







Archway Halls, Manchester Metropolitan University

Travel Plan

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Appendix A – Overarching MMU Travel Plan

1.0 Introduction

1.1 Background

1.1.1 Curtins has been appointed by Manchester Metropolitan University (MMU) to prepare the Travel Plan for Archway Halls, a new student residential development located to the east of the A5103 Princess Road, as part of the Manchester Metropolitan University Birley Campus.

1.1.2 The development comprises a 491-unit student accommodation scheme over three buildings (A, B and C).

1.1.3 A Framework Travel Plan was prepared to support the original planning application (Manchester City Council Reference: 120896/FO/2018) which was approved on 19th October 2018. Subsequently, an series of applications have been made to discharge conditions and allow for the re-positioning of the buildings, internal arrangement amendments and elevational amendments.

1.1.4 As part of the conditions for the planning consent for Reference 120896/FO/2018, Condition 14 noted the following:

"14) Before first occupation of any part of the development, a Travel Plan including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the building, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy."

1.1.5 This Travel Plan has been prepared to discharge the above planning condition. It is based on the approved Framework Travel Plan and will form an appendix to the overarching Travel Plan for the wider MMU All Saints and Birley Fields Campuses – noted as the wider MMU Travel Plan throughout this report. It is understood that the overarching Travel Plan is being updated as part of the ongoing programme of capital developments to 2030.

1.2 What is a Travel Plan?

1.2.1 A Travel Plan (TP) is defined 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."*

Source: *National Planning Policy Framework*, DCLG, 2012.

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

1.3 Document Purpose

1.3.1 This Travel Plan should be read alongside the Transport Statement for Archway Halls (**Curtins Reference: 65532/TS**), and as noted in **Section 1.1** above, this document will form an appendix of the overarching, estate-wide MMU Travel Plan as previously agreed with Manchester City Council (MCC) and Transport for Greater Manchester (TfGM) for the Framework Travel Plan.

1.3.2 This document will also complement the wider University Sustainability Strategy. The main aim in the Sustainability Strategy with regards to Travel Management is to:

> *"Minimise the impact of staff and student travel and encourage the use of efficient modes of transport that reduce environmental impact, congestion and air pollution."*

Source: *Environmental Sustainability Strategy*, Manchester Metropolitan University, 2014 – 2020.

1.3.3 The overarching MMU Travel Plan aims to maximise the proportion of journeys made to the University by active travel modes (walking, running, cycling, and scooting) and public transport. When journeys are made in vehicles, it would aim to encourage sharing or the use of low emission options to reduce the carbon impact associated with travel related activities (which currently amounts to c.13,000 tonnes of CO_2 emissions annually).

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

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

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

1.3.5 This document has been written in accordance with the above statement, and the following core guidance:

- Manchester Core Strategy (Policy T1 – Sustainable Transport), MCC, 2012;
- National Planning Policy Framework, DCLG, 2019; and,
- National Planning Practice Guidance, DCLG, 2014.

1.4 Document Structure

1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.

1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout. This section also provides a summary of the development proposals.

1.4.3 **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.

1.4.4 **Section 5** outlines various initiatives that will be considered to encourage a modal shift from single occupancy car travel and towards sustainable modes of travel for future residents and visitors of the site.

1.4.5 **Section 6** provides example Travel Plan Targets, outlining the need to present SMART targets following the completion of the baseline Travel Surveys.

1.4.6 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the role of the Travel Plan Manager as the Travel Plan process progresses.

2.0 Travel Plan Benefits

2.1 Introduction

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

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

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

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport (DfT) show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

> *"A net-zero greenhouse gas emissions (GHG) target for 2050 will deliver on the commitment that the UK made by signing the Paris Agreement. It is achievable with known technologies, alongside improvements in people's lives, and within the expected economic cost that Parliament accepted when it legislated the existing 2050 target for an 80% reduction from 1990."*

Source: *Net Zero: The UK's contribution to stopping global warming,* Committee on Climate Change, 2019.

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO_2) exceedances. Several measures have been proposed to help reduce roadside NO_2 levels as effectively as possible, while also protecting local people, businesses and the economy. These include:

- **A Greater Manchester Clean Air Zone** – a daily penalty applied to non-compliant vehicles (buses, coaches, HGVs, taxis, private hire vehicles, vans and minibuses) driving into, inside and through Greater Manchester via local roads (not motorways);

- **A multi-million-pound funding package** – government-funded schemes for people and businesses who own vehicles that would be subject to the Clean Air Zone penalty to upgrade to a cleaner vehicle; and
- Trebling the number of **electric vehicle public charging points**.

2.2.4 In 2015, TfGM began consulting on a 2040 Vision for Transport to deliver a transport system which enables residents, businesses and visitors in Greater Manchester to travel to a wide range of different destinations and opportunities, and where sustainable transport can be a viable and attractive alternative to the car. This Transport Strategy outlined that transport is responsible for a third of carbon emissions, and that Greater Manchester would incur a £20 billion economic cost if climate change is not tackled.

2.2.5 Under Policies 8, 9, and 10 of Environmental Responsibility, the Transport Strategy states that TfGM will:

- *"work with partners to reduce, as far as possible, the emissions from transport, particularly CO2, NO2, particulates and noise;*
- *work with partners, including the Canals and Rivers Trust, to enhance blue and green infrastructure to provide a safe and attractive environment for walking and cycling; and*
- *aim to minimise the impact of transport on the built and natural environment,* (*including townscape, the historic environment, cultural heritage, landscape, habitats and biodiversity, geodiversity, water quality, pollution, flood risk and use of resources) and will seek to deliver environmental enhancements and biodiversity net gain where possible."*

2.2.6 'Green infrastructure' refers to parks and roadside trees which would help to create pleasant living spaces and bring important environmental benefits such as reducing surrounding temperatures, noise, pollution, and absorbing run-off; whereas 'blue infrastructure' refers to canals and rivers which contribute to quality of life and provide attractive, traffic-free routes for walking and cycling.

2.2.7 In July 2019, a motion asking Manchester City Council (MCC) to formally declare a 'climate emergency' was agreed, making sure that all key decisions are taken to create a thriving, healthy, zero carbon city in line with the Draft Manchester Zero Carbon Framework (2020 – 2038). The framework details MCC's commitments to limiting the impacts of climate change by adopting and meeting objectives such as:

1. *"Carbon Reduction and Contributing to the Paris Agreement*
2. *Improving (our) residents' health, wellbeing and quality of life*
3. *Creating good jobs, supporting successful businesses and attracting investment."*

Source: Draft Manchester Zero Carbon Framework, MCC, 2019.

2.2.8 Encouraging people to make smarter choices in the way they travel by providing more sustainable measures can significantly reduce the impact that a particular development makes on the environment.

2.3 Health Benefits

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

> *"66% of men and 58% of women aged 19 and over met the aerobic activity guidelines of at least 150 minutes of moderate activity or 75 minutes of vigorous activity per week or an equivalent combination of both, in bouts of 10 minutes or more.*
>
> *26% of men and 27% of women were obese. The proportion of adults who were obese has been similar since 2010."*

Source: Health Survey for England, DoH, 2016.

2.3.2 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.

2.4 Financial Benefits

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

> *"The estimated direct cost of physical inactivity to the NHS across the UK is £1.06 billion. This is based upon five conditions specifically linked to inactivity, namely coronary heart disease, stroke, diabetes, colorectal cancer and breast cancer.*
> *In England, the costs of lost productivity have been estimated at £5.5 billion per year from sickness absence and £1 billion per year from the premature death of people of working age."*

Source: *Start active, stay active: report on physical inactivity in the UK*, DoH, 2011.

2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

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

2.5 Social Benefits

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

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

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

2.6 Mutual Benefits

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

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

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

2.7 Travel Plan Aims and Objectives

2.7.1 Considering the above benefits and the end users, this Travel Plan aims to promote active and sustainable travel behaviour by staff and residents to minimise the number of car trips generated by the development.

2.7.2 The aims of this Travel Plan will be supported with the following objectives (in line with the overarching MMU Travel Plan):

- **Objective 1 –** To increase the number of staff and students travelling by public transport;
- **Objective 2 –** To increase the number of staff and students travelling on foot;
- **Objective 3 –** To increase the number of staff and students travelling by cycle; and
- **Objective 4** – To reduce the number of staff and students travelling by car, especially single occupancy travel.

3.0 Existing Situation and Development Proposals

3.1 Site Location

3.1.1 The site located to the east of the A5103 Princess Road, known as Archway Halls (previously 'Birley Plot E'), of the Manchester Metropolitan University Birley Campus.

3.1.2 It is bound to the north by the A5067 Stretford Road, to the west by a one-way road leading onto Birchall Way, to the east by Stonelow Close and associated residential developments and to the south by Bonsall Street. To the west of the site lies Princess Road, positioned below grade level, beyond which is the main Birley Campus. This is accessed via Bonsall Road which extends above Princess Road.

3.1.3 **Figure 1** illustrates the location of the site in relation to the surrounding areas.



Figure 1 – Regional Location Plan (Source: OS Maps)

3.1.4 **Figure 2** illustrates the site in a more local context relating to the local highway network.

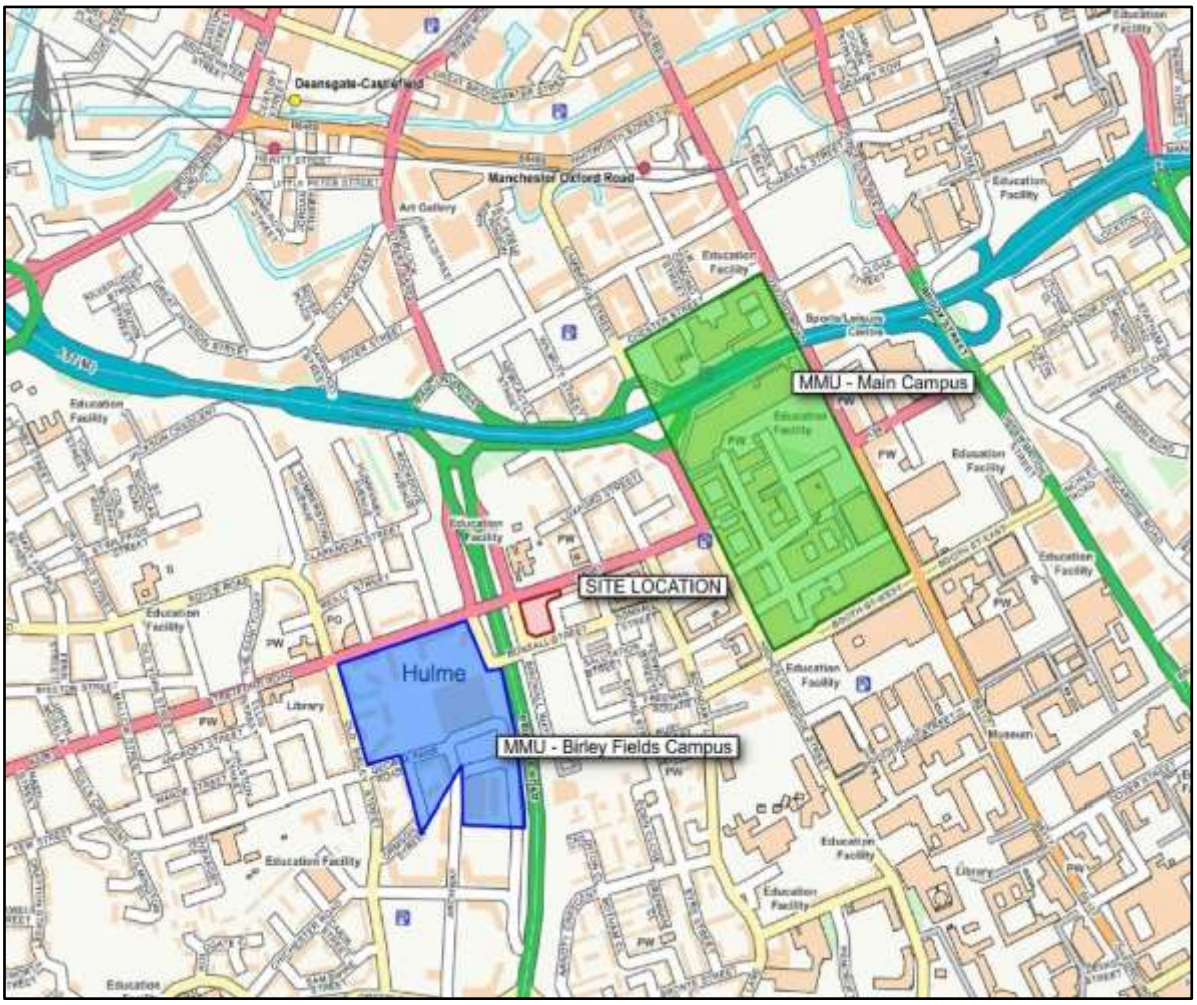

Figure 2 – Local Location Plan (Source: OS Maps)

3.2 Existing Use

3.2.1 The site forms part of the MMU Masterplan area known as Archway Halls (previously 'Birley Plot E') and is noted that construction of the proposed development is ongoing and nearing completion, due for occupation in September 2021. Previous uses comprised contractor vehicular parking and before that use, was previously developed land.

3.3 Existing Access Arrangement

3.3.1 The application site is currently accessed via Bonsall Street to the south of the site. It is noted that there is an informal access located on Stonelow Close which appeared to have historic vehicular use.

3.3.2 Pedestrian access to the site from the wider city centre and 'University Corridor' can be gained via Stretford Road and Bonsall Street.

3.4 Access for Mobility and Visually Impaired Users

3.4.1 The site benefits from the recent development of the surrounding Birley Campus at Manchester Metropolitan University, and as such, there are a number of existing features that ensure safe, convenient and aided access for those who are disabled and/or visually impaired.

3.4.2 Dropped kerbs and tactile paving are present at crossing places on Stretford Road and Birchall Way adjacent to site entrances, and a pedestrian only route is provided over the A5103 Princess Road, towards the Birley Campus.

3.5 Summary of Development Proposals

3.5.1 The development proposals comprise the following:

"The construction of three buildings comprising 6, 11 and 16 storeys to form 491 student bedspaces (Use Class Sui Generis), along with ground floor amenity space; cycling provision, external courtyard area and improved public realm and associated highways access and serving works."

3.5.2 There is to be no standard car parking provision provided to residents as part of Archway Halls, but two disabled spaces will be provided; it is envisaged that future residents are unlikely to own cars due to all users being from the student population, together with the site benefiting from high levels of accessibility and proximity to key facilities.

3.5.3 A fully detailed arrival procedure will be prepared by MMU to ensure that the residents' arrivals and departures are carried out with the minimum of disruption to the surrounding highway operation. This will be discussed with MCC prior to the start of the academic year.

3.5.4 As part of the development proposals, 40 secure cycle parking spaces will be provided within the cycle store, which is located between the bin store and plant rooms, and a Sheffield stand will be provided at the north-eastern corner of the site, equating to c. 8% of occupancy.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 One of the key elements of national and local planning policy is to ensure that new developments are located in areas where alternative modes of travel are available. Developments should not be isolated, but should instead be located close to complementary land uses. Encouraging the integration of planning and transport supports the aim of reducing overall travel and use of private car.

4.1.2 The accessibility of the Archway Halls site is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Cycle Accessibility; and
- Public Transport Accessibility.

4.2 Pedestrian Accessibility

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

4.2.2 The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**:

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

Table 4.1 – CIHT Recommended Walking Distances

4.2.3 To assist in summarising the accessibility of the site by foot, an indicative pedestrian catchment plan has been produced. **Figure 3** shows distances of 500m, 1,000m and 2,000m which are termed 'Desirable', 'Acceptable' and the 'Preferred Maximum' by the CIHT for commuting and school trips – considered appropriate for a proposed development comprising student residential apartments.

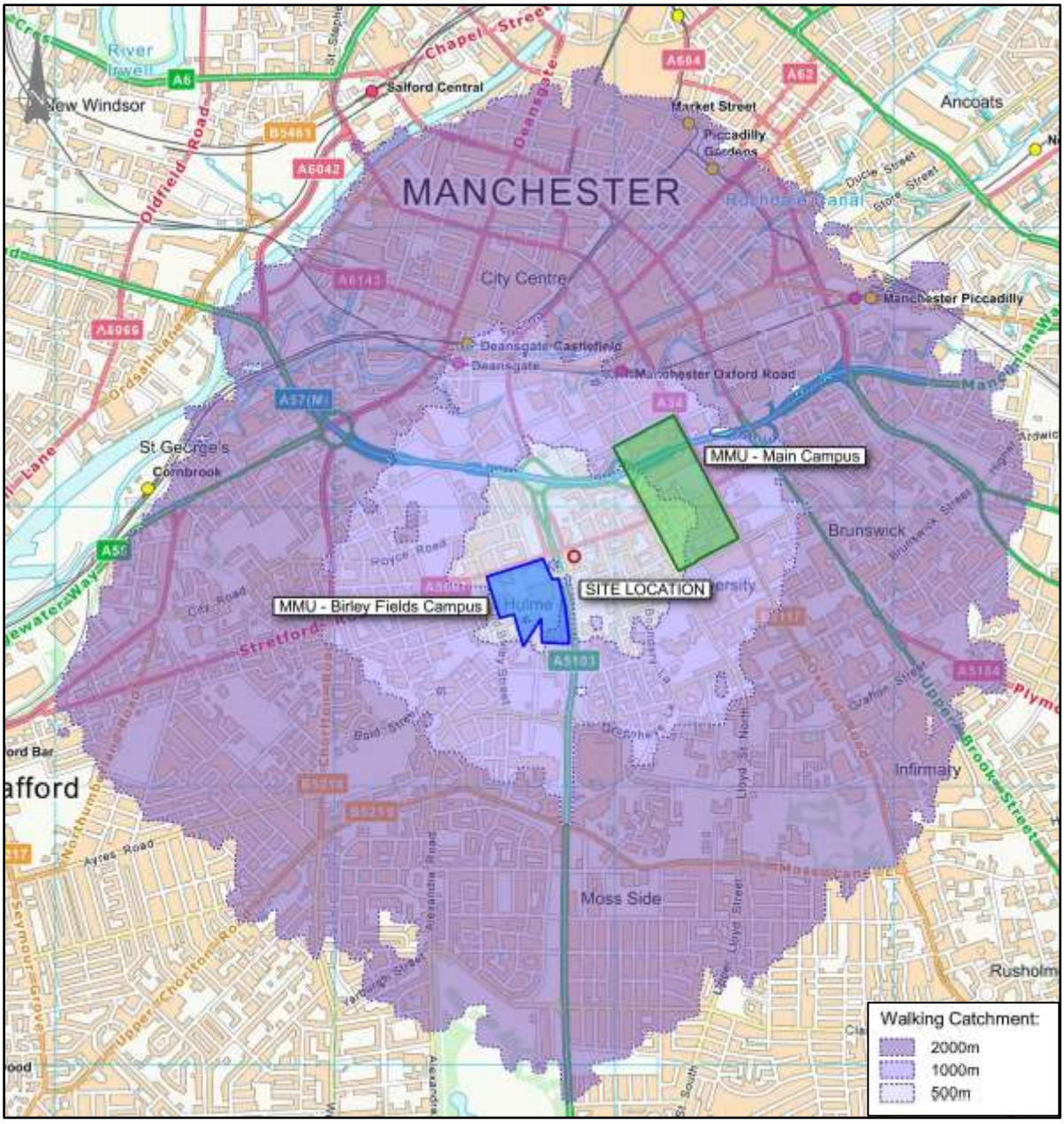

Figure 3 – Pedestrian Catchment Plan for Archway Halls

4.2.4 Within the 500m desirable walking distance catchment area, there are a number of educational facilities including the following of particular relevance to the target occupiers of the development. This includes the majority of Manchester Metropolitan University buildings and facilities including the Brooks Building, the Students' Union, the Business School & Student Hub and the Geoffrey Manton Building.

4.2.5 Further services and facilities are also accessible within the 1,000m catchment - in addition to those already discussed, these include various amenities on Oxford Road such as Manchester Aquatics centre, pharmacies and healthcare centres.

4.2.6 Along and adjacent to Oxford Road there are a number of additional facilities and services available including cafés, restaurants, bars, take-away's, convenience stores, retail outlets, places of worship, high street banks, All Saints Park, hotels and gym/leisure facilities. It is considered that the majority of everyday facilities and goods can be accessed within a 1,000m walk of the site.

4.2.7 Manchester city centre with its various museums/tourist attractions is accessible within 2,000m walk from the site. Access to larger supermarkets and Manchester Royal Infirmary is also achievable.

Pedestrian Accessibility Summary

4.2.8 It is considered that Archway Halls site is situated within a highly accessible area, with a number of complimentary land uses within walking distance.

4.2.9 The All Saints Campus and the Birley Campus are both within an acceptable walking distance, which will promote all students to walk to/from their day-to-day study requirements.

4.3 Cycle Accessibility

4.3.1 In order to assist in assessing the accessibility of the site by cycle, **Figure 4** presents an 8km cycle catchment for the site.

4.3.2 The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009).

4.3.3 In order to assist in assessing the accessibility of the Site by cycle, **Figure 4** demonstrates an 8km cycle catchment for Archway Halls. The 8km cycling distance refers to a recommendation by Cycling England in the document *'Integrating Cycling into Development Proposals'* (2009).

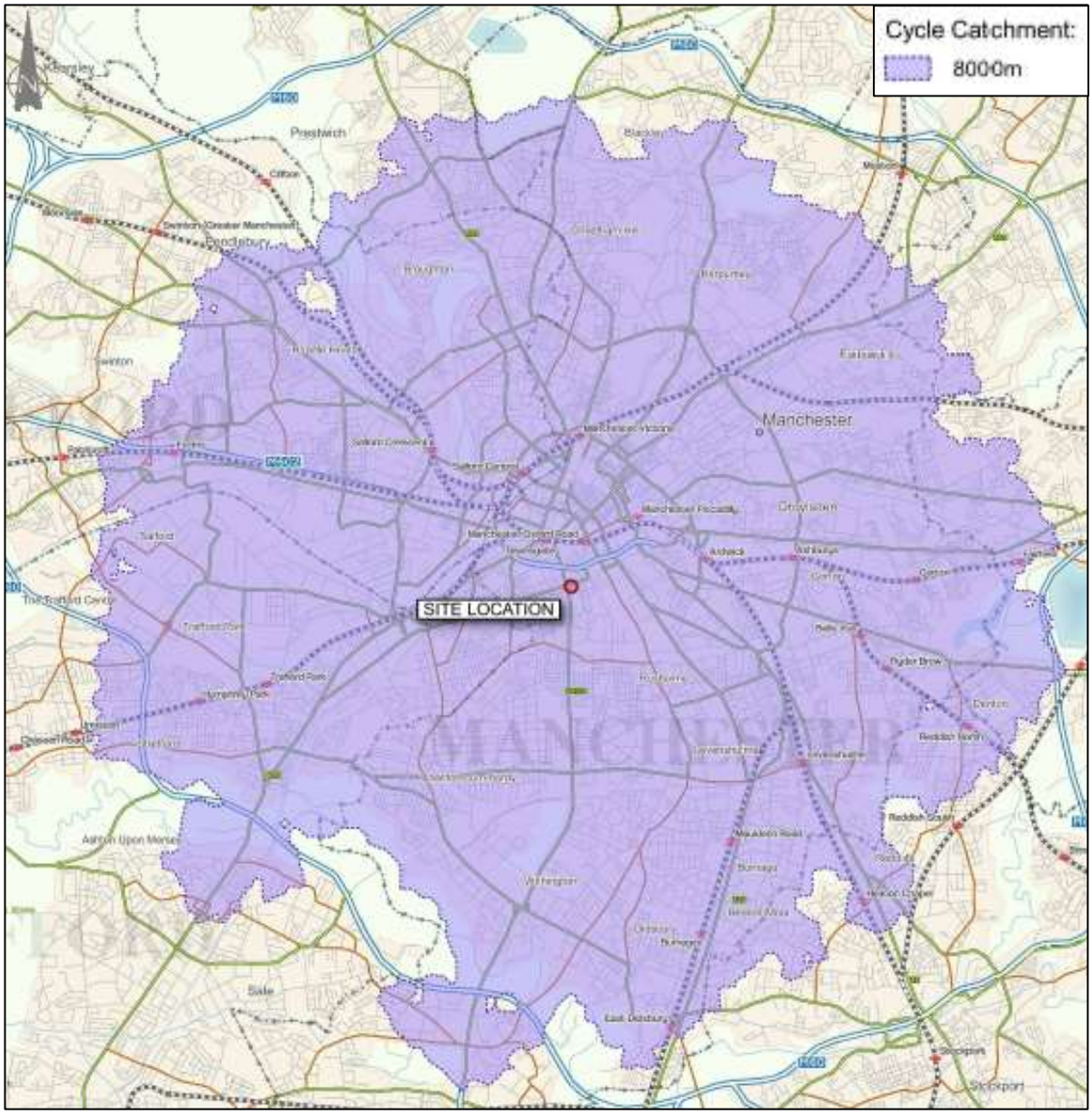

Figure 4 – Cycle Catchment Plan for Archway Halls

4.3.4 The 8km catchment encompasses all of Manchester city centre including all major transport links, shopping centres, bars, restaurants, leisure centres, tourist attractions and places of worship as well as a number of neighbouring areas such as Cheetham Hill to the north, Salford to the north west, the established student community in Fallowfield to the south, and Gorton to the east.

4.3.5 Existing cycle infrastructure along Oxford Road, Charles Street and Princess Street facilitates cycle access into Manchester City Centre. All major train and bus stations within Manchester City Centre are within 8km of Archway Halls and are accessible following Sustrans cycle routes.

4.3.6 Local routes in the vicinity of the site have been developed to include segregated cycle lanes as part of the Oxford Road Bus Priority Package. The segregated cycle lanes are part of the city's high-quality cycle infrastructure to improve cyclist safety along the Oxford Road corridor. The local cycle network within the vicinity of the Archway Halls site is reproduced in **Figure 5** below:

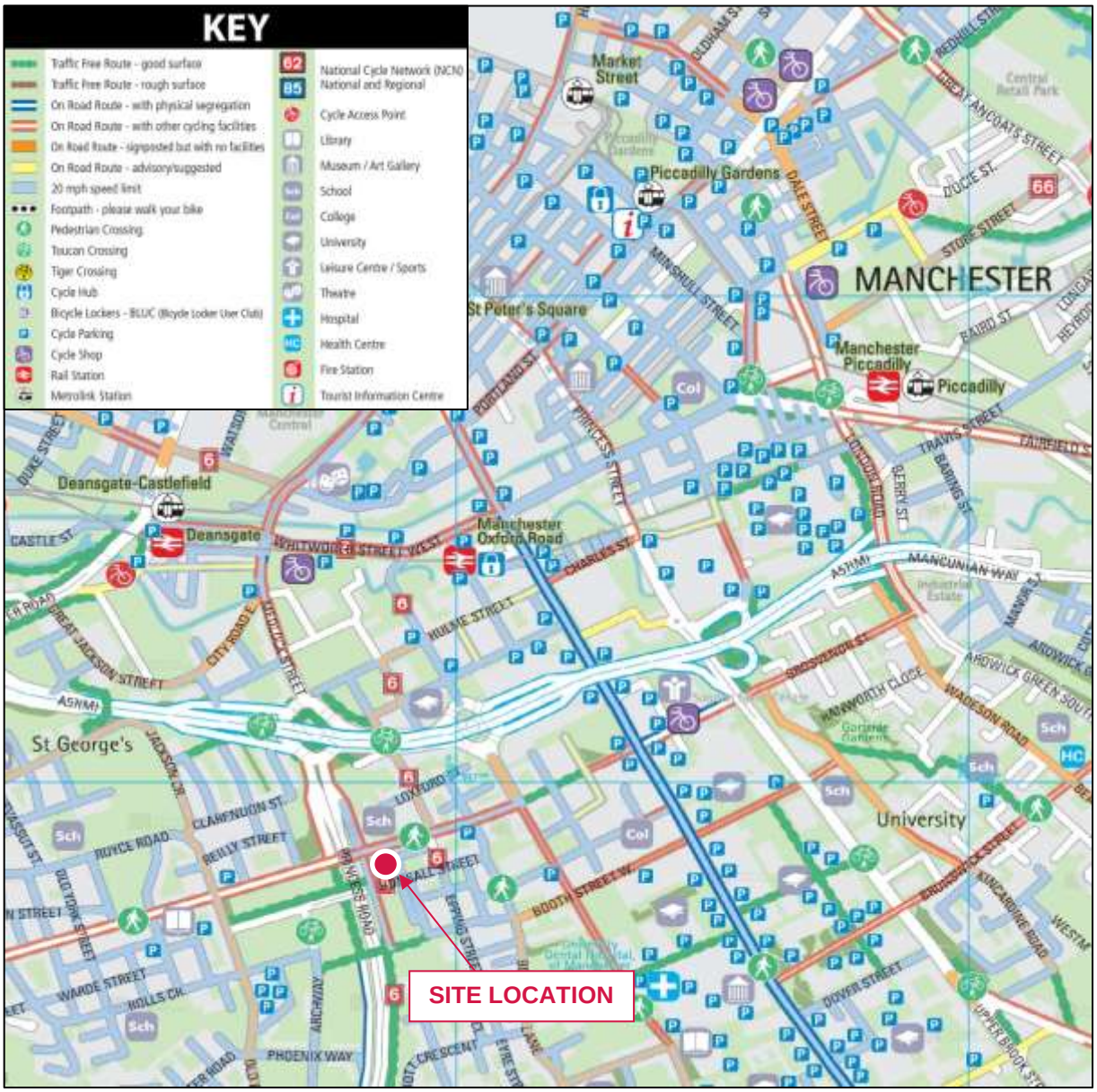

Figure 5 – Local Cycle Network
(Source: TfGM Online Mapping)

4.3.7 The local cycle network shown above is also a part of Greater Manchester's cycling and walking infrastructure proposal, named the "Bee Network". The Bee Network comprises signed routes that mark the most direct and pleasant way to navigate an area on foot or by bike. The proposal is a vision for Greater Manchester to become the very first city-region in the UK to have a fully joined-up cycling and walking network.

4.3.8 Archway Halls is located adjacent to key routes on the Bee Network, as illustrated in **Figure 6** below, allowing future site users to benefit from the public realm improvements for better safety and quality of journey. These include proposed crossing points on the A5067 Stretford Road with Epping Street and Higher Cambridge Street.

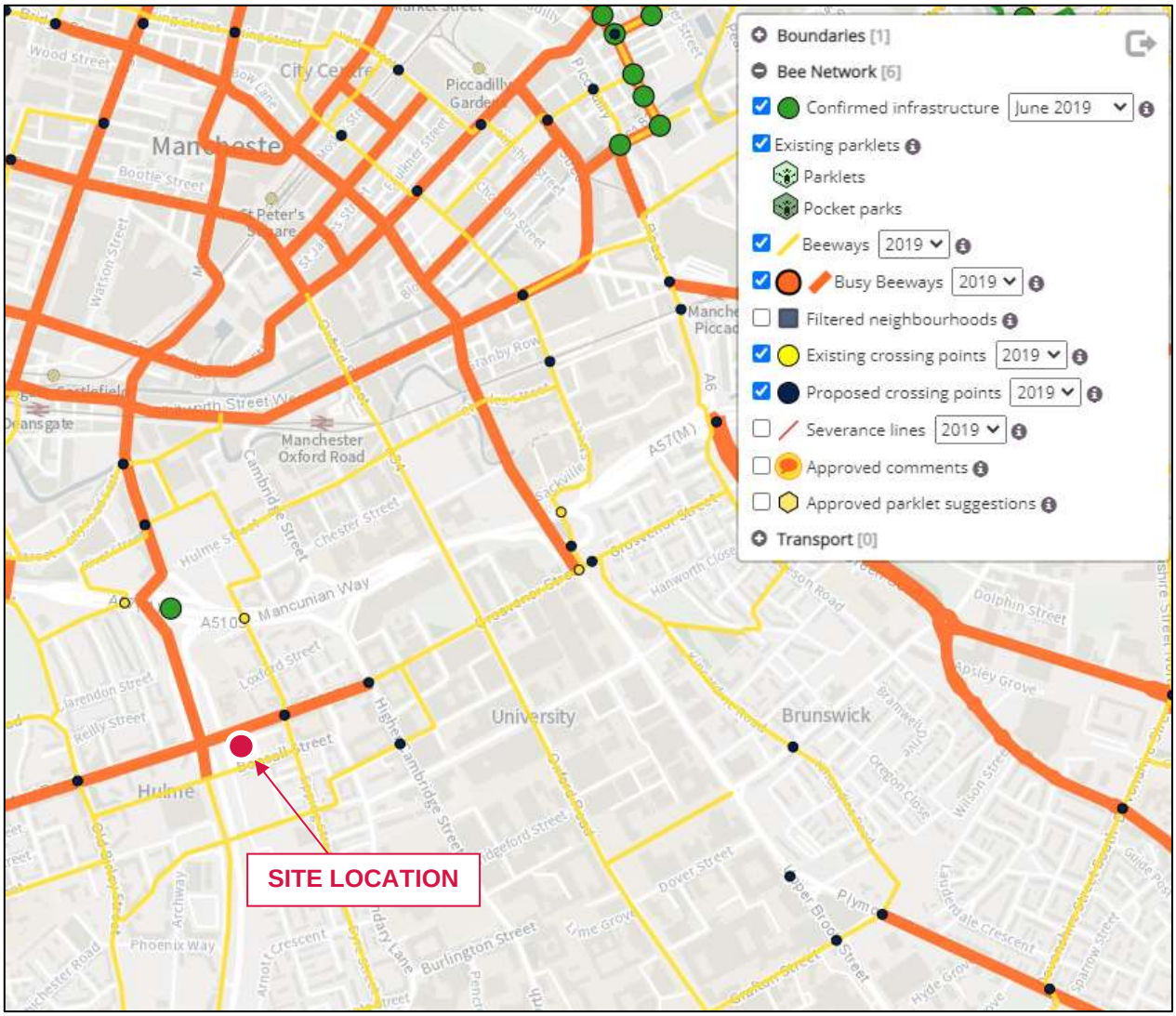

Figure 6 – Bee Network in the vicinity of the Site
(Source: MappingGM)

4.3.9 The site is therefore ideally placed to take advantage of the cycle connections around the University, Oxford Road corridor and the City Centre. Furthermore, Archway Halls will provide 40 secure cycle parking spaces to encourage cycling. In summary, it is considered that cycling is a realistic mode of travel to and from Archway Halls.

4.4 Public Transport Accessibility

4.4.1 Developed by Transport for Greater Manchester (TfGM), Greater Manchester Accessibility Levels (GMAL) are a measure of the accessibility of a point to both the conventional public transport network (i.e. bus, Metrolink and rail) and Greater Manchester's Local Link (flexible transport service), considering walk access time, service availability, and average waiting time. The method is essentially a way of measuring the density of the public transport provision at any location within the Greater Manchester region.

4.4.2 The accessibility index score is categorised into eight levels (1 to 8), where level 8 represents a high level of accessibility (described as 'excellent') and level 1 a low level of accessibility (described as 'very poor').

4.4.3 Archway Halls is located in an area with a GMAL rating of 8 – the highest rating available. This demonstrates that the site offers excellent levels of multi-modal accessibility to Manchester city centre and across Greater Manchester.

4.4.4 The site is well situated to take advantage of existing public transport infrastructure within Manchester city centre. **Figure 7** demonstrates the areas accessible via public transport within 20, 40 and 60 minutes of the site.

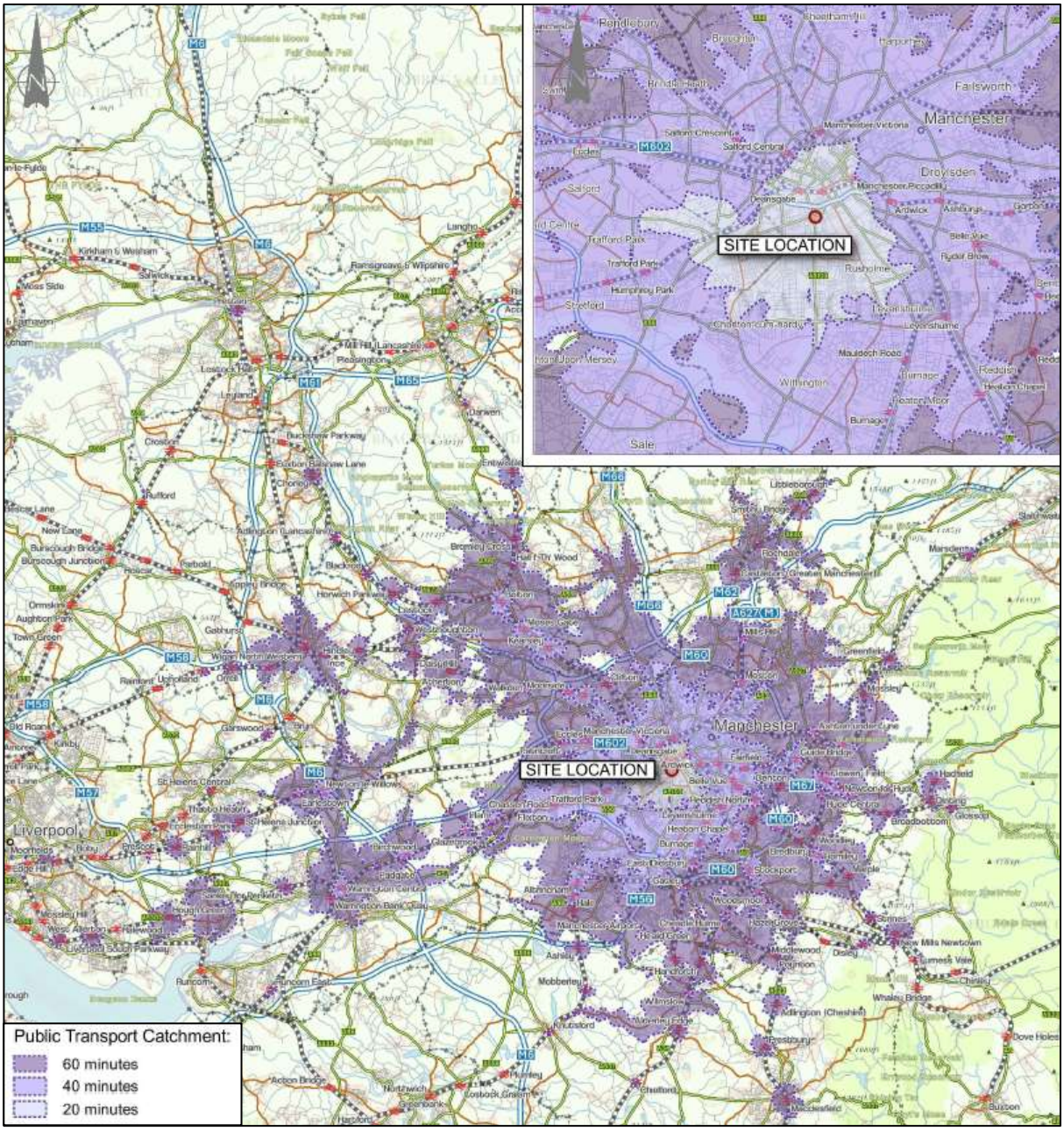

Figure 7 – Public Transport Catchment Plan for Archway Halls

4.4.5 The 60-minute catchment extends as far as Preston in the north, Glossop in the east, Macclesfield to the south and Liverpool to the west. Accessibility by bus, rail and Metrolink are considered further below. A detailed version of Figure 3 is included to the rear of this Travel Plan.

Bus

4.4.6 Guidance from the Chartered Institution of Highways and Transportation (CIHT) document *'Buses in Urban Developments'* (2018) indicates that ideally, a bus stop should be located within the following

distances from a new development (shown in **Table 4.2**), based on its location and the number of services.

Situation	Maximum Walking Distance (m)
Core bus corridors with two or more high-frequency services	500
Single high-frequency routes (every 12 minutes or better)	400
Less frequent routes	300
Town/city centres	250

Table 4.2 – CIHT Maximum Suggested Walking Distances to Bus Stops

4.4.7 A distance of 400m, which equates to an approximate 5-minute walk, is also commonly cited as a benchmark for access to local bus services.

4.4.8 The nearest bus stops to the site are located directly to the north on Stretford Road and to the south of the site on Bonsall Street – these stops are less than 50m from the site.

4.4.9 A summary of buses calling at these locations is provided in **Table 4.3.**

Service	Route	Peak Frequency		
		Weekday	Saturdays	Sun/Hols
53	Cheetham Hill – NMGH – Blackley – Sportcity – Longsight – Uni of Manchester – Hulme – Old Trafford – Salford Quays	30 mins	30 mins	60 mins
86	Chorlton – Alexandra Park – Whalley Range – Hulme – Manchester Met Uni – Uni of Manchester – City Centre	10 mins	10 mins	10 mins
250	Trafford Centre – Trafford Park – Hulme – City Centre	10 mins	10 mins	10 mins
263	City Centre – Hulme – Trafford – Stretford – Sale – Broadheath - Altrincham	15 mins	20 mins	30 mins

Table 4.3 – A Summary of Bus Services along Bonsall Street/Stretford Road

4.4.10 It is noted that the provision of bus services will change over time in response to current circumstances. The bus times are accurate at the time of writing, whereas up-to-date bus times can be found on TfGM's website: https://tfgm.com/bus/timetables.

4.4.11 In addition to the above services, Routes 2 and 3 of the TfGM operated *'free bus'* (which is a free service), provides direct access to Piccadilly, Victoria and Deansgate railway stations. The service can be accessed via Oxford Road Train Station.

4.4.12 Users can also change along the routes in order to utilise Route 1, which provide access to various key city centre locations. The routes and frequencies are detailed in **Figure 8.**

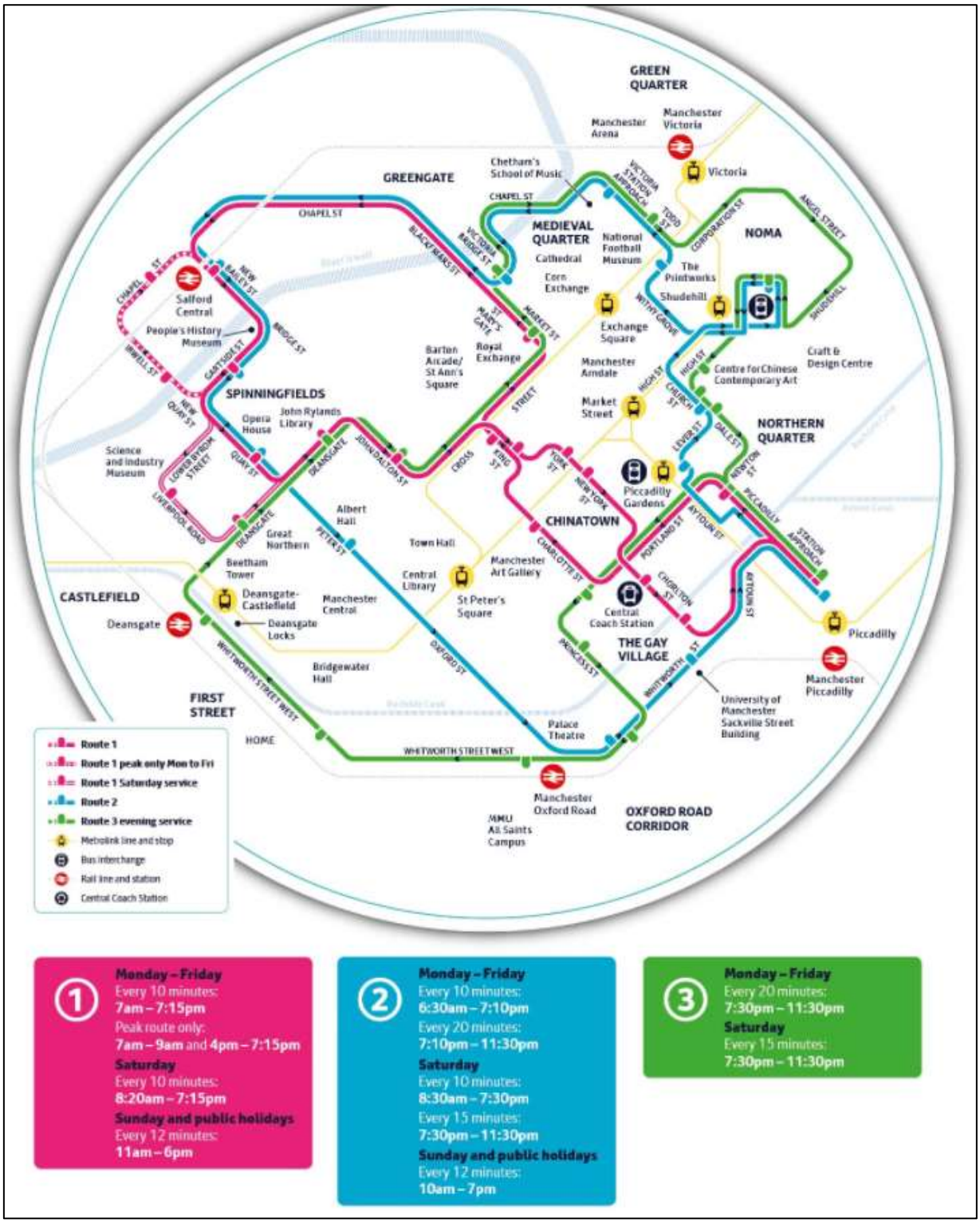

Figure 8 – TfGM '*free bus*' Routes and Frequencies
(Source: TfGM)

4.4.13 On this basis, Archway Halls is well served by bus. There are a number of frequent services accessible along adjacent to Archway Halls, and the Oxford Road bus corridor has been enhanced with the improvements undertaken by MCC and TfGM as part of the 'Bus Priority Package'.

Rail

4.4.14 The Chartered Institution of Highways and Transportation (CIHT) document, *'Planning for Public Transport in Developments'* notes that those travelling to a site by rail will typically be prepared to walk further to the site than those travelling by bus, with a preferred distance of 800m.

4.4.15 The closest Railway Stations to the development are Manchester Oxford Road and Deansgate, both located approximately 700m-800m walking distance from Archway Halls, which is less than a 10-minute walk. Both stations offer many regional services, with Manchester Oxford Road providing links to major cities and conurbations. **Table 4.4** shows the frequencies of regular trains that run from Manchester Oxford Road:

Destination	Service Frequency		
	Peak Weekday	Peak Saturday	Peak Sunday
Preston	3 per hour	2 per hour	2 per hour
Scarborough	1 per hour	1 per hour	1 per hour
Liverpool Lime Street	4 per hour	4 per hour	4 per hour
Hazel Grove	2 per hour	2 per hour	1 per hour
Manchester Airport	5 per hour	5 per hour	4 per hour
Edinburgh	2 per hour	2 per hour	2 per hour
Norwich	2 per hour	2 per hour	2 per hour
Llandudno Junction	1 per hour	1 per hour	1 per hour
Southport	2 per hour	2 per hour	1 per hour
Blackpool North	2 per hour	2 per hour	2 per hour

Table 4.4 – Summary of Rail Services calling at Manchester Oxford Road

4.4.16 It is noted that the provision of rail services will change over time in response to current circumstances. The rail frequencies are accurate at the time of writing, whereas up-to-date rail times can be found on Northern Rail's website: northernrailway.co.uk/travel/timetables.

4.4.17 In addition, users can also access services running from Manchester Piccadilly approximately 1,500m (or an 18-minute walk) to the north east of the site.

4.4.18 It is considered the site is highly accessible via rail.

Metrolink (Light Rail)

4.4.19 The closest Metrolink station to the site is located at Deansgate-Castlefield, approximately 900m walk from the site, adjacent to Deansgate Railway Station.

4.4.20 The following lines call at Deansgate-Castlefield station:

- **Pink Line** between East Didsbury and Rochdale;
- **Brown Line** between East Didsbury and Shaw & Crompton;
- **Blue Line** between Manchester Airport and Victoria;
- **Green Line** between Altrincham and Bury;
- **Purple Line** between Altrincham and Piccadilly;
- **Light Blue Line** between Eccles and Ashton-under-Lyne;
- **Orange Line** between MediaCityUK and Etihad Campus.

4.4.21 All lines run at a frequency as follows:

- **Monday to Friday –** Every 10 minutes between 06:00 – 19:00, every 20 minutes between 19:00 to 00:00;
- **Saturday –** Every 20 minutes between 06:00 – 08:00 and 20:00 – 00:00, every 10 minutes between 08:00 – 20:00; and
- **Sunday –** Every 15 minutes between 07:00 – 23:00.

4.4.22 The start and end times for the specific station that staff and visitors wish to call at will change over time in response to current circumstances. The Metrolink frequencies are accurate at the time of writing, whereas up-to-date times can be found on the Metrolink website at: tfgm.com/public-transport/tram/tram-times.

4.4.23 It is considered the site is accessible by Metrolink (light rail).

4.5 Car Clubs

4.5.1 Car clubs provide a cost-effective and flexible alternative to owning a car, and can help tackle the challenges associated with congestion and environmental pollution.

4.5.2 Car clubs are seen to be cost-effective and sustainable tools that could be promoted. Vehicles are booked for as long or as little as people need them, giving residents a more sustainable and cheaper alternative to car ownership. Joining a car club provides the convenience of owning a car without the hassle or costs of repairs, servicing or parking.

4.5.3 Companies such as Enterprise Car Club (www.enterprisecarclub.com) offer memberships in Manchester with a variety of cars parked in designated bays at many locations around the city.

Manchester Metropolitan University has an arrangement with Enterprise which provides students sign up benefits including discount codes.

4.5.4 The nearest car club location is on Cambridge Street which is approximately 500m (or 6-minute walk) north of the site. In addition to Cambridge Street, there are other locations including Phoenix Way in Hulme which is within 550m (or 7-minute walk) of the site.

4.6 Accessibility Summary

4.6.1 It is considered the site is highly accessible by sustainable modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure, and there are a number of public transport opportunities within acceptable walking distance of the site.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 Considering the high levels of accessibility and as there is no standard parking proposed for residents to utilise (two disabled parking spaces are to be provided), it is considered the vast majority of users of the development will travel to/from the site via sustainable modes of travel.

5.1.2 Nevertheless, this section of the Travel Plan sets out the initiatives that will be implemented; these initiatives are designed in order to reduce student and visitor dependency on the private car and encourage sustainable modes of travel.

5.1.3 They are in line with the aims and benefits set out in within **Section 2** of this document and the overarching MMU Travel Plan.

5.2 Production of Residential Welcome Information

5.2.1 Welcome Packs can be important in influencing travel patterns and therefore it is envisaged that welcome information will be provided to all residents at the development upon moving in. This will be provided on 'Browser', the student online portal and will include the following:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Maps showing local walking/cycling routes and places of interest; and
- Details of public transport services, including timetables and routes, will also be provided to detail relevant information as set out above.

5.2.2 Individual advice for the students is provided through Residential Advisors, who refer any detailed travel queries to the MMU Travel Team. Students can contact the Travel Team by emailing studenttravel@mmu.ac.uk, or if it is a specific cycling enquiry, by contacting cycling@mmu.ac.uk.

5.3 Measures to Encourage Walking

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

5.3.2 It has been demonstrated throughout this Travel Plan that there is an existing high level of pedestrian infrastructure in the surrounding area. The following measures will be implemented in order to encourage students to walk as part of their day-to-day routines:

- Promote / raise awareness of the health benefits of walking by sharing infographics by TfGM;
- Clear signing of pedestrian routes within and adjacent to Archway Halls; and
- Information on the local pedestrian routes.

5.3.3 The Security Team at Manchester Metropolitan University also provide alarms on request and recommend use of the “Safe Zone” app.

5.4 Measures to Encourage Cycling

5.4.1 It has been demonstrated throughout this Travel Plan that there is an existing good level of cycle infrastructure in the surrounding area. There will also be cycle parking provided as part of the development proposals, as outlined in **Section 3.5** above.

5.4.2 To encourage students to cycle to/from the site, the following measures will be implemented:

- Information on the local cycle network routes made available through the previously discussed welcome packs;
- Promote the availability of cycling information, including route maps and useful tips and guidance, on the Sustrans website www.sustrans.org.uk; and
- Invite students to attend organised MMU cycle training/maintenance lessons with TfGM for those not confident about cycling or simply wish to find out more.

5.4.3 There are three existing repair stations installed at Manchester Metropolitan University (one on Chester Street, one at Cambridge Hall, one at Birley Campus).

5.5 Measures to Encourage Public Transport

5.5.1 It has been demonstrated throughout this Travel Plan that the site is highly accessible by public transport, and that there are further opportunities for wider public transport travel throughout Manchester city centre.

5.5.2 It is noted that students living at the Archway Halls are not likely to require public transport when travelling to their academic facilities at MMU; however, they may choose to use sustainable transport for local trips.

5.5.3 The following measures will be implemented in order to encourage residents to travel by public transport:

- Distribute details of the Traveline Journey Planning tool and any other useful resources;
- Advertise any promotions/discounts offered by public transport operators;
- Distribute details of the TfGM website and real-time mobile app; and

- Provide up to date bus details including timetables/contact information.

5.6 Car Clubs

5.6.1 Manchester Metropolitan University run a Manchester Met Pool Car Service for staff who require vehicles for business-related journeys. This is a fully electric service, reducing emissions for business travel.

5.6.2 The University has a commercial arrangement with Enterprise Car Club to use their public fleet when the University pool cars are not available.

5.6.3 The above arrangements will be promoted to staff working at Archway Halls.

5.7 Reducing the Need to Travel

5.7.1 The location of Archway Halls is in close proximity to facilities at both the Birley Campus and All Saints Campus of Manchester Metropolitan University. This in itself reduces the requirement for travel across the residential element.

5.7.2 Furthermore, Archway Halls includes amenities for residents use on a day-to-day basis such as a gym, internal social areas and a courtyard with BBQ facilities. In addition, the wider Birley Fields Campus provides complementary land uses; offering employment, retail and leisure opportunities.

5.7.3 The locality of the above amenities will serve to reduce the need to travel more widely across Greater Manchester for day-to-day activities.

5.8 Measures to Encourage Sustainable Travel in General

5.8.1 The following subsection discusses initiatives that are not aimed at encouraging any one specific mode of travel but are instead generic measures to encourage any form of sustainable travel.

5.8.2 The University, as part of the Oxford Road Corridor Sustainable Travel Group, have previously organised annual active travel events. Future Corridor initiatives will be shared with Staff and Students. In 2019 this event included:

- TfGM;
- A variety of retail stallholders;
- Information about walking and cycling; and
- Road safety information.

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged.

6.1.2 This section sets out targets and provides an overview of the data that should be collected as part of future travel surveys to inform the Archway Halls Travel Plan and subsequently contribute to the overarching MMU Travel Plan once updated.

6.2 Data Collection and Analysis

Travel Surveys & Targets

6.2.1 As the development has not yet been constructed, it is not possible to undertake any travel surveys. Therefore, it is not appropriate to provide a definitive set of targets. However, Manchester Metropolitan University have established a set of institution-wide targets. These are as follows:

- Maintain Single-Occupancy Vehicle (SOV) rate of less than 20% by 2020/2021;
- 75% of all vehicles to be low emission by 2020/2021;
- 19% of staff journeys to be made by cycle or walk by 2020/2021;
- 67% of student journeys to be made by cycle or walk by 2020/2021; and
- 60% of staff journeys to be made by public transport by 2020/2021.

6.2.2 Updated targets will be forthcoming as part of the updated overarching MMU Travel Plan.

6.2.3 In order to understand continually monitor travel habits, during each academic year, all MMU students fill in an enrolment survey that includes detailed travel questions about their journey to the University from home, and their intended modes of transport on a daily basis. This will form the basis of the Travel Plan performance.

Cycle Storage Monitoring

6.2.4 Manchester Metropolitan University currently owns and operates three main halls of residence within Manchester City Centre. Overall, MMU has capacity for 164 bicycles within the existing halls of residence, which is a provision for 8.4% for the total residential capacity of 1,941 bedrooms.

6.2.5 As part of the ongoing sustainable travel ambitions, the University undertook a cycle parking utilisation survey in November 2019 of the existing cycle provision within the MMU residential halls. This survey demonstrated that there is considerable underutilisation of the spaces. From the overall total of 164

available spaces, a maximum of 50 bicycles were stored during the survey period, which equates to a utilisation rate of only 30.5%.

6.2.6 The usage of the existing cycle facilities represents a cycling population of just 2.6% within the student halls of residence. This is likely to be a consequence of the high level of pedestrian accessibility from the halls to key destinations on and off campus.

6.2.7 Notwithstanding this, as stated within **Section 3**, a total of 41 cycle parking spaces will be provided – which equates to c.8% provision and higher the existing usage in the other halls of residence.

6.2.8 As part of the travel habits assessment by MMU, the usage of this cycle provision will be monitored. If demand exceeds supply, consideration will be given to the provision of additional cycle spaces.

Travel Plan Performance Indicators

6.2.9 The information received from the surveys will feed into the targets for this Travel Plan and the overarching MMU Travel Plan and will be used to assess sustainable travel performance and influence travel targets.

7.0 Monitoring and Review

7.1 Introduction

7.1.1 This section of the report sets out the proposed management arrangements associated with the Archway Halls Travel Plan, which will form an appendix to the overarching Manchester Metropolitan University Travel Plan.

7.2 Responsibility and Management

7.2.1 The strategy and measures will be adapted to enable the University to respond to any changes as they occur. The University has a dedicated Travel Plan Manager who is responsible for the implementation of the Travel Plan Strategy across the University and ensuring that updates and monitoring are carried out. They can be contacted at: paul.lewis@mmu.ac.uk.

7.2.2 One of the most important elements of a successful Travel Plan is ensuring that the range of support available is well promoted.

7.2.3 Staff, students and visitors must be aware of the options available to them, and how to get more support if required. Manchester Metropolitan University and its Travel Team currently use a wide range of communication tools to promote specific events, new travel options and to report back on the environmental impact of the programme. These include:

- Use of the Environment Team “Let’s make a sustainable planet” branding;
- Environment Team presence at quarterly staff inductions;
- Environment Team presence at student annual Welcome Week events;
- Competitions to incentivise the use of sustainable modes of travel;
- Travel web pages (internal and external);
- “Insight” Newsletter articles for staff in Estates and Facilities;
- ManMetLife articles for all staff;
- Use of social media (@mmuenvironment and the Manchester Metropolitan University Facebook page); and
- Staff Sustainability Champion Network.

7.3 Monitoring and Evaluation

7.3.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.3.2 In order to assess such progress in delivering the targets and aims of the Travel Plan, a range of travel and transport data will be collected through annual student enrolment surveys.

7.3.3 The measures are regularly reviewed and revised. They reflect the findings of this monitoring process, as well as more general feedback from staff and students on how to encourage further sustainable travel behaviours. The University will also engage with key local stakeholders and peer institutions to reflect the latest best practice and local initiatives.

Appendix A – Overarching MMU Travel Plan

All Saints & Birley Fields

Travel Plan



Manchester Metropolitan University

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All Saints & Birley Fields

Rev No	Comments	Checked by	Approved by	Date
	Draft			
A	17-02-2011 update	AMT	ASB	17-02-2011
B	18-02-2011 update	AMT	ASB	18-02-2011
C	18-02-2011 update	AMT	ASB	18-02-2011
D	26-02-2013 update	SG	CZ	26-02-2013
E	08/10/2015 update (To include redevelopment of Mabel Tylecote Building on All Saints Campus)	DC	CZ	14-10-2015

1 New York Street, Manchester, M1 4HD

Job No: 60281293 Reference: Birley Fields Campus, Hulme Date Created: October 2015

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1 Introduction

1 Introduction

1.1 Introduction

A Travel Plan provides a strategy for managing travel demand and involves a dynamic process of implementation, monitoring and review. The underlying aim of any Travel Plan is to minimise the number of single occupancy vehicle (SOV) car trips generated by a development, by encouraging a shift to more sustainable modes of transport, thereby mitigating the negative impacts of travel.

AECOM has been commissioned by Manchester Metropolitan University (MMU) to update the current Travel Plan Document. This Travel Plan provides a clear framework of objectives and targets for the consolidated city centre campus. The measures are sufficiently flexible to meet the needs of the new development but allow for the delivery of tangible benefits. However, the targets are deliberately challenging so as to maximise the potential numbers who travel sustainably.

The following sections detail the Travel Plan objectives for the proposed site. In summary, the key role of this Framework Travel Plan is to ensure that a toolkit of measures is developed and appropriate infrastructure is available, to facilitate staff and student travel to and from the University by sustainable modes of travel.

There is specific reference to the accessibility credentials of the Mabel Tylecote site, as this is the driver behind the most recent update of the Travel Plan. This work has been complemented by previous Travel Planning undertakings and the most recent 2015 staff/student surveys.

1.2 Travel Plan Objectives and Measures

The objective of this report is to amalgamate and update the existing Travel Plan documents and provide a holistic plan which encapsulates the Mabel Tylecote Site, and All Saints & Birley Fields campuses, alongside the most recent staff and student travel survey data. The Travel Plan will be a 'living document' and as such will be subject continuous review. The University is committed to pursuing opportunities to develop best practice and this is reflected in the scope and content of the document.

1.3 Report Structure

Following this introductory chapter this Travel Plan comprises of nine further chapters in the following structure:

- **Chapter 2** discusses the background to the Travel Plan;
- **Chapter 3** describes the achievement MMU have made thus far in terms of modal shift and marketing initiatives;
- **Chapter 4** examines the business travel operation/needs;
- **Chapter 5** considers the Universities fleet operation and ways to reduce its environmental impact;
- **Chapter 6** presents an audit of the surrounding sustainable infrastructure and facilities;
- **Chapter 7** details the results of the recently undertaken staff and student travel plan surveys;
- **Chapter 8** identifies aims, objectives and targets for staff and students;
- **Chapter 9** presents a University Travel Plan Action Plan; and
- **Chapter 10** details a process for monitoring and reviewing the travel plan.

Chapter 7 of this report contains the most recent student travel responses and analysis from 2015 student data, sourced from the 2014/15 student enrolment surveys, given to the students at the beginning of the academic year. This chapter also provides the results of the staff travel survey, (25% response rate), from staff at All Saints, Cheshire, and Platt Lane. The 2010 student and staff questionnaire results, as conducted by Greater Manchester Transport Unit and the University, are contained within Appendix A at the end of this report.

1.4 Summary Update (2015)

The Travel Plan has been updated to incorporate the latest Travel Survey data and highlight recent achievements. A comprehensive update is currently being undertaken and is due to be published in the Summer of 2016. The full update will reflect new targets and objectives whilst providing detailed analysis of current travel trends associated with both staff and students.

For ease of reference, at the end of each chapter additional commentary has been added to reflect the current position as of September 2015.

2 Background

2 Background

2.1 Introduction

This Travel Plan incorporates all key elements of Manchester Metropolitan University City Centre estate. **Figure 2.1** following illustrates the location of the respective elements of the City Centre campus discussed in the Travel Plan.

This chapter, starts by discussing changes in the MMU estate during 2015, describes the forthcoming changes to the Mabel Tylecote building, briefly identifies each element of the wider campus, and then goes on to outline the drivers behind travel planning as well as the national/local policy context.

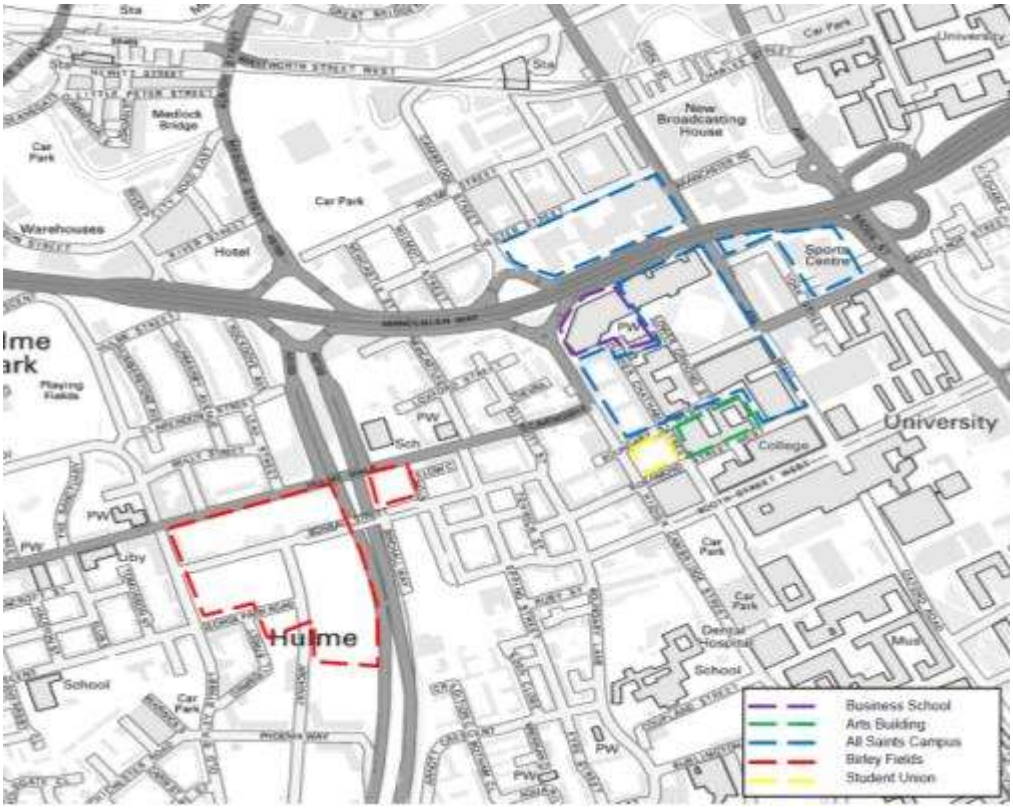

Figure 2.1 Manchester Metropolitan University Campus

2.2 Changes in the MMU Estate (2015)

Alongside the development at the Birley campus, the Benzie Building, and the new Student Union, the University has acquired to Platt Lane Sports Complex. The University has also entered in to a long term lease arrangement for 70 Oxford Street (previously The Corner House).

The former satellite sites at Hollings, Aytoun, Didsbury and Elizabeth Gaskell are no longer used for teaching purposes and are each being released to the open market for development, the sales are at various stages of completion. The primary Manchester campus is shown in the figure following:



Figure 2.2 Manchester Campus

The University is actively working with Corridor partners to bring forward the committed works associated with the Bus Priority measures on Oxford Road. These works are due to commence before the end of 2015 and are scheduled to take circa 12 months. The enabling works are nearing completion and the adjacent corridors will soon serve the displaced general traffic. A trial Dutch style bus bypass cycle lane was opened at the end of September 2015, and lessons will be applied to the wider corridor.

A new pedestrian link has been installed to improve connectivity between All Saints and Birley Fields. Future highway improvement works are being discussed with Manchester City Council which will include a signalised pedestrian crossing point on Higher Cambridge Street.

The University retains the Cheshire campus **(The figure following)**, with teaching at Crewe, and accommodation at the neighbouring Booth Hall.

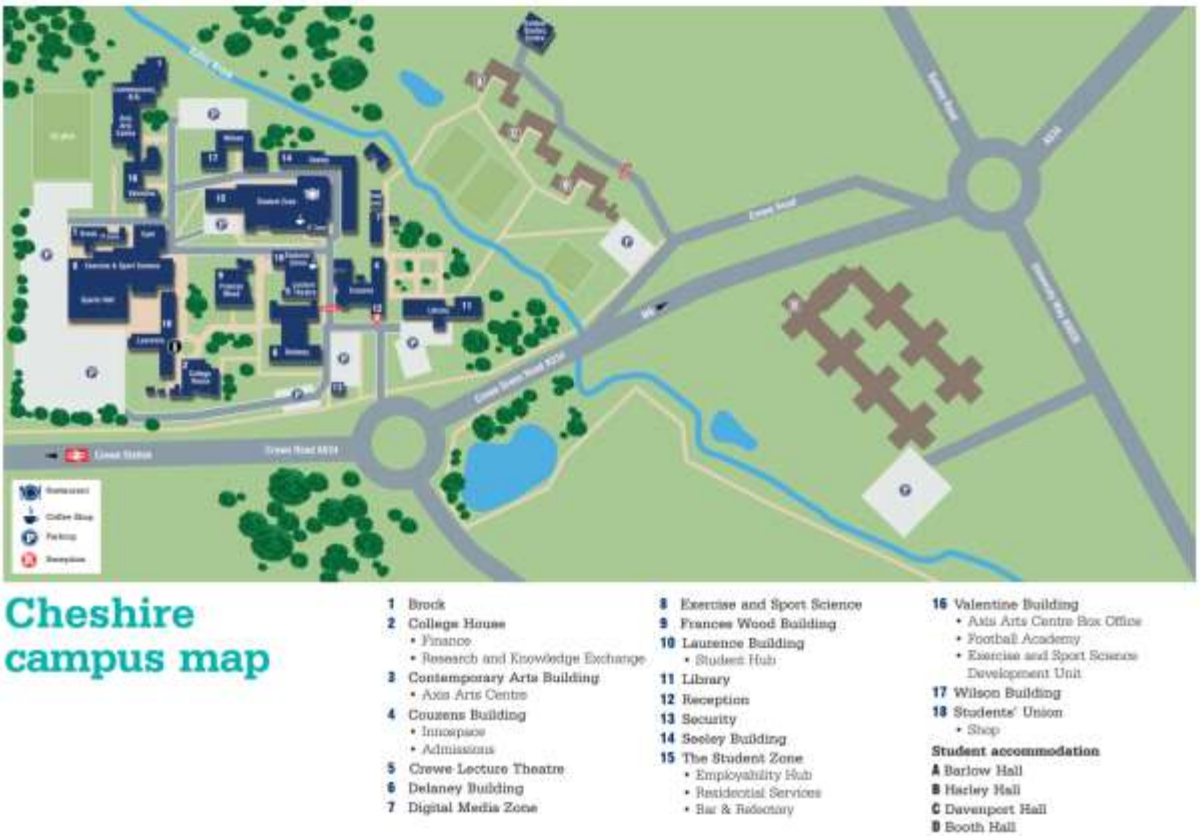

Figure 2.3 - Cheshire Campus

2.3 Mabel Tylecote Building

This latest update of the MMU Travel Plan has been triggered by the proposed redevelopment of the Mabel Tylecote Building, which is located on the University's All Saints Campus. It houses teaching and learning space for the Department of Languages, and the MMU School of Theatre, as well as academic and administrative staff offices. This includes the Capitol Theatre, which is the performance space for MMU theatre and acting students. The Theatre is used for public theatrical productions as well as theatrical teaching and learning. The Mabel Tylecote building is also the location of the Manchester Philosophy Society offices, the Green Room Refectory, and an open-air walk-through art gallery.

The building is located on the north east section of the MMU All Saints Campus. The site is bounded by Oxford Road to the east, and Cavendish Street to the north, the Geoffrey Manton University building to the south, and to the west is the Grosvenor University building. The site location is shown in the figure following.

The planning application involves the demolition and replacement of the existing Mabel Tylecote building. The new building will be located within the same plot as at present. The accommodation provided within the new building will comprise replacement facilities including a new theatre, supporting rehearsal studios, academic offices, and specialist language spaces.

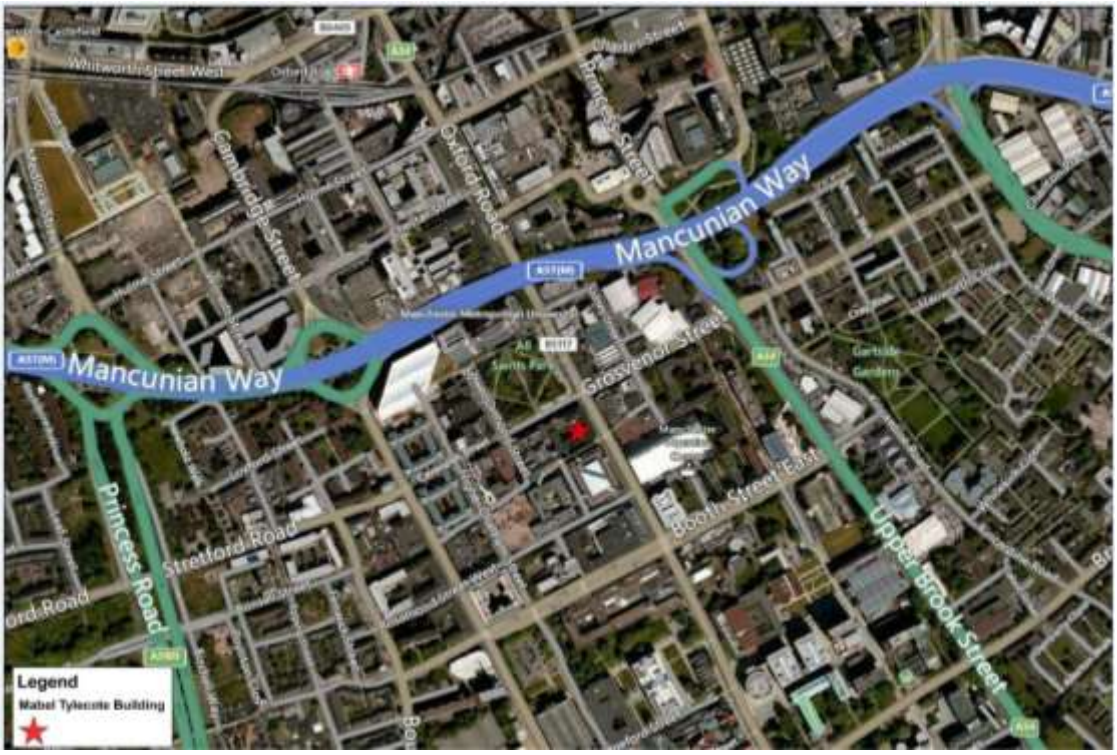

Figure 2.4 Location of Mabel Tylecote Building

The building usage is anticipated to comprise approximately 1,000 staff and students, with approximately 60% of this total being present on site at any one time.

In addition, the site use will also include theatre productions, for which tickets are sold to the general public. It is envisaged that there will be 16 productions per year, with each production running for one week, with one show per day. The proposed replacement theatre is expected to have in the region of 400 seats, an increase of around 80 compared to the existing capacity. However, on average the maximum audience size is approximately 200 visitors per show.

2.4 Wider Campuses

All Saints Campus

The All Saints campus is the main campus for the University and is located along Oxford Road, situated to the south of Manchester City Centre, the campus is approximately 1.5km from the city centre. The All Saints campus supports the Faculty of Art & Design and the Faculty of Humanities, Law and Social Science. The campus is also the location for the Student Information Point in the Geoffrey Manton Building. The campus accommodates many of the main facilities including:

- Library;
- Students Union;
- Sugden Sports Centre;
- A number of Halls of residence; and
- Academic teaching rooms.

The existing All Saints campus is surrounded by three main roads: Oxford Road, Cambridge Street and the A57(M) Mancunian Way which is an elevated dual carriageway. The Mancunian Way flows from east to west at the north end of the All Saints campus. Oxford Road and Cambridge Street head in a north-westerly direction towards the city centre, and away from the centre in a south-easterly direction forming a corridor of other University buildings. The figure following illustrates the All Saints campus in relation to the surrounding highway network.

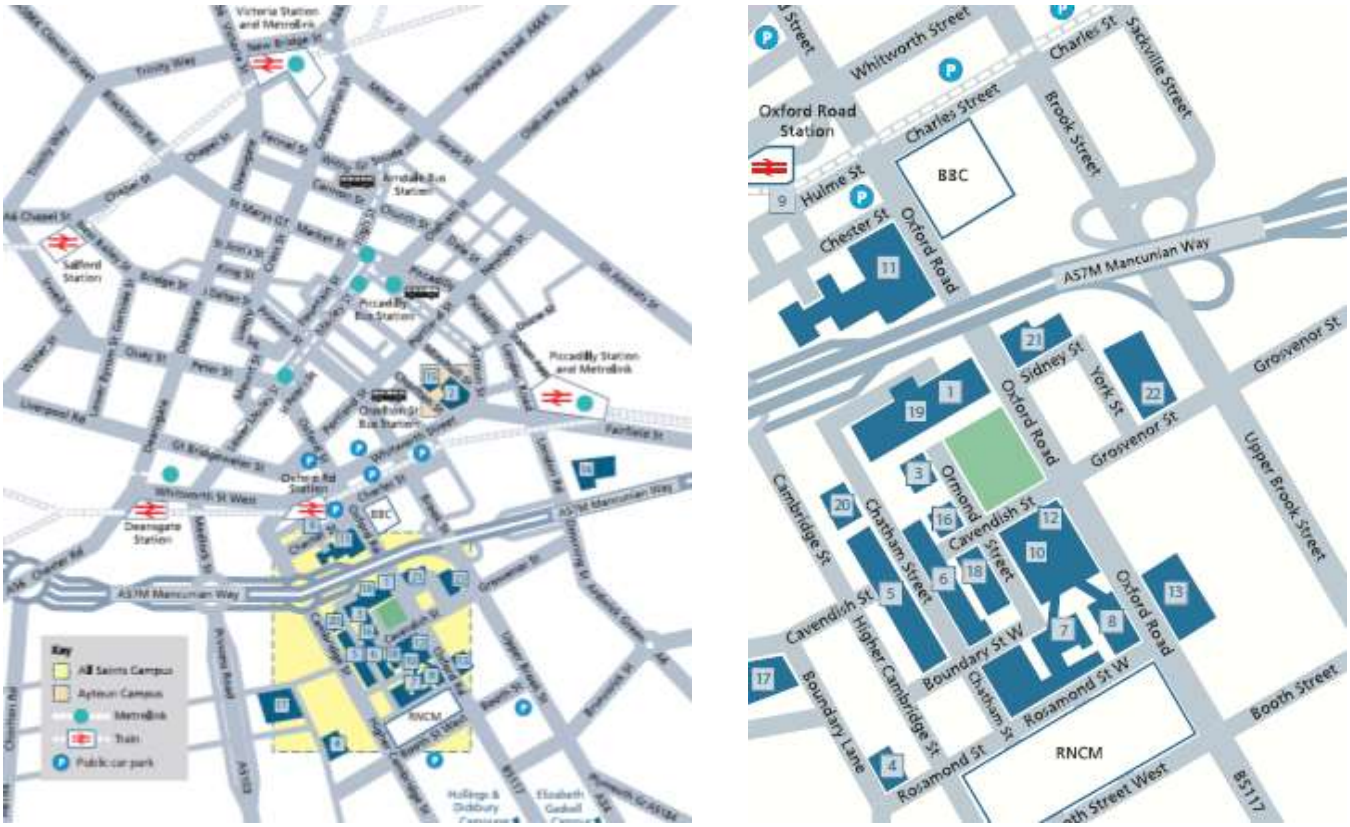

Figure 2.5 All Saints Campus

Birley Fields

The construction programme spanned approximately 2 years, with completion in 2014.The project included five distinct elements:

- Academic Building;
- Energy Centre;
- MSCP or surface car park;
- Student Residences (Blocks A, B, C, D and E); and
- Public Realm and infrastructure.

The development was constructed in two phases, with Student Residential Blocks C, D and E completed subsequently to the rest of the development. The construction of the initial elements may be divided into separate contracts. **Figure 2.6** illustrates the masterplan layout of the Birley Fields development.



Figure 2.6 Birley Fields Masterplan Layout

2.5 Recent Developments

Business School

The recently completed Business School is 21,500m^2, and is situated in the north-western corner of the All Saints site. The figure following illustrates the layout of the business school. The facilities within the building include:

- 5 seminar rooms;
- 1 lecture theatre;
- Postgraduate facilities;

- Administration and staff offices;
- IT drop-in centre;
- Social learning facilities; and
- Dining and kitchen facilities.
- Shower and changing facilities.

In addition two banks of Sheffield Stands as pictured in **Figure 2.8** (housing 132 spaces in total) will be provided to the front elevation of the building. **Figure 2.9** presents a plan of the building.



Figure 2.7 Business School



Figure 2.8 Business School Shower/Changing Facilities and Cycle Provision



Figure 2.9 Business School Elevation Drawing

2.6 Arts Building

The Arts Building is located to the southern part of the All Saints Campus, off Oxford Road on Higher Chapham Street, the figure following, and **Figure 2.11 illustrate** the layout of the Arts Building and **Figure 2.9** presents a rendering of the building once complete. The following facilities have been incorporated into the existing building:

- Additional secure cycle spaces to the existing 28 spaces currently supplied;
- Shower and changing facilities; and
- A dry room.

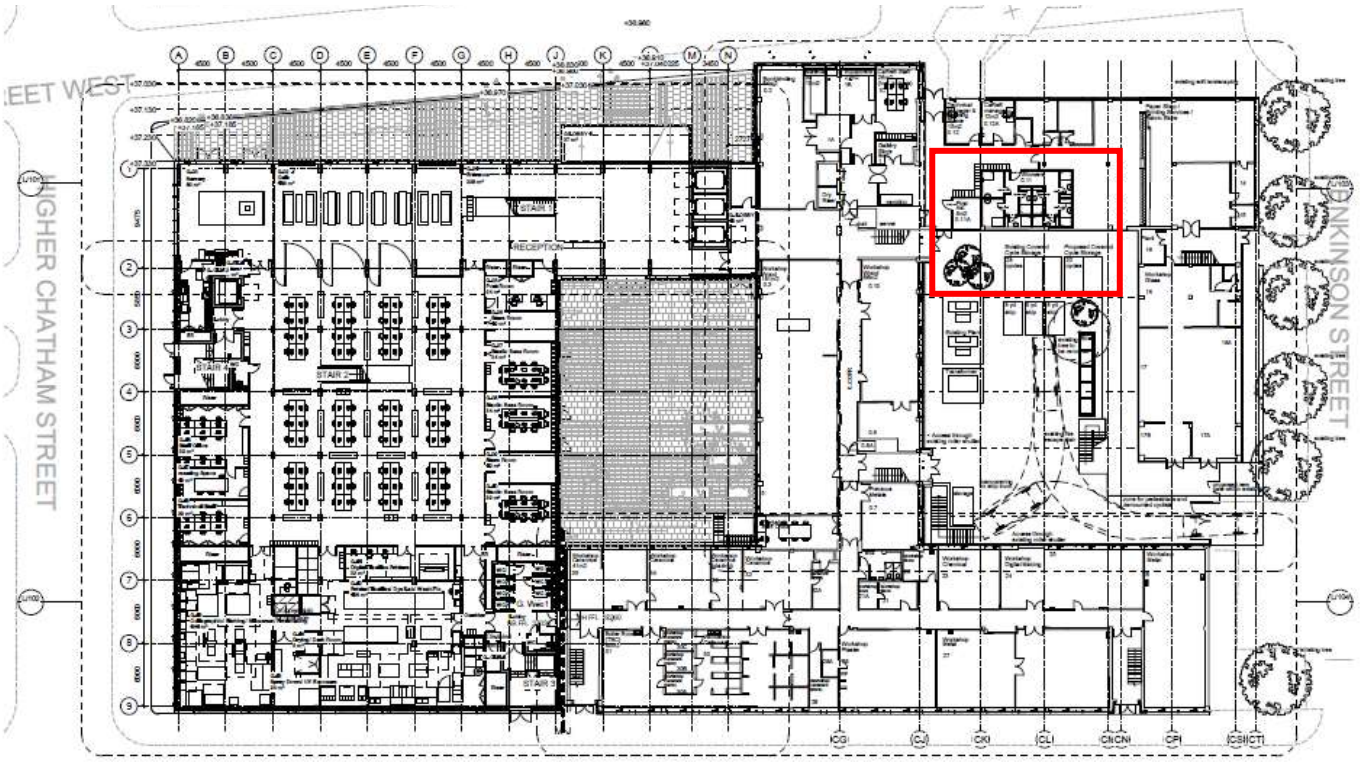

Figure 2.10 Arts Building Layout

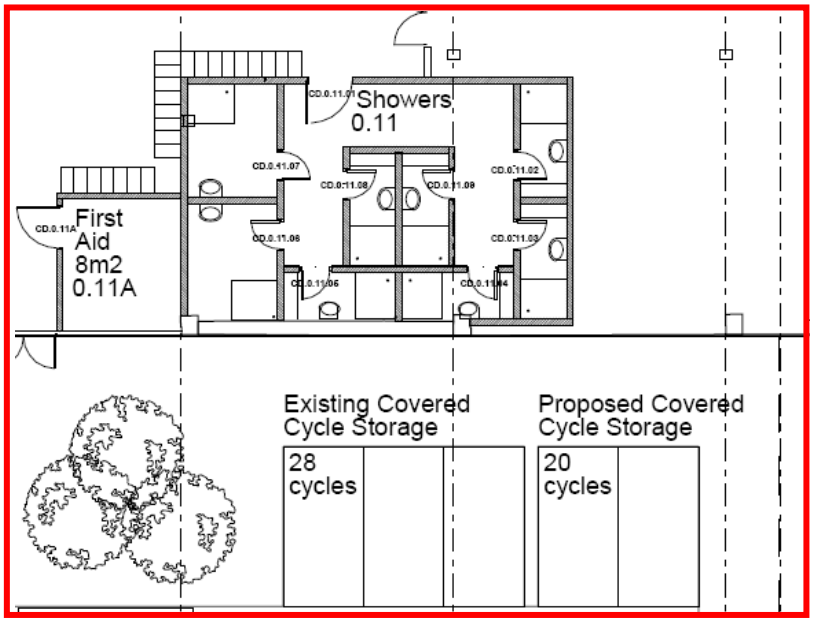

Figure 2.11 Cycle, Shower and Changing Facilities (Highlighted Above)



Figure 2.12 Arts Building Elevation Drawing

Student Union

The Student Union building is situated in the south-western corner of the All Saints Campus, and replaced the existing Salutation staff car park adjacent to Higher Cambridge Street and Higher Chatham Street as shown in **Figure 2.13**.



Figure 2.13 Location of Student Union

The Student Union covers an area of 3,998 m^2 and has included the following facilities:

- Student Activities Centre;
- Union Hall;
- Student Finance Offices;
- Counselling / Welfare Office;
- Post Graduate Space;
- Student Media Rooms;
- 8-10 meeting rooms;
- SU Bar;
- Cafe;
- Shop;
- Shower and changing facilities;
- 20 secure cycle parking spaces; and
- 20 car parking spaces.

Figure 2.14 shows the layout of the Student Union, whilst **Figure 2.15** highlights the facilities provided.

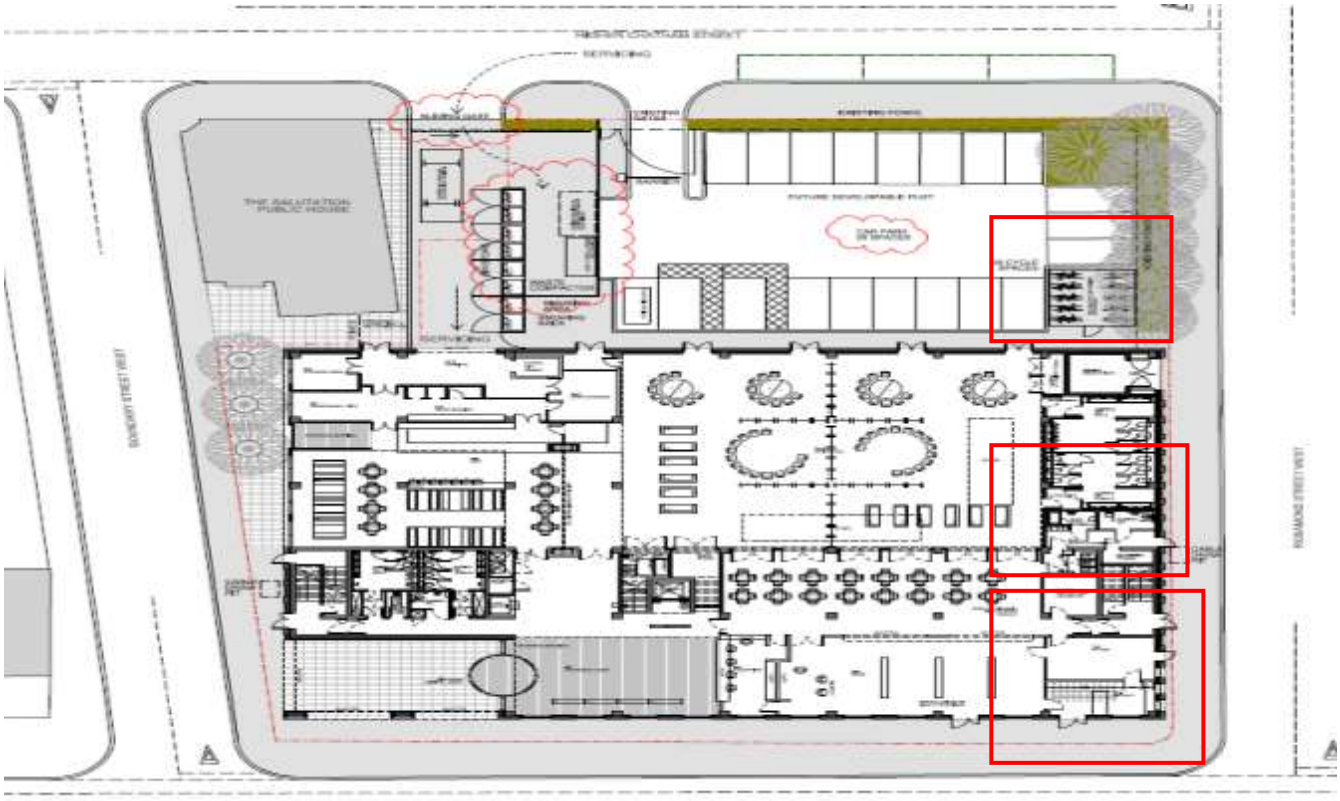

Figure 2.14 Student Union Layout

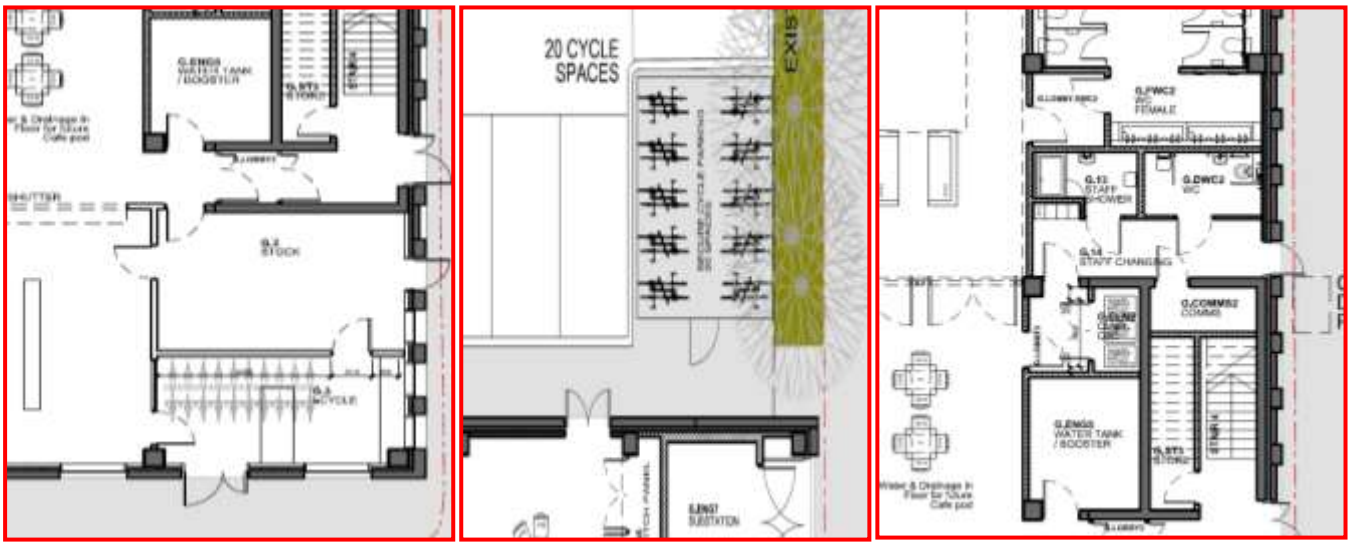

Figure 2.15 Cycle, Shower and Changing Facilities (Highlighted Above)

Students Union Disabled Access

The Students Union building has been designed to account for varying levels of disability and visual impairment. The building incorporates a total of 3 (including 1 staff) disabled access toilets at Ground Floor level, and 1 disabled access toilet on each of the 3 further levels.

Emergency refuge areas for disabled are incorporated within each stair-well core and there is level access to all floors from the main entrance.

The building incorporates an internal lift which is DDA compliant and provides access to all floors, and there is a lowered Reception area to enable access for wheelchair users.

The external parking area includes two disabled car parking bays (Illustrated in **Figure 2.11** above), which forms 10% of the total parking provision, meeting Greater Manchester's Parking Standards. These parking spaces are positioned as close to the building as possible and all building entrances can be reached on the ground floor level from these.

The site is nearly level with an approximately 300mm drop in the pavement from the Boundary / Higher Chatham Street to the Cambridge / Rosamond Street corners. The main entrance is proposed as 3.8 m diameter circular sliding door with 1643 mm throat opening, making it accessible by wheelchair users. The Café/Bar entrance is proposed as a single automatic sliding door with 1080mm clear opening. All other doors are appropriately sized for wheelchair users.

Signage and lighting has been appropriately designed for visually impaired people. The simple, clear layout of the building aids orientation for all users, which is especially relevant for visually impaired users. Visual connections between floors via glazed screens and atriums also contribute to this.

The design of the building ensures that disabled people are not segregated from able-bodied users, and the scheme has been developed to ensure it is fully DDA and Part M compliant.

2.7 The Purpose of a Travel Plan

A Travel Plan is a way of managing how people travel to a particular area or organisation. This Travel Plan addresses staff, student and visitor modes of travel to the University. The scale of the University estate allows an excellent opportunity to:

- Reduce the traffic generated by the University and promote benefits of car sharing;
- Promote the health benefits of cycling, walking and public transport;
- Encourage good urban design principles that open up the permeability of the University for walking and cycling; and
- Enhance the safety and security of people travelling to the University via all forms of transport.

2.8 The Benefits of a Travel Plan

The main benefits that can be expected from the Travel Plan are as follows:

- Informal accreditation as a fundamentally environmentally responsible institution;
- Services that are easier to access by all forms of transport, reducing anxiety and frustration;
- Increased availability of parking spaces for those who cannot use alternative modes;
- The University can be a better neighbour to the surrounding community;
- CO_2 emissions can be directly addressed to deliver sustainable development; and
- Health benefits to staff and students, by an increase in exercise and reduced conflicts between traffic and pedestrians.

2.8.1 Benefits to staff and students:

- Improved access by all forms of transport, reducing anxiety and frustration;
- Reduced travel costs;
- Reduced demand for car parking;
- Staff and students generally healthier due to increased exercise; and
- Provide choice through increasing travel and working options.

2.8.2 Benefits to the community:

- Help to reduce congestion both locally and further afield;
- Reduced parking conflict on site and on neighbouring residential streets; and
- Help to improve air quality and reduce road accidents.

2.9 National Policy Review

2.9.1 National Planning Policy Framework (NPPF)

The NPPF was released on 27th March 2012 and replaces all Planning Policy Guidance notes (PPG's) and Planning Policy Statements (PPS's), to form a singular national planning guidance for local planning authorities and decision makers, both in drawing up plans and as a material consideration in determining applications.

The NPPF introduces 12 Core Principles that should be used to underpin both plan making and decision-making. These include having a planning system that:

- Is genuinely plan-led;
- Creative in finding ways to enhance and improve places;
- Proactively drives and supports sustainable economic development;
- Seeks to secure high quality design and a good standard of amenity;
- Takes account of local character and circumstances;
- Supports the transition to a low carbon future;

- Contributes to conserving and enhancing the natural environment and reducing pollution;
- Encourages the effective use of land;
- Encourages mixed use developments;
- Conserves heritage assets appropriate to their significance;
- Actively manages patterns of growth to make the most use of public transport, walking and cycling; and
- Takes account of and support local strategies, to improve health, social and cultural wellbeing.

The NPPF also identifies a presumption in favour of sustainable development. This is not intended to replace the development plan as the starting point for decision-making, but means that proposals in accordance with the development plan should be approved without delay.

It calls on the planning system to do "everything it can to support sustainable economic growth", and that "significant weight should be placed on the need to support economic growth." All developments that generate significant amounts of movement should be supported by a Transport Statement or Transport Assessment. Plans and decisions should take account of whether:

- The opportunities for sustainable transport modes have been taken up depending on the nature and location of the site, to reduce the need for major transport infrastructure;
- Safe and suitable access to the site can be achieved for all people; and
- Improvements can be undertaken within the transport network which cost-effectively limit the significant impacts of the development. Development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

The document gives guidance for travel plans, transport assessments and statements in decision-taking. It highlights the need to identify the specific required outcomes, target and measures, and set out clear future monitoring and management arrangements all of which should be proportionate. The key themes that relate to this document are the emphasis on how specific outcomes rather than just identifying processes are to be followed for encouraging things such as active travel or supporting other sustainable modes of travel; also that they should also seek to fit in with wider strategies for transport in the area.

The document states that Travel Plans, Transport Assessments and Statements can positively contribute to:

- Encouraging sustainable travel;
- Lessening traffic generation and its detrimental impacts;
- Reducing carbon emissions and climate impacts;
- Creating accessible, connected, inclusive communities;
- Improving health outcomes and quality of life;
- Improving road safety; and
- Reducing the need for new development to increase existing road capacity or provide new roads.

Plans should protect and exploit opportunities for the use of sustainable transport modes for the movement of goods or people. Therefore, developments should be located and designed where practical to:

- Accommodate the efficient delivery of goods and supplies;
- Give priority to pedestrian and cycle movements, and have access to high quality public transport facilities;
- Create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter and Where appropriate establishing home zones;
- Incorporate facilities for charging plug-in and other ultra-low emission vehicles; and

- Consider the needs of people with disabilities by all modes of transport.

Planning policies should aim for a balance of land uses within their area so that people can be encouraged to minimise journey lengths for employment, shopping, leisure, education and other activities.

If setting local parking standards for residential and non-residential development, local planning authorities should take into account:

- The accessibility of the development;
- The type, mix and use of development;
- The availability of and opportunities for public transport;
- Local car ownership levels; and
- An overall need to reduce the use of high-emission vehicles.

The NPPF guidance has been recognised in the Transport Assessment and whilst the former PPG13 has been replaced the fundamental need to bring forward sustainable development is recognised. The movement of pedestrians, cyclists, car and public transport have all been explored alongside servicing and delivery movements.

2.9.2 DfT (2011) Making Sustainable Local Transport Happen White Paper - Creating Growth, Cutting Carbon

In 2011, the Department for Transport (DfT) published its new White Paper entitled – 'Making Sustainable Local Transport Happen - Creating Growth, Cutting Carbon'. This outlines the Government's transport policies for the future, with an emphasis on several key themes: Sustainable transport, promotion of sustainable transport choices and empowering local governments in developing local solutions in planning and the economy.

Key initiatives documented within the White Paper include;

- Decentralising power – enabling local delivery;
- Enabling sustainable transport choices
- Active travel;
- Making public transport more attractive;
- Managing traffic to reduce carbon and tackle congestion; and
- Local transport in society.

2.10 Local Policy Review

2.10.1 Greater Manchester Local Development Framework – Core Strategy Development Plan Document - July 2012

The Core Strategy was adopted by Manchester City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework and covers a period of 15 years from 2012 to 2027. It describes Manchester today and outlines the Council's vision for Manchester in 2027 along with the planning policies which will be used to deliver that vision. Manchester's Local Development Framework is a collection of planning documents and also includes:-

- The Local Development Scheme, the programme for document production;
- The Statement of Community Involvement which sets out how consultation will be undertaken and in what format;
- Development Plan Documents (to be developed following adoption of the Core Strategy), for example on Houses in Multiple Occupation;
- Supplementary Planning Documents (SPDs) which give more detail to policies in the Core; and
- Strategy or in any other future Development Plan Documents.

The policies relating to sustainable transport state:

To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- Improve choice by developing alternatives to the car.
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.
- Improve pedestrian routes and the pedestrian environment.
- Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- Facilitate modes of transport that reduce carbon emissions e.g. by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:

    1. Pedestrians and disabled people
    2. Cyclists, public transport,
    3. Commercial access,
    4. General off peak traffic,
    5. General peak time traffic.

2.10.2 Greater Manchester Local Transport Plan (LTP)

The most relevant local policy documentation in the context of this Travel Plan is the Third Greater Manchester Local Transport Plan (LTP3). It sets out the five year programme for investment in local transport within Greater Manchester. The plan provides a strategy for the management, maintenance, development and monitoring of the areas transport system and is developed by the ten Town and Metropolitan Borough Councils, and Greater Manchester Passenger Transport Authority (GMPTA), with the input of local stakeholders. Travel plans are considered to be a useful tool for helping to deliver 'sustainable transport objectives' and therefore the production of Travel Plans are a key element of the Local Transport Plan's strategy.

LTP3 outlines in core objectives as:

- To ensure that the transport network supports the Greater Manchester economy to improve the life chances of residents and the success of business;
- To ensure that carbon emissions from transport are reduced in line with UK Government targets in order to minimise the impact of climate change;
- To ensure that the transport system facilitates active, healthy lifestyles and a reduction in the number of casualties; and that other adverse health impacts are minimised;
- To ensure that the design and maintenance of the transport network and provision of services supports sustainable neighbourhoods and public spaces and provides equality of transport opportunities; and

- To maximise value for money in the provision and maintenance of transport infrastructure and services.

The key elements of the Local Transport Plan are in summary:

- Deliver Metrolink vision;
- Improve rail networks;
- Better buses for Manchester;
- Develop corridor partnerships to integrate planning and capital investment;
- Encourage more short trips to be undertaken by walking and cycling, making it safer, secure and convenient;
- Traffic management improvements to manage the residual increase in car movements at the same time optimising the network, especially for sustainable modes;
- Improve connectivity and accessibility across the highways network;
- Continue development of workplace, residential and school travel plans; and
- Refine land use planning strategy to direct development to feasible locations for sustainable transport use.

2.11 Local Projects: High Level Sustainable Travel

The following text summaries local sustainable initiatives which the Travel Plan will actively seek to encapsulate/support. The proposed investment will complement the Travel Plan and all opportunities to add value or provide a better integration will be adopted:

- **Smart Card Ticketing**: Greater Manchester Public Transport Executive are continuing to develop their smart ticketing system 'Get Me There'. Currently the scheme allows travellers with a concessionary or Igo passes to take advantage of the system. This allows holders of the passes to touch in and touch out using the 'get me there' smart readers whenever they travel for free on the Metrolink. Smart ticketing will ultimately be introduced in phases to allow paying customer to buy travelcards for combined bus and tram, or for bus and train travel, or even all three. It is anticipated that the system will be similar to Transport for London's Oyster card, but will use the alternative ITSO standard. Oyster, which TfL has used for several years for buses and the Underground, has recently been extended to some local train journeys.

- **Cross City Bus Package:** The current layout and one way routing of the city centre discourages through movements. To alleviate this issues and directly encourage operators to provide services the Greater Manchester Integrated Transport Authority have presented strategic schemes. The Cross City bus package is a £54.5m investment which will significantly improve bus travel into, and across, Manchester city centre. It will improve the speed and reliability of existing bus services from Middleton in the north, Parrs Wood in the south and Salford/Worsley in the west, as well as support the creation of new services along each of the corridors through the city centre. The scheme will also increase accessibility from areas along the A580 and A664 corridors to the city centre and the Oxford Road corridor. Improvements to the Oxford Road corridor are currently underway; further improvements will be developed in stages across Greater Manchester with completion scheduled for late 2015.

- **Corridor Manchester:** Corridor Manchester is the 243-hectare area running south from St Peter's Square to Whitworth Park along Oxford Road. It is the first partnership of its kind in the UK. It brings together Manchester City Council, The University of Manchester, Manchester Metropolitan University, Central Manchester University Hospitals NHS Foundation Trust and Bruntwood, with Manchester Science Partnerships (MSP), ARUP and the Royal Northern College of Music (RNCM). By working together, the partnership can support and grow innovation clusters, enhancing job creation and economic growth.

  The Corridor Manchester generates £3 billion in GVA per annum, and has consistently accounted for 20% of Manchester's GVA. Investments of more than £1.5 billion in the next 10 years are committed or planned by the major institutions. There are 60,000 people working on the Corridor, with many specialist companies benefitting from access to university research, laboratories, incubation and grown on space; and 70,000 students (including 25,000 studying engineering, medicine, computer science and biological sciences). Not only does the corridor act as an area for economic growth, it houses low carbon buildings and encourages travel through sustainable methods of transport.

- **Cycle Hub**: The City Council has taken the opportunity to provide a transport interchange for cyclists with secure parking across the city. New cycle hubs have been located at key destination to allow users to safely park and store bikes. Hubs cost around £10 membership have constant CCTV coverage, swipe card entry and allow users to park their bike under full cover. A total of twelve cycle hubs are currently available, with more planned for the future; this will continue to encourage sustainable travel throughout the City centre and wider area.
- **Local Sustainable Transport Fund (LSTF)**: The recent White Paper entitled Creating Growth and Cutting Carbon will assist in the delivery of the proposed £560million fund. TfGM were successful in their bid, which resulted in an investment of £59.8million (£37.4million LSTF grant and £22.4million of local contributions). The LSTF programme brings together technology, travel choices, and active travel measures to support the region's low carbon economy. Made up of a Key Component and four strategic components, Greater Manchester's ambitious LSTF programme encompasses everything from personal journey planning and business travel plans, to improved cycling and walking routes and innovative uses of information and technology across the transport network.

2.12 Key Guidance

The opportunities associated with applying national guidance allow the University to explore the development of a campus which actively promotes sustainable development in all forms. The standard policy documents have been listed above but the general guidance includes the specifications listed within best practice and standards documents.

An area of particular interest is BREEAM and the opportunities to ensure all new builds are delivered to the set specifications to achieve the maximum rating. The BREEAM credentials which the University will be aspiring for will ensure a sustainable and CO_2 efficient building is always delivered. The proposed Mabel Tylecote building has acknowledged the BREEAM specifications which include relevant smarter travel choices such as the provision of dedicated cycle parking.

emerging TA. This letter has been undertaken consistent
Circular 02/2013 "*The Strategic Road Network and the*
(September 2013)".

Proposed Development by Wainhomes

The development quantum is not yet fixed, however '88 r
the maximum provision.

The proposed site would be accessed off Hollin Lane by
access junction was not included within the note, but V
design has been accepted in principle by the Loca
demonstrate that the design of the site access can acc
traffic without having a material impact upon the local high
will be concerned if the development traffic could potentia
at Junction 19, M62.

3 Achievements & Opportunities

3 Achievements

3.1 Introduction

This Travel Plan forms part of the Higher Education Precinct (HEP) partnership along the Oxford Road corridor, and encompases all of the universities sites in Manchester and Cheshire. The Travel Plan was produced with the aim to improve information and provide assistance for staff and students who wish to travel using sustainable modes of transport. A number of initiatives have been brought forward through the Travel Plan, and all measures identified, remain live. This section of the report identifies the achievements so far, with regard to modal split targets, and the implementation of measures. The chapter begins by outlining the most recent achievements, then follows by discussing the previous achievements, discusses the marketing opportunities, and presents further measures for continual appraisal as the plan goes forward.

3.2 2015 Summary Update

The University has sought to capitalise on changes in the Estate, Local Sustainable Travel Funded (LSTF) projects, new initiatives and partnerships. A brief summary of some of the achievements since the last travel update in 2013 are highlighted in the table following.

Event/Undertaking	Description
PTP	Personal Travel Planning Events have been held in partnership with Transport for Greater Manchester. These were originally piloted as part of the campus consolidation and have been refined to enhance the service. Similar initiatives will continue to be explored particularly with new starters.
Bulletins	The Travel Bulletins were deployed as part of a wider communication of travel options and have now been superseded by a broader Environment Team Communication.
ACE	The Annual Cycle Event was held at Whitworth Art Gallery and proved very successful despite the monsoon weather. The event was complimented by bike hires, cycle training, free breakfast, competitions etc…
Catch the Bus	The University once again promoted the annual Catch the Bus week to raise awareness of the travel options.
Walk to Work Week	In partnership with Living Streets the University promoted May's annual Walk to Work Week. A large number of colleagues took part across different departments and recorded their walking journeys online. It proved very popular and prizes were awarded to the those who walked the longest distances.
EV (charging infrastructure/vehicle investment)	The University has continued to make further investment in Electric Charging Infrastructure, most notably with a new Rapid Charging point at Crewe. Two new 100% electric pool cars have also been sourced alongside electric vans for operational use across the campus and beyond.
Cycle to Work Scheme	The Travel Team have relaunched the Cycle to Work Scheme with nearly 60 colleagues taking up the offer during the first window. The Scheme helps promote cycling amongst colleagues and a rebate is also due to be reinvested in cycling infrastructure.
Cycle Training/Workshops	In partnership with Transport for Greater Manchester a number of cycle training sessions have been undertaken to help both colleagues and students.
Travel Surveys	An annual staff survey has been undertaken and data has been collected from student enrolments. This data has been analysed to interpret trends and opportunities.
Cycle Lockers	New cycle storage has been installed at Brooks. 38 secure lockers have been provided to address the demand. The installation was part funded by Local Sustainable Transport Funding.
141/147 bus subsidy	The University implemented the new 141 bus after developing the business case. The service provides the missing connectivity between Birley and Oxford Road.
Footway improvements	To enhance the public realm and support vulnerable road users the footway along Bonsall Street has been resurfaced.

Repair Stands/Bike Pumps	Cheshire East Council and the local Chamber of Commerce funded a new repair station/bicycle pump at the Crewe campus to encourage and support cycling.
Bus Priority engagement	The Travel Team has been working alongside the Corridor partners to raise awareness of the Bus Priority proposals and reflect the feedback from students/colleagues.
Efficient Driver Training	To encourage the adoption of fuel-efficient driving techniques the University worked alongside the Energy Savings Trust and Corridor Partners to improve driver behaviour.

Table 3.1 2015 Summary Achievements

3.2.1 Walking

Walk to Work Week 2015

In May 2015, the staff at MMU participated in Living Streets' Walk to Work Week. Walk to Work Week was a free fun workplace challenge designed to get some healthy competition going between colleagues and get staff feeling all the benefits of walking during the working day. Staff were encouraged to walk to work, walk part of their journey to work, walk during their lunch and when they returned home for leisure. To encourage a higher participation level at MMU, staff were given walking freebies if they signed up to the challenge. These included a free pedometer, water bottle or a poncho.

Throughout the week, MMU staff logged their walks using Living Street's Walk to Work website. Once the challenge was complete, colleagues had walked 497 miles, burnt 19,840 calories and saved 40kg of CO2. (**Illustrated in the following figure).**



Figure 3.1: MMU staff data from the Walk to Work Week 2015

Walking Works (TfGM):
In August 2015, Transport for Greater Manchester (TfGM) offered MMU staff the opportunity to take part in a lunch time led walk led by a local ranger. The walk was designed for staff to undertake during their lunch to stretch their legs, get some fresh air, and see the local area surrounding the MMU campus. Two walks were held at lunchtime and were popular with staff. Future lunchtime works are planned.

Jointly, TfGM Travel Advisors were on site to provide travel advice, on walking routes, and journey planning, to advise on how walking can benefit health and wellbeing; and to offer free goodies to those that are interested in walking, or attend a led walk.

3.2.2 Cycling

Relaunch of the Cycle to Work Scheme:
2015 saw the relaunch of the Halford's Cycle to Work Scheme at MMU. The Cycle to Work scheme enabled MMU employees to make savings of up to 42% on a brand new bike and safety accessories for cycling to work by purchasing the bike tax-free. MMU also agreed a further 5% discount on the cost of bicycles purchased from Halfords store or on-line shop, and a wide selection of independent retailers. Staff could purchase bicycle and accessories up to the value of £1000

Staff could apply to the scheme during two applications during the year (11th May – 21st June, 1st September – 18th October). During the first application window, 60 members of staff purchased a bike on the scheme. The scheme will reopen in 2016 for two further application windows.



Figure 3.2 MMU Cycle to Work Scheme Publicity Materials

Annual Cycle Event:
In June, the MMU Travel Team along with the Corridor partners held 2015's Annual Cycle Event at the Whitworth Gallery on Oxford Road. 280 registered cyclists attended the event, along with members of the public. Everyone who registered was entered into a prize draw to win a £50 voucher for the Edinburgh Bicycle Cooperative. Everyone who registered was also given the choice of cycling freebies. Over 600 freebies were handed out. Throughout the day, cyclists could get a free breakfast, visit various cycling related stands and race against each other on the Rollapaluza roller racing bikes. 2016's Annual Cycle Event will be hosted by MMU.





Figure 3.3 Annual Cycle Event 2015

3.2.3 Public Transport

141 Bus:

The original service was delivered as part of the Briley Transport working Group and the following figure shows the 2014/15 route and an example of the mapping which provided the MMU evidence base.

The subsidised 141 service launched on the 15th of September 2014 in partnership with Stagecoach. The service originally ran from East Didsbury to the MMU Birley Campus. The service route changed in September 2015 and no longer originates from or terminates at East Didsbury, it now terminates at West Didsbury. The 141 runs Monday to Friday, during term time, every 10 minutes in peak time (up to every 12 minutes during the day).

2014 analysis (from the period between WE 21/09/2014 – WE 13/06/2015) showed that:

- 473,000 passengers (over 34 weeks) used the service. Over 1 in 5 of these passengers have been travelling to/from the Birley Campus;
- There is a weekly average of over 2,900 Birley Passengers;
- The level of subsidy equates to circa 99p per trip to Birley; and
- The current contract represents good value for money (based on independent advice from Transport Consultants).

The service not only services MMU students and staff, but also provides a valuable resource to the local community.

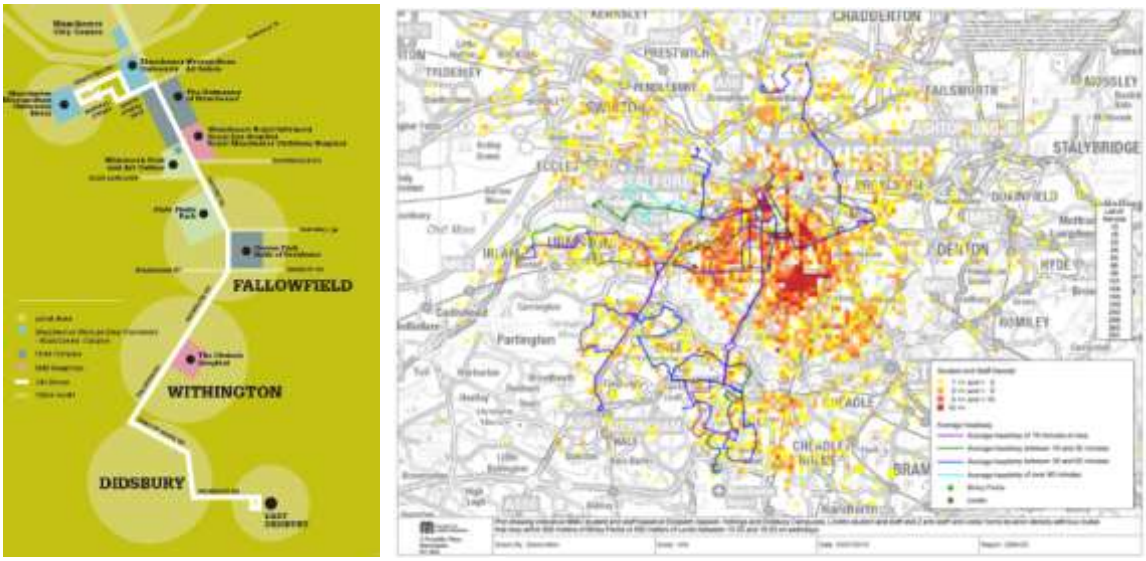

Figure 3.4 141 Bus Route

TfGM Bus Priority and Cycling:

The University is working alongside Transport for Greater Manchester to deliver the Oxford Road section of the wider bus priority package. There are to be a total of 25miles of new/improved network with has the overarching objectives of achieving fast, reliable and punctual services. Oxford Road experiences traffic flows in excess of 20,000 vehicles in a typical weekday.

It is proposed that 1 mile of bus only traffic is implemented alongside Dutch style cycle lanes, improved pedestrian safety and Air Quality. 2015 has seen the scheme receive approval and works are due commence imminently. The figure following illustrates the section adjacent to Whitworth Park which has been implemented on the eastern side of the carriageway.

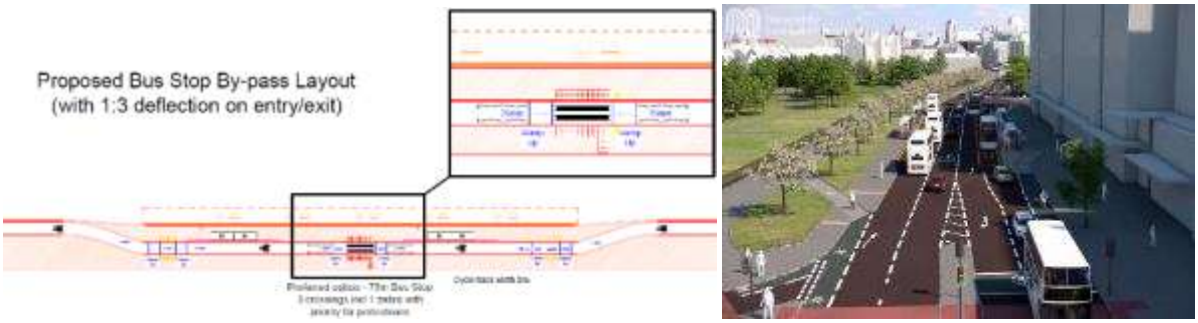

Figure 3.5 Bus Bypass Layout and Trail Section opposite Whitworth Park

3.2.4 Promotion and Engagement

The Travel Team have continued to engage with colleagues and students through a variety of channels. The examples in the figure following illustrate dedicated travel bulletins and Personal Travel Planning events which were held with the support of Transport for Greater Manchester.



Figure 3.6 Communication and Engagement Undertakings

3.3 Previous Initiatives

The University has already established a number of initiatives, regarding the use of sustainable modes of transport, and reducing the number of car trips to the University. The following section identifies the previous initiatives for car sharing, cycling and public transport.

3.3.1 Car Sharing

The Higher Education Precinct (HEP), which includes Manchester Metropolitan University, University of Manchester, Central NHS Trust and Royal Northern College of Music, has a private group on Car Share GM (www.carsharegm.com). The website is funded by the ten local authorities of Greater Manchester and is free to use. The Partnership increases the chances of finding a suitable car share and only colleagues from the HEP can sign up.

The GoCarshare website www.gocarshare.com website has also been promoted to the student population and a business case developed for the introduction of an on campus car club working in partnership with Hertz. In addition a Biofuel feasibility study has been undertaken to assess the potential to convert waste vegetable oil into Biofuel for use within our fleet.

3.3.2 Cycling and Walking

A number of initiatives have been established to promote cycling to the University. The University have negotiated a number of discounts with local cycle shops for staff who present their ID card. The shops include:

- Cycle Life in Droylsden – 10% discount;
- Harry Hall Cycles – 5% discount on new bikes and 10% on accessories and spares;

- The Bicycle Doctor in Rusholme – interest free credit on bike purchases up to the value of £1000;
- Ken Fosters Cycles – 10% discount;
- The Bike Factory in Prestwich – 10% discount; and
- Bicycle Boutique next to Sugden Sports Centre – offers bicycle repairs and stocks good range of cycles and second-hand cycles from £80.

The University along with the other HEP partners have regular cycle to work rides on every first Wednesday of the month, which is open to everyone, new cyclists are encouraged to participate as experienced route leaders guide cyclists into Oxford Road area for around 8.30am from 9 locations across Greater Manchester and provide support and advice to less experienced riders.

The University promotes the health benefits associated with walking and provides direct link to urban walk route planner which calculates a safe route for pedestrians to and from their location. The University also allows staff to claim back 17p per mile if they use their own cycle for business related journeys.

A cycle user group has been set up at Manchester (ManMetrider) and Crewe to guide facility and infrastructure improvements. The Cycle to Work scheme is currently closed pending a review of recent HMRC guidance however the Cycle to Work scheme allows the purchase of a cycle and associated equipment at a reduced rate, by taking advantage of government tax breaks.

The University has recently extended its Travel Loan Scheme to include the purchase of a bicycle and associated safety equipment up to a value of £1,000. The loan is currently interest-free and can be used to purchase a bicycle which will be primarily used for a member of staff's home to work commute.

iCYCLE MANCHESTER is a student led project providing low cost sustainable bike hire to students, staff and members of the public. The weekly cost to hire bike starts at just £6 for a refurbished bike and £10 for a new bike. In June 2011, iCYCLE MANCHESTER launched The Student Bike Hire Scheme which allows students to hire a bike for a minimum period of one week up to the period of the academic year. As a member of the scheme you receive a 10% discount voucher to purchase bikes and accessories, free beginner/refresher cycle training, free maintenance classes and support from the iCYCLE MANCHESTER team.

University staff can also get a 15% discount on bicycle insurance from the Environmental Transport Association (ETA).

3.3.3 Public Transport

Interest free loans have been provided to staff to purchase annual public transport passes, which are then paid off over a 10 month period. The University pays the full cost of the pass and staff pay the money back monthly out of their salary. Some tickets benefit from corporate discounts including, 5% for System 1 tickets, 10% off Metrolink tickets and an annual Unirider pass costs £190 (travel between 01.09.12 and 30.06.13). Other season tickets for train and bus services are available through this initiative and are provide on the universities website (http://www.mmu.ac.uk/staff/travel/public-transport/).

Links to the Bus, Train and Metrolink timetable information and main operators is also accessed through the University extensive Travel Planning section of the website. Personal Journey Planning is also available from the MMU Travel Team. In additional new staff through the induction process are provided with one weeks free Stagecoach travel within Greater Manchester.

MMU provide funding toward the 147 Oxford Rd Link bus service, also funded by UoM, CMFT, and RNCM. The service provides a vital link between the Oxford Road Corridor to Piccadilly Rail Station. The operator, Bullocks Coaches has recently secured over £400k from the government's Green Bus Fund to purchase a new fleet of Hybrid / Electric vehicles. At present the service carries over 650,000 passengers per year.

3.3.4 Reducing the impact of Private Car Use

The following initiatives have already been investigated and provided a solid grounding for future reductions in Private Car Use and those directly associated with the MMU fleet:

- Bio-fuel feasibility study undertaken to assess the potential to convert waste vegetable oil into bio-fuel for use within our fleet; and

- Business case developed for the introduction of an on campus car club using low emission vehicles, at Didsbury, Gaskell and All Saints campuses. This initiative will reduce the need for staff to drive to campus but still allowing access to a vehicle to carry out business journeys / placement visits.

3.3.5 Demand Management and Car Parking Policy

The initiatives identified previously, can encourage a change in travel behaviour, through effectively promoting the alternatives to car based travel. This approach can be complemented, and reinforced through an effective, and fair demand management policy. The University has already implemented a Car Parking Policy through the distribution of permits for essential users based on a structured assessment system.

All staff can apply for a parking permit but the criteria allows for a fair and transparent process which ensures that public transport and accessibility are acknowledged in the process. It is envisaged that the criteria and scoring process will be under continuous review but the general approach will be maintained going forward.

3.4 Marketing

3.4.1 Introduction

The University already provides extensive literature to staff and students to influence travel change. Furthermore, detailed information is available online to actively encourage travel by non car modes. The continued promotion of smarter travel planning choices will be a key feature of the Travel Plan and is discussed further within the measures and initiatives chapter.

The future promotion of the Travel Plan will be supplemented by a branded campaign which aligns with MMUs wider sustainability marketing campaign. The nominated Travel Plan Manager, will take responsibility for delivering the marketing campaign and will communicated with both the city Council travel change team and other interested parties in the local vicinity. It is envisaged that a Steering Group, with Key stakeholders, will meet on a regular basis to review the success of the marketing campaign. A strong branded campaign will be a key element of raising awareness and providing a recognisable face to the travel plan.

The marketing campaign will be fundamental to raising the awareness of staff, students and visitors. The following measures seek to integrate the previous marketing proposals, from the All Saints Travel Plan, and the new opportunities for Birley Fields.

3.4.2 Induction pack and travel information

An important aid to the introduction and marketing of the travel plan is an induction/welcome pack for new staff and students which will detail all the information for the initiatives to promote alternative modes of transport. It will set out the reasoning behind the travel plan and highlight its objectives and philosophy. There should be two styles of induction pack, one for staff and one for students, with each group having different needs and issues.

Attached to the induction pack will be information promoting the health benefits of using sustainable modes of transport, such as buses, cycling and walking, and cost savings in purchasing season travel tickets for bus and rail, to highlight the benefits the travel plan will bring to all users of the site. The level of detail contained in this information pack, will also be specific, to the end user group, with students for example perhaps being more receptive to the promotion of walking and cycling measures.

3.4.3 Visitors

Several simple steps can be implemented to ensure that visitors of the All Saints/Birley Fields Campus are fully aware of the travel plan measures. These include a link on all email correspondence detailing the travel information (as per the MMU website), and staff taking active steps to demonstrate the site's accessibility to potential visitors.

3.4.4 Travel Options Information

The University has updated the travel information provided on the University website/intranet, and travel information leaflets by producing new Travel Options leaflets and webpages for the city centre and Crewe campuses. This has continued through consolidation, being campus-specific and focusing on walking, cycling and public transport rather than driving. Sustainable travel information has been publicised for travel between the All Saints/Birley Fields, and Crewe campuses. Visitors will be advised on journey choice in advance of their visit, via direction to the MMU website or mailing of a travel option leaflet. The MMYOU staff newsletter and staff emails could also be utilised as a marketing opportunity.

3.4.5 Notice Boards

Notice boards have been displayed in visible places within the All Saints/Birley Fields campus providing a focal point for the travel plan, and these provide up-to-date local travel information, as well as details of up-coming events, for example national and local Walk To Work weeks. The use of LCD has also been explored to be situated in strategic locations at all campuses, highlighting specific sustainable travel campaigns and events.

3.4.6 Campaigns

The Travel Plan Manager organises launch campaigns, to raise awareness of the travel plan, which involve the promotion of the various measures, the distribution of leaflets, and other promotional & informative material.

Travel information is available on the MMU website and company intranet services where applicable. This allows all staff, students, and visitors to access up to date sustainable travel information, such as bus timetables, and includes links to other useful sites such as Manchester City Council's transport pages, and www.transportdirect.com, which can aid journey planning for those using the site. The website/intranet also allows the promotion of upcoming events such as 'Walk to Work' weeks, and provides the contact details for the TPM.

3.4.7 Personalised Travel Planning and Events

To build on the standard marketing strategy, regular collective events are held, alongside more tailored, and personalised activities. The following list provides potential events for particular attention:

- **Launch Event**: Whilst travel planning is a fluid and evolving process there is still scope to re-launch, to reinvigorate, and raise awareness.
- **National days**: This include national days/weeks, when a wider marketing campaign allow the University to increase the profile of local initiatives. Typical examples included Bike to Work Week, Go Green Week and Car Free Days.
- **Staff Inductions**: In supplementing the general literature/welcome packs which are given to new starters. Opportunities for personalised travel planning are also investigated on an on-going basis.
- **Fresher Weeks**: Every new annual intake, provides the University with an excellent chance, to introduce the sustainable opportunities to the new students.
- **Staff Travel Open Days**: All new students and staff are investigated, along with existing employees and students. There is scope to influence their current travel patterns, and deliver a modal shift.
- **Workshops**: Regular events are held, to embrace key users, and assist in spreading the strategy, whilst also appraising progress.

3.4.8 Direct student sustainable travel initiatives

There is a key requirement to promote the opportunities for sustainable travel for students through the marketing campaign. These initiatives will be consistent with the events discussed previously, but have been expanded to include events such as:

- Go Green Week;
- Cycle Recycle Project;
- Monthly cycle rides; and
- Gocarshare.

3.4.9 Local Memberships/representation

The University is already an active partner, and regularly attends the following user groups/events, these will continue to be explored with a view to understanding opportunities, combining resources, and delivering increased cumulative benefits:

- Regularly attend Corridor Manchester's workshops and consultation exercises;
- South Manchester Transport Group;

- Environmental Association of Universities and Colleges (EAUC) Transport Group;
- Representation on the MCC Cycle User Forum;
- Cross City Bus Package Working Group; and
- Higher Education Precinct Travel Plan Steering group

3.5 Working Patterns

The University aims to comprehensively understand current working patterns, alongside opportunities to enable more home working, or similar schemes, to directly reduce the need to travel. Care is be taken so as not to affect the day-to-day operation of the estate, and the potential cost implications, particularly regarding home IT facilities. As part of this initiative, the University will also review the flexible working policy strategy.

3.6 Further Measures

Specific measures, responsibilities and timescales have been identified in a following chapter. In support of this, the figure following, presents the wider opportunities for continual appraisal, as the Travel Plan goes forward. The baseline data has been discussed within this report, which also acknowledges that there should be a natural shift towards sustainable travel, as a consequence of the consolidated site in a highly sustainable City Centre location. The unified site has underlying characteristics, which will define a strong modal share, in favour of sustainable modes. This can however be reinforced through marketing and the delivery of further broad initiatives, namely:



Figure 3.7 MMU Travel Plan: Broad Measures, areas for investigation and wider Marketing Campaign

These particular opportunities are discussed in more detail in the following Chapters. The initiatives do no present all the possible interventions/measures, and should therefore be continually appraised, consistent with any emerging guidance, best practice or localised opportunities. Further to general policy approaches, the general design principles, which have been adopted on the All Saints and Birley Fields Campus, are also discussed.

3.7 Emissions data

A key theme of the Travel Plan going forward will be the collection of Scope 3 emissions data (upstream supply chain). The types of emissions are classified below (source Carbon Trust):

- Scope 1 direct emissions: Direct emissions resulting from activities within the organisation's control. Includes on-site fuel combustion, manufacturing and process emissions, refrigerant losses and company vehicles.
- Scope 2 indirect emissions (electricity and heat): Indirect emissions from electricity, heat or steam purchased and used by the organisation.
- **Scope 3: indirect emissions (other): Any other indirect emissions from sources not directly controlled by the organisation. Examples include: employee business travel, outsourced transportation, waste disposal, water usage and employee commuting.**

Under the Greenhouse Gas Protocol an organisation must include Scope 1 and Scope 2 in its carbon footprint, there is currently discretion concerning the collection and publishing of Scope 3 data. The figure following illustrates Scope 3 emission types alongside the Scope 1 and Scope 2 emissions.

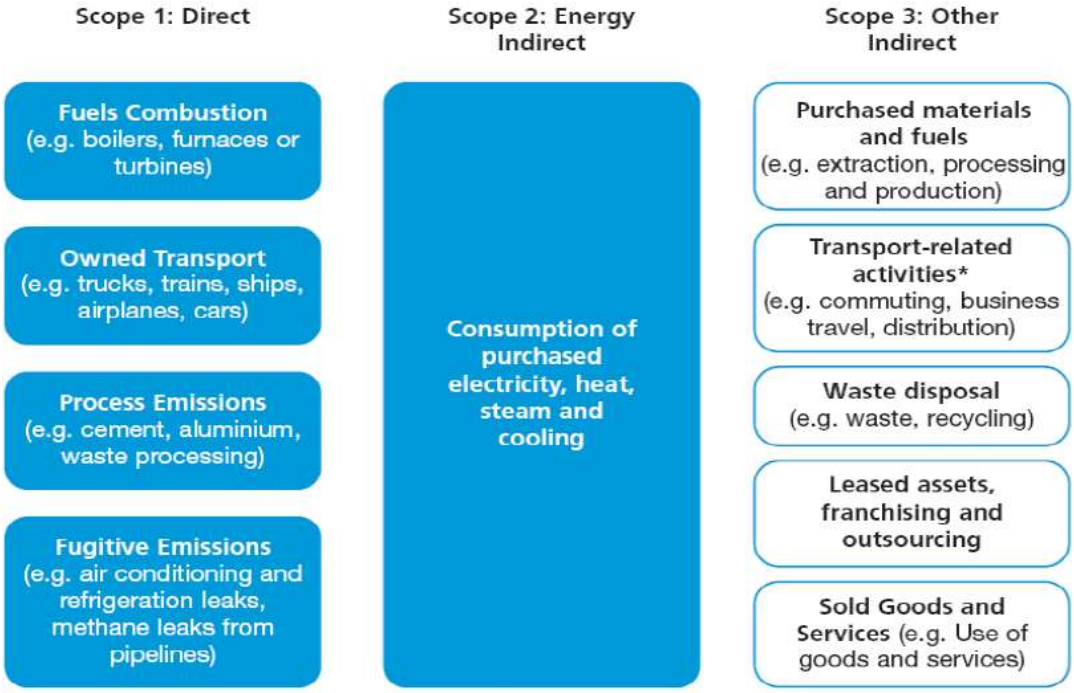

Figure 3.8: Main types of emissions report under each scope (Source: 2010 Guidelines to Defra / DECC's GHG Conversion Factors for Company Reporting)

Whilst the University can look at the Direct Greenhouses Gases (GHG) within the campus there is an opportunity to expand the assessment to encompass the off-site emissions particularly those associated with Scope 3. In collecting this

information the University can comprehensively assess and determine the opportunities to target emission reductions for maximum effect. The University needs to understand the suppliers of products and services focusing on energy, climate, efficiency, natural resources, people and community. The University has a responsibility to source material and services sustainability and to do this an understanding of the characteristics of supply chains will be sought.

The University has already started to baseline business travel emissions (**Table Following**) by assessing periodical expense claims. MMU are also working with Environmental Association of Universities and Colleagues (EAUC), the Higher Education Funding Council for England (HEFCE) and commissioned consultants, to provide definitions for the various scope 3 emissions, methodologies of how to collate and record this data and what data is to be collected.

MMU are also working with a software house to develop a carbon module on our SAP finance system, to record and capture the necessary data to calculate Scope 3 emissions from business travel via travel expense claims.

2007-2008		
	KM	**CO2 Tonnes**
AIR	4,670,226	712.9
CAR	1,250,866	260.5
RAIL	2,976,057	168.2
TAXI	35,184	5.4
BUS	7,210	1.0
TRAM	6,771	0.5
TUBE	7,303	0.5
SCOPE 2	Litres - All Diesel	
MMU Fleet - Petrol	2,053	4.8
MMU Fleet - Diesel	15,803	42.2
Total	**8,953,617**	**1,196.0**
2008-2009		
	KM	**CO2 Tonnes**
AIR	4,969,915	758.6
CAR	1,233,934	257.0
RAIL	2,150,128	121.5
TAXI	49,569	7.6
BOAT		
BUS	8,356	1.1
TRAM	1,715	0.1
TUBE	6,722	0.5
SCOPE 2	Litres - All Diesel	
MMU Fleet	14,725	39.3
Total	**8,420,340**	**1,185.8**
2009-2010		
	KM	**CO2 Tonnes**
AIR	4,363,912	666.1
CAR	1,068,874	222.6
RAIL	2,157,425	121.9
TAXI	27,274	4.2
BOAT	2,701	0.3
BUS	5,492	0.7
TRAM	160	0.0
TUBE	4,317	0.3

SCOPE 2	Litres - All Diesel	
MMU FLEET	11,282	30.1
Total	**7,630,155**	**1,046.4**

Table 3.2 SCOPE 2 Emissions Data

It is anticipated that the final data will allow for an understanding to be developed of the University's wider carbon footprint and the focusing of efforts where required.

3.8 Conclusions

The University has made good progress with changes in travel habits of its staff and students, as there has been a reduction in staff making single occupancy trips and there are a relatively low percentage of students who drive to the University at the Manchester campus. The has been achieved through a number of initiatives which have been put in place by the University, including dedicated travel bulletins, personalised travel planning, and a relaunched cycle to work scheme. The University is committed to continuing the support these initiatives as well as providing further initiatives to encourage sustainable travel to the University.

4 Business Travel

4 Business Travel

4.1 Introduction

The following commentary discusses how the University has assessed and identified opportunities to manage Business Travel. This can often be a significant generator of car journeys and therefore presents an opportunity for delivering change through effective management and policy.

4.2 2015 Business Travel Update 2015

The University achieved a 1.56% increase in business travel by sustainable modes. Looking forward the University will be implementing a Travel Hierarchy consistent with the figure following. (Please see the commentary in **Chapter 5** with particular regard to the new pool cars).

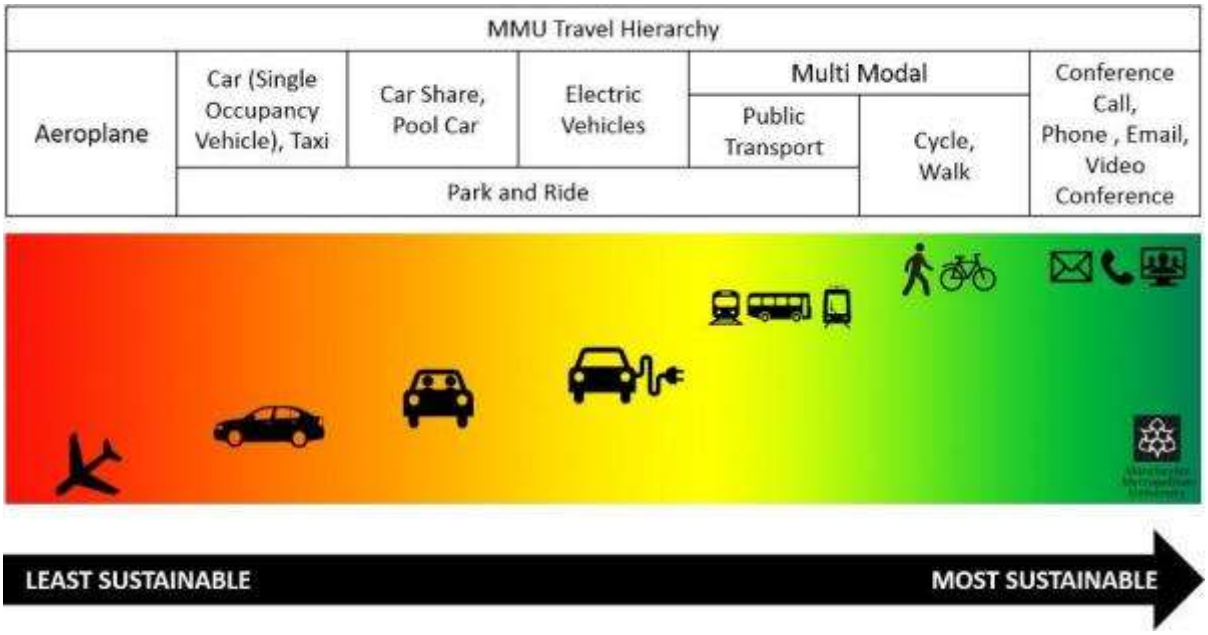

Figure 4.1 MMU Travel Hierarchy (Provisional)

4.3 2010 Survey Data

Respondents were asked to indicate which mode of transport they mainly use for business related journeys. Almost one third of all respondents do not make business journeys. Of those respondents that do, a greater proportion use public transport (37%) than travel by car or taxi (27%).

Mode	Campus								
	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	All
I do not make them	34%	28%	24%	26%	19%	21%	27%	27%	30%
Own Car	17%	38%	28%	36%	51%	38%	31%	29%	26%
Train	28%	23%	29%	32%	10%	11%	20%	27%	26%
Bus	10%	4%	7%	1%	16%	21%	6%	10%	10%
Tram	0%	0%	2%	0%	0%	1%	2%	0%	1%
Cycle	2%	4%	0%	1%	1%	1%	1%	4%	2%
Walk	3%	2%	7%	1%	1%	2%	3%	1%	3%
Car share	1%	0%	0%	1%	0%	1%	0%	0%	1%
Hire Car	0%	2%	0%	0%	2%	1%	3%	0%	1%

Taxi	1%	0%	1%	0%	0%	0%	0%	1%	1%
Motorbike/Scooter	0%	0%	0%	0%	0%	1%	0%	0%	0%
Plane	2%	0%	2%	1%	0%	1%	6%	0%	2%
Other	1%	0%	0%	0%	0%	0%	0%	1%	1%

Table 4.1 Business Journeys by Campus

4.3.1 Car Pools

Respondents were asked to indicate whether they would be interested in using pool cars for business journeys if they were available on site. The responses to this question have been split by campus and summarised in the chart below. MMU have developed a business case for the introduction of a campus car club using low emission vehicles.

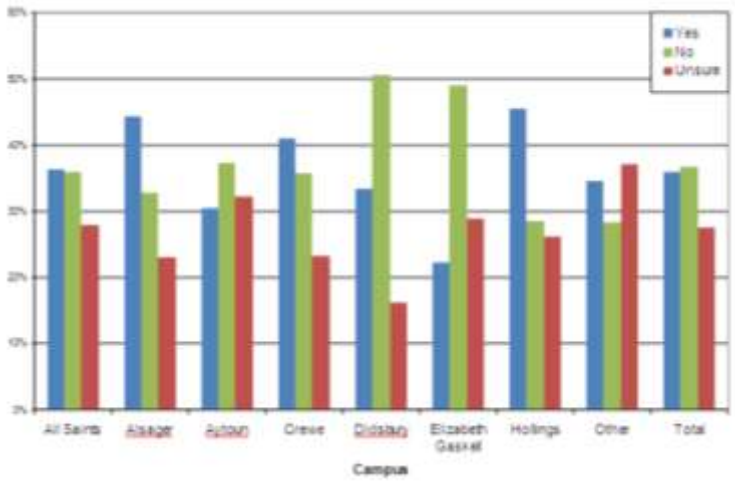

Figure 4.2 Potential to use Car Pool

4.3.2 Teleconferencing Facilities

The questionnaire asked if the installation of good quality teleconferencing facilities reduce the need for travel for work-based needs. The figure following illustrates that at all campuses, (except Alsager), the proportion of respondents, who did not feel the installation of good quality teleconferencing facilities, 'would reduce their need to travel for work based needs', was greater than those who felt, 'it would reduce their need to travel'. However, despite this the installation of teleconferencing facilities, could potentially reduce the need to travel, for work based needs, by 23% across all campuses. MMU is currently investigating the use of teleconferencing systems such as Webex.

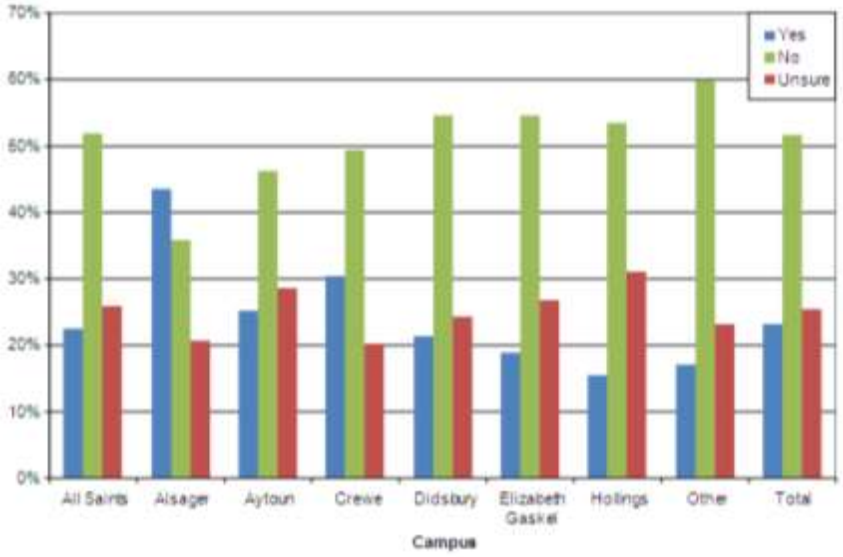

Figure 4.3 Potential to use Teleconferencing Facilities

4.3.3 Business Journeys

Staff were questioned if their job requires the use of their own vehicle for business journeys, and if so how often. In the first part of the question, 261 respondents indicated that they use their own vehicle for business journey's, conversely in the second part of the question, 295 respondents answered, indicating how often they use their own vehicles for business journeys. This suggests that some respondents misinterpreted the second part of the question and answered indicating how often they make business journeys rather than how often they use their own vehicle for business journeys. As such the respondents represented in the figure following, are limited to the 261 who responded yes to the first part of the question. The following figure illustrates that the majority of staff (53%) who use their own vehicle to travel for work based needs do so at least once a week.

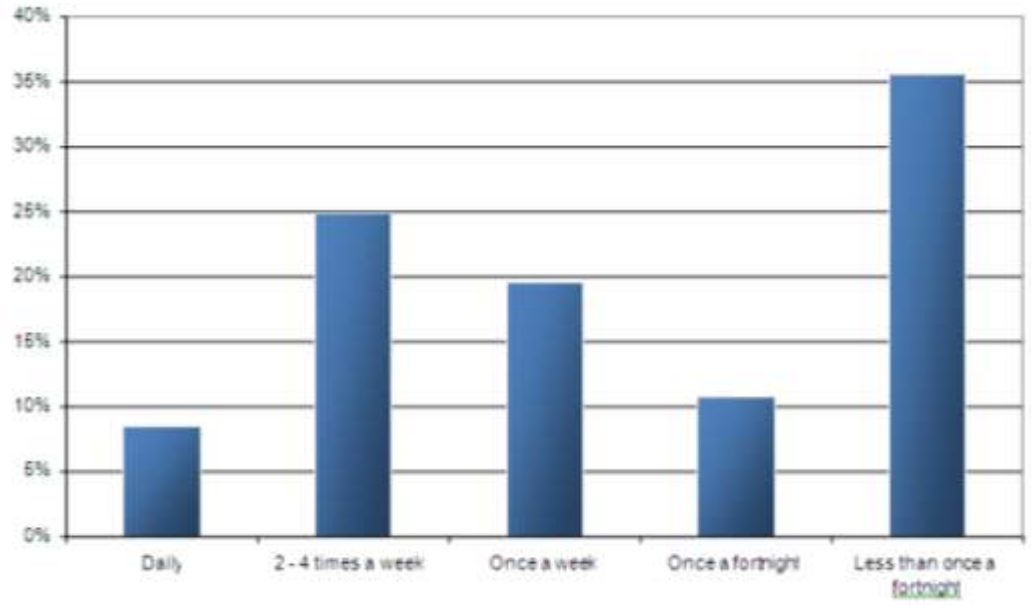

Figure 4.4 how often they use their own vehicle for business journeys

4.4 Summary

The University will seek to develop a high level policy document, which guides staff through a process of mode selection for business journeys, based on specific criteria and work based considerations. It is proposed that MMU will continue to monitor business travel, and Scope 3 emissions, by assessing periodical expense claims, and by developing automated data capture within the SAP finance system, thus developing an understanding of the University's wider carbon footprint. Initiatives for developing the University's Business Travel Policy are explored within the following chapter.

5 Fleet Review

5 Fleet Review

5.1 Introduction

The management of the company car fleet and operation vehicles is an integral component of the Travel Plan and presents an excellent opportunity to reduce CO_2 generation. MMU are has undertaken a comprehensive fleet review, which has enabled a 'health check' of MMU's currently fleet. The following text outlines, the 2015 fleet review summary update, along with the initial methodology for apprising the fleet, management of existing stock, and defining future decision making policy & clear objectives for continuous on-going review.

5.2 Fleet Review Summary Update (2015)

MMU has actively sought to integrate electric vehicles within its operating fleet, so much so that since the Energy Saving Trust fleet review, (June 2014), a total of 7 fully liveried, plugged in vehicles, have been purchased, representing 38% of the fleet. A further 2 Utility EVs have also been purchased to support the internal operation of the University (Waste and Catering).

In summary, the University has removed three diesel vehicles and replaced these with electric. Two further diesels have also been replaced by Hybrid vehicles (Security). Two diesel vehicles have been removed from the fleet entirely whilst two older diesel models have been replaced with new, more efficient, vans (**Table following**).

Make	Model	Purpose	Fuel	Status
Mercedes	Sprinter 413 Cdi Minibus	Faculty Visits	Diesel	-
VW	LT 46 Minibus	Faculty Visits	Diesel	-
Peugeot	Boxer LWB	General Use	Diesel	NEW
~~VW~~	~~Luton Box Van~~	~~Intersite Library Books~~	~~Diesel~~	Replaced
Mercedes	320 CDI	Vice-Chancellor Use	Diesel	-
VW	Transporter	Ad Hoc Material Collect	Diesel	-
Peugeot	Boxer LWB	Tradesman Transport	Diesel	NEW
~~Ford~~	~~Transit LWB~~	~~Tradesman Transport~~	~~Diesel~~	Replaced
Vauxhall	Combo	Tradesman Transport	Diesel	-
Vauxhall	Combo	Tradesman Transport	Diesel	-
Vauxhall	Combo	Tradesman Transport	Diesel	-
Vauxhall	Combo	Tradesman Transport	Diesel	-
Vauxhall	Combo	Tradesman Transport	Diesel	-
Mercedes	Van	Measurement of Air Quality	Diesel	-
Ford	Transit Luton Box Van	Transport Vehicle/Trailer	Diesel	-
Renault	Kangoo DCi68	Student Transport	Diesel	-
Nilfisk	RoadSweeper	Sweeping and Cleaning	Diesel	-
~~Jaguar~~	~~X type estate~~	~~Security Patrols / Pool Car~~	~~Diesel~~	Scrapped
~~Nissan~~	~~Primastar~~	~~Mail Deliveries~~	~~Diesel~~	Scrapped
Nissan	e-NV200	Print Delivery	Electric	NEW
~~Citroen~~	~~Relay 30 100HP~~	~~Print Delivery~~	~~Diesel~~	Replaced
Nissan	e-NV200	Ad Hoc Collections/Mail	Electric	NEW
~~VW~~	~~T26 Tdi~~	~~Ad Hoc Collections/Mail~~	~~Diesel~~	Replaced
Nissan	Leaf	Pool Car	Electric	NEW

Nissan	Leaf	Pool Car	Electric	NEW
Aixam	Mega Multitruck 600E	Bin Movements	Electric	-
Nissan	e-NV200	Mail Deliveries	Electric	NEW
~~Ford~~	~~Connect~~	~~Mail Deliveries~~	~~Diesel~~	Replaced
Aixam	Mega Multitruck 600E	Food Transport	Electric	-
Toyota	Auris Hybrid Estate	Security Patrols	Hybrid Unleaded	NEW
~~Citroen~~	~~Berlingo~~	~~Security Patrols~~	~~Diesel~~	Replaced
Toyota	Auris Hybrid Estate	Security Patrols	Hybrid Unleaded	NEW
~~VW~~	~~Caddy Van~~	~~Security Patrols~~	~~Diesel~~	Replaced
Massey Ferguson 135	Tractor	Agriculture	Red Diesel	-
Kubota RTV 900	Utility Vehicle	Agriculture	Red Diesel	-
Massey Ferguson 240	Tractor	Agriculture	Red Diesel	-
Massey Ferguson 240	Tractor	Agriculture	Red Diesel	-
McCormick F60	Tractor	Agriculture	Red Diesel	-

Table 5.1 MMU Fleet (excluding Utility vehicles)

To enable this uptake the University sought to establish the necessary infrastructure first. This has culminated in the installation of 24 fast chargers and two rapid 50Kwh chargers (Crewe installation due to be completed imminently). The Manchester rapid charger has proved a very popular public resource and has encouraged wider uptake.

The electric pool cars (new for 2015) have done in excess of 5,500 miles in the first 7 months whilst the electric vans have also led to direct financial and CO2 savings. The University has also entered in to an agreement with City Car Club to manage the pool cars and encourage use of their wider fleet as part of a hierarchy of travel choices.

An Electric Van travels 700miles for £20 in electricity whereas the diesel van it replaced cost £90 for the same journey. In the first month the MMU 100% Electric Van achieved the following:

- Miles travelled: 849.8miles;
- Average per day: 42.49miles;
- Kw consumed: 243.9kw;
- Efficiency: 3.5miles/kw;
- Total Cost at 0.10p per Kw : £24.39;
- Cost per day: £1.22; and
- Cost per mile: £0.03p.

Business cases and whole life costs have been required to support purchases, whilst new fleet management software, (Fleetio) continues to inform forward planning, policy and strategic decision-making. The investment is also informing an EU project called Triangulum (urban mobility).

To support colleagues/students, the University held an Electric Vehicle Roadshow alongside manufacturers. The University has worked closely with partners to engage with non EV users and share best practice whilst demystifying the technology and promoting uptake.

There has been an overall saving of 4.89 Tco2 for fuel consumption. This is an 8% drop when considered against MMU fuel card usage between 2013/14 v 2014/15.

Furthermore, the University is working alongside the Greater Manchester Hydrogen Partnership to trial exciting emerging fleet opportunities.



Figure 5.1 New MMU Electric Vehicles (Nissan ENV200 and Leaf alongside a MegaVan

5.3 Fleet Management Appraisal Objectives

Key Points

The key points for Greener Fleet Management*, are summarised below, and clarify the remit, and opportunities associated with providing a clear feet policy:

- *Promote cars with low CO_2 emissions to reduce employee car tax and National Insurance;*
- *Ensure vehicles are regularly serviced – poorly maintained vehicles have higher toxic emissions and fuel consumption;*
- *Identify opportunities to reduce mileage by recording and analysing business travel;*
- *Record and analyse individual fuel consumption to encourage fuel efficient driving;*
- *Promote safe, economic and environmentally friendly driver training;*
- *Ensure mileage reimbursement rates are environmentally sensitive and do not encourage drivers to make excessive journeys;*
- *Provide access to web sites and route planners to minimise vehicle mileage;*
- *Promote satellite navigation and telematics to help drivers avoid congestion and use the most efficient route to reach their destination; and*
- *Review arrangements for tele/video conferencing as an alternative to business travel.*

**Source: Behind the Wheel II: Company car fleets in key business sectors, energy saving Trust/DfT*

5.4 Driver Vehicle Policy

The Energy Savings Trust has produced a handbook to help guide businesses through company policy and responsibilities as a business driver. It is suggested that the Energy Savings Trust guidance provides an excellent starting point for understanding opportunities and defining future policy. The advice provided in the handbook will help businesses reduce the risk associated with business travel and reduce the environmental impact of their vehicles.

5.4.1 Car Allowance

The University currently does not offer any company cars; instead a car allowance is provided for staff. The current mileage allowance payments are set as 40p per mile for the first 40 miles one way and 25p thereafter. It is recommended that the University should look to align the allowance payments to the environmental performance of the vehicles. A summary of the current fleet available at MMU is detailed in the table following:

Department / vehicle purpose	Vehicle Make	CO2 emissions	Projected Annual Mileage
			Per 6mths
Facilities – Property Services Gen ~Purpose for technicians	Ford	LEASE VEHICLE	6000
Facilities – Property Services Gen Purpose - Old Veh	Ford	U/K	-
Facilities Gen Purpose Delivery Van	Ford	LEASE VEHICLE	12000
Facilities - Gen Purpose	Jaguar	154 g/km	12000
Facilities - Security	Citroen	LEASE VEHICLE	25000
Facilities - Mail Van	Nissan	U/K	10000
Facilities - Mail Van	Ford	LEASE VEHICLE	10000
Facilities - VC's Vehicle	Mercedes	2550 g/km	10000
Env & Geog - Misc	Renault	147 g/km	13000
Media Services (Repro)	Citroen	U/K	8000
Mobile Lab	Mercedes	20	less than 5000
Science & Eng - Fomula Student & Gen purpose	Ford	U/K	less than 5000
Crewe Estates - Prompt	Ferguson	N/A	No data
Crewe Estates - Prompt	Ferguson	N/A	No data
Crewe Estates - Prompt	VW	UK	4000
Crewe Estates	McCormick	N/A	No data
Crewe Estates - Prompt	Ferguson	N/A	No data
Alsager Sports Science	Alfa Romeo		Nil
Crewe Facilities - Minibus	Mercedes	U/K	7000
Crewe Facilities - Gen purpose	VW	U/K	15000

Crewe Facilities - Security	VW	U/K	6000
Crewe Facilities - Minibus	VW	U/K	10000

Table 5.2 Business Journeys by Campus

5.4.2 Hire vehicles

It is recommended that as with company cars, hire cars must achieve NCAP 4 or 5 Star rating for adult occupant safety and must produce no more than 140g CO_2/km. It would be the responsibility of the person booking the vehicle to ensure the hire company confirms these details at the time of booking. Hire vans should be of an appropriate specification with regard to size, safety and emissions as the company owned vans.

5.5 Smarter Driving and Technology

In order to reduce fuel consumption and CO_2 emissions drivers should be encouraged to adopt the following smarter driving techniques, identified in the Energy Savings Trust Handbook:

- Anticipate as far ahead as possible to avoid unnecessary acceleration and braking;
- When slowing down or driving downhill take foot off the accelerator as early as possible but remain in gear. Under these conditions a modern engine uses no fuel;
- Change up the gears between 2000 and 2500 rpm;
- Avoid excessive speeds: at 85mph a car uses approximately 25% more fuel than at 70mph;
- Use air conditioning sparingly;
- Check tyre pressures regularly;
- Remove roof racks, bike racks etc when not in use to avoid drag;
- Do not leave the engine idling when stationary for long periods; and
- Drive off from cold, warming up the engine just wastes fuel.

Where practical, driver training should also be made available for those drivers identified as high risk and to undertake corrective training seminars or courses.

The University has recently completed a feasibility study looking at using recycled vegetable oil within their fleet, instead of the traditional unsustainable fuels of petrol and diesel. There is the potential to incorporate these initiatives into Masters Students study area, to provide further evidence for the use of green technology on campus.

5.6 Grey Fleet

Employees may use their own vehicles for company business (Grey Fleet) and reclaim a mileage allowance under the HMRC mileage allowance scheme. Grey fleet drivers are an important aspect in reducing a company's carbon as their emissions are also included in calculations of a company's carbon footprint.

Grey fleet vehicles must be properly serviced, maintained and insured for business use. Before any privately owned vehicle is used for company business, a copy of a valid insurance certificate and a signed declaration that the vehicle is fully serviced and maintained to the manufacturer's standards is also required. For vehicles more than three years old a copy of a valid MOT certificate must also be provided. MMU has existing policies which relate to private vehicles and it is envisaged that as part of the ongoing 'health check' that opportunities will be investigated to integrate the suggested requirements above.

5.7 Existing Policy Approach and interaction with wider strategies

5.7.1 Waste Strategy

MMU operates a sustainable waste strategy using a fleet of vehicles. This strategy will be appraised with regard to the emerging opportunities for fleet management.

5.7.2 Electric vehicles (plug in places)

The Government has supported initial funding for Plugged in Places and the coalition Government has committed to mandating a national network of electric vehicle recharging points. The Government will provide match-funding to local consortia made up of businesses and other public bodies.

Greater Manchester recently succeeded in a bid for Plugged in Places. Greater Manchester would also be the only scheme to offer green electricity at its recharging stations, generated by renewable energy from biomass generators. 300 stations will be installed across five areas of Greater Manchester including points in Manchester City Centre, Oldham, Stockport, Trafford Centre, MediaCity and along a number of major roads, including Princess Parkway, A34 Kingsway, and A57 Hyde Road. The plug and park locations will allow motorists to recharge their environmentally friendly vehicles at a lower cost compared to petrol and diesel.

As part of the proposed development on the Birley Fields campus it is proposed that within the multi-storey car park that dedicated charging points will be provided.

5.7.3 Biofuel

A Biofuel feasibility study has been undertaken by a Geography Master student (2010). The study looking at recycling used vegetable oil for use within the University's fleet. The research looked at large/small scale production, legislation, health and safety requirements, fuel duty, licensing requirements and the cost benefit analysis. Further work is planned with a small co-operative in Hulme who produce bio-fuel to come up with a preferential arrangement for the collection of our waste oil in return for a percentage of reprocessed Biofuel.

5.8 Summary

MMU has actively sought to integrate electric vehicles within its operating fleet, with a total of 7 liveried vehicles now being utilised, and a total of 9 diesel vehicles have been removed from the fleet. 24 fast chargers to facilitate the use of these vehicles have also been installed across the campuses. MMU will continue to investigate further policy opportunities including; car drivers entitlements, permitted journeys, fuel cards, and similar measures. The fundamental decisions which have been made, with regard to the operation of the fleet vehicles, has underpinned the investment in low CO_2 emission vehicles. MMU has reviewed its current fleet, and policy, and outlined a forward plan, with regard to adopting current guidance, presented by organisations, such as the Energy Saving Trust.

6 Infrastructure / Facilities Audit

6 Infrastructure / Facilities Audit

6.1 Introduction

Current government guidance places significant emphasis on the need for sustainable transport modes for developments. This forms part of a long-term strategy to reduce reliance on private vehicular trips and increase the number of people travelling by sustainable modes of transport. The following chapter therefore considers access via sustainable modes of transport to the Birley Fields Campus and All Saint Campus, including the Student Union, including access by bus, train, Metrolink, cycling and walking.

Since the previous Travel Plan update in 2013, the University has invested in new infrastructure, to achieve the targets of the Travel Plan, and capitalise on new opportunities. The following section provides a summary of some of the notable changes which have enhanced the Estate and had an impact of the accessibility; permeability and underlying infrastructure which helps encourage sustainable travel.

6.2 Local Transport Context

The All Saints/Birley Fields Campus is located off Oxford Road, situated on the south-west edge of Manchester city centre. The campus is 1.5km from the centre of Manchester, which is the equivalent of an 18 minute walk. A location map is shown in the figure following, with the All Saints/Birley Fields campus marked in relation to local infrastructure and rail stations. This figure shows both the site of the existing All Saints site, and the location of the proposed expansion. It should be noted that the two constituent parts of the campus will be linked by high quality walkways and cycle ways, whilst the potential for providing environmentally friendly shuttle (bus) services is also being considered.

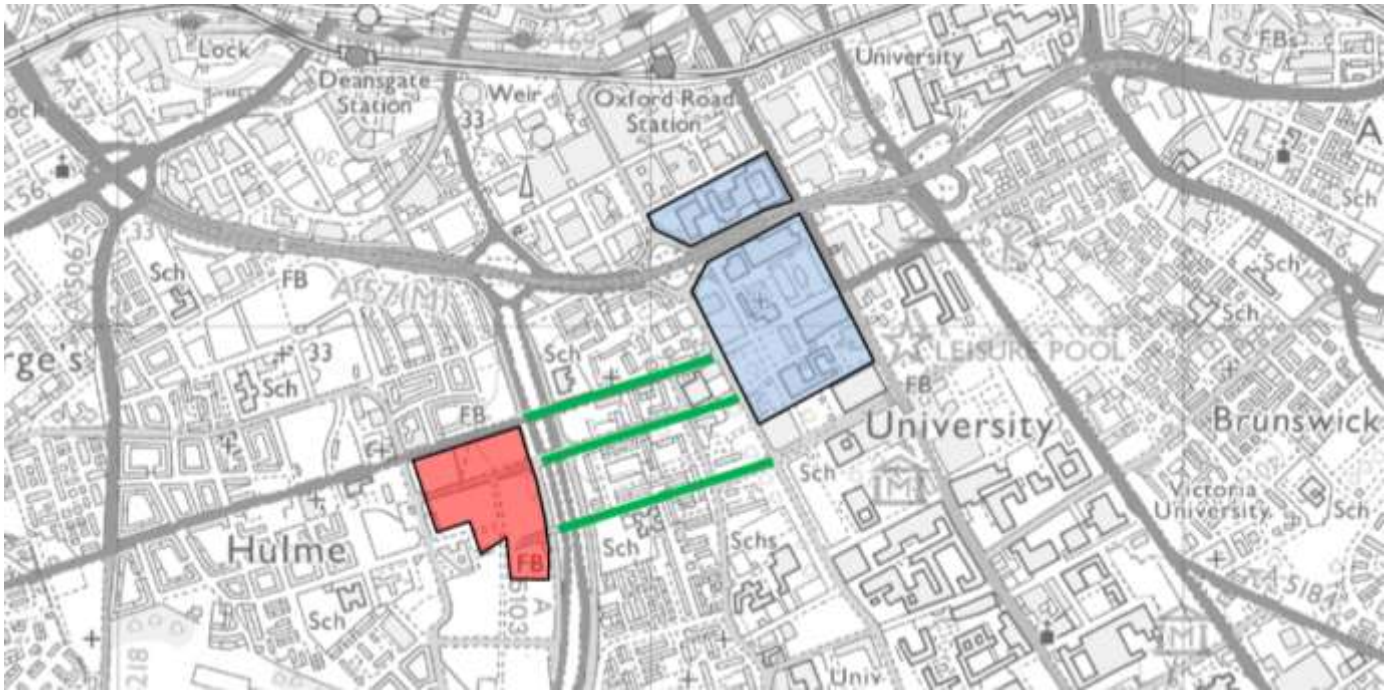

Figure 6.1 Location map (Birley Fields in red, All Saints Campus in blue and the connecting corridors in green)

6.3 Pedestrians

Department for Communities and Local Government (2012) 'National Planning Policy Framework' states that Travel Plans should:

'Enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community'

The Birley Field Campus is highly accessible on foot; signalised pedestrian crossings are currently in operation at the Princess Road / Greenheys Lane junction (**Photograph 6.1**) to the south of the development and immediately to the north west of the site at the junction of Stretford Road and Royce Road (**Photograph 6.2**).



Photograph 6.1 Princess Rd / Greenheys Rd Junction



Photograph 6.2 Stretford Road / Royce Road Junction

Stretford Road and Bonsall Street provide pedestrian access across Princess Road and there is a pedestrian footbridge available linking Upper Medlock Street to Otterburn Close (**Photograph 6.3**). As detailed in the following chapter under the Masterplan proposals, the east of Bonsall Street (**Photograph 6.4**) has become a green pedestrian priority route connecting to the new Campus via a green bridge that links in the east through to Boundary Lane, the All Saints Campus and importantly the Oxford Road Corridor.

A key element of the Masterplan was to remove traffic from Bonsall Street. This was progressed through a formal road closure with the Government Office. Access has been maintained to properties which front Bonsall Street and businesses which currently access their premises via roads leading immediately from Bonsall Street.

The removal of these movements has enhanced the amenity of local residents and contributed towards a safer public realm where pedestrians and cyclist are given priority. Movements along Birchall Way have been maintained as 'access only'. Whilst the closure of Bonsall Street has restricted the movement of vehicles, the route has been maintained for pedestrians and cyclist to continue to pass through without restriction. The proposed green corridor along the bridge and wider Bonsall Street is shown in **Figure 6.2**. The key element of the design is the promotion of pedestrians and cyclists up the road user hierarchy through the reallocation of road space. Access has now been restricted to through traffic although the opportunity to introduce Metroshuttle services has been facilitated.



Figure 6.2 Bonsall Street Bridge Impression

Through movements along the closed section of Bonsall Street were only be permitted during the start and end of term to enable students to drop off and pick up belongings. The reason for this was to alleviate pressures on local roads during a period where car movements are likely to increase. The only other movements that are now allowed relate to internal servicing and emergency access. This is managed by a suitable bollard/barrier system with traffic routed via Bonsall Street (Boundary Lane) across the bridge and alongside the academic building, it is then envisaged that drop off movements/short term parking will now occur with outbound movements along Archway.



Photograph 6.3 Princess Road Footbridge



Photograph 6.4 Bonsall Street Eastbound

Both the Birley Fields and All Saints campus are a 15-20 minute walk from the city centre. The pedestrian environment is of a high standard with wide pavements and signalised pedestrian crossings to give access to the campus across Oxford Road.

Within the All Saints campus there are pedestrian only paths and low traffic access roads. The quality of the surrounding walking environment was highlighted in the photos earlier in this section. Generally footways are wide, well maintained and are do not suffer from excess street clutter. Enhanced pedestrian walkways will also be provided between the two parts on the new campus. This will include designated walking routes along Bonsall Street with controlled vehicular access.

Pedestrian facilities are also provided within the vicinity of the proposed Student Union, with wide pedestrian footways provided on both sides of Higher Cambridge Street, Higher Chatham Street and Rosamond Street West leading into the All Saints Campus, the City centre and University Halls of Residence.

All Saints and Birley Fields are within close proximity of Oxford Road and Deansgate Rail Stations, the primary pedestrian access routes between the stations and the Campus is presented below in **Figure 6.3**. There is an alternative route for pedestrians who do not wish to use the subway to the Birley Fields site, with the available Hulme Footbridge route illustrated.

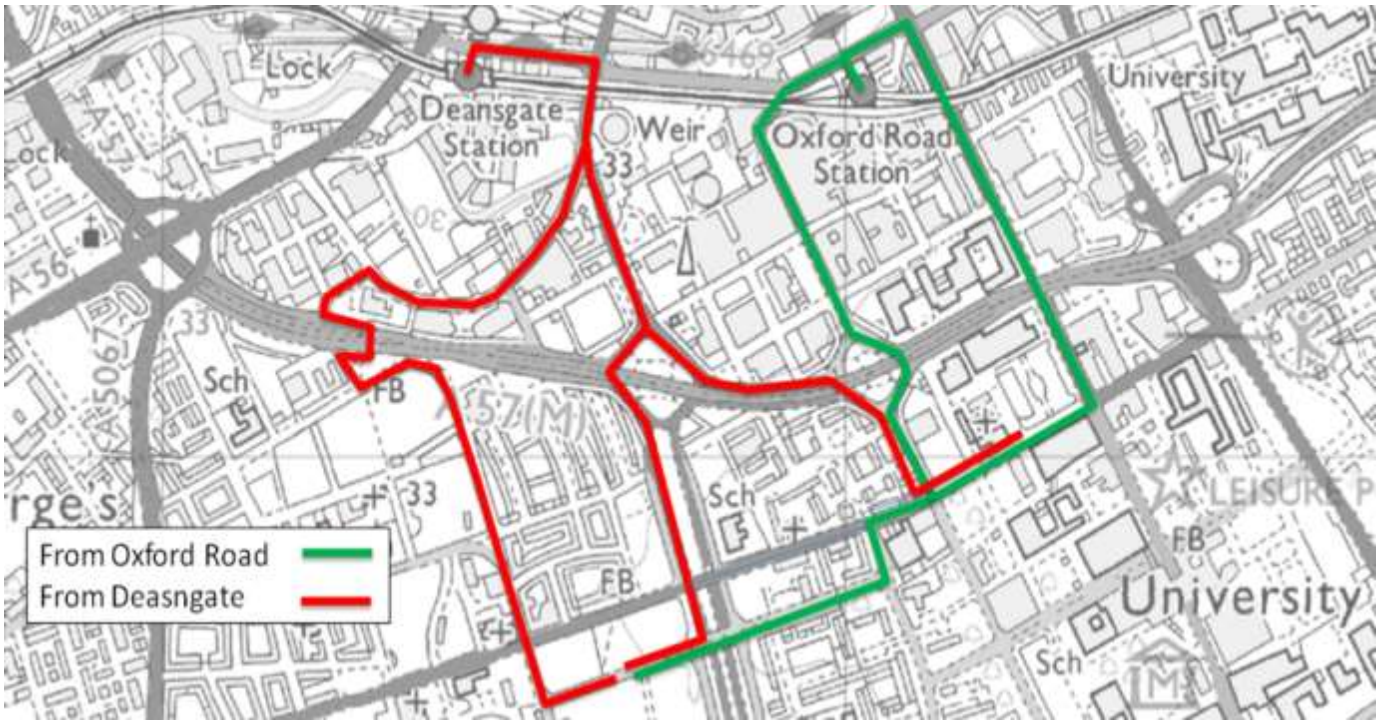

Figure 6.3 Primary Pedestrian Access Routes from Local Train Stations

A pedestrian route to improve links between All Saints and Birley has been developed and created (**Figure following**). The pedestrian link connects Higher Cambridge Street, (near the MMU Union) to Bonsall Street and is located between the Briarfield Halls of residence and the University Barracks. The link is open between 7am and 9pm and aims to offer clear safe path between sites for students, staff and the local community.



Figure 6.4 Pedestrian link between All Saints and Birley.

6.4 Buses

The University benefits from access to a range of excellent bus services being close to a number of key bus routes located between Manchester City Centre and south Manchester. **Figure 6.5** illustrates the location of bus stops and services within proximity of the Birley Fields Campus and All Saints Campus.

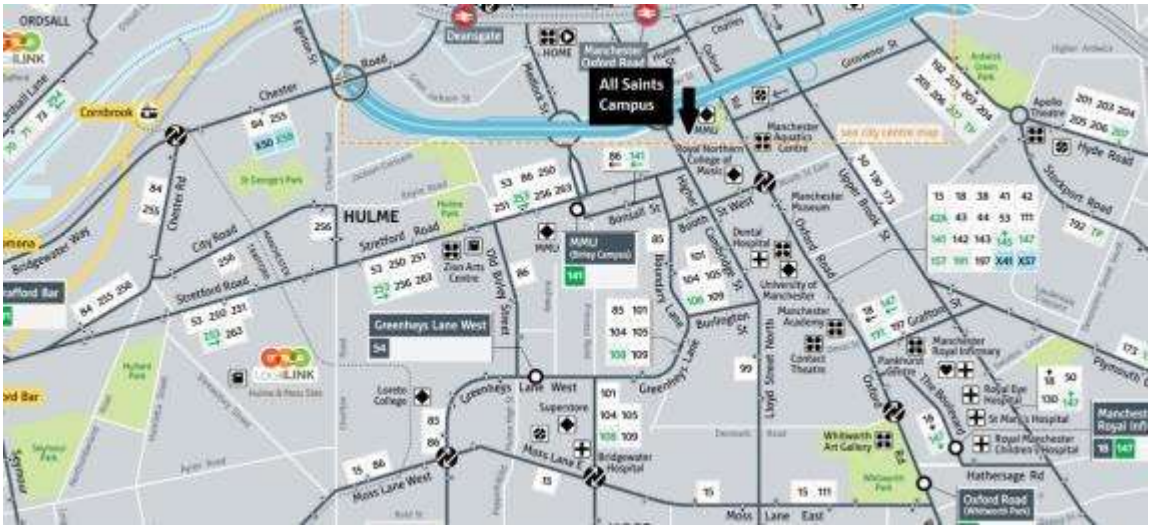

Figure 6.5 Existing Bus Services

Birley Bus Stop

Located adjacent to the Brooks building at the Birley site, a new bus stop has been installed to cater for the 141 service. Both the 141 and the 86 routes stop at this location, with the 86 originating from the city centre and the 141 bus originating from West Didsbury.

6.4.1 Stretford Road / Old Birley Street

A total of seven different services run during the day along Stretford Road (**Photograph 6.5),** or Old Birley Street. Stretford Road is situated immediately to the north of the Birley Fields development; whist Old Birley Street forms the western boundary of the site. The bus services available along here are identified within the table presented below. As shown in **Photograph 6.6**, the 86 previously ran along Bonsall Street, since completion of the scheme the service has been rerouted along Stretford Road.



Photograph 6.5: Bus Stop Stretford Road



Photograph 6.6: Bus Stop Bonsall Street

Service Number	Route / Destination	Frequency Mon-Fri
Streford Road & Old Birley Street		
53	Cheetham Hill – Harpurhey – Gorton – Rusholme – Old Trafford – Pendleton	30 mins
86	Chorlton – Brooks's Bar – Manchester	10 mins
250/251	The Trafford Centre — Old Trafford — Manchester	15 mins
253	Partington — Flixton — Urmston — Stretford — Hulme — Manchester	30 mins
256	Flixton — Davyhulme — Stretford — Manchester	10 mins
263	Manchester – Hule - Sale - Altrincham	15 mins

Table 6.1 Bus Services (Stretford Road & Old Birley Street)

6.4.2 Boundary Lane

One bus operates along Boundary Lane; the route is situated directly across Princess Road to the east of the Birley Fields campus. The service available is described in more detail below in the table following.

Service Number	Route / Destination	Frequency Mon-Fri
Boundary Lane		
85	Chorlton — Alexandra Park — Manchester	10 mins

Table 6.2 Bus Services (Boundary Lane)

6.4.3 Higher Cambridge Street

Six buses operate along Higher Cambridge Street directly adjacent to the proposed Student Union. The services available are described in more detail in the table following.

Service Number	Route / Destination	Frequency Mon-Fri
Higher Cambridge Street		
99	Sale – Brooklands – Baguely – Southern Cemetery - Manchester	60 mins
101	Wythenshawe — Newall Green — Northenden — Princess Road — Manchester	10 mins
104	Wythenshawe — Peel Hall — Moss Side — Manchester	30 mins
105	Manchester Airport — Wythenshawe — Northenden — Moss Side — Manchester	30 mins
108/109	Wythenshawe Hospital — Northern Moor — Moss Side — Manchester	30 mins

Table 6.3 Bus Services (Higher Cambridge Street)

6.4.4 Oxford Road

There are a total of nineteen bus services operating along the Wilmslow Road / Oxford Road (B5117) corridor located approximately 800m or 10 minutes walk to the east of the site (See **Photograph 6.7** and **Photograph 6.8** below). The Oxford Road / Wilmslow Road corridor route is referred to as the 'busiest bus route in Europe'. Services are so frequent that services operate to and from the city centre every few minutes. The bus services available along the Oxford Road corridor are identified within the table following.



Photograph 6.7: Bus Stop Oxford Road Northbound



Photograph 6.8: Bus Stop Oxford Road Southbound

Service Number	Route / Destination	Frequency (Mon-Fri)
Wilmslow Road / Oxford Road		
15	Flixton — Davyhulme — Urmston — Stretford — Manchester	20 mins
18	Middleton — Langley — Middleton — Manchester — Manchester Royal Infirmary	10 mins
38	Farnworth — Walkden — Swinton — Manchester — Manchester Royal Infirmary	10 mins
41	Sale — Northenden — West Didsbury — Manchester — Eccles	12 mins
42/142	Manchester Piccadilly – East Didsbury – Parrs Wood	10 mins
43	Manchester Airport — Wythenshawe — West Didsbury — Manchester	10 mins
44/145	Manchester — Fallowfield — East Didsbury — Gatley — Manchester Airport	60 mins
53	Cheetham Hill — Harpurhey — Gorton — Rusholme — Old Trafford — Pendleton	30 mins
111	Southern Cemetery — Withington — Manchester	10 mins
141	East Didsbury — West Didsbury — Rusholme — MMU Birley Campus	10 mins
143	West Didsbury — Fallowfield — Rusholme — Manchester	10 mins
147	Piccadilly Train Station — Universities — Manchester Royal Infirmary	10 mins
157/ X57	Woodford — Bramhall — Cheadle — Didsbury — Manchester	30 mins
191	Hazel Grove — Stockport — Levenshulme — Longsight — Manchester	2 per hour (Service 6-9am / 15:15-17:20)
197	Stockport — Green End — Levenshulme — Longsight — Manchester	20 mins
X41	Altrincham — Sale — Northenden — Manchester	30 mins

Table 6.4 Bus Services (Wilmslow / Oxford Road)

6.4.5 Booth Street West

The All Saints campus is also served by bus routes along Booth Street West. The nearest stop to the campus in the eastbound direction provides a shelter with seating; however the westbound bus stop is a layby with flag and pole, but no shelter or seating. These can be seen in Photographs **6.9 & 6.10**. The bus services available along the Oxford Road corridor are identified within the table following.



Photograph 6.9 Booth Street West Eastbound bus stop



Photograph 6.10 Booth Street West Westbound bus stop

Bus Service from Booth Street West		
Service Number	**Route / Destination**	**Frequency**
85/86	Chorlton - Alexandra Park - Manchester	Every 10 mins
141	East Didsbury - West Didsbury - Rusholme - MMU Birley Campus	Every 10 mins
250/251	Trafford Centre - Old Trafford - Manchester	4 per hour
263	Altrincham - Sale - Hulme - Manchester	Every 15 mins

Table 6.5 Bus Services (Booth Street West)

Both the All Saints and Birley Fields campuses benefit from access to a range of excellent bus services. As presented in the above figures, and subsequent timing and routing tables, the University is in close proximity to a large number of local bus routes operating at high frequencies throughout the week. It is also important to note the vast majority of these services run during the evening and weekend, with the University still highly accessible outside of core study hours.

The All Saints Campus also benefits from the 147 Oxford Road Link service which is subsidised by the University and other partners. The route is illustrated in the figure following and provides a high frequency service between Piccadilly Railway Station and Oxford Road. The service operates between 7.15am and 6.45pm with a flat fare rate and annual season tickets being available. The service is specifically designed to enable staff, students and visitors to leave their cars at home and travel sustainably.

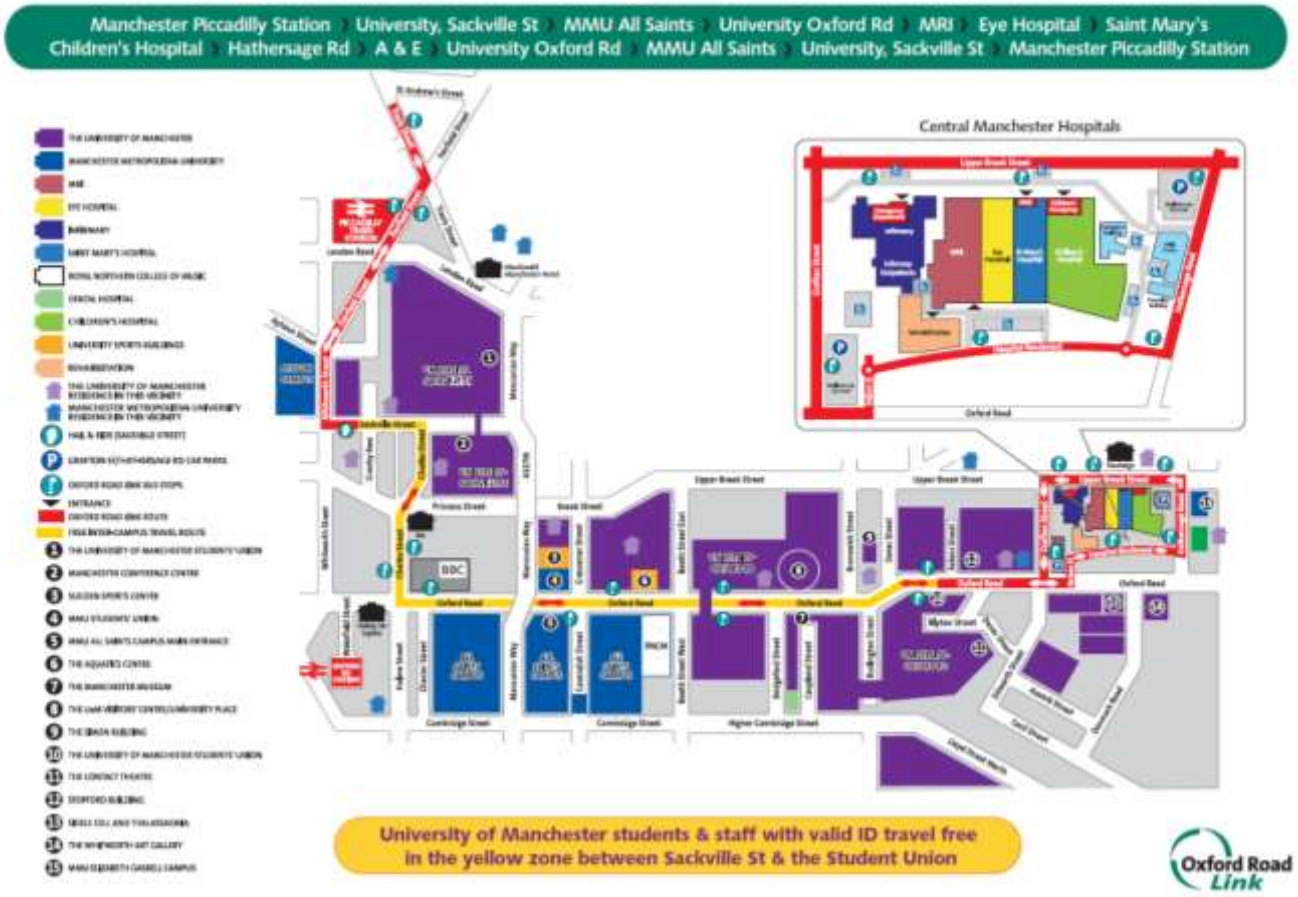

Figure 6.6 Oxford Road Link Route

6.4.6 Metroshuttle

Access to the Metroshutle 3 is available via the stand situated on Cambridge Street, adjacent to the All Saints Campus, as shown in the figure following. The Metroshuttle 3 stand is within walking distance of the All Saints Campus and the proposed Student Union. Metroshuttle 3 services currently operate every ten minutes from 7am to 7.30pm (Monday to Friday). Further metro shuttle services can be accessed from Oxford Road Station, here Metroshuttle 2 services run every 10 minutes from 7am-7.30pm Monday-Friday, Saturday every 10 minutes 8am-7.30 and Sunday every 12 minutes 10am-6:30pm.



Figure 6.7 Metroshuttle Route's

Metroshuttle 1
Route: Piccadilly Station – China Town (Portland St) – Manchester Central (Peter Street) – Deansgate (Spinningfields) – Deansgate (St Marys Gate/M&S) – Victoria Station — Northern Quarter – Piccadilly Station. **Buses run:** Monday to Friday every 8 minutes, 7.00am - 7.30pm. Saturday every 8 minutes, 8.00am - 7.30pm. Sunday and public holidays every 10 minutes, 10.00am - 6.30pm.

Metroshuttle 2
Route: Piccadilly Station – Oxford Road Station – Deansgate Station – Spinningfields – Deansgate (Barton Arcade) – Victoria Station – Shudehill Interchange – Victoria Station – Deansgate Barton Arcade – Deansgate (Spinningfields) – Deansgate Station – Oxford Road Station – Piccadilly Station. **Buses run:** Monday to Friday every 10 minutes, 7.00am -7.30pm. Saturday every 10 minutes, 8.00am - 7.30pm. Sunday and public holidays every 12 minutes, 10.00am - 6.30pm.

Metroshuttle 3
Route: Piccadilly Station – MMU – Whitworth Street West – Deansgate Station – MOSI – Deansgate Station – Whitworth Street (Palace Theatre) – Oxford Road Station – Piccadilly Station. **Buses run:** Monday to Friday every 10 minutes, 7.00am - 10.30am and 3.30pm -7.30pm.

6.4.7 Cross-city bus route improvements



Figure 6.7: Cross City Bus Improvements

The proposed Cross City Bus Travel improvements have been designed to develop, a package of enhanced public transport connections, along three of Greater Manchester's busiest strategic routes. Plans include the introduction of highway, bus priority, congestion management measures, along with significant improvements for pedestrians and cyclists. The Oxford Road / Wilmslow Road Corridor is one of the routes identified for improvements. These improvements will provide much more reliable bus journey times along with much quicker cross city journeys. Oxford Road will benefit from improved Dutch style cycle lanes along its length along with footpaths, of increased width, to provide a network of more attractive walking routes, these improvements are currently still ongoing with completion planned for final months of 2015. The scope of improvements related to the Cross City bus route can be seen in the figure above

6.5 Train

6.5.1 Heavy Rail

The closest rail station to the University is Oxford Road Railway Station which is located approximately a 1.2 km distance away. A number of service routes are available from this station, these are summarised in detail within the table following:

Destination	Frequency	Journey Time
Liverpool	5 trains per hour	1hr

Warrington	4 trains per hour	30 mins
Chester	1 train per hour	1 hr
Southport	1 train per hour	1hr 10 mins
Wigan	1 train per hour	35 mins
Bolton	4 trains per hour	20 mins
Manchester Piccadilly	8 trains per hour	5 mins
Salford Crescent	3 trains per hour	10 mins
Preston	4 trains per hour	55 mins
Blackpool	1 train per hour	1hr 15 mins
Stockport	2 trains per hour	20 mins
Manchester Airport	4 trains per hour	25 mins
Sheffield	1 train per hour	1 hr

Table 6.6 Oxford Road Rail Services

There are a total of 8 rail services per hour are available to Manchester Piccadilly where further National Rail services are available to destinations further afield including London, Bristol, Newcastle, Leeds, Glasgow and Nottingham. Direct bus services, including the 147 service, connect the key stations to the wider campus.

6.5.2 Light Rail (Metrolink)

The nearest Metrolink services are available from St Peter's Square which is located approximately 20 minutes walk, from both the All Saints, and Birley Fields Campuses. Metrolink Services are available from Altrincham to Bury and Manchester Piccadilly. The current Metrolink services route map is presented in the figure following:

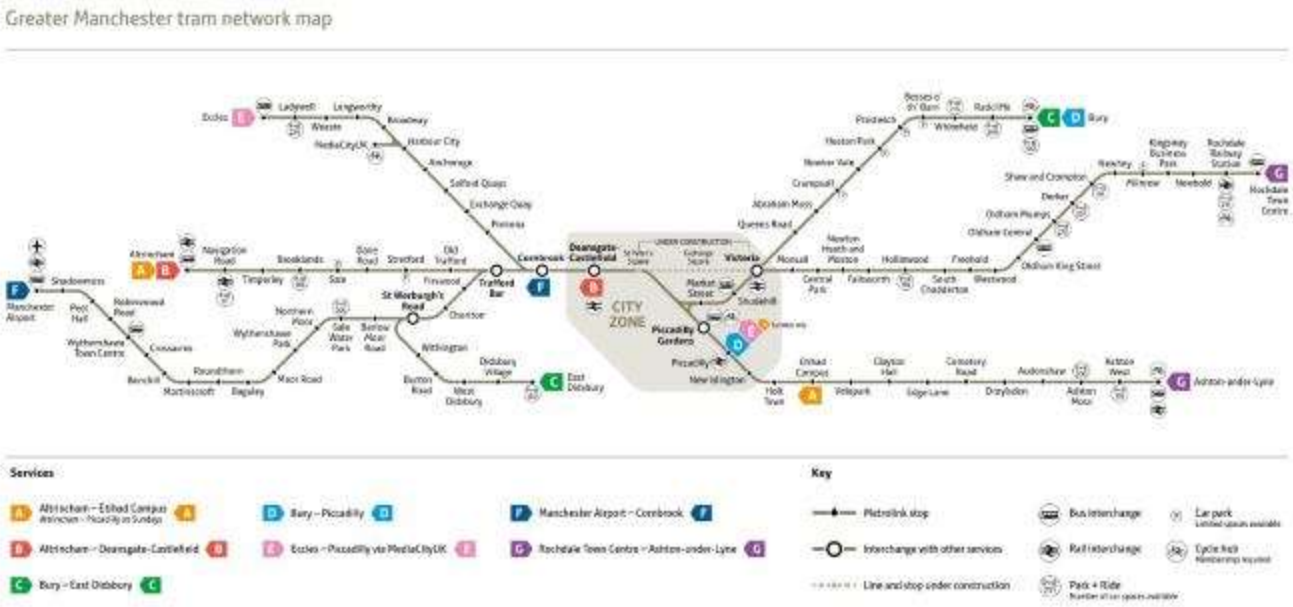

Figure 6.8 Greater Manchester Tram Network

Metrolink service frequencies and journey times are illustrated in the table following:

Service	Mondays to Thursday	Fridays	Saturdays	Sundays & Bank Holidays
Service A Altrincham -Etihad Campus Mondays to Saturdays *Altrincham - Piccadilly* Sundays ONLY	Double trams 12 minute frequency	Double trams 12 minute frequency	Double trams 12 minute frequency	Single trams Altrincham - Piccadilly ONLY 12 minute frequency between 09:30 - 17:00 15 minutes at all other times
Service B Altrincham - Deansgate-Castlefield *Monday to Saturday peak service ONLY*	Single trams Operating between 07:15 and 19:30 ONLY 12 minute frequency	Single trams Operating between 07:15 and 19:30 ONLY 12 minute frequency	Single trams Operating between 09:30 and 18:30 ONLY 12 minute frequency	No Service Use Altrincham to Piccadilly service
Service C East Didsbury - Bury	Doubles trams 12 minute frequency	Doubles trams 12 minute frequency	Doubles trams 12 minute frequency	Single trams 12 minute frequency between 09:30 - 17:00 15 minutes at all other times
Service D Bury - Piccadilly *Monday to Saturday peak service ONLY*	Single trams Operating between 07:30 and 19:15 ONLY 12 minute frequency	Single trams Operating between 07:30 and 19:15 ONLY 12 minute frequency	Single trams Operating between 09:30 and 18:15 ONLY 12 minute frequency	No Service Use Bury to East Didsbury service
Service E Eccles - Piccadilly (via MediaCityUK)	Double trams 12 minute frequency	Double trams 12 minute frequency	Double trams 12 minute frequency	Single trams 12 minute frequency between 09:15 - 17:45 15 minutes at all other times
Service F Manchester Airport - Cornbrook	Single trams 12 minute frequency	Single trams 12 minute frequency	Single trams 12 minute frequency	Single trams 12 minute frequency between 09:00 - 17:00 15 minutes at all other times
Service G Rochdale Town Centre - Ashton-under-Lyne	Double and single trams 12 minute frequency	Double and single trams 12 minute frequency	Double and single trams 12 minute frequency	Single trams 12 minute frequency between 09:00 - 16:30 15 minutes at all other times

Table 6.7 Metrolink Service Frequency

Expansions that have taken place on the Metrolink have seen services extend from Chorlton to East Didsbury, from Droylsden to Ashton-Under-Lyne, through Oldham and Rochdale town centres and to Manchester Airport.

Improvements remain ongoing with the implementation of 'The Second City Crossing', which provide an alternative Metrolink route through the City Centre. This initiative will both, increase capacity, and improve movement across the City. As part of the project, new stops will be built in Exchange Square and St Peters Square. As a result of the reconstruction works, there will be no stop in St Peters Square until autumn 2016.

The route will begin at Lower Mosley Street and run through St Peter's Square, before turning down Princess Street. The route will head along Cross Street and Corporation Street before re-joining the existing Metrolink line just outside Victoria station. The spur between Manchester Victoria and Exchange Square will give Metrolink the ability to run more trams between Shaw & Crompton and the city.

6.6 Cycle

6.6.1 Introduction

Cycling is seen as a serious part of both national and local transport policy. An increased perception of cycling, as a real alternative mode of transport to the car, and a growth in cycling as a leisure activity, has increased the demand for cycling. An acceptable cycle distance is considered to be up to 5km. Department for Communities and Local Government (2012) 'National Planning Policy Framework' states:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives e.g. walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes."

The document outlines the potential for cycling to substitute short car trips, particularly within a catchment area of less than 5km and as part of a longer journey by public transport. Manchester's City Centre Cycling strategy describes the proposals to further support and enhance cycling based initiatives across the city centre to replace shorter-based car trips.

6.6.2 2015 Cycle Infrastructure Updates

Bike Pump and Repair Stands

Cycle parking is available at both the Manchester and Cheshire campuses. At the Cheshire campus, a new repair stand & pump, and a new cycle shelter has been installed.





Figure 6.9 Pump and Repair stand located at Crewe (behind ESS)

Following a successful application, to Cheshire East Council's Local Sustainable Transport Fund, MMU installed a bike pump and repair stand at the Cheshire Campus. The facilities are located behind the Exercise and Sports Science building and are available for use by staff, students and the local community. The repair station provides a steady mount for any bike and comes with eight tools to make minor repairs. The pump will also allow cyclist to check their tyre pressure.

Contemporary Arts Cycle Shelter:

As a result of insufficient facilities and a high demand for cycle parking, there was a need for further cycle parking at the Cheshire Campus.

Located in front of the Contemporary Arts building, is a covered, open access cycle shelter. With funds made available by Cheshire East Council's LSTF, the shelter was installed in 2014, in the figure following:



Figure 6.10: Contemporary Arts Cycle Shelter

Platt Lane:

A covered open access shelter has been installed at the Platt Lane Sports Complex. MMU staff at the complex, as well as staff from other organisations using the building and visiting members of the public will use the installation (**Figure following**).



Figure 6.11: Platt Lane Cycle Shelter

Birley Lockers:

At the Birley site, cyclists expressed a need for high quality cycle parking. With feedback from a dedicated Birley cycling survey, it was decided that Velo-Box lockers would be installed at the Birley site. In partnership with TfGM, the Travel Team installed 19 Velo-Box lockers on the surface car park. Each of the lockers is double sided and a diagonal divider provides independent access from either end, providing secure parking for 2 bikes (**Figure following**).



Figure 6.12 Velo-Box lockers installed at Birley, with an MMU padlock

Bike Pumps:
Two new bicycle pumps are to be installed at two sites on the Manchester campus. The pump at the All Saints site will be located outside of the Ormond building, located near the Sheffield stands. The pump at the Birley site will be installed at the back of the building near to Bonsall Street. Both will be located in immediately visible areas and will be available for use by all.

6.6.3 Cycling Routes

The figure following illustrates cycling routes around both the Birley Fields and All Saints Campus's, National Cycle Route 6 (NCR 6) runs north to south directly to the east of the Birley Fields Campus and to the west of the All Saints Campus and Student Union. NCR6 is a major route on the National Cycle Network running from London up to the Lake District. On a local scale the route connects Fallowfield, Whalley Range, Manchester City Centre and Bury. A number of on road and traffic free local routes were also identified in the vicinity of the site.

The University has previously undertaken postcode analysis which shows a high catchment within the 5km travel zones.



Figure 6.13 Cycle Routes (Source:Sustrans)

Since the Birley Fields development there have been new cycle routes located in and around the University Campus, these provide a link between the two parts of the campus. Cycle lanes have now been introduced on Bonsall Street, helping to connect to the wider cycle network. Further improvement are also ongoing along the Oxford road corridor, these will see the introduction of "Dutch" style cycle lanes which will be completed late 2015/early 2016.



Photograph 6.11 Toucan Crossing Princess Road



Photograph 6.12 Cycle Lane Princess Road (NCR 6)

6.6.4 Cycle Parking

Cycle parking is provided across the All Saints campus in various locations with the University recently adding many new facilities and continuing to improve on site provision. Cycle parking is located in the following areas:

- Geoffrey Manton Building (secure parking);
- Chatham Building (secure parking);
- John Dalton Building (secure parking);
- Cavendish South reception (secure parking); and
- Bike stands across the All Saints campus including, Library, Oxford Road and Geoffrey Manton.

Additional secure cycle parking is also proposed as part of the new Student Union where there will also be shower and changing facilities available to both staff and students. Shower facilities are also located on the All Saints campus on the Ground Floor of the Geoffrey Manton Building and Cavendish North. A full list of cycle storage facilities and shower/changing facilities is available on http://www.mmu.ac.uk/staff/travel/cycling-walking/cycling.





Photograph 6.13: Geoffrey Manton Building

Photograph 6.14: Chatham Building



Photograph 6.15: John Dalton Building



Photograph 6.16: Cavendish South reception



Photograph 6.17: Bike stands across the All Saints campus

6.7 Accessibility Review

Accession is an industry software package which enables assessments to be made for different areas and population groups. It covers a wide range of transport modes and helps identify potential solutions such as changes in the location of services.

The images within this section identify the walk and public transport accessibility for the proposed Birley Fields Campus and Student Union. The table following shows the preferred maximum commute is around a 25 minute walk:

Criteria	Town Centre	Commuting / Sight Seeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1,000m	800m
Preferred Maximum	800m	2,000m	1,200m

Table 6.8 IHT Suggested Acceptable Walking Distances

6.7.1 Walking Isochrones

The walking isochrones illustrated in the figure following, illustrate the high pedestrian accessibility, from the site to Manchester City Centre, and the local residential areas. Importantly the key bus routes including the Oxford Road bus corridor are all accessible within 10 minutes walking time which is perceived as an acceptable commuting distance according to DfT/IHT guidelines on sustainable travel.

The existing city centre MMU Campuses are all accessible on foot, with All Saints a 5-10 minute walk and Aytoun situated near Manchester Piccadilly Railway Station 15 to 20 minutes away. The Elizabeth Gaskell Campus is within acceptable walking distance at 25 to 30 minutes away.

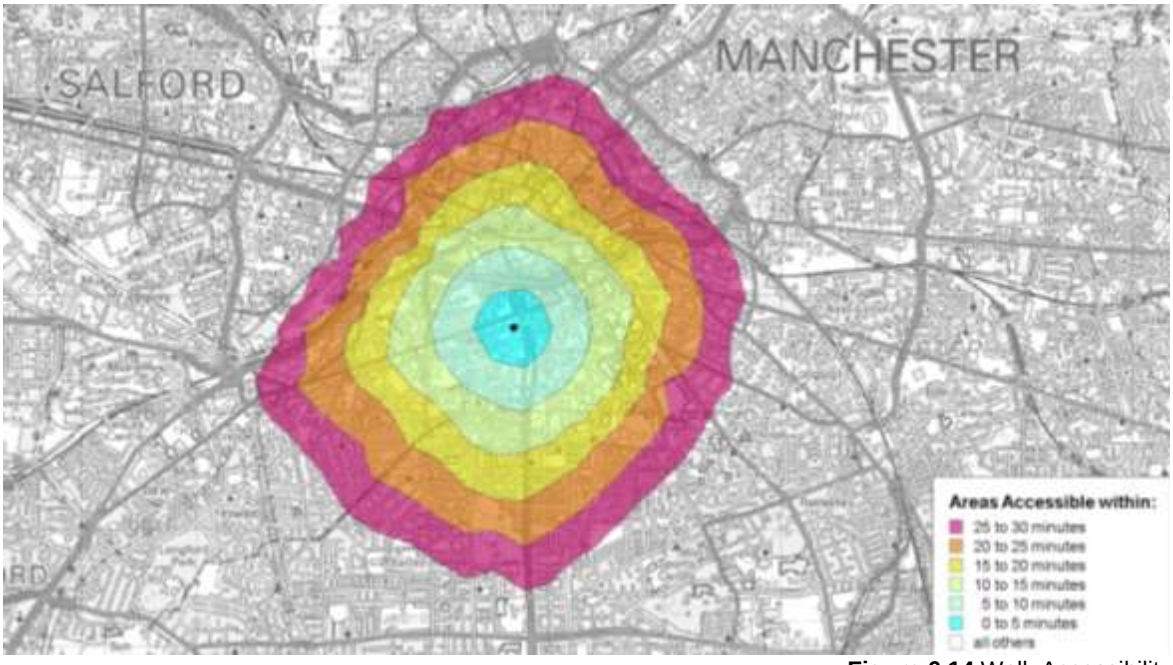

Figure 6.14 Walk Accessibility

6.7.2 Public Transport Isochrones

The figure following, illustrates the public transport accessibility, to the All Saints Campus and proposed Birley Fields Campus. The accessibility plots cover a wider geographical area to reflect the enhanced accessibility though using public transport provision.

The public transport Accession diagram takes account of walk times, timetable data and frequencies of all main modes. The accessibility plot shows that the key towns within Greater Manchester are all accessible, generally within 40 minutes travel time. Manchester City Centre and the key student residential areas along the Oxford Road Corridor, in Fallowfield, Withington and Didsbury are all accessible within half an hour's travel time.

The Hollings and Didsbury Campuses are both situated along this corridor and are therefore considered highly accessible from both the All Saints and Birley Fields Campus.

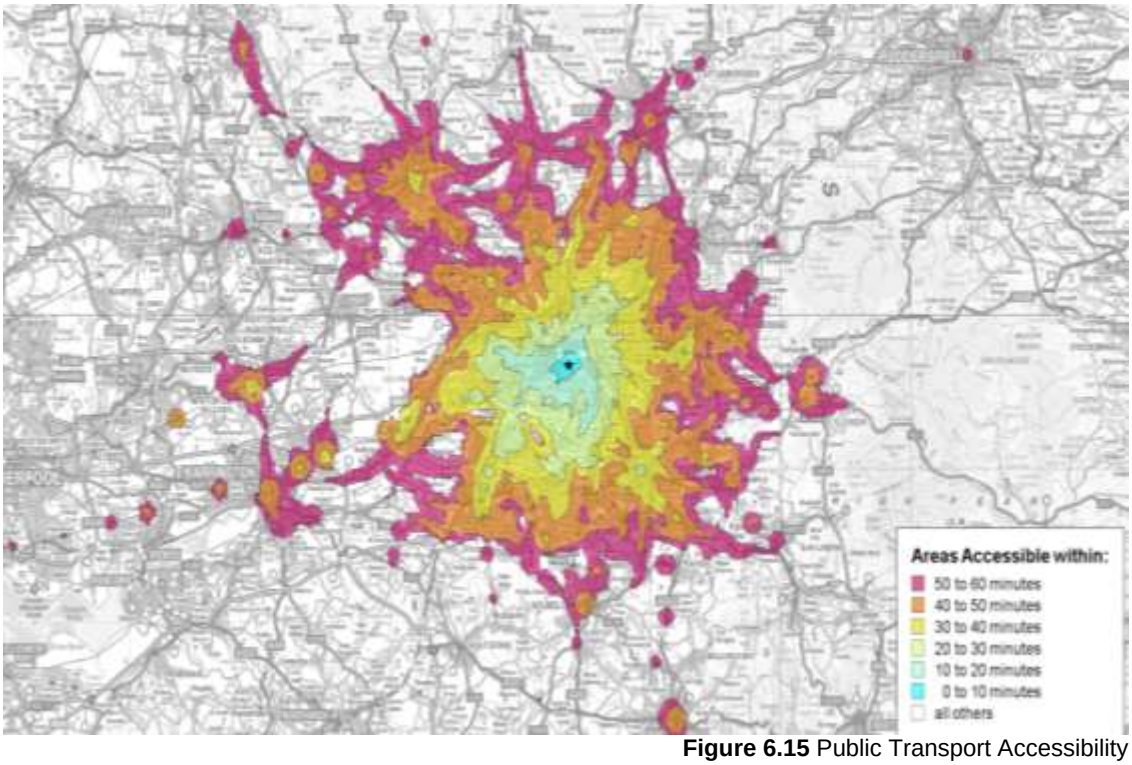

Figure 6.15 Public Transport Accessibility

6.8 Car Parking

A new Multi-storey car park has been provided, as part of the Birley Fields Development, commentary is provided in the associated Birley Fields Transport Assessment. An additional 20 car parking spaces are also proposed as part of the new Student Union building however the availability of car parking is subject to a stringent assessment and there is a general presumption of not providing spaces for students. The accessibility of the developments reinforces this approach and staff parking permit assessment forms are also issued.

The University have amended its current car park management system following feedback from staff, the student union and the appeals process. The car parking team have worked with TfGM to create an online car parking application and allocation system. The allocation criteria has been reviewed and will offer a greater range of work and social based factors in order to allocate the finite number of car parking spaces to those staff with the highest need. A paper based application will also be made available.

Payment for parking permits is available in two options; one option is to have salary pay deducted according to the pay grade as outlined in the table following. The second option is to pay and display on-site at 30p per hour and a maximum of £2.30 a day. The possession of a parking permit does not guarantee a parking space at the University car parks.

Pay Grades	Salary (£)	Annual Charge	Monthly Rate	Equivalent daily rate
Grade 2	14,477 – 15,641	£120	£10.00	55p
Grade 3	16,081 – 17,519	£140	£11.67	64p
Grade 4	18,027 – 19,645	£160	£13.33	73p
Grade 5	20,226 – 22,765	£180	£15.00	82p
Grade 6	23,449 – 26,391	£210	£17.50	95p
Grade 7	27,183 – 29,704	£250	£20.83	£1.14
Grade 8	30,594 – 36,532	£290	£24.17	£1.32
Grade 9	37,651 – 43,622	£350	£29.17	£1.59
Grade 10	44,930 – 52,086	£410	£34.17	£1.86
Grade 11	53,650 – 55,259	£450	£37.50	£2.05
Above Grade 11	Over 55,259	£500	£41.67	£2.27

Table 6.9 Cost of parking permits

The University, since 2008, has implemented a “needs based” permit allocation system for staff. Further information and copies of MMU car parking policies are available at http://www.mmu.ac.uk/staff/travel/car-parking.

This allocation system will continue upon consolidation of the campuses. In view of the excellent public transport infrastructure serving the campus, student car parking will be restricted to mobility impaired students only. There is a need for a continual appraisal of how parking is allocated particularly to ensure opportunities are taken to rationalise spaces where possible and to reallocate space to more sustainable modes of travel (including car share clubs).

The Birley Fields car park is accessed via two main internal spine roads they are sized to facilitate vehicles accessing each individual space front on or via a reversing manoeuvre. The access effectively provides a continual right turn loop (clockwise) up to traverse the car park upwards. In terms of traversing downwards this is achieved by going down another right turn sweep (again clockwise) up until final exit at ground floor (level 0.00) onto the new road parallel to the northern façade. Consistent with the Transport Assessment, 318 parking spaces, and 5 electric vehicle charging points, will be provided alongside internal secure cycle storage. Elevation drawings of the proposed MSCP are presented in the figures following.



Figure 6.16 MSCP Layout



Figure 6.17 MSCP Elevation Drawing (Entrance)



Figure 6.18 MSCP Elevation Drawing (Bridge View)



Figure 6.19 MSCP Elevation Drawing (Elevation to Archway)

6.9 Design Assumptions for Birley Fields Campus

The specific targets and measures of the Travel Plan are identified in the table in **chapter 9**. These targets build upon the design principles which have been integrated with the Birley Fields Masterplan. The following bullet points, are all key travel planning elements, which have been brought forward as part of the new estate proposals:

- **Cycling hub/s:** High quality cycle facilities have been incorporated within the new campus, with safe and secure spaces within the MSCP. Internal there will be showers, changing facilities, drying rooms, equipment lockers. Sheffield type stands located at strategic locations around the new campus to provide for short stay cycle users;
- **Pedestrian and cycle routes:** A continuous campus environment will allow the both the existing All Saints and new Birley Fields sited to integrate with neighbouring MMU sites, and the wider community. The green corridor along Bonsall Street provides this vital connection;
- **Electric vehicle charging points:** There will be five charging points within the proposed MSCP alongside additional strategic points on campus for proposed electric fleet vehicles. Details of the recent additional electric charging points have been provided in the previous chapter.
- **Car Sharing:** The multi storey car park will also contain priority spacing for car sharers on the ground floor.
- **Barrier Technology:** There is an opportunity to use the University ID card system for access to the MSCP and to potentially limit the number of days a particular user can access the facility to enable the promotion of flexible use.
- **Virtual/Video Conferencing:** The main academic building will seek to integrate the opportunities associated with the implementation of virtual / video conferencing facilities on the new campus that can be networked to outlying campus especially All Saints.
- **Way-finding signage:** A further review, will be undertaken, of the potential locations of way-finding signage, to direct pedestrian and cycle users to key buildings, and destinations, and provide distance/time information. The review will also seek to ensure existing signage is correct on the current campus. There will need to be a focus on ensuring sustainable hotspots of activity are well sign posted.

7 Travel Plan Survey Results

7 Travel Plan Survey Results

7.1 Survey analysis

This chapter presents the most recent results of the Manchester Metropolitan University student and staff surveys undertaken in 2015. Alongside this the previous 2010 modal splits are presented for comparison purposes, and the results of the previous 2010 full survey are referenced to an Appendix at the end of this report. The continuous review of staff and student travel patterns allows the University to understand trends and identify where to focus attention so as to ensure sustainable travel is effectively promoted/delivered.

7.2 Travel Plan Survey Results (2015)

7.2.1 Student Survey

The 2015 student data is sourced from the 2014/15 student enrolment surveys given to students at the beginning of each academic year. Students were asked how they travel to University from their term time address. A summary of their responses is shown in the table following.

Mode of Travel	Manchester	Cheshire	Both Campuses
Bus	43%	3%	39%
Car Driver	13%	31%	15%
Car Passenger	1%	1%	1%
Cycle	4%	2%	4%
Train	12%	15%	12%
Tram	3%	0%	2%
Walk	24%	47%	27%

Table 7.1 Student mode of travel

7.2.1.1 Manchester

The results of the 2014/15 enrolment survey indicate that the most popular mode of travel for journeys to university at the Manchester Campus is the bus. Nearly half of the students (43%) use the bus as their main mode of travel.

The second most popular mode of travel is walking to university. Almost a quarter of students (24% in 14/15) walked to university. The student cycling percentage, compared with other modes of transport is low, with 4% of students cycling to university.

Train, as a mode of transport, is 12% and tram 3%. Despite there being no provision for student parking on campus, car usage amongst students is still high, with 13% of students driving in, and 2% using the car as a passenger.

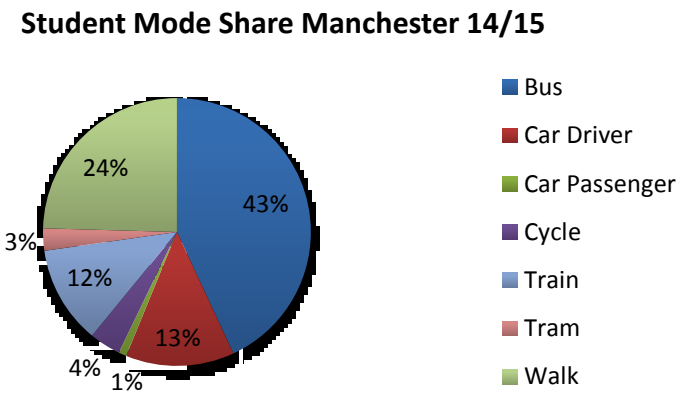

Figure 7.1: Student mode of travel Manchester

7.2.1.2 Cheshire

At the Cheshire campus, the preferred mode of transport is walking, with 47% of students walking to campus. It could be assumed that students live close to campus and use walking as their preferred mode of travel because they don't have too far to walk.

The next most popular mode of travel is the car. As students are allowed to park at the Cheshire Campus, and not at the Manchester, it is to be expected that this number would be higher at the Cheshire Campus. The car usage for single occupancy vehicles (car driver on their own) has stayed at is 31% in 14/15.

Train as a mode of travel is at 15%. Bus as a main mode of travel is low, with just 3% of students using the bus. The cycling rate of students was 2%.

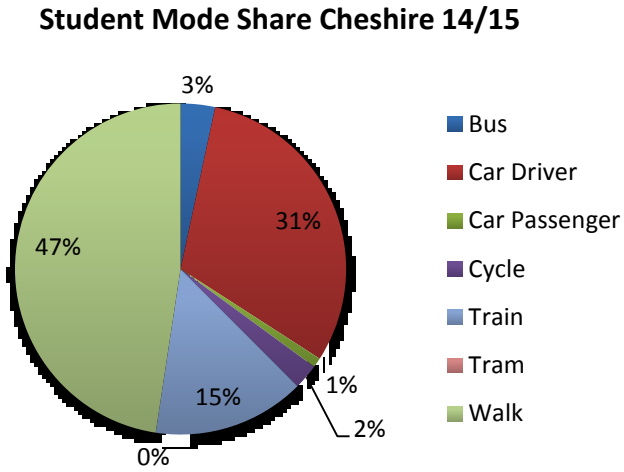

Figure 7.2: Student mode of travel Crewe

7.2.2 **Staff Survey**

In 2015, the Travel survey was launched. It opened in April and closed in June. The survey gathered 1159 staff responses. There are currently circa 4,500 members of staff employed at MMU, giving a response rate of 25%. Staff from All Saints, Cheshire and Platt Lane were surveyed. The responses from the Platt Lane staff were included in the Manchester campus data.

7.2.3 Mode of Travel:

Initial analysis of the survey shows that staff across all sites travelled in the following ways:

- 36% travelled by car, either alone or with a passenger.
- 2% travelled a car passenger
- 18% travelled in by bus
- 9% of staff cycled to work
- 1% rode a motorcycle or a scooter
- 20% of staff used the train as their main mode of transport
- 5% used the tram
- 9% walked to work

The table and graphs below shows the breakdown of the modal share split between the Manchester and Cheshire Campuses.

Mode of Travel	Manchester	Cheshire	Both Campuses
Car driver on own	28%	61%	31%
Car driver (with passenger)	5%	10%	5%
Car all drivers	33%	71%	36%
Car passengers	2%	2%	2%
Bus	19%	0%	18%
Bicycle	9%	7%	9%
Motorbike/Scooters	1%	1%	1%
Taxi	0%	2%	0%
Train	22%	7%	20%
Tram	6%	0%	5%
Walking	8%	10%	9%
Other	0%	0%	0%

Table 7.2: Staff mode of travel

The results of the survey show that the most popular mode of travel for journeys to work is car with 36% of staff travelling by car, either alone or with a passenger. The figure following illustrates the breakdown of modes of transport for staff at the Manchester and Crewe campuses.

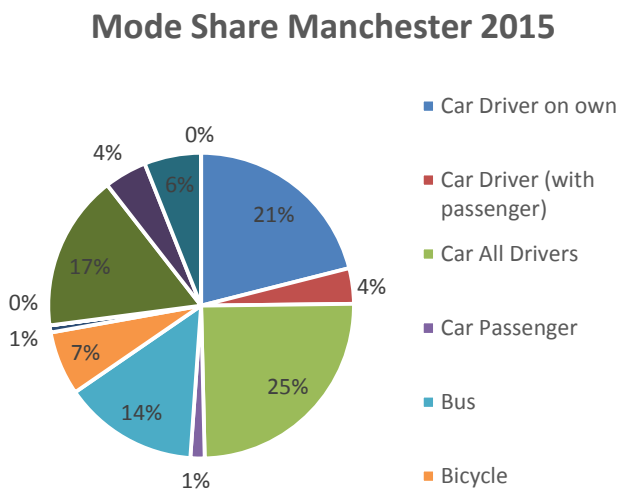

Figure 7.3: Staff modes of travel Manchester

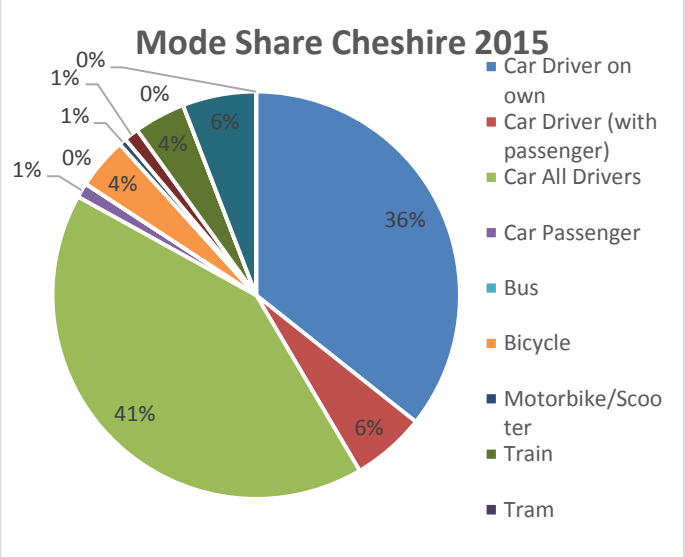

Fig 7.4: Staff modes of travel Cheshire

The table following illustrates the Mode Share data for Manchester and Crewe compared to a survey in 2014.

MANCHESTER Staff Mode share

Mode	2014 (1468)	2015 (1040)
Bike	8%	9%
Bus	18%	19%
Car (SOV)	31%	28%
Car with Passenger	6%	5%
Passenger	2%	2%
Motorbike	1%	1%
Train	19%	22%
Tram	6%	6%
Walk	7%	8%

CREWE Staff Mode share

Mode	2014 (161)	2015 (100)
Bike	5%	7%
Bus	2%	0%
Car (SOV)	67%	61%
Car with Passenger	3%	10%
Passenger	4%	2%
Motorbike	0%	1%
Train	7%	7%
Tram	1%	0%
Walk	7%	10%

Table 7.3 2014 v 2015 comparison

7.3 2010 Modal Split

The 2010 modal split information has been retained in the paragraphs following, for comparison purposes, with the revised 2015 information identified above:

7.3.1 Staff

As part of the MMU employee travel survey undertaken in April and May 2010 employees were asked how they mainly travel to work. A summary of the responses to this question and a comparison to the results of the 2007 questionnaire is detailed below in the table following.

Mode of Transport	All Saints		All Campuses		
	2007	2010	1999	2007	2010
Car Driver on own	-	22%	-	-	33%
Car Driver (with passenger)	-	9%	-	-	7%
Car All Drivers*	46%	31%	48%	58%	42%
Car Passenger	2%	4%	4%	1%	3%
Bus	17%	20%	23%	15%	17%
Bicycle	7%	11%	5%	7%	9%
Motorbike/Scooter	1%	1%	-	1%	1%
Park and ride	-	-	-	-	-
Taxi	-	0%	-	-	0%
Train	18%	21%	12%	9%	16%
Tram	4%	4%	3%	2%	3%
Walking	6%	7%	4%	7%	7%
Other	-	1%	1%	-	1%

Table 7.4 Modal Split

*The figure for Car All Drivers represents the sum of the number of respondents who travel by car as the driver on their own and by car as the driver with a passenger. The percentages quoted for car drivers all may not be the exact sum of the percentage quoted for car Driver on own and Car Driver (with passenger) due to rounding.

The results of the 2010 survey indicate that the most popular mode of travel for journeys to work is the car, with 44% of the respondents travelling by car, as either driver or passenger. This compares favourably with the national average where 58% of commuting trips are made by car (*Source: National Travel Survey www.dft.gov.uk*). Additionally, this level of travel by car is a reduction from 2007, where approximately 59% of respondents travelled by car, as either a driver or passenger. This reduction is solely due to the fall in the proportion of drivers. Across all campuses this category has fallen from 58% in 2007 to 42% in 2010. The number of people travelling by car as a passenger has increased from 1% in 2007 to 3% in 2010 indicating an increase in informal car sharing arrangements.

This reduction in travel by car has been accompanied by an increase in the use of public transport. In 2007 approximately 26% of respondents travelled by bus, train or tram. In 2009 this figure had risen to 37%. The level of walking and cycling has also increased from approximately 14% in 2007 to 16% in 2010.

These patterns are reflected in the data obtained from the All Saints Campus, an increase in the use of sustainable modes of transport is evident particularly towards the use of trains, buses and bicycle. An overall decrease of 13% was recorded for all car drivers at the All Saints Campus.

Staff were also questioned as to how they had changed their mode of travel in the last two years. The responses to this question are summarised in the following matrix table, which presents the mode of transport respondents have changed from and the mode they have changed to. The modes across the top of the matrix show the mode that the respondents have changed from while the modes down the left hand side of the matrix show the modes that have transferred to.

		Mode From												
		Car Driver (on own)	Car Driver (with passenger)	Car Passenger	Train	Bus	Tram	Taxi	Bicycle	Walking	Motorbike/Scooter	Car	Other	Total
Mode To	Car Driver (on own)	2	0	0	7	16	3	0	3	7	0	0	1	39
	Car Driver (with passenger)	1	0	0	2	7	0	0	0	0	0	0	0	10
	Car Passenger	2	1	1	1	8	2	0	1	5	0	0	0	21
	Train	42	5	1	0	10	1	0	5	4	1	1	0	70
	Bus	39	2	4	3	1	3	0	5	7	0	4	1	69
	Tram	12	2	0	1	6	0	0	0	0	0	0	0	21
	Taxi	0	0	0	0	0	0	0	0	1	0	0	0	1
	Bicycle	24	5	1	4	20	1	0	1	0	0	2	0	58
	Walking	14	0	1	5	10	1	0	1	0	0	1	0	33
	Motorbike/Scooter	5	0	0	0	0	0	0	1	0	0	0	0	6
	Car	0	0	0	0	0	0	0	0	1	0	0	0	1
	Other	4	0	0	2	0	0	0	0	0	0	0	0	6
	Total	145	15	8	25	78	11	0	17	25	1	8	2	335

Table 7.5 Mode changes

From the matrix above it is possible to identify that 145 respondents, indicated that they had transferred from travelling by car on their own to another form of transport (for example 42 to switched to train, 39 to bus and 24 to bicycle). This shift was offset by the 39 people who switched to travelling to work by car on their own from other forms of transport (16 from travelling by bus, 7 from train, and 7 from walking). This gives the net change of 106.

It is clear there has been a swing towards sustainable transport for instance 91 people switched to walk and cycle from other modes however this increase is offset by 42 respondents who switched from walking or cycling to other modes of transport.

The net change in mode use from the 2010 staff survey is presented below in **the following table**. As detailed, there has already been a significant shift, away from Single Occupancy Vehicles (-106). Interestingly there has also been a small shift away from buses (-9). The largest increase was recorded for Train (45), followed by Bicycle (41). From the results of this survey it is clear progress has been made in terms of modal shift towards sustainable modes of transport. The challenge for the University is to continue to deliver modal change and this will need strong targets with associated measures and resources.

Mode of Transport	Net Change (+/-)
Car Driver (on own)	-106
Car Driver (with passenger)	-5
Car Passenger	13
Train	45
Bus	-9
Tram	10
Taxi	1
Bicycle	41
Walking	8

Motorbike/Scooter	5
Car	-7
Other	4

Table 7.6 Net change in modal split

7.3.2 Students

A student survey was conducted at MMU between April and May 2010. A total of 1166 students responded to the survey, out of approximately 32,000 students studying at the University, (including Cheshire campuses). This provided a 3.6% response rate. The underlying aim of the survey was to gain a greater understanding of students' travelling habits in order to inform both the University's Travel and Environmental Policies. The data obtained from the survey was seen as baseline information, as a student survey carried out in 2007, resulted in an extremely low response rate of (0.9%), therefore it is not appropriate to make comparisons, to this particular survey.

Students were asked how they travel to University from their term time address, shown in the table following. Taking the Bus and Walking are the most popular modes of transport at nearly a third each of total respondents. In terms of drivers within the Manchester Campus, 14% travel to University as a driver, and 2% as a passenger. The All Saints Campus is likely to be lower than this due to its highly sustainable location. The largest proportion of students access the site by bus (35%) followed by on foot (28%).

Mode of Transport (Term Time)	Manchester		Cheshire	
	No of Students	Percentage	No of Students	Percentage
Car as Driver	152	14%	27	47%
Car as Passenger	19	2%	0	0%
Bus	374	35%	47	12%
Tram	18	2%	0	0%
Train	165	15%	11	19%
Bicycle	41	4%	2	3%
Motorcycle	7	1%	0	0%
On Foot	295	28%	10	17%
Total	1071		58	

Table 7.7 What mode of transport do you generally use to travel from your term time address to University?

The 4% of Manchester students cycling, is noteworthy when commuting distances are taken into consideration. Over 50% of students live within a 3 mile radius of the University. Considering this, the amount of students cycling is very low which suggests factors other than distance, such as perceived danger and cycle crime may have a significant impact on student travel decisions.

7.4 2010 survey Results

The full copy of the 2010 survey results are contained within **Appendix B** at the end of this report.

8 Aims, Objectives & Targets

8 Aims, Objectives & Targets

8.1 Introduction

The Key Performance Indicators for 2015 are provided within the first table of this chapter. Following this the original targets for this Travel Plan are presented, along with the monitoring process, which have been established to ensure the relevant measures are implemented. These targets have been produced in conjunction with travel planning guidance for Greater Manchester, which is available in the following website www.travelplans.org.uk.

8.2 Key Performance Results 2015

The table following identifies the performance, during 2015, against the current KPI targets associated with Travel.

Target	Key Performance Indicator (KPI	Target date	On-track to achieve target
Reduce single occupancy vehicle journeys to 37.5% (Manchester and Cheshire)	Mode share for Manchester and Cheshire (average)	2018-19	Yes, Achieved 31%
Reduce single occupancy vehicle journeys to 40% in Manchester	Mode share for Manchester	2014-15	Yes, Achieved 28%
Reduce single occupancy vehicle journeys to 30% in Manchester	Mode share for Manchester	2018-19	Yes, Achieved 28%
Reduce single occupancy vehicle journeys to 55% in Cheshire	Mode share for Cheshire	2014-15	No, Achieved 61%
Reduce single occupancy vehicle journeys to 45% in Cheshire	Mode share for Cheshire	2018-19	No, Achieved 61%
Increase proportion of commuter journeys travelled by sustainable modes, which is reflective of the % reduction in single occupancy car journeys. 60% by 2014/15, 70% 2018/19.	Mode share	2014/15	Yes, Achieved 62%
Increase the proportion of business travel by sustainable modes by 5%.	% proportion of business travel by sustainable modes	2014-15	No, 1.56% increase in Km travelled by sustainable modes

Table 8.1: KPI Performance

8.3 Aims and Objectives

The principal objectives of a Travel Plan are to encourage more people to walk, cycle and use public transport as a method of travel rather than reliance of the private car. A change in modal travel away from the car can ease local congestion, boost people's health and self-esteem, and to help instil responsible travel habits.

SMART targets are a simple and succinct method of understanding how the target setting process should develop. It proposes five rules to be used in the successful development of targets for Travel Plans, they should be:

- **S**pecific;
- **M**easurable;
- **A**chievable;
- **R**ealistic; and
- **T**ime bound.

8.3.1 Core Targets

The following core targets have been identified below:

- To increase the number of staff and students travelling by public transport;
- To increase the number of staff and students travelling on foot;
- To increase the number of staff and students travelling by cycle; and
- To reduce the number of staff and students travelling by car, especially single occupancy travel.

8.3.2 Additional Targets

As well as the core targets the following additional targets have also been identified:

- Produce a Travel Pack for all new starters (staff and students);
- Provide cycle parking spaces according to demand;
- To produce a leaflet making staff and students aware of their travel habits;
- To arrange a special opening event to kick start the Travel Plan such as the first week of term (fresher's week); and
- The promotion of the toolkit of measures consistent with the identified timescales.

8.4 Multi Modal Targets

The original identified modal split targets, for staff and students, are presented in the tables following. The fundamental aspiration of the Travel Plan is to reduce Single Occupancy Vehicle Journeys, and this is reflected in the targets.

The evolving Travel Plan set a challenging target to achieve a 30% lone driver modal split percentage for staff travel to the site within 5 years of occupation. It can be seen by the KPI results identified in the first table of this chapter, that 31% has been achieved.

Mode	2007	2010			Potential Modal Share Targets		
	All Saints	All Saints	Future & Current Manchester Staff	Current Manchester Staff	Year 1	Year 3	Year 5
Car Driver on own	44%	31%	35%	21%	**40%**	**35%**	**30%**
Car Sharing	4%	4%	10%	9%	**5%**	**6%**	**7%**
Car All Drivers	48%	35%	43%	27%	**45%**	**41%**	**37%**
Bus	17%	20%	17%	19%	**18%**	**18.5%**	**19%**
Bicycle	7%	11%	9%	9%	**8%**	**9%**	**10%**
Motorbike/Scooter	1%	1%	1%	1%	**1%**	**1%**	**1%**
Train	18%	21%	17%	27%	**19%**	**20%**	**21%**
Tram	3%	4%	4%	8%	**3%**	**4%**	**5%**
Walking	6%	7%	7%	7%	**6%**	**6.5%**	**7%**
Other	0%	0%	2%	2%	**0%**	**0%**	**0%**

Table 8.2 Staff Modal share targets

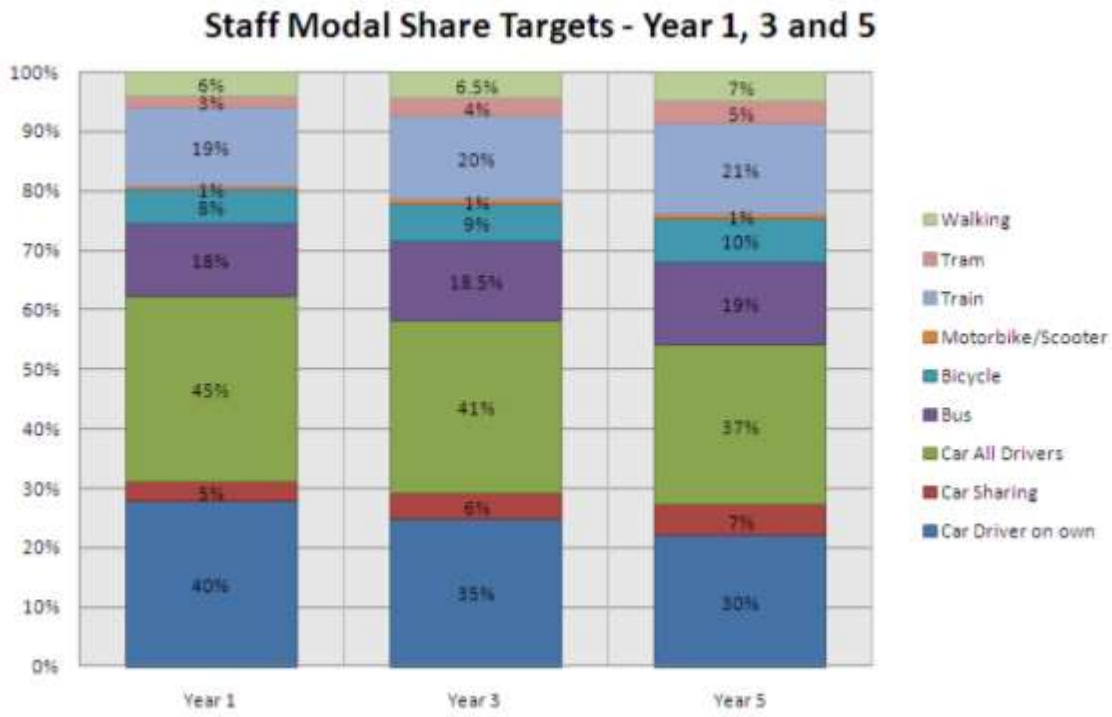

Figure 8.3 Graph of Staff Modal Share Targets

Mode	2007 (Majority from All Saints)	2010 (Manchester Based Students Only)	Potential Modal Share Targets		
			Year 1	Year 3	Year 5
Car as Driver	15%	14%	**14%**	**11%**	**8%**
Car as Passenger	1%	2%	**2%**	**2.5%**	**3%**
Bus	35%	35%	**35%**	**35%**	**35%**
Tram	1%	2%	**2.0%**	**2.5%**	**3%**
Train	7%	15%	**13%**	**13.5%**	**14%**
Bicycle	5%	4%	**6%**	**7%**	**8%**
Motorcycle	0%	1%	**0%**	**0%**	**0%**
On Foot	36%	28%	**28%**	**28.5%**	**29%**

Table 8.4 Student Modal share targets

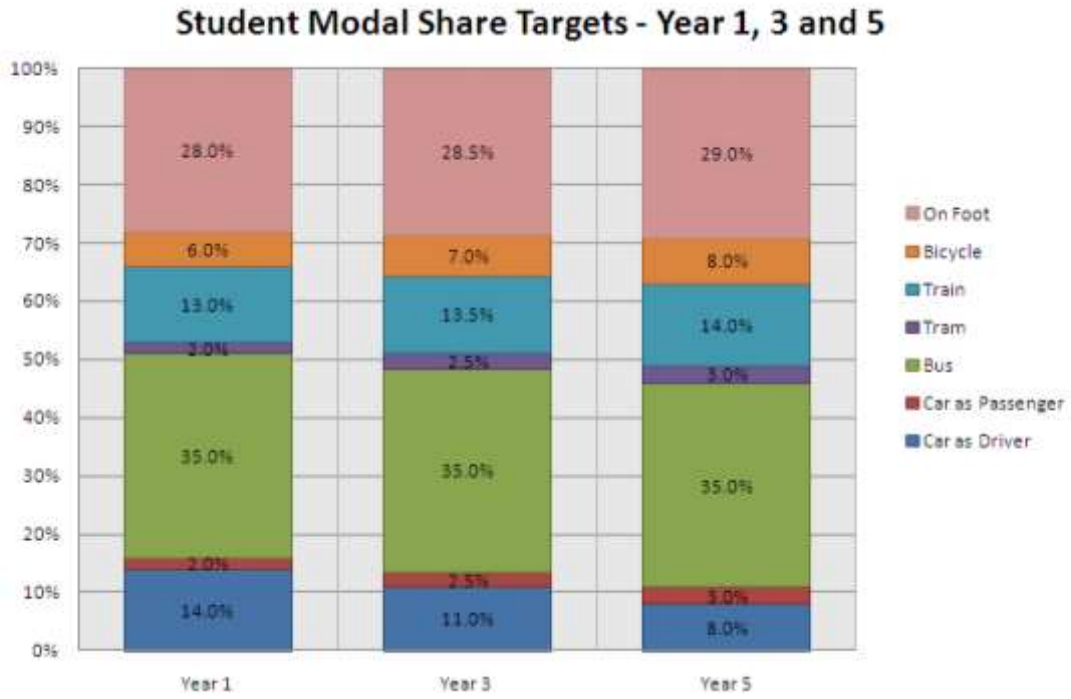

Figure 8.5 Graph of Staff Modal Share Targets

9 Travel Plan Action Plan

9 Travel Plan Action Plan

9.1 Introduction

This chapter discusses a framework strategy of initiatives to inform specific measures for implementation. These include hard physical measures and softer policy measures. The following Sections outline an appropriate framework for administration, together with a toolkit of initiatives that apply to this development. The toolkit has recently been revised in 2015, and is presented in **Table 9.2**.

The Car Park Strategy produced for the University by AECOM identified a number of issues relating to the current car parking situation, the strategy also identified options to provide additional parking and the potential shortfall in car parking spaces across the University. The measures provided in **Table 9.2** will help to reduce the demand in car parking at the University to ensure the parking supply meets the demand.

9.2 Travel Plan Manager and Travel Team

9.2.1 Role of the Travel Plan Manager (and associated Travel Team)

A permanent Travel Plan Manager has been recruited by the University to support this Travel Plan, they will be responsible for implementing the individual measures in this report. They will act as the promoter of the components of the Travel Plan to secure its implementation, as well as being the key contact point for staff and students.

The person with the Travel Plan Manager functions will be located on site so that they can become familiar to members of staff as someone who is known to 'champion' the sustainable transport measures of the development.

9.2.2 Specific Duties of the Travel Plan Manager (and associated Travel Team)

The Travel Plan Manager will undertake the following specific duties:

- Lead on the delivery of the travel plan once approved;
- Represent the 'human face' of the travel plan - explaining its purpose and the opportunities on offer;
- Liaise with staff and student committees or steering groups;
- Provide personalised travel planning tailored to staff and student needs;
- Promote the individual measures in the travel plan (e.g. a car sharing databases);
- Liaise with public transport operators - the Manager will initiate contact with bus and train operators early on to negotiate services and fare improvements where possible. At a later date, the Manager will feedback staff opinions to the operators;
- Ensure the approved travel plan and its component parts are being actioned;
- Monitor the implementation of the travel plan (e.g. conduct further annual surveys); and
- Take a key role in review of the travel plan.

9.2.3 Travel Plan Manager and Travel Team Contact Details

The contact details of the Travel Plan Manager and Travel Team are presented in **the table following:**

Contact Name	Title	Telephone Number	Address	Email
Andrew Taylor	MMU Travel Plan Manager	0161 247 2839	Manchester Metropolitan University Room 133 1st Floor Cavendish North Cavendish St Manchester, M15 6BG	a.m.taylor@mmu.ac.uk

Table 9.1 Travel Plan Manager Contact details

9.2.4 Wider Ownership and Management

The team structure bottom down is currently as follows:

- The MMU Environment Team;
- Head of Environmental Strategy;
- Carbon Reduction Manager, Waste and Recycling Manager, Travel Plan Manager, supported by the Team Co-ordinator; and
- Travel Plan Manager line-manages the Higher Education Precinct Travel Co-ordinator and the MMU Travel Team x 2 staff.

9.3 Funding

There is a dedicated revenue stream from car parking revenue to fund car park maintenance / improvements, travel plan initiatives, events and sustainable travel facilities/infrastructure improvements. The car parking revenue is also used to resource the Travel Plan Manager and the Travel Team.

9.4 Travel Plan Toolkit of Initiatives

The table following provides a potential toolkit of initiatives or measures to be investigated to improve the sustainability of the site and to encourage the use of alternative modes of transport to the car. It is envisaged that the Tool Kit will complement the existing measures and facilities which the University currently operates. The original Action plan has been updated to include the Status and Forward Plan of the particular element. The 2016 update will present a new Action Plan.

Car Park Management				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Smart Card Technology for car park access and the integration of all barrier and access technology across all campuses.	The Travel Pan Manager will investigate the feasibility of smart cards	Potential initiative for consideration	Complete. – Access to car parks is via ID card as a swipe card. Security monitor access to barriers to car parks.	Maintain Janus and make sure all link errors are fixed when broken. ANPR to be Reviewed
Use of electric vehicles and EV charging infrastructure to be incorporated into the Birley Fields Multi-Storey Car Park.	The Travel Plan Manager will investigates the introduction of electric vehicles into the University fleet.	Potential initiative for consideration	Complete – 18 charging points at Birley.	Try to promote charging points to staff to encourage EV usage.
Identify revenue stream from car parking to fund travel plan initiatives.	The Travel Plan Manager will identify the revenue streams and where best to invest in travel plan initiatives	Potential initiative for consideration	Complete –	C2WS rebate for investment alongside external funding.
Add priority spaces for car sharers within the MSCP Birley Fields and All Saints	The Travel Plan Manager will ensure priority spaces	Potential initiative for consideration	Complete –	Further spaces to be reviewed and lift share promoted.

campus.	are provided for car sharers.			
Promotion of flexible travel though a 4 out 5 day car park access system.	The Travel Plan Manager will be responsible for the promotion of flexible travel.	Potential initiative for consideration	Incomplete	To be explored as part of parking policy review.
Introduce Pay by Phone facility to pay parking charges.	The Travel Plan Manager will investigate the potential to introduce a Pay by Phone facility to pay parking charges on site.	Potential initiative for consideration	Incomplete	To be explored as part of parking policy review.
Consider the introduction of a green permit criteria assessment within the permit allocation procedure, giving greater priority lower CO2 emitting vehicles.	The Travel Plan Manager will investigate the potential to integrate a green permit allocation system into the current permit allocation process.	Potential initiative for consideration	Incomplete	To be explored as part of parking policy review.
Public Transport provides a sustainable alternative to the private car. Access is available to and from the development via a number of sustainable transport modes including buses and trains.				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
The production of sustainable travel campus maps for staff and students	The Travel Plan Manager will assume responsibility for the production campus maps.	Of Immediate affect	Complete – campus maps online	Update website with maps Travel map for students in development with Engagement team/Marketing. New TfGM materials to be circulated.
Wayfinding and signage strategy to sustainable facilities	Travel Plan Manager will investigate the introduction of signs around the University campus	Potential initiative for consideration	Complete – signage to Birley walkway complete	Relationship with Public Realm strategy to be explored.
Increase the use of Electric Hybrid buses on the 147 Oxford Road link	The Travel Plan Manager will work with the other HEP partners to investigate the potential to increase the use of Electric Hybrid buses	Potential initiative for consideration	Complete – 147 is hybrid	Ongoing review being undertaken by JMP
Discussions with relevant bus companies to increase links with the Metro shuttle from Manchester City Centre to Birley Fields site.	The Travel Plan Manager will investigate the possibility for offering extra services with the local operator. Alternatives including the 147	Initial discussions have already been undertaken with GMPTE. Dialogue to continue	Complete – Birley 141 to West Didsbury, 86 to City Centre.	Ongoing review of 141 service

	service may need to be investigated.			
Personal journey plans for traveling by bus will be available on request for students and staff as some will not be familiar with the area.	The Travel Plan Manager will be responsible for organising personal journey plans for students and staff.	Of Immediate affect	Complete	Travel guide in development with Engagement Team. Opportunities associated with PTP services offered by tfGM
Smart Card Public Transport ticketing	The Travel Plan will investigate feasibility of smart cards and discuss with local operators	Potential initiative for consideration but heavily dependent on others.	Met Card	Delays with TfGM Get Me There Smart Card
Increase and enhance walking facilities				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Providing well-maintained internal pedestrian linkages throughout the University.	Masterplan to ensure direct internal links are provided for pedestrians.	To be incorporated into the design of the development	Birley walkway introduced	Relationship with Public Realm strategy to be explored.
Provide safe crossing points, around the University and linkages between Birley Fields and All Saints campuses	Masterplan to ensure crossing points are in the same safe and relevant positions.	To be incorporated into the design of the development	In progress	New crossing between Birley walkway and SU to be developed
Consider issuing personal alarms to any staff/students that have concerns over personal security.	The Travel Plan Manager will investigate the feasibility of providing personal alarms.	Potential initiative for consideration	Complete – personal alarms are available from security	Advertise security escort if needed
Increase and enhance cycling facilities				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Cycle Hire scheme for staff and students	The Travel Plan Manager will investigate the feasibility of a cycle hire scheme	Potential initiative for consideration	Complete – C2Work launched in May 2015 and Sep 2015	Potential for 2 more application windows in 2016
Regularly review the demand for cycle storage facilities and increasing provision to meet demand with the MSCP, as and when required.	The Travel Plan Manager will assess the demand for cycle parking	Within 6 months	Complete – new lockers installed at Birley, new cycle shelter at Platt Lane, Crewe. Cycle repair stand and pump installed at Crewe	Two pumps to be installed at Birley and All Saints, Potential for a cycle hub.
Continued promotion of the University Bicycle Users Group (BUG).	The Travel Plan Manager will assume responsibility for the promotion of the user group.	Of Immediate affect	In progress – MantMet Riders mailing list for events etc	New champion to be investigated

Private Car, where the use of the private car is necessary, initiatives such as use of pool cars, car sharing and car clubs assist in restricting over use of this mode of travel.				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Sign up to the City Car Club scheme for staff business travel.	e Travel Plan Manager will investigate the potential of joining the City Car Club scheme	Potential initiative for consideration	Complete – telematics installed in EV, trial run for 25/30 members of staff	Full launch and promotion to staff,
Re-launch car sharing through promotion of the www.carsharegm.com site.	The Travel Plan Manager will continue to promote the car sharing initiative.	Of Immediate affect	Incomplete	To be relaunched
Promotion of www.Gocarshare.com for student car sharing, which uses social networking to match potential car sharers.	The Travel Plan Manager will be responsible for promoting the car sharing initiative in conjunction with ww.carsharegsm.com.	Of Immediate affect	Incomplete	To be promoted
Emergency lift home, if for some reason normal car share is unavailable.	The Travel Plan Manager to investigate the potential staff and students who would be willing to car share.	Potential initiative for consideration	Incomplete	To be reviewed.
Dedicated car share spaces close to the main University facilities.	The Travel Plan Manager to investigate the potential staff and students who would be willing to car share.	Potential initiative for consideration	Complete – car share bays reserved until 9.30am	Review if further spaces required
Wider campus operation/external partners				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Continue to provide a Visitors access strategy consistent with the current website information.	To help discourage car based journeys appropriate literature will be provided/communicate d to visitors via a central resource.	Ongoing	Ongoing	Update website with strategy
Opportunities should be investigated to define a formal Servicing and Deliveries strategy which specifically explores opportunities to reduce the numbers of movements.	The Travel Plan Manager in partnership with the wider estate team and all those involved in purchase orders.	To be defined on occupation.	Ongoing	Relationship with Triangulum to be confirmed
The interaction and potential synergies with neighbours should	The MMU Travel Plan Manager will need to	Ongoing	Ongoing	Hulme – Area Wide Travel Plan to be developed by

be continually appraised, particularly regarding joint membership of carclubs and shared resources.	liaise with neighbouring business and institutions and their respective Travel Planning team. The strategies associated with wider infrastructure investment/initiatives should also be continually appraised.			Travel Team Placement student Corridor Manchester Sustainable Travel Group continues to meet.
Integrate the MMU Travel Plan with the Cross City Bus Package proposals, if Central Government funding bid successful	Travel Plan Manager will be responsible for integrating the Cross City Bus Package with the MMU Travel Plan should the scheme be successful.	Potential initiative for consideration	Ongoing	To be developed with Cross City proposals.

Other Initiatives, informative measures and the provision of additional physical measures can assist in the reduction and the reliance for travel by private cars.

Action	Ownership	Timescale	Status	Forward Plan
Inform staff and students of the health and fitness benefits of cycling and walking.	The Travel Plan Manager will provide regular updates in the form of leaflets and posters.	Immediate affect	Ongoing	Walking events to be held on campus during lunch, to develop with MMU Sport.
Teleconferencing and virtual placements visits.	The Travel Plan Manager will investigate the feasibility of these imitative with relevant departments.	Potential initiative for consideration	Ongoing	To be explored with IT/HR.
Sustainable Travel events to promote initiatives. For example during fresher's week. Participation in 'Bike to work week' and 'In town without my car day'	The Travel Plan Manager will investigate the feasibility of holding promotional events.	Potential initiative for consideration	Complete and ongoing ACE, Catch The Bus week event, TfGM event for walking	Research more 'weeks', 'days' and 'months' to promote to staff.
Integrate the Travel Plan with Masters Students undertaking transportation courses who may be interested in research projects on modal shift.	Travel Plan Manager to investigate the potential of this initiative, with discussions with department lecturers.	Potential initiative for consideration	Ongoing	To be investigated.
Review postcode data and thematic mapping to identify opportunities for encouraging sustainable travel patterns,	The existing data should be reappraised and the feedback from the next survey incorporated.	New survey of Birley staff should be instigated upon occupation.	Ongoing	Initial ArcMap outputs prepared.
Working Patterns (inc home	Travel Plan Manager and	Potential	Ongoing	To be explored with

working/flexible hours)	senior MMU Management to review policy	initiative for consideration		IT/HR.
A comprehensive review of current fleet operations and policy is undertaken.	The Travel Plan Manager will need be actively involved in reviewing current fleet operation and policy.	Continuous/ ongoing	Ongoing	Travel Plan manager and Travel Team assistant reviewing in detail.
Continue to monitor business travel and Scope 3 emissions by assessing periodical expense claims. Thus allowing for an understanding to be developed of the Universities wider carbon footprint.	The Travel Plan Manager will need be actively involved in monitoring Business Travel and Scope 3 emissions.	Continuous/ ongoing	Ongoing	Review to occur once 14/15 data is available.
Wider Travel Planning Targets and overarching policy approaches				
Action	**Ownership**	**Timescale**	**Status**	**Forward Plan**
Achieve BREEAM Specifications	The Travel Plan Manager will need be actively involved in all new campus developments and inform the respective project/design team	Continuous/ ongoing	ongoing	Design guide prepared with wider Environment team requirements.
Marketing of Travel Plan and Increased use of social marketing such as blogs, Facebook, twitter etc.	Presentation of a strategy and the rolling out of marketing actions will be the responsibility of the Travel Plan Manager (Funding dependent)	Initial launch event but ongoing commitment	Ongoing Social media is used for event promo	To be done when Travel Plan is complete Maintain and post from Corridor Travel twitter
Short and long term funding	The costs of delivering the travel plan measures and associated marketing will need to be identified through a mix of revenue streams and external funding sources.	Ongoing.	Ongoing – funding provided for cycle facilities (at pump and repair stand at Crewe, Lockers at Birley)	Cycle pumps to be installed at Birley and All saints from TfGM

Table 9.2 Travel Plan Toolkit

The Travel Plan toolkit allows for measure to be selected according to the requirements of the site and the capabilities of the Local Authority. It is anticipated that the Local Authority will be able to provide advice and resources to help deliver the targets of the Travel Plan

10 Monitoring & Review

10 Monitoring & Review

10.1 Introduction

In order to create a 'living document' the travel plan needs to be monitored regularly and amended to reflect the travel habits of both and students. Once it has been decided that the Travel Plan has been successfully implemented, it is necessary for the Travel Plan to be reviewed on an annual basis.

Action	Timescale
Review of measures implementation to identify achievements and opportunities	Within 6 months of completion of the full University Masterplan.
Monitoring of student and staff targets (observation)	Ongoing. Weekly diary of reports to be kept on cycle parking usage etc.
Modal Split Survey (half survey)	Every 3 years (October) in line with Full Travel Plan Reports
Full Survey (to include demographics and revised measures) to ensure samples are representative.	Every 3 years in June (Due)
Revised Travel Plan Reports	Full Report – Every 3 Years

Table 10.1 Review Timescales *(* All dates will be appraised on a regular basis by the Travel Plan Manager).*

10.2 Monitoring Process

A monitoring process will be required in order to ensure that the relevant physical measures have been incorporated into the design of the development prior to occupation. Monitoring will also be required to ensure that the Travel Pack, incorporating all relevant information, has been produced and distributed to staff and students. This is essential to gauge whether the Travel Plan has been successfully implemented and to ensure the continued success of the Travel Plan. The results of the Travel Plan should be shared with the staff and students; this will encourage local community involvement and feedback. The review arrangements must take account of students arriving at the site on an annual basis and for part time study.

10.3 Commitment to Establishing Initiatives

Following an audit of the proposed site this Travel Plan report has been prepared with reference to current best practice guidance on the preparation of Travel Plans. The document provides a toolkit of sustainable travel measures, outlines the respective roles of the Travel Plan, and provides guidance on the administration and monitoring of it. The report is intended to increase the awareness of alternatives that will result in a further reduction in reliance on the private car by staff on site.

The measures proposed include a combination of on-site facilities, promotional incentives, financial incentives and better management. Interim targets are included for continuous review.

A regular process for monitoring and review has also been identified to ensure that these targets are met. These targets will be reviewed on an annual basis.

10.4 2016 Update

A summary update has been incorporated, within this report, for the period 2014/15. It is proposed that a full update, and revised Travel Plan, is required for 2015/16 (and future years) with a supporting Vision for Travel and Transport.

10.5 Declaration of commitment

The following signatories commit to supporting the targets of the Travel Plan and will be active partners in delivering a sustainable campus.

Director of Service

..... (Signature)..... (Date)

Head of Environmental Strategy

..... (Signature)..... (Date)

Head of Student Services

..... (Signature)..... (Date)

Travel Plan Manager

..... (Signature)..... (Date)

HEP Travel Co-ordinator

..... (Signature)..... (Date)

MCC Travel Co-ordinator

..... (Signature)..... (Date)

Appendix A: Staff Travel Survey Results 2010

Appendix A: Staff Travel Survey Results 2010

ASSOCIATION OF GREATER MANCHESTER AUTHORITIES
GREATER MANCHESTER TRANSPORTATION UNIT

Results of the Manchester Metropolitan University
Staff Travel Survey

GMTU Report 1612 July 2010

SUMMARY

This report presents the responses of Manchester Metropolitan University (MMU) employees to the staff travel survey undertaken by three of the organisations located within Manchester's Higher Education Precinct (HEP) in April and May 2010.

In total 3296 responses to the HEP staff travel survey were received. Once the duplicate responses had been identified and removed 3262 responses remained, 1504 of these responses were from MMU employees. The analysis includes:

- Main mode of travel to work and on business
- Journey details such as trip distance and duration.
- Respondents' reasons for their travel choices
- Opinions on possible measures to encourage staff who drive to work to cycling or use public transport instead.
- Changes to respondents travel behaviour in over the last 2 years
- Comparisons with results from previous surveys.
- Demographic profile of respondents

The results indicate that there has been a reduction in the proportion of MMU staff that mainly travel to work by car as lone drivers from 59% in 2007 down to 44% in 2010.

Additionally this shift also includes an increase in the number of respondents travelling as a car passenger from 1% in 2007 to 3% in 2010

Version No.	Purpose/ Changes	Author	Date Changed	Date Issued	To Whom
V0.1	Initial Draft	D Atkin	15/07/2010		

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1.0 EXECUTIVE SUMMARY

In April/May 2010 a staff travel survey was issued to Manchester Metropolitan University Staff. The majority of staff received the questionnaire as an e-survey that could be completed and returned on-line. However where staff did not have email or web access paper copies were issued.

Response Rate

A total of 1534 responses were received from MMU staff. Once these had been de-duplicated 1504 responses remained.
Demographic information received from MMU indicates that there are a total of 3426 members of staff at MMU. This means that the response rate of to the survey was 44%.

Mode of Travel and Journey Details

42% of respondents drive to work either on their own or with a passenger. This is lower than the proportion of respondents that drove to work in 2007, a survey conducted at this time showed that 58% or respondents drove to work.
The proportion of respondents travelling by car varied from campus to campus. The campus with the greatest proportion was Alsager where 74% of respondents drove to work. The campus with the lowest proportion of drivers was Aytoun where 23% of responders drove to work.
37% of the respondents travel by public transport (up from 26% in 2007), 17% by bus, 16% by train and 3% by Tram. 16% of respondents cycle or walk.
The most common reason given for travelling to work by car was that it was quicker than other forms of transport (41%). Other popular reasons amongst car users were convenience (37%), the alternatives offered by public transport were poor (38%) and travelling by car enabled the respondent to combine their commute with other tasks such as the school run (34%).
One third of respondents travel more than 10 miles from home to work while 41% live 5 miles or less from their place of work.
Only 13% of respondents travel more than an hour to reach their place of work.

Business Travel

26% of staff said that they use their own car when making work trips during the day.
30% of respondents stated that they do not make business trips.
36% of respondents indicated that they would use car pool vehicles for business trips if they were available. Additionally 23% of respondents felt that the installation of high quality teleconferencing facilities would reduce the need for business travel.

Car Usage

Only 8% of respondents who indicated that they require their own vehicle for work purposes use their vehicle every day. 36% of the same group require their vehicle less than once a fortnight.
The majority of drivers (76%) park on staff car parks, either on site or off site. Of the remaining 24% 19% park on the street, 3% use a public car park and 1% use park and ride.
The survey asked if respondents sometimes travel by a different form of transport, only 25% indicated that they drive.

Potential for Change

The survey asked drivers to indicate which factors would encourage them to travel by public transport or walk or cycle. Respondents were permitted to select more than one factor, as such percentages will sum to more than 100 for these questions.

The most popular measures to encourage drivers to walk or cycle are improved cycle routes (25%) and improved shower and changing facilities (19%). 63% of car drivers indicated that nothing would encourage them to walk or cycle to work.

The most popular measures to encourage drivers to use public transport are the provision of a more direct service (48%), more frequent services (45%) and subsidised and discounted tickets (44%). 27 % of car drivers indicated nothing would encourage them to use public transport.

The most popular measures to encourage drivers to car share are discounted parking tickets (28%), help finding a car share partner (27%) and the opportunity to share the cost of fuel (23%). 27% of respondents indicated that nothing would encourage them to car share.

Views from public transport users

The survey asked public transport users which services they used and if they were satisfied with the service they receive. While less than half of bus users (45%) indicated that they were satisfied with the service they receive this is a higher level of satisfaction than train and tram users. Only 35% of train and tram users indicated that they were satisfied with the service they receive.

The most common reasons given by bus users for not being satisfied with their service are that the journey takes too long (29%), the service is unreliable (28%) and overcrowding (26%).

Over half of train users (51%) indicated that overcrowding was a reason for not being satisfied with the service they receive. Other popular factors were that the service is too expensive (36%) and the service is unreliable (23%).

The same three factors were also the most popular for tram users. With 58% identifying overcrowding, 48% unreliable service and 46% that the service is too expensive.

Profile of Respondents

The majority of respondents (61%) were women. This is consistent with the MMU staff population where over half of staff (54%) are women.

The best response rate was from the under 25 age group where 97% of 73 staff in this age group provided a response. The age group with the lowest response rate was the 55 and over age group where only 38% of 827 staff in this age group provided a response. Despite this variation in response rate the profile of respondents by age group was largely consistent with the profile of the MMU staff population.

2.0 INTRODUCTION

Organisations located within Manchester's Higher Education Precinct (HEP). The purpose of this survey was to assess travel behaviour and attitudes to travel to work and to help plan for the future.

This survey follows up on work conducted in 1999 and 2007 where surveys were issued to staff and their travel behaviour recorded. This report primarily presents the results of the 2010 survey. However where appropriate a comparison of the results from the 1999 and 2007 surveys has been made to help measure any movement towards healthy and sustainable ways of travelling.

In previous surveys paper questionnaires were distributed to employees. In order to reduce environmental impact, embrace technology and reduce costs in 2010 the majority of staff received the questionnaire as an e-survey that can be completed and returned on-line. Only where staff did not have email or web access were paper copies issued.

The survey was designed by representatives from Manchester Metropolitan University, The Royal Northern College of Music and Central Manchester Healthcare Trust with the expertise for creating the e-survey, collecting and collating responses and managing the process being provided by the Greater Manchester Transport Unit (GMTU).

The survey was issued on April 21st 2010. A prize draw – with vouchers worth up to £100, was included in order to encourage response. Entry in this draw was dependent upon return of completed survey by the closing date, this was extended to June 4th 2010.

In total 3296 responses to the HEP staff travel survey were received. Once the duplicate responses had been identified and removed 3262 responses remained, 1504 of these responses were from MMU employees.

Demographic information received from MMU indicates that there are a total of 3426 members of staff at MMU. This means that MMU had a response rate of 44%. This is higher than the response to the 2007 survey which was approximately 39%.

Not all people answered every question and the figures presented in this report relate to those respondents who answered the relevant question. Consequently, the total number of respondents will vary between tables. For some questions respondents were advised to select more than one factor that influenced their choice or behaviour, as such percentages will sum to more than 100 for these questions. Additionally percentages may not always sum to 100 due to rounding.

3.0 MODE OF TRAVEL TO WORK AND JOURNEY DETAILS

Main Mode of Travel to Work

Employees were asked how they mainly travel to work. Of the 1504 MMU staff that responded to the survey 5 did not provide a response to this question. A summary of the responses to this question and a comparison to the results of the 2007 questionnaire can be found in Table 4.1 on the next page.

Table 4.1 Main mode of travel to work																
Mode	Campus															
	All Saints		Alsager		Aytoun		Crewe		Didsbury		Elizabeth Gaskell		Hollings		All Campuses	
	2007	2010	2007	2010	2007	2010	2007	2010	2007	2010	2007	2010	2007	2010	2007	2010
Car Driver on own	-	22%	-	67%	-	20%	-	57%	-	57%	-	40%	-	45%	-	33%
Car Driver (with passenger)	-	9%	-	7%	-	3%	-	7%	-	7%	-	14%	-	13%	-	7%
Car All Drivers*	46%	31%	77%	74%	40%	23%	73%	65%	64%	64%	51%	54%	71%	58%	58%	42%
Car Passenger	2%	4%	1%	4%	-	1%	5%	5%	3%	2%	2%	1%	-	0%	1%	3%
Bus	17%	20%	3%	2%	23%	17%	1%	7%	15%	8%	19%	23%	13%	15%	15%	17%
Bicycle	7%	11%	9%	9%	5%	7%	7%	6%	6%	11%	9%	8%	4%	3%	7%	9%
Motorbike/Scooter	1%	1%	1%	0%	1%	1%	1%	2%	1%	1%	1%	1%	2%	2%	1%	1%
Park and ride	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Taxi	-	0%	-	0%	-	0%	-	1%	-	0%	-	0%	-	0%	-	0%
Train	18%	21%	-	2%	19%	32%	7%	5%	3%	4%	9%	9%	4%	7%	9%	16%
Tram	4%	4%	-	0%	10%	11%	-	0%	-	0%	-	0%	-	2%	2%	3%
Walking	6%	7%	10%	9%	3%	7%	6%	8%	8%	9%	8%	3%	5%	10%	7%	7%
Other	-	1%	-	0%	-	2%	-	1%	-	1%	-	2%	-	3%	-	1%

* The figure for Car All Drivers represents the sum of the number of respondents who travel by car as the driver on their own and by car as the driver with a passenger. The percentages quoted for car drivers all may not be the exact sum of the percentage quoted for car Driver on own and Car Driver (with passenger) due to rounding.

The results of the 2010 survey indicate that the most popular mode of travel for journeys to work is the car with 44% of the respondents travelling by car, as either driver or passenger This compares favourably with the national average where 58% of commuting trips are made by car (Source: National Travel Survey www.dft.gov.uk). Additionally, this level of travel by car is a reduction from 2007 where approximately 59% of respondents travelled by car as either a driver or passenger. This reduction is solely due to the fall in the proportion of drivers. This category has fallen from 58% in 2007 to 42% in 2010. The number of people travelling by car as a passenger has increased from 1% in 2007 to 3% in 2010 indicating an increase in informal car sharing arrangements.

The reduction in vehicle kilometres travelled as a result of the fall in the number car trips equates to a saving of approximately 230 tonnes of carbon emissions each year. Details of the calculation used to determine this figure can be found in Appendix 3.

This reduction in travel by car has been accompanied by an increase in the use of public transport. In 2007 approximately 26% of respondents travelled by bus, train or tram. In 2009 this figure had risen to 37%.

The level of walking and cycling has also increased from approximately 14% in 2007 to 16% in 2010.

Figure 3.1 below plots the change in the percentage of respondents that travel by car either as driver or passenger, by public transport or by walking or cycling.

Figure 3.1 - Chart showing the percentage of respondents travelling by car, public transport and walking and cycling

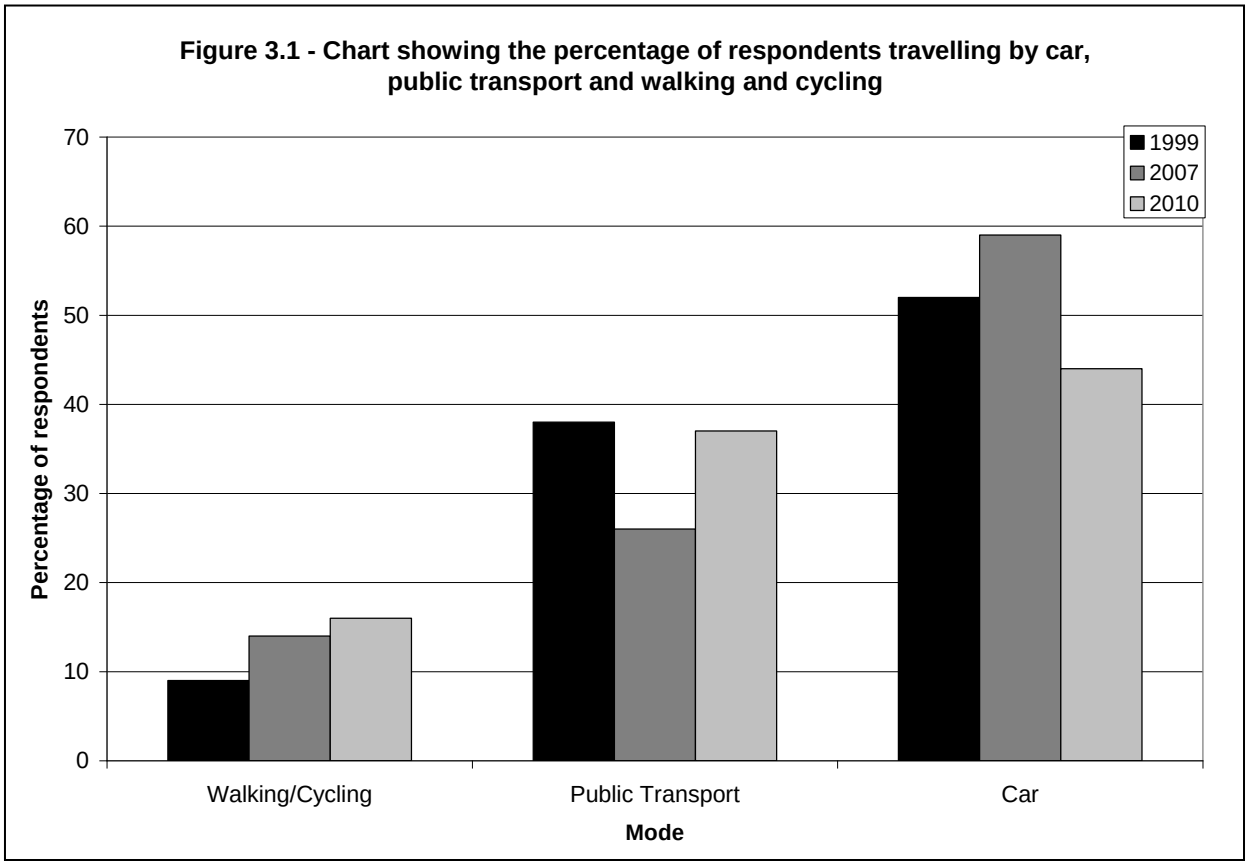
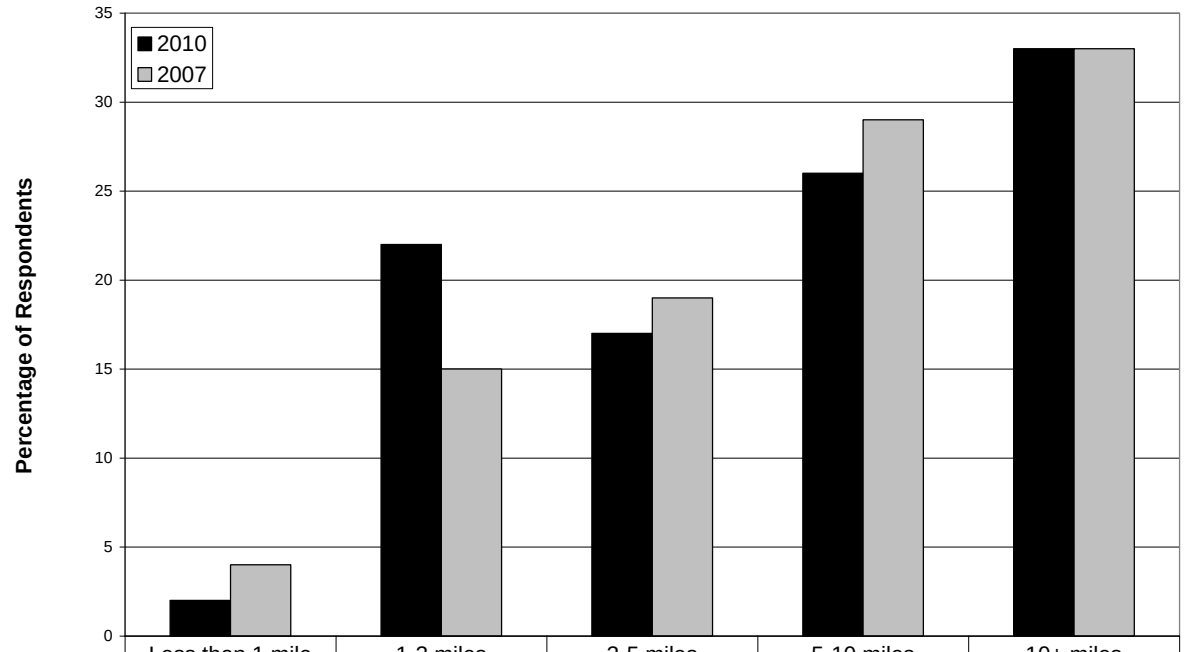


Figure 3.1 shows that there appears to have been a shift away from travelling by car to public transport between 2007 and 2010. Figure 3.1 also shows that there has been a steady and sustained increase in the number of respondents who walk or cycle to work.
The chart above has figures for 1999 obtained from the Higher Education Staff Travel Plan Final Report published in November 2000 by Oscar Faber consultants and reflect the HEP average, the figures for 2007 are taken from Manchester Metropolitan University Travel Plan Data Collection published in July 2007 by Colin Buchanan and 2010 taken from the results of the 2010 HEP staff travel survey performed by GMTU.
The figures for 1999 and 2007 are approximate figures derived from the information published in the reports mentioned above.

Distance travelled from home to place of work
Staff were asked how far they travel from home to work in both the 2010 and 2007 questionnaires. In the 2010 questionnaire staff were able to enter the value of the distance they travelled in a text field. In order to make a comparison with the results in the 2007 report the responses to the 2010 survey have been banded accordingly.

Figure 3.2 - Chart showing the distance respondents travel from home to work



	Less than 1 mile	1-3 miles	3-5 miles	5-10 miles	10+ miles
2010	2	22	17	26	33
2007	4	15	19	29	33

A comparison of the data in figure 3.2 shows:
A greater proportion of respondents are making journeys of 1-3 miles in 2010 than in 2007.
There has been a decrease in the proportion of respondents travelling less than 1 mile, between 3 to 5 miles and between 5 to 10 miles over the same period.
The proportion of respondents travelling greater than 10 miles has remained consistent at 33% in both sets of responses.
It is also possible to establish if the distance that is being travelled on the journey between home and work varies between campuses.

Table 3.2 The distance traveled from home to work at each campus

Distance	Campus								
	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	All
Less than 1 mile	2%	4%	2%	3%	4%	1%	0%	1%	2%
1-3 miles	19%	15%	15%	34%	34%	25%	24%	26%	22%
3-5 miles	19%	9%	22%	13%	17%	12%	12%	14%	17%
5-10 miles	27%	40%	29%	23%	15%	24%	24%	23%	26%
10+ miles	33%	32%	31%	27%	30%	38%	40%	36%	33%

Table 3.2 shows that the campus where respondents are travelling the greatest distances is Hollings where 64% travel more than 5 miles and 40% travel more than 10 miles. The campus where respondents are travelling the shortest distance to work is Didsbury where 55% live within 5 miles of the campus and 38% live within 3 miles.
Additional analysis has also been conducted looking at the distance respondents travel and the mode they usually use to get to work. The results of this analysis can be found in table 3.3 below.

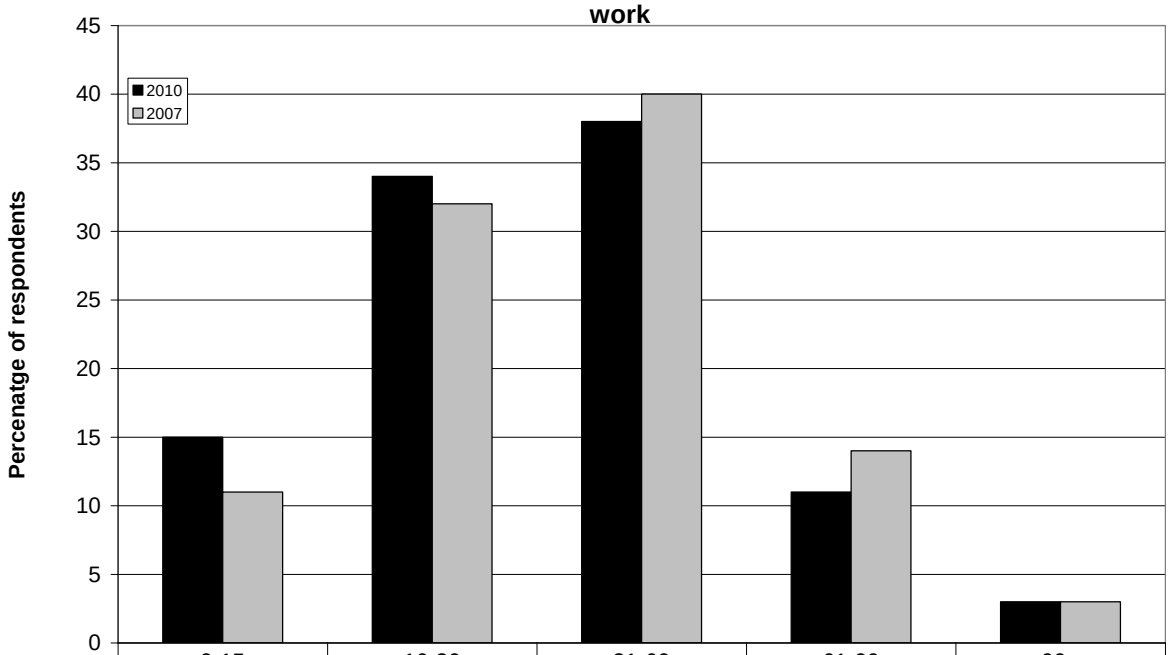
Table 3.3 Home to Work Distance by Main Mode

Distance	All Respondents		Car		Public Transport		Walk/Cycle		Other	
	%	Cu%	%	Cu%	%	Cu%	%	Cu%	%	Cu%
Less than 1 mile	2%	2%	0%	0%	0%	0%	12%	12%	0%	0%
1-3 miles	22%	24%	14%	14%	17%	17%	58%	70%	8%	8%
3-5 miles	17%	41%	14%	28%	18%	36%	18%	88%	33%	42%
5-10 miles	26%	67%	34%	63%	23%	59%	8%	96%	22%	64%
10+ miles	33%	100%	37%	100%	41%	100%	4%	100%	36%	100%

The profile of the distance respondents travelling to work mainly by car (as the driver or passenger) is similar to that of respondents using public transport. As would be expected, those respondents who mainly walk or cycle to work tend to live closer to their workplace.

14% of staff that travel to work mainly by car live no more than three miles from work, this is comparable to 17% of public transport users. In contrast, 70% or walkers and cyclists travel no more than three miles to work.
37% of car users and 41% of public transport users say they travel over ten miles from home to work. Amongst cyclists and walkers this figure falls dramatically to just 4%.
Looking at public transport in more detail, the profile of bus users is very different to that of train users. 70% of respondents who travel by bus have a journey of 5 miles or less while 69% of respondents who travel by train have a journey of more than 10 miles. When we combine these two profiles we create a profile where trip distances are more evenly distributed and is therefore similar to that of car users.
Typical Journey Time to Work
In addition to the distance travelled on the journey from home to work the 2007 and 2010 questionnaires also asked low long on average this journey takes. The responses to this question are summarised below.

Figure 3.3 - Chart showing the duration of respondents journey from home to work



	0-15	16-30	31-60	61-90	90+
2010	15	34	38	11	3
2007	11	32	40	14	3

The profiles of home to work journey duration are broadly similar in 2007 and 2010. The most noticeable change was the increase in the number of respondents making journeys of between 0

and 15 minutes. This increase in the number of short duration journeys is slightly surprising when you consider that the proportion of respondents travelling less than 1 mile fell over the same period.
As with the distance travelled it is also possible to establish if the duration of the journey between home and work varies between campuses.

Table 3.4 Journey times by Campus									
Journey Duration	Campus								
	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	Total
0-15	10%	35%	10%	32%	26%	14%	12%	13%	15%
16-30	35%	31%	32%	37%	33%	29%	26%	31%	34%
31-60	40%	22%	44%	26%	31%	39%	41%	43%	38%
61-90	12%	11%	12%	3%	9%	12%	16%	10%	11%
90+	2%	0%	2%	1%	1%	6%	4%	3%	3%

The proportion of respondents with journeys that take less than 15 minutes varies significantly between campuses. For example at All Saints only 10% of respondents have a journey of less than 15 minutes while at Crewe approximately one third or respondents complete their journey in this time. Crewe has the greatest proportion of respondents (69%) making journeys of half an hour or less.

Table 3.5 Home to Work Journey Time by Main Mode										
Trip Duration	All Responses		Car		Public Transport		Walking/ Cycling		Other	
	%	Cu%	%	Cu%	%	Cu%	%	Cu%	%	Cu%
0-15	15%	15%	15%	15%	5%	5%	35%	35%	22%	22%
16-30	34%	49%	35%	50%	26%	31%	50%	85%	24%	46%
31-60	38%	87%	39%	89%	48%	79%	13%	98%	41%	86%
61-90	11%	97%	10%	98%	16%	95%	1%	100%	11%	97%
90+	3%	100%	2%	100%	5%	100%	0%	100%	3%	100%

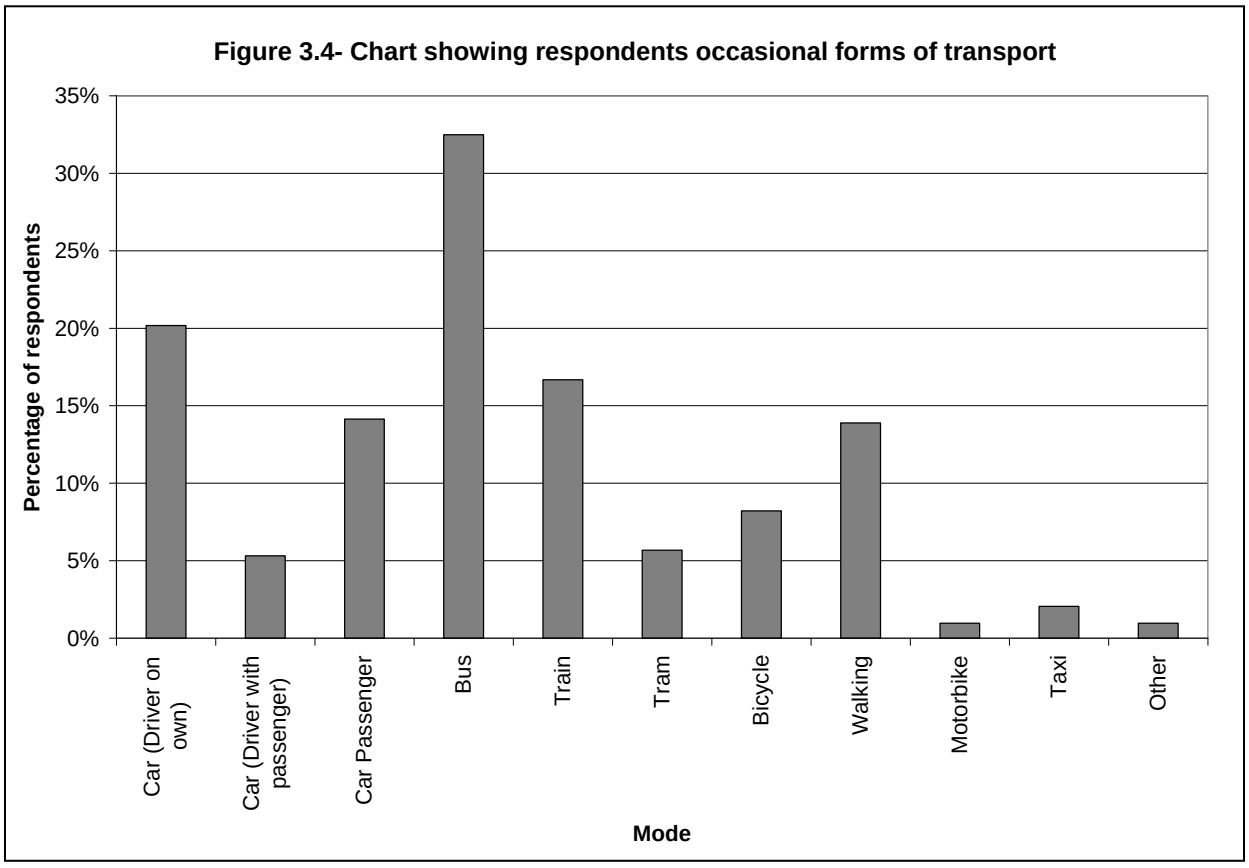
Despite car users and public transport users having broadly similar profiles of home-to-work distances, there is a difference in their home-to-work journey time. The implication being that journeys of similar distance take longer by public transport than by car.
50% of staff that travel to work mainly by car take less than 30 minutes to travel to work; this compares with just 31% amongst public transport users.
98% of walkers and cyclists take under an hour to travel to work
While train and bus users have different trip distance profiles their profile of journey times is very similar with the most common journey time for both bus and train users being 31 to 60 minutes.

Variations in Modes of Transport

Question 8 in the survey was in two parts. Part “a” asked staff if they occasionally use a different form of transport to travel to work. If they did respondents were asked to indicate which mode in part “b”. A number of respondents who did not answer yes in part “a” still provided an answer in part “b”. As such analysis has been limited to only those respondents who answered yes in part “a”.

Over half of respondents (828) indicated that they occasionally travel by a different form of transport. Respondents were not limited to selecting one mode. As such the percentages in the chart below will sum to more than 100.

Figure 3.4- Chart showing respondents occasional forms of transport

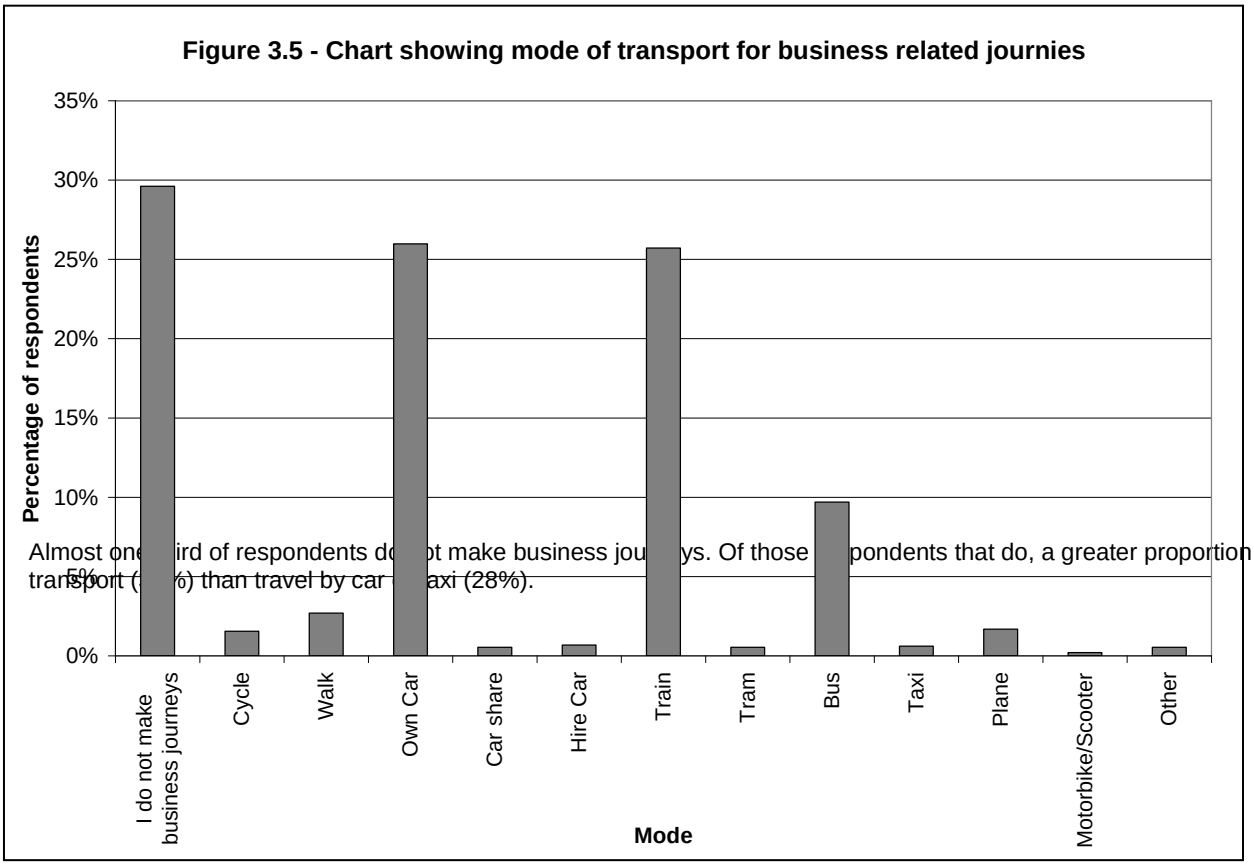


This chart shows that 55% of respondents use public transport as an alternative mode of transport. This compares to 37% of respondents who use it as their main mode. As with public transport walking and cycling are more popular as an occasional form of transport with 16% using them as their main mode and 22% occasionally.

Business Journeys

Respondents were asked to indicate which mode of transport they mainly use for business related journeys. These results are summarised in figure 3.5.

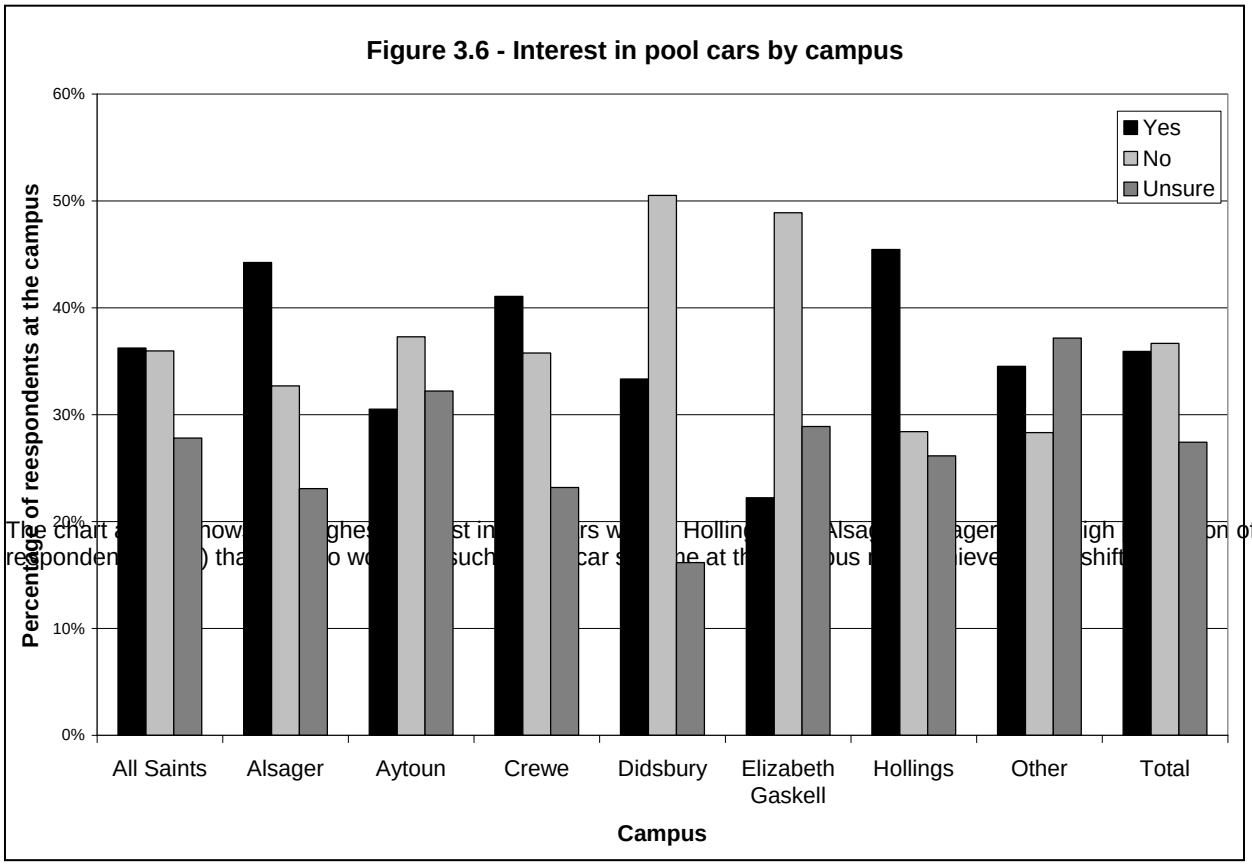
Figure 3.5 - Chart showing mode of transport for business related journies



Almost one third of respondents do not make business journeys. Of those respondents that do, a greater proportion use public transport (35%) than travel by car or taxi (28%).

Car Pools

Respondents were asked to indicate whether they would be interested in using pool cars for business journeys if they were available on site. The responses to this question have been split by campus and summarised in the chart below.



The chart a[illegible] show[illegible] ghes[illegible] st in[illegible] rs w[illegible] Hollin[illegible] Alsag[illegible] ager[illegible] igh [illegible] on of respondent[illegible]) tha[illegible] o wo[illegible] such[illegible] car s[illegible] e at th[illegible] ous [illegible] ieve[illegible] shift[illegible]

Teleconference facilities

The questionnaire asked if the installation of good quality teleconferencing facilities reduce the need for travel for work-based needs.

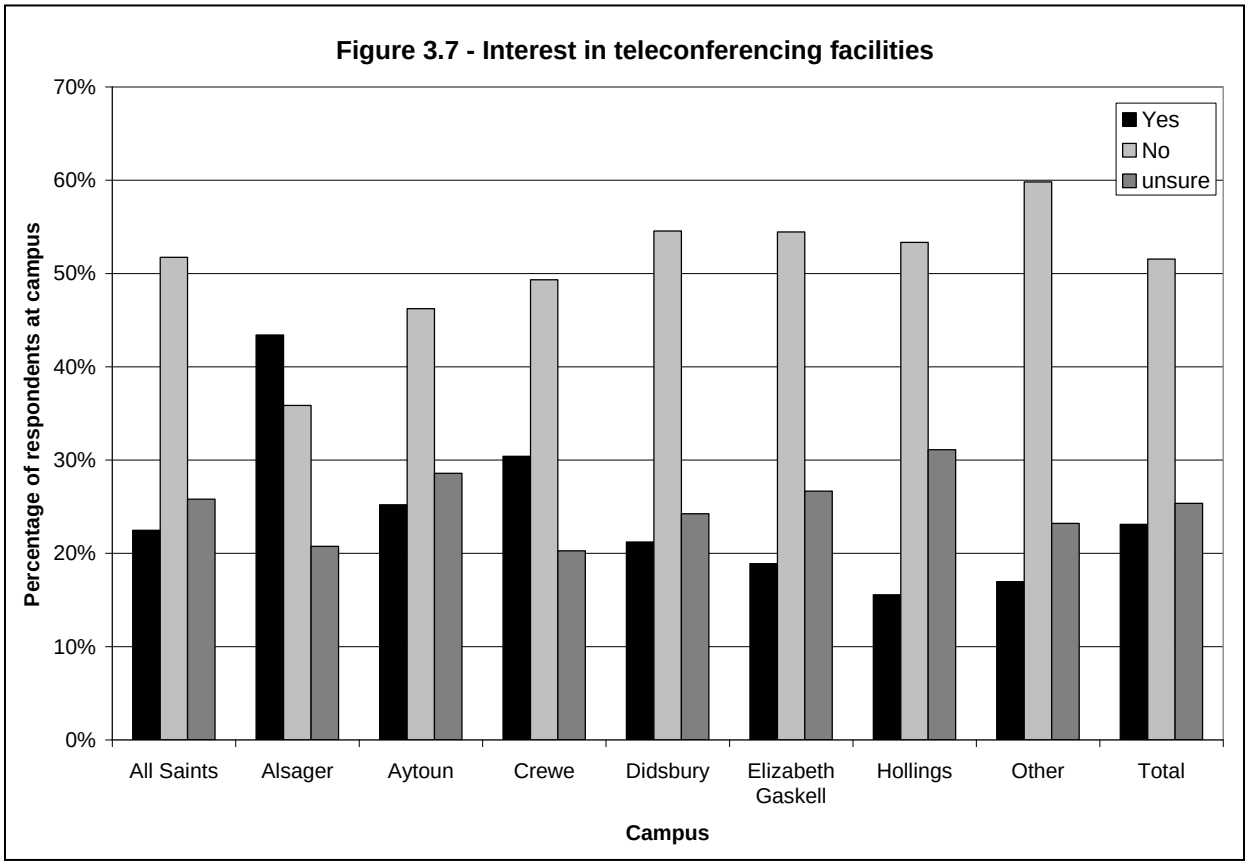


Figure 3.7 shows that at all campuses except Alsager the proportion of respondents who did not feel the installation of good quality teleconferencing facilities would reduce their need to travel for work based needs was greater than those who feel it would reduce their need to travel. However, despite this the installation of teleconferencing facilities would reduce possibly the need to travel for work based needs by 23% across all campuses.

4.0 Car Users

Questions 12–18 related to employees' car usage and the factors that influence car usage. As such only car drivers were instructed to complete these questions.

Parking

The survey asked those respondents who drive to work where they usually park. Responses to this question are summarised in figure 4.1 below.

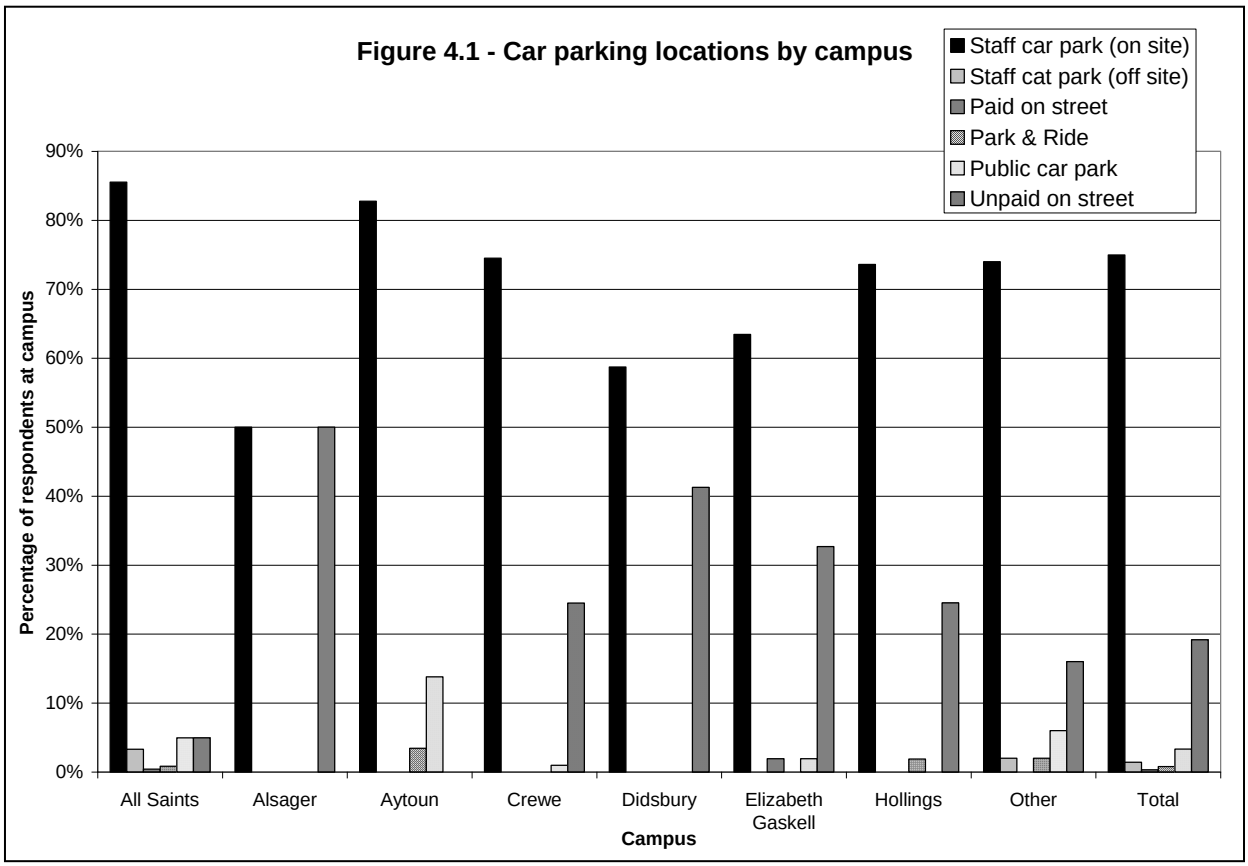


Figure 4.1 shows that the majority of staff at all campuses park on an on-site staff car park. At the campuses with the lowest proportion of respondents who park on on-site staff car parks (Alsager and Didsbury) on street unpaid parking accounts for the remaining parking provision at these campuses.

Business Travel

Question 14 asked staff if their job requires the use of their own vehicle for business journeys and if so how often. While 261 respondents indicated that they use their own vehicle for business journey in the first part of the question 295 respondents answered the second part of the question indicating how often they use their own vehicles for business journeys. This suggests that some respondents misinterpreted the second part of the question and answered indicating

how often they make business journeys rather than how often they use their own vehicle for business journeys. As such the respondents represented in Figure 4.2 are limited to the 261 who responded yes to the first part of the question.

Figure 4.2 - Chart showing how often respondents use their vehicles for business purposes.

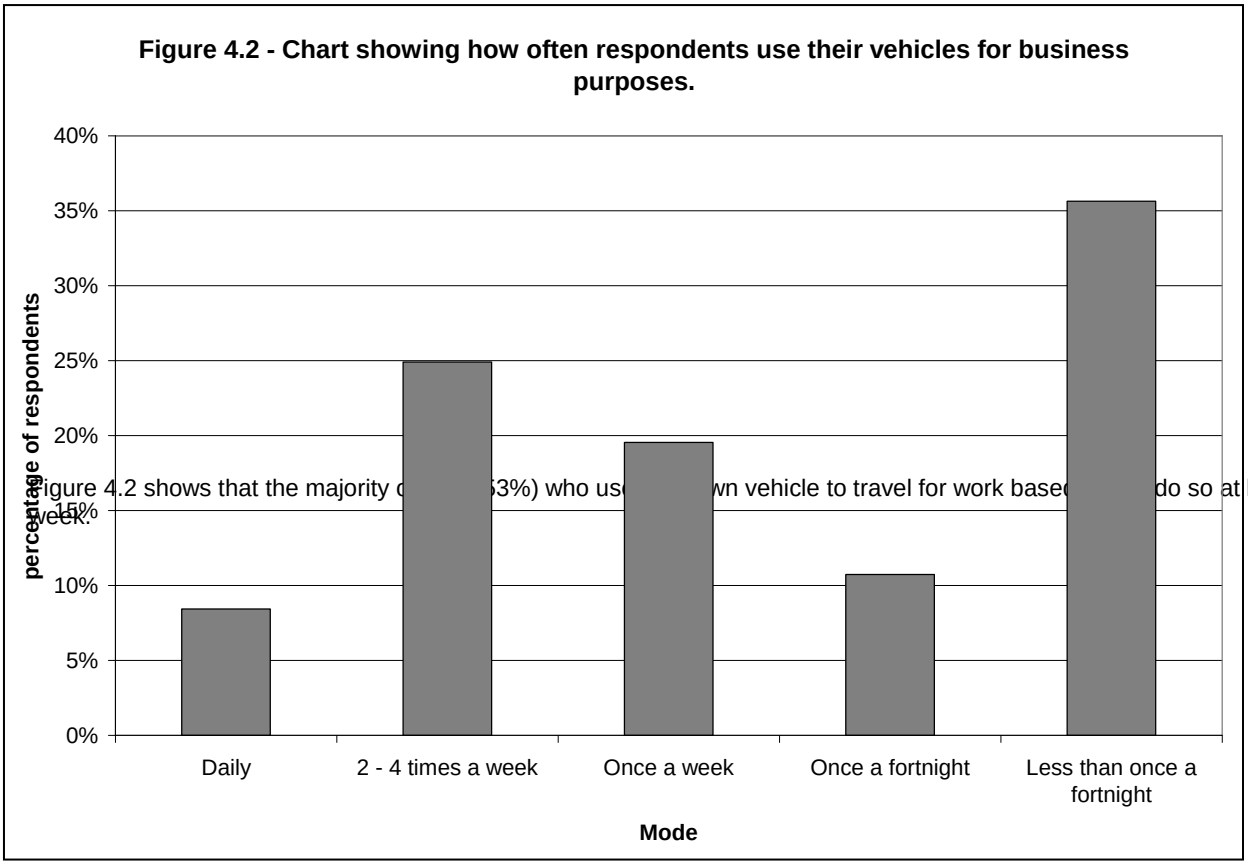


Figure 4.2 shows that the majority of (63%) who use wn vehicle to travel for work based do so at least once a week.

Factors Influencing Drivers

Question 15 asked drivers what factors influenced their decision to drive to work.

Table 4.1 Factors influencing decision to drive to work

Reason	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	All
Due to disability	12%	3%	21%	4%	5%	6%	11%	12%	9%
Need car for work	17%	23%	29%	21%	42%	34%	15%	37%	24%
Combine journey with other tasks	34%	20%	21%	38%	25%	42%	36%	45%	34%
Cost of public transport	22%	10%	25%	20%	16%	24%	21%	16%	20%
More convenient	40%	40%	32%	26%	41%	36%	38%	39%	37%
Personal Security	18%	5%	21%	14%	8%	22%	15%	16%	16%
Caring responsibilities	28%	13%	18%	38%	25%	44%	26%	33%	29%
Too far to walk or cycle	15%	40%	11%	27%	28%	30%	15%	29%	22%
Not confident enough to cycle	3%	3%	4%	3%	3%	2%	6%	4%	3%
The weather	9%	5%	4%	7%	8%	14%	6%	10%	8%
No public transport option	8%	23%	0%	21%	13%	0%	8%	4%	10%
Poor public transport	38%	48%	18%	44%	33%	42%	40%	37%	38%
Not enough info on alternatives	0%	0%	0%	0%	0%	0%	0%	0%	0%
Reliability	23%	10%	21%	13%	9%	20%	15%	18%	18%
Quicker than other methods	49%	40%	29%	25%	41%	44%	49%	35%	41%

Convenience, speed and poor public transport were the three factors most commonly quoted. Very few respondents indicated that they did not have enough information on the alternative forms of transport or that they were not confident enough to cycle and 9% of respondents indicated they drive due to a disability.

A number of respondents indicated “other” factors as reasons for driving to work. Popular among these were taking children to school or to meet child care commitments (21 respondents), Health problems (not disability) such as asthma, IBS or specific issues such as ”bad leg” (20 respondents) and the quantity of work or work related items that needed to be taken home such as student assignments (9 responses).

Potential for Change

Drivers were also asked what factors would encourage them to cycle to work, including part of the way such as to the train station.

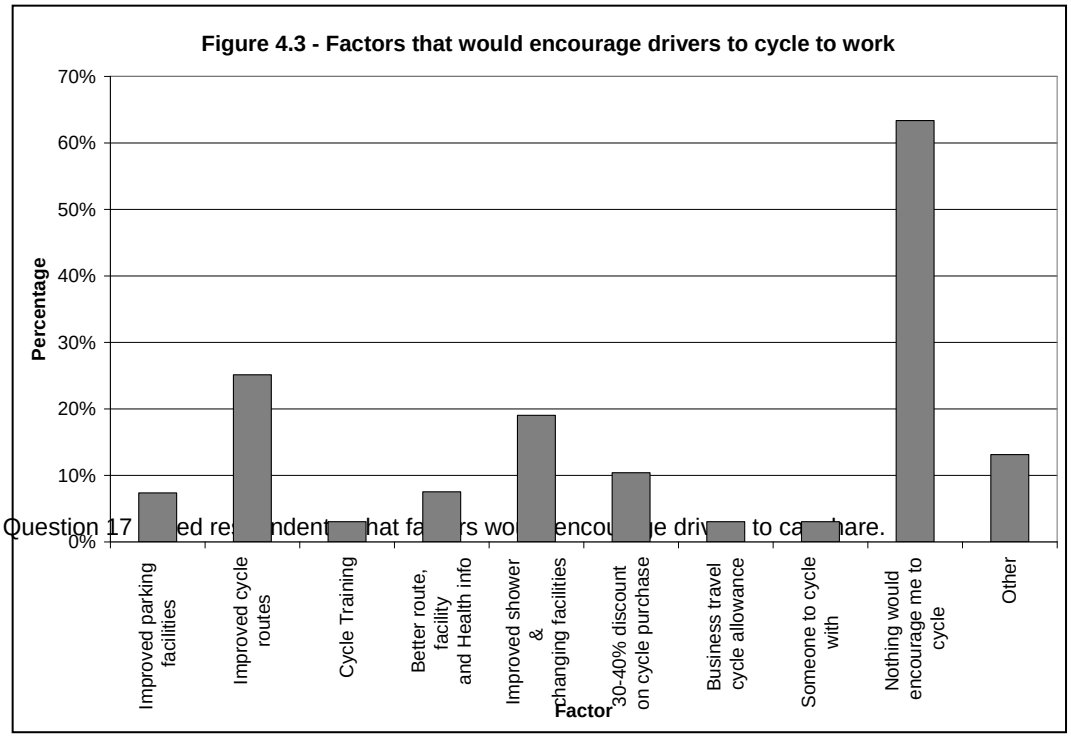
Table 4.2 Factors that would encourage driver to cycle to work

Factor	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	Total
Improved parking facilities	9%	13%	14%	5%	2%	4%	9%	6%	7%
Improved cycle routes	23%	35%	36%	19%	28%	20%	32%	27%	25%
Cycle Training	2%	3%	7%	2%	2%	0%	6%	8%	3%
Better route, facility and Health info	9%	10%	7%	5%	8%	10%	6%	4%	8%
Improved shower & changing facilities	19%	20%	25%	14%	17%	18%	32%	16%	19%
30-40% discount on cycle purchase	7%	18%	25%	8%	16%	14%	13%	4%	10%
Business travel cycle allowance	1%	5%	7%	1%	6%	8%	4%	2%	3%
Someone to cycle with	3%	5%	0%	1%	2%	6%	4%	6%	3%
Nothing would encourage me to cycle	66%	45%	50%	66%	70%	62%	53%	69%	63%
Other	12%	30%	11%	14%	11%	16%	13%	4%	13%

Although a significant proportion of drivers indicated that nothing would encourage them to cycle to work both improved cycle routes and improved shower and changing facilities were popular factors attracting 25% and 19% of the drivers respectively.

Of those respondents that indicated other factors the majority gave reasons for not cycling. These included the distance is too far, the journey is too dangerous and the need to fulfil childcare responsibilities.

The responses from all campuses are summarised in figure 4.3.

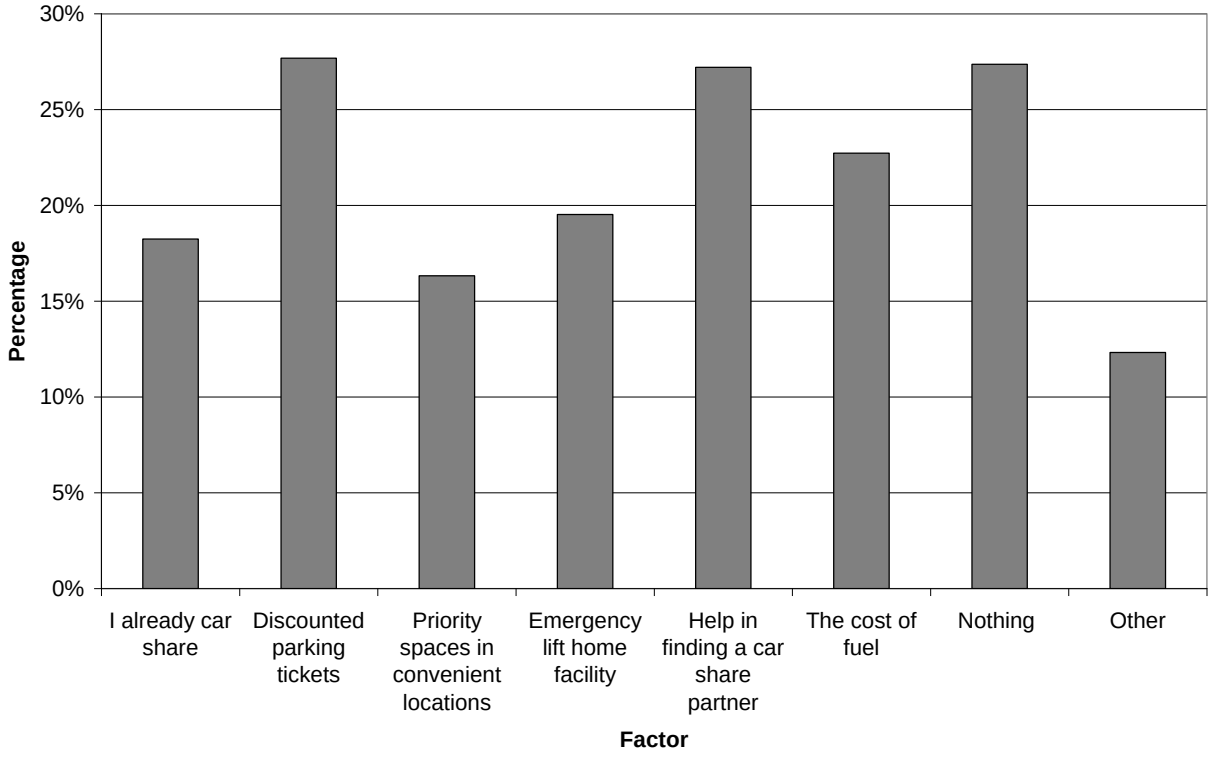


Question 17 asked respondents what factors would encourage drivers to car share.

Table 4.3 Factors that would encourage drivers to car share.									
Factor	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	Total
I already car share	27%	10%	18%	10%	9%	26%	11%	10%	18%
Discounted parking tickets	25%	38%	29%	27%	25%	28%	38%	27%	28%
Priority spaces in convenient locations	15%	33%	21%	16%	13%	12%	19%	12%	16%
Emergency lift home facility	20%	15%	21%	23%	17%	20%	21%	16%	20%
Help in finding a car share partner	23%	33%	54%	32%	34%	22%	19%	24%	27%
The cost of fuel	21%	33%	32%	22%	16%	22%	26%	27%	23%
Nothing	27%	25%	25%	21%	31%	34%	25%	37%	27%
Other	10%	8%	7%	20%	14%	12%	11%	14%	12%

Of the measures suggested to encourage car sharing discounted parking tickets, help finding a car share partner and the cost of fuel were the most popular.
27% of respondents indicated that nothing would encourage them to car share. This means that 73% of respondents are open to the idea of car sharing.
Similar to the respondents who indicated other factors would encourage them to cycle a number of respondents have used the other response to indicate reasons for not car sharing. Genuine other factors given included flexible working hours to allow car sharing and being able to have a car share partner that lives near them.
The responses for all campuses are summarised in Figure 4.4.

Figure 4.4 - Factors that would encourage drivers to car share



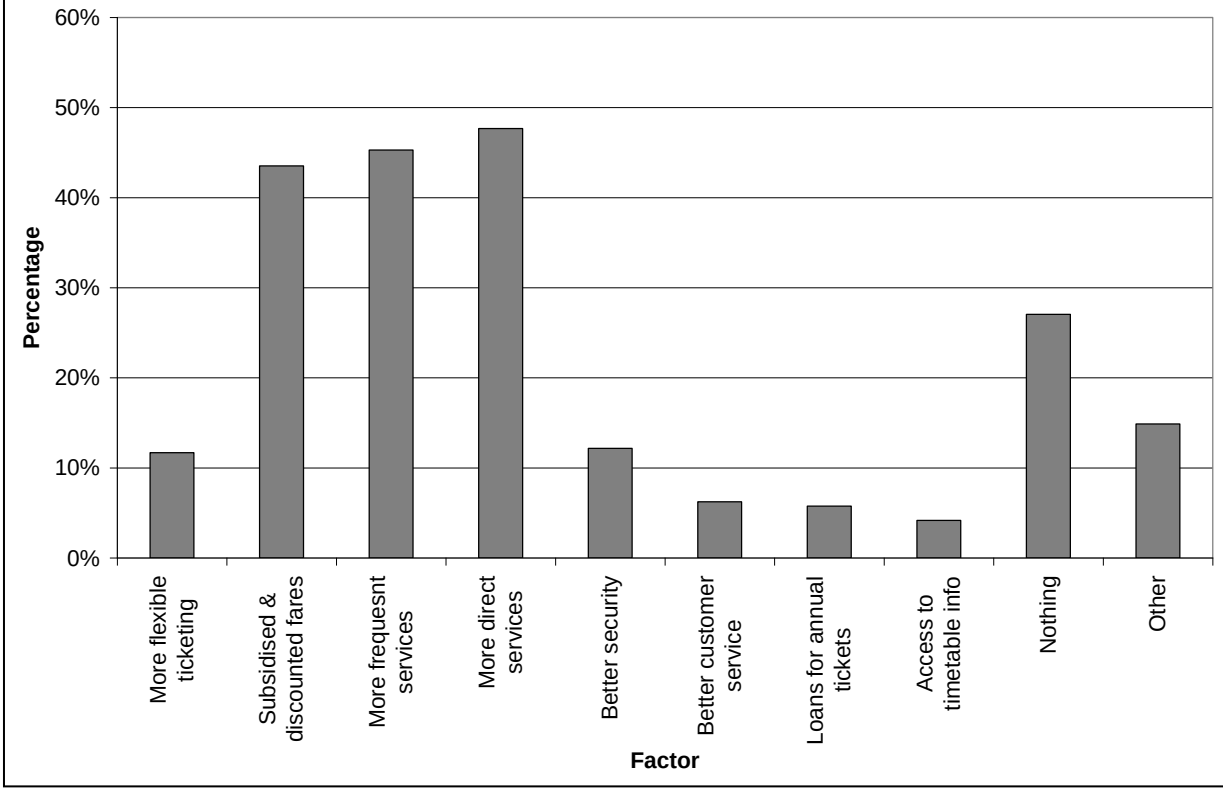
Question 18 asked what would encourage respondents to use public transport.

Table 4.4 Encouragements to use public transport

Factor	All Saints	Alsager	Aytoun	Crewe	Didsbury	Elizabeth Gaskell	Hollings	Other	Total
More flexible ticketing	11%	10%	14%	7%	17%	20%	11%	8%	12%
Subsidised & discounted fares	44%	58%	50%	33%	39%	60%	42%	39%	44%
More frequent services	43%	60%	39%	41%	45%	56%	49%	41%	45%
More direct services	42%	63%	39%	37%	59%	60%	55%	55%	48%
Better security	18%	5%	14%	3%	9%	12%	9%	14%	12%
Better customer service	9%	3%	11%	5%	3%	4%	6%	2%	6%
Loans for annual tickets	5%	10%	11%	4%	6%	10%	4%	2%	6%
Access to timetable info	2%	3%	11%	4%	11%	2%	2%	10%	4%
Nothing	28%	18%	18%	34%	28%	18%	28%	27%	27%
Other	18%	8%	29%	15%	13%	12%	11%	8%	15%

Table 4.4 shows that three factors proved to be the most popular. These were Subsidised & discounted fares, more frequent services and more direct services.
Other factors to encourage the use of public transport include stations and stops closer to home, shorter journey times and more reliable services. Again a number of people used the other category to give reasons why they would not use public transport. These typically centred around child care commitments and doing the school run.
The responses for all campuses are summarised in Figure 4.5.

Figure 4.5 - Encouragements to use public transport



5.0 Public Transport Users

Questions 19-22 related to the public transport services respondents use and the level of satisfaction with those services. As such respondents were given instructions for only bus users to answer questions 19 and 20 and train and tram users to answer question 21 and 22.

Buses

Question 19 asked staff to state the service number of the bus or buses they use to travel to work. In total 115 different bus service were listed, the most commonly listed service was the number 42. A list of all the bus services listed is available in the appendix.

Question 20 asked if bus users were satisfied with the bus service to work. In total 45% of respondents were satisfied with their service to work while 55% were not.

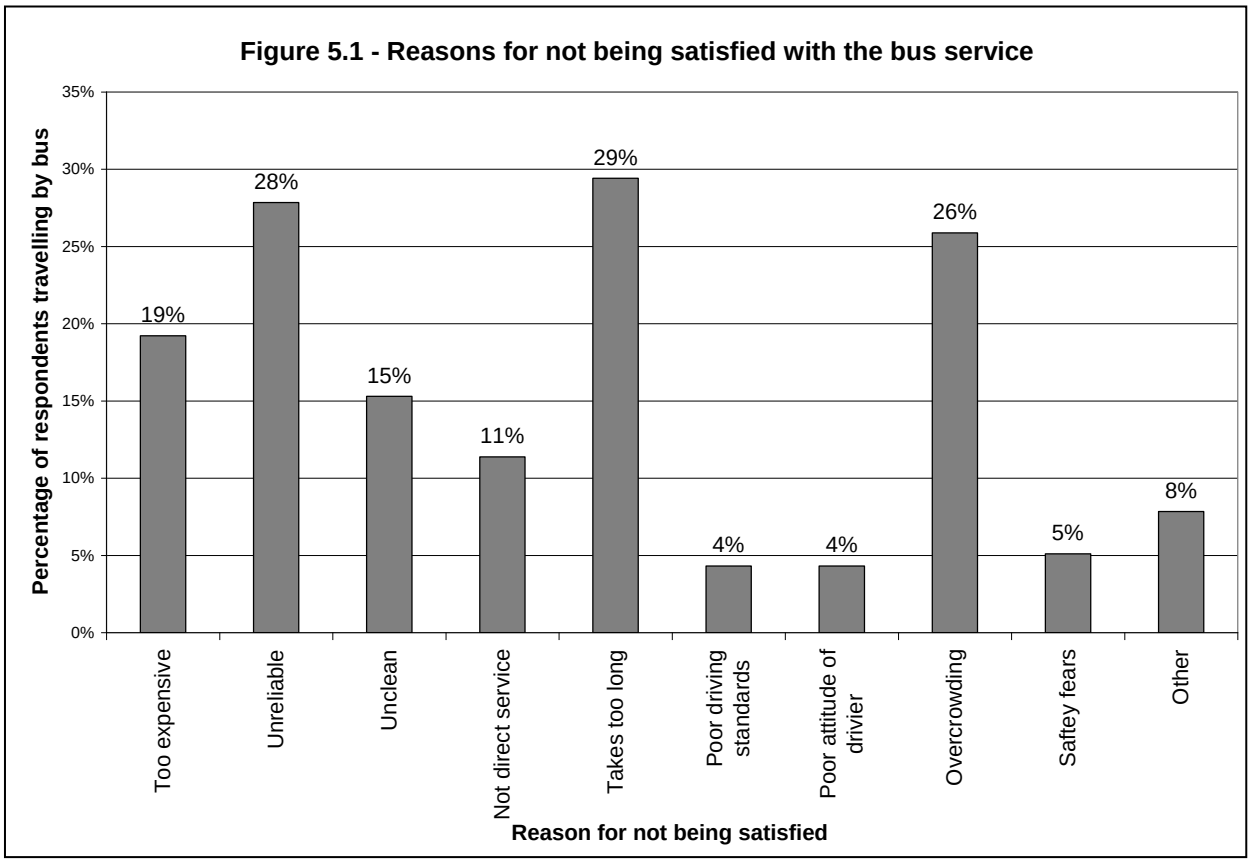
A number of services have either 100% satisfaction or 100% dissatisfaction. However these are all service used by a low number of respondents (3 or less). The table blow contains all services used by seven or more respondents.

Table 5.1 Respondents satisfaction with bus services

Service	Number of respondents		Percentage of respondents		Total number of respondents
	Yes	No	Yes	No	
42	32	27	54%	46%	59
86	27	20	57%	43%	47
142	30	15	67%	33%	45
43	14	19	42%	58%	33
85	15	18	45%	55%	33
143	15	11	58%	42%	26
41	6	13	32%	68%	19
111	4	13	24%	76%	17
192	4	10	29%	71%	14
191	6	7	46%	54%	13
X57	7	5	58%	42%	12
50	5	6	45%	55%	11
15	4	6	40%	60%	10
46	6	4	60%	40%	10
197	5	5	50%	50%	10
101	6	3	67%	33%	9
104	4	4	50%	50%	8
109	4	4	50%	50%	8
20	2	5	29%	71%	7
36	1	6	14%	86%	7
47	3	4	43%	57%	7
76	2	5	29%	71%	7
147	4	3	57%	43%	7

Of the services used by seven or more respondents the number 36 has the lowest level of satisfaction at 14%. The services with the highest satisfaction are the 142 and the 101 both with 67% satisfaction.
The survey asked those respondents who were not satisfied with their bus service to select up to three reasons why from a list provided. The responses to this question are detailed in Figure 5.1 below.

Figure 5.1 - Reasons for not being satisfied with the bus service



From Figure 5.1 it is evident that the duration of the journey by public transport, reliability and cost are the major contributing factors to dissatisfaction with bus services.
Of the “other” reasons given by respondents the frequency of the bus and the fact that they are often full when they arrive were the two most commonly given reasons.

Trains and Trams

The surveys asked train and tram users to identify station where they catch their train or tram, which station they depart their train or tram and as with bus services to indicate if they were satisfied with their service.
The overall level of satisfaction for both train and tram users was the same at 35%. This means the 65% of train and tram users are not satisfied with the service that they receive This is lower

that the level of satisfaction for bus users where 45% were satisfied with the service they receive.
Table 5.2 shows the level of satisfaction at the Metrolink stations where respondents start their journeys.

Table 5.2 Respondents satisfaction with Metrolink					
Origin Metrolink station	Number of respondents		Percentage of respondents		Total number of respondents
	Yes	No	Yes	No	
Altrincham	1	4	20%	80%	5
Bowker Vale	1	1	50%	50%	2
Brooklands	1	5	17%	83%	6
Bury	3	3	50%	50%	6
Bury or Radcliffe	1	0	100%	0%	1
Crumpsall	0	1	0%	100%	1
Eccles	1	1	50%	50%	2
Exchange Quay	0	1	0%	100%	1
Heaton Park	1	0	100%	0%	1
Ladywell	1	0	100%	0%	1
Langworthy	1	1	50%	50%	2
Navigation Road	1	3	25%	75%	4
Prestwich	1	0	100%	0%	1
Radcliffe	0	4	0%	100%	4
Sale	1	0	100%	0%	1
St Peters Square	1	2	33%	67%	3
Timperley	0	4	0%	100%	4
Weaste	1	0	100%	0%	1
Whitefield	1	1	50%	50%	2

At a glance it would appear that the percentage of responses are fairly evenly split between those who were satisfied and those who were not satisfied. However on closer inspection it becomes clear that the stations where respondents were 100% satisfied only have one respondent catching the tram there while a number of stations where satisfaction is low for example Brooklands, Timperley and Radclife have a total of 13 respondents catching the tram there.

Table 5.3 shows respondents satisfaction split by the Metrolink station where they depart the tram.

Table 5.3 Respondents satisfaction with Metrolink					
Destination Metrolink Station	Number of respondents		Percentage of respondents		Total number of respondents
	Yes	No	Yes	No	
Altrincham	1	0	100%	0%	1
GMEX	0	1	0%	100%	1
Heaton Park	0	1	0%	100%	1
Market Street	1	1	50%	50%	2
Market Street or Piccadilly	0	2	0%	100%	2
Navigation Road	0	1	0%	100%	1
Piccadilly	5	5	50%	50%	10

Piccadilly Gardens	1	3	25%	75%	4
St. Peter's Square	8	17	32%	68%	25
Not Specified	1	0	100%	0%	1

The table above shows that the majority of respondents who use the tram depart at St. Peters Square.

The survey asked those tram users who were not satisfied with their service to identify from a list provided why they were not satisfied. The responses to this question are detailed in Figure 5.2.

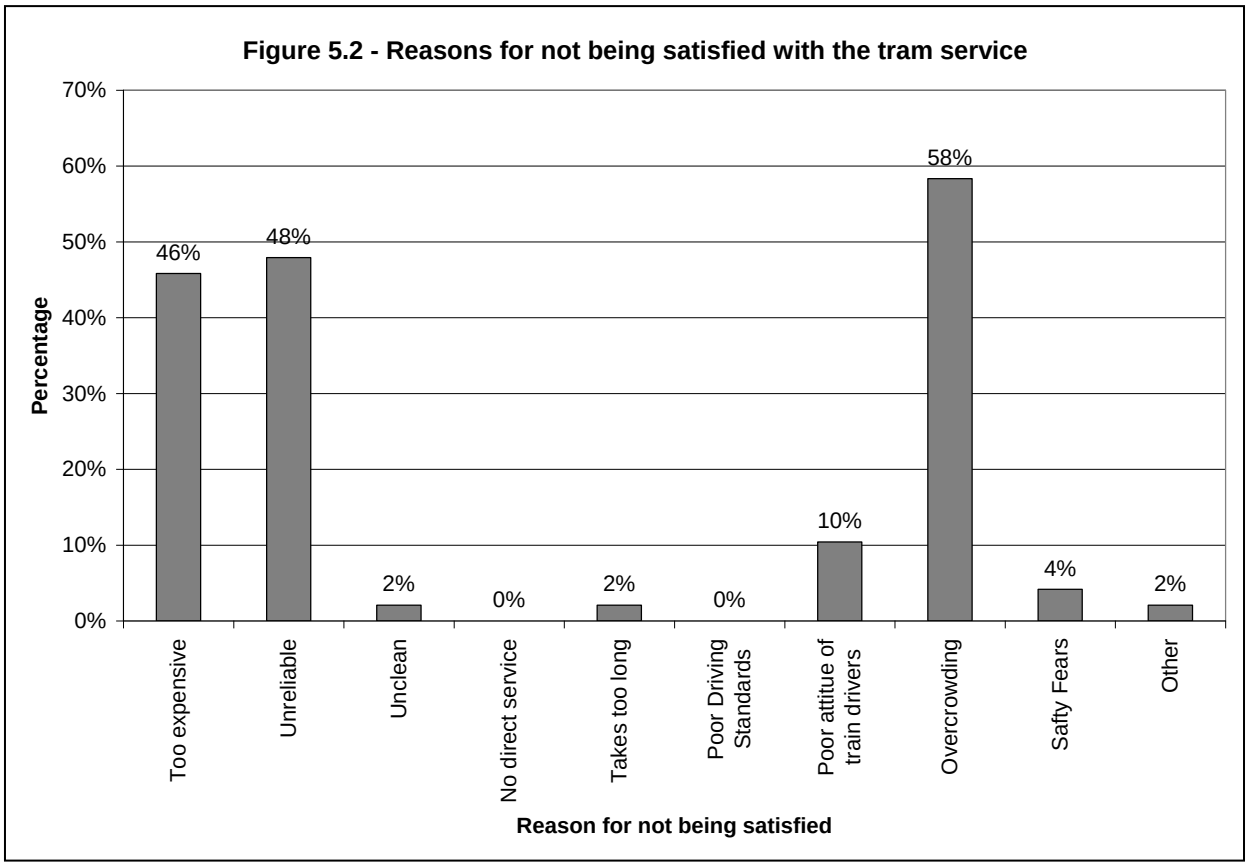


Figure 5.2 shows that overcrowding (58%), unreliability (48%) and the cost of the service (46%) are the three most commonly identified reasons for dissatisfaction with the tram service.

Only one respondent who travels by tram indicated an “other” reason for not being satisfied with the service. The reason that they gave was the frequency of breakdowns and delays.

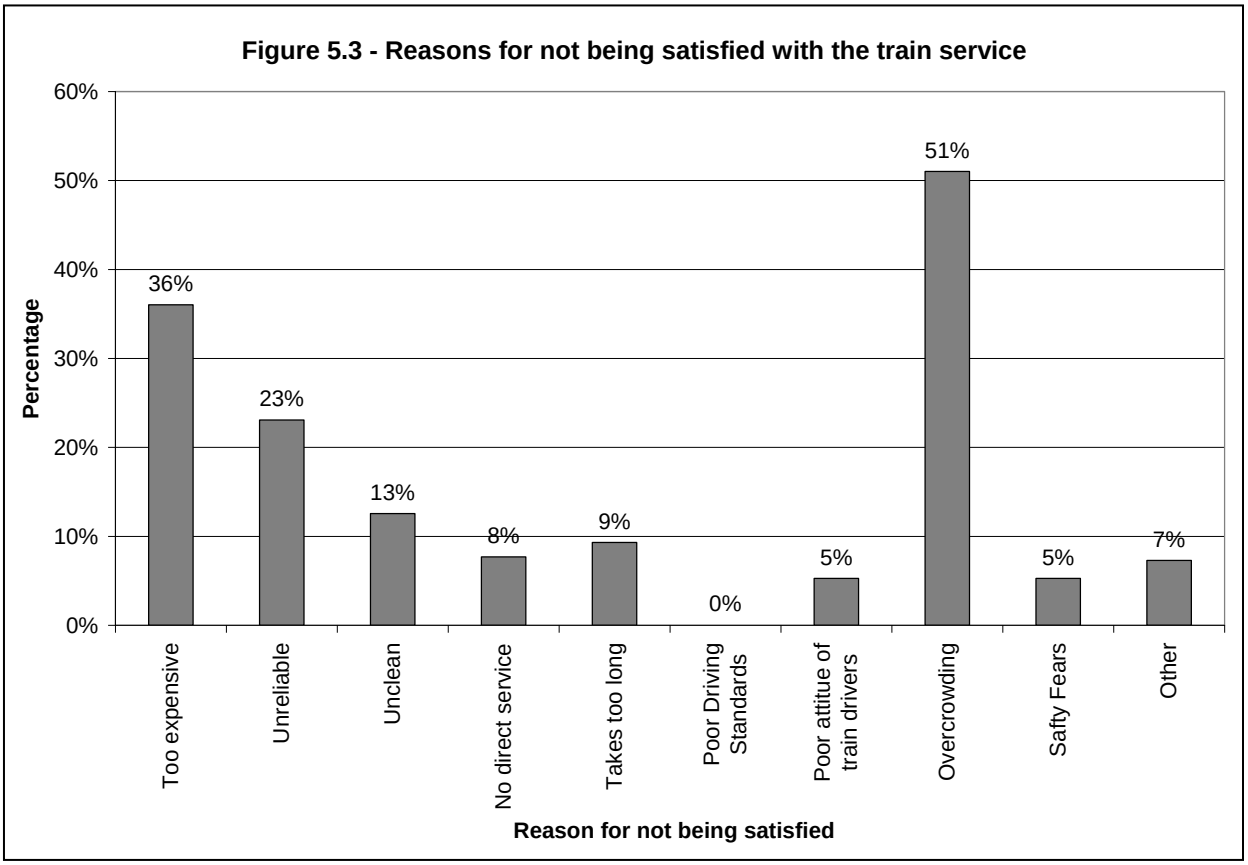
107 different train stations were provided as stations where respondents catch their train. Table 5.4 lists all stations where 4 or more respondents start their journey and whether respondents were satisfied with the service they receive.

Table 5.4 Respondents satisfaction with rail travel					
Station	Number of Respondents		Percentage of Respondents		Total number of respondents
	Yes	No	Yes	No	
Bolton	2	9	18%	82%	11
Glossop	5	3	63%	38%	8
Preston	3	5	38%	63%	8
Marple	4	3	57%	43%	7
New Mills Central	2	5	29%	71%	7
Stockport	4	3	57%	43%	7
Macclesfield	2	4	33%	67%	6
Chorley	2	3	40%	60%	5
Crewe	2	3	40%	60%	5
Gatley	1	4	20%	80%	5
Hebden Bridge	2	3	40%	60%	5
Birchwood	1	3	25%	75%	4
Bramhall	2	2	50%	50%	4
Congleton	0	4	0%	100%	4
Hadfield	2	2	50%	50%	4
Hazel Grove	2	2	50%	50%	4
Horwich Parkway	2	2	50%	50%	4
Mossley	0	4	0%	100%	4
Sheffield	1	3	25%	75%	4
Urmston	1	3	25%	75%	4
Warrington Central	0	4	0%	100%	4
Wigan Wallgate	0	4	0%	100%	4

The station with the highest satisfaction is Glossop with 63% of respondents who travel from that station being satisfied with the service. A number of the station had 100% of respondents who travel from the station not being satisfied with the service they receive.

Table 5.5 Respondents satisfaction with rail travel					
Station	Number of respondents		Percentage of respondents		Total number of respondents
	Yes	No	Yes	No	
Manchester Piccadilly	49	56	47%	53%	105
Manchester Oxford Road	11	47	19%	81%	58
Oxford Road	6	24	20%	80%	30
Manchester Victoria	7	9	44%	56%	16
Crewe	4	4	50%	50%	8
Manchester Oxford Road/Piccadilly	2	4	33%	67%	6
Victoria	0	6	0%	100%	6
East Didsbury	0	2	0%	67%	3
Manchester	1	1	50%	50%	2
Alsager	0	1	0%	100%	1
Deansgate / Oxford Road / Salford Central	0	1	0%	100%	1
Guide Bridge	0	1	0%	100%	1
Hadfield	1	0	100%	0%	1
Kents Bank	1	0	100%	0%	1
Lostock	0	1	0%	100%	1
Manchester Piccadilly or Victoria	0	1	0%	100%	1
Manchester Stations	0	1	0%	100%	1
Marsden	0	1	0%	100%	1
Runcorn East	1	0	100%	0%	1
Stalybridge	1	0	100%	0%	1
Stockport	0	1	0%	100%	1

The most common destination station for those respondents travelling by rail was Manchester Piccadilly with 105 respondents ending their rail journey there. Only 47% of those who use Piccadilly are satisfied with the service they receive. However this compares favourably with the average level of satisfaction of 35%.

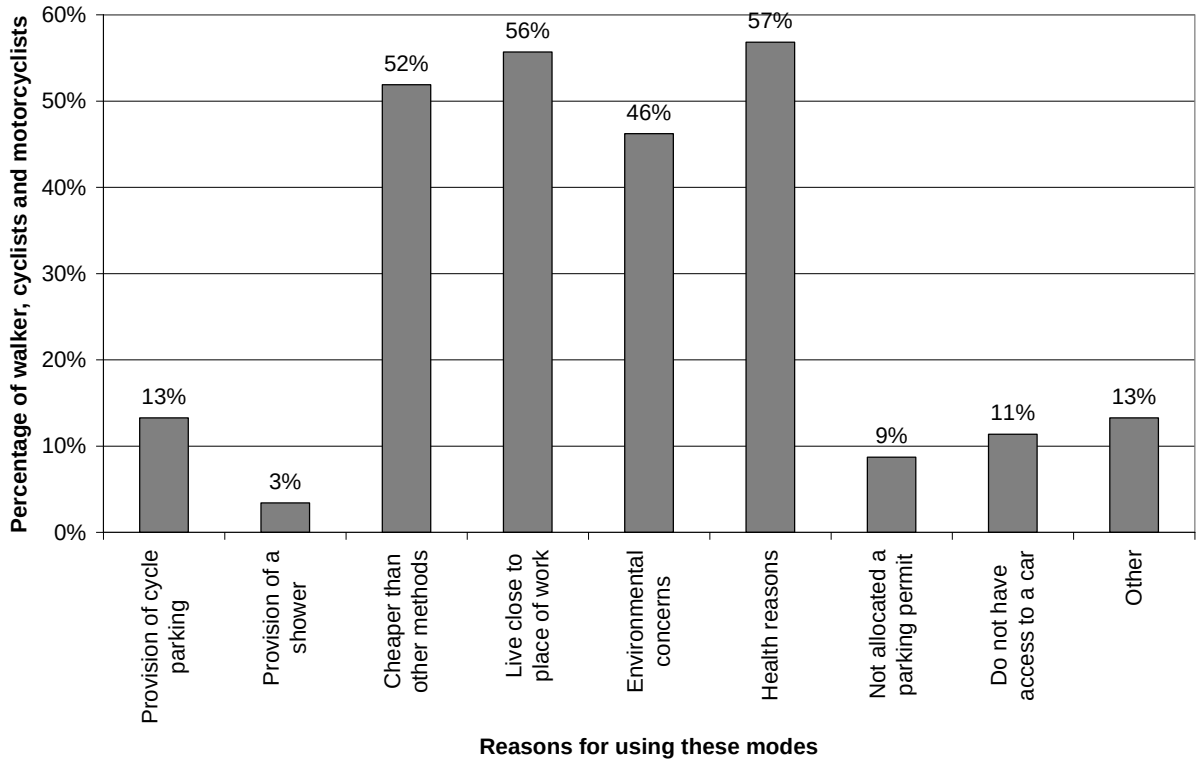


From Figure 5.3 it is easy to identify that there are three main reasons that contribute to respondents lack of satisfaction with the rail service. These are overcrowding, the cost of rail travel and the lack or reliability of the service.
A number of other reasons were given for not being satisfied with the rail service. Most common of these were the frequency of service and the quality or age of the rolling stock.

6.0 Cyclists Walkers and Motorcyclists

Question 23 asked cyclists, walkers and motorcyclists why they choose to travel by these modes.

Figure 6.1 - Reasons why walkers, cyclists use these modes of travel



From Figure 6.1 it is easy to identify that there are 4 reasons that contribute to respondents decisions to travel by motorcycle, walk or cycle. These are health reasons (57%), that the respondents live close to their place of work (56%), it is cheaper than other methods (52%), environmental concerns (46%).

7.0 Changes to travel habits

Question 24 asked if respondents had changed their mode of travel in the last two years. The respondents to this question are summarised in the Figure below.

The columns above the x axis (shown in black) represent an increase in the number of respondents using this mode of transport. The columns that fall below the x axis (shown in grey) represent a decrease in the number of respondents using this mode.

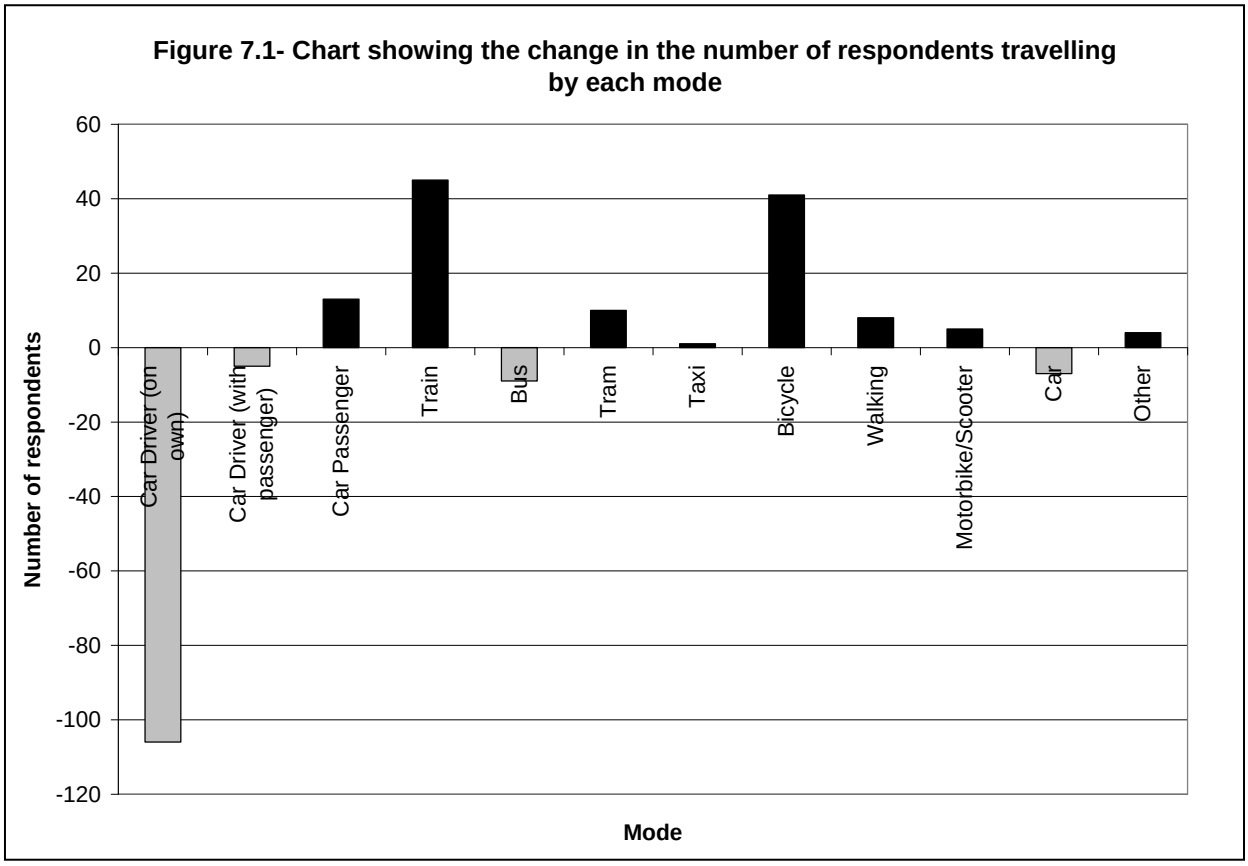


Figure 7.1 shows that 106 respondents have shifted away from travelling by car on their own to other forms of transport. Figure 7.1 also shows there has been a marked increase in the number of respondents travelling by train (an increase of 45) and bicycle (an increase of 41).

These changes in travel behaviour can be shown in more detail in table 7.1. This table is a matrix showing the mode of transport respondents have changed from and the mode they have changed to.

The modes across the top of the matrix show the mode that the respondents have changed from while the modes down the left hand side of the matrix show the modes that have transferred to.

From the matrix it is possible to see that 145 respondents indicated that they had transferred from travelling by car on their own to another form of transport (for example 42 to switched to train, 39 to bus and 24 to bicycle). This shift was offset by the 39 people who switched to travelling to work by car on their own from other forms of transport(16 from travelling by bus, 7 from train, and 7 from walking) This gives the net change of 106 shown in Figure 7.1.

Additionally the matrix shows that there may have been some confusion over how to answer this question as two respondents indicated that they have switched from travelling by car on their own to travelling by car on their own.

Table 7.1 Changes to mode of transport matrix

Mode To	Mode From: Car Driver (on own)	Car Driver (with passenger)	Car Passenger	Train	Bus	Tram	Bicycle	Walking	Motorbike/Scooter	Car	Other	Total
Car Driver (on own)	2	0	0	7	16	3	3	7	0	0	1	39
Car Driver (with passenger)	1	0	0	2	7	0	0	0	0	0	0	10
Car Passenger	2	1	1	1	8	2	1	5	0	0	0	21
Train	42	5	1	0	10	1	5	4	1	1	0	70
Bus	39	2	4	3	1	3	5	7	0	4	1	69
Tram	12	2	0	1	6	0	0	0	0	0	0	21
Taxi	0	0	0	0	0	0	0	1	0	0	0	1
Bicycle	24	5	1	4	20	1	1	0	0	2	0	58
Walking	14	0	1	5	10	1	1	0	0	1	0	33
Motorbike/Scooter	5	0	0	0	0	0	1	0	0	0	0	6
Car	0	0	0	0	0	0	0	1	0	0	0	1
Other	4	0	0	2	0	0	0	0	0	0	0	6
Total	145	15	8	25	78	11	17	25	1	8	2	335

The matrix also shows that there has been a swing towards walking and cycling with 91 people switching to walk and cycle from other modes however this increase is offset by 42 respondents who switched from walking or cycling to other modes of transport.

Question 25 asked respondents if they would support the idea of a parking policy that encouraged more flexible travel habits (for example enabling car drivers to travel by a sustainable mode one day a week). Responses to this question are summarised in Figure 7.2 below.

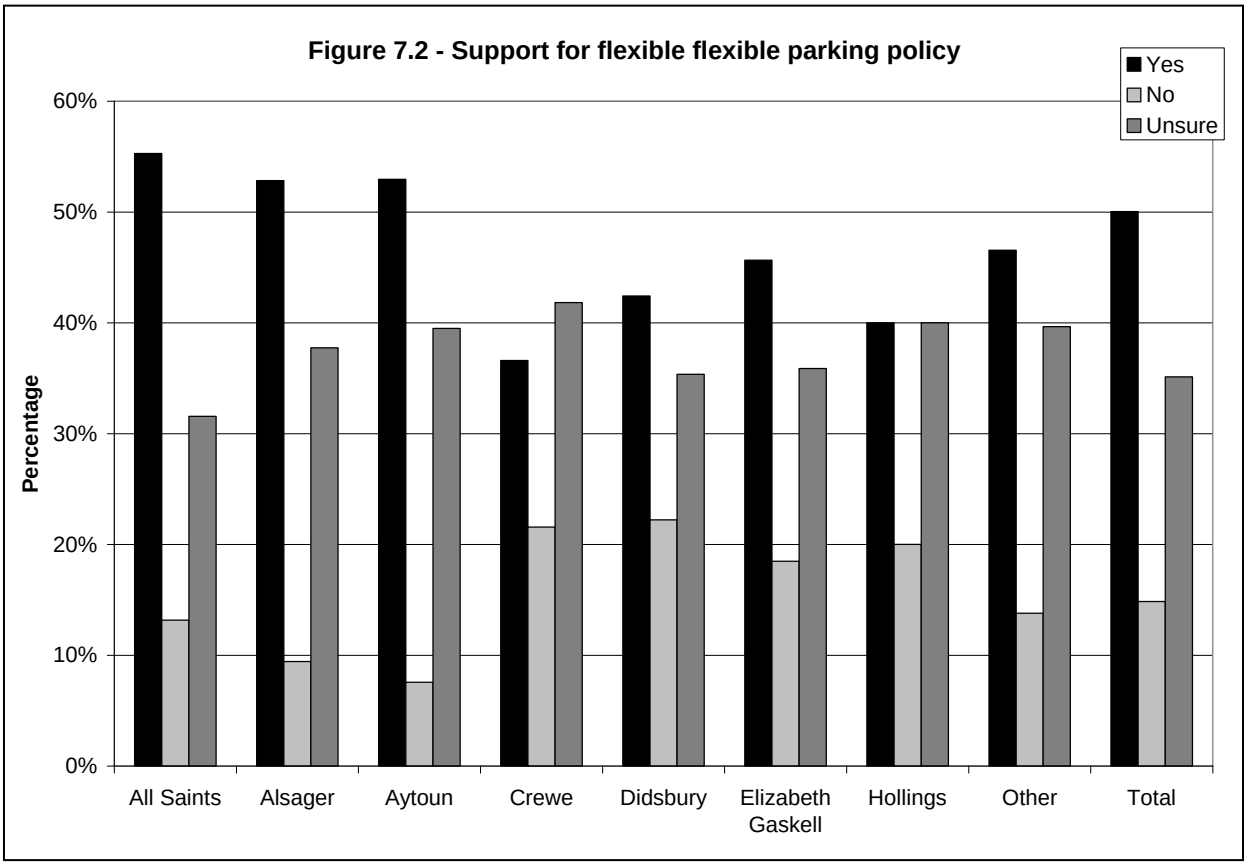


Figure 7.2 shows that there is support for a flexible parking policy at all campuses with the majority of respondents across all campuses supporting the idea.

8.0 PROFILE OF RESPONDENTS

Age and Gender

Table 8.1 breaks respondents down by gender. It shows that the majority, (61%) of respondents were women. This is representative of the staff population at MMU where women account for 54% of those who had the opportunity to complete a survey.

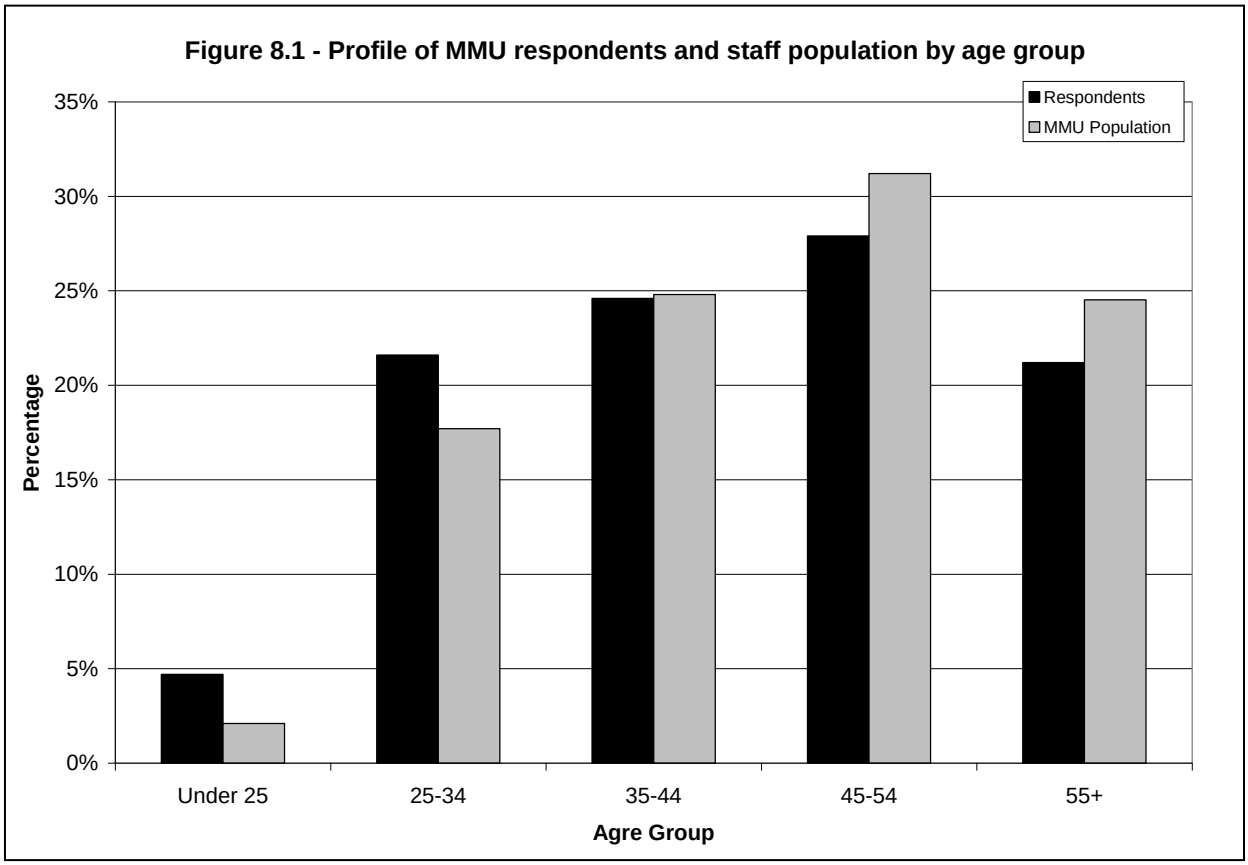
Table 8.1: Respondents by Gender

Gender	Respondents		Population
	No	%	%
Male	578	38%	46%
Female	915	61%	54%
Total	1493		
Not Given	11		

Table 8.2 details respondents by age. It shows that all but 2 of staff aged under 25 responded to the survey.

Table 8.2: Respondents by age range				
Age Range	Respondents		MMU Population	
	Frequency	Percentage	Frequency	Percentage
Under 25	71	4.7%	73	2.1%
25-34	324	21.6%	606	17.7%
35-44	368	24.6%	851	24.8%
45-54	418	27.9%	1069	31.2%
55+	317	21.2%	827	24.5%
Total	1498		3426	
Not Provided	6			

Table 8.2 also shows that the profile of respondents by age group is very similar to that of the staff population at MMU. This is illustrated in figure 8.1.



Department

Tables 8.3 and 8.4 show the number of people working in each department at MMU. The figures in Table 8.3 were provided by MMU while the figures in 8.4 reflect the responses to the survey.

Table 8.3: Departmental Split provided by MMU		
Department	No	%
Academic Professionals	1423	43%
Careers advisers/ Personnel Officers	71	2%
Chefs Gardeners Electricians	33	1%
Cleaners, Catering Asst, House Asst, Mail	448	13%
Customer Service posts	23	1%
Drivers, Maintenance Supervisors	9	0%
Laboratory and IT Technicians	321	10%
Library Assts, Clerks, Admin Assts	520	16%
Managers	152	5%
Media, P.R, Marketing and Sport	36	1%
Non Academic Professionals	129	4%

Secretaries , Receptionists, Telephonist	131	4%
Sports Attendants, House Foreperson	52	2%
Total	3348	

Table 8.4: Departmental Split of respondents		
Department	No	%
Medical	14	1%
Academic	539	36%
Admin/Clerical	372	25%
Management	138	9%
Technical	169	11%
Other support staff	240	16%
All other	22	1%
Total	1494	
Not Given	10	

It is evident from these two tables that the list of departments provided by MMU and the list of areas that respondents could select on the survey do not correspond. However it is possible to identify some common generic groups. For example the largest groups in both tables can be found in Academic Professionals (43%) in Table 8.3 and Academic (36%) in Table 8.4. Additionally Laboratory and IT technicians account for 10% of staff in Table 8.3 while 11% of respondents indicated the work in a technical area in Table 8.4. Given the information available it appears that the responses received are representative of the populations in each department.
Details for the number of staff working at each campus was not provided by MMU. As such an analysis to determine if the responses received are representative of the distribution of staff between campuses is not possible. However details of the number of responses at each campus have been provided in table 8.4.

Table 8.4 Number of responses by campus		
Campus	Number of respondents	Percentage
All Saints	770	51%
Alsager	54	4%
Aytoun	122	8%
Crewe	156	10%
Didsbury	100	7%
Elizabeth Gaskell	94	6%
Hollings	92	6%

Other/Not Specified	116	8%
Total	1504	

Appendix B: Student Travel Survey Results 2010

Appendix B: Student Travel Survey Results 2010

Student Travel Survey

2010 Report

Introduction

The following paper is a report of the findings of the Manchester Metropolitan University student survey carried out between April and May 2010. A total of 1166 students responded to the survey out of approximately 32,000 students studying at the University (including Cheshire campuses). This puts the response rate at 3.6%. Students filled the form online accessing it through their student intranet. The aim of the survey was to gain a greater understanding of students' travelling habits in order to inform both the University's Travel and Environmental Policies.

This data can be seen as baseline information as a student survey carried out in 2007 resulted in an extremely low response rate of 0.9% therefore it is not appropriate to make comparisons.

Findings:

(See appendix for full copy of the survey)

This report highlights the key findings based on the information received

Question 4

What mode of transport do you generally use to travel from your term time address to University?

Students were asked how they travel to University from their term time address. Taking the Bus and Walking are the most popular modes of transport at nearly a third each of total respondents. The 4% of Manchester students cycling is noteworthy when commuting distances are taken into consideration. Fig 5.0-1 indicates that over 50% of students live within a 3 mile radius of the University. Considering this, the amount of students cycling is very low which suggests factors other than distance, such as perceived danger and cycle crime possibly play a large part in student travel decisions.

Fig 1.0

Mode of Transport (term time)	Manchester No. of students	Percentage	Cheshire No. of students	Percentage
Car as Driver	152	14%	27	47%
Car as Passenger	19	2%	0	0%
Bus	374	35%	47	12%
Tram	18	2%	0	0%
Train	165	15%	11	19%
Bicycle	41	4%	2	3%
Motorcycle	7	1%	0	0%
On Foot	295	28%	10	17%
total	1071		58	

Fig 1.1

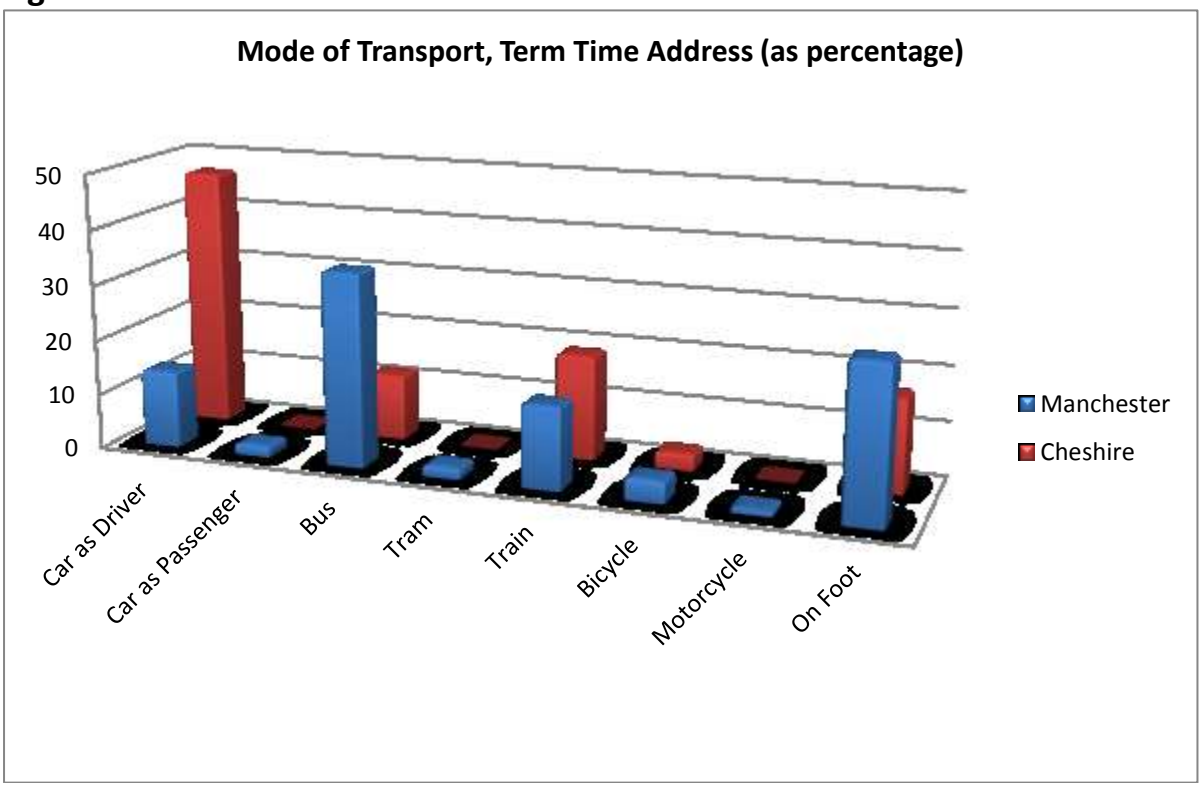
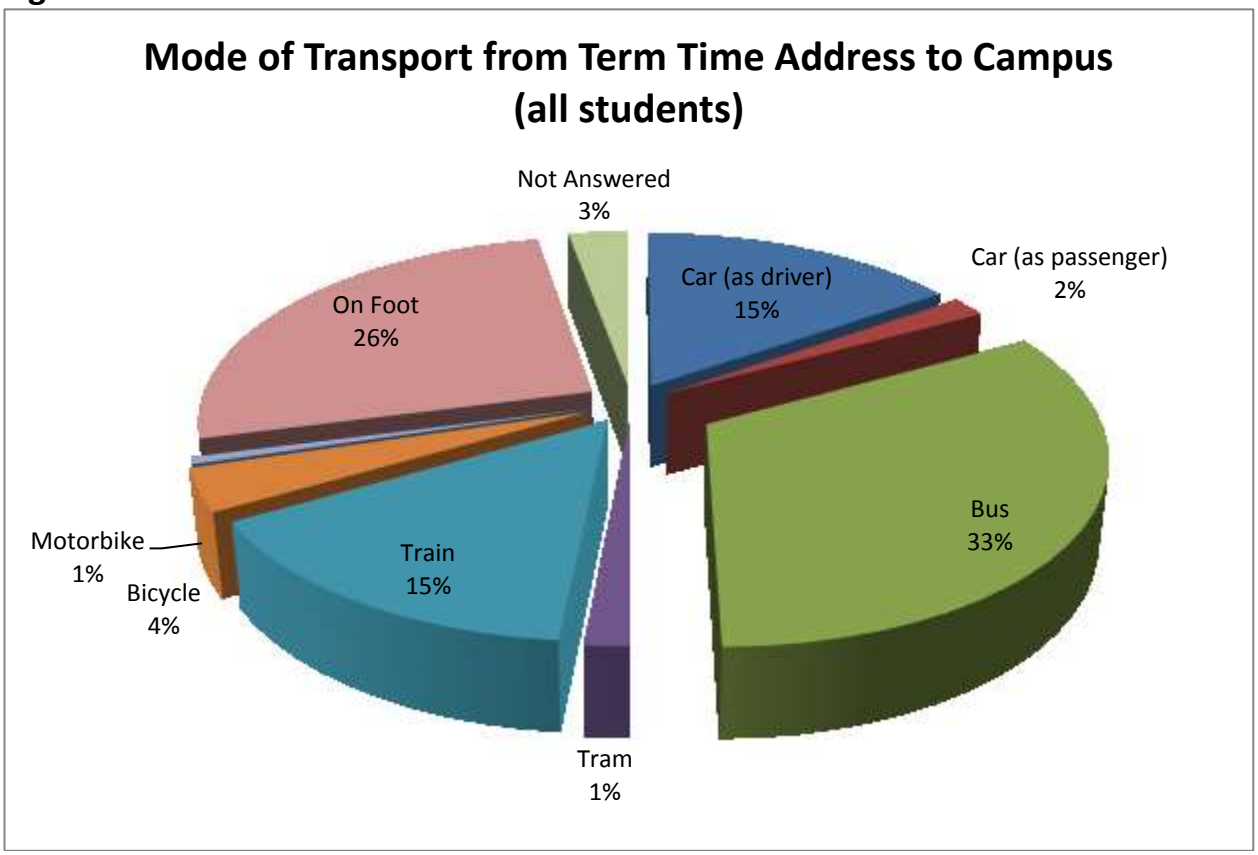


Fig 1.2



Question 3

How many times, on an average week, do you travel from your term time address to University? One journey is a round trip, there and back.

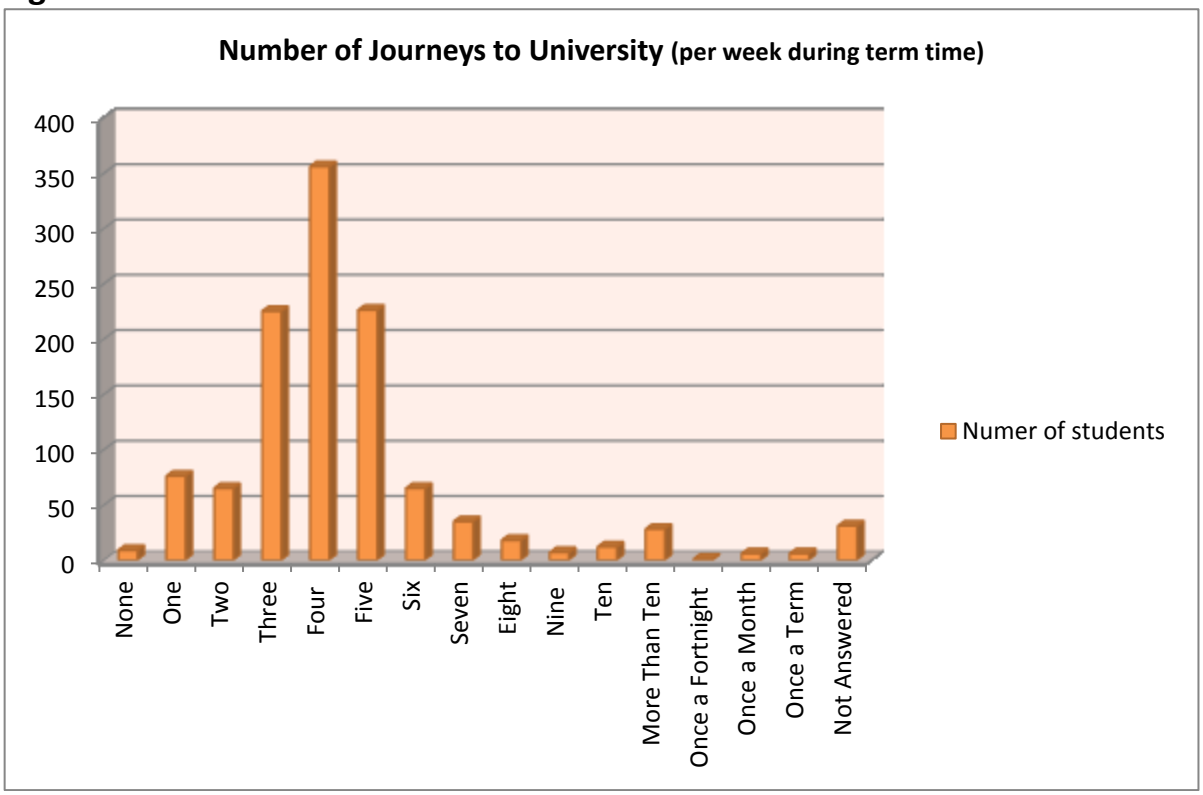
Figure 1.0 shows how many times all students commute to University from their term time address on a weekly basis. This is measured as a round trip, there and back. Three, four or five trips are the most common frequencies with four being the most popular at 31%.These results indicate that most students commute to campus depending on how many days they have lectures on. Although there is no official evidence on how many lecture days undergraduates

have we can infer that it correlates quite closely to the results in Figure 1.0. Figure 1.1 shows the same data represented in a bar chart.

Figure 2.0

Number of Journeys to University From Term Time Address. (overall student population)	Number of students	Percentage
None	9	1%
One	76	7%
Two	65	6%
Three	225	19%
Four	356	31%
Five	226	19%
Six	65	6%
Seven	35	3%
Eight	18	2%
Nine	7	1%
Ten	12	1%
More Than Ten	28	2%
Once a Fortnight	1	0%
Once a Month	6	1%
Once a Term	6	1%
Not Answered	31	3%

Figure 2.1



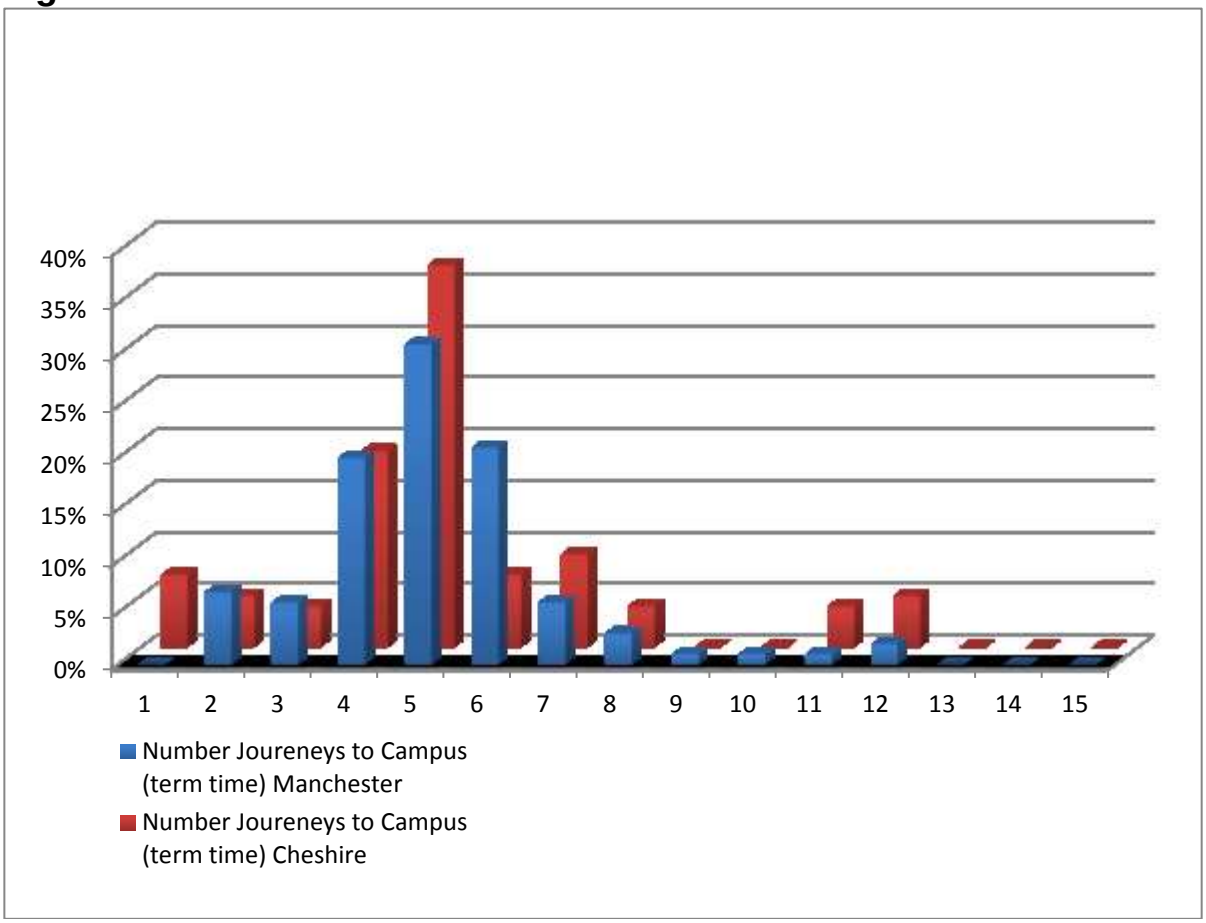
In figures, 2.0 and 2.1 we can see that question 3 has been split in to both Cheshire and Manchester students. The same trends continue with four and five days being the most frequent amount students travel to campus on a weekly basis. It is possible to conclude that Manchester students travel onto campus more often than Cheshire students, potentially because of the facilities and extra curricular activities on offer in a large city centre. It should, however be noted that only 57 students from the Cheshire campus replied to the questionnaire therefore making the sample group relatively small.

Figure 2.3

Number Journeys to Campus (term time)

	Manchester No. of students	Percentage	Cheshire No. of Students	Percentage
None	5	0%	4	7%
One	75	7%	3	5%
Two	63	6%	2	4%
Three	214	20%	11	19%
Four	333	31%	21	37%
Five	222	21%	4	7%
Six	60	6%	5	9%
Seven	31	3%	2	4%
Eight	16	1%	0	0%
Nine	6	1%	0	0%
Ten	10	1%	2	4%
More than Ten	25	2%	3	5%
Once a fortnight	1	0%	0	0%
Once a Month	5	0%	0	0%
Once a Term	5	0%	0	0%
Total	1071		57	

Figure2.4



Question 7

How many times, on average, do you travel to your residential address per annum? One journey is a round trip, there and back.

It is clear for these results that students fall into two main categories. They mainly either, visit their home address on a very regular basis (possibly more than once per week), or they generally do not all. This is likely to be the case for many foreign exchange students. The results also show that 42% of Manchester based students travel home on more than 10 occasions per year. This could be explained by wealth of transport options within the city centre, but also the larger amount of students who stay in student accommodation who this question is only applicable to. In other words, many Cheshire based students

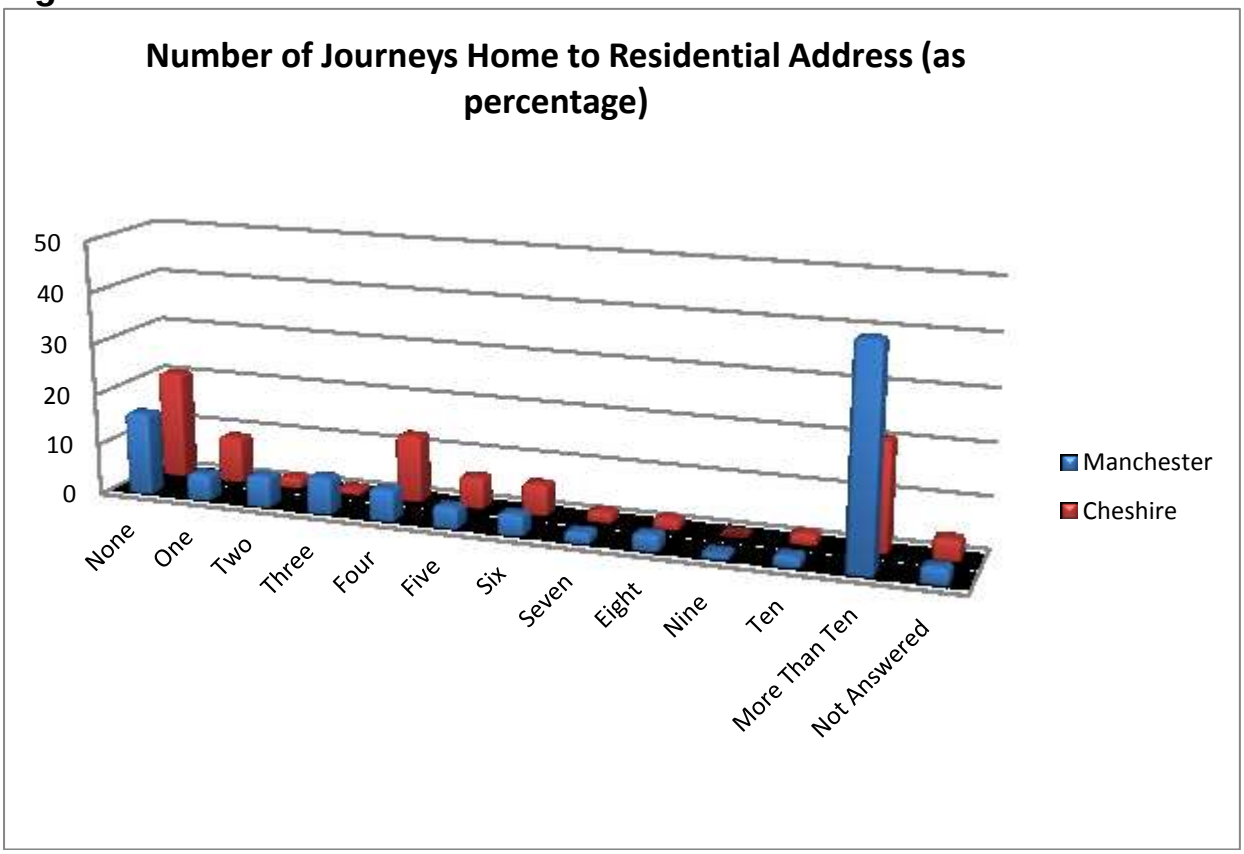
commute from their residential address on a daily basis, whilst those who live in halls have very limited transport options within Crewe and Alsager.

Fig 3.0

Number of Journeys Home to Residential Address

	Manchester No. of students	Percentage	Cheshire No. of students	Percentage
None	169	16	10	21
One	54	5	4	9
Two	60	6	1	2
Three	73	7	5	1
Four	67	6	6	13
Five	46	4	3	6
Six	47	4	3	6
Seven	19	2	1	2
Eight	27	3	1	2
Nine	7	1	0	0
Ten	22	2	1	2
More Than Ten	449	42	10	21
Not Answered	34	3	2	4
total	1074		47	

Fig 3.1



Question 8

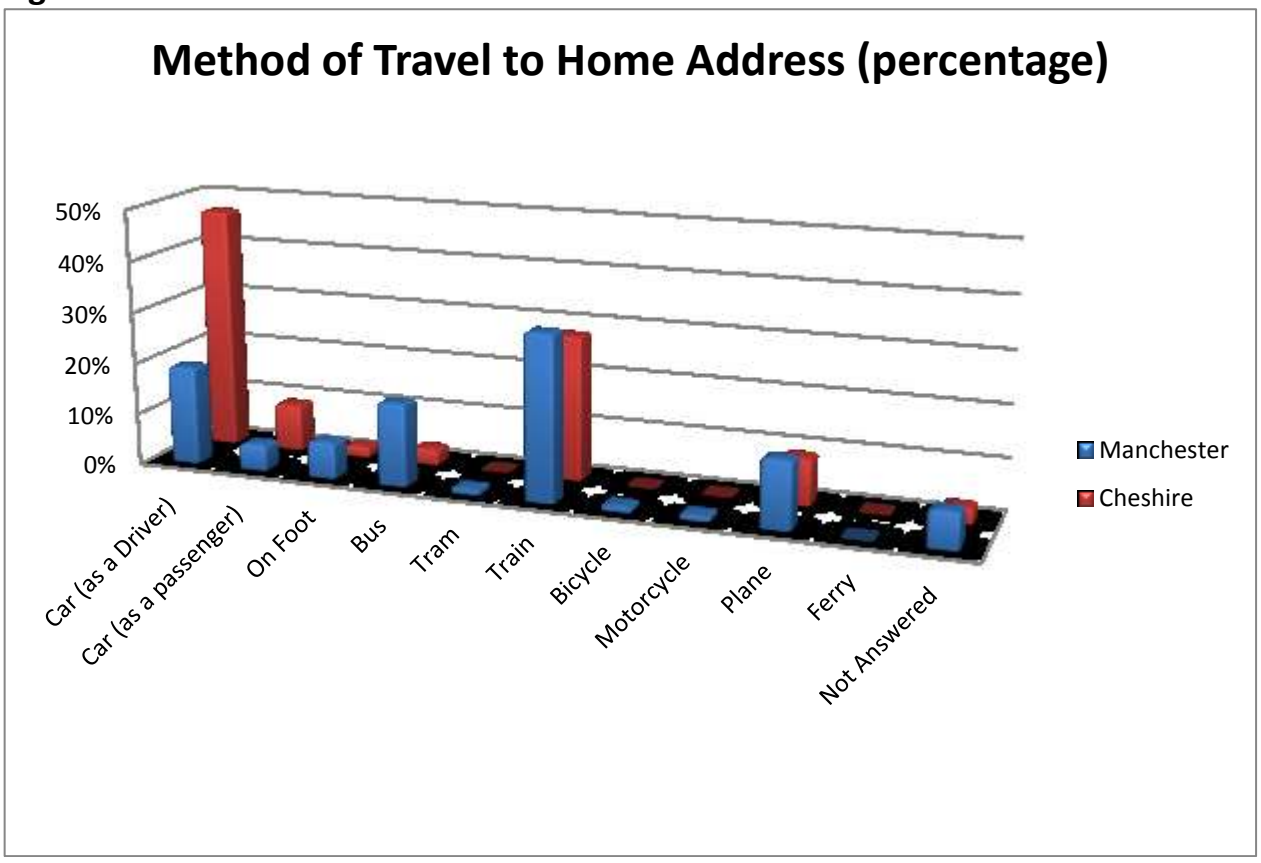
What mode of travel do you generally use to get from your term time address to your residential address, where you stay outside of term time?

The results from question 8 highlight the conclusions drawn from question 7. In short, Cheshire based students are much more dependent on cars for travel . Further to this, 47% of Cheshire students actually own cars. Although Manchester students generally seem to travel home more often their mode of transport is largely replaced with bus or train. The higher proportion of foreign exchange students may also account for the more frequent use of air transport.

Fig 4.0

Method of Travel Home (residential)	Manchester No. of students	Percentage	Cheshire No. of students	Percentage
Car (as a Driver)	205	19%	27	47%
Car (as a passenger)	53	5%	5	9%
On Foot	72	7%	1	2%
Bus	168	16%	2	3%
Tram	7	1%	0	0%
Train	343	32%	16	28%
Bicycle	10	1%	0	0%
Motorcycle	7	1%	0	0%
Plane	136	13%	5	9%
Ferry	2	0%	0	0%
Not Answered	71	7%	2	3%
total	1074		58	%

Fig 4.1


Method of Travel to Home Address (percentage)
50%
40%
30%
20%
10%
0%
Car (as a Driver)
Car (as a passenger)
On Foot
Bus
Tram
Train
Bicycle
Motorcycle
Plane
Ferry
Not Answered
Manchester
Cheshire

Demographic Profile of Respondants

Term Time Postcode Split, (Manchester)		
Postcode	Students	Percentage
M1	82	11%
M3	20	3%
M4	12	2%
M7-9	18	2%
M11-12	15	2%
M13	71	10%
M14	181	25%
M15	104	14%
M16	27	4%
M18-19	29	4%
M20	53	7%
M21	16	2%
M22-28	41	6%
M30-35	41	6%
M40-M46	24	3%

Figure 5.0

Figure 3 represents a breakdown of student term time postcodes. The postcodes have been put into groups of the first 2-3 digits, which loosely represent different districts of Manchester. The largest group being Fallowfield (M14). The second largest is the Oxford road and Hulme area (M15) which includes most of the central halls such as Cambridge and Cavendish. The third largest is the Victoria Park area, which also has a large concentration of student housing at 10% of the surveyed group.

Fig 5.1

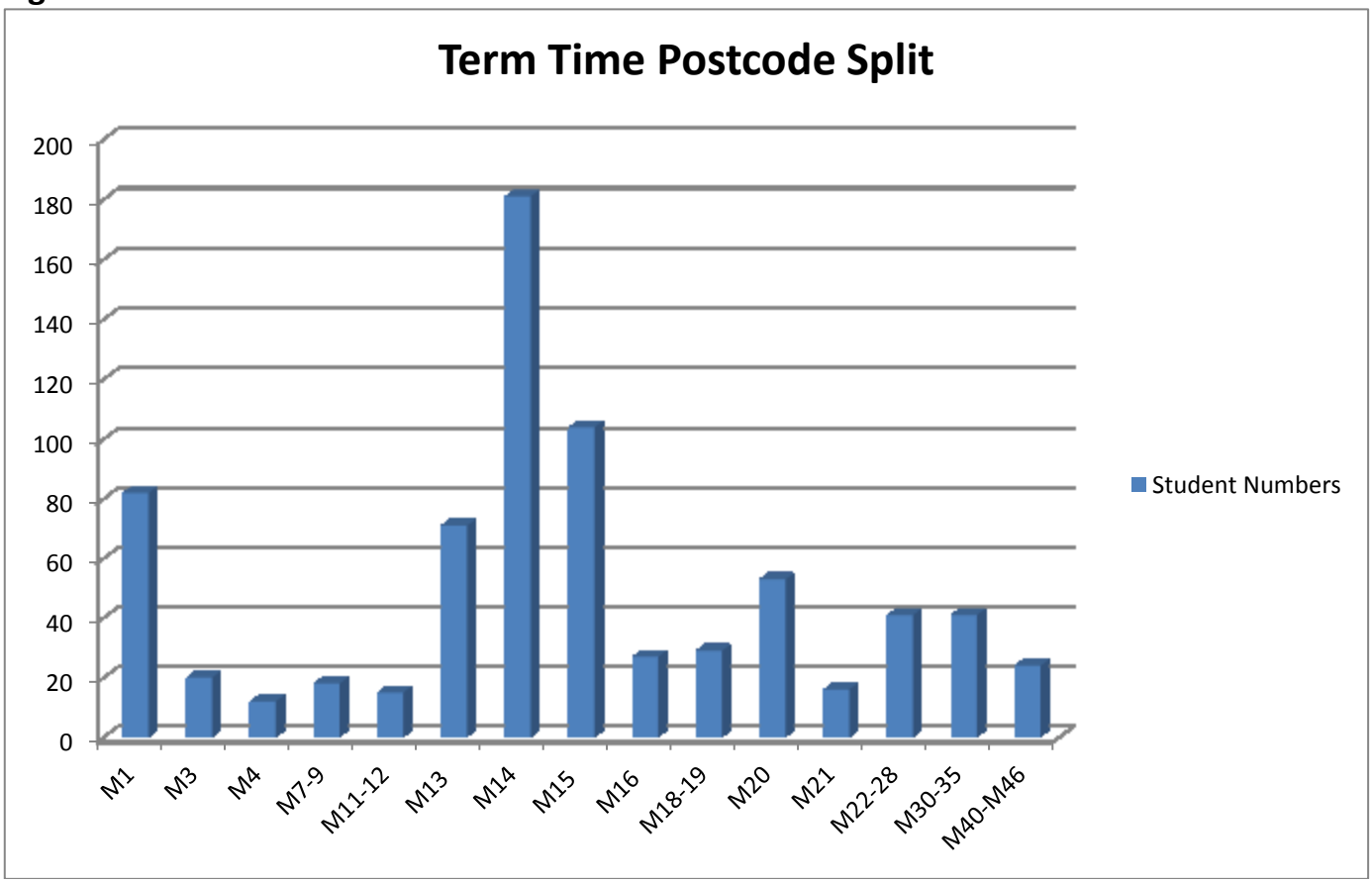


Fig 5.2

Figure 6.2 is a postcode breakdown of addresses outside of Manchester. OL and SK are part of Greater Manchester, which suggests those students are commuting into the central campus – 72 in total meaning 7.4% of the respondents to the survey are possibly from Cheshire campuses.

Term time Postcode Split (non Manchester)	Students	Percentage
OL (Oldham)	**62**	27%
SK (Stockport)	**98**	42%
ST (Stoke)	**23**	10%
WA (Warrington)	**38**	16%
WN (Wigan)	**11**	5%

Fig 5.3

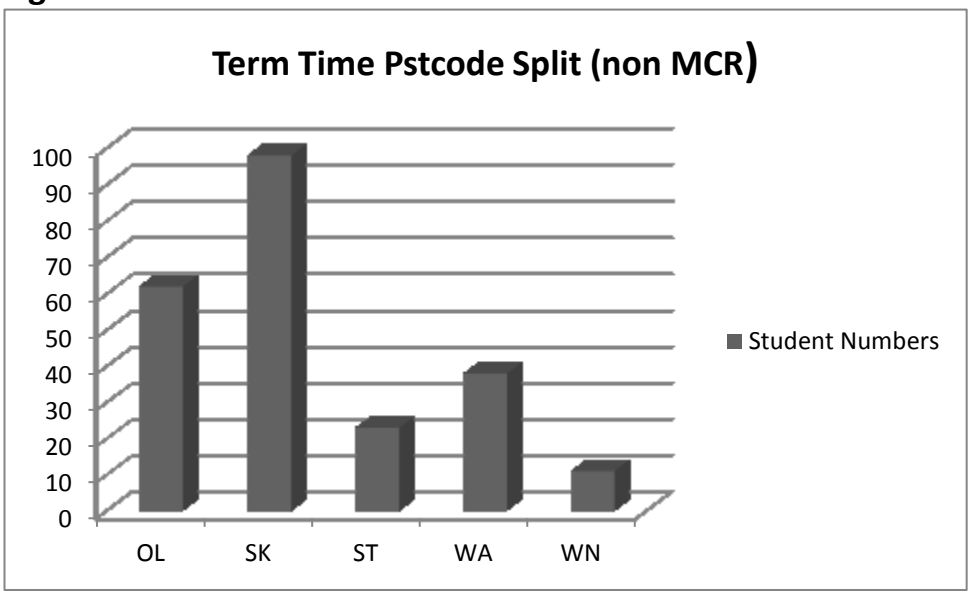


Fig 6.4

Respondents by Campus		
MMU Campus	Students	Percentage
All Saints	651	56%
Alsager	20	2%
Aytoun	228	20%
Crewe	38	3%
Didsbury	51	4%
Gaskell	62	5%
Hollings	82	7%
not answered	31	3%
Total	1163	

Conclusion

The results from this survey indicate varying methods of transport across MMU's two main campuses; Crewe and Manchester campuses. Presently buses are the preferred mode of transportation in Manchester with over a third of all respondents taking the bus an average of 4 times per week to lectures. Hardly a surprising figure when we know this is reported to be the busiest bus route in Europe* with a highly competitive and well-served route along Oxford Rd.
What is surprising about these figures are levels of people cycling, which at 4% seems exceptionally low. When we consider the proximity of student residential areas to the campus, add to this the flat topography, proliferation of cycle routes and facilities, it soon emerges that more data is required to understand the factors that influence student travel decisions in the context of sustainability.

We can also conclude that Manchester students travel onto campus more often than Cheshire students, potentially because of the facilities and extra curricular activities on offer in a large city centre.
Whilst Cheshire students travel less often, and invariably, in a car. The same is reflected in travel results for journeys back to home addresses albeit with Manchester students travelling by train instead of bus. Once again, it is likely that highly specific local factors influence these decisions. We could infer the main ones being; the rural nature of the locale and the resulting lack of a cohesive public transport infrastructure. In addition, the fact that Crewe is a self-contained campus situated just outside of Crewe town centre, thus people would generally only make that journey for the purpose of study.
14% of Manchester students travel by car despite there being no facilities (except for students with mobility issues). Therefore, it is likely that on street parking is sought after on the various side roads around the Manchester campuses. In Crewe, the percentage is much higher at 46% but it is likely this will remain stable as parking is limited by a rigorous car parking application system.

AECOM 2010 Survey Results (Staff and Students)

Student Survey Data

In total 1166 students responded to the survey out of approximately 32,000 students studying at the University (including Cheshire campuses as presented in **Table 1** below) representing a response rate of 3.6%. Students completed the survey online accessing through the student intranet.

Respondents by Campus		
MMU Campus	**No of Students**	**Percentage**
All Saints	651	56%
Alsager	20	2%
Aytoun	228	20%
Crewe	38	3%
Didsbury	51	4%
Gaskell	62	5%
Hollings	82	7%
Not answered	31	3%
Total	1163	

Table 1 Respondent by Campus MMU

The underlying aim of the survey was to gain a greater understanding of students' travelling habits in order to inform both the University's Travel and Environmental Policies. The data obtained from the survey can be seen as baseline information as a student survey carried out in 2007 resulted in an extremely low response rate of (0.9%) therefore it is not appropriate to make comparisons.

Mode of Travel

Students were asked how they travel to University from their term time address. Taking the Bus and Walking are the most popular modes of transport at nearly a third each of total respondents.

4% of student's cycle; and

Over 50% of students live within a 3 mile radius of the University.

Mode of Transport (Term Time)	Manchester		Cheshire	
	No of Students	**Percentage**	**No of Students**	**Percentage**
Car as Driver	152	14%	27	47%
Car as Passenger	19	2%	0	0%
Bus	374	35%	47	12%
Tram	18	2%	0	0%
Train	165	15%	11	19%
Bicycle	41	4%	2	3%
Motorcycle	7	1%	0	0%
On Foot	295	28%	10	17%
Total	1071		58	

Table 2 What mode of transport do you generally use to travel from your term time address to University?

Number of Trips

Students were questioned how many times they commute to University from their term time address on a weekly basis. This is measured as a round trip, there and back. Three, four or five trips are the most common frequencies with four being the most popular at 31%. The same trends continue with four and five days being the most frequent amount students travel to campus on a weekly basis.

It is possible to conclude that Manchester students travel onto campus more often than Cheshire students, potentially because of the facilities and extracurricular activities on offer within and around the city centre. It should, however be noted that only 57 students from the Cheshire campus replied to the questionnaire therefore making the sample group relatively small.

University students were also asked how many times, on average do you travel to your residential address per annum. Again one journey is classed as a round trip there and back. As detailed within **Appendix B** it is clear that students fall into two main categories. They mainly either, visit their home address on a very regular basis (possibly more than once per week), or they generally do not all. This is likely to be the case for many foreign exchange students. The results also show that 42% of Manchester based students travel home on more than 10 occasions per year.

Postcode Data

Presented in **Figure 1** is a breakdown of student term time postcodes. The postcodes have been put into groups of the first 2-3 digits, which loosely represent different districts of Manchester. The largest group is Fallowfield (M14). The second largest is the Oxford Road and Hulme area (M15) which includes most of the central halls such as Cambridge and Cavendish. The third largest is the Victoria Park area, which also has a large concentration of student housing at 10% of the surveyed group.

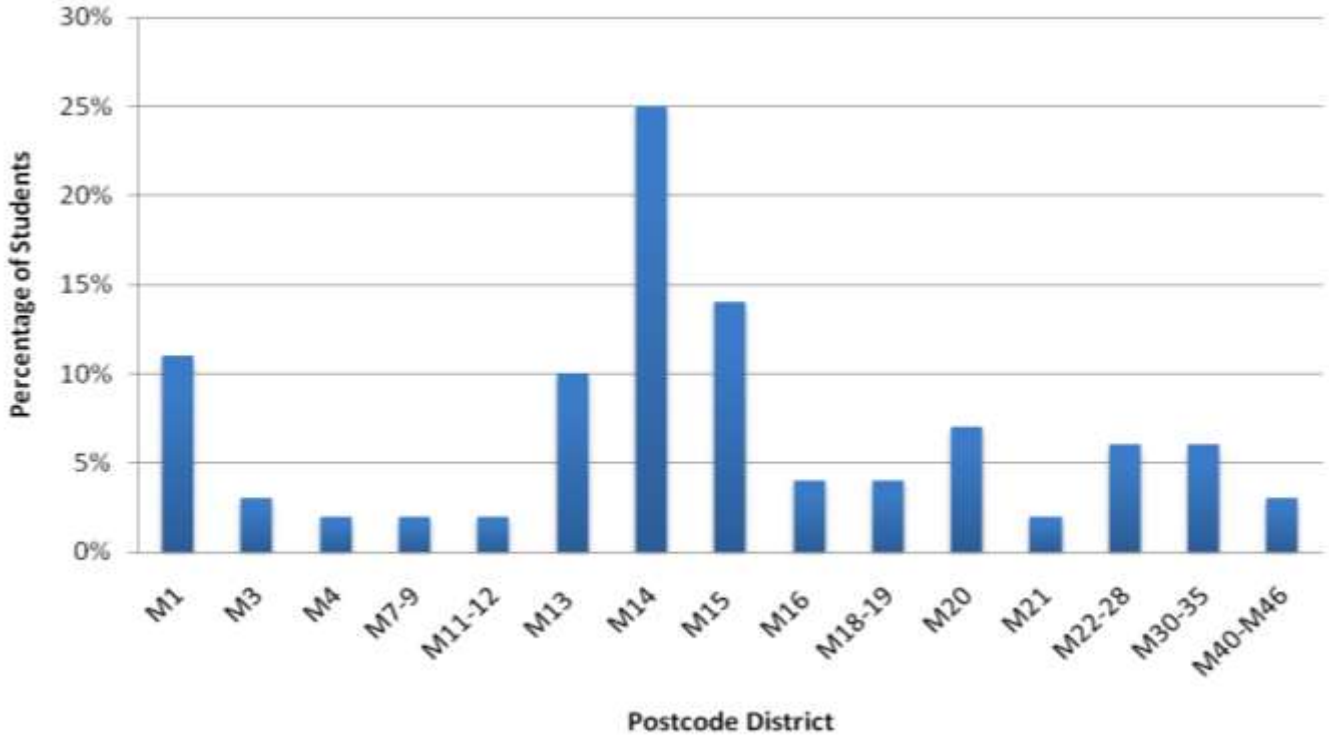


Figure 1 Postcode District (734 students)

Student Conclusions

The results from this survey indicate varying methods of transport across MMU's two main campuses; Crewe and Manchester campuses. Presently buses are the preferred mode of transportation in Manchester with over a third of all respondents taking the bus an average of 4 times per week to lectures. This is perhaps not surprising given that the Oxford Road corridor is widely acknowledged to be one of the busiest bus routes in Europe.

What is surprising about these figures are levels of people cycling, which at 4% seems exceptionally low. When we consider the proximity of student residential areas to the campus, add to this the flat topography, proliferation of cycle routes and facilities, it soon emerges that more data is required to understand the factors that influence student travel decisions in the context of sustainability.

We can also conclude that Manchester students travel onto campus more often than Cheshire students, potentially because of the facilities and extracurricular activities on offer in a large city centre.

Cheshire students travel less often and invariably in a car. The same is reflected in travel results for journeys back to home addresses albeit with Manchester students travelling by train instead of bus. Once again, it is likely that highly specific local factors influence these decisions. We could infer the main ones being; the rural nature of the locale and the resulting lack of a cohesive public transport infrastructure. In addition, the fact that Crewe is a self-contained campus situated just outside of Crewe town centre, thus people would generally only make that journey for the purpose of study.
14% of Manchester students travel by car despite there being no facilities (except for students with mobility issues). Therefore, it is likely that on street parking is sought after on the various side roads around the Manchester campuses. In Crewe, the percentage is much higher at 46% but it is likely this will remain stable as parking is limited by a rigorous car parking application system.
The main mode of travel to the University was established and is shown in **Figure 2**. The figure illustrates that using the bus and walking are the most popular modes of travel to the University.

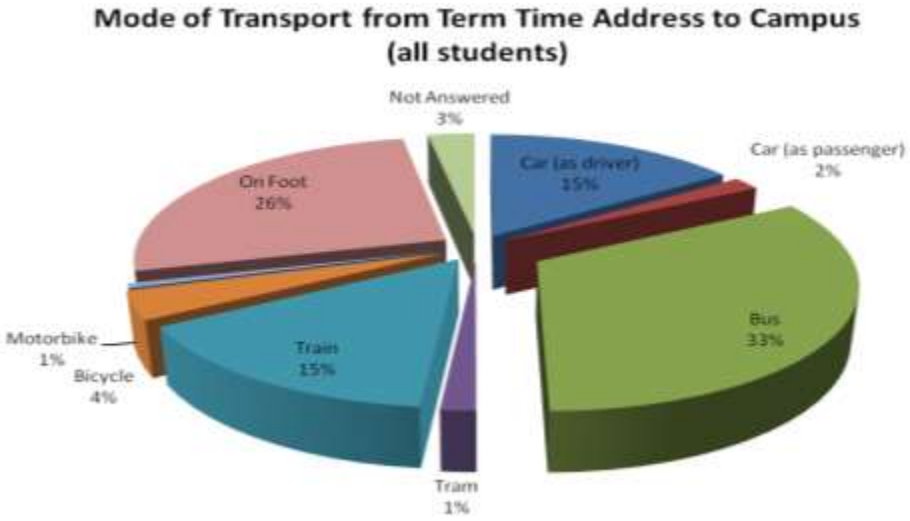


Figure 2 Mode of travel

Journey origin
Table 3/Figure 3 shows the postcode of student's journey origin during term-time. A quarter of students live in M14, which is the Fallowfield area, 14% of students originate from the Oxford Road and Hulme areas (M15) which includes the majority of the universities hall of residence. M13 is the third highest area and is located around the Victoria Park area which has a large concentration of student housing.

Postcode	Students	Percentage
M1	82	11%
M3	20	3%
M4	12	2%
M7-9	18	2%
M11-12	15	2%
M13	71	10%
M14	181	25%
M15	104	14%
M16	27	4%
M18-19	29	4%
M20	53	7%
M21	16	2%

M22-28	41	6%
M30-35	41	6%
M40-46	24	3%

Table 3 Student Postcode Origin

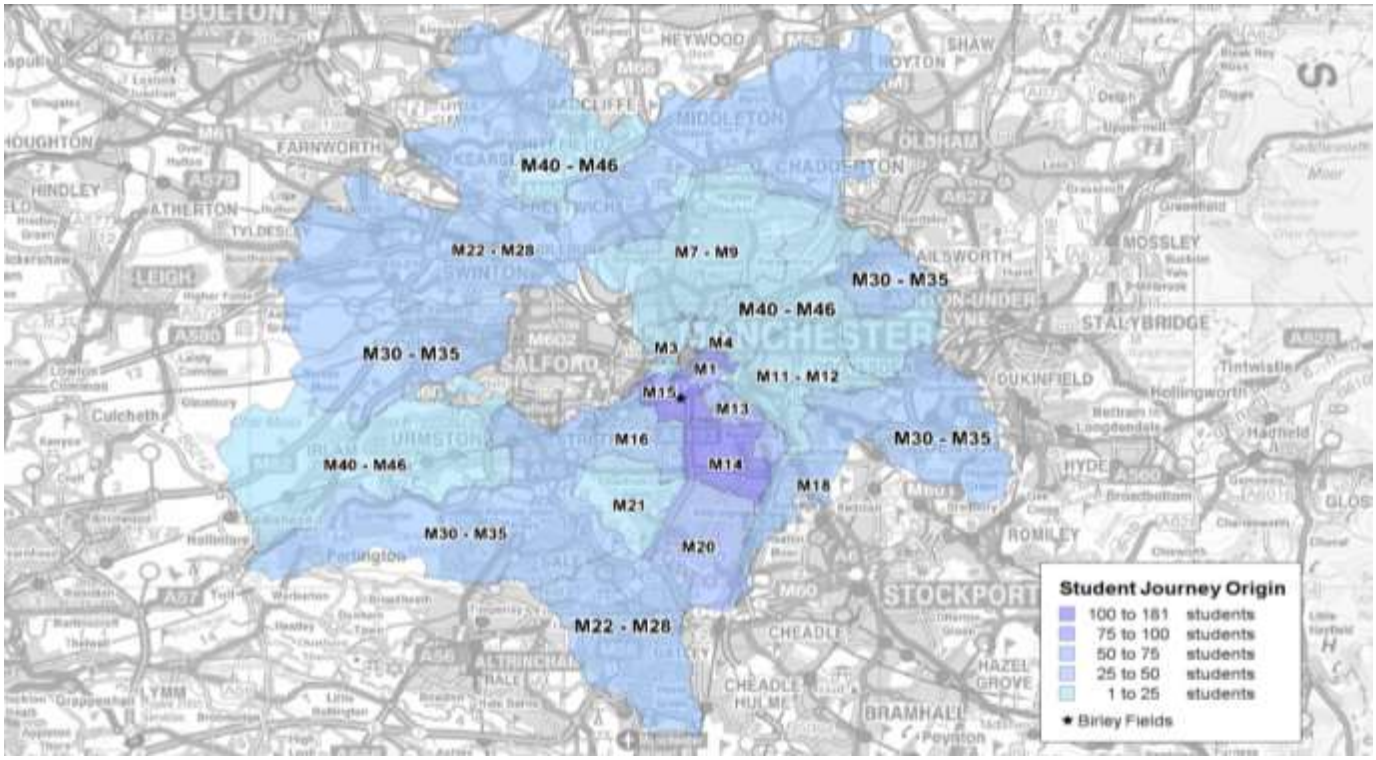


Figure 3 Student Postcode Thematic Map

Staff Survey Data

Introduction

This section presents the results of the Manchester Metropolitan University staff travel survey undertaken by three of the organisations located within Manchester's Higher Education Precinct (HEP) in April and May 2010. In total 3296 responses to the HEP staff travel survey were received. Once the duplicate responses had been identified and removed 3262 responses remained, 1504 of these responses were from MMU employees.

The results indicate that there has been a reduction in the proportion of MMU staff that mainly travel to work by car as lone drivers from 59% in 2007 down to 44% in 2010. Additionally this shift also includes an increase in the number of respondents travelling as a car passenger from 1% in 2007 to 3% in 2010.

Mode of Travel Analysis

Employees were asked how they mainly travel to work. Of the 1504 MMU staff that responded to the survey 5 did not provide a response to this question. A summary of the responses to this question and a comparison to the results of the 2007 questionnaire can be found in **Table 4**.

Mode of Travel	All Saints		All Campuses		
	2007	2010	1999	2007	2010
Car Driver on own	-	22%	-	-	33%

Car Driver (with passenger)	-	9%	-	-	7%
Car All Drivers*	46%	31%	48%	58%	42%
Car Passenger	2%	4%	4%	1%	3%
Bus	17%	20%	23%	15%	17%
Bicycle	7%	11%	5%	7%	9%
Motorbike/Scooter	1%	1%	-	1%	1%
Park and ride	-	-	-	-	-
Taxi	-	0%	-	-	0%
Train	18%	21%	12%	9%	16%
Tram	4%	4%	3%	2%	3%
Walking	6%	7%	4%	7%	7%
Other	-	1%	1%	-	1%

Table 4 Staff Mode of Travel

The results of the 2010 survey indicate that the most popular mode of travel for journeys to work is the car with 44% of the respondents travelling by car, as either driver or passenger This compares favourably with the national average where 58% of commuting trips are made by car (Source: National Travel Survey www.dft.gov.uk). Additionally, this level of travel by car is a reduction from 2007 where approximately 59% of respondents travelled by car as either a driver or passenger. This reduction is solely due to the fall in the proportion of drivers. This category has fallen from 58% in 2007 to 42% in 2010. **Figure 4** below plots the change in the percentage of respondents that travel by car either as driver or passenger, by public transport or by walking or cycling.

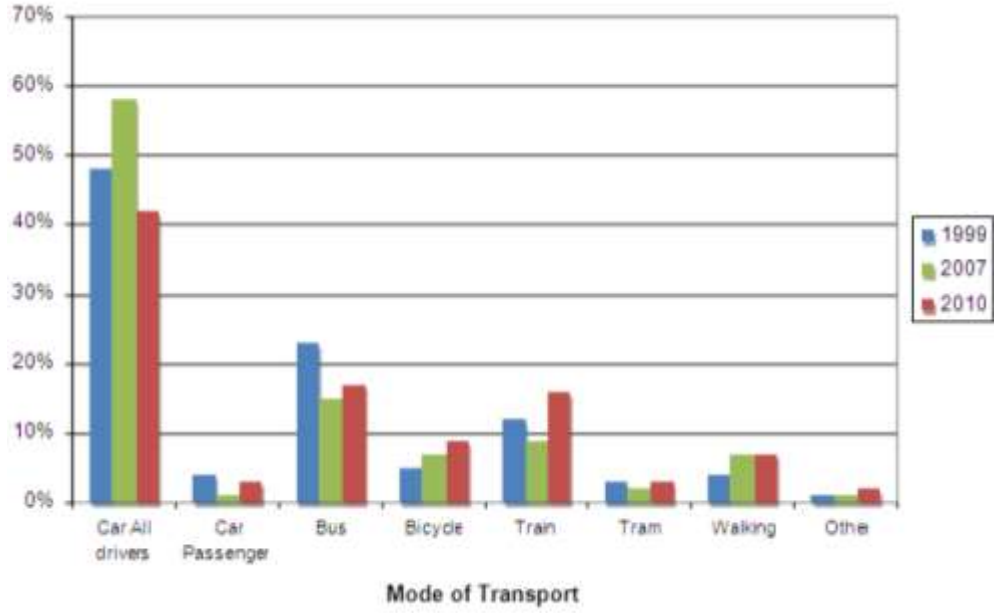


Figure 4 Modal Change Analysis (All Campuses)

Distance Travelled

Staff were asked how far they travel from home to work in both the 2010 and 2007 questionnaires. In the 2010 questionnaire staff were able to enter the value of the distance they travelled in a text field. In order to make a comparison with the results in the 2007 report the responses to the 2010 survey have been banded accordingly.

Analysis of these results showed:

A greater proportion of respondents are making journeys of 1-3 miles in 2010 than in 2007;

There has been a decrease in the proportion of respondents travelling less than 1 mile, between 3 to 5 miles and between 5 to 10 miles over the same period; and
The proportion of respondents travelling greater than 10 miles has remained consistent at 33% in both sets of responses.

The profile of the distance respondents travelling to work mainly by car (as the driver or passenger) is similar to that of respondents using public transport. As would be expected, those respondents who mainly walk or cycle to work tend to live closer to their workplace. 14% of staff that travel to work mainly by car live no more than three miles from work, this is comparable to 17% of public transport users. In contrast, 70% or walkers and cyclists travel no more than three miles to work. 37% of car users and 41% of public transport users say they travel over ten miles from home to work. Amongst cyclists and walkers this figure falls dramatically to just 4%.

Journey Time to Work
In addition to the distance travelled on the journey from home to work the 2007 and 2010 questionnaires also asked low long on average this journey takes. The responses to this question are summarised in below. A full breakdown of responses is presented in **Appendix A.**
Despite car users and public transport users having broadly similar profiles of home-to-work distances, there is a difference in their home-to-work journey time.
50% of staff that travel to work mainly by car take less than 30 minutes to travel to work
98% of walkers and cyclists take under an hour to travel to work

Factors influencing Drivers
Staff who drive to the University were questioned as to why they choose to do so. The main findings from this question were as follows. A full breakdown of responses is presented in **Appendix A.**
Convenience, speed and poor public transport were the three factors most commonly quoted.
Very few respondents indicated that they did not have enough information on the alternative forms of transport or that they were not confident enough to cycle.
9% of respondents indicated they drive due to a disability.

Staff who drive were also questioned what would encourage them to cycle to work. Although a significant proportion of drivers indicated that nothing would encourage them to cycle to work both improved cycle routes and improved shower and changing facilities were popular factors attracting 25% and 19% of the drivers respectively. Of those respondents that indicated other factors the majority gave reasons for not cycling; these included the distance is too far, the journey is too dangerous and the need to fulfil childcare responsibilities.

Drivers were also asked what factors would encourage them to car share. Of the measures suggested to encourage car sharing discounted parking tickets, help finding a car share partner and the cost of fuel were the most popular. 27% of respondents indicated that nothing would encourage them to car share. This means that 73% of respondents are open to the idea of car sharing. Similar to the respondents who indicated other factors would encourage them to cycle a number of respondents have used the other response to indicate reasons for not car sharing. Genuine other factors given included flexible working hours to allow car sharing and being able to have a car share partner that lives near them.

When asked what would encourage drivers to use public transport the following responses were reported. As shown below three factors proved to be the most popular. These were Subsidised & discounted fares, more frequent services and more direct services. Other factors to encourage the use of public transport include stations and stops closer to home, shorter journey times and more reliable services. Again a number of people used the other category to give reasons why they would not use public transport. These typically centre around child care commitments and doing the school run.

Public Transport Users
Bus
The following questions relate to the public transport services respondents use and the level of satisfaction with those services. In total 115 different bus services were listed, the table blow contains all services used by seven or more respondents. The bus users were also asked to rate their satisfaction with the service.

Of the services used by seven or more respondents the number 36 has the lowest level of satisfaction at 14%. The services with the highest satisfaction are the 142 and the 101 both with 67% satisfaction. The survey asked those respondents who were not satisfied with their bus service to select up to three reasons why from a list provided.

It was evident that the duration of the journey by public transport, reliability and cost are the major contributing factors to dissatisfaction with bus services. Of the "other" reasons given by respondents the frequency of the bus and the fact that they are often full when they arrive were the two most commonly given reasons.

Tram and Train Users

The surveys asked train and tram users to identify the station where they catch their train or tram, which station they depart their train or tram and if they were satisfied with their service. The overall level of satisfaction for both train and tram users was the same at 35%. This means the 65% of train and tram users are not satisfied with the service that they receive. This is lower than the level of satisfaction for bus users where 45% were satisfied with the service they receive.

At a glance it would appear that the percentage of responses are fairly evenly split between those who were satisfied and those who were not satisfied. However on closer inspection it becomes clear that the stations where respondents were 100% satisfied only have one respondent catching the tram there while a number of stations where satisfaction is low for example Brooklands, Timperley and Radclife have a total of 13 respondents catching the tram there.

The survey asked those tram users who were not satisfied with their service to identify from a list provided why they were not satisfied. The responses to this question showed that overcrowding (58%), unreliability (48%) and the cost of the service (46%) are the three most commonly identified reasons for dissatisfaction with the tram service. Only one respondent who travels by tram indicated an "other" reason for not being satisfied with the service. The reason that they gave was the frequency of breakdowns and delays.

107 different train stations were provided as stations where respondents catch their train. The table overleaf lists all stations where 4 or more respondents start their journey and whether respondents were satisfied with the service they receive. The station with the highest satisfaction is Glossop with 63% of respondents who travel from that station being satisfied with the service. A number of the station had 100% of respondents who travel from the station not being satisfied with the service they receive. The most common destination station for those respondents travelling by rail was Manchester Piccadilly with 105 respondents ending their rail journey there. Only 47% of those who use Piccadilly are satisfied with the service they receive. However this compares favourably with the average level of satisfaction of 35%.

Cyclists, Walkers and Motorcyclists

Cyclists, walkers and motorcyclists were questioned as to why they choose to travel by these modes of transport. As detailed in **Appendix A** it is easy to identify that there are 4 reasons that contribute to respondents decisions to travel by motorcycle, walk or cycle. These are health reasons (57%), that the respondents live close to their place of work (56%), it is cheaper than other methods (52%), environmental concerns (46%).

Staff Travel Patterns: Postcode Mapping Outputs

Extensive postcode mapping has been undertaken to appraise the respective campuses and the current travel patterns. This work has been presented within the GMTU analysis appendices. In light of the relocating staff and the amalgamation of the relocating campuses it is considered prudent to resurvey staff on the new site sat the earliest opportunity. The data for the All Saints and Aytoun campus is up to date and provides an excellent starting point for further interrogation of the opportunities to encourage more sustainable travel patterns.

Staff and Student Mode Share Targets

Chapter 8 identifies the mode share targets going forward, these have been derived from the following analysis and the previous undertakings (Colin Buchanan's) associated with the relocating campus. The need to reduce Single Occupancy vehicles (SOV) is critical and this is identified in both the staff and student targets.

Mode	2007	2010			Potential Modal Share Targets		
	All Saints	All Saints	Future & Current Manchester Staff	Current Manchester Staff	Year 1	Year 3	Year 5

Car Driver on own	44%	31%	35%	21%	**40%**	**35%**	**30%**
Car Sharing	4%	4%	10%	9%	**5%**	**6%**	**7%**
Car All Drivers	48%	35%	43%	27%	**45%**	**41%**	**37%**
Bus	17%	20%	17%	19%	**18%**	**18.5%**	**19%**
Bicycle	7%	11%	9%	9%	**8%**	**9%**	**10%**
Motorbike/Scooter	1%	1%	1%	1%	**1%**	**1%**	**1%**
Train	18%	21%	17%	27%	**19%**	**20%**	**21%**
Tram	3%	4%	4%	8%	**3%**	**4%**	**5%**
Walking	6%	7%	7%	7%	**6%**	**6.5%**	**7%**
Other	0%	0%	2%	2%	**0%**	**0%**	**0%**

Table 5 Staff Mode of Travel Targets

* NOTE: The SOV at Elizabeth Gaskell (40%) and Didsbury (57%) are relatively high at present due to the need to use vehicles for placement visits. This re-emphasises the need for car clubs on campus to reduce the need for staff to use their own car for business journeys.

Table 5 builds on the data presented previously and considers staff travel characteristics of those in the City Centre and those relocating from further afield. It is important to recognise that there are likely to be initial changes in travel behaviours associated with staff moving form locations such as Didsbury, given the distances involved. It is therefore unfair to assume that the current Manchester staff travel patterns will be immediately replicated on the amalgamated estate. Therefore, and consistent with the previous undertakings, it is proposed to set ambitious 1, 3 and 5 year targets.
Student analysis has also revealed the following trends which has allowed for the following targets to be defined, **Table 6**. As acknowledged previously the student response rate to surveys was relatively low so the relative percentages need to be considered carefully going forward.

Mode	2007	2010	Potential Modal Share Targets		
	(Majority from All Saints)	(Manchester Based Students Only)	Year 1	Year 3	Year 5
Car as Driver	15%	14%	**14%**	**11%**	**8%**
Car as Passenger	1%	2%	**2%**	**2.5%**	**3%**
Bus	35%	35%	**35%**	**35%**	**35%**
Tram	1%	2%	**2.0%**	**2.5%**	**3%**
Train	7%	15%	**13%**	**13.5%**	**14%**
Bicycle	5%	4%	**6%**	**7%**	**8%**
Motorcycle	0%	1%	**0%**	**0%**	**0%**
On Foot	36%	28%	**28%**	**28.5%**	**29%**

Table 6 Student Mode of Travel Targets

Target Review Summary
Bicycle
The 10% target for staff is consistent with current travel patterns and the detailed survey data. Furthermore, the delivery of 329 cycle parking spaces acknowledges 10% of staff and 8% of students travelling by bicycle in Year 5. The 8% target for students reflects a doubling of the current 4% City Centre student data which is a strong and challenging target but reflective of the proposed cycle parking allocation.

Car
MMU has already achieved significant changes in modal share, this is a notable achievements and reflects the success of the Travel Plan. A 30% target for SOV acknowledges current travel patterns (31% at All Saints in 2010) and the likely initial uplift due to journeys which are reallocated from wider catchments associated with the Didsbury Campus. The student target is more rigorous as the opening year reflects current Manchester trends (14%) whilst year 5 targets a 6% reduction to achieve 8%. This is combined with an increased car share percentage to give a total of 11% via car in Year 5. The wider sustainable connections and policy against student parking permits will reinforce this target.

Bus

The student percentage of Bus users has been constantly around 35% and this is likely to continue subject to an increase in Metroshuttle use. However this may be offset by increases in cycling, especially when acknowledging current trends and this dissatisfaction shown in responses from the Staff/Student Survey. It is envisaged that the staff use of bus will increase (18% from Year 1 to 19% Year 5) given the relative fall in SOV. A key element of this will be through Metroshuttle and existing services (most notably along the Oxford Road corridor).

Tram

With the existing services and the soon to be opened extension, with particular regard to Chorlton it is envisaged that tram usage will rise amongst both staff and students. The initial base line figures have been appraised alongside the additional catchments to set a target of 5% of staff for year 5 and 3% for students.

Walking

The targets for staff that walk to work are heavily dependent upon the catchment. It is therefore felt that there is only a small opportunity to encourage modal share. It is considered that the greatest increase will be in Public Transport and Cycle use given the distances involved. The staff target remains broadly consistent with the current numbers who choose to walk. The student walking target is also broadly consistent with the current percentage with a 29% target for year 5, this is predicted to rise year on year.

Train

The 5 year targets for train travel reflect current demand due to the changing catchments. The opening year through to year 5 targets are seen to increase accordingly. There is likely to be more movements on train from the former Didsbury Campus users so as to reflect the increased distances travelled, therefore mirroring current Manchester demand. National Rail Forecasts also show increases in demand so the 14% target for students will need to be carefully monitored as it could potentially be exceeded especially if students choose to commute from home and not from a term time address (which would likely be in a local catchment more suited to walk/cycle/bus).

Caveat

These targets are subject to changing cost of travel and the factors associated with where students elect to live (potentially as a consequence of increased tuition fees). There are significant further variables which require the continued assessment of Travel Planning targets and the associated mode shares. It should therefore be recognised that failure to meet the targets may not be as a direct consequence of the University but due to underlying issues affect travel behaviour.

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