Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

Prepared by:

SLR Consulting Limited

5th Floor, 35 Dale Street, Manchester, M1 2HF

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Basis of Report

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1.0 Introduction

1.1 This Framework Travel Plan (FTP) has been prepared by SLR on behalf of IQ Student Accommodation in relation to a planning application for a proposed purpose-built student accommodation (PBSA) on the site of the existing Weston Hall and Pendulum Hotel, Manchester.

1.2 This application is also supported by a Transport Statement (TS) also prepared by SLR.

Site Location

1.3 The location of the development site is shown in its local context in **Dwg 10346-SHA-Z0-A-B5D8-G100-XP-XX-001** and the Redline Boundary shown in **Dwg 10346-SHA-Z0-A-B5D8-G100-XP-XX-002**.

1.4 The Site comprises of approximately 0.73 hectares of land. It is bound by Charles Street to the north; Sackville Street to the east; a raised platform to the south which connects to University of Manchester buildings (George Begg Building, John Garside Building and Faraday Tower) to the south; and a surface-level car park and Hotel Ibis Manchester Centre Princess Street which front onto A34 Princess Street.

1.5 The Site comprises two interconnected building blocks with a shared main entrance, courtyard design and limited degree of landscaping.

1.6 The existing buildings comprise of:

- Weston Hall, which is a part 5, part 6 storey purpose-built student accommodation development comprising of 528 bed space. The Echoes Day Nursey occupies part of the ground floor of Weston Hall under an occupational lease and is accessed from Charles Street.
- The Pendulum Hotel, which is a part 5, part 6 storey hotel with 117 rooms and a conference centre and is part of the University of Manchester (UoM) campus buildings.

1.7 The existing development is ‘car-free’, and no parking spaces are provided within the site.

1.8 The wider area surrounding the site is characterised by a mix of uses including university, office, leisure, residential and student residential accommodation.

1.9 Weston Halls also includes a nursery which will remain in-situ until Phase B is developed.

1.10 The wider area surrounding the site is characterised by a mix of uses including university, office, leisure, residential and student residential accommodation.

Proposed Development

1.11 The proposed development will be phased and comprise:

- Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and
- Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

1.12 The quanta of new PBSA beds provided is

- Phase A: 1,296 new beds + 516 refurbished beds in existing halls/hotel
  1,812 beds
- Phase B: **1,215 beds**

Total **2,511 beds** (following demolition of existing buildings)

1.13 There is no car parking on site but cycle parking will be provided in the external areas as follows:

- Phase A 80 Spaces Double Stacked Covered
  4 visitor spaces in Sheffield stands (or similar)
- Phase B 60 Spaces Double Stacked Covered

Total **144 Cycle Parking Spaces**

1.14 The relevant plans of the development are given in the **Drawings** section of this report.

1.15 The development is described fully in Section 4 of this report.

Travel Plan Objectives

1.16 A Travel Plan is a long-term strategy for reducing dependence on travel by private car. In this case the development does not have any parking provided but it is still appropriate to set objectives so that the students can benefit from sustainable transport strategy.

1.17 The Travel Plan reflects the following objectives intended to achieve the Governments Transport Policy:

- Minimise the number of single occupancy car journeys;
- Promote alternative modes of travel other than the car;
- Provide quality travel information on the mode choices available;
- Present to occupiers the incentives available in choosing sustainable travel options;
- Promote Active Travel modes to improve health; and
- Promote Car Sharing.

1.18 If the Plan achieves these objectives, there are a number of benefits to the local community which can be achieved through encouraging the use of sustainable transport. These include:

- Improved air quality and less noise, dirt and fumes;
- Walking and cycling can provide daily exercise and thus improve/maintain health; and
- Increasing the modal shift from private motor vehicle to sustainable modes of transport can help reduce congestion on the local and national road network.

Report Detail

1.19 This FTP has been prepared to consider travel to and from the PBSA development and following this introduction, the structure of this report is as follows:

- Baseline conditions around the Site;
- Accessibility of the site,
- Development description,
- Travel Plan Initiatives;
- Travel Plan Administration, Monitoring and Review; and
- Action Plan.

2.0 Baseline Conditions

Introduction

2.1 This section of the report provides information on the baseline conditions in the vicinity of the site, providing a detailed overview of the existing site. It describes the local highway network in detail, existing car parking facilities and accident data in the vicinity of the site.

2.2 An audit of the local transport / highway infrastructure in the area was conducted to establish the baseline conditions for the street environment. This had a particular focus on the provision for pedestrians, cyclists, public transport users and for disabled users accessing this site. The summary of this walkover audit is given in **Appendix A** and some of the key features are considered further below.

Existing Site Usage

2.3 The site is presently occupied by two buildings, as follows:

- Weston Hall, which is a 528 bed PBSA building,
- Pendulum Hotel, which is a hotel with 117 bedrooms and a conference centre.

2.4 The Site has no on-site parking or vehicular access from the highway. Pedestrian access is taken from Sackville Street.

2.5 The site does benefit from on-street parking on Sackville Street. The Charles Street Multi-Storey Car Park (MSCP) previously provided parking for 520 cars but has since closed.

Local Highway Network

Sackville Street

2.6 Sackville Street forms the eastern boundary of the site and provides an off route from the A57(M) Mancunian Way with a further connection to the A34 Princess Street. The section of Sackville Street adjacent to the site and further south is restricted to one-way traffic, northbound. There is a contra-flow cycle lane on this section of the route.

2.7 Here the carriageway is approximately 6m in width. Immediately adjacent to the site, there are 7 parking bays including 1 disabled bay.

2.8 To the north of the site (and the junction with Charles Street, Sackville Street has a carriageway of approximately 7m in width. This section accommodates two-way traffic.

2.9 Sackville Street is subject to a 20mph speed limit.

2.10 Pedestrian footways are provided on both sides of the carriageway and street lighting is to the required standard.

Charles Street

2.11 Charles Street forms the northern boundary of the site. It has a carriageway of approximately 7m in width and this accommodates two-way traffic. It is subject to a 20mph speed limit and street lighting is present.

2.12 Along the frontage of the site, there is a Traffic Regulation Order (TRO) in the form of single yellow line. This denotes a restriction of No Waiting 8am-8pm. For clarity this Order does permit the drop off and pick up of passengers (providing the driver does not leave the vehicle) and it also permits loading activity.

2.13 Close to the Echoes Day Nursery, it can be seen that at the start and end of the day there are cars pulling up to drop off or pick up their child. This activity seems to be easily accommodated within the street environment.

2.14 Just to the west there is a Loading Layby convenient for the Ibis Hotel there where their refuse is collected from. This Layby has double yellow lines to prevent parking, but loading is permitted there.

Figure 2.1

Charles Street Loading Bay



2.15 Closer to the junctions at either end of Charles Street there are double yellow lines which prevent parking and loading.

2.16 At the junction with Sackville Street, Charles Street forms the minor arm of a priority junction and to the west it forms a signalised crossroads with the A34 Princess Street.

2.17 There is a Flag Bus Stop on Charles Street for the 147 west bound bus service.

2.18 A pedestrian footway is present on the south side of the carriageway (adjacent to the site). There is presently no formal footway on the north side of Charles Street, as this side only provides vehicular access to the Charles Street MSCP. The car park is closed, and the site will be re-developed as part of the Sister Masterplan. The development proposals for this site are being prepared, and the design team have consulted with the developer on their aspirations to ensure a coordinated approach to proposed works to Charles Street.

Princess Street

2.19 Princess Street (A34) forms a main strategic route into Manchester City Centre from the south of the city. The Hotel Ibis to the west of the site front onto Charles Street and Princess Street and to the south of that there is a small car park and service yard that gains access onto Princess Street.

2.20 Princess Street has a carriageway of circa 7.0 – 9.0m in width. To the south, Princess Street provides access to the Mancunian Way ring road, in addition to the A34 which continues to the sough of Manchester.

2.21 There is a Bus Stop with shelter on Princess Street around 60m south of Charles Street.

2.22 In the vicinity of the site, there are footways on both sides of the road and street lighting is present.

2.23 Charles Street meets Princess Street at a signalised junction, and this is provided with signalled pedestrian crossings, which incorporate dropped kerbs and tactile paving.

University Pedestrian Walkway

2.24 Directly to the south of the site, there is a pedestrian walking route which provides a link between Sackville Street and Princess Street. This route lies over a car park below and the culverted River Medlock. Whilst this is open to the general public, it is not adopted highway/footway or a public right of way.



Figure 2.2
Pedestrian Walkway
to the South of the Site

Traffic Surveys

2.25 Traffic Surveys were undertaken on the streets local to the site. These covered Vehicle Counts, HGVs, Cyclists and Pedestrians in the AM, Off Peak Lunchtime and PM Peak Hours as well as the daily Annual Average Daily Traffic flows and Annual Average Weekday Traffic flows. These are included as **Figure 2.3** for All Vehicle Movements, **Figure 2.4** for HGVs, **Figure 2.5** for Cycle Flows and **Figure 2.6** for Pedestrian Movements, overleaf.

2.26 The AM peak is the busiest period for traffic on Sackville Street at 440 vehicles inbound into the city or an average of just over 7 vehicles per minute which drops by around half for the rest of the day. Charles Street is quite lightly trafficked with a two-way flow of around one vehicle a minute in the peak periods.

2.27 The Cycle flows around the site were also recorded and these are quite light. Sackville Street sees just over 20 cycle movements (two way) in the busiest AM and PM peak periods. Charles Street carries limited number of cycles with 12 and 18 in the peak hours.

2.28 Sackville Street is a reasonably busy walking route notably for pedestrians accessing the University premises.

Figure 2.3: All Vehicle Flows

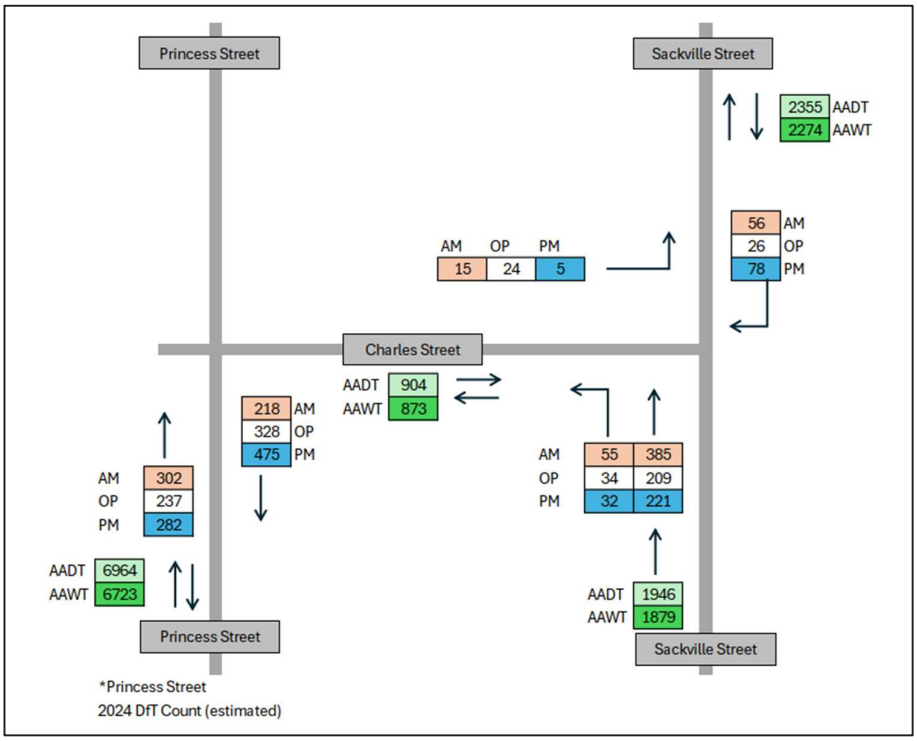


Figure 2.4: HGV Flows

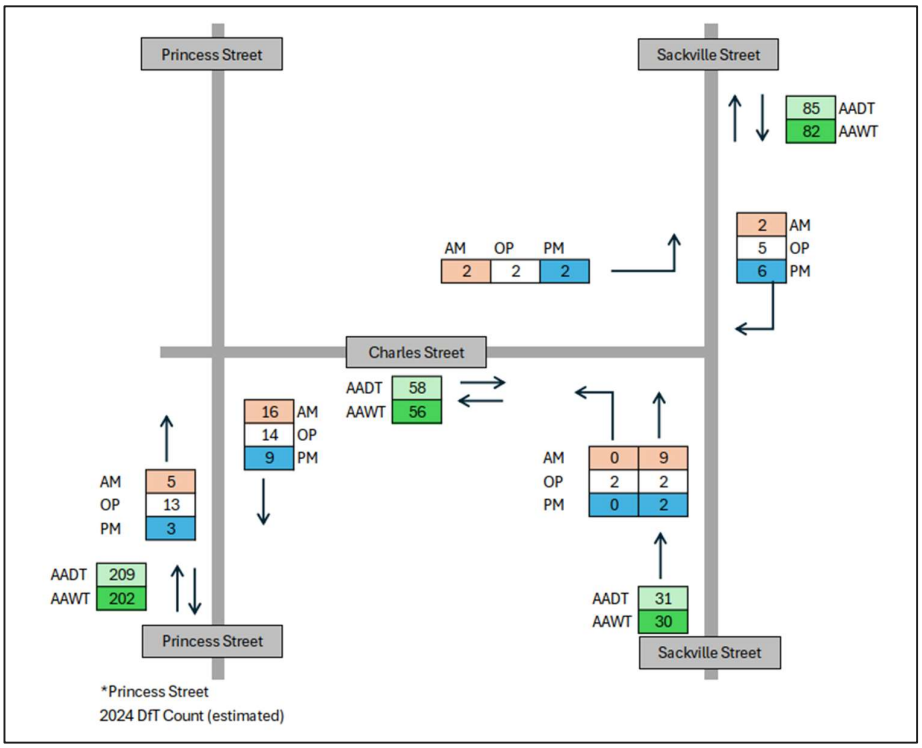


Figure 2.5 Cycle Flows

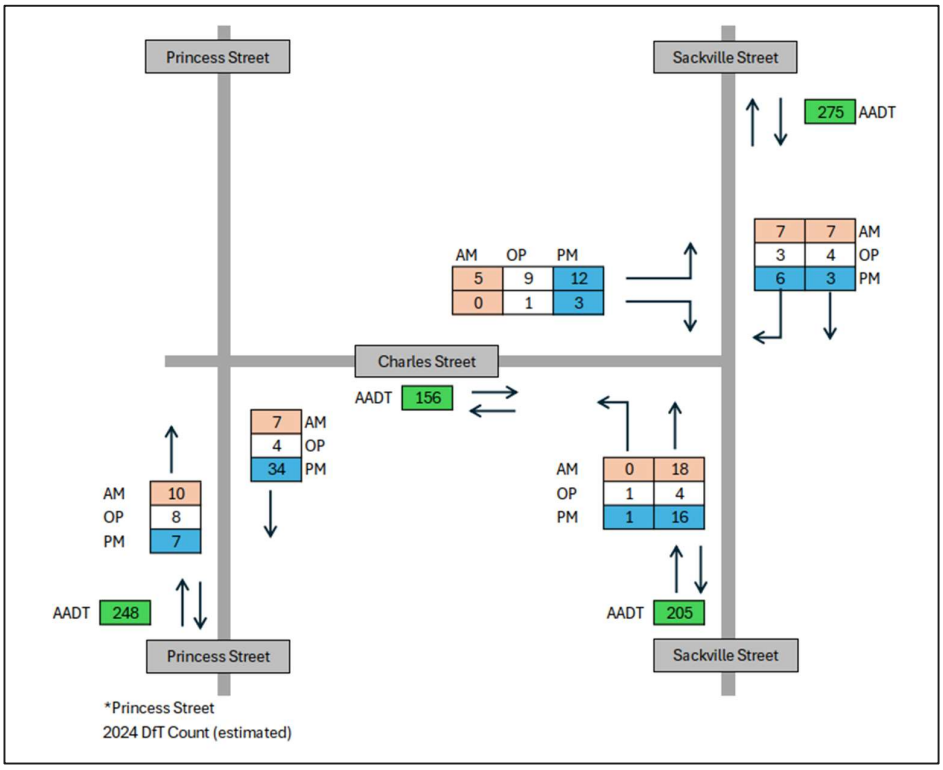
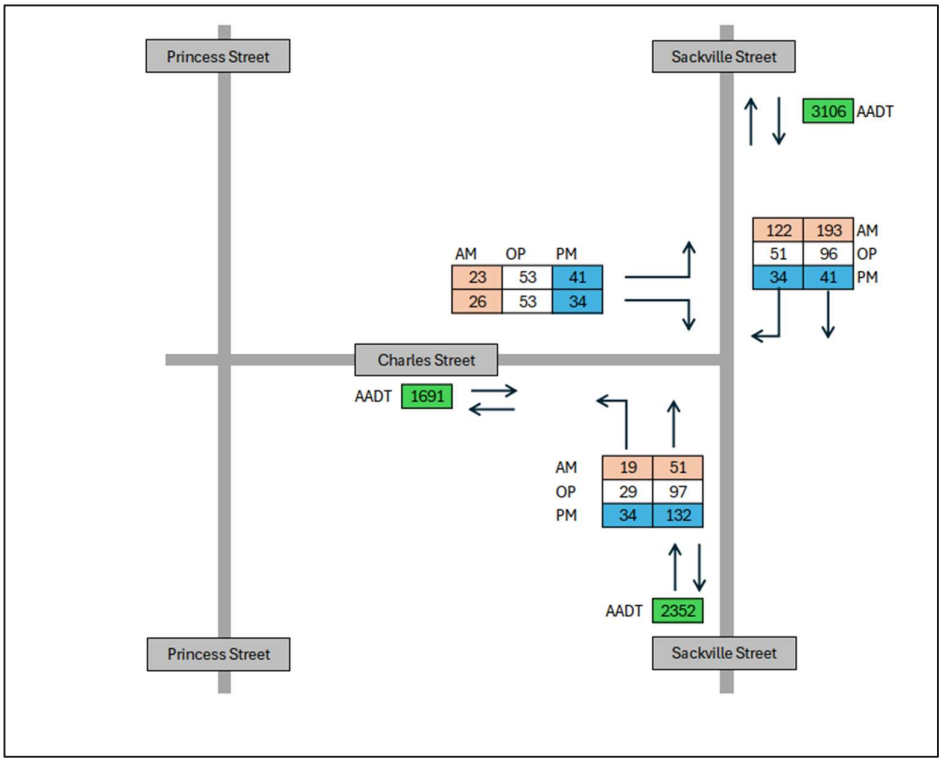


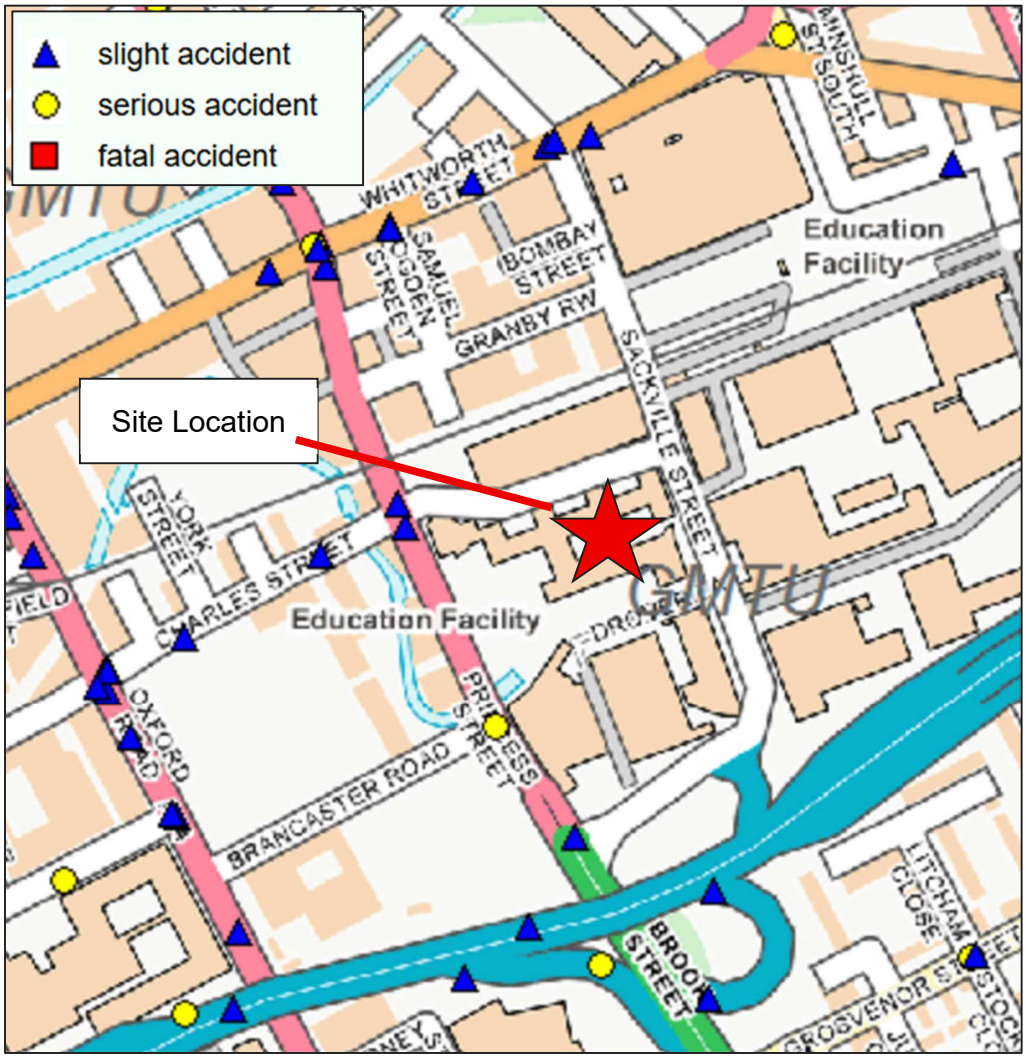
Figure 2.6: Pedestrian Flows



Accident Record

2.29 The online version of the TfGM accident database has been reviewed to understand the level of collisions in the immediate vicinity of the proposed development occurring over the most recent five-year period for which data is available. **Figure 2.7** shows the accident plot for the area surrounding the site, with the site itself indicated by the red star.

Figure 2.7: 5-Year Collision Plot Data (extract from TfGM Interactive Map)



(Source: http://www.gmtu.gov.uk/gmaccidents/#)

2.30 It can be seen there have been no collisions on the sections of Charles Street or Sackville Street immediately adjacent to the site.

2.31 There have been two accidents at the junction of Charles Street and Princess Street both of which are categorised as slight.

2.32 Overall, the number of collisions shown are considered relatively low which demonstrates that there are no material prevailing road safety issues in the vicinity of the site and that the local highway operates in a safe manner.

ID Manchester Masterplan

2.33 The site lies adjacent to the ID Manchester Strategic Regeneration Framework Area which aims to deliver an Innovation District centred around The University of Manchester area south of Whitworth Street, London Road to the east and Princess Street to the west.

2.34 The site north of Charles Street forms part of the Framework Area, Zone H which is currently occupied by the now closed Charles Street Multi-Storey Car Park. The current position is that there is an application to demolish the Charles Street Car Park which is yet to be determined.

2.35 A public consultation on the proposed redevelopment has just been opened, and the proposals outline a development of over 1000 PBSA beds in 3 towers. In transport terms the aim is to open up an east west pedestrian link along Altrincham Street which would be activated by retail units connecting to a new 'Princess Square' in a quality public realm. On Charles Street this scheme would provide a new footway along the north side of Charles Street which is currently not available which forces pedestrians onto the south side.

2.36 iQ will liaise with the developer of that site to ensure coordination of works.

3.0 Accessibility by Sustainable Modes of Travel

Introduction

3.1 This section considers the accessibility of the site by sustainable modes including walking, cycling and public transport.

Access by Walking

3.2 The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) suggest that a desirable walking distance for commuting or education purposes is 800m with the preferred maximum distance being 2km or just over 20minutes.

3.3 In line with this guidance, **Drawing 410.067113.00001-Plan 1** represents a 2km walk catchment from the site. This plan shows that there are two National Rail stations and three Metrolink stops located within 800m walking distance the site. In addition to this, the entirety of Manchester City Centre is within the 2km walk catchment along with the key Manchester Universities Campuses on Oxford Road to the southeast.

3.4 There are footways provided on Sackville Street and Charles Street which can be used to access local transport including bus, train and tram. There is a signalised pedestrian crossing provided at the Charles Street / Princess Street junction.

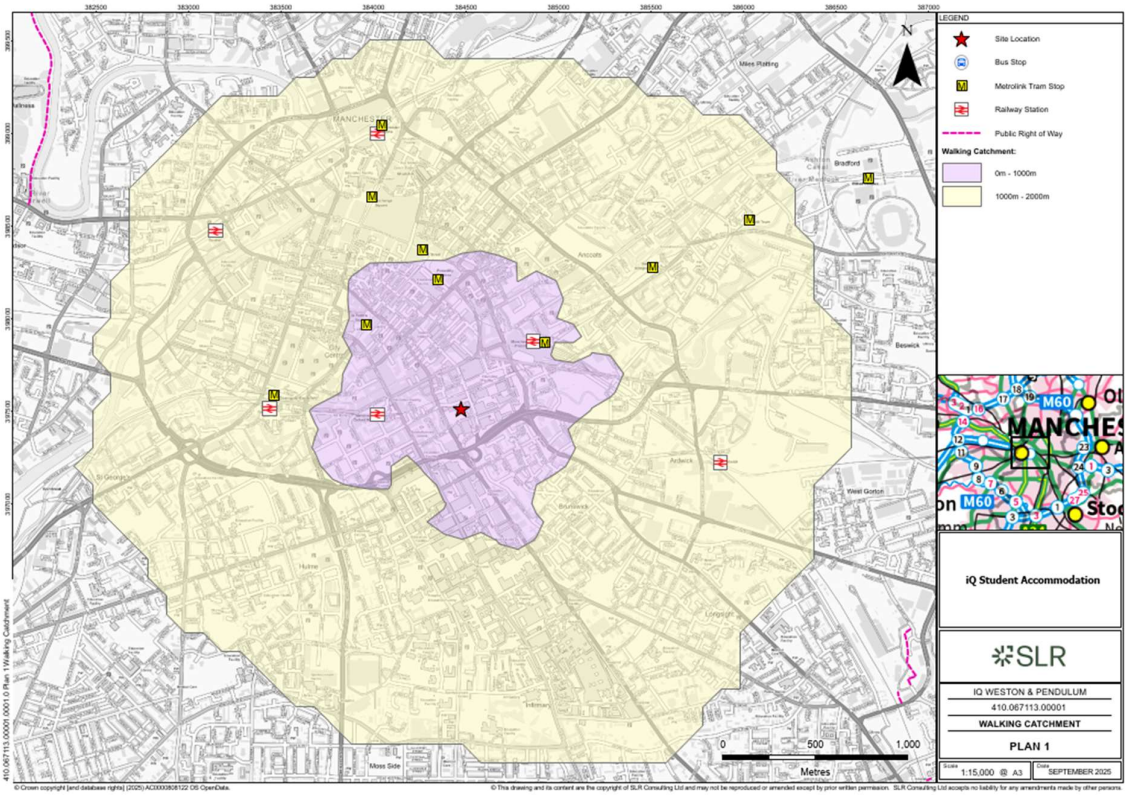
3.5 To the south of the site, pedestrian access across the A57(M) has been significantly improved with at-grade footway crossings under Mancunian Way. These footways provide connections to the A34 corridor and can be used to access the University of Manchester.

3.6 As would be expected for a city centre location there is a wide range of local amenities located within walking distance of the site. These are described in **Table 3.1** below.

Table 3.1: Relevant Amenities and Distance

Amenity	Name	Distance
Appropriate food outlets	Spar Princess Street	140m
	Asda Circle Square	250m
	Circle Square Various Restaurants	250m
Post Office	Oxford Road Post Office	340m
Access to cash	Oxford Road Post Office	340m
Access to cash	Tesco Cash Machine Oxford Rd	400m
Pharmacy	Boots Piccadilly Station	500m

Drawing 410.067113.00001-Plan 1



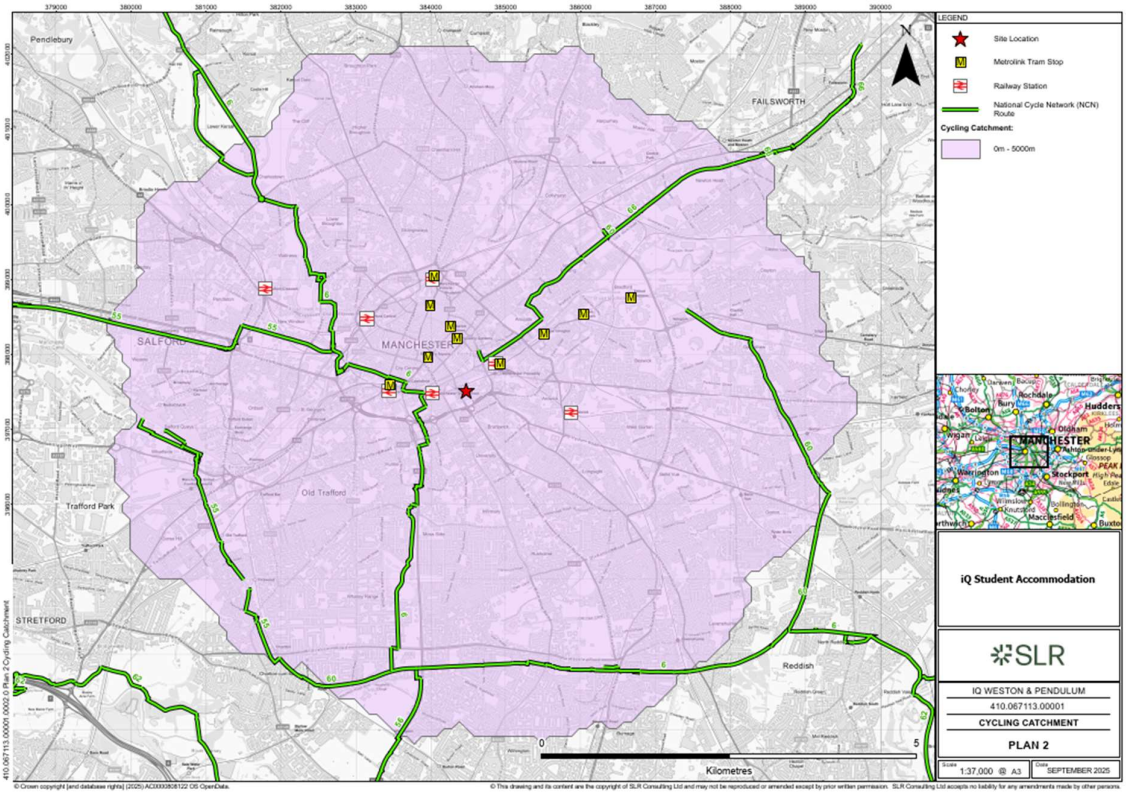
Access by Cycle

3.7 Cycling is an effective mode for short trips up to three to five miles (5-8km) and a catchment of 5km represents a journey time of 20 minutes using a leisurely cycle speed pf 10mph (16kph). To demonstrate that cycling can be promoted for a range of users of varying ability, a 5km catchment is presented in **Drawing 410.067113.00001-Plan 2.**

3.8 The 5km catchment encompasses the whole of Manchester City Centre and surrounding areas including Old Trafford, Salford, Cheetham Hill, Broughton, Ancoats, New Islington, Miles Platting, Ardwick, Longsight, Moss Side, Whalley Range and parts of Chorlton-cum-Hardy.

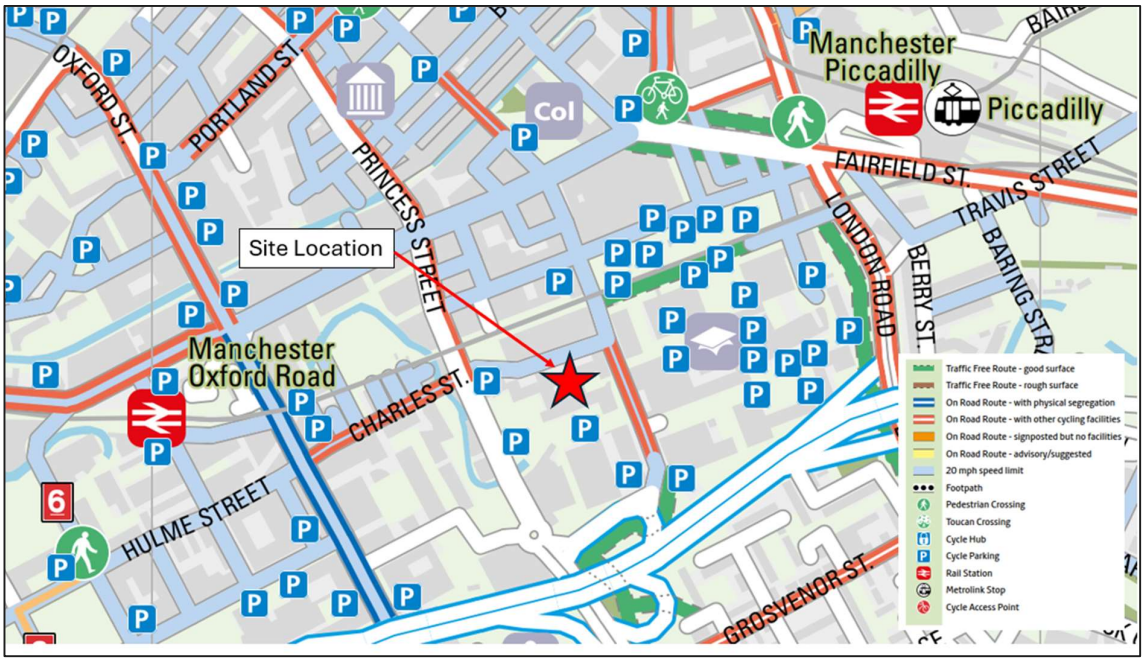
3.9 The plan also highlights the cycling routes available within that catchment. This shows that there are extensive cycling routes provided in close proximity to the site this includes on-road and off-road routes, signed routes and canal towpath routes.

Drawing 410.067113.00001-Plan 2



3.10 An extract of TfGM's cycle map is provided in **Figure 3.1** for the area in the vicinity of the site, with the site itself indicated by the red star.

Figure 3.1: TfGM Cycle Map



3.11 This shows that the site is adjacent to cycle routes on Sackville Street, along with cycle lanes on Charles Street to the west and on Princess Street to the north. To the east of the site, there is part of the University Campus which offers significant traffic free routes. The streets around the site are mostly subject to 20mph speed limits so represent a low-speed environment.

3.12 There is cycle parking on Charles Street to the west of the site as shown in **Figure 3.2** and a row of 'Starling Bank Bikes Docking Stations' on Princess Street just south of Charles Street where people can hire a bike, approximately 100m to the west (see **Figure 3.3**) and also a further Docking Station on Sackville Street around 190m to the north.

Figure 3.2 Cycle Parking on Charles Street



Figure 3.3 Bike Hire Docking Station



3.13 It is noted from the traffic surveys that the Starling Bikes are being used and around 5 Starling Bikes were recorded passing through the network in the AM peak hour.

3.14 Overall, the site already benefits from excellent cycle infrastructure and with the developing Bee Network, the connectivity will increase ensuring can be actively promoted as a sustainable mode.

Access by Public Transport

GM Accessibility Level

3.15 The site is located within Manchester City Centre close to Piccadilly Station and the Metrolink and the busy bus corridors of Oxford Road and London Road. This gives the site an excellent accessibility by public transport, and this is shown in **Figure 3.4** below.

Figure 3.4: GM Accessibility Level



Accessibility by Bus

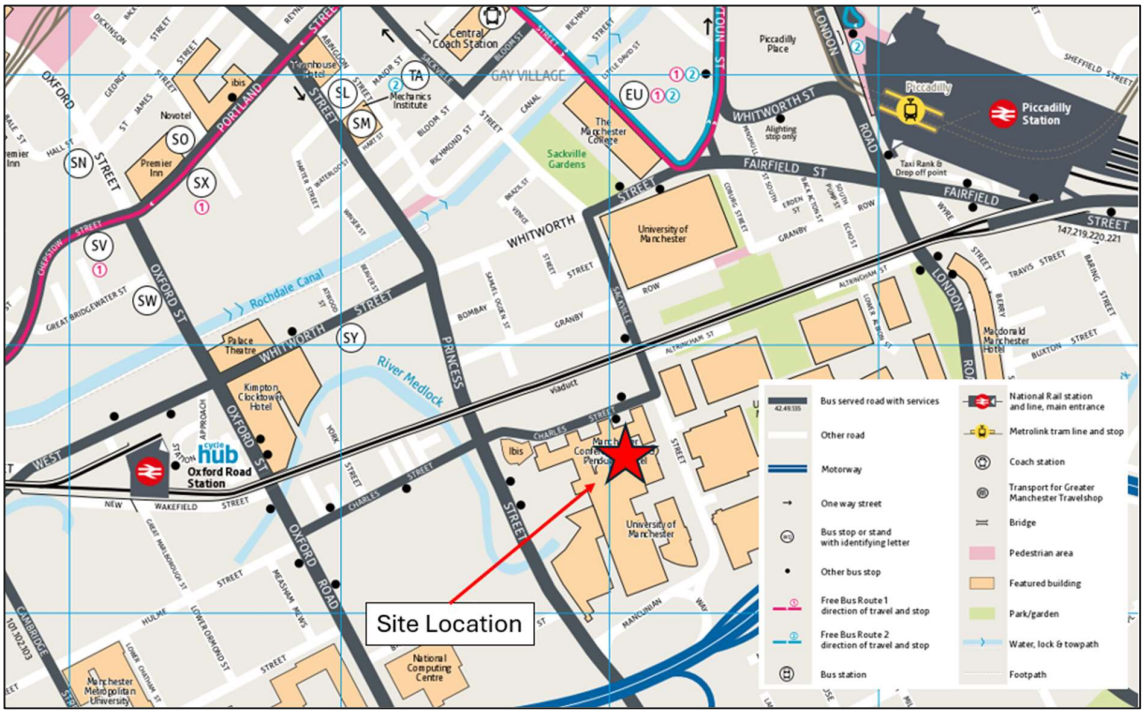
3.16 The closest bus stop is located on Charles Street immediately adjacent to the site. This is served by the 147 bus route which links the city centre with Rusholme, Withington and West Didsbury. This service operates at approximately 30-minute intervals during the daytime on weekdays and is a very busy route in the peak periods.

3.17 There are also bus stops on Princess Street Princess Street for the No. 50 service which are approximately 150m from the site. The southbound stop provides a flag post bus stop sign with a bus shelter with seating and timetable information. These are served by a range of bus services.

3.18 Finally, there are bus stops on Oxford Road and also on London Road which are approximately 400m from the site. These are also served by a wide range of bus services including the high frequency of bus services that link to the south of the city including university campuses such as the 42, 43, 142 and 143.

3.19 A plan showing the site location in relation to the surrounding city centre bus network is shown in **Figure 3.5** below.

Figure 3.5: Surrounding City Bus Stops



3.20 It can be seen that the site is close to the city centre Free Bus service routes 1 and 2 that provide frequent links around the city, with stops on Chorlton Street and Aytoun Street around 400m away.

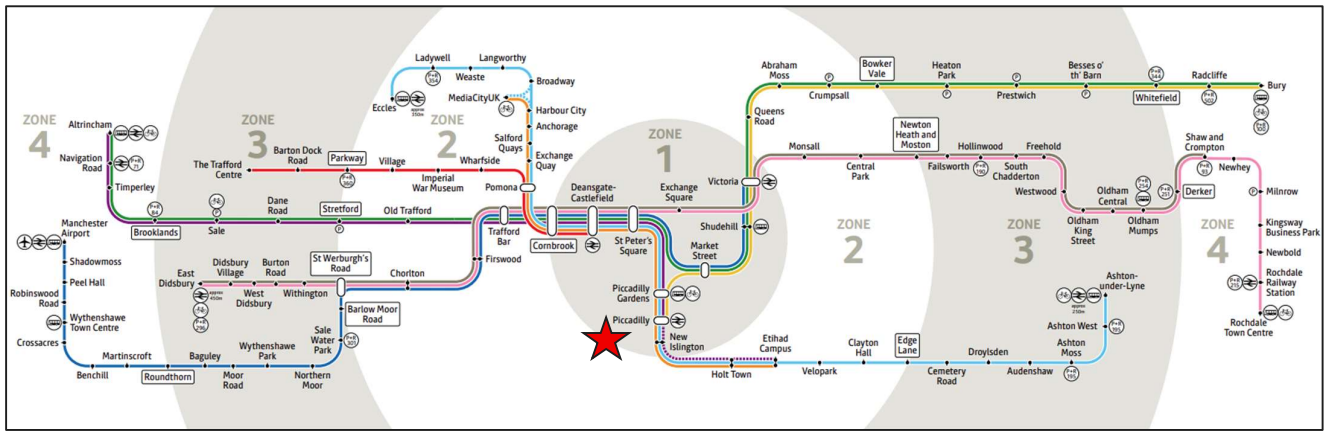
Accessibility by Tram

3.21 The nearest Metrolink stop is Manchester Piccadilly which is within 500m of the site. This station is a major station with direct services operating to Manchester Victoria, Eccles, Media City, Altrincham, Bury and Ashton-under-Lyne. In addition, interchange at other station provides access to the entire Metrolink network.

3.22 All services operate on a 12-minute frequency Monday to Sunday with combined frequency of 6 minutes Monday to Saturday during the day. All lines operate between 06:00 and 00:00, the Airport line operates from 03:00 from Deansgate Castlefield.

3.23 A map of the Manchester Metrolink network is provided in **Figure 3.6** below.

Figure 3.6: Metrolink Network Map



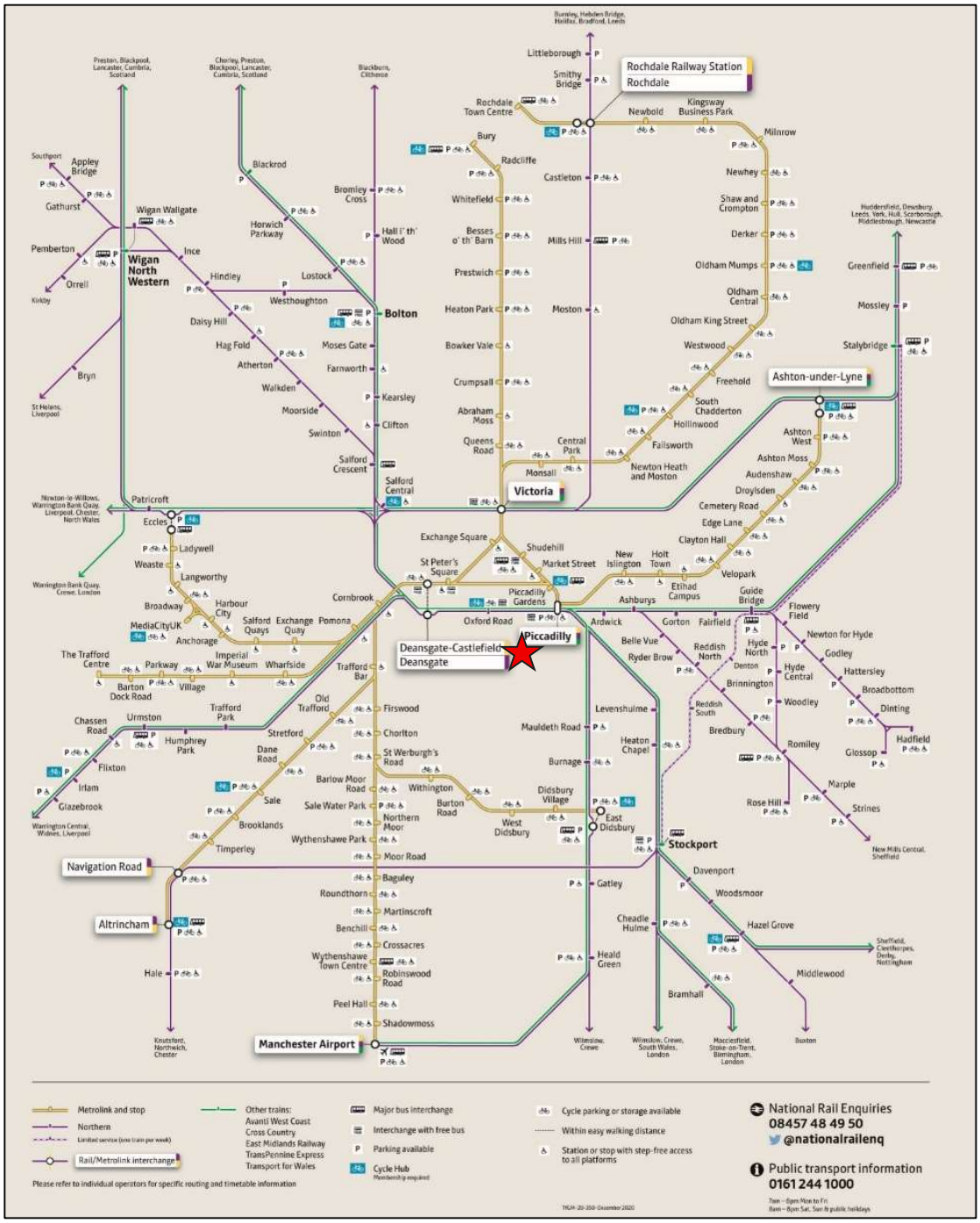
3.24 Overall, it is considered that the tram facilities offered provide a regular service which is available within an acceptable distance and at key travel times which will be suitable for a variety of trip purposes.

Accessibility by Rail

3.25 The site is located within 500m of Picadilly rail station and within 600m of Oxford Road station. These provide an extensive range of local, regional and national rail connections.

3.26 The combined Greater Manchester Metrolink and Rail Network Map is provided in **Figure 3.7** below.

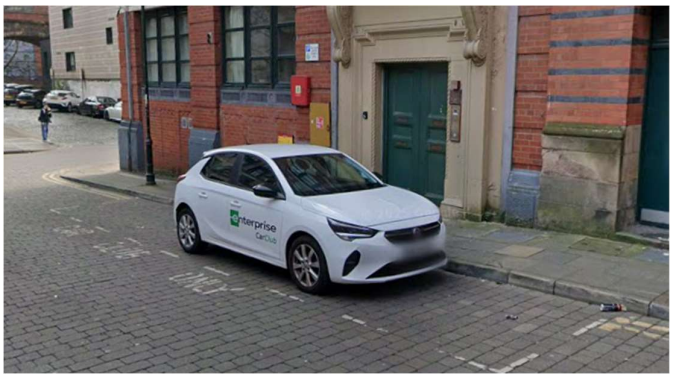
Figure 3.7: GM Metrolink and Rail Network



Car Club

3.27 The nearest Enterprise Car Club location to the site is located at Samual Ogden Street, which is approximately 250 metres to the northwest of the site. This is part of a network of car club spaces across the city which are within a walkable distance.

Figure 3.7 Car Club Provision on Samuel Ogden Street



Access by Disabled Persons

3.28 Access to the site is convenient by disabled persons who are mobility impaired. The state of the footways is described in the walkover audit in **Appendix A**. In general, there are dropped kerbs at each highway crossing but the provision of tactile paving for the visually impaired is not provided on Sackville Street but is provided on Princess Street. At all the signalised pedestrian crossings there are the appropriate tactile paving and rotating tactile cones for the deaf persons.

3.29 Some of the paving around the site is broken and would benefit from replacement/resetting on completion of the development.

3.30 All buses on the main routes in the area and the train/Metrolink stations have appropriate access facilities for disabled passengers, and this is also true for Hackney Carriage Taxis in the city.

Summary

3.31 In summary, the site benefits from excellent pedestrian and cycle facilities in the vicinity. Being in the city centre, the site is in a highly accessible location for sustainable travel modes, particularly bus, tram and rail with Piccadilly Station being within 500m of the site.

4.0 Proposed Development

Proposed Development

4.1 As described in Chapter 1, the proposed development will be phased and comprise:

- Partial removal of existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 50 storeys and one of 17 storeys with an 8-storey link, together with associated amenity space, external landscaping, highways works, and change of use of the Pendulum Hotel to purpose-built student accommodation; and
- Removal of remaining existing structures and erection of two buildings comprising purpose-built student accommodation (sui generis), one of 33 storeys and one of part-24 and part-8 storeys with a 1-storey link, together with associated amenity space, external landscaping, and highways works.

4.2 The quanta of new PBSA beds provided is

- Phase A: 1,296 new beds + 516 refurbished beds in existing halls/hotel
  1,812 beds
- Phase B: **1,215 beds**

Total **2,511 beds** (following demolition of existing buildings)

4.3 During Construction of Phase A, the Echoes Day Nursery will remain operational.

Access

4.4 The proposed development will be ‘car-free’ and therefore, there will be no car parking spaces provided on site. As with the existing buildings, there is no proposal for direct vehicle access into the site.

4.5 Pedestrian access will be taken from Charles Street where there are entrances off quality landscaped areas. These landscaped areas offer green space for the students and would also provide visitor cycle parking.

4.6 As the development will generate relatively large numbers of pedestrian movements a key aspect of development will be to extend the space for movement on Charles Street beyond the existing footway. While this is a blend of adopted highway and privately managed public realm, the pedestrians will see a great improvement in pedestrian width which also includes the space around the Bus Stop as indicated in **Dwg 3489-PLA-XX-XX-DR-L-0001**.

4.7 It can be seen that the space available for pedestrians generally doubles in size compared to existing and in some place’s triples in size up to 8.5m in depth, giving pedestrians a great deal of comfort in movement and circulation.

4.8 On Sackville Street the existing low fence is removed so that the existing 3m wide footway is extended further so that pedestrians will benefit from around 5m of footway width greatly enhancing their degree of space and comfort in movement along the street.

Parking

4.9 As noted above, the development is 'car-free' and will not include any car parking on site. There are 8 on street car parking spaces including 1 disabled space on Sackville Street. In addition, disabled users can use the standard pay and display (P&D) parking bays without charge. If long stay parking is needed, then the nearest public parking (including contract parking) then there is the NCP MSCP located around 250m away from the site which offers 1018 parking spaces including 28 Disabled Spaces.

4.10 Cycle parking will be provided in the external areas as follows:

- Phase A 80 Spaces Double Stacked Covered
  4 visitor spaces in Sheffield stands (or similar)
- Phase B 60 Spaces Double Stacked Covered

Total **144 Cycle Parking Spaces**

4.11 This provision represents cycle parking at 5.7% of the bedspaces.

4.12 The level of Cycle Parking provision at will be significantly greater than the level of cycle ownership. Within City Centre accommodation, students tend not to own a bike and typically this is at very low levels at less than 5% of students having a bike. This is because the university and the city centre are so accessible on foot and for longer journeys, public transport is so reasonable.

4.13 As have been noted cycle parking and cycle hire spaces are available in the vicinity yon Charles Street to the west and on Sackville Street to the north of the site.

4.14 Cycles are available to hire via the 'Starling Bank Bikes' service which is operated on behalf of the Bee Network. The nearest hire site is at the junction of Charles Street and Princess Street and also on Sackville Street to the north close to Whitworth Street. The service provides conventional bikes and also e-bikes.

4.15 It is noted that a Free Bike Hire option for students is popular for occasional journeys without the costs of ownership. iQ operate a Cycle Hire Scheme at the Echo Street PBSA (see extract). Here Students can book a Bike, helmet and lock along with cycle maps so they can explore the city.

4.16 This use and provision of bikes can be monitored through the Travel Plan, and if required this commitment could also be secured via planning condition.

iQ Echo Street Cycle Hire

Cycle Hire Club

The site will operate a cycle hire club for 146 hire bikes purchased and owned by iQ. It is anticipated that the cycle hire bikes would be available for any resident (student or co-living) who signs up to the Echo Street Cycle club.

Bicycle hire would also be subject to residents leaving a monetary deposit / some other form of security (i.e. driving licence).

Membership of the cycle club would be free but would require completion of a contract which obligates the resident to refund the cost of a bicycle if not returned to iQ within a specified time-period of the end of a particular hire period.

The reception staff of Echo Street will be responsible for the booking of cycles via a centralised system, confirming return and ensuring regular maintenance via a contract with a local bicycle shop(s)

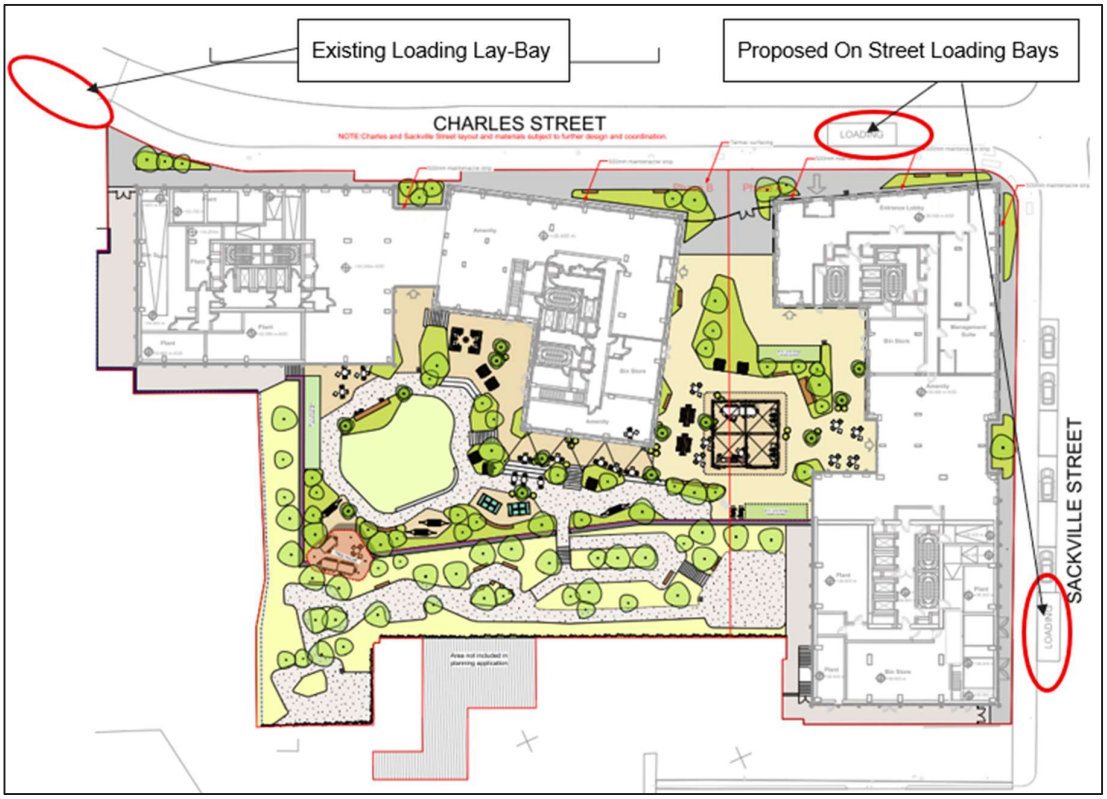
iQ would ensure that the bicycles are available for rental (i.e. that should any bicycles be stolen or damaged beyond repair, these would be replaced as soon as practicably possible and within one month at the latest).

Servicing & Deliveries

4.17 A detailed Waste Management and Servicing Strategy has been prepared for the proposed development, and this should be read alongside this TA.

4.18 The site will effectively benefit from three servicing locations. These are shown indicatively in **Figure 4.1** below.

Figure 4.1 Service Loading Bays



4.19 It can be seen that on Sackville Street the existing access into the Weston Hall service/maintenance space will be extended to create a formal on street loading bay. With this there would be a loss of one on street parking bay with development. It is understood that a commuted sum would be needed to offset MCC for the loss of future parking revenue from that bay.

4.20 On Charles Street the Phase A building will also be served by an on-street loading bay. This means that the existing single yellow traffic regulations orders (which do permit loading) will be amended to create a more formal loading space for vehicles.

4.21 Finally in Charles Street there is an existing loading bay to the west which is convenient for servicing the Phase B building of the development.

4.22 During the construction and operation of Phase A, temporary arrangements will be made for servicing of remaining elements of the existing buildings. This will involve servicing from Charles Street, as servicing from Sackville Street will no longer be possible.

4.23 During construction we expect that a dilapidation condition would apply to restore any damage to the footways.

5.0 BREEAM REVIEW

5.1 As evidence to respond to the requirements of BREEAM on transport we summarise below the specific requirements below:

TRA01

- If relevant, travel patterns and attitudes of existing building or site users towards cycling, walking and public transport, to identify relevant constraints and opportunities.
    - We do not have a survey of the student residents or the hotel guests / staff, but the Transport Statement did forecast the modal share based on information from comparable sites. This has then been sense checked against the available surveys from the University Travel Plans. This expected modal share from the existing land uses is given below in **Table 5.1**.

Table 5.1 Modal Share of Existing Land Uses

Pendulum Hotel Mode Share		Weston Hall PBSA Mode Share	
Pedestrians	50%	Pedestrians	45%
Public Transport	29%	Public Transport	47%
Cycle/Motorcycle	1%	Cycle/Motorcycle	4%
Taxi	6%	Taxi	2%
Car Trips	10%	Car Trips	1%
Other	4%	Other	1%
Total	100%	Sub Total	100%

- Predicted travel patterns and transport impact of future building or site users.
    - The Transport Statement forecast of modal share based is as given in **Table 5.2**.

Table 5.2 Modal Share for Future PBSA Use

Weston Hall PBSA Mode Share	
Pedestrians	45%
Public Transport	47%
Cycle/Motorcycle	4%
Taxi	2%
Car Trips	1%
Other	1%
Sub Total	100%

- Current local environment for pedestrians and cyclists, accounting for any age-related requirements of occupants and visitors.
    - The Cycle Map as described in Chapter 3 shows that the site benefits from being with the 20mph low speed city centre zone, there are cycle lanes on Sackville Street and Charles Street west of Princess Street and on Princess Street north of Charles Street. An audit of the local pedestrian and cycle infrastructure in the TS shows that the pedestrian and cycle facilities are of an appropriate standard in terms of surfacing, width and lighting. There are no significant gradients in the area that form part of the public highway. There is a row of Starling Bikes available for hire on Princess Street less than 100m from the site.
- Reporting on the number and type of existing accessible amenities within 500m of the site.
    - The site lies adjacent to the University Campus so most University facilities are within that distance and being within the city centre the many other amenities within 500m include:

      Spar Food Shop on Princess Street
      ATM at Tesco Oxford Road
      Post Office, Oxford Road
      Piccadilly Train Station and Public Transport Hub
      Sugden Sports Centre
      Outdoor Space at Vimto Park
      Boots Pharmacy, Piccadilly Station
      The Docs, NHS GP Surgery Bloom Street
- Disabled access accounting for varying levels and types of disability, including visual impairment.
    - The Site benefits from drop crossings at all priority crossing points in the area. There is also tactile paving provided at priority crossings on Princess Street. There are also audible and tactile signalling for visually or hearing impaired pedestrians at all the signal junctions/pedestrian crossing in the area.
- Calculation of the existing public transport Accessibility Index (AI).
    - As described in Chapter 3 the GM Accessibility Index level is at the Highest level of 8.
- Current facilities for cyclists.
    - As described in Chapter 3, the site benefits from being with the 20mph low speed city centre zone suitable for cyclists, there are cycle lanes on Sackville Street and Charles Street west of Princess Street and on Princess Street north of Charles Street. There is a row of Starling Bikes available for hire on Princess Street less than 100m from the site.

TRA02

5.2 For the BREEAM criteria in TRA02, we provide the our consideration of the issues given below:

- Negotiation with local bus, train or tram companies to increase the local service provision for the development.
    - This is considered not to be applicable as the site lies within the city centre in a location with the highest level of Accessibility Index reflecting its location within a short walk of the Piccadilly Rail Station, Metrolink and high levels of bus services.
- Provision of electric recharging stations.
    - This is considered not to be applicable as the site will be car free.
- Provision of parking priority spaces for car shares
    - This is considered not to be applicable as the site will be car free.
- Consultation with the local authority on the state of the local cycling network and on improvements.
    - We have consulted with MCC on the existing and future state of cycling and active travel improvements in the area. Adjacent to the site is the ID Manchester Development Framework Area which will bring forward Active Travel improvements. These include a new East West cross campus Active Travel link along Altrincham Street to the north and public realm improvements to the campus premises in the vicinity. That correspondence is given in **Appendix B**.
- Lighting, landscaping and shelter to create pleasant pedestrian and public transport waiting areas.
    - Lighting in the local area is to standard. At the bus stop on Charles Street there is currently no shelter but with development the site will offer an improved public realm around it and as the building is so close, students will be able to wait in the foyer for a bus to arrive. Also, within the foyer will be public transport information boards/screens.
- Pedestrian and cyclist friendly (for all types of user) with 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:
    - As described already the site benefits from being adjacent to good quality pedestrian and cycle routes. With development the pedestrian space will be significantly improved with quality space and extra width offering a seamless transition from the adopted footway into the landscaped realm around the buildings.
    - With eth development of the ID Masterplan there is a plan of wider improvement in the area for active travel and improved public realm.

6.0 Travel Plan Initiatives

6.1 This Framework Travel Plan is a working document and is recognised as being the first stage in the Travel Plan process. This is primarily because the site is yet to be fully constructed and occupied. It is noted that the development is car free and will mean that inherently the vast majority of trips to and from the site being undertaken by sustainable modes. Notwithstanding, the Travel Plan will seek to maximise the appeal and convenience of sustainable travel to both staff and students at the development.

6.2 The Travel Plan is aimed at the staff and students living and working there. It is not specifically aimed at visitors as their travel patterns are more difficult to establish, however it is expected that visitors will be informed online of the excellent accessibility of the site by modes other than the car and the measures to encourage that.

6.3 The following measures are expected to be delivered through the Travel Plan by the Travel Plan Co-ordinator(s).

6.4 As far as possible, the measures outlined below are designed to be suitable for review and monitoring. The list, however, is not exhaustive and the Travel Plan Co-ordinator(s) should investigate other potential initiatives which could be beneficial based on circumstances at the time.

6.5 It is important for the Travel Plan to be flexible to changing circumstances and innovations. Once it has been implemented, the Travel Plan Co-ordinator(s) will be encouraged to investigate and adopt other potential initiatives to increase the attractiveness of making journeys to the site by non-car modes where appropriate.

Travel Plan Coordinator

6.6 The Travel Plan will be managed by a Travel Plan Coordinator who will be appointed prior to the proposed new development being occupied. In the interim, Adelaide Tsim of SLR will act as the interim Travel Plan Co-ordinator for the development. Her contact details are:

Adelaide Tsim Adelaide.tsim@slrconsulting.com +44 3300 886631

6.7 The Travel Plan Co-ordinator will ultimately be appointed by the developer within 3 months of occupation.

Travel Information Boards

6.8 Travel Information Screens can be provided in the reception areas which will include automatic updates on the travel situation using information from TfGM and transport providers. In addition, notice boards in communal areas such as kitchens will include timetable information and other information as provided in the ‘Welcome Pack’.

6.9 The Travel Plan Co-ordinator will publicise relevant events such as ‘Bike Week’ to encourage staff / students to participate wherever possible.

Walking Measures

6.10 Many amenities including Manchester main University campuses and the City Centre are within a short walk of the site which means we expect that walking will be the primary transport mode. Public realm improvements in the area create a more pleasant environment for pedestrians.

6.11 Measures to further encourage walking as part of a multi-modal journey might include:

- Review of local pedestrian facilities to ensure that access widths are appropriate and gradient changes allow for comfortable wheelchair and mobility impaired access;
- Provision of umbrellas in reception areas;
- Continuation of the high-quality pedestrianised areas of First Street designed for disabled users, seating, and are appropriately maintained and signed.

Cycling Measures

6.12 Cycling is promoted with secure cycle parking provided within the development and public realm improvements in the area to reduce the dominance of the motor vehicle. Further measures to encourage cycling include:

- Promote benefits of cycling to students and employees through schemes such as ‘Explore Your Space’ campaign;
- For staff, promote the financial benefits of the Cycle to Work scheme (see overleaf);
- Option for partnership with local cycle store which may facilitate the provision of vouchers or discounts for students/ employees;
- Practical advice on cycle maintenance, safety information and local route information;
- Advertisement of a local bicycle user group to new employees / students;
- Special travel events could be promoted at the site (e.g. Cycle to Work Day); and
- The Travel Plan Co-ordinator to liaise with the Highway Authority to ensure that cycle routes are appropriately maintained.

Workplace Bikes

Provide savings for employees while boosting your green credentials

As part of a Government initiative to promote green transport, Workplace Bikes offers attractive tax and National Insurance savings for both employers and employees.

How it works

Workplace Bikes encourages employees to cycle to work, with a salary sacrifice arrangement providing savings on the cost of a bike and accessories. Employees sign up for 12 or 18 months hire agreement, either during an enrolment window of your choice or as an any-time benefit.

It's fast, easy and free to set up a Workplace Bikes scheme. We offer full support at every stage, including expert salary sacrifice advice and ongoing account management.

Cycle-to-work schemes can contribute to workforce wellbeing, assist with congestion and parking issues and help minimise carbon footprint ... so there are plenty of reasons for making Workplace Bikes part of your benefits package.

Key benefits for employees:

- ✓ Basic-rate taxpayers save 32% in tax and National Insurance, with even higher savings for higher-rate taxpayers.
- ✓ We offer access to all of the UK's top bike brands, catering for entry-level cyclists and enthusiasts.
- ✓ Employees can also take advantage of seasonal promotions, exclusive discounts and a price match promise.
- ✓ Cycles can be selected online, through a Halfords store or from an extensive network of independent stores.
- ✓ Free 6-week service and safety check.

Why choose Workplace Bikes?

- ✓ Extensive range of free marketing to maximise take-up, including on-site roadshows and dual-branded literature.
- ✓ Easy online order approval and clear payroll information, provided in line with your needs.
- ✓ Standardised cycle pricing across the country, ensuring equality for employees.
- ✓ Hassle-free options for managing transfer of ownership at the end of the hire period.
- ✓ Built-in facilities to cater for low earners, casual staff and under-18s.
- ✓ Available as a stand-alone benefit or as an integrated part of a wider benefits package.

0800 612 7110

www.workplacebikes.com



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Public Transport Services

6.13 As previously noted, there are bus stops located on Medlock Street in close proximity of the site and other services stop within walking distance. In addition, the site is within a 5-10 minute walk of the Metrolink and Rail station at Deansgate Castlefield and Freebus stops.

6.14 The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus, tram and train usage include:

- Up to date information provided on bus, tram and train services, including route information and service frequencies, available to employees through links such as:
  - https://my.tfgm.com/#/planner/
  - http://www.nationalrail.co.uk/
- The Travel Plan Co-ordinator to liaise with the Local Authority and the public transport operators to ensure that information remains valid;
- The Travel Plan Co-ordinator to bring to the bus, tram and rail operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised; and
- Promote Travel Discount offers and Travel Cards such as the Bee card.

New Student / Staff Welcome Pack

6.15 As part of the Travel Plan initiative to promote sustainable transport as a preferred option to the private car, it is important to provide adequate transport information for each students /employee on the site who will receive a 'Welcome Pack'. The Pack will include Travel Information and the availability of sustainable transport options

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

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

Taxis

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

6.18 The excellent accessibility of the site via other sustainable modes and in particular being within walking distance of the main destinations of the University, the City Centre attractions and Transport Hubs means that we expect that the level of taxi use will be limited.

Car Sharing

6.19 Given the proximity to other office developments in the vicinity, a car sharing scheme would be proposed for employees/students and administered using a local database via a community website or alternatively there may be opportunities to use an internet-based scheme such as www.carsharegm.com.

6.20 The Travel Pack will advertise at least one link to a website where the cost of owning and running a car can be calculated. This is intended to highlight the often unseen costs of owning a car.

Enterprise Car Club

6.21 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Details of the nearest locations to the site are provided in **Section 3** of this document. The Travel Plan Co-ordinator will highlight the availability of Enterprise Car Club to the new occupiers and facilitate demonstrations if required.

Off-Street Car Parking

6.22 The Travel Plan recognises that there may be demand for long stay, employee, student or visitor car parking associated with the site. Therefore, information relating to local car parking facilities will be provided as part of the Welcome Pack.

6.23 As an on-going part of the monitoring process, the 'Welcome Pack' will be reviewed and updated annually, with any information regarding changes, such as a change in a public transport timetable, being passed on to all the appropriate staff via an appropriate form of communication. This will be the responsibility of the Travel Plan Co-ordinator.

Student Move In / Move Out Strategy

6.24 A Student Move-In / Move-Out Strategy will be put in place prior to occupation, and this can be conditioned to the planning consent. A Framework Strategy is included as **Appendix C.** The Framework described there can be developed into a more detailed Implementation Plan and conditioned to be submitted to MCC prior to occupation with more detail on staffing levels and the practical measures needed on the ground.

6.25 IQ who will operate the proposed development have similar Move-In / Move-Out Strategies in place at other student accommodation in Manchester.

7.0 Administration Monitoring and Review

Administration

Management

7.1 The administration of the Travel Plan will initially be the responsibility of a Travel Plan Co-ordinator. The Travel Plan Co-ordinator can be part of the site management team or an external provider and can provide employees / students with details of the environmental, social and health benefits to be gained by using sustainable transport modes. They should be the first point of contact for employees / students and other outside organisations in all matters regarding travel.

7.2 This post will run for the lifetime of the Plan which is typically five years with duties of the Travel Plan Co-ordinator generally including:

- The operation of the Plan;
- Management of the allocated budget;
- Maintenance of a database containing existing travel information;
- Monitoring of the Travel Plan;
- The preparation of subsequent update Travel Plan reports for submission to the Local Authority;
- Liaison with the Local Authority Travel Plan Co-ordinator (where appropriate);
- Liaison with Public Transport providers (where appropriate);
- Promotion of the Travel Plan; and
- Promotion of travel events.

7.3 The Action Plan for the implementation of the Travel Plan is discussed in subsequent sections of this document.

Monitoring

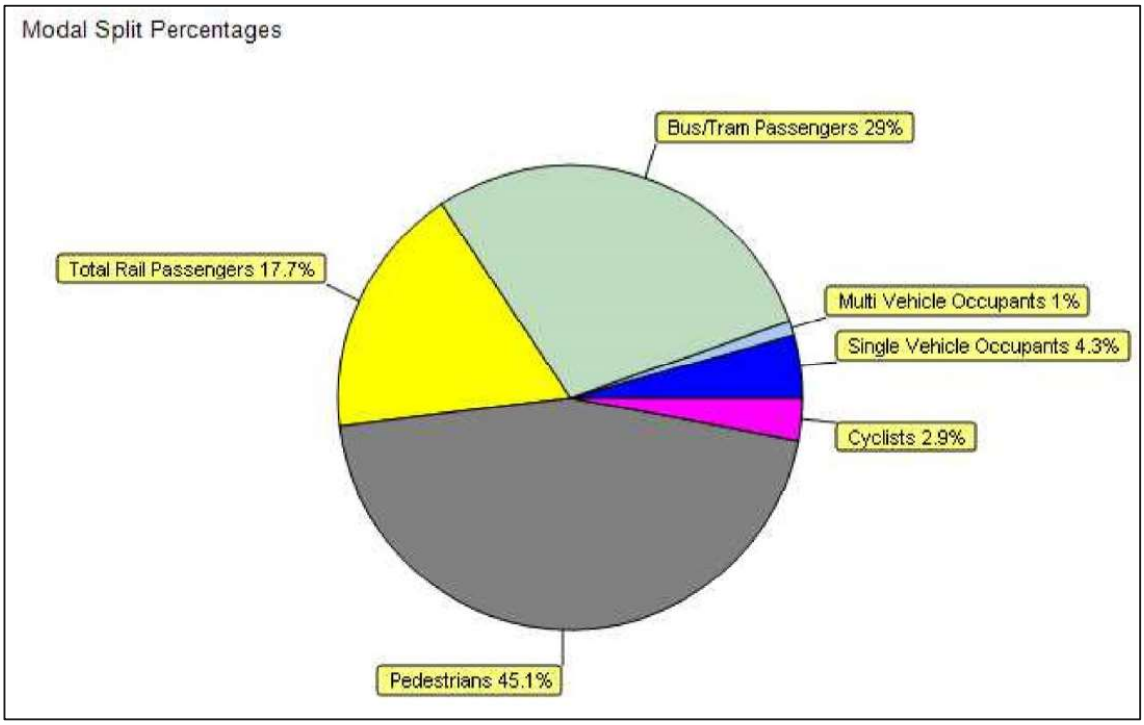
7.4 The Travel Plan is a strategy which can evolve over time. It is important that the Plan is a flexible document that is responsive to change, although the underlying objectives of the Plan, which are to educate and facilitate travel by sustainable modes, will not change.

7.5 It is useful to set targets for travel to the site. This has been conducted and presented in the Transport Statement that supports this application and is based on information in the TRICS database.

7.6 It is anticipated that there will be a small number of staff working as management for the PBSA. Therefore, the below targets regard students only as there is a better idea of how many of them there will be.

7.7 The modal share forecast for PBSA sites located in Town Centre/Edge of Centre sites is given in **Figure 7-1** below.

Figure 7.1: Purpose Built Student Accommodation Modal Share (TRICS 7.9.3)



7.8 It can be seen that car use is low, and the majority of trips are on foot or by public transport. However, given that this site is located so close to the Universities it is expected that the proportion walking would be higher along with a reduced level of public transport use.

Travel Surveys

7.9 These targets are just an initial consideration which will then be developed based on the outcomes of the Travel Surveys to be conducted on site. An example of a staff Travel Survey is provided in **Appendix D**.

7.10 Within 6 months of first occupation, that survey data will be collected and analysed. This will establish an updated baseline upon which to set targets and monitor progress.

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

- Monitoring the use of cycle parking and potential for additional cycle parking;
- Monitor the take up of the 'Free to Hire' bike scheme;
- Monitoring the take up of a potential car share scheme;
- Monitoring of the Travel Plan budget and spending; and
- Recording of comments/observations received on transport and travel to the site.

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

Review

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

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

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

8.0 Draft Action Plan

8.1 The following list describes the proposed measures that are to be taken to help achieve the Travel Plan objectives. The measures can be developed in the form of an Action Plan as outlined in **Table 8-1** below. The Action Plan should:

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

Table 8.1: Action Plan

Measure	Target Date	Ownership
Prior to Construction		
Appointment of Travel Plan Coordinator	As per planning approval	Developer
During Construction		
Installation of on-site infrastructure for sustainable travel including cycle parking.	As per planning approval	Developer
Construct quality pedestrian links to access the site.	As per planning approval	Developer
Set up Travel Plan budget.	As per planning approval	Developer
Sales Phase		
Sustainable travel information included within initial information pack.	During sales period	Developer
Sales and marketing staff to be made aware of sustainable travel options.	During sales period	Developer/Sales Staff
Investigate potential for community website	During sales period	Travel Plan Coordinator
Establish contact with local cycle store	During sales period	Travel Plan Coordinator
Upon Occupation (Short Term)		
Provision of Travel Packs for employees & students	Upon individual occupation	Occupier's Travel Plan Coordinator
Baseline travel data to be analysed	Within 6 months of first occupation	Occupier's Travel Plan Coordinator
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional material	Upon individual occupation	Occupier's Travel Plan Coordinator
Advertise car sharing initiatives and active travel information	Upon individual occupation	Occupier's Travel Plan Coordinator

Measure	Target Date	Ownership
During Occupation (Medium Term)		
Conduct further travel surveys/travel questionnaires (if considered appropriate)	On-going	Occupier's Travel Plan Coordinator
Manage Travel Plan budget and make employees / students aware of ongoing initiatives	On-going	Occupier's Travel Plan Coordinator
Advertise travel events such as Dr Bike and national travel days to encourage participation	On-going	Occupier's Travel Plan Coordinator
Ensure travel information is periodically kept up to date and made available for employees	On-going	Occupier's Travel Plan Coordinator
Complete annual review for Local Authority for 5 years following first occupation	On-going	Occupier's Travel Plan Coordinator

Drawings

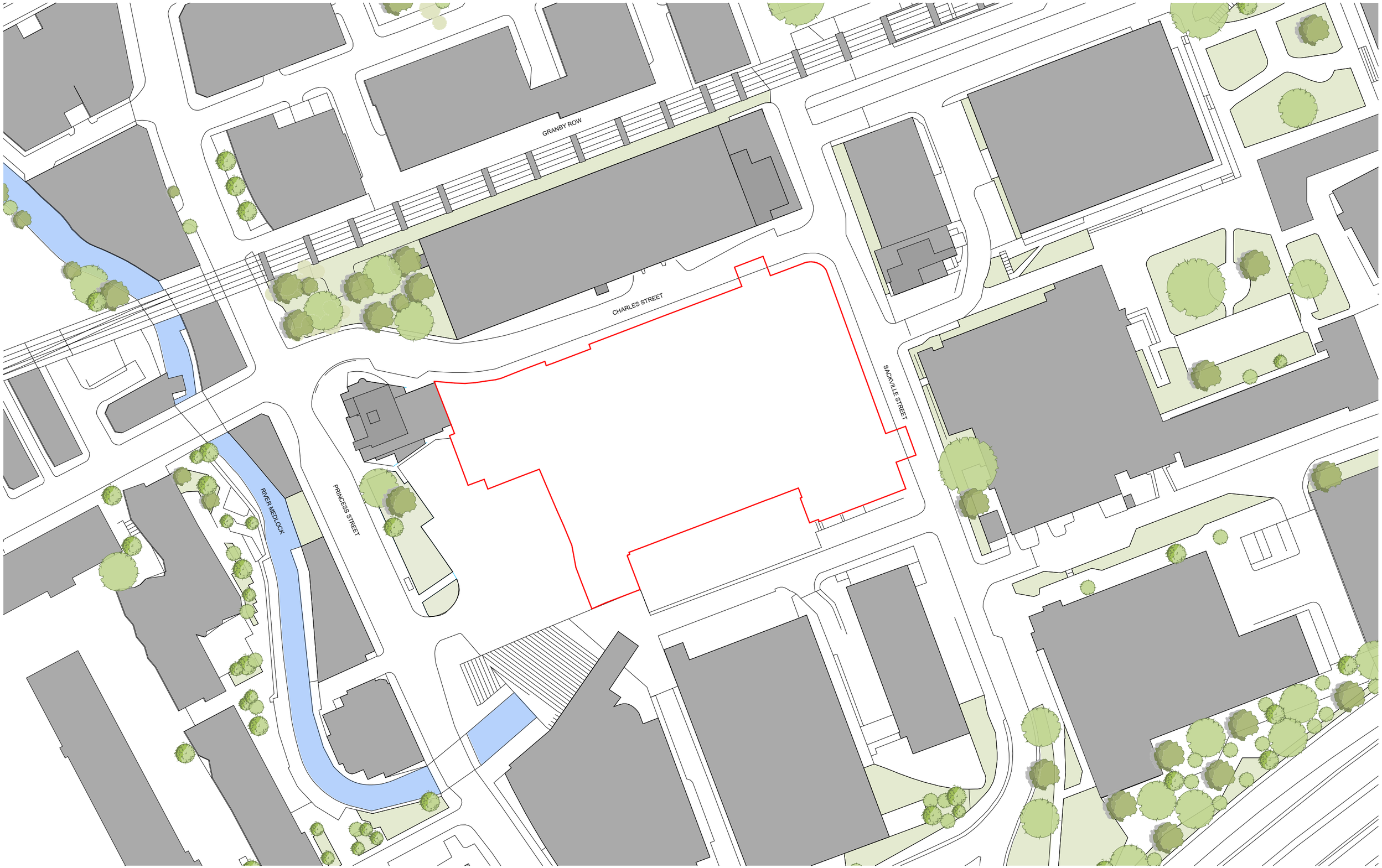
Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No: 410.067113.00001

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05-12-2025

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Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Existing Site Location Plan

Project No
10346

Scale
1:1000 @ A3

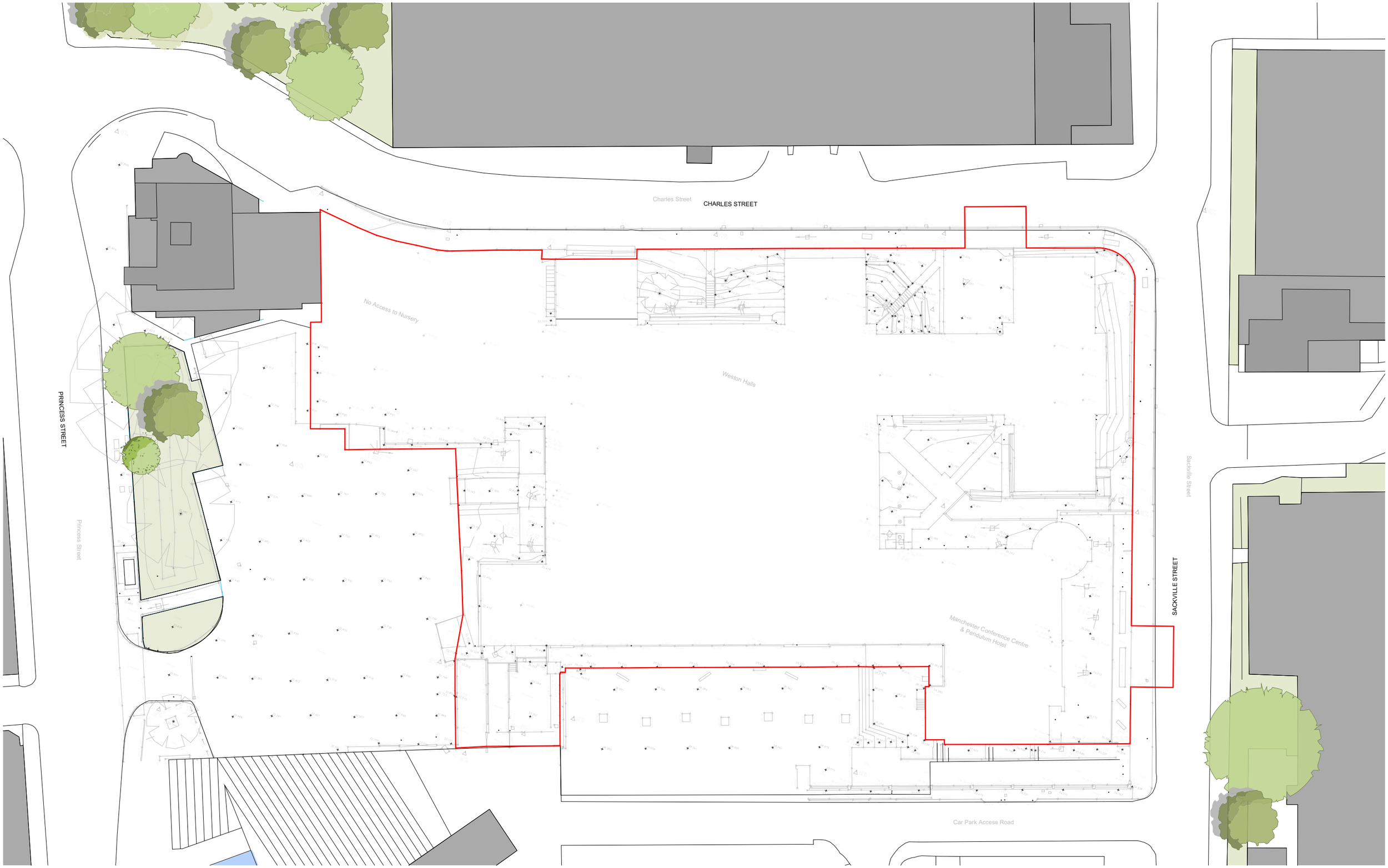
Status
PLANNING

SHP Drawing Code (PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ)
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Manchester +44 (0)161 835 2345
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05-12-2025

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Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Existing Site Plan (with Topographic Survey)

Project No
10346

Scale
1:500 @ A3

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SHP Drawing Code PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
10346-SHA-Z0-A-B5D8-G100-XP-XX-002

Revision
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Birmingham +44 (0)121 233 1874

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05-12-2025

NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Proposed Site Plan Level 00

Project No
10346

Scale
1:500 @ A3

Status
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Revision
P01

simpsonhaugh
Manchester +44 (0)161 835 2345
London +44 (0)20 7549 4000
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CHARLES STREET

SACKVILLE STREET

Key

- Accessible Studio
- Amenity
- Cluster Bedroom
- Cluster Corridor
- Cluster Kitchen
- Corridor
- Plant
- Riser
- Smoke Shaft
- Management Suite
- Studio
- Twodio
- Planning Boundary

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All dimensions to be checked on site by contractor.
Contractor to report any dimensional discrepancies, errors or omissions prior to commencing on site.

DRAFT
05-12-2025

NORTH

Rev	Date	Description
P01	2025-12-16	Planning Submission

Project Title
iQ Student Accommodation
Weston Halls and Pendulum Hotel
Manchester

Drawing Title
Site Wide
Proposed Site Plan Level 01

Project No
10346

Scale
1:500 @ A3

Status
PLANNING

SHP Drawing Code PROJ - ORIG - ZONE - ROLE - CLAS - TYPE - LOC - SEQ
10346-SHA-Z0-A-B5D8-G100-PL-01-001

Revision
P01

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4. All setting out, levels and dimensions to be agreed on site.
5. The dimensions of all materials must be checked on site before being laid out.
6. This drawing must be read with the relevant specification clauses and detail drawings.
7. Order of construction and setting out to be agreed on site.

KEY

Boundaries

Planning boundary

CHARLES STREET

NOTE:Charles and Sackville Street layout and materials subject to further design and coordination.

LOADING

Phase B

Phase A

Plant
+33.900 m
33.600 m AOD
+33.700 m
+34.200m
Bin Store
Plant
+34.200m AOD
+34.200 m
Plant
+32.900 m AOD
Plant
+32.900 m AOD

Amenity
+35.400 m
Bin Store
Amenity

Entrance Lobby
+35.500 m AOD
Bin Store
Management Suite
Amenity
+35.500 m AOD

40 no. cycle storage (double stacked)

60 no. cycle storage (double stacked)

TREE HOUSE

40 no. cycle storage (double stacked)

Plant
+35.500 m
+35.300 m
+35.300 m
+35.500 m
Plant
+35.300 m
Plant
+35.500 m
Bin Store
+35.500 m
+35.200 m
+35.200 m

Area not included in planning application

SACKVILLE STREET

LOADING

Scale Bar (m) 0 5 10 15 20

NOTE: Drawing to be read in conjunction with drawings:
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 1
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 2
3489-PLA-XX-XX-DR-L-0002 - General arrangement Plan - Phase 3
3489-PLA-XX-XX-DR-L-1000 - Hardworks General arrangement Plan
3489-PLA-XX-XX-DR-L-2000 - Softworks General arrangement Plan

Revision	Date	Description	Drawn	Apprvd.
P06	26/11/25	For approval	HX	RM
P05	06/11/25	For review and comment	AS	RM
P04	29/10/25	For review and comment	AS	RM
P03	10/10/25	For review and comment	AS	AS
P02	30/09/25	For information	AS	AS

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Manchester | London | Liverpool | Leeds | Standish

Manchester
2 Back Grafton Street,
Altrincham,
Cheshire,
WA14 1DY,

W: planit-ie.com
E: info@planit-ie.com
T: 0151 363 1230

Client IQ Student Accommodation

Project Weston Hall & Pendulum Hotel Manchester

Drg Title General Arrangement Plan

Created on	Created by	Approved by
21-08-25	AS	RM

Scale	Size	Workstage	Status
1:200	A1	RIBA 2	

Drg No. 3489-PLA-XX-XX-DR-L-0001

Suitability S3

Revision P06

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Appendix A Walkover Audit

Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No: 410.067113.00001

9 December 2025

Accessibility Audit

Introduction

An accessibility audit assessment has been undertaken considering the existing highway/street condition, pedestrian, cycle infrastructure, bus, tram and taxi facilities within the near vicinity of the development. The audit also considers facilities for disabled users.

There is construction activity taking place which does affect some pavement and highway access. Following completion of those works we expect the local footway network to be made good or improved so it is of an appropriate standard.

Highway/Street Audit

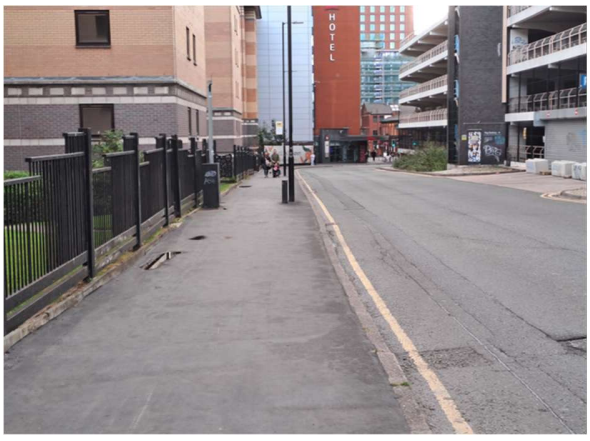
Generally, the local highway network is of a good compliant standard for pedestrians to use. There are no pavement widths less than 2m and in many places these are much wider. The area is street lit and offers a safe environment for pedestrians and there are no critical trip hazards.

Pedestrian Infrastructure

Charles Street Adjacent to the Site

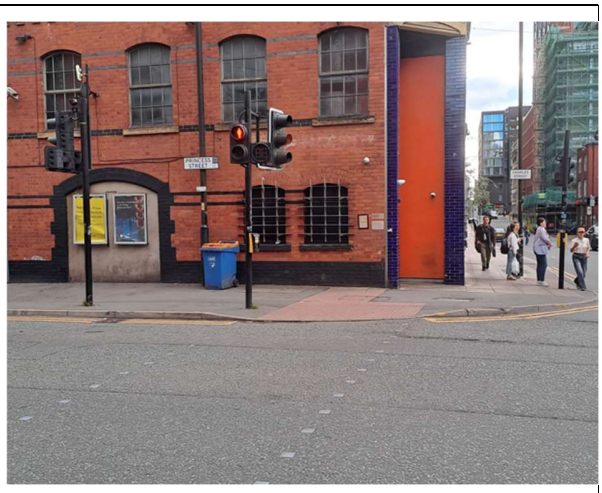
A footway is provided on Charles Street which forms the northern border of the site. The footways are of adequate width and are surfaced to a good standard with no trip hazard, as shown below.

At the junction with Sackville Street, there are dropped kerbs but presently there is no tactile paving (shown below).

	
Charles Street	Junction wirth Sackville Street

Charles Street – to the West

To the west of the site Charles Street meets Princess Street at a signalised junction. This junction features signalled pedestrian crossings on all arms and all are provided with dropped kerbs and tactile paving. Two examples are shown in **Figure ##** below.

	
Charles Street / Princess Street Junction	Charles Street / Princess Street Junction

Further to the west, Charles Street continues and meets the important Oxford Road corridor at a similar signalised junction. Once again full signalised pedestrian crossings are provided and the junction is provided with dropped kerbs and tactile paving.

Sackville Street Adjacent to the Site

Footways are provided on both sides of Sackville Street which forms the eastern border of the site. The footways are of adequate width and are surfaced to a good standard with no trip hazard.

Sackville Street is one-way northbound for traffic adjacent to the site and also to the south.

At the junction of Sackville Street and Charles Street, there are pedestrian crossing routes featuring dropped kerbs. As noted above tactile paving is not presently provided.

Along part of the frontage and also further to the south, there are 8 pay & display parking bays which includes 1 disabled space. The road marking of 2 of the parking bays has been obscured by some localised road surfacing.

	
Junction with Charles Street	Parking bays with missing road marking

Sackville Street – to the South

To the south of the site Sackville Street continues and ultimately turns to the west to meet Princess Street.

Footways on both sides of the carriageway are of generally good quality. Side junctions with accesses feature dropped kerbs though there is no tactile paving provided.

	
Access to University car park	

	
Conta-flow cycle lane and route to off-carriageway	Off-carriageway route

Whilst the route is one-way (northbound), there is a contra-flow cycle lane. To the south of the site this cycle lane is routed off-road and becomes a shared footway / cycleway. This links with Princess Street and the junction with the A57 Mancunian Way.

Sackville Street – to the North

Sackville Street continues northwards from the site and represents a key route to/from the city centre. Footways are of generally good quality and there are few deficiencies. Side accesses have dropped kerbs but are not provided with tactile paving.

This section of Sackville Street accommodates two-way traffic.

	
Sackville Street	Crossing at Whitworth Street

Princess Street

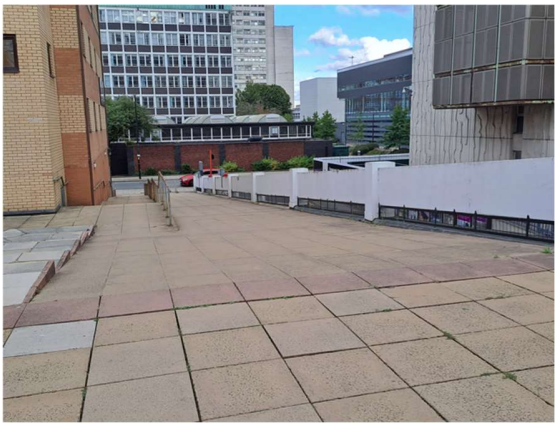
There are footways on both sides of the carriageway and these are generally of good quality. At the southern extent of this section of Princess Street footways and crossing have been upgraded as part of the Circle Square development. This work included the junction at the southern end of Sackville Street where the junction features dropped kerb crossing with tactile paving.

	
Example footway adjacent to Circle Square	Example pedestrian crossing at Princess Street / Sackville Street

University Walkway

Directly to the south of the site, there is a pedestrian walking route which provides a link between Sackville Street and Princess Street. Whilst this is open to the general public, it is understood that this forms park of the University Estate.

The route features steps at the Princess Street access along with a ramp route. At the Sackville Street access there is also a ramp and steps.

	
Access from Princess Street	Access from Sackville Street

Access to Other Transport Modes

Access via the Bus Network

All buses in Greater Manchester designed to carry over 22 passengers on local and scheduled routes comply with the government's Public Service Vehicles Accessibility Regulations (PSVAR). These standards include:

Bus drivers being able to provide disabled passengers with certain types of assistance such as deploying boarding ramps and lifts when required to assist wheelchair users to board or alight the vehicle; and

Free off-peak local bus travel is available for eligible disabled users at any time on a Saturday, Sunday or bank holiday and from 9:30am to 11pm on any other day.

In addition to the above, the majority of buses in Greater Manchester have low floors to further assist wheelchair users and audio-visual 'next stop' announcements to assist visually or hearing-impaired passengers.

Nearby, there are outbound bus stops on Sackville Street and on Princess Street. Both of these feature shelters, seating and timetable information.

Access via Metrolink

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

All Metrolink stops provide shelters, seating and real-time journey information. All Metrolink trams and stations also provide disabled access in the form of step-free access, tactile paving and dropped kerbs

Access by Rail

To support disabled passengers, Manchester Piccidill has staff help available as well as lifts on each platform to provide step free access and ramps for train access.

Manchester Piccadilly station can be accessed using the existing pedestrian network surrounding the site.

Access via Taxi

Disabled users are able to access the site by taxi and Manchester boasts a highly developed taxi service with all Hackney Carriages along with many private hire companies offering access for wheelchair users with ramps and equipment for wheelchair users along with assistance features for the visually impaired and hard of hearing. The routes from kerb to the building entrances will be design for access by disabled users.

Summary

The site benefits from a highly accessible location with excellent connections to local and regional public transport services and on foot and by bicycle. Once the construction activity has completed, the area will benefit from high quality surroundings and this audit has shown that anyone accessing the site including those that are disabled will not experience any constraints in approaching the site. It can be concluded that the building and the surrounding area will facilitate access including those that are disabled in a high quality manner

Appendix B MCC Correspondence

Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No: 410.067113.00001

9 December 2025

Gareth Davis

From: Gareth Davis
Sent: 13 November 2025 14:20
To: Rebecca Hesketh
Cc: John Lancaster
Subject: Re: iQ PBSA Weston Hall & Pendulum, Charles Street

Hi Becky

I'm just following up on MCC s aspirations for Charles St/ Sackville St. Wehave been informed that the MSCP site plot H will on development deliver an e-w pedestrian/Cycle route along an extension of Altrincham St. if there are other plans from plot H we need to be aware of let me know.

We are also aware of the ID Masterplan aspirations which should deliver a greatly enhanced environment for active Travel. If there are any other specific proposals we should be aware of let me know.

The proposals for Weston Hall & Pendulum do include opening up the pedestrian space with landscaped private realm around the buildings.

We do propose to incorporate an on street loading bay on Charles st and one on Sackville St which results in the loss of one P&D parking bay.

I will send over a plan soon

best regards

Gareth

Gareth Davis
Director - Transport and Mobility Planning

- MY NORMAL WORKING HOURS ARE MONDAY-THURSDAYS 08:30-18:00

O +44 3300 886631
M +44 7772827539
E gareth.davis@slrconsulting.com

SLR Consulting Limited
5th Floor, 35 Dale Street, Manchester, United Kingdom M1 2HF

SLR | Follo

From: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Sent: Thursday, October 2, 2025 6:28:12 PM
To: Gareth Davis <gareth.davis@slrconsulting.com>
Cc: John Lancaster <John.Lancaster@slrconsulting.com>
Subject: RE: iQ PBSA Weston Hall & Pendulum, Charles Street

Hi Gareth,
Hope you're well.
Apologies for the delay in getting back to you - we've got quite a few pre-apps in progress at the moment.
Regarding this site, our emerging Network Plan identifies Charles Street as a designated 'Quietway'. I'm currently awaiting feedback from our Active Travel Team on what the ideal Quietway treatment might look like in practice, and I'll share that with you as soon as I have it. With two PBSA schemes coming forward on either side of Charles Street, it's important that any operational requirements resulting in works along Charles Street don't compromise the street's potential as a Quietway. I will have to have a think about the single-yellow lining as I think this would attract a high level of use (when permitted) which may work against the quietway principles.
Planning colleagues are aware of both development sites, and I understand there have been (or will be) discussions between the developers/consultants to ensure a coordinated approach to works on Charles Street (and its wider connections to ongoing pedestrian and cycle facilities). If you have any updates or feedback on that aspect, it would be very helpful.
In terms of cycle parking – you are probably aware that we do request 25% provision for PBSA. Occasionally we have accepted a lower level of provision (with strong justification – i.e. reference to representative site surveys) as long as this is partnered alongside conditions relating to Beryl Bike packages and Travel Plan monitoring. I have just requested some feedback from the Beryl Bike team for feedback on potential additional provisions in the vicinity of this location – will let you know when this comes back.

Kind Regards,

Becky Hesketh
BSc (Hons) MSc MCIHT MSoRSA
Highways Development Control Team Manager
Manchester City Council
Mob: 07971 384 313
Email: rebecca.hesketh@manchester.gov.uk
Web: http://www.manchester.gov.uk
POSTAL ADDRESS: Manchester City Council, The Highways Service, PO Box 532, Town Hall, Manchester, M60 2LA

From: Gareth Davis <gareth.davis@slrconsulting.com>
Sent: 02 October 2025 13:09
To: Rebecca Hesketh <Rebecca.Hesketh@manchester.gov.uk>
Cc: John Lancaster <John.Lancaster@slrconsulting.com>
Subject: RE: iQ PBSA Weston Hall & Pendulum, Charles Street

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Hi Becky

I have a client meeting coming up and it would help if you had any feedback to this email on the Highways matters for Weston Hall & Pendulum.

Many thanks

Gareth

Gareth Davis
Director - Transport and Mobility Planning

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O +44 3300 886631
M +44 7772827539
E gareth.davis@slrconsulting.com

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From: Gareth Davis
Sent: 25 September 2025 14:35
To: Rebecca Hesketh <rebecca.hesketh@manchester.gov.uk>
Cc: John Lancaster <John.Lancaster@slrconsulting.com>
Subject: iQ PBSA Weston Hall & Pendulum, Charles Street

Hi Becky

We have been discussing with the client team on the development of the Weston Hall & Pendulum site for PBSA off Charles St /Sackville St.

This is expected to provide a c2500 bed PBSA development delivered in 2 phases so Phase A needs to stand on its own. There is no parking on site. We are interested in the plans coming forward for the MSCP site to the north. We are aware of the iD Masterplan and an aspiration for an E-W pedestrian route on the Car park Site to the north to link into Altrincham St.

We would welcome your feedback on our thoughts below as well as MCCs aspirations for highways provision in the area.

I attach a summary of what we expect the scheme will look like on the ground. We propose a Loading Lay-by on Charles Street that will ultimately straddle the two phases.

There is a small section of highway for loading to the Weston Hall on Sackville St. We propose that this is extended (with the loss on one parking bay). There is scope for replacement parking to be provided on Charles St as indicated. The single yellows do offer the opportunity for use by parents loading/unloading student gear in the Move In /Move Out periods. That can also work if these are on street bays. This period would have to be managed and we would develop a strategy to go with the TS. Your thoughts on this would help.

iQ is aware that the cycle parking demand is very low at their other city centre sites in Manchester and elsewhere. We have asked iQ for confirmation/surveys of that demand. We therefore intend to provide sufficient spaces to meet the expected demand along with headroom for future proofing. We are also looking to provide a dedicated cycle hire facility.

Your feedback on this would be great

Best regards

Gareth

****
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Appendix C Move In Move Out Strategy

Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No: 410.067113.00001

9 December 2025

iQ Weston Hall - Student Move in and Move out

Framework Strategy

The site previously accommodated a student accommodation block and therefore student arrival and departure activity is part of the established pattern of travel behaviour on the local road network. Measures that will be employed to ensure minimum disruption to the operation of the highway network during these arrival and departure periods are detailed as follows:

- iQ would communicate effectively with the Students on the process of Moving In and Moving Out
- Students are asked to complete an online pre-arrival questionnaire prior to moving into the property. This questionnaire will prompt them to select an arrival date and time,
- Limiting the number of arrival slots to a specified number of students, enabling iQ manage the number of people arriving at one time,
- Residents will be asked to move cars to nearby car parks once vehicles are unloaded,
- Providing students with a list of local short and long stay car parks to prevent congestion. This will include the Circle Square multi-storey car park with 1018 spaces which is within 250m of the site and the Q-Park Piccadilly Gardens car park with 712 spaces is approximately 740m from the site,
- Employing additional staff for the busy move-in periods to ensure everyone arriving is given a personal welcome and any questions are answered immediately,
- Assigning certain staff to the specific role on luggage handling to ensure customer belongings are taken to their room as quickly as possible.
- Assigning staff to parking and traffic management duties to ensure local routes are not disrupted,
- iQ will be operating a paperless check in (using the IQ app) system to make the process even easier,
- As their stay at the site nears an end, students will be able to choose the date and time for their preferred check out through reception. A member of the operations team will meet the student at their room at their confirmed check out time and they will jointly undertake an end of tenancy inspection before returning to reception to complete the check-out procedures.

- Students who are temporarily checking out with the intention of returning to a future booking will be able to store items within the property (subject to space availability). This will reduce the loading associated with moving out.

- Additionally, at the end of the year, although tenancy periods will end formally on the same day, students will often leave once their examination results are known and these will be announced to varying timetables. As a result, traffic or parking disruption during check out is minimal.

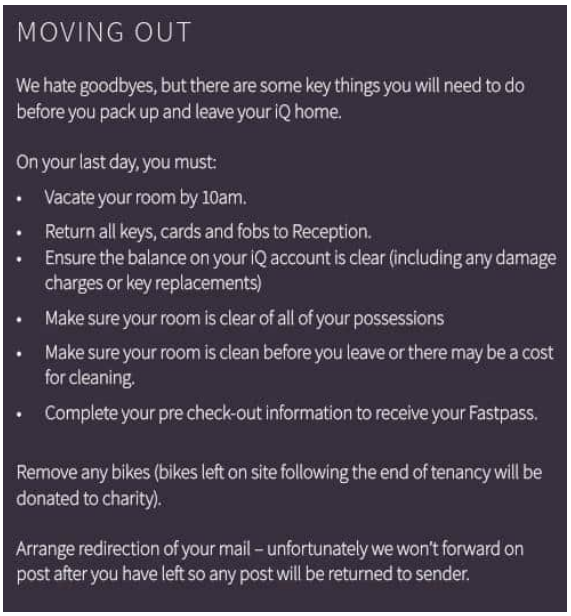
- There are a variety of locations where drivers can Park up ready to offload luggage and goods for moving in. These include Parking Bays on Sackville Street and the single yellow lines or the loading bays on Charles Street.

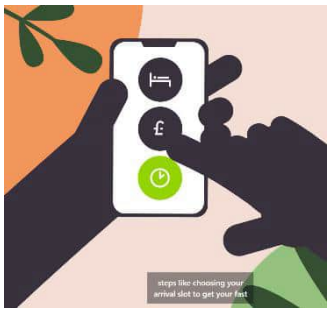
- Prior to the Move In Move Out days iQ would engage with MCC in the timing and on street strategy. If necessary temporary TROs will be used to keep space free for that activity.

- iQ staff will control that space and encourage drivers to quickly drop off the

- MCC Highways Department will be provided with contact details for a member of the management team should an issue arise.

Extracts from iQ Student Handbook & Facebook Page









Appendix D Travel Survey Example

Framework Travel Plan

Weston Hall & Pendulum Hotel

iQ Student Accommodation

SLR Project No: 410.067113.00001

9 December 2025

Weston Hall Student Travel

Please complete this Survey by _____(date)

1 **Name*** _____

2 **Apartment Number *_____**

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

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

4 **Age**
1 [ ] Under 25 4 [ ] 45-54
2 [ ] 25-34 5 [ ] 55 or Over
3 [ ] 35-44

5 **Is your Education?**
1 [ ] Full Time 2 [ ] Part Time

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

Days _____Start Time_____

Finish Time_____

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

Days _____Start Time_____

Finish Time_____

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

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

_____

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

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

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

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

_____

11 **Do you have a Bike at Weston Hall**
1 [ ] Yes 2 [ ] No

12 **Have you used the cycle parking on site?**
1 [ ] Yes 2 [ ] No

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

_____

14 **Do you have a Disability that may affect your travel arrangements?**
1 [ ] Yes 2 [ ] No

15 **If there are any issues which prevent you from cycling please indicate all that apply below:**
1 [ ] Concerns over Road safety
2 [ ] Security and risk of theft
3 [ ] Weather
4 [ ] Fitness/Ability to ride
5 [ ] Lack of cycle lanes
6 [ ] Cost
7 [ ] Maintenance problems
8 [ ] Other (specify)

_____

16 **Do you own a car?**
1 [ ] Yes 2 [ ] No

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

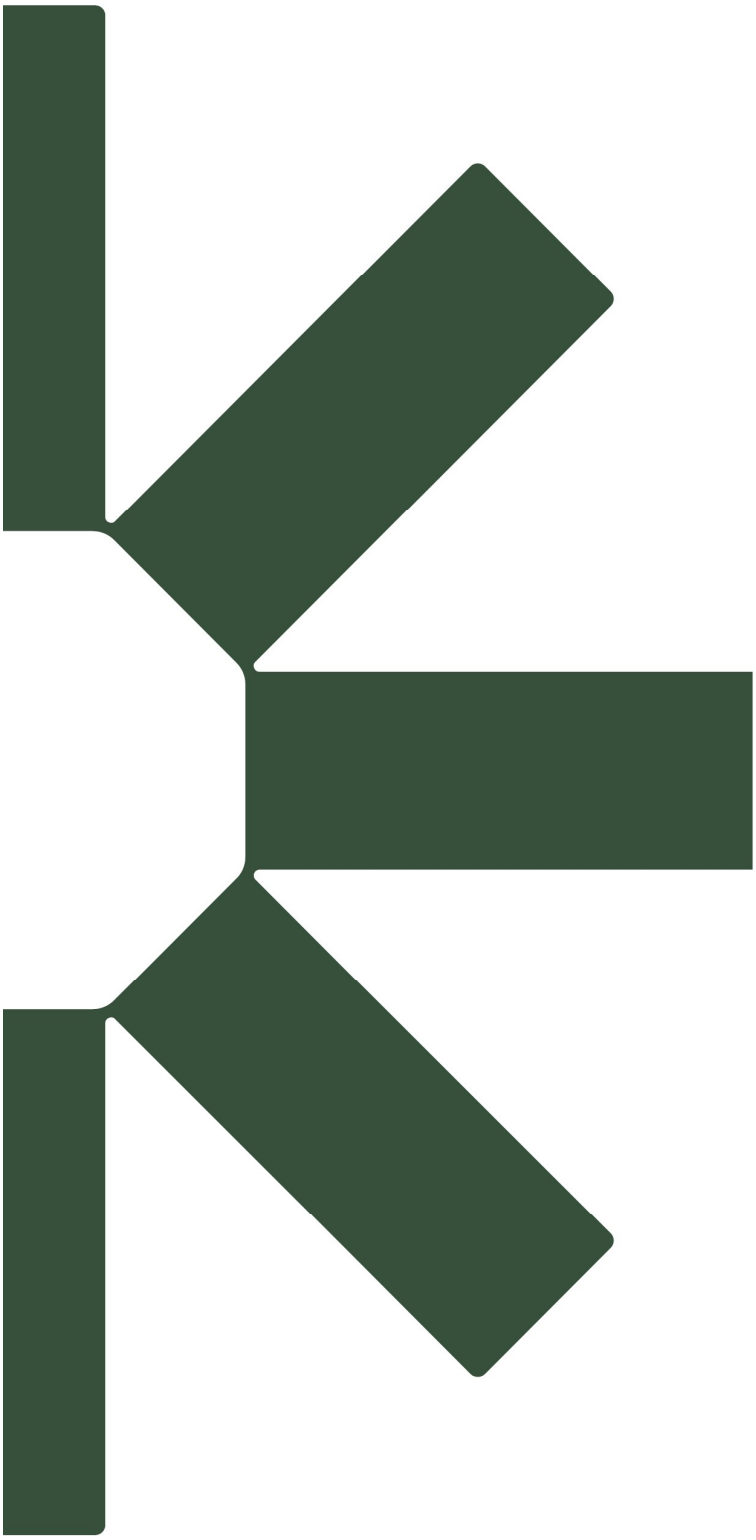
_____

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

_____

_____

_____



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