The Manchester College

Phase 2 City Campus Manchester

Transport Assessment

230228/SK222107/TA01(-01)

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A Proposed Site Layout

B Full Travel Plan (Phases 1 & 2)

Project	Document	Rev	Description	Authorised by	Signed	Date
SK222107	TA	00	Draft	L Speers	LGS	01/02/2023
SK222107	TA	01	Submission	L Speers	LGS	28/02/2023

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1 Introduction

Background

1.1 SK has been appointed by The Manchester College to prepare a Transport Assessment (TA) that examines the impact of Phase 2 of the City Campus Manchester.

1.2 In 2020, planning permission was granted for the construction of Phase 1 of City Campus Manchester (ref: 124995 / FO / 2019). Phase 1 is now constructed and opened in September 2022. The Phase 1 scheme provides 18,500sqm of education floor space. The accommodation has a maximum capacity of 3,200 people and an average attendance rate of 1,400 students and staff.

1.3 The Phase 2 proposal will provide 5,940sqm of additional floor space. It will have a maximum capacity of 1,192 people and an average attendance rate of 596 students and staff. The proposed layout is attached as Appendix A.

1.4 A TA was prepared for the Phase 1 planning application. The TA was based on standard appraisal methods that were agreed with the Local Highway Authority, Manchester City Council (MCC). The TA considered Phase 1 in isolation and also considered the cumulative effects when combined with the future Phase 2. The site layout for Phase 1 was designed to provide the transport infrastructure that would accommodate both phases at the site.

Assessment Scope

1.5 The TA has been prepared in line with the method agreed with MCC for the assessment of Phase 1 and is also mindful of the following guidance:

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Manchester City Council (2007), Guide to Development in Manchester SPD
- Manchester City Council (2012), Manchester's Local Development Framework: Core Strategy Development Plan
- Manchester City Council (2015), Former Boddingtons Brewery SRF
- Manchester City Council (2019), Former Boddingtons Brewery SRF Addendum
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

2 Baseline Situation

Site Location & Area Characteristics

2.1 The site is situated in the Former Boddingtons Brewery Strategic Regeneration Framework (SRF) area, to the north of New Bridge Street (A6042), the AO Arena and Manchester Victoria Station and to the east of bus services on Great Ducie Street (A56).

2.2 Prior to the development of Phase 1, the site was in use as a surface car park with 326 spaces.

2.3 To the north of the site is an area of the SRF for which planning permission was granted in 2022 for the development of 461 apartments and 720sqm of commercial space (ref: 132416 / FO / 2021).

2.4 To the east of the site is an area of the SRF that was granted planning permission for the development of 556 apartments and 3,409sqm of commercial space (ref: 118831 / FO / 2018).

Figure 2.1: Site Location
[source: IOS4]

Local Highway Network

2.5 Access to the site is provided from Great Ducie Street. In the vicinity of the site, Great Ducie Street is circa 10m wide in the vicinity of the site with wide footways on the site frontage. The road is lit and subject to a 30mph speed limit. Great Ducie Street meets New Bridge Street at a signalised junction. The junction benefits from controlled crossings on all approaches.

2.6 New Bridge Street routes west-east along the site frontage. New Bridge Street has two-lanes in both directions and is subject to a 30mph speed limit. In the vicinity of the site, 3m wide footways are provided on both sides of the road.

Traffic Regulation Orders

2.7 In the vicinity of the site, Great Ducie Street is subject to Traffic Regulation Orders (TRO) that take the form of double yellow lines. There are bus stop bays close to the site and a coach parking bay.

2.8 New Bridge Street is subject to TRO that take the form of 'No Waiting At Any Time' double yellow lines.

2.9 The local streets surrounding the site are subject to on-street parking controls in the form of double yellow lines, single yellow lines, and time restricted parking bays. The parking restrictions are in force between 8am and 6pm (Monday to Friday) and between 8am and 12.30pm on a Saturday. The marked bays are restricted to two hours parking with no return within one hour.

Off-Street Public Car Parks

2.10 Table 2.1 shows the location of public (permanent) car parks within a 10-minute walk of the site. This shows that the site is within a short walk of over 4,000 public parking spaces. EV charging spaces are provided at most of the car parks.

Car Park Location	No. of Spaces	Walk Time (mins)
AO Arena	978	2
Park Street	87	2
Deansgate North	443	8
Printworks	777	9
Marks & Spencer	162	9
Arndale	1383	10
Blackfriars	340	10

Table 2.1: Public Car Parks

Road Safety Characteristics

2.11 The TfGM database has been used to review existing road safety patterns on roads bounding the site for the most five-year period available. The database states that data is currently available for the five-years to December 2022.

2.12 The data shows that there have been no accidents at the site access junction during the five-year period assessed.

2.13 There have been 12 accidents at the junction of Great Ducie Street / New Bridge Street during the five-year period assessed. 11 of the accidents were classified as slight and one as serious.

2.14 One accident occurred in 2016, two accidents occurred in 2017, no accidents occurred in 2018, five accidents occurred in 2019, one accident occurred in 2020 and three accidents occurred in 2021.

2.15 The spread of accidents per year does not indicate any prevalent accident cause. New Bridge Street is used by over 30,000 vehicles per day and Great Ducie Street is used by over 24,000 vehicles per day, and the rate of accidents is considered normal for this category of road and traffic volume context.

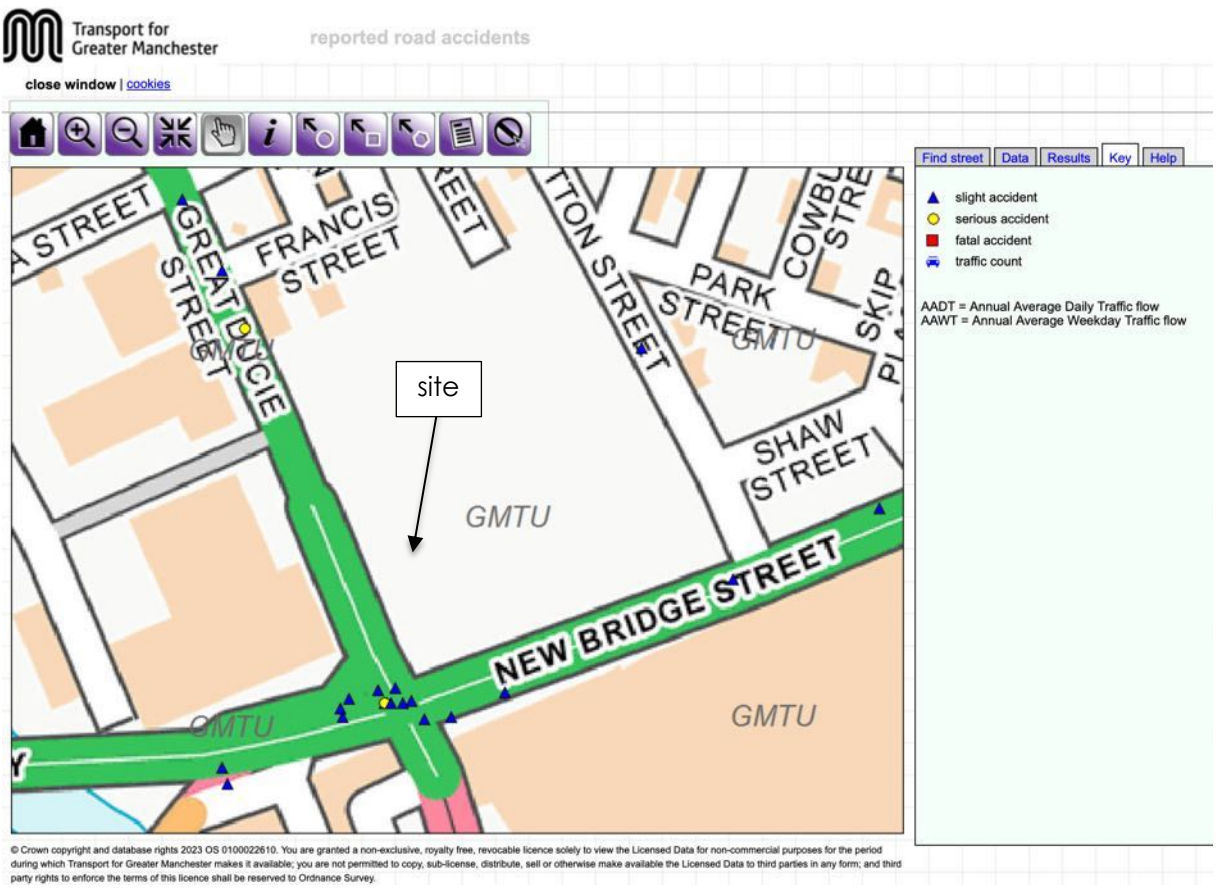


Figure 2.2: Road Safety Patterns
[source: TfGM]

3 Phase 1 Development

Layout

3.1 The Phase 1 building floor area is 18,500sqm. The building has a maximum capacity of 3,200 people with an average attendance level of 1,600 staff and students.

Access Arrangements

3.2 The entrance to the main reception area is provided at the southern end of Great Ducie Street. The Phase 1 proposal has also delivered improved footways bounding the site and the link road has 2m wide footways. Tactile paving and dropped kerbs are provided at the vehicle access junction on Great Ducie Street.

3.3 As part of the Phase 1 planning consent, the College made a substantial contribution to the upgrade of pedestrian crossing facilities at the junction of Great Ducie Street (A56) and New Bridge Street (A6042). These works are due for completion in March / April.

3.4 Vehicle access is provided from a priority junction on Great Ducie Street (A56). The access route is a 6m link road that serves the SRF. The link road provides access to the site disabled parking area and site service yard.

Parking Arrangements

3.5 The Phase 1 college site is car-free, other than six disabled spaces that are located on the Great Ducie Street (A56) frontage. The spaces are all to EV charging standard. MCC does not maintain any city centre parking standards so it was agreed with the Local Highway Authority that the level of disabled parking for the site would be a based on an assessment of the rate of disabled parking spaces to people at other education establishments in and near the city centre. The agreed rate was based on a minimum of 0.2% of the average attendance at the site.

3.6 The cycle mode share used in the TA forecast that only 1.5% of staff and students would cycle to the site, and this was used to demonstrate that the demand for cycle parking would be 24 spaces based on average attendance at the site.

3.7 Notwithstanding the above, a cycle store has still been provided at the site with 114 cycle parking spaces. As MCC does not maintain any city centre cycle parking standards it was agreed that surveys would be undertaken of the cycle parking usage to ensure sufficient provision has been made.

3.8 In line with above, the Phase 1 consent includes a planning condition that required the College to survey the usage of the cycle store on occupation of the development. The survey was undertaken between 3 October and 3 November 2022 and showed a maximum demand for cycle parking of 19 spaces, demonstrating that there is substantially more cycle parking than required to serve the development. The surveyed demand shows a cycle parking rate of 1.2% based on the average attendance at the site.

3.9 The survey data has been submitted to MCC and the planning condition has been discharged.

3.10 Showers are provided for use by pedestrians and cyclists.

Travel Plan

3.11 An Interim Travel Plan was prepared for the College and submitted with the Phase 1 TA. This document has now been updated to a full Travel Plan to discharge the relevant planning condition. The full Travel Plan covers both phases at the site.

Other SRF Infrastructure

3.12 The link road delivered as part of the Phase 1 proposals will also serve the adjacent development site, including the consented scheme to the north of the site (ref: 132416 / FO / 2021).

3.13 As part of the wider SRF proposals a new public realm boulevard will be created to the east of the site which will route north-south providing a pedestrian connection through the SRF development area.

Trip Generation

3.14 The TA submitted with the Phase 1 application included a multimodal trip generation exercise based on TRICS person trip data from comparable sites and mode share data from surveys of staff and students at other city centre sites operated by the College at the time of preparing the TA. The mode share data is based on the combined shares for staff and students to derive a total site mode share that could be used with the person trip rates.

3.15 The person trip rates and combined staff and student mode share data used in the TA are replicated below.

	Phase 1 Person Trip Rate (per 100sqm GFA)		
	IN	OUT	TOTAL
AM Peak Hour	1.275	0.311	1.586
PM Peak Hour	0.477	0.838	1.315

Table 2.1: Person Trip Rates

Mode	Phase 1 TA Combined Mode Share (Staff & Students)
Walk	7.1%
Cycle	1.5%
Public Transport	80.1%
Motorcycle	0.1%
Car Passenger	1.5%
Car Driver (with passengers)	0.1%
Car Driver (alone)	7.3%
Other	2.2%

Table 2.2: Phase 1 Assessment Mode Share

3.16 The TA considered the Phase 1 trip generation in isolation and also a cumulative assessment that included the trips associated with Phase 2. T cumulative assessment was included in the TA to provide reassurance to MCC that the trips from both phases could be accommodated on the transport network and also as the infrastructure (such as, disabled parking, servicing arrangements and cycle parking) proposed at Phase 1 would also serve Phase 2.

3.17 A worst-case assessment was used in the cumulative assessment that assumed that Phase 2 would comprise of 10,000sqm of additional College floor space. The actual Phase 2 proposal is nearly 50% smaller than assessed in the original TA for the College.

3.18 Table 2.3 shows the traffic flows associated with Phase 2 as modelled in the Phase 1 TA cumulative assessment.

	Phase 2 Traffic Flows		
	IN	OUT	TOTAL
AM Peak Hour	10	3	13
PM Peak Hour	4	7	11

Table 2.3: Phase 2 Traffic Flows

3.19 The TA concluded that the Phase 1 and Phase 2 proposal would not generate a significant number of vehicle trips and would not have an impact on highway operation or road safety.

4 Proposed Development

Site Layout

4.1 The proposed layout is attached in Appendix A.

4.1 The planning application seeks permission for the construction of Phase 2 of the College's City Campus Manchester. The proposal will construct of 5,940sqm of additional floor space at the site. Phase 2 will have a maximum capacity of 1,192 people and will have an average attendance level of 596 staff and students.

Access Arrangements

4.2 The main access to the Phase 2 area will be provided from the existing pedestrian entrance on the southern end of Great Ducie Street. Secondary building entrances are provided to the north of the main entrance on Great Ducie Street.

4.3 As part of Phase 1, the College reinstated redundant access points and resurfaced the bounding footways. A substantial contribution was made towards improved pedestrian crossing facilities at

the junction of Great Ducie Street / New Bridge Street. No further works are required to these areas as part of the Phase 2 proposal.

4.4 Vehicle access to the site will be retained from the already constructed junction on Great Ducie Street. The junction provides tactile paving and dropped kerbs. The suitability of this junction to accommodate the traffic associated with Phase 2 of the College was assessed as part of the planning application from Phase 1.

4.5 Service access arrangements are unchanged by the proposal and remain as currently serving Phase 1.

4.6 A Construction Management Traffic Plan has been prepared for the development by Willmott Dixon and is submitted with the planning application.

Cycle Parking Arrangements

4.7 Cycle parking demand surveys have been undertaken by the College to discharge a condition associated with the Phase 1 development. The survey shows that cycle parking area is significantly under-utilised with a maximum demand of only 19 spaces. This is a demand rate of 1.2% based on the average occupancy of Phase 1.

4.8 Applying the surveyed rate to the occupancy of Phase 2 shows a requirement for seven cycle parking spaces, rising to nine spaces if the Phase 1 TA cycle mode share in Section 2 is used (1.5%).

4.9 Travel Plan surveys have been undertaken as part of the full Travel Plan for the site and details of these are attached as Appendix B. Replicating the method used in the Phase 1 to establish the combined mode share of staff and students shows a cycle mode share of 0.97%, lower than the levels assumed in the Phase 1 TA.

4.10 The cycle use surveys and mode share show that the current cycle parking provision (114 spaces) is more than sufficient to accommodate the demand associated with both phases.

4.11 The level of cycle parking provided allows capacity to accommodate future increases in cycle use at the site.

4.12 External cycle parking is already provided in front of the main entrance with space for eight bikes.

4.13 Showers are provided for Phase 1 and Phase 2 site users.

Travel Plan

4.14 The College has prepared a full Travel Plan for Phase 1, which will also cover Phase 2. The full Travel Plan has been recently submitted to discharge the relevant Phase 1 planning condition. A copy of the Travel Plan is attached as Appendix B.

4.15 The Travel Plan sets out the College's commitment to engaging with the Travel Plan process based on the measures, monitoring plan and action plan set out in Appendix B. Given this, and as the full Travel Plan will cover both phases of the development, a planning condition relating to this is not required for Phase 2.

Car Parking Arrangements

4.16 As with Phase 1, the site will be car-free, other than disabled parking provision. Should a student or member of staff choose to drive to the College then they will have to park in one of the surrounding public car parks. Section 2 shows that there are over 4,000 public parking spaces within a 10-minute walk of the site.

4.17 The disabled parking area is relocated to accommodate the Phase 2 building, as shown in Appendix A.

4.18 As agreed with MCC during consideration of the Phase 1 planning application, the level of disabled parking to serve the site should be based on a rate of 0.2% of average occupancy.

Based on this, five spaces would be required to serve Phase 1 and Phase 2. The proposal retains six disabled parking spaces more than accommodating this requirement.

4.19 As with existing site arrangements, access to the disabled parking area will be restricted to Blue Badge holders only and will be controlled and managed by the College. All of the disabled parking spaces will be to EV charging standard.

4.20 Relocating the disabled parking from the front of the site will result in a new area of public realm being created and the reinstatement of the redundant access point. Similar surface treatments to those bounding the Phase 1 building will be used in this area. No further works are required to the public highway for the Phase 2 proposal as these were all undertaken by Section 278 Agreement for Phase 1.

5 Accessibility Assessment

Pedestrian & Cycle Route Audit

5.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. The footways bounding the site are 2.5m-3.5m wide with additional width provided by the public realm around the perimeter of the building, of recent construction and are well maintained. Tactile paving and dropped kerbs are provided at the vehicle junction with Great Ducie Street.

5.2 The College provided a substantial contribution towards the upgrade of the Great Ducie Street / New Bridge Street controlled crossings as part of the Phase 1 planning application. The improved crossings are under construction and the scheme is due for completion in March / April. These provide controlled crossings on each arm of the junction, with tactile paving, dropped kerbs, and red surfaced crossing points. The guardrailling within the refuge on New Bridge Street (E) has also been upgraded.

5.3 Continuing south from the site across New Bridge Street towards the city centre, pedestrians have a choice of either using the subway route that provides a direct route to Victoria Station and tram stop, or to continue on Victoria Street which provides a connection to the recently pedestrianised routes west of the Cathedral and Cathedral Gardens, and the Victoria Station Approach. The footways on these routes vary considerably in width with between 2.2m – 4.0m available along the eastern side of Victoria Street, widening to almost 10m at the corner with Victoria Station Approach.

5.4 The minimum width available at any point is 2m, on turning the corner of the junction of Victoria Street and the Victoria Station Approach (Victoria Station Approach north side footway). This is a singular point with the width increasing dramatically on the station approach as this passes the steps leading to the Arena entrance. At this point a controlled crossing also allows movement across the station approach providing continuity along Victoria Street and allowing access to the footway along the southern side of the station approach which is 3.8m in width. Tactile paving and dropped kerbs are in place at crossing points.

5.5 Bus stops are provided on Great Ducie Street a very short walk from the site (140m for southbound services and 80m for northbound services). The existing Great Ducie Street signal crossing provides a safe connection to northbound services. Other bus stops are available on Cheetham Hill Road (a five-minute walk / 400m northeast) and at Shudehill Interchange (a 10-minute walk / 800m southeast). The Cheetham Hill Road bus stops are accessed by walking east on New Bridge Street, where the footway widths are 2.8m+. Dropped kerbs are provided at the New Bridge Street junction with Dutton Street.

5.6 Crossing facilities on all approaches are provided at the New Bridge Street / Cheetham Hill Road junction 350m east of the site and are of good standard of facilities with tactile paving and dropped kerbs.

5.7 North of the site on Great Ducie Street, footways of minimum width 3.7m and 2.7m are available on the east and western carriageway edges, respectively. A further signalised crossing is provided adjacent to Strangeways. This route provide access to residential areas including Broughton, Charlestown, and those located around Bury New Road.

5.8 Figure 5.1 shows the cycle routes serving the site. Great Ducie Street has a cycle route on both sides of the carriageway which allows a connection to areas north of the city. Access can also be gained to the Broughton Cycleway to the west of the site.

5.9 To the south, advanced cycle stop lines are in place at the Great Ducie Street / New Bridge Street junction. Connections can be made to 20mph roads through the city centre that create a suitable environment for cyclists.

5.10 The pedestrian and cycle infrastructure serving the site is of good quality and allows appropriate connections to and from the site. It was agreed with MCC during the planning consultation for Phase 1 that the network is suitable to serve education uses at the site.

5.11 The proposal includes measures to support walking and cycling trips, including appropriate site access arrangements, cycle parking provision, and showering facilities. Other measures will be adopted at the site in relation to these modes as part of the Travel Plan.

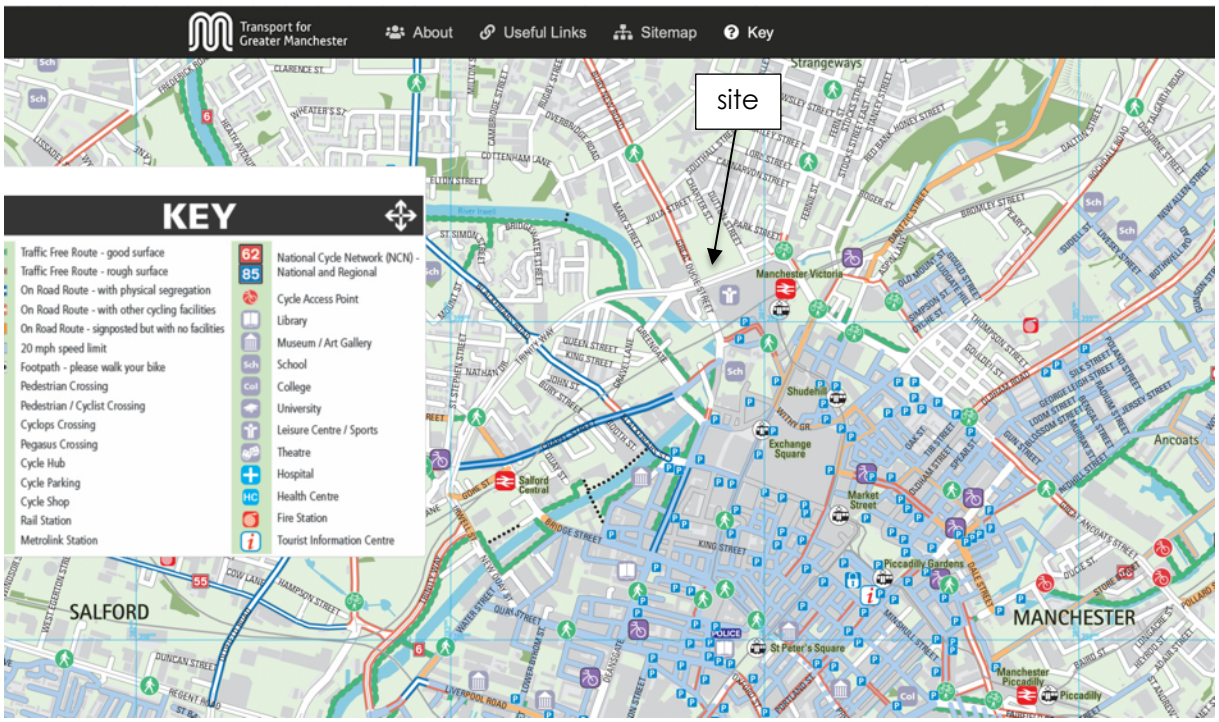


Figure 5.1: Cycle Network
[source: TfGM]

Public Transport Route Audit

5.12 The nearest bus stops to the site are located on Great Ducie Street and Cheetham Hill Road. All of the stops are within a five-minute walk of the site. The bus stops that would be used to depart from the city centre provide shelters, seating, timetable information and boarding facilities.

5.13 Table 5.1 provides a summary of the bus routes connecting to the nearest stops.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Oldham	5	5	2	6	3
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
X41	Blackburn – Prestwich – Manchester	1	1	1	1	1
X43	Burnley – Manchester	3	3	1	3	2
135	Manchester Piccadilly – Moston – Middleton	6	7	6	6	6

Table 5.1: Bus Services
[source: TfGM]

5.14 Table 5.1 shows that 19 buses per hour (each direction) during the day serve the site.

5.15 Access to bus services are also available from Shudehill Interchange a 10-minute walk / 800m southeast from the site either travelling east on New Bridge Street or south across New Bridge Street to Victoria Street.

5.16 Access to the Route 2 of Manchester's Free Bus service can be gained from Victoria Station Approach (2-minute walk / 160m south using the subway through the Arena).

5.17 The site is located close to Victoria Station (2-minute walk / 160m south using the subway through the Arena), which can be used to access mainline trains offering comprehensive service coverage of Greater Manchester and North West destinations.

5.18 Metrolink services can be accessed at Victoria station (2-minute walk / 160m south) and Shudehill Interchange (10-minute walk / 800m southeast), both are located to the south of the site. Existing Metrolink services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.

5.19 A Greater Manchester Accessibility Level (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM. This tool measures accessibility by public transport of a point of interest and provides a score between 1 and 8, where 1 is a low level of accessibility and 8 is the highest level of accessibility.

5.20 Figure 5.2 also shows that the site has a GMAL of 8, which is the highest level of accessibility in Greater Manchester.

5.21 Operation at the site will be underpinned by a Travel Plan and this will include measures that will be used to support access by public transport.

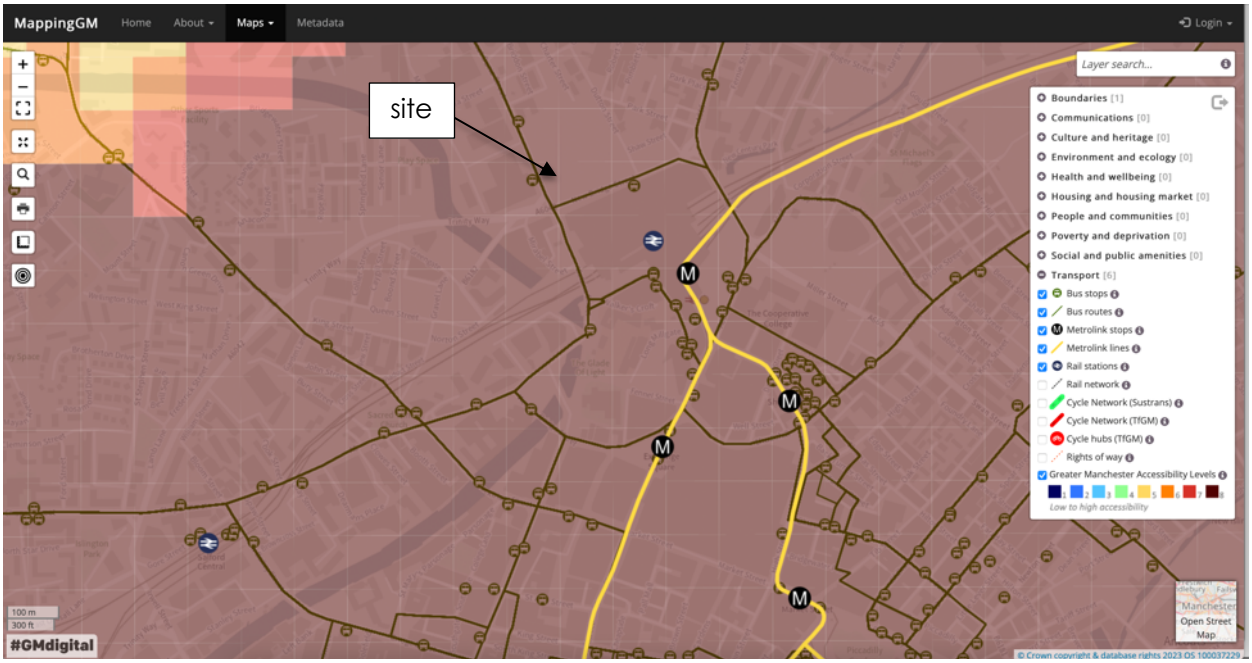


Figure 5.2: Public Transport Network & GMAL
[source: Mapping GM]

Policy Compliance

5.22 The assessment shows that the site occupies a sustainable location in the city centre with good quality infrastructure providing connections to / from the site.

5.23 Paragraph 105 of NPPF (2021) states that developments should be focused in locations which are or can be made sustainable, by limiting the need to travel and that offer a genuine choice of transport modes. This is further supported by paragraph 110 which supports developments where appropriate opportunities to promote sustainable transport are available. The proposal is in line with NPPF policy.

6 Impact Assessment

Person Trip Generation

6.1 The proposal is the second phase of an existing development. It is therefore appropriate to use the same trip generation method as agreed with MCC as part of the Phase 1 proposal.

	Person Trip Rate (per 100sqm GFA)			Total Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak Hour	1.275	0.311	1.586	76	18	94
PM Peak Hour	0.477	0.838	1.315	28	50	78

Table 6.1: Total Trip Generation

Mode Share

6.2 Table 6.2 shows the assessment mode share for staff and students used in the Phase 1 TA.

6.3 Table 6.2 also shows the combined mode share for the site collected during the Travel Plan surveys undertaken in January 2023 as part of the full Travel Plan. Details of the method used to collect the survey data is set out in Appendix B.

6.4 In line with the method used in the Phase 1 TA, the staff and student mode shares have been combined to provide a single site mode share for use with the person trip rates.

Mode	2023 Mode Share Surveys
Walk	7.18%
Cycle	0.97%
Public Transport	72.10
Motorcycle	0.08%
Car Passenger	2.41%
Car Driver (with passengers)	1.78%
Car Driver (alone)	10.92%
Other	4.67%

Table 6.2: Combined Mode Share Data

Multimodal Trip Generation

6.5 The 2023 mode share data reflects the actual travel patterns of staff and students currently based on the site. This data has been used in the trip forecast for Phase 2.

6.6 The mode share has been applied to the total Phase 2 trips to derive the sustainable trips that will be generated by the proposal.

	Walking Trips			Cycling Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak Hour	5	1	6	1	0	1
PM Peak Hour	2	4	6	0	1	1
	Public Transport Trips			Car Passenger Trips		
	IN	OUT	TOTAL	IN	OUT	TOTAL
AM Peak Hour	55	13	68	2	0	2
PM Peak Hour	20	36	56	1	1	2

Table 6.3: Sustainable Trip Generation

6.7 Table 6.4 shows the residual traffic flows generated by the proposal.

	Vehicle Trips		
	IN	OUT	TOTAL
AM Peak Hour	10	2	12
PM Peak Hour	4	6	10

Table 6.4: Vehicle Trips

Policy Compliance

6.8 The assessment shows that the residual traffic flows associated with Phase 2 are slightly lower than the trip forecast to be associated with this phase in the cumulative assessment considered in the Phase 1 TA. This is because the robust assumptions made in the Phase 1 TA regarding the Phase 2 floor area.

6.9 Notwithstanding the above, the level of change in traffic associated with Phase 2 proposal is insignificant and will not have a material impact on highway operation or unacceptable effects on road safety.

6.10 Paragraph 111 of NPPF states that developments should only be prevented on highways grounds if there would be an unacceptable impact on highway safety or where residual cumulative impacts would be severe. The proposal is shown to accord with this policy.

7 Conclusions

7.1 SK has been appointed to prepare a TA that assesses the implications of Phase 2 of the College's City Campus Manchester site.

7.2 The TA has been prepared in line with local, regional, and national assessment guidance, and uses standard appraisal method that are in line with those agreed with MCC for the Phase 1 planning application.

7.3 The development proposal will extend the existing building to provide a further 5,940sqm of floor space. Vehicle access and servicing arrangements are the same as provided for Phase 1.

7.4 The assessment confirms that appropriate levels of cycle and disabled parking spaces are available to serve both phases of the site. The site will be supported by the Travel Plan that has already been prepared for the site.

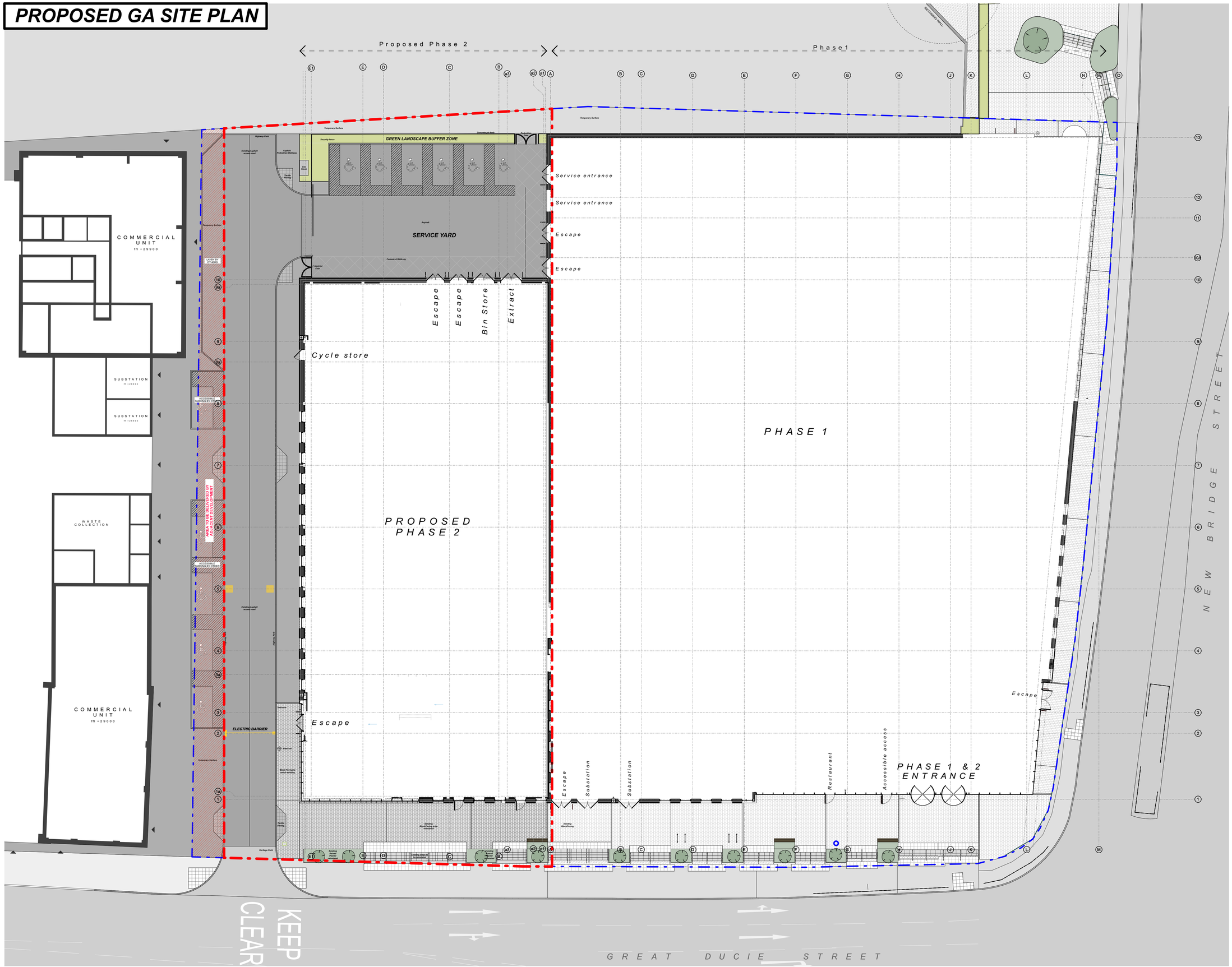
7.5 The accessibility audit shows the pedestrian infrastructure serving the site is of good quality, this includes improvement works that were delivered as part of Phase 1. It is shown that no further works are required to this end. It is also shown that the site relates well to existing cycle and public transport infrastructure. Not unexpectedly for a site in this location of the city, the accessibility assessment confirms that the site is very accessible by non-car modes.

7.6 The traffic impact of the proposal has been assessed using the method presented for Phase 1 and agreed with MCC. The assessment confirms that the proposal will not have an unacceptable effect on highway operation or road safety levels.

7.7 It is concluded that the proposed development meets the requirements of local and national policy, and that the residual traffic and road safety impact of the proposal will not be severe or unacceptable when examined in the context of NPPF. It is also shown that the proposal meets the sustainable transport requirements of NPPF.

Appendix A

PROPOSED GA SITE PLAN



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North

Notes

rev	description	drawn	checked	date
P07	Issued for Planning	RM	RM	15.02.23
P06	updated Red Line Boundary	RM	RM	13.02.23
P05	Draft for Planning Submission	TP	RM	31.01.23
P04	Draft red line boundary for planning	TP	RM	27.01.23
P03	Stage 3 Submission	TP	RM	18.11.22
P02	General update	RM	- -	16/03/22
P01.1	Draft issue for vehicle tracking	RM	RM	03/02/22
P01	First Issue	RM	JW	30/10/21

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City Centre Phase 2

City Centre Site

-

The Manchester College

PROPOSED SITE GA PLAN

project	originator	volume	level	type	role	number
CCPH2	BBA	ZZ	ZZ	DR	A	1003

Originator project ref: **21187**

Purpose of Issue: **DESIGN**

scale(s): **1:200**

status : **S4** **SUITABLE FOR STAGE APPROVAL**

original paper size: **A1**

revision : **P07** **PRELIMINARY**

Appendix B

City Campus Manchester

The Manchester College

Travel Plan

230307/SK222108/TP01(-01)

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Appendices

A	Survey Questionnaire
B	Summary Survey Results

Project	Document	Rev	Description	Authorised by	Signed	Date
SK222108	TP01	00	Draft	L Speers	LGS	28/02/2023
SK222108	TP01	01	-	L Speers	LGS	07/03/2023

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1 Introduction

1.1 SK has been appointed to prepare a full Travel Plan for The Manchester College's (TMC) City Campus Manchester. The Travel Plan will cover both phases at the Campus.

1.2 The Travel Plan has also been prepared to discharge Planning Condition 23 attached the planning permission for the redevelopment of the site (ref: 124995 / FO / 2019).

1.3 The Planning Condition reads:

'In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those studying and working at the development
ii) a commitment to surveying the travel patterns of students and staff during the first three months of of the first use of the building and thereafter from time to time
iii) mechanisms for the implementation of the measures to reduce dependency on the private car
iv) measures for the delivery of specified travel plan services
v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first use of the building, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.'

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

2.1 The Travel Plan has been prepared in line with the following documents and guidance:

- Chartered Institution of Highways & Transportation (2019), Better planning, better transport, better places
- Department for Transport (2007), Guidance on Transport Assessment
- Department for Transport (2020), Decarbonising Transport: Setting the Challenge
- Department for Transport (2008), Delivering Travel Plans through the Planning Process
- Ministry of Housing, Communities & Local Government (2016), Planning Practice Guidance
- Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework
- Transport for Greater Manchester (2013), Transport for Sustainable Communities
- Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

2.2 Page 72 of NPPF[1] states that a Travel Plan is:

'A long-term management strategy for an organization or site that seeks to deliver sustainable transport objectives and is regularly reviewed.'

2.3 A Travel Plan is a tool for managing access to a site that sets out a management strategy that seeks to promote sustainable travel choices and reduce single occupancy car use to achieve stated objectives. It should contain a package of measures designed to meet the objective to reduce single-occupancy car use generated from the site by supporting sustainable modes of transport, where practicable.

2.4 A Travel Plan should include a mixture of site infrastructure measures and marketing measures to assist the plan to meet defined objectives. Within a Travel Plan there is a need to set objectives, targets and indicators, the purpose of which is to monitor change and review policies overtime to allow it to meet the needs of the users of a site.

[1] Ministry of Housing, Communities & Local Government (2021), National Planning Policy Framework

2.5 A Travel Plan should outline the existing accessibility of the site, infrastructure measures included as part of the development, and management and policy measures for adoption at the site to promote use of sustainable modes. The Travel Plan should also set out measures that will be used to manage and monitor the Plan over time.

Travel Plan Pyramid

2.6 The Department of Transport (DfT)[2] states that it is helpful to:

> '… view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.'

Figure 2.1: Travel Plan Pyramid
[source: DfT]

2.7 The DfT pyramid (shown in Figure 2.1) views the Travel Plan process as a series of considerations that is constructed from the ground up, with each new layer building on the last within the context of objectives sought.

2.8 At the bottom of the pyramid is the location of the site and at this stage characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.

2.9 Section 5 sets out the surveyed patterns of movements to the site. These are based on recent mode share surveys (post-occupancy of the development) and the data is used to inform the later pyramid levels, such as promotional measures that will be used to influence travel in Section 7.

[2] Department for Transport (2007), Making Residential Travel Plans Work

2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian access arrangements, car parking provision, and cycle parking proposals that will serve the site. This information is as set out above in Sections 3 and 6.

2.11 The remaining levels outline the management, promotional and *soft* measures that will be adopted as part of the Travel Plan to reinforce the preceding pyramid levels, such as the site location, infrastructure proposals and access opportunities. These are set out in Sections 6 and 7 of the Plan.

2.12 Section 8 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.

2.13 Section 9 provides a summary of the actions identified in the Travel Plan along with timescales for implementation.

Travel Plan Benefits

2.14 Travel plans result in a variety of health, financial, environmental and site operation benefits, which include:

- Health benefits include increased patterns of active travel improving community health with physical activity can help prevent obesity, mental health issues, cancer, high blood pressure and cardiovascular disease.
- Financial benefits include personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- Environmental benefits of Travel Plans include reduced carbon emissions and air quality issues.
- Societal benefits including a happier and healthier community and improved social interaction.

Travel Plan Aim

2.15 The aim of the Travel Plan is to maximise trips to and from the site by active and sustainable modes of travel and to reduce the need to travel by private car.

Travel Plan Objectives

2.16 The aim of the Travel Plan will be achieved through the delivery of the following objectives:

Objective 1: to raise awareness of the travel options available.
Objective 2: to provide travel information to site users.
Objective 3: to investigate measures to promote the use of alternative modes of travel.
Objective 4: to regularly evaluate the transport needs of colleagues and students.
Objective 5: to regularly update site users to make sure they have all relevant travel information.

3 Site Location & Operation

Site Location

3.1 The site is situated in the Former Boddingtons Brewery Strategic Regeneration Framework (SRF) area, to the north of New Bridge Street (A6042), the AO Arena and Manchester Victoria Station and to the east of bus services on Great Ducie Street (A56).

3.2 Prior to the development of Phase 1, the site was in use as a surface car park with 326 spaces.

3.3 To the north of the site is an area of the SRF for which planning permission was granted in 2022 for the development of 461 apartments and 720sqm of commercial space (ref: 132416 / FO / 2021).

3.4 To the east of the site is an area of the SRF that was granted planning permission for the development of 556 apartments and 3,409sqm of commercial space (ref: 118831 / FO / 2018).

Campus Demographics & Function

3.5 The College is the largest further education college in the UK. The College has campuses all over the city and people attend these from all parts of Greater Manchester and beyond.

3.6 Ensuring equitable access to all the campus is critical to the function of the College, however the scale of College activities means that if this goes unchecked then the contribution to transport related environmental issues will be high.

3.7 Converse to the above, the scale of College's activities also provides opportunities to make very real contributions to changes in local environments and the health and wellbeing of colleagues and students by introducing measures that promote more sustainable forms of transport.

3.8 City Campus Manchester has a total floor area of 24,530sqm (Phase 1 and Phase 2).

3.9 The Campus has a maximum capacity of 4,392 and an average occupancy of 2,196 people (Phase 1 and Phase 2).

Figure 3.1: Site Location
[source: ISO4]

Access & Parking Arrangements

3.10 The entrance to the main reception area is provided at the southern end of Great Ducie Street. The development has also delivered improved footways bounding the site and the link road has 2m wide footways. Tactile paving and dropped kerbs are provided at the vehicle access junction on Great Ducie Street.

3.11 As part of the Phase 1 planning consent, the College made a substantial contribution to the upgrade of pedestrian crossing facilities at the junction of Great Ducie Street (A56) and New Bridge Street (A6042). These works are due for completion in March / April.

3.12 Vehicle access is provided from a priority junction on Great Ducie Street (A56). The access route is a 6m link road that serves the SRF. The link road provides access to the site disabled parking area and site service yard.

3.13 The Campus is car-free, other than six disabled spaces that are located on the Great Ducie Street (A56) frontage. The spaces are all to EV charging standard.

3.14 The Campus (Phase 1 and Phase 2) is served by 114 bike parking spaces in the cycle store and eight spaces are provided externally for visitors.

3.15 Showers are provided for use by pedestrians and cyclists.

4 Accessibility Audit

Pedestrian Access

4.1 The site is connected to key destinations by a comprehensive network of pedestrian routes, typical of its city centre location. The footways bounding the site are 2.5m-3.5m wide with additional width provided by the public realm around the perimeter of the building, of recent construction and are well maintained. Tactile paving and dropped kerbs are provided at the vehicle junction with Great Ducie Street.

4.2 The College provided a substantial contribution towards the upgrade of the Great Ducie Street / New Bridge Street controlled crossings as part of the Phase 1 planning application. The improved crossings are under construction and the scheme is due for completion in March / April. These provide controlled crossings on each arm of the junction, with tactile paving, dropped kerbs, and red surfaced crossing points. The guardrailling within the refuge on New Bridge Street (E) has also been upgraded.

4.3 Continuing south from the site across New Bridge Street towards the city centre, pedestrians have a choice of either using the subway route that provides a direct route to Victoria Station and tram stop, or to continue on Victoria Street which provides a connection to the recently pedestrianised routes west of the Cathedral and Cathedral Gardens, and the Victoria Station Approach. The footways on these routes vary considerably in width with between 2.2m – 4.0m available along the eastern side of Victoria Street, widening to almost 10m at the corner with Victoria Station Approach.

4.4 The minimum width available at any point is 2m, on turning the corner of the junction of Victoria Street and the Victoria Station Approach (Victoria Station Approach north side footway). This is a singular point with the width increasing dramatically on the station approach as this passes the steps leading to the Arena entrance. At this point a controlled crossing also allows movement across the station approach providing continuity along Victoria Street and allowing access to the footway along the southern side of the station approach which is 3.8m in width. Tactile paving and dropped kerbs are in place at crossing points.

4.5 Bus stops are provided on Great Ducie Street a very short walk from the site (140m for southbound services and 80m for northbound services). The existing Great Ducie Street signal crossing provides a safe connection to northbound services. Other bus stops are available on Cheetham Hill Road (a five-minute walk / 400m northeast) and at Shudehill Interchange (a 10-minute walk / 800m southeast). The Cheetham Hill Road bus stops are accessed by walking east on New Bridge Street, where the footway widths are 2.8m+. Dropped kerbs are provided at the New Bridge Street junction with Dutton Street.

4.6 Crossing facilities on all approaches are provided at the New Bridge Street / Cheetham Hill Road junction 350m east of the site and are of good standard of facilities with tactile paving and dropped kerbs.

4.7 North of the site on Great Ducie Street, footways of minimum width 3.7m and 2.7m are available on the east and western carriageway edges, respectively. A further signalised crossing is provided adjacent to Strangeways. This route provide access to residential areas including Broughton, Charlestown, and those located around Bury New Road.

4.8 The appropriateness of the pedestrian network, including measures delivered as part of Phase 1, to serve the site has been previously agreed with MCC.

Cycle Access

4.9 Figure 4.1 shows the cycle routes serving the site. Great Ducie Street has a cycle route on both sides of the carriageway which allows a connection to areas north of the city. Access can also be gained to the Broughton Cycleway to the west of the site.

4.10 To the south, advanced cycle stop lines are in place at the Great Ducie Street / New Bridge Street junction. Connections can be made to 20mph roads through the city centre that create a suitable environment for cyclists.

4.11 The cycle infrastructure serving the site is of good quality and allows appropriate connections to and from the site. It was agreed with MCC during the planning consultation for Phase 1 that the network is suitable to serve education uses at the site.

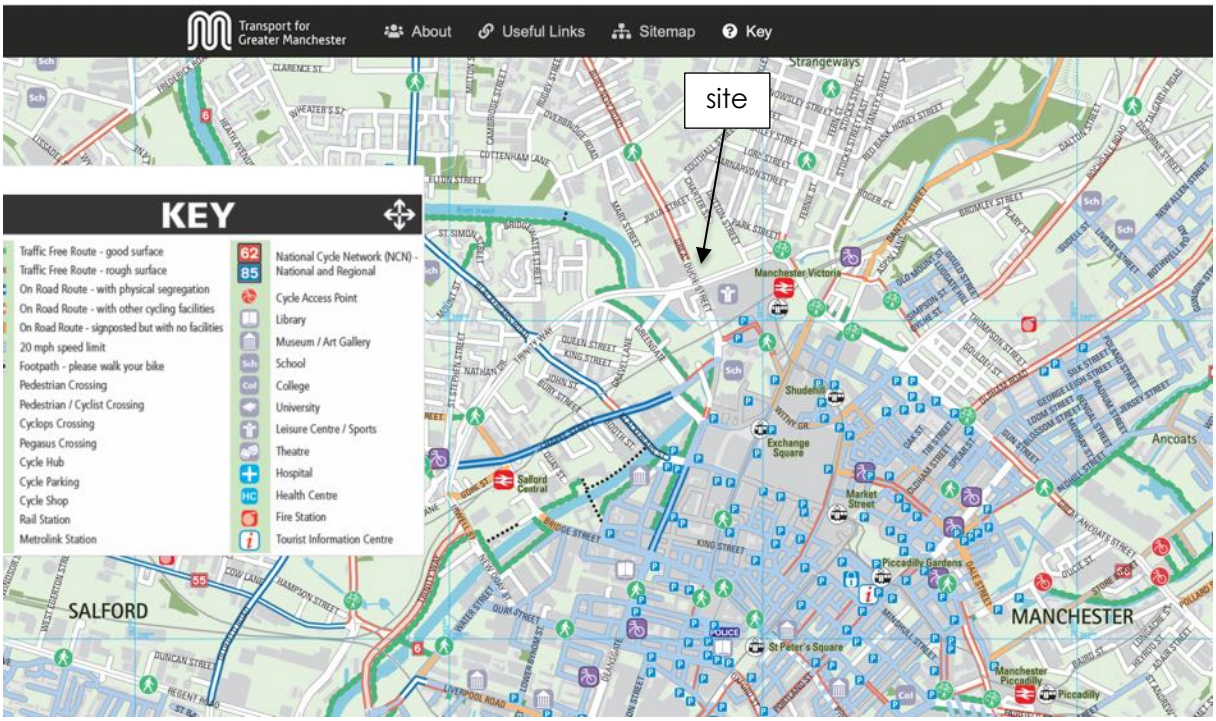


Figure 4.1: Cycle Routes
[source: TfGM]

Public Transport Access

4.12 The nearest bus stops to the site are located on Great Ducie Street and Cheetham Hill Road. All of the stops are within a five-minute walk of the site. The bus stops that would be used to depart from the city centre provide shelters, seating, timetable information and boarding facilities.

4.13 Table 4.2 provides a summary of the bus routes connecting to the nearest stops.

No.	Route	Weekday (Buses per hour / each way)			Weekend (Buses per hour / each way)	
		Peak	Day	Evening	Saturday	Sunday
59	Manchester Piccadilly – Cheetham Hill – Crumpsall – Oldham	5	5	2	6	3
41	Middleton – Bowker – City Centre – Sale	3	3	1	3	2
X41	Blackburn – Prestwich – Manchester	1	1	1	1	1
X43	Burnley – Manchester	3	3	1	3	2
135	Manchester Piccadilly – Moston – Middleton	6	7	6	6	6

Table 4.1: Bus Services
[source: TfGM]

4.14 Table 4.1 shows that 19 buses per hour (each direction) during the day serve the site.

4.15 Access to bus services are also available from Shudehill Interchange a 10-minute walk / 800m southeast from the site either travelling east on New Bridge Street or south across New Bridge Street to Victoria Street.

4.16 Access to the Route 2 of Manchester's Free Bus service can be gained from Victoria Station Approach (2-minute walk / 160m south using the subway through the Arena).

4.17 The site is located close to Victoria Station (2-minute walk / 160m south using the subway through the Arena), which can be used to access mainline trains offering comprehensive service coverage of Greater Manchester and North West destinations.

4.18 Metrolink services can be accessed at Victoria station (2-minute walk / 160m south) and Shudehill Interchange (10-minute walk / 800m southeast), both are located to the south of the site. Existing Metrolink services provide high-frequency services to other areas of the city centre, Altrincham, Eccles, East Didsbury, Media City, Ashton, the Airport, Rochdale, Bury, Salford Quays and the Trafford Centre.

4.19 The assessment confirms that the site has an excellent level of accessibility by public transport.

Car Club Access

4.20 Enterprise Car Club[3] provides pay-as-go motoring to meet casual car needs, allowing people to live or travel to work without needing a car. Enterprise Car Club has vehicles parked across the city.

5 Surveyed Travel Patterns

Method

5.1 In January 2023 surveys were undertaken to gather information on colleague and students existing travel patterns to allow a baseline to be set against which the progress of the Travel Plan would be assessed.

5.2 The surveys were undertaken using on-line (Survey Monkey[4]) questionnaires. Separate questionnaires were used for colleagues and students. Copies of the questionnaires are attached as Appendix A. Respondents were offered the opportunity to enter a prize draw to win High Street Shopping Vouchers[5].

[3] https://www.enterprisecarclub.co.uk/gb/en/home.html
[4] https://www.surveymonkey.com
[5] https://www.highstreetvouchers.com

5.3 The survey weblinks were emailed to all colleagues and students currently based at the Campus, 334 and 2,477 people respectively.

5.4 The surveys were live between 19 January and 24 February 2023. Reminder emails and texts were sent at the end of each week during the survey period.

Response Rate

5.5 Survey Monkey's[6] online sample size calculator was used to determine the level of response required for a representative sample (95% confidence level / 5% margin of error).

5.6 Table 5.1 shows the required response rate for each survey and the actual response rate achieved.

	Responses Achieved	Rate Achieved	Rate Required
Colleagues	192	57%	54%
Students	506	20%	13%

Table 5.1: Response Rate

5.7 Table 5.1 confirms that more responses have been achieved for both surveys than are required to achieve representative sample.

5.8 A summary of the survey responses is attached as Appendix B.

Mode Share

5.9 Table 5.2 shows the existing mode share of travel to the Campus.

Mode	Colleagues	Students	Combined
Car (driver alone)	42.2%	6.7%	7.18%
Car (driver with passengers)	3.1%	1.6%	0.97%
Car (as passenger)	1.0%	2.6%	72.10
Public Transport	36.5%	76.9%	0.08%
Cycle	5.2%	0.4%	2.41%
Foot	6.3%	7.3%	1.78%
Powered 2 Wheelers	0.5%	0.0%	10.92%
Other	5.2%	4.6%	4.67%

Table 5.2: Mode Share

5.10 The glossary in Annex 2 of NPPF[7] provides advice on what vehicles are considered sustainable transport modes. These include walking, cycling, public transport, car sharing and ultra-low / zero emissions vehicles (including powered two wheelers).

5.11 Table 5.2 shows that the majority of students (93.3%) and staff (57.8%) travel by sustainable modes.

5.12 The most popular sustainable mode of travel for students is public transport (76.9%). The majority of students using public transport travel by bus (53%), which is unsurprising given a large

[6] https://www.surveymonkey.co.uk/mp/sample-size-calculator/
[7] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf

proportion of these students will qualify for TfGM's 'Our Pass'[8] free bus travel pass (more information on this initiative is provided later in the Plan). This is born out in the survey data in that 85.7% of the student car drivers are over 19 and therefore do not qualify for an Our Pass.

5.13 The least popular sustainable mode of travel for students is by cycle and powered two-wheeler, which potentially reflects the difficulties presented by carrying books on these modes and the low-level of bike ownership found.

5.14 The most popular sustainable mode of travel for colleagues is also public transport (36.5%), which reflects the excellent level of accessibility by bus, tram, and train to the Campus.

5.15 10.9% of students travel to the Campus by car, of which 6.7% are single occupancy car drivers. The level of single occupancy car use by students is commendable.

5.16 46.4% of colleagues travel to the Campus by car, of which 42.2% are single occupancy car drivers. There is clearly scope to target the single occupancy car drivers by measures in the Travel Plan.

Bike Ownership

5.17 Table 5.3 shows the level of bike ownership for colleagues and students.

	Bike Owners
Students	19.2%
Colleagues	26.6%

Table 5.3: Bike Ownership

Home Working

5.18 21.4% of colleagues work from home on occasion during the week. The most popular days for home working are Monday and Friday, and the least popular days are Wednesday and Thursday.

Car Users

5.19 Car users were asked to provide the reasons for travelling to the Campus by car.

	Colleagues	Students
Lack of alternative	35.9%	26.3%
Mobility issues	8.7%	14.7%
Caring Responsibilities	22.3%	15.8%
Quicker / Convenience	61.2%	65.3%
Cheaper	32.0%	23.2%
Car needed for business	13.6%	-

Table 5.4: Reasons for Car Use

5.20 Table 5.4 shows that most popular reason for colleague and student car use is convenience / speed, followed by lack of alternative and cost.

5.21 Car users were also asked what measures would help them to travel more sustainably.

[8] https://ourpass.co.uk

Mode Change	Colleagues	Students
Better information on alternatives	8.7%	23.8%
Information on TfGM ticketing	12.5%	13.3%
Car sharing scheme	17.3%	12.4%
Public transport ticket scheme	35.6%	-
More flexible hours	32.7%	23.8%
Car club for business	10.6%	-

Table 5.5: Measures for Change

5.22 Table 5.5 shows that colleagues would be more likely to leave their car at home if a public transport ticket scheme was introduced, followed by more flexible working hours and the introduction of a car sharing scheme. When asked specifically if colleagues would consider car sharing 43.7% of drivers said they would.

5.23 Students would be more likely to leave their car at home if more flexible hours were offered and better information on alternative modes.

5.24 These findings have been fed through to the measures set out later in the Plan.

Cycle Parking Usage

5.25 The Phase 1 consent included a planning condition that required the College to survey the usage of the cycle store on occupation of the development.

5.26 The survey was undertaken between 3 October and 3 November 2022 and showed a maximum demand for cycle parking of 19 spaces, demonstrating that there is substantially more cycle parking than required to serve the development. The surveyed demand shows a cycle parking rate of 1.2% based on the average attendance at the site.

5.27 The survey data has been submitted to MCC and the planning condition has been discharged.

6 Travel Plan Management

Travel Plan Co-ordinator

6.1 An effective Travel Plan needs a clear hierarchy of responsibility. Ultimate responsibility for the Travel Plan will be with the College. The College has been involved in the preparation of the Travel Plan and is committed to the effective implementation of the Travel Plan.

6.2 A Travel Plan Co-ordinator has been identified for the site and contact details are provided below:

Niall Wright
The Manchester College
Whitworth House
Ashton Old Road
Manchester M11 2WH

nwright@tmc.ac.uk

0161 674 7165

6.3 The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, and monitor the Travel Plan's effectiveness. The Co-ordinator will form the main point of contact for site users, the Council, and the surrounding community. The

Co-ordinator will also be responsible for raising awareness and marketing the Travel Plan and monitoring its effectiveness.

6.4 In summary, the Travel Plan Co-ordinator's main responsibilities will include:

- Providing a point of contact for site users and the Council
- Engaging with site users on travel related matters
- Implementing the Travel Plan measures
- Managing and co-ordinating the Travel Plan
- Updating Travel Plan materials, including website travel pages and travel noticeboards / information points
- Promoting travel campaigns and service updates by email
- Monitoring the performance of the Travel Plan and reporting to the Council
- Setting up the Steering Group / Ideas Factories

Travel Plan Co-ordinator Replacement

6.5 Should the Travel Plan Co-ordinator change the responsibility for the Travel Plan will be handed over to the successor. Contact details for the successor will be provided to the Council in a timely manner (within six months) to allow the Travel Plan to continue uninterrupted at the site.

Steering Group & Ideas Factories

6.6 The Travel Plan Co-ordinator will set up a Steering Group that will include representatives of colleagues, student, and management bodies. The Steering Group will meet at least twice a year to discuss the progress of the Plan and travel issues and opportunities.

6.7 Consideration will also be given to setting up specific focus groups or Ideas Factories to allow grass roots involvement. In the first instance, the following Ideas Factories will be considered:

- Bicycle User Group
- Public Transport User Group
- Car Share User Group

Funding

6.8 The College has agreed to fund all costs associated with the delivery of the Plan, including staff time, staff resources, infrastructure, and marketing costs.

Engagement with the Council & TfGM

6.9 The College already regularly engages with important external bodies (the Council and TfGM) regarding travel matters to its campuses. Collaboration with these bodies will be important to the success of the Travel Plan and will continue on a regular basis.

Handover Arrangements

6.10 Should the College's interest in the Campus be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council in a timely manner to allow the Travel Plan to continue uninterrupted at the site.

7 Measures Toolkit

Communications Strategy

7.1 Good communication is a vital component of the Travel Plan to ensure that colleagues and students are fully aware of the options available to them. The Travel Plan Co-ordinator will be

responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.

7.2 The following measures will be used to promote and market the Travel Plan:

1. Preparing information for the travel noticeboard / information points and webpages
2. Signing the site up to TfGM's Travel Choices network
3. Promoting of travel campaigns and service updates by email
4. Disseminating information and updates by email newsletters

7.3 Electronic copies of the Travel Plan will be made available to site users on request.

City Campus Webpage

7.4 The College maintains a publicly accessible website[9] that provides information on travel to City Campus Manchester.

7.5 The Campus webpage currently provides the following information:

1. Weblink to the TfGM website and journey planning software
2. Google location map
3. Buses serving the site
4. Details of the nearest Metrolink and train station
5. Campus parking arrangements
6. Information on nearby amenities

7.6 A separate webpage[10] is provided on the website that provides information on TfGM's 'Our Pass'[11] and the College's own travel pass (TMC Go). A link to the

7.7 The City Campus Manchester webpage will be updated to include:

1. Information on the Travel Plan
2. Travel Plan Co-ordinator contact details
3. Direct weblinks to TfGM cycle route map[12]
4. Direct weblinks to TfGM public transport map[13]
5. A weblink to the page with information on Our Pass[14] and TMC Go[15]
6. Direct weblinks to TfGM Bee Active website[16]

7.8 The Travel Plan Co-ordinator will be responsible for ensuring that the webpage is maintained and kept up to date. It will also be used as a method of communicating information on the progress of the Travel Plan to colleagues and students.

7.9 The College embed the promotion of public transport and cycling into the staff and student intranets as well as all marketing material, encouraging students to take advantage of a range of different travel packages including Greater Manchester's 'Our Pass' and TMC Go, which provides students who do not qualify for 'Our Pass' with similar benefits for the bus, tram and train network, and the promotion of the cycle storage facilities we have at every campus. This includes embedding in student recruitment marketing campaigns, information in the prospectus and subject area guides, a section on the website, promotion on social media and promotion during the application and enrolment process.

7.10 There are similar procedures for encouraging colleagues to utilise public transport or cycle to work as opposed to driving to campus, including information which is published on the colleague

[9] https://www.tmc.ac.uk/locations/city-campus-manchester/
[10] https://www.tmc.ac.uk/student-life/travel/
[11] https://ourpass.co.uk
[12] https://tfgm.pindarcreative.co.uk
[13] https://tfgm.com/public-transport/network-maps-region
[14] https://ourpass.co.uk
[15] https://www.tmc.ac.uk/student-life/travel/
[16] https://beeactive.tfgm.com

intranet 'Hub' and regular promotion in our internal communications plan to remind colleagues of the options available to them. This includes timely reminders in our internal colleague newsletter 'Together We Can' and promotion of our various travel schemes in our recruitment process.

Travel Noticeboard / Information Points

7.11 Travel noticeboards / information points will be provided in suitable locations across the Campus, including in colleague areas.

7.12 The noticeboards / information points will provide the same information as the website and will display free paper maps provided by TfGM. The noticeboard will also be used to promote the Travel Plan and provide details of any changes to service provision.

7.13 The noticeboards / information points will also be used to alert colleague and students to any Travel Plan achievements following each monitoring period.

TfGM Business Travel Network

7.14 TfGM runs a free initiative called Travel Choices[17] which provides guidance, assistance and details of any small grants that are available, to help employers across Greater Manchester adopt Travel Plan measures. Members of the Travel Choices network also benefit from regular training workshops, free membership of Car Share GM, monthly newsletters, and Personalised Journey Planning.

7.15 TfGM state that:

> 'Statistics, after the intervention from TfGM, have shown an 11% reduction in staff who drive to work every week whilst 8% of employees changed from driving to a more sustainable mode.'

7.16 The Travel Plan Co-ordinator will register the site with Travel Choices and will ensure that the College engages with the process.

Local & National Travel Campaigns

7.17 The Travel Co-ordinator will promote local and national travel campaigns, such as those set out in Table 7.1.

[17] https://tfgm.com/travel-choices

Initiative	Date	Details	Contact
Big Pedal	March	UK's biggest cycle/scoot to school event organised by Sustrans	www.bigpedal.co.uk
National Walking Month	May	Living Streets' initiative to encourage people to take to their feet	www.livingstreets.org.uk
Walk to Work Week	May	Raising awareness of benefits for walking to school and work	www.livingstreets.org.uk
Work Wise Week/National Work from Home Day	May	Raising awareness of smarter working amongst employees and employers	www.workwiseuk.org
Bike Week	June	Promoting how cycling can be part of everyday life	www.bikeweek.org.uk
Cycle to Work Day	Sept	Aims to encourage everyone to take two wheels to work for just one day	www.cycletoworkday.org
World Car Free Day	Sept	Encourage people to live a day without using their cars	www.worldcarfree.net
Road Safety Week	Nov	Annual community event aimed at inspiring people to promote road safety	www.roadsafetyweek.org.uk
GM Walking Festival	Oct	A walking festival promoted by TfGM with new routes promoted across Greater Manchester for all ability levels	https://gmwalking.co.uk/festival/

Table 7.1: Local & National Travel Plan Campaigns

Information Dissemination

7.18 The Travel Plan Co-ordinator will use email newsletters to disseminate and circulate progress updates, travel information, service changes and details of any new initiatives. Email newsletters will be issued at least twice a year.

7.19 The noticeboards / information points, and website will also be used to update colleagues and students on the progress of the Travel Plan.

Walking Measures

7.20 Walking is simple, free and the easiest ways to get more active and feel healthier. Most people of relatively fair health will be able to incorporate some walking as part of a daily journey and this can have very real impacts on the health and wellbeing of the individual.

7.21 Section 4 shows that the site is well located for access on foot from the surrounding community and public transport nodes.

7.22 The development has provided considerable improvements to the footways bounding the site and a significant contribution towards improved crossings at the Great Ducie Street / New Bridge Street junction. These improvements assist in ensuring safe and direct access to the Campus.

7.23 Showering facilities are provided at the site for use by pedestrians and cyclists.

7.24 The Travel Plan Co-ordinator will be responsible for raising awareness of the health benefits of walking using the methods set out in the communications strategy. Information will be provided to site users on personal security when walking to / from the site.

7.25 Information on walking routes and walking tips will be provided via the noticeboards / information points, email newsletters, and website. The Travel Plan Co-ordinator will make sure that colleagues and students have information on how to access journey planning software provided

by TfGM[18], and also weblinks to allow access to walking information on the Bee Active[19] and GM Walking[20] websites.

7.26 The Travel Plan Co-ordinator will promote tools that can be used by colleagues and students to set themselves personal walking challenges, such as the NHS Active 10[21] app and TfGM's 10 for 10 Challenge[22].

7.27 The Travel Plan Co-ordinator and Steering Group will consider the introduction of a Walking Group Ideas Factory at the Campus.

7.28 The Travel Plan Co-ordinator will prepare and issue email travel newsletters at least twice a year that will set out any new initiatives and serve as reminder tool of existing initiatives and resources.

Cycling Measures

7.29 Cycling is an excellent mode of travel which is healthier, cheaper, and more enjoyable than driving. Cycling has the following benefits:

1. Builds physical strength and develops healthy bones and muscles
2. Lowering blood pressure and reducing the risk of heart attacks, strokes and diabetes
3. A moderate cycle ride burns 400 calories per hour and is a great way to control weight

7.30 Section 4 shows that the site is well located to allow access to the Greater Manchester Cycle Network and the Bee Network.

7.31 The Campus (Phase 1 and Phase 2) is served by 114 bike parking spaces in the cycle store and eight spaces are provided externally for visitors.

7.32 Showering facilities are provided at the site for use by pedestrians and cyclists.

7.33 Site users will be provided with information on local cycle routes via the website and noticeboards / information points. Weblinks to cycle map, journey planning software and cycling tips that are available from TfGM's BeeActive[23] website will also be provided.

7.34 TfGM offer free cycle training and maintenance[24] sessions for both beginners and experienced cyclists and details of regular cycle events, such the Summer Cycle Camp, Let's Ride Pop-Up and Let's Ride Manchester are also provided on the TfGM[25] website. Information on these resources will be provided to site users using the methods set out in the communication strategy.

7.35 Bikes and equipment can be purchased from The Manchester Bike Hire[26], Harry Halls Cycles[27] and Evans Cycles[28]. The Travel Plan Co-ordinator will contact the bike retailers and discuss with them opportunities for colleague and student discounts for bike and accessory purchase.

7.36 Manchester Bike Hire also provides a hire service whereby cycles are dropped off for use. This scheme is a useful facility to allow non-bike owning colleagues or students to decide whether they would like to commit to the purchase of a bike. The scheme is supported by TfGM.

7.37 Information on the above will be provided using the methods set out in the communications strategy.

7.38 The applicant already offers colleagues the opportunity to purchase bikes through a Cycle to Work[29] scheme. The Government backed scheme offers a way to cut the cost of cycles to

[18] https://tfgm.com/plan-a-journey
[19] https://beeactive.tfgm.com
[20] https://gmwalking.co.uk
[21] https://www.nhs.uk/better-health/get-active/
[22] https://beeactive.tfgm.com/10-for-10/
[23] https://beeactive.tfgm.com/cycling/
[24] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/
[25] https://beeactive.tfgm.com/cycling/
[26] http://www.manchesterbikehire.co.uk/
[27] https://www.harryhallcycles.co.uk/
[28] https://www.evanscycles.com/
[29] https://www.gov.uk/government/publications/cycle-to-work-scheme-implementation-guidance

employees. TfGM advises that typical savings for staff are between 30 and 50 per cent of typical bike purchase. The scheme will be re-publicised to all colleagues via email.

7.39 The Travel Plan Co-ordinator and Steering Group will investigate the potential for setting up a Bicycle User Group[30] (BUG) for the site. The potential for take-up of this will be advertised to will be provided in the travel pack and on the noticeboard.

7.40 The Travel Plan Co-ordinator will promote competitions to engage colleagues and students and encouraged increased cycle take-up, such as Love To Ride[31]. As part of this bike riders log their mileage online, which contributes to a business leader board and gives riders the chance to win prizes.

7.41 The Travel Plan Co-ordinator will prepare and issue email travel newsletters at least twice a year that will set out any new initiatives and serve as reminder tool of existing initiatives and resources.

Public Transport Measures

7.42 Section 4 shows that the site is accessible by bus, tram, and train services, and that existing pedestrian routes provide suitable connections to these public transport nodes.

7.43 The methods adopted in the communications strategy will be used to ensure that colleagues and students have sufficient information on public transport routes and ticketing arrangements. This will use information available on the TfGM[32] website.

7.44 As noted previously, TfGM offer Greater Manchester's 16–18 year olds free bus travel on all services across the region, to ease access to education, work and leisure facilities. The Our Pass[33] costs an initial £10 fee and to be eligible the bus user needs to be at least 16 and under 18 and live in Greater Manchester. The Travel Plan Co-ordinator will ensure that students are aware of this scheme.

7.45 The College also provides its own bus ticket scheme (TMC Go[34]) for students that do not qualify for the Our Pass either because they are older than 18 or they do not live in Greater Manchester. The TMC Go scheme is means tested. The Travel Plan Co-ordinator will use the communication strategy to ensure that students are aware of the TMC Go scheme and the eligibility criteria.

7.46 TfGM[35] provides various ticket schemes that could be used by colleagues at the Campus and details of this will be provided via the communication strategy.

7.47 The Travel Plan Co-ordinator will discuss the potential for introducing a public transport season ticket loan schemes for colleagues with the College management team.

7.48 The Travel Plan Co-ordinator will be responsible for regularly reviewing the TfGM database to check for service changes and any new public transport initiatives. Changes to local services will be disseminated via the communications strategy.

7.49 The Travel Plan Co-ordinator will regularly engage with TfGM and the Council regarding public transport service provision to the Campus.

7.50 The Travel Plan Co-ordinator will prepare and issue email travel newsletters at least twice a year that will set out any new initiatives and serve as reminder tool of existing initiatives and resources.

Parking Measures

7.51 The Campus is car-free, other than disabled parking spaces (all of which are EV standard). Use of and access to the disabled parking area is managed by the site team.

7.52 The mode share data shows that only a small proportion of students travel to the site by car, however the Travel Plan should seek to address the level of single occupancy car use by colleagues. In the travel surveys the most popular scheme that would encourage colleagues to

[30] https://www.cyclinguk.org/article/campaigns-guide/bicycle-user-groups-bugs
[31] https://www.lovetoride.net/gm
[32] https://tfgm.com
[33] https://ourpass.co.uk
[34] https://www.tmc.ac.uk/student-life/travel/
[35] https://tfgm.com/tickets-and-passes

travel without using a car was the introduction of a Public Transport Season Ticket scheme. The College already offers such as scheme and this will be re-publicised as part of the Travel Plan.

7.53 A high proportion of colleagues who drive also indicated that they would consider car sharing if such a scheme was available.

7.54 The Travel Plan Co-ordinator and Steering Group will promote the benefits of car sharing to colleagues via the communications strategy. TfGM offers a bespoke, free sign-up matching tool for businesses at CarShareGM[36] as part of the Travel Choices network. The use of this tool or a College run matching service will be investigated by the Travel Plan Co-ordinator and implemented at the Campus. The most appropriate method of matching potential car sharers will be discussed with the TfGM Travel Choices network representative prior to implementation.

7.55 The College will consider the potential for providing supportive measures that will increase the attractiveness of car sharing, such as guaranteed lift home for car sharers in cases of emergency.

Business / Visitor Travel Measures

7.56 Some colleagues may need to travel between campuses during the course of the working day. Where practicable colleagues will be encouraged to use public transport for these journeys. Where this is not possible, colleagues will be encouraged to use Enterprise Car Club[37] vehicles that are located across the city, so that they can commute to work by a sustainable mode. The Travel Plan Co-ordinator will discuss with Enterprise opportunities for setting up a corporate scheme for the College.

7.57 The Travel Plan Co-ordinator will prepare and issue email travel newsletters at least twice a year that will set out any new initiatives and serve as reminder tool of existing initiatives and resources.

7.58 When meetings are arranged at the Campus, visitors will be provided with a weblink to TfGM's journey planning software[38] so that they can investigate travelling by sustainable modes.

8 Monitoring & Review Mechanisms

Monitoring Surveys

8.1 Monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.

8.2 Baseline travel surveys have already been undertaken and are set out in Section 6.

8.3 Monitoring surveys will be undertaken every two years. The monitoring surveys will include colleague and student questionnaires based on the survey form attached as Appendix A.

8.4 Incentives will be offered to colleagues and students to increase the response rate, such as entry into a prize draw.

8.5 Following each monitoring survey period, a short report will be prepared for issue to the Council within three months of the survey. Information will also be shared with colleagues and students on the progress of the Plan during this period.

8.6 Every five years a full update to the Travel Plan will be undertaken and the new version will be issued to the Council within six months.

[36] www.carsharegm.com
[37] https://www.enterprisecarclub.co.uk/gb/en/home.html
[38] https://tfgm.com

Exercise	Key Information	Frequency	Responsibility
Baseline site user surveys	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Already achieved	SK
Monitoring surveys	Data to be used to establish progress of the Plan and review success of measures	Every 2 years	Travel Plan Co-ordinator
Organise Steering Group Meeting	To review progress of the Plan and discuss any additional measures required	2 months after each monitoring survey period	Travel Plan Co-ordinator
Preparation of Monitoring Report for the Council	Set out mode share, targets, and any changes proposed to the Plan	3 months after each monitoring survey period	Travel Plan Co-ordinator
Preparation of marketing material to promote progress to site users	Set out achievements to date and any new initiatives to be adopted	3 months after each monitoring survey period	Travel Plan Co-ordinator
Update to Travel Plan	A full review and comprehensive update of the Travel Plan will be undertaken periodically	Every 5 years for the life of the Plan / to coincide with second monitoring period	Travel Plan Co-ordinator
Issue updated Travel Plan to the Council	Set out and agree mode share, targets, and any changes proposed to the Plan	6 months after the Travel Plan update	Travel Plan Co-ordinator

Table 8.1: Monitoring Plan

Baseline Travel Patterns

8.7 The 2023 travel surveys are the baseline against which the progress of the Travel Plan will be assessed. Table 8.2 provides a summary of the baseline sustainable and single occupancy mode shares for each site user type.

Mode	Colleagues	Students
Single Occupancy Car	42.2%	6.7%
Sustainable Travel Mode	57.8%	93.3%

Table 8.2: Baseline Travel Plans

Targets

8.8 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.

8.9 The targets are split into two different types, Output Targets and Outcome Targets. Output Targets are non-quantifiable and action-based that need to be achieved in a set time period. Outcome Targets are quantifiable and will be based on the results of the travel surveys.

8.10 The following Output Targets have already been achieved:

- Undertake colleague and student travel surveys
- Prepare Travel Plan
- Appoint Travel Plan Co-ordinator
- Provide contact details of Travel Plan Co-ordinator to the Council

8.11 The following additional Output Targets have been set:

- Prepare information for website and travel noticeboards / information points and regularly update

- Prepare information for travel newsletter at least twice a year
- Undertake monitoring surveys every two years
- Arrange Steering Group meetings at least twice a year
- Prepare monitoring report and issue to the Council within three months of the monitoring survey
- Prepare colleague and student Travel Plan update material within three months of the monitoring survey

8.12 The Outcome Targets for the Travel Plan are described in Table 8.3 in line with SMART target requirements.

Provision of Communication Material (Website / Noticeboards / Information Points)	
Specific	The Travel Plan Co-ordinator
Measurable	Verified as part of the monitoring reports.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	The communication material will be available to all site users.
Timebound	Ongoing.
Monitoring Surveys	
Specific	Site user travel patterns will be periodically monitored.
Measurable	Will be recorded as part of the baseline and monitoring survey programme.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Ongoing.
Increase the Proportion of Colleagues Traveling to the Site Sustainably	
Specific	Increase the proportion of colleagues travelling by walking, cycling, public transport and car sharing.
Measurable	Verified using the monitoring surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.
Increase the Proportion of Students Traveling to the Site Sustainably	
Specific	Increase the proportion of students travelling by walking, cycling, public transport and car sharing.
Measurable	Verified using the monitoring surveys.
Achievable	Will be the responsibility of the Travel Plan Co-ordinator.
Realistic	Yes.
Timebound	Monitoring programme set out.

Table 8.3: Travel Plan SMART Targets

8.13 Table 8.2 shows the baseline travel patterns against which the success of the Travel Plan will be assessed. This shows that 93.3% of students currently travel to the site by sustainable modes, which is commendable. The quantifiable target for students is to maintain this pattern of travel for the first five years of the Plan.

8.14 The colleague mode share shows that while the majority of trips to work are undertaken by sustainable modes, a high proportion of colleagues drive to work alone. Colleagues indicated that they may be encouraged to car share if such a scheme was offered. A realistic target has been for the first five years of the Plan to seek to reduce single occupancy car trips by promoting more sustainable car use.

	Baseline Car Trips (Single Occupancy)	Target
Colleagues	42.2%	Reduce by 5%
Students	6.7%	Maintain

Table 8.4: Targets – Five Years

9 Action Plan

9.1 The table below sets out the Action Plan for the Plan. It also sets out timescales for each measures using the following abbreviations:

- Already Achieved – things that have already been achieved at the site.
- Quick Wins (Q) – things that will be undertaken within six months.
- Short (S) – to be undertaken within 18 months.
- Ongoing (O) – on-going elements during the first five years of the Plan.

Measure	Action	Period	Responsibility
Communications	Appoint Travel Plan Co-ordinator	A	The College
	Set up Steering Group	S	Travel Plan Co-ordinator
	Prepare information for travel noticeboards / information points	Q	Travel Plan Co-ordinator
	Prepare and update website	Q	Travel Plan Co-ordinator
	Sign site up to TfGM Travel Choices network	S	Travel Plan Co-ordinator
	Promote local and national travel campaigns	O	Travel Plan Co-ordinator
	Prepare information for email newsletters and circulate	O	Travel Plan Co-ordinator
	Maintain and update noticeboards / information point information	O	Travel Plan Co-ordinator
	Maintain and update website	O	Travel Plan Co-ordinator
Walking	Provide measures associated with the development	A	The College
	Raise awareness of walking resources set out in Section 7 via communications strategy	Q	The College
	Prepare promotional material setting out walking information email newsletter	O	Travel Plan Co-ordinator
	Promote walking challenges via communications strategy	S	Travel Plan Co-ordinator
	Investigate appetite for Walking Group Ideas Factory	S	Travel Plan Co-ordinator
Cycling	Provide cycle storage as part of the development (Phase 1 and Phase 2)	A / S	The College
	Re-promote Cycle to Work scheme to colleagues via the communications strategy	Q	Travel Plan Co-ordinator
	Raise awareness of cycling resources set out in Section 7 via communications strategy	Q	Travel Plan Co-ordinator
	Promote TfGM cycle training and other competitions via communications strategy	S	Travel Plan Co-ordinator
	Investigate opportunities for discounts with local retailers	S	Travel Plan Co-ordinator
	Prepare promotional material setting out cycling information email newsletter	O	Travel Plan Co-ordinator
	Investigate appetite for Bicycle User Group Ideas Factory	S	Travel Plan Co-ordinator
Public Transport	Raise awareness of public transport resources set out in Section 7 via communications strategy	Q	Travel Plan Co-ordinator
	Investigate potential for a public transport scheme with College	S	Travel Plan Co-ordinator
	Re-promote Our Pass and TMC Go to students via communications strategy	Q	Travel Plan Co-ordinator
	Check for service changes	O	Travel Plan Co-ordinator
	Engage with TfGM regarding services in the area	S	Travel Plan Co-ordinator
Parking	Provide disabled and EV charging as part of development	A	The College
	Investigate with TfGM Travel Choices team suitable car share matching scheme	Q	Travel Plan Co-ordinator
	Discuss opportunities for supportive measures (car share parking spaces / guaranteed lift home) with the management team	S	Travel Plan Co-ordinator
	Investigate appetite for Car User Group Ideas Factory	S	Travel Plan Co-ordinator
Business / Visitor	Promote use of Car Club vehicles for business travel	Q	The College
	Investigate opportunities for corporate Car Club membership with Enterprise	S	Travel Plan Co-ordinator
	Provide all visitors with website link to TfGM journey planning software	O	Travel Plan Co-ordinator

Appendix A

The Manchester College be amazing

UCEN MANCHESTER FIND YOUR FUTURE

City Centre Manchester Campus

Student Travel Survey

We are conducting a Student Travel Survey to understand how you currently travel to college and collect other information on things that impact on your travel arrangements. The data we collect will be used to help to develop an accurate Travel Plan for our colleagues and students. The Travel Plan will help us to make decisions that will ensure both you and future students have access to the best possible facilities and learning environment.

The survey should take less than 5 minutes of your time and all of the information you provide will be treated confidentially and will only be used for the Travel Plans.

To thank you for your support everyone who completes the survey will have the opportunity to be entered into a prize draw and a chance to win a £50 High Street Shopping voucher. To be entered into the prize draw please provide your contact details at the end of the survey. Your details will be kept confidential and will only be used for the prize draw and will not be used within the survey reporting or analysis.

Thank you for your support.

* 1. Please provide your home postcode

* 2. Please tell us what course you are enrolled on

* 3. What age group are you in?

- ◯ 16 - 18
- ◯ 19 - 24
- ◯ 25 - 34
- ◯ 35 - 44
- ◯ 45 - 55
- ◯ 55 - 65
- ◯ Over 65
- ◯ I'd rather not say

* 4. What days of the week do you normally come to college? [Please tick all the days that apply to you]

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday
- ☐ Saturday
- ☐ Sunday

* 5. What time do you usually arrive at college?

- ◯ Before 8am
- ◯ 8am to 9am
- ◯ 9am to 10am
- ◯ After 10am

* 6. What time do you usually leave college?

- ◯ Before 4pm
- ◯ 4pm to 5pm
- ◯ 5pm to 6pm
- ◯ After 6pm

* 7. How do you usually travel to college? [Please tell us the mode you use for most of your journey]

- ◯ Car (as driver on your own)
- ◯ Car (as driver with passengers)
- ◯ Car (as passenger)
- ◯ Bus
- ◯ Tram
- ◯ Train
- ◯ Tram and bus
- ◯ Train and bus
- ◯ Cycle
- ◯ Foot
- ◯ Motorbike or other powered two-wheeler
- ◯ Taxi
- ◯ Other (please specify)

8. If you studied at another campus before moving to City Campus Manchester, has your method of travel to college changed? If yes, please indicate how you previously travelled. [Please tell us the mode you used for most of your journey]

- ◯ Car (as driver on your own)
- ◯ Car (as driver with passengers)
- ◯ Car (as passenger)
- ◯ Bus
- ◯ Tram
- ◯ Train
- ◯ Tram and bus
- ◯ Train and bus
- ◯ Cycle
- ◯ Foot
- ◯ Motorbike or other powered two-wheeler
- ◯ Taxi
- ◯ Other (please specify)

* 9. Do you own a bike?

- ◯ Yes
- ◯ No

10. If you currently drive to college would you consider car sharing with another person travelling in the same direction? [Please only answer this question if you currently drive to college]

- ◯ Yes
- ◯ No

11. If you travel by car, please provide your main reasons for doing so? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

- [ ] Lack of alternative
- [ ] Mobility issues require the use of a car
- [ ] Caring responsibilities require the use of a car
- [ ] Quicker and more convenient than other modes
- [ ] Cheaper than alternatives

12. If you travel by car what measures would encourage you to travel more sustainably? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

- [ ] Better information on alternative modes of travel
- [ ] More information on TfGM ticket schemes
- [ ] A college car sharing scheme
- [ ] College start / end times that fit with public transport times
- [ ] None of the above

City Centre Manchester Campus

Colleague Travel Survey

We are conducting a Colleague Travel Survey to understand how you currently travel to campus and to collect other information on things that impact your travel arrangements. The data we collect will be used to help develop an accurate Travel Plan for our colleagues and students. The Travel Plan will help us to make decisions that will ensure both you and future colleagues have access to the best possible facilities and working environment.

The survey should take less than 5 minutes of your time and all of the information you provide will be treated confidentially and will only be used for the Travel Plans.

To thank you for your support everyone who completes the survey will have the opportunity to be entered into a prize draw and a chance to win a £50 High Street Shopping voucher. To be entered into the prize draw please provide your contact details at the end of the survey. Your details will be kept confidential and will only be used for the prize draw and will not be used within the survey reporting or analysis.

Thank you for your support.

* 1. Please provide your home postcode

* 2. Do you work in a teaching or a support services role?

- ◯ Teaching
- ◯ Support services

* 3. Please tell us which department or team you work in

* 4. Do you work full time or part time?

- ◯ Full time
- ◯ Part time

* 5. What age group are you in?

- ◯ 16 - 18
- ◯ 19 - 24
- ◯ 25 - 34
- ◯ 35 - 44
- ◯ 45 - 55
- ◯ 55 - 65
- ◯ Over 65
- ◯ I'd rather not say

* 6. What days of the week do you normally work? [Please tick all the days that apply to you]

- [ ] Monday
- [ ] Tuesday
- [ ] Wednesday
- [ ] Thursday
- [ ] Friday
- [ ] Saturday
- [ ] Sunday

* 7. What time do you usually arrive at work?

- ◯ Before 8am
- ◯ 8am to 9am
- ◯ 9am to 10am
- ◯ After 10am

* 8. What time do you usually leave work?

- ◯ Before 4pm
- ◯ 4pm to 5pm
- ◯ 5pm to 6pm
- ◯ After 6pm

* 9. How do you usually travel to work? [Please tell us the mode you use for most of your journey]

- ◯ Car (as driver on your own)
- ◯ Car (as driver with passengers)
- ◯ Car (as passenger)
- ◯ Bus
- ◯ Tram
- ◯ Train
- ◯ Other (please specify)
- ◯ Tram and bus
- ◯ Train and bus
- ◯ Cycle
- ◯ Foot
- ◯ Motorbike or other powered two-wheeler
- ◯ Taxi

10. Has your method of travel changed since moving to City Centre Manchester Campus? If yes, please indicate how you previously travelled. [Please tell us the mode you used for most of your journey]

- ◯ Car (as driver on your own)
- ◯ Car (as driver with passengers)
- ◯ Car (as passenger)
- ◯ Bus
- ◯ Tram
- ◯ Train
- ◯ Other (please specify)
- ◯ Tram and bus
- ◯ Train and bus
- ◯ Cycle
- ◯ Foot
- ◯ Motorbike or other powered two-wheeler
- ◯ Taxi

* 11. Do you work from home?

- ◯ Yes
- ◯ No

12. If you work from home please tell us how many days a week you do this [Please tick all the days that apply to you and only answer this question if you work from home]

- [ ] Monday
- [ ] Tuesday
- [ ] Wednesday
- [ ] Thursday
- [ ] Friday
- [ ] Saturday
- [ ] Sunday

* 13. Do you own a bike?

- ◯ Yes
- ◯ No

14. If you currently drive to work would you consider car sharing with another person travelling in the same direction? [Please only answer this question if you currently drive to work]

- ◯ Yes
- ◯ No

15. If you travel by car, please provide your main reasons for doing so? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

- [ ] Lack of alternative
- [ ] Mobility issues require the use of a car
- [ ] Caring responsibilities require the use of a car
- [ ] Quicker and more convenient than other modes
- [ ] Cheaper than alternatives
- [ ] Car needed for business trips

16. If you travel by car what measures would encourage you to travel more sustainably? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

- [ ] Better information on alternative modes of travel
- [ ] More information on TfGM ticket schemes
- [ ] A college car sharing scheme
- [ ] A scheme to help pay for public transport season tickets or a new bike
- [ ] More flexible working hours
- [ ] Car club vehicles that could be used for business travel
- [ ] None of the above

Appendix B

Q1 Please provide your home postcode

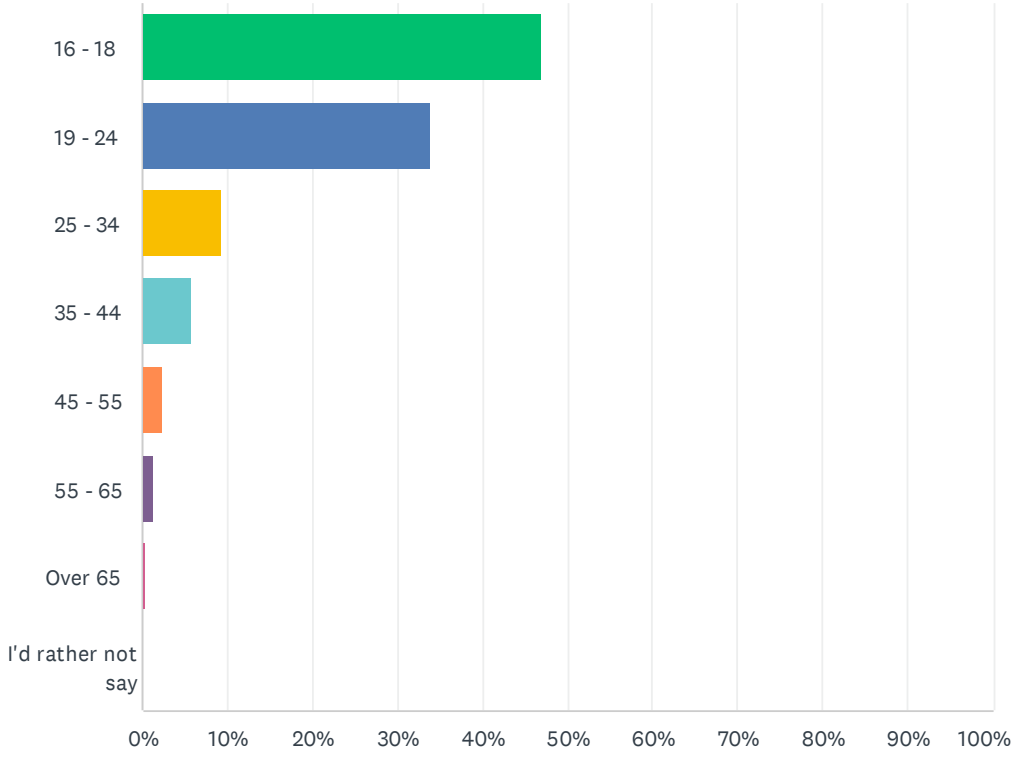
Answered: 506 Skipped: 0

Q2 Please tell us what course you are enrolled on

Answered: 506 Skipped: 0

Q3 What age group are you in?

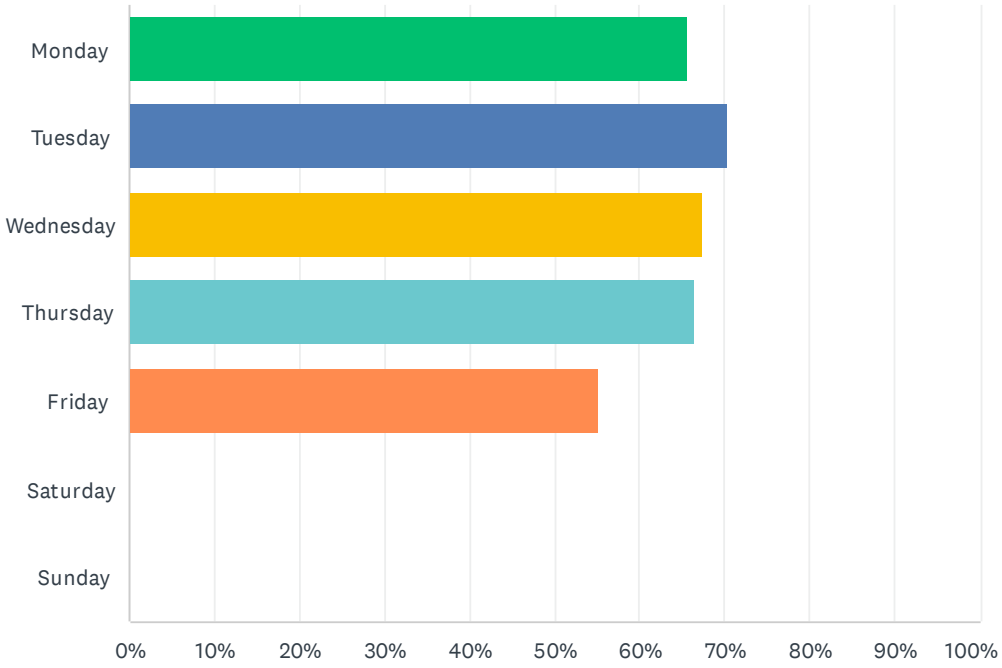
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
16 - 18	46.84%	237
19 - 24	33.99%	172
25 - 34	9.29%	47
35 - 44	5.73%	29
45 - 55	2.37%	12
55 - 65	1.38%	7
Over 65	0.40%	2
I'd rather not say	0.00%	0
TOTAL		506

Q4 What days of the week do you normally come to college? [Please tick all the days that apply to you]

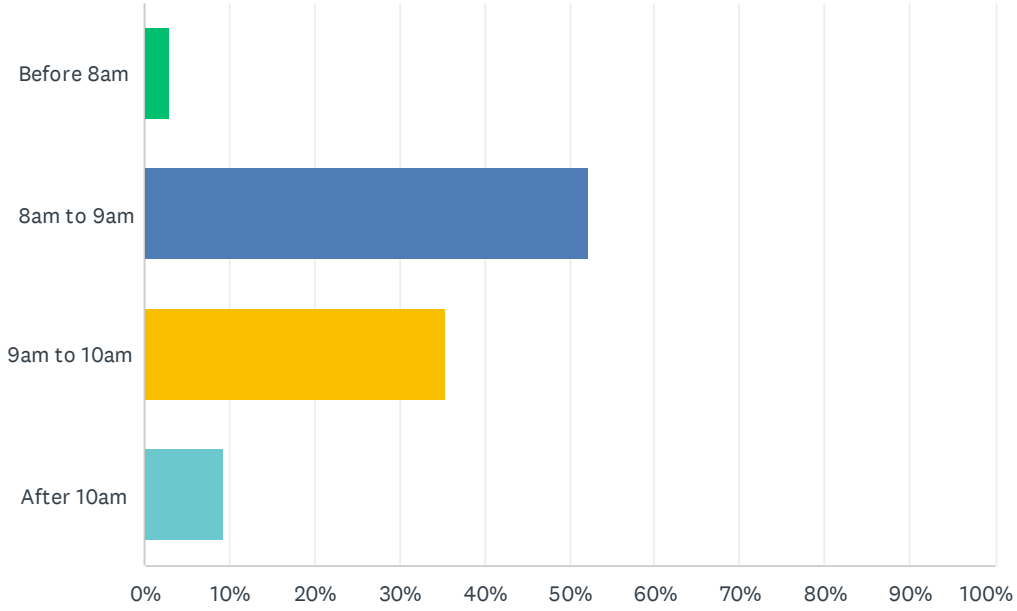
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
Monday	65.61%	332
Tuesday	70.36%	356
Wednesday	67.39%	341
Thursday	66.60%	337
Friday	55.14%	279
Saturday	0.00%	0
Sunday	0.00%	0
Total Respondents: 506		

Q5 What time do you usually arrive at college?

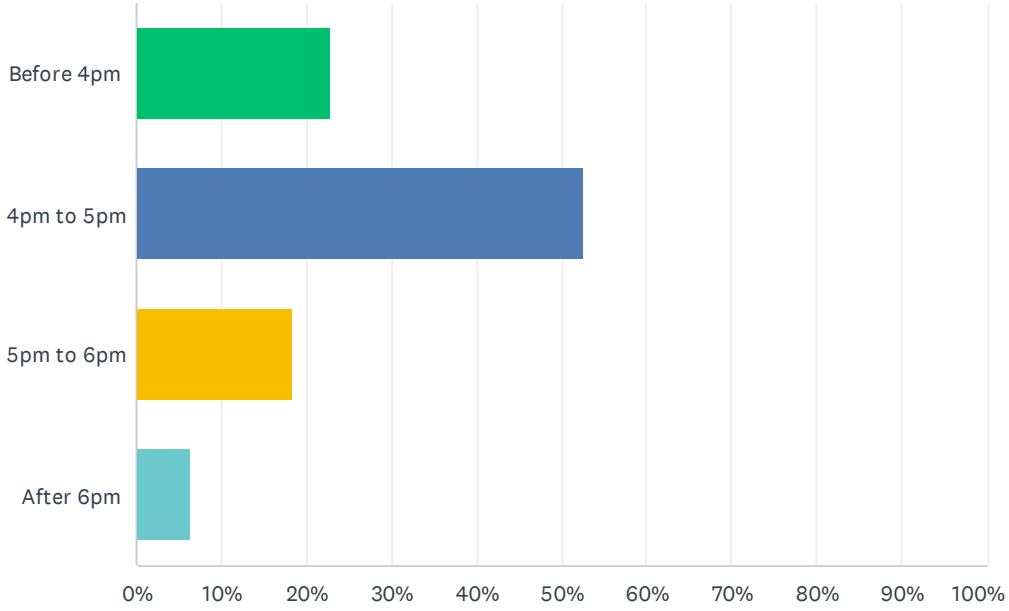
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
Before 8am	2.96%	15
8am to 9am	52.17%	264
9am to 10am	35.38%	179
After 10am	9.49%	48
TOTAL		506

Q6 What time do you usually leave college?

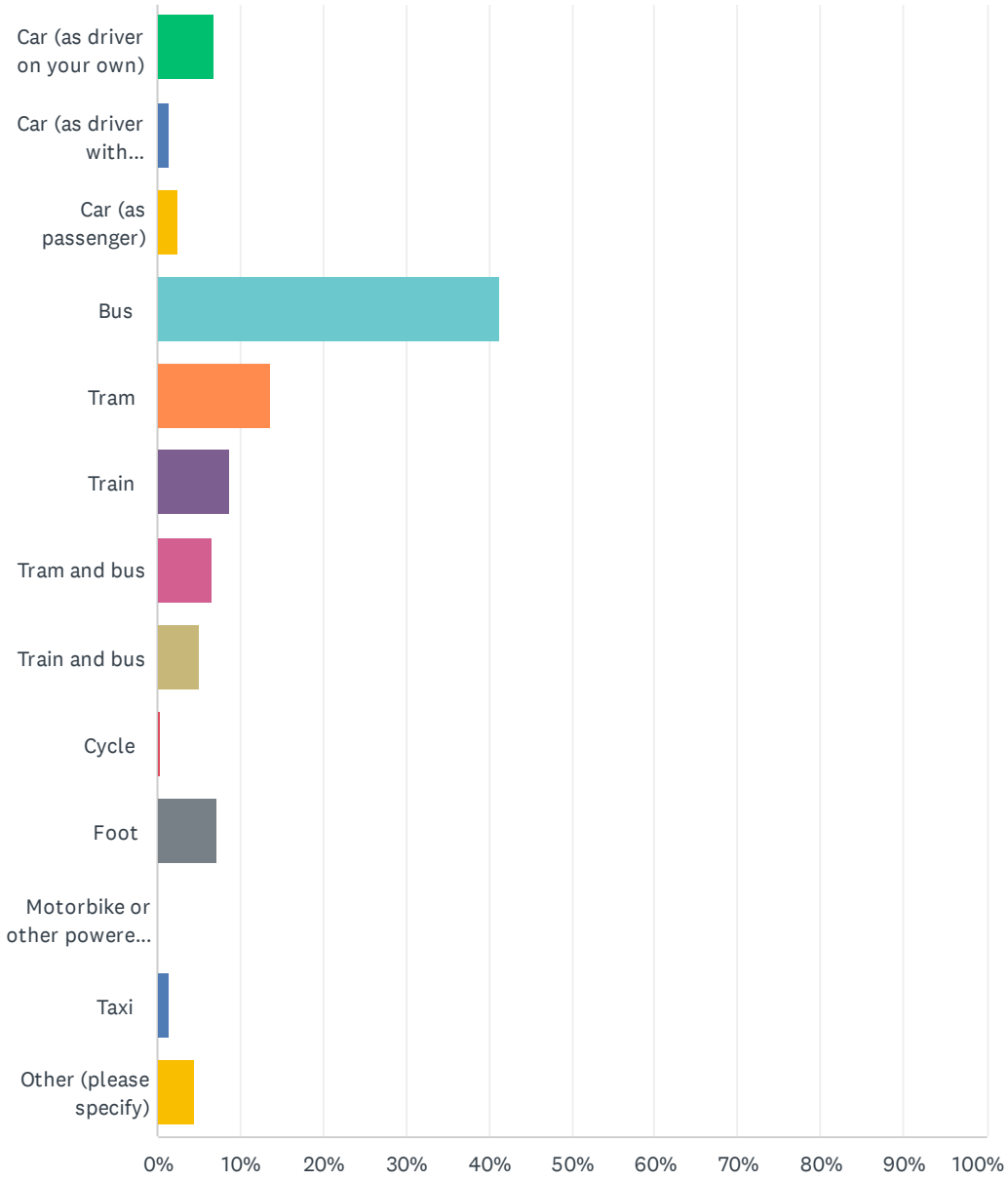
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
Before 4pm	22.73%	115
4pm to 5pm	52.57%	266
5pm to 6pm	18.38%	93
After 6pm	6.32%	32
TOTAL		506

Q7 How do you usually travel to college? [Please tell us the mode you use for most of your journey]

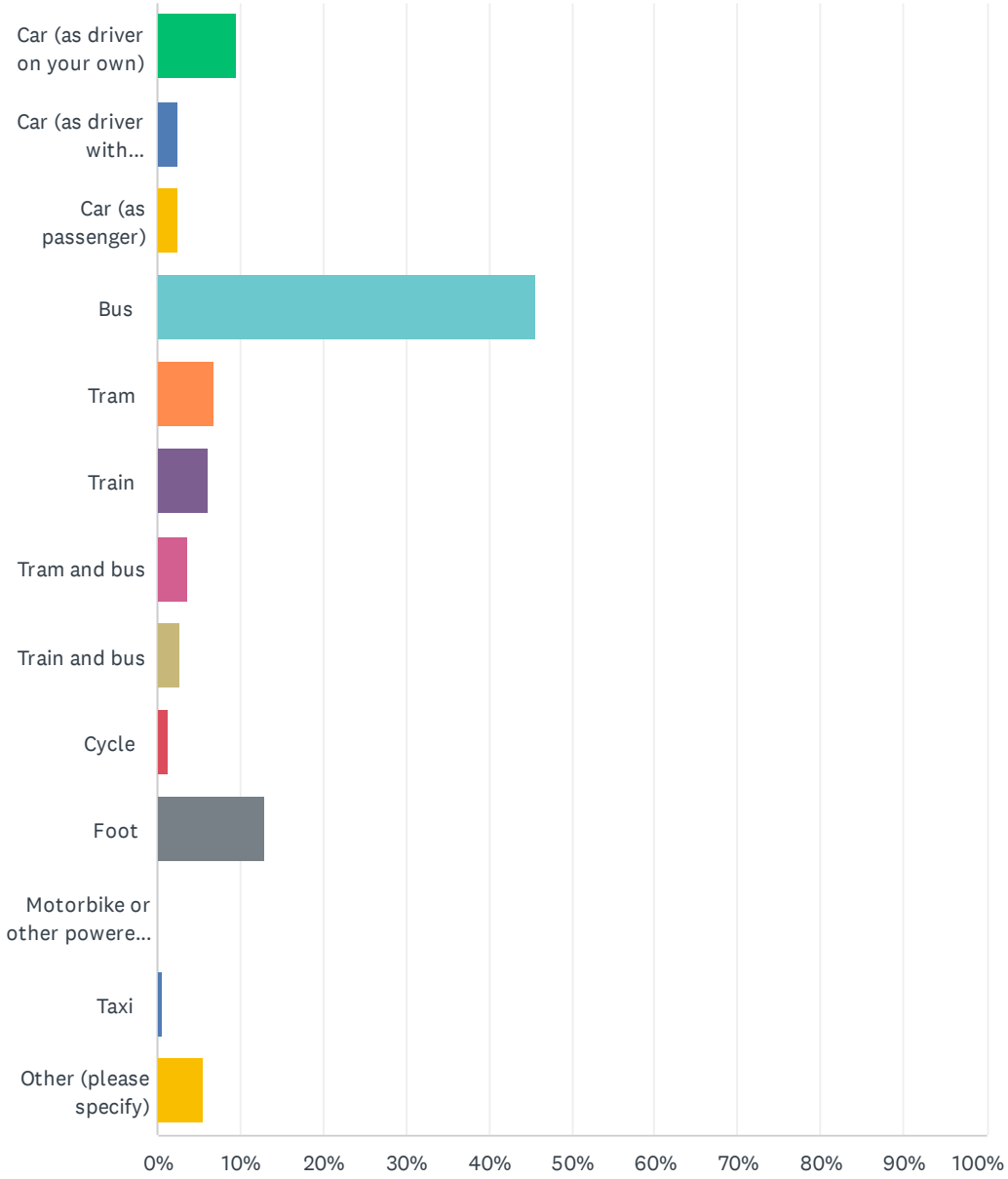
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car (as driver on your own)	6.72%	34
Car (as driver with passengers)	1.58%	8
Car (as passenger)	2.57%	13
Bus	41.30%	209
Tram	13.64%	69
Train	8.70%	44
Tram and bus	6.52%	33
Train and bus	5.14%	26
Cycle	0.40%	2
Foot	7.31%	37
Motorbike or other powered two-wheeler	0.00%	0
Taxi	1.58%	8
Other (please specify)	4.55%	23
TOTAL		506

Q8 If you studied at another campus before moving to City Campus Manchester, has your method of travel to college changed? If yes, please indicate how you previously travelled. [Please tell us the mode you used for most of your journey]

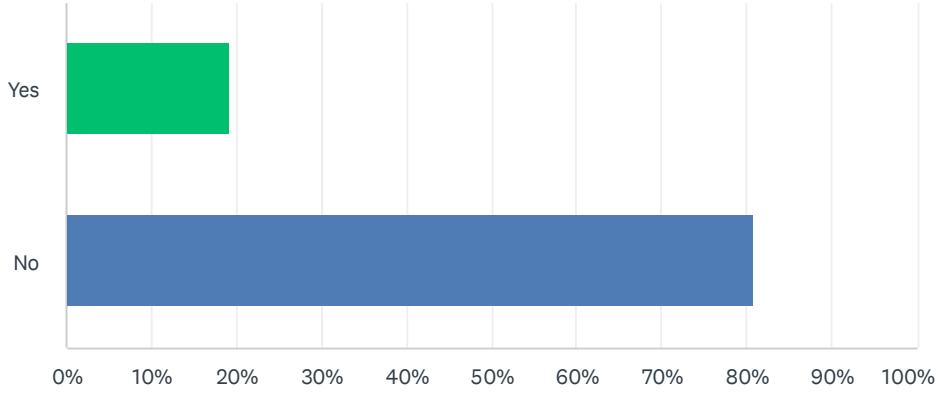
Answered: 324 Skipped: 182



ANSWER CHOICES	RESPONSES	
Car (as driver on your own)	9.57%	31
Car (as driver with passengers)	2.47%	8
Car (as passenger)	2.47%	8
Bus	45.68%	148
Tram	6.79%	22
Train	6.17%	20
Tram and bus	3.70%	12
Train and bus	2.78%	9
Cycle	1.23%	4
Foot	12.96%	42
Motorbike or other powered two-wheeler	0.00%	0
Taxi	0.62%	2
Other (please specify)	5.56%	18
TOTAL		324

Q9 Do you own a bike?

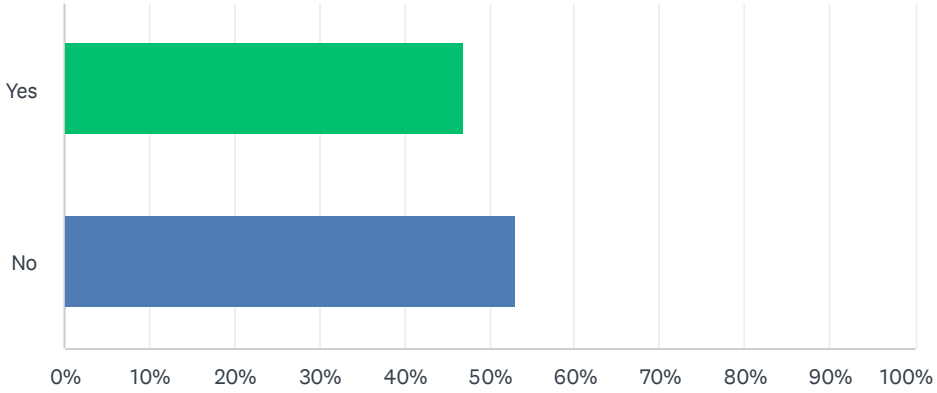
Answered: 506 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	19.17%	97
No	80.83%	409
TOTAL		506

Q10 If you currently drive to college would you consider car sharing with another person travelling in the same direction? [Please only answer this question if you currently drive to college]

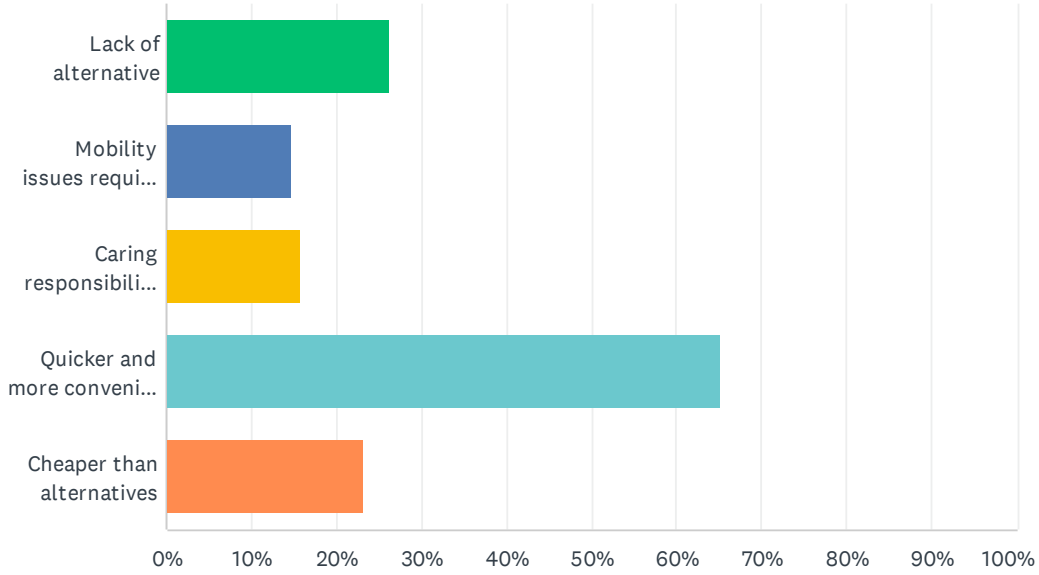
Answered: 94 Skipped: 412



ANSWER CHOICES	RESPONSES	
Yes	46.81%	44
No	53.19%	50
TOTAL		94

Q11 If you travel by car, please provide your main reasons for doing so? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

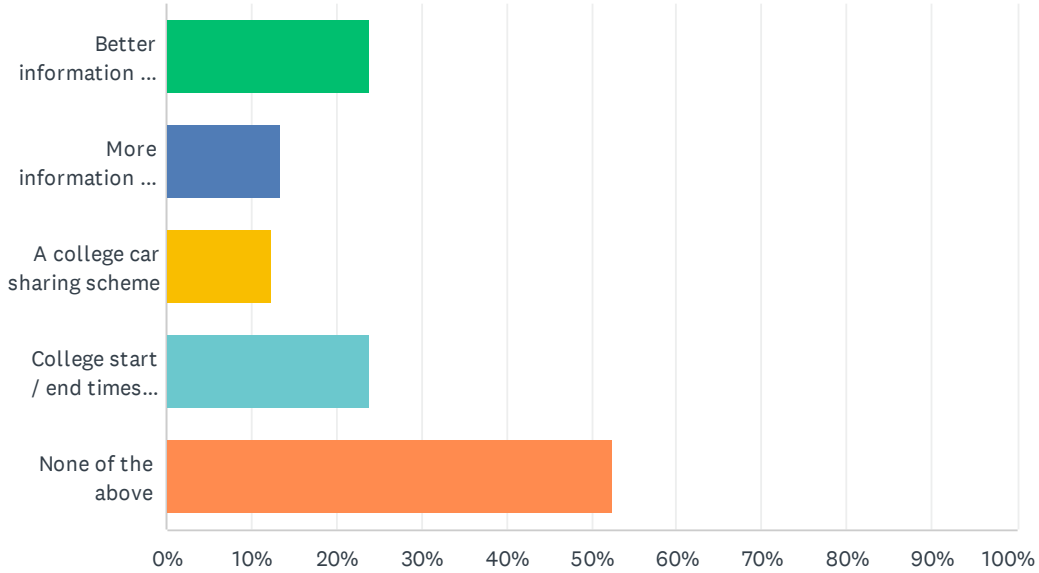
Answered: 95 Skipped: 411



ANSWER CHOICES	RESPONSES	
Lack of alternative	26.32%	25
Mobility issues require the use of a car	14.74%	14
Caring responsibilities require the use of a car	15.79%	15
Quicker and more convenient than other modes	65.26%	62
Cheaper than alternatives	23.16%	22
Total Respondents: 95		

Q12 If you travel by car what measures would encourage you to travel more sustainably? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

Answered: 105 Skipped: 401



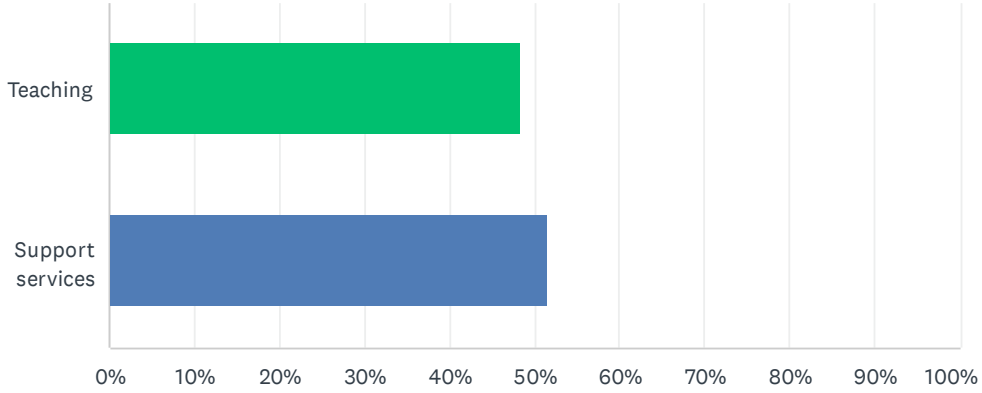
ANSWER CHOICES	RESPONSES	
Better information on alternative modes of travel	23.81%	25
More information on TfGM ticket schemes	13.33%	14
A college car sharing scheme	12.38%	13
College start / end times that fit with public transport times	23.81%	25
None of the above	52.38%	55
Total Respondents: 105		

Q1 Please provide your home postcode

Answered: 192 Skipped: 0

Q2 Do you work in a teaching or a support services role?

Answered: 192 Skipped: 0



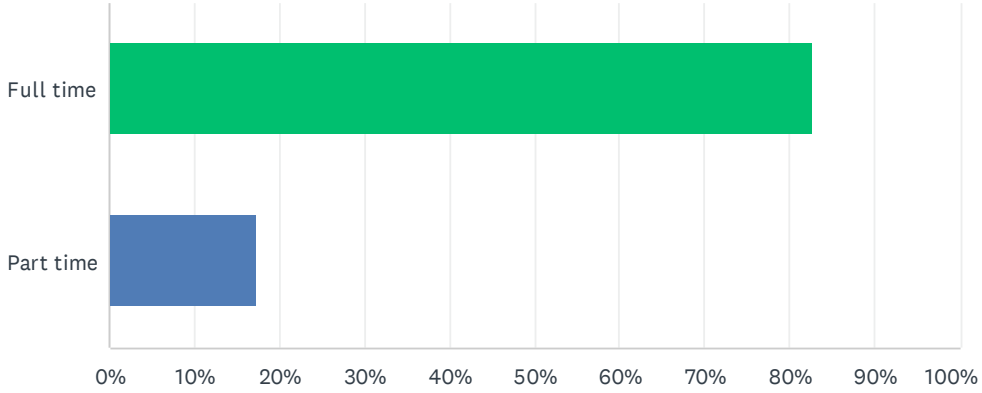
ANSWER CHOICES	RESPONSES	
Teaching	48.44%	93
Support services	51.56%	99
TOTAL		192

Q3 Please tell us which department or team you work in

Answered: 192 Skipped: 0

Q4 Do you work full time or part time?

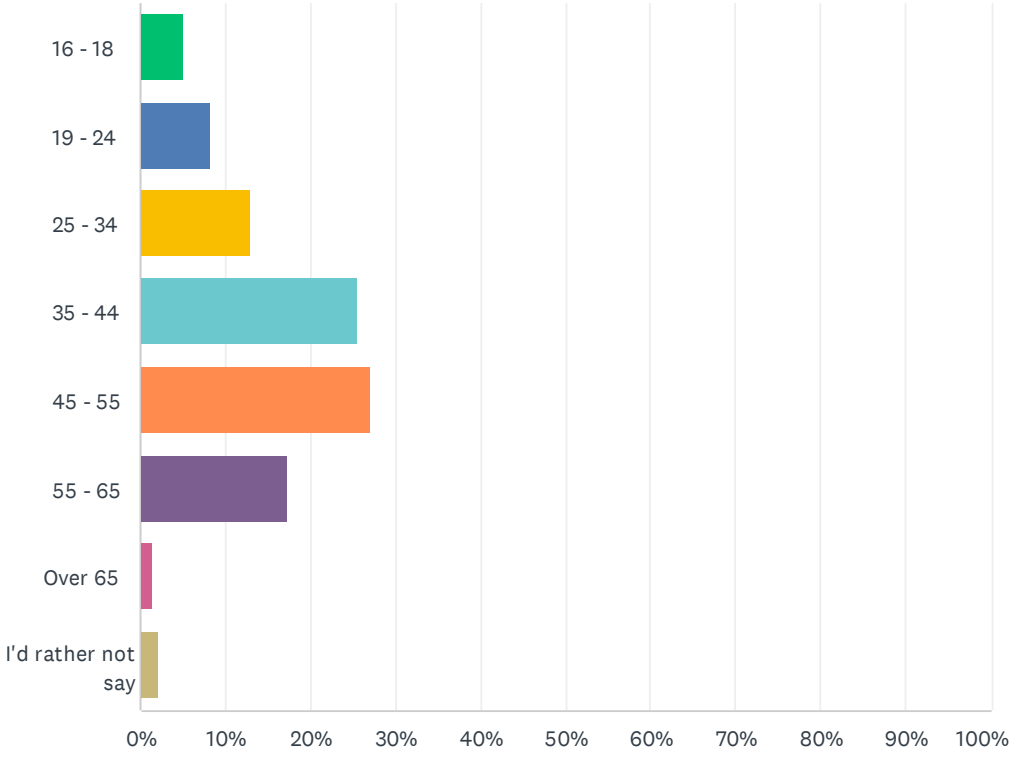
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Full time	82.81%	159
Part time	17.19%	33
TOTAL		192

Q5 What age group are you in?

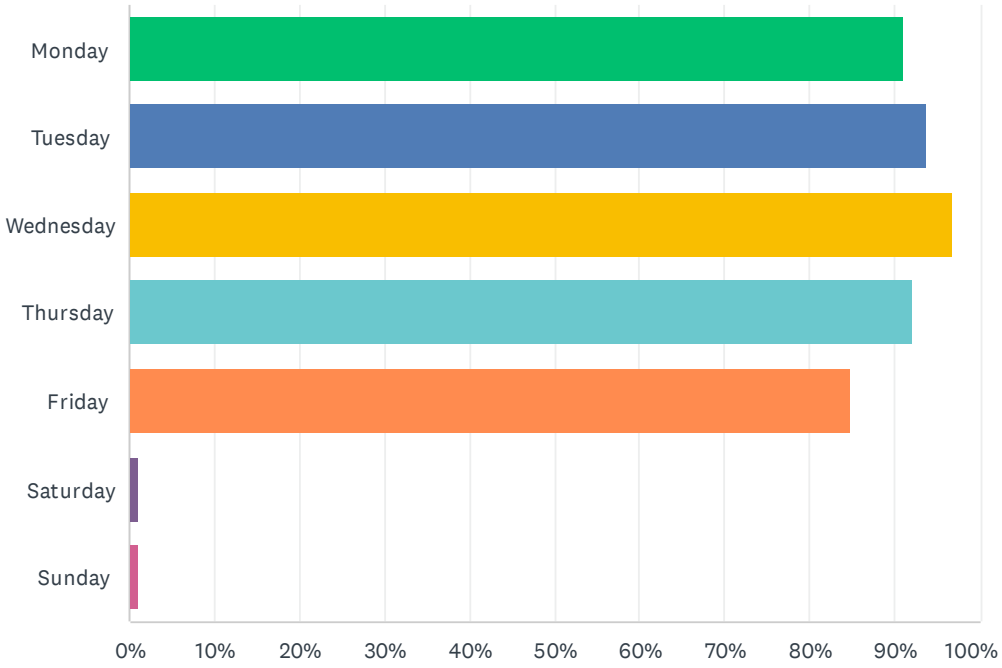
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
16 - 18	5.21%	10
19 - 24	8.33%	16
25 - 34	13.02%	25
35 - 44	25.52%	49
45 - 55	27.08%	52
55 - 65	17.19%	33
Over 65	1.56%	3
I'd rather not say	2.08%	4
TOTAL		192

Q6 What days of the week do you normally work? [Please tick all the days that apply to you]

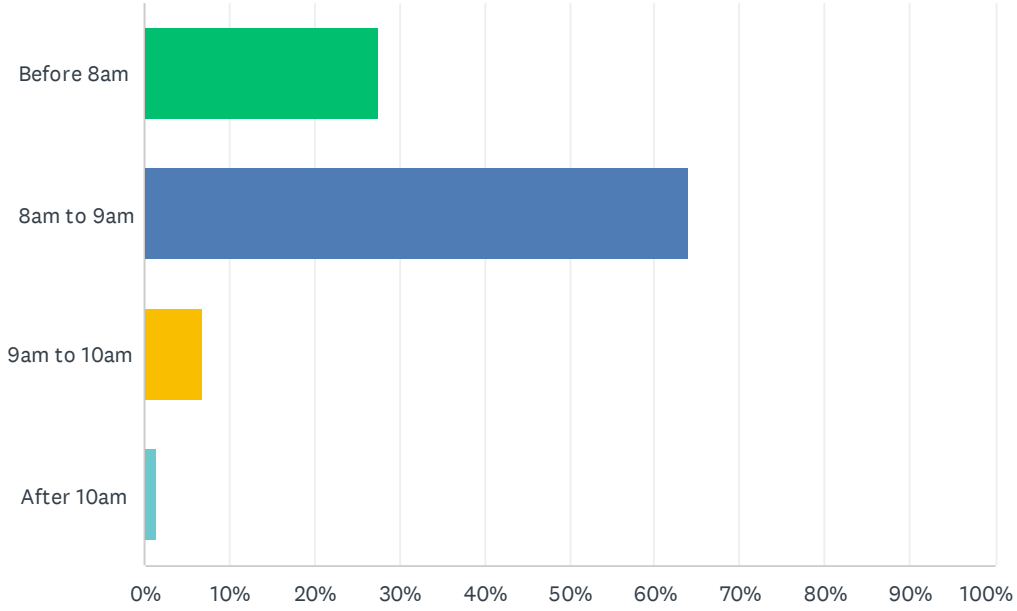
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Monday	91.15%	175
Tuesday	93.75%	180
Wednesday	96.88%	186
Thursday	92.19%	177
Friday	84.90%	163
Saturday	1.04%	2
Sunday	1.04%	2
Total Respondents: 192		

Q7 What time do you usually arrive at work?

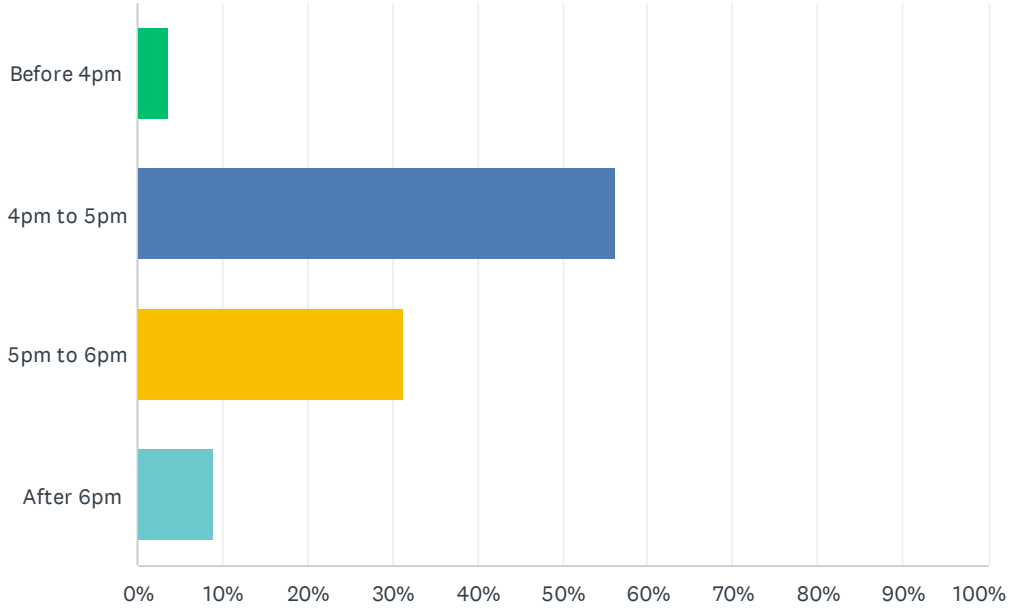
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Before 8am	27.60%	53
8am to 9am	64.06%	123
9am to 10am	6.77%	13
After 10am	1.56%	3
TOTAL		192

Q8 What time do you usually leave work?

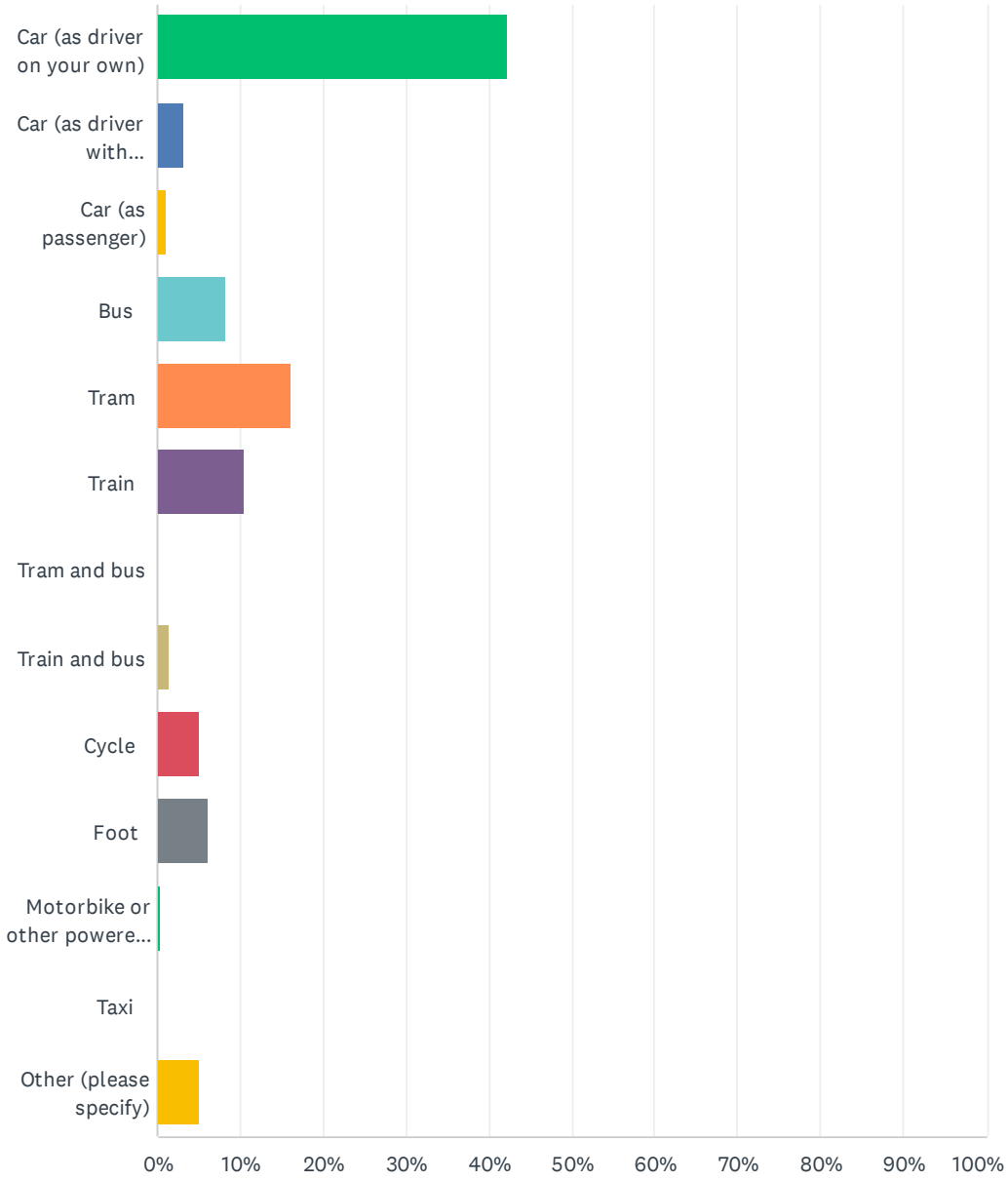
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Before 4pm	3.65%	7
4pm to 5pm	56.25%	108
5pm to 6pm	31.25%	60
After 6pm	8.85%	17
TOTAL		192

Q9 How do you usually travel to work? [Please tell us the mode you use for most of your journey]

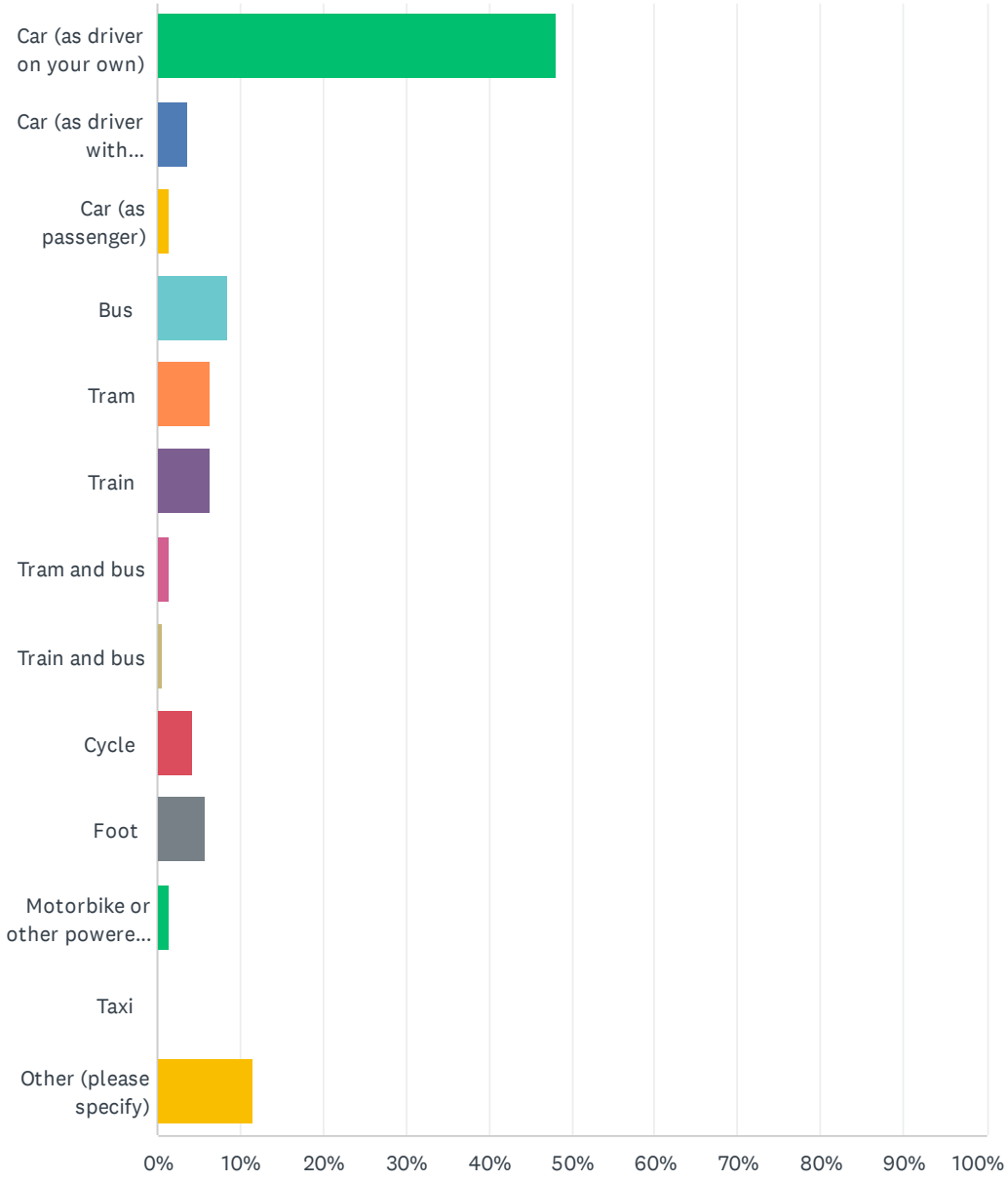
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car (as driver on your own)	42.19%	81
Car (as driver with passengers)	3.13%	6
Car (as passenger)	1.04%	2
Bus	8.33%	16
Tram	16.15%	31
Train	10.42%	20
Tram and bus	0.00%	0
Train and bus	1.56%	3
Cycle	5.21%	10
Foot	6.25%	12
Motorbike or other powered two-wheeler	0.52%	1
Taxi	0.00%	0
Other (please specify)	5.21%	10
TOTAL		192

Q10 Has your method of travel changed since moving to City Centre Manchester Campus? If yes, please indicate how you previously travelled. [Please tell us the mode you used for most of your journey]

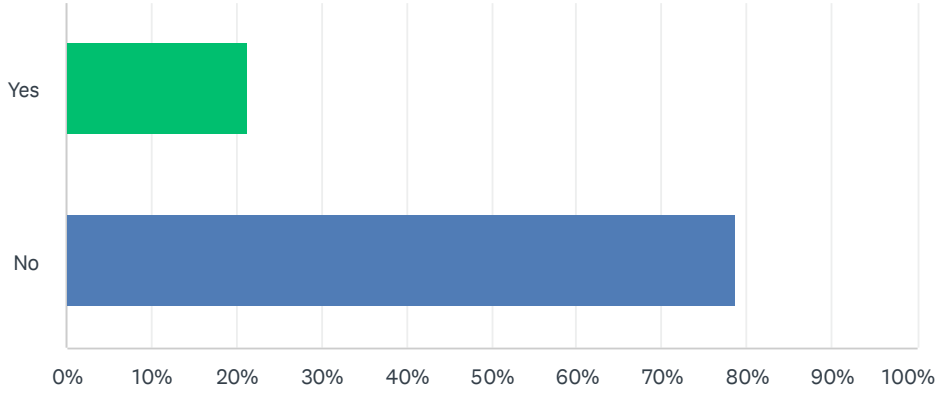
Answered: 139 Skipped: 53



ANSWER CHOICES	RESPONSES	
Car (as driver on your own)	48.20%	67
Car (as driver with passengers)	3.60%	5
Car (as passenger)	1.44%	2
Bus	8.63%	12
Tram	6.47%	9
Train	6.47%	9
Tram and bus	1.44%	2
Train and bus	0.72%	1
Cycle	4.32%	6
Foot	5.76%	8
Motorbike or other powered two-wheeler	1.44%	2
Taxi	0.00%	0
Other (please specify)	11.51%	16
TOTAL		139

Q11 Do you work from home?

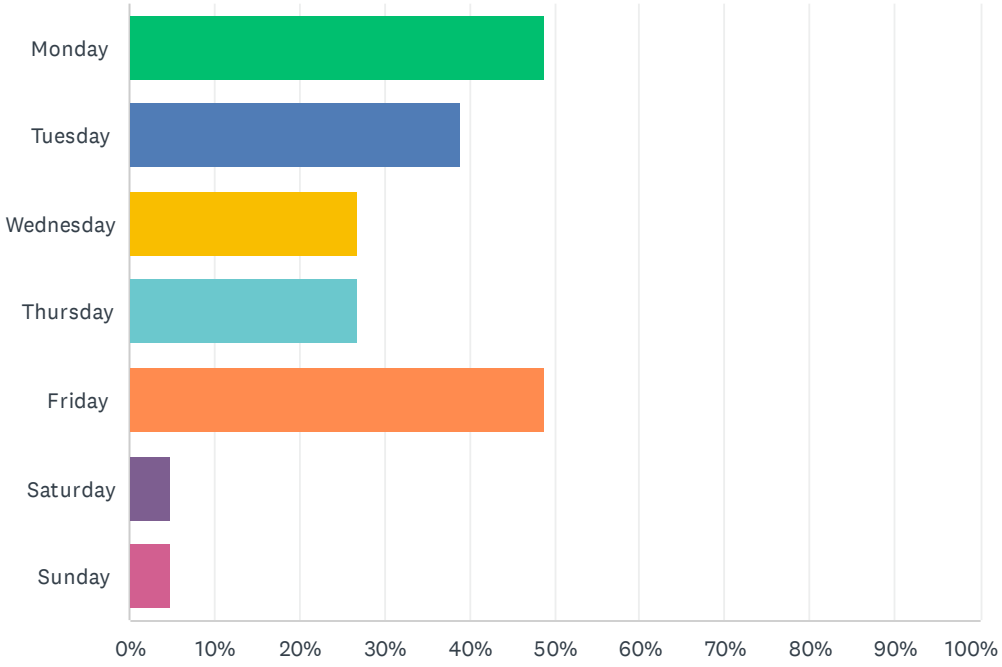
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	21.35%	41
No	78.65%	151
TOTAL		192

Q12 If you work from home please tell us how many days a week you do this [Please tick all the days that apply to you and only answer this question if you work from home]

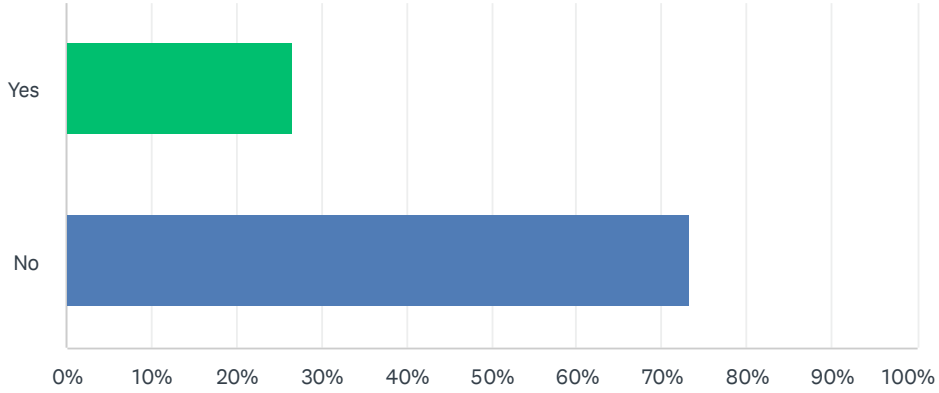
Answered: 41 Skipped: 151



ANSWER CHOICES	RESPONSES	
Monday	48.78%	20
Tuesday	39.02%	16
Wednesday	26.83%	11
Thursday	26.83%	11
Friday	48.78%	20
Saturday	4.88%	2
Sunday	4.88%	2
Total Respondents: 41		

Q13 Do you own a bike?

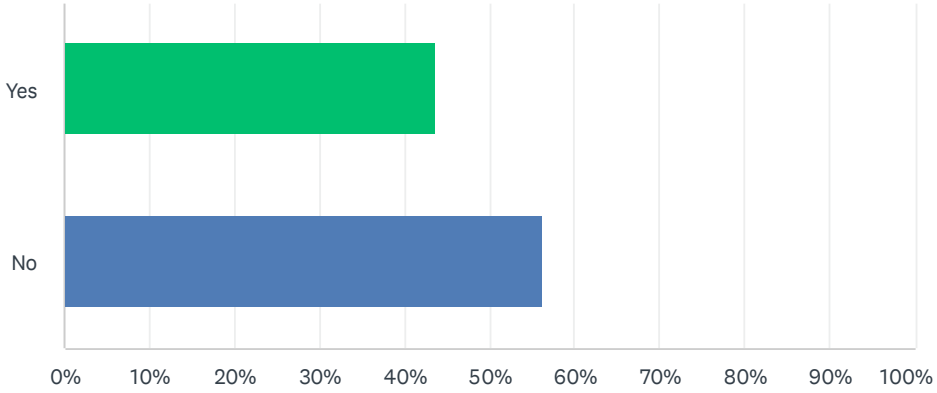
Answered: 192 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	26.56%	51
No	73.44%	141
TOTAL		192

Q14 If you currently drive to work would you consider car sharing with another person travelling in the same direction? [Please only answer this question if you currently drive to work]

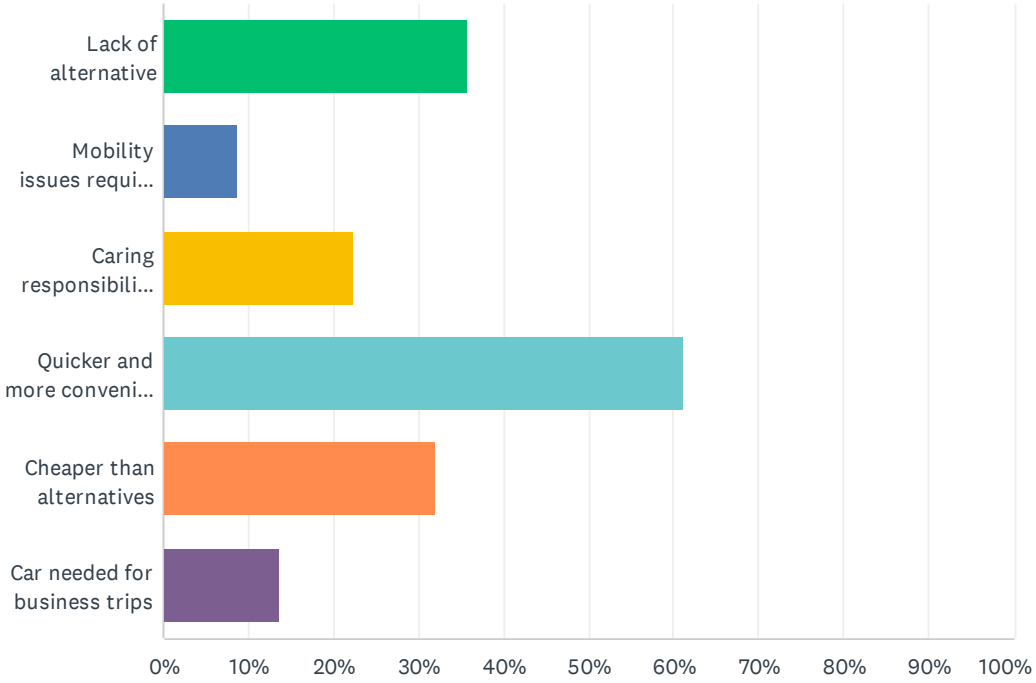
Answered: 103 Skipped: 89



ANSWER CHOICES	RESPONSES	
Yes	43.69%	45
No	56.31%	58
TOTAL		103

Q15 If you travel by car, please provide your main reasons for doing so? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

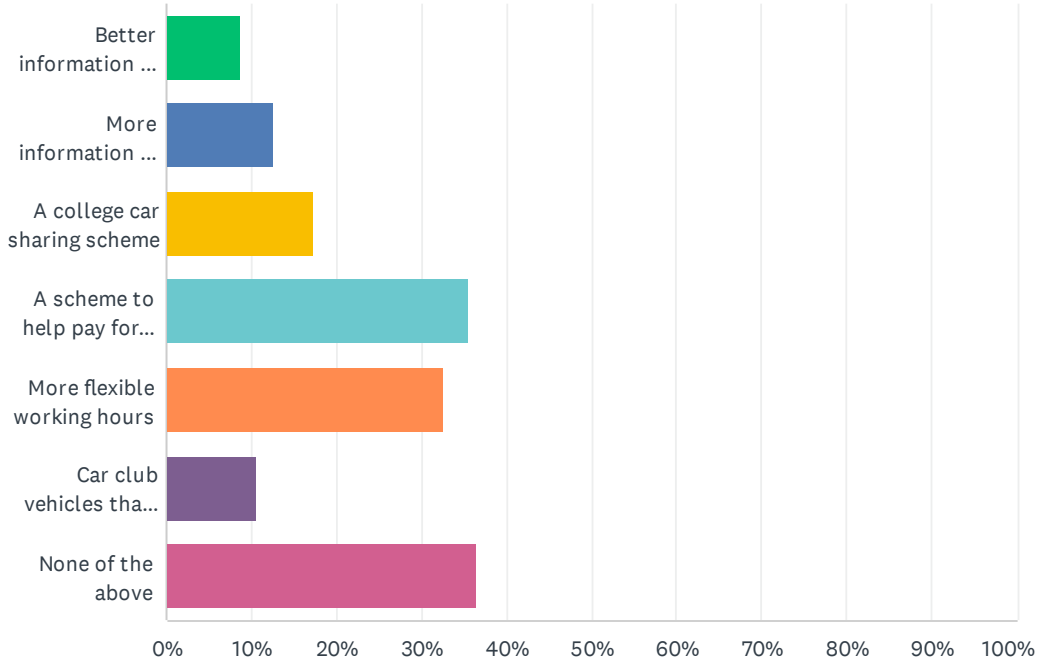
Answered: 103 Skipped: 89



ANSWER CHOICES	RESPONSES	
Lack of alternative	35.92%	37
Mobility issues require the use of a car	8.74%	9
Caring responsibilities require the use of a car	22.33%	23
Quicker and more convenient than other modes	61.17%	63
Cheaper than alternatives	32.04%	33
Car needed for business trips	13.59%	14
Total Respondents: 103		

Q16 If you travel by car what measures would encourage you to travel more sustainably? [Please tick as many reasons as apply for you and please only answer this question if you travel by car]

Answered: 104 Skipped: 88



ANSWER CHOICES	RESPONSES	
Better information on alternative modes of travel	8.65%	9
More information on TfGM ticket schemes	12.50%	13
A college car sharing scheme	17.31%	18
A scheme to help pay for public transport season tickets or a new bike	35.58%	37
More flexible working hours	32.69%	34
Car club vehicles that could be used for business travel	10.58%	11
None of the above	36.54%	38
Total Respondents: 104		