



Dixons Newall Green Academy, Wythenshawe

Travel Plan

Report Control

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Primary Author	Richard Whiting	Initials	RW
Contributor	Oliver McLaughlin	Initials	OM
Review by	Phil Tilby	Initials	PT

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Appendices

Appendix A Approved Site Plan
Appendix B Example Staff Travel Survey



1. Introduction

- 1.1. Astute Transport Planning has been appointed by Dixons Academies Trust to prepare a Travel Plan in support of consented development scheme at the former Newall Green High School site on Greenbrow Road in Wythenshawe, Manchester.
- 1.2. The site is located approximately 8 miles south of Manchester City Centre and 1.5 miles north of Manchester Airport. Its location is presented in **Figure 1.1**, highlighted by the red star.

Figure 1.1: Site Location (Source: Google Earth)



- 1.3. The site is located in a mainly residential area, with open fields including both playing fields and those for agricultural use to west of the school site. The development site is bordered by Greenbrow Road to the East and Clay Lane, with Capenhurst Close to the West. The south of the site is bordered by a small number of houses and the north of the site is bordered by buildings accessed via Scout Drive and a 6th form block that was originally part of the school site but is now operated externally.
- 1.4. The development site is located within the jurisdiction of Manchester City Council (MCC), who act as both the local planning and highway authority.

Planning History and Purpose of Report

- 1.5. Planning application 136933/FO/2023 was submitted in May 2023. The application proposed:

"Erection of part single/part two storey extensions following the partial demolition of existing buildings and refurbishment and elevational alterations to the existing school building, together with associated hardstanding, car parking, roof top solar PV array, replacement and refurbishment of existing 3G sports pitch and landscaping work".

- 1.6. The planning application was supported by an April 2023 Transport Statement prepared by Morgan Sindall.

- 1.7. The application was subsequently approved by MCC in December 2023. Attached to this approval are a number of planning conditions, including Condition 16, which states:

"A detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first use of the development hereby approved. In this condition a Travel Plan means a document which includes:

(1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;

(2) A commitment to surveying the travel patterns of staff and pupils during the first three months of the development and thereafter from time to time;

(3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and

(4) Measures for the delivery of specified Travel Plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval.

Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use."

- 1.8. This Travel Plan has been prepared to discharge Condition 16.



Newall Green Academy

- 1.9. The building previously known as Newall Green High School is located in Wythenshawe, approximately 8 miles south of Manchester City Centre. The school building has been mothballed since August 2021 due to poor Ofsted Reports and very low pupil numbers forcing its closure. At this time the school had a capacity of 900 pupils aged 11-19 (5 forms of entry) including a 6th form of 150 pupils.
- 1.10. The Dixons Academies Trust reopened the school in 2023 in temporary high-quality modular buildings. As part of re-opening the school, refurbishment, demolition and new construction works were planned to ensure the mothballed school was fit for use before students are moved in. This construction is planned to be completed in September 2025, with a full cohort of pupils predicted three years later for the 2027-2028 academic year.
- 1.11. At full capacity the school will accommodate 750 pupils in years 7-11 (ages 11-16). At present the school accommodates 130 year 7 students, and 131 year 8 students, and 33 members of staff.

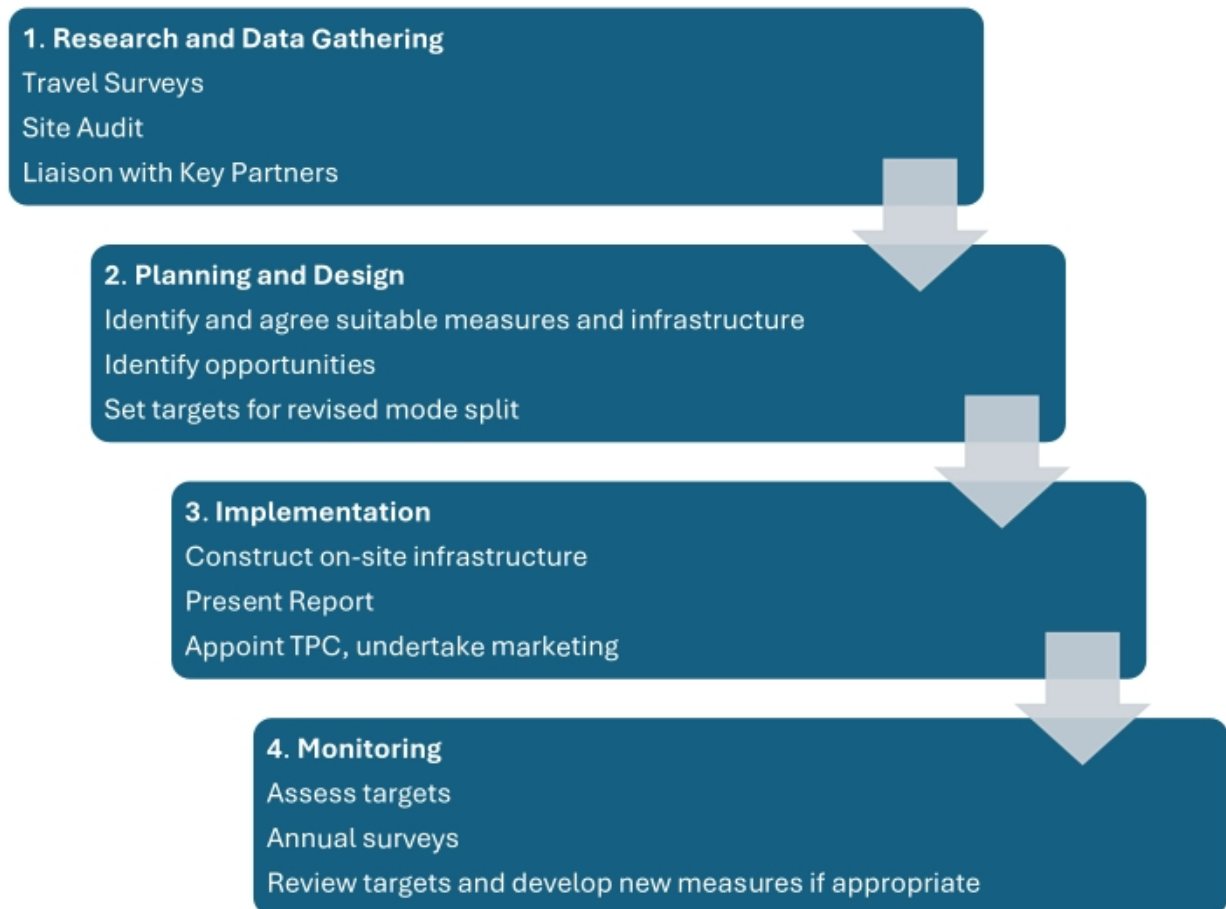
The Travel Planning Process

- 1.12. Newall High School does not currently have a Travel Plan, although does record pupil travel modes. The school has been contacted regarding their existing travel characteristics and this data has been used to inform the Travel Plan.
- 1.13. This Travel Plan will provide a strategy for managing travel demand at Dixons Newall Green Academy. It involves a dynamic process of implementation, monitoring and review to ensure that it is sustainable over the long-term. The underlying aim of any Travel Plan is to minimise the number of single occupancy private car trips generated by a development, by encouraging a shift to more sustainable modes of transport, as a result mitigating the impact of travel upon the surrounding area, and promoting healthier outcomes.



1.14. A successful Travel Plan needs to follow a four-stage process as shown in **Figure 1.2**.

Figure 1.2: Travel Plan Process



1.15. This Travel Plan provides the following:

- Details of the provision for cyclists, pedestrians, and public transport users.
- A toolkit of sustainable travel measures.
- Initial targets to be developed following further surveys.
- A strategy for ongoing monitoring and review, to include the appointment of a designated Travel Plan Co-ordinator (TPC) who would take on specific responsibility for progressing and reviewing the uptake of measures.

Report Structure

1.16. This report has been set out in the following sections:

- **Section 2** considers the relevant transport policy context to the Travel Plan.
- **Section 3** provides a review of the existing transport conditions in the vicinity of the site, including the accessibility of the site by sustainable travel modes.
- **Section 4** describes the approved development in detail.
- **Section 5** presents the objectives and measures for the site.
- **Section 6** details initial targets for the Travel Plan.
- **Section 7** details the process for monitoring and reviewing the Travel Plan.
- **Section 8** provides an Action Plan to assist in the implementation of the Travel Plan.



2. Policy Context and Guidance

- 2.1. The following paragraphs provide an overview of policy and guidance relevant to the development site. These have been referred to in the preparation of this document.

National Planning Policy Framework

- 2.2. The National Planning Policy Framework (NPPF) adopted December 2024, promotes the goal of achieving sustainable development. The NPPF aims for plans to protect and exploit opportunities for the use of sustainable transport modes. Paragraph 118 of the NPPF states that:

“All developments that will generate significant amounts of movement should be required to provide a travel plan”

- 2.3. A Travel Plan is a long-term management strategy for a site that seeks to encourage more sustainable travel and to reduce single occupancy car use.
- 2.4. As traffic problems can arise from new developments, the Travel Plan will be best addressed through working in partnership with relevant stakeholders that could be useful in developing elements of the plan.

Overarching Principles on Travel Plans, Transport Assessments and Statements

- 2.5. In March 2014 the Department for Communities and Local Government published guidance on the overarching principles on Travel Plans, Transport Assessments and Statements.
- 2.6. Within this guidance it is specified that a Travel Plan is a long-term management strategy for integrating proposals for sustainable travel into the planning process.
- 2.7. It is also detailed that a Travel Plan can positively contribute to a range of benefits, including the below:
- Encouraging sustainable transport.
 - Lessening traffic generation and its detrimental impacts.
 - Reducing Carbon Emissions and climate impacts.
 - Creating accessible, connected, and inclusive communities.
 - Improving road safety.
 - Reducing the need for new development to increase existing road capacity or provide new roads.



Good Practice Guidelines

- 2.8. The preparation and adoption of a Travel Plan is an important element in managing the demand for travel to all modern developments. The Department for Transport (DfT) issued a guide on the preparation of such Travel Plans in April 2009 in a document entitled “Good Practice Guidelines – Delivering Travel Plans through the Planning Process”.

Manchester City Council Core Strategy

- 2.9. The Core Strategy forms the key document in Manchester’s Local Development Framework and was adopted in 2012. It sets out a number of strategic policies that will guide the development of the city. Policy SP1 sets out the spatial principles that will guide development to 2027.
- 2.10. Policy T1 of the Core Strategy concerns sustainable transport. It states that the Council will support proposals that:
- ‘Improve choice by developing alternatives to the private car.
 - Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
 - Pedestrians and disabled people.
 - Cyclists, public transport.
 - Commercial access.
 - General off peak traffic.
 - General peak time traffic.
- 2.11. The development proposals are in line with these policy objectives, ensuring that the site will be accessible to all users by a range of different transport modes.

Greater Manchester Transport Strategy 2040

- 2.12. Transport for Greater Manchester (TfGM) has developed a 2040 Transport Strategy that sets out ambitions for a radical new approach to planning Manchester’s transport system in support of long-term needs and aspirations.
- 2.13. The vision is for Greater Manchester to have ‘World class connections that support long-term, sustainable economic growth and access to opportunity for all’. The Transport Vision aims are as follows:
- Supporting Sustainable Economic growth.
 - Protecting Our Environment.



- Improving Quality of Life for All.
- Developing an Innovative City Region.

- 2.14. The 2040 Vision is supported by policies and proposals for improving the transport network in the medium term up to 2025 structured around spatial themes. A common theme is the need to tackle congestion on Manchester's transport networks and minimise the negative impacts of traffic on communities.
- 2.15. The Delivery Plan 1: 2016/17-2021/22 sets out schemes and measures that are aimed to be brought forward up to 2021. It also sets out the funding availability and will provide annual updates on progress against key performance indicators.
- 2.16. The development proposals aspire to conform to the vision and goals as set out within the 2040 Vision Document by ensuring that the site is accessible by a variety of sustainable transport modes in order to deliver a quality development that enhances the environment.



3. Existing Transport Conditions and Accessibility by Sustainable Modes

- 3.1. This Section provides a description of the existing transport conditions followed by an audit of sustainable transport accessibility within the vicinity of the development site.

Existing Transport Conditions

- 3.2. The highway network surrounding the site is presented in **Figure 3.1**.

Figure 3.1: Surrounding Road Network (Source: OpenStreetMap)



- 3.3. The main vehicular access point into Newall Green High School is located on the north-eastern corner of the school site accessed via Greenbrow Road. At this point a wide entrance into the school is available with both a left and right turn lane for use when exiting the school grounds. Greenbrow Road is subject to a 20mph speed restriction.
- 3.4. A single-entry point for vehicles is also available on Clay Lane. This entry point is intended for the use of servicing arrangements as the main car park cannot be accessed by vehicles arriving via this route and vehicles remain outside of the secure line of the school site.
- 3.5. The roads surrounding the site are predominantly residential in nature, providing wide carriageway widths and with traffic calming present in various locations.



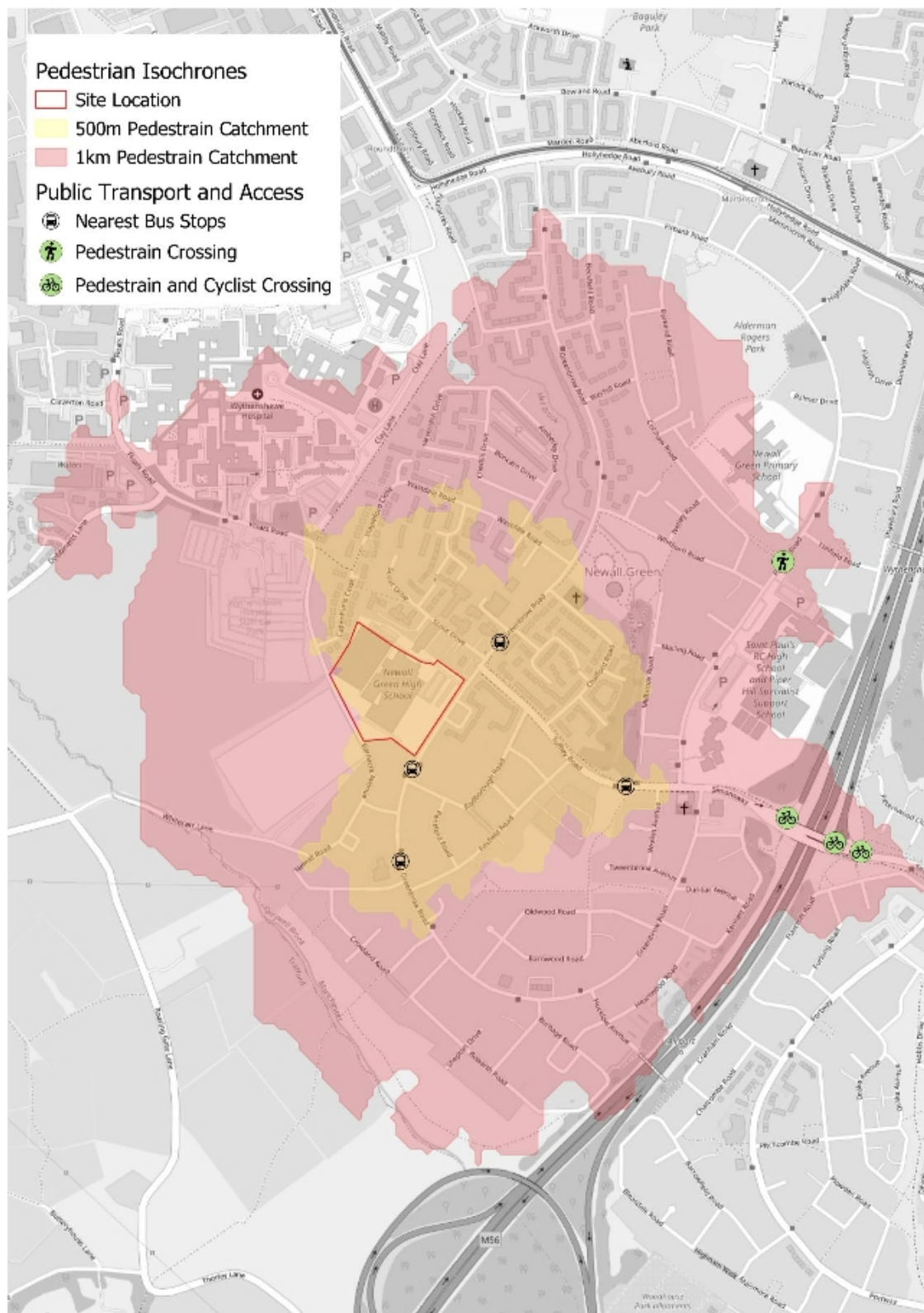
- 3.6. To the north of the Greenbrow Road access lies a priority-controlled junction of Greenbrow Road and Tuffley Road. From this junction Tuffley Road/ Simonsway then provides a direct connection to Junction 4 of the M56 motorway.

Accessibility by Walking

- 3.7. The site provides three points of pedestrian access onto Greenbrow Road, with a single point of access also available from Clay Lane.
- 3.8. The site's location within an existing residential area means that it benefits from well-established pedestrian facilities. On Greenbrow Road this includes wide, street lit footways, which are separated from the carriageway by grassed verges. This network is also supplemented by dropped kerb and tactile paving provision at key junctions.
- 3.9. To safely support walking trips across Greenbrow Road a footway build out is provided immediately adjacent to the main school entrance. In addition to this facility, a zebra crossing is provided just north of the junction with Tuffley Road, with a second similar crossing provision located on Greenbrow Road just north of the junction with Chalford Road.
- 3.10. The Institution of Highways and Transportation (IHT) document 'Guidelines for Providing for Journeys on Foot' (2000) contains suggested acceptable walking distances for pedestrians without mobility impairment for some common facilities. The guidelines suggest that an acceptable walking distance for commuting / school purposes is 1km and for trips elsewhere is 800m, with the preferred maximum distance of 2km. Walking can also be promoted as part of a multi-modal journey, particularly with public transport.
- 3.11. The more recent IHT document 'Planning for Walking' (2015) affirms this by stating that 80% of journeys shorter than a mile (approximately 1.6km) are made wholly on foot.
- 3.12. Accordingly **Figure 3.2** provides the sites 500m and 1km walking catchment areas which demonstrates that extensive residential areas in the vicinity of the development site are within a reasonable walking distance.

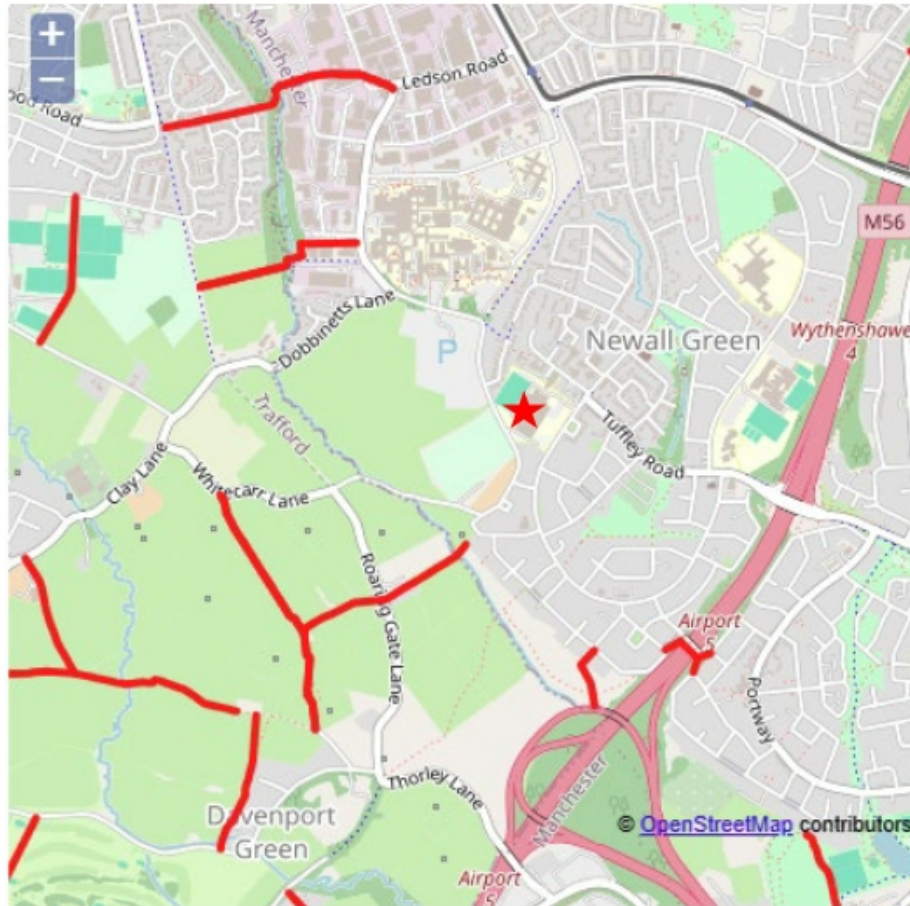


Figure 3.2: Walking Catchment



- 3.13. In addition to the immediate footpath network a number of public rights of way are also available in the vicinity of the site. These are illustrated in **Figure 3.3**.

Figure 3.3: Public Rights of Way (Source: www.rowmaps.com)



- 3.14. It is concluded that the pedestrian network surrounding the site is appropriate to safely supports trips on foot by staff, pupils and visitors, and the site is therefore considered accessible on foot.

Accessibility by Cycling

- 3.15. An alternative mode of travel to the site would be achieved by bicycle. Cycling is increasingly being recognised as a viable alternative to the car and there has been sustained growth in cycling as both a mode of travel and leisure activity.
- 3.16. The DfT's Local Transport Note 1/20 Cycle Infrastructure Design notes that many utility cycle journeys are under 3 miles (5 km), which equates to a circa 25-minute journey. Consequently, cycling has the potential to replace short car journeys, particularly those under 5km. At a leisurely cycle speed of 12km per hour this would equate to a journey of around 25 minutes.



- 3.17. In accordance with this guidance **Figure 3.4** illustrates the site's 5km catchment area which encompasses significant residential areas including, Altrincham, Timperley, Northenden, Heald Green and Sale.

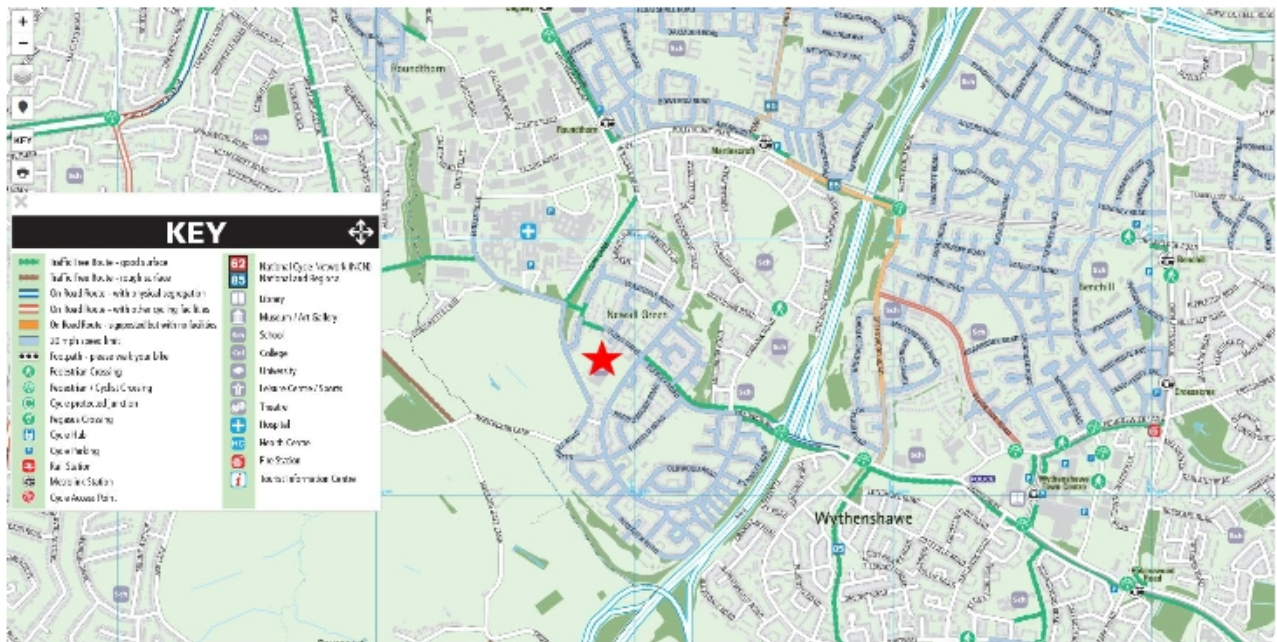
Figure 3.4: Cycling Catchment



- 3.18. To support trips by bicycle the site is located within an established cycle network. Reference to the Transport for Greater Manchester (TfGM) Cycle Map confirms that traffic free cycle routes are provided on Tuffley Road to the east of the site, and to the west of the site between Scout Drive and Floats Road and along Clay Lane. In addition, many of the road surrounding the site are subject to 20 mph speed restrictions, and this coupled with wide carriageway widths and a generally flat topography are conducive with the creation of a cycle friendly environment.

- 3.19. An extract of the TfGM Greater Manchester Cycle Map is provided in **Figure 3.5**.

Figure 3.5: TfGM Cycle Map (Source: TfGM)



- 3.20. To support trips by bicycle the site will provide a total of 266 staff, pupil, and visitor cycle parking spaces.
- 3.21. On the basis of the above, it is considered that the site is well located to encourage and facilitate trips by cycle.

Accessibility by Public Transport

- 3.22. The IHT document 'Guidelines for Planning for Public Transport in Developments' (1999) suggests that the maximum walking distance to the nearest bus stop should not exceed 400m, and preferably be no more than 300m.
- 3.23. The closest bus stops are located on Greenbrow Road to the north of the site. These are located approximately 90m (northbound stop) and 120m (southbound stop) from the main site access, and are therefore considered accessible based upon the IHT guidelines. Both stops can be safely accessed from the site via the existing pedestrian network. The stops provide a flagpost, shelter, seating and timetable information.

3.24. A summary of the bus services operated from these stops is provided in **Table 3.1** below.

Table 3.1: Bus Service Frequencies

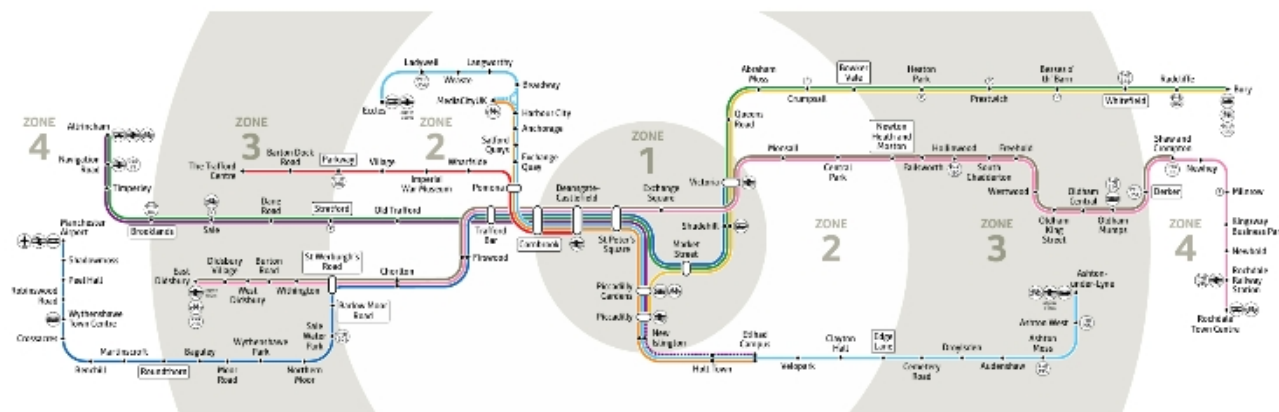
Bus Service	Route	Frequency
11	Stockport → Cheadle → Gatley → Civic Centre → Greenbrow Road + Newall High School → Wythenshawe Hospital → A560 → Timperley → Altrincham	3 per hour
101	Stockport → Shaw Heath → Edgeley → Adswood → Cheadle Hulme → Heald Green → Wythenshawe → Manchester Airport	4 per hour
368	Stockport → Cheadle → Gatley → Civic Centre → Greenbrow Road + Newall High School → Wythenshawe Hospital → A560 → Timperley → Altrincham	4 per day
751	Stepping Hill Hospital → Bramhall → Smithy Green → Civic Centre → Newall Green → A560 → Timperley → Altrincham → Altrincham Grammar School for Girls	1 per day
769	St Catherine's Community Centre → Parrs Wood → Cheadle → Gatley → Newall Green → Painswick Park → Hale Barns	1 per day
774	Civic Centre → Newall Green → Baguley → A650 → Timperley → Altrincham College	1 per day

- 3.25. As shown in **Table 3.1** the bus services operating in the vicinity of the site provide connections to a wide variety of destinations including Stockport, Gateley, Cheadle Hulme, Timperley and Altrincham. In addition, the services also call at numerous local bus stops in the residential areas closely surrounding the site.
- 3.26. The average bus fare for students is £1 with a bus pass available for £10 including photo ID. Annual bus tickets on the Bee Network are available with offer savings up to £240. The cost of the annual bus ticket can be spread using Greater Manchester Credit Union.
- 3.27. In addition to bus services Martincroft Metrolink stop is located on Avebury Road approximately 1km to the north of the site. While this stop is outside the recognised walking distance to a public transport node, it is considered that the high frequency and reliability of this service will still render it a viable travel option for staff, pupils and visitors.



- 3.28. Martincroft Metrolink stop is located on the Victoria to Manchester Airport line. Monday to Friday services operate every 12 minutes between 06:00 and midnight, with Friday services extending to 01:00 at a 24 minute frequency. The Metrolink map is provided in **Figure 3.6**.

Figure 3.6: Manchester Metrolink Map (Source: TfGM)



Baseline Mode Split

Staff

- 3.29. Information on current staff travel behaviour has been obtained from the school, with a baseline mode split of 97% for private car travel and 3% public transport.

Pupil

- 3.30. A previous travel survey of pupils has been used to calculate a baseline mode split which is summarised in **Table 3.2**.

Mode	Split %
Car or Van Passenger	37%
Car or Van Passenger (shared with other pupils)	8%
Bus	20%
Tram/ Light Rail	1%
Walking	25%
Cycling	8%
Scooter	1%
Taxi	1%

- 3.31. As noted in **Table 3.2**, a majority of pupils reach the site via sustainable modes. As the school becomes more established and its reputation grows, it is anticipated that an increasing number of pupils enrolled at the school will reside in areas in closer proximity to the site. This gradual shift over time will assist in encouraging the uptake of sustainable modes of transport.



Summary

- 3.32. The site is considered to be highly accessible by active and shared travel modes, which will help to encourage staff, pupils and visitors to travel via a sustainable modes of transport.



Vehicle Access and Parking

- 4.4. The main vehicular access into Newall Green High School will remain as present with the primary entrance being from Greenbrow Road and proposals to reconfigure the main car park and remove the 'drop off' zone from the front of the school. It is proposed to expand the number of parking spaces in the front car park to 69 standard spaces including 4 blue badge bays, 5 drop-off bays and 14 EV charging points.
- 4.5. In addition to the expanded car park, new 'drop off' bays will be implemented to the south of the main parking area, accessed from Greenbrow Road. The car park will remain outside of the secure line of the school site, but remain gated to prevent unauthorised access during the school day, and have an increase of 23 parking spaces from current numbers.
- 4.6. A small parking area is to be delivered to the south of the school building within the delivery and servicing area. There is currently a hardstanding in place, however, it is intended to "white line" this area to provide an extra 3 blue badge bays, 2 standard parking bays and 1 mini-bus bay.
- 4.7. Overall, this provides 67 standard parking bays (14 of which will be EV enabled) plus 7 blue badge bays and 1 minibus bay within the demise of the school site.
- 4.8. No motorcycle parking is proposed for within the school site. However, it is suggested that motorcycles are able to use standard parking bays if necessary.
- 4.9. The secondary vehicular access point located on Clay Lane on the west of the school site will be retained for deliveries and servicing and will stay outside the secure line of the school site.
- 4.10. Current unmarked hardstanding to the southwest side of the building will be marked as an additional 3 blue badge bays, 2 standard parking bays and 1 mini-bus bay to be accessed via the Clay Lane entrance.

Public Transport Infrastructure

- 4.11. The proposals for the school will have no impact on the existing public transport services. There are currently no plans for the school to have dedicated bus services.
- 4.12. Notwithstanding the above, the school will operate a minibus primarily for the purposes of transporting school sports teams to locations offsite. However, options to use this vehicle for school drop-off and pick-up will be investigated. This will likely target pupils who reside in areas with relatively low levels of accessibility by sustainable modes of transport.



Pedestrian Access

- 4.13. The current pedestrian access points into the site will be retained post development, with three pedestrian access points onto the school site available from Greenbrow Road. With one of these access points dedicated to student access and two points for visitor access.
- 4.14. Pedestrian access into the secure line of the school site will be accessed mainly through the school building with separate student and visitor entrances as currently in place.
- 4.15. The pedestrian gate that allows access to the school site from Clay Lane will be retained. However, it will not be used during the start and end of the day for pupil/staff access to the site. Instead, the gate is to be used for access across Clay Lane to Wythenshawe football club playing fields, during the school day, under staff supervision.

Cycle Access and Infrastructure

- 4.16. The proposals do not alter any of the surrounding cycling infrastructure.
- 4.17. However, the scheme will deliver a large, cycle storage area outside the secure line of the school site but on the pupil side of the school front accessed from Greenbrow Road. This cycle storage area will provide 252 standard cycle parking spaces in the form of 126 cycle stands.
- 4.18. An additional 4 cycle stands will be available for use on the public side of the school front accessed from Greenbrow road (8 cycle spaces) for use by visitors to the school site. Lastly, 3 cycle stands (6 cycle spaces) will be provided on the west of the building at the service entrance. In total there will be 266 standard cycle parking spaces available for use by staff, pupils and visitors to the Newall Green High School site.



5. Aims, Objectives and Measures

Aims

- 5.1. The core aim of the Travel Plan is to minimise the use of car trips and promote a shift in travel behaviours that encourages the uptake of sustainable modes of transport amongst staff, pupils and visitors. The objectives detailed below are intended to facilitate this aim.

Objectives

- 5.2. The objectives of the Travel Plan are as follows:
- To increase the awareness of staff, pupils, parents and visitors of the advantages and potential for travel by more environmentally friendly modes.
 - To reduce the traffic generated by the development (single occupancy car trips) to a lower level of car trips than would be predicted for the site without the implementation of the Travel Plan.
 - To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.
 - To promote healthy lifestyles and sustainable communities.
 - To monitor regularly the means of travel used by staff, pupils, parents and visitors to encourage transfer to the most sustainable modes, as achieved through the implementation of the Travel Plan.

Measures

- 5.3. It would be necessary to implement a number of “hard” and “soft” measures in order to achieve the objectives. The measures would be part of an action plan with timescales for delivery and individuals responsible identified, and could include:

Travel Plan Co-ordinator

- 5.4. The Travel Plan should be implemented for the school under the control of the Travel Plan Co-ordinator (TPC). The TPC will work in conjunction with staff, pupils, parents, the local authority, the local community and other interested parties for the continuing progression of the Travel Plan.
- 5.5. A member of staff will be appointed as TPC to develop and oversee the measures and initiatives of the Travel Plan. This individual's contact details will be provided to MCC and form a single point of contact for matters relating to the Travel Plan and sustainable transport.



5.6. The role of the TPC is:

- To be the key decision maker on day-to-day matters of implementation of the Travel Plan.
- Liaison with users of the site as well as external organisations, stakeholders, MCC, TfGM and public transport operators.
- To provide a point of contact for staff, pupils, parents and visitors in relation to travel advice.
- To promote the use of travel modes other than the car, including the distribution of publicity material and travel information.
- Ensuring that all relevant information is available to users and that up-to-date information is clearly displayed on the school bulletin board and online.
- To co-ordinate the implementation of Travel Plan measures.
- Data collection, surveys, monitoring and report production.

Travel Awareness

- 5.7. Staff and parents will be made aware of the existence of the Travel Plan and a copy will be available via the school website, and a copy will be made available to MCC and TfGM. Staff and parents will also be informed of the appointment of the TPC.
- 5.8. There will be up-to-date information displayed on the school bulletin board within the school and through the school website.
- 5.9. Visitors will be informed of alternative modes of travel to the site by information on the school website and the provision of promotional and public transport information leaflets will be made available to visitors for future visits. While on a first visit this may not help to promote non-car use, it will be a useful mechanism to encourage regular visitors to use an alternative mode of travel.

Walking

- 5.10. Walking offers many health benefits, and fits in well with the growing interest in a healthy lifestyle. As mentioned earlier in this report, the walking facilities surrounding the development site are of a good standard and should encourage travel on foot. In addition to the existing pedestrian provision, the following measures will be considered:
- Identify safe routes to the school.
 - Ensure adequate provision of footways and lighting along internal access routes.



- Liaise with the local authority to ensure that pedestrian routes in the vicinity of the site are appropriately maintained.
- Provide a pool of umbrellas for staff use.
- Organise and promote “Walk to School” campaigns.
- Include information and advice concerning safe pedestrian routes on the school bulletin board / school website.

Cycling

5.11. Cycling is a great way to improve overall health and wellbeing, supporting the increasing focus on active, healthy living. It boosts cardiovascular fitness, strengthens muscles, improves joint mobility, and can help reduce stress and anxiety. The use of the cycle parking facility will be monitored as part of the Travel Plan process. Other measures to be considered are:

- Investigating the potential to set up a Bicycle User Group (BUG) to encourage staff to cycle to work.
- Liaising with the local authority to ensure that cycle routes in the vicinity of the site are appropriately maintained.
- The Travel Plan will facilitate information and advice concerning safe cycle routes.
- The TPC will also launch poster campaigns such as “Cycle to School Week” and other national events on a regular basis to advertise cycling as a viable mode of travel to school / work.
- Tax free cycle scheme for staff.
- Organising cycle training for staff and pupils in conjunction with the MCC / TfGM, including Bikeability training.

Public Transport

5.12. The following initiatives will be considered to encourage uptake of public transport:

- Ensure students and staff are aware of annual bus tickets on the Bee Network that are available, along with the opportunity to spread the cost of annual tickets using Greater Manchester Credit Union.
- There will be up-to-date information displayed on the school bulletin board and links to live public transport online through the school website. The TPC will ensure that information remains valid.
- Make pupils, parents and staff will also be made aware of the up-to-date details of bus services including route information and service frequencies available on the Bee Network website.



- Liaise with TfGM / public transport operators to understand future network changes in the vicinity of the site.
- Communication with bus and rail operators to understand opportunities for discounted or taster tickets to permit staff and pupils to trial services.
- Consideration of use of school mini-bus to undertake pupil pick-up and drop-off, particularly for pupils live in locations with relatively low accessibility by sustainable modes of transport.

Car Sharing

- 5.13. In some situations, the car is the best or the only travel option. However, car sharing offers significant benefits not just for the environment but also financially. Therefore, consideration will be given to organising a car sharing scheme that is specifically aimed at staff. Car sharing could also be promoted to parents in situations where clusters of families with pupils attending the school live in close proximity and / or on the same route to the school.

Communication

- 5.14. It is considered that a successful Travel Plan is built upon effective consultation with the school and the local community.
- 5.15. It will be important to consult with pupils, parents, staff, visitors, local residents, the police and MCC. This will be best achieved through a wide range of surveys, public meetings and regular publicity either through the local press, school website or a school newsletter.
- 5.16. Pupils, parents and staff will be given the opportunity to provide input into the Travel Plan. It is important that a sense of joint ownership is created through early consultation exercises. This will give pupils, parents and staff, in particular, the impetus to embrace the Travel Plan initiatives.



6. Targets

- 6.1. To ensure the success of the measures proposed in the Travel Plan can be monitored, Travel Plan targets will be established.
- 6.2. Travel Plan targets should be 'SMART', which means they must be:
- **S**ite-specific.
 - **M**easurable.
 - **A**chievable.
 - **R**ealistic.
 - **T**ime-specific.

Staff

- 6.3. **Table 6.1** has been prepared to illustrate the manner in which the targeted 10% mode shift away from single occupancy car travel will be achieved for staff. As shown, this mode shift will incorporate a range of sustainable forms of transport, which recognises the differing travel needs of staff.

Table 6.1: Mode Share - Baseline and Targeted Mode Shift for Staff

Mode	Mode Share										
	Baseline	Year 1		Year 2		Year 3		Year 4		Year 5	
		Shift	Share	Shift	Share	Shift	Share	Shift	Share	Shift	Share
Car (Driver)	97%	-5%	92%	-2%	90%	-1%	89%	-1%	88%	-1%	87%
Car (Passenger)	0%	2%	2%	1%	3%	0%	3%	0%	3%	0%	3%
Bus	3%	1%	4%	1%	5%	0%	5%	0%	5%	1%	6%
Walking	0%	1%	1%	0%	1%	1%	2%	0%	2%	0%	2%
Cycling	0%	1%	1%	0%	1%	0%	1%	1%	2%	0%	2%



Pupils

- 6.4. Similarly, **Table 6.2** has been prepared to illustrate a targeted 10% mode shift towards more sustainable modes of transport for pupils.

Table 6.2: Mode Share - Baseline and Targeted Mode Shift for Pupils

Mode	Mode Share										
	Baseline	Year 1		Year 2		Year 3		Year 4		Year 5	
		Shift	Share	Shift	Share	Shift	Share	Shift	Share	Shift	Share
Car or Van Passenger	37%	-5%	32%	-2%	30%	-1%	29%	-1%	28%	-1%	27%
Car or Van Passenger (shared with other pupils)	8%	2%	10%	1%	11%	0%	11%	0%	11%	1%	12%
Bus	20%	1%	21%	1%	22%	0%	22%	0%	22%	0%	22%
Tram/ Light Rail	1%	0%	1%	0%	1%	0%	1%	0%	1%	0%	1%
Walking	25%	1%	26%	0%	26%	1%	27%	0%	27%	0%	27%
Cycling	8%	1%	9%	0%	9%	0%	9%	1%	10%	0%	10%
Scooter	1%	0%	1%	0%	1%	0%	1%	0%	1%	0%	1%
Taxi	1%	0%	1%	0%	1%	0%	1%	0%	1%	0%	1%

- 6.5. A previously, a majority of pupils currently reach the site via sustainable modes. As the school becomes more established and its reputation grows, it is anticipated that an increasing number of pupils enrolled at the school will reside in areas in closer proximity to the site. This gradual shift over time will assist in encouraging the uptake of sustainable modes of transport.



7. Monitoring and Review

Monitoring

- 7.1. There will be an on-going process of monitoring the Travel Plan. The Travel Plan will also be reviewed in consultation with MCC's Travel Plan Officer.
- 7.2. The TPC will form a contact point for communication with the MCC and TfGM. Findings from authority discussions and reviews will be communicated to staff via the school bulletin board, internet and staff meetings. The TPC will liaise with the Travel Plan Officer to agree the surveys to be undertaken, the monitoring procedure and reporting.

Travel Surveys

- 7.3. Travel surveys will be used to gather information on staff travel and inform future targets.
- 7.4. In accordance with the wording of the Condition 16, further staff and student travel surveys will be undertaken within 3 months of the development opening. The results of these surveys will then be compared to the baseline mode share data outlined in Section 6. An example Staff Travel Survey has been included as **Appendix B**.
- 7.5. If it is apparent that the surveyed mode share is significantly different to the data established from the Census, then the mode shift targets may be reviewed in consultation with MCC. This will be undertaken within 6 months of the development opening.

Review

- 7.6. Repeat travel surveys will be undertaken on an annual basis for a minimum of 5 years. The repeat surveys will be undertaken at approximately the same time of year as the first surveys to ensure factors (such as weather) are broadly consistent.
- 7.7. The results of the travel surveys will then be compared against the targets to determine if the mode shift targets are being achieved.
- 7.8. If the review determines that the Travel Plan targets have not been met, then the TPC shall liaise with Council's Travel Plan Officer on remedial measures to mitigate and resolve this. The remedial measures will be tailored to the needs of the Travel Plan and with reference to the mode share targets.
- 7.9. The Travel Plan itself will be reviewed every 2 years to ensure that the information it provides remains up to date, and that comments on the Plans effectiveness can be incorporated where appropriate.



8. Action Plan

- 8.1. Using some of the measures outlined in this Travel Plan, an indicative Action Plan has been prepared and is presented in **Table 8.1**. This Action Plan will be further refined once travel surveys of staff and pupils have been undertaken.

Table 8.1: Indicative Action Plan

Action/Initiative	Responsibility	Timescale
Increase % of people walking		
Distribution of maps showing safe local walking routes and local amenities.	TPC	Upon occupation
Raise awareness of national and local walking-oriented events and campaigns such as Walk to Work Week.	TPC	Ongoing
Increase % of people cycling		
Provision of secure cycle parking facility.	Developer	Construction phase
Distribution of maps showing safe local cycling routes.	TPC	Upon occupation
Raise awareness of national and local cycling-oriented events and campaigns such as Bike Week, and potentially launch a Cycle to School week targeted at both staff and pupils.	TPC	Within 12 months of occupation
Arrange for Bikeability cycling skill training for pupils to take place at the school.	TPC	Within 12 months of occupation
Offer Cycle to Work scheme for staff to enable to tax free purchase of bicycles.	TPC	Within 12 months of occupation
Increase % public transport users		
Promotion of public transport with service information and advice services, including guidance on obtaining bus passes for eligible staff and pupils.	TPC	Upon occupation
Communication with bus and rail operators to understand opportunities for discounted or taster tickets to permit staff and pupils to trial services.	TPC	Within 6 months of occupation
Increase % car share users		
Promotion of Liftshare scheme, and other publicly accessible databases/ websites as appropriate e.g., www.blablacar.com .	TPC	Within 12 months of occupation
Increase awareness of the Travel Plan		
TPC contact details to be available for staff and pupils to liaise with on sustainable travel matters.	TPC	Upon occupation
Display of sustainable travel information at the site via noticeboards.	TPC	Ongoing - reviewed periodically
Raise awareness of national campaigns e.g. Car Share Day, Bike Week, Walk to Work Week, European Mobility Week.	TPC	Ongoing
Monitoring and Review		
Undertake further staff and pupils travel surveys.	TPC	Within 3 months of occupation
Review baseline mode split for staff and pupils and, if necessary revisit mode shift targets. Revised Travel Plan to be provided if deemed necessary.	TPC	Within 6 months of occupation
Monitor cycle parking occupancy levels.	TPC	Ongoing - regular intervals
Annual travel surveys of mode share to measure progress against targets	TPC	Annually



Review of Travel Plan progress and updates to live document if required.	TPC	Every two years a
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Appendix A

Approved Site Plan





- Site Boundary
- Existing Building
- Proposed Building Extensions
- Existing Building to be demolished

- HARD LANDSCAPE**
- Existing pedestrian grade tarmacadam,
 - Existing vehicular grade tarmacadam,
 - Existing asphalt wearing course to be planed off and re-laid, to engineers specification,
 - Vehicular grade tarmac, to engineers specification,
 - Pedestrian grade tarmac, to engineers specification,
 - Existing Block Paving
 - Proposed PCC Paving

- SOFT LANDSCAPE**
- Existing tree/vegetation to be removed Subject to Tree Survey to confirm
 - Existing Trees retained
 - Existing Formal Hedge retained
 - Existing Informal Hedge / dense vegetation retained
 - Existing Grass retained
 - Proposed Grass
 - Proposed tree planting in soft landscape
 - Proposed shrub planting
 - Proposed Hedge Planting
 - Biodiversity Nature Area
WFG2 Flowering Meadow
WFG15 Countryside, Schools & Colleges

- MUGA - remove existing carpet and replace with new sub-base, drainage, tarmac layer and FIFA standard carpet.
- Semi-natural vegetation

- BOUNDARIES**
- Existing Boundary Treatment retained
 - Proposed MUGA Sports Fence, 4.5m high
 - Proposed Single / Double Leaf Gate, to match perimeter fence detail
Example of gate reference provided G=Gate / 3MO = 3 metre opening
 - Proposed Perimeter Fence, 2.4m high mesh security fence to match existing
 - Proposed Double Leaf Gate, to match perimeter fence detail
Example of gate reference provided G=Gate / 5MO = 5 metre opening

- STREET FURNITURE**
- Cycle Stands
 - Cycle Compound [cycle numbers as annotated]
 - Alder Raised Timber Planter
 - Proposed Balustrade
 - Proposed Stainless Steel Door Guard

- OTHER**
- Electric vehicle charging point
 - Accessible parking bays
 - Building Entrance [Level Access]
 - Student Entrance [Flush Access]
 - Vehicular Access [Level Access]
 - Public Access [Flush Access]
 - Pod Point Twin Charger - Car charging
 - Details by Others

- SIGNAGE**
- New External School Signage Location
Sign to include School Name. Details TBC by others
 - External School Signage Location
Existing sign posts to be retained. New sign fixed to posts.
Sign to include School Name and Directional graphic into car park.
Details TBC by others
 - External Signage Location
Sign for Sixth Form and to include Directional graphic.
Details TBC by others
 - External School Signage Location
Sign for 'Deliveries' and is to Directional graphic.
Details TBC by others

Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.

North Sign / Key Plan

The following external model files are included within this drawing:

Rev	Date	Description	By	App
C03	02/04/25	Gates to MUGA amended to open outwards. Gate added to match existing boundary.	DW	DW
C02	14/11/24	Proposed Cellular Storage area shown. Existing ramp to egress on north side of building omitted.	DW	DW
C01	10/07/24	Retaining upstand and balustrade length proposed to north eastern corner of the sports hall and extent of proposed new tarmac amended due to levels updates.	DW	DW
P10	27/11/23	Issued for Planning purposes. Legend updated to revise description for MUGA area.	DW	DW
P09	06/11/23	Alignment planters omitted from layout following instruction received dated 03/11/23.	DW	DW
P08	10/08/23	Amendments made in line with revised Stage 4 building revisions (increased Sports Hall size). Specifically gate size to north west side of sports hall, student line up area, balustrade edge on entrance into sports hall. Cycle provision amended. Existing decking omitted. Hatching to soft works updated and references used. PLANNING ISSUE.	DW	DW
P07	28/05/23	General updates to GA and Legend.	DW	DW
P06	12/04/23	External signage positions shown and added to legend. Note to mark all access points as level access.	DW	DW
P05	24/03/23	Outline planting spec added to legend.	DW	DW
P04	20/03/23	Drawing number updated. Issued for Stage Approval. Proposed hedge shown to front boundary as part of reinstatement work. Boundary details updated.	DW	DW
P03	07/03/23	GA updated to full comments received on mark-up from MS dated 06/03/23.	DW	DW
P02	21/02/23	General updates and amendments to GA Plan. Specific amendments include: changes to car park layout to reduce tree and shrub planting, maximise parking numbers, introduce drop off bays. Amendments to hard and soft to rear of building. Latest building layout shown.	DW	DW
P01	14/02/23	Trees omitted, entrance access points included, note to existing decking added, existing boundary to north west of school added.	DW	DW
Rev	Date	Revision Notes	Dm	Rv

Client / Contractor

IBI Intelligence Buildings Infrastructure www.ibigroup.com

Project
DIXON ACADEMY

Drawing Title
EXTERNAL WORKS
GENERAL ARRANGEMENT PLAN

Job Number 142037	Drawing Originated Date 08/02/2023	PAS 1192 Status Code A4
Scale@A1 1:500	Purpose CONSTRUCTION	

Drawing Number FS0998-IBI-A-14-XX-D-L-7001	Revision C03
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Appendix B

Example Travel Survey



Travel Survey

Please complete this Survey by _____

1 Name* _____
Providing your name is not essential but it does help us target measures in the right areas.

2 Home Postcode/ Street name _____

3 Gender
1 ☐ Male 2 ☐ Female

4 Age
1 ☐ Under 25 4 ☐ 45-54
2 ☐ 25-34 5 ☐ 55 or Over
3 ☐ 35-44

5 Is your work?
1 ☐ Full Time 2 ☐ Part Time

6 What are your normal start/ finish times?

Days _____ Start Time _____

Finish Time _____

If you have other variable working hours please specify

7 On your normal trip to work, which form of transport do you usually use?

- 1 ☐ Car (as driver on my own)
2 ☐ Car (as passenger or as driver with passenger)
3 ☐ Bus
4 ☐ Train
5 ☐ Tram
6 ☐ Motorbike
7 ☐ Bicycle
8 ☐ Walk
9 ☐ Other (specify)

10 ☐ If you travel by different modes on different days/times of the year please specify

8 How long does it normally take you to travel to work?

- 1 ☐ 0 to 15 minutes
2 ☐ 16 to 30 minutes
3 ☐ 31 to 60 minutes
4 ☐ 61 to 90 minutes
5 ☐ More than 90 minutes

9 Do you have a Disability that may affect your travel arrangements?

- 1 ☐ Yes 2 ☐ No

10

Do you require a Disabled Parking Space

- 1 ☐ Yes 2 ☐ No

11

If you have indicated 'Car driver' in Q8, what are the main reasons for doing so? (tick 3 most applicable)

- 1 ☐ Need for business travel during day
2 ☐ Giving a lift to others
3 ☐ Health reasons
4 ☐ Faster than other modes of transport
5 ☐ More convenient than alternative
6 ☐ Need to travel off site at lunchtime
7 ☐ No alternative available
8 ☐ Other (specify)

12

If you indicated car driver in Q8, would you consider car sharing?

- 1 ☐ Yes regularly
2 ☐ Yes occasionally
3 ☐ No

13

Which of the following changes would encourage you to use green transport. Please tick the 3 most applicable.

- 1 ☐ Financial help on the cost of tickets
2 ☐ Flexible working patterns
3 ☐ Personalised journey plan
4 ☐ Better Travel Information
5 ☐ More convenient bus service
6 ☐ Cycle to Work Scheme (tax breaks on cycle purchases)
7 ☐ Other (specify)

14

If you indicated 'Car Driver' in Q8, what other mode of transport would you consider if you could not bring your car to work? (tick all that apply)

- 1 ☐ Bus
2 ☐ Train
3 ☐ Tram
4 ☐ Bicycle
5 ☐ Car passenger
6 ☐ Walk
7 ☐ Motorbike
8 ☐ None
9 ☐ Other (specify)

15

Your views and ideas are important, so please add any other comments about your journey to work

