Figure 4-24 AM Peak Tram Catchment

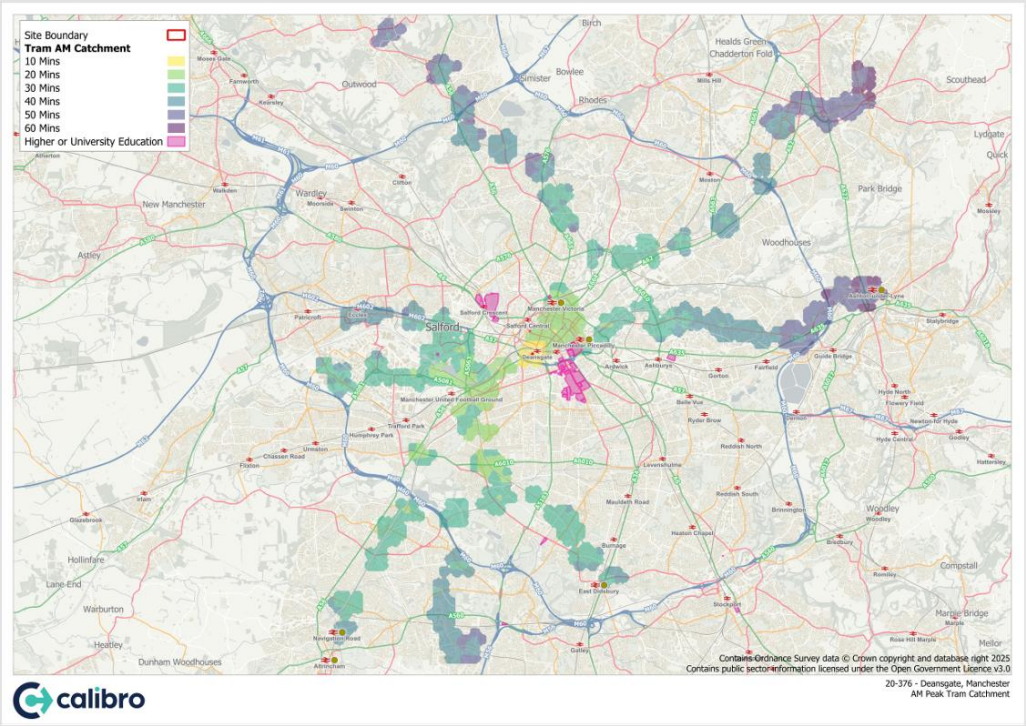
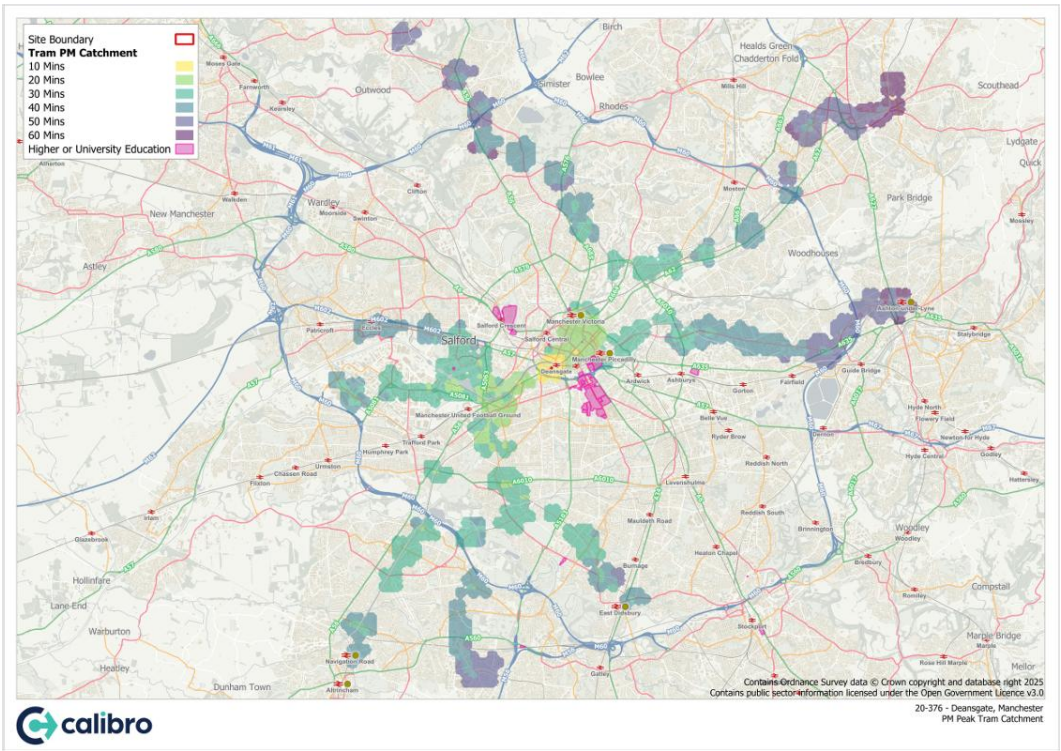


Figure 4-25 PM Peak Tram Catchment



4.6.5 Consequently, tram represents a genuine sustainable mode of travel to future residents of the site who will be able to travel around Manchester and also to travel to various train and bus stations for onward destinations.

4.7 Accessibility via Rail

4.7.1 The nearest railway station to the site is Deansgate Railway Station which is located some 210-metres away and therefore lies well below the maximum walking distance of 800-metres identified by the Institute of Highways & Transportation (IHT) document entitled Planning for Public Transport in Developments.

4.7.2 The station lies on the Northern Railway line and serves frequent rail services to Blackpool, Crewe, Liverpool, Alderley, and Manchester Airport as well as other local destinations. It should also be noted that it takes 5 minutes via train to reach Manchester Piccadilly station, whereby a multitude of national destinations such as London, Birmingham, Bristol and Edinburgh can be accessed.

4.7.3 On the basis of the above, rail represents a viable mode of travel, especially for future residents visiting their hometowns at weekends and holidays and therefore helping enhance the sustainability of the site.

4.8 BREEAM 2018 Tra01/02 Accessibility Index Calculator

4.8.1 The BREEAM Accessibility Index Calculator is an assessment which measures the extent of the sustainable transport measures and accessibility of a site against the identified BREEAM TRA02 index score criteria. The BREEAM Index score has six score ratings which are; Unclassified (<30%), Pass (≥30%), Good (≥45%), Very Good (≥55%), Excellent (≥70%) and Outstanding (≥85%).

4.8.2 In accordance with BREEAM TRA02 the Accessibility Index for the existing conditions is contained at Appendix F of this report, for context the summary table has been provided below.

Table 4-4 Tra01/02 Accessibility Index – Bus & Rail AI Score

Number of Nodes	Accessibility Index Score
12	**37.88**

4.8.3 As illustrated above, the proposed site has an Accessibility Index Score of 37.88, which is rated as a strong 'Pass'.

4.9 Section Summary

4.9.1 Future residents will have the opportunity to walk, cycle or use public transport facilities to travel to and from the site for education, employment, leisure and health facilities located within Manchester city centre and beyond.

4.9.2 The evidence set out within this section of the report confirms that future residents are afforded the opportunity to use non-car modes of travel as genuine alternatives. In this way, the proposals accord with the principals of sustainable development as they relate to transport.

5 STUDENT PARKING CONTROLS & MANAGEMENT

5.1 Introduction

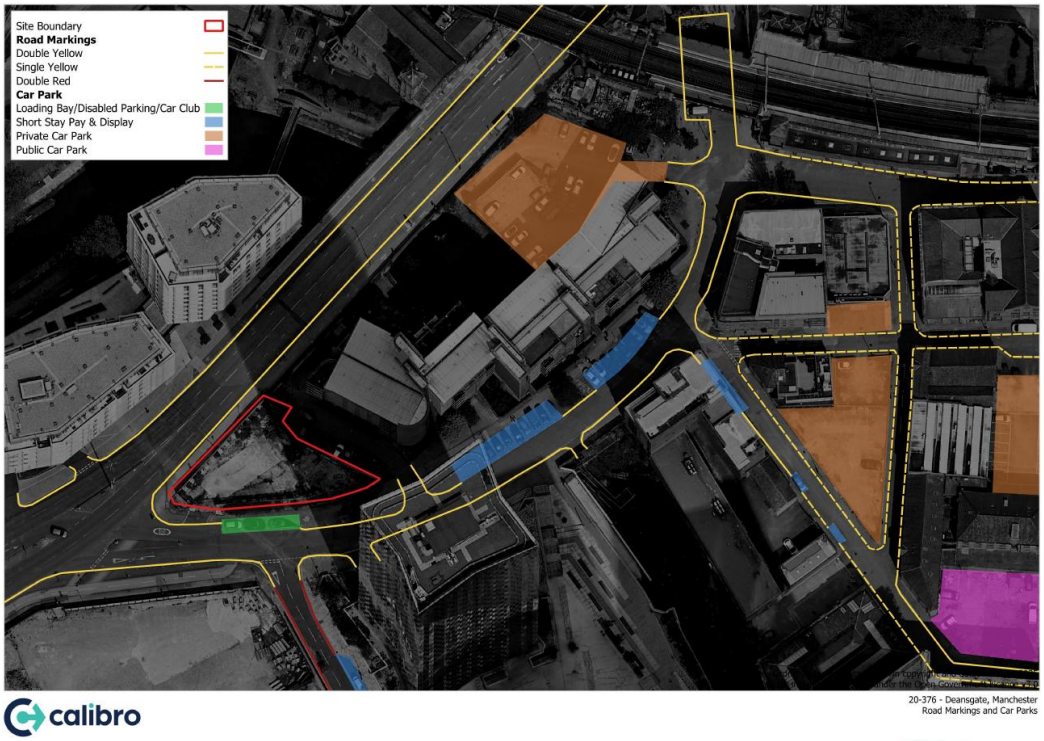
5.1.1 This section of the report outlines the various local parking constraints which prevent future residents of the site from owning or keeping a car nearby during their tenancy. It also sets out the proposed unloading/loading strategy for the start and end of the academic year. It should be noted that this strategy was included as part of the previous planning application, approved at Appeal.

5.2 Student Parking Restrictions

5.2.1 Given the site's highly sustainable location within the city centre, close to a plethora of local amenities, education opportunities, and public transport services, there is an opportunity to provide a car-free development to reduce reliance on private-car travel and its associated effects on congestion and air quality, whilst also being entirely supportive of various active travel policies.

5.2.2 Crucially, the opportunities to access local amenities and travel by non-car travel modes is supported by parking constraint in the locality which removes the opportunity for residents parking on surrounding roads. This is demonstrated in the below figure which illustrates the various parking restrictions that are in place within approximately 300-metres from the site.

Figure 5-1 Existing Parking Restrictions and Road Markings



5.2.3 It is evident from the above that all the roads within the vicinity of the site have existing parking controls typically comprising of double yellow lines. Thus, there are no opportunities to park on the surrounding roads, save for dedicated pay and display parking bays.

5.2.4 The Pay and Display parking bays located on Deansgate South and the nearby Commercial Street have a total capacity of 25 cars. However, these spaces are noted to be provided on a short-term pay and display basis (being up to two hours) and are therefore unsuitable for residential use.

5.2.5 Allied to the above, there are a number of nearby Pay and Display car parks in the vicinity of the site; MCC Bridgewater Hall Car Park is a 24-hour facility located to the east of the site and accommodates space for some 288 vehicles. Similarly, the MCC Deansgate Car Park, to the northwest of Deansgate has space for up to 331 vehicles. The car parks have no maximum length of stay, but it is noted that parking for 24 hours cost up to £20 hours in some of these locations. A map of these car parks is shown in Figure 5-2.

5.2.6 Consequently, whilst there are car parking opportunities local to the site, they are all subject to limits and costly charges which would preclude future residents from parking their vehicles on a long-stay basis.

5.2.7 In view of the above, there are sufficient parking controls that remove most opportunity for residents to own a vehicle in the locality.

5.3 Student Drop-off Strategy

5.3.1 It is common for students arriving and departing at the start/end of the academic year to be assisted by parents/relatives given the quantity of personal belongings and household items. Thus, for the purposes of the student drop off and collection strategy it has been assumed that each resident will generate a car trip during their arrival and departure at the start/end of the academic year. In this way, the student drop-off and collection strategy plan is for the management of 509 car trips over a weekend.

5.3.2 Indeed, the moving in process will need to be more carefully managed than the moving out process as students will move in over a more concentrated period of time. The moving out process is less intensive as this generally occurs over a number of weeks due to students on different courses finishing and moving out at different times. By restricting moving in trips to a shorter timeframe, the impact upon neighbouring uses will be mitigated.

5.3.3 On this basis, students will be strongly encouraged to move in at a set date at the beginning of the tenancy, ensuring that the bulk of arrivals occurring on a set weekend. For the purposes of providing a robust assessment, it is assumed that all students will arrive over the course of one weekend and the following management strategy, to minimise impact on surrounding area, is envisaged to comprise the following elements:

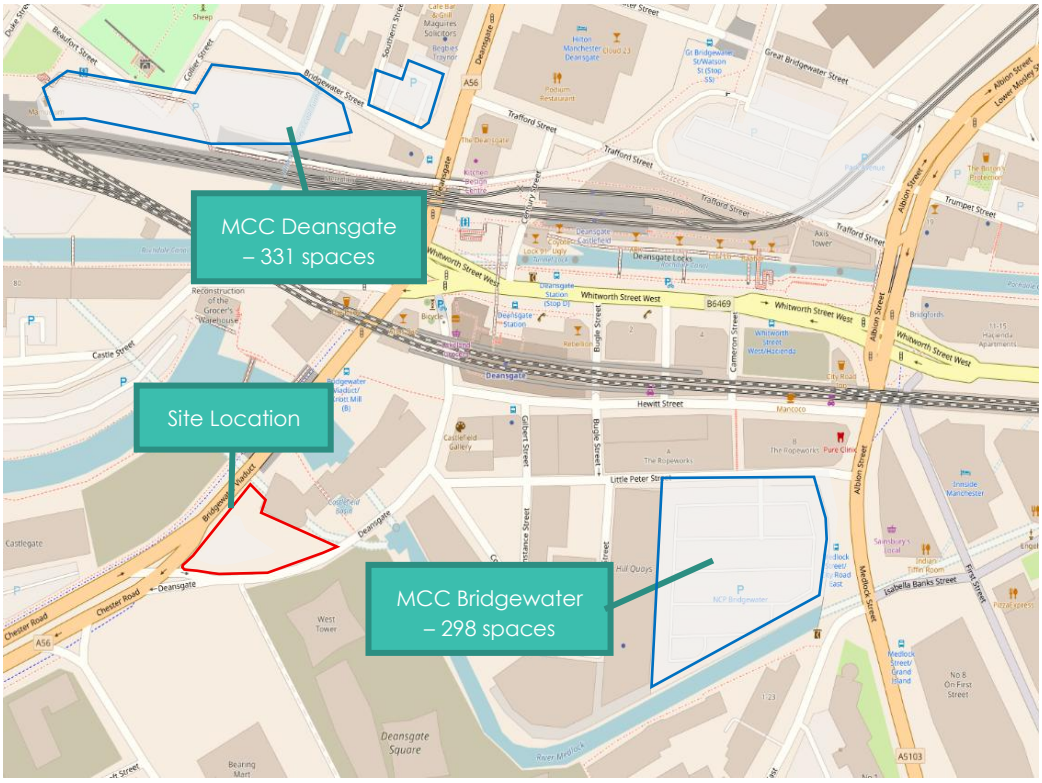
Prior Notification

5.3.4 Prior to arrival, each resident must complete a mandatory pre-induction process via a residents' online portal. This process will confirm the mode of transportation each resident will use to travel to the building. Based on the Applicant's experience of managing 10 student accommodation buildings over the previous 10 years they would expect between 40% - 55% of the residents to arrive by car. Information will be sent to all students that includes a map advising them on pedestrian access routes to the accommodation, arrival time, unloading strategy and nearby public car parks. This will also take account of the distance travelled to ensure students with longer journeys do not have early arrival slots.

Step 1: Student Arrivals

5.3.5 On first arrival, students will be required to park in a nearby car park (likely locations will be the MCC) and walk to the property to check in and collect a key. The locations of these car parks are illustrated on the figure below and are within ten-minutes' walking distance of the development. The location of the local car parks are shown in Figure 5-2.

Figure 5-2 Local Public Car Parks



5.3.6 Once checked in, the students will be encouraged to arrive at Bridgewater Hall Car Park within 15 minutes of at their allotted time slot, where nine holding bays have been reserved for the arriving students.

5.3.7 There will be parking marshals in place on both locations that will inform when their car may be brought to the on-street car parking on Deansgate (accessed via Little Peter Street), where unloading may take place. This strategy provides a robustness and prevents any conflict to occur at a street level if a student is delayed.

5.3.8 Temporary directional signage will be provided at key locations, including at the north of Deansgate, westward from Bridgewater Hall Car Park on Little Peter Street and on Medlock Street.

5.3.9 Additional assistance to disabled users can be requested beforehand and during their move in to ensure that they varying levels of needs are met when moving in during the drop off strategy. This assistance can also be requested when these disabled users move out of the site.

Step 2: Student Drop-off / Collection

5.3.10 Time slots of 15-minutes will be allocated to students over the course of one weekend (two days) between 0900 AM and 1730 PM. This equates to a total of 8.5 hours of operation which would generate the opportunity for 34 vehicle drop-offs/collections per day per space. With 8 allocated bays, this equates to 272 slots per day, or 544 slots over the two drop-off/collection days, see Table 5.1 below.

5.3.11 The above parking slots will be accommodated within the existing Pay and Display parking bays on Deansgate, where eight bays will be temporarily suspended over the course of the weekend to allow for unloading to take place in this location.

5.3.12 In addition, the nine holding bays at the nearby Bridgewater Hall Car Park will be provided for students that are next in line in order to reduce any conflict or waiting in the street. This will allow for flexibility and prevent the risk that someone arrives slightly earlier than their designated time, or another takes longer than the allotted 15 minutes. There will be parking marshals stationed in both locations which will communicate when unloading bays are free for the next person.

5.3.13 Allied to the above, advanced warning signs will be put up a month prior to the first moving in weekend to ensure those who usually park in any of the spaces along Deansgate South will be aware.

5.3.14 The calculations for the unloading time times set out above are shown in the table below.

Table 5-1 Accessible Users Unloading Times Calculation

Proposed Max Time Slot (Minutes)	**15**
Maximum Vehicles Unloading at Once	8
Number of Vehicles per Hour	32
Drop off slots per day (8.5 hours of operation)	272
Max Number of Vehicles over two days	**544**
Spare Capacity	10

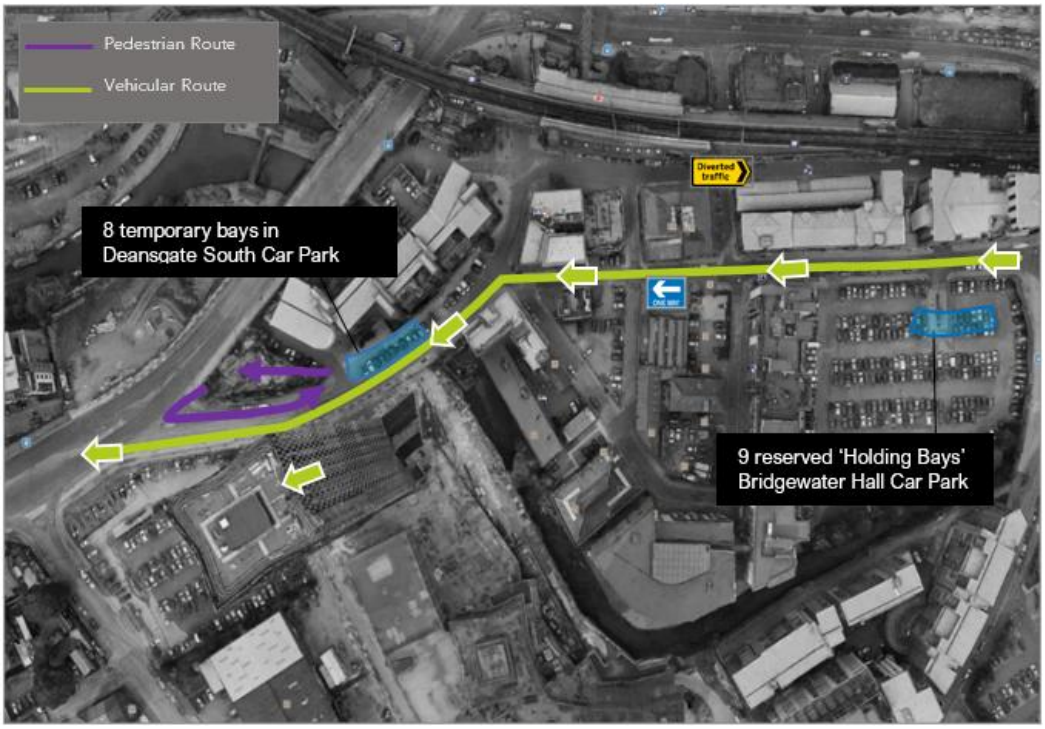
5.3.15 The developer is well versed in managing the arrival and pick-up strategy at the beginning and end of each academic year. In other successful developments, time slots of 10 minutes are allotted to students (Moore Street Sheffield), and therefore a 15-minute time slot should provide the council with comfort that this is a working strategy.

5.3.16 Students will be able to unload their belongings from their cars in the designated 15-minute slot. Porters with trolleys will be ready to transport students' belonging so their flat/rooms and minimise the amount of time that cars are parked on Deansgate South.

5.3.17 Students will be encouraged to enter through the lower ground floor entrance, which is located closest to the car park, and exit from the upper ground floor level to ensure a smooth flow of people.

5.3.18 The proposed arrival and unloading strategy is shown in the figure below.

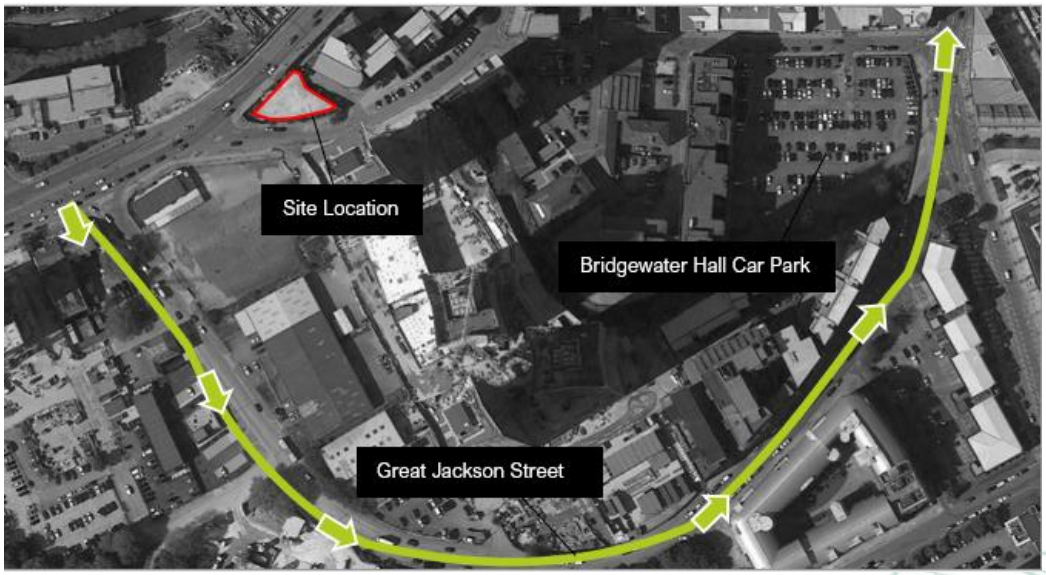
Figure 5-3 Arrival and Unloading Routing Strategy



Step 3: Post Drop-off

5.3.19 Once students have unloaded their belongings from their vehicle during their allotted time slot, cars will be directed to return to the car parks before returning to the development to settle in, if desired. With this, Great Jackson Street allows students to loop back around to Bridgewater Hall car park, but depending on occupancy levels, they will be encouraged by marshals to use other car parks to prevent any obstruction to the drop off.

Figure 5-4 Post Drop Off Route to Car Parks



5.3.20 As referenced earlier in this report, the proposed approach described above will be agreed with the Highway Authority ahead of occupation to ensure the smooth transition of residents into the development can be achieved with minimal impact on the local highway network.

6 BASELINE TRAVEL BEHAVIOUR

6.1 Introduction

6.1.1 In order to determine a range of initiatives designed to assist the non-car travel experience, the Plan will promote a long-term cultural shift away from the car. Noting the low-car nature of the scheme, the focus will be on encouraging active travel amongst residents. However, in order to identify relevant initiatives, detailed and regular surveys of travel behaviour will be required.

6.1.2 In this context, this Section of the Plan will be updated with the results of the baseline travel survey that will be undertaken following initial occupation of the student accommodation, and the sub-headings are set out in readiness to receive the data. In advance of undertaking this survey, however, the parameters for conducting and evaluating the study are set out.

6.2 Forecast Baseline

6.2.1 It is difficult to provide comprehensive data relating to the baseline travel patterns of the development in advance of any surveys being undertaken. However, the trip generation analysis included at Section 5 of the submitted Transport Statement outlines the anticipated number of movements per travel mode for the student accommodation. The trip generation, per travel mode, contained within the approved Transport Assessment for the student accommodation is provided within the table below.

Table 6-1 Student Accommodation Trips per Travel Mode

Time Segment	Arrivals				Departures				Two-Way			
	Total	Walk	Cycle	Bus/ Tram	Total	Walk	Cycle	Bus/ Tram	Total	Walk	Cycle	Bus/ Tram
06:00-07:00	0	0	0	0	0	0	0	0	0	0	0	0
07:00-08:00	1	0	0	1	5	3	0	2	6	4	0	2
08:00-09:00	9	5	0	4	100	68	1	32	109	73	1	36
09:00-10:00	7	4	0	3	28	20	0	8	35	24	0	11
10:00-11:00	19	16	0	3	47	39	0	8	66	54	0	11
11:00-12:00	29	19	2	8	34	24	2	8	63	43	3	16
12:00-13:00	39	23	0	16	42	24	0	19	81	47	0	34
13:00-14:00	51	37	0	14	47	28	1	18	98	65	1	32
14:00-15:00	64	44	1	19	46	36	0	10	110	81	1	29
15:00-16:00	82	56	1	25	51	39	0	13	133	95	1	38
16:00-17:00	80	63	0	17	32	24	0	8	111	86	0	25
17:00-18:00	89	67	0	22	53	42	1	10	142	109	1	32
18:00-19:00	84	72	0	12	58	43	1	15	143	115	1	27
19:00-20:00	46	26	0	20	36	27	0	9	81	52	0	29
20:00-21:00	58	46	0	12	47	36	0	11	104	82	0	22
21:00-22:00	24	24	0	0	19	19	0	0	43	43	0	0
Total	**682**	**503**	**3**	**176**	**645**	**470**	**4**	**171**	**1326**	**973**	**6**	**347**

*This table is subject to rounding

6.2.2 As shown above, the proposed development is forecast to result in 1326 people trips per day, 973 of which are pedestrian. This reflects the city centre location and the sites proximity to surrounding amenities and services which promotes the use of sustainable travel modes.

6.3 Conducting the Travel Survey

6.3.1 In order to inform the measures and initiatives of the Plan, a questionnaire survey shall be conducted to elicit key travel information from the residents.

6.3.2 Residents will be made aware of the availability of hardcopy surveys on a flyer which shall be included within the Welcome Pack and thereafter, posted to each property. Electronic versions of the survey will be the main survey medium, with QR codes generated to provide easy access via mobile phones or other devices. This has shown to generate a much higher response rate than paper copies and can also be more cost effective.

6.3.3 The initial baseline travel surveys will be undertaken within 3 months of occupation of the PBSA units and will be undertaken again annually for 5 years.

6.3.4 The survey will be allowed to run for a total of three weeks. If possible, residents will receive email notifications of both the commencement of the survey and the end date, with reminders to engage and the benefits this brings. In order to further increase participation amongst residents, each survey will offer the chance to win a voucher to the value of £50. This may comprise a travel-related voucher to further enhance the propensity to travel by non-car modes.

6.3.5 The overall strategy of questioning, delivery and incentives shall be reviewed in consultation with the Local Planning Authority and their travel plan representative annually, prior to undertaking the study.

6.3.6 The success of each study will also be discussed with the Local Authority's Travel Plan officer.

7 TRAVEL PLAN OBJECTIVES

7.1 Introduction

7.1.1 A Travel Plan is a long-term management tool that articulates a coordinate strategy that aims to deliver explicit outcomes of sustainable travel patterns, both in the context of people and freight. A successful Travel Plan can offer substantial environmental gains and contribute towards the sustainable transport objectives of Central and Local Governments, as well as to individual businesses.

7.2 Objectives of the Plan

7.2.1 The Travel Plan will be prepared to illustrate the approach that would be adopted during after the implementation of a planning permission granted for the proposed redevelopment of Deansgate, Manchester.

7.2.2 The purpose of the plan will be to set out a long-term strategy for reducing the resident's dependence on single occupancy car travel and the Plan Objective will be to *reduce private car use in favour of more sustainable modes of travel*, in line with current Government policy. In this endeavour, the overarching aims of the Plan will be as follows: -

I. Awareness of Travel Choice

   a. Raise awareness of the implications of all forms of travel on the environment, including the safety and health of individual residents;

   b. Set out the arrangements for publicising and maintaining the Plan, and travel information contained therein; and

   c. Raise awareness of alternative travel options for all residents and visitors.

II. Effective use of Resources

   a. Encourage the use of alternative, non-car travel modes to ease congestion on the local highway network;

   b. Provide the facilities and/or management initiatives that would maximise the use of alternative travel options by residents and visitors;

   c. Contribute to improvements in air quality through the reduction of carbon emissions;

   d. Reduce the number of vehicles requiring a parking space within the site; and

   e. Reduce any on-street car parking demand by visitors.

8 TRAVEL PLAN TARGETS

8.1 Introduction

8.1.1 This section of the report will identify the modal share targets for the Plan following initial post occupation travel surveys and will set out the rationale for the limits. Modal targets will be designated with the S.M.A.R.T principle in mind – suffice to say that they are Specific, Measurable, Attainable, Realistic, and Time-bound.

8.1.2 They relate to the objectives of the Plan and interim targets will be identified following the completion of the first travel survey to ensure that the success of the Plan can be tracked throughout the Plan Period. This will also allow for appropriate interventions to be taken in a timely manner, if necessary.

8.2 Targets

8.2.1 At this time, the initial target has been set to 100% of trips, by non-disabled residents, to be made by non-car modes, this is reflective of the zero car development proposals. The proposal does include an element of Disabled rooms, and it is recognised that these elements will require an element of car/taxi use, therefore, the target will not include these rooms. This target will be met within three years of initial occupation of the site and maintained.

8.2.2 The initial target will be reviewed following completion of the baseline travel survey – as outlined within Section 11.

8.2.3 The Travel Plan Co-ordinator will liaise with Manchester City Council Influencing Travel Behaviour Team following the receipt of the baseline travel surveys, at which point any change to the travel plan targets will be discussed, if necessary.

9 TRAVEL PLAN MANAGEMENT

9.1 Travel Coordinator

9.1.1 Fusion will be response for the overall implementation of the travel Plan, excluding the elements relating to retail / commercial uses, the responsibility of which will be transferred to the tenants of such uses through the subsidiary Travel Plans. The implementation of the specific Travel Plan measures and the daily management of the plan will be undertaken by the TPC.

9.1.2 A Travel Plan Coordinator (TPC) shall be appointed to implement and administer the Plan, this role may be part of the Building Manager's responsibilities and will be confirmed at the point of implementation. The appointed TPC will seek to coordinate all efforts with the appointed TPC(s) for any nearby Travel Plans and in doing so commence a Travel Plan Network. Such cooperation would enable a more holistic approach to travel planning to be taken, which would increase the opportunity to secure the targeted mode shares of the respective developments.

9.1.3 The appointed TPC shall be responsible for: -

1. Administration of the scheme, including associated budgets;
2. Consultation and promotion of the scheme;
3. Implementation of the scheme measures;
4. Ongoing monitoring of the scheme; and
5. Undertaking review of the scheme.

9.2 Consultation & Engagement

9.2.1 The success of the Plan will rely upon the support of the residents, therefore, the TPC will set up a clear channel of communication between all stakeholders.

9.2.2 The TPC will have the responsibility of undertaking all liaisons with outside bodies, including the Local Planning and Highway Authorities, and those Local Authority Officers with responsibility for cycling and public transport. The TPC shall also liaise closely with public transport operators, particularly at the outset of the proposed development.

9.3 Promotion

9.3.1 All residents will be made aware of the Plan within marketing material, to be made available during letting negotiations. Details of the Plan, its objectives to enhance the environment and the role of individuals in contributing the Plan's success will be explained therein.

9.3.2 Promotional material (Travel Plan Welcome Pack & Travel Plan Leaflet) will be issued to each resident upon their first occupation of their accommodation.

9.3.3 Residents will be encouraged to interact, share and discuss travel arrangements.

9.3.4 The contact details of the TPC shall be incorporated within the Travel Plan Marketing Material and the Travel Plan document itself.

9.3.5 Promotional material and contact details will also be made available within communal areas of the development.

9.3.6 A prize draw for completion of the Travel Plan Surveys will be clearly included on the survey notifications.

9.4 Updating

9.4.1 The Plan will be a strategy that shall evolve in response to changes in travel behaviour occurring over the Plan Period, which is from first occupation to the five years post completion. Whilst the fundamental objectives of the Plan will not change, the Plan may need to amend specific targets or management processes in response to any challenges.

9.4.2 The on-going monitoring programme and, in particular, the review (to be undertaken biennially of Year 1, 3 and 5), will provide updated information that will identify the need for revisions to be made to the strategy. The on-going monitoring programmes shall be undertaken in consultation with the Local Authority and their travel plan advisor to maximise the success of the Plan.

10 TRAVEL PLAN MEASURES

10.1 Introduction

10.1.1 This section of the Plan outlines the specific physical and management measures that will be undertaken to manage travel behaviour in line with the aspirations of the Plan, as identified earlier.

10.1.2 Implementation of the listed measures, which include initiatives designed to increase awareness of the various travel opportunities, as well as the provision of specified infrastructure, will be at the core of the Plan. Measures are grouped under various headings, relevant to each mode of travel and are summarised in Table 10-1 below.

Table 10-1 Travel Plan Measures

Reference	Measure	Timescale
TP1	Appoint Travel Plan Coordinators	Upon Opening
TP2	Cycle Parking	During Construction
TP3	Promotion of Walking	Upon Occupation
TP4	Promotion of Cycling	Upon Occupation
TP5	Promotion of Public Transport	Upon Occupation
TP6	Regular Monitoring of Cycle Parking	Ongoing
TP7	Liaison with local cycle shops to secure discounts for residents	Prio to Occupation
TP8	Travel Plan Brochure & Leaflet	Upon Occupation
TP9	Bicycle User Group	When Required
TP10	Reducing the Need to Travel	Upon Occupation
TP11	Local Recruitment	Prior to Opening
TP12	Community Website	Upon Occupation

10.2 Collaborative Working

10.2.1 Partnership working will be extremely beneficial when implementation and maintaining the Plan. The TPC will therefore seek to liaise with the relevant authorities, including the Council's travel plan representative, to coordinate the Plan and benefit from all possible local initiatives relevant to travel plans.

10.2.2 In particular, the TPC shall maintain close contact with public transport operators, and other TPC's working in respect of any nearby developments.

10.3 TP1 – Travel Plan Coordinators

10.3.1 Outlined within Section 9.1 above.

10.4 TP2 – Cycle Parking

10.4.1 As set out in Section 2.4, 141 cycle parking spaces are to be made available for residents of the PBSA units. The occupancy of these cycle parking spaces will be monitored within the travel surveys.

10.5 TP3 – Promotion of Walking

10.5.1 Invariably, walking will comprise an important mode of travel for the majority of trips, whether as the main mode of travel or as a secondary walk trip that may be required as part of a longer journey by public transport.

10.5.2 To encourage journeys to be undertaken by foot, the key aspiration will be to ensure that residents have a knowledge of the opportunities, that will be available to travel to key local facilities that are within a suitable walk distance of the site. The TPC should consider all types of residents regardless of their level of mobility or visual impairment to ensure all residents have equal opportunity to walk (including safe crossing points, direct routes, good lighting, tactile surfacing and signposting).

10.5.3 In order to facilitate walk trips, the following shall be undertaken: -

a) Plans illustrating the local pedestrian infrastructure and its connectivity to nearby destinations, including the nearest public transport stops, shops, schools, and health facilities shall be provided within the Travel Plan Welcome Pack & Travel Plan Leaflets. These shall be provided to residents upon occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;

b) The TPC should liaise with the Council's representatives to ensure that pedestrian routes are properly maintained;

c) The TPC shall also consult with relevant retailers to seek bespoke discounts on all-weather clothing, including water-proof jackets and umbrellas; and

d) A notice board containing details of the TPC and latest travel information shall be located in communal areas of the development.

10.5.4 Details of upcoming and ongoing walking campaigns will be made available to residents and staff working at the building via the TPC. Examples of include those run by 'Living Streets'.

https://www.livingstreets.org.uk/

10.6 TP4 – Promotion of Cycling

10.6.1 Under the terms of the Plan, the Travel Plan Coordinator shall also ensure the following:

a) Plans illustrating the local cycle infrastructure and its connectivity to nearby destinations shall be provided within the Travel Plan Welcome Pack and Travel Plan Leaflets. These shall be provided to residents upon their occupation of their dwelling. Additional copies shall also be made available upon request to the TPC;

b) The TPC should liaise with the Council's representatives to ensure that cycle routes and cycle parking facilities are satisfactory and properly maintained;

c) The TPC should work with the Local Authority / Police force to provide residents with cycle training; and

10.6.2 To encourage journeys to be undertaken by bike, the TPC should consider all types of residents regardless of their level of mobility or visual impairment to ensure all residents have equal opportunity to cycle (including safe crossing points, direct routes, good lighting, tactile surfacing and signposting).

10.6.3 Details of upcoming and ongoing cycling campaigns will be made available to residents and staff working at the building via the TPC. An example of this can be found below.

https://www.pedals.org.uk/

10.6.4 Cycling facilities (such as changing and shower areas) will not be provided for students as it is expected that the students will use their own apartments to shower and change due to the close proximity between the cycle storage area and their apartments.

10.7 TP5 – Promotion of Public Transport Initiatives

10.7.1 Journeys by bus, rail and tram will form important parts of travel opportunities to the site. In order to promote the use of bus, rail and tram to residents and visitors, the following shall be undertaken:

a) The Travel Plan Coordinator shall liaise with the Council's representatives to ensure that bus stops and walk routes between the facility and the bus, rail and tram interchanges are properly maintained;

b) The Travel Plan Coordinator should liaise with the local public transport operators to ensure that any change to the local service provision is advertised to residents and staff.

c) An appropriate and pleasant public transport waiting area will exist on the social space area on the ground floor of the site, which residents can use as a waiting area for the bus stop located on Chester Road.

d) Plans showing safe walk routes between the site and relevant bus, rail and tram interchanges, as well as up-to-date timetable information, shall be provided within the Travel Plan Brochure and Travel Plan Leaflet, which shall be provided to residents upon occupation;

e) A public transport information system in a publicly accessible area showing the available bus, train and tram services should also be negotiated by the Travel Plan Coordinator with the Council's representatives; and

f) The TPC shall check the accuracy of timetable information on a regular basis and issue advice of any changes to residents.

10.8 TP6 – Regular Monitoring of Cycle Parking Use

10.8.1 The uptake of the cycle parking will be monitored regularly to ensure sufficient cycle parking is available to residents and assess opportunities to install additional facilities where demand warrants.

10.9 TP7 – Liaison with Cycle Shops to Secure Discounts for Residents

10.9.1 Prior to any occupation, the TPC will contact local cycle shops to discuss the possibility of securing discounts for residents of the building on purchases of cycles, cycle equipment and servicing. With the aim of any discounts available being implemented in the early stages of occupation.

10.10 TP8 - Travel Plan Brochure & Leaflet

10.10.1 Whilst the Travel Plan Report shall set out the detail of travel opportunities, it is considered a particularly dispassionate document, unlikely to garner interest and a much needed 'buy-in' amongst residents. In view of this, sister documents will be prepared with the purpose of presenting the salient elements of the plan to present them in such a way that will draw the interest and encourage participation. These documents will be as follows: -

1. **Travel Plan Welcome Pack** *(for distribution amongst residents)* – a publication designed to engage with residents and to promote the use of non-car travel options through a range of key initiatives. The document will include the following information:
    - Public Transport Information: bus and train timetables and ticketing information, https://tfgm.com/plan-a-journey/schedules
    - Coach Information
    - Local Cycle Maps and information, https://www.manchester.gov.uk/info/500356/active_travel/6850/cycling
    - The Student Smartcard, https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card
    - University of Manchester Bike Hub information, https://www.manchester.ac.uk/about/maps/travel-by-bike/
    - University website information regarding travel
2. **Travel Plan Leaflet** *(for distribution amongst residents)* – a pocket sized document, providing a convenient 'aide memoir' of key travel opportunities, a summary of the above.

10.10.2 These documents will be updated bi-annually to ensure that they contain the most up-to-date information and reflect any change in strategy that may be identified following analysis of the annual travel survey, see Section 11.

10.10.3 Additional copies will be available upon request to the TPC.

10.11 TP9 – Bicycle User Group

10.11.1 The TPC will first establish the demand for a Bicycle User Group (BUG) via the initial travel surveys. If such demand exists, the TPC will set up a user group for residents and staff and create links with and arrange discounts from local bicycle shops on cycle purchases and repairs if possible.

10.11.2 The demand for a Bicycle User Group will be established at the start of each term.

10.12 TP10 – Reducing the Need to Travel

10.12.1 Each room will include a desk space, with additional facilities communal study areas, allowing the opportunity for students to undertake work on-site, reducing the need to travel to off-site facilities. This will be promoted by the TPC.

10.12.2 If residents are required to travel via taxi, they can use Deansgate for collection and drop-off.

10.13 TP11 – Local Recruitment

10.13.1 The operator will be encouraged to have policies to recruit locally, where practicable.

10.14 TP12 - Community Website

10.14.1 To ensure residents have continual access to up-to-date travel information, a community website shall be created prior to first occupation of the site. The primary objective of the website shall be to instil a sense of living and being part of a sustainable and active community.

10.14.2 The website shall show the site in the context of wider amenities and shall cater for the needs of residents. The website shall include the following type of information: -

a) The sustainable travel opportunities and non-car travel credentials of the site, such as location of bicycle parking etc;

b) Maps identifying the nearest local amenities, including shops, schools, healthcare;

c) Cycle maps;

d) Details of bus timetables & bus maps;

e) Links to transport operators;

f) Links to company and regional car share databases;

g) Upcoming travel events;

h) Information on upcoming competitions and previous competition winners / prizes;

i) Local bicycle retailers and maintenance services; and

j) Feedback and contact page.

11MONITORING & REVIEW

11.1 Introduction

11.1.1 A programme of monitoring and review will be designed to generate the information that will enable the success of the Plan to be evaluated. Monitoring and review will be the responsibility of the appointed TPC. The initial programme for monitoring and review will be as follows.

11.1.2 The major objective of the Plan, as stated previously, is to affect a reduction in the use of single occupancy car trips by residents: an objective that is naturally aided by the sustainability credentials of the site which enable it to be car free.

11.2 Programme & Monitoring

11.2.1 The monitoring of the Travel Plans will be based upon travel surveys to be arranged by the TPCs on an annual basis. These surveys will be carried out during the academic year (avoiding holidays) and will include details of which educational establishment the students are travelling to and the usual mode of travel. The Travel Survey will be undertaken using an on-line travel questionnaire designed in line with local and national best practice.

11.2.2 The initial baseline travel surveys will be undertaken within 3 months of occupation of the PBSA units, as outlined within Section 6 above, and will be undertaken biennially (Year 1, 3 and 5) for 5 years.

11.2.3 An initial travel survey response rate target of 30% will be set with an aspiration for over 50% of residents to respond and the future operators / occupiers will use all reasonable, measures and best endeavours to achieve this. Once the future operators / occupiers are known this target response rate will be confirmed. If the target response rate is not achieved, the TPC will need to increase marketing resource and possibly the prize draw subject to agreement with the occupiers.

11.3 Programme of Review

11.3.1 The TPCs will be responsible for the preparation of a monitoring report following completion of the travel surveys. This report will set out the modal splits against the targets set out in Section 8 of this report and will provide a summary of the implemented Travel Plan measures to date. It will also identify if further refinement of the initiatives is required.

11.3.2 A primary element of the review process will be to re-issue a travel questionnaire after the baseline surveys. This will afford an opportunity to evaluate current travel patterns and consider overall awareness amongst residents and visitors.

11.3.3 The results of the formal review will be collated by the TPC and a Travel Plan Review report shall be prepared and issued to the Council's travel plan representative after each review (identified above).

11.3.4 Where the Travel Plan review identifies that the Plan has failed to meet its stated targets, the appointed TPC shall liaise with the Council's travel plan representative to agree suitable changes to the Plan.

12 ACTION PLAN

12.1 Introduction

12.1.1 This section sets out short, medium and long-term actions associated with the Plan. The individual actions shall be expanded following completion of the baseline travel study.

12.2 Short-Term Actions

1. Publish Travel Plan Welcome Pack and Travel Plan Leaflets in readiness for first occupation of the development.

2. Ensure that all hard measures, such as cycle parking and facilities, have been constructed by the developer.

3. Design baseline travel survey questionnaire and issue to the Local Planning Authority and their travel pan representative for approval. This process to be completed within 3 months following first occupation.

4. Roll out travel survey and manage the process in line with that identified under Section 6 of this Plan.

5. Action Travel Plan Measures, as outlined in Section 10 above.

12.3 Medium-Term Actions

1. Analyse the results of the baseline travel survey and identify suitable mode share targets at yearly intervals.

2. Design a range of travel initiatives to help achieve the mode shift required to deliver the stated mode share.

3. Update the travel plan documents to reflect the results of the baseline travel survey.

4. Reproduce and reissue updated documents for distribution to the residents within 3 months following agreement of any changes.

12.4 Long-Term Actions

1. Update Travel Plan Welcome Packs and Leaflets annually during the course of construction, in response to travel survey results.

2. Issue updated Plan documents to resident and the Local Authority within 3 months of completing each travel survey.

13 TRAVEL PLAN FUNDING

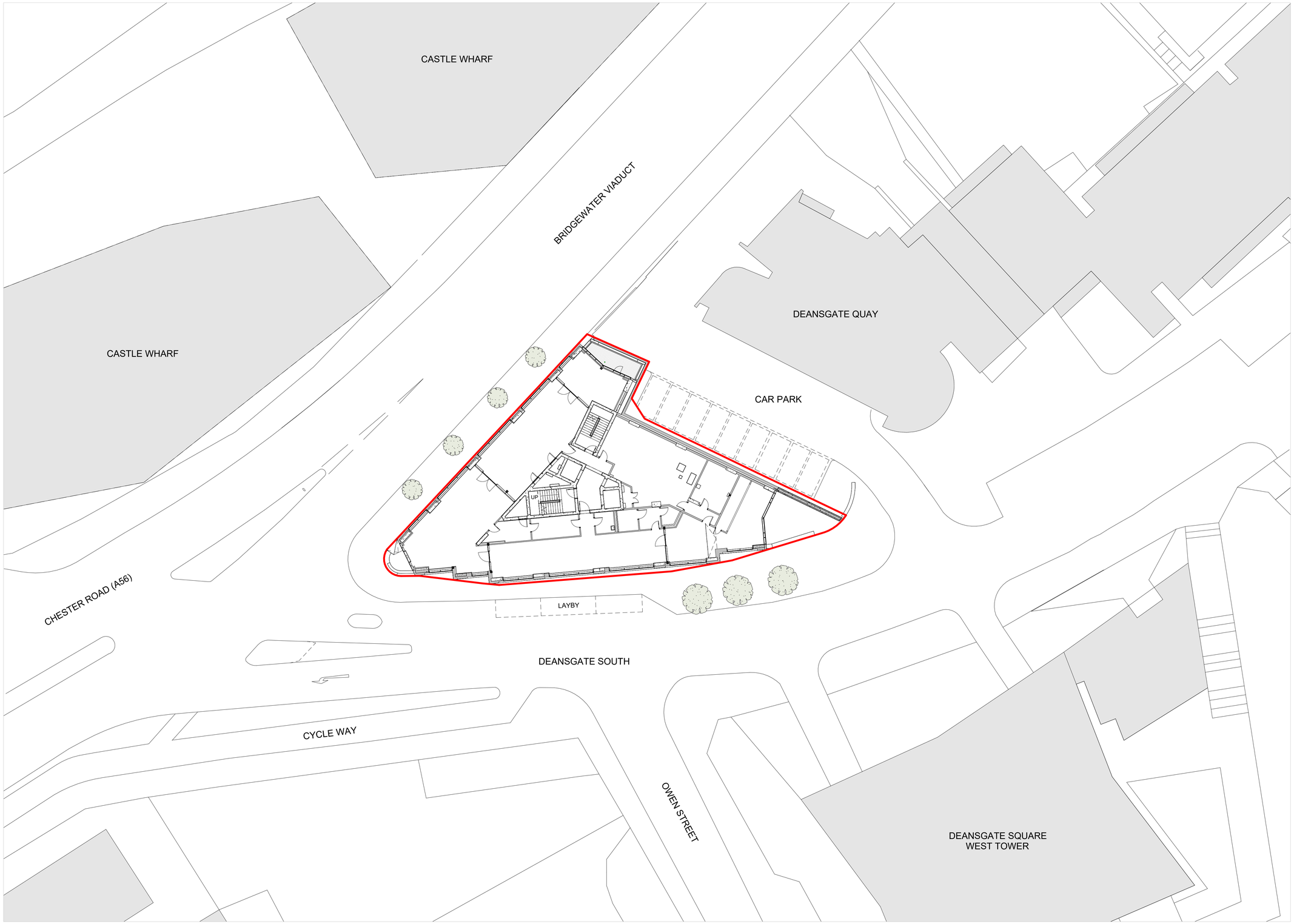
13.1.1 Funding the Travel Plan initiatives will form part of the normal development budget of the proposal.

13.1.2 The initial Travel Plan Budget is £300. This budget will be used to pay for prize draws consisting of a £100 voucher for the 3 Survey Years (Year 1, 3 and 5) for those completing the survey to help increase the survey response rate.

APPENDICES

APPENDIX A

Ground Floor Plan



N

Scale 1:200

0m 10m

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Rev.	Description	Date	Drawn	Chk.
C-00	Construction Issue	11/02/26	DC	ECS
T-04	Updated to suit Red Line Boundary comments.	17/10/23	BH	CMc
T-03	Updated to incorporate Red Line Boundary comments.	27/09/23	BH	CMc
T-02	Updated to suit Design Team comments.	24/05/23	BH	CMc
P-00	Drawings updated to suit comments from the Design & Client Team following the introduction of the new stair.	06/04/23	BH	CMc
T-01	Drawings updated following Design Team comments.	07/11/22	BH	CMc
T-00	First Issue.	26/08/2022	BH	CMc

KEY

— Site Boundary

Client:
Domis Construction

Project:
Deansgate South, Manchester

Drawing Title
General Arrangement - Site Plan

Drawing Status
CONSTRUCTION

Corstorphine & Wright

Warwick Studio
Brook Hall, Brook Street, Warwick, CV34 4BL
01926 658 444
corstorphine-wright.com

Drawing No.	Revision
20269-2001	C-00

Drawn	Checked	Paper Size	Scale	Date
BH	CMc	A1	As indicated	22/08/2022

Appendix B

Highway Improvement Plan

NOTES

GENERAL

1. ALL DIMENSIONS ARE IN MILLIMETRES UNLESS NOTED OTHERWISE.
ALL LEVELS ARE IN METRES UNLESS NOTED OTHERWISE.
2. ALL LEVELS RELATE TO ORDNANCE DATUM UNLESS NOTED OTHERWISE.
3. DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS ONLY.
4. ANY DISCREPANCIES TO BE REPORTED IMMEDIATELY TO THE ENGINEER.
5. THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL RELEVANT ARCHITECTS, SUBCONTRACTORS AND SPECIALISTS DRAWINGS AND SPECIFICATIONS.
6. THIS DRAWING IS COPYRIGHT © PROPERTY OF SHEAR DESIGN LIMITED.

LEGEND

- DEVELOPMENT BOUNDARY
- S278 BOUNDARY
- APPROXIMATE LOCATION OF BRICK ARCHES UNDER BRIDGEWATER VIADUCT
- PLANNING CONDITION 22a LOADING AND PARKING BAYS
- CYCLE ROUTE CARRIAGEWAY, 40mm TARMAC ULTICOLOUR "LEAF GREEN"
- ROUTE OF PROPOSED INFORMAL CROSSING
- TYPE F1 BITMAC RESURFACING
- CARRIAGEWAY RESURFACING (C9)
- EXTENT OF FOOTWAY REINSTATEMENT. SANDSTONE PAVING 50% AT 450mm WIDE, 50% AT 600mm WIDE X 450–900mm LONG X 500mm DEEP, MIXED COLOUR PENNANT IN DIAMOND SAWN FINISH BY HARDSCAPE OSA
- EXTENT OF EXISTING STANDING WATER
- KB — PROPOSED ROAD KERB ROYAL WHITE FLAMED GRANITE 300mm WIDE X 900mm LONG BY HARDSCAPE OSA
- DK — DROPPED KERB (SPEC AS KB)
- BN6 — BULLNOSED KERB WITH 6mm UPSTAND (SPEC AS KB)
- EF — FLUSH EDGING AT BACK OF PUBLIC FOOTWAY TO DEMARCATE LEGAL BOUNDARY
- B — EXISTING BOLLARD TO BE REMOVED AND REPLACED WITH STAINLESS STEEL BOLLARD TO MATCH EXISTING BOLLARDS ON OPPOSITE SIDE OF CARRIAGEWAY
- S — PROPOSED WAITING RESTRICTION SIGN AND POST
- 12.34 — PROPOSED LEVEL
- INDICATES A POTENTIAL SAFETY HAZARD
- R/ — RADIUS (/ = EXTERNAL RADIUS 'm')
- T/ — HALF BATTERED TRANSITION KERB
- Q — QUADRANT HALF BATTERED (NO. REQUIRED) – 305mm

DETAILS OF THE MATERIALS, INCLUDING NATURAL STONE OR OTHER HIGH QUALITY MATERIALS TO BE USED FOR THE REINSTATEMENT OF THE PAVEMENTS ADJACENT TO THE SITE TO BE AGREED WITH MANCHESTER CITY COUNCIL HIGHWAYS AND PLANNING DEPARTMENTS.

PROPOSED STREET TREE POSITIONS TAKEN FROM IDP DRAWING ACADLA5567 009 – PUBLIC REALM TREES, RECEIVED ON 2ND DECEMBER 2022.

FOOTWAY PAVING LAYOUT TAKEN FROM FIRA DRAWING "BOUNDARY TREATMENTS" LP2242–FR–00–ZZ–DR–L–0002_P02 CURRENTLY AVAILABLE ON SHAREPOINT. PAVING STRIPS ADJUSTED SLIGHTLY TO ALIGN WITH BUILDING COLUMNS.

BUILDING COLUMN POSITIONS TAKEN FROM C&W ARCHITECTS GROUND FLOOR LAYOUT "30283–2011–T–00–General Arrangement – Plan – 00 – Ground Floor" RECEIVED ON 8TH JULY 2022.

Gideon Oen
GIDEON OEN
DIRECTOR

Jon Parrand
JON PARRAND
WEST TOWER
AUTHORISED SIGNATORY

REV	DATE	DESCRIPTION	BY	CHK
		AMENDMENTS		
K	28.11.24	UPDATED TO SUIT SURFACING AND KERBING SPECIFICATION COMMENTS	JC	DKK
J	19.11.24	UPDATED TO SUIT SURFACING AND KERBING SPECIFICATION	JC	DKK
I	07.11.24	RED LINE BOUNDARY UPDATED	JC	DKK
H	28.10.24	PARKING BAY EXTENTS EXTENDED, S278 BOUNDARY AMENDED TO INCLUDE ACCESS TO SITE COMPOUND.	DKK	DKK
G	22.07.23	TACTILE PAVING NOTE AMENDED AS AGREED WITH MCC IN MEETING ON 19.07.23.	DKK	DKK
F	18.12.23	MCC ATF CITY CENTRE CYCLE SCHEME ADDED, BASED ON DRAWING 210305–PEL–XX–GA–DR–C–2101 REV D 17.07.23 DEVELOPMENT PROPOSALS AMENDED TO SUIT.	DKK	DKK
E	31.08.23	TACTILE CROSSING AMENDED ON DEANSGATE JUNCTION.	DK	DK
D	06.07.23	TACTILE CROSSING ADDED TO DEANSGATE JUNCTION, CYCLE PHASE REVISED FROM P20 TO 400 SQ. CONTRACTORS PHASE ZONE REMOVAL.	SS	DK
C	30.03.23	S278 BOUNDARY AMENDED, INFORMAL CROSSING FACILITY ADDED ON DEANSGATE EAST & INFORMAL CROSSING FACILITY MOVED ON DEANSGATE SOUTH	SS	DK
B	30.01.23	S278 BOUNDARY CHANGED TO RED, PLANNING APP BOUNDARY CHANGED TO GREEN.	TU	TU
A	19.12.22	SMALL ADJUSTMENTS TO PAVING STRIPS AND TREE POSITIONS.	TU	TU

CLIENT: FUSION MANCHESTER DEVCO LTD

PROJECT: STUDENT ACCOMMODATION
DEANSGATE SOUTH, MANCHESTER

TITLE: S278 AGREEMENT
GENERAL ARRANGEMENT

SHEAR design
Consulting Civil and Structural Engineers
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DRAWN	CHECKED	DATE	SCALE
TU	TS	DECEMBER 2022	1:100 @ A0

SHEAR DESIGN REF.	DRAWING NUMBER	REVISION
20047	20047-140	K
		STATUS: A

Appendix C

Cycle Parking Plan



NOTES:

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Figured dimensions only to be taken from this drawing. DO NOT SCALE.

All contractors must visit the site and be responsible for checking all setting out dimensions and notifying the Architect of any discrepancies prior to any manufacture or construction work.

Please note that drawings represent intent only and may not include all items/elements required for construction. Where further detail is required, refer to specific Consultant work package, specification and/or Sub-Contractor information.

Drawings to be read in conjunction with the following Consultant information:

- *Structural Engineer*
- *M&E Engineer*
- *Fire Engineer*
- *Interior Designer*

All secondary steelwork indicated to support curtain walling and glazed partitions subject to relevant Sub-Contractor information.

N

Scale 1:100

0 5m 10m

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Rev.	Description	Date	Drawn	Chk.
C-03	Bin Store layout amended	27/05/25	ECS	CMc
C-02	Access door to riser 03 added.	16/08/24	ECS	CMc
C-01	Amendments to Risers adjacent to Sub-Station and associated service trench added. Cycle Rack arrangements updated.	10/06/24	DC	CMc
C-00	Constuction Issue	05/04/24	ECS	CMc

KEY

Site Boundary

Client:
Domis Construction

Project:
Deansgate South, Manchester

Drawing Title
General Arrangement - Plan - LG - Lower Ground Floor

Drawing Status
CONSTRUCTION

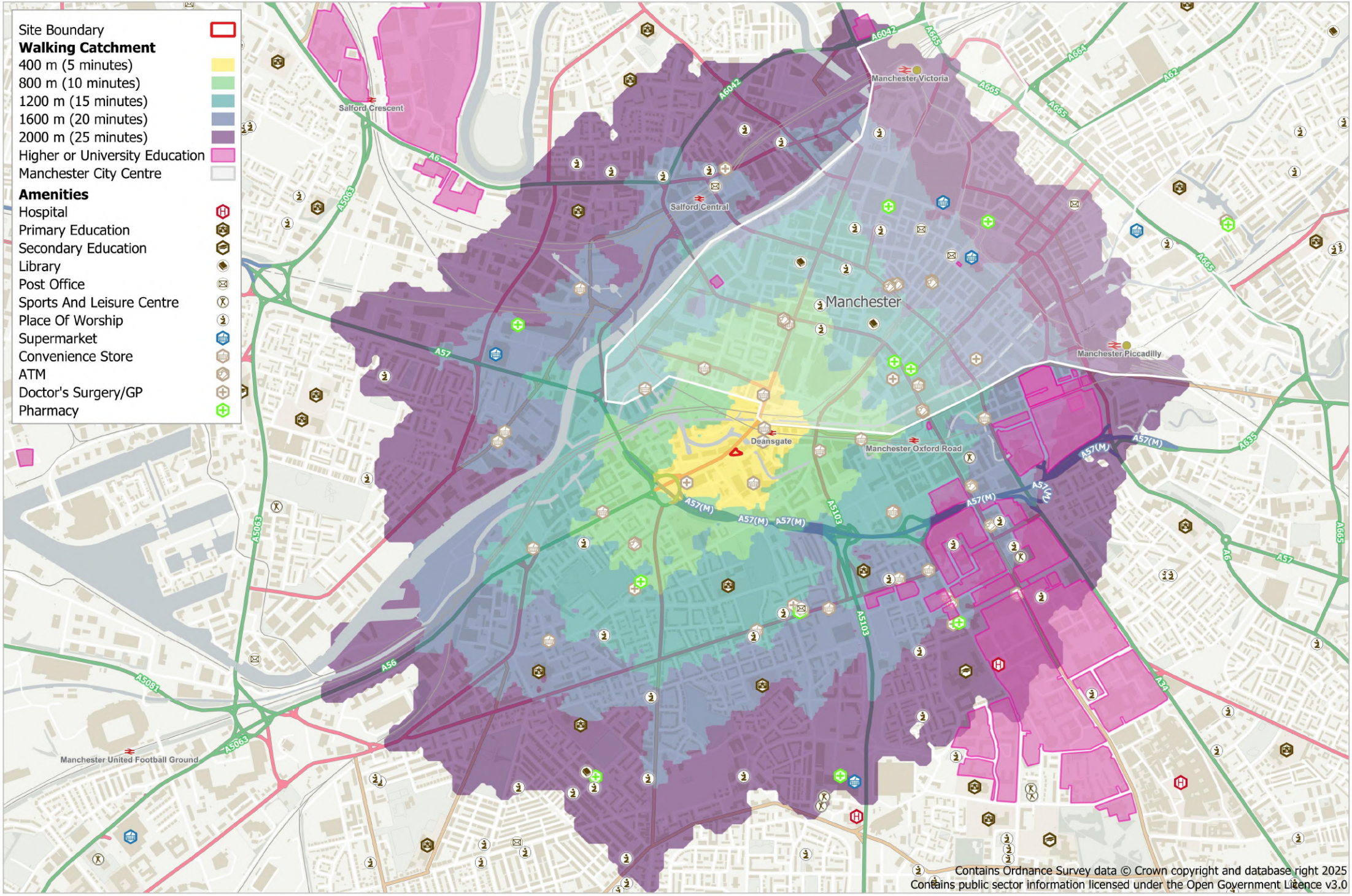
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Drawing No.	Revision
20269-2010	C-03

Drawn	Checked	Paper Size	Scale	Date
SW	CMc	A1	1 : 100	21/04/23

Appendix D

Accessibility Outputs



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calibro

20-376 - Deansgate, Manchester
Walking Catchment