



Hopwood Hall College

Rochdale Campus Travel Plan

FE0012-FCL-XX-XX-T-H-0003

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1 Introduction

1.1 Background

Hopwood Hall College is a Further Education College located in Rochdale, Greater Manchester for ages 16+. The college is split over two campuses, located in Rochdale town centre and Middleton approximately 3.5 miles apart. Hopwood Hall College educates approximately 2,900 students on the Rochdale Campus within two buildings (designated Block A and Block B) accommodating both theoretical and practical teaching, with specialised spaces, student centred areas and an on-site nursery.

Willmott Dixon have been appointed as the design and build contractor for the demolition of Block B on the Rochdale Campus which is coming to the end of its serviceable life and is no longer fit for the requirements of the colleges teaching. This project will see the demolition of Block B, a new block erected and changes to the landscaping, parking and servicing arrangements on the site. Block B currently provides a GIFA of 7,700m², with the new block set to provide circa 7,059m² of GIFA. Block A on the site will be retained. The proposed site layout for the Rochdale Campus can be seen in Figure 1-1 below.

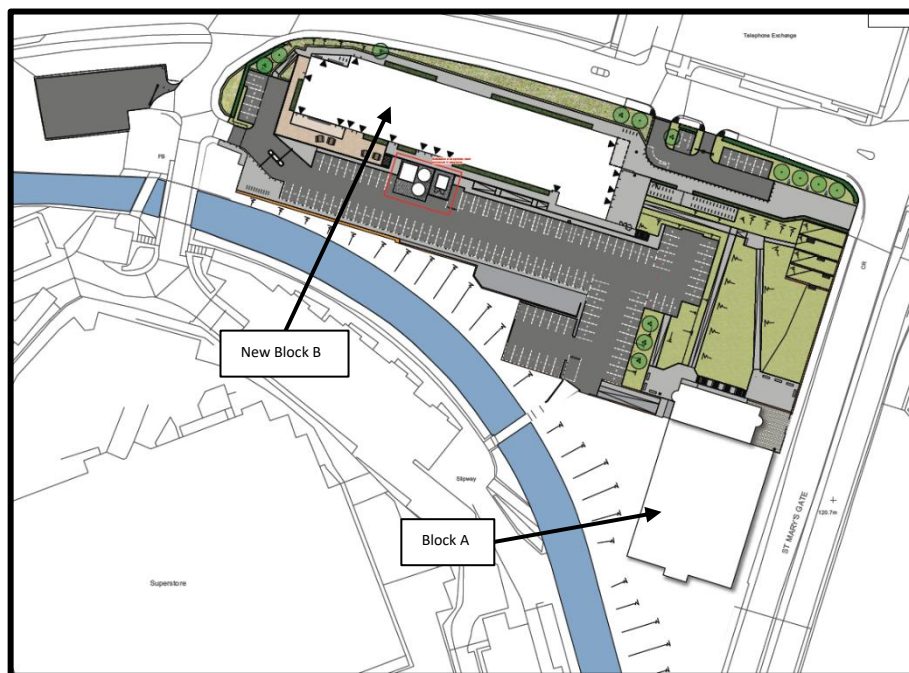


Figure 1-1 - Proposed Rochdale Campus Site Layout

The wider surrounding highway network will not change as a result of this project, with no new vehicle access points created. Everyday vehicle access into the main car park will continue to be provided from College Road via a shared vehicle access road with Rochdale Sixth Form College.

1.2 What is a Travel Plan?

A Travel Plan is a package of measures designed to reduce the number and length of car trips generated by a development. Travel Plans can also reduce social and environmental impacts and can help reduce economic costs. There are a number of ways to manage the transport impacts that a development can generate:

- Improve the quality of non-car modes.
- Provide incentives for using sustainable travel modes.
- Provide disincentives for the use of the car.
- Restrict access to the site via high emission modes of transport. Or
- A combination of each of these.

It is important that a Travel Plan is not static in time, developed to satisfy a planning application; rather that it is a document and process that will evolve over time and accommodate improvements in local and regional transport infrastructure. The Travel Plan should be implemented in close consultation with staff and students to ensure that there is support for the aims and detailed measures proposed.

This Travel Plan assesses the current highways surrounding the Hopwood Hall Rochdale Campus, including the active and sustainable transport infrastructure. This plan also contains detailed travel information gathered from Travel Surveys of staff and students carried out in December 2024. Refer to Section 4 - *Results of Staff and Student Travel Survey* to see an overview of staff and student responses.

Martin Madders at Hopwood Hall College has been appointed as the Travel Plan Coordinator. He will be responsible for updating this Travel Plan year-on-year as well as promoting all initiatives within.

1.3 The Travel Plan Objectives

The objectives of this Travel Plan are as follows:

- Increase the proportion of staff and students using sustainable travel modes and reduce the number of trips to the site using high emission modes of transport (e.g. private car) and thereby improve air quality.
- To maximise the safety of journeys to and from the college.
- To minimise the number of car trips to and from the development and therefore reduce the demand for car parking.
- To minimise the potential for Road Traffic Collisions.
- To foster good relations within the community.
- Encourage staff and students to lead healthy lifestyles by walking or cycling to the college.



- Use technology to promote sustainable transport choices and provide an element of personalised Travel Planning, where appropriate.
- Create an appropriate system of initiatives to encourage travel by sustainable means.

2 Policy Context

This Travel Plan has been written such that all existing local, regional and national planning policies are recognised and complied with. The full details of each policy has not been explored within this plan, but each relevant policy is listed below. For further details of each policy please refer to the Transport Statement (FE0012-FCL-XX-XX-T-H-0002).

2.1 National Planning Policy Guidance

- The National Planning Policy Framework
- Cycling and Walking Investment Strategy (CWIS) & CWIS2
- Gear Change: A Bold Vision for Cycling and Walking

2.2 Regional and Local Policy Guidance

- Greater Manchester Strategy 2021-2031 (Published by the Greater Manchester Combined Authority)
- Greater Manchester Transport Strategy 2040 (Publish by TFGM)
- Rochdale Adopted Core Strategy (October 2016)

3 Development Overview

3.1 Site Location, Existing Use and Development Proposals

Hopwood Hall's Rochdale Campus (henceforth known as Hopwood Hall) is located on the outskirts of Rochdale Town Centre. The college site is bounded by the A58 (St Mary's Gate) to the east and College Road to the north, with a residential area north of College Road, including a number of high-rise residential towers. To the south of the site is located The River Roch, and beyond, Rochdale Sixth Form College, which provides A-Level courses to students aged 16-19. A footbridge connects the Hopwood Hall College car park to the Rochdale 6th Form College car park, however, this bridge is gated and manually locked by a member of staff, and therefore, is not available for daily use. Rochdale Exchange shopping centre is located to the north-east of the Hopwood Hall site on the eastern side of the A58 (St Mary's Gate). This shopping centre accommodates a large multi-storey car park with access and egress gained via Hunter's Lane approximately 230m north of the Hopwood Hall site.

Hopwood Hall lies within the Greater Manchester Clean Air Zone, which restricts and proposes to charge certain vehicles for entering parts of the Greater Manchester highway network, including within Rochdale, in an aim to improve air quality. However, at the time of writing this Travel Plan, the Greater Manchester Clean Air Zone was under review. Although Clean Air Zones have been found to be a significant factor in the reduction of airborne pollutants, Greater Manchester demonstrated that an upgrade of their bus infrastructure, with 117 new zero-emission buses, would meet their legal obligations to reduce nitrogen dioxide pollution.

The A58 (St Mary's Gate), which bounds the eastern side of the college site, provides links to the north-east and south-west allowing connections towards Halifax and Bolton respectively. The A58 meets the M66 (J2) approximately 6 miles south-west of the Hopwood Hall site allowing national connections northwards and connections southwards onto the M60 – Manchester Outer Ring-Road. The M62 (J20) can also be accessed approximately 3 miles south of the college site providing access to Huddersfield and onto Leeds in the north-east and the Manchester Outer Ring-Road, continuing further onto Liverpool in the south-west. A wider view of the surrounding highway network can be seen in Figure 3-1 below.

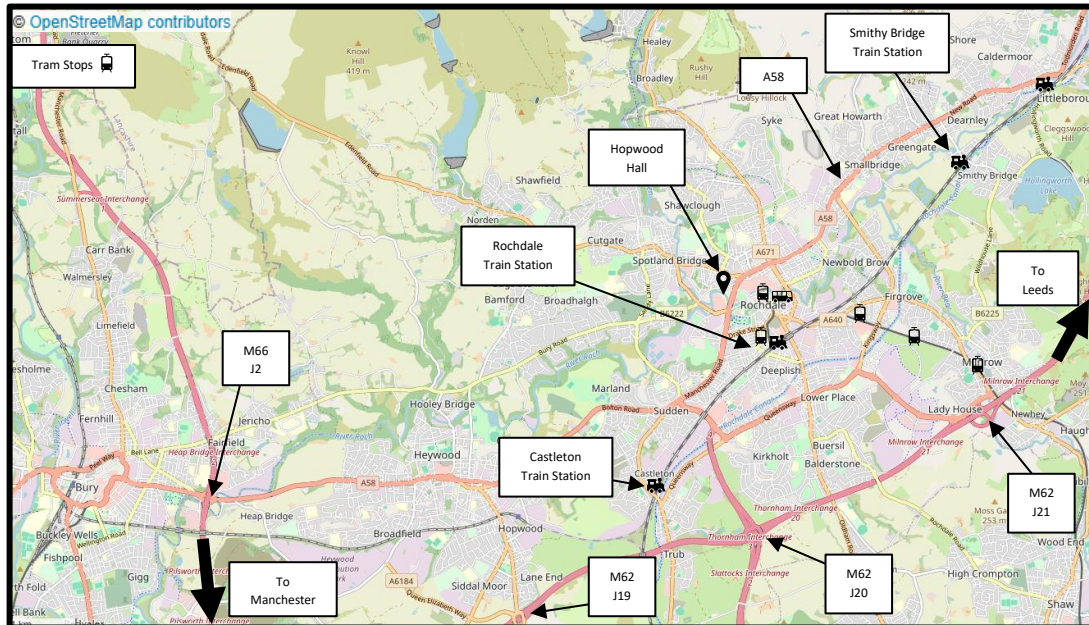


Figure 3-1 - Location of Hopwood Hall Rochdale Campus in Relation to the Wider Highway Network

Hopwood Hall College’s Rochdale Campus currently comprises of two connected buildings (Block A and Block B) in addition to a large car park. Within the proposals, a new block is to be constructed on the site in replacement of Block B to provide modern and fit-for-purpose facilities with specialist spaces designed for the teaching of specific subjects. There will be no change to the number of staff and students that will be accommodated at Hopwood Hall as a result of the project.

3.2 Site Accessibility

3.2.1 Walking and Disabled Access

The footways surrounding the Hopwood Hall College site are in reasonable condition and of bituminous construction throughout the surrounding area. Dropped kerbs are in place at all pedestrian crossing locations, however at some locations, tactile paving provision is either not in place or does not comply with national standards.

A footway is provided only on the southern side of the College Road carriageway bounding the northern side of the Hopwood Hall Site. West of Holland Street, on College Road, footways are provided on both sides of the carriageway. Within the area immediately surrounding the Hopwood Hall College site, the footway is approximately 2.7m in width with no buffer between the footway and the carriageway. West of the junction between College Road and the unadopted access road into the college site, the footway reduces to 2.6m in width but with a circa 3m wide grass verge buffer separating it from the carriageway. At this point a dropped kerb is provided over the unadopted access road but no tactile paving provision is in place.

Two uncontrolled pedestrian crossing points are provided over College Road to provide pedestrian connection to College Bank Way, Holland Street and the residential area to the

north of the college site. One of these crossing points is located directly adjacent to the northern boundary of the site and is provided with a central pedestrian island, to ensure pedestrians are only required to cross one lane of traffic in a movement. The crossing has tactile paving provision in addition to a small volume of pedestrian guard railing on its northern side. Pedestrians who cross at this point are required to climb a number of stairs to access College Bank Way and is therefore not suitable for people with higher mobility needs. The second uncontrolled pedestrian crossing point is located circa 100m west of the Hopwood Hall College site's north-western corner. This crossing point also has a central pedestrian island, but the provided tactile paving is not in line with the requirements set out within national guidance and retains significant damage such as missing sections. From this crossing, pedestrians can access College Bank Way and Holland Street via a ramped approach.

A good quality footway, of circa 2.0m width, is available for use on the unadopted access road, providing a pedestrian entrance into the main car park to the Hopwood Hall College site in addition to Rochdale 6th Form College. Dropped Kerbs and Tactile paving is provided over the entrance to the car park, however, is not directly on the pedestrian desire line.

A circa 2.5m wide footway is provided on the western side of the St Mary's Gate carriageway to allow access to the full frontage of the Hopwood Hall College buildings, this footway is protected from motor vehicle traffic by pedestrian guard railing. A bollard is present in the centre of the footway to deter the use of cycles along this stretch as the width of the infrastructure is not sufficient to accommodate both pedestrians and cyclists. A staggered controlled crossing is provided on the southern arm of the A58 (St Mary's Gate)/ College Road/ Newgate Road junction to allow pedestrians to cross the A58 (St Marys Gate) separated from motorised vehicles. The St Mary's Gate pedestrian infrastructure is protected from motorised traffic throughout its length bordering the Hopwood Hall College Site by pedestrian guard railing due to the high vehicle speeds and usage.

The location of the pedestrian access points into the college site in addition to the provided crossing points surrounding the college can be seen in Figure 3-2 below.

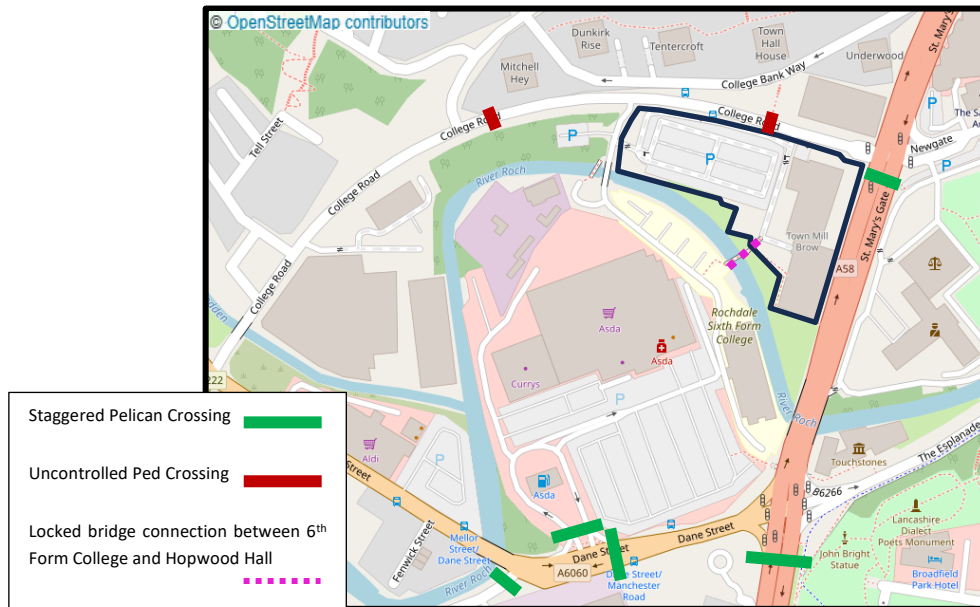


Figure 3-2 - Pedestrian Crossings

The proposals set out for the Hopwood Hall site development will not have any impact on the walking infrastructure located around the college site. The project is not an expansion and therefore, the number of staff and students on the site will be retained at approximately their current numbers, not putting any further pressure on the surrounding infrastructure.

Due to the positioning of the new block, however, some access points into the college site will be amended to provide sufficient and intuitive access for staff, students and visitors, with appropriate existing points retained. The pedestrian access points into the college site can be seen in Figure 3-3 below.

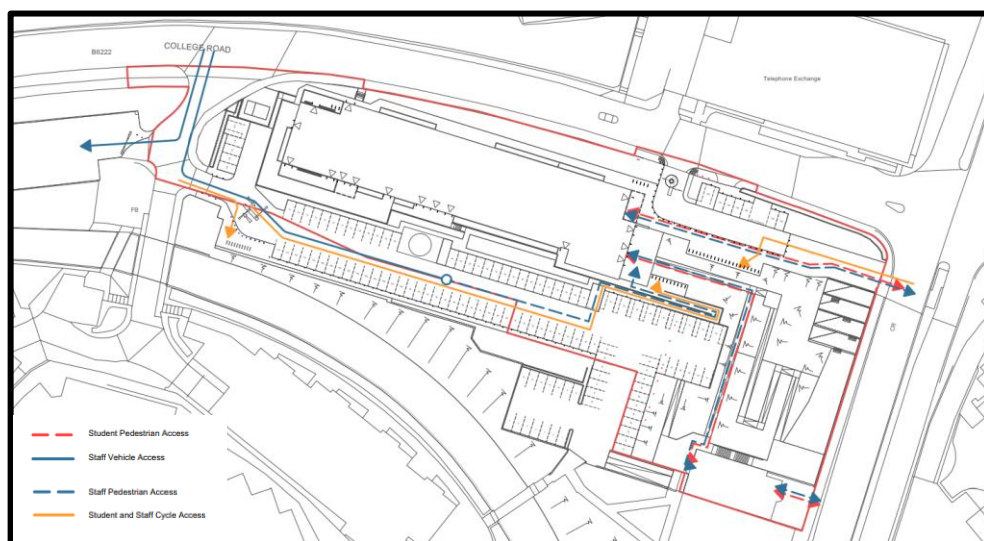


Figure 3-3 - Proposed Pedestrian Access Points into Hopwood Hall College Site

(Note: Vehicle Access and Egress Arrangements into Northern (Small) Car Park have had Subsequent Minor Amendments, No Affect on Pedestrian or Cycle Access)

3.2.2 Cycling

Existing cycle infrastructure is provided on College Road in the form of on-road painted cycle infrastructure and a short length of off-road cycle infrastructure (not compliant with LTN1/20 guidance). The on-road painted infrastructure extends to the west of the college site providing connections to the south-west and Crimble as well as several off-road rough surface cycle ways. The National Cycle Route 66 is located to the south and east of Rochdale Town Centre and follows the Rochdale Canal. This cycle route provides off-road infrastructure; however, lighting is not regular along the route and is therefore not likely to be well used especially in the winter months. This cycle route is also a relative distance from the college site, therefore not providing particularly advantageous infrastructure for those commuting to and from Hopwood Hall. Advanced cycle stop-lines are provided on the College Road (western) arm and the Newgate (eastern) arm of the A59 (St Mary's Gate)/ College Road/ Newgate Road junction. An extract of the Rochdale Cycle Map can be seen within Figure 3-4 below, with the full map presented within Appendix A.

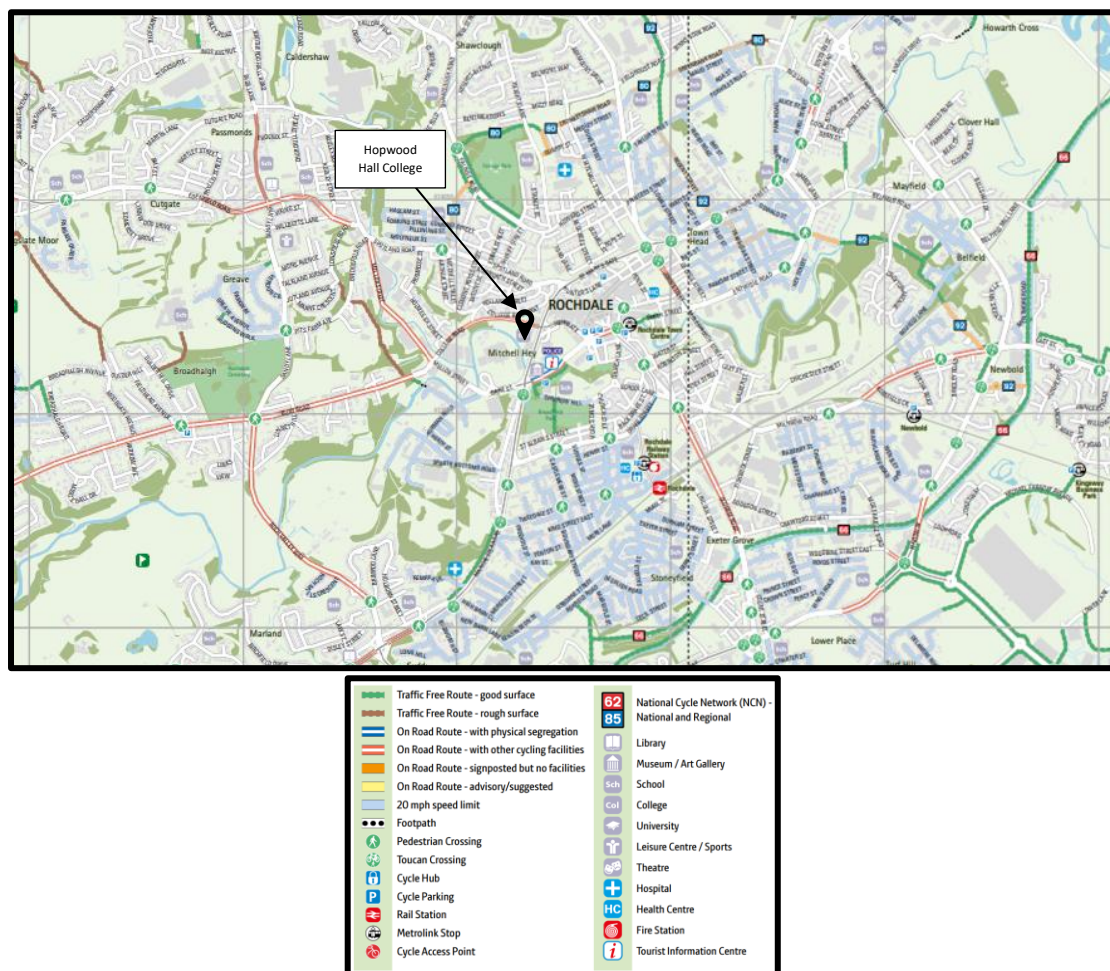


Figure 3-4 - Extract of Rochdale Cycle Map

The proposals as set out within the planning application for the construction of a new block and demolition of the current Block A on the Hopwood Hall Rochdale Campus will not have any effect on the cycling infrastructure external to the college site.

Within the demise of the college site, the currently provided cycle parking will be removed with a new area of secure cycle parking provided. This area of cycle parking will provide 40 Sheffield cycle stands (to accommodate up to 80 cycles). Two additional areas of unrestricted, non-secure cycle parking will be provided to the north of the new Block B Building, as indicated within Figure 3-5 below. These areas of cycle parking will provide 3 Sheffield cycle stands, and 5 Sheffield cycle stands respectively, providing parking for up to a total of 16 cycles. Lastly, the current motorcycle parking bays will be retained throughout the construction process, becoming dual purpose to allow both motorcycles and cycles to park within this area. There are 10 motorcycle parking spaces which can accommodate up to 20 cycles. These are uncovered and unsecure.

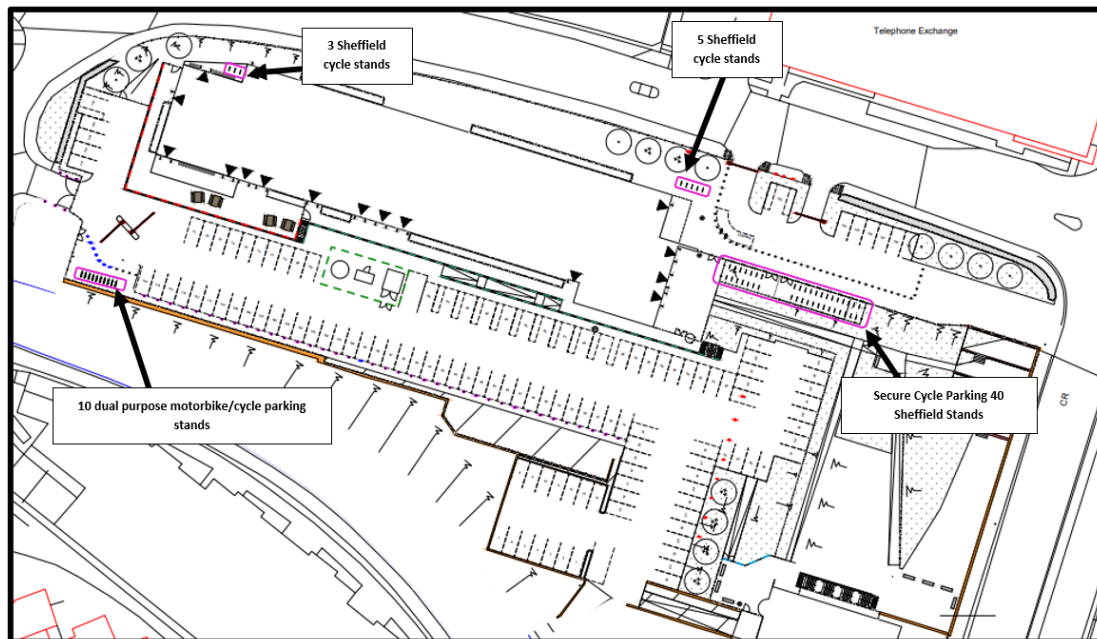


Figure 3-5 - Proposed Cycle Parking

In total, it is planned to provide 48 cycle stands on the site (plus the 10 dual purpose motorbike/cycle parking) both within secure and unsecure areas, providing parking for up to 96 cycles. This is over a 250% increase in the current number of cycle parking spaces (36) on the college site.

3.2.3 Bus

Hopwood Hall College has no dedicated buses servicing the site, however, there are a number of bus-stops within close proximity to the college in addition to Rochdale Interchange being located approximately 0.3 miles east of the site. The location of the closest bus stops in addition to Rochdale Interchange can be seen in Figure 3-6 below.

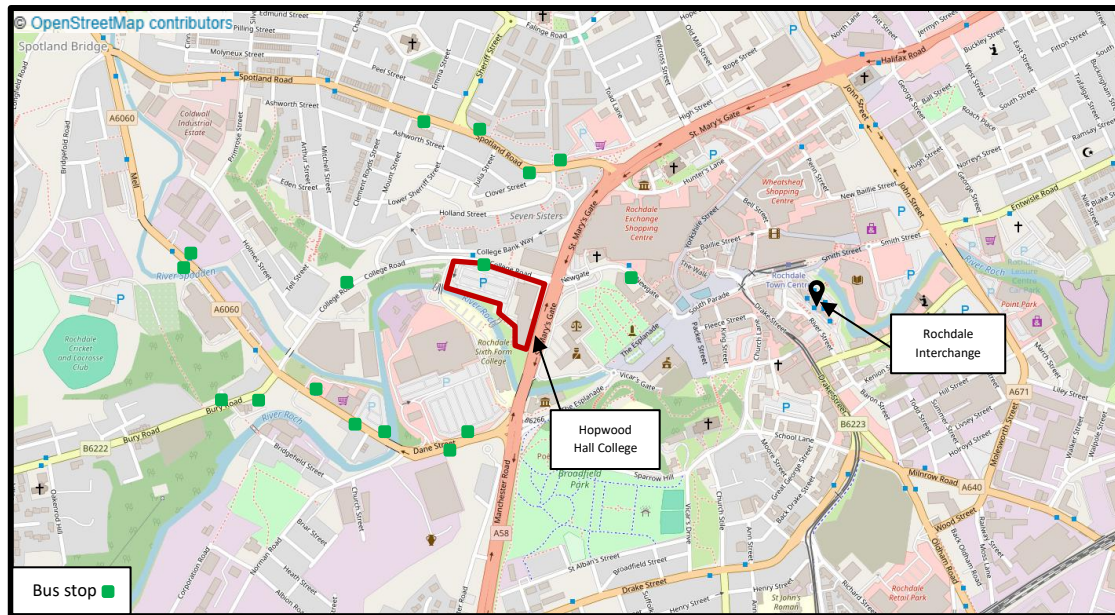


Figure 3-6 - Locations of Bus Stops Surrounding Hopwood Hall Site

The bus services that service the Rochdale Interchange as well as the local bus stops identified are detailed below in Table 3-1.

Service Number	Service Route	Frequency
17/17A	Rochdale → Sudden → Castleton → Middleton → Blackley → Harpurhey → Collyhurst → Manchester	Every 10 minutes
406	Rochdale → Queensway → Kirkholt circular	Every 20 minutes
409	Rochdale → Thornham → Royton → Oldham → Hathershaw → Barssley → Ashton-under-Lyne	Every 10 minutes
434	Rochdale → Belfield → Firgrove → Kingsway Business Park → Turf Hill → Kirkholt → Castleton → Stakehill Industrial Estate → Stanycliffe → Boarshaw → Middleton	1 per hour
435	Rochdale → Lower Place → Turf Hill → Burnedge → High Crompton → Shaw → Buckstones → Newhey → Milnrow → Firgrove	1 per hour
436		
440	Syke → Rochdale Infirmary → Rochdale	1 per hour
442	Norden → Bagslate → Bamford → Rochdale Cemetery → Rochdale	1 per hour

447	Wallbank → Whitworth → Healey → Shawclough → Rochdale Infirmary → Rochdale	1 per hour
450	Peppermint Bridge → Newhey → Bentgate →	1 per hour
451	Milnrow → Newbold → Ladyhouse → Kingsway Business Park → Lower Place → Deeplish → Rochdale	
455	Shore → Stansfield → Stubley → Smithy Bridge → Milnrow → Firgrove → Newbold → Rochdale	1 per hour
456	Littleborough → Stubley → Hollingworth Lake →	1 per hour
458	Smithy Bridge → Birch Hill → Wardle → Low Hill → Smallbridge → Rochdale	
457	Stansfield → Shore → Littleborough → Smallbridge → Rochdale	1 per hour
461	Shawfield → Elmsfield → Bagslate Moor → Cutgate → Greave → Spotland Bridge → Rochdale	1 per hour
464	Accrington → Baxenden → Rising Bridge → Haslingden → Rawtenstall → Waterfoot → Stacksteads → Bacup → Britannia → Shawforth → Whitworth → Healey → Rochdale	Every 15 minutes
467	Bury → Fairfield General Hospital → Jericho →	Alternate every 15 minutes
468	Bamford → Bagslate → Caldershaw → Daniel Fold → Spotland Bridge → Cutgate → Greave → Rochdale Cemetery → Rochdale	
471	Rochdale → sudden → Heywood → Heap Bidge → Bury → Breightmet → Bolton	Every 12 minutes
587	Halifax → King Cross → Sowerby Bridge → Triangle → Kebroyd → Ripponden → Littleborough → Smallbridge → Rochdale	1 per hour
590	Todmorden → Walsden → Calderbrook → Littleborough → Smallbridge → Rochdale	1 per hour

Table 3-1 - Buses Operating from Local Bus Stops and Rochdale Interchange

3.2.4 Train

Rochdale Station is located circa 0.7miles south-east of Hopwood Hall College (18-minute walk), providing national services primarily in the north, with connections to other local stations. The location of Rochdale Train Station in relation to the National Rail Network can be seen in Figure 3-7 below via an extract of the National Rail Map. It should be noted that this map does not encompass all stations and is presented as an overview of major destinations and routes throughout the country. The train services which utilise Rochdale Train Station are summarised in Table 3-2 below.

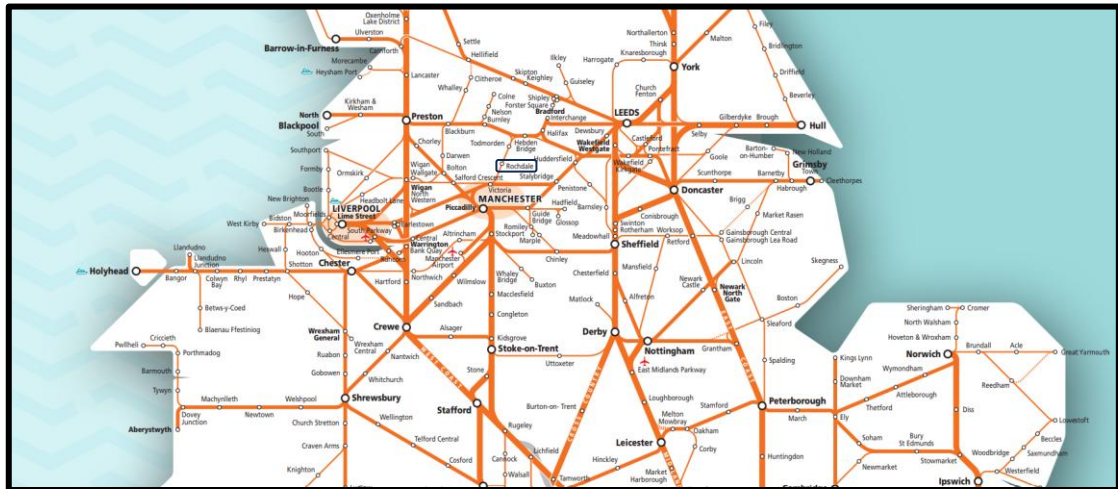


Figure 3-7 - Extract of National Rail Route Diagram

Service	Route	Frequency
Blackburn	Rochdale → Smithy Bridge → Littleborough → Walsden → Todmorden → Burnley Manchester Road → Rose Grove → Accrington → Blackburn	2 per hour
	Rochdale → Castleton (Manchester) → Mills Hill (Manchester) → Moston → Manchester Victoria → Salford Central → Salford Crescent → Bolton → Hall-i-th-Wood → Bromley Cross (Lancs) → Entwistle → Darwen → Blackburn	
Clitheroe	Rochdale → Castleton (Manchester) → Mills Hill (Manchester) → Moston → Manchester Victoria → Salford Central → Salford Crescent → Bolton → Hall-i-th-Wood → Bromley Cross (Lancs) → Entwistle → Darwen → Blackburn → Ramsgreave & Wilpshire → Langho → Whalley (Lancs) → Clitheroe	1 per hour
Leeds	Rochdale → Todmorden → Hebden Bridge → Mytholmroyd → Sowerby Bridge → Halifax → Low Moor → Bradford Interchange → New Pudsey → Bramley (West Yorkshire) → Leeds	1 per hour
	Rochdale → Smithy Bridge → Littleborough → Walsden → Todmorden → Hebden Bridge → Mytholmroyd → Sowerby Bridge → Brighthouse → Mirfield → Dewsbury → Batley → Morley → Leeds	2 per hour
Wigan Wallgate	Rochdale → Manchester Victoria → Salford Central → Salford Crescent → Swinton (Manchester) → Moorside → Walkden → Atherton → Hag Fold → Daisy Hill → Hindley → Ince (Manchester) → Wigan Wallgate	1 per hour

Chester	Rochdale → Manchester Victoria → Newton-le-Willows → Earlestown → Warrington Bank Quay → Runcorn East → Frodsham → Helsby → Chester	1 per hour
Manchester Victoria	Rochdale → Manchester Victoria	1 per hour
Head Bolt Lane	Rochdale → Manchester Victoria → Salford Central → Salford Crescent → Swinton (Manchester) → Walkden → Atherton → Hag Fold → Daisy Hill → Hindley → Wigan Wallgate → Pemberton → Orrell → Upholland → Rainford → Head Bolt Lane	1 per hour

Table 3-2 - Regular Trains from Rochdale Train Station

3.2.5 Tram (Metrolink)

Rochdale Town Centre Tram Station is located in Zone 4 of the Manchester Tram Network. It occupies the last stop on the pink tram line, providing direct access into Manchester City Centre. The Manchester Tram Network can be seen below in Figure 3-8, with Rochdale Town Centre Tram Station being located approximately 0.3miles east (7 minute walk) from Hopwood Hall College. The Pink Line provides a service every 12 minutes between 5.53am and 12:41am on weekdays.

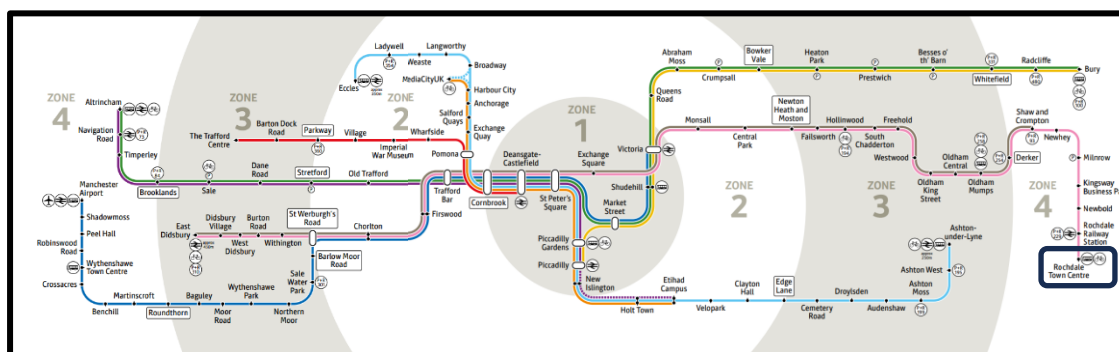


Figure 3-8 - Tram Network Map Greater Manchester

3.2.6 Highways Access and Car Parking

The three vehicular access points into the Hopwood Hall College site will remain in their current positions, with the access/egress on the unadopted road providing access into the redeveloped main car park. The main car park will provide access to the under-croft for refuse collection in addition to containing two delivery bays. College Road will provide access into a new, smaller car park at the front of the college site, with an in-and-out one-way arrangement implemented, utilising the current vehicular access points. This small car park will be mainly dedicated to visitor parking with a drop-off bay provided for smaller deliveries. All

access/egress points will be fitted with raising arm barriers that will be controlled via either key-card or an intercom to the reception of the college.

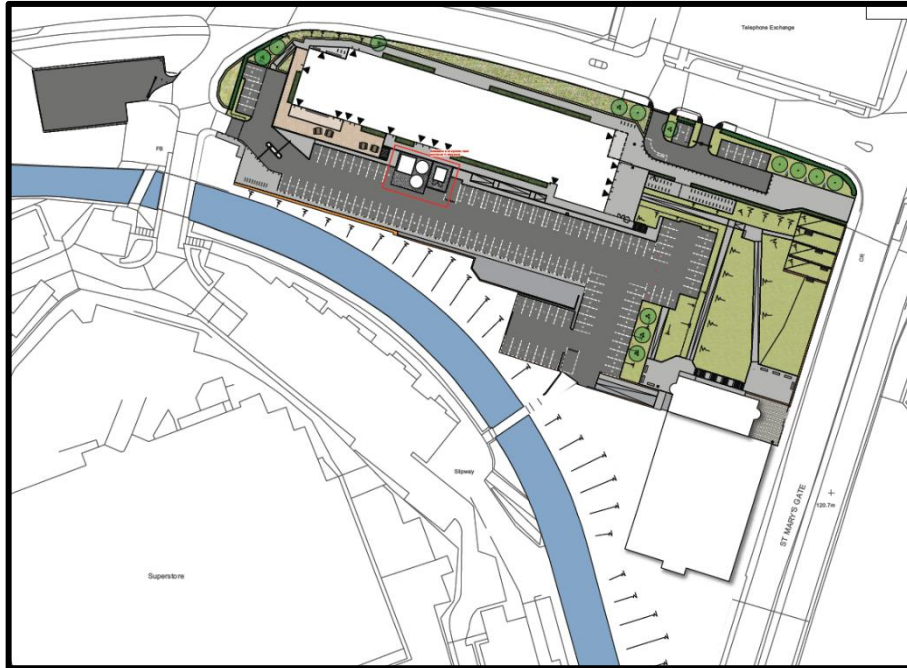


Figure 3-9 - Proposed Layout for New Main Car Park

The main car park is set to provide 107 standard car parking spaces, 10 blue badge parking spaces and two delivery bays. Outside the access control barriers into the main car park, an additional 4 standard car parking spaces and one blue badge bay will be in place designated for parking for the on-site nursery. To the north of the site, accessed directly from College Road, will be provided a small car park with 6 standard car parking bays, one blue badge bay and one delivery bay. The overflow car park, located on the western side of the unadopted access road will not be changed as part of the project. Overall, there will be 117 standard car parking bays, 12 blue badge bays and 3 delivery bays available for use on the Hopwood Hall site, plus the 23 standard parking bays provided within the overflow car park.

The 10 designated motorcycle parking spaces will be retained in the south-western corner of the site but will, however, be dual purpose allowing both motorcycles and pedal cycles to park. Due to the proposed location of the new Block, the current drop-off lane will not be retained on the site. To help discourage parents/ guardians/ others dropping students off at the college, no drop-off lane will be reinstated post-development.

4 Results of Staff and Student Travel Survey

4.1 Undertaking the Travel Survey

Separate student and staff surveys were undertaken at Hopwood Hall College in December 2024. Staff were provided with a link to an online survey which they could complete anonymously. Student surveys were undertaken within class groups as a hands up survey.

4.2 Results of the Staff Travel Survey

In total 176 members of staff replied to the Staff Travel Survey. The split of roles of the staff members that responded to the survey can be seen in Figure 4-1 and the split of working patterns in Figure 4-2.

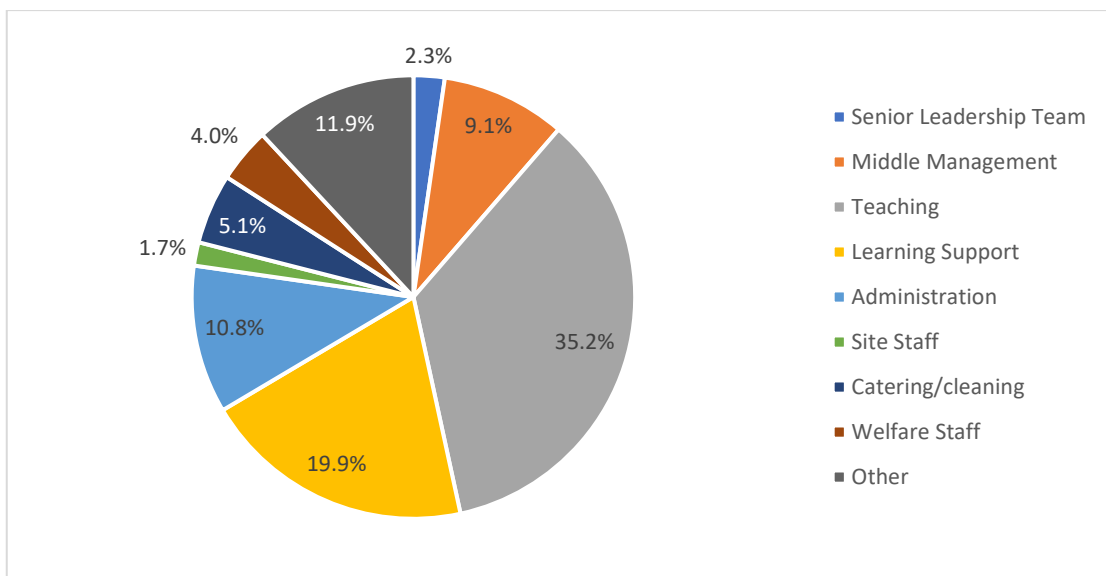


Figure 4-1 - Staff Roles of Those Who Answered the Survey

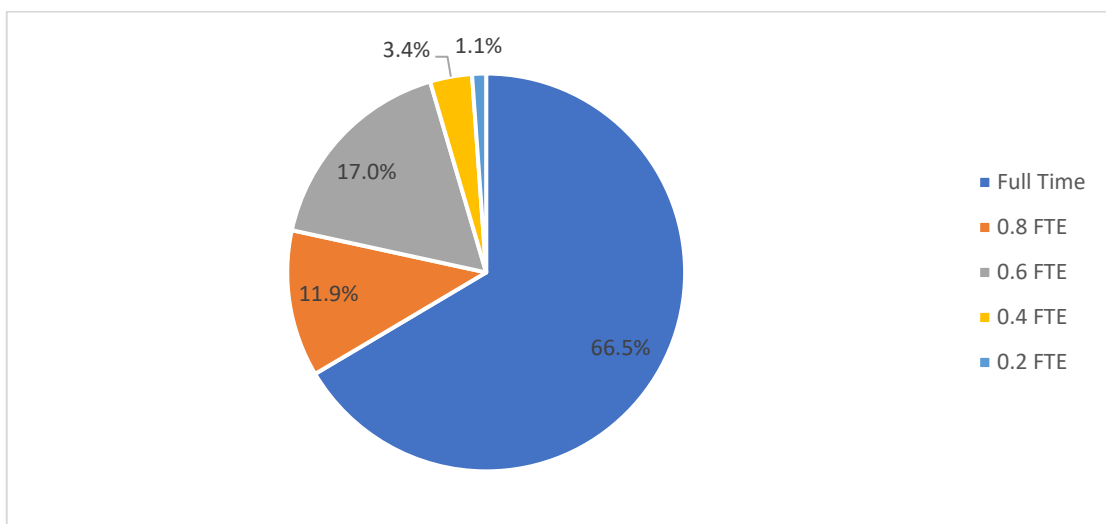


Figure 4-2 - Working Pattern of Staff Who Answered the Survey

The split between the different arrival and departure times of the staff surveyed can be seen in Figure 4-3 and Figure 4-4 below. From the results it can be seen that the most popular arrival time was between 08:00 – 09:00 and the most popular departure time was between 16:00 – 17:00.

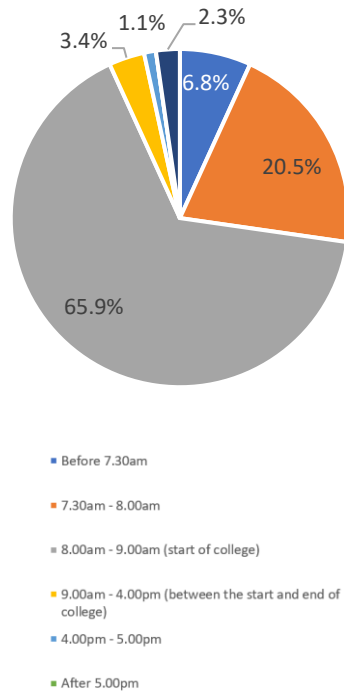


Figure 4-3 - Split of Arrival Times to the College Site

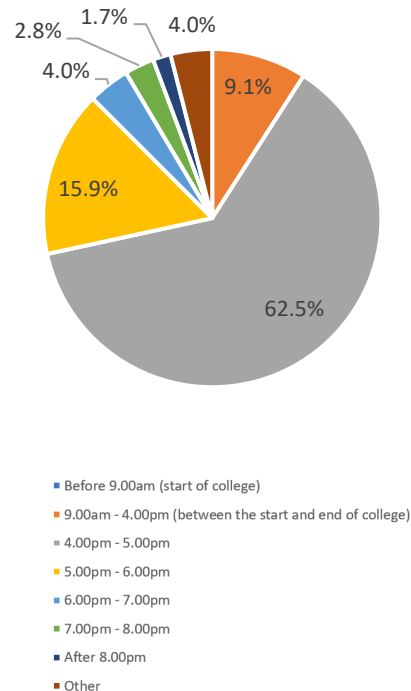


Figure 4-4 - Split of Departure Times from the College Site

The mode of transport used to travel to and from the college site were both analysed to identify any changes between transport mode usage. Staff were most likely to drive themselves to the college site, with 80.7% of respondents stating they use this transport mode.

It was found that approximately 0.57% of the staff surveyed (1 person) changed their mode of transport from bus in the AM to the Train in the PM, or changed from Walking in the AM to catching a bus in the PM. 1.14% of staff (2 people) stated that they travel to the college site as a passenger in a car in the AM, and get the bus in the PM.

It should be noted that Tram was not included as a separate option within this survey and has been encompassed under train.

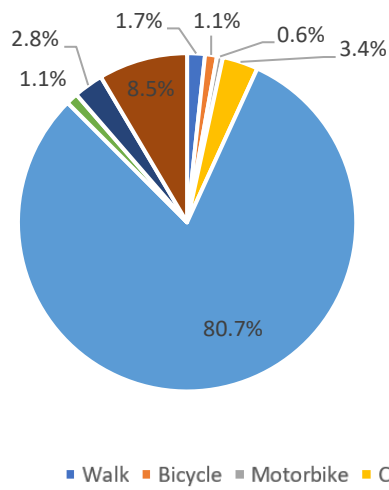


Figure 4-5 - Modal Split Travelling to the College Site

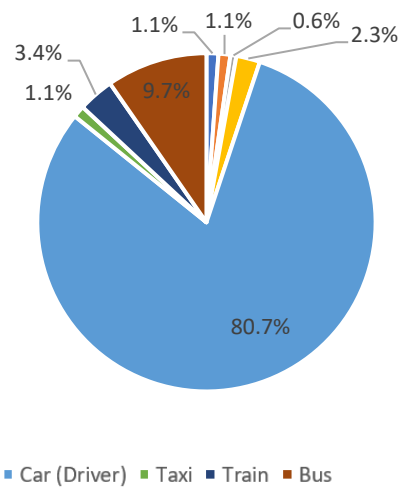


Figure 4-6 - Modal Split Travelling from the College Site

Buses used by staff members include: 17, 147, 409, 434, 456, 457, 471, 590.

To further inform the number of electric vehicle charging points on the college site, the staff surveyed were asked if they currently own or are looking to purchase an electric vehicle within the next 18 months. The results can be seen in Figure 4-7 and Figure 4-8 below.

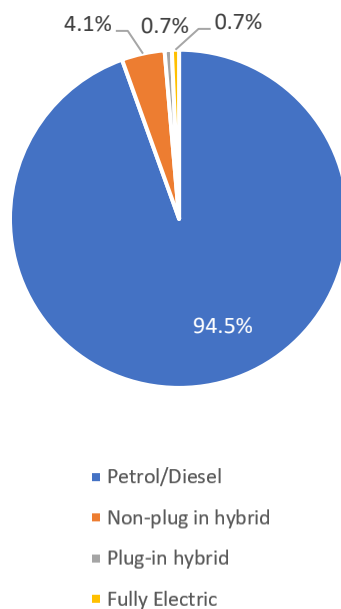


Figure 4-7 - Types of Vehicle Driven to College

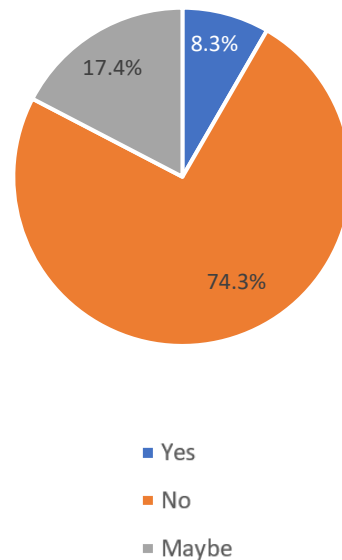
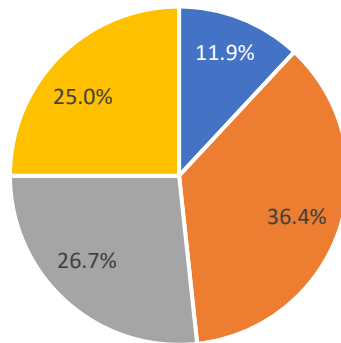


Figure 4-8 - Consideration to Buy an Electric Vehicle

Only a very small proportion (0.7%) of the staff that responded to the survey already own and use a fully electric vehicle to travel to the college site, with 8.3% of staff answering the survey looking to buy an electric vehicle within the next 18 months. A further 17.4% of the staff that responded to the survey were considering the possibility of buying an electric car.

Staff were also asked to state how long their commute to and from the college took them, in the AM and PM. The results can be seen in Figure 4-9 and Figure 4-10 below.



■ <15 minutes ■ 15 - 30 minutes ■ 30 - 45 minutes ■ >45 minutes

Figure 4-9 - Travel Time to the College Site

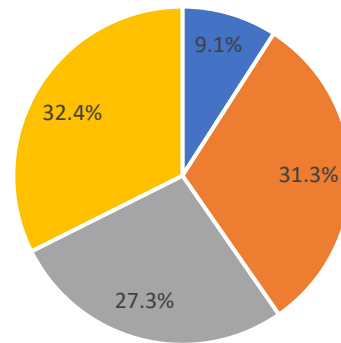


Figure 4-10 - Travel Time Home from the College Site

Within the survey, staff were asked if they would be interested in receiving information surrounding active and sustainable travel. 5.7% of staff indicated that they would be interested in a cycle to work scheme, 19.3% in discounted bus passes and 10.2% in a car sharing database.

Furthering to this, the staff were asked if any measures would encourage them to cycle to the college, with the most popular measures being secure staff only cycle parking, staff showers and changing area and staff lockers.

4.3 Results of the Student Travel survey

The Travel Survey undertaken by the students was shorter and less detailed than that undertaken by the staff at Hopwood Hall College. The survey was undertaken within teaching groups as a hands up survey. The survey was undertaken in this manner to try to gain a larger response rate than relying on students to undertake the survey individually.

Overall, the response rate from students was low, with only circa 322 students responding to the survey. This number is lower than would be ideal, however, an overview of the transportation habits of the students is still able to be gained from the results.

Students were asked to indicate the mode of transport they usually used to travel to and from the college site. The results of this question can be seen in Figure 4-11 below.

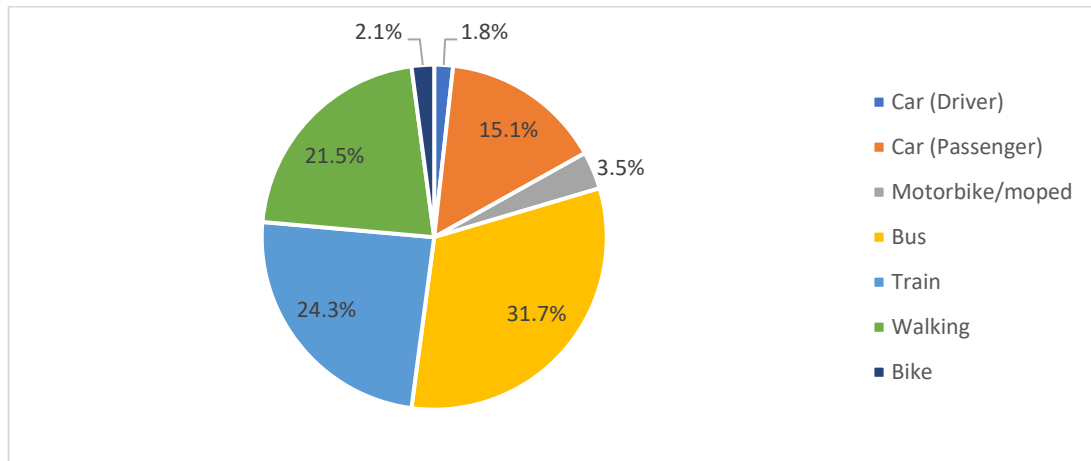


Figure 4-11 - Mode of Travel for Student Commute

It can be seen that the most popular method of travel to and from the college site was via bus, with 31.7% of respondents indicating this as their preferred mode of transport. 24.3% of students used either the train or the tram and 21.5% of students walked to the college site. Only a very small percentage of the students travelled to the college site via their own vehicle (1.8%), however, a relatively large number of students travelled to the site as a passenger within a private motor vehicle (15.1%).

Within the survey, students were asked to indicate how many days a week they attended the college site. It can be seen below in Figure 4-12 that the most common number of days for students to attend the site was 3 days with 41.6% of students that responded to the survey indicating this. 37.6% of students attended the college 4 days a week and 12.7% attended 5 days a week.

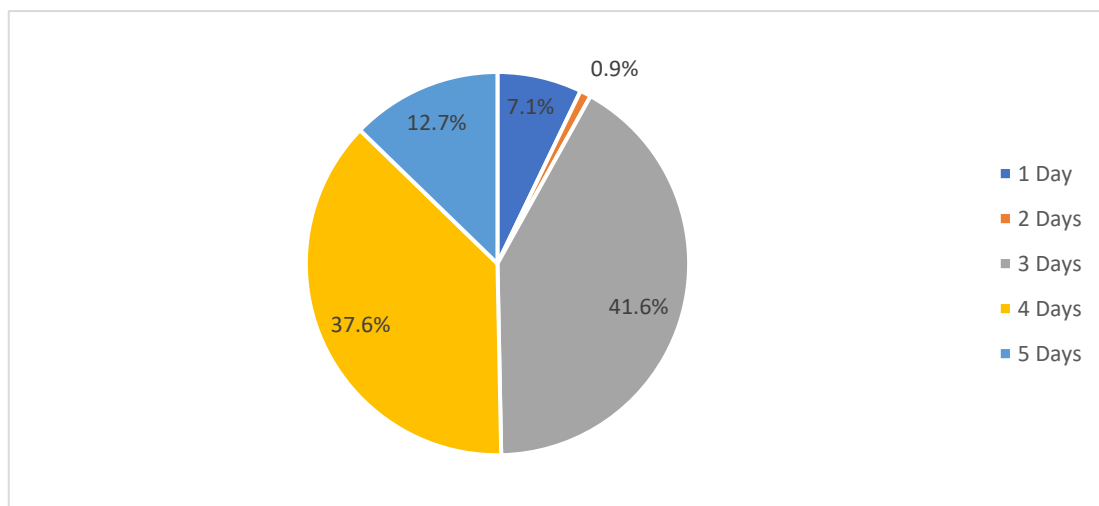


Figure 4-12 - Number of Days Students Attended College

5 Sustainable Transport Strategy

To be successful, the Travel Plan and sustainable transport options need to be distilled into practical information that can be interpreted and used by staff, students and visitors to Hopwood Hall College's Rochdale Campus.

A travel information pack will be made available on the college website for all current and future staff, students, parents and visitors to access. This information pack will include up-to-date information on active and sustainable transportation e.g. cycle maps, bus timetables and routes, train timetables, tram timetable and network, location of cycle parking on the site and how to access this. This information will be distributed to all new staff and students at Hopwood Hall College Rochdale campus within their introductory package of information.

The Travel Plan Coordinator will have the responsibilities as set out below:

- Develop and distribute a pack of information regarding active and sustainable transportation to the college campus to distribute to all new staff and students, including relevant initiatives including within this report, that would help to increase the use of active and sustainable travel.
- Ensure any required transport information is easily accessible to all students and staff, whether via an online portal or via noticeboards within communal areas of the college.
- Monitor the Travel Plan implementation including undertaking surveys on the number of cycles using each on-site parking area throughout the year.
- Ensure both student and staff travel surveys are undertaken a minimum of once a year, with preference for twice a year within the autumn and summer terms to assess the travel habits of the college's occupants. Collate the responses and update the Travel Plan with targets for the following year/6 months, including new initiatives to meet these targets.
- Ensure the Travel Plan is kept up-to-date with the latest statistics, public transport information, plans and initiatives to promote active and sustainable travel.
- Liaise with senior leadership, staff and students with regards to transport issues and initiatives.
- Update the role and responsibilities for the Travel Plan coordinator as the role develops.

6 Travel Plan Implementation and Targets

The Travel Plan should be made available for all staff, students and visitors to Hopwood Hall College's Rochdale Campus to access and read. As previously stated, information within this document should be distilled into practical information and distribute to new staff and students in the form of a Travel Planning information pack.

Two Action Plan sections are described below, these contain a package of measures designed to increase the use of active and sustainable transport by the staff and students at Hopwood Hall.

6.1 Student Action Plan

Measure	Date for Completion	Responsibility
Ensure students are warned of the removal of the drop-off lane on the site during and post construction.	Prior to construction commencing	Travel Plan Coordinator
Only allocate parking permits to students with specific transport needs	Prior to construction commencing	Travel Plan Coordinator

Table 6-1 - Car Reduction Action Plan

Measure	Date for Completion	Responsibility
Monitor and record cycle parking usage on a monthly basis.	Opening of new building	Travel Plan Coordinator
Ensure covered and secure cycle parking is in a good state of repair.	Opening of new building	Site staff
Organise a Dr Bike (or similar course/session) semi-regularly for students to get their bikes fixed and teach them how to do their own maintenance.	Opening of new building	Travel Plan Coordinator
Work closely with Rochdale Borough Council to discuss potential new walking and cycling routes benefitting the college.	Ongoing	Travel Plan Coordinator

Table 6-2 - Cycling Action Plan

Measure	Date for Completion	Responsibility
Promote walking and the benefits of it via the college website and social media.	Ongoing	Travel Plan Coordinator
Work closely with Rochdale Borough Council to discuss potential new walking and cycling routes benefitting the college.	Ongoing	Travel Plan Coordinator
Participate in National Walking Month (supported by Living Streets resources)	Ongoing	Travel Plan Coordinator

Table 6-3 - Walking Action Plan

Measure	Date for Completion	Responsibility
Promote the use of sustainable transport modes via the website and social media.	Ongoing	Travel Plan Coordinator
Review and advertise any discounted student bus, train or tram tickets for use by students.	Ongoing	Travel Plan Coordinator

Table 6-4 -Public Transport Action Plan

6.2 Staff Action Plan

Measure	Date for Completion	Responsibility
Create a database of all staff who want to car share, including the first part of their postcode or general area for other staff to access to see if any car sharing would be available.	Opening of new building	Travel Plan Coordinator
Implementation of 7 spaces closest to the entrance of the building dedicated to people who car share. Number of spaces to be reviewed annually.	Opening of new building	Travel Plan Coordinator
Create a “booking system” to ensure people who may use the EV chargers are able to remove their cars from the chargers during the college day to allow other EV cars to be charged if required.	Opening of new building	Travel Plan Coordinator
Monitor the usage of EV chargers every 6 months and implement additional if required.	Ongoing after opening of new building	Travel Plan Coordinator

Table 6-5 - Car Reduction Action Plan

Measure	Date for Completion	Responsibility
Implement a cycle to work scheme for the staff to buy discounted cycles or having rentable cycles.	Opening of new college building	SLT and Travel Plan Coordinator
Monitor and record cycle parking usage on a monthly basis	From December 2024	Travel Plan Coordinator
Discuss the possibility of having a section of sheltered cycle parking designated “staff only” with additional swipe card/security to keep the area separate from student cycles.	Opening of new college building	SLT and Travel Plan Coordinator
Installation of staff lockers either within the cycle shelters or within the college building to store cycle gear.	Opening of new college building	Travel Plan coordinator

Table 6-6 - Cycling Action Plan

Measure	Date for Completion	Responsibility
Participate in National Walking Month (supported by Living Streets)	Ongoing	Travel Plan Coordinator

Table 6-7 - Walking Action Plan

Measure	Date for Completion	Responsibility
Review the possibility of salary sacrifice schemes for staff to buy their yearly bus/train ticket	September 2025	SLT
Provide detailed public transport information (including routes and timetables) to all staff at the start of each academic year.	Ongoing	Travel Plan Coordinator

Table 6-8 - Public Transport Action Plan

6.3 Travel Mode Targets

The Travel Survey data as presented within Section 5 above has been used as the basis of the targets as set out below. It is suggested that a travel survey is undertaken on both the staff and students at Hopwood Hall College twice a year, late within the Autumn term and within the Summer term (prior to exam season starting). This will allow a good overview of the transportation habits of all regularly accessing the site to be analysed.

Mode of Transport	Baseline survey – December 2024	Suggested target – December 2025	Suggested target – December 2026
Walk	1.7%	2.5%	3.0%
Bicycle	1.1%	2.0%	3.0%
Motorbike	0.6%	1.0%	1.0%
Car (Passenger)	3.4%	4.0%	4.0%
Car (Driver)	80.7%	75.0%	69.5%
Taxi	1.1%	1.0%	1.0%
Train/Tram	2.8%	4.5%	5.5%
Bus	8.5%	10.0%	13.0%

Table 6-9 - Staff Travel Targets

Mode of Transport	Baseline survey – December 2024	Suggested target – December 2025	Suggested target – December 2026
Car (Driver)	1.8%	1.5%	0.5%
Car (Passenger)	15.1%	8.0%	3.5%
Motorbike/Moped	3.5%	2.5%	1.5%
Bus	31.7%	33.5%	34.0%
Train/Tram	24.3%	27.0%	29.0%
Walking	21.5%	25.0%	29.0%
Bike	2.1%	2.5%	2.5%

Table 6-10 - Student Travel Targets



Suite 116-117 • Cotton Exchange • Bixteth Street • Liverpool • L3 9LQ

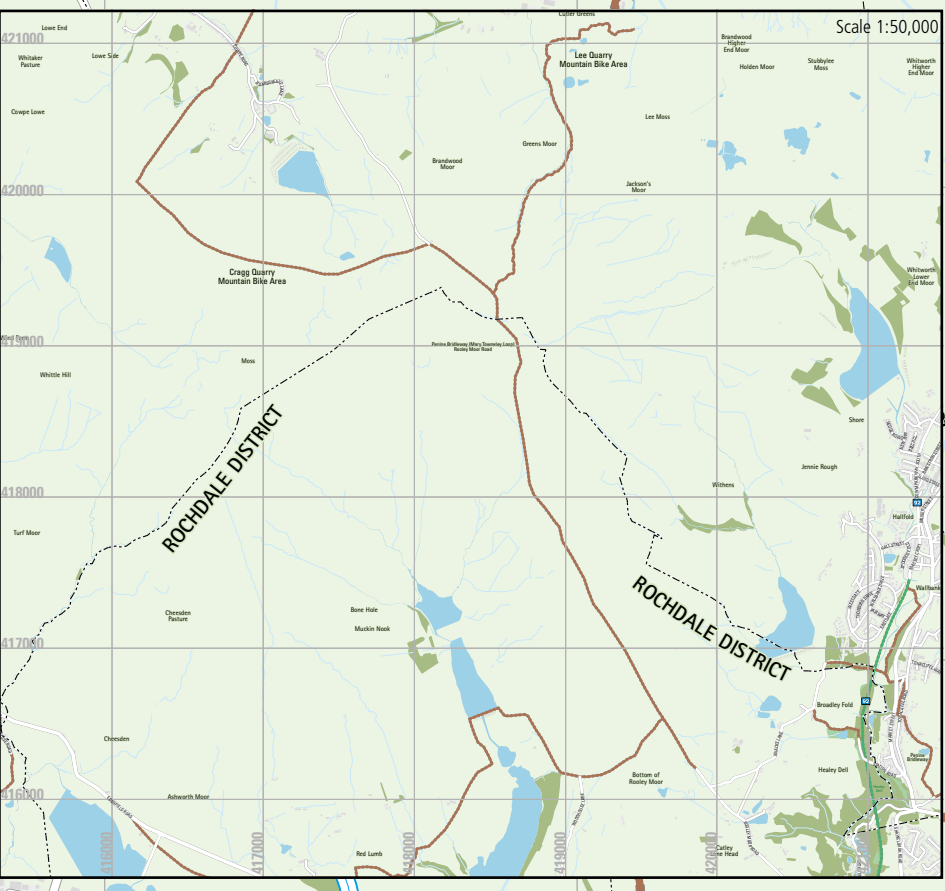
☐ 0151-556-1985

☐ <http://www.flinderschase.co.uk>



Appendix A

Rochdale Cycle Map



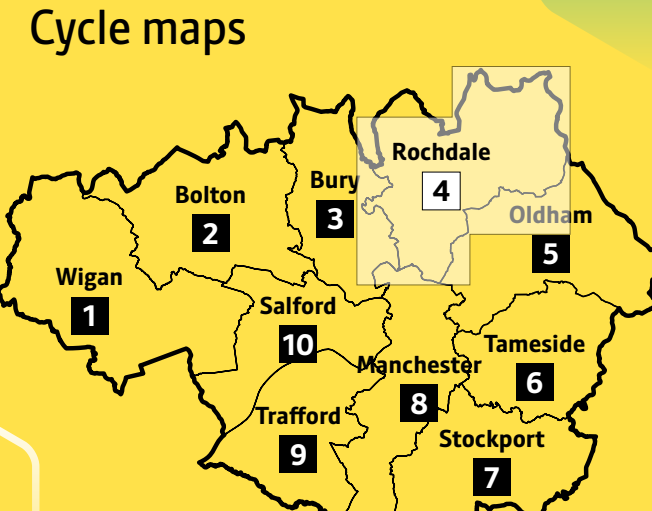
Map 4 of 10 covering all of Greater Manchester
October 2024



Rochdale

Cycle map

MAP 4
BEE NETWORK



The Bee Network's cycle network is divided into 10 areas with a map for each. All maps are available to download from beenetWORK.com/cycling or by scanning the QR code. You can also pick them up from your local Information and Ticket office.



Road signs

- Route for cycles only
- Route shared with pedestrians (no separation)
- Route shared with pedestrians (cycle track & footpath are separate)
- Mandatory cycle lane (motor vehicles must not enter the lane during hours of operation)
- Advisory cycle lane (motor vehicles should not enter this lane unless it is unavoidable)
- Bus and cycle lane
- Tram and cycles only
- Directions on recommended route
- National Cycle Network (NCN) Route number
- National Cycle Network Regional Route number
- Cycle parking
- No motor vehicles (cycling permitted)
- No cycling

Advanced stop lines

Contains Ordnance Survey data © Crown copyright and database right 2016.
The information shown on this map has been collated from a number of different sources by Transport for Greater Manchester and cannot be guaranteed to be fully correct.

Map 4: Rochdale

- Traffic Free Route - good surface
- Traffic Free Route - rough surface
- On Road Route - with physical segregation
- On Road Route - with other cycling facilities
- On Road Route - signposted but no facilities
- 20 mph speed limit
- Footpath
- Pedestrian Crossing
- Touchdown Crossing
- Cycle Parking
- Rail Station
- Metrolink Stop
- Cycle Access Point
- National Cycle Network (NCN) - National and Regional
- Library
- Museum / Art Gallery
- School
- College
- University
- Leisure Centre / Sports
- Theatre
- Hospital
- Fire Station
- Tourist Information Centre

Walking time

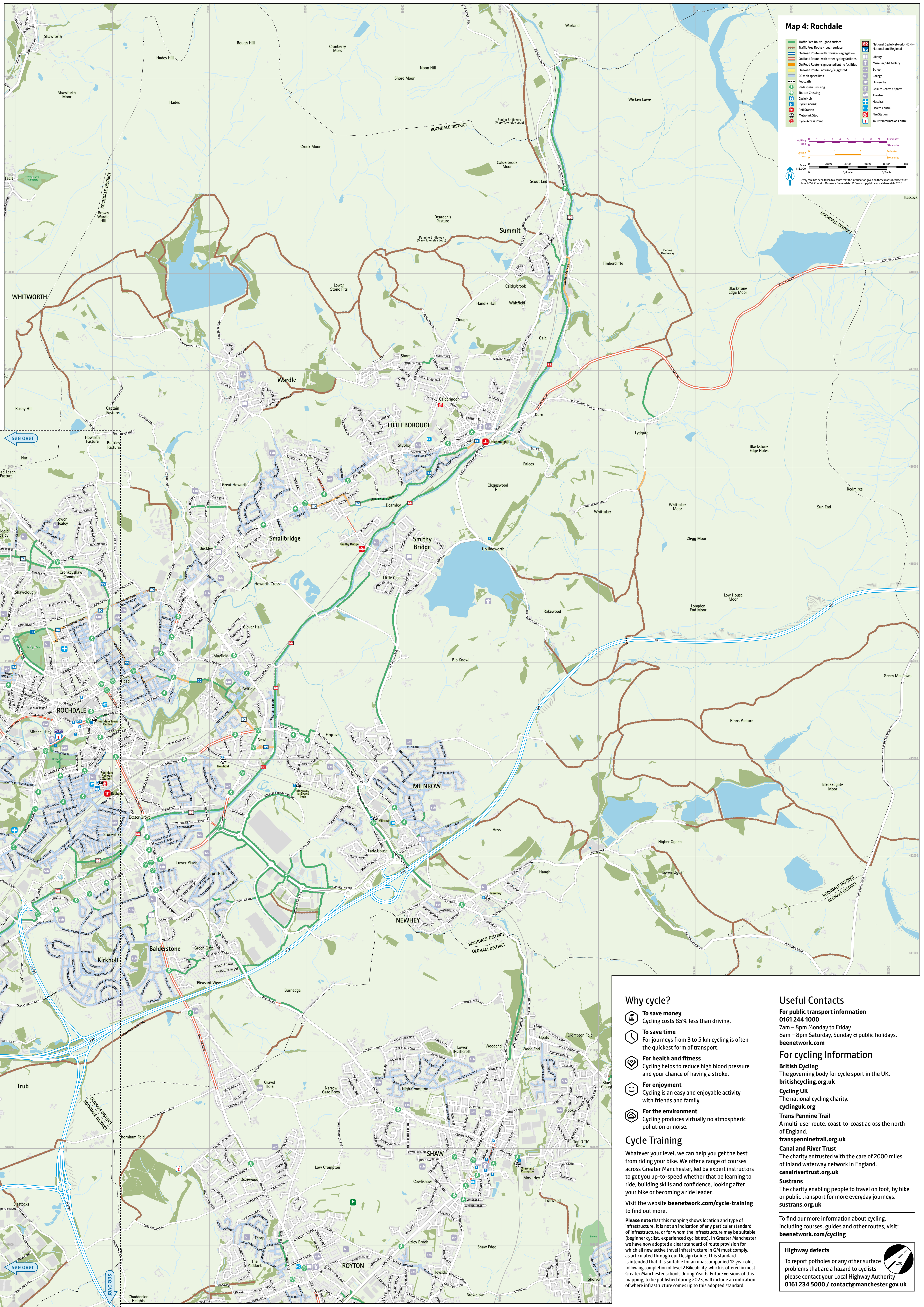
0 1 2 3 4 5 6 7 8 9 10 minutes

Cycling time

0 1 2 3 4 5 6 7 8 9 10 minutes

Scale 0 200m 400m 600m 800m 1000m 12 mile

Every map has been taken to ensure that the information given on these maps is correct as of June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.



Map 4: Rochdale

Traffic Free Route - good surface

Traffic Free Route - rough surface

On Road Route - with physical segregation

On Road Route - with other cycling facilities

On Road Route - signposted but no facilities

On Road Route - advisory/suggested

20 mph speed limit

Footpath

Pedestrian Crossing

Toucan Crossing

Cycle Hub

Cycle Parking

Rail Station

Metrolink Stop

Cycle Access Point

National Cycle Network (NCN) - National and Regional

Library

Museum / Art Gallery

School

College

University

Leisure Centre / Sports

Theatre

Hospital

Health Centre

Fire Station

Tourist Information Centre

Walking

0 1 2 3 4 5 6 7 8 9 10 minutes

Cycling

0 1 2 3 minutes

Scale

0 200m 400m 600m 800m 1km

Scale

0 1/4 mile 1/2 mile

Every map has been taken to ensure that the information given on these maps is correct as at June 2016. Contains Ordnance Survey data. © Crown copyright and database right 2016.

Why cycle?

To save money
Cycling costs 85% less than driving.

To save time
For journeys from 3 to 5 km cycling is often the quickest form of transport.

For health and fitness
Cycling helps to reduce high blood pressure and your chance of having a stroke.

For enjoyment
Cycling is an easy and enjoyable activity with friends and family.

For the environment
Cycling produces virtually no atmospheric pollution or noise.

Cycle Training

Whatever your level, we can help you get the best from riding your bike. We offer a range of courses across Greater Manchester, led by expert instructors to get you up-to-speed whether that be learning to ride, building skills and confidence, looking after your bike or becoming a ride leader.

Visit the website [beenetwork.com/cycle-training](https://www.beenetwork.com/cycle-training) to find out more.

Please note that this mapping shows location and type of infrastructure. It is not an indication of any particular standard of infrastructure, or for whom the infrastructure may be suitable (beginner cyclist, experienced cyclist etc). In Greater Manchester we have now adopted a clear standard of route provision for which all new active travel infrastructure in GM must comply, as articulated through our Design Guide. This standard is intended that it is suitable for an unaccompanied 12 year old, following completion of level 2 Bikeability, which is offered in most Greater Manchester schools during Year 6. Future versions of this mapping, to be published during 2023, will include an indication of where infrastructure comes up to this adopted standard.

Useful Contacts

For public transport information
0161 244 1000
7am – 8pm Monday to Friday
8am – 8pm Saturday, Sunday & public holidays.
[beenetwork.com](https://www.beenetwork.com)

For cycling Information

British Cycling
The governing body for cycle sport in the UK.
[britishcycling.org.uk](https://www.britishcycling.org.uk)

Cycling UK
The national cycling charity.
[cyclinguk.org](https://www.cyclinguk.org)

Trans Pennine Trail
A multi-user route, coast-to-coast across the north of England.
[transpenninetrail.org.uk](https://www.transpenninetrail.org.uk)

Canal and River Trust
The charity entrusted with the care of 2000 miles of inland waterway network in England.
[canalrivertrust.org.uk](https://www.canalrivertrust.org.uk)

Sustrans
The charity enabling people to travel on foot, by bike or public transport for more everyday journeys.
[sustrans.org.uk](https://www.sustrans.org.uk)

To find our more information about cycling, including courses, guides and other routes, visit:
[beenetwork.com/cycling](https://www.beenetwork.com/cycling)

Highway defects

To report potholes or any other surface problems that are a hazard to cyclists please contact your Local Highway Authority
0161 234 5000 / contact@manchester.gov.uk



Appendix B

Staff Travel Survey Pro forma

Hopwood Hall College Staff Travel Survey

This form is to collect data on how the staff at Hopwood Hall College travel to and from work for Flinders Chase to construct an accurate College Travel Plan.

* Required

1. Which staff group is your role mostly associated with (Choose one) *

- ☐ Senior Leadership Team
- ☐ Middle Management
- ☐ Teaching
- ☐ Learning Support
- ☐ Administration
- ☐ Site Staff
- ☐ Catering/cleaning
- ☐ Welfare Staff
- ☐ Other

2. Please tick the working pattern that most closely resembles your usual pattern of work? *

- ☐ Full Time
- ☐ 0.8 FTE
- ☐ 0.6 FTE
- ☐ 0.4 FTE
- ☐ 0.2 FTE

3. If you work Part Time, which days do you typically work on-site? (Tick all that apply, please do not fill in if you are full time)

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

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

- ☐ Before 7.30am
- ☐ 7.30am - 8.00am
- ☐ 8.00am - 9.00am (start of college)
- ☐ 9.00am - 4.00pm (between the start and end of college)
- ☐ 4.00pm - 5.00pm
- ☐ After 5.00pm
- ☐ Other

5. What time do you usually leave college? *

- ☐ Before 9.00am (start of college)
- ☐ 9.00am - 4.00pm (between the start and end of college)
- ☐ 4.00pm - 5.00pm
- ☐ 5.00pm - 6.00pm
- ☐ 6.00pm - 7.00pm
- ☐ 7.00pm - 8.00pm
- ☐ After 8.00pm
- ☐ Other

6. How do you typically travel to college? *

- ☐ Walk
- ☐ Bicycle
- ☐ Motorbike
- ☐ Car (passenger)
- ☐ Car (Driver)
- ☐ Taxi
- ☐ Train
- ☐ Bus

7. How do you typically travel home from college? *

- ☐ Walk
- ☐ Bicycle
- ☐ Motorbike
- ☐ Car (passenger)
- ☐ Car (Driver)
- ☐ Taxi
- ☐ Train
- ☐ Bus

8. If how you commute to college changes depending on the time of the year or the weather conditions please explain further below. If your method of transport does not change please leave blank.

9. If you drive a car to college please indicate where you typically park:

- ☐ Designated parking space on site
- ☐ Undesignated parking space on site
- ☐ On-road
- ☐ Other car park around college site
- ☐ Other

10. If you take the bus please indicate which bus service is used:

11. If you drive a car to college please indicate which of the following it is:

- ☐ Petrol/Diesel
- ☐ Non-plug in hybrid
- ☐ Plug-in hybrid
- ☐ Fully Electric

12. If you don't already drive one and drive to college, are you considering purchasing an electric vehicle in the next 18 months?

- ☐ Yes
- ☐ No
- ☐ Maybe

13. How long does it typically take you to travel between home and college in the morning? *

- ☐ <15 minutes
- ☐ 15 - 30 minutes
- ☐ 30 - 45 minutes
- ☐ >45 minutes

14. How long does it typically take you to travel between college and home in the afternoon/evening? *

- ☐ <15 minutes
- ☐ 15 - 30 minutes
- ☐ 30 - 45 minutes
- ☐ >45 minutes

15. If you typically drive to college, do you have a blue badge and usually require a disabled parking bay?

- ☐ Yes, I have a blue badge and park in a disabled bay
- ☐ Yes, I have a blue badge, but do not typically park in a disabled bay
- ☐ No

16. Would you be interested in receiving information on any of the following (Tick all that apply)

- ☐ Cycling to work scheme
- ☐ Discounted bus passes
- ☐ Car Sharing
- ☐ Season ticket loan (salary sacrifice)

17. would any of the following measures encourage you to cycle to college (tick all that apply)

- ☐ Secure staff only cycle parking
- ☐ Secure covered general parking area
- ☐ Staff showers and changing area
- ☐ Staff lockers
- ☐ Staff cycle to work scheme discounts
- ☐ Charging points for electric-assist bikes
- ☐ None, as I am not interested/can't cycle to college

18. If you have any additional comments, questions or thoughts on how the Travel Plan should be implemented, travel to the college or any suggestions for schemes to be considered for the Travel Plan please tell us below:

19. To help to understand where staff travel from, would you please provide the first 4 characters of your home postcode. Please note, for data protection purposes you cannot be identified by this information alone. (Optional question)

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 Microsoft Forms



Appendix C

Student Travel Survey Pro forma

Hopwood Hall College College Student Travel Survey

Survey to be undertaken as a "hands up" survey within class period, filled in by the tutor. Results will help Flinders Chase to construct an accurate College Travel Plan.

1. How many students travel to the college in their own car?

The value must be a number

2. How many students travel to the college in the car of someone else, e.g. friend, parent, guardian etc?

The value must be a number

3. How many students travel to the college by motorbike/moped?

The value must be a number

4. How many students travel to the college by bus?

The value must be a number

5. How many students travel to the college on the train?

The value must be a number

6. How many students travel to the college by foot?

The value must be a number

7. How many students travel to the college by bike?

The value must be a number

8. How many students would consider travelling to college if there was improved cycle storage facilities, showers and lockers

The value must be a number

9. How many students are usually in college 5 days a week

The value must be a number

10. How many students are usually in college 4 days a week

The value must be a number

11. How many students are usually in college 3 days a week

The value must be a number

12. How many students are usually in college 2 days a week

The value must be a number

13. How many students are usually in college 1 day a week

The value must be a number

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