Section 73 Application
Engineering Building
The Manchester College
Openshaw Campus
Transport Statement

260330/SK22576/TS01(-03)

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C	Campus Travel Plan
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Project	Document	Rev	Description	Authorised by	Signed	Date
SK22576	TS	00	Draft Text Only Issue	L Speers	LGS	15/10/2025
SK22576	TS	01	-	L Speers	LGS	20/10/2025
SK22576	TS	02	Updated Layout	L Speers	LGS	23/10/2025
SK22576	TS	03	Section 73	L Speers	LGS	30/03/2026

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1 Introduction

1.1 A planning application was granted recently for the erection of a two-storey Class F1 (a) (provision of education) building comprising engineering and fab and weld workshops to the ground floor and classrooms and ancillary space to a partial first floor including the demolition of the existing single-storey auto electrical workshop. As part of this a Transport Statement (TS) was prepared that examined the impact of the proposal on the transport network and parking conditions at the campus.

1.2 A Section 73 Application is now being submitted to reduce the level of parking proposed. SK has been appointed by The Manchester College to update the TS to reflect this and to re-assess the impact on parking conditions at the campus.

2 Baseline Context

Site Location

2.1 The site location is shown on Figure 2.1.

2.2 The campus occupies a large area to the south of Ashton Old Road and has highway frontage on Odell Street, Clayton Lane South and Whitworth Street. The main vehicular routes to the existing site are taken from the Ashton Old Road junctions with Odell Street and Clayton Lane South. Whitworth Street separates the northern and southern sections of the campus. Whitworth Street is also gated to vehicular traffic at the western end of the campus area, meaning that traffic cannot pass between Odell Street and Clayton Lane South using this route.

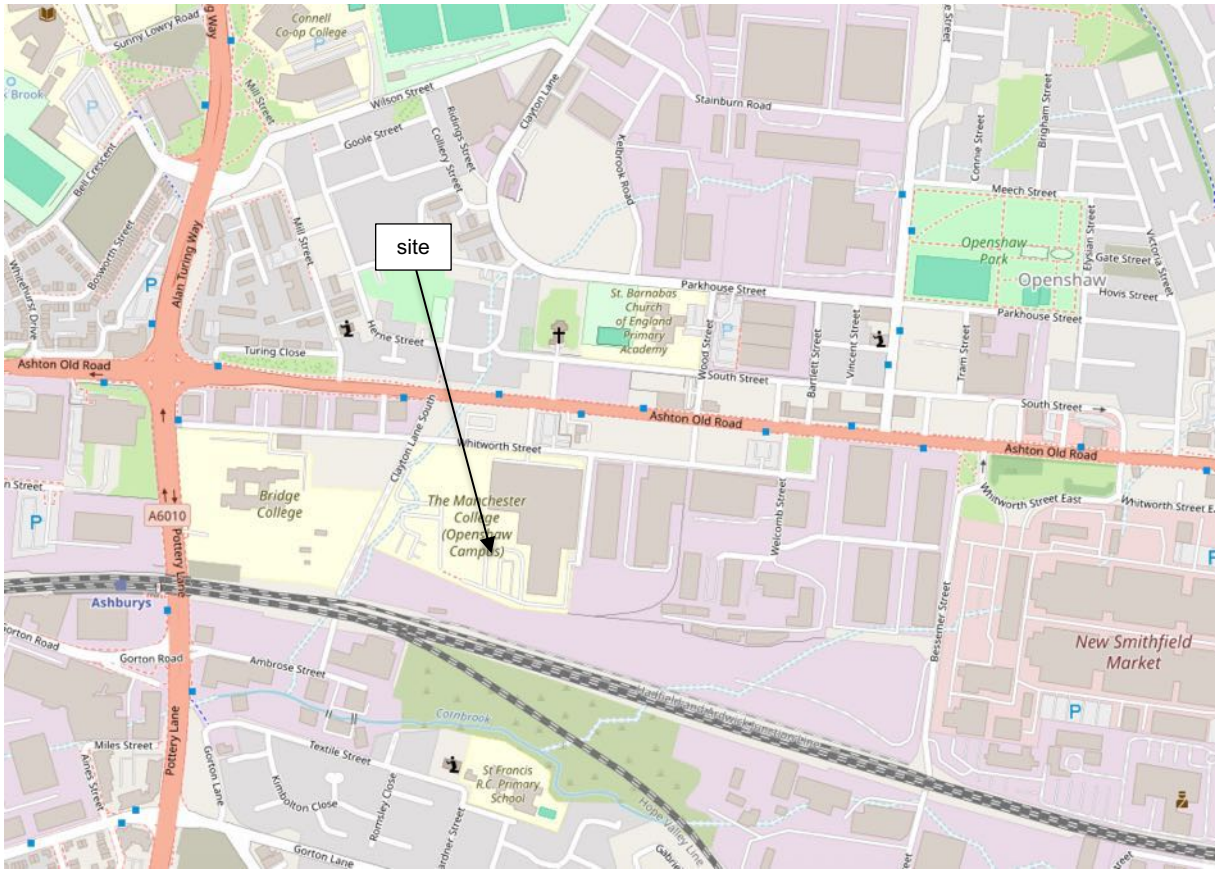


Figure 2.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

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Campus Characteristics

2.3 The College has campuses all over the city and people attend these from all parts of Greater Manchester and beyond.

2.4 Openshaw Campus is the largest of the College campuses in terms of site area and is also home to the majority of the executive and administrative functions. The Campus is a cluster of excellence for health and sports departments.

2.5 The applicant has advised that there are 3,048 students based at the Campus and that there are a total of 556 people employed at the Campus, with the maximum number of staff on site being 367 per day.

2.6 A parking count has been undertaken to establish the number of parking spaces currently provided at the Campus. The count is set out in Table 2.1 and this shows that there is a total of 372 car parking spaces at the campus, of which 17 are disabled, four are visitor and six are EV parking spaces. A survey has been undertaken of the use of the car parking spaces and this is set out later in this report.

2.7 There are 36 cycle parking spaces located to the north of Whitworth Street, 60 cycle parking spaces located to the west of the main car park, and 21 cycle lockers provided across the Campus. The Campus is served by a total of 117 cycle parking spaces.

2.8 Operations at the Campus are underpinned by a Travel Plan.

Location	Existing Parking Capacity			
	Total	Disabled	Visitor	EV
Corporate Car Park	44	6	0	0
Odell Car Park	55	0	0	0
Whitworth Building	22	2	4	2
Football Car Park	78	4	0	4
Main Car Park	114	4	0	0
Auto Centre	6	1	0	0
Access Road	22	0	0	0
Whitworth Street	11	0	0	0
Odell Street	5	0	0	0
Other Areas	15	0	0	0
Total	372	17	4	6

Table 2.1: Car Parking Spaces

Local Highway Network

2.9 Vehicle access to the Campus is provided via entrances on Clayton Lane South, Whitworth Street (opposite Odell Street) and Whitworth Street (E). These junctions all connect to Ashton Old Road (A635).

2.10 Pedestrian access points are provided along all road routes and segregated pedestrian routes are provided between Ashton Old Road and Whitworth Street, to the west of the Corporate Services car park. Pedestrian routes through the Campus between key buildings are generally segregated.

2.11 The streets on the southern side of Ashton Old Road are all subject to 20mph speed restriction making them a suitable environment for access on foot or by cycle.

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2.12 The Ashton Old Road is a principal radial route connecting Manchester city centre area (inner ring road) with the Beswick, Openshaw, Fairfield and Audenshaw areas, connecting with the M60 orbital route at junction 23 and continuing into Ashton under Lyne. Ashton Old Road forms part of the Greater Manchester Key Route Network. In the vicinity of the Campus, Ashton Old Road is nominally 11m wide, laid out as a single lane in each direction. 3.3m footways are present along both edges of the carriageway. Parking is prohibited on Ashton Old Road in the vicinity of the campus. The width of Ashton Old Road varies to the east and west of the Campus, with bus lanes and cycle facilities provided.

2.13 Clayton Lane South is a minor access route and is bollarded to the south of the entrance to the Campus, meaning that this road in effect only provides vehicle access to the Campus, south of its junction with Whitworth Street. The road is 5.5m wide with footways of between 1.8m-2.0m along either carriageway edge.

2.14 The Clayton Lane South junction with Whitworth Street is a simple priority arrangement, and Whitworth Street on the eastern side of the junction is also solely for Campus access within the gated section and car park on the northern side of Whitworth Street.

2.15 Clayton Lane meets Ashton Old Road at its northern end at a simple priority junction. A signal-controlled crossing is present on Ashton Old Road on the eastern side of the junction and the westbound bus stop on Ashton Old Road is just to the west of the junction.

2.16 Clayton Lane South is generally subject to single yellow line waiting restrictions, with double yellow lines provided in the vicinity of the Ashton Old Road junction and at the entrance to the Campus. The exception to this is a short unrestricted section on the eastern side of Clayton Lane South, between Whitworth Street and the campus access.

2.17 Odell Street also meets Ashton Old Road at a simple priority junction arrangement at its northern end, meeting Whitworth Street at a priority crossroads to the south (with Odell Street as the major road) and leading directly into the small parking area at the northern end of the Campus area. Odell Street is 7m wide with footways of between 2.0m-2.3m along either side.

2.18 The gated section of Whitworth Street is to the west of Odell Street. Parking is prohibited on the western side of Odell Street and within junction zones. A short unrestricted section is available on the eastern side of Odell Street.

2.19 East of Odell Street, Whitworth Street is 6.3m wide with generous footway provision (2.5m north, 3.5m south). Whitworth Street runs parallel to Ashton Old Road and serves as an access road for the College and other uses along its route. The main parking area is also accessed via Whitworth Street at a simple priority junction. Parking is prohibited on the northern side of Whitworth Street and western side of parking access road, and within junction zones, with the remainder unrestricted.

2.20 Around 300m west of the Campus, Ashton Old Road meets the A6010 (Alan Turing Way) at a large signal-controlled junction. Controlled crossing facilities are provided at the junction.

Road Safety Patterns

2.21 The TfGM database has been used to establish collision patterns at the junctions providing access to the Campus over the most recent five-year period available.[1] The TfGM database states that the current data available is for 31st December 2018 to 31st June 2025.

[1] https://www.gmtu.gov.uk/gmaccidents/

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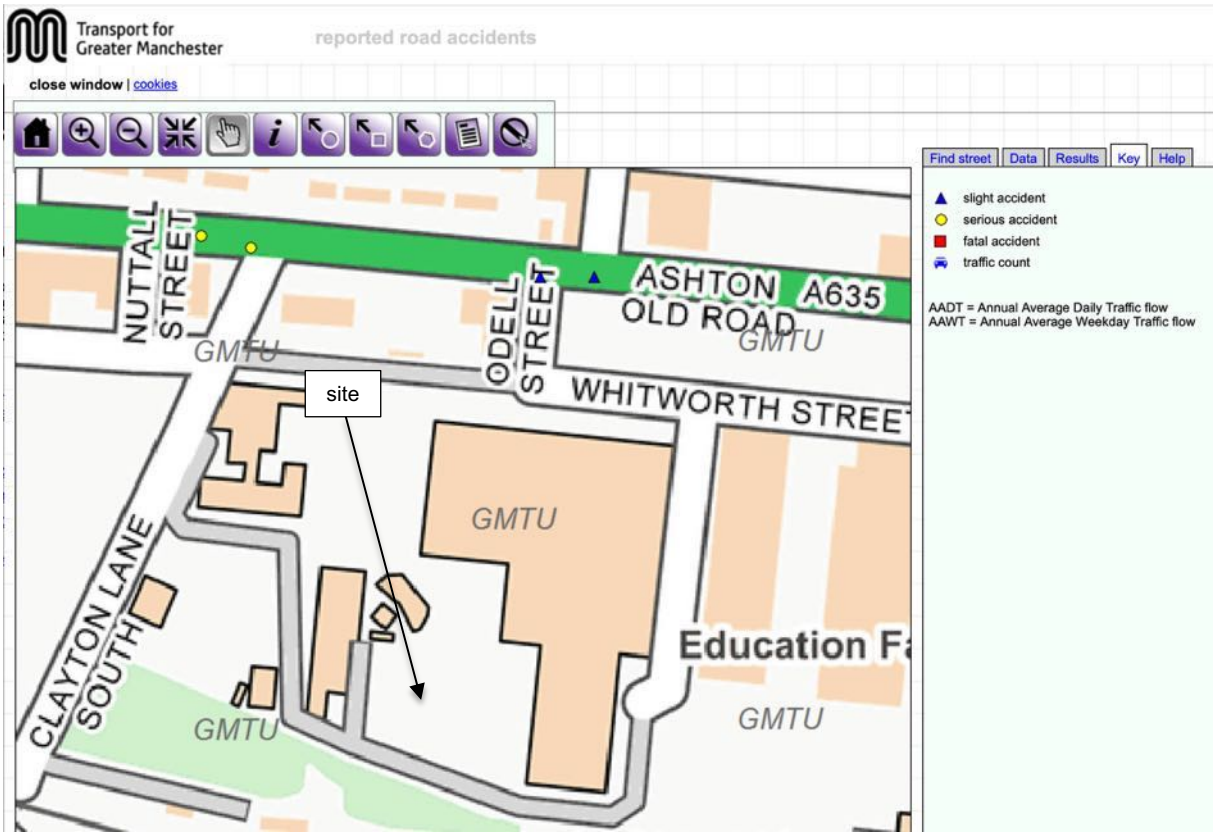


Figure 2.2: Collision Patterns
[source: Transport for Greater Manchester]

2.22 A single collision occurred on the Odell Street arm of the junction with Ashton Old Road. The collision occurred in 2024 and was classified as slight.

2.23 A single collision occurred on Ashton Old Road to the east of the Odell Street junction. The collision occurred in 2023 and was classified as slight.

2.24 A single collision occurred at the junction with Clayton Lane South. The collision occurred in 2020 and was classified as serious.

2.25 A single collision occurred to the west of the Clayton Lane South junction. The collision occurred in 2023 and was classified as serious.

2.26 Ashton Old Road, in the vicinity of the site, carries over 20,000 vehicles per day (AADT). The road safety data shows that there is an average collision rate of one per year. While all collisions are regrettable, the rate and location of collisions do not indicate any collision hotspots.

3 New Building

3.1 Planning permission was granted for the erection of a two-storey Class F1 (a) (provision of education) building comprising engineering and fab and weld workshops to the ground floor and classrooms and ancillary space to a partial first floor including the demolition of the existing single-storey auto electrical workshop. The new building has a total floor area of 701.73sqm.

3.2 The applicant has advised that the development will lead to an increase of 144 students and seven staff at the Campus.

3.3 A Section 73 Application is now being submitted that reduces the level of parking in this area of the campus. The layout associated with this is attached as Appendix B.

3.4 The development includes modifications to the main parking area and the Auto Centre parking areas. Following these modifications result in a net reduction of 25 parking spaces serving the campus, meaning that the campus will be served by a total of 347 parking spaces in the future.

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3.5 The College already operates a Travel Plan, and this will cover staff and students at the new building. The Travel Plan is attached as Appendix D.

3.6 There are 36 cycle parking spaces located to the north of Whitworth Street, 60 cycle parking spaces located to the west of the main car park, and 21 cycle lockers provided across the Campus. The Campus is served by a total of 117 cycle parking spaces. A survey undertaken in 2023 confirms that the cycle parking areas are underutilised. Usage of the spaces is monitored via the Travel Plan.

3.7 A spot occupancy survey was undertaken of the cycle parking stands on Tuesday 14 October 2025 during peak periods of demand (lunchtime). The survey shows a maximum demand for 22 cycle parking spaces, meaning that there is a total spare capacity of 74 spaces available in the parking stand areas alone.

3.8 The Council's cycle parking standards are set out in Appendix B of the Core Strategy.[2] This sets out a requirement for one space per three students and one space per five staff, equating to a requirement for 31 cycle parking spaces for the new building. The survey confirms that there is sufficient unused supply to meet this requirement. The usage of the cycle parking spaces will continue to be monitored via the Travel Plan. This was agreed when the new building was consented.

4 Sustainable Connectivity

Active Travel Routes

4.1 Figure 4.1 shows an extract of the active travel network map close to the site from Transport for Greater Manchester's (TfGM) website.[3]

4.2 Pedestrian access points are provided along all road routes and a segregated pedestrian routes are provided between Ashton Old Road and Whitworth Street, to the west of the Corporate Services car park. A zebra crossing is provided on Whitworth Street with tactile paving to connect the segregated pedestrian route to the main entrance. The remainder of the pedestrian routes through the campus between key buildings are generally segregated.

4.3 The footways on Whitworth Steet and Clayton Lane South are generally a minimum width of 2m. In the vicinity of the Campus, the footways on Ashton Old Road are 3.3m wide. Signal-controlled crossings are present on Ashton Old Road, with one located to the east of the Clayton Lane South junction and the other located to the east of the westbound bus stop.

4.4 The streets on the southern side of Ashton Old Road are all subject to 20mph speed restriction making them a suitable environment for access on foot or by cycle. These routes provide connections to the defined cycle network, including routes on Alan Turing Way and National Cycle Network 60 a traffic free route that is part of the Fallowfield Loop.

[2] Manchester City Council (2012), Manchester's Local Development Framework Core Strategy
[3] https://tfgm.pindarcreative.co.uk

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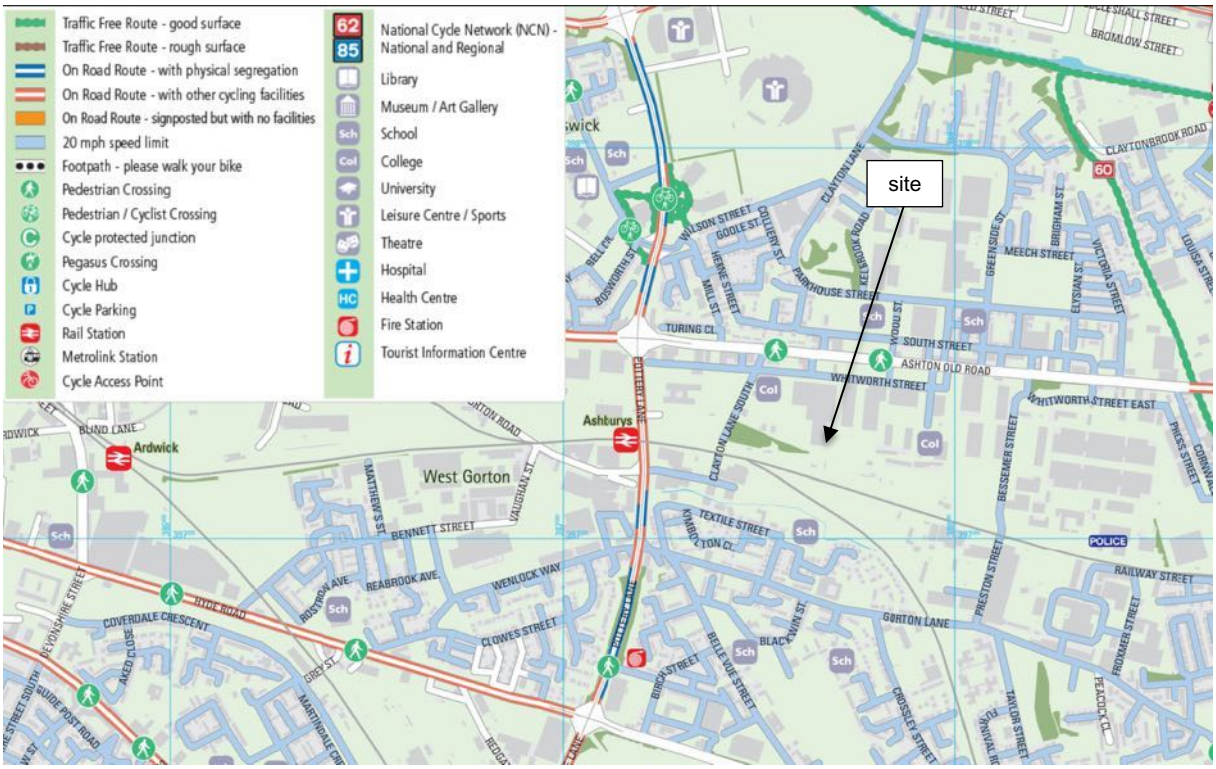


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

Public Transport Routes

4.5 Figure 4.2 shows an extract of TfGM's public transport network map for the local area.[4] The nearest bus stops to the site are located a short distance to the east and west of the site access.

[4] https//tfgm.com/maps

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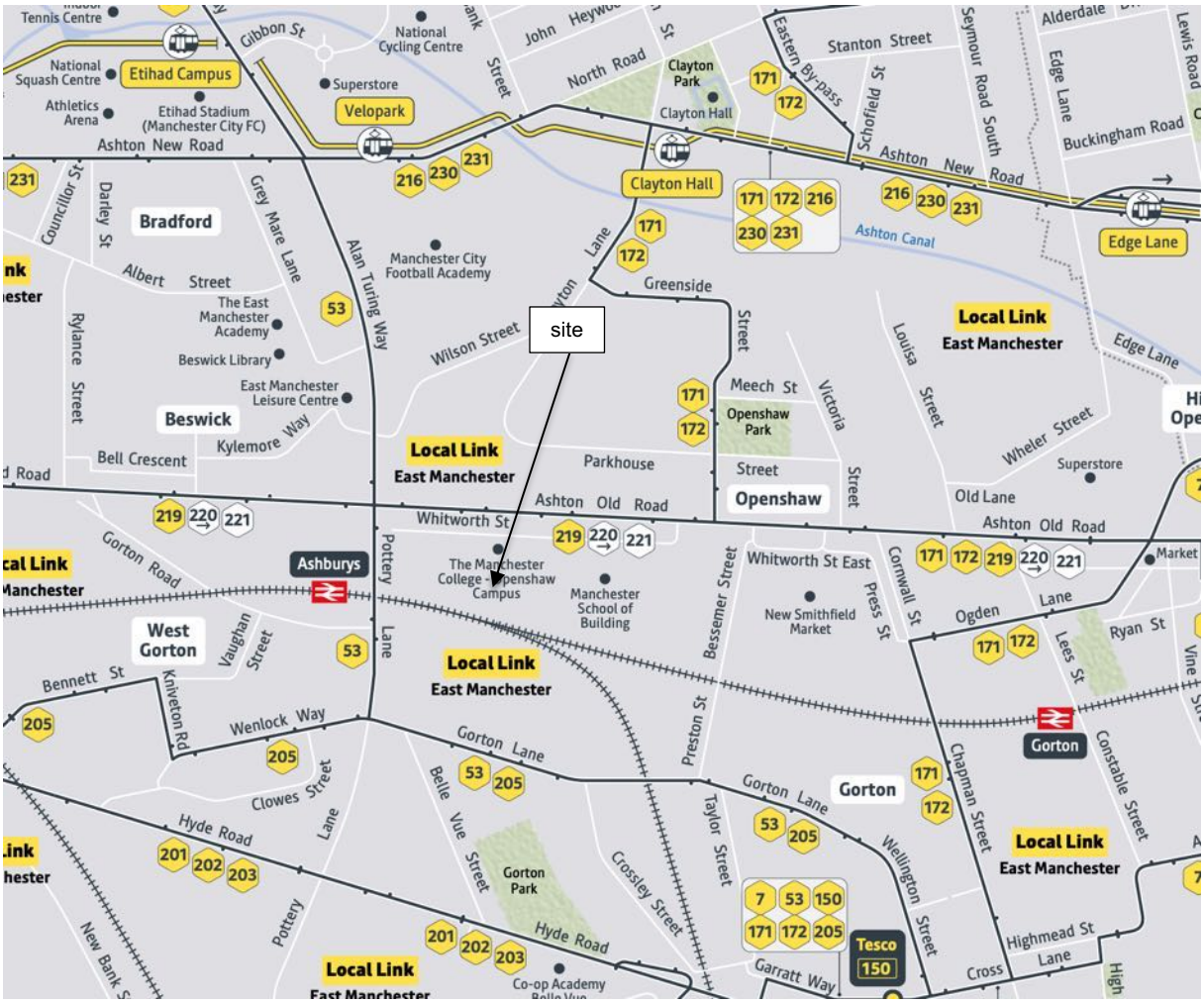


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.6 The nearest bus stops are located directly outside the Campus on Ashton Old Road. The westbound bus stops are located to the west of the Clayton Street South junction and to the east of the Odell Street car park. The eastbound bus stop is located opposite the Corporate Services building. A signalised crossing is in place on Ashton Old Road providing a connection to the eastbound bus stop. The bus stops on Ashton Old Road benefit from shelters with raised bus boarder kerbs.

4.7 Further bus stops are provided Pottery Lane and Alan Turing Way that can be accessed using Whitworth Street (W).

4.8 Table 4.1 provides a summary of the buses passing the site based on information from TfGM's bus timetables at the time of writing the report.[5]

[5] https://www.tfgm.com/plan-a-journey/schedules/bus-timetables

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Route		Frequency (buses per hour)		
		AM Peak	Daytime	PM Peak
219	Manchester – Stalybridge – Glossop	7	6	6
220	Manchester – Ardwick – Stalybridge	Early morning only	-	-
221	Manchester – Dukinfield – Broadbent Fold	-	-	PM peak only
53	Cheetham Hill – Old Trafford – Pendleton	2	2	2

Table 4.1: Local Bus Services
[source: Transport for Greater Manchester]

4.9 The nearest train station to the site is at Ashbury's. The station is within 800m of the site, a ten-minute walk. The station sits on the Manchester to Glossop line and is served by two trains per hour (in each direction).

Travel Passes

4.10 Students who live in Greater Manchester and are between 16 and 18 qualify for TfGM's free bus travel scheme, Our Pass.[6] For students aged 16-18 who are not eligible for Our Pass and/or live outside Greater Manchester the College provides the same support through the TMC Go scheme.[7]

4.11 The College operates its own travel pass, TBC, for students who are older than 18 or live outside Greater Manchester.

4.12 The following non-student ticketing incentives are currently offered in Greater Manchester:

- **Bus Travel**[8]
  The Bee Bus single hopper ticket costs £2 for adults and £1 for children. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
  A 7-day Bee Bus ticket costs £10 for children and £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
- **Train Travel**[9]
  The Flexi Season Ticket offers 8 days of travel in 28 days – anytime between two named stations.

Accessibility Assessment

4.13 One of the principal factors to be considered when assessing the suitability of a site for development is the proximity and connectivity of a site to other destinations on foot and cycle.

4.14 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[10] The Chartered Institution of Highways and Transportation (CIHT) provides further advice, setting maximum preferred walking distances for commuting and education trips at 2km.[11] The walk distance represents a 25-minute walk time based on an average speed of 80m/min (4.8kph).

4.15 Figure 4.3 shows a 25-minute walk time from the Campus. This shows that people living in Beswick, Openshaw, Gorton, Belle Vue and Bradford could walk to the Campus.

[6] https://ourpass.co.uk
[7] https://www.tmc.ac.uk/student-life/travel/
[8] https://tfgm.com/get-on-board
[9] https://www.northernrailway.co.uk/tickets/flexi
[10] Department for Transport *et al* (2007), Manual for Streets
[11] Chartered Institution of Highways and Transportation (2009), Providing for Journeys on Foot

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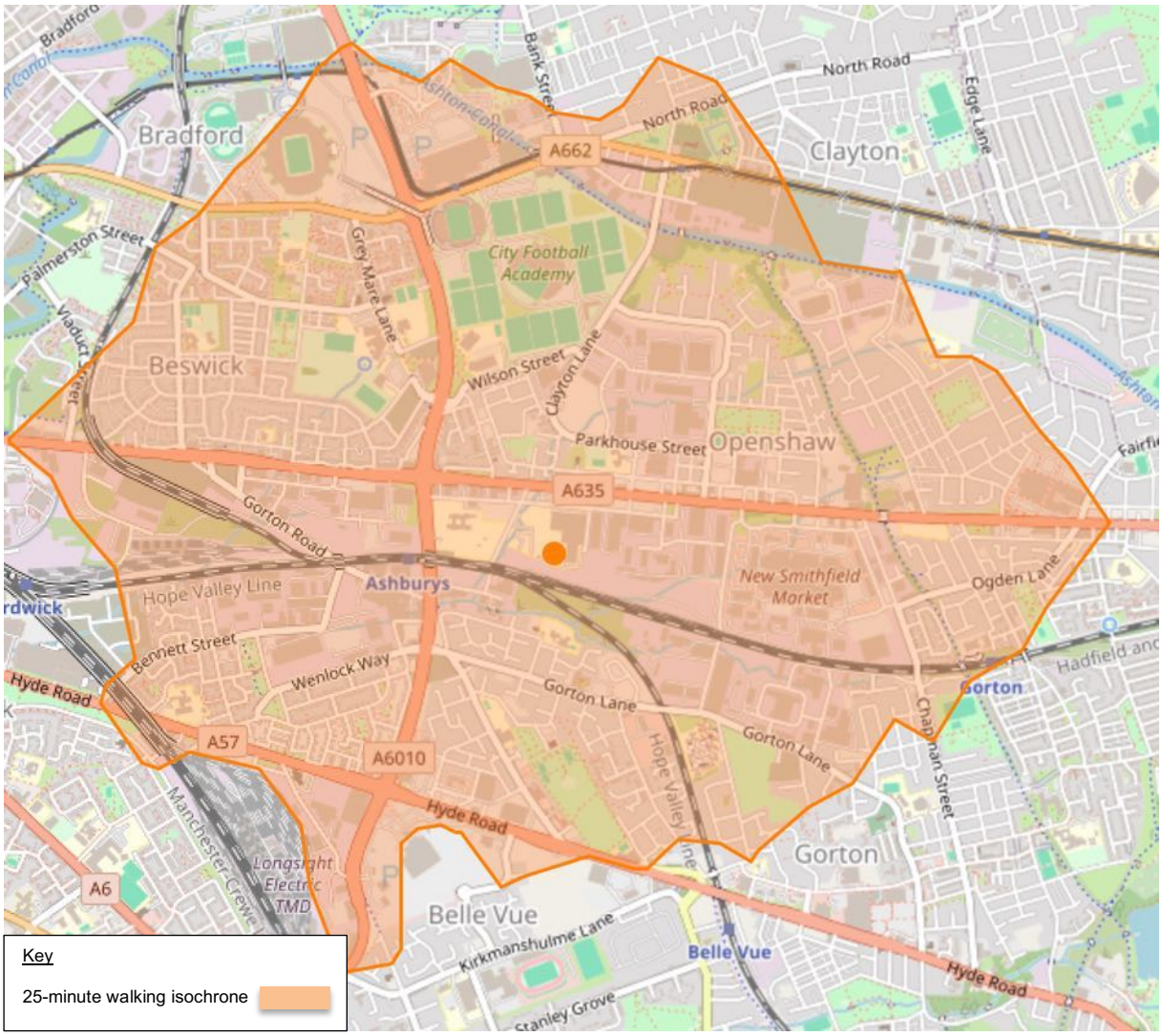


Figure 4.3: Walking Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.16 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[12] Sustrans states that a general rule of thumb a distance of 8km represents a 30-minute cycle time.[13] A 15-minute cycle time has also been considered, which Sustrans states represents a circa 3.5km distance based on an average cycle speed of 14kph.[14] Figure 4.4 shows 15-minute and 30-minute cycle isochrones from the Campus.

4.17 Figure 4.4 shows that people living in Manchester city centre, Audenshaw, Ashton-under-Lyne, Denton, Heaton Moor, Burnage, Moss Side, Whalley Range, Old Trafford. Failsworth and Cheetham Hill could cycle to the Campus.

[12] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[13] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[14] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling

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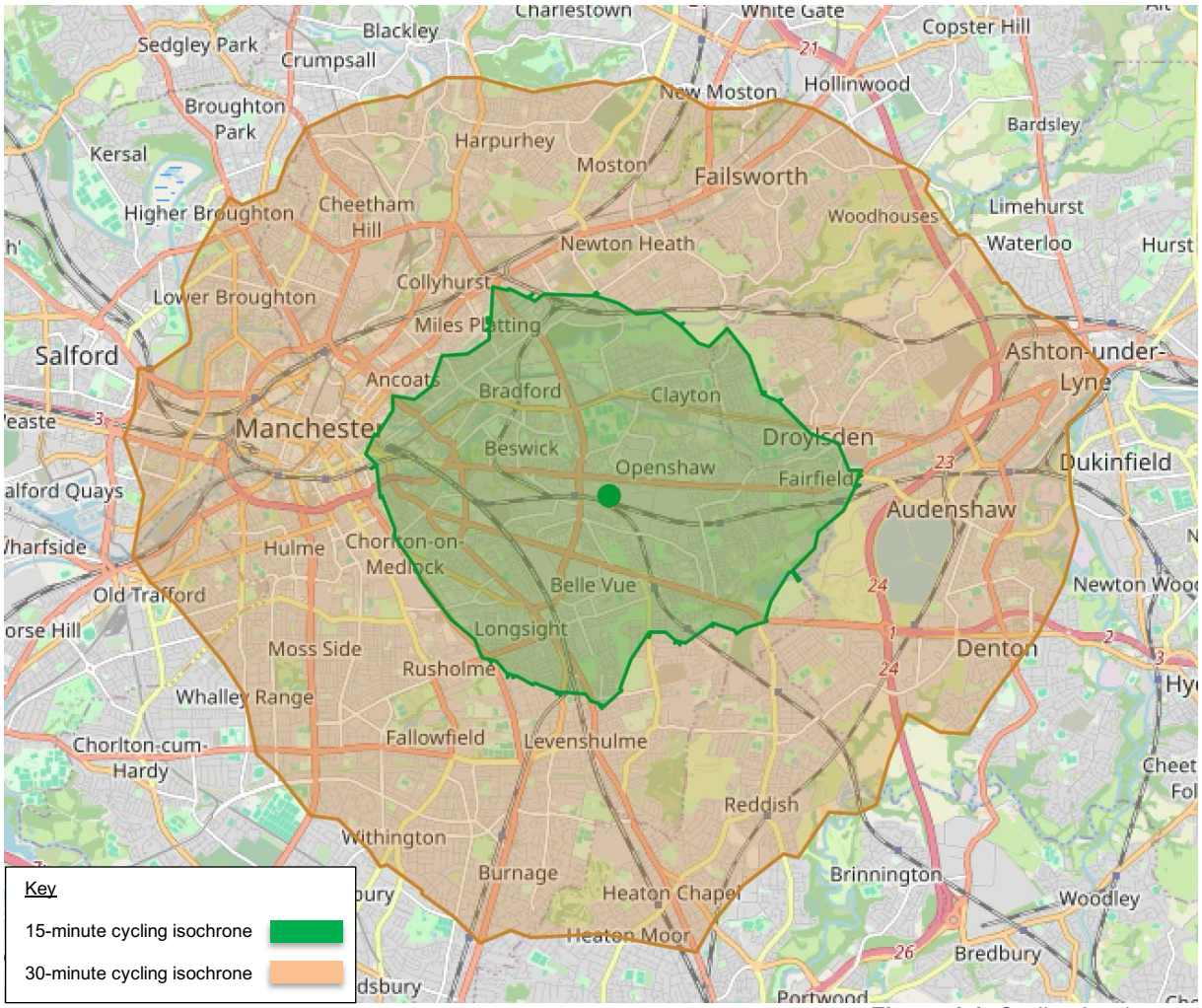


Figure 4.4: Cycling Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

4.18 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 found in the city centre.

4.19 The assessment shows that the Campus has a GMAL of 6 which is a good level of accessibility.

4.20 The assessment confirms that the site is well located for access to active and public transport routes. The Campus is served by sufficient cycle parking and showering facilities are available. The College already operates a Travel Plan.

5 Impact Assessment

Trip Generation

5.1 The new building will increase the number of students at the Campus by 144 people and the number of staff at the Campus by seven.

5.2 TRICS has been used to forecast the additional trips that will be associated with the Campus following the development. The TRICS output is attached as Appendix E with a summary of peak periods provided below.

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Trip Rates (per student)	Total Vehicles			Cycles		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.046	0.011	0.057	0.005	0	0.005
PM Peak Hour	0.011	0.025	0.036	0	0.003	0.003
Trip Rates (per student)	Pedestrians			Public Transport Users		
	In	Out	Total	In	Out	Total
AM Peak Hour	0.016	0.003	0.019	0.008	0	0.008
PM Peak Hour	0.001	0.008	0.009	0.001	0.006	0.007

Table 5.1: Trip Rates

Trips	Total Vehicles			Cycles		
	In	Out	Total	In	Out	Total
AM Peak Hour	7	2	9	1	0	1
PM Peak Hour	2	4	6	0	0	0
Trips	Pedestrians			Public Transport Users		
	In	Out	Total	In	Out	Total
AM Peak Hour	2	0	2	1	0	1
PM Peak Hour	0	1	1	0	1	1

Table 5.2: Trip Generation

Traffic Impact

5.3 Table 5.2 shows that the new building will generate a maximum of nine vehicle trips in the peak hours. The level of change is not significant and will not have an impact on highway operation.

Parking Survey

5.4 In 2019 a spot occupancy parking survey was undertaken at the campus as part of a previous planning application. The parking survey was undertaken on a Tuesday at 12pm as this reflected a representative day at the site and as 12pm reflects the maximum parking demand period. The applicant has confirmed that conditions and travel patterns at the campus have not changed significantly and that 12pm on a Tuesday continues to provide a representative period to capture existing conditions. New surveys were undertaken in October 2025 and the parking survey data is shown in Table 5.3.

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Location	2025 Car Parking Demand
Corporate Car Park	36
Odell Car Park	53
Whitworth Building	18
Football Car Park	68
Main Car Park	97
Auto Centre	0
Access Road	14
Whitworth Street	9
Odell Street	5
Other Areas	15
Total	315

Table 5.3: Surveyed Parking Demand

Development Parking Demand

5.5 The TRICS forecast has been used to generate the parking demand associated with the new building using a parking accumulation method.

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	In	Out	Car Parking Demand
07:00-08:00	1	0	1
08:00-09:00	7	2	6
09:00-10:00	2	1	7
10:00-11:00	1	1	7
11:00-12:00	1	1	7
12:00-13:00	2	2	7
13:00-14:00	1	1	7
14:00-15:00	1	1	7
15:00-16:00	1	2	6
16:00-17:00	2	4	4
17:00-18:00	1	3	2
18:00-19:00	1	1	2
19:00-20:00	0	1	2
20:00-21:00	0	1	1
21:00-22:00	0	0	0

Table 5.4: Development Car Parking Demand

5.6 The assessment shows that a maximum parking demand of seven spaces will be generated by the new building. Table 5.5 shows that the maximum existing and with development parking demand (322 spaces) can be accommodated in the parking areas serving the Campus, even with the reduction to 347 car parking spaces resulting from the Section 73 Application proposal.

Total Existing Demand	315
New Building (Proposed) Demand	7
Total Future Demand	322
Total Future Capacity	347

Table 5.5: Car Parking Assessment

Cycle Parking Demand

5.7 Section 2 confirms that the cycle parking areas are currently underutilised and that the Council's cycle parking standard requirements associated with the new building can be accommodated in the existing cycle parking areas. A further assessment has been undertaken based on a cycle parking accumulation method that uses the TRICS forecast.

5.8 Table 5.6 confirms that the new building will generate demand for one cycle parking space.

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	In	Out	Cycle Parking Demand
07:00-08:00	0	0	0
08:00-09:00	1	0	1
09:00-10:00	0	0	1
10:00-11:00	0	0	1
11:00-12:00	0	0	1
12:00-13:00	0	0	1
13:00-14:00	0	0	1
14:00-15:00	0	0	1
15:00-16:00	0	0	1
16:00-17:00	0	0	0
17:00-18:00	0	0	0
18:00-19:00	0	0	0
19:00-20:00	0	0	0
20:00-21:00	0	0	0
21:00-22:00	0	0	0

Table 5.6: Development Cycle Parking Demand

6 Conclusions

6.1 In 2025, SK prepared a TS to assess the impact of a new building at the Openshaw Campus off Ashton Old Road in Manchester. The planning application was granted consent for the erection of a two-storey Class F1 (a) (provision of education) building comprising engineering and fab and weld workshops to the ground floor and classrooms and ancillary space to a partial first floor including the demolition of the existing single-storey auto electrical workshop. The building has a floor area of 701.73sqm.

6.2 The development will result in an increase off 144 students and seven staff at the Campus.

6.3 A Section 73 Application is now being submitted to reduce the level of parking at the new building development site. The TS has been updated to reflect the revised proposal. The assessment confirms that even with the reduction in campus parking following the development (347 parking spaces), that there will be sufficient space to meet both the surveyed parking demand and the new demand created by the new building (322 parking spaces).

6.4 The assessment shows that the Campus is accessibly located with opportunities to access by active and public transport modes. The assessment confirms that there will be sufficient cycle parking at the Campus to meet the additional demand levels. The new building will be covered by the College's existing Travel Plan.

6.5 An assessment has been undertaken using TRICS which confirms that the development will not be associated with a significant level of traffic in the peak hours.

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Appendix A

Rev	Revision Notes
P1	i115 - Existing and Proposed External Landscape updated
P2	i133 - Planning draft set

OPEB- 10A- V0- XX- DR- A- 0200- P2



1 Existing Site Plan
1 : 200

Client:	The Manchester College
Project:	Openshaw Engineering
Job No.:	1461
Date :	09/15/25
BIM Model :	OPEB-10A-M3
QA:	AP ADS
Scale :	As indicated@A1
Drawing:	**Existing Site Plan**
Rev notes:	i133 - Planning draft set

OPEB- 10A- V0- XX- DR- A- **0200-**P2

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Appendix B

Rev Revision Notes
L3 I175 - Updated for Section 73 application
L4 I178 - Updated for Section 73 application

OPEB- 10A- V9- XX- DR- A- 9001-L4

Sports Hall

Construction

Existing fence line

Service Yard

New vehicular route

Bays to be reprofiled

13

DB02

Auto Electrical Workshop to be demolished

Hit and miss timber fencing

Bin Store 02

1
2
3
4
5
6
7
8
9
10
11
12

New parking bays

Fence line to be altered

Bin store 01

Close boarded timber fencing

Open mesh metal fencing

Automotive

Application boundary
994 sqm or 0.994 ha

Site ownership boundary
47130 sqm or 47.13 ha

Proposed new fence line

Existing fence line

Scale 1:200

0 5 10 15 20 25

1 Proposed External Landscape
1 : 200

Client: The Manchester College
Project: Openshaw Engineering
Job No.: 1461
Date : 06/08/25
BIM Model : OPEB-10A-M3
QA: SJ AP
Scale : As indicated@A1
Drawing: **Proposed External Landscape**
Rev notes: I178 - Updated for Section 73 application

OPEB- 10A- V9- XX- DR- A- **9001**-L4

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Appendix C

Openshaw Campus
The Manchester College
Travel Plan

230323/SK222109/TP01(-01)

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B	Summary Survey Results

Project	Document	Rev	Description	Authorised by	Signed	Date
SK222109	TP01	00	Draft	L Speers	LGS	24/02/2023
SK222109	TP01	01	Submission	L Speers	LGS	23/03/2023

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1 Introduction

1.1 SK has been appointed to prepare a Travel Plan for The Manchester College's (TMC) Openshaw Campus to discharge Planning Condition 10 attached the planning permission for the redevelopment of the site (ref: 124268 / FO / 2019).

1.2 The Planning Condition reads:

'The development shall be implemented in full accordance with the measures in the College travel Plan Travel plan 190705/SK21921/TP01(-01).
Within six months of the first use of the any Phase of development hereby approved by this permission development, a revised Travel Plan, which is consistent with the Travel Plan submitted as part of the application and which takes into account the information about travel patterns monitored following the opening of the additional accommodation, shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the use of cycle spaces with the requirement to review additional storage provision when 90% utilization is reached.
The approved Travel Plan pursuant to this condition shall be implemented in full at all times when the development hereby approved is in use.'

1.3 Details of the site operation following the redevelopment are provided later in the Plan.

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.

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.

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

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.

2.10 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,

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

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 campus occupies a large area to the south of Ashton Old Road and has highway frontage on Odell Street, Clayton Lane South, and Whitworth Street.

Campus Demographics & Function

3.2 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.

3.3 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.

3.4 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.

3.5 Openshaw Campus is the largest of the College campuses in terms of site area and is also home to the majority of the executive and administrative functions. The Campus is a cluster of excellence for health and sports departments.

3.6 At the time of writing this Travel Plan there were a total of 3,856 people based at the Campus comprised of 677 colleagues and 3,179 students.

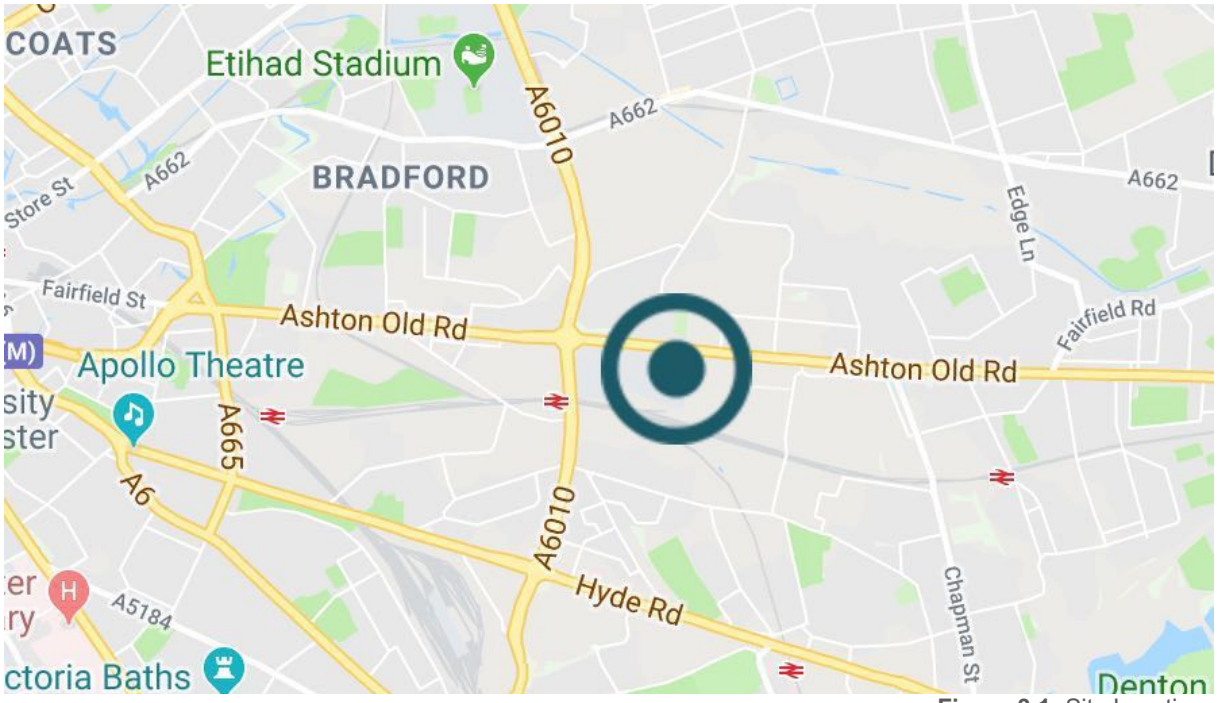


Figure 3.1: Site Location
[source: The Manchester College]

Campus Access Arrangements

3.7 Vehicle access to the Campus is provided via entrances on Clayton Lane South, Whitworth Street (opposite Odell Street) and Whitworth Street (E). These junctions all connect to Ashton Old Road (A635). The streets on the southern side of Ashton Old Road are all subject to 20mph speed restriction.

3.8 Pedestrian access points are provided along all road routes and a segregated pedestrian routes are provided between Ashton Old Road and Whitworth Street, to the west of the Corporate Services car park. Pedestrian routes through the campus between key buildings are generally segregated.

3.9 The streets on the southern side of Ashton Old Road are all subject to 20mph speed restriction making them a suitable environment for access on foot or by cycle.

Development Summary

3.10 The development includes a replacement football pitch, new parking area and an extension to Whitworth House (4,600sqm). The new extension provide sports education facilities (including replacement gym and fitness area), and replacement workshop areas.

3.11 Pedestrian access to the Campus has not significantly changed, other than widening the route through to Ashton Old Road.

3.12 The site has 75 cycle stands and 21 cycle lockers at the site. Showering facilities are available.

3.13 The pedestrianised area of Whitworth Street will be used during events for coaches to drop-off and wait. Coaches will enter from Clayton Road South and leave by heading eastwards. The barrier will be lifted at the eastern end of Whitworth Street to accommodate exit movements.

3.14 Vehicle access arrangements to the campus remain largely unchanged by the development, with the exception of the removal of the Clayton Road South access to the Westlands parking area.

3.15 The service area for the campus is retained from the rear of the Whitworth House and access remains from the internal main car park access road.

3.16 Table 3.1 shows the number of parking spaces at the site.

Parking Location	Parking Spaces
Corporate Services Car Park	45
Whitworth House (incl. executive) Car Park	37
Odell Street Car Park	54
Main Car Park	93
New Parking Area	86
Formalised Parking Area	17
Total Parking Spaces	**332**
Disabled Parking Spaces	5%
EV Charging Spaces	8

Table 3.1: Marked Parking Spaces

4 Accessibility Audit

Pedestrian Access

4.1 Pedestrian access points are provided along all road routes and a segregated pedestrian routes are provided between Ashton Old Road and Whitworth Street, to the west of the Corporate Services car park. Pedestrian routes through the campus between key buildings are generally segregated.

4.2 The roads directly serving the campus are subject to a 20mph speed limit, creating a good environment for pedestrian trips. These all benefit from footways along both carriageway edges of varying quality and width.

4.3 Clayton Lane South is a minor access route with footways of between 1.8m-2.0m along both carriageway edges. A segregated route under the railway line is provided south of the site via Clayton Lane South this provides a link to the train station.

4.4 Odell Street is a minor access road with footways of between 2.0m-2.3m along both sides. East of Odell Street, Whitworth Street has generous footway provision (2.5m north, 3.5m south).

4.5 In the vicinity of the Campus Ashton Old Road has 3.3m footways are present along both sides of the carriageway. Signalised crossings are provided at frequent intervals and incorporated at major junctions. A pelican crossing facility is provided between the Clayton Lane South junction and the segregated site pedestrian route. This crossing provides a facility for site users to connect to eastbound bus services and residential areas north of Ashton Old Road. The crossing relates well to the main pedestrian entrance to the campus.

4.6 A further crossing on Ashton Old Road is provided adjacent to Redby Street to the east of the Campus. Crossing facilities are also provided at the junction of Alan Turing Way / Ashton Old Road to the west of the site and on Pottery Lane to the southwest of the site. The Pottery Lane crossing allows access to the train station.

Cycle Access

4.7 Figure 4.1 shows that the roads routing through the campus are all 20mph streets that provide a good environment for cyclists and are identified as suitable for cycling.

4.8 Access can be gained to off-site routes at the junction of Pottery Lane / Whitworth Street or via Clayton Lane South.

4.9 Pottery Lane benefits from on-carriageway cycle facilities. The Pottery Lane route is a main route on the Manchester Cycleway and acts as an access point to the wider network. Travelling south on this route provides a continuous connection to Longsight, the universities, Levenshulme, the city centre and the Fallowfield Loop. Travelling north on this main route provides connections to Sportcity, the city centre, Route 86 of the National Network and Route 60 of the National Network.

4.10 Access can also be gained from Pottery Lane to the defined route on Ashton Old Road (W) that provides further connections to the city centre.

4.11 Access can be gained to the west of the site to Route 60 of the National Network and also marked routes on Ashton Old Road (E).

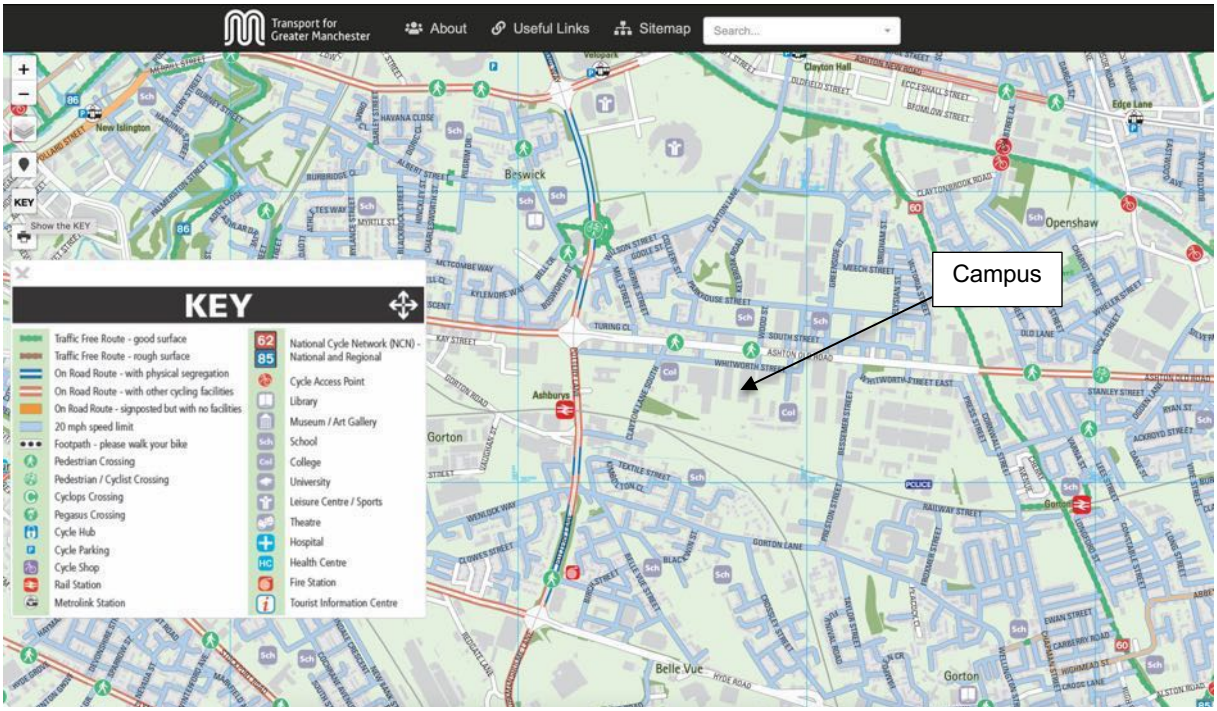


Figure 4.1: Cycle Routes
[source: TfGM]

Bus Access

4.12 Figure 4.3 shows the public transport network serving the Campus.

4.13 The nearest bus stops are located directly outside the campus on Ashton Old Road. The westbound bus stops are located to the west of the Clayton Street South junction and to the east of the Odell Street car park. The eastbound bus stop is located opposite the Corporate Services building. A signalised crossing is in place on Ashton Old Road providing a connection to the eastbound bus stop. The bus stops on Ashton Old Road benefit from shelters with raised bus boarder kerbs.

4.14 Further bus stops are provided Pottery Lane and can be accessed using Whitworth Street (W).

4.15 Table 4.1 shows the existing frequency of services routing close to the Campus (within a five-minute walk).



Figure 4.3: Public Transport Network
[source: Mapping GM]

No.	Route	Monday to Friday Frequency (buses per hour)	
		Peak Hours	Daytime Hours
219	Manchester City Centre – Ashton-under-Lyne	7	7
	Ashton-under-Lyne – Manchester City Centre	7	7
221	Broadbent Fold – Dukinfield – Manchester City Centre	AM Peak Only (1)	-
	Manchester City Centre – Dukinfield – Broadbent Fold	PM Peak Only (1)	-
53	Cheetham Hill – Old Trafford – Pendleton	2	2
	Pendleton – Old Trafford – Cheetham Hill	2	2

Table 4.1: Local Bus Services – Within 5 Minute Walk
[source: TfGM]

Train Access

4.16 The nearest train station to the site is at Ashburys. The station is within 800m of the site, a ten-minute walk. The station sits on the Manchester to Glossop line and is served by two trains per hour (in each direction).

Car Club Access

4.17 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 close to the site on Ashton Old Road.

[3] https://www.enterprisecarclub.co.uk/gb/en/home.html

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].

5.3 The survey weblinks were emailed to all colleagues and students at the Campus, 677 and 3,179 people respectively.

5.4 The surveys were live between 19 January and 17 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	267	39%	36%
Students	613	19%	11%

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.

[4] https://www.surveymonkey.com
[5] https://www.highstreetvouchers.com
[6] https://www.surveymonkey.co.uk/mp/sample-size-calculator/

Mode	Colleagues	Students
Car (driver alone)	66.7%	9.0%
Car (driver with passengers)	4.5%	1.1%
Car (as passenger)	1.9%	4.7%
Public Transport	18.4%	75.9%
Cycle	2.3%	1.0%
Foot	1.9%	5.1%
Powered 2 Wheelers	0.4%	0.7%
Other	4.1%	2.6%

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 travel by sustainable modes (91%) and 33% of colleagues travel by sustainable modes.

5.12 The most popular sustainable mode of travel for students is public transport (75.9%). 72% of students travel by bus, which is unsurprising given a large 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 91.9% of the 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 (18.4%), which reflects the good level of accessibility by bus and train to the Campus.

5.15 The least popular mode of travel for colleagues is walking, which reflects the fact that the Campus draws staff from all over Greater Manchester.

5.16 14.8% of students travel to the Campus by car, of which 5.9% are single occupancy car drivers. The level of single occupancy car use by students is commendable.

5.17 73% of colleagues travel to the Campus by car, of which 66.7% are single occupancy car drivers. There is clearly scope to target the single occupancy car drivers by measures in the Travel Plan.

Bike Ownership

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

	Bike Owners
Students	13.5%
Colleagues	31.1%

Table 5.3: Bike Ownership

[7] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1005759/NPPF_July_2021.pdf
[8] https://ourpass.co.uk

5.19 Table 5.3 shows that nearly a third of colleagues own bikes and only 13.5% of students own a bike. This explains the difference in bike use between colleagues and students. Measures are considered later in the Plan for increasing bike ownership and promoting this mode of travel.

Home Working

5.20 48.3% 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 day is Thursday.

Car Users

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

	Colleagues	Students
Lack of alternative	40.2%	17.8%
Mobility issues	2.5%	12.3%
Caring Responsibilities	13.7%	19.2%
Quicker / Convenience	76.0%	61.6%
Cheaper	33.3%	26.0%
Car needed for business	22.6%	-

Table 5.4: Reasons for Car Use

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

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

Mode Change	Colleagues	Students
Better information on alternatives	13.8%	20.1%
Information on TfGM ticketing	11.8%	10.9%
Car sharing scheme	15.3%	14.9%
Public transport ticket scheme	28.1%	-
More flexible hours	31.5%	26.4%
Car club for business	12.3%	-

Table 5.5: Measures for Change

5.24 Table 5.5 shows that colleagues would be more likely to leave their car at home if more flexible working hours were introduced, followed by the introduction of a public transport ticket scheme and the introduction of a car sharing scheme.

5.25 Students would be more likely to leave their car at home if more flexible hours were offered, followed by better information on alternatives and the introduction of a car sharing scheme.

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

Cycle Parking Usage

5.27 The College has undertaken its own surveys of the current usage of cycle parking on the Campus. The surveys were undertaken at 10am in March 2023 for 11 days.

Date	Number of Cycles Parked
03/03/23	11
06/03/23	11
08/03/23	10
09/03/23	12
10/03/23	4
13/03/23	9
14/03/23	7
16/03/23	8
17/03/23	3
20/03/23	5
23/03/23	10

Table 5.6: TMC Cycle Parking Survey

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.

Openshaw Webpage

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

7.5 The Openshaw 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 Openshaw 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 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.

[9] https://www.tmc.ac.uk/locations/openshaw-campus/
[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

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.

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

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

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 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.

7.23 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.

7.24 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].

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

7.26 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

7.27 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

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

7.29 The Campus is served by 75 cycle stands (150 spaces) and 21 cycle lockers. Showering facilities are available.

7.30 Cycle parking use at the Campus will be regularly reviewed in line with the monitoring strategy and will be increased when it reaches 90% utilisation.

[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/

7.31 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.

7.32 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.

7.33 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.

7.34 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.

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

7.36 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 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.

7.37 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.

7.38 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.

7.39 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

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

7.41 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.

7.42 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.

7.43 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.

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[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
[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/

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.

7.44 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.

7.45 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.

7.46 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.

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

7.48 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

7.49 Parking at the Campus is free of charge. Colleagues and students are required in marked bay locations only and only to park in disabled or EV charging spaces if they have a Blue Badge of electric vehicle. The car park will be monitored to ensure compliance and any one found to be parking in unauthorised locations will be issued with a warning ticket.

7.50 The mode share data shows that only a small proportion of students travel to the site by car, however single occupancy car use is the most dominant mode of travel for colleagues. In the travel surveys car using colleagues indicated that they would consider car sharing if such a scheme was available.

7.51 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.

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

Business / Visitor Travel Measures

7.53 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 nearby on Ashton Old Road, 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.

7.54 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.

7.55 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.

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

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 An audit of cycle parking use will also be undertaken at the same time as the travel surveys.

8.6 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.

8.7 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.

Exercise	Key Information	Frequency	Responsibility
Baseline site user surveys / cycle parking audit	Data to be used to establish baseline trip patterns and to allow appropriate targets to be set	Already achieved	SK
Monitoring surveys / cycle parking audit	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

8.8 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	66.7%	9.0%
Sustainable Travel Mode	33.3%	91.0%

Table 8.2: Baseline Travel Plans

Targets

8.9 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.

8.10 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.

8.11 The following Output Targets have already been achieved:

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

8.12 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
- Undertake cycle use 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

8.13 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.
Audit of Cycle Parking / Monitoring Surveys	
Specific	The use of the cycle parking area will be reviewed and audited. 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

8.14 Table 8.2 shows the baseline travel patterns against which the success of the Travel Plan will be assessed. This shows that 91% 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.

8.15 The colleague mode share shows that the majority of trips to work are undertaken by single occupancy car trip. The surveys show that there are many reasons for this, but these do include suitable alternatives not being available and convenience. Colleagues also indicated that they may be encouraged to reduce car use if a public transport ticketing scheme was offered and a car sharing scheme adopted at the site. The former is already in place and the latter is committed to as part of the Plan. A realistic target has been for the first five years of the Plan to seek to reduce single occupancy car trips by promoting these two measures to colleagues.

	Baseline Car Trips (Single Occupancy)	Target
Colleagues	66.7%	Reduce by 5%
Students	9.0%	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	A	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
	Increase cycle parking when it reaches 90% utilisation	O	The College
Public Transport	Raise awareness of public transport resources set out in Section 7 via communications strategy	Q	Travel Plan Co-ordinator
	Discuss potential and suitability of a Public Transport Season Ticket Scheme	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		
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 D

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 04 - EDUCATION

Category: C - COLLEGE/UNIVERSITY

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

04	**EAST ANGLIA**		
	PB	PETERBOROUGH	1 day
09	**NORTH**		
	TW	TYNE & WEAR	1 day
10	**WALES**		
	SW	SWANSEA	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

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Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	STUDEN
Actual Range:	360 to 16000 (units:STUDEN)
Range Selected by User:	360 to 16000 (units:STUDEN)
Parking Spaces Range:	24 - 2857

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/10 to 23/04/24

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	1 days
Tuesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	3
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines

Selected Locations:

Suburban Area (PPS6 Out of Centre)	3 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	3 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	3 days

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Secondary Filtering Selection:

Use Class:

F1(a)	3 surveys

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

2000 - 8440

Population within 1 mile:

20,001 to 25,000	1 surveys
25,001 to 50,000	2 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	3 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	2 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

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Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	3 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	3 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

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LIST OF SITES relevant to selection parameters:

Site 1:	PB-04-C-03	**Gross floor area:**	55000 sqm
Development Name:	COLLEGE	**Number of students:**	15500 STUDEN
Location:	PETERBOROUGH	**Number Of Employees:**	700.00
Postcode:	PE1 4DZ	**Survey Date:**	18/10/2016
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Day:**	Tuesday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 2:	SW-04-C-02	**Gross floor area:**	3900 sqm
Development Name:	COLLEGE	**Number of students:**	879 STUDEN
Location:	SWANSEA	**Number Of Employees:**	46.00
Postcode:	SA1 4PU	**Survey Date:**	21/10/2013
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Day:**	Monday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

Site 3:	TW-04-C-01	**Gross floor area:**	10505 sqm
Development Name:	COLLEGE	**Number of students:**	1495 STUDEN
Location:	NORTH SHIELDS	**Number Of Employees:**	485.00
Postcode:	NE29 9BZ	**Survey Date:**	04/11/2010
Main Location Type:	Suburban Area (PPS6 Out of Centre)	**Survey Day:**	Thursday
Sub Location Type:	Residential Zone		
PTAL:	n/a		

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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Total Vehicles

Calculation factor: 1 STUDEN

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	5958	0.010	0.002	0.012
08:00-09:00	3	5958	0.046	0.011	0.057
09:00-10:00	3	5958	0.016	0.010	0.026
10:00-11:00	3	5958	0.008	0.005	0.013
11:00-12:00	3	5958	0.007	0.007	0.014
12:00-13:00	3	5958	0.011	0.011	0.022
13:00-14:00	3	5958	0.010	0.010	0.020
14:00-15:00	3	5958	0.006	0.010	0.016
15:00-16:00	3	5958	0.009	0.015	0.024
16:00-17:00	3	5958	0.011	0.025	0.036
17:00-18:00	3	5958	0.009	0.023	0.032
18:00-19:00	3	5958	0.007	0.007	0.014
19:00-20:00	3	5958	0.003	0.006	0.009
20:00-21:00	3	5958	0.003	0.010	0.013
21:00-22:00	3	5958	0.000	0.003	0.003
22:00-23:00					
23:00-00:00					
Total Rates:			0.156	0.155	0.311

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	360 - 16000 (units: STUDEN)
Survey date date range:	04/11/2010 - 18/10/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Cyclists

Calculation factor: 1 STUDEN

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**3**	**5958**	**0.002**	**0.000**	**0.002**
08:00-09:00	**3**	**5958**	**0.005**	**0.000**	**0.005**
09:00-10:00	**3**	**5958**	**0.002**	**0.000**	**0.002**
10:00-11:00	**3**	**5958**	**0.001**	**0.000**	**0.001**
11:00-12:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
12:00-13:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
13:00-14:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**5958**	**0.000**	**0.002**	**0.002**
15:00-16:00	**3**	**5958**	**0.000**	**0.003**	**0.003**
16:00-17:00	**3**	**5958**	**0.000**	**0.003**	**0.003**
17:00-18:00	**3**	**5958**	**0.000**	**0.001**	**0.001**
18:00-19:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.010**	**0.009**	**0.019**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	360 - 16000 (units: STUDEN)
Survey date date range:	04/11/2010 - 18/10/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

OGVs

Calculation factor: 1 STUDEN

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
08:00-09:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
09:00-10:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
10:00-11:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
11:00-12:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
12:00-13:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
13:00-14:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
14:00-15:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
15:00-16:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
16:00-17:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
17:00-18:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
18:00-19:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
19:00-20:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
20:00-21:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
21:00-22:00	**3**	**5958**	**0.000**	**0.000**	**0.000**
22:00-23:00					
23:00-00:00					
Total Rates:			**0.000**	**0.000**	**0.000**

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	360 - 16000 (units: STUDEN)
Survey date date range:	21/10/2013 - 18/10/2016
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Pedestrians

Calculation factor: 1 STUDEN

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	5958	0.003	0.001	0.004
08:00-09:00	3	5958	0.016	0.003	0.019
09:00-10:00	3	5958	0.008	0.002	0.010
10:00-11:00	3	5958	0.008	0.007	0.015
11:00-12:00	3	5958	0.006	0.005	0.011
12:00-13:00	3	5958	0.007	0.008	0.015
13:00-14:00	3	5958	0.008	0.007	0.015
14:00-15:00	3	5958	0.003	0.005	0.008
15:00-16:00	3	5958	0.003	0.008	0.011
16:00-17:00	3	5958	0.001	0.008	0.009
17:00-18:00	3	5958	0.001	0.006	0.007
18:00-19:00	3	5958	0.001	0.004	0.005
19:00-20:00	3	5958	0.000	0.001	0.001
20:00-21:00	3	5958	0.000	0.001	0.001
21:00-22:00	3	5958	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.065	0.066	0.131

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

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Parameter Summary:

Trip rate parameter range selected:	360 - 16000 (units: STUDEN)
Survey date date range:	04/11/2010 - 18/10/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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TRIP RATE for Land Use 04 - EDUCATION/C - COLLEGE/UNIVERSITY

Public Transport Users

Calculation factor: 1 STUDEN

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. STUDEN	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	3	5958	0.002	0.000	0.002
08:00-09:00	3	5958	0.008	0.000	0.008
09:00-10:00	3	5958	0.007	0.001	0.008
10:00-11:00	3	5958	0.007	0.003	0.010
11:00-12:00	3	5958	0.002	0.003	0.005
12:00-13:00	3	5958	0.003	0.005	0.008
13:00-14:00	3	5958	0.004	0.003	0.007
14:00-15:00	3	5958	0.002	0.004	0.006
15:00-16:00	3	5958	0.003	0.005	0.008
16:00-17:00	3	5958	0.001	0.006	0.007
17:00-18:00	3	5958	0.000	0.005	0.005
18:00-19:00	3	5958	0.000	0.002	0.002
19:00-20:00	3	5958	0.000	0.001	0.001
20:00-21:00	3	5958	0.000	0.001	0.001
21:00-22:00	3	5958	0.000	0.000	0.000
22:00-23:00					
23:00-00:00					
Total Rates:			0.039	0.039	0.078

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter Summary:

Trip rate parameter range selected:	360 - 16000 (units: STUDEN)
Survey date date range:	04/11/2010 - 18/10/2016
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	1
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

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