



Eden Leadership Academies, Rayburn Way, Cheetham Hill, Manchester

Travel Plan

On behalf of **Eden Leadership Academies**



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1 Introduction

1.1 Background

- 1.1.1 Stantec UK Limited (Stantec) has been appointed by Eden Girls' and Eden Boys' Leadership Academies to prepare an updated Travel Plan (TP) for their site at Rayburn Way, Cheetham Hill in North Manchester.
- 1.1.2 Peter Brett Associates (now Stantec) produced an initial Travel Plan (Revision D) dated 10 January 2018. This Travel Plan was submitted with the planning application for the schools (planning application reference: 118805/FO/2018).
- 1.1.3 Planning permission for the schools was granted on 13 April 2018 and Condition 8 of the Decision Notice states:
- "8) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the utilisation of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached and monitoring of the utilisation of school buses."*
- 1.1.4 A copy of the Decision Notice is included as **Appendix A**. This updated Travel Plan has been prepared to provide the information listed and to discharge Condition 8 of the planning permission and should be read in conjunction with the initial TP submitted with the planning application.
- 1.1.5 Subsequently it was agreed with Manchester City Council to delay carrying out baseline travel surveys due to the Covid-19 pandemic. Although the Covid-19 pandemic is still ongoing, the Government has removed all restrictions and the schools are fully open. It was therefore considered that carrying out the baseline surveys in January 2022 would provide representative responses of how staff and pupils travel to the site.
- 1.1.6 For Eden Girls' Leadership Academy, questionnaire travel surveys were sent out to staff on Friday 28 January 2022 and pupil 'hands up' surveys were carried out in classrooms on Thursday 27 January 2022. In terms of response rates, 32 out of a total 69 members of staff (46%) completed the questionnaire surveys and 603 out of 636 pupils (95%) participated in the 'hands up' survey.
- 1.1.7 In addition, for Eden Boys' Leadership Academy, travel questionnaire surveys were sent out to staff on Monday 24 January 2022 and pupil 'hands up' surveys were carried out in classrooms on Tuesday 1 February 2022. In terms of response rates, 41 out of a total 82 members of staff (50%) completed the questionnaire surveys and 514 out of 624 pupils (82%) participated in the 'hands up' survey.

1.2 Report Structure

- 1.2.1 The remainder of this TP is structured as follows:
- **Section 2:** A summary of the results of the baseline staff travel questionnaires and pupil 'hands up' surveys for Eden Girls' Leadership Academy;
 - **Section 3:** A summary of the results of the baseline staff travel questionnaires and pupil 'hands up' surveys for the Eden Boys' Leadership Academy;
 - **Section 4:** A comparison the results of the baseline surveys against the preliminary forecasts set out in the initial Travel Plan, submitted with the planning application;
 - **Section 5:** A review of measures that have been implemented and details of new measures that are to be implemented;
 - **Section 6:** Sets out new targets based on the baseline travel surveys;

2 Summary of Girls' Leadership Academy Results

2.1 Introduction

- 2.1.1 This section provides a summary of the results of the baseline staff and pupil surveys for the Eden Girls' Leadership Academy.
- 2.1.2 A copy of the staff travel questionnaire is included as **Appendix B** and a copy of the pupil 'hands up' surveys is included as **Appendix C**.

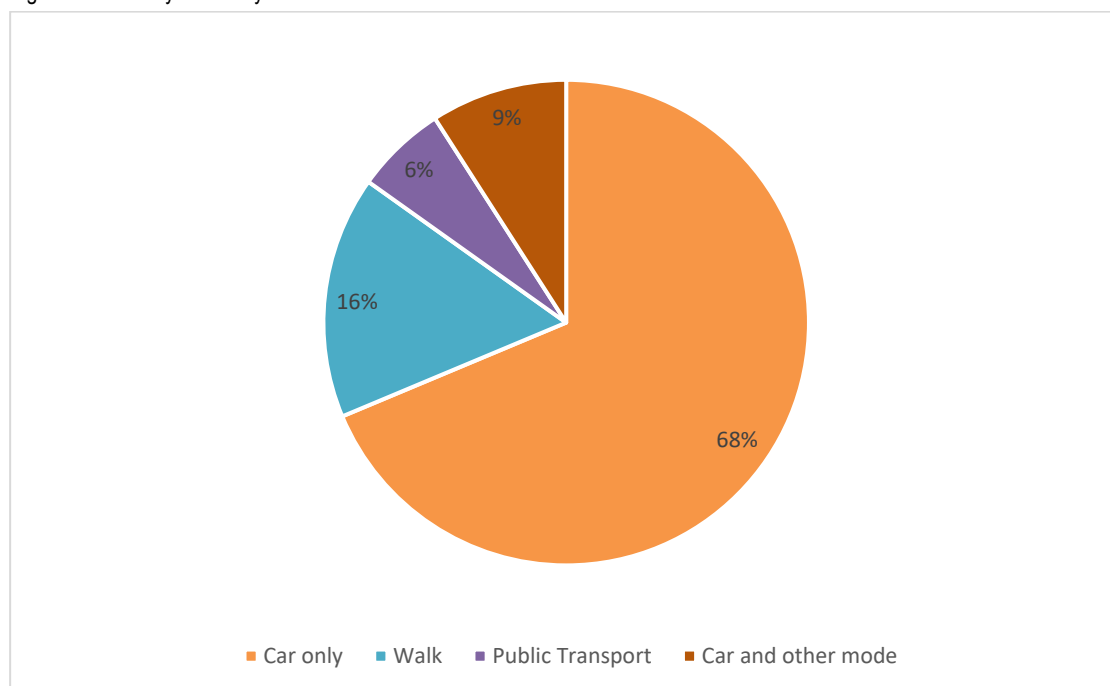
2.2 Girls' Leadership Academy Staff Surveys

- 2.2.1 The Eden Girls' Leadership Academy travel questionnaire surveys were sent out to staff on Friday 28 January 2022. In terms of response rates, 32 out of a total 69 members of staff (46%) completed the questionnaire surveys.
- 2.2.2 Staff were asked the following nine questions (**Appendix B**):
- 1) How do you travel to work?
 - 2) What is your postcode?
 - 3) How far do you travel to work (one way)?
 - 4) What would be your preferred way to travel to work?
 - 5) If you do not already do so, what would encourage you to cycle to work?
 - 6) If you do not already do so, what would make you consider walking to work?
 - 7) If you drive to work, would you consider joining a car share scheme?
 - 8) Do you have any ideas for improving the journey to school?
 - 9) Your school is working to make the journey to and from school safer and more sustainable. Would you consider joining the School Travel Plan Working Group?

How do you travel to work?

- 2.2.3 **Figure 1** provides a representation of the current mode that staff travel to work.

Figure 1: How do you usually travel to work?



- 2.2.4 As it can be seen from **Figure 1**, a majority of the Girls' school staff respondents, 68%, travel to work solely by car, and a further 9% travel by car some of the time or for part of the journey. A total of 16% of staff respondents walk to the school and 6% use public transport.

What is your postcode?

- 2.2.5 **Figure 2** shows where staff live in relation to the site.

Figure 2: Staff Home Postcode, Eden Girls' Academy



- 2.2.6 As it can be seen from **Figure 2**, staff of the Girls' school live throughout Greater Manchester, and some as far away as Warrington in Cheshire, and Preston in Lancashire.

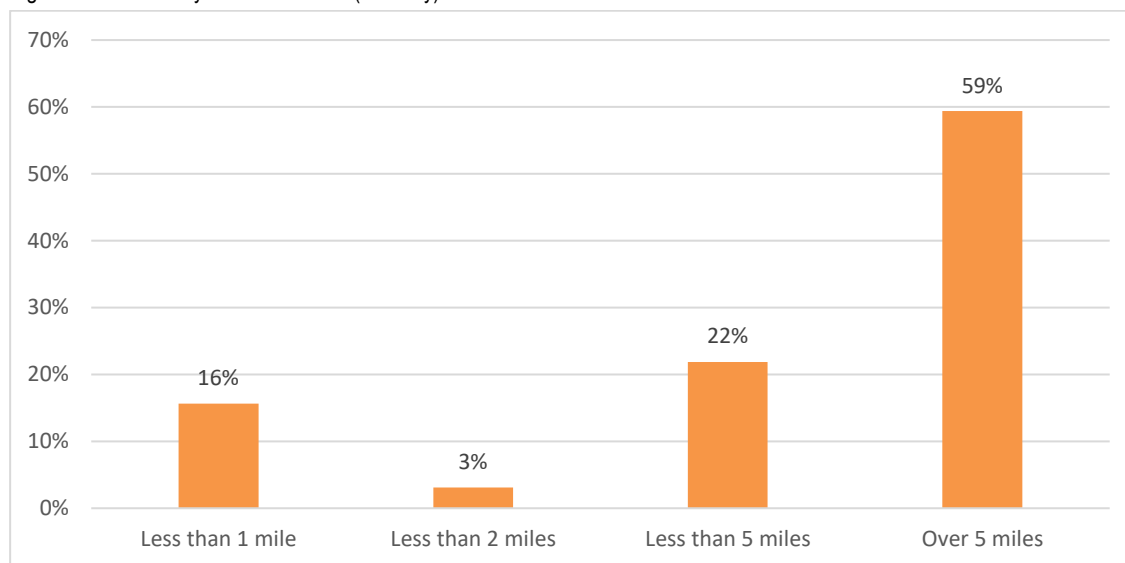
How far do you travel to work (one way)?

- 2.2.7 Staff were given the following options when responding to Question 3:

- Less than 1 mile
- Less than 2 miles
- Less than 5 miles
- Over 5 miles

- 2.2.8 **Figure 3** provides a summary of the distances that staff travel to work.

Figure 3: How far do you travel to work (one way)?

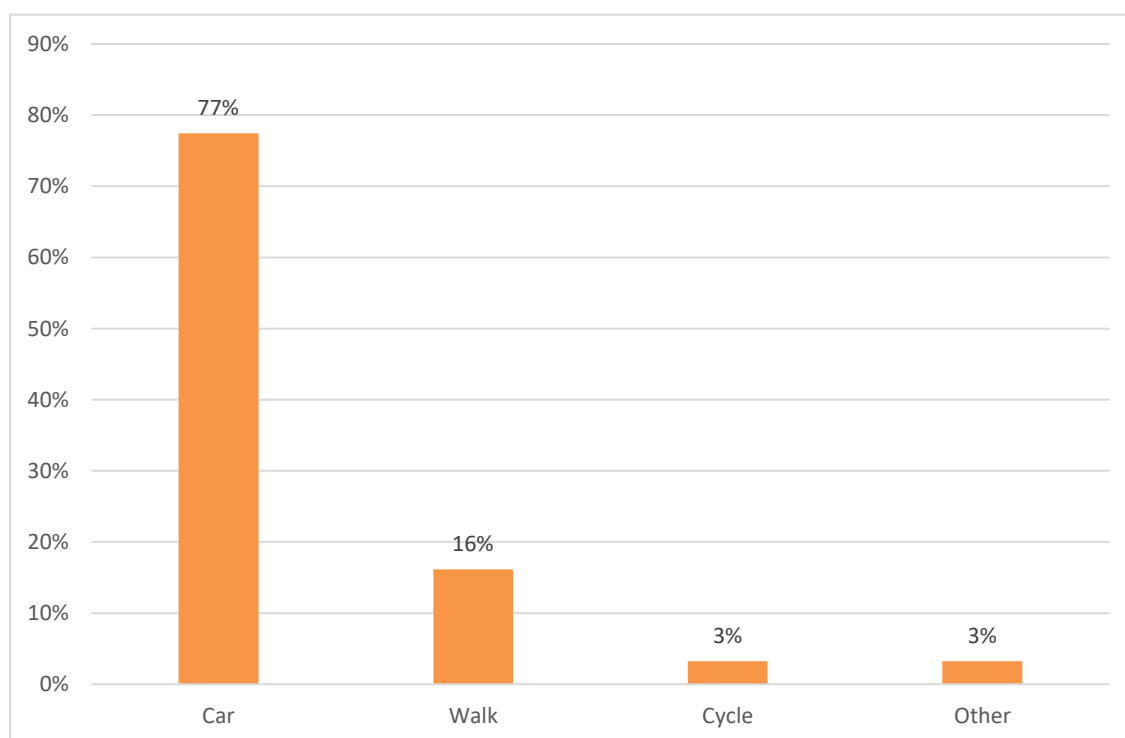


2.2.9 As it can be seen from **Figure 3**, a majority of the Girls' school staff, 59%, travel over 5 miles each-way to the school, 22% of staff travel more than 2 but less than 5 miles each-way, 3% travel more than a mile but less than 2 each way, and 16% travel less than a mile each-way to the school.

What would be your preferred way to travel to work?

2.2.10 **Figure 4** provides a summary of the preferred mode that staff would like to travel to work.

Figure 4: What would be your preferred way to travel to work?



2.2.11 As it can be seen from **Figure 4**, the majority of staff of the Boys' school, 77%, would prefer to travel to the school by car. Of the remaining respondents, 16% would prefer to walk to work, 3% to cycle and 3% by other means.

If you do not already do so, what would encourage you to cycle to work?

2.2.12 Staff were given the following options when responding to Question 5:

- Secure cycle storage
- Owning a bike/use of a bike
- Shower facilities
- Being more confident riding on the road
- Incentives to cycle
- Other – Please state

2.2.13 No staff of the Girls' school provided a response to this question.

If you do not already do so, what would make you consider walking to work?

2.2.14 Most responses to Question 6 stated distance to site as a reason for not walking to work.

2.2.15 One member of staff did respond that a path leading north of the site to the Queen Street tram stop would encourage them to walk to work. During the planning process for the site, pedestrian routes leading north of the site were considered, but had to be discounted due to third party land issues.

2.2.16 Further to receiving the results of the surveys, Eden Academies is currently considering the potential to provide a pedestrian route from the north of the site to Queens Road. MCC will be updated in due course if a pedestrian route can be provided to Queens Road.

If you drive to work, would you consider joining a car share scheme?

2.2.17 From the responses to Question 7, 14 members of staff stated yes to joining a car share scheme and 16 members of staff stated no. The remaining two members of staff that returned the questionnaire travel survey did not answer this question.

2.2.18 The results of the survey demonstrate that almost half of the members of staff would be willing to consider joining a car share scheme.

Do you have any ideas for improving the journey to school?

2.2.19 Approximately 50% of members of staff that returned the questionnaire provided ideas. Four members of staff suggested the provision of a second access to the site. As stated in paragraph 2.2.16, this was discounted due to third party land issues.

2.2.20 One member of staff stated the provision of electric charges for both schools. It is unclear if this idea related to electric vehicle chargers or e-bike/e-scooters. As part of the development, electrical vehicle charging points were installed in both the Girls' and Boys' Academy car parks.

2.2.21 Other responses included late start time, working from home and school bus. The Girls' Academy has a set timetable. In addition, although home working did occur during the pandemic, pupils learn better when attending school. Regarding operation of a school bus to transport staff to work, this has been discounted due to the wide catchment area that staff live.

2.2.22 Response outside of the academy's control are weather and staff moving to Manchester to live. One response suggested "have staff priority somehow over parents", but it is unclear how this measure could improve the journey.

Your school is working to make the journey to and from school safer and more sustainable. Would you consider joining the School Travel Plan Working Group?

2.2.23 A positive response to Question 9 was provided, with 19 members of staff confirming yes to joining the School Travel Plan Working Group. Only 11 members of staff confirmed no to joining the working group, with two members of staff providing no response to this question.

2.3 Girls' Leadership Academy Pupil Surveys

2.3.1 The Eden Girls' Leadership Academy pupil 'hands up' surveys were carried out in classrooms on Thursday 27 January 2022. In terms of response rates, 603 out of 636 pupils (95%) participated in the 'hands up' survey.

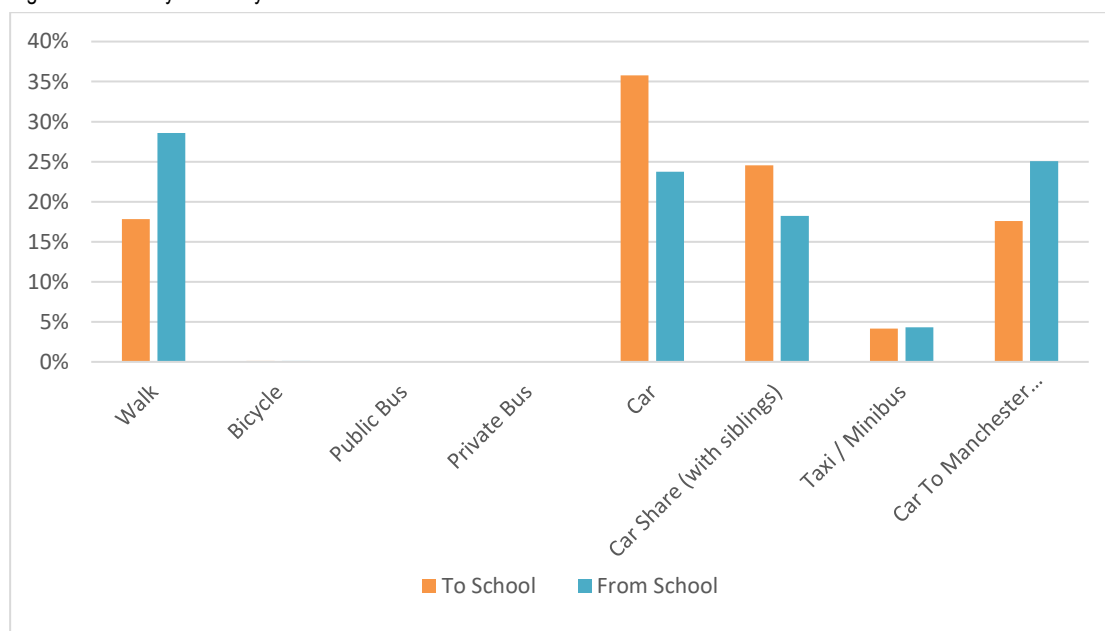
2.3.2 The member of staff carrying out the 'hands up' survey was asked to complete the following questions (**Appendix C**):

- 1) Date
- 2) Class Name/Year
- 3) How many children present in the classroom?
- 4) How do you usually (i.e. at least 3 days of the week) travel to and from school?
- 5) From the following list, what are the most important factors when deciding how to travel to/from school?
- 6) Is there anything else which you think is important?
- 6a) If you currently travel by car, what are the main reasons for not walking, cycling or using public transport?
- 6b) What would encourage you to consider changing the way you travel to and from school e.g., walking, cycling or public transport?

How do you usually (i.e. at least 3 days of the week) travel to and from school?

2.3.3 **Figure 5** provides a summary of current mode that pupils travel to and from school. The question was split for the travel to and from school, as it is recognised that parents/carers may be available to drop pupils off in the morning but may still be at work when the school finishes.

Figure 5: How do you usually travel to and from school?



Note: truncated response reads 'Car to Manchester Fort/ Rayburn Way and Walk to School'

2.3.4 As it can be seen from **Figure 5**, the highest responses for travelling to and from school include the use of car.

2.3.5 It can be stated, however, that walking from school is significantly higher than the same mode travelling to school in the morning. In addition, both travel by car and car share reduce on the return journey from school in comparison with the journey to school.

- 2.3.6 Car to Manchester Fort/ Rayburn Way and walk to school also forms a significant proportion of method of travel to school for the pupils of the Girl's school.

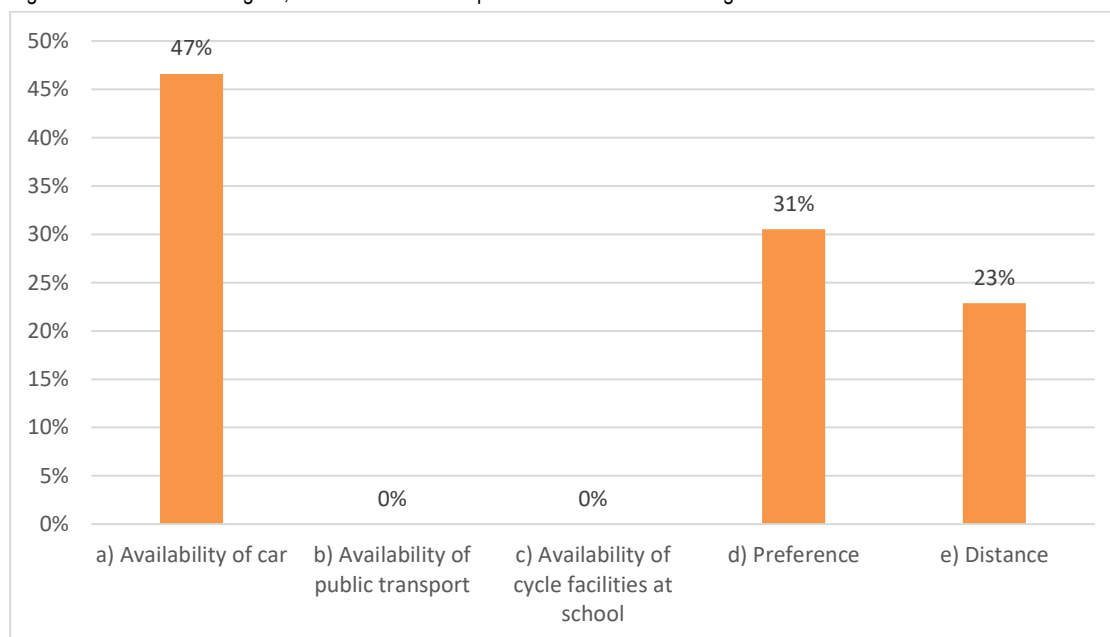
From the following list, what are the most important factors when deciding how to travel to/ from school?

- 2.3.7 Pupils were given the following options when responding to Question 4:

- a) Availability of car
- b) Availability of public transport
- c) Availability of cycle facilities at school
- d) Preference
- e) Distance

- 2.3.8 **Figure 6** provides a summary of current mode that pupils travel to and from school. Again, the question was split for the travel to and from school, as it is recognised that parents/carers may be available to drop pupils off in the morning but may still be at work when the school finishes.

Figure 6: From the following list, what are the most important factors when deciding how to travel to/ from school?



Note: subject to rounding

- 2.3.9 As it can be seen from **Figure 6**, the availability of car is the most important factor for pupils when deciding how to travel to/ from the Girls' school. The results also suggest that pupils do not consider the availability of public transport or cycle facility at the school to be important factors when deciding how to travel.

Is there anything else which you think is important?

- 2.3.10 Pupils responded to this question stating the most important measure would be to operate a school bus.
- 2.3.11 During the planning process, the operation of school buses was considered when assessing the forecast traffic impact associated with the schools.
- 2.3.12 The academies did envisage operating bus services to transport pupils to and from the Rayburn Way site at the start and end of the school day based on the location of where pupils live. When the academies originally opened at the temporary site at Balmfield Street (approximately 500m to the northwest of the permanent Rayburn Way site) in 2017, pupils enrolled at the school from

all over Greater Manchester. Subsequently, pupils enrolling at the school live more locally to the site.

- 2.3.13 The postcode for the site is M8 8DT. **Table 2.1** provides a summary of pupil postcodes for both the Girls' and Boys' academies, for Years 7 to 11. Year 11 pupils originally enrolled at the schools as Year 7 pupils in 2017 at the temporary Balmfield Road site, whereas Year 7 pupils have just enrolled onto the schools in 2022.

Table 2.1: Girls' & Boys' Pupil Postcodes

Postcode (Short)	Yr 07 (2021)	Yr 08 (2020)	Yr 09 (2019)	Yr 10 (2018)	Yr 11 (2017)	Grand Total
BL3				1		1
BL9	1	1	1	1	2	6
M11			1	1	1	3
M12	1	1			3	5
M13	1	1	1	1	6	10
M14	4	1	1	4	3	13
M15	1	1	1		3	6
M16	2	1	3	5	12	23
M18					3	3
M19					1	1
M20	1	2			3	6
M21	1	1	2	2	3	9
M22		1		1		2
M24		1	2	1	2	6
M25	8	2	8	6	16	40
M27		1		1		2
M32				1	3	4
M33				1	1	2
M34		1				1
M38		1				1
M4	3			1		4
M40	5	6	5	5	6	27
M45	1	1		2	1	5
M6	2	2		3	2	9
M7	2	13	8	11	4	38
M8	203	212	207	179	132	933
M9	11	5	7	10	9	42
OL11	3	1	1	1	8	14
OL12					4	4
OL16				1		1
OL2				1		1
OL4		2		1	4	7
OL6					2	2
OL8	2	2	1		6	11
OL9					1	1
Grand Total	252	260	249	241	241	1243

- 2.3.14 As it can be seen from **Table 2.1** most pupils live within the M8 postcode where the site is located. It can also be seen that the number of pupils living in postcode M8 has increased since the opening year, from 54% in 2017 (Yr 11) to 81% in 2022 (Yr 07).
- 2.3.15 In addition to the postcode data summarised in **Table 2.1**, **Plan 1** included within this report also demonstrates that most pupils of the Girls' Academy live within a 1.5-mile radius of the site.
- 2.3.16 Based on the distance that majority of pupils live from the site, it would therefore not be practical to operate bus services to transport pupils to and from site. The cost to operate bus services would not be feasible to be funded by the academies and having discussed with parents, parents are not willing to pay for their children to be transported by bus due to the relatively short distance from site.

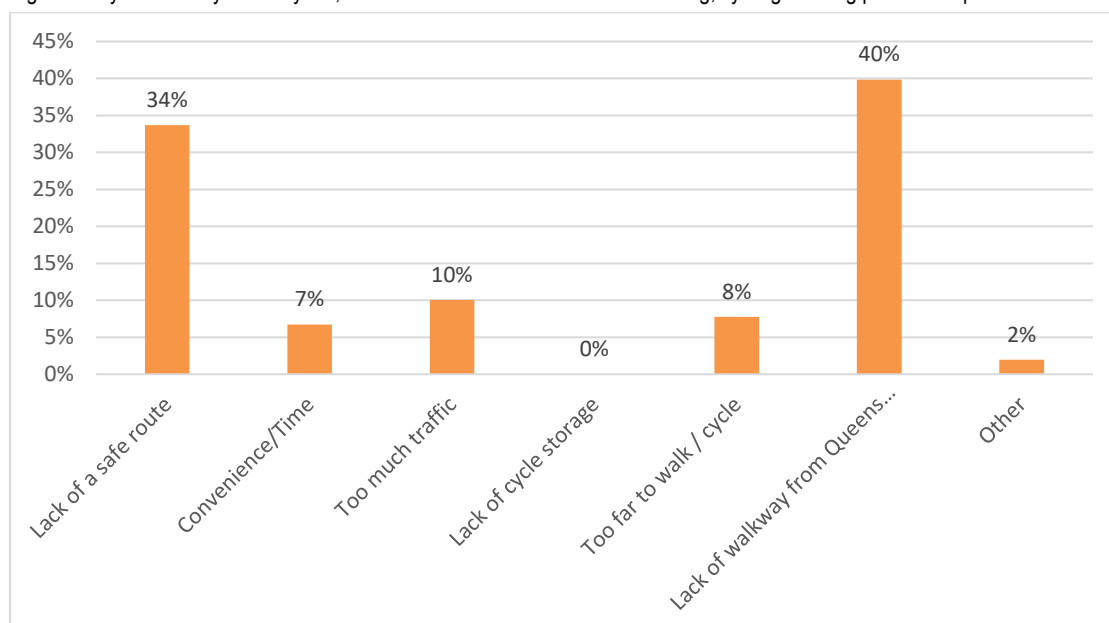
If you currently travel by car, what are the main reasons for not walking, cycling or using public transport?

- 2.3.17 Pupils were given the following options when responding to Question 6a:

- Lack of a safe route;
- Convenience/Time;
- Too much traffic;
- Lack of cycle storage;
- Too far to walk/cycle;
- Lack of walkway from Queens Road, Irish Centre;
- Other.

- 2.3.18 **Figure 7** provides a summary of main reasons chosen to travel by car.

Figure 7: If you currently travel by car, what are the main reasons for not walking, cycling or using public transport?



Note: subject to rounding

- 2.3.19 As it can be seen from **Figure 7**, the majority of the Girls' school pupil respondents, 40%, consider the lack of a walkway from Queens Road to be a main reason for not walking, cycling or using public transport to travel to school.
- 2.3.20 As stated earlier in this report, Eden Academies is currently considering the potential to provide a pedestrian route from the north of the site to Queens Road.

- 2.3.21 Similarly, 34% consider the lack of a safe route to be a main reason. Responses citing traffic levels, convenience/ time and distance were also recorded.

What would encourage you to consider changing the way you travel to and from school e.g., walking, cycling or public transport?

- 2.3.22 Pupils responded to this question stating that lights on Rayburn Way in the dark would encourage a change to their current mode of travel.
- 2.3.23 Rayburn Way, which forms part of the public adopted highway, is a single carriageway road, subject to a 20mph speed limit and has the benefit of street lighting. Parking is prohibited during all times of the day along both sides of Rayburn Way in the form of double yellow lines. Loading is also prohibited Monday to Friday from 8am to 5pm along both sides of the road.
- 2.3.24 Manchester City Council, as Local Highway Authority, should be contacted if there is an issue with the existing street lighting along Rayburn Way.

3 Summary of Boys' Leadership Academy Results

3.1 Introduction

- 3.1.1 This section provides a summary of the results of the baseline staff and pupil surveys for the Eden Boys' Leadership Academy.
- 3.1.2 A copy of the staff travel questionnaire is included as **Appendix B** and a copy of the pupil 'hands up' surveys is included as **Appendix C**.

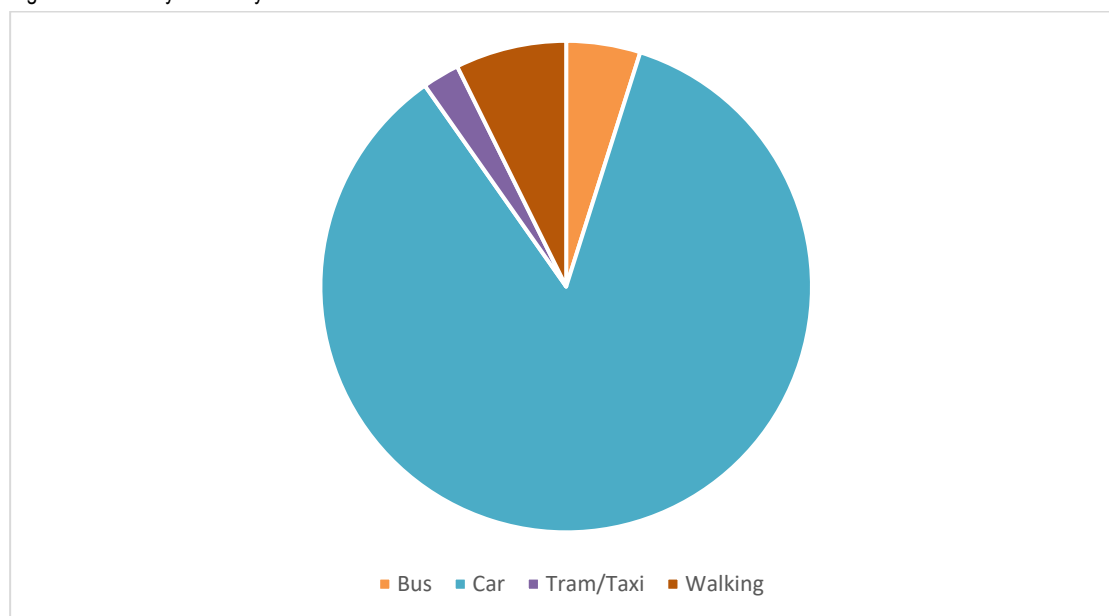
3.2 Boys' Leadership Academy Staff Surveys

- 3.2.1 The Eden Boys' Leadership Academy travel questionnaire surveys were sent out to staff on Monday 24 January 2022. In terms of response rates, 41 out of a total 82 members of staff (50%) completed the questionnaire surveys.
- 3.2.2 Staff working at the Boys' Academy were asked the same question as asked of staff working at the Girls' Academy (**Appendix B**):

How do you travel to work?

- 3.2.3 **Figure 8** provides a summary of current mode that staff travel to work.

Figure 8: How do you usually travel to work?



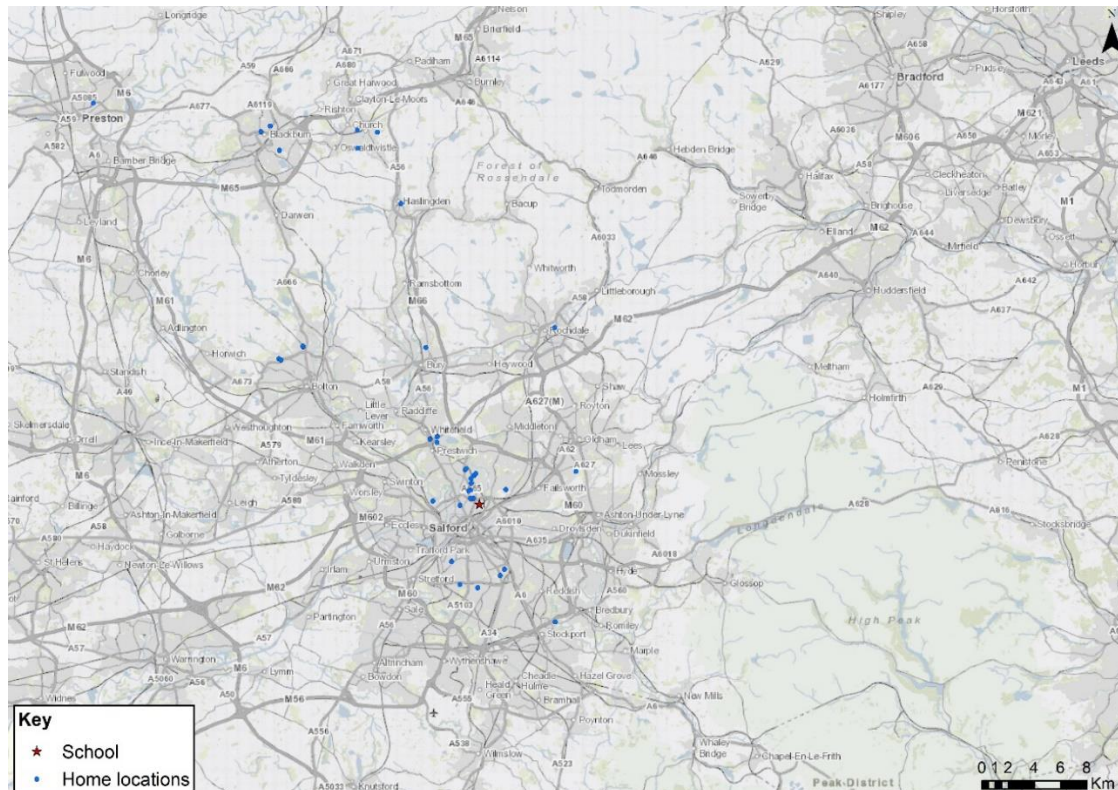
Note: subject to rounding

- 3.2.4 As it can be seen from **Figure 8**, a majority of the Boys' school staff respondents, 85%, travel to work car, and 2% travel to school via a combination of tram and taxi. Additionally, 7% of staff respondents walk to the school and 5% use the bus.

What is your postcode?

3.2.5 **Figure 9** shows where staff live in relation to the site.

Figure 9: Staff Home Postcode, Eden Boys' Academy



3.2.6 As it can be seen from **Figure 9**, staff of the Boys' school live throughout Greater Manchester, and some as far Blackburn and Preston in Lancashire.

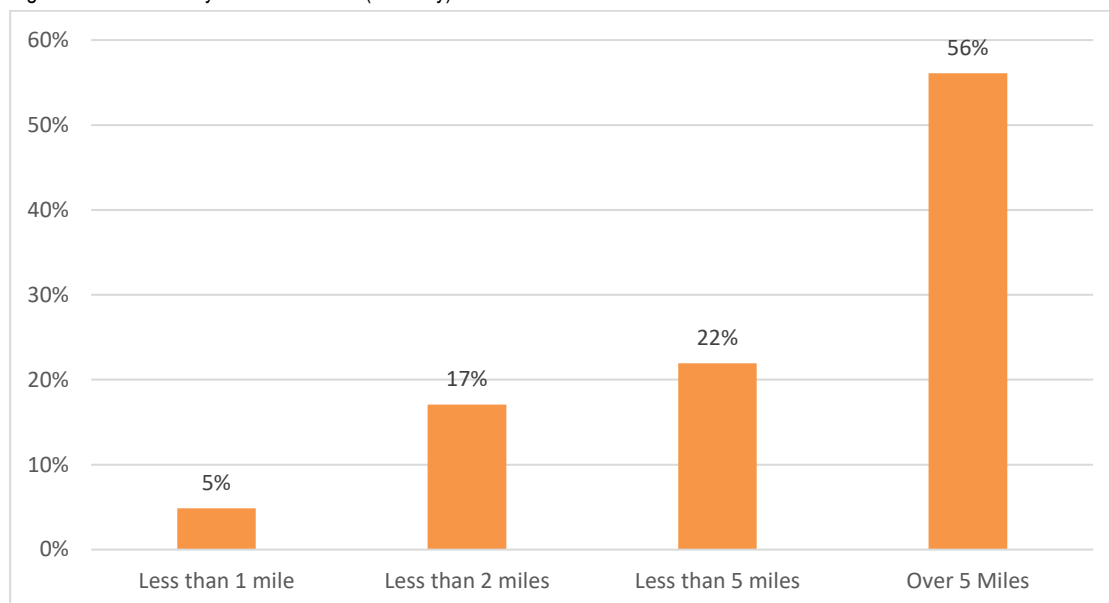
How far do you travel to work (one way)?

3.2.7 Staff were given the following options when responding to Question 3:

- Less than 1 mile
- Less than 2 miles
- Less than 5 miles
- Over 5 miles

3.2.8 **Figure 10** provides a summary of the distances that staff travel to work.

Figure 10: How far do you travel to work (one-way)?

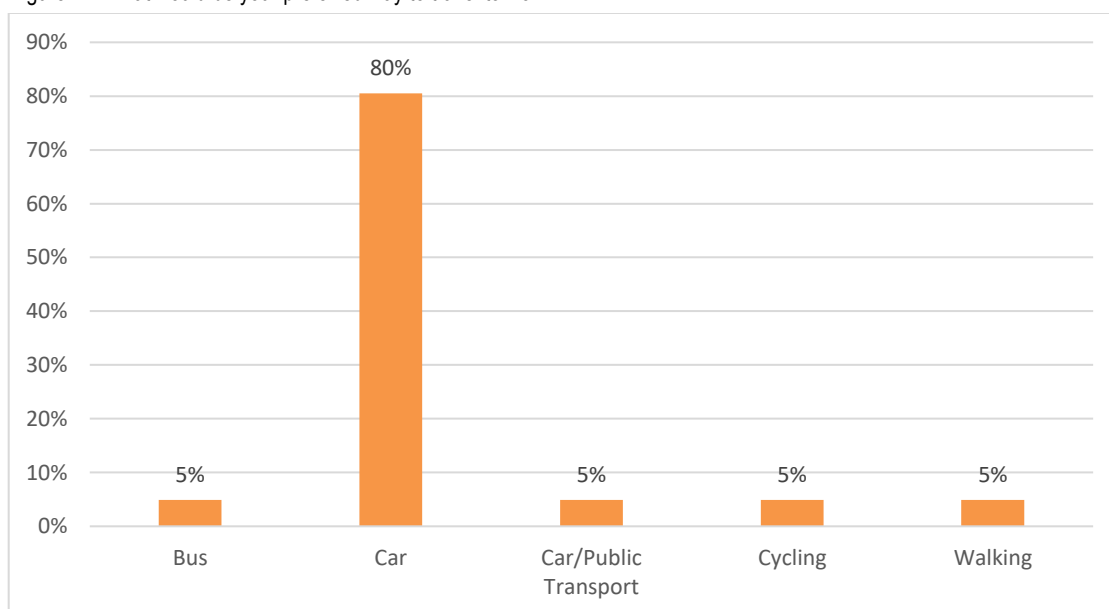


3.2.9 As it can be seen from **Figure 10**, the majority of staff, of the Boys' school, 56%, travel over 5 miles each-way to school on a working day. Of the remaining staff, 22% travel less than 5 miles but more than 2, 17% travel less than 2 miles but more than 1, and 5% travel less than 1 mile.

What would be your preferred way to travel to work?

3.2.10 **Figure 11** provides a summary of the preferred mode that staff would like to travel to work.

Figure 11: What would be your preferred way to travel to work?



3.2.11 As it can be seen from **Figure 11**, the majority of staff of the Boys' school, 80%, would prefer to travel to the school by car, additionally, 5% of staff would travel via a mixture of car and public transport. Of the remaining respondents, bus, cycling and walking each account for 5% of the preferred way to travel to work.

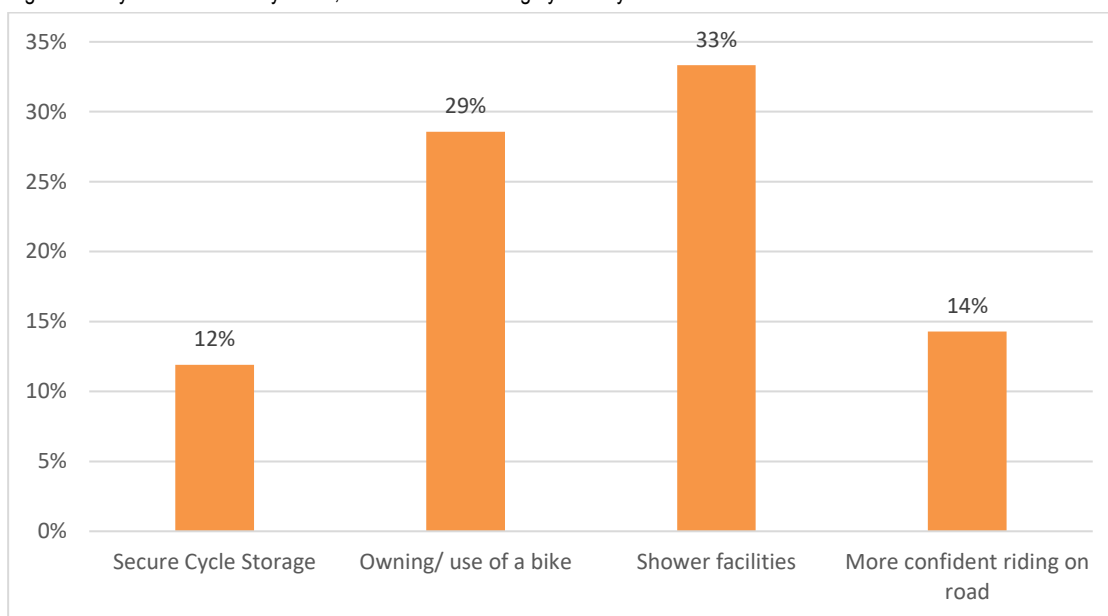
If you do not already do so, what would encourage you to cycle to work?

3.2.12 Staff were given the following options when responding to Question 5:

- Secure cycle storage
- Owning a bike/use of a bike
- Shower facilities
- Being more confident riding on the road
- Incentives to cycle
- Other – Please state

3.2.13 **Figure 12** provides a summary of the staff responses to Question 5.

Figure 12: If you do not already do so, what would encourage you to cycle to work?



- 3.2.14 As it can be seen from **Figure 12**, the majority of respondents indicated that end-user facilities would encourage them to cycle to work, with 33% responding in favour of shower facilities, and 12% for secure cycle storage. Additionally, 29% responded that owning or having use of a bike would encourage them to cycle, while 14% of responses concerned being more confident riding on the road.
- 3.2.15 Thirteen members of staff provided other responses, with five members of staff stating the distance to cycle would be too far. Two members of staff stated weather and another two members of staff stated school run as reasons not to cycle. One member of staff stated that nothing could encourage them to cycle to work.
- 3.2.16 One member of staff did state “being able to ride a bike” as a reason for not cycling. Manchester City Council offers free training for people wishing to cycle. The website is <http://www.bikeright.co.uk>.
- 3.2.17 Another member of staff stated a bike path as a reason not to cycle. Although there will not be a dedicated cycle route from house to site, Cheetham Hill Road, which is the main road in the vicinity of the site does have a shared footway/cycleway along both sides of the road.
- 3.2.18 The final reason stated to encourage cycling was an increase in wages. Eden Academies do not offer an incentive in the form of a wage increase to encourage staff to cycle to work. Incentives that are offered however is providing interest free loans to purchase cycles and cycle equipment.

If you do not already do so, what would make you consider walking to work?

- 3.2.19 Most responses to Question 6 stated distance to site as a reason for not walking to work.

- 3.2.20 One member of staff responded that they could not walk to work due to dropping children off at Breakfast Club and two responses stated weather as a reason for not walking.

If you drive to work, would you consider joining a car share scheme?

- 3.2.21 From the responses to Question 7, 20 members of staff stated yes, possibly to joining a car share scheme and 15 members of staff stated no. The remaining six members of staff that returned the questionnaire travel survey did not answer this question.
- 3.2.22 The results of the survey demonstrate that almost half of the members of staff would be willing to consider joining a car share scheme.

Do you have any ideas for improving the journey to school?

- 3.2.23 Approximately 25% of members of staff that returned the questionnaire provided ideas. Three members of staff suggested the provision of a second access to the site. As stated in paragraph 2.2.16, this was discounted due to third party land issues.
- 3.2.24 Two members of staff stated subsidising public transport tickets. Eden Academies is exploring offering interest free loans to staff for the purchase of public transport season tickets.
- 3.2.25 Other responses related to improving the journey to work travelling by car. These responses have been discounted as travel by single occupancy car is not the purpose of the Travel Plan.

Your school is working to make the journey to and from school safer and more sustainable. Would you consider joining the School Travel Plan Working Group?

- 3.2.26 A positive response to Question 9 was provided, with 15 members of staff confirming yes, possibly to joining the School Travel Plan Working Group. The remaining 22 responses confirmed no to joining the working group, with four members of staff providing no response to this question.

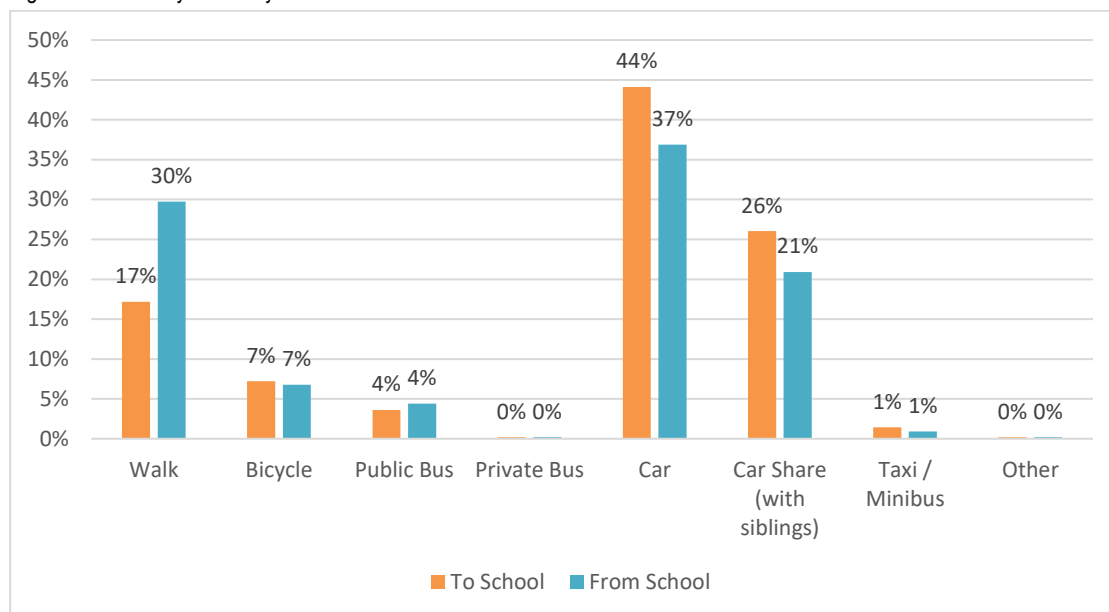
3.3 Boys' Leadership Academy Pupil Surveys

- 3.3.1 The Eden Boys' Leadership Academy pupil 'hands up' surveys were carried out in classrooms on Tuesday 1 February 2022. In terms of response rates, 514 out of 624 pupils (82%) participated in the 'hands up' survey.
- 3.3.2 The member of staff carrying out the 'hands up' survey asked pupils the same questions that was asked for the Girls' Academy (**Appendix C**):

How do you usually (i.e. at least 3 days of the week) travel to and from school?

- 3.3.3 **Figure 13** provides a summary of current mode that pupils travel to and from school. The question was split for the travel to and from school, as it is recognised that parents/carers may be available to drop pupils off in the morning but may still be at work when the school finishes.

Figure 13: How do you usually to and from school?



3.3.4 As it can be seen from **Figure 13**, the highest response for travelling to and from school is by car, with 44% and 37% of the responses respectively.

3.3.5 It can however be seen that walking from school is significantly higher than the same mode travelling to school in the morning. In addition, both travel by car and car share reduce on the return journey from school in comparison with the journey to school.

From the following list, what are the most important factors when deciding how to travel to/ from school?

3.3.6 Pupils were given the following options when responding to Question 4:

- a) Availability of car
- b) Availability of public transport
- c) Availability of cycle facilities at school
- d) Preference
- e) Distance

3.3.7 This question was answered by pupils of the Boys' school via a show of hands, therefore, individual responses were not counted. The response of the pupils showed that the availability of car and the distance were the most important factors when deciding how to travel to/ from school, mirroring the response of the Girls' school. Other than car availability and distance, the preference of pupils was considered the next and only important factor when deciding how to travel to/ from school.

Is there anything else which you think is important?

3.3.8 Pupils provided a number of responses to this question, including operation of a school bus, path leading from north of site to Queens Road and weather. The school bus has been discounted previously in this report.

3.3.9 As demonstrated in **Table 2.1**, most pupils live within the M8 postcode that the site is located. It can also be seen that the number of pupils living in postcode M8 has increase since the opening year, from 54% in 2017 (Yr 11) to 81% in 2022 (Yr 05).

- 3.3.10 In addition to the postcode data summarised in **Table 2.1, Plan 2** included within this report also demonstrates that the majority of pupils of the Boys' Academy live within a 1.5-mile radius of the site.
- 3.3.11 Based on the distance that majority of pupils live from the site, it would therefore not be practical to operate bus services to transport pupils to and from site. The cost to operate bus services would not be feasible to be funded by the academies and having discussed with parents, parents are not willing to pay for their children to be transported by bus due to the relatively short distance from site.
- 3.3.12 Aside from the above, one response stated that pedestrian crossing on Rayburn Way is an important reason. The provision of a pedestrian crossing on Rayburn Way has been previously assessed but was discounted as Rayburn Way is subject to a 20mph speed limit and no parking and loading is permitted during the school day. Subject to road users adhering to the restrictions, Rayburn Way should be safe for pupils to cross.

If you currently travel by car, what are the main reasons for not walking, cycling or using public transport?

- 3.3.13 Pupils were given the following options when responding to Question 6a:
- Lack of a safe route;
 - Convenience/Time;
 - Too much traffic;
 - Lack of cycle storage;
 - Too far to walk/cycle;
 - Lack of Walk Way from Queens Road, Irish Centre;
 - Other.
- 3.3.14 Pupils stated that all the responses listed, except for lack of cycle storage for reasons not to walk, cycle or use public transport.

What would encourage you to consider changing the way you travel to and from school e.g., walking, cycling or public transport?

- 3.3.15 Pupils responded to this question with a number of reasons, including school bus, path leading to north of site, weather and cycle lessons. These items have been picked up earlier in this report.

4 Comparison with Survey Results

4.1 Introduction

- 4.1.1 This section provides a comparison of the baseline surveyed results with the initial travel modes forecasts in the Travel Plan, submitted with the planning application.

4.2 Travel Plan Forecast Modes

- 4.2.1 **Table 4.1** provides a summary of the travel modes that was forecast in the initial Travel Plan submitted with the planning application.

Table 4.1: Main Mode of Travel to Education

Mode	Secondary School	6 th Form (17-18 age band)	Staff
Walk	40%	22%	11%
Cycle	2%	3%	2%
Motorcycle, scooter, moped	0%	0%	1%
Car/Van Driver	0%	0%	56%
Car/Van Passenger	15%	11%	5%
Train	0%	0%	5%
Metrolink	3%	12%	3%
Bus, Coach, minibus	38%	51%	16%
Taxi/minicab	1%	0%	1%
Study mainly at home	0%	0%	0%
Other	1%	1%	0%
Total	100%	100%	100%

Source: Table 4.1 of initial Travel Plan submitted with planning application

4.3 Baseline Survey Results

- 4.3.1 The academies currently operate the secondary schools, (Years 7 to 11), but the buildings will not be fully occupied until next year when the sixth form commences.
- 4.3.2 **Table 4.2** provides a summary of the secondary school and staff travel modes for the Girls' Academy.

Table 4.2: Main Mode of Travel to Education – Girls' Academy

Mode	Secondary School		Staff
	To School	From School	
Walk	18%	29%	11%
Cycle	0%	0%	0%
Motorcycle, scooter, moped	0%	0%	0%
Car/Van Driver	36%	24%	78%
Car/Van Passenger	25%	18%	0%
Train	0%	0%	3%
Metrolink	0%	0%	3%
Bus, Coach, minibus	0%	0%	4%
Taxi/minicab	4%	4%	1%
Study mainly at home	0%	0%	0%
Other	18%	25%	0%
Total	100%	100%	100%

- 4.3.3 **Table 4.3** provides a summary of the secondary school and staff travel modes for the Boys' Academy.

Table 4.3: Main Mode of Travel to Education – Boys' Academy

Mode	Secondary School		Staff
	To School	From School	
Walk	17%	30%	16%
Cycle	7%	7%	0%
Motorcycle, scooter, moped	0%	0%	0%
Car/Van Driver	44%	37%	69%
Car/Van Passenger	26%	21%	0%
Train	0%	0%	6%
Metrolink	0%	0%	3%
Bus, Coach, minibus	4%	4%	3%
Taxi/minicab	1%	1%	3%
Study mainly at home	0%	0%	0%
Other	0%	0%	0%
Total	100%	100%	100%

4.4 Travel Mode Comparison

Pupils

- 4.4.1 The results of the Girls' and Boys' academies identify that the main modes of travel for pupils are solo car passenger (car/van driver), car share (car/van passenger) and walking. For the Girls' Academy, the combined car passenger and car share is over 50% for the trip to school, and for the Boys Academy is 70% travel by car.
- 4.4.2 In comparison with the forecast modes, only 15% of pupils were envisaged to travel by car.

- 4.4.3 As can be seen from the baseline survey results however there are zero pupils of the Girls' Academy and only 4% of pupils from the Boys' Academy travelling by bus.
- 4.4.4 With regard to walking, it can be seen that more pupils walk from both schools in comparison with the trip to school. This is understood mainly to be due to parents/carers still being at work when the schools finish.
- 4.4.5 In comparison with the forecast modes however it can be seen that walking from school is 10% lower than the number envisaged to walk.
- 4.4.6 Finally, it can be seen from the forecast modes, that only 2% of secondary pupils would travel by cycle. Although no pupils of the Girls' Academy cycle to school, 7% of pupils do travel by cycle to the Boys' Academy.

Staff

- 4.4.7 The results of the Girls' and Boys' academies identify that the main modes of travel for staff are solo car passenger (car/van driver) and walking. For the Girls' Academy, 78% of staff drive and 69% of staff from the Boys' Academy drive to work. In comparison, the forecast modes envisaged that 56% of staff would drive to work.
- 4.4.8 It can also be seen from the baseline results that walking is the second highest mode for staff. For the Girls' Academy 11% walk and for the Boys' Academy 16% walk to work. In comparison with the forecast modes, the Girls' Academy is in line with the forecast of 11% but is almost 50% higher for the Boys' Academy.
- 4.4.9 In terms of public transport, it can be seen from the baseline results that travel by train and tram is in line with the forecast levels for both the schools. Travel by bus is however more than 10% lower for both schools than forecast.
- 4.4.10 As can be seen from the baseline survey results however there are zero pupils of the Girls' Academy and only 4% of pupils from the Boys' Academy travelling by bus.
- 4.4.11 With regard to walking, it can be seen that more pupils walk from both schools in comparison with the trip to school. This is understood mainly to be due to parents/carers still being at work when the schools finish.
- 4.4.12 In comparison with the forecast modes however it can be seen that walking from school is 10% lower than the number envisaged to walk.
- 4.4.13 Finally, it can be seen from the forecast modes, that only 2% of staff would travel by cycle. The baseline surveys however identified that no members of staff currently cycle to work.

5 Implemented Travel Plan Measures

5.1 Introduction

- 5.1.1 This section provides details of the Travel Plan Co-ordinator and a review of measures that have been implemented and details of new measures that are to be implemented.

5.2 Travel Pan Co-ordinator

- 5.2.1 The designated Travel Plan Co-ordinator for the site is Farhan Patel, who is the Business Manager at the Eden Girls' Leadership Academy. Contact details are:

Email - EGM_Finance@edenmanchester.staracademies.org
Eden Girls' Leadership Academy
40 Rayburn Way
Manchester
M8 8DT

5.3 Implemented Measures

- 5.3.1 **Table 5.1** identifies the initiatives and actions that have been implemented since the opening of the Rayburn Way site.

Table 5.1: Implemented Initiatives and Actions

Initiative	Actions
Publicity Initiatives	- School newsletters - Corridor or classroom displays on sustainable transport - School prospectus and policy - Assemblies - Travel details on school website - Public transport and safe route information - Health Awareness programs for staff and pupils
Walking Initiatives	- Identify walking routes to and from school - Walking buddies - Walk once a week scheme
Cycling Initiatives	- Cycling buddy schemes (novice and experienced cyclists pair up) - Cycle storage and lockers - Termly cyclists' breakfast scheme with staff and/or pupils
Public Transport Initiatives	- Provide information about public transport services - Educate pupils on how to use timetables - The school will develop a 'travel directions sheet' with details of local transport links which will be sent to all visitors - Local transport issues to be published on the school website
Car Use Initiatives	School newsletter – do not use Rayburn Way

Initiative	Actions
	- Invite parents/carers to sign a Parents' Pledge aimed at promoting responsible use of the car - Car free day/share a lift day - Parents/carers will be urged to avoid driving to/from school. TPC will communicate the importance and benefits of traveling via sustainable transport modes including through mobile messaging, newsletters and or during various events at the school.
Inside school ground/ highway	- Priority to pedestrians and cyclists - School staff supervision

5.4 Proposed New Measures

Walking – Pupils and Staff

- 5.4.1 Eden Academies is currently considering the potential for providing a pedestrian route from the north of the site to Queens Road. From the results of the surveys, both pupils and staff would welcome this provision.

Cycling - Pupils

- 5.4.2 It is recognised that there are no girls and 7% of boys currently cycling to school. To encourage pupils to cycle to school, Eden Academies has successfully applied to Transport for Greater Manchester's (TfGM) initiative 'Cycle and Stride for Active Lives'.
- 5.4.3 Cycle and Stride for Active Lives is an initiative from TfGM that supports community groups and people in Greater Manchester to become more active through walking and cycling. The aim is to reach communities who experience more barriers when it comes to walking and cycling.
- 5.4.4 The successful application has secured a grant to fund the following:
- Cycle Training
 - Learn to ride sessions – 8-10 sessions from Sept. 21 (8 pupils per session);
 - Intermediate group – Road Rider Ready: 4 sessions (6-8 pupils per session);
 - Basic maintenance – half day training x 6; and
 - Maintenance – train the trainer – City and Guilds.
 - Events - Options for end of term event & summer school:
 - GM Walking – stand with information on maps, walking apps, have a map of the area for people to pin where they live and then design a route; encouragement for champions; information for parents;
 - Pedal Powered Jukebox – participants choose their favourite song and then have to keep pedalling to make sure the song is played – a bit of fun! Pedal Power | PoWWow Pedal Power (powwow-pedal-power.org.uk);
 - Access Sport BMX taster sessions at the school;
 - Pop-up Dr Bike – someone on site to fix bikes;
 - Cycle instructors to deliver some training/set-up a track; and
 - Living Streets walking to school resource pack to use during Summer School - Next Steps - to Secondary School – Living Streets.

- Equipment
 - 29 new bikes;
 - 29 cable locks, bicycle pumps and LED bike lights;
 - 30 bike helmets; and
 - 30 high visibility waistcoats.

Car Sharing - Staff

- 5.4.5 It is understood that some members of staff currently car share. In order to maximise the number of staff car sharing, the academies will set up a database of staff post codes for both academies and pair potential matches of staff members that travel part or all of the same route to site. Staff members that do travel part or all of the same route will be notified to explore if car sharing would be an acceptable option;
- 5.4.6 A common barrier to car sharing is that the car passenger is concerned of how to return home in the event of an emergency if their car is not available. As an incentive to encourage staff to car share, the academies will consider funding a taxi for the car sharer to return home in an emergency.

Electric/Hybrid Vehicles – Staff

- 5.4.7 With reference to sustainable transport modes, Annex 2: Glossary of the National Planning Policy Framework states:
- “Sustainable transport modes: Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra low and zero emission vehicles, car sharing and public transport.”***
- 5.4.8 Eden Academies recognise that electric and hybrid vehicles are ultra low and zero emission vehicles. To support staff to make the switch to sustainable vehicles, Eden Academies has enrolled with Tusker to allow staff to purchase a vehicle through salary sacrifice.
- 5.4.9 Tusker is a carbon neutral company who provide both company car and salary sacrifice car schemes to UK organisations in both the public and private sector. With over 20 years’ experience in providing electric and hybrid company cars, Tusker has the expertise to understand an organisation’s needs and ensure a fleet is suitable for today as well as the future. Tusker’s salary sacrifice car scheme is award winning and hugely popular.

6 Revised Travel Plan Targets

6.1 Introduction

6.1.1 This section sets out new travel plan targets based on the baseline surveys.

6.2 Girls' Academy Targets

6.2.1 It is proposed that a target of 10% reduction in single occupancy car journeys over the next five years. **Table 6.1** provides a summary of the increase required in non-car modes required to achieve a 10% reduction in single occupancy car use.

Table 6.1: Revised Travel Targets – Girls' Academy

Mode	Secondary School		Staff
	To School	From School	
Walk	20%	30%	12%
Cycle	2%	1%	1%
Motorcycle, scooter, moped	1%	1%	0%
Car/Van Driver	32%	22%	70%
Car/Van Passenger	23%	16%	5%
Train	0%	0%	3%
Metrolink	0%	0%	4%
Bus, Coach, minibus	2%	2%	4%
Taxi/minicab	4%	4%	1%
Study mainly at home	0%	0%	0%
Other	16%	24%	0%
Total	100%	100%	100%

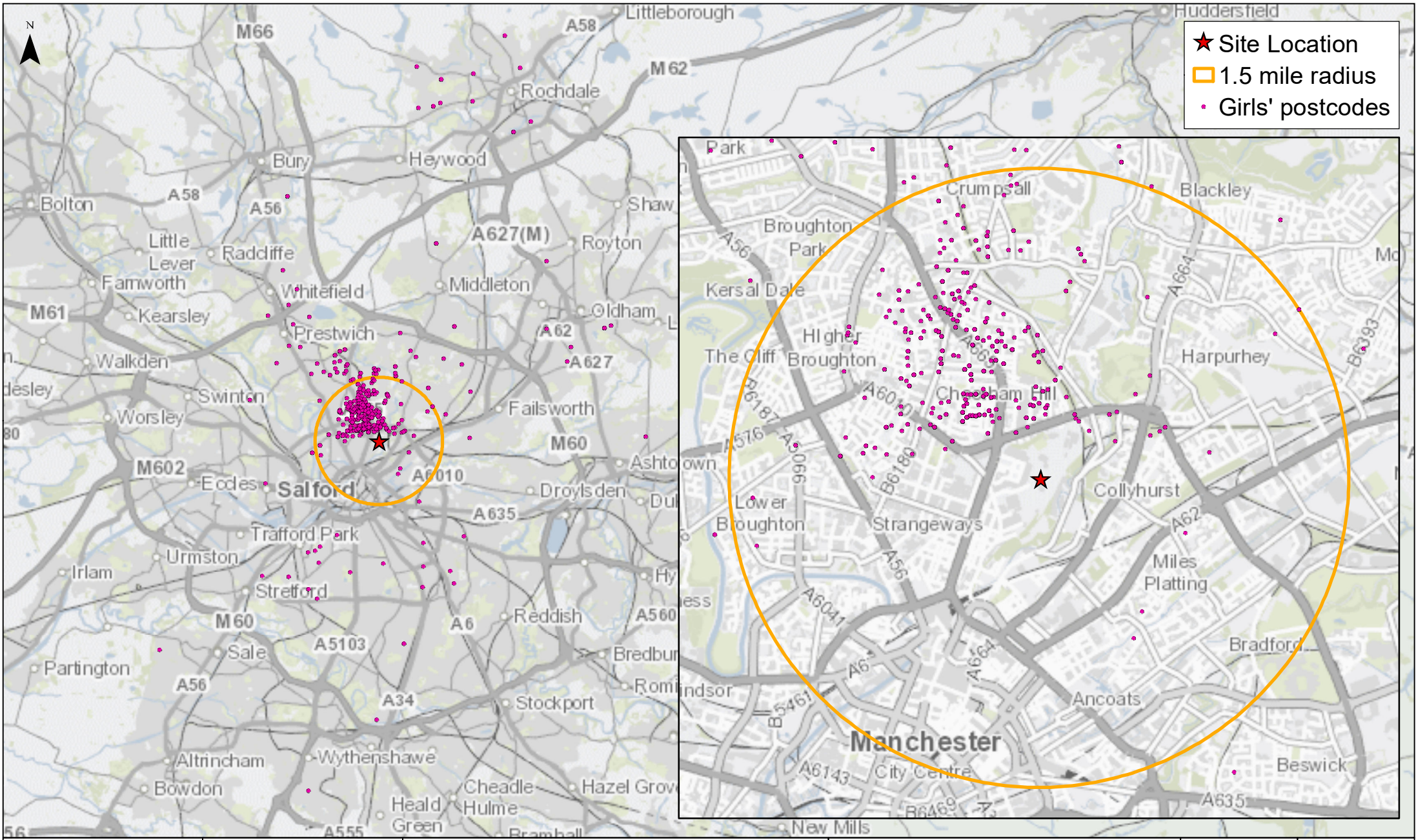
6.3 Boys' Academy Targets

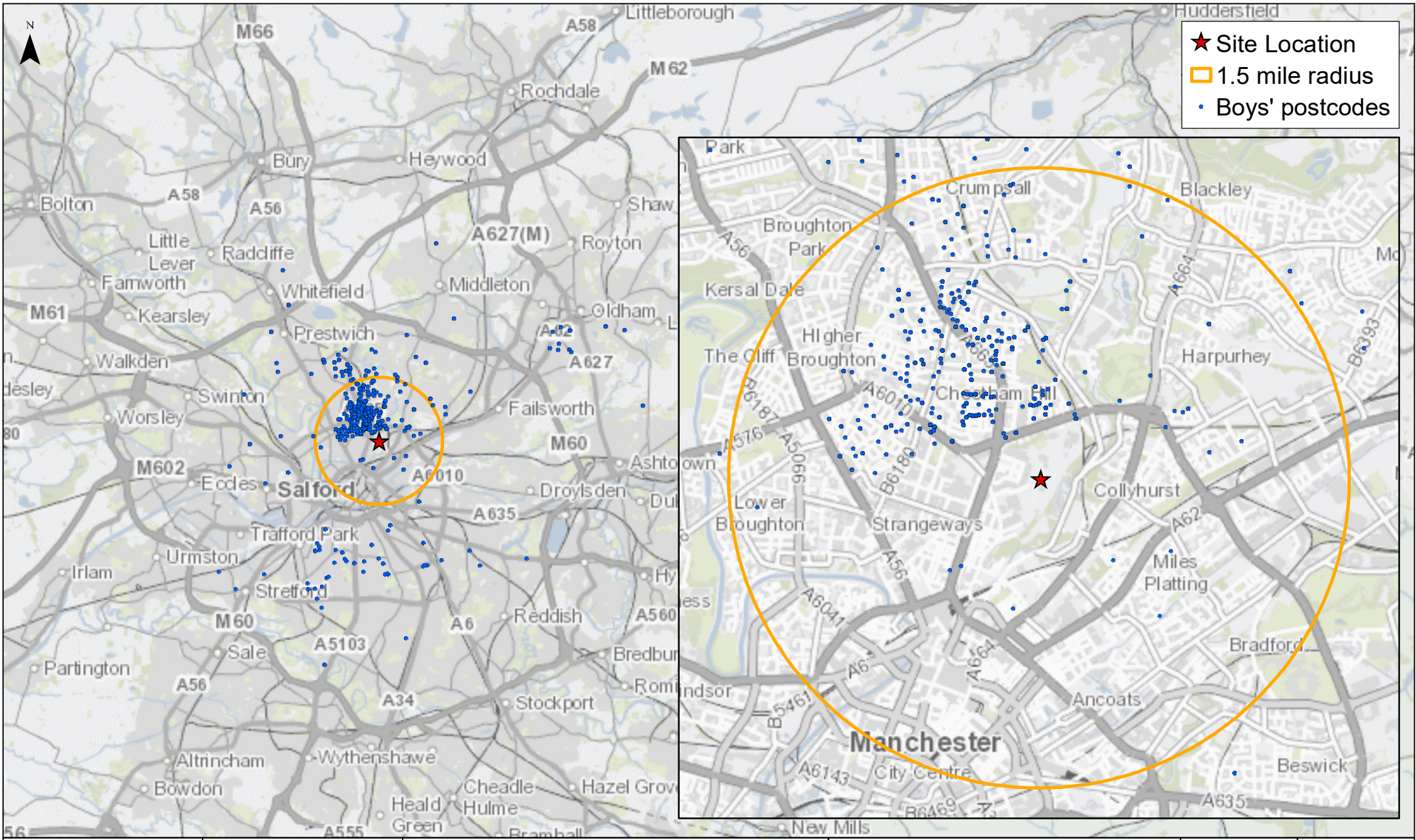
- 6.3.1 It is proposed that a target of 10% reduction in single occupancy car journeys over the next five years. **Table 6.2** provides a summary of the increase required in non-car modes required to achieve a 10% reduction in single occupancy car use.

Table 6.2: Revised Travel Targets – Boys' Academy

Mode	Secondary School		Staff
	To School	From School	
Walk	21%	32%	16%
Cycle	8%	8%	1%
Motorcycle, scooter, moped	1%	1%	1%
Car/Van Driver	40%	33%	62%
Car/Van Passenger	23%	19%	5%
Train	0%	0%	6%
Metrolink	0%	0%	3%
Bus, Coach, minibus	6%	6%	3%
Taxi/minicab	1%	1%	3%
Study mainly at home	0%	0%	0%
Other	0%	0%	0%
Total	100%	100%	100%

Plans





Appendices

Appendix A Planning Permission Decision Notice

Important – Planning permission & notices of consent

Compliance with conditions

- Your planning approval or consent is attached. It will contain conditions that you must comply with.
- Please read the conditions and understand their requirements and restrictions, for example submission and approval of details or measures to protect trees.
- Some conditions will require action before you start development and it is imperative that you seek to have these discharged before any work commences.
- Whilst every effort has been made to group conditions logically, it is your responsibility to ensure that you are aware of the requirements and/or restrictions of all conditions.
- If you fail to comply with the conditions this may result in a breach of planning control and this may lead to enforcement action.
- Failure to comply with conditions may also result in the development not being lawful.
- It is in your interests to demonstrate that conditions have been complied with. Failure to do so may cause difficulties if the property is sold or transferred.
- A fee is payable for each request to discharge conditions.
- For advice on any of these matters, please contact Planning, Manchester City Council, PO Box 532, Town Hall, Manchester M60 2LA or email planning@manchester.gov.uk

Town & Country Planning Act 1990 (as amended)

Planning Permission

Applicant

Wates Construction Ltd
The Royalsx
353 Altrincham Road
Manchester
M22 4BJ

Agent (if used)

Miss Anne Hargreaves
GVA
First Floor
City Point
29 King Street
Leeds
LS1 2HL

Part 1 – Particulars of the application/development

Proposal: Erection of two, three storey detached school buildings with rooftop plant, attached indoor sports facilities with double height sports hall and studio, with associated access, parking and circulation areas, formation of outdoor sports facilities, external play space, landscaping, boundary treatment and associated works, with access from Rayburn Way.

Location: Land Off Rayburn Way, Manchester

Date of application: 12 January 2018

Application number: 118805/FO/2018

Part 2 – Particulars of decision

Manchester City Council gives notice that the development referred to in Part 1 has been **Approved** in accordance with the application and plans submitted subject to the condition(s) listed below (if any).

Article 35 Declaration

The local planning authority in making its decision has had due regard to paragraph 187 of the National Planning Policy Framework as well as the development plan, national planning policy and other material considerations and recommends approval the application for the reasons outlined in this report. Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. The original submission raised initial concerns about the ground conditions and traffic. Officers worked in a positive and proactive manner with the applicant to negotiate a revised scheme to create a more appropriate property design. Following the clarification on the proposed mitigation measures, the scheme is considered to be in accordance with the guidance contained within policies SP1 and DM1 of the Core Strategy.

Condition(s) attached to this decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following documents and plans :

Drawings:

2324_AP(04) A00 rev.P7 Eden Girls School ground floor plan
2324_AP(04) A01 rev.P7 Eden Girls School first floor plan
2324_AP(04) A02 rev.P7 Eden Girls School second floor plan
2324_AP(04) A03 rev.P5 Eden Girls School roof plan
2324_AP(04) A04 rev.P8 Eden Girls School sports hall floor plan
2324_AP(05) A01 rev.P6 Eden Girls School elevations
2324_AP(05) A02 rev.P6 Eden Girls School north and south elevations
2324_AP(05) A03 rev.P6 Eden Girls School west and east elevations and north and south reveals
2324_AP(05) A04 rev.P6 Eden Girls School west and east sports hall elevations

2324_AP(04) B00 rev.P7 Eden Boys School ground floor plan
2324_AP(04) B01 rev.P7 Eden Boys School first floor plan
2324_AP(04) B02 rev.P7 Eden Boys School second floor plan
2324_AP(04) B03 rev.P5 Eden Boys School roof plan
2324_AP(04) B04 rev.P8 Eden Boys School first floor plan

2324_AP(05) B01 rev.P6 Eden Boys School elevations
2324_AP(05) B02 rev.P6 Eden Boys School north and south elevations
2324_AP(05) B03 rev.P6 Eden Boys School west and east elevations and north and south reveals
2324_AP(05) B04 rev.P6 Eden Boys School west and east sports hall elevations

2324_AG(06)A01 rev.P6 GA Sections Eden Girls School
2324_AG(06)A02 rev.P5 GA Sections Eden Girls School
2324_AG(06)A03 rev.P5 GA Sections Eden Girls School Sports Hall

2324_AG(06)B01 rev.P5 GA Sections Eden Boys School
2324_AG(06)B02 rev.P5 GA Sections Eden Boys School
2324_AG(06)B03 rev.P5 GA Sections Eden Boys School Sports Hall

2324_AP(9-) 01 rev.P3 Visualisation - Entrance Approach
2324_AP(9-) 02 rev.P4 Visualisation - Boys Entrance
2324_AP(9-) 03 rev.P4 Visualisation - Girls Entrance
2324_AP(9-) 04 rev.P4 Visualisation - Community Entrance

WTNW-BCM-ZZ-ZZ-DR-E-0001 rev.T4 - Proposed external lighting layout
WTNW-BCM-ZZ-ZZ-DR-MEP-0001 rev.T5 - Proposed external services strategy

2324_AA(90)01 rev.P3 Bin Store design
 2324_AA(09)10 rev.P3 Substation design
 A0 17H079/001 A Utility Survey
 A017H054/001 Topographical survey
 Cheetham Girls School Vehicle tracking sheet 1 of 2 382220-MMD-CHG-00-DR-H-0001
 rev.P3
 Cheetham Girls School Vehicle tracking sheet 2 of 2 382220-MMD-CHG-00-DR-H-0002
 rev.P3
 Cheetham Boys School Vehicle tracking sheet 1 of 2 382220-MMD-CHB-00-DR-H-0001
 rev.P3
 Cheetham Girls School Vehicle tracking sheet 2 of 2 382220-MMD-CHB-00-DR-H-0002
 rev.P3

WCC-EWA-ZZ-ZZ-DR-L-90-19001 rev.P6 - Landscape GA
 WCC-EWA-ZZ-ZZ-DR-L-90-19002 rev.P4 - Boundary treatments
 WCC-EWA-ZZ-ZZ-DR-L-90-19003 rev.P3 - Illustrative landscape section
 2324 _ AG(90) 02 rev.P5 - Illustrative landscape section

2324_AG(90) 04 rev.P3 - Existing Site sections
 2324 _ AG(90) 05 rev.P3 - Existing site plan
 2324 _ AG(90) 06 rev.P3 - Vegetation
 2324 _ AG(90) 07 rev.P3 - Site location plan
 2324 _ AG(90) 09 rev.P4 - Masterplan

Documents:

Crime Impact Statement dated 9th January 2018 - URN: 2017/0761/CIS/01 Version C
 Design and Access Statement dated January 2018
 Planning Statement January 2018 prepared by GVA
 Environment Standards Statement 08.01.2018 rev.B prepared by Sustainable
 Assessments Limited
 Construction Methodology prepared by Wates Construction
 Access Statement dated 10.01.2018 rev.D prepared by Ellis Williams
 Travel Plan ref: 42146/5501 rev.D dated January 2018 prepared by PBA
 Landscape Management and Maintenance Strategy ref: LYR065 ELA_LM&M P01
 January 2018 prepared by Layer Landscape Architects
 Landscape Strategy ref: LYR065_ TM_ID002rH December 2017 prepared by Layer
 Landscape Architects
 Preliminary Ecological Assessment dated September 2017 and revised on January
 2018 rev.C prepared by Middlemarch Environmental
 Arboricultural Impact Assessment with Tree Protection Measures Issue 03 prepared by
 Godwins Arboricultural Limited
 Reptile Survey report October 2017 prepared by Merebrook
 Air Quality Impact Assessment November 2017 prepared by HRS Services Limited
 Environmental Noise and Vibration Assessment ref; 127050 Ac 2v7 prepared by HRS
 Services
 Flood Risk Assessment December 2017 P04 prepared by Mott MacDonald
 Japanese Knotweed Survey July 2017 prepared by Wardell Armstrong
 Phase 1 Desk Study Ref: DS20969 -17-369 rev 1
 Contaminated Land Assessment ref: CLA-20696-17-391 rev.B January 2018
 Foundation Works Risk Assessment January 2018 rev.C
 Ground Investigation Report January rev.C prepared Mott MacDonald
 Transport Assessment ref 5501/TA January 2018 rev.D prepared by PBA
 Waste Management Statement

Received on 12th January 2018

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Core Strategy.

3) Notwithstanding the Construction Methodology prepared by Wates Construction. Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:-

- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy, traffic estimates and frequencies and swept path analysis;
- Parking of construction vehicles and staff;
- Sheeting over of construction vehicles; and
- Hours of Construction.
- Odour control

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Core Strategy for Manchester

4) Notwithstanding the materials annotated on the submitted elevational plans, prior to the commencement of above ground works of the hereby approved buildings, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1 and DM1 of the Core Strategy.

5) Within 3 months of commencement of development, a detailed hard and soft landscaping treatment scheme (including a planting species, and a management and maintenance strategy,) shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

6) The car parking shall be surfaced, demarcated and made available for use before the development hereby approved is occupied. The car parking spaces shall then be available at all times whilst the buildings are occupied, and shall not be used for any other purpose than the parking of vehicles associated with the use of the buildings, and the MUGA's and sports pitch.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

7) Notwithstanding the plans submitted, no part of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be agreed in writing by the local planning authority. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

8) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the school shall be submitted to and approved in writing by the City Council as local planning authority. This should include the monitoring of the utilisation of cycle spaces with the requirement to review additional storage provision when 90% utilisation is reached, and monitoring of the utilisation of school buses.

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

9) Within 3 months of commencement of development full detailed designs (including specifications) of all off site highways works (including any Traffic Regulation Orders, repair of existing footways on Rayburn Way; narrowing of the existing Manchester Fort service yard access mid way along north side of Rayburn Way; restriction of the speed on Rayburn Way; school warning signs, and works to traffic islands on Cheetham Hill Road) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the school accommodation being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

10) The proposal should be constructed in accordance with the recommendations contained within the submitted Crime Impact Statement dated 9th January 2018 - URN: 2017/0761/CIS/01 Version C received 12th January 2018.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Core Strategy for Manchester and to reflect the guidance in the National Planning Policy Framework.

11) The development hereby approved shall undergo an Uncertified Sustainability Review to demonstrate the achievement of a BREEAM rating of at least 'very good'. A post construction Sustainability Review document demonstrating achievement of a BREEAM rating of at least 'very good' shall be submitted to and approved in writing by the City Council as local planning authority within 6 months of the buildings hereby approved is first occupied. The Sustainability Review document will provide evidence once the buildings have been erected that they have been built in accordance with the relevant BREEAM criteria based on the current appropriate BRE manual and has incorporated feasibility measures to minimise the environmental impact and energy use.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of Manchester's Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

12) Within 12 months of the date of commencement of development, a community use agreement shall be submitted to and approved in writing by the Local Planning Authority. The agreement shall apply to all sports facilities forming part of the development, and areas of the ground floor of the school referred to in the Design and Access Statement for community use, and include details of pricing policy, hours of use, access by non-educational establishment users, management responsibilities and a mechanism for review, and anything else which the Local Planning Authority considers necessary in order to secure the effective community use of the facilities. The development shall not be used at any time other than in strict compliance with the approved agreement.

Reason - To secure well managed safe community access to sports facilities, to ensure benefit to the development of sport pursuant to policy EN10 of the Core Strategy.

13) The development hereby approved shall not be occupied or used until the Council as local planning authority has received a scheme for the extraction of any fumes, vapours and odours from the premises, to be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers of nearby properties in order to comply with Policy DM1 of the Core Strategy for the City of Manchester.

14) Notwithstanding the Noise and Vibration Assessment, prior to the occupation of the schools any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

15) Notwithstanding the Noise and Vibration Assessment, prior to the occupation of the school the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises, and a scheme of acoustic treatment (including any acoustic measures to the boundaries of the playing pitches /MUGAs) that has been submitted to and approved in writing by the City Council as

local planning authority. The scheme shall be implemented in full before the use commences .

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

16) Prior to commencement of the development detailed mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution pursuant to policy EN16 of the Core Strategy.

17) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy. Upon completion of the revised remedial works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy

18) Prior to occupation of the development hereby approved a post-completion monitoring and contingency plan in respect of ground gas and groundwater including a timetable of monitoring and submission of reports shall be submitted to and approved in writing by the City Council as local planning authority. Any necessary contingency measures shall be carried out in accordance with the approved plan. On completion of the monitoring specified in the plan a final report demonstrating that any necessary contingency works have been completed in accordance with the approved plan shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

19) Piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason - To protect the Water Environment from risks arising from land contamination, pursuant to policies EN14, EN17, EN18, and DM1 of the Core Strategy for Manchester.

20) No infiltration of surface water drainage into the ground where adverse concentrations of contamination are known or suspected to be present is permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to controlled waters. The development shall be carried out in accordance with the approval details.

Reason - For the future protection of the Water Environment from risks arising from land contamination, pursuant to policies EN14, EN17, EN18 and DM1 of the Core Strategy for Manchester.

21) No above ground works shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

The scheme shall also include:

- Details of surface water attenuation that is based on a greenfield runoff discharge.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Where surface water is connected to the highway drain, agreement in principle from Manchester City Council as Highway Authority and Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates.
- For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

Reason - To prevent the increased risk of flooding, promote sustainable development, secure proper drainage and ensure future maintenance of the surface water drainage system pursuant to policies EN8, EN14, EN17 and DM1 of the Core Strategy for Manchester

22) No development hereby permitted shall be occupied until full details of the implementation, maintenance and management of the approved surface water drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is a maintenance mechanism for the lifetime of the development, pursuant to policies EN14, EN17 and DM1 of the Core Strategy for Manchester.

23) Prior to the construction of any above ground structures, a finalised scheme for the storage (including segregated waste recycling) and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to first occupancy and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the school once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Core Strategy for Manchester.

24) The school premises shall not be open outside the following hours:-

06:30 - 22:00 Monday to Friday

08:00 - 20:00 - Saturday , Sunday and Bank Holidays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

25) Prior to the use of the sports pitches/multi use games courts, hours of use shall be submitted to and approved in writing by the City Council as Local Planning Authority. The sports pitches/multi use games courts shall then be used in accordance with the approved hours.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester

26) No deliveries, servicing and collections, including waste collections, shall be carried out before 07:30 a.m. and after 8.00p.m. on Mondays to Saturdays with no loading and unloading on Sundays and Bank Holidays.

Reason - In the interests of residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Core Strategy for Manchester

27) The development shall be implemented in full accordance with the lighting locations and design specification shown on plan ref: WTNW-BCM-ZZ-ZZ-DR-E-001 rev.T4 . The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

28) Prior to the occupation of proposed teaching accommodation, details of any CCTV to be incorporated within the scheme, including design and location of columns and cameras, within the school's curtilage, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate security within the development and to ensure full accessibility within the public realm works, pursuant to policies SP1 and policy DM1 of the Core Strategy for Manchester.

29) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Core Strategy.

30) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

31) No site clearance works, including groundworks, shall commence between 1 March and 31 May in any year unless a precautionary survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no active fox earths are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to local wildlife, pursuant to Policy EN15 of the Core Strategy.

32) If no ground works are commenced on site before April 2019, a survey to identify whether badgers are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Core Strategy for Manchester.

33) Within 3 months of development commencing full details of the design and locations of bat and bird boxes, as part of the approved development shall be submitted and agreed with the Local Planning Authority. The permanent bat boxes shall be installed in accordance with the agreed design.

Reason - To provide a roost for bats a European Protected Species (Habitats Regulations 1994) and bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

34) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

35) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

36) Prior to the first occupation of the development hereby approved a management plan for the car parking and drop-off area within the development shall be submitted to and approved in writing by the City Council as local planning authority.

The plan shall include:

- Measures to marshall the use of the staff car park and drop off area;
- Measures to discourage use of drop off areas for longer term car parking;
- Measures to be employed to discourage inappropriate drop off of pupils.

Reason - In the interests of highway safety, pursuant to policy T1 of the Core Strategy for Manchester.

37) Details of access proposals to the development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the commencement of development. The approved details shall be implemented before that the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester saved policy DC7, and policy DM1 of the Core Strategy for Manchester.

38) The boundary treatment shall be implemented in accordance with the details on plan ref: WCC-EWA-ZZ-ZZ-DR-L-90-19002 rev. P4. Finalised details colouration of boundary treatment shall be submitted to and approved in writing by the local planning authority, prior to installation. Development shall be carried out in accordance with the approved details, prior to the occupation of the building and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area

within which the site is located in order to comply with saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy for Manchester.

Informatives

Building Regulations 2010

This permission does not grant approval under Building Regulations.

Street Naming & Numbering Requirements

Manchester City Council is responsible for allocating street naming and numbering within Manchester for new developments or property conversions. Individuals or businesses are not permitted to allocate their own property numbers, building or street names.

If your development includes the creation of new dwellings (either new build or conversion of existing buildings), creation of new commercial properties or the subdivision of existing properties you must ensure that you request new or changes to addresses through us so they can be officially allocated and registered in accordance with the Public Health Act 1925 Sections 17-19 & Greater Manchester Act 1981 Section 22.

Failure to do this may result in difficulties for the developer/occupier when requiring services such as connections to utilities, phone lines and postal services and may delay your development.

You can apply online at the following address:

http://www.manchester.gov.uk/info/100011/roads_parking_and_transport/1988/naming_and_numbering_of_houses_buildings_streets_and_roads/2

Mining Information

The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A.

Informative: As per IAQM/EPUK guidance, good practice principles should be applied.

Informative: If bats are found at any time during tree works, then work should cease immediately and advice sought from a suitably qualified bat worker

Informative: Guidance on preparing Community Use Agreements is available from Sport England www.sportengland.org

Informative : Environment Agency Advice to Applicant
Model Procedures and good practice

Due to the former land use(s), soil and /or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:

1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination
 - o <https://www.gov.uk/government/publications/managing-land-contamination>

2. Referring to the Environment Agency guiding principles for land contamination and the land contamination sections in the Environment Agency's Groundwater Protection: Principles and Practice
 - o <https://www.gov.uk/government/publications/managing-and-reducing-land-contamination>
 - o <https://www.gov.uk/government/collections/groundwater-protection>
3. Further information may be found on the land contamination technical guidance pages on the direct.gov website
 - o <https://www.gov.uk/government/collections/land-contamination-technical-guidance>

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites. The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites. The Specialist in Land Condition (SiLC) qualification administered by the Institution of Environmental Management provides an accredited status for those responsible for signing off LCR's. For further information see - www.silc.org.uk

Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:
Waste on site:

The CLAIRE definition of waste: development code of practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and /or land development works are waste or have ceased to be waste. The code of practice is available at: <http://www.claire.co.uk>
Under the Code of practice:

- o Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such they are fit for purpose and unlikely to cause pollution
- o Treated materials can be transferred between sites as part of a "hub and cluster" project
- o Some naturally occurring clean material can be directly transferred between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status off any proposed operations are clear. If in doubt we should be contacted on 03708 506 506 or at enquiries@environment-agency.gov.uk for advice at an early stage to avoid any delays.

Waste to be taken off site

Contaminated soil that is, or must be, disposed of is waste. Therefore it's handling, transport and disposal is subject to waste management legislation which includes:

- o Duty of Care Regulations 1991
- o Hazardous Waste (England and Wales) Regulations 2005
- o Environmental permitting (England and Wales) Regulations 2010
- o The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 "characterisation of waste" - sampling of waste materials - framework for the preparation and application of a sampling plan" and the permitting status of any proposed treatment or disposal activity is clear.

You should be aware that any permit may not be granted. Additional 'Environmental Permitting Guidance' can be accessed via the government website at:
<https://www.gov.uk/environmental-permit-check-if-you-need-one>

Piling and Penetrative ground improvement methods

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

Introduction of SUDS

Approved Document Part H of the Building Regulations 2000 establishes a hierarchy for surface water disposal, which encourages a SUDS approach. Under Approved Document Part H the first option for surface water disposal should be the use of SUDS, which encourage infiltration such as soakaways or infiltration trenches. In all cases, it should be established that these options are feasible, can be adopted and properly maintained and would not lead to any other environmental problems. For example, using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

Materials Informative

Building Regulations - Fire Safety

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

Date: 13 April 2018

Signed:



Julie Roscoe
Head of Planning, Building Control & Licensing

Manchester City Council, P O Box 532, Town Hall, Manchester M60 2LA

Notes

1. This permission refers only to that required under the Town and Country Planning Act 1990 does not include any consent or approval under any other enactment, byelaw, order or regulation.

2 If the applicant is aggrieved by the decision of the local planning authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, they may appeal to the Secretary of State in accordance with Section 78(1) of the Town and Country Planning Act 1990 within six months of the date of the notice of the decision.

The Planning Inspectorate have introduced an online appeals service that can be used to make appeals online. This service is available through the gov.uk website – www.gov.uk/appeal-planning-inspectorate. The Inspectorate will publish details of your appeal on the internet.

Alternatively, appeals can be made on a form which is obtainable from Planning Inspectorate, Customer Support Unit, Room 3/15, Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 or by telephone 0117 372 6372.

The Secretary of State has power to allow a longer period for the giving of a notice of appeal but they will not normally be prepared to exercise this power unless there are special circumstances that excuse the delay in giving notice of appeal.

3. The statutory requirements are those set out in Section 79(6) of the Town and Country Planning Act 1990, namely Sections 70(1) and 72(1) of the Act.

4. If either the local planning authority or the Secretary of State refuses permission to develop land or grants it subject to conditions, the owner may claim that they can neither put the land to a reasonably beneficial use in its existing state nor render the land capable of a reasonably beneficial use by the carrying out of any development which has been or would be permitted.

In these circumstances, the owner may serve a purchase notice on the Council in whose area the land is situated. This notice will require the Council to purchase his interest in the land in accordance with the provisions of Part VI of the Town and Country Planning Act 1990

5. In certain circumstances, a claim may be made against the local planning authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to them. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

Appendix A



**The Coal
Authority**

Any Planning Enquiries should be directed to:

Planning and Local Authority Liaison

Telephone: 01623 637 119

Email: planningconsultation@coal.gov.uk

Website: www.gov.uk/government/organisations/the-coal-authority

STANDING ADVICE - DEVELOPMENT LOW RISK AREA

The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:

www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2017 until 31st December 2018

Appendix B Staff Travel Questionnaire Survey

Staff Travel Questionnaire

1) How do you travel to work?

2) What is your postcode?

3) How far do you travel to work (one way)?

Less than 1 mile

Less than 2 miles

Less than 5 miles

Over 5 miles

4) What would be your preferred way to travel to work?

5) If you do not already do so, what would encourage you to cycle to work?

Secure cycle storage

Owning a bike/use
of a bike

Shower facilities

Being more confident
riding on the road

Incentives to cycle

Other –
Please state

6) If you do not already do so, what would make you consider walking to work?

7) If you drive to work, would you consider joining a car share scheme?

Yes, possibly

No

8) Do you have any ideas for improving the journey to school?

9) Your school is working to make the journey to and from school safer and more sustainable. Would you consider joining the School Travel Plan Working Group?

Yes, possibly

No

Thank you for completing this questionnaire ☺

Appendix C Pupil 'Hands Up' Survey

PUPIL HANDS UP SURVEY

1. Date: _____

2. Class Name/Year: _____

3. How many children present in the classroom?

4. How do usually (i.e. at least 3 days a week) travel to and from school?
(Please tick one box that applies to the main part of the journey)

Walk

Bicycle

Public Bus

Private Bus

Car

Car Share (with siblings)

Taxi / Minibus

Other

TO SCHOOL

FROM SCHOOL

5. From the following list, what are the most important factors when deciding how to travel to/from school

a) Availability of car

b) Availability of public transport

c) Availability of cycle facilities at school

d) Preference

e) Distance

6. Is there anything else which you think is important?

TRAVELLING BY CAR

6a. If you currently travel by car, what are the main reasons for not walking, cycling or using public transport?

Lack of a safe route

Convenience/Time

Too much traffic

Lack of cycle storage

Too far to walk / cycle

Other

6b. What would encourage you to consider changing the way you travel to and from school
e.g. walking, cycling or public transport?

.....

.....