



TRAVEL PLAN FRAMEWORK

Unity Primary School, Allesley Drive, Cheetwood

Revision: Version 2

Date: 8th April 2021



1. Introduction

Background

Big Life Schools have undertaken a review of the previous travel plan framework (TPF) created by Eric Wright Construction Ltd, supporting the extension and refurbishment of Unity Community Primary and Nursery, located off Allesley Drive, Cheetwood, Manchester.

The amendments to the school comprise relocation of admin offices to the East side of the building, refurbishing the existing admin block to accommodate the existing nursery provision that is on site and being delivered in empty classrooms.

Basis of Report

This report has been prepared in accordance with the following Department for Transport (DfT) guidance document:

'Good Practice Guidelines: Delivering Travel Plans through the Planning Process' (2009).

A Travel Plan is a management tool that allows a co-ordinated strategy to bring together transport, business and leisure travel issues to achieve a more sustainable travel choice. A successfully implemented Travel Plan can offer substantial gains towards the sustainable transport objectives of central and local government, helping to provide:

Reductions in car usage, particularly influencing levels of single occupancy car travel, with an increased number of journeys made by public transport, walking and cycling; and

Improved road safety and personal security, particularly for pedestrians and cyclists.

The overall objectives of a Travel Plan are to reduce the number of single occupancy car journeys to and from the site, and to achieve more sustainable travel patterns to and from the site by all residents and visitors.

Existing Situation and Building Developments

Application Site

The application site comprises Unity Community Primary (41 Allesley Drive, Manchester, M4 7YE) and adjacent playing fields. The site is located approximately 2.5km north of Manchester City Centre, within the predominantly residential area of Cheetwood. Plan 1 illustrates the site location in a general context and Plan 2 shows the site location in context with the local highway network.

The site currently comprises a two form primary school with 2 floors on the East side and 1 floor on the West side, which is the old Community sports hall. Vehicular access to the site is from Allesley Drive to the west of the site in the form of a priority junction, leading to a car park for up to 25 cars (including two spaces for use by disabled persons).

The school is bounded by Allesley Drive to the west, playing fields to the north and east and a surfaced footpath to the south, connecting Allesley Drive and Barrow Hill Road to the east.

On-street Parking

Parking is unrestricted on the residential roads adjacent to the site. It is understood that some parking currently takes place on-street, associated with the adjacent residential properties; however it should be noted that the majority of properties benefit from private driveways to the front of the properties or private parking courts to the rear.



Proposed Development

The development proposals involve extending the current building on the East side to accommodate relocation of the admin blocks that were previously situated on the West Side. The west side is being slightly extended and refurbished to accommodate nursery provision that is currently being delivered in empty classrooms.

On completion there will be a maximum of 420 children up to key stage 2 ages 4 to 11 and up to 82 full time equivalent children aged between 2 and 5 in the nursery provision.

Unity Community Primary School is part of a multi academy trust (the Big Life School Trust) which is linked to the Big Life Group responsible for a number of community projects in the North West of England. The Trust currently runs another Primary School, Longsight Community Primary free school also in Manchester which opened in September 2013.

The proposals for the nursery provision to be accommodated on site seek to address the demand for nursery and day care provision in the Cheetham Hill ward, following the closure of private day nursery. The catchment would be relatively localised, primarily serving the adjacent residential estates.

The proposed works will result in the proposed layout Plan 3.

School Operation

Hours of Operation

Core School Times will be between 08:55 and 15:15; however breakfast clubs will be provided 35 minutes before each school day from 08:20 and after school clubs will be provided for 45 minutes each day, up to 16:00.

Nursery provision will be available between the hours of 08:00 and 18:00 each day, supporting parents and families who work or are in further education or training.

Pupils by Age Range

A forecast of the expected (and maximum) pupil numbers is provided in Table 2.1 below, showing the phased introduction and growth of the school.

Table 2.1 Forecast Pupil Numbers

	2021	2022	2023	2024	2025
Nursery	55	65	75	85	85
Reception	60	60	60	60	60
Year 1	60	60	60	60	60
Year 2	60	60	60	60	60
Year 3	60	60	60	60	60
Year 4	30	60	60	60	60



Year 5	30	30	60	60	60
Year 6	30	30	30	60	60
Total	385	425	465	505	535

Staff Numbers

A total of, approximately, 44 full time staff and 16 part time staff will be employed on-site in 2024 when the site is fully operational.

Access

Vehicular access to the site is currently accessible via the Allesley Drive Car Park. The priority access will be used for service vehicles and staff/visitor parking.

Pedestrian access for pupils and parents will be provided from Allesley Drive to the west via steps and a ramp. A secondary pedestrian access connects the existing footpath to the south, serving Barrow Hill Road.

Parking

A total of 29 parking spaces are available on site, of which three would be for disabled persons and 6 for visitor use.

A total of 18 sheltered cycle parking spaces (nine stands) are provided, of which 12 will be for use by pupils and six spaces for use by staff. Two spaces will be provided for motorcyclists.

The proposed parking provision is broadly in accordance with the "Greater Manchester Parking Standards" contained within Transport for Greater Manchester's (TfGM) Local Transport Plan 3 (LTP3), as demonstrated in Table 2.2 below.

Table 2.2 Proposed Parking Provision by Standards

	Standard Rate	Calculated Standard	Proposed
Car Parking (maximum excl. disabled parking)	1.5 spaces per classroom	21 staff parking spaces (maximum) + visitor spaces	21 staff spaces (excl. disabled spaces) 6 visitor spaces
Disabled Spaces (minimum)	3 bays or 6% of the total capacity, whichever is greater	3 bays (minimum)	3 disabled spaces
Cycle Parking (minimum)	1 per 10 FTE staff + 1 per 10 pupils.	47 spaces (minimum)	18 spaces
Motorcycle parking (minimum)	1 per 40 FTE staff – minimum of 2 spaces.	2 spaces (minimum)	2 spaces

The exception to the standards is in relation to proposed cycle parking provision.



Pick-up/Drop-Off

Through the promotion of the Travel Plan it is the intention of the school to promote sustainable travel to the school. However it is recognised that a residual proportion of trips will be generated by car, thus generating pick-up and drop-off events. Given that frontages are only located on one side of Allesley Drive and Barrow Hill Road in the vicinity of the site there is expected to be adequate opportunity for short-term pick-up/drop-off events without impacting on the free movement of traffic, road safety or residents amenity.

Accessibility by Sustainable Modes of Transport

Current national and local policy on transportation states that new developments should promote more sustainable transport choices for people.

The policy also states that new developments should be located where need to travel by car is minimised and the use of sustainable transport modes can be maximised.

In view of the current transport policy requirements, this section considers the accessibility of the proposed development site by non-car modes.

Accessibility on Foot

In terms of accessibility on foot, it is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.

Footways and street lighting are provided on both sides of Allesley Drive, Barrowhill Road and on the majority of the surrounding streets providing access to residential areas to the north, west and south. A surfaced footpath (with no formal Public Right of Way status) abuts the southern boundary of the site and connects Allesley Drive and Barrow Hill Road to the east.

On the surrounding principal roads a number of controlled crossing facilities are provided, creating safe and convenient pedestrian routes from the surrounding area; these include:

- A signalised crossing on A6010 St James Road, approximately 400m north of the site;
- several signalised crossings on A576 Great Cheetham Street East and A56 Bury New Road to the north-west and south-west of the site; and
- Four Signalised crossings on the Elizabeth Street / Waterloo Road junction, approximately 850m to the north-east of the site;

Plan 4 has been prepared to illustrate the 1km (12 minutes) and 2km (24 minutes) walk catchments from the site. An indicative walking speed has been taken from the IHT 'Guidelines for Providing for Journeys on Foot', which states that an average walking speed of approximately 1.4 m/s can be assumed in most cases. This has been used to illustrate the area that is accessible on foot from the centre of the site.

The 1km walking catchment covers residential properties located in Cheetwood and Cheetham Hill areas extending to Narbuth Drive to the north, Queens Road to the east, Rugby Street to the south and Camp Street to the west of the proposed site. It also covers the commercial areas on Bury New Road and ASDA supermarket on Great Cheetham Street East.

The 2km walking catchment covers further residential areas including Catherine Road to the north,



Smedley Road to the east and Haddon Street to the east. To the south, the catchment extends to Manchester City Centre including Victoria Railway Station and to the east it also covers the Manchester Fort Retail Park.

It has been demonstrated that the site is highly accessible on foot for pupils and staff.

Accessibility by Cycle

The recognition of cycling having the 'potential to replace short car journeys, particularly those under 5 kilometres' is widely acknowledged as good practice.

There is an on-road cycle route to the west of the site along the A56 Bury New Road, running from the A6044 Hilton Lane/Scholes Lane junction at the northern end to the A6042 Trinity Way junction at the southern end. To the east of the site, there is an on-road cycle route along the A665 Cheetham Hill Road running from the Crescent Road junction at the northern end to the A6010 Queens Road junction at the southern end. National Cycle Route 6 (NCN6) runs 2.1km away from the site. This six mile long distance route links North Manchester to East Manchester, majority of which is a traffic free route.

The 3km and 5km cycling catchment areas from the proposed development are illustrated in Plan 5. The 3km catchment area includes Cheetham Hill, Crumpsall, Manchester Fort Retail Park, Manchester Victoria Railway Station, Salford Central Railway Station, Northern Quarter, and the University of Salford. The 5km catchment extends to Prestwich, Heaton Park, the M60, Harpurhey, Manchester City Centre, (including Piccadilly Railway Station, Oxford Road Railway Station and Deansgate Railway Station), Hulme, and Salford Shopping Centre.

As such, it can be concluded that the site is accessible to a large residential population to the north, east, south and west of the site.

Accessibility by Bus

The IHT document "Guidelines for Planning for Public Transport in Development" (March 1999) states that new developments should be located so that public transport trips involve a walking distance of less than 400m from the nearest bus stop.

There are bus stops located on both sides of the B6180 Waterloo Road, approximately 242m to the east of the development Table 3.1 summarises the frequency of the bus services.

Table 3.1 Summary of Bus Services Accessible from the site.

Service	Route	Approximate one-way Frequency		
		Weekday	Saturday	Sunday
59	Manchester – Rushcroft via Middleton and	15	15	30
294	Langley – Middleton – Moston – Blackley –	2 services at 6:51am and	-	-
151	Mandley Park – Cheetham Hill – Moston – Failsworth -	60	60	-



52	Salford – North Manchester General Hospital – Newton	10-15	10-15	30
149	Oldham – Chadderton Sportsman – Crumpsall Green – Manchester	25 - 35	30	-
96	Manchester City Centre – Bury New Road -	11 services between	10 services between	8 services between

It can be seen from Table 3.1, there is a frequent bus service along the B6180 Waterloo Road every 15 minutes, serving Rushcroft, Oldham, Mills Hill Train Station, Middleton, Rhodes, Cheetham Hill and Manchester Piccadilly Gardens.

It has therefore been demonstrated that the site is highly accessible by bus.

Accessibility by Rail & Tram Line

- Manchester Victoria Railway Station is located within the 2km walking catchment, south-east of the site development.
- The station is served by the Northern Line and the First Transpennine Express and offers regular routes to Wigan Walgate via Bolton, Kirkby via Atherton, Southport, Blackpool North via Adlington, Clitheroe via Blackburn, Liverpool Lime Street via Chorley, Todmorden via Rochdale, Stalybridge, Huddesfield, Leeds via Halifax, Dewsbury, and Newcastle via Durham.
- Bus service 59 serves the Manchester Victoria Railway Station.
- The Queens Road Metrolink Station is located 1.8km to the east of the site and serves the Bury to Piccadilly Line with a frequency of ten trams per hour to Picadilly and ten trams per hour to Bury.

Therefore, it can be concluded that the site can also be connected via rail services as part of a longer journey by public transport for staff.

Accessibility Summary

In conclusion, it has been demonstrated that the site is highly accessible to a range of community facilities by walking, cycling and public transport for pupils and staff, in accordance with national and local transport policies

Objectives and Targets of the Travel Plan

Key Objectives

The objectives of this Travel Plan are to reduce the reliance of future residents living within the development on travel by private car and to promote more sustainable modes of travel. The aims of these objectives are to provide better access to key destinations and services, reduce congestion and deliver health benefits for residents by encouraging walking and cycling.

The main aim of the Travel Plan is to “minimise single-occupancy car trips by promoting and supporting



alternative modes”.

If the Travel Plan is supported by a long term commitment and mechanisms for implementation, the potential local benefits include:

- To reduce single occupancy car traffic associated with the school thereby minimising on- street parking within the school vicinity;
- To address local issues about how to provide good access to and from the school by walking, cycling and by public transport; and
- Improve road safety of pupils by awareness programs.

Targets

Realistic and achievable targets should be selected for the site. The targets should be set to reflect the reductions in car use that are expected as a result of the TP measures. Targets should be linked to the objectives that have been set and aim to achieve them.

The Travel Plan objectives will be realised through the achievement of SMART targets. SMART targets are:

- S – Specific: stating exactly what needs to be achieved;
- M – Measurable: to allow effective monitoring and to identify when the objectives have been achieved;
- A – Achievable: targets that can be achieved within the Travel Plan’s duration;
- R – Realistic: targets that can be achieved by the proposed Travel Plan measures; and
- T – Time-related: to be achieved by a set deadline.

Unity Community Primary already canvas employees, via The Big Life Group Staff Survey, which demonstrates that 22% of staffs live within a 2 mile radius of their place of work.

During the next 12 months the school are setting out how they can positively impact on the reduction in car travel via;

- Make available Travel Plan marketing literature on Notice Boards with the school.
- Complete annual survey to canvas how and by what method staff currently get to work.
- Promote car sharing
- Incentivise car lease scheme to explore electric cars and installation of electric charging points.

Travel Plan Co-ordinator

Unity Community Primary have designated the School Business Manager as the Travel Plan Co-ordinator. (TPC).

They will be responsible for:

- implementing the actions specified in this document and conducting annual surveys to ensure that meaningful initiatives are explored to reduce single use car travel.
- Where possible, encouraging employees to switch to electric vehicles by providing on-site charging points.
- The TPC will ensure that the latest information pertaining to the Travel Plan and its initiatives are made directly available to all pupils and staff.



- Promoting and marketing the objectives and benefits of the Travel Plan;
- Co-ordinating the necessary data collection exercises and monitoring programme required to develop the Travel Plan including travel surveys, the results of which would be submitted to Manchester County Council upon request;
- Organising cycle and public transport user groups for pupils and staff; and
- Liaising with public transport operators and local cycle shops to seek the possibility of discounts on travel passes and cycle equipment, respectively.

Travel Surveys

A baseline survey of those who travel to and from the site is an essential part of any School Travel Plan. An example of a Travel to School Survey Questionnaire is attached as Appendix C.

The School will refresh their understanding of the travel of staff by completing a staff survey 3 months after the works have been fully completed (July 2021)

Travel Plan Initiatives

A range of potential initiatives to be pursued and implemented at the proposed new school site in order to achieve the objectives of the Travel Plan has been identified in Table 7.1 below.



Table 7.1 Initiatives for Pupils and Staff

WALKING INITIATIVES • Identify walking routes to and from school • Participate in Walk to School campaigns organised by the council • Walking bus scheme • Walking buddies • Walk once a week scheme	CYCLING INITIATIVES • Surveys to identify potential demand for cycling (staff and pupils) • Cycling buddying schemes (novice and experienced cyclists pair up) • Cycle storage and lockers • Cycle maintenance courses • Riding skills competition • Fundraising events • Establish a school cycling policy/cycle permit scheme • Cycle repair workshop • Termly cyclists' breakfast scheme with staff and/or pupils
BUS INITIATIVES • Provide information about public transport services • Educate pupils on how to use timetables	CAR USE INITIATIVES • Parking and access restrictions on school site • Car sharing scheme • Invite parents to sign a Parents' Pledge aimed at promoting responsible use of the car • Car free day/share a lift day
INSIDE THE SCHOOL GROUNDS/HIGHWAY • Traffic free school entrance • Closing the site to cars at the end of school to give priority to pedestrians and cyclists • Safe crossings outside schools or on routes • School crossing patrols	PUBLICITY INITIATIVES • School newsletters • Corridor or classroom displays on sustainable travel • School prospectus and policy • Assemblies • Induction day and parents' evenings • Travel section on school website • Public transport and safe route information pack • Health Awareness programs for staff and pupils

Monitoring and Review

Regular monitoring and review is crucial to the ongoing success and sustainability of a School Travel Plan and its initiatives. The commitment from the school includes monitoring and review on at least an



annual basis.

Table 8.1 summarises the proposed programme to be implemented.



Table 8.1: Proposed Programme for Implementation

School Travel Plan Measures	Timescale for Implementation
Staff/Pupil Travel Initiatives	Within 3 months of capital works completed
Baseline Travel Surveys	Within 3 months of capital works completed
Monitoring and Review	Annually following Baseline Travel Surveys

System for Monitoring and Review

A system for monitoring and review consists of the following 4 steps:

- Baseline surveys of pupils and staff;
- School Travel Plan to discuss survey findings and progress with objectives and initiatives. Progress for each objective will be measured upon the relevant target indicator/s and by the number of actions that have been completed to a satisfactory level;
- Modal split monitoring. The findings from the baseline surveys will be used to measure progress with any modal shift and to set targets for the next review.
- A written report from the school, summarising progress made over the year and highlighting any opportunities, constraints and issues identified at the new site.

Each review of the School Travel Plan will take into consideration expansion until it has reached its capacity.



Plans
Plan 1 – Site Location



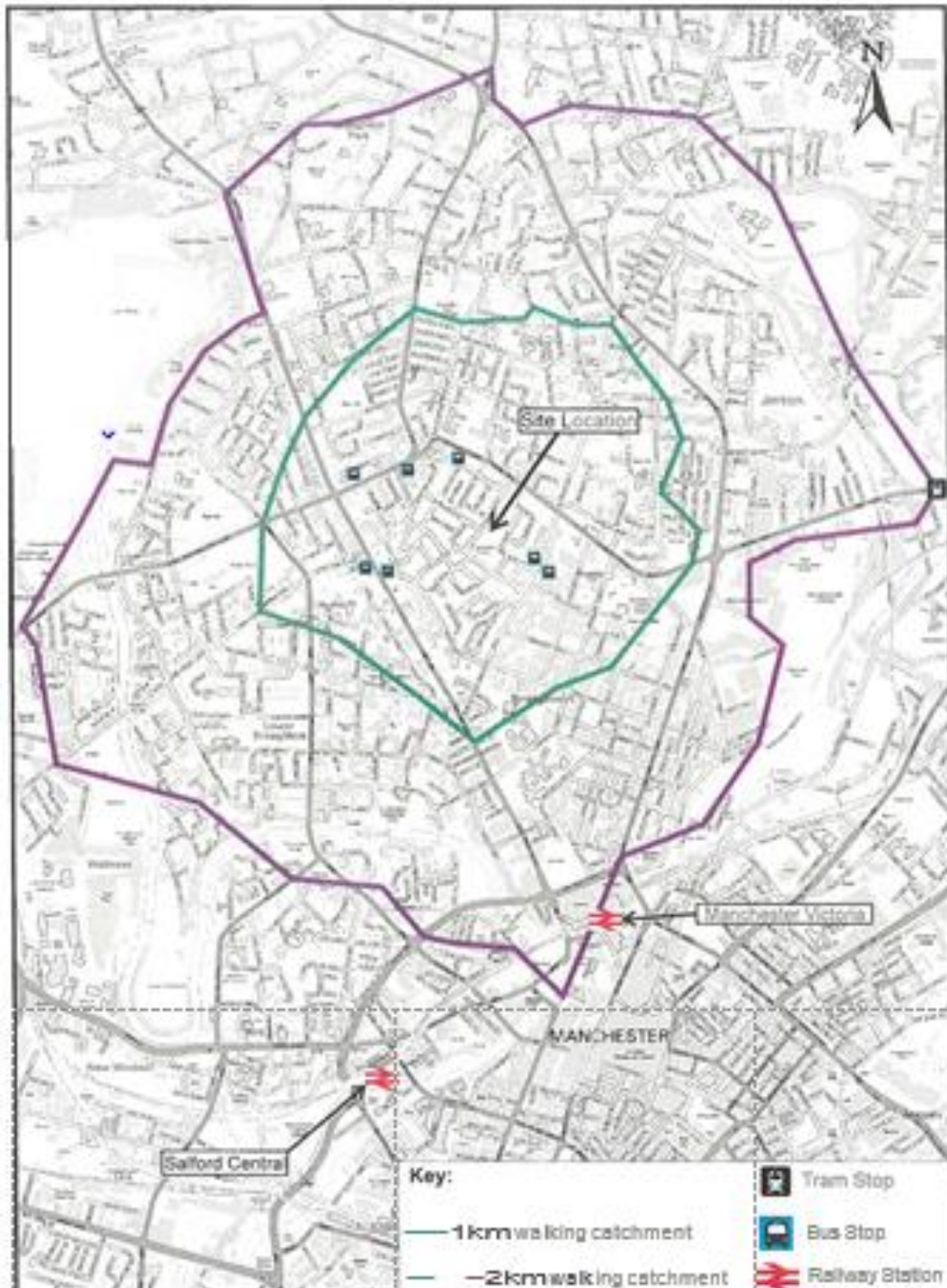




Plan 2 – Site in Local Context







Alexey Drive, Cheetham, Manchester

Plan 4: 1km & 2km Walking Catchment Area

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TRAVEL PLAN

PRIMARY SCHOOL

STAFF/PUPILS QUESTIONNAIRE

This travel survey is being undertaken amongst all staff and pupil at the Primary School to gain an understanding of the existing staff travel patterns. This information will be used to develop a Travel Plan for the Primary School, which will seek to improve staff / pupil / visitor accessibility by alternative travel modes of transport to the private car.

The survey should be completed during the week commencing **[INSERT DAY]**, **[INSERT DATE]** **[INSERT YEAR]** and should only be completed once by each member of staff and pupils. Please complete the survey based on your general travel to work habits on the basis of a normal working day. Once completed please pass your survey form back to **[INSERT NAME OF TPC]**.

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. Please tick the box which represents your current status:

- | | |
|-----------------|-----------------------|
| Full-time Staff | ☐ |
| Part-time Staff | ☐ |
| Pupil | ☐ |

2. What is your home postcode?

.....

3. What time do you normally arrive at school? (to the nearest quarter hour)

.....

4. What time do you normally leave school? (to the nearest quarter hour)

.....

5. What mode of transport do you primarily use to get to school?

- | | |
|------|-----------------------|
| Walk | ☐ |
|------|-----------------------|



Cycle
Bus
Train
Car (Driver)
Car (Passenger)
Motorbike
Other (please specify)

☐
☐
☐
☐
☐
☐



6. Approximately how long does it take you to travel to school?
- 0-10 minutes ☐
- 10-20 minutes ☐
- 20-30 minutes ☐
- 30-45 minutes ☐
- 45-60 minutes ☐
- 60 minutes + ☐
7. Do you have a disability which affects your travel arrangements?
- Yes ☐
- No ☐
8. Do you travel to / from school with anyone else?
- Yes ☐
- No ☐
- If YES, is this your:
- Work Colleague ☐
- Classmate ☐
- Parent ☐
- Car Share Partner ☐
- Other ☐
9. Would you be interested in taking part in a Car Sharing scheme with other staff/parents who travels to the school?
- Yes ☐
- No ☐
10. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?
- Walk ☐
- Cycle ☐
- Bus ☐
- Train ☐
- Could not use any other mode ☐
- Other (please specify)



11. Which of the following initiatives would encourage you to use public transport to travel to school?

(Please tick no more than 2 options and indicate the most important option with a *)



- More direct bus routes ☐
- More frequent bus services ☐
- Discount season tickets ☐
- Up-to-date Public transport information available at school ☐
- Easy access low floor buses ☐
- I would NEVER use public transport to travel to school ☐

12. Which of the following initiatives would encourage you to walk / cycle to school?

(Please tick no more than 2 options and indicate the most important option with a *)

- More dedicated cycle / walking routes ☐
- Quality information on the local network ☐
- Safe crossing points on local roads ☐
- Secure cycle parking at work ☐
- Shower and changing facilities at work ☐
- Improved security and lighting ☐
- Guaranteed ride home if asked to work late ☐
- I would NEVER walk / cycle to work ☐

13. Do you have any comments or ideas that you would like to tell us about your existing / future travel to school journey?

.....

.....

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.....

.....

.....

Thank you for completing this survey.

Please return it to **[INSERT NAME OF TPC]** by **[INSERT DATE]** **[INSERT YEAR]**

This information will help us improve travel choices at the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.