
4 Middleton Road, Manchester, Greater Manchester, M8 5DS

Travel Plan

To support a planning application for: Conversion of former Doctors Surgery Class E(e) (Formerly D1) to Educational College Class F1(a) (Local Community and Learning) App Ref: 131022/FO/2021.

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Introduction

This Travel Plan has been produced on behalf of Shalshelles further Education College and is intended to support a recent planning application (App Ref: 131022/FO/2021) submitted to Manchester City Council for the conversion of the existing building, formerly a Doctors Surgery (Class E(e)) into a non-residential educational college (Class F1(a)) for teenage girls between the age of 16 and 18 years of age. The sites is known as Roselands, 4 Middleton Road. The educational college intending to occupy the site is known as Shalshelles Further Education College.

Paragraph 113. of the NPPF states that *“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 transport statement or transport assessment so that the likely impacts of the proposal can be assessed.”*

A full Transport and Operational Statement was submitted to the council on the 27-July-2021, however the applicants received a further Invalidation letter on the 2-August-2021, requesting a Travel Plan for the proposed use.

Scope -This travel plan will cover the travelling habits of the staff (teachers) and students attending the site. The travel plan introduces various approaches and procedures for the introduction, encouragement

and maintenance of sustainable travel forms to the college and its staff/students and seeks to mitigate the impact of the proposal on the wider environment.

Context

This application seeks planning permission for the conversion of the site and associated land to an Educational College building (non-residential). The college functions as a day time college providing an integrated curriculum of Higher Educational Jewish and Secular studies at an advanced level. The applicants chose this site due to its prime location within close proximity to the local Jewish Community, its primary catchment area. The site provides the perfectly sized building and grounds to suit the needs of the college within the local area.

The building is intended for use as an education college with associated offices for its staff members within the existing building.

The proposal includes the provision of 8 no car parking spaces including 1 no. disabled car parking space and 20 bicycle parking spaces.

The college follows the standard academic year and operates from September to July (+/- a couple of weeks). The college holds classes on a weekly basis from Sunday to Friday.

The general timetable for classes held throughout the week is detailed below:

- Sunday to Thursday 9am – 9pm with a break in the middle of the day from 1pm to 2pm.
- Friday 9am – 12pm (Winter) and 9am to 1pm (Summer)
- On occasion the college hosts classes/extracurricular activities on Saturdays from 3pm – 7pm.
(These will be held on Sabbath and students will therefore only arrive at site by foot).

The staff comprise a total of 10 staff members. 3 of these staff members are constantly present on site. The remaining seven visit the site for short periods of time on infrequent days on a rotating schedule. The infrequent staff members will remain on site for on average 1-2 hours per day. The staff members employed by the college live locally and the applicants anticipate that of the 3 constants staff, two would walk to the site on a consistent basis and only one would arrive by car. The other 7 staff members are only on the site at various rotating times of the day and not on a daily basis. Of the remaining 7 infrequent staff members, the applicants anticipate that 3 will arrive by car and 4 on foot or other

sustainable form of transport. The other 7 staff members will not be present on the site at the same time.

The pool of student which attend the college all live locally to the proposed application site. The site is within close walking distance of the existing local Jewish Community located in the nearby Prestwich, Broughton Park, Salford and expanding Crumpsall areas. The students range between the age of 16 to 18 years of age and are not yet car owners. The applicants anticipate that girls will be for the most part arriving to the site on foot or by other sustainable forms of transport e.g. bicycle or scooter. The students will have convenient access to all local amenities at the nearby Leicester Road and Cheetham Hill Road and there is no requirement for car parking amongst the student body. As mentioned previously, the site is also located in relatively close proximity to Manchester City Centre with excellent public transport links.

The staff and students all live in the M25, M7 and M8 nearby post code areas

Site Assessment

See the attached Transport Assessment for the full site assessment.

Objective

This travel plan seeks to encourage the sustainable movement of people to and from the site. Where possible the proposal will seek to reduce CO2 emissions and increase the use of sustainable modes of transport for example, walking, cycling, scooter. Where possible and practical, local Contractors and materials will be utilised in the refurbishment of the building.

The travel plan will seek to achieve the following targets:

- To increase the mode share of staff cycling to work from 5% to 10% within two years of completion of the development
- To increase the number of employees walking to work by 10% within one year of years of the baseline survey, to be undertaken in January 2022.
- Increase amount of secure cycle parking by 50% from 20 to 30 spaces by 6 months after first occupation.
- The number of car vehicle trips per visitor will not exceed 1 at any time.

- To decrease the number of single occupancy vehicles entering the site by 10% within three years of the baseline survey, to be undertaken in January 2022.
- 80% of students benefiting from the development to be fully aware of travel plan within three months of full occupation
- The number of weekday vehicle trips generated by the site when site is completed will not exceed 7 trips daily.

Package of Measures and Action Plan

To achieve this the applicants will be looking to eventually install electric charging ports within the car parking area so that staff which have to arrive at the site by car can be encouraged to make the switch to electric vehicles more easily knowing that there is an electric charging port at their place of work. The college will also encourage arriving at the site by foot or bicycle instead of getting dropped off by car.

In terms of hard measures (infrastructure on site), the site includes the provision of two bicycle storage sheds as shown on the proposed bicycle and bin storage plans. The bicycle storage sheds will provide up to 20 bicycle parking spaces. Should additional bicycle storage spaces be necessary these will be installed soon after the college takes up occupation of the site. The college will then seek to review the amount of bicycle parking provision in two years time and install additional spaces as required.

The college will also seek to make improvements to the quality of the pedestrian access points. This will include the allocation of safe crossing points, tactile paving, dropped kerbs, disabled access, CCTV, and improved lighting at pedestrian access points.

The college will look to purchase some bicycles/scooters and introduce a shared use scheme of the bicycles so that students attending the college who may not own a bike of their own will be able to use the colleges bike to arrive at the site.

The College will have a selection of umbrellas available within the foyer of the building so that in the event of heavy rain, students are not discouraged from walking home in the rain (as opposed to getting a taxi or a lift).

As discussed the college will encourage the increased use of sustainable forms of transport (e.g. walking, cycling). Students and staff will also be provided with advice or training on bicycle riding skills and how to ride bikes safely. This will have a range of positive outcomes firstly to the health of the students who will be exercising more frequently and will also provide a positive benefit to the wider environmental as a whole by decreasing the amount of car trips to/from the site and thus reduce CO2 emissions.

In the event that students do arrive or leave the premises by car, car pooling will be encouraged to limit the amount of trips made to the site. As previously mentioned the students attending the college all live locally to the application site and the trips to the site are expected to be negligible.

Given the convenient location of the college in close proximity to the nearby Prestwich, Broughton Park, Salford and Crumpsall areas, the location of the site lends itself to the use of sustainable modes of transport. The option to walk to the site will also be a lot more attractive to students given the short distances which students need to travel to get to the site.

The colleges curriculum will also include 'marketing' efforts which include an emphasis on the use of sustainable forms of transport. The curriculum will emphasise the benefits on physical health achieved by walking, cycling instead of jumping into a car or getting an uber. The curriculum will also focus on the positive impact that sustainable transport modes have on the environment and the world at large and will encourage the students to increase this awareness to their family and wider circle of friends. Students will be further encouraged to their bit for the environment inside and outside of the college. Activities to give back to nature and improve the environment will also be incorporated into the college curriculum. Students will be taken on trips to National Parks and the countryside outside of Manchester to appreciate nature at its best and gain an appreciation of the impact that increased pollution and carbon emissions has on the natural environment. It is anticipated that the focus on and positive encouragement on the use of sustainable transport and the negative impact of CO2 emissions on the environment will have a far reaching impact outside of the student body and college boundaries.

Students and staff will be provided with a full package of travel information upon their induction to the college. This will include but not be limited to the following information:

- Website links to Bus real time information
- Location of Noticeboards with travel advice and bus schedule updates.

- Walking directions to nearest metro link station and schedule of trams. This will also include a map of the Metrolink network and a link to Metrolink's website which will provide updates on the Metrolink service.
- Walking directions to nearest shops, pharmacy and all local amenities. This will include the distribution of maps showing safe and convenient local walking routes to services
- Quickest walking routes to the nearby local neighbourhoods.
- Location of bicycle storage and bicycle share scheme details.
- Opportunities for car pools from the different nearby neighbourhoods should this be necessary.
- A link to the Transport Plan which they can reviewed at any time.

The students will also be allocated a member of staff which they can consult with to access personalised travel planning advice.

Staff members will also be offered a package of incentives for making use of sustainable travel methods. This could be in the form of ride to works schemes, amazon vouchers, cycle loans or contributions to the purchase of sustainable modes of transport.

The college will also hold occasional promotional events for example bike week, walking week which further encourages the use of these sustainable modes of transport.

The college will publicise travel plan successes which it is anticipated will further promote the mode shift to the consistent and continued use of sustainable modes of transport and will further encourage other students to get involved and help reach the Travel Plan targets.

Management

The implementation, monitoring and review of the Travel Plan will be overseen by the a member of staff (to be confirmed) who will be appointed as the Travel Plan Coordinator. The appointed member of staff will receive training from a recognised body to oversee the promotion, implementation, management and review of the Travel Plan throughout its lifetime. The appointed member of staff will be answerable to Mr Akiba Pines, the site coordinator and college founder.

The Travel Plan will be reviewed every six months by the Travel Plan Coordinator. In the event that a change has to be implemented before the six month review date, this will be carried out as and when necessary and updated within the travel plan at the six month review date.

The teachers and staff at the college will also be involved in introducing the travel plan initiatives in terms of the incorporation of the objectives of the travel plan into the college's curriculum. This will have the added benefit of ensuring that they are aware of (up to date with), and actively taking part in achieving the goals of the Travel Plan.

The costs associated with the implementation of the Travel Plan will be accounted for within the college's yearly budget. The amount to be budgeted will be decided by the colleges headteacher prior to their occupation of the site.

Conclusion

The targets and action plan within this Travel Plan and the associated Transport and Operational Statement will ensure that any traffic generated by the development does not exceed the capacity of nearby junctions, or that the development does not lead to excessive on-street parking.