

Xaverian College, Rusholme, Manchester Travel Plan

For Xaverian College

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1. INTRODUCTION

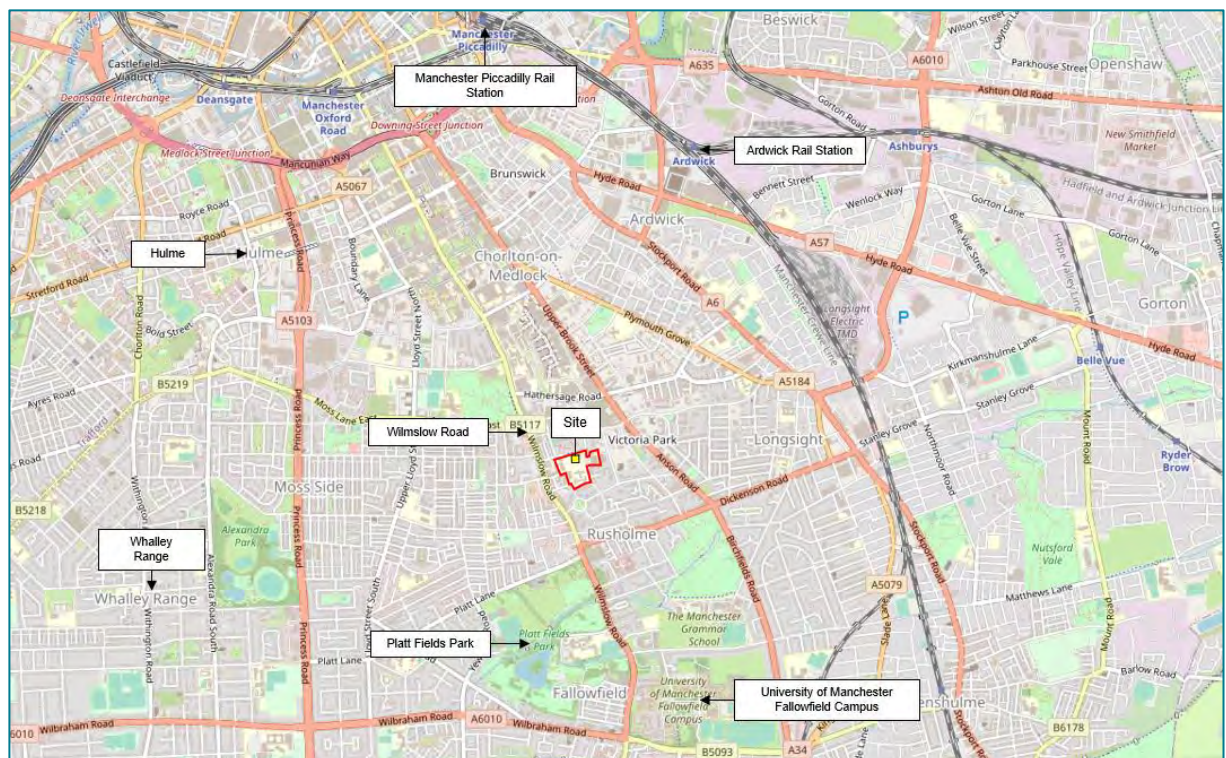
1.1 Background

- 1.1.1 Hydrock have been instructed by the Xaverian College to prepare a Travel Plan [TP] in relation to a planning application for the proposed extension of Xaverian College in Rusholme, Manchester. The existing site is comprised of 11 campus buildings.
- 1.1.2 The planning application is for the demolition of an existing building and the erection of a new science building teaching block in the south-west corner of the site on an existing car park area. The building will be approximately 1250sqm in size.

1.2 Site Location

- 1.2.1 Access to Xaverian College is provided from Thurloe Street and Crescent Range. Thurloe Street connects the site to the wider highway network by providing access to Wilmslow Road to the west. Crescent Road provides access to the residential area to the east and south east by connecting with Lower Park Road Park Crescent. The site is approximately 4km south from Manchester City Centre via the A34 and 1.6km north of the University of Manchester's Fallowfield Campus via Wilmslow Road.
- 1.2.2 **Figure 1.1** below presents the colleges location for reference.

Figure 1.1: Site Location



Source: OpenStreetMap

1.3 Travel Plan Status

- 1.3.1 This Full Travel Plan has been prepared to support the extension of the College. It will be adopted by the college to educate and encourage existing and future staff, pupils and visitors to travel to the college by sustainable forms of transport.

- 1.3.2 To inform the preparation of this Travel Plan the existing travel behaviour of the students, staff and visitors currently accessing the college have been surveyed with the results of these surveys outlined within this report.
- 1.3.3 The Full Travel Plan document has been prepared by Hydrock however the ongoing monitoring and review of the Travel Plan will be the responsibility of Xaverian College. Following completion of this document it will be submitted to Manchester City Council (MCC) for final approval.
- 1.3.4 This Travel Plan sets out specific measures that are to be implemented by Xaverian College to influence travel patterns to assist in the delivery of sustainable transport.

1.4 Travel Plan Objectives

- 1.4.1 A Travel Plan is a long-term strategy for a site to reduce the dependence of individuals on travel by private car. This Travel Plan has been split in two parts, as follows;
 - » Staff Travel: measures and targets have been identified for staff working at the college with the aim of reducing vehicular trips to the college by staff and providing them with an alternative to private vehicular travel;
 - » Student and Visitor Travel: measures and targets have been identified for students and visitors travelling to the college with the aim of reducing vehicular trips to the college by parents/visitors and informing them of the alternatives to private vehicular travel.
- 1.4.2 The Travel Plan reflects the following objectives which are intended to achieve current Government and local policies in respect to transport:
 - » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of travel to the car;
 - » Advocate means of travel that are beneficial to the health of those studying, working on or visiting the site;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs and avoid a worsening of air quality (environmental, financial, health, etc.); and
 - » Contain car parking demand.

1.5 Xaverian College Commitment

- 1.5.1 The management of the college recognise the importance of reducing the potential negative transport-related impacts of the college and the need to provide for, and encourage, a range of sustainable travel options as alternatives to single occupancy car use.
- 1.5.2 To this end, Xaverian College should aim to work in partnership with the Council, local public transport operators and other relevant stakeholders, in committing to, and implementing the measures contained within this Travel Plan to provide students, employees and visitors to the college with the facilities and information they require to make sustainable travel choices.

1.6 Scope

- 1.6.1 Following this introductory section:
 - » **Section 2** considers the transport policy and accessibility context;
 - » **Section 3** assesses the sustainability of the site;
 - » **Section 4** outlines the development proposals;
 - » **Section 5** describes the package of measures designed to reduce reliance on the private car and encourage the use of alternatives;
 - » **Section 6** outlines how the Travel Plan will be managed and communicated;
 - » **Section 7** outlines the aim, objectives and targets of the Travel Plan; and
 - » **Section 8** outlines the Travel action plan and marketing strategy;

2. TRANSPORT POLICY CONTEXT

2.1 Preamble

- 2.1.1 In order to assess the proposals and develop a Travel Plan for the site it is necessary to review both local and national transport planning guidance. The following sections outline the relevant policy and guidance documents in respect of the proposed development.

2.2 National Planning Policy Framework

- 2.2.1 The NPPF sets out the Government's policies for delivering sustainable development through the planning system. Local authorities are required to take these policies into account when formulating local development plans and when determining planning applications.
- 2.2.2 The most recent NPPF report was published in July 2021 and sets out the Government's planning policies for England and how these are expected to be applied at a local level. The NPPF is a significant material consideration in plan making and decision taking.
- 2.2.3 Paragraph 104 seeks to encourage opportunities to promote walking, cycling and public transport use. This is supplemented by paragraph 105 which states that development should be focused in sustainable locations and offer a genuine choice of transport modes.
- 2.2.4 Development proposals should also give priority to pedestrian and cycle movements and facilitate access to high quality public transport. The needs of people with disabilities and reduced mobility should also be addressed (paragraph 112).
- 2.2.5 Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 2.2.6 Having regard to the above objectives, the proposed site access strategy includes measures to connect the site with the adjacent community and sustainable travel network, including existing public transport services.

2.3 Guidelines for Providing for Journeys on Foot

- 2.3.1 Various walking distances are quoted in the Chartered Institution of Highways and Transportation's (CIHT's) "Guidelines for Providing for Journeys on Foot". **Table 2.1** (taken from Table 3.1 of the document) sets out the acceptable walking distances in various contexts:

Table 2:1 Acceptable Walking Distances

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

2.4 Manchester's Core Strategy Development Plan (Adopted 2011)

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

2.4.2 Below are a few targets for Manchester to be achieved by 2027:

- » A successful sustainable and accessible City in the front rank of cities in Europe and the world;
- » A City with a growing economy driven by the strength of the Regional Centre and Manchester Airport which supports a successful City Region. The knowledge based economy flourishes within an entrepreneurial community, characterised by a fully skilled, inclusive working population;
- » Meeting the challenge of climate change at the forefront of environmental initiatives and improvements and continuing to deliver sustainable development and a more effective Green Infrastructure;
- » A City with an increased and sustainable healthy population and a community which both benefits from and drives the City's productivity upwards;
- » A City with thriving district centres, which have a distinct local character and provide a good range of accessible public services, retail and local facilities;
- » A City which is supported by transport infrastructure which provides sustainable and efficient links locally, within the City, and more widely, between the Regional Centre and workers across the City Region. It will also have strong national and international connections made possible by its world class airport;
- » A City defined by excellence in urban design and environmental quality, where its distinctive historic environment is understood, valued, cared for and its potential fully realised;

2.4.3 SO5. Transport:

- » Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. Access to the facilities and opportunities of the Regional Centre and Manchester Airport, from residential areas will be particularly important, as will improving links between the City and city regions across the country via high speed rail links and internationally via Manchester Airport.

2.5 Manchester City Centre Transport Strategy 2040

2.5.1 The aim of the strategy is to deliver a zero-carbon city-region by 2038. Shaped by the strategy, transport and growth in the city centre will play a big part in the journey to zero-carbon and tackling the climate emergency. Some of the following ambitions for the city can be seen below:

2.5.2 Ambition 1: Walking is the main way of getting around the city

- » The city centre is safe and easy to walk around with clear, well-signed routes. Pavements and public spaces will be high quality, green and accessible; catering for everyone, no matter what their age or mobility

2.5.3 Ambition 3: More people choose to cycle to destinations within the city centre

- » There is an attractive, safe, protected and efficient cycling network into and through the city centre, delivered as part of our city-region's proposed Bee Network. Cycling is supported with good parking facilities close to key destinations, and hire bikes are easy to access in the city centre

2.5.4 Ambition 4: The city centre benefits from better public transport connections

- » Manchester city centres is well connected by rail to other cities and towns (to support commuting, business and leisure trips). There is sufficient capacity on peak hour Metrolink, bus and rail services, and better integration between modes to ensure that public transport is an attractive alternative to car travel. Public transport operating hours and service patterns support travel needs at evenings and weekends, particularly for leisure and commuting trips. Cross-city services are convenient, reliable, safe and secure, clean, quiet and accessible to all.

2.6 Places for Everyone Joint Development Plan Document

2.6.1 The Places for Everyone (PfE) plan of nine Greater Manchester local authorities (Bolton, Bury, Manchester, Oldham, Rochdale, Salford, Tameside, Trafford and Wigan) is a long-term plan for jobs, new homes and sustainable growth. It replaces the previous versions of the Transport for Greater Manchester Spatial Framework following Stockport Council's decision to withdraw from this plan.

2.6.2 The nine Councils in Greater Manchester have now submitted the PfE plan to the Secretary of State for Levelling Up, Housing and Communities. Once adopted, the PfE plan will become part of the statutory development plan for each of the nine Greater Manchester authorities, including Salford.

2.6.3 By producing the PfE plan, it is envisaged that the nine district Councils will be able to continue to;

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

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

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

2.7 Greater Manchester Transport Strategy 2040

2.7.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport and has been prepared by Transport for Greater Manchester (TfGM) on behalf of the Greater Manchester Combined Authority (GMCA). The Authorities vision is for Greater Manchester to have "world-class connections that support long-term sustainable economic growth and access to opportunity for all".

2.7.2 The Strategy set out four key goals as follows;

- » Support sustainable economic growth;
- » Protect the environment;
- » Develop an innovative city-region; and,
- » Improve quality of life for all.

2.7.3 The strategy sets out that a key element in achieving the transport objectives of the region will be to locate new developments where there is good access to public transport and services which will reduce car travel.

2.8 Parking Standards

2.8.1 All development must provide the appropriate parking standards as highlighted below. Standards for disabled people, cycle and motorcycle parking are minimums. Standards for car parking are maximums and may be subject to a further reduction when consideration is given to accessibility of the particular site.

Table 2:2 Parking Standards

Land Use	Maximum car parking spaces	Minimum number of spaces for:		
		Disabled people's parking as % of total (citywide)		Cycles (citywide)
		Up to 200 in total	Over 200 in total	
Higher and Further Education	1 space per 2 staff (includes parking for students)	Case by case basis	Case by case basis	1 space per 5 staff plus 1 space per 3 students

2.9 Summary

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

2.9.2 Access on foot, cycle and public transport is discussed in the following section of this report.

3. SUSTAINABLE ACCESSIBILITY

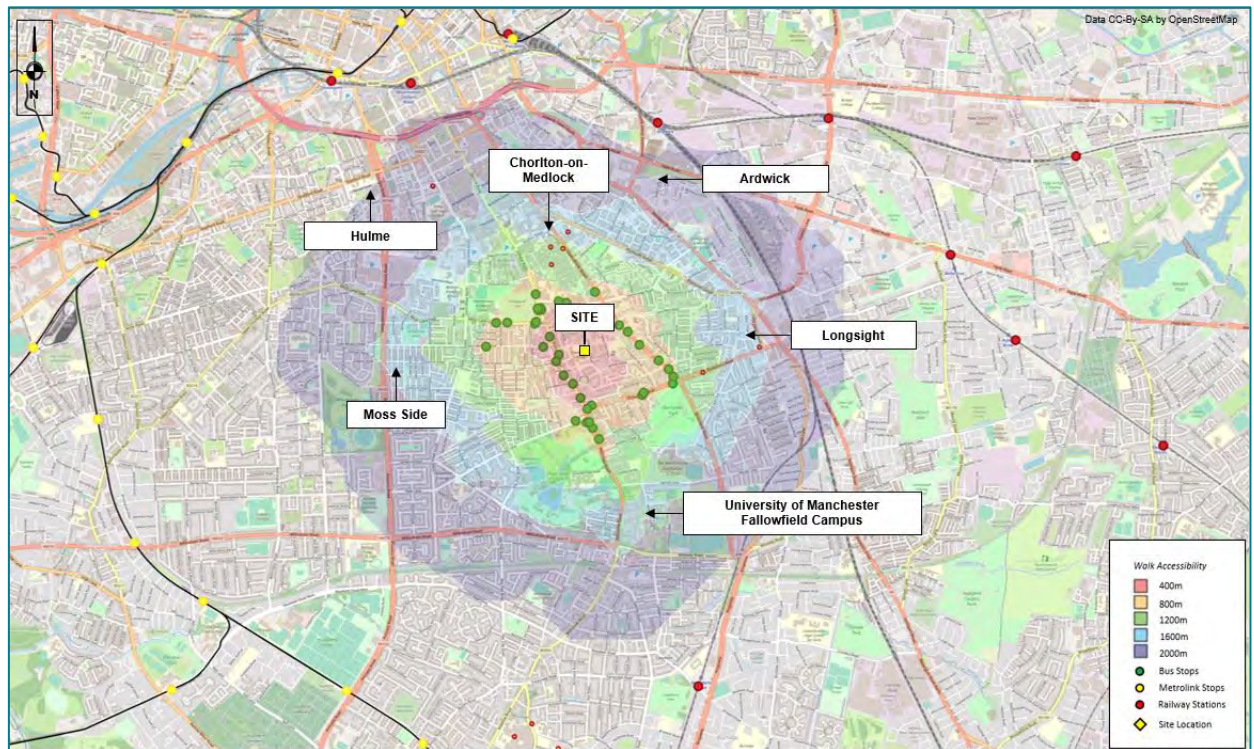
3.1 Overview

- 3.1.1 The accessibility of the proposed development by a range of transport modes has been considered in line with the Local Transport Plan and NPPF. The purpose of this section is to outline the accessibility of the development by sustainable modes of transport, including on foot, by bicycle and using public transport. By identifying the accessibility of the development by sustainable modes of transport, appropriate Travel Plan measures can be identified to promote these modes.

3.2 Accessibility on Foot

- 3.2.1 Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under 2km. The guidance on the preferred maximum walking distances to amenities is given in the Chartered Institution of Highways and Transportation [CIHT] document 'Providing for Journeys on Foot' (2000).
- 3.2.2 In terms of commuting journeys by foot, the desirable distance is 500m, the acceptable distance is 1km and the preferred maximum is 2km. However, the distance that people are prepared to walk depends upon many factors; there are obvious physical factors such as age, health and disabilities, along with factors concerning the quality of the route and the environment.
- 3.2.3 In relation to shorter trips in particular, the CIHT publication Planning for Walking (section 2.1) states that "across Britain about 80% of journeys shorter than 1 mile are made wholly on foot."
- 3.2.4 In the vicinity of the college, the local highway network provides lit footways that are in good condition leading to bus stops on Wilmslow Road, with dropped kerbs and tactile paving at crossing points.
- 3.2.5 **Figure 3.1** below shows the 2km catchment from the college, which illustrates the areas which lie within a reasonable walking distance. A copy of the walking catchment is provided in Figure 1 of **Appendix A**.

Figure 3:1 2km Walking Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.2.6 As presented in **Figure 3.1** there are a number of bus stops located within 800m of the development which provides opportunities for pedestrians to arrive at the site from further afield.
- 3.2.7 The nearest pair of bus stops are located to the west of the college on Wilmslow Road, which can be accessed using Thurloe Street. Both bus stops are approximately 260 metres from the college.
- 3.2.8 In summary, for pedestrians, the college is located in an accessible area of Rusholme, Manchester within close proximity to local amenities. There are opportunities for walking, as well as, the potential to reduce the need for people to make short car journeys. The close proximity of the bus stops to the site, enhances accessibility for students, commuters and visitors to travel from further afield.

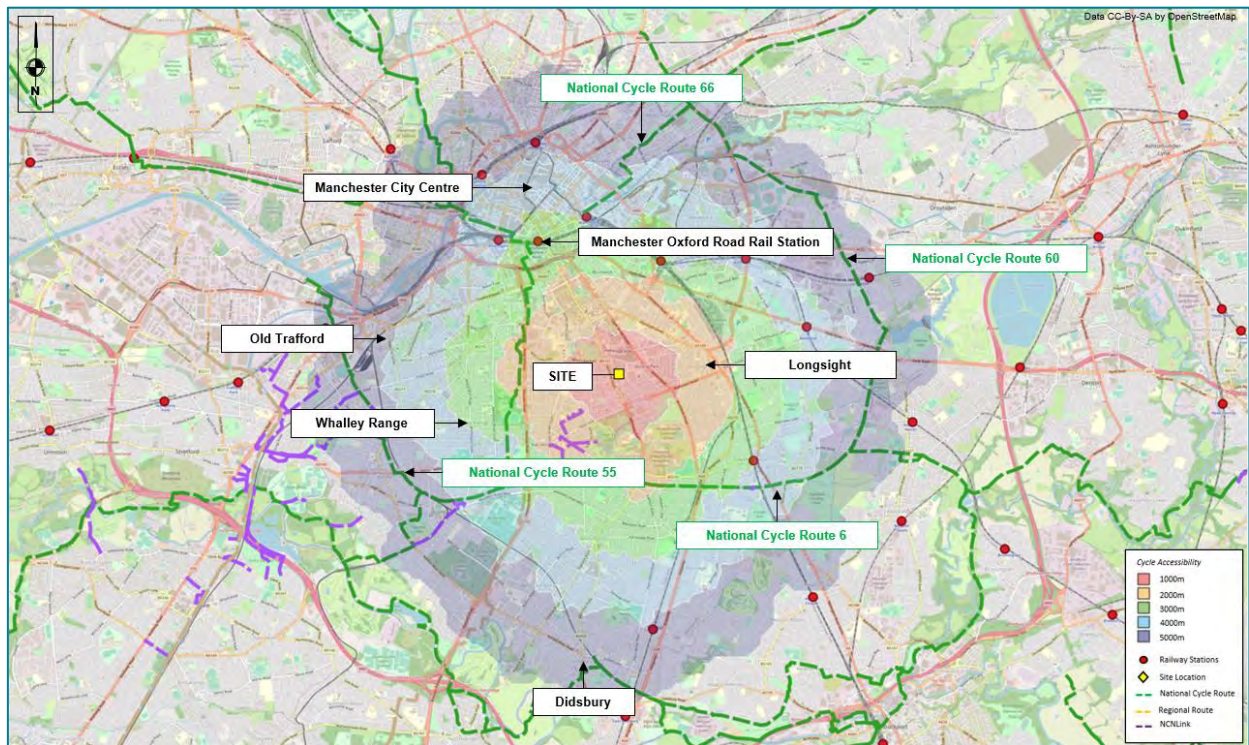
3.3 Accessibility by Cycle

- 3.3.1 It is widely recognised that cycling can act as a substitute for short car journeys, particularly those up to 5km in length. This is consistent with the statement in LTN 1/20 Cycle Infrastructure Design (paragraph 2.2.2) that states:

"two out of every three personal trips are less than five miles in length – an achievable distance to cycle for most people, with many shorter journeys also suitable for walking."

- 3.3.2 Experienced cyclists will often be prepared to cycle longer distances for whatever journey purpose.
- 3.3.3 **Figure 3.2** below presents an extract of the 5km cycling catchment from the college. A copy of the cycling catchment is provided in **Appendix A**. 5km is equivalent to a typical cycle time of 15-20 minutes, making it an achievable distance for most people.

Figure 3:2 5km Cycling Catchment



Source: CC-BY-SA by OpenStreetMap

- 3.3.4 **Figure 3.2** demonstrates that a wide range of local areas including Manchester City Centre, Old Trafford, and the surrounding residential areas of Didsbury, Whalley Range and Longsight are accessible within a 5km cycle.
- 3.3.5 Cycling would therefore be a viable mode of transport for staff, students and visitors to the college from these locations.
- 3.4 **Access by Bus**
- 3.4.1 Within 800m of the site, there are a number of bus stops which will help facilitate access to the college by this mode of travel. The nearest bus stops are located to the west of the college on Wilmslow Road, which can be accessed using Thurloe Street. For southbound travel (away from Manchester), pedestrians can walk north to the Great Western Street (Stop H). For southbound travel, pedestrians will travel south and cross at the signalised crossing and use Rusholme Centre (Stop G).
- 3.4.2 Both bus stops are approximately 260 metres from the college and are operated by Stagecoach and Go North West.
- 3.4.3 A map illustrating the closest bus stops in relation to the development location is provided in **Figure 3.3**. All bus stops within the local area provide shelters with seating and timetable information.

Figure 3:3 Bus Stop Map



Source: CC-BY-SA by OpenStreetMap

- 3.4.4 The frequency of the services from the local bus stops along within the 800m threshold are presented in **Table 3.1**. For simplicity and to avoid double counting, the frequencies are taken at the nearest available stop for each service. The AM and PM peak for the Weekday are 08:00-09:00 and 15:00-16:00.

Table 3.1: Bus Timetable Summary

Service	Route To	Monday – Friday				
		First	AM Peak	PM Peak	Last	Per Day
41 CrossCity	Middleton - Sale	04:58	3	3	23:05	50
	Sale - Middleton	05:39	4	3	23:01	49
42	Piccadilly Gardens - Stockport	05:43	2	2	23:43	40
	Stockport - Piccadilly Gardens	05:02	3	2	23:58	40
42a	Piccadilly Gardens - North Reddish	05:54	1	2	18:09	23
	North Reddish - Piccadilly Gardens	07:01	2	2	19:11	23
42b	Piccadilly Gardens - Woodford	06:13	1	1	21:58	17
	Woodford - Piccadilly Gardens	06:15	2	1	19:49	18
42c	Piccadilly Gardens - Handforth Dean	06:27	1	1	18:21	13
	Handforth Dean - Piccadilly Gardens	08:13	1	1	20:19	13
43	Piccadilly Gardens - Manchester Airport	00:12	6	6	23:43	99
	Manchester Airport - Piccadilly Gardens	00:38	6	5	23:47	101
53 Orbits	Cheetham Hill - Pendleton	05:44	1	2	23:58	33
	Pendleton - Cheetham Hill	05:09	1	2	23:12	32
142	Piccadilly Gardens - East Didsbury	06:31	6	6	23:51	105
	East Didsbury - Piccadilly Gardens	06:57	6	6	23:53	103
143	Piccadilly Gardens - West Didsbury	07:24	12	11	23:59	182
	West Didsbury - Piccadilly Gardens	06:39	10	12	23:39	181
147	Ancoats - West Didsbury	07:22	2	2	20:07	26
	West Didsbury - Ancoats	07:31	2	2	20:50	27
Total		-	72	72	-	1175

3.4.5 **Table 3.1** above shows that the site is well served by bus services, with 1175 buses passing the site in the weekday, which offer regular and convenient opportunities to travel to neighbouring areas.

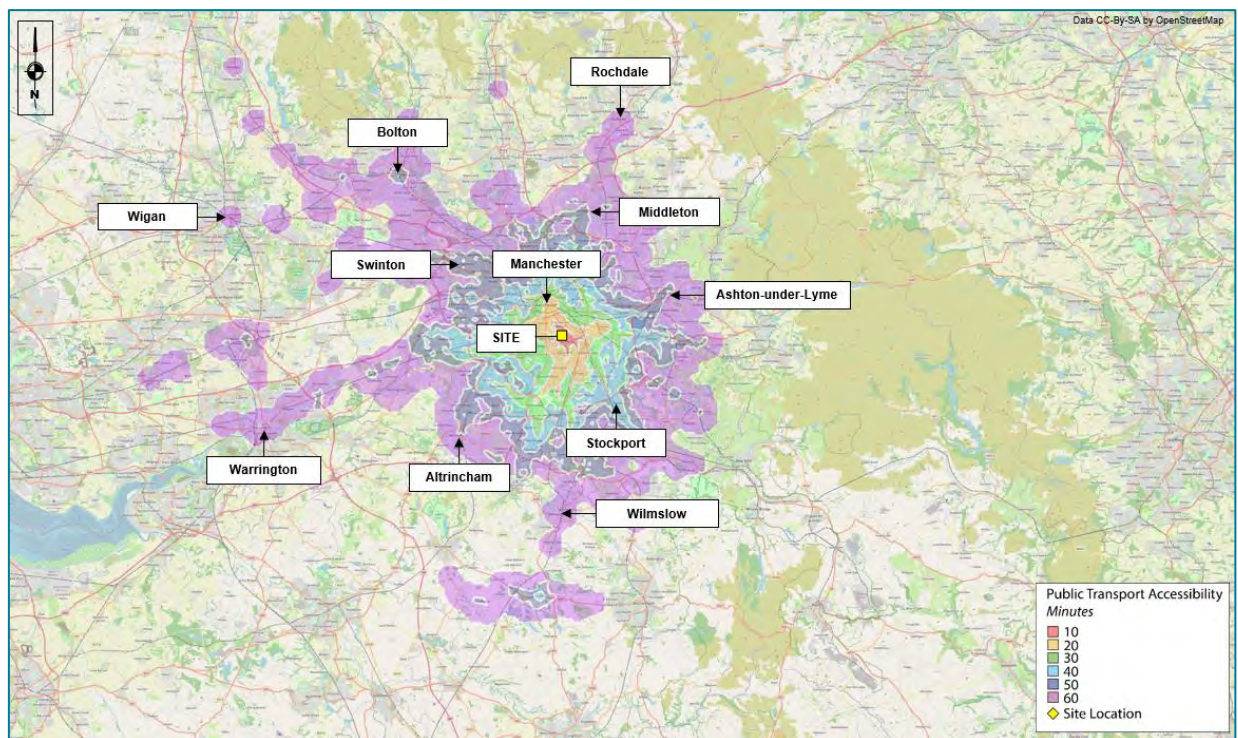
3.4.6 It is therefore concluded that the college benefits from excellent access by bus, offering an attractive mode of transport. Given the frequency of the services available and the proximity of bus stops, this has the potential to provide a significant alternative to single occupancy car journeys.

3.5 Accessibility by Public Transport

3.5.1 A calculation has been undertaken, using GIS software - Basemap's Visography (TRACC) program, to illustrate the distance that can be travelled within 60 minutes by public transport to and from the proposed development site. The time includes the walk to the bus stops or railway station and demonstrates that key areas such as Manchester, Rochdale, Bolton, Stockport and more, are all within a 60-minute public transport journey.

3.5.2 **Figure 3.4** below provides an extract of the public transport 60-minute catchment area. A copy of the full plan is provided within **Appendix A**.

Figure 3:4 60-minute Public Transport



Source: CC-BY-SA by OpenStreetMap

3.6 Conclusions

3.6.1 In summary, the proposed development site is located in an accessible location in Rusholme, Manchester and is well located to make use of the existing public transport links and pedestrian, and cycle routes

4. DEVELOPMENT PROPOSALS

4.1 Introduction

4.1.1 The planning application is for the demolition of an existing building and the erection of a new science building teaching block in the south-west corner of the site on an existing car park area. The building will be approximately 1250sqm in size.

4.1.2 **Figure 4.1** below illustrates the proposed site layout; this is also provided within **Appendix B**

Figure 4:1 Proposed Site Masterplan



Source: Pozzoni

4.2 Proposed Site Access Arrangement

4.2.1 The existing access from Thurloe Street will remain unchanged providing access for pedestrians and a limited number of cars.

4.3 Parking

4.3.1 The proposed development will provide 14 car parking bays, including two accessible bays for people with disabilities.

4.3.2 Cycle

4.3.3 The college provides 138 cycle parking spaces across the campus, with shower, changing and locker facilities for students and staff.

4.4 Servicing

4.4.1 The servicing arrangements for the college will remain unchanged.

5. BASELINE TRAVEL SURVEYS

5.1 Overview

5.1.1 To determine the existing travel methods to the college, separate baseline travel surveys were conducted by both staff and students respectively. Below provides a breakdown and summary of the findings from these baseline surveys. It summarises the following questions from the survey:

- » Current method of travel to the College by staff and pupils;
- » The reasons for travel by car for staff and pupils;
- » The main bus service used by pupils travelling by bus;
- » Potential measures to improve walking for staff and pupils;
- » Potential measures to improve cycling for staff and pupils; and
- » Potential measures to improve car sharing for staff and pupils.

5.1.2 The surveys were conducted online with the surveys completed between 21st April 2023 and 9th May 2023 with the following response rates;

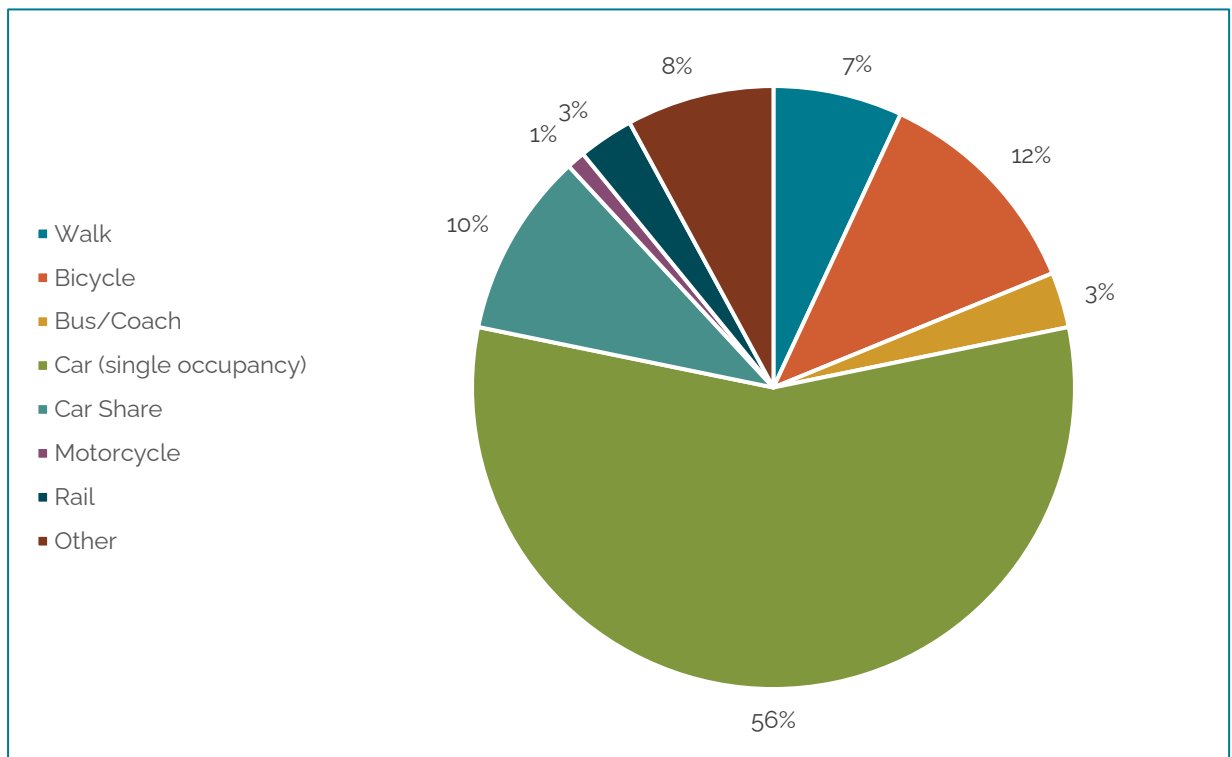
- » 101 staff responses were recorded.
- » 1246 student responses were recorded.

5.2 Method of Travel to Xaverian College

5.3 Staff

5.3.1 **Figure 5.1** presents the main mode of transport for staff travelling to and from the college.

Figure 5.1: Main Mode of Travel - Staff

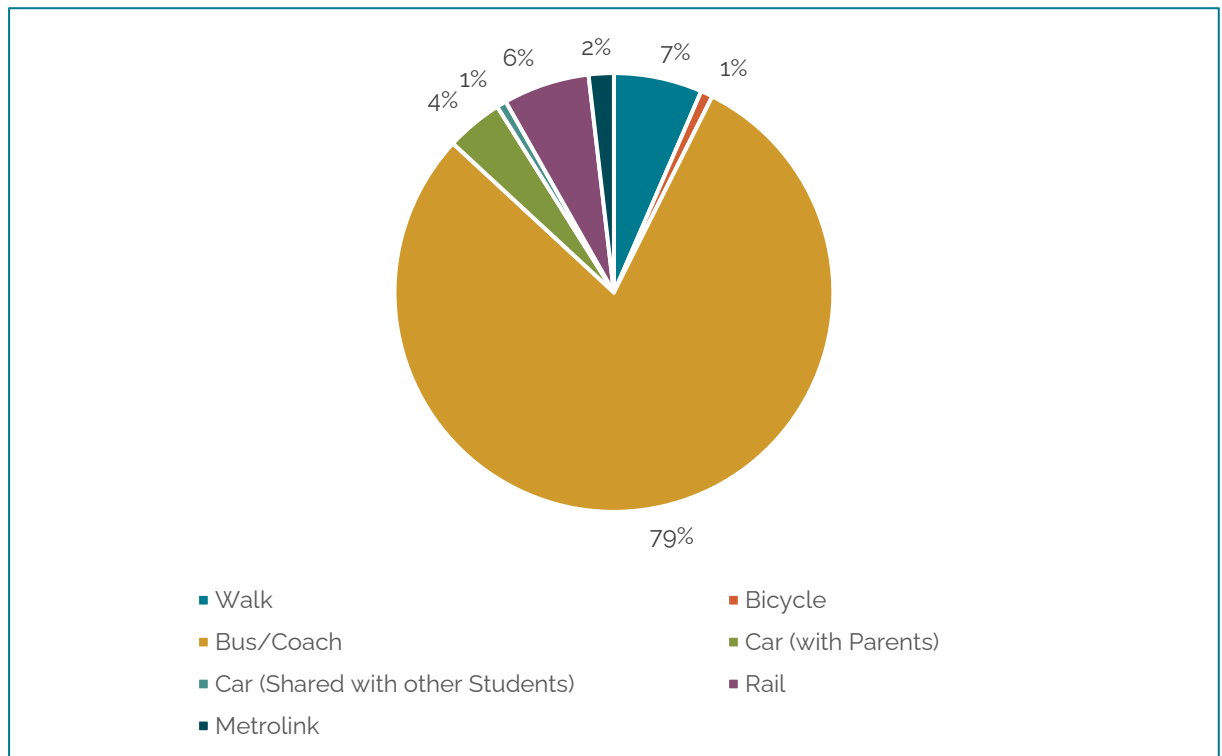


5.3.2 **Figure 5.1** highlights that 56% of staff currently use 'car (single occupancy)' as their main mode of travel to and from the college. The second highest mode is 'bicycle' at 12%, with 'car share' being third at 10%. 'taxi' and 'Metrolink' registered 0% response rates.

5.4 Students

5.4.1 **Figure 5.2** presents the main mode of transport for student travelling to and from the college.

Figure 5.2: Main Mode of Travel - Students



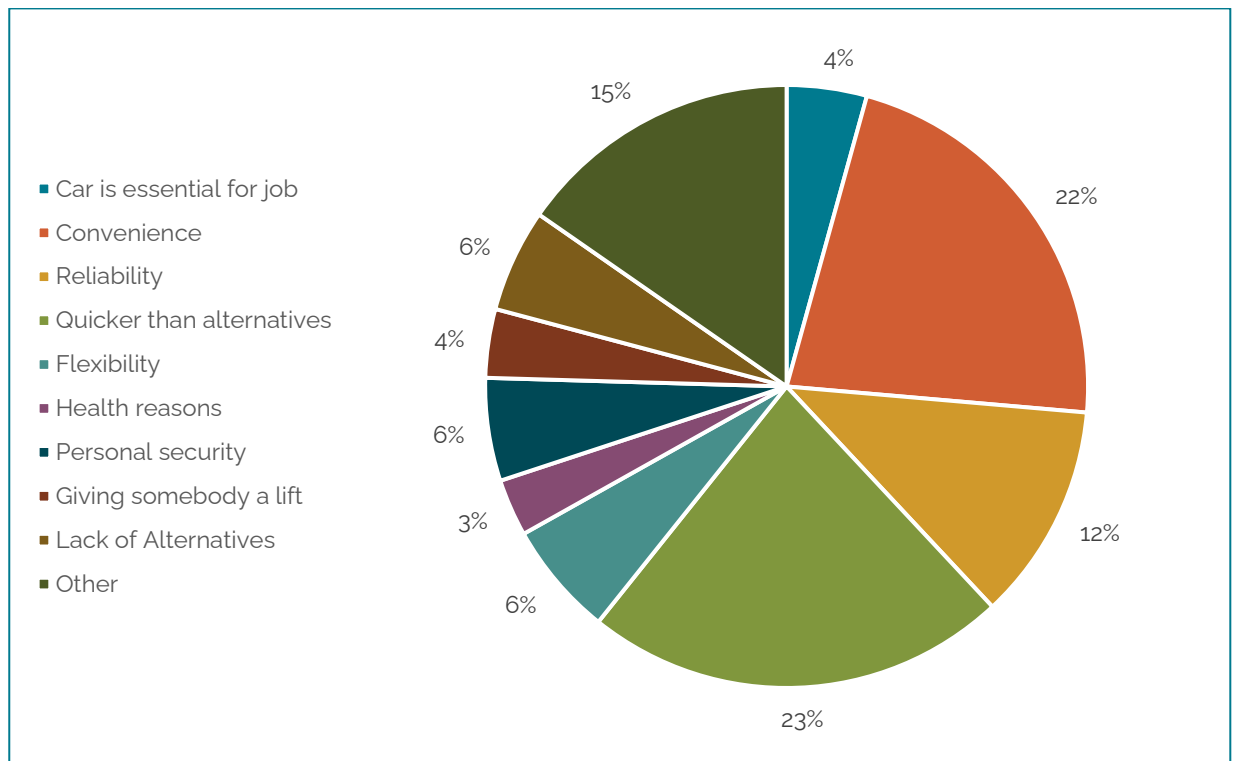
5.4.2 **Figure 5.2** highlights that 79% of students currently use 'Bus/Coach' as their main mode of travel to and from the college. The second highest mode is 'walking' at 7%, with 'rail' being third at 6%. 'Taxi', registered a 0% response rate.

5.5 Reasons for Travel by Car

5.5.1 Staff

5.5.2 **Figure 5.3** below presents the main reasons staff choose to travel to/from the college by car.

Figure 5.3: Main Reasons Why Staff Travel by Car



5.5.3 **Figure 5.3** highlights that the biggest reason for staff choosing car as the mode of transport is that it is 'quicker than alternative modes of travel' (23%). The second highest reason is due to 'convenience' (22%). 'Other' came in as the third highest and 'Reliability' was fourth at 12%.

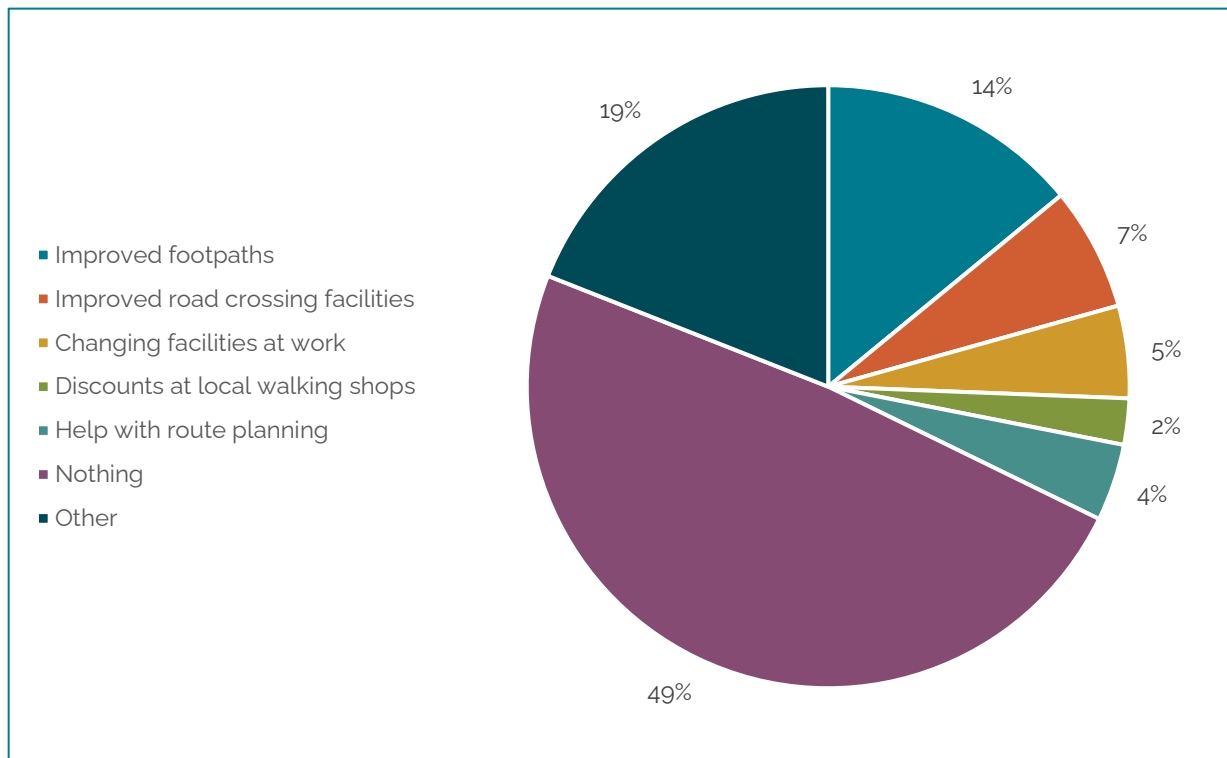
5.5.4 While the survey allowed space for comment on the 'Other' option, no responses detailed what other reasons there were for travelling by car.

5.6 Measures to Improve Walking

5.6.1 Staff

5.6.2 **Figure 5.4** presents the measures that could encourage staff to walk more as their main mode of travel.

Figure 5.4: What Would Encourage Walking as Main Mode of Travel - Staff



5.6.3 **Figure 5.4** shows that 'nothing' is the highest response at 49%, with 'Other' being the second at 19% and 'improved footpaths' being the third at 14%.

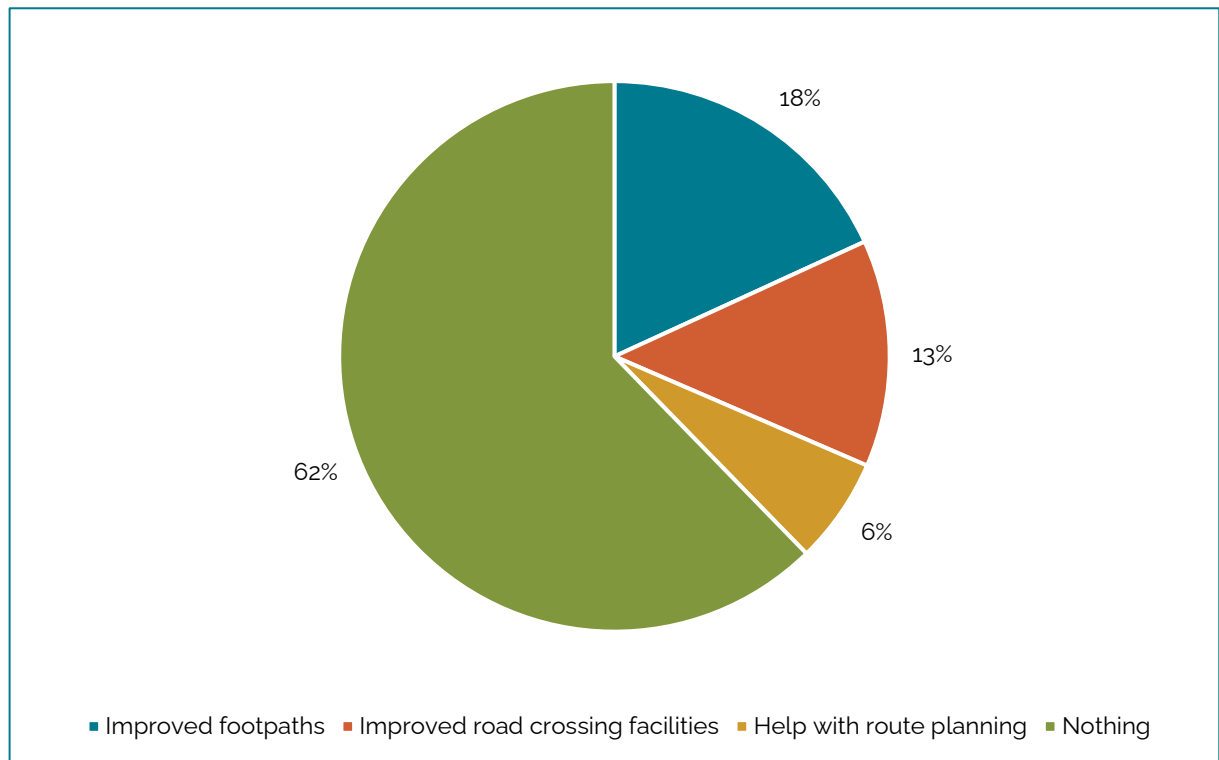
5.6.4 For those who replied with 'Other', some of the following comments were made:

- » Only an option in summer;
- » Safety;
- » Feeling safe walking to work;
- » Safer quicker routes; and
- » Live too far.

5.6.5 Students

5.6.6 **Figure 5.5** presents the measures that could encourage students to walk more.

Figure 5.5: What Would Encourage Walking as Main Mode of Travel - Students



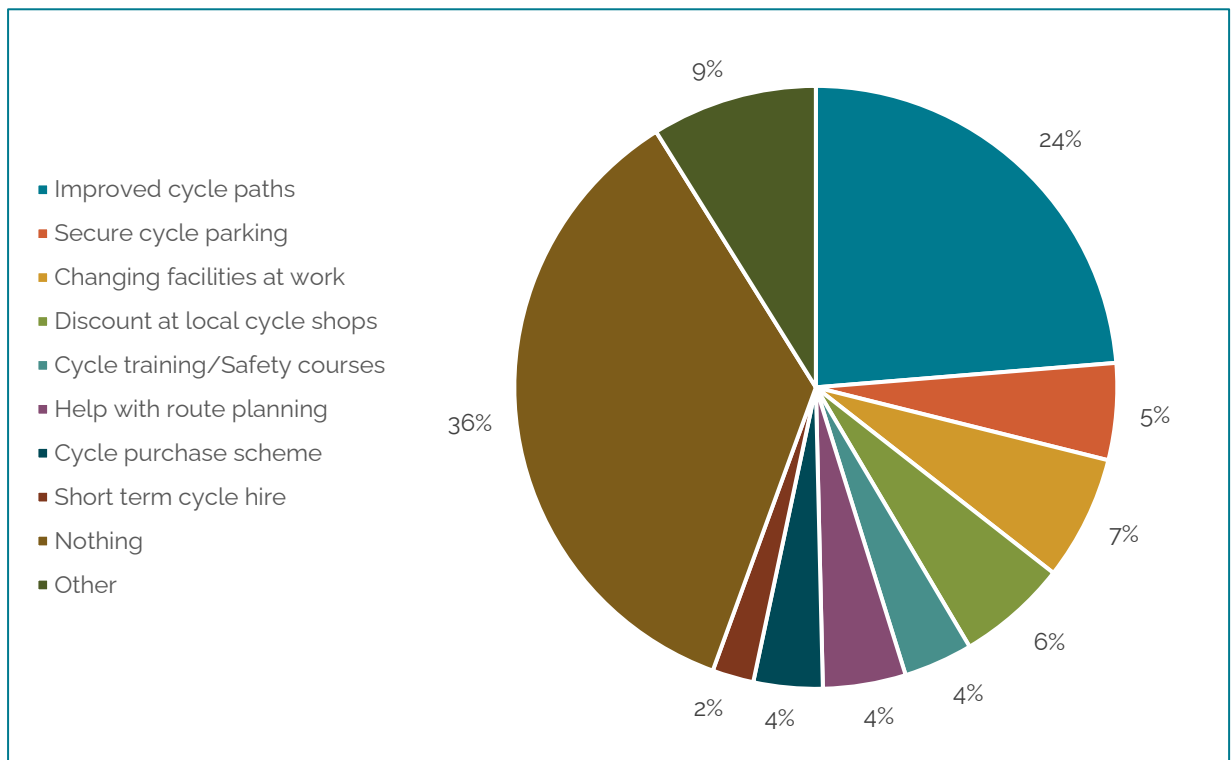
5.6.7 **Figure 5.5** shows that 'nothing' is the highest response at 62%, with 'Improved footpaths' being the second at 18% and 'Improved road crossing facilities' being the third at 13%. 'Help with route planning' was last at 6%.

5.7 Measures to Improve Cycling

5.7.1 Staff

5.7.2 **Figure 5.6** overleaf presents the measures that could encourage staff to cycle more as their main mode of travel.

Figure 5.6: What Would Encourage Cycling as Main Mode of Travel - Staff



5.7.3 **Figure 5.6** shows that the highest response from staff was 'nothing' at 36%. The second highest responses were 'improved cycle paths' at 24%. The third highest response was 'other' at 9%.

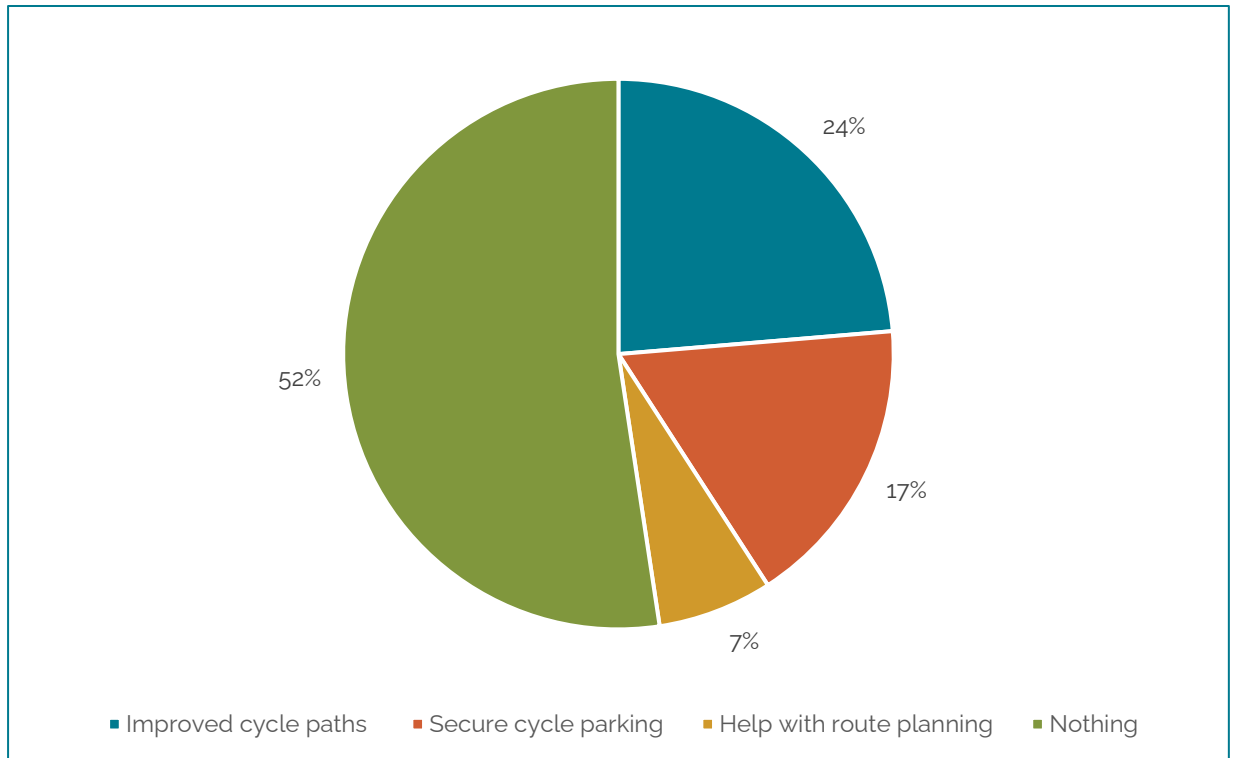
5.7.4 For those who replied with 'Other', some of the following comments were made:

- » If rail were more reliable, I could combine cycling with rail travel;
- » Safer roads, specifically drivers;
- » Improved attitude of drivers towards cyclists; and
- » Better weather/sunlight hours

5.7.5 Students

5.7.6 **Figure 5.7** overleaf presents the measures that could encourage students to cycle more as their main mode of travel.

Figure 5.7: What Would Encourage Cycling as Main Mode of Travel - Students



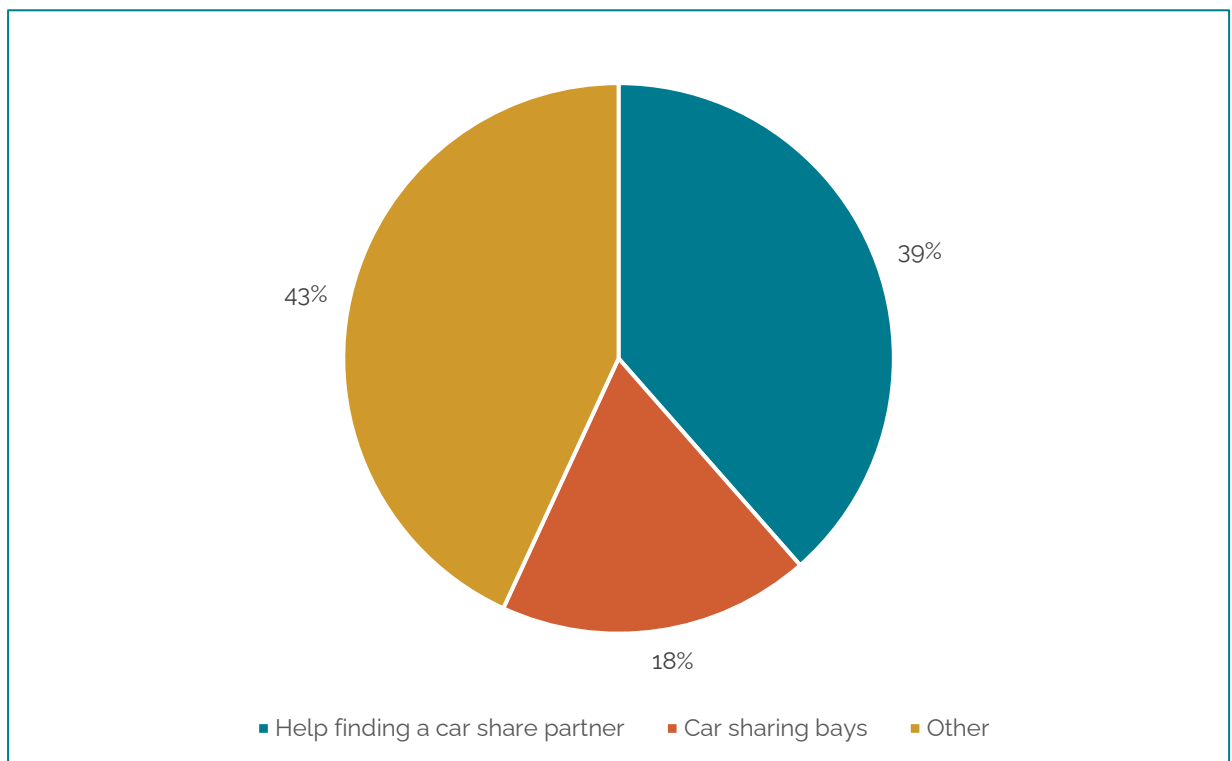
5.7.7 **Figure 5.7** shows that the highest response from students was 'nothing' at 52%. The second highest responses were 'improved cycle paths' at 24%. The third highest response was 'Secure cycle parking' at 17%. 'Help with route planning' was last at 7%.

5.8 Measures to Improve Car Sharing

5.8.1 Staff

5.8.2 **Figure 5.8** the responses from staff when asked about measures that could improve car sharing.

Figure 5.8: What Would Encourage Car Sharing - Staff



5.8.3 **Figure 5.8** shows that 43% of responses were 'other' and 39% responded with 'help finding a car share partner'. 18% responded with 'car sharing bays'.

5.8.4 For those who replied with 'Other', some of the following comments were made:

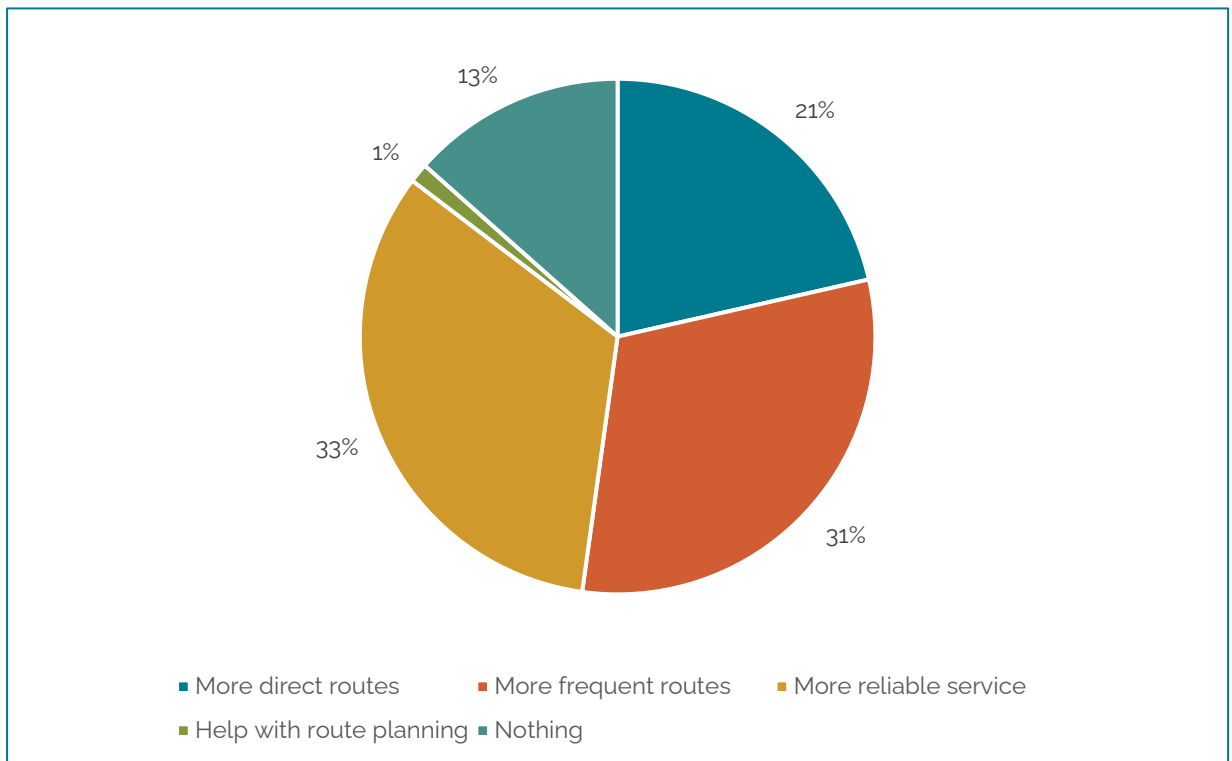
- » Role requires flexibility of travel, so car shares wouldn't always be possible;
- » I wouldn't want to;
- » I drive so I can pick up kids;
- » People who get up early enough to car share with; and
- » I have tried to car share but no one wants to leave as early as me.

5.9 Measures to improve public transport usage

5.9.1 Students

5.9.2 **Figure 5.9** overleaf presents the responses from students when asked about measures that could improve public transport use.

Figure 5.9: What Would Encourage Public Transport Use - Students



5.9.3 **Figure 5.9** shows that 33% of responses were 'More reliable service' and 31% responded with 'More frequent routes and 21% replied with More direct routes'.

5.10 Summary

5.10.1 Based on the results recorded as part of the initial staff and student travel surveys **Table 5.1** provides a summary of the mode splits which have been recorded for staff and pupils.

Table 5.1: Summary of Modal Splits for Both Staff and Pupils (%)

Mode of Transport	Staff	Students
Walk	7%	7%
Bicycle	12%	1%
Bus/Coach	3%	79%
Car	56%	4% (Parents driving)
Car (sharing)	10%	1%
Taxi	0%	0%
Rail	1%	6%
Metrolink	3%	2%
Motorcycle	0%	N/A
Other	8%	N/A

5.10.2 As highlighted in **Table 5.1** the majority of staff drive to college. As summarised in **Figure 5.3** staff use this mode of travel because they view it as the quickest option to travel to work and it's viewed as more convenient than public transport or walking and cycling.

5.10.3 In terms of measures to improve walking and cycling the majority of staff indicated that nothing could be done to encourage them to use these modes of transport. Of the other responses received, a number of staff indicated that, improved footway/cycle paths and better safety along the journey were key to improving the chance of them walking or cycling.

5.10.4 In terms of car sharing, over 39% of staff indicated that they could be encouraged to car share if they had help finding a car sharing partner. For those who responded with 'Other' (43%), comments discussing flexibility and finding partners who leave and arrive around similar times is proving to be a barrier to those wanting to car share.

5.10.5 In terms of student travel, **Table 5.1** shows that the majority of students use public transport and take the bus/coach to college as their main mode of transport. This is followed by walking and rail. **Figure 5.9** illustrates that even more students would be more encouraged to use public transport if the services were more reliable and frequent.

6. TRAVEL PLAN MEASURES

6.1 Introduction

- 6.1.1 An important aspect of a successful Travel Plan is the allocation of sufficient resources to enable initiatives to be implemented and sustainable travel to be promoted at the site.
- 6.1.2 The aim of Travel Plan measures is to maximise the accessibility of the proposed development site by alternative modes to the private car, although there is reasonable evidence to suggest that the location of the site and the current infrastructure in place is conducive to encouraging travel by non-car modes through the adequate provision of walking and cycling routes and the availability of regular bus services. The initiatives may benefit students, employees and visitors to the college by facilitating sustainable travel choices, resulting in the following:
- » Cost savings associated with travelling on foot, cycling, using public transport or car sharing (when compared with single occupancy car use);
 - » Health benefits from increased levels of walking and cycling, and fewer vehicular emissions in the immediate vicinity of the site;
 - » Improved site accessibility;
 - » Reduction in required car parking provision; and
 - » A pedestrian / cycle friendly environment.
- 6.1.3 A combination of 'carrots' (those initiatives which encourage travel by non-car modes of transport) and 'sticks' (initiatives which discourage travel by car) will be implemented at the development to encourage travel by sustainable modes. 'Carrots' will be implemented before 'sticks' to ensure that support is gained from students, employees and visitors for the Travel Plan; any 'sticks' will be implemented later.
- 6.1.4 The measures outlined within this section of the report have been developed using the results of the travel surveys outlined in **Section 5** of this report with a particular focus on the measures outlined that would encourage staff and students to uptake sustainable modes of transport.
- 6.1.5 The following section provides a summary of the key initiatives contained in this Travel Plan which the college is committed to providing. As outlined in **Section 5**, these initiatives have been divided into two areas; initiatives for staff and initiatives for students. A number of the initiatives outlined for these two groups will be applied to visitor travel to the college.

6.2 Marketing and Promotion

- 6.2.1 The following describes the marketing tools and initiatives that may be used to convey the commitment of the college to providing alternative travel choices. It is important that there is a central source of information for all queries relating to sustainable travel for students, employees and visitors.

Employees

- 6.2.2 The Travel Plan Coordinator [TPC] for the college is considered the most appropriate persons to communicate the aims and objectives of the Travel Plan to the staff. Contact

details for the TPC will be provided within the Travel Plan Brochure and on any information boards installed within the college common areas.

- 6.2.3 The Travel Information Brochure has been prepared for staff and is included in **Appendix C**.
- 6.2.4 From the outset, sustainable travel will be promoted to employees and visitors at the college with the Travel Plan continually marketed through the provision and updating of travel information, leaflets and communication sessions. All employees will also be issued with travel 'Welcome Packs' promoting alternative transport modes. They will include details of the public transport, walking and cycling routes between their homes, workplace and surrounding amenities.
- 6.2.5 The Travel Plan for the college and the reasons for implementing it will be communicated to ensure that employees in particular are provided with information on the alternatives to car travel.
- 6.2.6 Travel notice boards will be set up in staff common rooms, and will include:
- » public transport timetables, pedestrian and cycle route maps and information on car sharing;
 - » information and contact details of local taxi services;
 - » list of internet websites on sustainable transport and journey planning; and
 - » contact details for the Travel Plan Coordinator.
- 6.2.7 The Bee Active and Transport for Greater Manchester Websites offers a broader range of information for active sustainable travel in and around Manchester. The websites can be found at the following links:
- » <https://beeactive.tfgm.com/>
 - » <https://tfgm.com/>
- 6.2.8 The websites can be included on the Travel notice boards mentioned above and continually marketed through leaflets and communication sessions.
- 6.2.9 The following information can be accessed from the site:
- » Walking - Routes, Maps, PROW routes and Guided Walks;
 - » Cycling - Maps, Routes, Cycle Shops and Guided Rides;
 - » Public Transport - Timetables, Bus Tickets, Bus Routes, Train Timetables;
 - » Car Sharing facilities, Parking and information;
 - » Upcoming events across Manchester and Greater Manchester.
- 6.2.10 In order to integrate the Travel Plan with the wider sustainable travel agenda, the Welcome Pack will be used to promote national and international initiatives such as 'Bike Week', 'Catch the Bus Week', 'European Mobility Week' and 'Walk to Work Week'. Details of these events can be provided on the notice boards. The TPC for the college will also be encouraged to organise social events which incorporate such initiatives, for example an organised cycle ride and organised walks.
- 6.2.11 The TPC for the college will provide employees and visitors with information regarding the Travel Plan and specific initiatives contained within it and will be the main points of contact for travel-related queries. This will include information on journeys by public transport, cycle and on foot between the college and local amenities.

Students

- 6.2.12 Students will also benefit from the promotion and marketing of the Travel Plan through appropriate channels that the college will facilitate. These may vary for each year group and be tailored to suite the age range of each year group. Students will also receive a 'sustainable travel information pack', which will be tailored for students and include measures aimed at encouraging sustainable travel appropriate to their age and level of independence.
- 6.2.13 A Travel Information Brochure has been prepared for students and is included in **Appendix D**.

6.3 Initiatives to Promote Walking

- 6.3.1 The Welcome Pack will include a map which will identify pedestrian friendly routes surrounding the site, in order to ensure that employees, students and visitors are aware of the facilities available to them.

Employees

- 6.3.2 As outlined in **Section 5**, the travel surveys highlighted that 14% of staff indicated that they could be encouraged to walk to college if improved footpaths were provided. Therefore, as part of the measures to encourage walking, consideration will be given to improving footpaths within the vicinity of the college for staff who walk to work. Safety was also mentioned several times under the 'Other' responses. The college can help reduce concerns for safety whilst walking by providing information leaflets and classes to increase the confidence of staff walking to work. Information on how to keep safe whilst walking to work can be found here: www.peoplesafe.co.uk/blogs/13-safety-tips-for-commuting-safely-in-the-dark/
- 6.3.3 In addition to this, employees will be encouraged to participate in national events, such as Walk to Work Week. These events will be promoted on the notice board and within the Welcome Packs. The TPC for the college will also be encouraged to organise social events which incorporate such initiatives, for example an organised walking event.

Students

- 6.3.4 As outlined in **Section 5**, the travel surveys highlighted that 18% of students could be encouraged to walk to school if footpaths within the vicinity of the school were improved. Therefore, as part of the measures to encourage walking, consideration will be given to improving the surrounding footpaths for students who walk to school.
- 6.3.5 Students will also be included in certain events, where appropriate, and can be informed by their teachers. Organised walks can be a great way to increase exercise for children, as well as, educate and promote walking as a suitable mode of travel, especially for those who live close by.
- 6.3.6 It is important to recognise the potential reduction in car traffic by encouraging journeys on foot to the college. Any other college or residential initiatives relevant to the site, such as walking buses, will be promoted and parents/students encouraged to participate.

6.4 Initiatives to Promote Cycling

- 6.4.1 Secure, convenient and sheltered cycle parking will be provided at the college in line with the Council's guidance. The Welcome Pack will include information on cycle routes available between the development site and common destinations, including surrounding residential areas and local amenities.
- 6.4.2 Copies of local cycling maps will be provided within the Welcome Packs and on notice boards. Cycle route maps are also available online at www.sustrans.org.uk/ncn/map.

Employees

- 6.4.3 As outlined in **Section 5**, the travel surveys highlighted that 24% of staff indicated that they could be encouraged to cycle to college if there were improved cycle paths provided to the college or if there were changing facilities at work. Therefore, as part of the measures to encourage cycling, consideration will be given to improving the cycle connections to the college from the existing cycle lane on Wilmslow Road. Consideration should also be given by the college to provide staff with adequate changing facilities to encourage cycling for staff. Consideration will also be given to establishing a cycle to work scheme for staff. This could include joining the Government's Cycle-to-Work scheme.
- 6.4.4 Staff also indicated that providing discount at local cycle shops (6%) would also encourage them to cycle more. Therefore, the TPC for the college will also enter into discussions with local cycling retailers to investigate the potential to provide discounts. If secured, details of these discounts will be provided for employees via the Welcome Pack.
- 6.4.5 In addition, the college will be encouraged to provide basic cycle maintenance equipment in staff rooms. The TPC will also look to arrange for bike maintenance for staff on site along with the potential for security bike marking.

Students

- 6.4.6 As outlined in **Section 5**, the travel surveys highlighted that 24% of students indicated that they could be encouraged to cycle to college if cycle paths within the vicinity of the school were improved. There are already existing cycle lanes along Wilmslow Road that offer a safe and accessible route from the college towards Manchester City Centre and vice versa. However, these lanes do not extend fully to the college via Thurloe Street or Park Crescent. Therefore, as part of the measures to encourage cycling, consideration will be given to providing improved cycle lanes that potentially connect close to the college for students who want to cycle to college.
- 6.4.7 Cycling will be encouraged to students through the provision of secure cycle storage and cycle training courses. These options can increase confidence for young cyclist and encourage them to see cycling as a viable alternative to car journeys, especially for those who live within close cycle distances.

6.5 Initiatives to Promote Travel by Public Transport

- 6.5.1 Information on the cost, timetables and services available which could be used by employees and students will be provided within the Welcome Pack and on the notice board for visitors. This will include details and links to online journey planning websites.

Employees

- 6.5.2 The availability of any public transport discount cards provided by the various local operators will be investigated and promoted at the site and employees will be encouraged to apply.

Students

- 6.5.3 Stagecoach who operates the 143 service offers the option for students to travel on unlimited bus and tram travel with a Stagecoach Student Travel Card. Students can save up to 40% with this student card. More information can be found here: <https://www.stagecoachbus.com/promos-and-offers/national/unirider>. Details of this scheme will be promoted to students.
- 6.5.4 Any other student travel options will also be investigated and communicated to students and parents within the student travel information pack.

6.6 Initiatives to Promote Car Sharing

- 6.6.1 While car sharing might not be a viable option for travel to the college for the majority of people, this mode of transport could be encouraged for staff or students to reduce the instances of single car journeys to the college or single parent trips who drop off one student.

Employees

- 6.6.2 As outlined in **Section 5**, the travel surveys indicated that 39% of staff indicated that they could be encouraged to car share more frequently if they were able to find a car sharing partner. Therefore, as part of the measures to encourage car sharing, the creation of a car sharing group chat or forum, where staff members are encouraged to plan trips with each other will be established by the TPC.
- 6.6.3 The car sharing scheme could be established through Liftshare, the UK's largest car sharing community. The Liftshare scheme can form part of a wider Travel Plan to encourage and facilitate more sustainable travel patterns. More information on car sharing can be found on the Liftshare website: <https://liftshare.com/uk>.
- 6.6.4 In addition to providing details on people who would like to car share the following measures will be considered to encourage car sharing;
- » Guaranteed taxi home if let down by car share partner;
 - » Guaranteed taxi home if there is an emergency at home.

Students/Parents

- 6.6.5 The travel surveys show that currently, 1% of students participate in car sharing. A potential way to increase this would be to encourage the creation of a car sharing group chat or forum, where parents are able to plan trips with each other.
- 6.6.6 Students can be encouraged to car share with other pupils who live near them as part of their journey to and from the college. By raising awareness of this option of travel to parents, the TPC could establish car sharing groups between parents who live within the same location and travel to the college by car on a daily basis.

7. TRAVEL MANAGEMENT

7.1 Introduction

7.1.1 Key to the success of the Travel Plan is the recognition from the outset of the roles and responsibilities of those who may be involved in implementing the Travel Plan, particularly the college, the Council's Highway Development Management Team, the Council's Travel Plan Officer, and other sustainable travel groups.

7.2 Travel Plan Coordinator [TPC]

7.2.1 The responsibility for managing and implementing the Travel Plan lies with the TPC. Following appointment, the contact details for the TPC will be provided to the Local Authority. Until a TPC is identified by the college, the interim TPC contact details are as follows:

- » Contact: Simon Channell
- » Email: s.channell@xaverian.ac.uk
- » Address: Lower Park Rd, Manchester, M14 5RB
- » Telephone: 01612241781

7.2.2 The role and responsibilities of the TPC include:

- » To implement and promote various Travel Plan initiatives at the site to promote sustainable travel;
- » To promote the Travel Plan to employees, students and visitors;
- » To educate and inform employees, students and visitors of the available non-car transport modes to the college;
- » Monitoring the success of the Travel Plan initiatives, including undertaking and analysing travel surveys;
- » Reviewing the Travel Plan's success and preparing action plans;
- » Liaise with other businesses/developers/agencies; and
- » Review of the overarching Public Transport Strategy.

7.2.3 Any changes to the Travel Plan Coordinator's role will be communicated to the Local Authority.

7.2.4 Xaverian College, with support from the TPC will be responsible for the preparation, promotion, implementation, management and review of Travel Plans specific to their business, to help meet the aims and objectives for sustainable travel.

7.2.5 Should the monitoring and review process highlight that the mode shift targets are not being met, the TPC will advise and encourage the college to consider further measures and initiatives including:

- » Intensive promotion of public transport services;
- » Extensive advertising to encourage walking and cycling;
- » The offer of free cycle training, free cycle checks and repair sessions; and
- » Provision of personalised Travel Planning.

7.3 Stakeholder Engagement

- 7.3.1 Stakeholders including the Council's Highway Development Management Team, the Council's Travel Plan Officer, and local transport operators also play an important role in the successful implementation of the Travel Plan at the site. The Council's Highway Development Management Team will be kept up-to-date with the progress of the Travel Plan through the annual monitoring reports. The Highway Development Management Team will also be approached to gain advice and support on the implementation of specific Travel Plan initiatives at the site.
- 7.3.2 The TPC for Xaverian College will also engage with local transport operators to secure timetable information and details of any special offers and discounts available and also will be encouraged to offer bus-passes to staff or a bus pass contribution.

8. AIMS, OBJECTIVES AND TARGETS

8.1 Overview

- 8.1.1 A Travel Plan is a long-term strategy for a site to reduce the dependence of employees and visitors on travel by private car. The aim, objectives and targets are required to provide a focus for the Travel Plan and to enable its success to be measured and monitored. The purpose of this section is therefore to outline the aim, objectives and targets for this Travel Plan.

8.2 Travel Plan Aim

- 8.2.1 The aim provides the overarching focus and end goal for the Travel Plan. The aim enables the overall success of the Travel Plan to be assessed and, as such, all Travel Plan initiatives should contribute towards achieving the Travel Plan's aim.
- 8.2.2 The overall aim of this Travel Plan is:
- » To achieve a reduction in the number of single occupancy vehicle journeys to Xaverian College.
- 8.2.3 This will be achieved by maximizing the accessibility of the college by alternative modes of transport to single-occupancy car and by implementing a range of Travel Plan initiatives.

8.3 Travel Plan Objective

- 8.3.1 Objectives provide an overview of what the Travel Plan is trying to achieve. Each of the objectives outlined should contribute towards the Travel Plan's aim, whilst Travel Plan targets should help achieve the objectives of the Travel Plan.
- 8.3.2 The following objectives have been identified which are intended to achieve current Government and local policies in respect to transport:
- » Reduce reliance on single occupancy car journeys;
 - » Promote alternative modes of transport to the car;
 - » Advocate means of travel that are beneficial to the health of those working on or visiting the college;
 - » Minimise car travel in the area surrounding the site, therefore cutting down on associated costs (environmental, financial, health etc.); and
 - » Contain car parking demand.
- 8.3.3 In addition to these objectives a key aim of the Travel Plan will be to ensure vehicle trips are limited at the college to control parking demand and the pickup/drop off activity of parents accessing the college.
- 8.3.4 These objectives will be adopted for staff and students to the site with alternative measures implemented for each of these groups to achieve these objectives.

8.4 Travel Plan Targets

- 8.4.1 The initial mode split outlined in **Section 5** of this report has been used as the baseline from which to assess the success of the Travel Plan. Using the mode split information provided in **Table 5.1**, **Table 8.1** provides a summary of mode split targets for both staff, and **Table 8.2** presents the targets for pupils.

Table 8.1: Initial 3 Year Targets for Staff

Mode of Transport	2023 Surveys	2024	2025	2026
Walk	7%	8% (+1)	8%	8%
Bicycle	12%	12%	12%	13% (+1)
Bus/Coach	3%	3%	4% (+1)	4%
Car	56%	55% (-1)	53% (-2)	51% (-2)
Car (sharing)	10%	10%	11% (+1)	12% (+1)
Taxi	0%	0%	0%	0%
Motorcycle	1%	1%	1%	1%
Rail	3%	3%	3%	3%
Metrolink	0%	0%	0%	0%
Other	8%	8%	8%	8%

Table 8.2 Initial 3 Year Targets for Students

Mode of Transport	2023 Surveys	2024	2025	2026
Walk	7%	7%	8% (+1)	8%
Bicycle	1%	1%	1%	2% (+1)
Bus/Coach	79%	79%	79%	78% (-1)
Car (Parents driving)	4%	4%	3% (-1)	3%
Car (sharing)	1%	1%	1%	1%
Taxi	0%	0%	0%	0%
Rail	6%	6%	6%	6%
Metrolink	2%	2%	2%	2%

- 8.4.2 As summarised in **Table 8.1**, the overall aim of the Travel Plan is to reduce the number of single occupancy car journeys by 5% with a corresponding increase in active travel and car sharing. Targets have been set for an initial 3 year period with the targets reviewed annually to identify what's working, what isn't working and where to target further measures to encourage behaviour change.
- 8.4.3 It must be noted that the targets for students, will not follow the usual 5% reduction in single occupancy car journey as the baseline is already 4%. From the student responses, 95% of those travelling to the college are already using sustainable methods of travel.
- 8.4.4 The survey indicated that 1% of students responded that they have a disability which impacts on how they travel to school, therefore it is considered that these students do not have an alternative option other than car access to the college. Therefore, the low

percentage of those who travel to the college by car can be seen as within very acceptable parameters.

8.5 Monitoring

- 8.5.1 As previously identified, annual travel surveys of all users of the college will be carried out on an annual basis for up to 5 years or until the mode-shift targets are met. These surveys will include observation surveys to establish the usage of the parking and cycle facilities.
- 8.5.2 All survey data will be submitted to the LPA within 3 months of the survey being completed for comparison against agreed targets. Following completion and analysis of the monitoring surveys, a monitoring report will be submitted to the LPA identifying whether the agreed targets have been met. If they haven't, the monitoring report will strive to identify what actions and additional Travel Plan initiatives are to be taken to rectify this situation.
- 8.5.3 The reports will also review the progress that has been achieved in implementing measures against modal shift targets over the preceding twelve-month period. Any progress made will be reported to the Council's Highway Development Management Team and public transport operators where applicable.
- 8.5.4 The Travel Plans will then be reviewed as appropriate and any further actions identified to progress and, if necessary, improve the action plan to meet objectives.
- 8.5.5 The key information emerging on travel patterns arising from the surveys will be reported back to staff-potentially using notice boards or website. The survey information will be reported back to the highway authority also.

8.6 Travel Survey

- 8.6.1 A travel survey questionnaire has been undertaken with employees, students and visitors and has been used to ascertain the current travel behaviour of at the site, as well as the reasons for modal choices and opinions towards alternative modes of transport.
- 8.6.2 Having completed the initial survey, repeat annual surveys will be carried out at the same time of year as the initial survey. These will aim to gather information on any changes in mode choice since the previous survey was undertaken and the reason(s) for these changes.

9. Action Plan

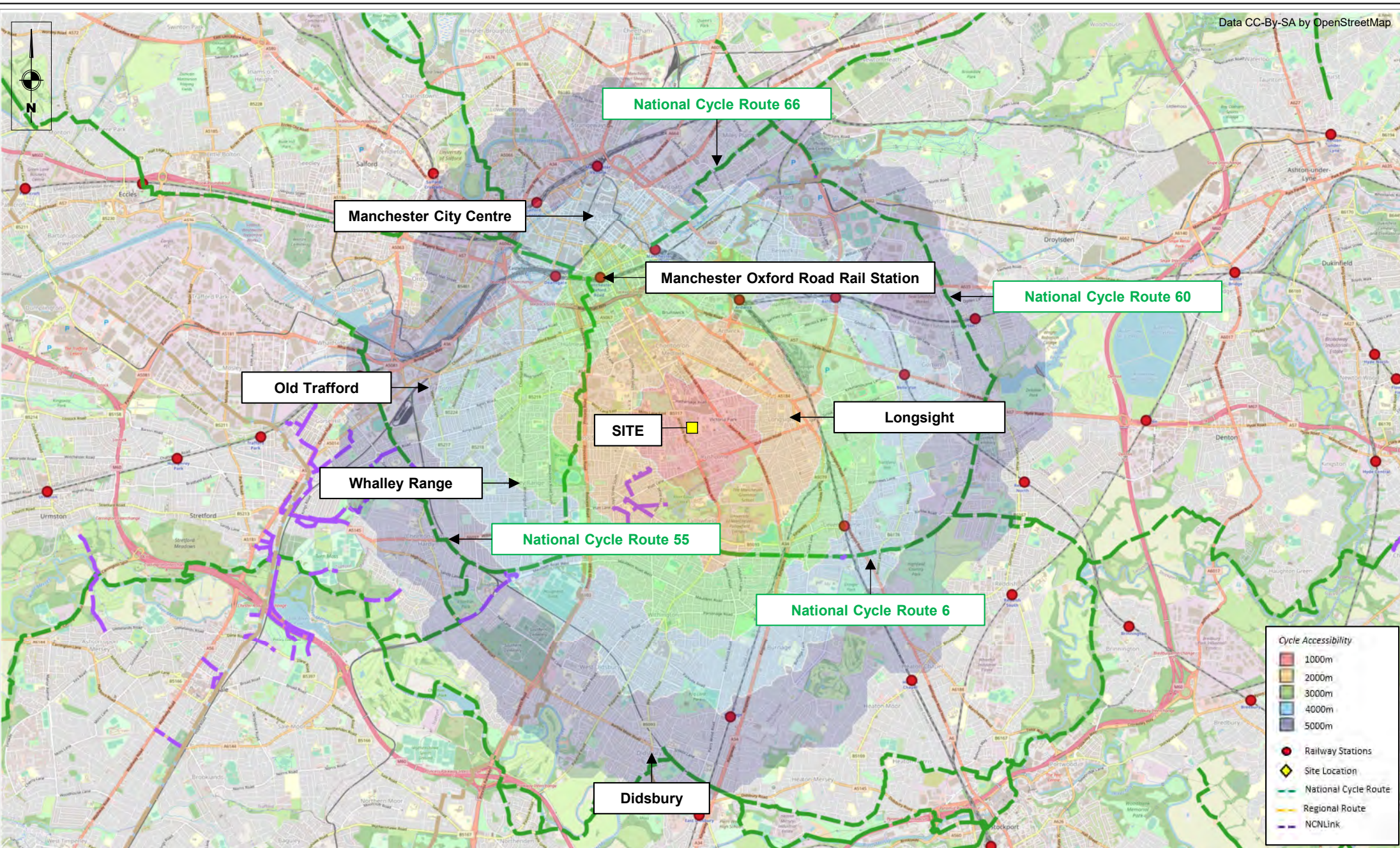
- 9.1.1 The Action Plan outlined in **Table 9.1** will be used to guide the implementation of the Travel Plan, it's associated measures and targets and ensure the information contained within the Travel Plan brochure is kept up to date.

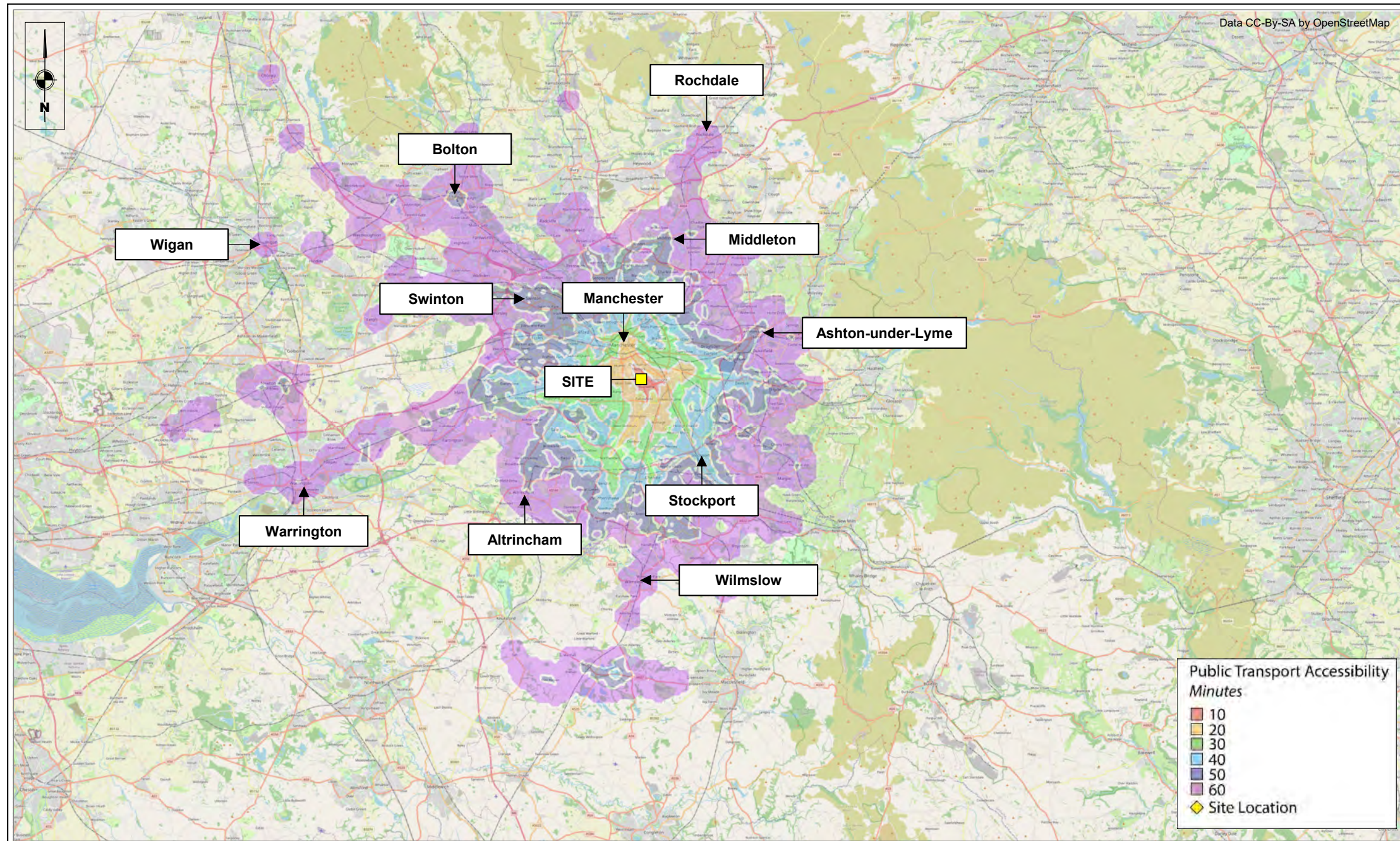
Table 9.1: Travel Plan Action Plan

Action	Timescale	Status
Develop a Travel Welcome Pack	Completed as part of the planning application process.	Completed
Undertake Travel Survey	Completed as part of the planning application process	Completed
Produce Baseline Travel Information	Completed as part of the planning application process	Completed
Develop Full Travel Plan	Completed as part of the planning application process	Completed
Finalise and adopt Travel Plan in consultation with the Council	Completed as part of the planning application process	On-going
Implement travel notice boards in communal areas of the college.	Upon adoption of the Travel Plan	On-going
Implement Travel Plan initiatives	On-going, following adoption of the Travel Plan	On-going
Monitor success of Travel Plan actions and progress towards targets. Amend Travel Plan, if necessary	On-going, following adoption of the Travel Plan	On-going
Monitor the pick-up/drop-off activity of parents and implement measures to discourage this at the college access.	On-going, following adoption of the Travel Plan.	On-going
Undertake travel survey to measure the success of Travel Plan and discuss findings with the Council. Review Travel Plan and amend, if necessary	On-going, every 12 months following adoption of the Travel Plan after full occupation (up to a period of 5 years)	On-going

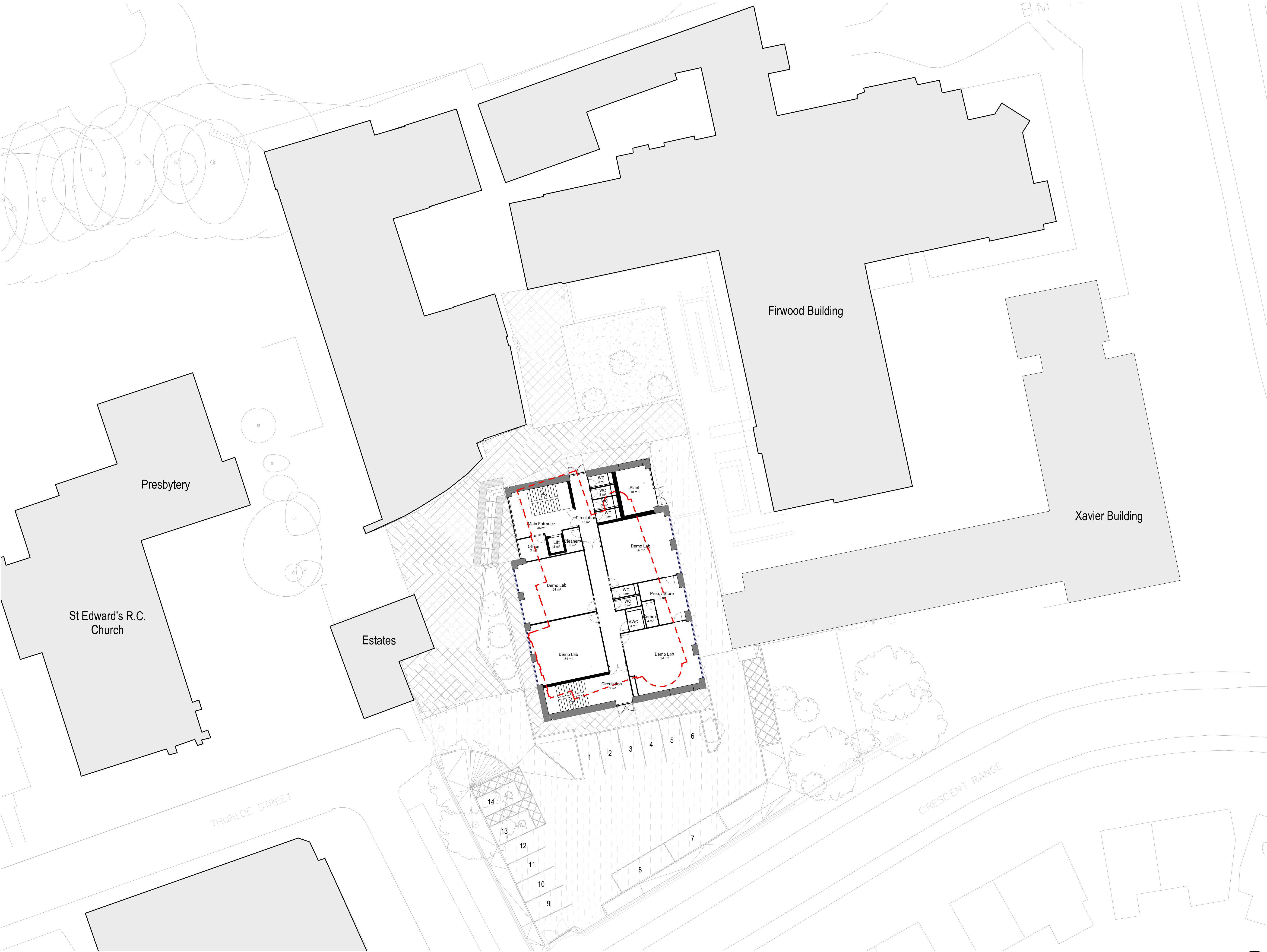
Appendices

Appendix A Accessibility Figures





Appendix B Illustrated Site Layout



Proposed Site Plan - Planning
1 : 200

Notes

The Contractor is to check all dimensions and conditions on site before commencing. Do not scale from this drawing.
This drawing remains the copyright of POZZONI Architecture Ltd.

Scale Bars

TO BE USED ONLY AS GUIDANCE

1:100

mm

0

1000

2000

3000

4000

1:200

mm

0

1000

2000

3000

4000

1:500

m

0

10

20

30

40

1:1250

m

0

10

20

30

40

Site Plan Legend:

Proposed three-storey science block
(footprint approx. 525m²)

Denotes extent of demolition (existing
Sunbury building)

Client

Job

Drawing

POZ Ref

Date

POZ Control

Project Name

P02

Xaverian College - Science Building

Proposed Site Plan

6037 1220

01/03/2023

CP

Planning

Rev

LY

By

Date

As indicated

Scale

Approved

Tender

P02

28.04.23

@ A1

CM

Construction

pozzoni

Woodville House
2 Woodville Road
Altrincham
WA14 2EH
+44 161 928 7848
www.pozzoni.co.uk
architects@pozzoni.co.uk

C:\Users\tych\OneDrive - Pozzoni Architecture\Documents\6037-POZ-XX-ZZ-M3-A-0001_CENTRAL_tsl\yck8JAPV.rvt
11/05/2023 11:03:56

Appendix C Travel Information Brochure - Staff



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STAFF TRAVEL INFORMATION PACK

XAVERIAN COLLEGE, RUSHOLME, MANCHESTER



Xaverian
College

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Taxi/Uber	9
Electric Vehicles	9
Journey Planning	10
Amenities and Information	10



Xaverian
College

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This Travel Pack has been provided for you to browse through and find out about your local travel options. It aims to provide you with information on local facilities and transport services available, including details of how you can access them conveniently.

WHAT IS A TRAVEL PLAN?

The purpose of a Travel Plan is to demonstrate a commitment to minimising the impact of travel on the environment by reducing the level of unnecessary travel and encouraging those who have to travel to do so in a more environmentally friendly way. The overarching aim of the Travel Plan is to promote greener, cleaner travel choices, reducing reliance on the private car. The Travel Plan is primarily aimed at the journey to and from work or journeys made during the course of the working day. It also considers travel issues relating to visitors.

A Travel plan can bring a range of benefits, not only to the community but to staff and the college implementing the plan. Benefits include a healthier, more productive workforce, cost savings to staff, reduced demand for on-site parking and less congestion locally.

A travel plan is a “live” on-going document and will be continually reviewed and updated. Xaverian College will be required to adhere to the principles of sustainable transport set out in the Travel Plan and issue this Travel Pack to all employees via the dedicated Travel Plan Coordinator.

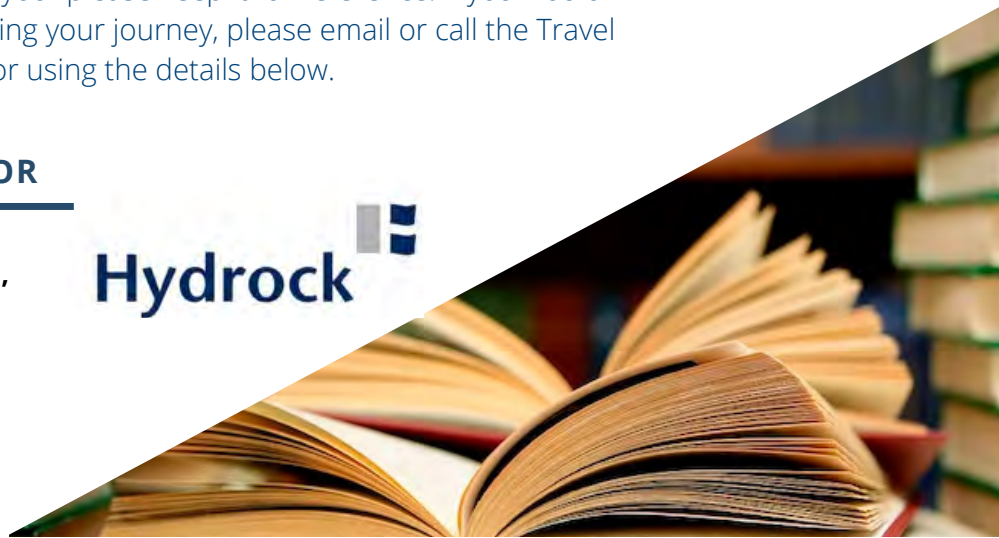
The principal objectives of the Travel Plan are:

- **Objective:** To actively promote car sharing between all new employees at the proposed development by creating a database of employee travel patterns prior to occupation.
- **Objective:** To increase the role of walking and cycling as transport modes, in support of wider transport, health and social policy objectives.
- **Objective:** To develop a safe, convenient, efficient and attractive transport infrastructure which encourages and facilitates the use of walking, cycling and public transport and which minimises reliance on and discourages unnecessary use of private cars.

We hope this guide will be useful to you- please keep it for reference. If you would like any further information on planning your journey, please email or call the Travel Plan Coordinator using the details below.

TRAVEL PLAN COORDINATOR

Sam Denby
Address: Hydrock Consultants Limited,
9-21 Princess Street,
Albert Square,
Manchester,
M2 4DN
Email: SamDenby@hydrock.com
Telephone: 0161 804 5550





Walking is a great way to improve your health and fitness. It has been shown to reduce stress, increase productivity and energy levels and improve sleep. Walking is free, reliable and a simple way to introduce daily exercise into your life – no matter your age or fitness!

The Bee Active (Network) website provides information about local walking opportunities. This includes general information, guided walking groups, and walking route maps. In conjunction with the Transport For Greater Manchester (TfGM) website, walking can be paired with great public transport links for wider travel.

These routes connect to public rights of way (PRoW) and existing pavements which provide access to bus stops, shops and leisure areas.

There are several PRoW routes in reasonable proximity of Xaverian College. There are PRoWs located across Whitworth Park and Hulme Hall to the north, Birchfields Park to the south east, and Platt Fields Park to the south.



Check out the 2km walking catchment contained in this Travel Pack!

The Bee Active and TfGM websites provides helpful and accessible information on the following:

- Walking - Routes, Maps, PRoW routes and Guided Walks;
- Cycling - Maps, Routes, Cycle Shops and Guided Rides;
- Public Transport - Timetables, Bus Tickets, Bus Routes, Train Timetables;
- Park and Ride Facilities;
- Upcoming events across Greater Manchester and Manchester City Centre.

Check out the health benefits of walking and information on walks and routes within Manchester and Greater Manchester on the BeeActive Website which offers ways to explore and travel in the Manchester / Greater Manchester area.

www.beeactive.tfgm.com & www.tfgm.com

Useful Apps

Strava (Android and iOS)

Pedometer (Android and iOS)

iFootpath (Android and iOS)

MapMyWalk (Android and iOS)



CYCLING

Cycling is a fast, cheap way of getting around. It is one of the easiest ways to keep fit without the expense of a gym membership. Regular cycling lowers the risk of heart disease, diabetes and helps to lose weight.

Within reasonable proximity of Xaverian College, there are three cycle routes.

- National Cycle Network (NCN) 6 is located south of the site and passes through Watford, Northampton, Market Harborough, Leicester, to Sheffield, Manchester and Lancashire.
- NCN 60 is located south east of the site and runs between North and East Manchester, with its furthest south segment forming part of the Fallowfield Loopline.
- NCN 66 is accessed from Manchester City Centre and runs from central Manchester to Spurn Head via Bradford, Leeds, York, Beverley, and Kingston upon Hull.



You've heard of Park and Ride, but have you ever thought about Bike and Ride?

For commuting trips, even if you can't cycle the whole way to work, perhaps you could consider cycling some of the way and using public transport for the remaining journey.

The Bee Active website also offers dedicated cycling information. It helps by providing at-a-glance information about the benefits of cycling, and an interactive cycle route map for you, your friends and family to enjoy.

The BeeActive website also helps by providing links to the following:

- Learn how to fix bikes
- Buying, borrowing and renting cycles
- Guides on what bike to purchase and where to get them



Check out the Cycle Plan and 5km Cycling Catchment contained in this Travel Pack!

Cycle with confidence - get cycle training and confidence sessions for children and adults.

www.beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

For travelling to work, ask your employer about the Cycle to Work Scheme - you might be entitled to a tax-free bike and accessories.

www.cyclescheme.co.uk

Useful Apps

National Cycle Network (Android and iOS)

MapMyRide (Android and iOS)



Xaverian College benefits from access by buses operated by Stagecoach and Go North West.

Service 143 - Piccadilly Gardens to West Didsbury:

Service 143 offers a frequent and regular service that passes by the site at the "Grerat Western Street" stop. The first service arrives at 07:24am and the last is 23:51pm. There are over 180 services throughout the day, Monday to Friday. There are 8 other services that serve the site. Therefore, it is evident that the site is served by frequent bus services. TfGM offers a journey planner that allows for easy planning around up-to-date bus timetables.

There are many advantages to using the local bus services. It allows for many people to share trips they might otherwise make individually by car.

By sharing trips, we can reduce harmful emissions and help sustain a cleaner, healthier environment.

The bus is a great option for travelling to destinations not served by trains, for fun and stress-free days out for avoiding the stress of driving and parking at your destination.

There are a number of bus stops located within reasonable walking distance. The closest pair of stops are on the Wilmslow Road, located approximately 260m to the west of the site. These stops allow for travel in and out of Manchester in a north and south bound direction respectively.

The Traveline Website also provides a journey planner and timetables on their website among other information.



Save Money with a PLUSBUS Ticket

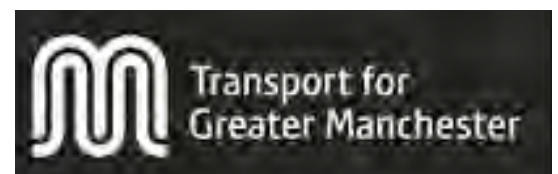
PLUSBUS is a cheap bus pass that you buy online with your train ticket or at any station ticket office. A Manchester PLUSBUS (Greater Manchester) ticket gives you unlimited travel around the Greater Manchester zone.

**Buy one for the start of your journey
and/or for the end of it.**

Check out the bus timetable in this pack!

Useful Information

www.tfgm.com/public-transport/network-maps-region
<https://www.tfgm.com/bus/timetables>
<https://www.traveline.info/>
[@OfficialTfGM on Twitter](#)



Get on board!

TfGM introduced lower bus fares in Greater Manchester in September 2022, with single journeys capped at £2 for adults and £1 for children. A day of unlimited travel using any bus is capped at £5 for adults and £2.50 for children.





Trains provide a fast, reliable and comfortable alternative to car travel. You can buy a single or day return at the station ticket office, from a ticket machine on the platform or book in advance either online via the www.nationalrail.co.uk and www.northernrailway.co.uk websites, or by using mobile apps e.g. Northern Rail, Trainline. For regular travellers, season tickets are available on a weekly, monthly or annual basis.

The nearest rail station to the College is at Manchester Oxford Road, approximately 2.6km north. Ardwick rail station is also approximately 2.6km to the north east. Both stations are within cycling distance and have facilities for cycle parking, therefore it would be possible to use the train as part of a combined trip.

Oxford Road Railway Station is served by Northern Rail, EMR, Transpennine Express and Transport for Wales providing regular services to Liverpool Lime Street, Norwich, Blackpool North and more. Ardwick Station is served by Northern Railway. Further long-distance destinations can be reached from connecting stations such as Manchester Piccadilly.

Greater Manchester Rail Network



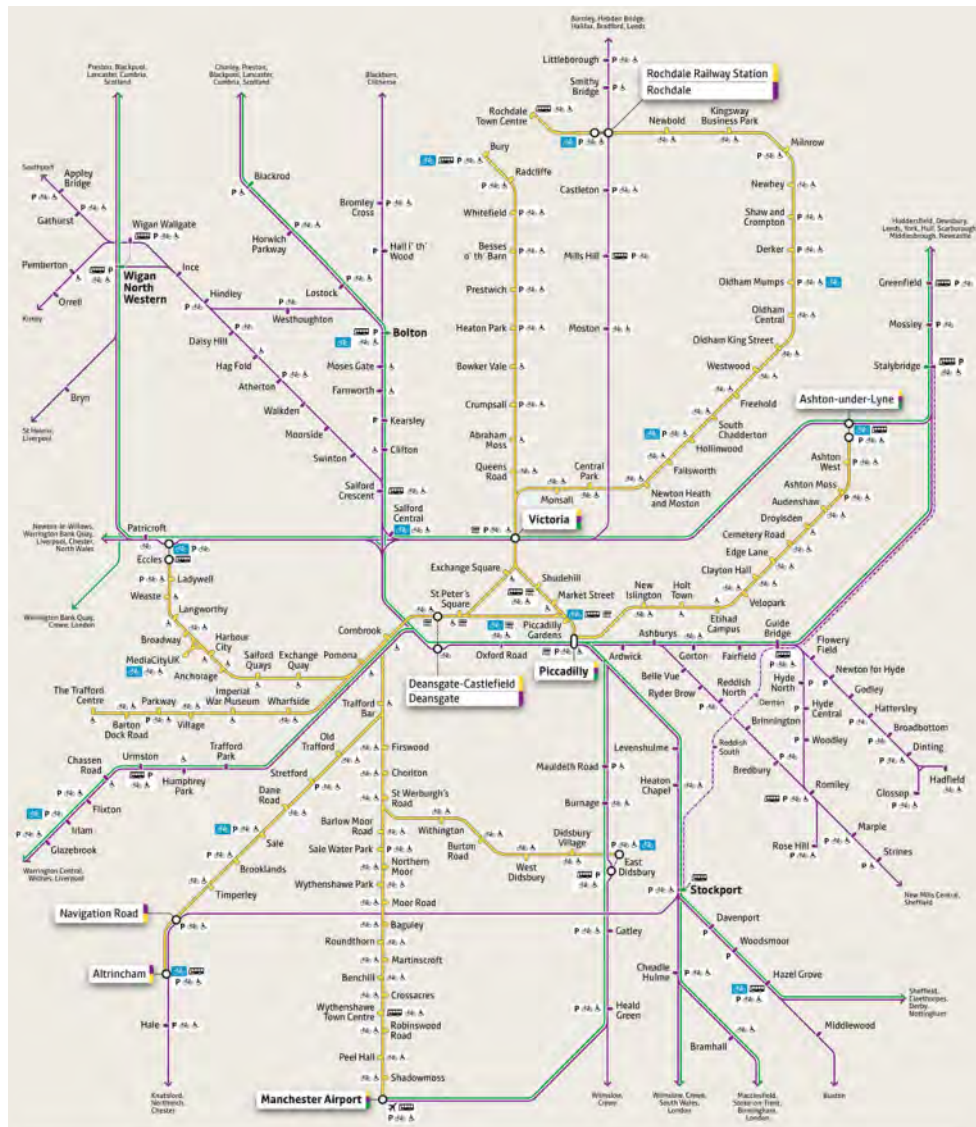
Visit National Rail Enquiries to plan your train journey, look up fares, live departures, arrivals and station information.



You can find Route Maps and Live Departure information on the Northern Rail website by using the following links:

www.northernrailway.co.uk

www.nationalrail.co.uk



Useful Apps

Northern (Android and iOS)
Trainline (Android and iOS)



Trams are fast, dependable, and high-quality alternative to single occupancy car journeys. Staff will benefit from access to the Greater Manchester Metrolink network.

The tram stops nearest to you are Manchester Piccadilly and Deansgate, both approximately 3.1km to the north of Xaverian College. From Manchester Piccadilly, you can access the Blue, Purple and Yellow Lines. At Deansgate, the tram offers access to the Green, Navy, Pink, Red, Purple and Blue Lines. There are frequent services for both stop with trams arriving every 5-10mins.

Tickets can be bought via the tram stop ticket machine, contactless, "get me there" mobile ticket app, TfGM travelshops or at PayPoints. You can plan your journey via tram using: www.tfgm.com

The two tram stops are within cycling distance and it would be possible to use the tram as part of a combined trip. Neither stop has cycle parking facilities. Further information on the station facilities can be found using: www.tfgm.com/public-transport/tram



Most public transport services in Manchester operate with low floor, easy access vehicles. This means that they can accommodate wheelchairs and enable easier access for those with walking difficulties.

If you are disabled and a permanent resident of Greater Manchester, you could be eligible for a travel pass in Greater Manchester from TfGM. There are two types of travel pass available for disabled people with different qualifying criteria for each pass. The pass is free and valid for up to five years, and it allows unlimited travel on all buses in Greater Manchester, as well as unlimited off-peak travel on Metrolink trams and trains throughout the area.

If you qualify for state pension and are a permanent resident of Greater Manchester, you could also be eligible for a free travel pass on the Greater Manchester bus network. For a fee of £10, the travel pass can be upgraded to provide unlimited off-peak travel on Metrolink trams and trains within Greater Manchester.

Please visit www.tfgm.com for more information.



Taxis/Ubbers can form an important part of sustainable journeys. Many Taxis are now hybrids or 'green' vehicles, which help to reduce the impact of car journeys on the environment. Taxis could save you money and help to reduce your carbon footprint! If you need to make a journey, why not share with someone else by utilising the Uber service? Uber provides a ride-hailing service where you are quoted on the cost of the fare for the journey and pay before requesting the ride for convenience. There are a number of private hire taxi operators local to Crewe, through which taxis can be pre-booked.

Useful Taxi Numbers

Union Cars
0161 833 4141

Intime Taxis
0161 256 1222

All-United Cars
0161 226 7121

Please Note - Other Taxi Companies are available

Useful Apps

Taxicode (Android and iOS)

UBER (Android and iOS)

MPG Calculator (iOS)



ELECTRIC VEHICLES

Electric Vehicles (EVs) are vehicles which use one or more electric motors for propulsion. In regards to environmental sustainability, all plug-in vehicles provide improved fuel economy and either zero or reduced emissions.

EVs offer a number of potential savings compared to conventional vehicles.

EVs can be charged in a variety of places including at home, workplace or at designated EV charging points across the UK.



Useful Apps

Taxicode (Android and iOS)

UBER (Android and iOS)

MPG Calculator (iOS)

Basic MPG Calculator (Android)

We've given you the tools to decide how to make your journey, now you can explore where you want to go..

Bee Network (Beeactive)
<https://beeactive.tfgm.com/>

Walk4life
www.walk4life.info

AA Route Planner
www.theaa.com/routeplanner

Traveline Plan my Journey
www.traveline.info/

Google Maps
www.google.co.uk/maps

Transport For Greater Manchester
<https://tfgm.com/>

Sustrans
www.sustrans.org.uk

Cycle Streets
www.cyclestreets.net

AMENITIES/INFORMATION

Lidl - Wilmslow Road
0800 977 7766
<https://www.lidl.co.uk/>

Manchester Royal Infirmary
0161 276 1234
<https://mft.nhs.uk/mri/>

The Whitworth - Art Museum
0161 275 7450
<http://www.whitworth.manchester.ac.uk/>

Victoria Baths
0161 224 2020
<http://www.victoriabaths.org.uk/>

Numerous food outlets are available along Wilmslow Road.

The Pankhurst Centre
0161 273 5673
<https://www.pankhurstmuseum.com/>



WELCOME TO XAVERIAN COLLEGE, RUSHOLME, MANCHESTER

RUSHOLME | MANCHESTER

Hydrock 

Travel Plan Coordinator

Sam Denby

**Address: Hydrock Consultants Limited,
9-21 Princess Street,
Albert Square,
Manchester,
M2 4DN**

Email: SamDenby@hydrock.com

Telephone: 0161 804 5550

Appendix D Travel Information Brochure - Students



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STUDENT TRAVEL INFORMATION PACK

XAVERIAN COLLEGE, RUSHOLME, MANCHESTER



Xaverian
College

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Xaverian
College

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The overarching aim of the Travel Plan is to promote greener, cleaner travel choices, reducing reliance on the private car. The Travel Plan is primarily aimed at the journey to and from college.

A Travel plan can bring a range of benefits, not only to the community but to students and the college implementing the plan. Benefits include becoming healthier and actively participating in making the college more sustainable.

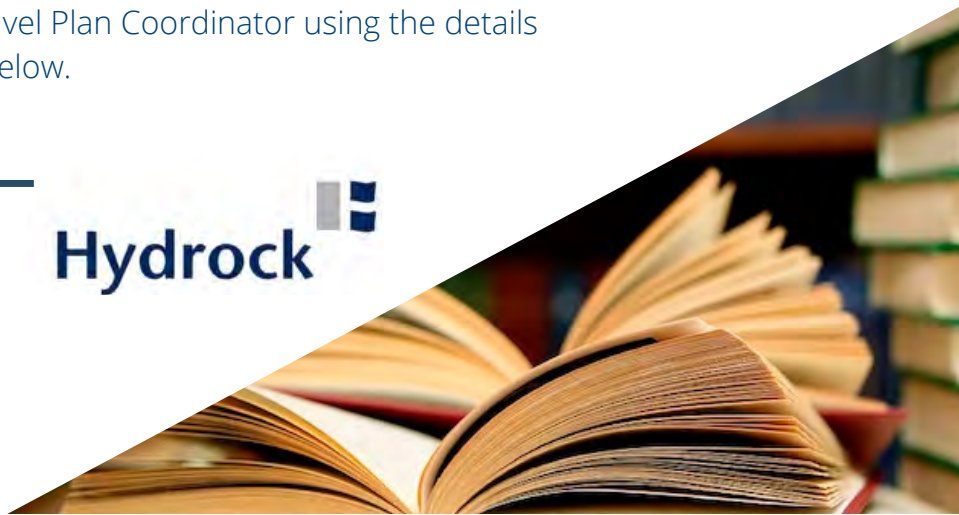
The principal objectives of the Travel Plan are:

- **Objective:** To increase the role of walking and cycling as transport modes.
- **Objective:** To develop a safe, convenient, efficient and attractive transport network which encourages and enables the use of walking, cycling and public transport and minimises the reliance on and discourages unnecessary use of private cars.

We hope this guide will be useful to you- please keep it for reference. If you would like any further information on planning your journey, please contact your teachers or email/call the Travel Plan Coordinator using the details below.

TRAVEL PLAN COORDINATOR

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9-21 Princess Street,
Albert Square,
Manchester,
M2 4DN
Email: SamDenby@hydrock.com
Telephone: 0161 804 5550





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- Upcoming events across Greater Manchester and Manchester City Centre.

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Useful Apps

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Pedometer (Android and iOS)

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There are many advantages to using the local bus services. It allows for many people to share trips they might otherwise make individually by car. By sharing trips, we can reduce harmful emissions and help sustain a cleaner, healthier environment.

There are a number of bus stops located within reasonable walking distance. The closest pair of stops are on the Wilmslow Road, located approximately 260m to the west of the site. These stops allow for travel in and out of Manchester in a north and south bound direction respectively.

The Traveline and TfGM Websites also provide journey planners and timetables on their website among other information.



Save Money with a PLUSBUS Ticket

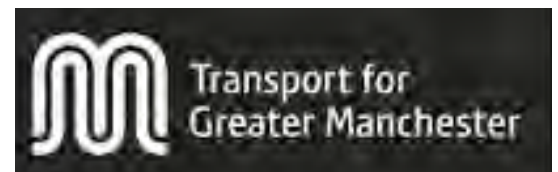
PLUSBUS is a cheap bus pass that you buy online with your train ticket or at any station ticket office. A Manchester PLUSBUS (Greater Manchester) ticket gives you unlimited travel around the Greater Manchester zone.

**Buy one for the start of your journey
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Useful Information

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[@OfficialTfGM on Twitter](#)



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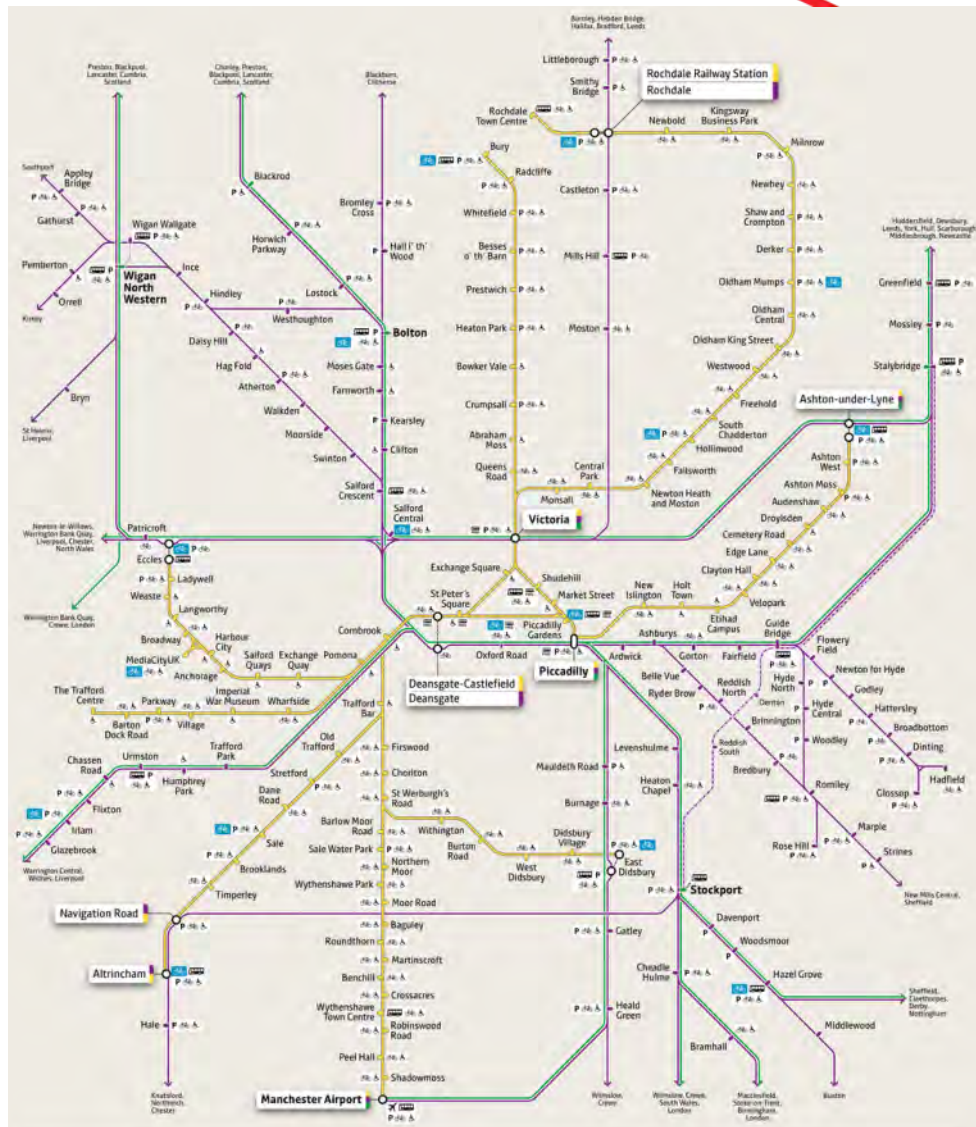
The nearest rail station to the College is at Manchester Oxford Road, approximately 2.6km north. Ardwick rail station is also approximately 2.6km to the north east. Both stations are within cycling distance and have facilities for cycle parking, therefore it would be possible to use the train as part of a combined trip.

Further long-distance destinations can be reached from connecting stations such as Manchester Piccadilly.

Visit National Rail Enquiries to plan your train journey, look up fares, live departures, arrivals and station information.



Greater Manchester Rail Network



You can find Route Maps and Live Departure information on the Northern Rail website by using the following links:

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www.nationalrail.co.uk



Useful Apps

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Trainline (Android and iOS)



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If you qualify for state pension and are a permanent resident of Greater Manchester, you could also be eligible for a free travel pass on the Greater Manchester bus network. For a fee of £10, the travel pass can be upgraded to provide unlimited off-peak travel on Metrolink trams and trains within Greater Manchester.

Please visit www.tfgm.com for more information.

We've given you the tools to decide how to make your journey, now you can explore where you want to go..

Bee Network (Beeactive)
<https://beeactive.tfgm.com/>

Walk4life
www.walk4life.info

AA Route Planner
www.theaa.com/routeplanner

Traveline Plan my Journey
www.traveline.info/

Google Maps
www.google.co.uk/maps

Transport For Greater Manchester
<https://tfgm.com/>

Sustrans
www.sustrans.org.uk

Cycle Streets
www.cyclestreets.net

AMENITIES/INFORMATION

Lidl - Wilmslow Road
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<https://www.lidl.co.uk/>

Manchester Royal Infirmary
0161 276 1234
<https://mft.nhs.uk/mri/>

The Whitworth - Art Museum
0161 275 7450
<http://www.whitworth.manchester.ac.uk/>

Victoria Baths
0161 224 2020
<http://www.victoriabaths.org.uk/>

Numerous food outlets are available along Wilmslow Road.

The Pankhurst Centre
0161 273 5673
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WELCOME TO XAVERIAN COLLEGE, RUSHOLME, MANCHESTER

RUSHOLME | MANCHESTER



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