SCP
TRANSPORT PLANNING
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**The Together Trust**

# Travel Plan

## Bridge College, Openshaw Campus

240813

**JULY 2026**



# SCP GENERAL NOTES

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Where field investigations have been carried out, these have been restricted to a level of detail required to achieve the stated objectives of the work.

This work has been undertaken in accordance with the quality management system of SCP.

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# 1 INTRODUCTION

## Background

1.1 SCP have been instructed by The Together Trust to provide transport consultancy services for a full planning application for the extension of a non-residential specialist education facility for post-16 students at the existing Bridge College site, Openshaw.

1.2 A planning application (Application Reference: 142222/FO/2025) was submitted to Manchester City Council (MCC) on the 28th of April 2025 for an *'Extension to and remodelling of administrative suite to provide classrooms, extension to entrance, re-roofing works and provision of mini-bus arrival drop off, car and mini-bus parking and the provision of additional overspill and events parking*.' The application was approved in October 2025 and a decision notice was issued, subject to a number of planning conditions. Condition 7 relates to the provisions of a Travel Plan and states the following:-

*Condition 7:*

*A) Before the additional classroom accommodation hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:*

- *i. The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development.*
- *ii. A commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time.*
- *iii. Mechanisms for the implementation of the measures to reduce dependency on the private car.*
- *iv. Measures for the delivery of specified travel plan services.*
- *v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.*

*B) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.*

*Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).*

1.3 This Travel Plan (TP) has been prepared to address and discharge Condition 7 of the decision notice and sets out The Together Trusts commitment to promoting travel by sustainable modes and reducing the number of single occupancy vehicular trips generated by the development.

## Travel Plan Approach

1.4 A travel plan is an important tool for delivering sustainable access to a development. It provides a long-term strategy that seeks to deliver sustainable transport objectives through positive action.

1.5 Implementing a travel plan can bring a number of benefits to a site, including helping to minimise the potential increase in traffic resulting from a development, helping to manage and reduce carbon emissions, and assisting with promotion of healthy lifestyles. As a result, a travel plan forms a key stage in the forward planning process. A travel plan is a 'living document' that should be regularly reviewed to ensure its effectiveness.

1.6 This travel plan focuses on influencing greater use of sustainable transport primarily amongst staff, but also visitors, when travelling to and from the site and will establish and promote the sustainable transport links available. The travel plan will also suggest measures to reduce reliance on single occupancy private vehicle use and to reduce the overall need and distance that site users travel.

1.7 A travel plan provides benefits to all parties, including the staff, pupils and guardians, as well as the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

# 2 POLICY CONTEXT

2.1 Travel plans are dynamic, living documents that should be updated regularly to ensure that the aims and objectives represent the current situation in respect of travel and access.

2.2 Travel plans are designed to be flexible to suit individual sites and their individual local characteristics. As such, they should be developed with consideration for the scale of the development and the likely impact on travel behaviour as a result of any potential measures.

### Travel Plan Benefits

2.3 Travel plans can result in a variety of benefits to the occupiers of a development and the wider community, as well as address a range of issues, including:

- Promote healthy lifestyles and sustainable, vibrant communities;
- Provide adequately for all users, with a variety of mobility needs;
- Reduce demand for car parking, thereby enabling more efficient land use;
- Reduce pressure on highway capacity, particularly at peak times;
- Improve social inclusion;
- Cut carbon emissions and their contribution to climate change;
- Reduce road danger and protecting vulnerable road users; and
- Improve local air quality, while reducing noise pollution.

2.4 A travel plan provides benefits to all parties, including the developer, the site occupants and the local authority, which can help in gaining widespread commitment to its implementation and continuing operation.

2.5 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

## National Policy

2.6 Travel plans are secured through a policy framework that extends from national through to local level when dealing with new development proposals.

2.7 Travel plans were first secured within the planning system within the context of *"Planning Policy Guidance Note 13: Transport"* published by the Government in March 2001. The publication of the government's '**National Planning Policy Framework**' (NPPF - 2024) is aimed at streamlining the planning process, making it more accessible at neighbourhood and community level and simplifying the decision-making process.

2.8 The NPPF is published by the Department for Levelling Up, Housing and Communities (DLUHC) and sets out the government's planning policies for England and how these are expected to be applied. The NPPF has been revised most recently in December 2024.

2.9 At the heart of the National Planning Policy Framework is a presumption in favour of sustainable development which for decision-taking means:

- *Approving development proposals that accord with an up-to-date development plan without delay; or*
- *where the there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:*
    - *the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or*
    - *any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole, having particular regard to key policies for directing development to sustainable locations, making effective use of land, securing well-designed places and providing affordable homes, individually or in combination.*

2.10 The NPPF goes on to identify that in assessing sites that may be allocated for development in plans, or specific applications for development, it should be ensured that:

*a) sustainable transport modes are prioritised taking account of the vision for the site, the type of development and its location;*
*b) safe and suitable access to the site can be achieved for all users; and*
*c) the design of streets, parking areas, other transport elements and the content of associated standards reflects current national guidance, including the National Design Guide and the National Model Design Code; and*
*d) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree through a vision-led approach.*

2.11 Importantly, NPPF states that:

*Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable future scenarios.*

*Within this context, applications for development should:*

*a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;*
*b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;*

c) *create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;*
d) *allow for the efficient delivery of goods, and access by service and emergency vehicles; and*
e) *be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.*

*All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a vision-led transport statement or transport assessment so that the likely impacts of the proposal can be assessed and monitored.*

## Regional Policy

### Greater Manchester Transport Strategy 2050 (Part 1) and Delivery Plan (2027 – 2037) (Part 2)

2.12 In March 2026 the consultation on the draft Greater Manchester Transport Strategy 2050 and Delivery Plan closed. The Greater Manchester Transport Strategy 2050 sets out the long term goals for Greater Manchester, along with the evidence which supports these goals. The Delivery Plan (2027 – 2037) sets out a 10-year strategy that will be put into action. A final version of these documents will be available in late-2026.

2.13 The draft Greater Manchester Transport Strategy 2050 sets out Greater Manchester's collective vision for the next decade. The Greater Manchester Combined Authority (GMCA), Greater Manchester local authorities and Transport for Greater Manchester (TfGM), are doing this by growing the economy sustainably, tackling inequality and changing how services are delivered for residents.

2.14 The plan aims to shift Greater Manchester to a cleaner, better connected and less car dependent transport system, with the help of a fully integrated public transport system through;

- Bee Network – a fully integrated transport system, which will be affordable, sustainable and reliable, with easy transfers between modes, improved infrastructure, including bus stops and interchanges, as well as Metrolink expansion.
- Active Travel – improved safe routes for walking, wheeling and cycling, as well as expansion of cycle hire schemes.

2.15 The Delivery Plan (2027 - 2037) sets out the infrastructure and services that are needed to deliver the vision, ambitions, policies and targets, as set out in Part 1. It includes a wide range of interventions to sustain, grow and transform the Bee Network and the wider transport system to 2050, including:

- *Keeping the network safe and reliable by renewing and maintaining key infrastructure.*
- *Making travel easier with better performance, more resilient services, and simpler ticketing.*
- *Bringing rail into the Bee Network for seamless journeys across Greater Manchester.*
- *Building a world-class walking, wheeling, and cycling network that better connects with public transport.*
- *Upgrading streets and public spaces to support local communities by making them safer, more attractive, and better for walking and spending time in.*
- *Expanding cycle hire and loan schemes to enable even more people to travel actively.*
- *Improving bus services, with faster journey times and priority measures.*
- *Creating new stations, stops, interchanges and travel hubs to improve access and comfort.*
- *Developing new Metrolink tram lines to connect more places and make faster journeys possible.*
- *Improving regional connections through the Greater Manchester's future vision for rail, including Northern Powerhouse Rail.*
- *Transport connections to new developments and housing.*
- *Exploring options for a future metro and underground network to boost capacity and connectivity*

### Greater Manchester Transport Strategy 2040

2.16 In February 2017, Transport for Greater Manchester (TfGM) published the Greater Manchester Transport Strategy 2040 which sets out the vision for Greater Manchester and provides a plan to "establish a fully integrated, high-capacity transport system across Greater Manchester". This document is still in effect until the delivery of the new Greater Manchester Transport Strategy 2050 and Delivery Plan (2027 – 2037).

2.17 The Transport Strategy has identified key challenges to help protect the environment such as increasing the use of sustainable transport, reduce transport emissions and make the best use of existing infrastructure.

2.18 As such, "TfGM will continue to work with planning authorities and developers to better integrate transport and new development in accordance with the principles of:

- Reducing the need to travel by car, and the distance travelled;
- Maximising accessibility by sustainable modes;
- Making the best use of existing infrastructure, particularly through increasing the density of development close to public transport nodes;
- Maximising opportunities to provide additional public transport; and
- Designing to encourage active travel."

### Places for Everyone Join Development Plan 2022 to 2039 (2024)

2.19 *Policy JP-C8: Transport Requirements of New Development* states that all new developments need to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable, and sustainable environments.

2.20 This will be done through the following elements:

- Connectivity and Permeability
- Design
- Public Transport
- Parking Infrastructure
    - Making adequate car parking provision, including for disabled drivers and passengers
    - Ensuring that car parking provision is well integrated and unobtrusive, so it supports the street scene; and where appropriate parking provision is flexible and can be adapted over time to reflect demand;
    - Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use
    - Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;
    - Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.
    - Providing for overnight parking and rest areas, with appropriate facilities, for heavy goods vehicle drivers, where the development is likely to generate demand, and it is appropriate to the location
- Access and Servicing
- Construction Management
    - *Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.*
- Transport Assessment
    - *Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network.*

## Local Policy

### Manchester's Local Development Framework – Core Strategy Development Plan Document (July 2012)

2.21 The Core Strategy as adopted by MCC in 2012 describes the Council's vision for Manchester up to 2027 along with the planning objectives and policies which will be used to deliver that vision.

2.22 Objective 5 relates to transport;

*"Improve the physical connectivity of the City, through sustainable transport networks to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation."*

2.23 There are some policies that have been set out, to help achieve this objective including Policy T1 which is as follows:

*Sustainable Transport - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses by: -*

- *Improve choice by developing alternatives to the car.*
- *Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.*
- *Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.*
- *Improve pedestrian routes and the pedestrian environment.*
- *Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Penning Trail).*
- *Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.*

## Summary

2.24 In general, the national, regional and local transport policies set out above follow similar themes and promote common aims. These are to provide sustainable development with good access to jobs and facilities, to encourage non-car modes of transport, to ensure that the highways impact of new developments is acceptable or mitigated against and to promote good site design with appropriate parking levels.

# 3 SITE AUDIT

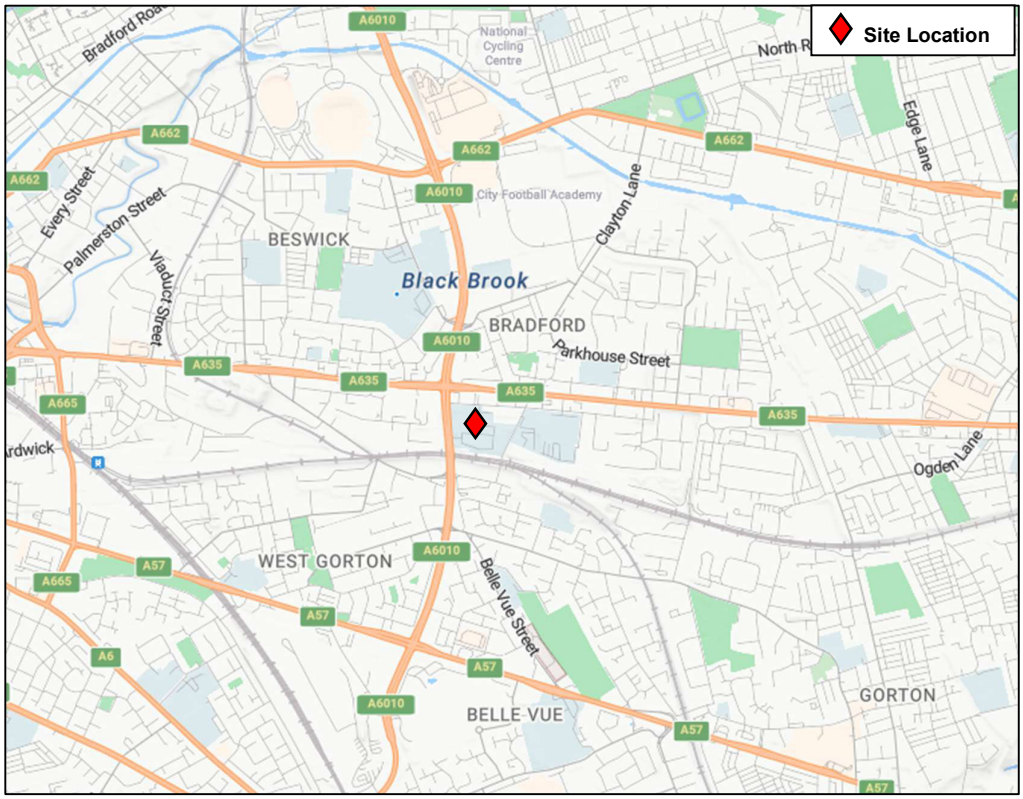
## Existing Site

3.1 The application site is located on land to the south of Whitworth Street, approximately 3.6km east of Manchester City Centre.

3.2 The application site comprises Bridge College, which is single-story purpose-built building offering specialist education for young people 16 to 25 with learning disabilities, complex health needs and autism.

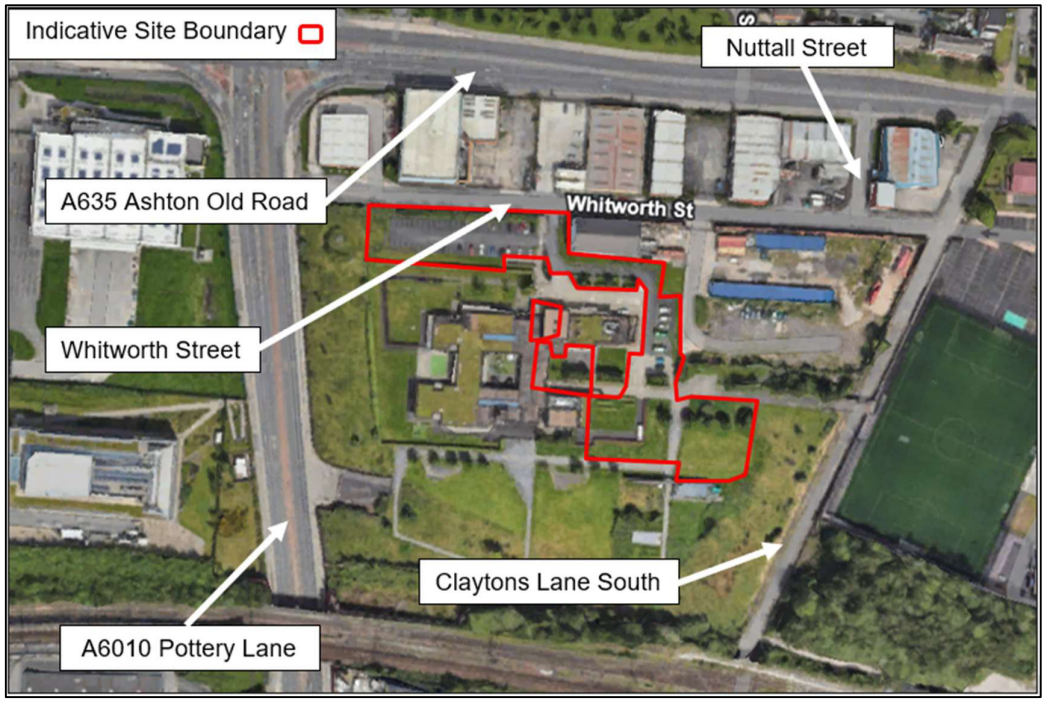
3.3 The location of the site in relation to the wider highway network is shown on **Figure 3.1** below.

**Figure 3.1 - Site Location – Wider Highway Network**



3.4 The location of the site in relation to the local highway network is shown on **Figure 3.2** below.

**Figure 3.2 – Site Location – Local Highway Network**




3.5 The car park is currently accessed via a gated simple dropped-kerb tactile paving access off Whitworth Street, as shown on **Figure 3.3**.

**Figure 3.3 – Existing Site Access**




3.6 There is an additional access off Whitworth Street to the west of the operational existing accesses, however this is not currently in use, but features dropped kerbs, as shown in **Figure 3.4**.

**Figure 3.4 – Existing Site Access West**




3.7 The site's current car parking capacity is for 56 standard parking spaces plus 6 accessible spaces, as well as under cover storage capacity for 15 bicycles for staff and visitors.

3.8 At the time of writing this report, the college currently employs 141 members of staff (contractual and agency). The college also has other members of the Trust team who work from site, typically this will be between 1 to 4 people on a daily basis.

3.9 Additionally, one student attends with their own carers which increases the numbers in college by 2. Therefore, in total, there is approximately 147 total staff on site daily in a practical maximum.

3.10 Furthermore, Bridge College welcomes visitors to the college daily and runs events throughout the year. A smaller run meeting/event would increase numbers by 1-50 additional people, a larger event could attract an additional 100 people to the site. Events run during learning hours or between 3pm and 6pm. College visitors to these events would be parents/carers, prospective students, contractors, members of the public looking for employment, other specialist education providers, local authority representatives/teams and other service providers.

3.11 In total there are 87 students enrolled at the college, with each student having access to one-to-one support.

3.12 The operational opening hours of the site are 6am until 6.15pm Monday to Friday. In addition to this, on a weekend there is access to the hydro pool area for baby/toddler activities. The operating hours for the hydro pool area are 7.30am until 6pm, with 2 members of staff each day, and 20 babies/toddlers with an adult every 30 minutes from 8.30am until 4.30pm.

## Local Highway Network

### Whitworth Street

3.13 Whitworth Street fronts the northern site boundary and provides a link to Clayton Lane South, to the east. Whitworth Street is a cul-de-sac with no through route onto the A6010 Pottery Lane, which is located to the west of the site. Whitworth Street is subject to a 20mph speed limit and benefits from wide footways on both sides of the road and street lighting columns. There are traffic regulation orders (TROs) in the form of single yellow lines present on both sides of the carriageways applying Mon-Sat, 8am-6pm. Whitworth Street in the vicinity of the site has a carriageway width of approximately 6m and is accessed via Clayton Lane South to the east and Nuttall Street to the north.

### Clayton Lane

3.14 Clayton Lane South is a dead-end for vehicles at the location of the railway bridge to the south and therefore only provides vehicular access to the College and industrial units along Whitworth Street. Additionally, Whitworth Street to the east of Clayton Lane South, is gated within The Manchester College Campus providing access to the college site only.

### A6010 Pottery Lane

3.15 The A6010 Pottery Lane fronts the western site boundary and provides a link between Ashton Old Road in the north, with Hyde Road to the south. The A6010 Pottery Lane is subject to a 30mph speed limit and is a dual carriageway with a carriageway width of approximately 7m in both directions.

3.16 The A6010 forms a major signalised junction with the A635 Ashton Old Road on the north-west corner of the site where a left turn slip road is provided as is the case on each approach to the junction.

## Development Proposals

3.17 The development proposals consist of an extension to the existing non-residential specialist education facility for post-16 students. The proposed site plan can be seen in the site layout plan presented in **Appendix A**.

3.18 The extension is proposed to accommodate an additional 60 staff resulting in a total of approximately 207 members of staff together with 40 additional students, resulting in a total of 127 students.

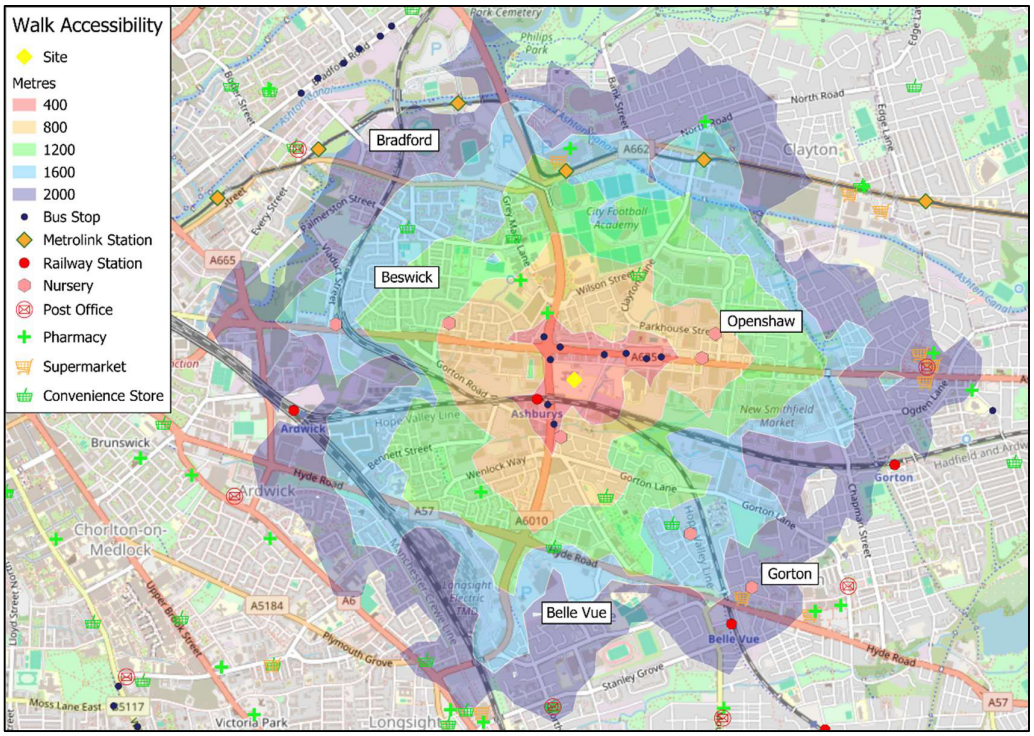
3.19 Vehicular access to the proposed development will be provided via the existing access to the site, off Whitworth Street, which is proposed to be widened to 6m at the existing gates. Additionally, the former access approximately 75m west of the existing access, is proposed to be reopened to provide a second egress. This additional egress has a width of approximately 4m and will act in a one way-system during busy periods as well as providing an emergency access.

## Access on Foot

3.20 Manual for Streets states that walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes' (up to about 800m) walking distance. However, it goes on to state that this is not an upper limit, and that walking offers the greatest potential to replace short car trips, particularly those under 2km.

3.21 GIS TRACC software has been used to assess the accessibility of the development by foot for a 2km walking distance from the site accesses, as shown on **Figure 3.5** below. The plan shows the reachable areas within 400m coloured bands from the site.

**Figure 3.5 – Walking Accessibility 2km Isochrone**




3.22 The site is within an acceptable walk distance of residential areas including Openshaw, Gorton, Belle Vue and Beswick, as well as an array of local facilities these areas have to offer.

3.23 The local area benefits from street lighting and natural surveillance from the houses and businesses that abut all the main walking routes.

3.24 Overall, the site benefits from good levels of accessibility by foot, with Openshaw, Gorton, Belle Vue and Beswick, as well as numerous local facilities being only a short walk from the site, allowing walking to be a potential viable alternative to private car use for staff, pupils and guardians who live in the local area.

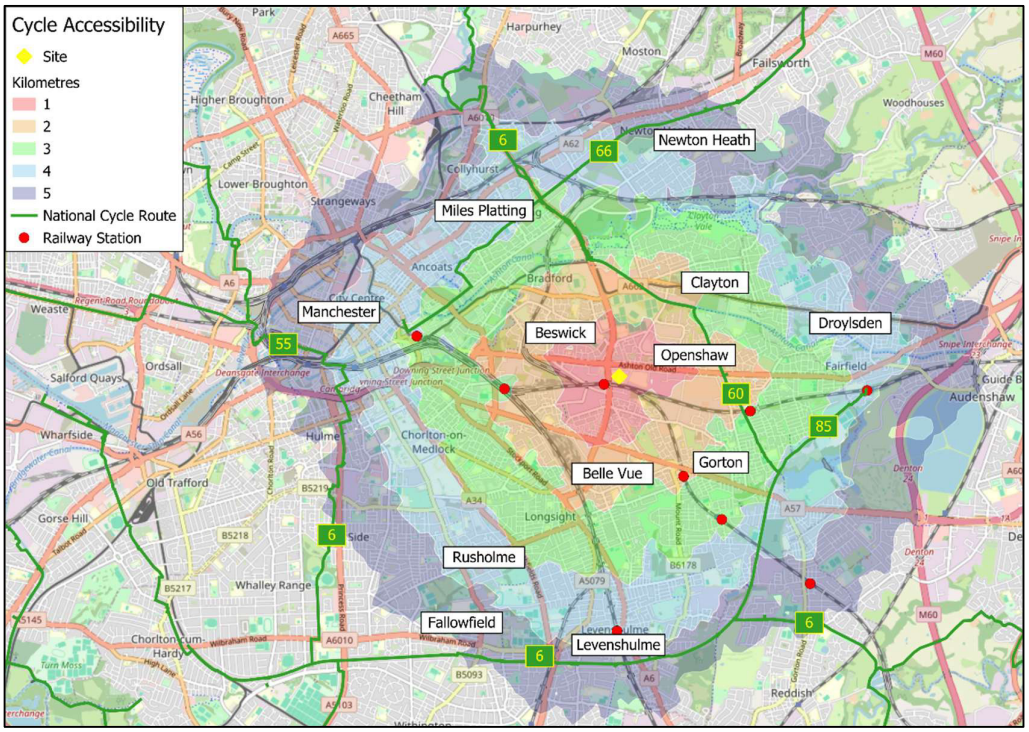
## Access by Cycle

3.25 Cycling is an inexpensive, efficient, and healthy way to travel. Cycling also provides a predictable arrival time which is often quicker than driving or using public transport and is subject to fewer traffic and congestion delays.

3.26 Transport Policy identifies that cycling represents a realistic and healthy alternative to the use of the private car for making journeys up to 5km as a whole journey or as part of a longer journey by public transport.

3.27 GIS TRACC software has been used to model 5km cycle catchment from the site and is shown on **Figure 3.6**.

**Figure 3.6 – Cycle Accessibility 5km Isochrone**

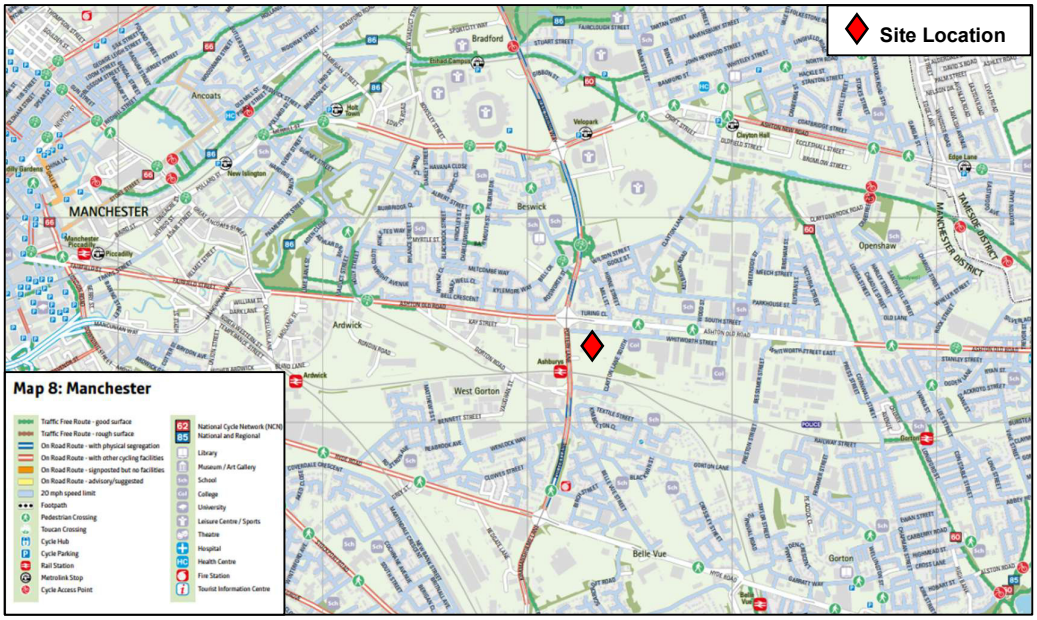



3.28 The plan demonstrates that the nearby areas of Droylsden, Clayton, Openshaw, Gorton, Belle Vue, Levenshulme, Fallowfield, Rusholme, and Manchester City Centre, amongst others, are all located within the 5km catchment area from the development site. The site is therefore well located to encourage travel via bicycle.

3.29 **Figure 3.6** also shows the sites proximity to National Cycle Route (NCR) 60 and 85. NCR 85 is located to the south of the application site and runs south towards Gorton, where is forms a link with NCR 60. To the north NCR 60 provides a connection to Openshaw and Clayton, routing into Manchester City Centre.

3.30 In addition to the above, **Figure 3.7** demonstrates the site's proximity to the local cycle routes around Openshaw and the surrounding area. As can be seen, there are on-road cycle facilities along the A635 Ashton Old Road and the A6010 Alan Turing Way / Pottery Lane, as well as a traffic-free route, located to the north and north-east of the application site, which runs along the Ashton Canal, towards Manchester City Centre.

**Figure 3.7 – Local Cycle Routes - Manchester**




3.31 As the application site is within an acceptable cycle distance of a range of areas and associated facilities, cycling is considered to be a viable alternative to private car use for access to the site.

## Access by Public Transport

### Bus Services

3.32 In terms of bus services, the Chartered Institute of Highways & Transportation's (CIHT's) *"Guidelines for Planning for Public Transport in Developments" document identifies, at section 6.20, that "Bus stops are located to minimise passengers' walking distance to their final destination. The maximum walking distance to a bus stop should not exceed 400m and preferably be no more than 300m."*

3.33 The closest bus stops to the application site are located on the A6010 Pottery Lane, approximately 150m (southtbound services) from the application site. Additional bus services can also be accessed from the A635 Ashton Old Road approximately 220m (easttbound services) and 300m (westbound services).

3.34 A summary of bus services that operate from these stops are listed in **Table 3.1**.

**Table 3.1 – Bus Service Summary**

| Service Number | Pottery Ln | Ashton Old Rd | Route | Average Service Headway (mins) | | | |
|---|---|---|---|---|---|---|---|
| | | | | Mon-Fri | | Sat | Sun |
| | | | | AM | PM | | |
| 53 | x | x | Cheetham Hill – Pendleton, via Blackley, Collyhurst, Gorton, Rusholme, Salford Quays, MediaCityUK | 30 | 30 | 30 | 60 |
| 219 | | x | Stalybridge – Manchester City Centre, via Ashton, Audenshaw, Openshaw, Beswick | 10 | 10 | 15 | 20 |
| 220 | | x | Stalybridge – Manchester City Centre, via Dukinfield, Audenshaw, Openshaw, Beswick | 1 service | - | - | - |
| 221 | | x | Stalybridge – Manchester City Centre, via Dukinfield, Audenshaw, Openshaw, Beswick | 3 services | 3 services | - | - |
| 702 | x | | Harpurhey - St Peter's RC High School | School Bus | | | |
| 710 | x | x | Beswick - St Peter's RC High School | School Bus | | | |
| 719 | | x | Beswick - St Thomas More College | School Bus | | | |
| 725 | | x | Ryder Brow – Trinity High School | School Bus | | | |
| 733 | x | x | Cheetham Hill – Whalley Range High School | School Bus | | | |
| 739 | x | | Moss Side - St Peter's RC High School | School Bus | | | |

3.35 Having regard to the above, people travelling to and from the site will have access to bus services stopping within an acceptable walk distance.

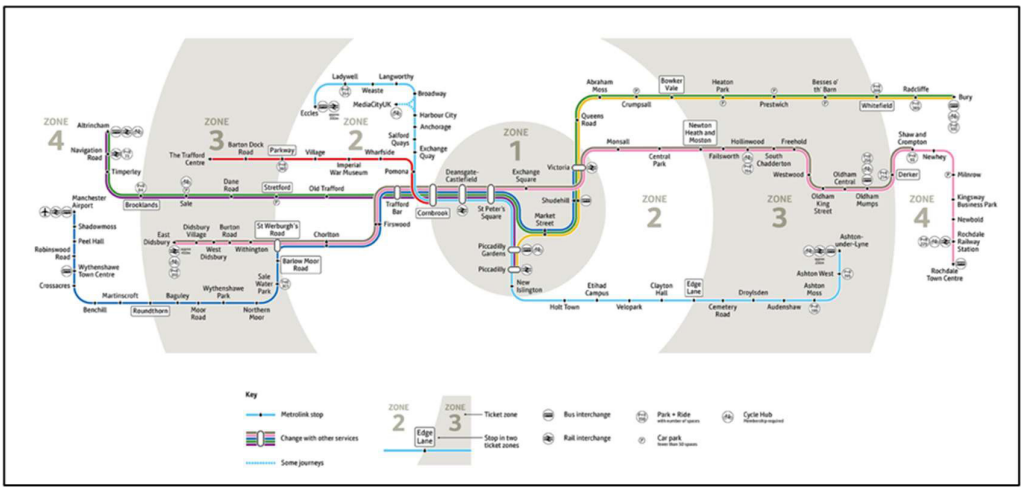
### Metrolink

3.36 In terms of Metrolink services, Velopark Metrolink stop is located 1.3km north of the application site, which is well within an acceptable walking (20 minute) and cycling (6 minute) distance. In addition to this Clayton Metrolink stop is located 1.7km to the north-east of the application site, which is also within an acceptable walking (25 minute) and cycling (6 minute) distance.

3.37 Both of these Metrolink stops are part of the Greater Manchester Tram Network, located on the light blue line within Zone 3, as shown in **Figure 3.7**. Both tram stops provide services every 12 minutes Monday-Saturday, between 06:00-00:00, and on Sundays between 07:00-00:00 to destinations including Ashton-Under-Lyne, Manchester City Centre, Media City and Eccles etc. Connecting routes can be made to Bury, The Trafford

Centre, Rochdale Town Centre, Oldham, East Didsbury, Altrincham and Manchester Airport, amongst others.

**Figure 3.7 – Greater Manchester Tram Network Map**




## National Rail

3.38 In terms of rail services, Ashburys train station is located approximately 550m south-west of the application site and is therefore within an acceptable walking (7 minute) and cycling (2 minute) distance.

3.39 Ashburys train station is managed by Northern and offers regular direct services throughout the week between Manchester Piccadilly and Hadfield, as well as between Manchester Piccadilly and New Mills Central and Manchester Piccadilly and Rose Hill Marple.

3.40 Services between Manchester Piccadilly and Hadfield call at stations such as Guide Bridge, Newton for Hyde, Hattersley, Dinting and Glossop, amongst others.

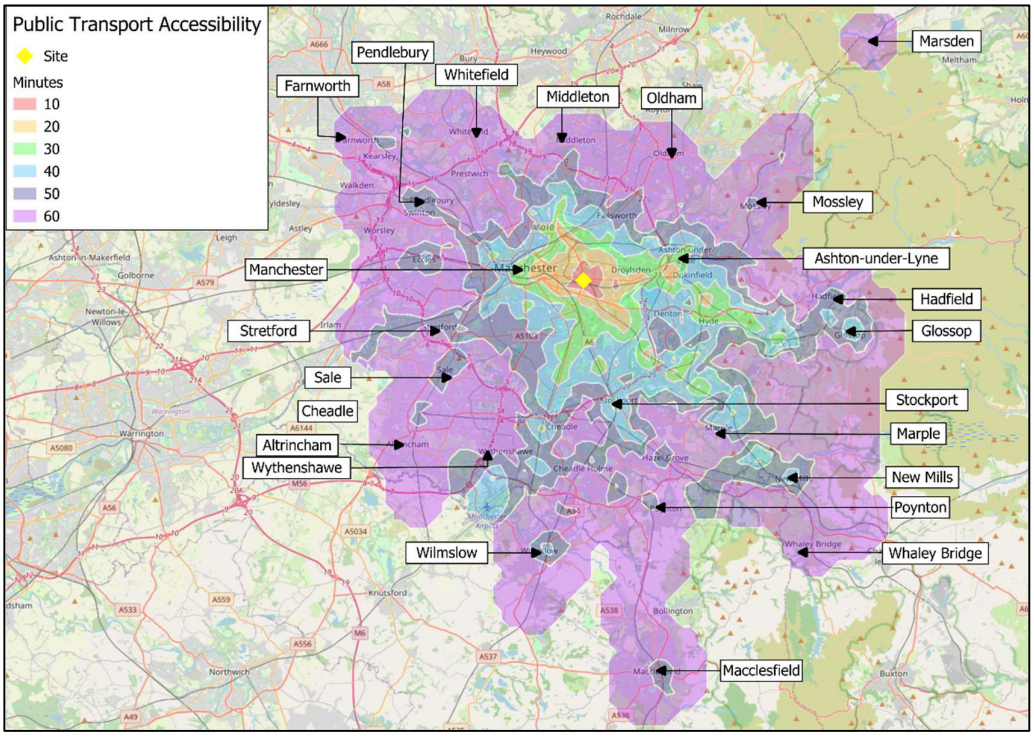
3.41 Services between Manchester Piccadilly and New Mills Central call at stations such as Belle Vue, Reddish North, Brinnington, Romiley, Marple and Strines, amongst others.

3.42 Services between Manchester Piccadilly and Rose Hill Marple call at station such as Gorton, Fairfield, Guide Bride, Hyde North and Hyde Central, amongst others.

3.43 Services to Manchester Piccadilly run every 10 to 20 minutes, with services to Hadfield running every 30 minutes. Services to New Mills Central and Rose Hill Marple run every hour.

3.44 The level of accessibility by public transport has been analysed using GIS TRACC software to assess the accessibility of the site and is shown on **Figure 3.8**. The figure illustrates the distance that can be travelled within 60 minutes by public transport to and from the site, which includes the time taken to walk to the bus stops.

**Figure 3.8 – Public Transport Accessibility**




3.45 The above demonstrates that the site is within close proximity to public transport links, serving both the local area and destinations further afield. The figure shows that key areas of Oldham, Mossley, Ashton-under-Lyne, Glossop, Stockport, Marple, Poynton, Whalley Bridge, Wilmslow, Macclesfield, Wythenshawe, Sale Stretford and Manchester City Centre, amongst others, are all within an acceptable 60-minute commute time.

## Summary

3.46 Having regard to the above, it is considered that the site benefits from high levels of accessibility by sustainable modes and has a range of local amenities within walking distance. Access to the site on foot and by cycle is of a good standard and there are passenger transport services within close proximity providing access to a range of local destinations.

# 4 TRAVEL PLAN ADMINISTRATION

## Travel Plan Coordinator

4.1 Management of the travel plan process will be achieved through the Travel Plan Coordinator (TPC). The TPC will provide a key role in delivering a successful travel plan.

4.2 A TPC provides a key role in delivering a successful travel plan, by helping to ensure stakeholder buy-in and ownership of the process is in place. The TPC role will be established upon implementation of the travel plan and will lead development of travel plan measures and the day-to-day operation of the action plan. The TPC will be responsible for setting up and launching the travel plan, undertaking surveys, implementing measures, undertaking marketing and monitoring the travel plan.

4.3 A TPC is not a full-time role but requires an individual with time to implement and monitor the travel plan, with the requisite communication skills to deliver information to all staff and pupils.

4.4 The TPC will be required to implement the actions identified in the travel plan, together with marketing and monitoring tasks. The TPC will be responsible for setting up and managing the action plan in accordance with the schedule set out in this travel plan.

4.5 The TPC's name and contact details will be provided to the local authority as soon as the details have been confirmed.

4.6 The TPC role will be established prior to the occupation of the site and will act as the fulcrum for the development of the travel plan measures and the day-to-day operation of the plan. The TPC will act as the main contact for the travel plan and will be responsible for undertaking surveys, implementing measures and monitoring the travel plan.

4.7 The TPC will exchange contact details with Manchester City Council (MCC) officers. The TPC will be responsible for setting up and launching the travel plan. The TPC will get involved in any area-wide travel initiatives, to be advised by MCC.

## Funding

4.8 Appropriate funding will be allocated by the developer at the start of the travel plan process to cover the costs involved in administering the travel plan over an agreed time period.

4.9 The funding will cover all costs relating to the TPC, implementation of measures, marketing of the travel plan, annual monitoring and submission of a review to MCC. The funding stream will allow the travel plan to operate for the duration of the travel plan, likely to be up to 5 years

# 5 TRAVEL SURVEY

## Travel Survey

5.1 A travel survey has been undertaken in order to understand how staff and pupils currently travel, how they would like to travel and what would encourage them to make those changes. The results of the travel survey in terms of the existing travel modes are detailed in section 6 of this report.

5.2 Repeat surveys will be used to monitor ongoing travel patterns, over time.

5.3 The survey responses provide an indication of what targets would be most appropriate for the development, and which measures would be most successful in helping to achieve them.

5.4 A copy of the issued survey, along with the raw data can be found in **Appendix B**.

5.5 The responses received from the surveys will be entered into the staff and pupil database to enable modal shift to be tracked, as well as providing information on which measures are most likely to encourage modal shift.

5.6 All data collected from the travel survey will be subject to the provisions of the Data Protection Act. In the interests of confidentiality, the TPC alone will manage the database and be responsible for the release of information; all data held will be used solely for the purposes of the travel plan.

5.7 Information contained within the database and the travel patterns derived from the data will inform the annual review process. The TPC will submit the results of the annual review along with the survey data to the local authority for their review and discussion, within 1 month of the anniversary of the approval of the travel plan. However, in the interests of security, all personal details will be anonymised.

# 6 OBJECTIVES AND TARGETS

## Objectives

6.1 Objectives are required to give a travel plan direction and focus. Targets are measurable and help to indicate whether the high-level objective aspirations have been met. Targets should be linked to objectives and be SMART (Specific, Measurable, Achievable, Realistic and Time related). Indicators determine whether the targets have been met and thus if objectives have been achieved, and as such will also be used to highlight the progress of the travel plan.

6.2 The travel plan recognises that there is not one specific mode of transport suitable for all staff and pupils and that there need to be a number of alternatives in place. The travel plan is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

6.3 This travel plan has been prepared to achieve the following objectives:

- Promote and endeavour to maximise the use of non-car modes of transport to the site such as walking, cycling and public transport;
- Minimise congestion on surrounding roads to improve road safety and minimise harmful emissions;
- Ensure information is provided to enable staff, pupils and guardians to make an informed decision on how they wish to travel;
- To promote the health and environmental benefits associated with travel on foot and by bicycle; and,
- To establish the management of the travel plan by appointing a Travel Plan Coordinator who will be responsible for the operation of the travel plan, its day-to-day running and the monitoring of its progress.

## Modal Share Targets

6.4 In order to achieve the long-term objective of the travel plan of reducing single occupancy vehicle travel over the first 5 years of the plan, annual targets for mode share will be set based on surveyed travel patterns. As per the requirements of Condition 7, the travel patterns of staff will be surveyed during the first three months of use of the development and thereafter from time to time.

6.5 The survey results will form the basis of modal share targets for staff travel.

6.6 In advance of the first set of staff surveys post first use of development, interim targets for the first year can be set based upon staff travel surveys that were conducted in 2025. These can then be amended following the results of the staff travel survey within the first three months of use of the development.

6.7 The staff survey results are presented in **Table 6.1,** with the raw survey data provided in **Appendix B**

| Table 6.1 - 2025 Staff Mode Split | | |
|---|---|---|
| **Mode** | **Number** | **Percentages** |
| Walk | 2 | 2% |
| Cycle | 5 | 4% |
| Bus | 5 | 4% |
| Train | 2 | 2% |
| Car (individually) | 90 | 80% |
| Car Share | 7 | 6% |
| Dropped off/Picked up in taxi | 1 | 1% |
| Other | 1 Mobility Scooter | 1% |
| **TOTAL** | 113 | 100% |

6.8 As shown by the staff survey results, private car use is the predominant mode of travel for staff, accounting for approximately 80% of the overall mode share. 12% of staff travel by active travel or public transport modes.

6.9 Given the specialist nature of the College, the greatest potential for change in travel behaviour is considered to be amongst staff. As such, the initial travel mode share targets are focused upon staff travel and the intention is to reduce the proportion of staff single occupancy trips over the course of the travel plan period.

6.10 **Table 6.2** shows the interim mode share targets based on the 2025 survey data.

| Table 6.2 - Interim Staff Mode Share Targets Year 1 | | |
|---|---|---|
| **Mode** | **Interim Baseline** | **Interim Target Year 1** |
| Walk | 2% | 2% |
| Cycle | 4% | 5% |
| Bus | 4% | 5% |
| Train | 2% | 2% |
| Car (individually) | 80% | 78% |
| Car Share | 6% | 6% |
| Dropped off/Picked up in taxi | 1% | 1% |
| Other | 1% | 1% |
| **TOTAL** | **100%** | **100%** |

6.11 Following the results of the future travel surveys, the TPC will set realistic short-term annual targets in agreement with the local highway authority to aim to increase the percentage of walk/cycle travel associated with the site. These targets will be based on the surveyed travel patterns and will be examined in light of the existing mode share usage for these types of travel.

6.12 The TPC will agree the annual targets with the LPA within 1 month of completion of the survey review reports.

6.13 The agreed annual targets will form the basis of the annual review and monitoring process, which alongside the assessment of the implementation of measures will gauge the effectiveness of the travel plan.

Indicators

6.14 The targets will be updated annually for a period of 4 years following on from the first surveys, to ensure they are representative of SMART targets based on the travel patterns of staff.

6.15 Milestones to assess progress against the travel plan objectives and targets include:

- Issue of a travel plan information pack to all staff, pupils and guardians within one month of use of the development;
- Undertaking cycle and car parking surveys; and
- Uptake of the various measures, including interest in car sharing.

6.16 Further milestones are programmed into the implementation timescale and will be reviewed on an ongoing basis.

# 7 TRAVEL PLAN MEASURES

7.1 A travel plan is the management tool for implementing measures that promote sustainable transport. A successful and cost-effective travel plan is one that implements measures that are relevant and realistic to the development. Consultation with staff is therefore key to achieving support from those who the measures are targeted at and avoiding measures which may be unpopular.

7.2 The following sections outline the measures to be promoted by the TPC.

## Travel Awareness

### Provide a Travel Information Pack to all Staff and Pupils

7.3 Good accurate information on the range of services and travel initiatives available at the site will be a critical element of a successful travel plan. A travel information pack (TIP) will therefore be issued to all new staff upon confirmation of their role, to new pupils prior to them starting at the site, and to all existing staff and pupils (and their parents/guardians) using the site, to provide information on the location and accessibility of the site using a range of transport modes, and the policy regarding vehicle parking facilities.

7.4 The pack will be mainly map-based with a focus on marketing and promotion of measures. The pack contents will be worked up by the TPC, before being finalised and issued to staff, pupils and guardians.

7.5 As such, the TIP will include, though not exclusively, the following:

- A map showing the location of the site in relation to the local area, highlighting the nearby bus stops and train station.
- Details of the dedicated college transport services, including collection and drop-off locations and timings.
- Public transport information, including:
    - Details of where public transport timetables can be found.
    - Details of local journey planning websites.
- Active travel information, including;
    - A map showing local cycle and walking routes, which will also indicate the locations of on and off-site cycle facilities.
    - Details of local bike repair shops/retailers, along with available training and maintenance sessions.

7.6 The TPC will review the information provided within the welcome pack on a six-monthly basis, to ensure that staff, pupils and guardians are kept up to date with any changes, such as new bus timetables, withdrawn or new services, or new contact details.

7.7 The TIP will be issued in electronic format.

### Induction Information

7.8 To ensure that new staff, pupils and guardians are aware of the travel plan, the information provided in the TIP will be presented to new staff as part of their welcome induction session. This will ensure that all staff are reminded and fully aware of the policies with regard to travel, as well as the various support and benefits available to them.

7.9 Existing staff will also be invited along to any sessions where transport will be discussed, to ensure that they are aware of the various ways of accessing the site.

### Website

7.10 Information regarding the travel plan will be placed on the college website to supplement the existing link provided to Google Maps for journey options. This will comprise introductory information explaining the purpose and aims of the travel plan, together with links to support and further information. Information pertaining to walking, cycling, public transport and car sharing to the site will be provided on the website.

### Travel Information Noticeboards / Displays

7.11 Travel information noticeboards will be installed in staffrooms and in communal areas within the building. The information provided will aim to encourage new and continued travel via sustainable modes. Noticeboards will contain introductory travel planning information, explaining the purpose of the work, along with details of the various ways to access the site. This will include up-to-date travel information, promotion of sustainable travel events including Bike Week and European Mobility Week, and contact details for the TPC.

7.12 The TPC will ensure that any changes to the travel plan or any relevant information such as timetable seasonal changes are passed on to staff and pupils via noticeboards and the staff intranet, as well as through college newsletters.

7.13 Noticeboards can also be populated by pupil displays on sustainable and active travel to help increase awareness.

### College Newsletters

7.14 The College will send out regular newsletters as part of their ongoing communication with parents / guardians, to inform them of upcoming events within and affecting the College. As part of this regular communication, information about the travel plan and various ways of travelling to the site will be highlighted. Information about the travel plan will be included within the newsletter on a quarterly basis.

## Mode-Specific Measures

### Walking

7.15 The TPC will encourage walking as a mode of travel to and from Bridge College by implementing the following initiatives:

- Raise awareness of the health benefits of walking through promotional material in the TIP, on site noticeboards, newsletters and on the website;
- Provide a map showing walking routes as part of the TIP, indicating distances and times to key local facilities near to the site such as available public transport;
- Provision of personalised journey planning for those wishing to receive help planning their walking journeys; and
- Walk to work week – Is an annual event run by living streets an aim is to encourage workers to walk to work and experience the benefits it brings.

### Cycling

7.16 The TPC will encourage cycling as an alternative mode of travel to and from the site by implementing the following initiatives:

- Provision and promotion of on-site cycle parking spaces, to accommodate pupil and staff demand;
- Promote the availability of cycling information, including route maps and provide information on cycle proficiency courses and adult cycle training from the Transport for Greater Manchester website Bee Active - Cycling
- Run cycle safety assemblies, to raise awareness of road safety and the well-being of pupils when travelling on bicycles and scooters;
- Arrange an on-site bicycle security marking session to encourage people to cycle to the College, and keep their bicycles safe;
- Provision of personalised journey planning for those wishing to receive help planning their cycling journeys; and
- Promote campaigns, such as National Bike Week and Cycle Week.

### Public Transport Information

7.17 The TPC will actively promote use of public transport to the site with the following specific measures to be implemented:

- Staff, pupils and guardians will be provided with details of external and College bus transport services, together with route and timetable information, along with concessionary ticketing, in the TIP materials;
- The TPC will provide details of websites and telephone advice services to enable staff, pupils and guardians to obtain details on their individual journey requirements, including the Traveline website (Traveline) and TfGM's interavtive journey planner Bee Network Journey Planner;

- Staff, pupils and guardians will be provided with useful journey planning websites in the welcome packs. Information updates will also be provided via noticeboards, newsletters and the website on a rolling basis;
- Communication with parents / guardians to promote the existing public and College bus services, explain the benefits to both pupils and parents / guardians in terms of costs, time savings, environmental benefits etc. and encourage greater take-up across the whole College day;
- Undertake discussions with students as part of curriculum activities and assemblies to identify the personal, college-related and wider environmental benefits of sustained use of alternative modes of transport to the car;
- Provision of noticeboard and website information communicating the benefits of non-car transport; and
- Encourage pupils to 'buddy up' when travelling to and from college using public transport or the college bus; stronger friendship bonds between pupils using the services in the PM period will encourage those same pupils to travel in these ways for the AM peak.

### Car Share Schemes

7.18 Car sharing is a simple way to cut the costs of fuel and parking, reduce congestion and pollution, and cut the stress of driving.

7.19 The TPC will ensure that staff, pupils and guardians are provided with information within the TIP to promote car sharing; this will particularly target those who cannot travel to the site by foot, cycle or public transport. The information will highlight the benefits of car sharing along with associated cost savings and will provide website links to locally available car sharing schemes, such as Liftshare.

7.20 Staff, students and guardians will be encouraged to car share when viable for their journeys to and from college, with the following actions to take place:

- Provision of car sharing information in the travel information pack, induction information, notice boards and displays, assemblies, website and newsletters, including an overview of the various personal, college-related and local area / environmental benefits. Information will be sent out on a phased basis, to align with the programme of promotional activities outlined above;
- Promotion of the various car share schemes operating in the area, for those wishing to identify a formal arrangement;
- Encouragement for pupils to discuss car sharing at home and encourage parents / guardians to consider car sharing with other local pupils.

7.21 The allocation of dedicated car parking spaces for staff car sharers will be considered in the future, dependent upon take-up of car sharing.

### Personalised Travel Planning

7.22 Staff, pupils and guardians will be provided with journey planning websites and telephone numbers, to enable them to create journey plans for their journeys. The TPC will provide assistance, should this be required.

## Visitors

7.23 Visitors will be provided with travel information when meetings / site visits are arranged, to ensure that they are encouraged travel sustainably, where viable.

## Parking

7.24 Car and cycle parking demand and usage will be assessed on a regular basis.

## College Support

7.25 A fundamental element of a successful college travel plan is the support provided by the college management, primarily the headteacher/College Head. The headteacher/College Head will promote the travel plan and will champion the travel plan process.

## Marketing Summary

7.26 The TPC will be responsible for providing staff, pupils and guardians with an overview of the travel plan in order to promote the use of a range of modes of transport. As noted above, the following marketing tasks can be undertaken as part of the travel plan implementation:

- Creation and issue of travel information packs for distribution to all new and existing staff, pupils and guardians prior to occupation;
- Travel information to be provided to new and existing staff;
- Travel noticeboards to be set up within the College, to promote measures along with events, for example, European Mobility Week. Noticeboards will be maintained by the TPC on a regular basis; and
- Travel information will also be available on the external website and via regular newsletters.

# 8 ACTION PLAN

8.1 The action plan follows, and includes measures, monitoring and marketing actions to be implemented, timescales for implementation, responsibilities and an indication of the budget required in order to deliver each action.

| Action | Target Date | Responsibility | Budget Indication |
|---|---|---|---|
| **Initial Setup – Prior to Occupation** | | | |
| Appointment of TPC | At least 1 month prior to occupation | Bridge College | Bridge College |
| Procure and produce information to populate welcome packs | 2 weeks prior to site completion | TPC | Staff time + materials |
| Include information on the external website | When welcome pack information completed | TPC | Staff time |
| **Upon Occupation of the Extension** | | | |
| Include travel plan within new staff induction session | From occupation, ongoing | TPC | Staff time |
| Ensure travel noticeboards are erected and populated and info is available in relevant areas; update monthly | From occupation, ongoing | TPC | Staff time + noticeboards |
| Provision of travel information to all site visitors, upon arrangement of their visit | From occupation, ongoing | TPC / Admin staff | Staff time |
| **Within 6 Months of Occupation** | | | |
| Set up a TP working group | Within 1 month of occupation | TPC | Staff time |
| Conduct staff travel surveys | Within 3 months of occupation | TPC | Staff time |
| Analyse survey results | Within 2 weeks of survey closing | TPC | Staff time |
| Produce travel plan update note | Within 1 month of survey closing | TPC | Staff time |
| Issue the updated TP to MCC for review | Within 6 months of occupation | TPC | Staff time |
| **Ongoing Tasks** | | | |
| Update noticeboard / display materials | Every month | TPC | Staff time |
| Include TP information in college newsletters | Every month | TPC | Staff time |
| Promote walking/cycling route websites | Ongoing | TPC | Staff time |

| | | | |
|---|---|---|---|
| Raise awareness of the health benefits of walking and cycling | Ongoing | TPC | Staff time |
| Promote any local cycle training and maintenance sessions | As they arise | TPC | Staff time |
| Provide and promote cycle parking to staff and pupils | Ongoing | TPC | Staff time |
| Promote cycle training and maintenance courses, and provide on-site where possible | Ongoing | TPC | Staff time |
| Promote local and national active and sustainable travel campaigns | As they take place | TPC | Staff time |
| Provide college and public bus information updates to staff and pupils | Ongoing | TPC | Staff time |
| Encourage pupils to buddy up for public transport and college bus journeys, to encourage both AM and PM PT modal choice | Ongoing | TPC | Staff time |
| Update travel information pack in line with timetable / other local area changes | 6-monthly | TPC | Staff time |
| Promote car sharing through targeted communication with parents / guardians | Quarterly | TPC | Staff time |
| Promote car sharing through noticeboards, website, newsletter etc. including the local car share schemes available | Quarterly | TPC | Staff time |
| Provide personalised journey planning support to interested staff and pupils / parents / guardians, including provision of websites and mobile sites for further information | As required | TPC | Staff time |
| **Annual Monitoring / Review** | | | |
| Undertake repeat staff surveys | For four years after baseline survey completed | TPC | Staff time |
| Analyse survey results | Within 2 weeks of survey closing | TPC | Staff time |
| Produce travel plan update note | Within 1 month of survey closing | TPC | Staff time |

| | | | |
|---|---|---|---|
| Issue the monitoring report to MCC for review | Within 2 months of survey | TPC | Staff time |

# 9 MONITORING AND REVIEW

9.1 To establish the success of the travel plan, an effective monitoring and review process must be agreed. Monitoring will ensure that there is compliance with the travel plan, assess the effectiveness of the measures and provide the opportunity for review of targets.

Monitoring

9.2 Monitoring of the plan is important for the following reasons:

- It demonstrates to the local authority the effectiveness of measures implemented, and the progress being made towards travel plan objectives;
- It justifies the commitment of the TPC and of other resources;
- It maintains support for the travel plan by reporting successes; and
- It helps to identify any deficiencies within the travel plan, including any measures that are not effective.

9.3 The TPC will monitor travel patterns associated with the site on an annual basis over a total of five years.

9.4 As part of the annual monitoring, surveys will be distributed to all staff to monitor travel to and from the site and gain an understanding of travel habits.

9.5 The TPC will agree the monitoring programme with MCC.

Reviewing

9.6 The TPC will undertake a review of the travel plan annually following monitoring, in conjunction with MCC. This review will be important in assessing the effectiveness of measures implemented, to identify areas where modification may be necessary. In particular the following will be assessed:

- The level of car / non-car usage at the site; and
- Comments received from staff, pupils and guardians.

9.7 The TPC will use data collected during the survey to compare the mode share statistics to the targets set for the development. The TPC may choose to revise the targets, with agreement with the local authority, in order to maintain a realistic travel plan goal.

9.8 The TPC will also use spot check data regarding usage of facilities such as cycle and car parking, to investigate the effectiveness of the measures and initiatives being promoted and the contribution they make towards travel plan objectives. The TPC may choose to remove ineffective measures and/or initiatives and implement new measures, in agreement with the local authority.

9.9 The TPC will prepare a progress report to include the results of monitoring, details and success of measures implemented and an action plan for the forthcoming period. This will be submitted to the local authority for their review and agreement.

# 10 SUMMARY

10.1 This travel plan reviews the existing transport facilities at the College and identifies a range of measures for implementation by the travel plan coordinator to reduce overall car usage and promote the use of sustainable transport modes.

10.2 Through the delivery of the measures discussed within this travel plan, the objectives identified will be fulfilled. These include:

- Reduce reliance upon the car and improve awareness and usage of alternative modes;
- Promote walking, cycling, public transport and car sharing;
- Reduce the transport impact of the development upon the environment; and
- Promote healthy lifestyles and sustainable, vibrant communities, accessible by all.

S|C|P

# APPENDIX A

Copyright: All rights reserved. This drawing or any portion of it may not be reproduced in any way without the consent of the Architect.

This drawing is to be read in conjunction with all relevant Architect's and other Consultants' drawings and specifications.

[redacted] Dimensions are in millimetres unless specified. All dimensions are to be verified by the Contractor on site. All discrepancies should be reported to the C.A. immediately upon discovery and prior to the commencement of the works.

Notes

0 5 10 20m

Area of Ownership, (The Manchester College)

Area of Application

## Park space Key

AC — Accessible Parking space

EV EV

AC EV — Accessible/ Electric Vehicle Parking space

MB — Mini-bus Parking space

Note: Unless indicated otherwise parking spaces are standard dimensions.

External parking + hardstanding

Extensions footprint

Note: Proposed new planting not indicated on this drawing. For proposed new planting refer to Landscape Architects proposed layout - 2501/P/01 - Landscape General Arrangement.

Area A(1) - Parking - 46 standard spaces, 9 accessible spaces.
1.8m footpath to Accessible Parking spaces

New vehicle gates

New wider vehicle gates
New single pedestrian gate and kerbing

Area A

Kerb realignment

New 1800mm path and kerbing

Area remodelling for minibuses' drop-off/pick-up

Area B

Area B - Parking - 8 mini-bus parking spaces, 7 EV Parking spaces and 2 EV/Access spaces.

Tandem parking bays marked out on existing pavers.

Canopy

BRIDGE COLLEGE

Area E

Area E - 108 standard spaces

**Total: 172 car spaces plus 8 mini-bus spaces**
Area A(1) 46 standard, 9 Access spaces
Area B 8 minibus, 7 EV standard spaces,
2 EV/access spaces
Area E 108 standard spaces

POTTERY LANE

WHITWORTH STREET

NUTTAL STREET

CLAYTON LANE SOUTH

PLANNING ISSUE

| Rev | Date | Revision Note | By | Chk |
|---|---|---|---|---|
| P07 | 22.09.25 | Note regarding proposed planting added. | MS | GC |
| P06 | 02.09.25 | Outline of proposed Eastern courtyard updated to align with Landscape proposal. | MS | GC |
| P05 | 21.08.25 | Car parks A and E adjusted. Position of retained trees and greenhouse adjusted after survey. | MS | GC |
| **P04** | **28.05.25** | **Kerb realignment adjusted** | **MS** | **BM** |
| P03 | 15.05.25 | Red and Blue lines redrafted | MS | BM |
| P02 | 14.05.25 | Red and Blue lines redrafted | MS | BM |
| P01 | 02.05.25 | Issued for Planning | MS | BM |

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Project: Bridge College Extension
WSA Project ID: 0396
Title: Proposed Site Plan
Drawn: JT
Checked: JW
Scale: 1:500
Sheet: A1
Number: 0396-WSA-ZZ-ZZ-DR-A-1503
Status: S4
Revision: P07

S|C|P

# APPENDIX B

# Bridge College Openshaw Campus Staff Travel Survey

This travel survey is being undertaken to help us understand how you and your colleagues travel to **Bridge College Openshaw Campus** and your reasons for travelling as you do.

The survey will take approximately 1-2 minutes to complete. Results may be shared but all answers are anonymous.

Thank you for your time!

* Indicates required question

1. 1. What is your **main** method of travel to Bridge College Openshaw Campus on a typical day? (**Tick One**) *

*Mark only one oval.*

- ◯ Walk
- ◯ Cycle
- ◯ Bus
- ◯ Train
- ◯ Car (Individually)
- ◯ Car Share
- ◯ Dropped Off / Picked Up in Car or Taxi
- ◯ Other: _____

2. 2. In relation to your answer to question 1 above, why do you travel this way? *

*Mark only one oval.*

- ◯ No Suitable Public Transport Services
- ◯ Quicker/More Convenient
- ◯ Cheaper
- ◯ Health Reasons/Disability
- ◯ Personal Safety
- ◯ I Give/Get a Lift
- ◯ Other: _____

3. 3. If you travel to Bridge College Openshaw Campus by **car**, where do you typically park? *

*Mark only one oval.*

- ◯ Not Applicable (I do not travel by car)
- ◯ Bridge College Openshaw Campus Car Park
- ◯ On-Street in surrounding area (E.g. Whitworth Street or Turing Close)
- ◯ Other: _____

4. 4. If you travel to Bridge College Openshaw Campus by **car**, what would encourage you to travel via sustainable modes (Walking, Cycling, Public Transport)? *

*Check all that apply.*

- ☐ Not Applicable (I do not travel by car)
- ☐ Increased Frequency of Public Transport Services
- ☐ Cheaper Public Transport
- ☐ Better Public Transport Information
- ☐ Help Planning My Journey
- ☐ Better Bicycle Facilities at the College
- ☐ Nothing (I live too far away, use my car for other purposes on the way to/from work, or driving is cheaper/quicker/more convenient)
- ☐ Other: _____

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Google Forms

Q1

| | |
|---|---|
| Walk | 2 |
| Cycle | 5 |
| Bus | 5 |
| Train | 2 |
| Car (individually) | 90 |
| Car Share | 7 |
| Dropped off/Picked up in car or taxi | 1 |
| Other | 1 Mobility Scooter |

Q2

| | |
|---|---|
| No suitable public transport service | 20 |
| Quicker/More convenient | 62 |
| Cheaper | 8 |
| Health reasons/disability | 1 |
| Personal Sa□ety | 3 |
| I give/get a li□t | 7 |
| Other | Distance x 2 |
| | Family Commitments x 6 |
| | Cant drive x 2 |
| | Live to close x 1 |
| | Don't have enough time x 2 |

Q3

| | |
|---|---|
| Not applicable. I do not travel by car | 7 |
| Bridge college Openshaw campus carpark | 58 |
| On street in surrounding area | 2 |
| Other, college grounds on grass, walkway | 47 |

Q4

| | |
|---|---|
| Not applicable | 7 |
| Increased □requency o□public transport | 4 |
| Cheaper public transport | 6 |
| Better P T in□ormation | 1 |
| Help planning my journey | |
| Better cycle □acilities at college | |
| Nothing | 53 |
| Other | Leaving too early □or work x 10 |
| | Will cost more x 6 |
| | I give a li□t to others x 9 |
| | I am a carer x 17 |
| | One train each way rather than two trains |

Pupils

| | |
|---|---|
| Walk | 0 |
| Cycle | 0 |
| Public Bus | 3 |
| School bus | 46 |
| Train | 0 |
| Dropped off/Picked up by parents | 23 |
| Dropped off/Picked up in taxi (Local Authority) | 25 |
| Other | |