Travel Plan

The Octagon House, Manchester

Plymouth Grove Residential LLP

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Basis of Report

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1.0 Introduction

Background

1.1 SLR has been appointed by Plymouth Grove Residential LLP to provide traffic and transportation advice as part of a full planning application for the refurbishment and extension of Octagon House and the erection of buildings of up to 11 storeys in height to accommodate a mix of uses comprising Purpose Built Student Accommodation bedrooms (205 studios and 35 apartments accommodating 255 bedrooms) (Sui Generis Use Class); Key Worker accommodation (Sui Generis Use Class) (211 units); Residential units (16 no) (Use Class C3); 2,568 sqm of healthcare use (including the retention of an existing healthcare facility on site) (Use Class Ee); and 394 sqm of commercial or community uses (Use Classes Ea, Eb, Eciii, Ee, Ef, F1e, F2b, F2c) with associated site access, car and cycle parking and landscaping.

1.2 This site is located to the south-east of Manchester City Centre, within the Victoria Park area. The site is located at the southwest corner of the junction between Hathersage Road and Carmoor Road, currently accessed from both roads. The context is varied between contemporary mid-rise PBSA developments, 2 to 3-storey residential properties and the Grade II* listed Victoria Baths.

1.3 To the east boundary is an existing student accommodation development which has planning approval, called Victoria Point (MCC Planning reference: 139987/FO/2024) for extension and redevelopment, increasing the density to include a 12-storey element.

1.4 It is also proposed to significantly reduce the number of surface car parking bays on site.

1.5 The residential developer and the current site occupier which will remain on site (The Central Manchester Dialysis Unit) have been involved in the development of the proposals, as required by BREEAM. It has to be demonstrated that the Travel Plan would be implemented and supported by the site management and therefore the Travel Plan needs further engagement from the current occupier (Dialysis Unit) and also with the future residential management company (which will be engaged when they are signed up to occupy the building).

Purpose of the Report

1.6 This Travel Plan has been prepared to demonstrate a commitment to sustainable travel initiatives and a framework for Travel Planning matters that can be agreed with Highways and Planning Officers at Manchester City Council (MCC).

1.7 Local Authorities endorse the need for Travel Plans in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage ‘active travel’ which improves peoples’ health. This Travel Plan document has been written to encourage active travel, in line with the following core national guidance documents:

a) Department for Communities and Local Government, “Guidance on Travel Plans, Transport Assessments and Statements”, (2014);

b) Department for Transport, "Good Practice Guidelines: Delivering Travel Plans though the Planning Process", (2009);

c) Ministry of Housing, Communities and Local Government, "National Planning Policy Framework", (2021); and

d) Transport for Greater Manchester, "Travel Plan Toolkit", (2023).

1.8 SLR has also prepared a Transport Assessment (TA) and a Waste Management Strategy (WMS) that has submitted alongside the same planning application under separate cover. This TP should be read alongside the TA and WMS.

What is a Travel Plan?

1.9 A Travel Plan is defined by the Department for Transport (DfT) and by the Department for Communities and Local Government (DCLG) as:

"A long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."

Sources: Good Practice Guidelines: Delivering Travel Plans through the Planning Process, DfT, 2009; and National Planning Policy Framework, DCLG, 2012.

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

Structure of this Report

1.11 Following this introductory chapter, this report provides the following information:

- **Section 2: Travel Plan Benefits** – explores and outlines the wide range of benefits and positive effects that a TP can have on employees and the wider environment.
- **Section 3: Site Audit** – discusses the existing site and the local highway network (including pictures and measurements obtained in a site visit) and reviews the available accident data in the vicinity of the site;
- **Section 4: Accessibility by Sustainable Modes of Transport** – assessment of the accessibility of the site by the aforementioned means of transport;
- **Section 5: Development Proposals** – sets out the development proposals, access and servicing strategy, and parking proposals;
- **Section 6: Travel Plan Initiatives** – provides a clear description of the measures which could be implemented to encourage sustainable travel to and from the site;
- **Section 7: Travel Plan Management and Communications** – sets out the strategy for implementing the TP, discusses the roles and responsibilities of the TPC and identifies a strategy for communicating the TP to all.
- **Section 8: Monitoring and Review** – details the methodology for monitoring and reviewing the TP, including how often the monitoring will take place and who will be involved in the process; and

- **Section 9**: **Action Plan and Budget** - outlines the implementation programme including roles and responsibilities and an indication of budget requirements.

2.0 Travel Plan Benefits

Introduction

2.1 The benefits from a TP can be loosely categorised under four main headings:

a) Health Benefits;

b) Environmental Benefits;

c) Financial Benefits; and

d) Mutual Benefits.

2.2 This section explores just some of the improvements which can be made to an organisation during a successful Travel Planning process.

Health Benefits

2.3 There are well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

"26% of adults classified as obese in 2018, up from 15% in 1993."

"Physical activity levels are low in the UK: 33% of men and 42% of women do not meet the minimum recommendations for physical activity in adults."

Source: HSCIC, 'Statistics on Obesity, Physical Activity and Diet, Health and Social Care Information Centre', 2018.

2.4 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

Environmental Benefits

2.5 Climate change is a global issue that affects all nations. The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline."

Source: Climate Change Act 2008, Chapter 27, Part 1, 2008.

2.6 Additionally, in November 2020 the British Government announced a 10-point plan for a "Green Revolution" supported on significant investments on alternative greener ways of travel including cycling, walking, and buses, as well as electric vehicles. These measures, along the promotion of alternative energy sources, carbon capture initiatives, or the construction of greener buildings, will allow the UK to eradicate its contribution to climate change by 2050.

2.7 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area.

"Air pollution causes a considerable burden of death and disability annually and costs the UK economy £20bn every year."

Source: Royal College of Physicians, 'Every Breath We Take: The Lifelong Impact of Air Pollution', 2016

2.8 MCC declared the Climate Emergency in July 2019. This is the defining issue for the Manchester local government, whose mission is *"to make Manchester a healthy, green, socially just city where everyone can thrive".*

2.9 MCC target is to become a zero-carbon city by 2038 at the latest, 12 years ahead of the Government's target for the UK of 2050.

2.10 For this purpose, the Manchester Climate Change Framework 2020-25 has been produced by the Manchester Climate Change Partnership and Agency, aimed to support and influence the city to do reduces its direct emissions.

2.11 The headline recommendations of the Manchester Climate Change Framework 2020-25 are shown below:

a) *"To ensure that Manchester plays its full part in helping to meet the Paris Agreement objectives by keeping our direct CO2 emissions within a limited carbon budget, taking commensurate action on aviation CO2 emissions and addressing our indirect / consumption-based carbon emissions;*

b) *To adapt the city's buildings, infrastructure and natural environment to the changing climate and to increase the climate resilience of our residents and organisations;*

c) *To improve the health and wellbeing of everyone in Manchester through actions that also contribute to our objectives for CO2 reduction and adaptation and resilience, with particular focus on those most in need;*

d) *To ensure that Manchester establishes an inclusive, zero carbon and climate resilient economy where everyone can benefit from playing an active role in decarbonising and adapting the city to the changing climate. CBMDC will prepare a Sustainable Development Action, where a number energy saving or low carbon measures will be included. They will be related to all fields, including transport (improve air quality or promote reductions in the use of cars and greater safety on the District streets)".*

2.12 MCC is also working closely with other strategic partners and with Greater Manchester Combined Authority (GMCA), which is also committed to beat the Government goal of 2050 and to aspire to achieve net carbon neutrality for the region by 2038. The GMCA Five-Year Environment Plan 2019-2014 is key for this, aiming to mitigate climate change, improve air quality and prepare Greater Manchester for the impacts of climate change. This will be done through increasing the use of public transport and active travel modes, phasing out fossil-fuelled private vehicles or improving the regional public transport network.

2.13 Therefore, supporting site residents, staff members and visitors in walking, cycling or using public transport to travel would encourage them to make smarter choices in the way they travel can reduce the congestion, carbon emissions, pollution and noise that developments

across Manchester and the region make on the environment, helping MCC and GMCA to achieve their environmental targets.

Financial Benefits

2.14 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates:

"The cost of physical inactivity in England – including direct costs of treatment for the major lifestyle-related diseases, and the indirect costs caused through sickness absence – has been estimated at £8.2 billion a year."

Source: At Least Five a Week: Evidence on the Impact of Physical Activity, DoH, 2004.

2.15 Individuals (specifically residents, staff and visitors) can also benefit financially from travelling to and from a site with a TP in place, due to the improved range of transport options available, some of which may be more cost-effective than car travel.

2.16 An effective TP can help encourage residents patients, staff and visitors to lessen their environmental impact by reducing emissions from transport, lead a healthier and more active lifestyle, and reduce financial wastage.

Mutual Benefits

2.17 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this TP will have a positive effect on the residents, staff and visitors of the new development and the surrounding community.

2.18 The benefits of this TP must be communicated correctly:

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

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

Travel Plan Aims

2.19 This TP aims to achieve the following benefits:

a) A clearer understanding of any transport issues associated with the development site;

b) To encourage the use of alternatives to the private car by the site users;

c) To increase the awareness of the advantages and potential for travel by more environmentally friendly modes;

d) To improve the health and well-being of the development residents, staff and visitors through the promotion of travel by walking and cycling; and

e) A reduction in financial wastage for all residents, staff and visitors when travelling to site; and

f) Increased accessibility to the site for all end users.

2.20 The measures contained in this TP are intended to meet the above objectives.

3.0 Baseline Conditions

Site Location and Existing Use

3.1 This site is located to the south east of Manchester City Centre, within the Victoria Park area as discussed. The Octagon House building has a total of 7,906sqm of floorspace, with the first floor (1,379sqm) housing the Central Manchester Dialysis Unit (Fresenius Medical Care-NHS) and the remaining three floors (6,527sqm) being vacant, having previously used as offices.

3.2 The Central Manchester Dialysis Unit has its own parking area, with 19 spaces and accessed via Hathersage Road.

3.3 The rest of the site is currently used as surface parking (and operated as a car park), spanning across two plots of land/ownership (the development site and an adjacent site owned by United Utilities), although all spaces are accessed via the development site entrance off Carmoor Road. There are a total of 230 on the development site (including 15 spaces for Central Manchester Dialysis Unit overspill if needed) and an additional 82 on the United Utilities site (but accessed through the development site).

3.4 The site is bound by the aforementioned United Utilities site to the north, the Victoria Point student accommodation facility to the east, Hathersage Road to the south (with residential properties and the Tatton House student accommodation facility beyond) and by Carmoor Road to the west (with commercial units on the opposite side of the road).

3.5 **Figure A** below shows an aerial image of the site and the surrounding highway and transport network.

Figure A: Site Location



3.6 The Central Manchester Dialysis Unit access off Hathersage Road is for all users, having footways on both sides and a narrowed carriageway with a barrier to control vehicular access. This access point is used by all staff, patients and visitors of the medical facility.

3.7 The access to the car park on the rest of the site is off Carmoor Road and is also for all users, although pedestrians will need to use the carriageway. This access is gated, with the gates being open when the car park is open (from Monday to Friday between 06:30 and 20:30). There is a small booth at the entrance for a security staff member.

3.8 **Figure B** shows the two existing main access points to the development site, with Figure C showing two existing secondary access points and **Figure D** the two parking areas on site.

Figure B: Site Access Points off Hathersage Road (left) and Carmoor Road (right)



Figure C: Secondary Access Points off Hathersage Road (left) and Carmoor Rd (right)



Figure D: Car Park Areas off Hathersage Road (left) and Carmoor Road (right)



Local Highway Network

3.9 A site visit was undertaken by SLR staff on Wednesday the 6th of May between 14:00 and 15:00 to examine the site and to observe its transport and highway operational characteristics.

Hathersage Road

3.10 Hathersage Road (see **Figure E**) is where the site access point leading to the Central Manchester Dialysis Unit is located. It is a single carriageway, two-way road subject to a 20mph speed limit. It links Bax Road (the site internal road) with Upper Brook Street and Oxford Road to the east and with Richmond Grove and Plymouth Grove to the west.

Figure E: Hathersage Road around the Dialysis Unit Access



3.11 The road carriageway reaches a width of 9m around the development site.

3.12 Between the junctions with Upper Brook Street and Carmoor Road parking is permitted on the north side of the carriageway, where stays are limited to an hour from Monday to Friday between 08:00 and 18:00.

3.13 Unrestricted parking is permitted along the southern side of the road between the junctions with Carmoor Road and Richmond Grove, and then on both sides of the road between the junction with Richmond Grove and Plymouth Grove.

3.14 Furthermore, on the road section between the junctions with Carmoor Road and Richmond Grove, single yellow lines are present along most of its length, where parking is not permitted from Monday to Friday from 08:00 to 18:00.

3.15 There is also a bay for coach parking in front of the Victoria Baths facility.

3.16 The roads to the south of Hathersage Road are limited to resident permit holders, but again they can be used overnight for long stays (18:00 to 8:00) for those not having a permit. Nevertheless, they are assumed to serve the adjacent terraced houses, which do not have off street driveways or parking.

3.17 Junctions with minor roads take the form of T-priority junctions, while the junctions with Upper Brook Street and Plymouth Grove are signal-controlled.

3.18 The road is covered by a system of street lighting. There are footways to both sides of the road, wihich are 3.5 metres in width.

3.19 Dropped kerbs can be found around junctions, with some of them being provided with tactile paving. Pedestrian guardrails can be found around the crossing point on Upper Brook Street.

Carmoor Road

3.20 Carmoor Road runs grants access to the car parking to the north of the site, and also to multiple residential streets.

3.21 It is a single carriageway (with 8.5m in width), two-way road, subject to a 20mph speed limit. Yellow strips for traffic calming can be found on the carriageway approximately every 50m (see **Figure F**).

Figure F: Carmoor Road



3.22 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 1 hour. On weekends and between 18:00 and 08:00 there are no user or time restrictions. Nevertheless, during our site visit the bays around the site access point and towards Heathersage Road were suspended or fenced off due to the demolition works taking place on the opposite side of the road.

3.23 Street lighting is provided. Footways are present along both sides of the road, with around 3m in width. Dropped kerbs can be found at junctions, with tactile paving being also observable at the junction with Hathersage Road and the Octagon car park access.

3.24 This road is used by cyclists as an alternative (quieter) route to Upper Brook Street between Hathersage Road and Swinton Grove.

Bax Road

3.25 Bax Road is the internal road within the Victoria Point student accommodation facility, granting pedestrian, cycle and vehicular access to five of its six blocks (as block 6 is accessed directly from Hatersage Road) and the associated parking bays around them and on the underground floors. An image of Bax Road can be found as **Figure G**.

Figure G: Bax Road



3.26 It has been included in this assessment as it could be explored to link it with the proposed internal road on site in the future (not as part of this planning application), creating a new through route between Carmoor Road, the Octagon House site, the Victoria Point site and Hathersage Road.

3.27 This road also grants access to Victoria Baths gated car parking area and the associated parking bays on the eastern side of the carriageway.

3.28 It is a single carriageway (with 5.5 metres in width), two-way road.

3.29 There are signs making motorists aware that this road is private land and only those with a valid permit can park on the available bays along this road.

3.30 2m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs and tactile paving around the junction with Hathersage Road and the accesses to the Victoria Baths and blocks' 5 and 6 car parking areas.

Upper Brook Street

3.31 Upper Brook Street (see **Figure H**) is part of the A34 corridor, which a key highway in the south eastern area of Manchester. It acts as a collector of multiple key corridors towards different destinations, as well as local, minor roads.

3.32 Upper Brook Street is a single carriageway, two-way road with a speed limit of 30mph. Its carriageway has 11m in width around the junction with Hathersage Road. A single lane per direction is available, although a additional left or right-turn lanes can be found around most of the junctions, as it is the case for the Hathersage Road junction.

Figure H: Upper Brook Street around the Junction with Hathersage Road



3.33 A southbound bus lane is available to the south of the junction with Daisy Bank Road, where the A32 is named Anson Road. Advanced stop boxes for bicycles can be observed around signal-controlled junctions.

3.34 Parking is not permitted on any side of the carriageway on the section around the junction with Hathersage Road, as enforced by double yellow lines.

3.35 Street lighting is provided on this road, while footways can be found on both sides of the road, with around 3 to 3.5 metres in width around the junction with Hathersage Road. Dropped kerbs and tactile paving can be found at almost all junctions with other roads. Signal-controlled crossing points are available around the junction with Hathersage Road, with additional crossings 130m to the north and 180m to the south of that junction. These facilities are also provided with dropped kerbs and tactile paving as well as some sections of guardrailing.

Richmond Grove

3.36 Richmond Grove links Hathersage Road to the west of the Victoria Baths building with Plymouth Grove to the south west.

3.37 It is a single carriageway (with 7 metres in width), two-way road, subject to a 20mph speed limit. However, in and out lanes at the junction with Hathersage Road are separated by a triangular small green area (see **Figure I**).

Figure I: Richmond Grove In Lane (left) and Out Lane (right)



3.38 Parking bays can be found on both sides of the carriageway, being for Parking Permit Holders 'B' only from Monday to Friday between 08:00 and 18:00 or for general users for a maximum of 3 hours, with no return within 4 hours. On weekends and between 18:00 and 08:00 there are no user or time restrictions.

3.39 2.5 to 3.5m-wide footways can be found along both sides of the carriageway. Street lighting is provided, as well as dropped kerbs around junctions with other roads.

Plymouth Grove

3.40 Carmoor Road runs in parallel to Upper Brook Street and grants access to the car parking area associated to the Octagon and to a number of residential streets. It is shown on **Figure J**.

Figure J: Plymouth Grove



3.41 It is a single carriageway (with 9.5m in width), two-way road, subject to a 30mph speed limit.

3.42 Double yellow lines not permitting parking at any time can be observed around junctions, while single yellow lines are present along most of its length, where parking is not permitted at different times depending on the road section (around the morning and evening peak hours only or between 08:00 and 18:00 from Monday to Friday, and also at variable times on Saturday).

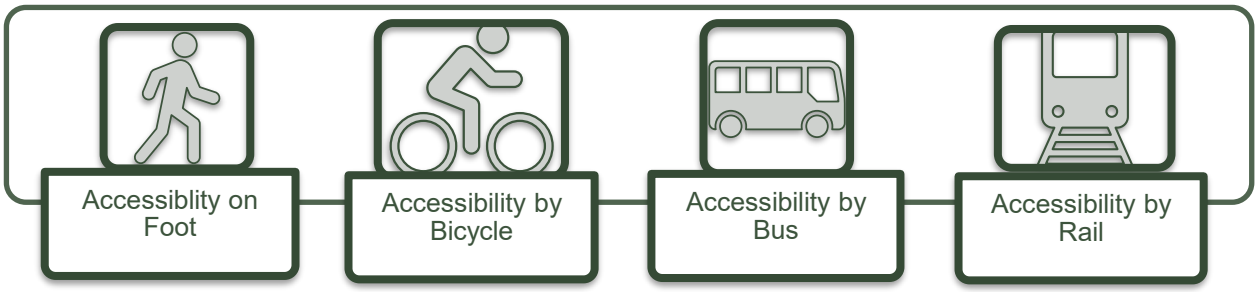
3.43 It has on-road cycle lanes on both sides of the carriageway and advanced cycle stop boxes.

3.44 Street lighting is provided. Footways are present along both sides of the road, with around 3m to 3.5m in width. Dropped kerbs and tactile paving can be found at all junctions and crossing points. Signalised crossing points can be found around the junction with Hathersage Road.

4.0 Accessibility By Sustainable Modes of Transport

Introduction

4.1 A key element of national and local policy is to ensure that developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.



Pedestrian Accessibility

4.2 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, topography and other local facilities.

4.3 The Chartered Institution for Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table A.**

Table A: CIHT Suggested Acceptable Walking Distances

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/ Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

4.4 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Plan 001** in **Appendix A** shows distances of 500 metres, 1,000 metres and 2,000 metres from the centre of the site, which are identified as 'Desirable', 'Acceptable' and the 'Preferred Maximum' distances by the CIHT for commuting trips. Catchments have been measured from the centre of the site.

4.5 The 500-metre catchment incorporates the surrounding area to the site, including the Hathersage Road section between the Rawnsley Building (Manchester Royal Infirmary) to the west and the junction with Plymouth Grove to the east, the residential roads to the south of it, Carmon Road to the north west, part of Richmond Grove to the south east and Daisy Bank Road and Hannover Crescent to the south. The catchment incorporates:

- The closest bus stops to site on Upper Brook Street (300m away) and Plymouth Grove (500m away);
- Convenience store (Go Local) at the Hathersage Road / Richmond Grove junction (300m away);
- Petrol Station and supermarket (Tesco Express - Esso) on Upper Brook Street (400m away)
- Bars, restaurants and takeaways on Upper Brook Street (300m to 500m away);
- Health Centres as the Surrey Lodge Group Practice on Anson Road (500m away) or the St Mary's Sexual Assault referral Centre on Hathersage Road (400m away); and
- Religious buildings (churches and mosques – also 400m to 500m away).

4.6 Meanwhile the 1-kilometre walking catchment encompass further residential areas to the south, east and west of the site, as well as the commercial area to the north, east and south as well as part of the Manchester Royal Infirmary Building

- The bus stops on Stockport Road and Oxford Road (800m to 1km away);
- Lidl on Oxford Road (800m away);
- The New Bank Health Centre on Stockport Road (1km away);
- A pharmacy (Wise Pharmacy) on Anson Road (600m away);
- Additional bars, restaurants and takeaways on Upper Brook Street and Oxford Road 500m to 1kmaway); and
- Consulate General of China on Denison Road (850m away) and of Pakistan on Dickenson Road (1km away), which could be useful for overseas student residents.

4.7 Finally, the 2-kilometre catchment includes Ardwick to the north, Belle Vue to the east, Longsight to the south east, Birchfields Park to the south, Claremont to the south west, the Universities' Campuses to the east and the north east, and Brunswick to the north east. Multiple additional services can be found in this area.

4.8 The local infrastructure is considered adequate for pedestrians as the following are provided on:

- Hathersage Road has ample footways on both sides, as well as a 20mph speed limit for vehicles. A signalised crossing point with dropped kerbs and tactile paving is available around the junction with Upper Brook Street (see **Figure K**). In general, sightlines available to cross this road around the site are good, due to its straight alignment;
- Upper Brook Street has also ample footways on both sides, as well as signal-controlled, all of them provided with dropped kerbs and tactile paving;
- Routes towards the Universities' Campuses are also of a good quality, with the aforementioned facilities for pedestrians being provided along them; and
- Comprehensive street lighting is also provided on the surrounding highway network to assist with pedestrian connectivity during hours of darkness.

4.9 The site is therefore concluded to be highly accessible on foot, with convenient access to a wide range of services, amenities and residential areas.

Figure K: Signal-Controlled Pedestrian Crossing Facilities on Upper Brook Street / Hathersage Road Junction



Cycle Accessibility

4.10 Cycling is a popular mode of transport and is an effective mode for short trips.

4.11 The DfT's Local Transport Note 2/08 'Cycle Infrastructure Design' (2008) states that many utility cycle journeys are under 3 miles (approximately 5 kilometres) although for commuters a trip distance of over 5 miles is not uncommon. Consequently, cycling has the potential to replace short car journeys, particularly those under 5 kilometres. At a leisurely cycle speed of 10 miles per hour this would equate to a journey of around 25 minutes.

4.12 A 5-kilometre cycle catchment from the site is shown in **Plan 002** in **Appendix A**. This demonstrates that the 5-kilometre catchment reaches Miles Platting and the Etihad Campus to the north, Openshaw to the north east, Gorton to the east, Levenshulme and Crossley Park to the south east, Withington to the south, Whalley Range to the south west, Old Trafford to the west and Manchester City Centre to the north west. Access to local facilities, the Universities'' Campuses and key rail and bus stations is therefore possible within the 5km cycle zone.

4.13 The Hathersage Road section around the site is a 20mph and from there, cyclists have multiple routes available, including:

- On-road cycle lanes on Plymouth Grove (**Figure M**) and Stockport Road to the east;
- On-road cycle lanes / cycle-bus shared lanes on Anson Road to the south and on-road cycle routes (signposted but with no dedicated facilities) on Conymgham Road, Lower Park Road and Birch Grove,
- Segregated cycle lanes on Wilmslow Road, with this facility being available along the entire Manchester Oxford Road to Didsbury corridor, allowing site users to reach the city centre and connect with other cycle routes safely;
- On-road cycle lanes on Brinsweich Street, Booth Street West, Grosvenor Street and traffic-free paths across the Universities' Campuses to the north east and north; and
- Multiple minor roads in the area are also 20mph hence they are safe for cycle users.

4.14 An extract of the area from the Greater Manchester Cycle Map is illustrated in **Figure L.**

Figure L: Greater Manchester Cycle Map Extract

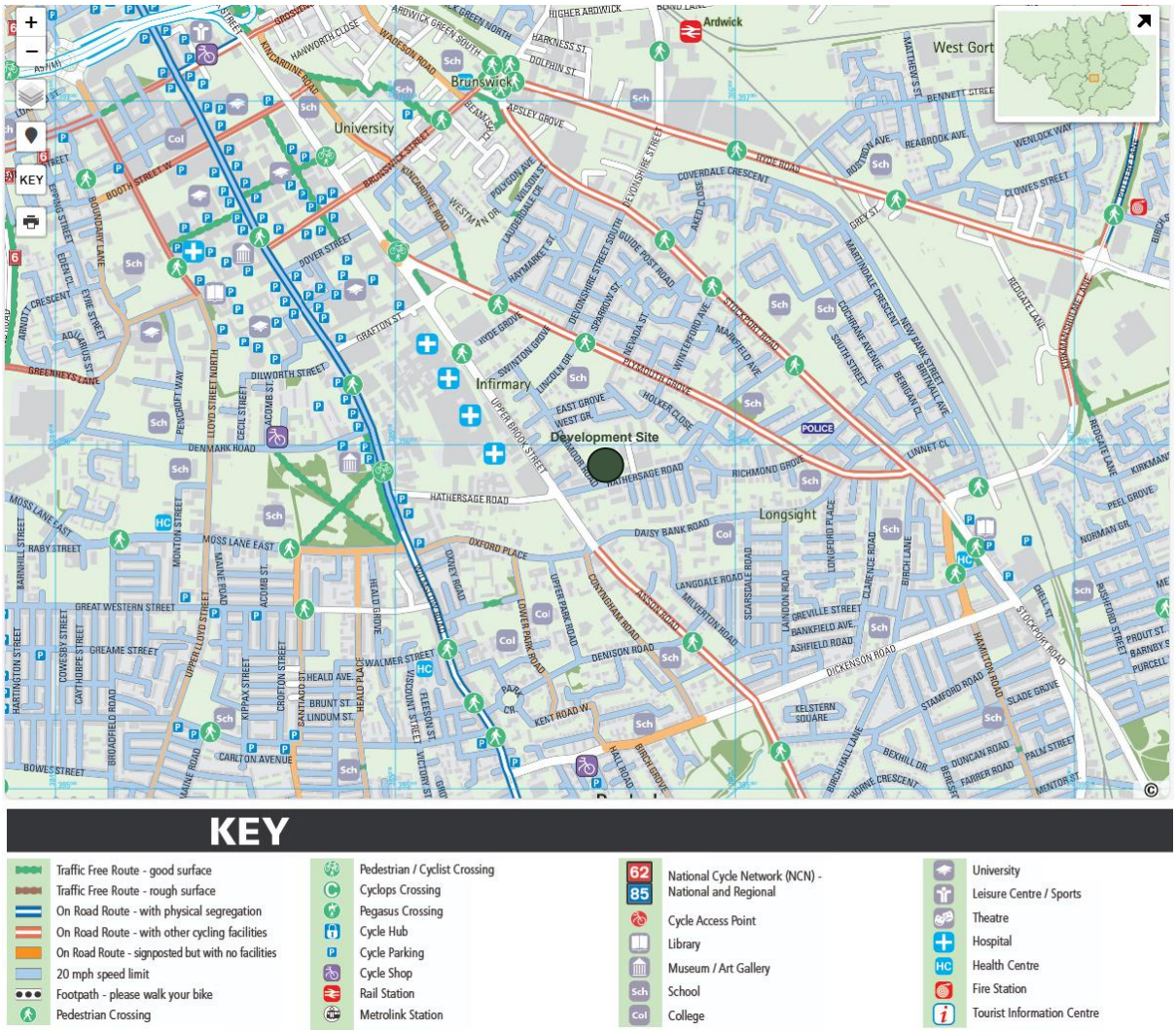


Figure M: Cycle Hire Station on Heathersage Road (left) and Cycle Lanes on Plymouth Grove (right)





4.15 Additionally, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one adjacent to the site access on Hathersage Road, (see **Figure M**).

4.16 Therefore, cycling has therefore a clear potential to substitute for most of the short car trips, particularly those under 5km and to form part of a longer journey by public transport.

Accessibility by Bus

4.17 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document 'Guidelines for Planning for Public Transport in Development' indicates that ideally, a bus stop should be located within 400 metres from a new development. This equates to a 5-minute walk.

4.18 The site benefits from access to two bus stops within this catchment area. These stops are on Upper Brook Street, around the junction with Hathersage Road, with the southbound stop, Manchester Royal Infirmary Hathersage Road Stop P being approximately 280m away from the centre of the site, while the northbound stop (Stop N) is at 340m. As shown in **Figure N**, the northbound stop, to the north of the aforementioned junction is provided with an indicative flagpole, a shelter, a bin, and an information board, while the southbound stop, to the south of the junction, is provided with the same facilities stated for the northbound stop, but also with seating facilities.

Figure N: Bus Stop on Upper Brook Street



4.19 Furthermore, there are another two bus stops on Plymouth Grove around the junction with Plymouth Avenue slightly away from the 400m catchment (with the northbound stop being 600m away from the centre of the site, and the southbound stop being at 650m). The stops are provided with an indicative flagpole and an information board.

4.20 A summary of the bus services and their frequencies from these stops is outlined in **Table B**:

Table B: Bus Services from Local Stops

Route	Destination	Frequency per Hour					
		Monday – Friday				Sat	Sun
		AM Peak	Daytime	PM Peak	Evening		
Bus Stops on Upper Brook Street (400m away)							
41	Middleton > NMGH > Manchester > MRI > Rusholme > Fallowfield > West Didsbury > Northenden > Sale	No service	No service	No service	30 min (Fridays only)	30 min	No service
50	Media City > Pendleton > Salford > Manchester Town Hall > Manchester Royal Infirmary > Birchfields > East Didsbury	9 to 12 min	9 to 12 min	9 to 12 min	15 min	12 to 15 min	15 to 30 min
Bus Stops on Plymouth Grove (500m away)							
191	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes (inbnd. only)	No service	30 minutes (outbnd.), 1h (inbound)	No service	No service	No service
197	Manchester Chorlton Street Coach Station > Chorlton > Longsight > Levenshulme > Green End > Stockport	20 minutes	20 minutes	20 minutes	20 minutes to 1h	30 minutes to 1h	1 h

4.21 As **Table B** demonstrates four bus services stop close to the site which provide frequent connections to Manchester city centre (including the Chorlton Street Coach Station, where further regional and national coach services can be taken) or The University of Manchester and Manchester Metropolitan University buildings further away to the site, around Booth Street West, Cavendish Street or Rumford Street).

4.22 Additionally, there are several stops around 800m to 1km away from the centre of the site where additional services can be found. Residents' may walk to these stops for other specific destinations not covered by routes 41, 50, 191 and 197. These stops are on

Stockport Road (bus service 192), and Oxford Road (bus services 15, 41, 42, 42A, 42B, 42C, 43, 53, 111, 142, 143, 147) offering a combined frequency of less than 5 minutes to Manchester city centre, or the northern area of The University of Manchester and Manchester Metropolitan University campuses.

4.23 It is therefore concluded that bus public transport accessibility is good.

Accessibility by Rail

4.24 Manchester Oxford Road and Piccadilly Stations are approximately 2.5km and 2.6km to the north of the site respectively, with journey times of 13 to 20 minutes by bus, 10 to 12 minutes by bicycle and 35 to 37 minutes on foot.

4.25 These stations are key nodes on the national rail network, offering services to national destinations including London, Birmingham, Nottingham, Glasgow, Edinburgh, Cardiff, Bristol, Exeter, Plymouth, Southampton and Bournemouth. In addition regional services to destinations in the north of England such as Leeds, Liverpool, Sheffield, Newcastle or York and local services within Greater Manchester can be reached.

4.26 These stations have various facilities including a ticket office, ticket machines, waiting and seating areas, cycle parking, toilets and step-free access to all platforms. In addition, multiple retail units can be found in Manchester Piccadilly.

4.27 Furthermore, other local rail stations can be also accessed from the site as Belle Vue and Levenshulme, with travel times of around 20 to 25 minutes by bus, 12 minutes by bicycle and 40 minutes on foot. However, it is not likely that residents, which will mainly be students or local workers, will regularly use them. Belle Vue offers hourly services to Manchester Piccadilly and New Mills Central, while Levenshulme has trains to multiple destinations as Buxton, Crewe, Hazel Grove, Alderley Edge and Manchester Piccadilly.

4.28 Ardwick station is around 1.8km away from the site but offers only a train per day per direction hence it will not be popular among site residents.

4.29 It is therefore possible to travel to site by rail from local, regional and national destinations as part of a multi-modal trip.

Accessibility by Tram

4.30 The closest Manchester Metrolink tram stops are Manchester Piccadilly and St Peter's Square, 2.6 and 2.8km away respectively (to the north), with journey times of 18 to 20 minutes by bus, 11 to 13 minutes by bicycle and 37 to 39 minutes on foot.

4.31 All lines except the Yellow Line can be catch on St Peter's Square while Yellow, Blue and Purple lines' services can be found at Manchester Piccadilly.

4.32 The Manchester Metrolink operational times are from 6:00 to 23:30 Mondays to Thursdays, from 06:00 to 00:30 on Fridays and Saturdays, and from 07:00 to 22:30 Sundays and bank holidays.

4.33 It is therefore possible to travel to the site by tram from local and regional destinations as part of a multi-modal trip.

Access for Disabled Users

4.34 For disabled users, there is considerable help available both in the physical transport infrastructure as described previously, but also financially with a pass for free travel in Greater Manchester and throughout the rest of England under the English National Concessionary Travel Scheme.

4.35 The Travel Pass for Disabled People enable eligible users to travel for free:

- On all Greater Manchester buses, trams and trains from 09:30 to midnight from Monday to Friday and all day at weekends and on public holidays; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays.

4.36 The Travel Plus Pass for Disabled People holders are entitled to free travel:

- On all Greater Manchester buses, trams and trains at any time; and
- On buses in the rest of England from 09:30 to 23:00 from Monday to Friday and all day at weekends and bank holidays

4.37 As previously discussed, the highway network around the site includes facilities for disabled users, including visually impaired users, as signal-controlled crossing points, dropped kerbs and tactile paving.

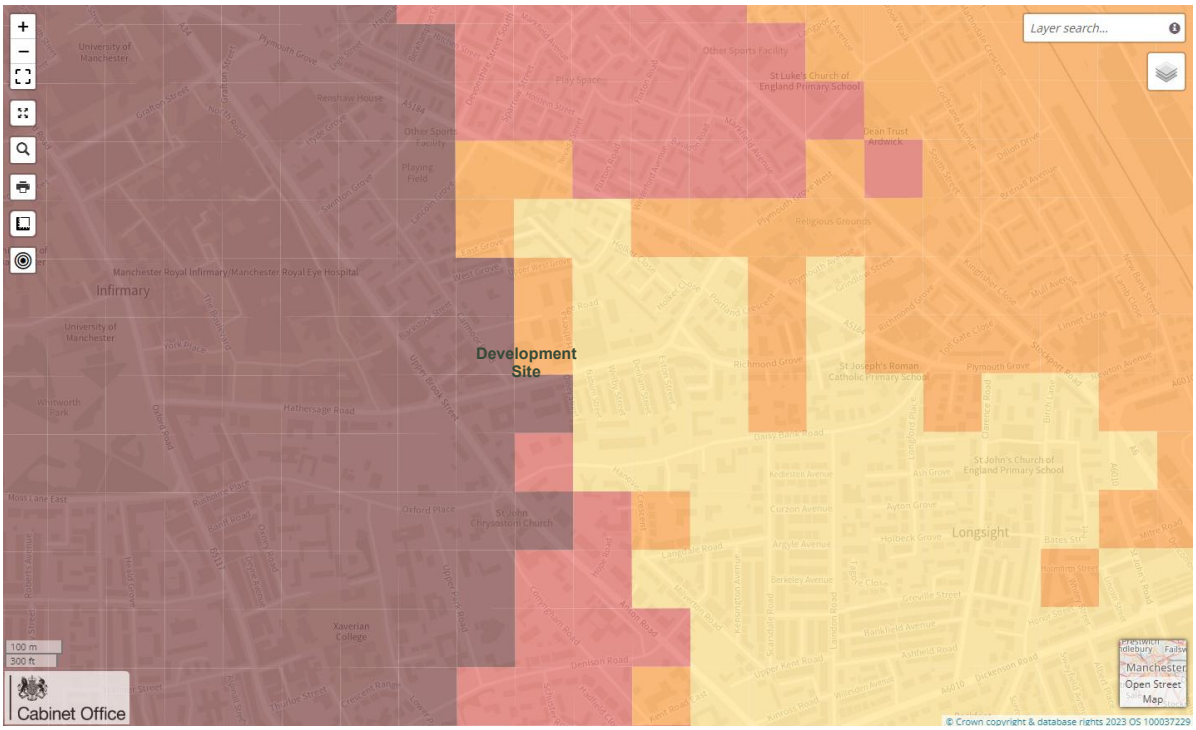
Greater Manchester Accessibility Level (GMAL) and Accessibility Index (AI)

4.38 Greater Manchester Accessibility Level (GMAL) is a detailed and accurate measure of the accessibility of a site to both the conventional public transport network (bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service). The GMAL takes into account walk access time and service availability.

4.39 The method is a way of measuring the density of public transport provision at any location within the Greater Manchester region. The levels range from 1 which represents the least accessible sites to 8 which represents the most accessible sites.

4.40 **Figure P** provides an extract of the GMAL Map for the area in the vicinity of the site, showing that the western part of the site has a GMAL of 8 (areas coloured in dark red) and the eastern part have has a GMAL of 6 (areas in orange), indicating that the site is in a highly accessible location from any point in Greater Manchester, with good connections to public transport services as previously discussed. As a result, it would be easy to access the site without needing a car and therefore, the proposed decrease in car parking spaces on site without causing much overspill parking is realistic.

Figure O: GMAL Map (Source: GMCA/gov.uk)



4.41 Furthermore, the BREEAM Accessibility Index has also been calculated, using the BREEAM Accessibility Calculator excel and then following the steps below:

- Identify the compliant public transport nodes (in this case, four sets of bus stops on Upper Brook Street, Plymouth Grove, Hathersage Road and Oxford Road),
- The building's operating hours have been identified (in this case 08:00–19:00, a total of 11 hours for residential developments);
- Identify the routes stopping at each node, then calculate the average number of services per hour for the aforementioned operating hours for each route (for the 13 routes stopping at the four identified nodes).

4.42 The AI for the site has been calculated to be 10.87. The BREEAM Accessibility Calculator excel that has been prepared for this assessment can be found in **Appendix B**.

Availability of Car Club Vehicles

4.43 Car Clubs are an alternative to traditional private car ownership as they offer an easier, cost-effective, and greener alternative to car ownership and traditional car hire, as members only pay for the car or van they use. Car Clubs play a key role in supporting sustainable transport, regeneration and tackling climate change because according to Sustrans, one car club car can remove 20 private cars of the roads.

4.44 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental.

4.45 The Enterprise Basic Plan membership for casual users is £10 per month and then the user is charged from £7.50 per hour and 25p per mile (from £8.50 per hour and 14p per mile for electric vehicles), while for frequent users the Basic Plan membership fare is £7 per month or £60 per year (only £10 in for Manchester residents thanks to MCC) with the user being

charged from £6.50 per hour and also 25p per mile (£7.50 per hour and 14p per mile for electric vehicles).

4.46 The nearest car club bay is located 600m away from the site, on the Manchester Hospitals QPark, accessed through Hathersage Road. Its postcode is Manchester M13 0JQ.

4.47 Additionally, Hyacar, which rent affordable vehicles from trusted local owners by the hour or the day, with different rental, booking and insurance fees.

Accessibility Conclusions

4.48 The National Planning Policy Framework (NPPF) states in Chapter 15 – Promoting Sustainable Transport that development should take place if is located where it can support sustainable patterns of movement, with the proposals reflecting the principles relevant for this planning application and contained in bullet points A, B and C from Paragraph 1 of Policy TR3:

a) *"Development should be in locations that are sustainable (or which can be made so, taking into account planned improvements, including any provided for as part of the development itself). This means Location should limit the need to travel, particularly by private car, and offer a genuine choice of transport modes for residents and users, unless the nature of the development would make this impractical."*

b) *Opportunities should be taken to utilise existing or proposed transport infrastructure in optimising the amount or density of development which can be accommodated indifferent locations, especially where this can support more walking, wheeling, cycling and public transport use.*

c) *Any significant adverse impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, should be mitigated to an acceptable degree using a vision-led approach."*

4.49 The site is situated within the Victoria Park area, an established residential area (including other student accommodation sites), with a high number of complementary land uses as supermarkets, restaurants, bars, the Universities' campuses and healthcare facilities within acceptable walking distance of the development. There is a high standard of existing pedestrian infrastructure, with many traffic signal-controlled crossing facilities and the availability of dedicated cycle infrastructure at short distance from the site.

4.50 It has been demonstrated that the site is served by a number of frequent bus routes, while the main bus and rail stations in central Manchester can be accessed by bus services or by bicycles, connecting the site to areas all over the region and the country quickly and frequently.

4.51 It can be concluded that the proposed development is in a highly sustainable location.

5.0 Development Proposals

Proposed Development Summary

5.1 The development proposals are for the redevelopment of the Octagon House site, including:

- The redevelopment of the existing building (now called Block D), where the Central Manchester Dialysis Unit will reach 2,568sqm across the ground and the first floor, an ancillary commercial or community use unit will be provided with 394sqm. Key workers' units will be housed on the second, third and fourth floors;
- Three new residential blocks where the existing car parking area to the north of the Octagon House building (Blocks A, B and C); and
- Overall for the entire site, 455 student accommodation bedrooms (including 205 studios and 250 in cluster rooms gathered in 35 apartments), 211 units for key workers (of which, 141 studios, 70 one- and two-bedroom units) will be provided, and 16 general residential units; and
- No floorspace to office uses will be allocated on site.

5.2 **Table C** below includes a summary of the existing and proposed schedule of accommodation per land us.

Table C: Proposed Works, Current and Future Number of Units per Block

Land Use	Existing Units /Floorspace	Proposed Units /Floorspace	Difference
Residential (for Students)	0 bedspaces	455 bedspaces	+455 bedspaces
Residential (for Key Workers)	0 bedspaces	211 bedspaces	+211 bedspaces
Residential (General)	0 bedspaces	16 bedspaces	+16 bedspaces
Medical	1,379sqm	2,568sqm	+1,189sqm
Offices	3,432sqm	0	-3,432sqm
Commercial / Community Unit	0sqm	394sqm	+394sqm

5.3 High quality, shared amenity spaces for the use of residents will be provided throughout the development. These will include a reception, lounge areas, study-space, co-working spaces and parcel stores. These amenity spaces will be provided at ground floor level.

5.4 An ancillary commercial or community use unit with 394sqm of floorspace will also be available at ground and first floor level to the south of Block D.

5.5 The two existing access points to site will be retained, while a new one will be established on Carmoor Road, circa 50m to the north of the junction with Hathersage Road.

5.6 Furthermore, the number of car parking spaces on site will be significantly reduced on site (from 230 to 51 spaces). Furthermore, a total of 84 covered and 22 uncovered cycle parking spaces will be installed on site.

5.7 High-quality landscaping will be implemented around the existing and new buildings on site.

5.8 The proposed site masterplan layout is attached as **Appendix C** at the rear of this report.

Access and Servicing

Access and Internal Road Layout

5.9 As previously discussed, the two existing access points to site will be retained. The access on Hathersage Road leading to the Central Manchester Dialysis Unit will remain unaltered, while the access on Carmoor Road will significantly change, as the current gates and security booth will be removed.

5.10 A third access to serve the new parking area to the south west of Block D, off Carmoor Road, will be established. It will be located 50m to the north of the junction with Hathersage Road. Pedestrians will also be able to use this point to access the landscaped area between Blocks B and D.

5.11 There is a secondary vehicular access off Carmoor Road, circa 25m to the existing one, which is currently not in use and will be closed off.

5.12 There is also a secondary (staired) pedestrian access point off Hathersage Road leading to the southwestern corner of Block D. There is a ramp adjacent to it, which will be accessible from the public highway once the site fence is removed.

5.13 The site internal road off Carmoor Road will have a central carriageway for vehicles, with footways on both sides, separated from the carriageway by landscaping. Four crossings for pedestrians, with bollards on both ends, will be available on site. Two landscaped central islands will separate the two lanes of traffic between Blocks A and C.

5.14 The main pedestrian access points to Blocks A, B and C will be off the site internal road off Carmoor Road. The landscaped area between Blocks C and D could also be accessed via the Central Manchester Dialysis Unit car park. They will all be step-free.

5.15 A new pedestrian route will link the Dialysis Centre existing car park with the site internal road off Carmoor Road, running along the eastern side of Block C.

5.16 Although not as part of this application, it may be explored to reinstate Curzon in the future, linking the site access on Carmoor Road with Bax Road, within the Victoria Point site. Therefore, a new through route between Hathersage Road and Carmoor Road could be opened. This would allow pedestrians, cyclists and vehicles to travel to between both sites, increasing their permeability.

5.17 All pedestrian routes on site will have a minimum of clearance of 1.8m (as required by MCC Highways). It is worth noting that DfT Manual for Street states that width of 1.5m is sufficient for an elderly person, a wheelchair and a couple with a pram when using a footway.

5.18 The ancillary commercial unit on the ground floor of Block D could be accessed directly from Hathersage Road (via the ancillary staired and ramped access or through the Block D access).

5.19 All blocks will have an entrance lobby and will be fob-accessible to any gated entry points, the block entrances, the lifts and lobbies and each residential unit. Bin and cycle stores will also be fob-accessed per block.

5.20 Visitors are to register at the main reception, which will be in Block C, where the site management room will also be located.

5.21 The site perimetral fence will be removed, except around Block A to separate it from the adjacent United Utilities site. Smaller fences with gates will be provided to limit access to certain areas. Landscaping will act as a buffer between the site and the public highway to the south and southwest, with the ground floor units on Block B having direct, individual accesses to Carmoor Street.

5.22 There are 82 spaces within the car park that are on United Utilities' land, although they are accessed through the development site. These spaces will be retained but a new, independent access to reach them will be opened directly onto Carmoor Road.

General Servicing

5.23 Refuse lorries servicing the student, key worker and residential units will access the site via the site internal road off Carmoor Road and then manoeuvre at the end of it to reverse and egress the site in forward gear. General deliveries will have the same access arrangement (or vice versa).

5.24 New lay-bys for servicing vehicles will be available in front of Block A and Block C.

5.25 Block C will centralise some of the site services, including the main reception (with all deliveries' vehicles access being managed from there).

5.26 The ancillary commercial unit on the ground floor of Block D will be serviced directly from Hathersage Road, as this is permitted on that road in front of the unit and the expected number of daily deliveries is minimal (around one per day or less). Any exceptional, long-stay deliveries could use the Central Manchester Dialysis Unit car park.

5.27 Additionally, bin stores will be provided in all Blocks. There will be two on Block B, one to the west, with bins wheeled to Carmoor Road via the new access point, and another one to the east accessed via a gated area off the site internal road, with that area shared with the bin store of Block D. Block C will have two bin stores, accessible via a new internal path also leading to the site internal road. Block A will have its own bin store, also accessible via a new path off the site internal road. The existing bin store for the Dialysis Unit within Block D will be retained, accessible via the ancillary ramped access off Hathersage Road. The commercial unit in Block D will have its own internal bin store, on the southwestern corner of the building. Additional details around waste storage requirements and collection arrangements can be found within the Waste Management Strategy that has also been prepared by SLR as part of this planning application.

Residential Units' Deliveries

5.28 Typical deliveries to the residential element of the site will compromise of parcel and food deliveries, which are expected to occur on a daily basis using the new site internal road through the development.

5.29 Deliveries will be managed at the main site reception in Block C. Deliveries will likely be accepted between circa 08:00 and 20:00 Monday to Friday and 09:00 to 17:00 on Saturday (final schedule to be determined by the operator whenever the facility is open. On Sunday and Bank Holiday the reception will likely be closed.

Central Manchester Dialysis Unit Deliveries

5.30 As stated in the 2017 planning application for the Dialysis Unit, the main deliveries will be via Fresenius Medical care for dialysis consumables and these will be on a weekly basis. In addition, there will be deliveries for stationery and pharmacy on a monthly basis. As and when required, there will be the need for ad-hoc blood samples to be taken and transported to the MRI for processing. In addition, all patients have monthly blood tests taken which will result in two pickups per month for this purpose. Catering deliveries will take place on a daily basis.

5.31 : It is anticipated that there will be no more than 3 staff consultant visits per week (in total) from consultants and other health care professionals, including dietitians, social workers and psychologists, etc.

5.32 Planned visits would be at least once a month to undertake routine servicing and maintenance of the machines, dialysis chairs and water treatment plant (WTP). They would then attend for any ad-hoc calls with regards to call-outs for faults with the machines and WTP. It is anticipated that this would average out at once a week and they would be likely to spend a full day at the unit, from 09:00 to 17:00.

5.33 Regarding visiting Maintenance Technicians, routine planned maintenance would, on average, equate to a monthly visit from the relevant technicians. There would also be reactive calls which cannot be predicted, but as per the technicians it is anticipated that this works out on average with a visit once a week.

5.34 The treatment stations tend to have cleaning take place in the morning before the first shift of patients (circa three cleaners) and then a further clean around midday (approximately a cleaner).

Proposed Parking Provision

Car Parking Provision

5.35 The Department of Health Guidelines ‘HBN 07-01:Satellite Dialysis Units’ recommends a minimum ratio of 1:3 parking spaces for attending patients. Based on an existing maximum of 35 treatment stations (with another 35 potentially installed), this would equate to a requirement for 24 spaces.

5.36 The existing surface car parking area serving the Central Manchester Dialysis Unit will be retained and will not be altered. It will retain its 19 spaces (2 for disabled users) and an area for ambulances or other medical vehicles.

5.37 There are also 15 car parking spaces are also allocated on the main car park at the rear of the existing Octagon House for renal staff and visitor use if needed (overspill parking), which they will be removed along the rest of the main car park, with 211 spaces (196 for general

use and 15 for the Dialysis Unit overspill as stated). This car park will be removed as Blocks A, B and C will be built on it.

5.38 In addition, a new car parking area with 32 spaces (1 for disabled users) will be built to the west of the Central Manchester Dialysis Unit, in order to cater for its extended operations (as its footprint will be doubled) and in order to provide suitable allowance at shift change / cross over times together with visiting patients receiving consultation only. Some bays will also be used to accommodate some staff, management and disabled residents' vehicles related with the student and key-worker residential facility.

5.39 Apart from the bays to accommodate some staff, management and disabled residents' vehicles, no parking will be provided for the residential element of the site, making it an almost 'car-free' development. The neighbouring Victoria Point scheme will also provide a very reduced car parking provision for residents.

5.40 It is worth highlighting that The MCC Manchester Core Strategy 2012 to 2027 does not include car or cycle parking standards for residential developments, nor specifically for PBSA developments.

5.41 Additional lay-bys for loading will be provided on the site internal road as discussed. Taxis will be allowed to stop on this road as well, so passengers can board and alight them.

5.42 In conclusion, a total of 51 formal car parking spaces will be available on site. As there are currently 230 formal spaces on site, 179 spaces will be removed as part of the site redevelopment.

Car Parking Management

5.43 Resident on-site parking will be limited to very limited cases, as disabled residents, managed through a separate parking lease agreement, which will then be allocated a parking space at the car park to the west of Block D.

5.44 Staff members are allocated a parking permit free of charge on request. They will park their vehicles at the car park to the west of Block D. Parking allocation will be regularly monitored in case any changes on the arrangements stated above are needed.

5.45 Short-stay parking permits for staff, selected residents and visitors will be available, with these users having to check in at reception to obtain this permit. Short-stay permits allow their users to park for free on site for up to 48 hours, being charged for any additional time required.

5.46 Residents, patients/carers, staff and visitors' vehicles are required to display their relevant parking permits at all times. Anyone parked on the Octagon House premises without a permit will be fined by the parking attendant. A parking warden will monitor that no unauthorised parking is taking place.

5.47 It is not believed that any kerbside restrictions are needed, as the site internal road will remain as a private road, and the site management will employ a parking warden to monitor (and fine) any unauthorised parking on site. Moreover, signage indicating where vehicles can park and its terms and conditions will be found across the site. Additionally, as stated across this Transport Assessment, on-site parking demand will be low.

Other Car Parking Considerations

5.48 It is expected that the majority of trips to and from the residential element of the site will be made by modes other than the private car. The site is located in an accessible location for walking, cycling and public transport use and relatively close to the Universities' campuses and hospitals. Therefore, providing no parking spaces at this location is considered acceptable and logical.

5.49 Whilst it is assumed that the key workers living on site will be based on the neighbouring hospitals or medical facilities, it is also considered that students choosing to live close to the Universities' campuses and with frequent public transport routes and safe cycle routes to the city centre will not expect to have a car parking space and will choose to live in this location with the expectation of using sustainable modes of travel rather than a private car.

5.50 In case that any additional parking is required, and as previously discussed, there is also a Multi-Storey Car Park on Hathersage Road, to the west of the junction with Upper Brook Manchester, which mainly serves the serves the Manchester Childrens Hospital but could be used by any member of the public. There is also a number of on-road parking bays on Hathersage Road, the roads to the south of it and on Carmoor Road, although they are subject to certain waiting time / user restrictions.

5.51 In addition to demonstrating suitable travel patterns and a commitment to improved sustainable transport infrastructure, and that all the parking demand can be accommodated on site, MCC Highways Officers required to undertake Lambeth-style parking surveys around the site, so it can be checked that, in the rare / exceptional event of any overspill parking, this can be safely accommodated via legal on-street parking.

5.52 The results of the survey are included in the Transport Assessment, but in summary, in case any vehicle ever needs to park offsite and on the public highway, between 153 and 162 spaces were recorded to be available at nighttime.

EV Parking

5.53 A total of 5 electric vehicle charging bays will be provided on the western car park (ground floor level, not basement level as this was not recommended at the Victoria Point scheme). This represents 10% of the total site parking provision.

Disabled Car Parking

5.54 Two disabled bays will be located on each surface car parking area, totalling four and representing an 8% of the total car parking provision. These spaces are the closest ones to the Block D and Central Manchester Dialysis Unit entrances.

Cycle Parking

5.55 Due to the absence of local cycle parking standards, the proposed number of spaces on site is proposed in line with two variables: the number of bedspaces to be provided on site and an analysis of the cycle parking provision in other similar developments.



5.56 Taking all items above in consideration, it is proposed to provide a total of 106 cycle parking spaces, with 84 of them being covered and access-controlled, for long stay, and the remaining 22 being uncovered, for short stay.

5.57 The distribution of the 84 covered spaces will be distributed on site as follows:

- An external covered area to the north east of Block D, with 11 two-tier stands and 2 Sheffield-stands for larger bicycles, with a total capacity for 26 bicycles,
- A store on the ground floor of Block B, accessed through the landscaped area between Blocks B and D, with 23 two-tier stands and 2 Sheffield-stands for larger bicycles, with a total capacity for 50 bicycles;
- A store on the ground floor of Block A, access through the rear of the building, with 3 two-tier stands and a Sheffield-stand for larger bicycles, for 8 bicycles.

5.58 The provision of 84 covered spaces means that circa 12.3% of the residents will be able to park on site. This provision is considered to be adequate as the surveys undertaken in February 2018 by Unite Students among 26 sites and also in December 2023 at the adjacent Victoria Point facility showed that circa 5% of the residents regularly travel by bicycle to their education place. Additionally, Unite Students also undertook a cycle parking capacity survey on nine facilities, with parking use levels between 1% and 3%.

5.59 Furthermore, circa 12% of the covered cycle parking bays could cater for large bicycles.

5.60 Additionally, 22 uncovered spaces for short stays (11 Sheffield stands) will be provided at five different locations along the site internal road (around the Blocks A, B and C entrances and also closer to the Carmoor Road access to this road.

5.61 Finally, as already mentioned, there 11 cycle hire spaces on Hathersage Road, very close to the site access points on Hathersage Road.

5.62 Meanwhile, the Dialysis Unit has its own internal cycle parking facility, which will be retained.

Student Pick-Up / Drop-Off

5.63 The management of the student pick-up and drop-off has been considered in order to take place fully on site, avoiding the se of the parking spaces on the local highway network.

5.64 The key facets of the student pick-up and drop-off management system proposed for Octagon House, similar to the one proposed for the Victoria Point redevelopment, are as follows:

- Each student (resident) to be assigned a timed pick up and drop off slot (initial suggestion is a 15-minute interval would be sufficient) during the drop off/pick up weekend. This will be organised by the Octagon House management staff;
- Resident management staff will be in charge of on-site marshalling and direction of the pick-up/drop off process;
- It is expected that the pick-up and drop off process for all residents could be completed over one weekend (Saturday and Sunday daytime);
- The three delivery bays on the lay-bys around Blocks A and C on the site internal road will be used to temporarily load/unload each vehicle. Depending on the number

of students requiring this service, additional bays can be used for this purpose within the Central Manchester Dialysis Unit new car park, which has a reduced activity on weekends. It is worth highlighting that not all students will require this service, as a significant proportion of them will just bring some pieces of luggage with them, but no small furniture. Additionally, as the units are provided fully furnished, minimal large furniture deliveries will be sent to the site;

- There is an area in front of Block B on the site internal road that could also be used for overflow pavement parking during the resident check-in and check-out period;
- During loading and unloading student baggage will be transported directly to and from the service corridors and / or reception using trolleys and/or barrows, where it can be secured pending movement into each individual unit;
- After unloading/loading the vehicles will be directed to a local area for parking. There are many off street parking areas and local streets nearby where vehicles can be legally parked as discussed in **Section 3** (for any purpose, as families spending the entire day together before the student/resident starts their tenancy agreement) as; and
- Detailed instructions including directions; maps and timings will be provided to each resident in advance of arrival/departure dates each term by the Octagon House management team.

Patient Pick-Up / Drop-Off

5.65 The 2017 planning application already set that circa 75% of the patients per session (22 in morning shift and afternoon shifts and 16 for the twilight shift) were expected to be delivered and collected by organised patient transport, including dedicated ambulances provided by the North West Ambulances Service together with booked private hire, minibus collection and also public transport. These vehicles drive in and then out the site every time they travel to site. Groups of at least three patients are frequently brought to the Unit together in a single vehicle; they are then collected as a group once their four-hour treatments are complete (therefore these vehicles will not stay on site during the treatment session).

5.66 The remaining 25% would travel to site by car, driving themselves or being driven by their carers (8 to 5 depending on the shift). These vehicles will stay on site during the treatment session.

6.0 Travel Plan Initiatives

Introduction

6.1 This section draws together the proposed Travel Plan measures for encouraging more sustainable travel. The initiatives have been organised into the following headings and discussed in the subsequent paragraphs:

a) Induction Pack;

b) Encouraging walking;

c) Encouraging cycling;

d) Encouraging public transport use;

e) Encouraging car sharing; and

f) Encouraging sustainable travel in general.

6.2 The proposed a package of measures have been proposed to meet the TP objectives and minimise car-based travel patterns. However, the list of proposed measures is indicative and may be modified within the different Full Travel Plans that may be prepared in the future.

Induction Pack

6.3 Induction Packs can be critical in influencing travel patterns and therefore the most effective initiative of any TP is likely to be the distribution of a digital copy of the Induction Pack for every new resident at the beginning of each academic year or term.

a) An introduction to the TP concept detailing objectives and aspirations;

b) Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;

c) Personal travel initiatives;

d) Different maps showing local walking / cycling routes and places of interest;

e) Details of public transport services, including timetables and routes; and

f) Details of the Travel Plan Co-ordinator (TPC).

Encouraging Walking

6.4 An increase in residents walking to the development site can contribute towards a healthier population. **Table D** summarises the proposed initiatives designed to encourage walking:

Table D: Initiatives to Encourage Walking

Initiative	Description
Security Provision	Provide personal safety alarms and torches to enhance safety for residents.
Walking Buddy Scheme	Implement a buddy scheme where walkers can meet up and arrange to walk to and from site together.
'Walking Works' Initiative	Provide a link to these resources to residents.

Security Provision

6.5 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. Providing the option of personal alarms and torches to employees who express concerns or indicate that they will walk to / from site, especially after the end of their working day during the winter, will help reduce any uncomfortable feelings and encourage more to commute on foot.

Walking Buddy Scheme

6.6 A walking buddy scheme should be open to all employees. They could put their names forward for the scheme, and they would be matched against others with a similar journey. Otherwise, this could simply be encouraged on an informal basis by advertising promotional material.

'Walking Works' Initiative

6.7 'Walking Works' is a TfGM initiative that aims to encourage more people to walk as part of their daily routine. It includes information on promotional initiatives and measures, as well as walking routes and already established walking groups. It can be accessed at: https://beeactive.tfgm.com/walking/

Encouraging Cycling

6.8 It is envisaged that some of the vehicular trips made to the site by residents, staff members and maybe also some visitors could be made by cycle instead. Error! Reference source not f ound. below summarises the proposed cycling initiatives designed to encourage more residents to cycle to the site:

Table E: Initiatives to Encourage Cycling

Initiative	Measure
Cycle Parking	Provision of additional cycle parking facilities on-site.
Cycle to Work and Getting a Bicycle	Enroll in the 'Cycle to Work' scheme and organise regular campaigns to increase the staff uptake of the scheme.
Liaison with Local Shops	Find out if local cycle shops can offer discounts to residents and employees.
Reflective Clothing	Provide free high visibility clothing to those wishing to cycle to/from the site.

Initiative	Measure
Puncture Repair Kit	Provide a free on-site puncture repair kit for the residents, visitors and staff.
Bike User Group (BUG) and Cycle Buddy Scheme	Establish groups focused on issues related to cycling.
Cycling Training	Promote the available courses offered by TfGM among residents and staff.
TfGM Cycle Hire Scheme	Promote the local cycle sharing system among residents and staff.
Cycle Planning Tools	Provide links to the Cycle Streets Route Planning Tool and Greater Manchester Cycle Map.

Provision of Cycle Parking Facilities

6.9 As previously discussed, additional cycle parking spaces will be provided following the site redevelopment. This will allow residents, staff and visitors cycling to site to park their bicycles safely.

Cycle to Work and Getting a Bicycle

6.10 The 'Cycle to Work' government initiative helps to reduce the financial burden of purchasing bicycles by reducing the amount of tax consumers pay on bicycles whilst spreading the cost over 12 months. This would encourage some of the staff to cycle to site.

6.11 The business managing the site could get enrolled in the scheme and have regular campaigns to increase the uptake of this scheme. Additional information can be found at: https://www.cyclescheme.co.uk/ and https://www.cycle2work.info/

6.12 In addition, TfGM has a website were cyclists can find everything they need to know about buying, hiring or borrowing a bike: https://beeactive.tfgm.com/cycling/get-a-bike/

Liaison with Local Cycle Shops

6.13 Local cycle shops will be contacted in order to find out if they can make any kind of discounts for residents and staff in case they decided to purchase a bicycle or other related products.

6.14 The closest cycle shops to site are 'Bicycle Garage', located on 24 Denmark Rd, Manchester M15 6FG, 'Bicycle Doctor', located on 68-70 Dickenson Rd, Manchester M14 5HF and 'Chain Dog Cycles' (temporarily closed) which can be found on 311 Great Western St, Manchester M14 4BZ. All of them are around 1.3-1.4km away from the site, which is around a 5-6-minute cycle trip or a 18-20-minute trip on foot.

Reflective Clothing

6.15 High visibility clothing should be provided free of charge to staff members who state their wish to cycle to the site. This will encourage those who have safety concerns to use a

sustainable mode of transport to commute, and will help reduce the chance of a cyclist being involved in an accident.

Puncture Repair Kit

6.16 It is recommended that a puncture repair kit should be made available on the cycle parking store so that residents or visitors could fix their bike if they have any maintenance issues. This is a low-cost measure which can increase the reliability, and therefore the perceived viability, of travelling by bicycle.

Bike User Group (BUG) and Cycle Buddy Scheme

6.17 A Bike User Group (BUG) is a group often set up to raise and discuss cycling issues. A group should be initiated so that the interests of staff cyclists at the site are considered. BUG meetings should be set up on a quarterly basis to discuss issues, and eventually implement any ideas as future TP initiatives. This may be popular as the topography of the land is appropriate for cycling.

6.18 Additionally, a cycle buddy scheme should be open to all employees. They could put their names forward for the scheme, and they would be matched against others with a similar journey. This could be arranged during the BUG meetings, to encourage greater involvement.

Cycling Training

6.19 For residents who want to feel more confident cycling on the road, TfGM offers cycle training to adults who live within Greater Manchester. There are individual and group courses available, with different levels proficiency and for specific skills as bicycle fixing or riding in traffic. Some of the sessions are free of charge while others have a cost between £10 and £30.

6.20 Additional information can be found at: https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/. The availability of these courses should be promoted among the development residents and staff to encourage them to use this mode of transport when travelling to the development site.

TfGM Cycle Hire Service

6.21 As previously discussed, there is a cycle sharing system operating in Greater Manchester (operated by Beryl) which allows users to rent bicycles for their trips within the city, as there are tens of docking stations available, including one in close proximity to the site on Hathersage Road, 100m to the west of the junction with Bax Road.

6.22 The current price to rent a regular bicycle is 50p to unlock and 5p per minute to ride while electric bicycles are also available at a rate £1 to unlock and 10p per minute to ride.

6.23 However, users can also save money on their ride with minute bundles, as if they buy between £5 and £40 of minutes in advance, they will pay just 5p a minute to ride both standard and e-bikes and will not pay any unlock fees for standard bikes.

6.24 The site management should also promote the cycle sharing system among all residents and staff. More information can be found at: https://beeactive.tfgm.com/cycle-hire/

Cycle Streets Route Planning Tool and Greater Manchester Cycle Map

6.25 Optimal cycle routes to the development site or other destinations can be calculated using the Cycle Streets tool, which provides the user an elevation profile of the route, the type of streets they will be using, their typical traffic levels and the availability of signalised crossing points. The tool can be launched from the following link:
https://www.cyclestreets.net/journey/

6.26 Additionally, the Greater Manchester Cycle Map can be found at the following link, offering detailed information of the cycle facilities or signage on each road:
https://tfgm.pindarcreative.co.uk/tfgm_interactive_mapping_county_map

Encouraging Public Transport Use

6.27 It is considered that using initiatives to encourage bus use could help replace some of the journeys made to the development site by private car. **Table F** summarises the proposed public transport use initiatives:

Table F: Initiatives to Encourage Public Transport Use

Initiative	Measure
Public Transport Information System	Installation of a live transport info system at the Dialysis Unit and Block C receptions.
Liaison with Local Public Transport Providers	Public transport discounts for residents can be agreed with local service providers.
Season Tickets and Loans	Promote the availability of season tickets and arrange loans for them to be made available for staff where a monthly deduction is made from their pay packet.
Public Transport Service Details	Provide the details of bus services included in the site audit section of this TP and promote the usage of the WY Metro journey planning service.
Intercity Travel	Promote sustainable travel alternatives for trips to/from beyond Greater Manchester.
Promote PlusBus	Promote the existence of the PlusBus tickets for multi-modal travelers.

Public Transport Information System

6.28 A live transport info system will be installed at the Dialysis Unit reception and at the main reception for the residential element of the site on Block C.

6.29 This will allow patients, staff and residents to quickly know when the services they intent to catch will arrive at the closest bus stops to site.

Liaison with Local Public Transport Providers

6.30 Having access to fare discounts could encourage staff members to use public transport services. Therefore, offers and discounts for these services could be agreed with the providers to encourage their use.

Season Tickets and Loans

6.31 In many instances public transport is cheaper when using a season ticket.

6.32 The wide range of tickets available in Greater Manchester, including all modes and operators can be found at this website: https://tfgm.com/tickets-and-passes

6.33 However, there is often a financial strain on the bus users as they have to provide a relatively large up-front fee. The site management can pay the full annual ticket for bus or rail services for an employee and then this employee repays the value of the ticket via net deduction from their salary every month.

Public Transport Services Details and Journey Planner

6.34 Public transport service included in **Section 4** should be made available to staff members. The initiative should make people more aware of the services available to them, and encourage public transport usage.

6.35 Timetables and information for all bus and tram routes in Greater Manchester can be found on https://tfgm.com/public-transport/bus and https://tfgm.com/public-transport/tram. Timetables and information for rail services are available at https://www.nationalrail.co.uk/.

6.36 In addition to the public transport information, staff members and patients should be provided with a link to the TfGM Journey Planner, where live bus, tram and rail arrivals can also be checked: https://tfgm.com/plan-a-journey

Intercity Travel

6.37 Sustainable travel options to other places beyond Greater Manchester will also be advertised to residents. These includes rail and coach travel.

6.38 Rail services can be searched on http://www.nationalrail.co.uk/, which always offers the cheapest alternative for each trip and redirects the user to the correspondent operator website, where tickets can be bought without any additional booking fee.

6.39 Rail Season Tickets can be purchased on https://www.northernrailway.co.uk/tickets/smart

6.40 There are also different Railcards available (including 16-25 / 26-30 / Full Time Student) which allow rail services users to obtain a 33% discount off Standard Anytime, Off-Peak, Standard Advanced and First-Class Advanced fares. The annual cost for a Railcard is £30 for a whole year. More information about all the available Railcards can be found through https://www.railcard.co.uk/.

6.41 With regards to coach travel, National Express and also Megabus and Flixbus services stop at Manchester (at the Chorlton St Coach Station and Shudehill respectively). These

operators offer low-fare trips to a number of destinations across Great Britain and have discounted fares for certain groups of users, as students.

PlusBus

6.42 PlusBus, the integrated rail and bus ticket that provides discounted bus travel at the start or end of a rail journey should be promoted as a way to save money for the multi-modal travellers. See their website on this link: http://www.plusbus.info

Encouraging Car Sharing and the Use of Electric Vehicles

6.43 Car sharing would help to reduce the impact the development has on the environment, and potentially save residents and staff members money. **Table G** below summarises the proposed car share initiatives:

Table G: Initiatives to Encourage Car Sharing and Electric Vehicles

Initiative	Measure
Car Sharing Database and Promotion	Promote car sharing informally within the site users and raise awareness of car ownership costs and highlight the social and economic benefits of car sharing through advertising.
Liftshare	Promote Liftshare car travel sharing services.
Enterprise Car Club	Promote Enterprise car club car services.
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage staff members shifting from petrol/diesel to electric vehicles.
Vehicle Ride and Taxi Services' Promotion	Promote the availability of pre-booked vehicle ride services and taxi services among site users.

Car Sharing Database

6.44 In order to co-ordinate car sharing, it is suggested that staff willing to car share could put forward their name to the administrative staff at the development site facilities. People could then be matched with similar journeys on a more informal basis.

6.45 A car sharing coffee could be arranged to get to know other potential car sharers' travel patterns, timetables, etc. before committing to sharing a car journey with them.

6.46 It would also be appropriate to raise awareness of car ownership costs, and highlight the social and economic benefits of car sharing through advertising around the site.

Liftshare

6.47 It would be appropriate to raise awareness of car ownership costs, and highlight the social and economic benefits of car sharing through advertising around the site.

6.48 The LiftShare platform should also be promoted, as it would allow residents and staff members to search for the journeys to the development site they want to share, either as a driver or a passenger. When there is a match between two users, they can contact each other to arrange a lift. They would have to register themselves with the site, which then searches for and matches appropriate car sharers. This scheme could be promoted by the Travel Plan Coordinator (TPC).

6.49 Residents and staff members would also be able to search for journeys to and from any part of the country, saving money and fuel, and helping to cut congestion and car emissions.

6.50 Residents and staff members can also calculate the money they can potentially save per day and per year by doing car share but also the CO2 not released to the atmosphere due to their new travel patterns.

6.51 Additional information can be found at: https://liftshare.com/uk/community/derbyshire

Car Clubs

6.52 Car Clubs are an alternative to traditional private car ownership as they offer an easier, cost-effective, and greener alternative to car ownership and traditional car hire, as members only pay for the car or van they use it. Car Clubs play a key role in supporting sustainable transport, regeneration and tackling climate change because according to Sustrans, one car club car can remove 20 private cars of the roads.

6.53 Enterprise Car Club operates within Greater Manchester and offers a large number of car parking bays across the city. Enterprise Car Club is operated by Enterprise Car Rental.

6.54 The Enterprise membership for frequent users is £20 per month and then the user is charged at £4.60 per hour and 27p per mile (14p per mile for electric vehicles), while for casual users the membership fare is £7 per month or £60 per year (only £10 in the first year) with the user being charged at £6.10 per hour and also 27p per mile (14p per mile for electric vehicles).

6.55 The nearest car club bay is located 650m away from the site, on the Harrington Building car park (Manchester Royal Infirmary), accessed through East Street. Its postcode is Manchester M13 0HX. Additional information can be found at: https://www.enterprisecarclub.co.uk/gb/en/home.html

6.56 Additionally, Hyacar, which rent affordable vehicles from trusted local owners by the hour or the day, with different rental, booking and insurance fees. Additional information can be found at: https://www.hiyacar.co.uk/search?q=Manchester,%20UK

6.57 The Travel Co-ordinator will highlight the availability and location of local Enterprise Car Club vehicles, as well as the Hyacar service, to the residents and staff members and facilitate demonstrations as required.

Electric Vehicle Promotion

6.58 A total of 5 Electric Vehicle Charging Points (EVCP) will be provided on site, so patients/carers, staff and visitors could charge their vehicle while being on site. The use of

these spaces will be monitored closely, with further spaces converted if and when demand dictates.

6.59 Residents but particularly staff members could be encouraged to switch to 'zero emissions' vehicles, which have a significant part to play in ensuring that car journeys are more sustainable.

6.60 TfGM has a website which includes multiple information about electric vehicles: https://electrictravel.tfgm.com/

6.61 A map showing the location of charging stations across the country should also be available to staff members. This resource can be found at the following link: https://www.zap-map.com/live/

Vehicle Ride and Taxi Services' Promotion

6.62 Site users could use a number of online pre-booked vehicle ride services operating in Manchester, with Uber (https://www.uber.com/gb/en/r/cities/taxi/manchester-eng-gb/) and Bolt (https://bolt.eu/en-gb/cities/greater-manchester/) being the most popular ones.

6.63 There are also several long-standing taxi services which can assist residents, staff members and visitors with transfers from stations or airports as well as day-to-day travel. The main key ones are:

a) Manchester Taxi Service: Telephone: (0161) 270 8701, Website: https://www.manchestertaxiservice.co.uk/

b) Manchester Airport Taxi: Telephone: (0161) 546 70000, Website: https://www.taxis-manchesterairport.co.uk/

Encouraging Sustainable Travel in General and Reducing the Need to Travel

6.64 The following subsection discusses initiatives that are aimed at encouraging any form of sustainable travel. The proposed initiatives are summarised in **Table H** below:

Table H: Initiatives to Encourage Sustainable Travel in General and to Reduce the Need to Travel

Initiative	Description
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.
Other Sustainable Transport Campaigns	Weeks/days aimed to promote the use of specific means of transport.
Transport Newsletter	Newsletter detailing all the relevant transport information to staff members.
Reduce the Residents' Need to Travel	Reduce the residents need to travel through the use of online resources.

Initiative	Description
Medical Transport Planning	Ensure that as many patients as possible travel together to the facility.

Sustainable Transport Week

6.65 In order to raise awareness of sustainable modes of travel, it is suggested that the TPC organises a 'Sustainable Transport Week' aimed at promoting cycling, walking, and public transport. This could contain the following initiatives for all transport modes:

a) Posters advertising the week;

b) Posters detailing the health and economic benefits associated with walking, cycling, using public transport services and car sharing in comparison to single-occupancy private car use; and

c) Posters detailing the threats of climate change, and transports' contribution towards climate change.

6.66 It is beneficial to encourage more cyclists and pedestrians to travel to and from the site, but not at the cost of increased accidents. As part of the Sustainable Transport Week, the development site staff members could be offered a cycle/pedestrian safety training session (the TPC would need to contact Sustrans or TfGM in advance to arrange this).

6.67 In order to obtain maximum participants, the Sustainable Transport Week should be held at an appropriate time in the spring/summer when there is an increased possibility of good weather.

6.68 In addition, the new site management should promote the specific national and local sustainable travel campaigns which take place throughout the year:

a) National Bike Week – https://www.cyclinguk.org/bikeweek, which takes place usually in June;

b) Catch the Bus Week – https://bususers.org/england/catch-the-bus-week-1-7-july/, which is a nationwide campaign;

c) European Mobility Week – www.mobilityweek.eu , which runs annually in September;

d) Cycle to Work Day – www.cycletoworkday.org, with aim of seeing a million regular cycle commuters in 5 years; and

e) Liftshare Week - https://liftshare.com/uk/liftshare-week, aiming to promote the benefits of car sharing.

Quarterly Prize Draw

6.69 The site management can set up, as an incentive for those employees travelling to work by any sustainable mode of transport, a quarterly prize draw for them with different rewards.

Transport Newsletter

6.70 In order to maintain engagement with the TP process, an online newsletter could be brought out every 6 or 12 months. The newsletter could include, but not necessarily be limited to;

a) Infrastructure improvements- both recently completed and future;

b) TP monitoring updates;

c) Any relevant public transport information; and

d) Stories of staff members who travel sustainably to the development site published to inspire others.

Reducing the Residents' Need to Travel

6.71 An effective way of lessening the travel impact of the development is to reduce the residents' need to travel in the first instance.

6.72 Whilst it is acknowledged that due to the nature of the education activities that will be undertaken on site, with the majority of staff required to go to University / College, there is a proportion of them that could do some lectures online.

6.73 Residents can also shop online to avoid travelling for this purpose.

6.74 For these purposes, it is vital to provide a high-quality internet connection to all units.

Medical Transport Planning

6.75 The Central Manchester Dialysis Unit management will ensure that as many patients as possible travel together to the facility, hence coordinating patients' treatment shifts in relation to their schedule and home locations is key.

7.0 Travel Plan Management and Communication

Management Strategy

7.1 DfT Good Practice Guidelines outline six key messages regarding implementation and management:

a) *"Travel plans are living documents that need to be updated in the light of experience and sustained throughout the life of a development.*

b) *At all times a named individual needs to be responsible for leading the delivery of the travel plan.*

c) *The developer/occupier should take the lead in respect of delivering the site-specific elements of the travel plan.*

d) *Local authorities need to establish robust databases of all travel plans in their areas.*

e) *Post-implementation management arrangements must be identified and included in the travel plan.*

f) *Transport Management Associations may be an appropriate mechanism for assisting with the implementation and on-going management of travel plans within a wider area."*

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

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

Travel Plan Coordinator

7.3 The primary support and leadership for implementing any future Full Travel Plan should come from an individual appointed as the 'Travel Plan Coordinator' (TPC). The site management will appoint a TPC before the first occupation of the new buildings.

7.4 The TPC will be responsible for the Travel Plan once the site is redeveloped. In line with the overarching Travel Plan, duties of the TPC include:

a) Looking after the day-to-day operation of the plan;

b) Keeping all relevant databases, information, and administration up to date;

c) Liaising with appropriate partners;

d) Leading on the delivery of the TP;

e) Representing the human face of the TP;

f) Promoting the TP by explaining its purpose and opportunities;

g) Promoting individual measures in the TP;

h) Monitoring the TP; and

i) Reviewing the TP using regular surveys.

7.5 The TPC for each unit will be confirmed before their first occupation.

Communications Strategy

7.6 The initiatives proposed in **Section 5** of this TP need to be communicated by a clear strategy to ensure maximum effectiveness and encourage large levels of uptake. The Communications Strategy is therefore considered to be a vital step in ensuring the success of any TP.

7.7 The benefits of this TP must be communicated correctly:

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

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

7.8 It is key to publicise the Travel Plan successes as People may be more likely to continue mode shift if commended as well as encouraging others.

Promotion of the Travel Plan

7.9 Promotion of the TP around the site should take the following forms:

a) Produce TP information leaflet;

b) Produce regular TP newsletter every six months;

c) Publicise the TP with posters in communal areas; and

d) Provide information on the TP to staff members.

Travel Plan Distribution

7.10 A version of this TP document and any subsequent TP review documents should be made readily accessible to residents and staff (through a link to an electronic copy) as previously discussed.

8.0 Monitoring and Review

Introduction

8.1 Monitoring and review is of central importance to the progression of the TP. Good Practice Guidelines: Delivering Travel Plans though the Planning Process (DfT, 2009) state that:

"Monitoring and review are essential to ensure Travel Plan objectives are being achieved."

8.2 However, too much monitoring and review of TPs is thought to be damaging to the overall effectiveness and impact of the document. It is important to find the right balance of monitoring.

8.3 As stated earlier in this TP, there is a clear commitment to liaise with MCC and to use these links to monitor the effectiveness of the Travel Plan and their monitoring systems.

Travel Surveys

8.4 The monitoring of travel behaviour is essential to measure progress towards the objectives and targets outlined on the next subsection.

8.5 In order to fully understand travel and transportation issues at the site, it is considered necessary to undertake a staff and residents' travel survey six months after the first occupation of the new and redeveloped buildings on site. This information will help the TPC to define the final modal split targets and measures that will be included in the TP.

8.6 As part of the ongoing development of any future Full Travel Plan there will be a commitment to undertake surveys on an annual basis for at least 5 years, in order to effectively monitor the evolution of the modal split figures and therefore the effectiveness of the initiatives within the TP. The surveys will also provide an appropriate evidence base for changes to those initiatives if it is felt that alternative measures may be more effective.

8.7 An example of residents and staff travel surveys' questionnaires to be used for the first post-occupation survey and any subsequent surveys, designed by SLR and already used in the Victoria Point scheme can be found in **Appendix D**. The surveys are based on previous experience of producing TP surveys, and in line with current local and national TP guidance. Questions are designed to provide an indication of both travel habits and of travel related opinions within the residents.

8.8 SurveyMonkey, which is an online survey service widely used by both private and public sector organisations for data collection, could be used again for future surveys. Paper copies can be available for those who may require it.

8.9 The completion of the TP questionnaires will be pushed forward as a requirement for staff members with the aim of achieving a response rate above two thirds.

8.10 All data collected for the travel surveys in connection with the TP will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will hold the databases and be responsible for the release of information, with all data held being used solely for the purpose of the TP.

Indicative Baseline Modal Split

Central Manchester Dialysis Unit

8.11 The 2017 planning application already set that circa 75% of the patients per session were expected to be delivered and collected by organised patient transport, including dedicated ambulances provided by the North West Ambulances Service together with booked private hire, minibus collection and also public transport. These vehicles drive in and then out the site every time they travel to site. Groups of at least three patients public transport. These vehicles drive in and then out the site every time they travel to site. Groups of at least three patients are frequently brought to the Unit together in a single vehicle; they are then collected as a group once their four-hour treatments are complete.

8.12 The remaining 25% would travel to site by car, driving themselves or being driven by their carers.

8.13 With regards to staff, circa 11 staff in the morning and afternoon shifts and 8 in the twilight shift are on site. Following the Healthy Travel Strategy 2023-2028 for the MTF hospital, circa 37% arrive to the hospital driving a car, 6% doing car sharing (two employees per vehicle can be assumed), 18% by public transport, 5% on foot and 25% by bicycle.

Student and Key-Worker Residential Units

8.14 In order to inform a baseline modal split for the student and key-worker units' residents and staff, the results of the adjacent Victoria Point facility travel surveys undertaken from the 16th of November to the 19th December 2023 have been used, as the Octagon House residents are expected to replicate them.

8.15 The results of the surveys undertaken at the existing Victoria Point facility showed that 63% of the residents walk to their education place, 27% of them take the bus, 5% of them cycle, 4% use taxi services and 1% use train or tram services. No resident uses a private car for this purpose.

8.16 Residents were also asked about their trips to other city locations for other purposes (sport, leisure, eating and drinking out. It can be observed that when travelling for non-educational purposes, bus services are chosen by almost half of the residents, with 21% using train or tram services. The share of active modes is notably lower if compared to educational trips, with less than 20% walking and 5% cycling. Taxis are used by 5% of the residents, while 3% use a car.

8.17 Only 5% of the residents have brought their car with them to Victoria Point. 80% of them parked it on site. Nevertheless, Octagon House will not offer parking spaces to any resident.

8.18 The results of the staff surveys undertaken at the existing Victoria Point facility showed that 67% of the nine employees that completed the travel survey questionnaire drive to site, 11% of them take the bus, another 11% cycle and the remaining 11% walk. The respondent using the bus stated that they alternatively walk on warm days. All drivers stated that they parked their car on site.

8.19 **Table I** contains a summary of the indicative baseline modal split figures assumed for the development. As previously explained, hose figures will be refined once the first surveys are undertaken after the site redevelopment.

Table I: Indicative Baseline Modal Split Targets

Travel Mode	Dialysis Unit Patients	Dialysis Unit Staff	Student and Key Worker Units' Residents (to Work/Study)	Student and Key Worker Units' Staff
Car Driver	25%	37%	0%	67%
Car Share		6%	0%	0%
Medical Transport	75%	-	-	-
Public Transport	-	18%	28%	11%
Cycling	-	25%	5%	11%
Walking	-	5%	63%	11%

Targets

8.20 A series of targets can be established in order to encourage sustainable travel in a way which is still practical and helpful to staff members. They should be **'SMART'** Targets – Specific, Measurable, Achievable, Realistic and Timed.

8.21 **Table J** contains indicative targets for staff based on the baseline travel survey results, which will be refined after the first post-occupation survey. Three different timescales for the 'SMART' targets for staff members to be met included the short term (first year after adoption of the TP), the medium term (targets for Year 3) and the long term (Year 5).

Table J: Indicative Dialysis Unit and Residential Units' Staff Modal Split Targets

Travel Mode	Short Term Target Modal Shift Change	Cumulative Medium Term Target Modal Shift Change	Cumulative Long Term Target Modal Shift Change
Car Driver	-3%	-6%	-9%
Car Share	+1.5%	+3%	+4.5%
Public Transport, Cycling and Walking	+1.5%	+3%	+4.5%

8.22 As it can be observed from the indicative targets in **Table J**, there will be an overall aim to reduce the number of employees travelling to work in a vehicle as a single occupant, whilst increasing the proportion of employees on site who travel by more sustainable modes (car share, bus or train services, cycling and walking).

8.23 With regards to the modal targets for residents, as the 2023 Victoria Point travel survey revealed that all residents within that facility travelled to their education places using non-private car modes (and only 3% of them for other purpose trips), then the target for the lifespan of the Octagon House TP is to keep these low levels of private car usage.

Annual Review

8.24 In order to record and communicate the progression of the Full Travel Plans, each TPC should produce an annual review report, which should, as a minimum, include the following:

a) Reporting of progress against the targets set once the Travel Survey is completed;

b) Provision of information relating to new initiatives introduced;

c) Provision of information on proposed initiatives due for implementation; and

d) Details of relevant external transport-related news (e.g. new local bus services, new local cycle infrastructure).

9.0 Action Plan and Budget

Action Plan Table

9.1 **Table K** summarises the key actions from the document by providing an Action Plan for the TP process:

Table K: Action Plan

Action	Indicator	Target Date	Responsibility
Appoint TPC	Production of the Travel Plan	Before first occupation of the new buildings	Plymouth Grove Residential
Produce Welcome Pack	TPC appointed	Before first occupation of the new buildings	TPC
Undertake Post-Occupation Travel Surveys	Full occupation of the site	After six months of full occupation	TPC
Refine Targets and Agree Them with MCC	Receipt of the Post-Occupation Travel Survey	Within one month of undertaking the Survey	TPC in conjunction with MCC
Present Annual Monitoring Report	Within two months of agreeing modal splits with TfGM	Annually for at least five years following the agreement of targets with MCC	TPC

Budget, Funding and Timescales

Budget

9.2 The anticipated relative cost of each TP measure has also been set out on in the following pages in **Table K**. Those categorised as “No Cost” only involve small amounts of staff time for organisation and encouragement to staff members. “Low” costs primarily involve small costs in organising external meetings and liaison, and the cost of staff time. Low-cost initiatives are expected to cost up to £250.

9.3 Those costs categorised as “Medium” are small facilities improvements and larger events, which will take more time to organise and undertake and need more funding to implement. Medium-cost initiatives are anticipated to cost up to £1,000. Costs categorised as “High” are long term expensive costs. High-cost initiatives are expected to cost over £1,000.

Funding

9.4 Funding will be made available not only for the implementation of the measures proposed in the Full Travel Plans, but also for their management and communication. As identified in throughout this document, the communication and management of a TP is best undertaken by a TPC.

9.5 Funding will continue to be made available for the provision of this role, whether this is an allowance of additional time for the TPC to complete elements of their responsibility, or allowance of additional funding.

9.6 An additional pot will be made available for running further additional measures in case mode shift targets are not met.

Timescales

9.7 The following phases have been used in Table L below to give a general indication of timescales for each element of the action plan:

a) Short Term – to be completed within one year;

b) Medium Term – to be completed within 1 – 2 years;

c) Long Term – to be completed within 2 – 5 years; and

d) On-going – an on-going element which spans the TP.

9.8 These timescales are intended as a guide only, and have been included in order to help the monitoring and review process.

Table L: Budget, Funding and Timescales

Initiative	Measure	Cost	Timescale
Induction Pack	Collect relevant information for the Induction Pack.	No Cost	Short Term
	Produce and distribute packs to any new employee.	Low	On-Going
Security Provision	Explore the potential of providing personal safety alarms and torches to residents.	No Cost	Short Term
	If appropriate, provide personal safety alarms and torches.	Low	On-Going
Walking Tools	Provide a link to the ‘‘Walking Works’ resources to residents.	No Cost	Short Term
Cycle Purchase	Enroll in the Cycle to Work scheme, and promote it internally. Encourage employees to purchase cycles with a tax reduction.	No Cost	Short Term
	Liaise with local cycle shops to find out if they can offer any discount for residents and staff.	Low	Short Term
Bike User Group (BUG)	Explore the possibility and popularity of a BUG. Elect a staff leader.	No Cost	Short Term
	Establish a BUG and encourage staff members to become members.	Low	Short Term
	Encourage people to attend by arranging informal meetings (to co-inside with cycle buddy scheme).	Low	On-Going
Cycle Buddy Scheme	Explore the possibility of a Cycle Buddy Scheme.	No Cost	Short Term

Initiative	Measure	Cost	Timescale
	Establish a Cycle Buddy Scheme and encourage employees to become members.	Low	Short Term
	Encourage people to attend by arranging informal meetings (to co-inside with BUG meetings).	Low	On-Going
Reflective Clothing	Source and provide free high visibility clothing to those wishing to travel to the site by bicycle.	Low	On-Going
Cycling Training	Promote the available TfGM courses among residents and staff members.	No Cost	On-Going
Cycle Planning Tool	Provide a link to the Cycle Street tool and the Greater Manchester Cycle Map.	No Cost	Short Term
Liaison with Local Public Transport Providers	Agree public transport discounts with local service providers for staff members.	Low to High	Short Term
Season Ticket Loans	Arrange for season ticket loans to be made available for staff where a monthly deduction is made from their pay packet.	Low	On-Going
Public Transport Information System	Installation of a live transport info system at the Dialysis Unit and Block C receptions.	Medium	Short to Medium Term
Public Transport Service Details	Provide the details of bus, tram and rail services included in the site audit section of this TP to all staff members, displaying the information in communal/high traffic areas. Promote the use of journey planner services, intercity travel and PlusBus.	No Cost	Short Term
Promote CarSharing Database	Brief relevant staff members on the benefits of Liftshare.	No Cost	Short Term
	Promote car sharing initiatives and the benefits of car sharing informally within staff members.	No Cost	Short Term
Car Clubs	Promote car club services.	No Cost	Short Term
EV Promotion	Promote the availability of Electric Vehicle Charging Points in the city and encourage residents and staff members shifting from petrol/diesel to electric vehicles.	No Cost	On-Going
Vehicle Ride and Taxi Services' Promotion	Promote the availability of pre-booked vehicle ride services and taxi services among site users.	No Cost	On-Going
Sustainable Transport Week	Set a date for a week aimed at encouraging cycling, walking, and public transport during spring/summer.	No Cost	Short Term
	Produce posters and encourage all staff members to attend.	Low	Medium Term

Initiative	Measure	Cost	Timescale
	Arrange for cycle training and maintenance classes during the week (contact Sustrans or TfGM).	Low	Medium Term
	Hold ‘Sustainable Transport Week’ at a convenient and appropriate time in the spring/summer.	Medium	Medium Term
Other Sustainable Transport Campaigns	Promote other sustainable transport campaigns informally and also during the ‘Sustainable Transport Week’	No Cost	On-Going
Transport Newsletter	Establish the newsletter/email update.	No Cost	Short Term
	Provide newsletter updates every 6 months – electronic version.	Low	On-Going
Reduce the Need to Travel	Encourage residents to use online resources to reduce travelling and provide them with a high-quality internet connection.	Low to High	Short Term
Medical Transport Planning	Ensure that as many patients as possible travel together to the facility.	No Cost	Short Term

Appendix A Site Accessibility Plans

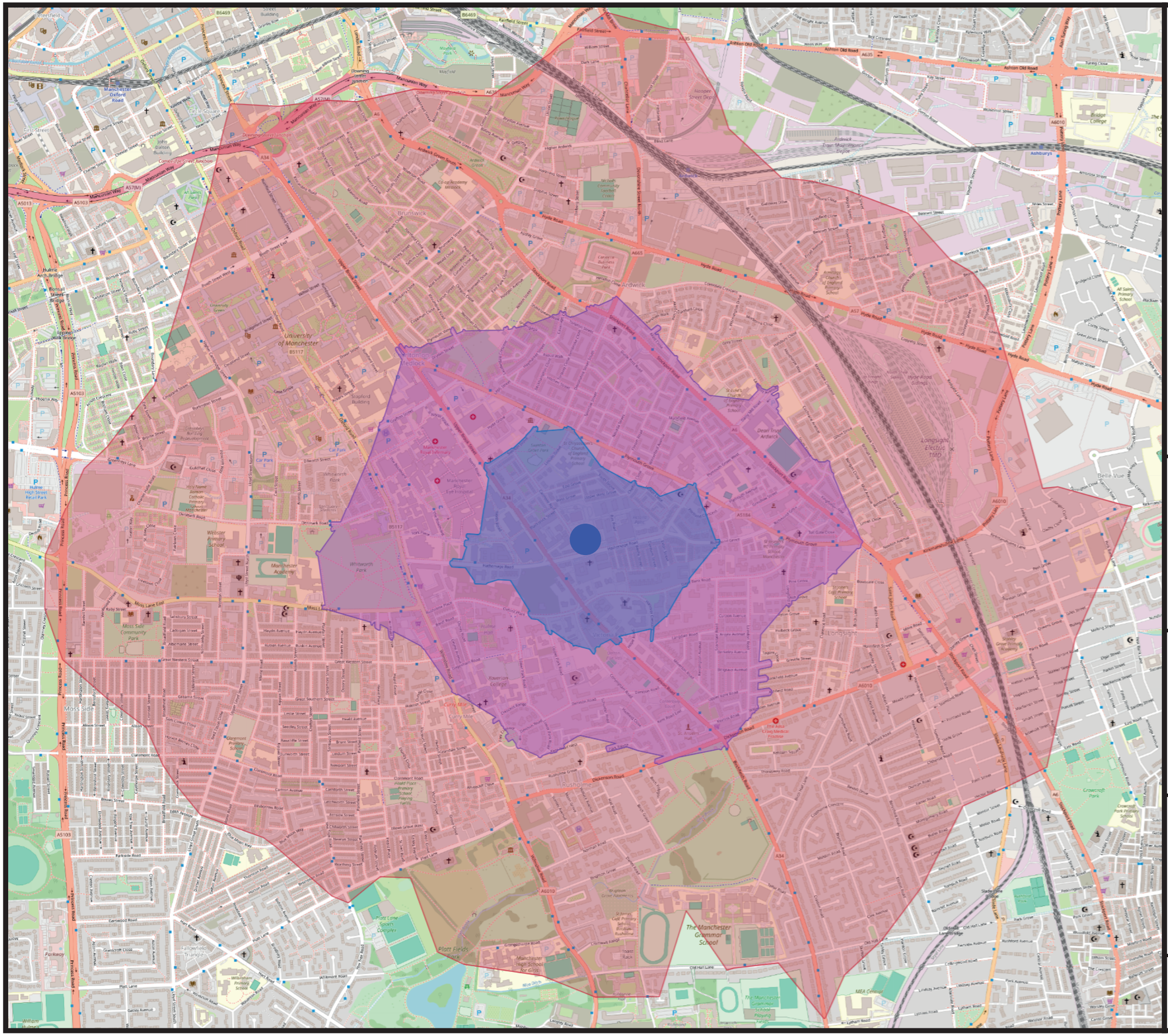
Travel Plan

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026



KEY:

- 500m Catchment Area
- 1km Catchment Area
- 2km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

The Octagon House, Manchester

DRAWING TITLE:

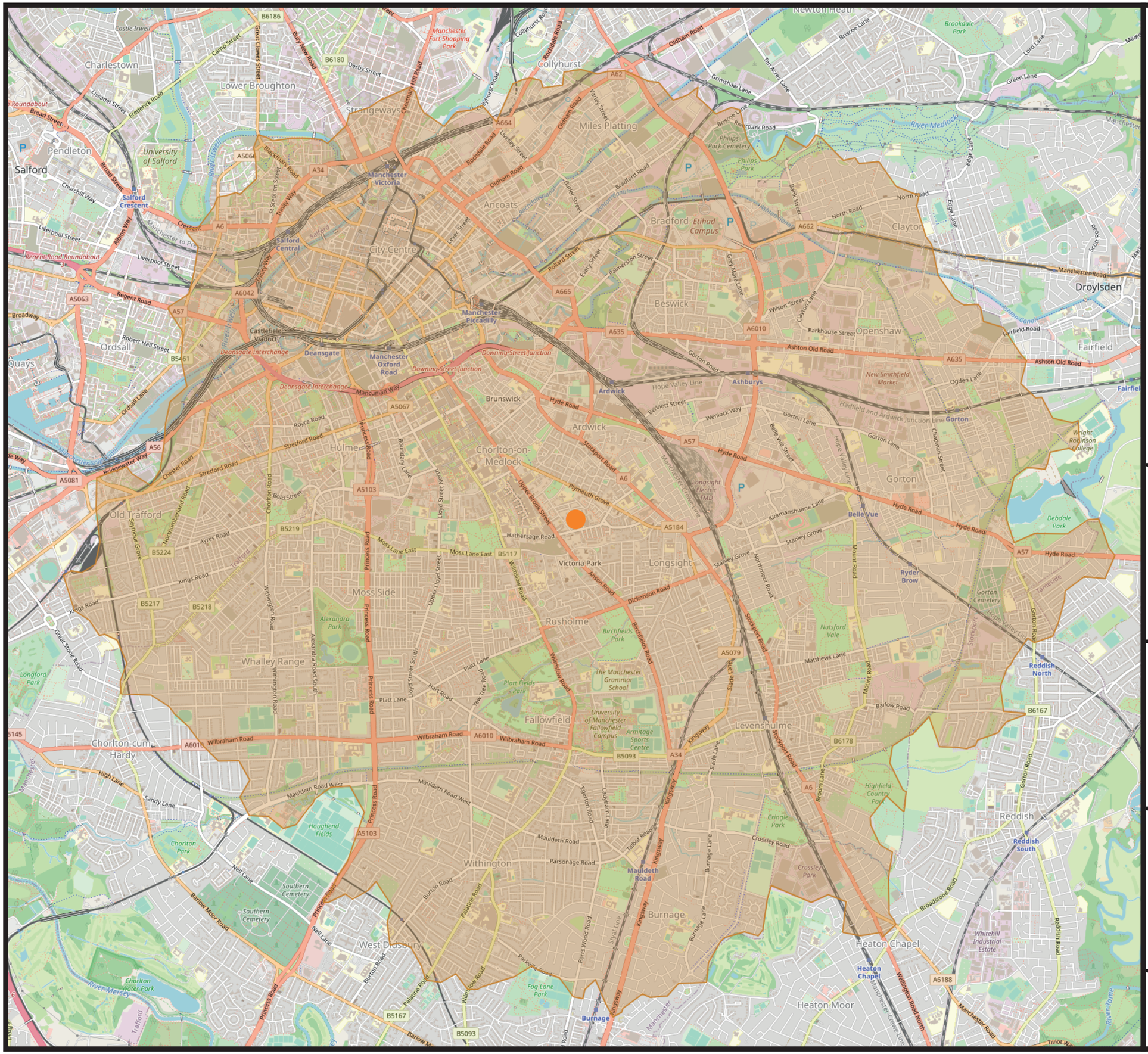
Pedestrian Catchment Plan

SLR

Trading as SLR Consulting Ltd
36 Park Row, Leeds, LS1 5JL
t: +44 3300 886631

DRAWING NUMBER:

410.067893.00001_001



KEY:

- 5km Catchment Area
- Site Location

Base Map Source: OpenStreetMap

PROJECT:

The Octagon House, Manchester

DRAWING TITLE:

Cycle Catchment Plan

SLR

Trading as SLR Consulting Ltd
36 Park Row, Leeds, LS1 5JL
t: +44 3300 886631

DRAWING NUMBER:

410.067893.00001_002

Appendix B BREEAM AI Calculations

Travel Plan

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026

BREEAM 2018 Tra01/02 Accessibility Index calculator

BREEAM UK delivered by bre

Using the drop down boxes make the relevant selections and press the 'Select' button

Building type: Multi-residential

No. nodes required: 4

Select

NODE 1

Public transport type	Bus									
Distance to node (m)	280									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5.1									

NODE 2

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	1								

NODE 3

Public transport type	Bus									
Distance to node (m)	500									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	5	3	1							

NODE 4

Public transport type	Bus									
Distance to node (m)	650									
	Service 1	Service 2	Service 3	Service 4	Service 5	Service 6	Service 7	Service 8	Service 9	Service 10
Average frequency per hour	3	2	1	4.8	2.2	4.5	2			

Accessibility Index	10.87

The Octagon House
Transport Nodes for BREEAM Calculations

Bus Stops	Services
Upper Brook Street	50
Plymouth Grove	191, 197
Hathersage Road	41, 42B, 142
Oxford Road	15, 42A, 42C, 43, 53, 111, 147

Appendix C Proposed Indicative Masterplan

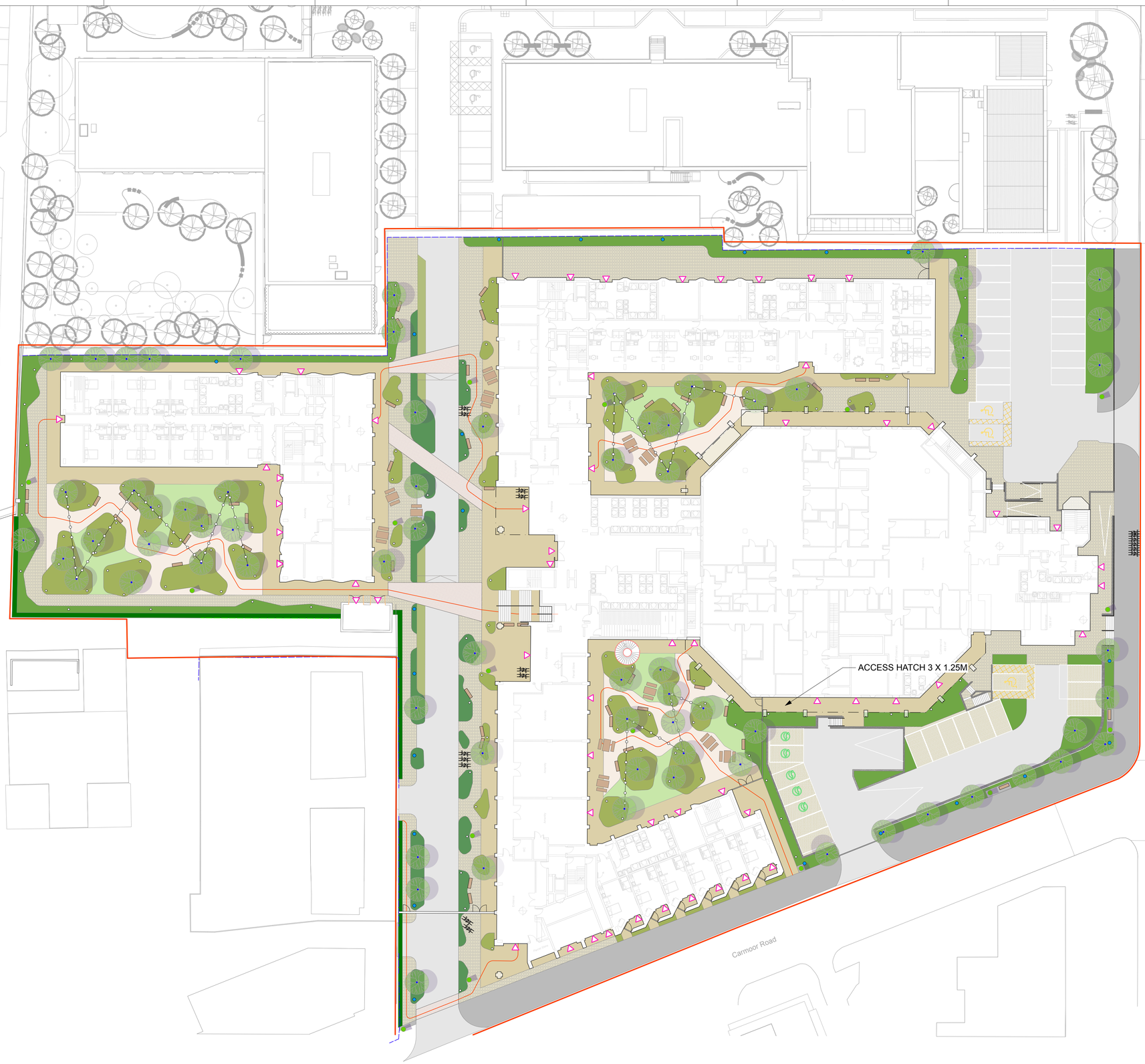
Travel Plan

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026



NOTES:

1. DO NOT SCALE FROM THIS DRAWING. ALWAYS WORK TO NOTED DIMENSIONS.
2. ALL SETTING OUT, LEVELS AND DIMENSIONS TO BE CHECKED ON SITE PRIOR TO THE INSTALLATION OF MATERIALS AND ANY DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
3. THIS DRAWING MUST BE READ WITH THE RELEVANT SPECIFICATION DOCUMENTS AND DETAIL DRAWINGS. ANY DISCREPANCIES MUST BROUGHT TO THE ATTENTION OF THE CONTRACT ADMINISTRATOR IMMEDIATELY.
4. THIS DRAWING IS COPYRIGHT PROTECTED AND MAY NOT BE REPRODUCED IN WHOLE OR PART WITHOUT WRITTEN AUTHORITY.
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THIS DRAWING WAS PLOTTED ON:

10/08/2026

REVISION HISTORY

DATE	REV	ZONE	DESCRIPTION	CHK
20/07/2026	P06		REVISED IN LINE WITH ARCH UPDATE	MI
05/08/2026	P07		FURNITURE ADDITION	MI
10/08/2026	P08		TRACKING AMEND	MI

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LOCATION PLAN

ORIGINATOR

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Client
Plymouth Grove Residential LLP

Project
Octagon House
Ardwick

Drawing Title
General Arrangement

Created By	Checked By	Scale	Sheet Size
MI	CL	1:XXX	A1

Project Number	Originator	Volume	Level	File Type	Discipline	Number
493	LYR	XX	00	DWG	L	1000

Work Stage	Status	Revision
Stage 2	S3 Review & comment	P08

Appendix D Resident and Staff Travel Questionnaires

Travel Plan

The Octagon House, Manchester

Plymouth Grove Residential LLP

SLR Project No.: 410.067893.00001

24 August 2026

The Octagon House, Manchester - Residents' Travel Survey

Your Travel

A Travel Plan is a document intended to encourage site users to travel sustainably.

To inform the Travel Plan, SLR Consulting needs to analyse the current residents' travel patterns, and for this purpose we have prepared this short survey.

The survey should take between 2 and 5 minutes to complete. The information you provide will be treated as confidential and processed in accordance with Data Protection Act 1998.

*** 1. Could you tell us at which University / College do you study?**

*** 2. Do you study....**

- ◯ Full Time
- ◯ Part Time
- ◯ Other (please specify)

*** 3. How do you usually travel to University / College?**

- ◯ Car (drive alone)
- ◯ Car share (ie. with another student)
- ◯ Taxi
- ◯ Train / Tram
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorcycle
- ◯ Bicycle
- ◯ Walking

4. If you travel to University / College by different modes on different days or times of the year, please specify:

*** 5. How many days per week do you usually travel to University / College / Hospital?**

- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6
- ◯ 7

*** 6. How long does your journey to University / College / Hospital usually take?**

- ◯ 15 minutes or less
- ◯ Between 16 and 30 minutes
- ◯ Between 31 and 45 minutes
- ◯ Between 46 and 60 minutes
- ◯ Over 60 minutes

*** 7. What alternative sustainable mode of transport would you consider to travel to University / College / Hospital if you couldn't use your current mode?**

- ◯ Car (driving alone)
- ◯ Car share (i.e. with another student)
- ◯ Taxi
- ◯ Train / Tram
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorcycle
- ◯ Bicycle
- ◯ Walking

*** 8. What time do you typically leave home to go to University / College / Hospital?**

Hour / Minute

Time AM/PM

hh mm -

*** 9. What time do you typically arrive home after the end of a University / College / Hospital day?**

Hour / Minute

Time AM/PM

hh mm -

*** 10. How do you usually travel to other city locations for other purposes (sport, leisure, eating and drinking out)?**

- ◯ Car (drive alone)
- ◯ Car share (ie. with another student)
- ◯ Taxi
- ◯ Train / Tram
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorcycle
- ◯ Bicycle
- ◯ Walking

*** 11. How many days per week do you usually travel to other city locations for other purposes (sport, leisure, eating and drinking out)?**

- ◯ 0
- ◯ 1
- ◯ 2
- ◯ 3
- ◯ 4
- ◯ 5
- ◯ 6
- ◯ 7

*** 12. Do you have a disability that may affect your travel arrangements?**

- ◯ Yes
- ◯ No
- ◯ Prefer not to disclose

*** 13. Do you have a car?**

- ◯ Yes (I have brought my car with me while living at The Octagon House)
- ◯ No (I do not have a car, or I do but I have left it in my hometown)

14. If you have a car, where do you usually park it? (If you do not have a car, please skip this question)

- ◯ On the Octagon House parking area
- ◯ On the streets around The Octagon House
- ◯ On a car park at any other location

SLR

The Octagon House, Manchester - Residents' Travel Survey

Additional Information

15. What would regard as a barrier from travelling using public transport services, cycling or walking?

*** 16. Which of the following changes would encourage you to travel more sustainably? (You can tick a maximum of 3 answers)**

- [ ] Increased frequency of public transport services
- [ ] Better public transport operating hours
- [ ] Reduced public transport costs
- [ ] More reliable public transport services
- [ ] Parking options at rail and bus stations
- [ ] Safety improvements to public transport services
- [ ] Other (please specify)
- [ ] Sustainability incentive schemes
- [ ] More flexible lectures pattern
- [ ] Better transport information at University / College
- [ ] Better promotion of sustainable travel events
- [ ] Better storage space for bicycles
- [ ] Improved pedestrian/cycle infrastructure

17. Your views and ideas are important, so please add any other comments about your journey to/from The Octagon House that you wish for us to be aware of and consider:

SLR

The Octagon House Manchester - Staff Travel Survey

Employee Information

A Travel Plan is a document intended to encourage site users to travel sustainably.

To inform the Travel Plan, SLR Consulting needs to analyse the current staff travel patterns, and for this purpose we have prepared this short survey.

The survey should take between 2 and 5 minutes to complete. The information you provide will be treated as confidential and processed in accordance with Data Protection Act 1998.

*** 1. To understand where you start your journey from, please provide your home postcode (this will be used confidentially).**

*** 2. Do you work....**

- ◯ Full Time
- ◯ Part Time
- ◯ Other (please specify)

*** 3. What is your current main mode of travel to work? (the mode you use the most)?**

- ◯ Car (drive alone)
- ◯ Car share (ie. with another member of staff)
- ◯ Taxi
- ◯ Train / Underground
- ◯ Other (please specify)
- ◯ Bus
- ◯ Motorcycle
- ◯ Bicycle
- ◯ Walking

4. If you travel by different modes on different days or times of the year, please specify:

*** 5. How far do you travel to work?**

- ◯ Up to 1 mile
- ◯ Between 1 and 2 miles
- ◯ Between 2 and 5 miles
- ◯ Between 5 and 10 miles
- ◯ Between 10 and 20 miles
- ◯ Over 20 miles

*** 6. How long does your journey to work usually take?**

- ◯ 15 minutes or less
- ◯ Between 16 and 30 minutes
- ◯ Between 31 and 45 minutes
- ◯ Between 46 and 60 minutes
- ◯ Over 60 minutes

*** 7. What time do you typically arrive to your workplace?**

Hour / Minute

Time AM/PM

hh mm -

*** 8. What time do you typically leave your workplace?**

Hour / Minute

Time AM/PM

hh mm -

*** 9. Do you have a disability that may affect your travel arrangements?**

- ◯ Yes
- ◯ No
- ◯ Prefer not to disclose

*** 10. What alternative sustainable mode of transport would you consider using if you couldn't use your current mode?**

- ◯ Car (driving alone)
- ◯ Car share (i.e. with another staff member)
- ◯ Taxi
- ◯ Train / Tram
- ◯ Bus
- ◯ Motorcycle
- ◯ Bicycle
- ◯ Walking
- ◯ Other (please specify)

*** 11. Why don't you currently travel by the alternative mode you selected in Q10? (You can tick a maximum of 3 answers)**

- [ ] It is too expensive
- [ ] Personal safety reasons
- [ ] Personal circumstances
- [ ] It wouldn't shorten my journey time
- [ ] The distance between my home and work
- [ ] I need more guidance in travelling this way
- [ ] Lack of public transport services
- [ ] There are no walking initiatives available
- [ ] Work circumstances
- [ ] Travelling this way is inconvenient
- [ ] My usual mode is friendly with the environment
- [ ] My usual mode allows me to do some physical exercise
- [ ] Other (please specify)

*** 12. Which of the following changes would encourage you to travel more sustainability? (You can tick a maximum of 3 answers)**

- [ ] Increased frequency of public transport services
- [ ] Better public transport operating hours
- [ ] Reduced public transport costs
- [ ] More reliable public transport services
- [ ] Parking options at rail and bus stations
- [ ] Safety improvements to public transport services
- [ ] Other (please specify)
- [ ] Sustainability incentive schemes
- [ ] More flexible working pattern
- [ ] Better transport information at work
- [ ] Better promotion of sustainable travel events
- [ ] Better storage space for bicycles
- [ ] Improved pedestrian/cycle infrastructure

SLR

The Octagon House Manchester - Staff Travel Survey

Car Share Users

*** 13. How do you regularly car share when travelling to work?**

- ◯ With a colleague
- ◯ With a friend or relative
- ◯ Through a car sharing database

SLR

The Octagon House Manchester - Staff Travel Survey

Car Users Driving Alone

*** 14. Would you be prepared to car share…? (If so, you can tick a maximum of 3 answers)**

- [ ] with a colleague
- [ ] with a friend or relative
- [ ] through a car sharing database
- [ ] I would not car share

*** 15. Please tick the following initiatives that would specifically help you start car sharing:**

- [ ] Designated car sharing spaces
- [ ] A guaranteed lift home scheme (if let down by the car driver)
- [ ] Establishing a car sharing user group to help you find a partner with similar work patterns
- [ ] Organising periodic car sharing promotion days
- [ ] Other (please specify)

SLR

The Octagon House Manchester - Staff Travel Survey

Car Users

*** 16. Where do you usually park?**

- ◯ On-site Car Park
- ◯ Off-site Car Park
- ◯ Designated On-street Parking
- ◯ Informal On-street Parking
- ◯ Other (please specify)

*** 17. Do you drive your car off site at any point during your working day (this could be to an external meeting, event, etc.)?**

- ◯ Yes
- ◯ No

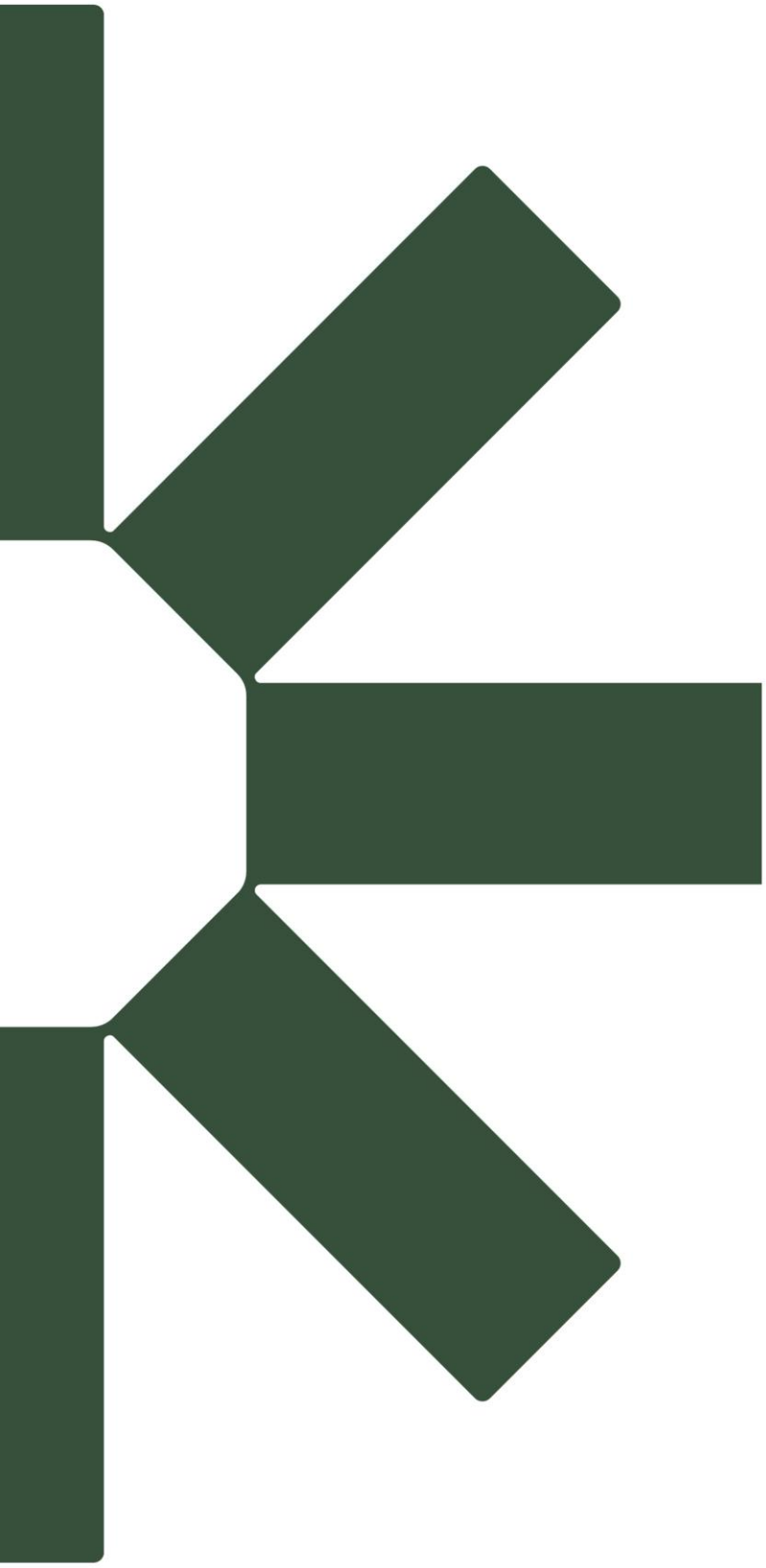
*** 18. If your answer was 'Yes' to the previous question, what alternative mode of transport would you consider using for the off site journeys if you couldn't drive?**

- ◯ Car share (i.e. with another staff member)
- ◯ Taxi
- ◯ Train / Underground
- ◯ Bus
- ◯ Other (please specify)
- ◯ Motorbike
- ◯ Bicycle
- ◯ Walking

The Octagon House Manchester - Staff Travel Survey

Additional Information

19. Your views and ideas are important, so please add any other comments about your journey to/from work that you wish for us to be aware of and consider:



Making Sustainability Happen