10-12 Whitworth Street West, Manchester

Framework Travel Plan

On behalf of **Atri7 6 Limited C/O Rhomco**

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1 Introduction

1.1 Overview

1.1.1 Stantec has been instructed to prepare a Framework Travel Plan [FTP] to support a planning application for a proposed new purpose-built student accommodation [PBSA] building at 10 – 12 Whitworth Street West, Manchester, consisting of:

- 39 storey PBSA building consisting of 818 beds.
- Car free, given accessible location and surrounding public and private car parking.
- 139 secure cycle parking spaces, supported by 10 Fusion bikes, for use free of charge and bookable by students.
- Dedicated loading facilities on Whitworth Street West and Cameron Street to support refuse collection, general deliveries to the site and student moving in/ moving out procedures.

1.1.2 The sites boundary falls around a parcel of land where the previous building was demolished under a prior planning application. The site falls within the jurisdiction of Manchester City Council [MCC], who also serve as the Local Highway Authority [LHA].

1.1.3 This FTP sets out the proposed strategy to support and promote sustainable travel to and from the development. It establishes the initial measures, targets and monitoring approach that will be secured and developed further post-occupation, to encourage a reduction in single-occupancy vehicle trips and maximise the use of walking, cycling and public transport.

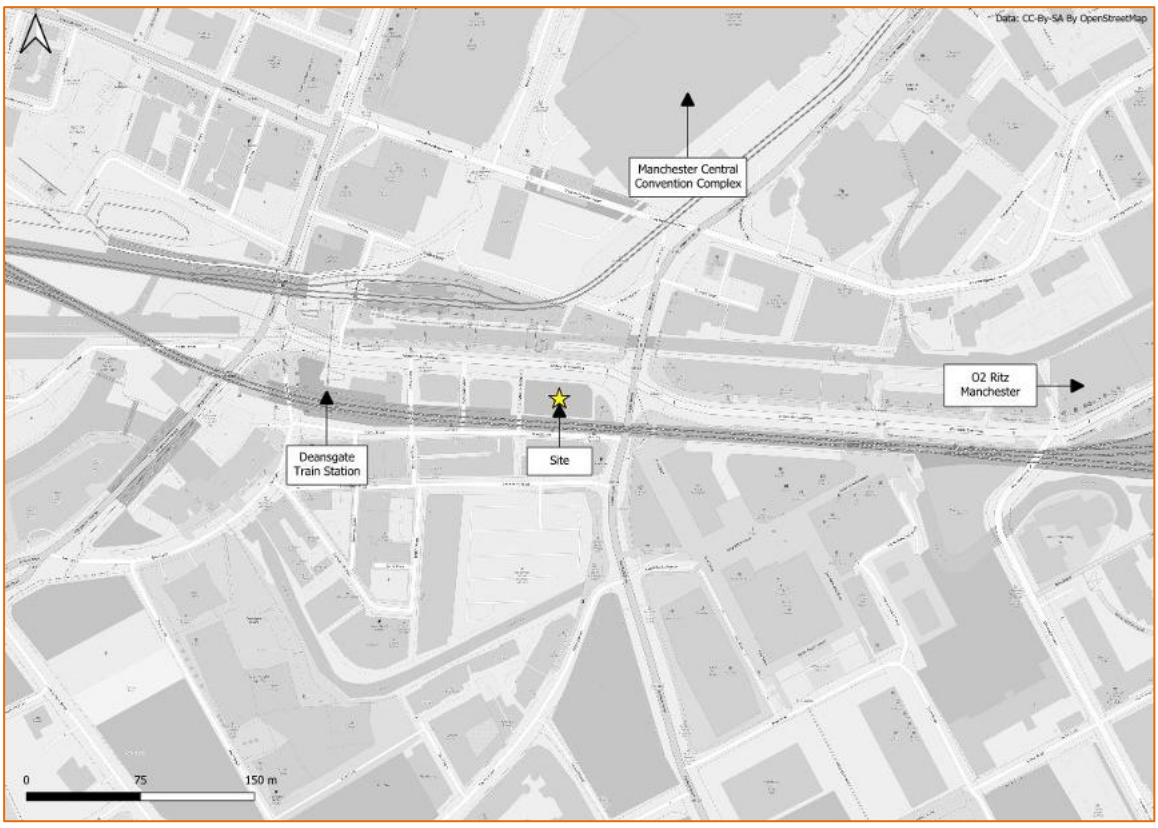
1.2 Site Location

1.2.1 The site is located within the inner-city ring road of Manchester, approximately 500m south of St Peter's Square and approximately 140m east of Deansgate Railway Station.

1.2.2 The site is bounded by the City Road Inn public house to the east, by an elevated railway line to the south, which connects Deansgate Station to Oxford Road train station, Cameron Street to the west and Whitworth Street West to the north.

1.2.3 **Figure 1.1** demonstrates the site location in its local context.

Figure 1.1: Site Location



Source: Data By CC-By-SA By OpenStreetMap

1.3 Travel Plan Status

1.3.1 A full Travel Plan will be developed for the proposed development following occupation and once an initial travel survey has been undertaken and the travel behaviour of student residents has been established. This FTP will form the basis of the full Travel Plan for the development. This FTP will be provided to the Highways Officer at MCC following completion.

1.4 Travel Plan Objectives

1.4.1 The Travel Plan is a long-term strategy for a site which aims to promote travel via active and sustainable modes of transport. This FTP reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:

- Promote alternative modes of travel to the car;
- Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health, etc.) and;
- Constrain car parking demand.

1.5 Structure of Report

1.5.1 This report comprises nine sections, including this introduction:

- **Section 2** considers the relevant national and local transport policy;
- **Section 3** assesses the accessibility of the site by non-car modes;
- **Section 4** outlines the development proposals;
- **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
- **Section 6** outlines how the travel plan will be managed;
- **Section 7** outlines the aim, objectives and targets of the travel plan; and
- **Section 8** provides an action plan and marketing strategy for the travel plan.

2 Policy Review

2.1 National Policy and Guidance

National Planning Policy Framework (NPPF)

2.1.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.

2.1.2 The most recent NPPF report was published in December 2024 and was most recently amended in February 2025. The document sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.

2.1.3 Paragraph 115 notes:

- In assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:
- Sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;
- Safe and suitable access to the site can be achieved for all users;
- The design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and
- Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.

2.1.4 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site suitably, and where possible to existing public transport services. This FTP considers the accessibility of the site by all modes.

2.1.5 Paragraph 116 notes:

- Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios (Paragraph 116).

2.2 Planning Practice Guidance: Travel Plans, Transport Assessments and Statements in Decision-Taking

2.2.1 In March 2014, the Department for Communities and Local Government [DCLG] in conjunction with the Department for Transport [DfT], released advice on when transport assessment and transport statements are required, what they should contain (which is intended to assist stakeholders in determining whether an assessment may be required) and, if so, what the level and scope of that assessment should be.

2.2.2 The advice reflects current Government policy promoting a shift from the 'predict and provide' approach to transport planning to one more focused on sustainability. The document focuses

on encouraging environmental sustainability, managing the existing network and mitigating the residual impacts of traffic from the development proposals.

2.3 Manual for Streets [MfS]

2.3.1 Manual for Streets (March 2007 and Sept 2010) supersedes Places Streets & Movement and Design Bulletin 32. Manual for Streets should now be used where 85th percentile monitored traffic speeds are less than 37mph.

2.3.2 The Manual deals with first principles in respect of what a street is for. It outlines five principal functions, namely:

- Place;
- Movement;
- Access;
- Parking; and
- Drainage and utilities.

2.3.3 A sense of place encompasses a number of characteristics, namely, local distinctiveness, visual quality and human interaction. Of the five functions, place and movement are the most important in determining the character of streets and should be considered together, as opposed to in isolation.

2.3.4 In new developments, Manual for Streets highlights those locations with a relatively high place function would be those where people are likely to gather and interact with each other, such as the town centre.

2.3.5 In section 3, the design process highlights that the design of a scheme should follow the user hierarchy shown in **Table 2.1.**

Table 2.2.1: User Hierarchy (taken from Table 3.2 of MfS, March 2007)

Consider First	**Pedestrians**
	Cyclists
	Public transport users
	Specialist service vehicles (e.g. emergency services, waste etc.)
Consider Last	Other motor vehicles

Source: MfS (2007)

2.4 Guidelines for Providing for Journeys on Foot

2.4.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's [CIHT's] "Guidelines for Providing for Journeys on Foot". **Table 2.2** (taken from Table 3.2 of the document) sets out the acceptable walking distances in various contexts:

Table 2.2: Acceptable Walking Distances

Criteria	Town Centre (m)	School / Commuters (m)	Elsewhere (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

2.5 Regional Plan – Greater Manchester Transport Strategy – Places For Everyone Joint Development Plan Document

2.5.1 The Places for Everyone [PfE] plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long term-plan for jobs, new homes and sustainable growth.

2.5.2 The PfE was adopted in March 2024 and has become part of the statutory development plan for each of the nine Greater Manchester authorities.

2.5.3 By producing the PfE, it is envisaged that the nine district councils will be able to continue to;

- Progress the strategic policies in the Greater Manchester Spatial Framework, for example net zero carbon development, affordable housing and space and accessibility standards for new housing;
- Maximise the use of sustainable urban/brownfield land and limit the need for Green belt to accommodate the development needs of the nine Boroughs; and,
- Align with wider Greater Manchester strategies for transport and other infrastructure investment.

2.5.4 The PfE sets out the nine's plan for sustainable growth by setting out how they should develop up to the year 2037; identifies the amount of new development that will come forward for different land uses; identifies the important environmental assets which will be protected and enhanced; allocates sites for employment and housing; supports the delivery of key infrastructure and defines a new Green Belt boundary.

2.5.5 The PfE plan supports the presumption in favour of sustainable development set out within the NPPF which is reflected in the overall strategy of the plan, the proposed scale and location of development and the individual policies and allocations outlined within the strategy. It includes protecting and enhancing key environmental resources, combating and adapting to climate change, reducing carbon emissions, and delivering sustainable patterns of development which minimise the need to travel and reliance on the car.

2.5.6 The PfE document includes a number of policies relevant to the site:

Policy JP-C1: An Integrated Network

2.5.7 In order to help deliver an accessible, low carbon Greater Manchester with world-class connectivity, a range of measures will be supported, including:

- Delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services,

including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;

- Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport;
- Enabling the provision of high-quality digital infrastructure;
- Transforming transport infrastructure and services by securing investment in new and improved transport infrastructure and services that will:
    - promote social inclusion, support economic growth, reduce carbon emissions and protect our environment and air quality;
    - meets customers' needs by being integrated, reliable, resilient, safe and secure, well-maintained, environmentally responsible, attractive and healthy; and
    - provide access to jobs and other key services, including healthcare, education, retail, recreation and leisure facilities, greenspace and green infrastructure.
- Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):
    - Pedestrians (and people using mobility aids);
    - Cyclists, powered two-wheelers, and public transport users;
    - People doing business or providing services (such as taxis/private hire, deliveries or waste collection)
    - People in personal motorised vehicle.

Policy JP-C3: Public Transport

2.5.8 In order to help deliver major improvements to public transport, a range of measures will be supported, including:

- Enhanced connections to other major cities, delivering a hub of high-speed rail connection to London with Northern Powerhouse Rail;
- Increased capacity at the bottlenecks in Manchester city centre on both light and heavy rail networks to enable improvements to reliability, resilience and capacity across the whole of Greater Manchester;
- Improved public transport routes and services to the City Centre and wider Core Growth Area;
- Improved public transport routes and services to Manchester Airport;
- Better integration of services and between public transport modes and enhanced connections between other town centres, key locations, major allocations and public transport interchanges, and the upgrading of key sections of the strategic public transport network;
- More and higher quality public transport stations and interchanges with suitable capacity and better integration of different public transport modes and services;

- Improved access to rapid transit routes including first/last mile solutions.

Policy JP-C4: The Strategic Road Network

2.5.9 PfE will work with the Department for Transport, National Highways, Transport for the North and TfGM to ensure a co-ordinated approach to the planning and delivery of potential interventions on the Strategic Road Network and at interfaces with the local street network, as Local Plans, site Masterplans and planning applications come forward in accordance with Department for Transport, National Highways, and other UK Government policy and guidance as applicable.

Policy JP-C5: Streets for All

2.5.10 Streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport. Targeted improvements to the highway network will be supported by PfE through studies and scheme development, where developments complement the aim of securing a significant increase in the proportion of trips made by walking, cycling and public transport.

Policy JP-C6: Walking and Cycling

2.5.11 In order to help deliver a higher proportion of journeys made by walking and cycling, a range of measures will be supported including:

- Creating safe, attractive and integrated walking and cycling infrastructure, connecting every neighbourhood and community with reference to national and locally adopted design guidance;
- Ensuring routes are direct, easily navigable and integrated with the street and public transport network;
- Creating active neighbourhoods and street networks which are more permeable to walking and cycling than to the private car, creating an incentive to walk and cycle;
- Creating, where needed, dedicated separate space for people walking and cycling, with pedestrians and cyclists given priority at junctions and crossings;
- Increasing the capacity and quality of walking and cycling infrastructure in locations where significant growth in the number of short journeys is anticipated, and where quality of place improvements are proposed;
- Utilising and enhancing green infrastructure, including canals, parks and recreation grounds, to create opportunities for walking and cycling.

2.6 Greater Manchester Transport Strategy (2040)

2.6.1 The Greater Manchester Transport Strategy 2040, published in February 2017, sets out TfGM's sustainable mobility plan for the future and forms Greater Manchester's 4th Local Transport Plan [GMLTP4]. Building on its own 2040 vision, the Strategy provides detail on the priority interventions needed to deliver that vision. The document highlights several key objectives relevant to the application site:

- Reducing the need to travel by car, and the distance travelled.
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes.

- Increasing the use of sustainable transport to reduce the negative impacts of car use. The design of new development needs to make it easier for people to use sustainable modes, e.g. the availability of safe and direct walk/cycle routes, the provision of secure cycle parking or the availability of EV charging points.

- Establish cycling as a recognised and attractive component of the future integrated transport offer. 'Aim to double and double again' the proportion of trips made by bicycle by 2025, with the aspiration that 10% of all trips should be made by bike.

2.6.2 The proposed development corresponds with the Greater Manchester Local Transport Plan by providing a high density residential development within proximity to the city core and associated public transport infrastructure.

2.7 Manchester Core Strategy

2.7.1 Manchester's Core Strategy was adopted on the 11th July 2012 and is key development plan document in the Local Development Framework [LDF]. The document sets out the long-term strategic policies for Manchester's future development and forms the framework that planning applications will be assessed against.

2.7.2 Manchester's Core Strategy was updated following the adoption of aforementioned Places for Everyone Joint Development Plan in March 2024. Transport forms one of the six spatial objectives within the document. The overriding objective for transport is to 'improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services retail, leisure and recreation'.

2.7.3 Within the Core Strategy there are three policies that set out how this objective will be achieved. These are discussed in greater detail below.

Policy T2 – Accessible Areas of Opportunity and Need

2.7.4 The Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and the Hospitals and the Airport and to ensure good national and international connections.

- Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents with access to strategic sites including:

    - Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.

    - Links within East Manchester to employment locations, Central Park and Eastlands in particular.

    - Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.

    - Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.

- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

- Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B, which reflects the policy in the Regional Strategy [RS]. In all parts of the City, proposals should have regard to the need for disabled and cycle parking, in line with Appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

  - District Centres.

  - Areas not within the City Centre or District Centres.

- The car parking standards are maximums, and the cycle and disabled car parking standards are minimums. However, the council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

- Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

Policy T3 – Strategic Integration

2.7.5 The council will support proposals that contribute to an economically and environmentally sustainable transport network including the following strategic transport initiatives:

- Metrolink extensions to Rochdale, Oldham, Ashton, South Manchester and the Airport.

- The Council also supports future aspirations to extend the network to Trafford Park and Stockport.

- A second Metrolink crossing in the City Centre.

- A Metrolink extension to Marple on the current heavy rail network. Improvements to the heavy rail infrastructure.

- The Cross-City Bus Package comprising new connections through the City Centre to Parrs Wood, Middleton and Salford.

2.7.6 Any proposals which would prejudice the implementation of the strategic integration of projects will be refused.

2.8 Parking Standards

2.8.1 Appropriate parking standards are recommended for all new developments to reflect demand and simultaneously encourage alternative travel choices.

2.8.2 MCC recognises the need to promote sustainable travel and as such the parking standards aims to reflect current demand whilst striving to limit overprovision and discourage out of town developments.

2.8.3 MCCs Residential Quality Guidance SPD discusses the recommended residential parking standards, mentioning that outside of the city centre, new developments will be expected to provide 100% parking provision as a starting point.

2.8.4 In this scenario, reduced on site provision may be justified based on:

- Secure cycle parking more than 50% relative to apartment numbers, (4 cycle space per car park space).
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development.
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of the document.
- Demonstrating that provision of full parking will unacceptably compromise the development's active frontages and relationship with the street, and evidence that alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

2.8.5 The document also discusses requirements for providing cycle parking and storage:

- Cycle storage should actively encourage use; designed, located and managed in such a way that residents feel that their bike is in a safe and secure location, and that they themselves feel safe using it.
- The design of internal layouts should be evaluated in anticipation that bicycles may be stored within the home.
- On street cycle parking should be in obvious, well-overlooked locations and well lit.
- In higher density blocks, shared cycle parking should be accessed through the main lobby or a dedicated entrance at street level to ensure it is safe and secure. Outdoor visitor cycle parking should be securely located under cover to provide appropriate weather protection.

2.8.6 Regarding accommodating temporary stopping and emergency access:

- Residential areas need to function well and be able to cater for the day to day and infrequent activities that naturally take place: delivery drivers dropping off parcels; taxi drivers picking up and dropping off and access for emergency service vehicles through the day.
- In traditional residential streets this should normally be resolved through the natural ebb and flow of vehicles through the day.
- In higher density developments with communal entrances, where there are a greater number of people that can use these services, there is a need to ensure that temporary stopping vehicles can stop appropriately in a safe, obvious and well-lit location near the entrance.
- An adequately sized bay should be provided to enable these activities to take place without blocking or dominating the street scene.

2.8.7 Additionally residential developments must be designed for waste:

- Incorporating an integrated waste solution within developments is of paramount importance and the Council's Waste Guidance must be adhered to by all residential developments.
- Bins and bin stores should be well designed and not dominate the threshold of a property. If possible, bin stores should be located to the rear of properties, or within a communal waste storage area so they are not visible from the street.
- Safe and secure waste storage areas must be accessible to the local authority refuse collection service or be collected by a private contractor. Waste management strategies will be secured via Planning Conditions or Planning Obligations to ensure they are maintained for the life of the consent.
- In higher density developments other options should be considered, such as chutes, communal collection points and mini recycling hubs.

2.9 Summary

2.9.1 The above policy review summarises both local and national transport policies relevant to the proposed development site. As such it steps out the context in which the proposed development needs to be compliant.

3 Accessibility

3.1 Choice of Transport Modes

3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with local policy and the National Planning Policy Framework [NPPF]. The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and by public transport.

3.1.2 By identifying the accessibility of the development by sustainable modes of transport, appropriate Travel Plan measures can be identified to promote and support these modes.

3.1.3 To assist the assessment of accessibility, the 2011 Census: Method of Travel to Work (TWD) data for the Manchester 057 (E02006914) area has been used to provide an indication of prevailing travel patterns by mode, as presented in **Table 3.1**.

3.1.4 It is recognised that TWD data relates to commuting trips and does not directly reflect the travel behaviour of students residing within PBSA developments. However, in the absence of robust, locally specific datasets relating to student travel behaviour, this dataset is considered an appropriate and proportionate proxy at this stage to establish a baseline understanding of modal share within the surrounding area.

3.1.5 As set out in **Section 7**, baseline TP surveys will be undertaken following occupation to establish observed travel behaviour specific to the development. These survey results will provide more accurate evidence base and will be used to inform the development of the Full TP, including any monitoring framework or targets where appropriate.

3.1.6 The 2011 Census has been used for this assessment as it remains a more reliable dataset than the 2021 Census, which was affected by pandemic related travel patterns. Whilst output areas and travel behaviours may evolve over time, the dataset is considered sufficiently representative of the wider area surrounding the site to inform this high-level assessment.

Table 3.1: Manchester 057 (E02006914) 2011 Census, Method of Travel to Work

Mode	Percentage
On foot	44%
Driving a Car or Van	19%
Bus, minibus or coach	16%
Train	8%
Work mainly at or from home	4%
Underground, metro, light rail, tram	3%
Bicycle	3%
Passenger in a car van	2%
Other method of travel to work	1%
Taxi	0%
Motorcycle, Scooter or Moped	0%

3.2 Access on Foot

3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).

3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.

3.2.3 In relation to shorter trips, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."

3.2.4 Manual for Streets [MfS] emphasises this advice, stating that "walkable neighbourhoods should have a range of facilities available within 800m." However, this distance is not regarded as the upper limit for walking journeys, and MfS uses the principle that walking offers the greatest potential to replace short car trips, particularly those under 2km in length.

3.2.5 The location of the development is within reach of the public transport network which, is particularly important in terms of encouraging travel by this mode and supporting the viability of public transport services.

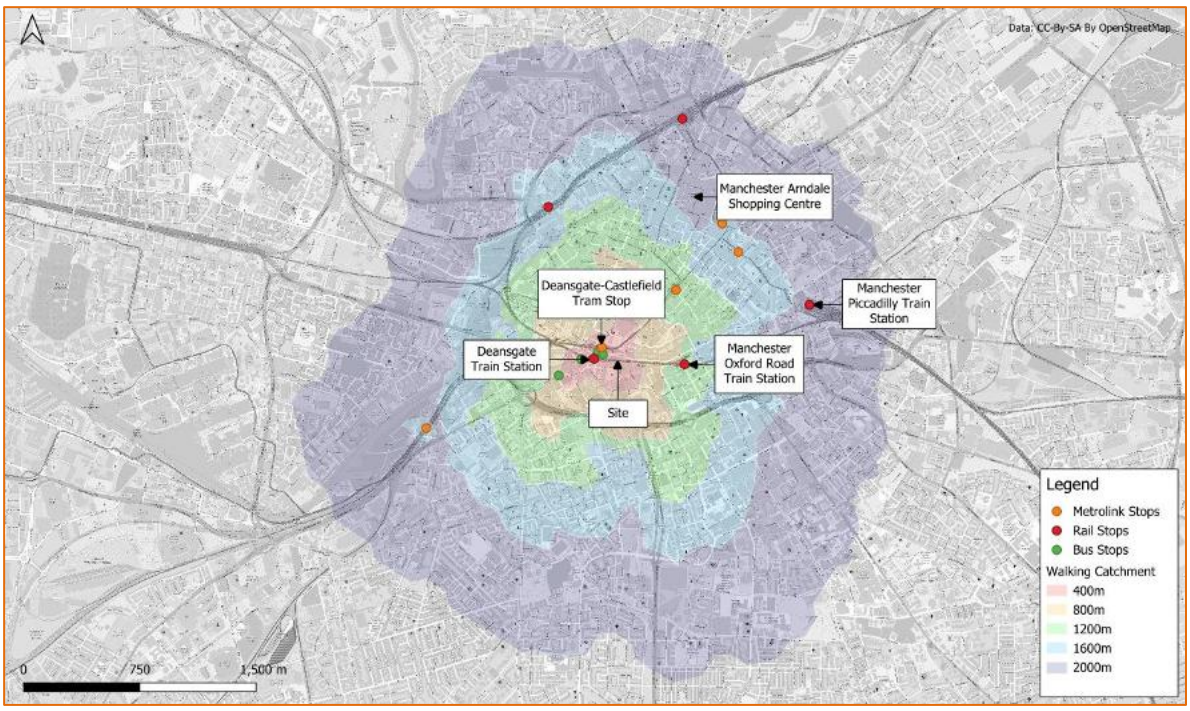
3.2.6 On Whitworth Street West and the surrounding road network there is strong pedestrian infrastructure, including wide footways measuring approximately 2-5m on both sides of the road connecting to local public transport and amenities.

3.2.7 Depending on the route pedestrians want to take to and from the site, the surrounding network, including A5103 Medlock Street, A56 Bridgewater Viaduct and Deansgate are suitable for pedestrians.

3.2.8 The roads are well-equipped with pedestrian infrastructure, including signalised crossing points, tactile paving, street lighting and dropped kerbs. The surrounding network provides access to Deansgate train station to the east (approx. 150m), Deansgate-Castlefield tram stop to the north-east (approx. 70m) and Manchester Oxford train station to the west (approx. 450m).

3.2.9 **Figure 3.1** below provides an extract of the indicative 2km walk catchment plan using GIS software - Basemap's Visography (TRACC) program which provides sustainable travel mapping. A copy of the full 2km walking catchment is provided within Figure 1 of **Appendix A.**

Figure 3.1: 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

3.2.10 As shown, bus stops are located within 400m of the development. The nearest stop is situated along Whitworth Street West, approximately 100m west of the site.

3.2.11 Referred to as the 'Deansgate Station' bus stops, they access a number of services including the X50, 255 and 1 Free Bus.

3.2.12 This stop provide access to a wide range of services that provide convenient opportunities for student residents to travel to access areas around Manchester including Spinningfields, Manchester Piccadilly and the Trafford Centre.

3.2.13 In combination to the bus stops, there are also a range of local amenities within 800m of the site, which can be seen listed below. The proximity of the local public transport network provides significant opportunities for pedestrians to access a variety of local destinations.

3.2.14 The site is well located with local amenities within 2km of the site, some are listed below:

- Deansgate-Castlefield Tram Stop - Approximately 70m from the site;
- Bridgewater Hall – Approximately 100m from the site;
- Deansgate Train Station – Approximately 150m from the site;
- Castlefield Gallery - Approximately 350m from the site;
- Manchester Central Convention Complex – Approximately 450m from the site;
- Sainsbury's Local – Approximately 550m from the site;
- Manchester Oxford Road Station – Approximately 600m from the site;
- Tesco Express – Approximately 650m from the site;

- Mcdonald's – Approximately 700m from the site;
- Manchester Metropolitan University – Approximately 900m from the site;
- The University of Manchester – Approximately 1.3km from the site;
- Manchester Arndale Shopping Centre – Approximately 1.3km from the site;
- Manchester Piccadilly Train Station – Approximately 1.5km from the site.

3.2.15 In summary, the site is easily accessible on foot and is located close to local amenities, helping to minimise the need for students and management staff to make short car journeys to and from the site.

3.3 Access by Cycle

3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent evidence provided in the Welsh Governments Active Travel Act Guidance (2021) that states:

- " The cycle is a machine that can travel at speed which makes it an ideal replacement for the motor car for many journeys".

3.3.2 Experienced cyclist will often be prepared to cycle longer distances for whatever journey purpose.

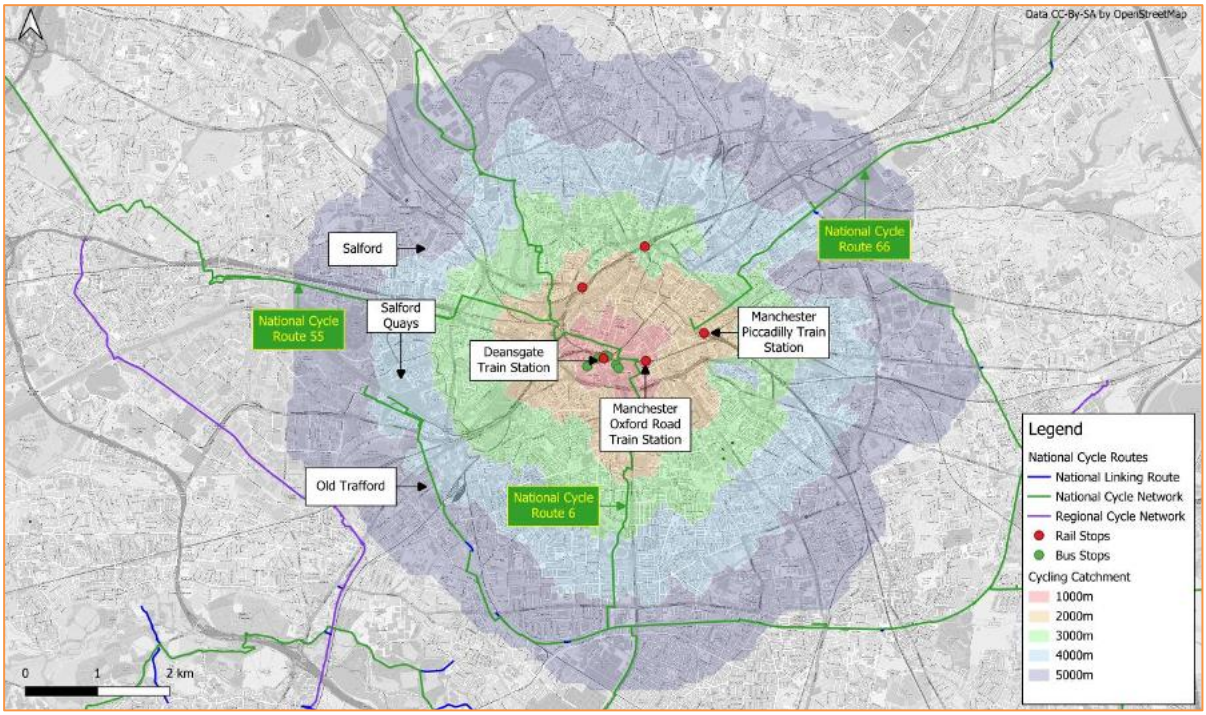
3.3.3 The general topography in Manchester around the proposed development site is predominantly flat, with only minor gradient variations along adjacent roads. Despite its city centre location, the area benefits from established cycling infrastructure integrated into the surrounding transport network.

3.3.4 National Cycle Route [NCN] 6, 55 and 66 are accessible within a 5km catchment of the site and detailed below:

- NCN 6 connecting West London to Carlisle, passing significant locations including Manchester, Sheffield, Derby and Leicester. The route is 711.4 km long, with 52.4% of the route being traffic-free.
- NCN 55 connecting Preston to Telford, passing significant locations including Chorley, Manchester, Stoke and Macclesfield. The route is 182 km long, with 70.9% of the route being traffic free.
- NCN 66 connecting Manchester to Hull, passing significant locations including York, Leeds, Bradford and Rochdale. This route is 218.7 km long, with 56.9% of the route being traffic free.

3.3.5 **Figure 3.2** below provides an extract of the indicative 5km cycling catchment plan, using TRACC, and is equivalent to a typical cycle time of 15-20 minutes. A copy of the full walking catchment is provided within Figure 2 of **Appendix A.**

Figure 3.2: 5km Cycling Catchment



Source: OpenStreetMap ©

3.3.6 **Figure 4.2** demonstrates that a number of train stations as well as nearby localities including Old Trafford, Salford Quays and Salford are within a 5km cycling catchment of the site.

3.3.7 Cycling is considered a viable mode of transport for staff and students travelling to and from the site.

3.4 Access by Bus

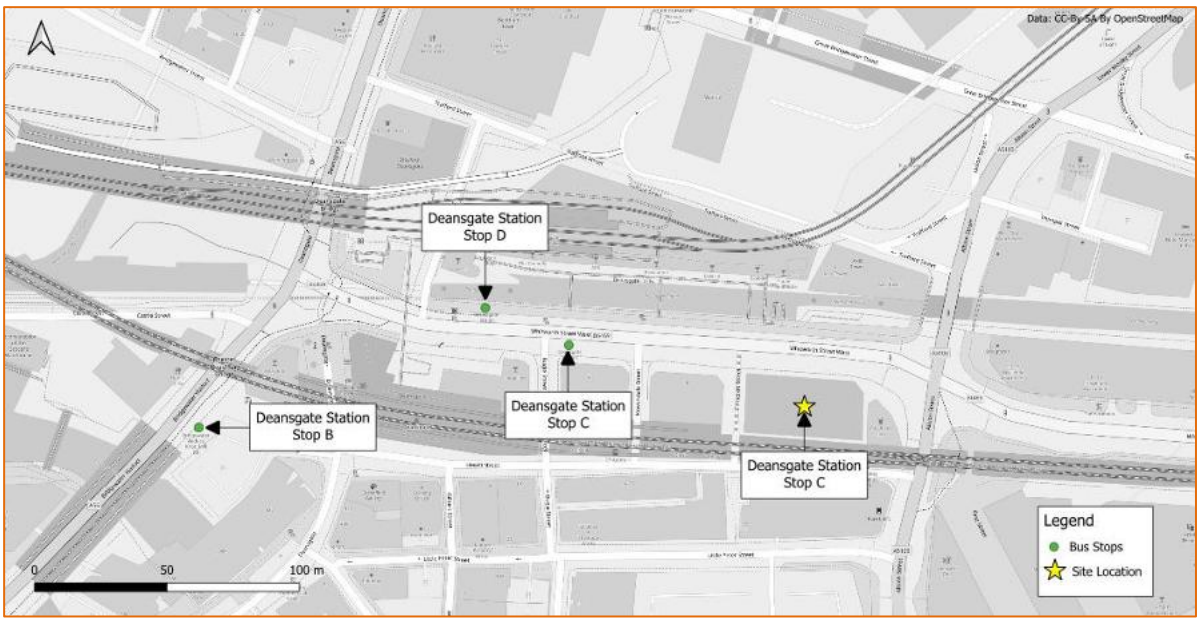
3.4.1 Bus stops are located within 400m of the development, noting:

- The nearest stop is situated along Whitworth Street West, approximately 100m west of the site entrance;
- Referred to as the **'Deansgate Station' bus stops**, they access a number of services including the X50, 255 and 1 Free Bus.

3.4.2 A map illustrating the location of the bus stops is provided in **Figure 3.3**, whilst the frequency of the service is summarised in **Table 3.2**.

3.4.3 For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 17:00-18:00. On Saturday the peak is 12:00-13:00.

Figure 3.3: Bus Stop Locations



Source: Data: CC-By-SA By OpenStreetMap

Table 3.2: Bus Timetable Summary

Service Number	Route	Monday - Friday					Saturday			
		First	AM Peak	PM Peak	Last	Per Day	First	Peak	Last	Per Day
1 Free Bus	Picadilly Rail Station Circular	07:15	6	6	23:40	82	07:15	6	23:42	76
X50	Piccadilly Gardens – The Trafford Centre	05:03	2	2	22:10	31	07:39	2	21:10	28
	The Trafford Centre – Piccadilly Gardens	06:02	2	2	23:12	33	08:42	2	22:12	28
255	Piccadilly Gardens - Partington Terminus	04:59	1	2	22:59	32	06:59	2	22:59	27
	Partington Terminus – Piccadilly Gardens	05:32	2	2	23:39	34	06:30	2	23:34	31
Totals		**-**	**13**	**14**	**-**	**212**	**-**	**14**	**-**	**190**

3.4.4 **Table 3.2** demonstrates that the site is accessible by bus for commuters, with over 212 buses passing along by the site on weekdays and 190 buses passing on weekends, which offer regular and convenient opportunities for student residents to travel to neighbouring areas including Spinningfields, Manchester Piccadilly and the Trafford Centre.

3.4.5 During weekday AM and PM network peak hours, as well as the weekend peak hour, nine buses pass near the site. This provides student residents with convenient and reliable access during key commuting times.

3.4.6 The site benefits from excellent access by bus, offering an attractive mode of transport and a viable alternative to single occupancy car journeys. Given the frequency of the services available, this has the potential to provide a significant alternative to single occupancy car journey.

3.5 Access by Rail

3.5.1 The closest train station to the site is Deansgate, located approximately 150m west of the site. The station is sheltered and includes facilities such as toilets and stands for bicycles. There are regular trains from Deansgate accessing places across the Northwest including Manchester Airport, Liverpool, Blackpool and Southport, providing frequent opportunities for student residents.

3.5.2 Student residents can also reach Manchester Oxford road at a short walk within 800m of the site. Manchester Piccadilly station is located within a 1.5km catchment of the site and Manchester Victoria is located within a 2km catchment of the site. These stations provide high frequency services to destinations throughout the UK including London, Birmingham and Edinburgh.

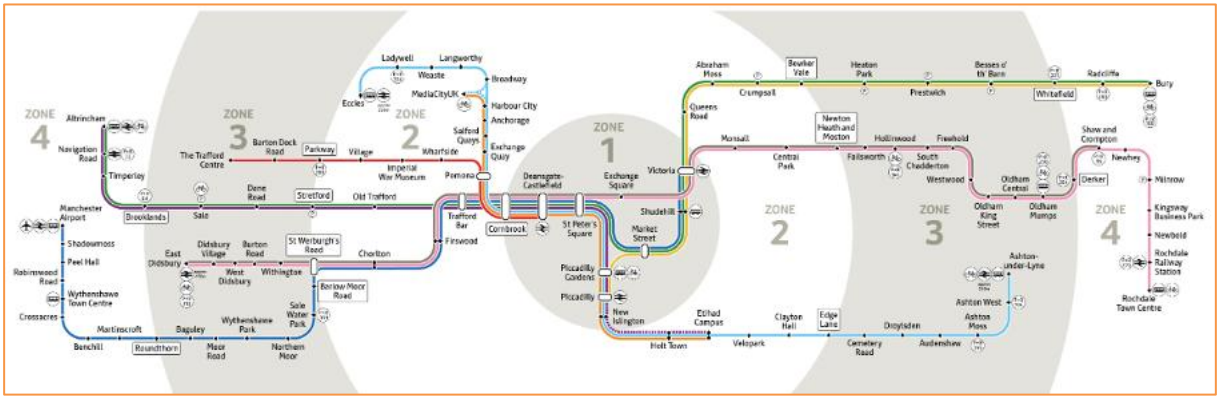
3.6 Access by Metro

3.6.1 The nearest Metrolink station is Deansgate-Castlefield, located approximately 70m northwest of the site. Deansgate-Castlefield can be used to access the entire Metrolink network.

3.6.2 All lines run at a frequency of one every 12 minutes between 08:00 – 00:00 on Mondays to Saturdays, every 24 minutes between 00:00 – 01:00 on Fridays and Saturdays, and every 15 minutes between 07:00 – 00:00 on Sundays.

3.6.3 **Figure 3.4** below displays the entire Metrolink network:

Figure 3.4: TFGM Metrolink Network



Source: TFGM, 2025

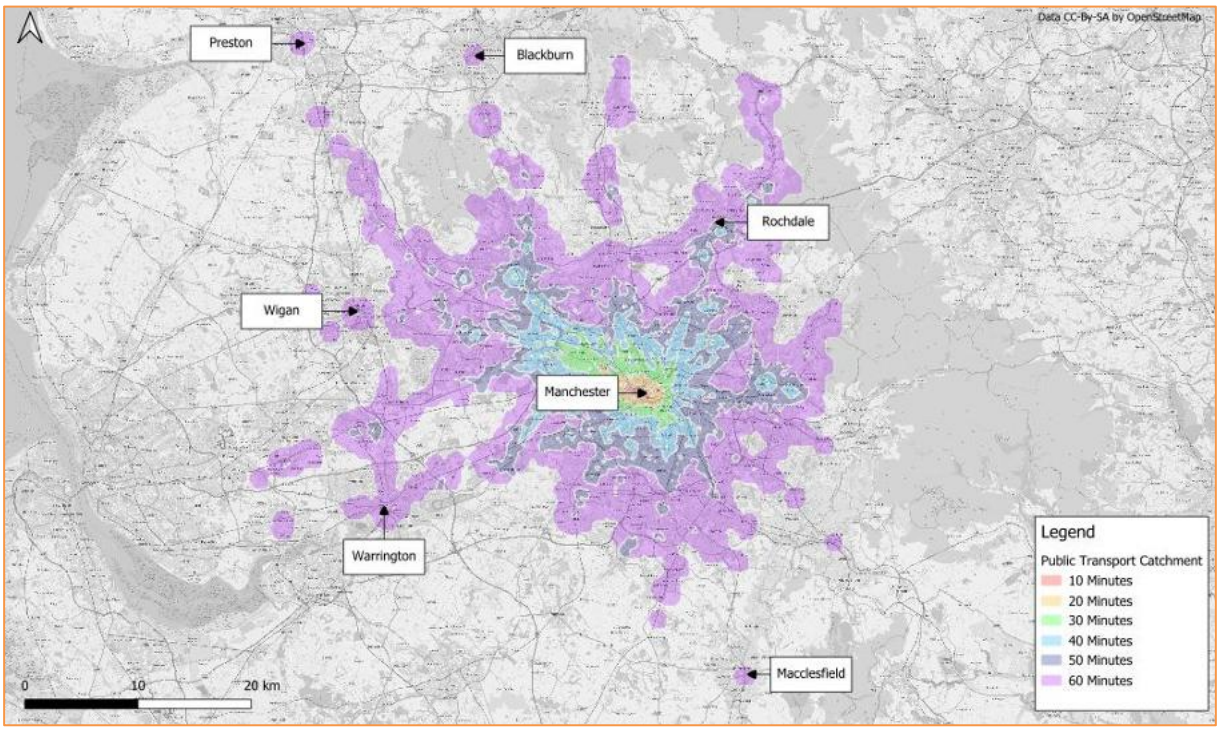
3.7 Access by Public Transport

3.7.1 A calculation has been undertaken, using TRACC, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the development site.

3.7.2 The time includes the walk to the bus stops or railway station and demonstrates that areas including Preston, Blackburn and Macclesfield are all accessible within a 60-minute public transport journey.

3.7.3 **Figure 3.5** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Figure 3** of **Appendix A.**

Figure 3.5: 60-minute Public Transport Catchment



Source: CC-BY-SA by OpenStreetMap

3.8 Conclusion

3.8.1 In summary, the proposed development site is located within a sustainable location of Manchester City Centre and is well located to make use of the existing and proposed transport links in addition to pedestrian and cycle routes.

4 Development Proposal

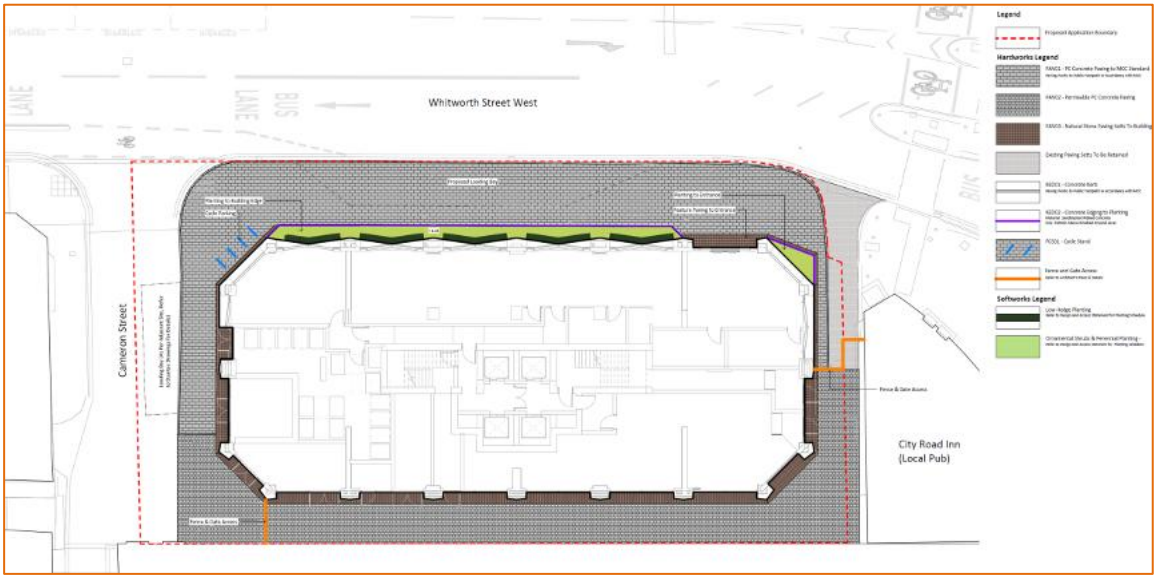
4.1 Introduction

4.1.1 The proposals relate to a PBSA development, involving:

- 39 storey PBSA building consisting of 818 beds.
- Car free, given accessible location and surrounding public and private car parking.
- 139 secure cycle parking spaces, supported by 10 Fusion bikes, for use free of charge and bookable by students.
- Dedicated loading facilities on Whitworth Street West and Cameron Street to support refuse collection, general deliveries to the site and student moving in/ moving out procedures.

4.1.2 **Figure 4.1** below provides an illustrative copy of the development proposals. A detailed copy can be seen in **Appendix B**.

Figure 4.1: Illustrative Proposed Site Layout Plan



Source: C&W Architects

4.2 Access

Vehicular Access

4.2.1 Given the sites accessible location within Manchester City Centre, the development will operate as car free and will provide no onsite parking.

4.2.2 Managed arrangements for the arrival and departure of students safely and efficiently at the start and end of academic years are proposed, as outlined in the supporting Transport Statement [TS].

Pedestrian and Cycle Access

4.2.3 Pedestrian access is proposed to the frontage of the site on Whitworth Street West, which has footways in excess of 3m wide, providing good connectivity to surrounding land uses and public transport connections.

4.2.4 The scheme's non-car led design actively discourages reliance on private vehicles while promoting sustainable travel choices. To further reinforce this approach, a Travel Plan [TP] will be implemented onsite to prioritise walking and cycling as the primary modes for access to local amenities, while also supporting onward travel by public transport, including tram, bus and rail services.

4.3 Parking Provisions

Vehicle Parking

4.3.1 As noted above, the proposed development will operate on a car-free basis and will not provide any on-site parking provision.

4.3.2 The site is located within a well-established city centre parking zone and is served by several nearby off street car parks.

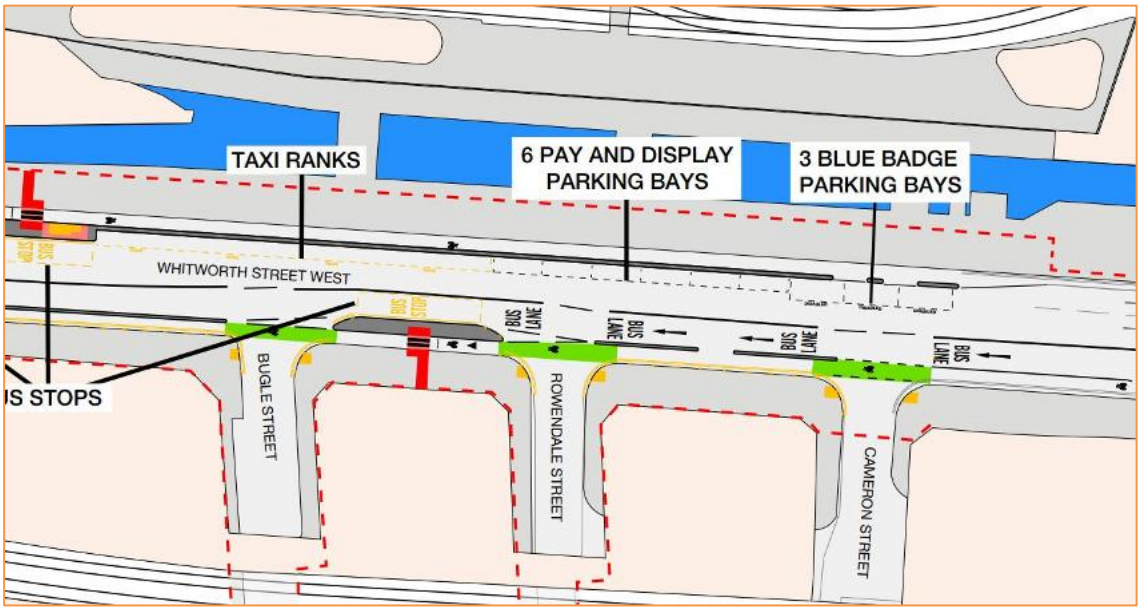
4.3.3 In particular, the Bridgewater Hall car park, operated by MCC, is located approximately 150m walking distance from the site and provides a substantial supply of publicly available parking.

4.3.4 In addition, on-street parking and servicing facilities managed by MCC are provided on Whitworth Street West, comprising:

- Three disabled parking bays;
- Six general parking spaces; and
- Approximately 45m of dedicated taxi standing space, accommodating around eight taxis.

4.3.5 Collectively, these off site parking and taxi provisions are considered sufficient to support the proposed car free development without giving rise to unacceptable impacts on the surrounding highway network.

Figure 4.2: Whitworth Street Parking Provisions



Cycle Parking

4.3.6 MCC does not prescribe specific cycle parking standards for PBSA developments, with proposals therefore assessed on a case by case basis.

4.3.7 A review of approved PBSA planning applications on MCC's planning portal indicates that cycle parking provision in the range of approximately 8% to 29% of bedrooms has been accepted.

4.3.8 We note a 17% cycle parking provisions was approved for a nearby Fusion site, situated at Deansgate South, Manchester (Planning Application Reference: 129406/FO/2021).

4.3.9 In addition, cycle parking usage data has been obtained from Fusion, following on site surveys of the cycle parking provisions, as outlined below.

Table 4.1: Fusion PBSA Cycle Parking Provisions and Utilisation

Site	Beds	Cycle Parking Provision	Cycle Parking Utilised (% of Parking Provision)	Fusion Bikes Provided	Bookings in 6 months
Fusion, Brent Cross, London	662	497 (75%)	5 (1%)	5	176
Fusion, King Edward Street, Nottingham	568	150 (26%)	4 (2.7%)	6	57
Fusion, Blue Brg Lane, York	275	200 (73%)	19 (9.5%)	4	117
Fusion, Upper Duke Street, Liverpool	420	150 (36%)	2 (1.3%)	8	46

4.3.10 On this basis, 139 cycle parking spaces (17%) are proposed, via two-tier racks and Sheffield stands, which are considered suitable.

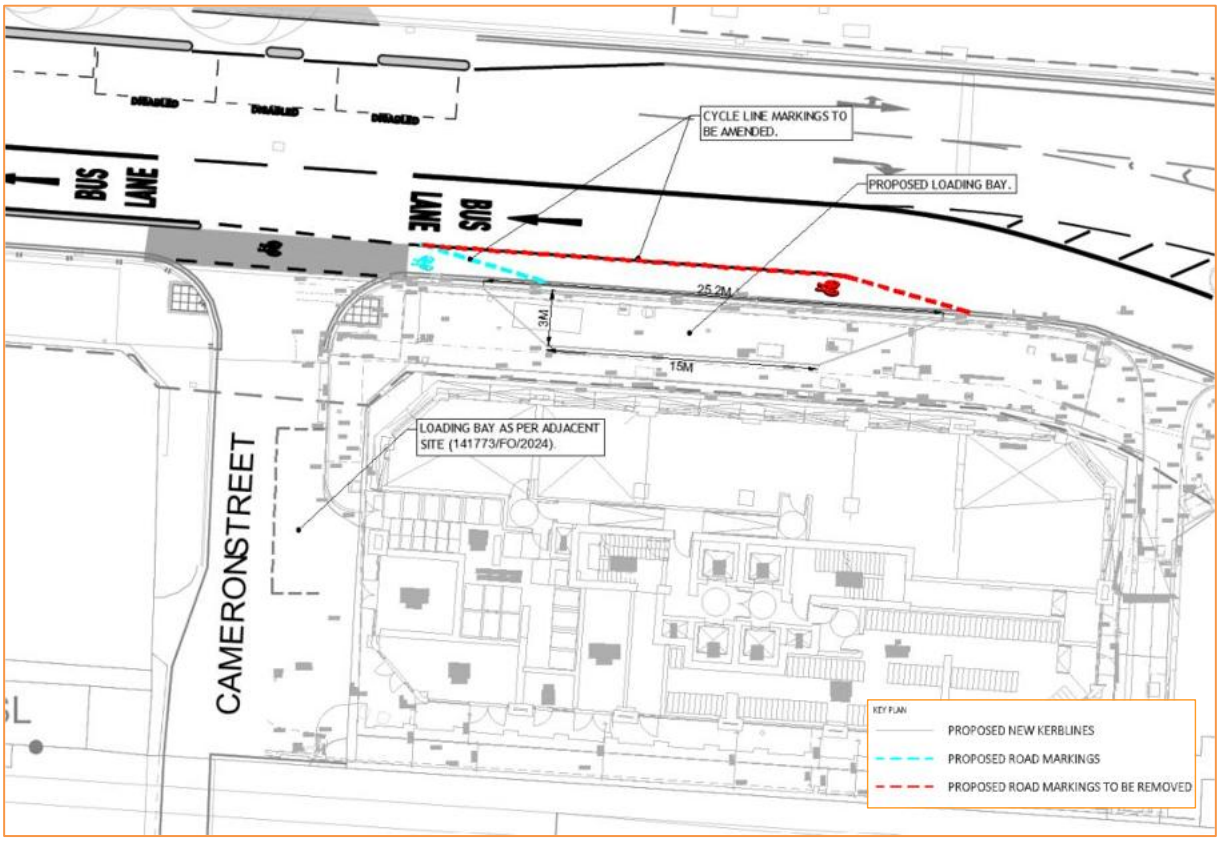
4.3.11 As noted, the site will be supported by 10 Fusion bikes for use by student residents. These will be free to use, providing a convenient and accessible option for students to travel around Manchester city centre by sustainable means, reducing reliance on private vehicles and supporting active travel choices.

4.3.12 Four Sheffield stands (eight cycle spaces) are also proposed to the frontage of the building to allow short stay cycle parking for visitors. These cycle parking spaces have been designed to accommodate larger delivery bikes, to accommodate services such as food deliveries.

4.4 Proposed Waste Collection and Delivery Arrangement

4.4.1 Following discussions with the MCC Highways team, it is proposed to provide a dedicated loading bay along the site frontage on Whitworth Street West measuring 3m in width and 15m in length, designed to accommodate refuse vehicles of up to 11.5m in length.

Figure 4.5: Proposed Loading Bay on Whitworth Street West



4.4.2 The loading bay will be constructed flush with the adjacent footway. This ensures that, when not in use, the full effective width of the footway is retained for pedestrian movement, maintaining continuity of the pedestrian environment in accordance with current streetscape design principles.

4.4.3 In the context of recent active travel improvements along Whitworth Street West, the introduction of a bus gate at the Whitworth Street West/ Albion Street junction restricting westbound general traffic.

4.4.4 It has been agreed with MCC in principle that private waste collection vehicles which will service the site can be exempt on a 'whitelist' to ensure they can travel westbound through the bus gate without being penalised.

4.4.5 In addition, private refuse vehicles would therefore access the loading bay via eastbound movements along Whitworth Street West, before crossing the bus lane to enter the bay. These infrequent manoeuvres are not expected to give rise to operational or safety concerns.

4.4.6 Confirmation has been obtained from a private waste collection contractor (Biffa) that the proposed waste collection strategy is operationally acceptable. Biffa has confirmed they would be willing to service the development under a private agreement and that the proposed collection approach, including bin presentation arrangements and drag distances, is considered acceptable.

4.4.7 The presence of a dedicated westbound bus lane provides separation from general traffic and allows sufficient width for cyclists to safely navigate past the loading bay and rejoin the segregated cycle facility further west. This arrangement is considered to provide an appropriate balance between servicing requirements and active travel priority.

4.4.8 An internal bin store is proposed at ground floor level to the rear of the site. On site management will be responsible for presenting bins at the kerbside collection point on Whitworth Street West at agreed collection times, ensuring a controlled and managed servicing operation.

4.4.9 The proposed arrangement represents a pragmatic and balanced solution, ensuring that bins can be presented near the loading bay while avoiding unsafe or impractical vehicle manoeuvres elsewhere on the network.

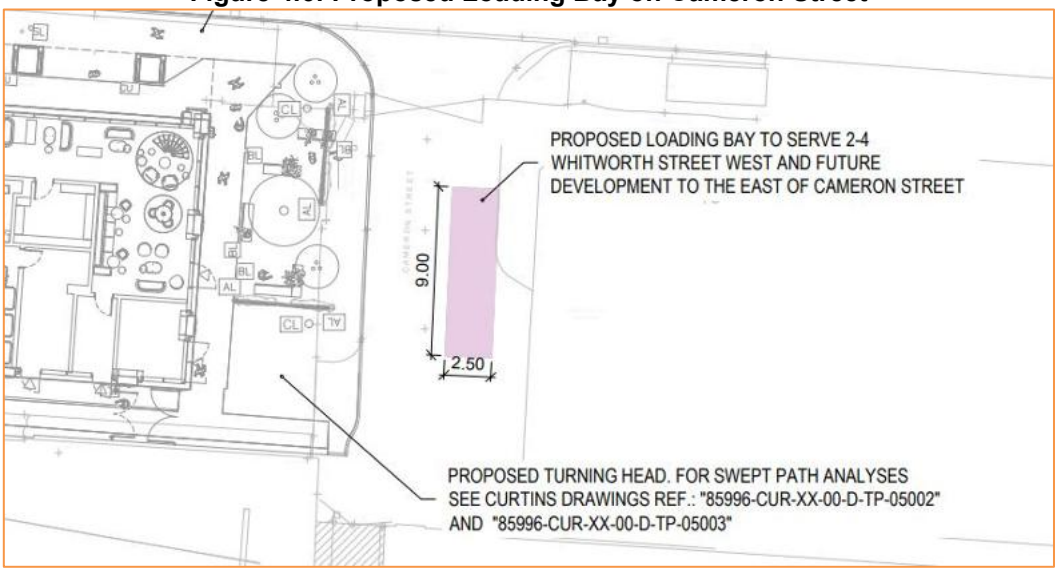
4.4.10 It is emphasised that this approach has been developed following extensive optioneering and reflects the most suitable and deliverable solution for the site. It avoids the need for reversing manoeuvres on the public highway and removes reliance on constrained routes or third party land.

4.4.11 Furthermore, the proposed strategy represents a material improvement over the previously consented arrangements under planning references 108705/FO/2015/C1 and 111003/FO/2016/C1, which required large refuse vehicles to reverse from Whitworth Street West into Cameron Street. The current proposal significantly reduces risk to pedestrians and cyclists and aligns more closely with contemporary highway safety and active travel principles.

4.4.12 For completeness, it is noted that the adjacent residential development at 2–4 Whitworth Street West (Application: 141773/FO/2024) proposes a 2.5m x 9m loading bay on Cameron Street, for shared use between each site.

4.4.13 It is noted that this will not be used for waste collection activities for the reasons outlined, with the servicing strategy for this site has been designed to operate independently and does not rely on third-party infrastructure.

Figure 4.6: Proposed Loading Bay on Cameron Street



Source: As per Application: 141773/FO/2024 Transport Statement

5 Travel Plan Measures

5.1 Introduction

5.1.1 An important aspect of a successful TP is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the development.

5.1.2 The aim of TP measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the development and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services.

5.1.3 The initiatives may benefit student residents at the development by facilitating sustainable travel choices, resulting in the following:

- Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
- Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the development; and
- Improved site accessibility;
- Reduction in required car parking provision;
- A pedestrian / cycle friendly environment.

5.1.4 A combination of ‘carrots’ (those initiatives which encourage travel by non-car modes of transport) and ‘sticks’ (initiatives which discourage travel by car) will be implemented at the development to encourage travel by sustainable modes. ‘Carrots’ will be implemented before ‘sticks’ to ensure that support is gained from student residents for the TP; any ‘sticks’ will be implemented later.

5.1.5 This section provides a summary of the key initiatives contained in this FTP which the building owner is committed to providing. The initiatives reflect previous experience of FTP along with national and local government guidelines.

5.2 Marketing and Promotion

5.2.1 From the outset, sustainable travel will be promoted to student residents of the development. The full TP will be launched as soon as possible at the commencement of occupation and operation of the PBSA development and will be continually marketed through the provision and updating of travel information, leaflets and communication sessions.

5.2.2 The following describes the marketing tools and initiatives that may be used. It is important that there is a central source of information for all queries relating to sustainable travel for student residents of the development. The Travel Plan Coordinator [TPC] is considered the most appropriate person to communicate the aims and objectives of the TP to everyone travelling to and from the development.

5.2.3 An annual budget will be allocated to assist the full TP and will be paid for by the developer. The budget will be used to promote the full TP and to organise events to coincide with national initiatives, the total budget allocated cost will be agreed with MCC prior to the completion of the full TP.

5.2.4 Travel notice boards will be set up in the developments’ communal areas, which will include:

- Public transport, pedestrian and cycle route maps and information on car sharing;
- Information and contact details for local taxi services;
- List of internet websites on sustainable transport and journey planning; and
- Contact details for the TPC.

5.2.5 All student residents will also be issued with travel 'Welcome Packs' promoting alternative transport modes which will include details of the public transport, walking and cycling routes between the site and local amenities.

5.2.6 In order to integrate the full TP with the wider sustainable travel agenda, the Welcome Pack may be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week'.

5.2.7 Details of these events will be provided on the noticeboards, and a travel calendar will be developed for inclusion within the welcome packs. The TPC will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride.

5.2.8 The TPC will also provide student residents with information regarding the full TP and specific initiatives contained within it and will be the main points of contact for travel related queries. This will include information on journeys by public transport, cycle and on foot between the development site and local amenities, retail outlets, health care and leisure facilities.

5.2.9 To help ensure student residents can access the relevant information quickly, details of the TP and 'Welcome Pack' will be made available online.

5.3 Initiative to Promote Walking

5.3.1 The 'Welcome Pack' will include a map, identifying pedestrian friendly routes surrounding the development, to ensure that student residents are aware of the facilities available to them.

5.3.2 Student residents will be encouraged to participate in national events, such as 'World Walking Day. These events will be promoted on the notice board and within the 'Welcome Packs'.

5.3.3 The TPC will enter discussions with these retailers to investigate the potential to provide discounts for student residents at these stores. If secured, these details will be provided to all student residents of the commercial space by the TPC.

5.3.4 It is important to recognise the potential reduction in car traffic by encouraging commuting journeys on foot. Any TP initiatives relevant to the development, such as walking, cycling and public transport, will be promoted and student residents encouraged to participate.

5.3.5 To encourage the integration of TP measures to encourage an increase in walking journeys to and from these destinations.

5.4 Initiatives to Promote Cycling

5.4.1 The ‘Welcome Pack’ will include information on cycle routes available between the development site and common destinations, including city centre areas and local amenities.

5.4.2 Copies of local cycling maps will be provided within the ‘Welcome Packs’ and notice board. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map. The following websites also provide further information on cycling in and around Salford and Greater Manchester: https://tfgm.pindarcreative.co.uk/ & https://www.cyclinguk.org/.

5.4.3 Details of local cycling shops and mobile cycle repairs will be provided to student residents of the commercial space at the development using the travel board and within the ‘Welcome Packs’.

5.4.4 The TPC will also enter discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided to student residents via the ‘Welcome Pack’.

5.5 Initiatives to Promote Travel by Public Travel

5.5.1 Information on the cost, timetables and services available which could be used by student residents will be provided within the ‘Welcome Pack’ and on the notice board. This will include details and links to online journey planning websites.

5.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the development and student residents will be encouraged to apply.

5.6 Initiatives to Reduce the Need to Travel

5.6.1 Details of journey planning websites, such as Traveline will be promoted at the development to make student residents aware of alternative travel options and encourage them to use sustainable modes of transport.

6 Travel Plan Management

6.1 Introduction

6.1.1 Key to the success of the full TP is the recognition from the outset of the roles and responsibilities of those who may be involved, particularly the development's TPC, the Council's Highway Development Management Team and other sustainable travel groups.

6.2 Travel Plan Coordinator

6.2.1 The responsibility for managing and implementing the FTP and subsequently the full TP lies with the TPC.

6.2.2 A TPC will be appointed and their role and responsibilities will be:

- To implement and promote various TP initiatives at the development to promote sustainable travel;
- To promote the TP to residents;
- Monitoring the success of the TP initiatives, including undertaking and analysing travel survey; and
- Reviewing the TP's success and preparing action plans.

6.2.3 The TPC will be in place six months prior to the occupation and will remain in place for a period of 5 years. After this time, the responsibility for the full TP will be passed over to the sustainable travel steering groups.

6.2.4 At this stage, the resource requirements for the TPC are unknown. As such, in the first instance, the TPC role will be incorporated into the responsibilities of one of the on-site members of staff based at the development (such as the concierge).

6.2.5 However, this will be reviewed on an annual basis, if considered necessary, the role will be developed into a full-time role. Any changes to the TPC's role will be communicated to MCC.

6.3 Stakeholder Engagement

6.3.1 MCC will be kept up to date with the progress of the TP through the annual monitoring reports. They will also be approached to gain advice and support on the implementation of specific TP initiatives at the development.

6.3.2 The TPC will also engage with local transport operators to secure timetable information and details of any special offers and discounts available.

7 Aims, Objectives, and Targets

7.1 Overview

7.1.1 A TP is a long-term strategy for a site to reduce the dependence of student residents on travel by private car. The aim, objectives and targets are required to provide a focus for the TP and to enable its success to be measured and monitored.

7.1.2 The purpose of this section is therefore to outline the aim, objectives and targets for this FTP.

7.2 Travel Plan Aim

7.2.1 The aim provides the overarching focus and end goal for the TP. The aim enables the overall success of the TP to be assessed and, as such, all TP initiatives should contribute towards achieving the TP's aim.

7.2.2 The overall aim of this FTP and subsequently the full TP, is to achieve a reduction in the number of single occupancy vehicle journeys to the development and increase active travel associated with the site.

7.2.3 This will be achieved by maximizing the accessibility of the proposed development site by alternatives modes of transport to single occupancy car and by implementing a range of TP initiatives.

7.3 Travel Plan Objectives

7.3.1 Objectives provide an overview of what the TP is trying to achieve. Each of the objectives outlined should contribute towards the TP's aim, whilst TP targets should help achieve the objectives of the TP.

7.3.2 As this stage, it is not possible to derive specific objectives for student residents of the development which relate to its day-to-day operation, given the number of unknowns.

7.3.3 Notwithstanding, the following generic objectives have been identified which are intended to achieve current Government and local policies in respect to transport in industrial and employment developments:

- Reduce reliance on single occupancy car journeys;
- Promote alternative modes of transport to the car;
- Minimise car travel in the area surrounding the development, therefore cutting down on associated costs (environmental, financial, health etc.); and
- Contain car parking demand.

7.3.4 TP guidance recognises that one or more of the above objectives may carry more weight than others, based on the individual characteristics of the development.

7.3.5 As such, the relative importance of each of these objectives will be reviewed as part of the development of the full TP at the development.

7.4 Travel Plan Targets

7.4.1 An initial TP monitoring survey will be undertaken following occupation to establish baseline travel behaviour of student residents.

7.4.2 A summary of the findings of the initial travel survey will be prepared within three months of completion and will be used to inform the development of the Full TP.

7.4.3 Any future targets or monitoring indicators will reflect the scale and nature of the development, alongside the accessibility of the site by sustainable modes, as outlined in **Sections 2** and **4** of this report.

7.4.4 Where appropriate, targets within the Full TP will be developed in accordance with 'SMART' principles, ensuring they are:

- Specific;
- Measurable;
- Achievable;
- Realistic; and
- Time-bound.

7.4.5 The requirement for, and form of, any targets will be agreed with MCC as part of the Full TP, informed by observed travel patterns from the initial monitoring survey.

7.4.6 Given the car-free nature of the development, no routine car-based trips are expected to be generated by student residents or management staff. As such, the emphasis of the TP is on supporting and reinforcing sustainable travel behaviour, rather than reducing car use.

7.4.7 Vehicle movements associated with the development will be limited to exceptional and infrequent activities, such as student arrivals and departures, servicing, and emergency access. These are not representative of typical daily travel demand and will be managed through separate operational strategies.

7.4.8 In this context, it is not considered necessary or proportionate to define fixed modal split targets at this stage. The Full TP will instead establish an appropriate monitoring framework and, where necessary, proportionate targets based on observed travel behaviour.

7.4.9 The overarching objective of the TP is to maximise the use of sustainable modes and ensure that the car-free nature of the development is effectively maintained over time through appropriate management and supporting measures.

7.4.10 The TP will be a dynamic document, evolving over time in response to monitoring outcomes and changing travel patterns.

7.4.11 Monitoring will include repeat surveys, anticipated to be undertaken approximately one year following initial occupation, and annually thereafter for up to five years, or as otherwise agreed with MCC.

7.4.12 The results of monitoring will be used to refine measures within the TP and, where appropriate, introduce proportionate targets or interventions to support sustainable travel.

7.4.13 Student residents and management staff will be invited to participate in periodic travel surveys to inform the ongoing monitoring and review process.

7.5 Monitoring

7.5.1 As previously identified, annual travel surveys of all users of the development will be carried out on an annual basis for a maximum of 5 years. These surveys may be carried out by an independent survey company. This may ensure compatible and accurate data is gathered relating to travel to and from the development.

7.5.2 All survey data will be submitted to MCC within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the MCC identifying whether the agreed targets have been met.

7.5.3 If they haven't, the monitoring report will strive to identify what actions and additional TP initiatives are to be taken to rectify this situation.

7.5.4 The reports may also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to MCC.

7.5.5 The full TP will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.

7.6 Travel Surveys

7.6.1 An initial travel survey questionnaire will be undertaken with student residents, following six months of first occupation or when 60% occupancy has been reached, whichever is sooner, to allow for a sufficiently large sample size.

7.6.2 This survey will be used to ascertain the current travel behaviour of at the development, as well as the reasons for modal choices and opinions towards alternative modes of transport.

7.6.3 To maximise the response rate, the travel survey will be made available both in electronic and paper format. Paper copies of the survey will be sent to all student residents of the commercial space, with a link provided to the electronic copy of the survey.

7.6.4 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

7.6.5 To encourage participation in future year's surveys, it may be necessary to offer an incentive such as a prize draw to win shopping vouchers. Details of the prize draw will be provided to all student residents of the commercial space to encourage participation in the survey.

7.6.6 Prior to undertaking the initial survey, a copy of the survey will be sent to MCC to gain agreement on the format and structure of the survey.

7.6.7 Once agreed, this travel survey will provide a standardised approach to travel surveys at the development. The use of a standard travel survey will enable a like for like comparison to be made between consecutive years travel surveys.

7.6.8 The results of the student resident's travel survey will be passed to MCC within three months of completion of the survey. This data could also be used to convert the green transport policies into an action plan, with set targets to achieve each year.

8 Travel Action Plan and Marketing Strategy

8.1 Student Residential Action Plans

8.1.1 The purpose of this document is to develop and deliver a full TP for submission to the Local Planning Authority. Thereafter, at every annual anniversary following completion of the initial survey, the full TP will be reviewed in co-operation with MCC and an Annual Action Plan [AAP] prepared and agreed.

8.1.2 The AAP will be developed based on the results of the travel survey. The most popular initiatives, as identified through the travel survey, will be implemented first at the development. This will ensure that maximum benefits are achieved through the implementation of the most popular initiatives at the development.

8.1.3 The AAP will contain an annual programme of measures designed to help achieve the TP targets on travel modal share. It sets out the tasks involved, the people responsible and dates by which the measures may be achieved over the next 12 months.

8.2 Marketing Strategy

8.2.1 Local Authority Travel Plan Teams are typically able to provide posters, leaflets and timetables for display on notice boards in communal areas. The TPC will contact MCC and their TP Teams in the first instance to investigate the opportunities to secure this information for use at the development. Should this information not be available, posters and other promotional materials will be developed in house to promote the TP.

8.2.2 Student residents of the development will be provided with information on how to access the development by public transport. Promotion of all modes of transport will initially be provided through the 'Welcome Pack' and notice board for the development. Where possible, written materials (e.g. timetables and maps) will be gained from the MCC.

8.3 Evaluation and Review

8.3.1 This FTP has been prepared in accordance with current guidance and transport policy. The objective of the FTP and full TP is to identify and introduce a package of measures to promote sustainable travel choices and reduce reliance on the car.

8.3.2 The monitoring of the full TP will be used to provide information on people's travel patterns and to identify the measures that would be the most effective in facilitating a reduction in car usage and an increase in the use of public transport, walking and cycling.

8.3.3 The TP is an active document which may be reviewed on a regular basis to ensure it reflects current opportunities and local circumstances. The review of the TP will take place annually following completion of the travel survey, in conjunction with the MCC.

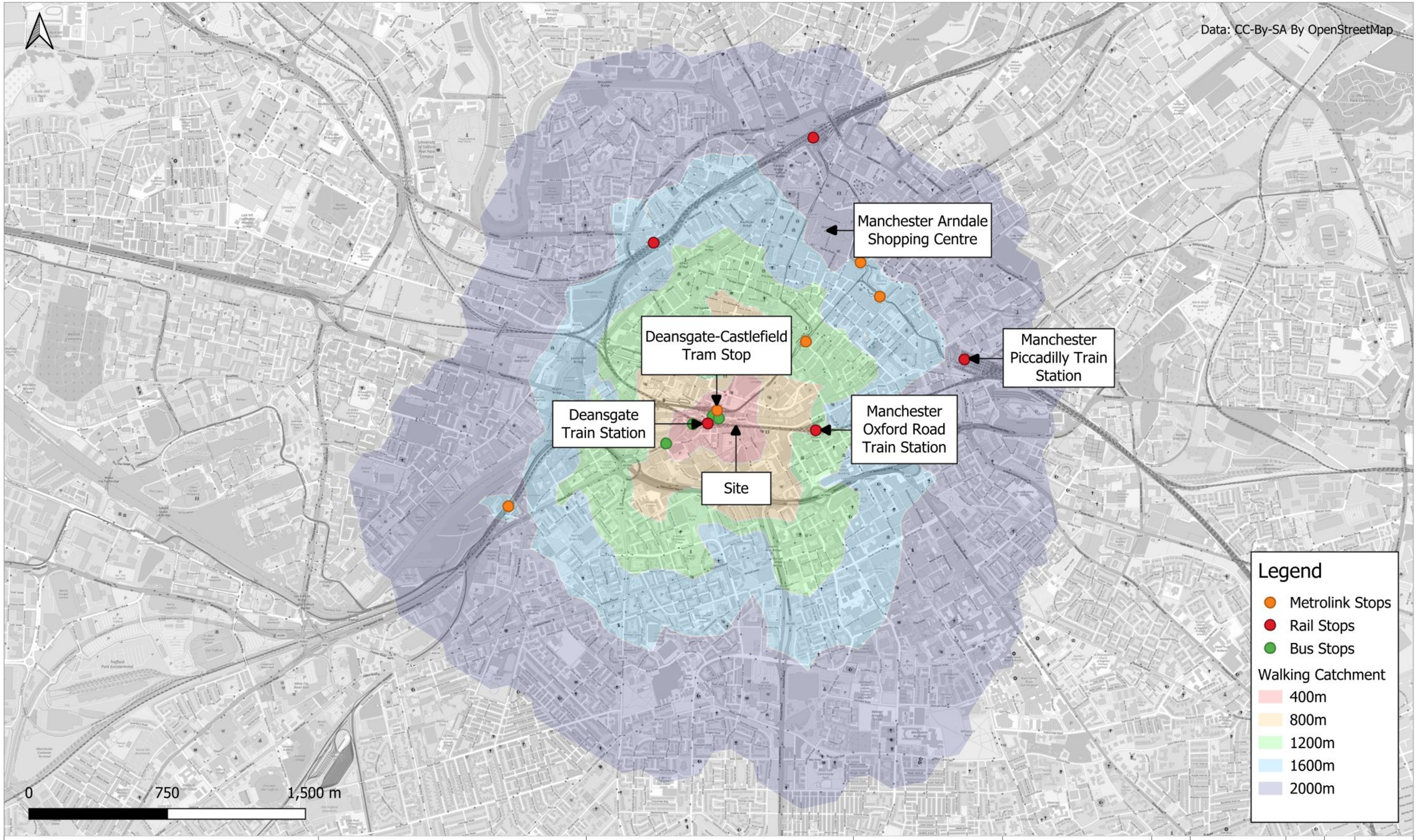
8.3.4 As noted, a copy of the agreed, full TP and subsequent monitoring reports will be submitted to MCC.

8.3.5 An outline action plan for the production and ongoing monitoring and review of the full TP has been produced, which details the key elements of the process and the approximate timescales which is shown in **Table 8.1**.

Table 8:1 Travel Plan Action Plan

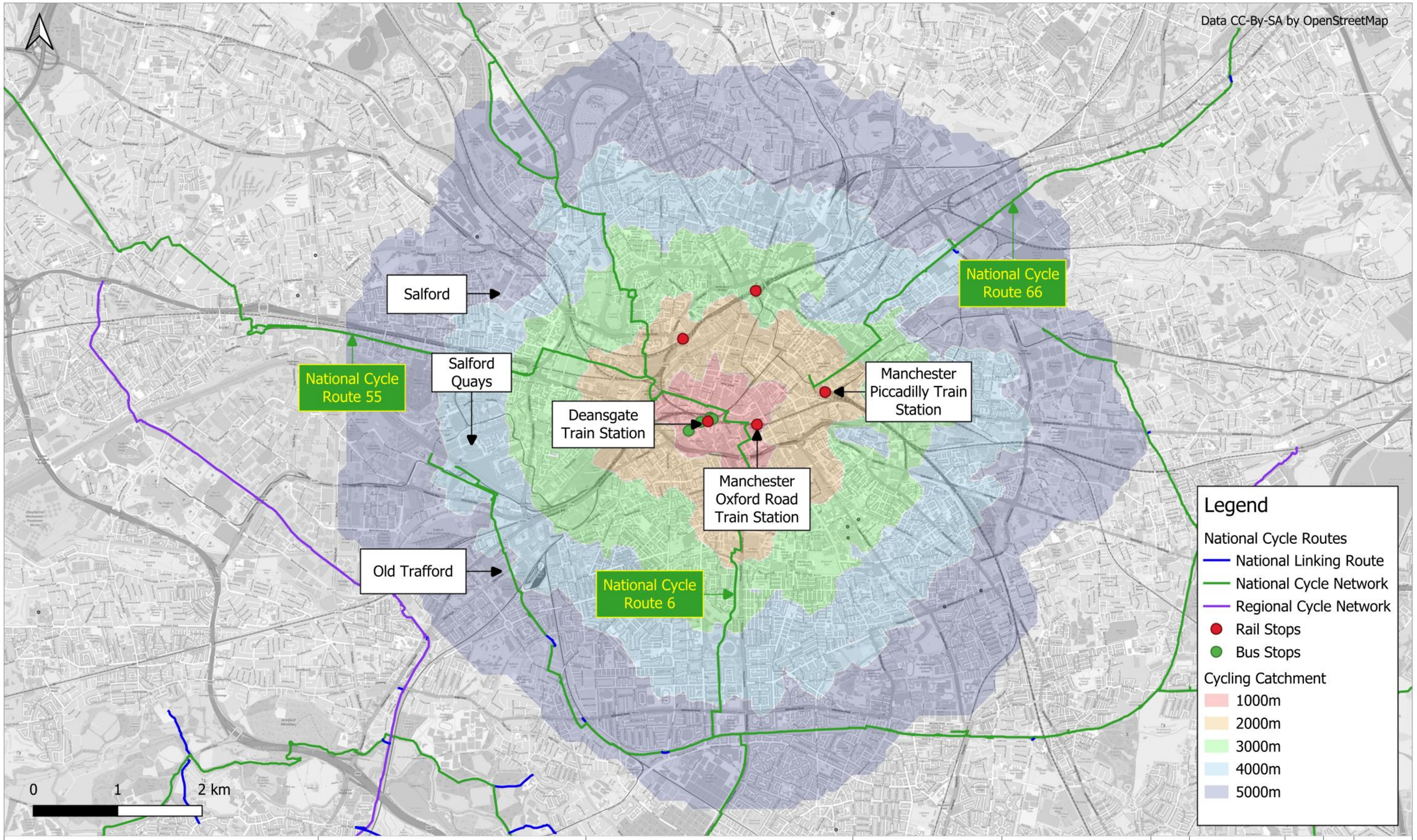
Action	Timescale
Implement travel notice boards in communal areas of the development	Prior to occupation
Develop a travel Welcome Pack	A welcome pack will be made available for student residents when they first into the site.
Undertake travel survey	An initial travel survey questionnaire will be undertaken with student residents, following six months of first occupation or when 60% occupancy has been reached, whichever is sooner.
Produce baseline travel information	Three months after initial travel survey
Develop full Travel Plan in consultation with the Council	Four months after initial travel survey
Finalise and adopt Travel Plan	Six months after initial travel survey
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 10 years)

Appendix A Accessibility



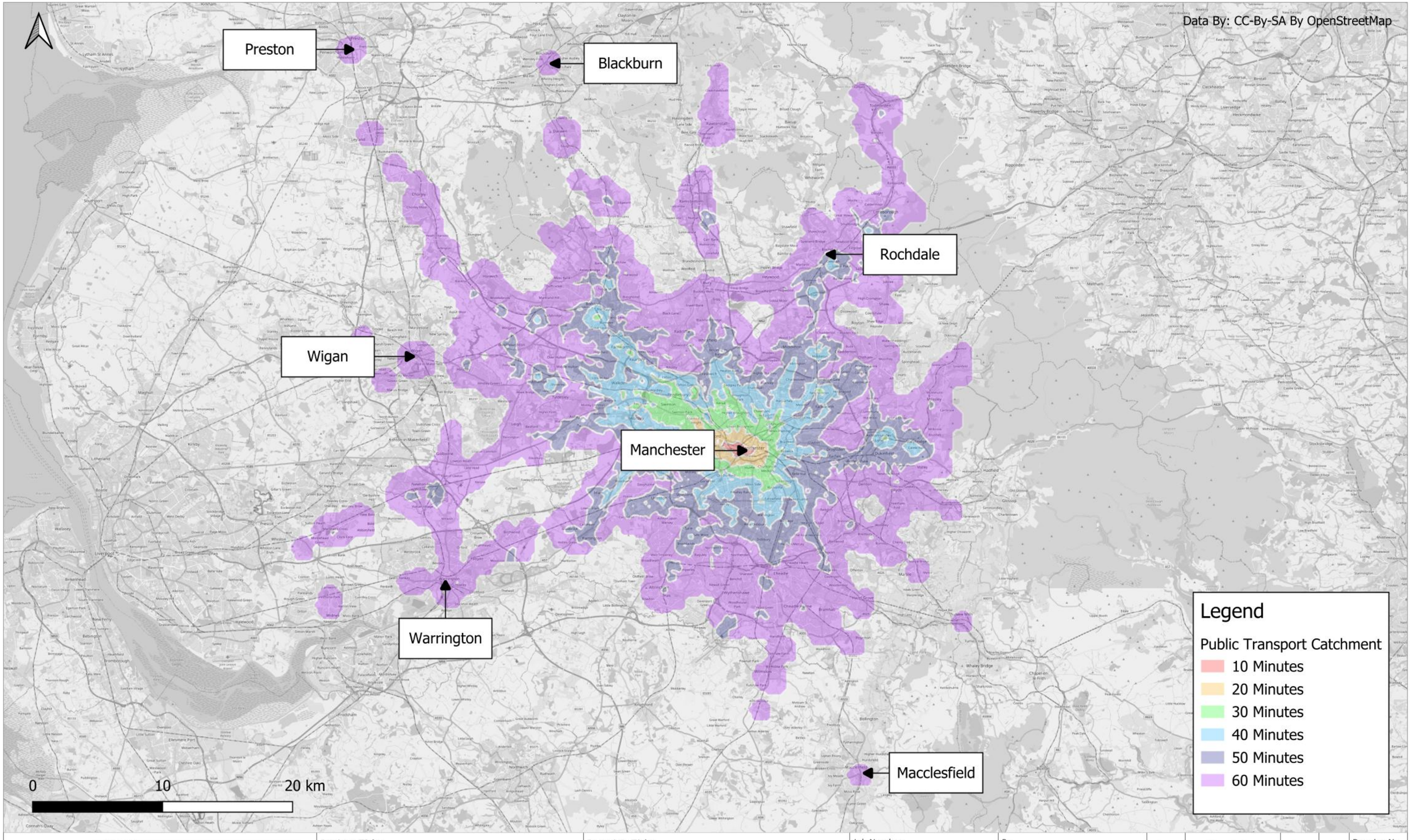
Stantec

Project Title: 10-12 Whitworth Street West, Manchester	Drawing Title: 2km Walking Isochrone	Job Number: 333800316	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 20/04/26	Checked: RF	P01	SUITABLE FOR REVIEW	20/04/26	NC		
		Scale: 1:35000	Status: S3	-	-	-	-	Figure	4.1
				-	-	-	-		
				-	-	-	-		



Stantec

Project Title: 10-12 Whitworth Street West, Manchester	Drawing Title: 5km Cycling Isochrone	Job Number: 333800316	By: NC	Rev	Description	Date	By	Drawing No.	P01
		Date: 20/04/26	Checked: RF	P01	SUITABLE FOR REVIEW	20/04/26	NC		
		Scale: 1:70000	Status: S3	-	-	-	-	Figure	4.2
				-	-	-	-		
				-	-	-	-		



Stantec

Project Title 10-12 Whitworth Street West, Manchester	Drawing Title 60 Minute Public Transport Isochrone	Job Number 333800316	By NC	Rev	Description	Date	By	Drawing No. P01
		Date 20/04/26	Checked RF	P01	SUITABLE FOR REVIEW	20/04/26	NC	Figure 4.4
		Scale 1:450000	Status S3	-	-	-	-	
				-	-	-	-	
				-	-	-	-	

Appendix B Site Layout

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Unless otherwise stated all dimensions are in millimeters. Where dimensions are not given, drawings must not be scaled and the matter must be referred to the Landscape Architect. If the drawing includes conflicting details/dimensions the matter must be referred to the Landscape Architect. All dimensions must be checked on site. The Landscape Architect must be informed, by the Contractor, of any discrepancies before work proceeds.

THIS DRAWING IS TO BE READ IN CONJUNCTION WITH RELEVANT CONSULTANT'S DRAWINGS.

DISABLED
DISABLED
DISABLED
BUS LANE
BUS LANE
BUS LANE
Whitworth Street West
Proposed Loading Bay
Planting to Building Edge
Cycle Parking
+ 0.25
Planting to Entrance
Feature Paving to Entrance
Cameron Street
Loading Bay (As Per Adjacent Site. Refer to Stantec Drawings for Details)
Fence & Gate Access
Fence & Gate Access
City Road Inn
(Local Pub)
Railway Arches
Railway Arches
Hewitt Street
1m
10m

Legend

Proposed Application Boundary

Hardworks Legend

PAV01 - PC Concrete Paving to MCC Standard
Paving Works to Public Footpath in Accordance with MCC

PAV02 - Permeable PC Concrete Paving

PAV03 - Natural Stone Paving Setts To Building

Existing Paving Setts To Be Retained

KED01 - Concrete Kerb
Paving Works to Public Footpath in Accordance with MCC

KED02 - Concrete Edging to Planting
Material: Sandblasted Ribbed Concrete
Size: 250mm Above Finished Ground Level

FCS01 - Cycle Stand

Fence and Gate Access
Refer to Architect's Plans & Details

Softworks Legend

Low Hedge Planting
Refer to Design and Access Statement for Planting Schedule

Ornamental Shrubs & Perennial Planting -
Refer to Design and Access Statment for Planting Schedule

Revision Notes	By/Chk	Date	Rev
Issue for planning	NY/AM	29/04/26	P06
Issue for information	NY/AM	23/04/26	P05
Issue for information	NY/AM	18/04/26	P04

Status: PLANNING

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Client: FUSION

Project: Whitworth Street
2-4 Whitworth Street, Manchester

Title: Ground Floor Landscape Plan

Job No: 8585 | **Scale@A1:** 1 : 100 | **Date:** October 2025

Drawing Number

Project	Originator	Volume	Level	Type	Role	Number	Revision
8585	PHL	XX	00	DR	L	2000	P06