is to be read as follows:

*“Erection of a part 4, part 5, part 6 storey extension to existing student accommodation building to form 25 additional student flats (comprising 100 bedrooms) (Use Class Sui Generis) to form 86 student flats in total (329 bedrooms) following removal, modification and reconfiguration of existing car parking, landscaping and boundary treatment together with the erection of a single storey water tank.”*The extension would be built to the north of the existing building (attached to it) on an area currently occupied by the western sector of the site car park, which would be removed. The space enclosed between the existing and the new building would be turned into a courtyard for the residents.

4.1.3 Vehicular access to the site would be modified slightly to provide a widened access for refuse vehicles, with new inward opening vehicular gates installed. The existing pedestrian and vehicular accesses would be retained. Once on site, pedestrian would be able to enter and egress the extension building through a new independent access on the ground floor.

4.1.4 The proposed site plan is attached as **Appendix A** at the rear of this report.

4.2 Access, Servicing and Construction

Pedestrian Access and Internal Circulation

4.2.1 As previously discussed, the existing gated pedestrian accesses on Kincardine Road and Whitekirk Close would be retained. The closest site access to the extension building entrance would be the one adjacent to the vehicular access on Whitekirk Close. A fence would be installed between the retained car park area and the footpath linking these two points to enhance pedestrian and cycle safety of the students accessing the building extension.

4.2.2 The extension building would have its main entrance on the ground floor of the north eastern façade, leading to a common corridor. Secondary entrances to the switch room and the bin store would also be available on the same façade. Additionally, the aforementioned common corridor, the common road and the bin store would also have entrances from the new internal courtyard.

- 4.2.3 As the building extension would not be internally linked with the existing premises at any floor, those walking between the them would need to use the entrances on the north eastern façade or on the courtyard for this purpose.

Vehicular Access and Servicing Vehicles

- 4.2.4 All vehicles would access the site through the widened two-way entry/exit point on Whitekirk Close.
- 4.2.5 Servicing vehicles park will park on the retained car parking area, which has been redesigned to allow refuse or other large vehicles to manoeuvre on site in order to ingress and egress to/from the public highway in front gear.

4.3 Parking

Car Parking

- 4.3.1 As described in greater detail within the TS the eastern sector of the existing car park area is to be retained but would go under a redesign to reduce its capacity to 12 car parking spaces. 9 car parking bays would be reserved for Unite's usage only, with removable bollards installed in front of each of these spaces to prevent improper usage.
- 4.3.2 There is a resident car park with five bays for the use of the surrounding properties that is accessed via the development site car park. This access arrangements would not be altered as consequence of the construction of the new building extension nor the redesign of the eastern car parking area. An additional 3 car parking spaces have also been provided for the residents (within the aforementioned eastern car park arrangement). Thus, providing a total of 1 car parking space per dwelling for the adjacent properties, which is an increase and betterment upon the previous resident parking provision.
- 4.3.3 At the request of MCC bollards are also to be provided for the resident spaces to prevent improper usage, these bollards would be key lockable. An additional disabled bay has also been accommodated within Unite's parking provision (as requested by MCC).
- 4.3.4 The TS confirmed that the existing 45 parking spaces are currently underutilised and the proposed level of parking (9 bays) would be sufficient for the daily site operations. It is anticipated that there will only be 2-3 members of staff on site permanently (receptionist/cleaners etc.) with the remaining spaces utilised temporarily by maintenance staff and city management etc.
- 4.3.5 The site benefits from excellent accessibility for pedestrians, cyclists and public transport users and a reduced provision would therefore contribute to keep the site car trip generation at minimum levels and should be encouraged from a planning and sustainability perspective.

Electric Vehicle

- 4.3.6 Curtins and Unite are aware of MCC desire to promote EV usage within Manchester city centre and as such all 9 of Unite's car parking spaces have been updated to include slow charging electric vehicle (EV) points.

Cycle Parking

- 4.3.7 A total of 50 cycle spaces are proposed on site. As shown on the plan in **Appendix A** 40 spaces are proposed in a covered cycle store on the north-eastern façade of the extension. 10 spaces will be provided in a separate cycle store enclosure on Whitekirk Close. Cycle parking for Unite staff and visitors will be provided in the form of 5 Sheffield style hoops, equating to 10 cycle spaces.

5.0 Accessibility by Sustainable Modes of Travel

5.1 Introduction

- 5.1.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use. This is particularly important when siting residential developments.
- 5.1.2 The proposed development consists of extending an existing and established student residential building (Kincardine Court), making efficient use of a site that currently comprises car parking. As demonstrated throughout the following subsections Kincardine Court is located within a short walk and cycle distance from the adjacent Universities (as well as many other useful local facilities and amenities) and there is a high standard of sustainable transport infrastructure already in place.
- 5.1.3 The accessibility of the proposed development is considered in this context for the following modes of travel:
- Pedestrian Accessibility;
 - Cycle Accessibility; and
 - Public Transport Accessibility.

5.2 Pedestrian Accessibility

- 5.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled '*Providing for Journeys on Foot*' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 5.1**:

CIHT Category	Town Centers (m)	Commuting/School/ Sightseeing (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 5.1 – CIHT Recommended Walking Distances

- 5.2.2 The Department for Transport's 2018 National Travel Survey states that: "*Walking was the most frequent mode used for short trips: 80% of trips under one mile [1.6km] were walks.*" This indicates that walking is the natural first choice for most local trips.

- 5.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. Plan 002 shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for educational trips.
- 5.2.4 Guidance from the Building Research Establishment Environmental Assessment Method (BREEAM) UK New Construction 2018 consultation states that Transport Assessments and Travel Plans should include reporting on the number and type of amenities within 500m of the site (based on current Tra 02 criteria) to obtain credits. The number and type of existing accessible amenities within 500m of the site can be summarised in **Table 5.2** below:

No.	Amenity	BREEAM Criteria / Type	Proximity to Site (m)
1	Gartside Gardens	Access to a recreation or leisure facility for fitness or sports Access to an outdoor open space	80
2	Orchard	Access to an outdoor open space	100
3	Medlock Primary School	Childcare facility or school	300
4	Lloyd's Pharmacy	Over the counter services associated with a pharmacy	350
5	The Vallance Centre Brunswick	General Medical Centre	400
6	Grosvenor Street	Publicly available postal facility	480
7	Manchester Aquatics Centre	Access to a recreation or leisure facility for fitness or sports	500
8	Oxford Road	Appropriate food outlets	500

Table 5.2 – Number and Type of Existing Accessible Amenities within 500m of the Site

- 5.2.5 The 500m catchment includes the development site, the bus stops on the A34 Upper Brook Street, a supermarket, two religious establishments, many University buildings, and other buildings in the surrounding area until reaching Grosvenor Street to the north, the A6 Ardwick Green South to the east, the A5184 Plymouth Grove to the south and the B5117 Oxford Road to the west.
- 5.2.6 Within a 1km walk from the site, there are additional residential properties and a supermarket to the north and east, Manchester Royal Infirmary to the south and University buildings to the west. The bus stops around the B5117 Oxford Road / Booth Street East / Booth Street West junction are also within this area.

- 5.2.7 The 2km isochrone reaches further areas such as the Northern Quarter, West Gorton, Rusholme, Hulme, Deansgate and the Manchester Town Hall. The entire Manchester University and Manchester Metropolitan University campuses, along Manchester Piccadilly and Oxford Road rail stations, Manchester Coach Station and various Metrolink stops are included within this catchment area.

Pedestrian Accessibility Summary

- 5.2.8 The surrounding roads have footways available for pedestrian use, and the carriageways are well and observed to be in good condition. Furthermore, informal crossings are available around the site, as well as signalised crossings at the A34 junctions, which provides a safer environment for pedestrians. There is already a high pedestrian footfall in the area, due to its location between a residential area and The University of Manchester campus. It is therefore considered that residents could walk from the site to the campus or other city destinations, as they do currently from the existing Kincardine Court building.

5.3 Cycle Accessibility

- 5.3.1 In order to assist in assessing the accessibility of the site by cycle, Plan 003 presents a 5km cycle catchment for the site. This distance equates to a journey time of around 24 minutes, while cycling at a speed of 12kph.
- 5.3.2 The 5km catchment encompasses both Manchester University and Manchester Metropolitan University campuses. The catchment extends as far as Cheetham Hill to the north, Clayton to the north east, to the north, Debdale to the east, Burnage to the south east, Withington to the south, Chorlton to the south west, Gorse Hill and Old Trafford to the west and Salford and Pendleton to the north west.
- 5.3.3 Cycling can be regarded as an option to travel to and from the site as there are multiple well-established cycle routes (both on-road and off-road) around the development site.
- 5.3.4 According to the TfGM cycle map, Kincardine Road is classified as a signposted on-road cycle route, linking the site with Grosvenor Street and Inchley Road to the north west and Brunswick Street and Plymouth Grove to the south (the latter via a short off-road cycle-pedestrian shared path). Additionally, the section between Whitekirk Close and Brunswick Street can be used by cyclists in both directions, while general traffic can only drive southeast-bound, as indicated by signage.
- 5.3.5 The aforementioned roads have on-road cycle lanes on both sides of the carriageway, allowing cycle users to access the site from multiple destinations within Greater Manchester using routes with cycle-dedicated facilities as described on the next page:
- 5.3.6 Grosvenor Road is linked to London Road to the east, a road which has also cycle lanes on both sides on the carriageway and grants access to Manchester Piccadilly station and the city centre, while to the west the cycle facilities continue along the Stretford Road-Talbot Road corridor, also provided with cycle lanes on both directions, and connecting the area with Old Trafford, Gorse Hill or Stretford;

- 5.3.7 Inchley Road-Booth Street East/West and Brunswick Street allow cycle users to travel between the site and the nearby The University of Manchester campus, which is highly important due to the nature of the residents living on site (students). The campus has also multiple off-road paths and 20mph streets which are linked to other on-road and off-road cycle routes towards the west and the south of the city;
- 5.3.8 Additionally, Brunswick Street is linked to the east with key roads with cycle lanes on both sides of the carriageway;
- 5.3.9 Plymouth Grove grants access to the residential roads to the south east, which have a speed limit of 20mph;
- 5.3.10 Furthermore, Grosvenor Street, Inchley Road-Booth Street East/West and Brunswick Street link Kincardine Road with the B5117 corridor, which connects the heart of The University of Manchester campus with the city centre to the north and with multiple residential and commercial areas to the south as Rusholme, Whirring ton or Didsbury. The B5117 has cycle lanes on both sides of the road which are physically segregated from the general traffic, enhancing cycle safety. In addition, from 6am to 9pm private vehicles' through-traffic is not permitted on the University campus section. The B5117 is therefore the most significant north-south cycle link in Greater Manchester; and
- 5.3.11 Gartside Gardens, to the north of the site, also have a number of off-road paths that allow residents of the building on site to avoid the Kincardine Road traffic when travelling towards Grosvenor Street.

Cycle Accessibility Summary

- 5.3.12 In summary, there are multiple cycle facilities around the development site which are of a high standard. These include on-road cycle routes, on-road and segregated cycle lanes, and off-road pedestrian-cycle shared paths. Furthermore, the surrounding residential roads are limited to 20mph, and the topography of the area is relatively flat, which is also conducive for cycling.
- 5.3.13 It is therefore considered that due to the aforementioned factors, prospective residents could travel to and from the development by bicycle.

5.4 Public Transport Accessibility

- 5.4.1 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400m from a new development.

Public Buses

- 5.4.2 There are four bus stops on the A34 Upper Brook Street which are less than 400m away from the centre of the proposed development, two of them around the junction with Booth Street East and another two adjacent to the junction with Brunswick Street. They are served by bus route number 50.

- 5.4.3 All these stops are provided with a flag and timetable board, while the two southeast-bound stops are provided with a shelter and seating facilities. Additionally, all the stops except the southeast-bound around the junction with Booth Street East have a lay-by to avoid stopping buses to interrupt the through traffic on the A34 Upper Brook Street while passengers are boarding or alighting
- 5.4.4 Nevertheless, there are another two sets of stops slightly over 400m away from the site (approximately at 600m) around the B5117 Oxford Road / Booth Street West junction, where additional services are available, increasing significantly the number of destinations at public transport reach from the development site.
- 5.4.5 The two stops on the B5117 Oxford Road are provided with a flag, and information board, a shelter, seating facilities, a bin, colour contrast paving at the edge of the footway and lay-by on the carriageway for stopping services.
- 5.4.6 There are also two additional stops on the A6 Ardwick Green South-Downing Street around the junction with Ardwick Green North, 550m to the west of the development site, which offer further services to the site residents. Both stops are sheltered and provided with a flag, an information board and seating facilities.
- 5.4.7 A summary of the bus services and their frequencies from/to bus stops close to the development are outlined in **Table 5.3** while the distance from the development site to the bus stops and the services available on every stop is shown in **Table 5.4**. It is noted that the provision of bus services will change over time during different seasons of the year and in response to current circumstances.

Service	Destinations	Daily Frequency (Mon-Fri)
15	Manchester - Rusholme - Firwood - Stretford - Urmston - Davyhulme - Flixton	20 min
18	intu Trafford Centre - Urmston - Stretford - Sale - Baguley - Wythenshawe	1 h
41	Ashton - Dukinfield - Yew Tree circular	1 h
42	Manchester - MRI - Withington - Didsbury - Stockport	30 min
42A	Reddish - Heaton Chapel - Didsbury - Rusholme - Manchester	30 min
42B	Manchester - East Didsbury - Bramhall - Woodford	30 min
43	Manchester - Withington - Northenden - Wythenshawe - Manchester Airport	30 min
50	East Didsbury - Victoria Park - Manchester - Salford Quays - MediaCityUK	Less than 10 min
51	East Didsbury - Burnage - Birchfields - Salford - The Lowry	12 min
53	Pendleton - Salford Quays - Old Trafford - Rusholme - Gorton - Cheetham Hill	30 min
85 / 85A	Chorlton - Alexandra Park - Moss Side - Manchester	10 min

86	Chorlton - Whalley Range - Hulme - Manchester	12 min (Saturdays only)
111	Manchester - MRI - Moss Side - Withington Community Hospital - Southern Cemetery	10 min
142	East Didsbury - The Christie - Fallowfield - MRI - Manchester	10 min
143	Manchester - Rusholme - Fallowfield - West Didsbury	10 min
147	Piccadilly Rail Station - West Didsbury	10 min
191	Hazel Grove - Stepping Hill - Stockport - Levenshulme - Longsight - Manchester	20 min (6am to 10am), 30 min (3pm to 5pm)
197	Manchester - Longsight - Levenshulme - Green End - Stockport	20 min
201	Hattersley - Hyde - Denton - Gorton - Manchester	10 min
203	Manchester - Reddish - Belle Vue - Stockport	10 min
204	Hyde - Haughton Green - Denton - Gorton - Manchester	30 min / 1 h (5:30am to 9:00 and 6pm to midnight)
205	Denton - Dane Bank - West Gorton - Manchester	15 / 30 / 65 min
250	intu Trafford Centre - Trafford Park - Old Trafford - Manchester	10 min
253	Partington - Flixton - Urmston - Stretford - Hulme - Manchester	2 per day
263	Altrincham - Sale - Stretford - Hulme - Manchester	15 min
V1	Leigh - Tyldesley - Manchester - Manchester Royal Infirmary	15 min
V2	Atherton - Tyldesley - Manchester - Manchester Royal Infirmary	15 min
V4	Ellenbrook - Manchester - Manchester Royal Infirmary	6 morning services

Table 5.3 – Bus Services to/from the stop around the proposed development

Bus Stop	Direction	Services Available	Distance to
Upper Brook Street / Brunswick Street	Southbound	50 51	250m
Upper Brook Street / Brunswick Street	Northbound	50	350m
Upper Brook Street / Booth Street East	Southbound	50	300m
Upper Brook Street / Booth Street East	Northbound	50 51	300m
A6 / Ardwick Green	Southbound	192, 201, 203, 204, 205	550m
A6 / Grosvenor Street	Northbound	192, 201, 203, 204, 205	550m
Booth Street West / College of Music (Stop A)	Westbound	53, 85, 85A, 86, 250, 253, 263	600m
Booth Street West / College of Music (Stop B)	Eastbound	53, 85, 85A, 86, 250, 253, 263	600m
Oxford Road / University Shopping Ctr (Stops C and D)	Northbound	15, 18, 41, 42, 42A, 42B, 43, 53, 111, 142, 143, 147, 191, 197, V1, V2	600m

Oxford Road / University Shopping Ctr (Stops E and F)	Southbound	15, 18, 41, 42, 42A, 42B, 43, 53, 111, 142, 143, 147, 191, 197, V1, V2, V4	600m
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Table 5.4 – Bus stops close to the development site

5.4.8 **Tables 5.3 and 5.4** demonstrate that there is a high number of existing bus services which are accessible within 600m of the site. These services run at peak and off-peak times and frequencies are generally good, giving the opportunity for patrons to travel by bus to multiple destinations in Greater Manchester.

5.4.9 Manchester Coach Station is also relatively close to site (1.3km to the north, with travel times of 17 minutes on foot, 14 minutes by bus and 6 minutes by bicycle) and has additional services to regional and national destinations as Leeds, Liverpool, London, Birmingham, Edinburgh, Plymouth or different national airports.

Bus Accessibility Summary

5.4.10 In conclusion, the site is considered to be highly accessible by bus.

Accessibility by Light Rail and National Rail

5.4.11 Manchester Piccadilly Station, where both Metrolink and National Rail services are available, is 1.2km to the north of the development site, with travel times of 16 minutes on foot, 11 minutes by bus and 6 minutes by bicycle.

5.4.12 Four Metrolink services stop at Manchester Piccadilly, with a frequency of 12 minutes each. Blue Line connects this station with Ashton-under-Lyne and Eccles, the Orange Line with Ashton-under-Lyne and MediaCityUK, the Yellow Line with Bury, and the Purple Line with Altrincham. As these lines share common track sections, especially in Manchester city centre, services travelling to certain stops could be available every 4 or 6 minutes.

5.4.13 With regards to National Rail, Manchester Piccadilly is one of most important hubs in the British network, falling under the DfT category A ('National Hub') and a key node of the network of local and regional services. The station currently has 14 platforms and it is managed by Network Rail.

5.4.14 Therefore, multiple local, regional and national destinations can be accessed by direct rail services, including Warrington Central, Preston, Bolton, Chester and Wigan Wallgate (Northern), Sheffield and Nottingham (East Midlands Trains), Holyhead and Cardiff (Transport for Wales), Nottingham, Leeds, York, Newcastle, Middlesbrough, Edinburgh and Glasgow (TransPennine Express), Birmingham New Street, Oxford, Reading and Bristol Temple Meads (CrossCountry) and London Euston (Virgin Trains).

BREEAM Public Transport Accessibility Index (AI)

- 5.4.15 Guidance from the BREEAM UK New Construction 2018 consultation also states that Transport Assessments and Travel Plans should include reporting on the public transport accessibility (i.e. Tra 01 – proximity to train, bus etc. stops and frequency of services) to obtain credits. This includes calculation of the Accessibility Index (AI) of the site.
- 5.4.16 Based on Tra 01 standards, a compliant transport node is defined as any bus service with a stop within 650m and any railway station within 1,000m of the assessed building's main entrance, measured via a safe pedestrian route (not 'as the crow flies'). The bus stop ("node") located within this distance and their respective service frequencies per hour are as follows in **Table 5.5**. For the purposes of this assessment, multiple services (i.e. services that operate from more than one node within proximity of the site, or the same bus/rail serving two separate stops/stations) have been considered only once at the node in closest proximity to the site.

Service and Frequencies per Hour		Node and Distance to Node (m)			
		Upper Brook Street (250m)	A6 (550m)	Booth Street West (600m)	Oxford Road (600m)
Bus	15	-	-	-	3
	18	-	-	-	6
	41	-	-	-	1
	42	-	-	-	2
	42A	-	-	-	2
	42B	-	-	-	2
	43	-	-	-	2
	50	6	-	-	-
	51	5	-	-	-
	53	-	-	2	-
	85 / 85A	-	-	6	-
	86	-	-	5	-
	111	-	-	-	6
	142	-	-	-	6
	143	-	-	-	6
	147	-	-	-	6
	191	-	-	-	3
	197	-	-	-	3
	201	-	6	-	-
	203	-	6	-	-
	204	-	2	-	-
	205	-	4	-	-

Service and Frequencies per Hour		Node and Distance to Node (m)			
		Upper Brook Street (250m)	A6 (550m)	Booth Street West (600m)	Oxford Road (600m)
	250	-	-	6	-
	253	-	-	0	-
	263	-	-	4	-
	V1	-	-	-	4
	V2	-	-	-	4
	V4	-	-	-	0
Accessibility Index (AI)		<u>22.18</u>			

Table 5.5 – BREEAM Public Transport Accessibility Index (AI) Calculator

5.4.17 It can be observed that the site's AI of 22.18 demonstrates that the site is highly accessible by public transport.

5.5 Summary

5.5.1 The National Planning Policy Framework (NPPF) supports a presumption in favour of sustainable development. Within the document, Section 9 – Promoting Sustainable Transport outlines the important role that transport policies have to play in facilitating this. Paragraph 105 indicates that:

“Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes.”

5.5.2 The site is situated in a mixed-use area to the south of Manchester city centre, in close proximity to The University of Manchester campus. There are also a number of complementary land uses around as bars, restaurants, cultural and religious facilities, supermarkets and convenience shops. It is also worth highlighting the high standard of the existing pedestrian and cycle infrastructure, with traffic signal-controlled crossing and off-road and on-road local and cycle routes at short distance from the site.

5.5.3 It has been demonstrated that the site is served by a large amount of existing bus routes as 32 bus stops are in close distance to the development site. In addition, Manchester Piccadilly (Metrolink and National Rail services) and Manchester Coach Stations are at walking distance to the site, connecting it to areas all over the region and the country quickly and frequently. Plan 004 shows the areas that can be reached by public transport in less than 30min (including Manchester city centre, Collyhurst, Longsight, Chorlton or Old Trafford), in less than 45 min (as Bury, Chadderton, Ashton-under-Lyme, Huddersfield, Woodley, Stockport, Adlington, Altrincham, Warrington or Chorley) and in less than an hour (as Leeds, Dewsbury, Preston, Sheffield, Hope Valley, Chester, Liverpool or Preston).

- 5.5.4 It can be concluded therefore that the proposed development is situated in a very sustainable location with a wide range of public transport links available and attractive walking and cycling facilities in place. As the development consists of extending an established student residential accommodation building (in lieu of car parking) it makes an efficient use of previously-development land and should be encouraged from a planning and sustainability perspective.

6.0 Travel Plan Initiatives

6.1 Introduction

- 6.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of measures and initiatives have been developed to encourage active and sustainable travel and reduce single occupancy car travel to and from the site.
- 6.1.2 This section of the ITP sets out the initiatives that could be implemented in a full Travel Plan at the site. The initiatives below are in line with the aims, objectives and benefits set out in **Section 2** of this document.

6.2 Appointment of Travel Plan Coordinator (TPC)

- 6.2.1 At least one month before first occupation of the proposed development, a Travel Plan Coordinator (TPC) will be appointed. The duty of the TPC will be to take responsibility for ensuring that the various elements of the Plan are monitored and operate effectively to offer a genuine choice of travel modes.
- 6.2.2 One of the primary responsibilities of the TPC is to work with TfGM to deliver free personalised travel planning for residents incorporating a survey, events and then advice to residents on sustainable travel choices. Additional responsibilities of a TPC are further detailed in **Section 8** of this report.
- 6.2.3 Contact details for the TPC will be made available internally to residents, and externally to the Travel Planning Team at MCC.

6.3 Production of Welcome Packs

- 6.3.1 A vital initiative of the TP is likely to be the distribution of the Travel Plan Welcome Packs for all residents.
- 6.3.1 Welcome packs can be important in influencing travel patterns and therefore it is envisaged that welcome packs will be supplied to all residents at the development.
- 6.3.2 Residents could receive the Welcome Pack in the early stages of operation. The contents of the Welcome Packs will include:
- Introduction to the Travel Plan concept detailing the aims, objectives and aspirations;
 - The health benefits of walking and cycling, and the environmental benefits of sustainable modes of transport;
 - Maps showing local walking / cycling routes and places of interest;
 - Details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
 - Details of public transport services, including ticketing options, timetables, and routes;

- Details of the Travel Plan Co-ordinator (TPC).
- Details and links to Car Sharer database registration;
- Car Club scheme;
- Electric Cycle scheme;
- Contact information for community transport options where necessary;
- Location of Electric Vehicle (EV) charging points;
- Calendar of annual events (Bike Week etc); and,
- Information on rail cards and other incentive schemes available to rail travellers.

6.3.3 The information contained with the Welcome Packs would be periodically updated by the TPC. The information above could also be emailed to residents, or on notice boards to be placed in communal areas.

6.4 Marketing and Promotional Measures

6.4.1 Providing easily accessible information on travel options can be important in influencing travel patterns. Relevant elements of the Travel Plan will be supplied to all residents at the site electronically (via a Travel Page on the website) or physically on notice boards in communal areas. This will include:

- Provide a summary of the TP in the Welcome Pack;
- Publicise the TP with posters and notice boards in communal areas; and
- Organise a monthly promotional event in a communal area.

6.4.2 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future residents of the site. In order to ensure this, the following strategy will be undertaken:

- Provide an electronic copy to all residents;
- Make a hard copy available at the reception areas; and
- An electronic version made available to download on the web / Facebook page.

6.5 Measures to Encourage Walking

6.5.1 Walking is the most sustainable and accessible mode of travel. Any individual in relatively fair health can incorporate walking into part of their journey. Furthermore, 30 minutes of moderate activity 5 or more times per week is likely to enhance the health and fitness of the individual.

6.5.2 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of pedestrian infrastructure in the surrounding area and the development proposals seek to provide a series of pedestrian improvements in the vicinity of the site.

6.5.3 The following measures will be provided in order to encourage residents to walk:

- Raise awareness of the health benefits of walking;
- Promotions within the site on national events such as “National Walking Month”;
- Clear signing of pedestrian routes within and adjacent to the site;
- Adequate lighting, landscaping, and shelter to create pleasant pedestrian waiting areas; and
- Regularly review and update information (if necessary) provided within the Welcome Packs / Travel Page / notice boards, such as:
 - Local pedestrian routes, including public footpaths and walking times to key destinations; and
 - The www.plotaroute.com website for journey planning on foot.
 - Promote the Greater Manchester Walking website at gmwalking.co.uk/ which provides resources on routes, tips, local walking groups, or the www.walkit.com website for journey planning on foot.

6.5.4 Additional measures such as marketing campaigns incorporating free issue pedometers and alarms, discouraging car parking spaces from being allocated to able-bodied staff who live within 2km of the site, and the implementation of a “walking buddy” scheme could also be considered.

6.6 Measures to Encourage Cycling

6.6.1 It has been demonstrated throughout **Section 5** of this ITP that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided within 50 spaces provided as part of the development proposals.

6.6.2 To encourage residents to cycle, the following measures will be provided:

- Raise awareness of the health benefits of cycling;
- Encouraging local cycle clubs/forums to be invited to take part in Travel Plan promotional events to raise awareness;
- Ensure that there is sufficient cycling infrastructure and facilities on-site, such as:
 - Provision of signage in and around the site;
 - Engage with MCC to ensure appropriate standards of cycleways adjacent to the Site;
 - Improved security at existing and proposed bike parking facilities;
 - Shower and changing room facilities to be provided in the building; and
 - Provide an on-site puncture repair kit;
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Local cycle network routes;
 - Cycle information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk;
 - Promote the availability of local information on cycle training, parking, paths, maps, hire, or bringing bicycles on public transport on the TfGM website tfgm.com/cycling-and-walking;
 - Details of local cycle shops; and

- Marketing campaigns such as “National Bike Week”.

6.6.3 Additional measures such as encouraging a “cycle buddy” scheme via a development-wide Bicycle User Group (BUG), making a ‘bike doctor’ available at BUG meetings to check bicycles and ensure they are road worthy (any recommended repairs will be identified but it will be the responsibility of the individual to fund the repairs), promoting TfGM’s cycle training sessions (family confidence training, learn to ride, road rider ready, one-to-one, basic / intermediate maintenance), and having the TPC negotiate discounts with local cycle retailers could also be considered.

6.7 Measures to Encourage Public Transport

6.7.1 It has been demonstrated throughout **Section 5** of this ITP that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester. The following measures will be provided in order to encourage residents to travel by public transport:

- Liaise with bus companies on any future improvements and/or extensions to local services;
- Negotiation with local bus companies for an increase in the local service provision to the site;
- Negotiation with local bus companies for discounted/ free travel passes for students;
- Promote the 16-25 Railcard which save holders 50% and 33%, respectively, on all train fares at a cost of £30 per year;
- Provision of new and improved inter-connecting footways and cycle links crossings to surrounding public transport infrastructure as part of the development; and,
- Regularly review and update information (if necessary) provided within the Welcome Packs/ Travel Page / notice boards, such as:
 - Details of Traveline’s online journey planning resources: <https://www.traveline.info/>;
 - Distribute details of the “My TfGM” mobile app and online Journey Planner <http://my.tfgm.com/>;
 - Details of MCC’s community transport options for residents who may have difficulty accessing regular public transport;
 - Advertise any promotions/discounts offered by public transport operators;
 - A map showing local bus and rail stations in the vicinity of the site; and
 - Links to up-to-date bus and rail details including timetables / route maps.

6.8 Measures to Encourage Car Sharing / Shared Transport

Car Sharing

- 6.8.1 Car sharing is an effective way of reducing single occupancy car trips if a number of people travel to the same location each day. This could be simply encouraged on an informal basis.
- 6.8.2 To aid the coordination of car sharing, it is suggested that residents who are willing to car share should submit their name to the Travel Plan Coordinator (TPC). People could then be matched with those undertaking similar journeys on a more informal basis through informal events such as 'car share coffee mornings'. Residents will also be encouraged to separately discuss with peers the option to car share to and from the site, with common needs, timetables or destinations.
- 6.8.3 It is envisaged that this would need to be regularly maintained / revised.
- 6.8.4 There are car sharing organisations which offer a matching service. Residents and visitors would be able to use the website; www.carsharegm.com, which has been developed by TfGM, to organise car shares. Notwithstanding this, CarshareGM is an employer-based car sharing scheme and residents would need to work for a firm who is registered with the database to benefit from this.
- 6.8.5 Alternatively, www.liftshare.com/uk is a public website where prospective car sharers can search for matches on their own by filtering via location and time of departure etc. It is considered that car sharing would be an attractive facility for residents who do not own a car but require occasional use.
- 6.8.6 The TPC will also raise awareness of car ownership costs and highlight the social and economic benefits of car sharing.

Car Club

- 6.8.7 It is acknowledged that many residents that do not own a car may require the use of a car on certain occasions. Car Club offers a cost-effective, hassle-free, and greener alternative to car ownership and traditional vehicle hire. The car club allows users to view the availability of cars at designated parking bays throughout the city via a mobile application, where they can unlock and start driving their selected car on the spot.
- 6.8.8 Cars can be reserved by the hour, day or even longer. The price of the journey depends upon the vehicle type, the duration of the reservation and the miles driven.
- 6.8.9 It is considered that the Car Club could therefore be a highly attractive facility for residents who require occasional private car use. As part of the development proposals a new car club bay is being introduced adjacent to the site.

6.9 Measures to Encourage Ultra-Low and Zero Emission Vehicles

- 6.9.1 Ultra-Low and Zero Emission Vehicles contribute substantially to reduce the carbon footprint of private transportation. As the UK moves towards a net carbon society, Manchester is at the forefront of tackling Climate Change, including schemes such as 'Clean Air Manchester'.
- 6.9.2 To support the wider aims of the Council, the Proposed Development includes a 100% EV provision, with active charge points installed, upon occupation of the development.

Electric Vehicles (EV)

- 6.9.3 In addition to the proposed EV charging facilities onsite, there are many EV charging points in Manchester, some of which are within an acceptable walking distance of the site. There are two EV charging point located on Booth Street West.
- 6.9.4 This charging point is one of the hundreds of charging points located on the Be.EV network within Manchester. EV owners who wish to join the Be.EV network can sign up for a free account and membership online, after which they can operate charging points using a card or a smartphone application.
- 6.9.5 Since October 2021, a tariff to use the Be.EV network has been introduced. Be.EV members benefit from reduced rates of £0.32/kWh for rapid chargers and £0.22/kWh for fast chargers. / All charge points are free to use, however there is an annual cost associated with the access card.
- 6.9.6 **Figure 6.1** below illustrates the location of the nearest EV charge points in the vicinity of the site:

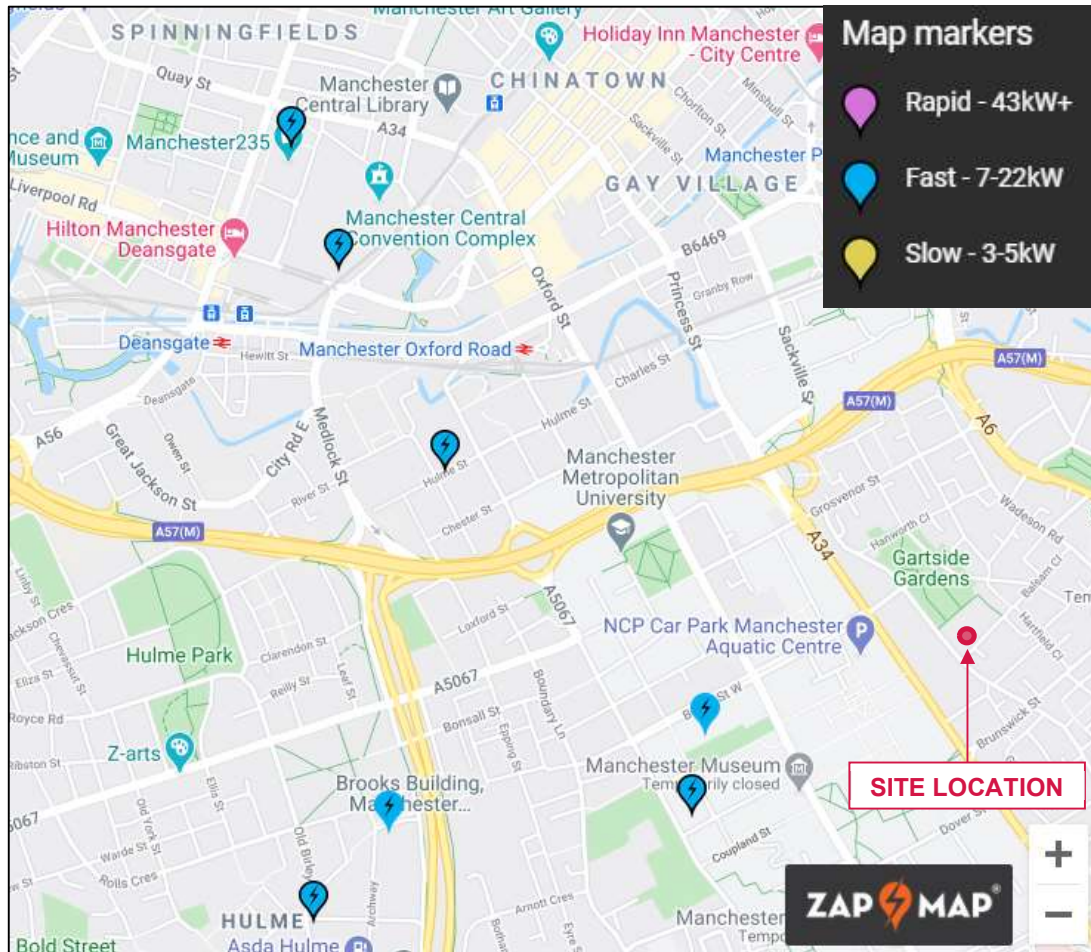


Figure 6.1 – Electric Vehicle (EV) Charge Points in the vicinity of the site
(Source: ZapMap)

6.10 Reducing the Need to Travel

6.10.1 An effective way of lessening the travel impact of a development is to reduce the need to travel in the first instance. Therefore, the following measures will be considered:

- Promote video and audio teleconferencing facilities;
- Provision of equipment (such as high-speed fibre optic broadband connections) to allow residents to work from home; and
- Equipping all communal areas with high-speed fibre optic broadband and free Wi-Fi hotspots to enable easy connection.

6.11 Summary

- 6.11.1 In summary, the TP initiatives contained in this section can be implemented by the TPC to encourage residents to travel by sustainable modes of transport and contribute to the achievement of objectives set out earlier within this TP.
- 6.11.1 The list of measures above is by no means exhaustive but form the basis of those to be explored by Unite Group PLC and to be agreed with Travel Plan officers from MCC.

7.0 Targets

7.1 Introduction

- 7.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out the strategy for the Travel Plan targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

7.2 Data Collection and Analysis

Travel Surveys

- 7.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys of future residents. Therefore, it is not appropriate to provide a definitive set of targets at this stage.
- 7.2.2 In order to understand travel habits, travel surveys will be distributed to all residents within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner. Recipients will be encouraged to participate, and the surveys would extract the following key information:
- Usual mode of travel and reason for modal choice;
 - Attractiveness of various active and sustainable modes;
 - Any barriers to walking, cycling and public transport; and
 - Initiatives that would encourage residents to travel more sustainably.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on reasons for that modal split and identify any measures that may encourage a modal shift.
- 7.2.4 Firstly, questions will be transferred to SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection. Residents would be sent this link in the early stages of operation and could click on it and get directed to an internet-based survey. All results can be recorded on a computer database for analysis.
- 7.2.5 Paper surveys will also be made available across communal areas of the site. These results can be manually transferred to the SurveyMonkey computer database for analysis alongside the electronic surveys.
- 7.2.6 The information obtained will be used to undertake travel performance indicator and modal split analysis. Residents would then be surveyed annually from the initial survey to review progress against current and targeted modal splits, as well as means of testing the effectiveness of new measures where appropriate.

Modal Split Analysis

7.2.7 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

7.2.8 To provide an indication of potential targets, an example is provided in **Table 7.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-1%	-2%	-2%	-5%
Car Share		-	-	-	-
Public Transport		-		+1%	+1%
Cycle		+1%	+1%		+2%
Foot		-	+1%	+1%	+2%

Table 7.1 – Example of Potential Targets

7.2.9 The example modal split targets above aim for a 5% reduction in single occupancy car trips, whilst aiming for a 5% increase in trips by more sustainable modes such as public transport, walking and cycling.

7.2.10 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys, which be arranged within 3 months of first occupancy or when 50% occupancy has been reached, whichever is sooner.

7.2.11 For example, if uptake for cycling is found to be low through the modal split analysis, a cycle awareness event could be organised including safety and maintenance classes. Modal split targets could then be set in future Travel Plan updates if deemed appropriate.

7.3 SMART Targets

7.3.1 All performance indicator targets and potential modal split targets are considered to be suitable interim measures before travel surveys are undertaken.

7.3.2 At this point, official targets will be set through consultation with MCC. The official targets will be **SMART** (Site-specific – Measurable – Achievable – Realistic – Timed).

7.3.3 Once the travel surveys have been undertaken, it is possible to monitor modal splits so that Travel Plan initiatives can be tailored to increase uptake of certain modes of travel. Modal split targets are set for a reduction in private car use offset by an increase in sustainable modes.

- 7.3.4 The above targets are indicative only, and final targets will be decided following the receipt of the baseline travel surveys.

8.0 Monitoring and Review

8.1 Introduction

8.1.1 This section of the report sets out the proposed management arrangements associated with the ITP.

8.1.2 DfT Good Practice Guidelines outlines six key messages regarding implementation and management, as follows:

- *“Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*
- *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*
- *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*
- *Local authorities need to establish robust databases of all travel plans in their areas.*
- *Post-implementation management arrangements must be identified and included in the travel plan.*
- *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area.”*

Source: Good Practice Guidelines: *Delivering Travel Plans through the Planning Process*. DfT, 2009.

8.1.3 It is clear from the above that a TP document should be considered as merely the starting point of the process. The implementation of a TP is an on-going requirement and will require support and leadership in achieving its objectives.

8.2 Responsibility and Management

8.2.1 Overall responsibility for the TP will lie with the occupier Unite Group PLC. Following full operation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.

8.2.2 The survey information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for modal splits and identify measures that may encourage a modal shift.

8.2.3 At this point, the day to day responsibility will shift from the occupier to the appropriately appointed TPC.

8.2.4 Notwithstanding, adequate consultation and support from the Unite’s management is required to ensure the smooth implementation of the TP. A number of measures to be undertaken comprise:

- Active management of the car parking supply;
- A commitment to actively pursue any future partnerships with bus operators;

- Provision of security for walkways to and from the site and between the main residential areas and the development, including CCTV monitoring where appropriate;
- Maintenance of cycling and walking facilities, lighting and any CCTV installations in collaboration with the Highways and Planning Authorities;
- Support for a TPC in ways including, but not limited to, funding to enable them to fulfil their duties and deliver the TP as intended; and
- A commitment to actively promoting car-sharing and sustainable transport options at the site.

8.3 Travel Plan Coordinator (TPC)

8.3.1 The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:

- Leading on the delivery of the TP;
- Representing the human face of the TP and explaining its purpose and opportunities on offer;
- Implementing and promoting sustainable travel initiatives to ensure a coordinated approach across the site as a whole;
- Promoting individual measures/initiatives in the TP and instigate a marketing campaign upon first occupancy of the site;
- Liaising with public transport operators and represent the operator at relevant forums;
- Monitoring the TP and identifying trends in relation to the targets and reporting the findings to relevant parties (i.e. MCC); and
- Taking a key role in reviewing the TP according to the achievement of the modal shift targets specified therein.

8.3.2 A TPC will be nominated in due course, at least one month before operation.

8.4 Monitoring and Evaluation

8.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets and would be the responsibility of the appointed TPC. Apart from receiving regular updates from residents and liaising with MCC on transport-related matters, the main monitoring process will involve travel surveys as described in **Section 7** above.

8.4.2 The results of each survey would be used to review progress against target modal splits, where the TPC will be required to calculate the percentage share of all travel modes to and from the site. Where targets are not met, remedial actions will be proposed, agreed and then monitored for effect.

8.4.3 The figures calculated will additionally take account of known parameters (such as car parking provision) which will be calculable independently to ensure the robustness of the information provided.

- 8.4.4 Monitoring reports will be provided to officers at MCC annually following the receipt of the first surveys, within 3 months of each travel survey phase. The reports would include a comparison of achievements against targets and remedial proposals for improvement where required. It would also include a summary of changes to any personnel, any new or changed partnerships and outline plans and proposals for the coming year. In addition, survey results would be circulated to all residents upon the completion of surveys.
- 8.4.5 Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys (or until a date to be agreed with MCC) to ensure that the TP reflects current opportunities and local circumstances.

9.0 Marketing Strategy

9.1 Introduction

- 9.1.1 The initiatives proposed in **Section 6** of this ITP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Marketing Strategy is therefore considered to be a vital step in ensuring the success of any TP.

9.2 Budget and Funding

- 9.2.1 Funding should continue to be made available not only for the implementation of the measures proposed in this TP, but also for their management and communication. The communication and management of a TP is best undertaken by a TPC.
- 9.2.2 Funding should continue to be made available for the provision of this role, whether this be an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

9.3 Promotion of the TP

- 9.3.1 Promotion of the TP around the site should take the following forms:
- Provide a summary of the TP in the Welcome Pack;
 - Publicise the TP with posters and notice boards in communal areas; and
 - Organise a monthly promotional event in a communal area.

9.4 Document Distribution

- 9.4.1 A version of this TP document and any subsequent TP review documents should be made readily accessible to all future residents of the site. In order to ensure this, the following strategy will be undertaken:
- Provide an electronic copy to all residents;
 - Make a hard copy available at the reception areas; and
 - An electronic version made available to download on the web / Facebook page.

10.0 Action Plan

10.1 Introduction

10.1.1 **Table 10.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before first occupation	Unite Group PLC
Produce Welcome Pack	Upon occupation of the development	TPC
Implement TP Initiatives	During occupation of the development	TPC
Undertake Initial Travel Surveys	Within three months	TPC
Decide Targets	Within one month of undertaking the initial surveys	TPC in conjunction with MCC
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with MCC	TPC
Distribute Travel Survey Results to MCC	Within three months of each travel survey phase	TPC
Carry Out Annual Travel Surveys and Other Monitoring Exercises	Annually for at least three years from the date of the baseline travel surveys (or until a date to be agreed with MCC Council)	TPC

Table 10.1 – Action Plan

10.1.2 As a TP is a living document which should be adapted and updated as and when required, the TPC should aim to progress these actions within the allocated timeframe, with support as required from the scheme developer / management.

10.1.3 Progress against measures can be directly recorded into a working version of an Action Plan, which could be updated on an annual basis as part of the monitoring and review process.

Plans



Rose Wharf Ground Floor, 78-80 East Street, Leeds LS9 8EE
0113 274 8509
leeds@curtins.com
www.curtins.com

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Project: Kincardine Court, Manchester

Drg Title:

Site Location Plan

Status: PRELIMINARY

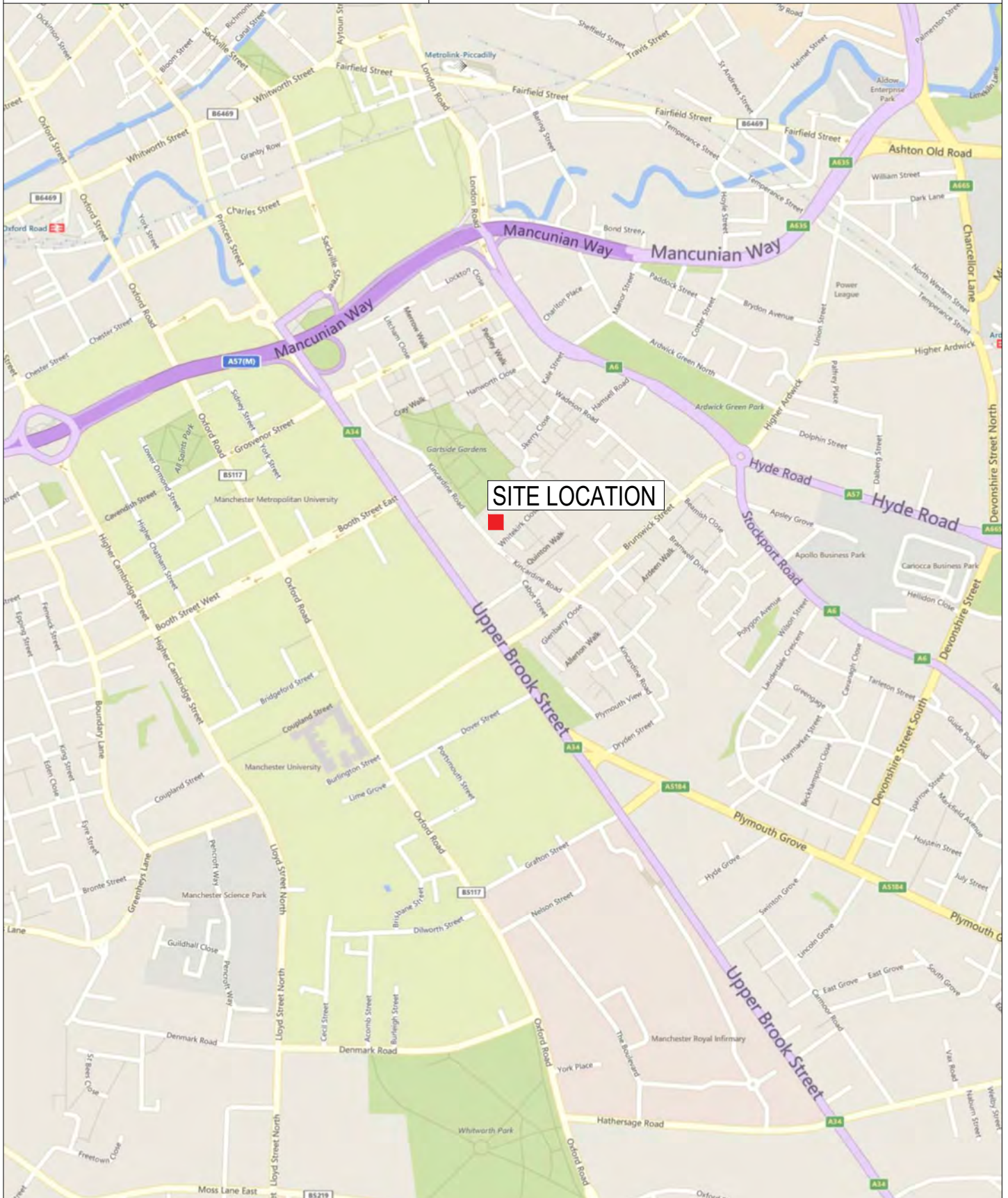
Drawn By: SG Checked By: DRM

Designed By: SG Date: 21/05/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

072071 - CUR - 00 - 00 - DR - TP - 04001 - V01





Rose Wharf Ground Floor, 78-80 East Street, Leeds LS9 8EE
0113 274 8509
leeds@curtins.com
www.curtins.com

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Project:
Kincardine Court, Manchester

Drg Title:
Pedestrian Catchment Plan

Status:
PRELIMINARY

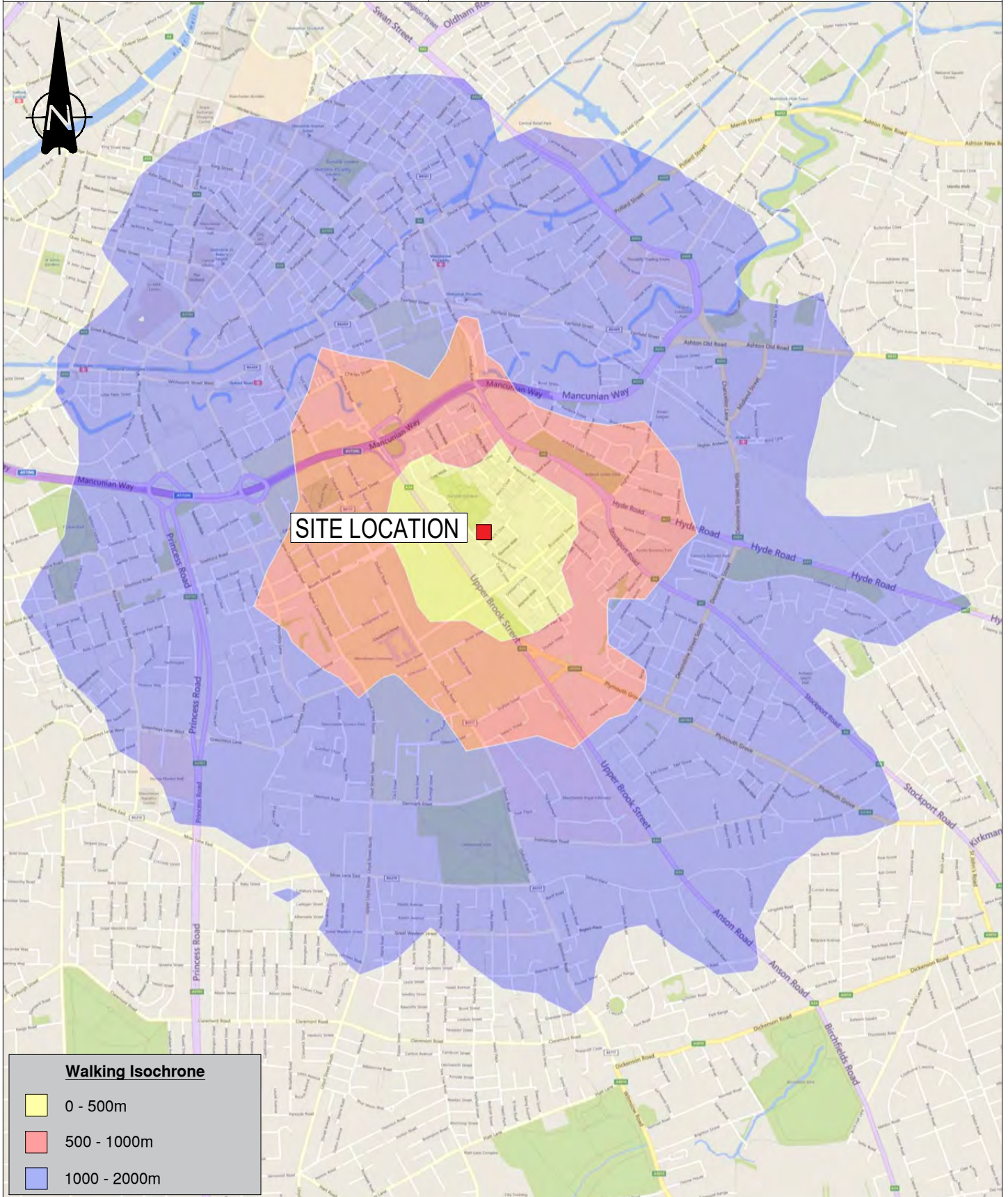
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Designed By: SG Date: 21/05/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

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Rose Wharf Ground Floor, 78-80 East Street, Leeds LS9 8EE
0113 274 8509
leeds@curtins.com
www.curtins.com

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Project:
Kincardine Court, Manchester

Drg Title:
Cyclist Catchment Plan

Status:
PRELIMINARY

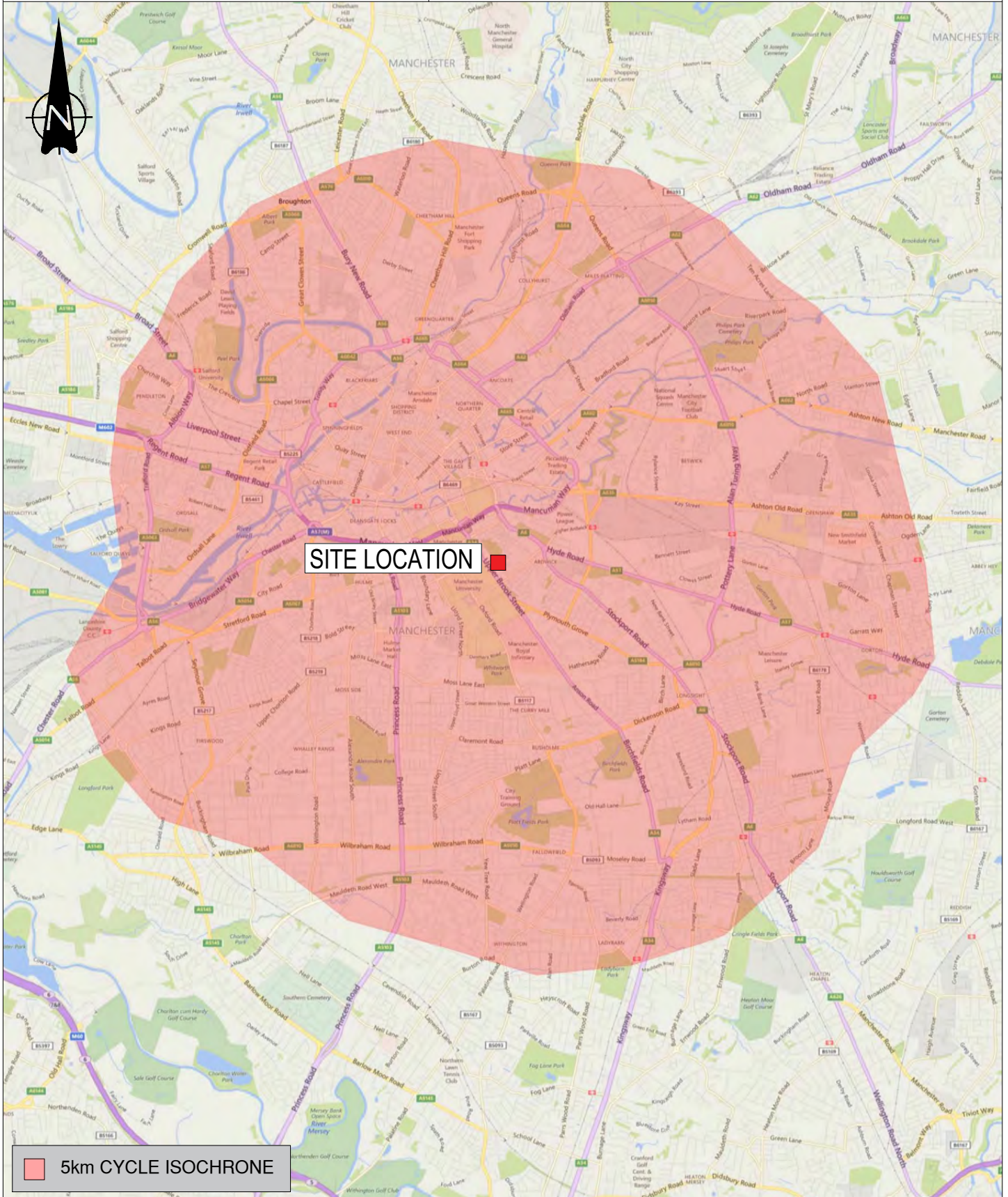
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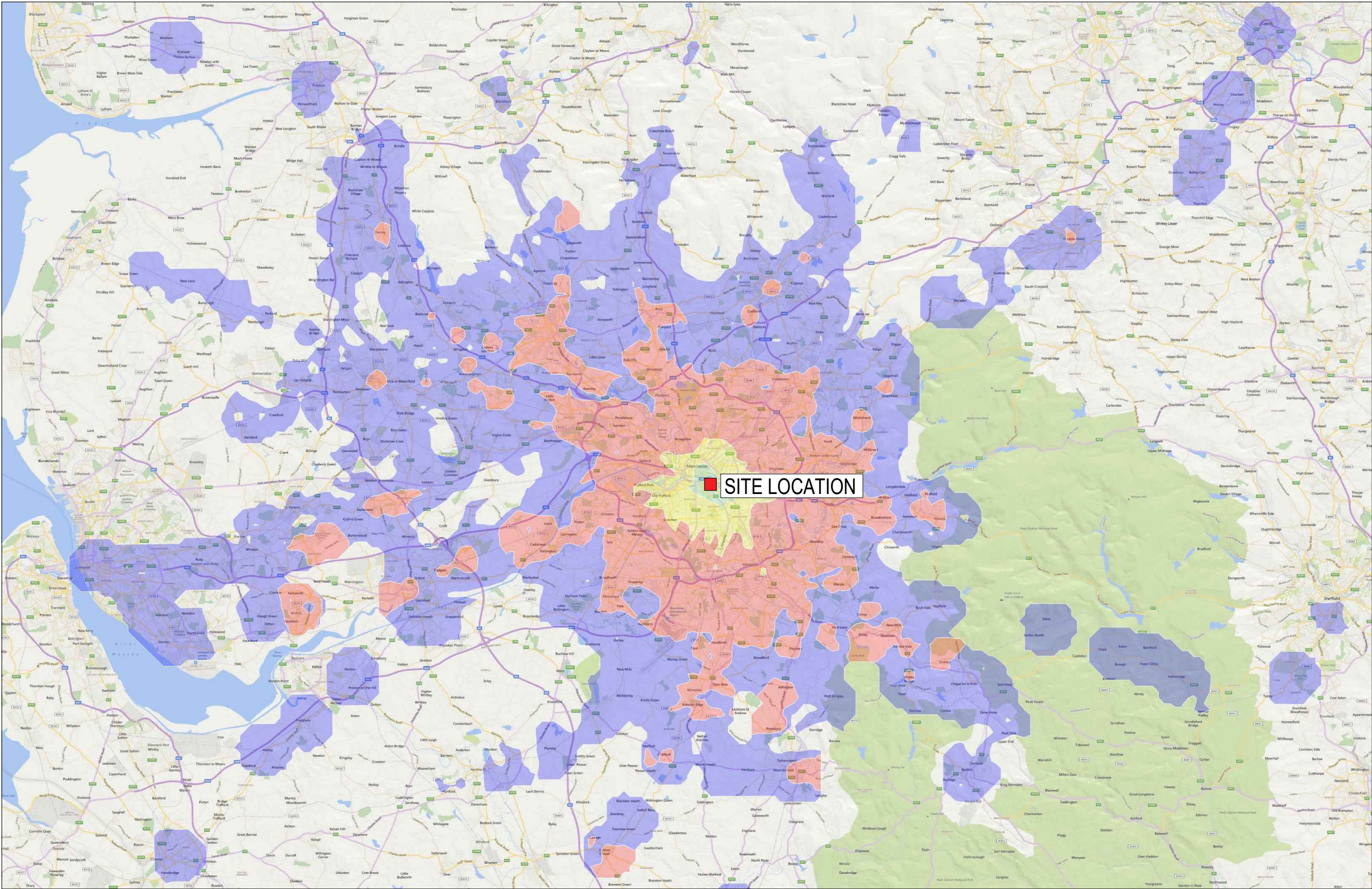
Designed By: AG Date: 20/02/19

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

072071 - CUR - 00 - 00 - DR - TP - 04003 - V01





JOURNEY TIME (MINUTES)	
	0 - 15
	15 - 30
	30 - 45
	45 - 60



Rose Wharf, Ground Floor, 78-80 East Street, Leeds, LS9 8EE
0113 274 8509
leeds@curtins.com
www.curtins.com

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Project: Kincardine Court, Manchester				Status: PRELIMINARY				
Drg Title: Public Transport Catchment Plan				Drawn By: SG		Checked By: DRM		
				Designed By: SG		Date: 21/05/19		
				Scale: NTS				
Project No:		Originator:	Volume:	Level:	Type:	Role:	Category / Number:	Rev:
072071		- CUR	- 00	- 00	- DR	- TP	- 04004	- V01

GENERAL NOTES:

Rev:

Description:

Date:

By:

Chkd:

Appendix A – Proposed Site Layout

DO NOT SCALE FROM THIS DRAWING.
VERIFY ALL DIMENSIONS AND SETTING OUT ON SITE.
NOTIFY ANY DISCREPANCIES TO THE ARCHITECT.
FOR STRUCTURAL INFORMATION, REFER TO
STRUCTURAL ENGINEER'S DRAWINGS.
FOR M&E INFORMATION, REFER TO M&E ENGINEER'S
AND SUB-CONTRACTORS' DRAWINGS.
FOR HEALTH & SAFETY INFORMATION, REFER TO
HEALTH & SAFETY RISK ASSESSMENTS.

UNITE Ownership Site
Boundary based on
confirmation by UNITE
and K2 Consultancy.

First issue.

S3 | FOR REVIEW & COMMENT

UNITE STUDENTS **Bowmer & Kirkland**

**Kincardine Court
Manchester**

GA Site Plan

Hadfield Cawkwell Davidson

Broomgrove Lodge, 13 Broomgrove Rd, Sheffield, S10 2LZ T 0114 266 8181 www.hcd.co.uk

HCD PROJECT NO. 2017-044	SCALE 1 : 200 @ A1	REV. P03
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PROJECT NO.	ORIGINATOR	VOLUME	LEVEL	TYPE	ROLE + NUMBER
17044	HCD	A0	00	DR	A-90-001

templ17044-HCD-A0-ZZ-M3-A-20-001_Building_WS21_nainita.howard.rvt | © HCD

Our Locations

Birmingham

2 The Wharf
Bridge Street
Birmingham
B1 2JS
T. 0121 643 4694
birmingham@curtins.com

Bristol

Quayside
40-58 Hotwell Road
Bristol
BS8 4UQ
T. 0117 302 7560
bristol@curtins.com

Cambridge

50 Cambridge Place
Cambridge
CB2 1NS
T. 01223 631 799
cambridge@curtins.com

Cardiff

3 Cwrt-y-Parc
Earlswood Road
Cardiff
CF14 5GH
T. 029 2068 0900
cardiff@curtins.com

Douglas

Varley House
29-31 Duke Street
Douglas
Isle of Man
IM1 2AZ
T. 01624 624 585
douglas@curtins.com

Dublin

11 Pembroke Lane
Dublin 2
D02 CX82
Ireland
T. +353 1 507 9447
dublin@curtins.com

Edinburgh

1a Belford Road
Edinburgh
EH4 3BL
T. 0131 225 2175
edinburgh@curtins.com

Glasgow

Queens House
29 St Vincent Place
Glasgow
G1 2DT
T. 0141 319 8777
glasgow@curtins.com

Kendal

Units 24 & 25 Riverside Place
K Village
Lound Road
Kendal
LA9 7FH
T. 01539 724 823
kendal@curtins.com

Leeds

Ground Floor
Rose Wharf
78-80 East Street
Leeds
LS9 8EE
T. 0113 274 8509
leeds@curtins.com

Liverpool

51-55 Tithebarn Street
Liverpool
L2 2SB
T. 0151 726 2000
liverpool@curtins.com

London

40 Compton Street
London
EC1V 0BD
T. 020 7324 2240
london@curtins.com

Manchester

Merchant Exchange
17-19 Whitworth Street West
Manchester
M1 5WG
T. 0161 236 2394
manchester@curtins.com

Nottingham

56 The Ropewalk
Nottingham
NG1 5DW
T. 0115 941 5551
nottingham@curtins.com