Travel Plan Statement

Project:	P22-639 SRP – William Hulme's Grammar School		
Subject:	Travel Plan Statement		
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Authorised by:	Shannon Franklin – Principal Transport Planner	**Status:**	S2 - Information
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1 Introduction

1.1 General

1.1.1 Rodgers Leask Ltd (RLL) have been appointed by United Learning to produce this Travel Plan Statement and associated Travel Plan (TP) via the TFGM Travel Plan Toolkit to support an upcoming application to construct a Special Resourced Provision Building (SRP) and Multi-Use Games Area (MUGA) at William Hulme's Grammar School (WHGS), Manchester.

1.1.2 The Transport for Greater Manchester (TfGM) Travel Plan Toolkit (TPT) has been utilised to create the TP for this development. This Travel Plan Statement is intended to supplement the TP by describing and explaining the methodology behind its creation, as well as explaining the mechanisms of the TfGM TPT.

1.1.3 The TP presents the measures and initiatives aimed at maximising sustainable accessibility to the proposed development. It identifies opportunities and constraints, and evaluates how these will impact travel to and from the site. It will also assess the impact of the proposed development on the current transport system.

1.1.4 The TP will mainly focus on encouraging sustainable travel to / from the site by staff and students, but it will also include measures that will inform sports facilities users of their opportunities to travel sustainably to the school.

1.1.5 The TFGM TP (created using the TFGM TP online Toolkit) is included in **Appendix A.**

1.2 Site Location

1.2.1 WHGS is located to the South of the City of Manchester. The site is adjacent to the A5103 Princess Road to the East, with a row of housing along its Southern

boundary. The estate roads of Spring Bridge Road to the West and Montcliffe Crescent to the North surround the remainder of the site.

1.2.2 There are four site accesses at the school which includes a primary pedestrian access taken from Spring Bridge Road to the South-West of the site. with Spring Bridge Road. 42m North from the pedestrian access along Spring Bridge Road is one of the vehicle accesses for staff via a controlled gated access. 26m North from the staff vehicle entrance is the main reception entrance for visitors and deliveries, controlled via gated access. There is another vehicle access via Montcliffe Crescent to the North of the site.

1.3 Development Description

1.3.1 As previously mentioned, the development includes the construction of a SRP and MUGA. The SRP will include:

- Three Secondary Group Rooms;
- Two Primary Group Rooms;
- A Life Skills Room;
- A Therapy Room;
- A Sensory Room;
- A Quiet Room;
- Associated spaces such as toilets and storage.

1.3.2 The MUGA will include:

- Four new Multi-Use Games Areas. Two of these will be located to the North, and two will be located adjacent to the primary school. The two to the north will comprise of one full MUGA court and one smaller court, the two adjacent to the primary school will be full MUGA courts.
- Two existing MUGA courts will be lost due to the construction of the SRP.
- The existing temporary parking area will be lost due to the construction of the northern MUGA courts

1.3.3 The new facilities will allow for the expansion of the teaching and care capabilities, and sports facilities at the school, which will fall within the schools site boundary. A plan of the new facilities has been attached in **Appendix B**.

1.3.4 WHGS is open from 06:30 – 21:00, with the student timetable active between 08:30 – 15:10 and extra curricular activities until 16:30. There are currently 193 staff and 1613 students. The current SRP accommodates 12 children, with the

planned expansion allowing for a further 18 students, totalling 30 students. An additional two staff members will be hired for the expansion of the SRP.

WHGS caters for students from Primary age through to Sixth Form. During typical school holiday periods, the level of trips generated by the site significantly decreases. Out of hours facility hire still continues outside of term time, but at a reduced rate.

2 Travel Plan Toolkit

2.1 Context

2.1.1 The TfGM TPT is a web-based resource that can be used to help design and implement Travel Plans in Greater Manchester. The toolkit provides guidance and streamlines the TP creation process. Each section of this chapter will summarise the corresponding section of the TP.

2.1.2 **Figure 1** shows the stages of the TPT.

2.1.3 RL has used the toolkit to create a TP for the school, titled *"William Hulme's Grammar School".* A PDF copy of the draft TFGM Travel Plan is included in **Appendix A**.

2.1.4 The intention is that the draft TFGM Travel Plan is conditioned and that the TFGM Travel Plan is updated and approved prior to first occupation of the SRP building.

Figure 1: Travel Plan Stages



2.2 Site Description

2.2.1 This section requires a brief description of the site, adjacent developments, a site assessment and issues and opportunities. The following is a summary of the information inputted into the TfGM TPT.

Basic Information

2.2.2 WHGS is open from 06:30 – 21:00, with the student timetable active between 08:30 – 15:10 and extra curricular activities until 16:30. There are currently 193 staff and 1613 students. The current SRP accommodates 12 children, with the planned expansion allowing for a further 18 students, totalling 30 students. An additional 2 staff members will be hired for the expansion of the SRP. This is net increase of 18 students and 2 staff.

2.2.3 WHGS caters for students from Primary through to Sixth Form. Outside of term time travel to/from the site is greatly reduced.

Adjacent Development

2.2.4 There are no adjacent developments currently being processed within 1 mile of the site that would have an impact upon development.

Site Assessment

2.2.5 Given the small number of additional staff, the impacts of the development should be easily offset by the measures of the TP.

2.2.6 There are multiple TROs in force surrounding the school. These include:

- 'No Stopping' area outside the school;
- Double yellow markings on roads surrounding the school;
- 30-minute maximum wait designated parking areas.

2.2.7 Footways and pedestrian crossings are provided on popular walking routes to/from the site. These footpaths are typically well maintained, with some primary junctions close to the school having undergone recent improvement.

2.2.8 Most areas of South and Central Manchester are accessible by bike and within a 5km cycle catchment. There are designated cycle routes close by, as well as on and off street infrastructure.

2.2.9 There are 124 cycle storage spaces on site of which 40 are sheltered, a travel survey showed that 42 students and 18 staff (60 total people) travel to school via cycle and hence, the existing level of cycle provision is well in excess of the current demand. The existing provision will be adequate to serve the proposed development.

2.2.10 There are an excellent number of bus services that run near to the site at a regular frequency, as shown in **Table 1**. There are no tram stops or a train station within close proximity to the site.

2.2.11 There are 99 car spaces proposed at the site (54 of which are accessible during the school hours for staff parking). The parking accumulation shows that currently a maximum of 42 vehicles are parked on site during the school day.

2.2.12 In the after school period, when the site is used by community and sports groups. 79 of the 99 proposed parking spaces are accessible, the parking accumulation calculation showed a maximum of 56 vehicles parked within the car park area. The parking proposals at the site are therefore adequate to serve the proposed development.

Table 1. Local Bus Services and Frequency

Bus Service	Weekday			Weekend		
	Start Time	Frequency	End Time	Start Time	Frequency	End Time
85						
Chorlton Bus Station – Piccadilly Gardens	05:47	4x Per Hour	22:16	Sat - 06:41 Sun – 08:43	Sat – 4x Per Hour Sun – 2x Per Hour	Sat - 22:16 Sun – 22:26
85A						
Arrowfield Estate – Piccadilly Gardens	07:03	Hourly	22:46	Sat – 07:56	Sat - Hourly	Sat – 22:46
101						
Manchester - Wythenshawe	05:24	Every 15 mins from 09:23 – 14:23	00:37	Sat – 06:17 Sun – 06:58	Sat – Every 15 mins from 9:39 Sun – Every 30 mins from 06:58	Sat – 00:36 Sun – 23:36
102						
Piccadilly Gardens – Chorlton Southern Cemetery	/	/	/	Sun – 10:54	Sun - Hourly	Sun – 16:54
103						
Piccadilly Gardens – Manchester Airport	04:58	Every 30 mins between 10:16 – 19:23	04:04	Sat – 05:03 Sun – 05:02	Sat - Every 30 mins between 10:46 – 18:16 Sun - Hourly	Sat – 04:03 Sun – 04:04
150						
Trafford Centre – Gorton Shopping Centre	19:48	Hourly	23:48	Sat – 19:53 Sun – 07:55	Sat – Hourly Sun - Hourly	Sat – 23:53 Sun – 22:53

3 Travel Plan Scope

3.1.1 This stage is centred on the formulation of objectives and targets. Objectives are broad, overarching aims, whilst targets are specific and measurable.

3.2 Objectives

3.2.1 There are 5 key objectives of the TP:

- Ensure that on street parking does not increase as a result of the development;
- Increase proportion of students and staff that walk, cycle and use public transport to commute;
- Reduce reliance on the car as the primary mode choice;
- Improve air quality around the school by reducing vehicle trips (including vehicle idling);
- Improve staff and student health by increasing uptake in active travel modes.

3.3 Targets

3.3.1 There are two targets that help achieve the objectives described previously. The targets must be site-specific, measurable, achievable, realistic, and time-related. Targets have a description, an objective they seek to achieve, an outcome they seek, and monitoring to evaluate their progress.

3.3.2 **Target 1** is to **'Reduce number of staff that travel to the school by car by 10% over 5 years'**. This is seeking to achieve all objectives. The outcome being sought after is a reduction in car trips for the teaching staff, thereby reliving pressure on local streets and the on-site parking. To monitor progress towards this goal, an annual travel survey will be conducted to work out the modal split of journeys to and from school.

3.3.3 **Target 2** is to **'Reduce the number of students that travel to the school by car, by 10% over 5 years'**. This is seeking to achieve all objectives. The outcome being sought after is a reduction in car trips for students (parents), an to encourage them to use more sustainable forms of transport. Annual student surveys will be used to monitor progress towards this goal

4 Travel Plan Delivery

4.1.1 This stage sets out an action plan for the site occupier. The stage provides details about contacts, financing, monitoring and timescales.

4.2 Travel Plan Co-ordinator:

4.2.1 The Travel Plan will be live for 5-year post the 1st set of staff and student travel surveys (which are required within 3 months of the new SRP building opening). At present the Travel Plan Coordinator role is allocated to the school Head Teacher, who will allocate the responsibility once planning permission has been granted.

4.2.2 TPC Contact details: Kate Heaton: kate.heaton@whgs-academy.org

4.2.3 The TPC role will likely be allocated to a different member of staff. The staff member's contact details will be added to the TFGM Travel Plan once confirmed.

4.3 Funding

4.3.1 All proposed measures will be funded by the school.

4.4 Monitoring

4.4.1 To ensure the travel plan is achieving what it has set out to, it is necessary to monitor and document the effect that the implemented measures have upon modal shift, so that judgement can be made by the TPC as to whether to continue with the current strategy or implement changes.

4.4.2 Student and staff travel plan surveys will be undertaken within 3 months of the SRP building opening to students.

4.4.3 The surveys will seek to understanding student and staff travel behaviour and habits, whilst quantifying the existing student and staff mode share splits.

4.4.4 The mode share splits will help establish the baseline that will be used to ensure the travel planning resources are best targeted at the most effective measures.

4.4.5 Surveys will be carried out annually for 5 years to assess the success of the measures implemented.

4.4.6 A monitoring will be produced by the TPC at the each of each TPC year (for 5 years) summarising the actions carried out in the previous year and the findings of the latest staff and student survey. The monitoring report will be uploaded to the FTGM Travel Plan Toolkit.

5 Measures and Actions

5.1.1 The following paragraphs describe the measures and actions proposed that seek to encourage sustainable travel to / from the site.

5.1.2 The measures are designed to be practical in terms of implementation and costs. As a living document, the measures presented here are suitable for review and further development throughout the life of the TP, subject to the results of the on-going monitoring regime.

5.1.3 A summary of the proposed measures and actions are collated in the action plan - **Table .**

5.2 Walking Strategy

5.2.1 Ensuring all pedestrian entrances / footway to / from the school buildings are kept in good condition.

5.2.2 Umbrellas to be stored in the staffroom for staff to make use of when walking around the school.

5.2.3 Hold promotional events for staff and students as part of "Walk to Work week".

5.3 Cycling Strategy

5.3.1 Discount at local cycle shop for staff to make use of when purchasing cycling equipment.

5.3.2 Cycle proficiency training for students and staff.

5.3.3 Cycle routes / maps distributed to staff and details included on school website / intranet.

5.3.4 Cycle maintenance kits available at the school for staff / students to make use of on the site;

5.3.5 Potential cycle related events on-site (such as bike breakfasts and doctor bike sessions, security bike marking, led bike ride, cycle skills training etc) if demand deems necessary.

5.4 Car Sharing Strategy

5.4.1 Car or lift sharing can be an effective way of reducing peak hour congestion and involves two or more people sharing a car for their journey to / from work.

5.4.2 A car share database for Manchester is available on the website liftshare at https://liftshare.com/uk/community/tfgm.

5.4.3 To encourage car sharing, the following measures will be considered:

- The liftshare website will be promoted on the school website / intranet and periodically to staff emails;
- The potential to allocate car parking spaces specifically for those who are registered car sharers will be investigated;
- Promote eco driving.

Public Transport Strategy

5.4.4 Up-to-date public transport timetables to be included on the school website / intranet and in the staffroom;

5.4.5 Staff offered a week's Bee Network "Train and tram 7-day combined ticket (adult)" pass to try the bus for free https://tfgm.com/tickets-and-passes/combination-train-and-tram-7-day-adult;

5.4.6 Event to promote "Catch the bus week" each year;

5.4.7 Personal journey planning tools promoted for use by staff and students, including the 'Bee Network' journey planner https://tfgm.com/plan-a-journey

6 Action Plan

6.1.1 **Table 2** on the following page provides a summary of the actions proposed.

Table 2: TP Action Plan

Action	Justification	Responsibility	Target Date / Frequency	Monitoring
Walking				
All pedestrian entrances / footways to be kept in good condition	Ensure walking routes are safe and user friendly	School	Ongoing	Any repairs to be recorded and evidence uploaded to TFGM Travel Plan Toolkit
Umbrellas to be kept in staff storeroom for use to/from and around the school	Provides staff with umbrellas in case of adverse weather	School	Within 3 months of SRP building opening	Number of umbrellas purchase / offered / in stock to be reviewed annually
Promotional event "Walk to Work week"	Promotes the benefits of walking with the aim of encouraging more walking	TPC	Within 12 months of SRP building opening	TPC to upload evidence of "Walk to Work Week" activities to TFGM Travel Plan Toolkit
Annual pedometer challenges	Adding a notion of fun and a challenge to walking, encouraging more walking	TPC	Within 12 months of SRP building opening	TPC to record staff numbers taking park
Cycling				
Cycle maintenance keys available in staffroom	A readily available cycle maintenance kit at the school helps users fix any bicycle issues on site	TPC	Within 3 months of SRP building opening	TP to upload evidence of available cycle maintenance kits and record usage
Additional cycle storage if demand deems required	Additional secure, sheltered cycle storage encourages cycling to / from the school	School	Following completion of first surveys	TPC to upload evidence of cycle storage demand feedback from surveys to TFGM Travel Plan Toolkit
Cycle proficiency training to be offered to staff / students if demand deems required	Cycle proficiency training helps participants become roadworthy cyclists and thus the ability to cycle to / from the school	TPC	Within 12 months of SRP building opening	TPC to understand whether there is the demand for cycle training for staff (students mandatory during primary age) and if so, record the training offered / no. of participants.

Action	Justification	Responsibility	Target Date / Frequency	Monitoring
Discount for staff and local cycle shop	Encourages staff to purchase cycling equipment at a discounted price	TPC	Within 3 months of SRP building opening	Discounted offer to be uploaded to TFGM Travel Plan Toolkit
Cycling forum page for staff / students to log any cycling issues / suggestions	Provides staff / students with the opportunity to help encourage cycling	School	Within 6 months of SRP building opening	TPC to regularly review any feedback from the forum and document on TFGM Travel Plan Toolkit
Promote the Cycling element of the "Bee Network"	The Bee Network provides useful info on all things cycling in the local area, encouraging cycling	TPC	Within 3 months of SRP building opening	TPC to upload evidence of promoting the Bee Network to TFGM Travel Plan Toolkit
Regular (at least 2 annually) events for staff at school that encourages cycling	Promotes and encourages cycling – events could include bike breakfasts and doctor bike sessions, security bike marking, led bike ride, cycle skills training	TPC	Within 12 months of SRP building opening	TPC to upload evidence of events to TFGM Travel Plan Toolkit
Public Transport				
Promotion of Bee Network Travelcards	Promotion of Bee Network travelcards, for both staff and students, promotes the discounts available and encourages bus/train/tram travel	TPC	Within 1 month of SRP building opening	TPC to upload evidence of Bee Network travelcard information distribution onto TFGM Travel Plan Toolkit
Up-to-date public transport timetables in staffroom and on school website / intranet	Up-to-date and easily accessible public transport information encourages usage	TPC	Within 3 months of SRP building opening	TPC to upload evidence of staffroom / website / intranet info to TFGM Travel Plan Toolkit

Action	Justification	Responsibility	Target Date / Frequency	Monitoring
Staff to be offered a "Bee Network" x1 7-day bus pass free of charge	Encourages staff to the public transport and potentially continue to use following the use of the fee pass	TPC	Within 3 months of SRP building opening	TPC to upload evidence of the no. of applications submitted for the week long Bee Network pass
Promote annual "Catch the Bus Week"	Event encourages staff / students to try public transport for their commute	TPC	In line with national "Catch the Bus Week"	TPC to upload evidence of "Catch the Bus Week" engagement
Car Sharing				
Promotion of "Liftshare Manchester" database	Encourages staff / students to car share	TPC	Within 3 months of SRP building opening	Upload evidence staff using Liftshare during yearly survey
Set up school car share database	Encourages staff / students to car share	TPC	Within 3 months of SRP building opening	Upload events of registered car share database and record no. of participants
Consider allocating a proportion of parking spaces as car sharing spaces	Encourages car sharing	School	Once car shares have registered	Upload evidence of car share spaces market and record general usage
Promote Eco Driving	Encourages staff / students to consider their driving style and its effect on the environment, also improve safety	TPC	Within 6 months of SRP building opening	Upload evidence of promoting eco driving
Monitoring				
Staff and Student Travel surveys within 3 months of SRP building opening	Establish a mode share baseline for which TP targets can be set and the most relevant measures targeted	TPC	Within 3 months of SRP building opening	TPC to upload survey results and set out targets in monitoring report

Action	Justification	Responsibility	Target Date / Frequency	Monitoring
Annual surveys for five years	Assess the impact / effectiveness of the TP measures implemented	TPC	Annually	Upload survey results and set out assessment in monitoring report.
Annual monitoring report	Provides an update / commentary of the TP process, setting out the positives / negatives / opportunities and changes to the TP measures	TPC	Annually	Upload monitoring report to TFGM Travel Plan Toolkit for review and subsequent approval

Appendix A – TFGM Toolkit TP

Transport for Greater Manchester

Workplace Travel Plan

[DRAFT]

Rodgers Leask Ltd

William Hulme's Grammar School

Manchester

March 2025

This travel plan has been produced by **Rodgers Leask Ltd** on behalf of **Rodgers Leask Ltd** using the TfGM Workplace Travel Planning Toolkit.

https://travelplantoolkit.azurewebsites.net

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1 Introduction

1.1 Proposed Development

1.1.1	**Development Name**	William Hulme's Grammar School
1.1.2	**Developer Name**	Rodgers Leask Ltd
1.1.3	**Site Address**	William Hulme’s Grammar School, Spring Bridge Road
1.1.4	**District**	Manchester
1.1.5	**Site Postcode**	M16 8PR

1.2 Context

1.2.1	**Development planning process stage**	Development planning
1.2.2	**Reason for submission**	
	To support the expansion of the Special Resource Provision (SRP) from a capacity of 12 pupils, to 30, a net increase of 18. The expansion will be supported by the addition of 2 staff.	
1.2.3	**Occupier**	William Hulme's Grammar School

1.3 Site Map

1.3.1


Map of site location

1.4 Planning Policy

1.4.1 Manchester Active Travel Strategy. Ambition 1: Enabling safe active travel to school and colleges.

"This Council notes our commitment to enabling children and their families to walk and cycle to school and parks, and across the City, and the significant funds already committed to this. Further, we will:"

1. Develop a programme of auditing school and park entrance points, to be completed within the next eighteen months, to ensure our records for these are up to date with a mechanism for regularly updating this.

2. Formulate a strategy to create safe crossing points for each of the school and park entrances over a precise timescale to be agreed with the Executive Member for the Environment, but with a view to the work being completed within the next 8 years;

3. Ensure that safe crossing points are an integral part of the Council's Active Travel Strategy which is currently being developed.

4. Lobby central government for funding to enable this plan to be achieved as quickly as possible.

5. Lobby Highways England to prioritise schemes and spending that improve pedestrian and cycle safety in the major road network."

This Strategy aims to fulfil the commitments made in this Motion.

In order to achieve the objective of 70% of primary aged children and 40% of secondary aged children walking or cycling to school by 2028 we will: • Expand our School Streets programme and deliver at least one school street in each ward by 2028

• Enact Full Council Motions from March and July 2022 • Create safe crossing points for every school in the city as soon as possible and by 2030 at the latest

• Prioritise clusters of schools and colleges and the placing of filters to enable safe active travel to schools and colleges in delivering local active travel measures

• Expand cycle parking at schools and colleges

Greater Manchester Transport Strategy 2040.

Connected Neighbourhoods.

"Our Ambition: For local neighbourhoods to be safer and more pleasant to walk and cycle around, with the impact of traffic on local roads reduced and a year-on-year reduction in collisions. To achieve our Right Mix vision, we want to make walking and cycling the natural choice for short journeys. Ensuring that our town centres are attractive and well connected - and that interchanges are easier to access - will increase the proportion of journeys made by public transport and encourage people to use local shops and other facilities"

"The school journey can have a significant impact on local traffic and transporting children to school by car also contributes to reduced levels of fitness and increasing obesity. For journeys to primary school, a switch to more walking or cycling would both reduce traffic in residential areas and improve the health of our young people. Journeys to secondary school are generally longer, but many could still be made on foot or by bike if safer routes and cycle parking were provided. To encourage more school pupils to walk or cycle to school we need to: work with the health sector to promote active travel to schools, including the development of school travel plans; continue to provide Bikeability training to primary school pupils, as funding allows; and work with secondary schools that are located close to local cycle networks to encourage cycling, including the provision of secure cycle parking."

1.5 Local Transport Initiatives

1.5.1 *No information provided*

1.6 Traffic Conditions

1.6.1	**Is there a Transport Assessment or Transport Statement associated with this site?**	Yes
1.6.2	**Is there a Transport Assessment or Transport Statement associated with this site?**	Yes
1.6.3	**Peak hour of operation**	19:00 — 20:00
1.6.4	**Vehicle trips per day**	137
1.6.5	**Vehicle trips during peak hour**	56
1.6.6	**Person trips per day**	1928
1.6.7	**Person trips during peak hour**	102
1.6.8	**Is the site anticipated to generate any Heavy Goods Vehicle (HGV) traffic once complete?**	No
1.6.9	**On the main road the site will access, what are the hourly peak hour flows in both directions of travel?**	100
1.6.10	**Development traffic: percentage of overall traffic?**	56%
1.6.11	**On the main road the site will access, approximately what percentage of road users are cyclists? (at peak times)**	*No information provided*
1.6.12	**What are the likely origins/destinations of people travelling to/from the site?**	

Nearby residential areas

2 Site Description

2.1 Introduction

The purpose of this section is to outline the key details about the site and establish existing site conditions that can be classed as issues or opportunities for improving sustainable travel. These are used to identify objectives and targets in the next stage of the process.

2.2 Basic Information

2.2.1	**The current site** 1613 students (Primary, Secondary and Sixth Form) and 193 staff. 6.5ha of land.	
2.2.2	**The current site** Grammar School and associated activities. From Primary through to Sixth Form.	
2.2.3	**Proposed land use**	Mixed Use/Other (Sui Generis)
	Sub-category	Other
	Land use types	Class F1
2.2.4	**Gross Floor Area (m^2)**	*No information provided*
2.2.5	**Main planning application number**	*No information provided*
2.2.6	**Expected date of occupation**	08/09/2025
2.2.7	**Other site details**	*No information provided*

2.3 Adjacent Developments

2.3.1	**Are there any adjacent developments currently being progressed within one mile of the site?**	No

2.4 Site Assessment: Site Information

2.4.1	**Is this a new development, an expansion or a redevelopment?**	Expansion
2.4.2	**Describe how long each of the building phases on site are expected to last** *No information provided*	
2.4.3	**How will the site be managed, particularly if the site is going to be occupied by multiple tenants?** *No information provided*	
2.4.4	**Site employees**	2
2.4.5	**Site residents**	*No information provided*
2.4.6	**Site visitors**	30/day
2.4.7	**Other user types on site**	*No information provided*
2.4.8	**Opening time**	06:30
2.4.9	**Closing time**	19:00
2.4.10	**Are any shift workers expected to be employed on site?**	*No information provided*
2.4.11	**Are there any Traffic Regulation Orders (TROs) or parking restrictions in force in the area around the site?**	Yes
	More details 'No Stopping' area outside the school. Double yellow markings on roads surrounding the school. 30 minute max wait in designated parking bays outside the school.	

2.5 Site Assessment: Walking

2.5.1		
2.5.2	**Key locations within walking distance (2km)** Alexandra Park, Hough Ends Playing Fields, Chorlton Park, Hulme Retail Park, Chorlton-cum-Hardy, Hulme, Firswood, Withington, Rusholme	
2.5.3	**Is the local area perceived as safe for pedestrians?**	Yes
2.5.4	**Is there an active street frontage in the area surrounding the site?**	No
2.5.5	**Is there street lighting on routes to the site from expected popular locations?**	Yes
	More details Well lit streets	
2.5.6	**Are footways and pedestrian crossings provided on popular routes to/from the site?**	Yes
	More details Footways are provided along all local roads and streets, as well as the nearby public greenspaces	
2.5.7	**Are local footpaths maintained well and in a desirable condition on popular routes to/from the site?**	Yes
	More details From inspection of Google Maps imagery, footpaths seem to be in good condition and on some local junctions have recently been upgraded.	

2.5.8	**Are any improvements to walking infrastructure in the area being carried out as part of the development?**	No

2.6 Site Assessment: Cycling

2.6.1		
2.6.2	**Key locations within cycling distance (5km)** Central Manchester, Stretford, Longsight, Salford Quays. Most important places in Central and South Manchester.	
2.6.3	**On-road infrastructure within cycling distance (5km)** Designated cycle routes and cycle lanes on the main roads close to the site. Given the central location there is likely to be a lot of cycle friendly infrastructure.	
2.6.4	**Off-road infrastructure within cycling distance (5km)** Given the central location there is likely to be a lot of cycle friendly infrastructure.	
2.6.5	**Local topography** Generally flat	
2.6.6	**Are any improvements to cycle infrastructure in the area being carried out as part of the development?**	No
2.6.7	**Total number of cycle spaces that are allocated to the site**	124
	How many of these spaces are long stay cycle stores?	40
	How many of these spaces are short stay cycle stores?	84
2.6.8	**Location of cycle parking** 40 sheltered and 84 unsheltered spaces	

2.6.9	**Features of cycle parking** Shelters are provided for 40 spaces. The rest do not have shelter	
2.6.10	**Does cycle parking provide for site visitors, as well as site employees?**	Yes
2.6.11	**How many lockers are proposed for the site?**	*No information provided*
2.6.12	**Are associated drying facilities proposed for the site?**	No
2.6.13	**Map of cycle hubs within an 800m radius**	
	Is the site located within an 800m walking distance of any of Greater Manchester's Cycle Hubs?	No
2.6.14	**How many motorcycle parking spaces are allocated for the site?**	*No information provided*
2.6.15	**Where are the motorcycle spaces located on site?** *No information provided*	
2.6.16	**If motorcycle parking is provided, please describe its main features** *No information provided*	

2.7 Site Assessment: Bus

2.7.1 **Key bus services within a 5 minute walk of the site (400m)**

Details of bus services

Service number	Destination	Frequency	First	Last
85	Piccadilly Gardens	4/hour	05:47	22:16
85A	Piccadilly Gardens	1/hour	07:03	22:46
101	Wythenshawe	Every 15 mins between 09:23 - 14:23	05:24	00:37
102	Piccadilly Gardens	Hourly	10:54 (Sundays only)	16:54 (Sundays Only)
103	Manchester Airport	Every 30 mins between 10:16 – 19:23	04:58	04:04
150	Trafford Centre	Hourly	19:48	23:48

2.7.2 **Details about the number of services**

Excellent number of services

2.7.3 **Details about locations served**

A range of locations around the city are served from local bus stops

2.7.4 **Details about bus frequency**

Buses are frequent Monday to Sunday

2.7.5	**Details about the earliest bus service** Buses run for almost 24 hours	
2.7.6	**Details about the last bus service** Buses run for almost 24 hours	
2.7.7	**Are there any key locations that are not served by the bus routes identified above?**	No

Bus ticketing: descriptions and prices

2.7.8	**How much is an average return bus fare to and from the site?**	Max £4
2.7.9	**Weekly bus tickets** A 7-day Bee Bus travelcard costs £10.50 for children and £21 for adults. A 7-day Bee AnyBus travelcard costs £10.50 for children, £18.20 for a young person and £21 for adults.	
2.7.10	**Monthly bus tickets** A 28-day Bee AnyBus travelcard costs £42.70 for children, £61.90 for a young person and £85.40 for adults	
2.7.11	**Annual bus tickets** None	

2.7.12	**Is there any local infrastructure in place that will benefit buses?**	No
2.7.13	**Are any new bus services being provided (or existing services improved/altered) as part of the development?**	No

2.8 Site Assessment: Tram

2.8.1	 Map of site location with 800m radius	
2.8.2	**Is the site located within a 10 minute walk (800m) of a tram stop?**	No

2.9 Site Assessment: Train

2.9.1	Map of site location with 800m radius	
2.9.2	**Is the site located within a 10 minute walk (800m) of a train stop?**	No

2.10 Site Assessment: Public Transport Infrastructure

2.10.1	**Are walking routes to nearby bus/tram stops or train stations safe and convenient to use?** Yes routes are well lit and direct, with adequate pedestrian infrastructure to help cross roads and navigate streets.	
2.10.2	**Are nearby bus/train/tram stops in a desirable condition?** Yes nearby stops have adequate shelter and information	
2.10.3	**Is there up-to-date timetable information available at nearby stops?**	Yes
2.10.4	**Are there any Park and Ride services available for commuters to the site?**	No
2.10.5	**Are any improvements to public transport infrastructure being carried out as part of the development?**	No

2.11 Site Assessment: Parking

On Site Parking

2.11.1	**How many car parking spaces are allocated for the site?**	116
2.11.2	**How many accessible parking spaces have been provided for people with disabilities?**	8

Parking Allocations

2.11.3	**Staff Parking**	77
2.11.4	**Customer Parking**	*No information provided*
2.11.5	**Visitor Parking**	3
2.11.6	**Delivery Parking**	*No information provided*
2.11.7	**Other Parking**	*No information provided*

2.11.8	**What security measures are proposed for on-site parking?** Gated Entry onto the site that is locked from 08:30 - 15:30.	
2.11.9	**How is car parking expected to be managed on site?** Only teachers and visitors can use car parking in school hours. Outside of school hours the central car park which is normally a play area becomes available, opening up 45 spaces.	
2.11.10	**Is the site located within a controlled parking zone?**	No
2.11.11	**Is the site near a residential area?**	Yes
2.11.12	**How will any overspill parking be managed?** Overspill car parking is already managed via TRO's on Spring Bridge Road.	
2.11.13	**Is there any intention to discourage on-street parking as part of this development?**	Yes
	More details Encourage sustainable travel modes such as public transport, cycling and walking, particularly as the site is close to many bus stops and has good walking infrastructure.	

2.12 Site Assessment: Car Sharing

2.12.1	**Has a car sharing scheme been identified for the site?**	No

2.13 Site Assessment: Highway

2.13.1 Map of site location with nearby electric vehicle charging points

2.13.2 **Description of main roads adjacent to the site**

Wilbraham and Princess Road are dual carriageway A roads that run to the South and East of the site. Spring Bridge Road is a single carriageway road with traffic calming measures implemented along its shared border with the school.

2.13.3	**Are any highway improvements being carried out as part of the development?**	No

Details of highway improvements

No information provided

2.13.4	**Is the surrounding road network suitable for HGVs?**	No

2.13.5 **Are there any car club pick-up points located within 800m of the site?**

No

2.13.6	**Is there a public GMEV charging point located within 800m of the site?**	No
2.13.7	**Are any car charging points allocated on site?**	No

2.14 Issues and Opportunities

Issues

Site Information

2.14.1	Traffic regulation orders

Opportunities

Site Information

2.14.2	Site employees

Walking

2.14.3	Footways & crossings
2.14.4	Footpath condition

Cycling

2.14.5	Key locations
2.14.6	On-road infrastructure
2.14.7	Off-road infrastructure

Bus

2.14.8	Bus services

2.14.9	Locations served
2.14.10	Service frequency
2.14.11	Earliest service
2.14.12	Last service

Public Transport

2.14.13	Safety & convenience
2.14.14	Infrastructure conditions

3 Travel Plan Scope

3.1 Introduction

The purpose of the travel plan scope is to provide a series of outline objectives that aim to address issues and opportunities identified in the previous section. It then should define targets to provide a structure for delivering the travel plan.

3.2 Objectives

Objectives are intended to help link together key themes from the issues and opportunities identified in **section 2.14**. These objectives will provide a structure to develop targets, measures and actions later in the process.

3.2.1	**Objective 1**	Ensure that on street parking does not increase as a result of the development
3.2.2	**Objective 2**	Increase proportion of students and staff that walk, cycle and use public transport to commute
3.2.3	**Objective 3**	Reduce reliance on the car as the primary mode choice
3.2.4	**Objective 4**	Improve air quality around the school by reducing vehicle trips (including vehicle idling)
3.2.5	**Objective 5**	Improve staff and student health by increasing uptake in active travel modes

3.3 Targets

The purpose of targets is to provide a structure for the eventual measures that will be put into practice on site, based on the objectives identified in **section 3.2**.

3.3.1

Target

Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years

Objectives Sought

Improve staff and student health by increasing uptake in active travel modes

Outcome Sought

A 10% reduction in single occupancy vehicle trips by the staff that work at the school, thereby relieving pressure on the parking.

Monitoring

Conduct annual survey to measure staff modal choices and compare each year to establish progress.

3.3.2

Target

Reduce the number of students that travel to the school by car, by 10% over 5 years

Objectives Sought

Improve staff and student health by increasing uptake in active travel modes

Outcome Sought

To increase the number of students that use alternative forms of transport and reduce car usership by 10% over a 5 year period.

Monitoring

Annual student surveys that monitor how regularly students use certain modes of transport to get to school. Compare this data year by year to establish any changes in modal split

4 Travel Plan Delivery

4.1 Introduction

This section describes how the travel plan will be delivered on site. It provides a management strategy to ensure the final travel plan remains effective from the planning stage through to implementation, as well as a series of proposed measures and actions to carry out on site. This will be summarised by an action plan at the end of this section.

4.2 Management Strategy: Contacts

4.2.1	**Developer (and agents)**	
	Andrew Fleming	andrewf@coarc.co.uk
	Ian James	ianj@coarc.co.uk
	Nick Woodcock	nickw@coarc.co.uk
4.2.2	**Occupier**	
	Kate Heaton	Kate.heaton@whgs-academy.org
	Fiona Agboola	Fiona.agboola@whgs-academy.org
4.2.3	**Travel Plan Co-ordinator**	
	Kate Heaton	Kate.heaton@whgs-academy.org

4.3 Management Strategy: Communications

4.3.1 **How the future handover of the site to the occupiers will take place**

The school will create a TFGM Travel Plan Toolkit login and will seek approval of the TFGM Travel Plan prior to occupation of the new SRP building. Rodgers Leask will offer assistance in ensuring the Final TFGM TP is submitted and approved.

4.3.2 **Statement of commitment from senior managers**

No information provided

4.3.3 **Job description for the Travel Plan Co-ordinator**

Implementing measures from the action plan. The roles are specifically allocated in the actions plan.

4.4 Management Strategy: Timescales

4.4.1 **How the travel plan will be managed during the pre-application/development planning phase**

Once planning has been granted approval, the school will create a TFGM Travel Plan Toolkit login, and take ownership of the Travel Plan. Rodgers Leask can provide support to ensure the travel plan gets approved prior to first occupation of the SRP building if required.

4.4.2 **Dates of handovers between developers/contractors/occupiers**

Handover of TFGM Travel Plan upon planning approval.

4.4.3 **Succession plan for Travel Plan Coordinators at each stage of development**

No information provided

4.5 Management Strategy: Funding

4.5.1 How the Travel Plan will be funded, and the expected timescale and costs

WHG

4.6 Management Strategy: Monitoring

4.6.1 Details of how the Travel Plan will be monitored

To ensure the travel plan is achieving what it has set out to, it is necessary to monitor and document the effect that the implemented measures have upon modal shift, so that judgement can be made by the TPC as to whether to continue with the current strategy or implement some changes.

Student and staff travel plan surveys will be undertaken within 3 months of the SRP building opening to students.

The surveys will seek to understanding student and staff travel behaviour and habits, whilst quantifying the existing student and staff mode share splits.

The mode share splits will help establish the baseline that will be used to ensure the travel planning resources are best targeted at the most effective measures.

4.6.2 Details of how long the Travel Plan will be monitored for

The Travel Plan will be monitored for a period of 5-years post opening of the new SRP and MUGA facilities.

4.7 Measures and Actions

Measures are generic initiatives that could potentially be implemented on the site. Any measures that have been selected for this travel plan are also listed as site-specific actions.

Walking

4.7.1	**Infrastructure improvements** Ensure all pedestrian entrances / footways are kept in good condition
4.7.2	**National Walk to Work Week** 'Walk to Work week' event to be promoted to highlight benefits of walking.
4.7.3	**Walking events** Annual week long staff pedometer challenge.
4.7.4	**Umbrella Storage** Umbrellas to be kept in staff storeroom for use to/from and around the school.

Cycling		
4.7.5	**Secure and covered cycle parking** Additional cycle storage to be provided if demand deems necessary as part of 1st staff/student travel survey.
4.7.6	**Cycle mapping** Location of cycle storage (and local cycle routes) to be included on school website/intranet
4.7.7	**Cycle proficiency training** Cycle proficiency training to be offered to staff / students if demand deems necessary
4.7.8	**Cycle maintenance training** Promotes and encourages cycling – events could include bike breakfasts and doctor bike sessions, security bike marking, led bike ride, cycle skills training
4.7.9	**National Cycle to Work Day** Provide information about National Cycle to Work Day on company website / intranet
Car Sharing		
4.7.10	**Car sharing scheme** Liftshare to be promoted to staff on school website / intranet

Public Transport

4.7.11	**Up to date public transport information** Public transport timetables will be displayed and kept up to date on the school website/intranet and in staffrooms
4.7.12	**Personalised public transport information** Personal journey planning tools promoted for use by staff and students, including the 'Bee Network' journey planner https://tfgm.com/plan-a-journey
4.7.13	**Discounts/loans for tickets** Staff offered a week's Bee Network "Train and tram 7-day combined ticket (adult)" pass to try the bus for free

Car Usage

4.7.14	**Employee induction packs** Show how to travel to the site via sustainable modes of transport in a travel pack distributed to all staff and students.

4.8 Action Plan

The action plan brings together all the actions identified in **section 4.7** and links them to the objectives and targets identified in **section 3**. The action plan also describes how each action will be funded, delivered and monitored based on the responses in the management strategy in **section 4.2 — 4.6**.

4.8.1	**Action**
	Ensure all pedestrian entrances / footways are kept in good condition
	Objectives
	Increase proportion of students and staff that walk, cycle and use public transport to commute
	Targets
	Reduce the number of students that travel to the school by car, by 10% over 5 years Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Responsibility
	WHG
	Timescale
	Any repairs to be recorded and evidence uploaded to TfGM Travel Plan Toolkit
	Risks/Threats
	Little/no threat
	Financial Implications
	Staff can easily monitor the condition of entrances and footways for no cost
	Monitoring and Evaluation
	Annual updates from WHG
4.8.2	**Action**

'Walk to Work week' event to be promoted to highlight benefits of walking.

Objectives

Increase proportion of students and staff that walk, cycle and use public transport to commute

Improve staff and student health by increasing uptake in active travel modes

Improve air quality around the school by reducing vehicle trips (including vehicle idling)

Targets

Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years

Reduce the number of students that travel to the school by car, by 10% over 5 years

Responsibility

Travel Plan Co-ordinator

Timescale

Promotion of NWTWW will occur within 12 months of occupation

Risks/Threats

Financing for the newsletters needs to be secured and staff and students my not receive or read the newsletter

Financial Implications

Financing of the production of the newsletters

Monitoring and Evaluation

Annual surveys will capture modal split

4.8.3	**Action**
	Annual week long staff pedometer challenge.
	Objectives
	Increase proportion of students and staff that walk, cycle and use public transport to commute
	Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Improve staff and student health by increasing uptake in active travel modes
	Targets
	Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Reduce the number of students that travel to the school by car, by 10% over 5 years
	Responsibility
	Travel Plan Co-ordinator
	Timescale
	Within 12 months of SRP building opening
	Risks/Threats
	Safety risks for children and staff that can be mitigated via Health and Safety checks
	Financial Implications
	Very easy to arrange for little/no cost
	Monitoring and Evaluation

	TPC to record staff and student numbers taking part
4.8.4	**Action** Umbrellas to be kept in staff storeroom for use to/from and around the school.
	Objectives Improve staff and student health by increasing uptake in active travel modes
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Responsibility WHG
	Timescale Ongoing/repeating action
	Risks/Threats Lost/misplaced umbrellas. Can be mitigated by keeping a check in/out system
	Financial Implications Small fee for the umbrellas
	Monitoring and Evaluation Number of umbrellas purchased and stock quantity to be reviewed annually
4.8.5	**Action**

Additional cycle storage to be provided if demand deems necessary as part of 1st staff/student travel survey.

Objectives

Increase proportion of students and staff that walk, cycle and use public transport to commute

Reduce reliance on the car as the primary mode choice

Improve air quality around the school by reducing vehicle trips (including vehicle idling)

Improve staff and student health by increasing uptake in active travel modes

Targets

Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years

Reduce the number of students that travel to the school by car, by 10% over 5 years

Responsibility

WHG

Timescale

Following completion of first surveys

Risks/Threats

Space to construct cycles and cycle security. Security can be improved by locking gates and locating storage in well lit, open view areas.

Financial Implications

School would need to finance construction of new stands. Financing would depend upon number of stands constructed

	Monitoring and Evaluation TPC to upload evidence of cycle storage demand feedback from surveys to TfGM Travel Plan Toolkit
4.8.6	**Action** Location of cycle storage (and local cycle routes) to be included on school website/intranet
	Objectives Increase proportion of students and staff that walk, cycle and use public transport to commute Improve staff and student health by increasing uptake in active travel modes Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years Reduce the number of students that travel to the school by car, by 10% over 5 years
	Responsibility Travel Plan coordinator
	Timescale Within 3 months of SRP opening
	Risks/Threats No risks/threats
	Financial Implications

	Little/no cost
	Monitoring and Evaluation
	TPC to upload evidence of promoting the Bee Network to TFGM Travel Plan Toolkit
4.8.7	**Action**
	Cycle proficiency training to be offered to staff / students if demand deems necessary
	Objectives
	Increase proportion of students and staff that walk, cycle and use public transport to commute
	Reduce reliance on the car as the primary mode choice
	Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Improve staff and student health by increasing uptake in active travel modes
	Targets
	Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Reduce the number of students that travel to the school by car, by 10% over 5 years
	Responsibility
	TPC
	Timescale
	Within 12 months of the SRP building opening
	Risks/Threats

	No risks/threats
	Financial Implications Payment for professional training
	Monitoring and Evaluation TPC to understand whether there is the demand for cycle training for staff (students mandatory during primary age) and if so, record the training offered / no. of participants.
4.8.8	**Action** Promotes and encourages cycling – events could include bike breakfasts and doctor bike sessions, security bike marking, led bike ride, cycle skills training
	Objectives Increase proportion of students and staff that walk, cycle and use public transport to commute Improve staff and student health by increasing uptake in active travel modes Reduce reliance on the car as the primary mode choice Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Responsibility TPC
	Timescale

	Within 12 months of the SRP building opening
	Risks/Threats
	No risks/threats
	Financial Implications
	Cost of arranging and attending events
	Monitoring and Evaluation
	TPC to upload evidence of events to TFGM Travel Plan Toolkit
4.8.9	**Action**
	Provide information about National Cycle to Work Day on company website / intranet
	Objectives
	Increase proportion of students and staff that walk, cycle and use public transport to commute
	Reduce reliance on the car as the primary mode choice
	Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Improve staff and student health by increasing uptake in active travel modes
	Targets
	Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Reduce the number of students that travel to the school by car, by 10% over 5 years
	Responsibility

	Travel Plan coordinator
	Timescale After opening of SRP
	Risks/Threats no threats/ risks
	Financial Implications Little/no costs associated with this
	Monitoring and Evaluation TPC to upload evidence of events to TFGM Travel Plan Toolkit
4.8.10	**Action** Liftshare to be promoted to staff on school website / intranet
	Objectives Ensure that on street parking does not increase as a result of the development Improve air quality around the school by reducing vehicle trips (including vehicle idling)
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Responsibility TPC

	Timescale
	Within 3 months of SRP building opening
	Risks/Threats
	No risks/threat
	Financial Implications
	No costs
	Monitoring and Evaluation
	Upload evidence staff using Liftshare during yearly survey
4.8.11	**Action**
	Public transport timetables will be displayed and kept up to date on the school website/intranet and in staffrooms
	Objectives
	Increase proportion of students and staff that walk, cycle and use public transport to commute
	Improve staff and student health by increasing uptake in active travel modes
	Reduce reliance on the car as the primary mode choice
	Targets
	Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years
	Reduce the number of students that travel to the school by car, by 10% over 5 years
	Responsibility

	Travel Plan coordinator
	Timescale Within 3 months of SRP building opening
	Risks/Threats No risks/threats
	Financial Implications Cheap to undertake
	Monitoring and Evaluation TPC to upload evidence of staffroom / website / intranet info to TFGM Travel Plan Toolkit
4.8.12	**Action** Personal journey planning tools promoted for use by staff and students, including the 'Bee Network' journey planner https://tfgm.com/plan-a-journey
	Objectives Increase proportion of students and staff that walk, cycle and use public transport to commute Reduce reliance on the car as the primary mode choice Improve staff and student health by increasing uptake in active travel modes
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years Reduce the number of students that travel to the school by car, by 10% over 5 years

	Responsibility TPC
	Timescale Within 3 months of SRP opening
	Risks/Threats No risks/threats
	Financial Implications No financing required
	Monitoring and Evaluation TPC to upload evidence of uptake in annual survey
4.8.13	**Action** Staff offered a week's Bee Network "Train and tram 7-day combined ticket (adult)" pass to try the bus for free
	Objectives Increase proportion of students and staff that walk, cycle and use public transport to commute Reduce reliance on the car as the primary mode choice Improve staff and student health by increasing uptake in active travel modes
	Targets Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years

	Responsibility TPC
	Timescale Within 3 months of SRP building opening
	Risks/Threats No risks/threats
	Financial Implications Fee to purchase the tickets
	Monitoring and Evaluation TPC to upload evidence of the no. of applications submitted for the week long Bee Network pass
4.8.14	**Action** Show how to travel to the site via sustainable modes of transport in a travel pack distributed to all staff and students.
	Objectives Ensure that on street parking does not increase as a result of the development Increase proportion of students and staff that walk, cycle and use public transport to commute Reduce reliance on the car as the primary mode choice Improve air quality around the school by reducing vehicle trips (including vehicle idling) Improve staff and student health by increasing uptake in active travel modes

Targets

Reduce number of staff that commute via single occupancy vehicle trips by 10% over 5 years

Reduce the number of students that travel to the school by car, by 10% over 5 years

Responsibility

Travel Plan coordinator

Timescale

Within 3 months of SRP opening

Risks/Threats

Financing of the travel pack and its distribution and of students and staff not receiving or reading it

Financial Implications

Financing of the travel pack and its distribution will need to be secured

Monitoring and Evaluation

Annual surveys for 5 years will monitor progress

5 Conclusions

5.1 Outcomes of Stage 1

5.1.1 Summarise the outcomes of the Travel Plan Introduction (Stage 1)

Very few trips will be created. However, this is an opportunity for a school that has nearly 2000 daily users to produce a travel plan and orient itself towards sustainable travel. The site is in a good position to utilise its geographical location in Manchester and the local associated infrastructure.

5.2 Outcomes of Stage 2

5.2.1 Summarise the outcomes of the Travel Plan Site Description (Stage 2)

The school is well positioned to absorb the loss of its temporary parking spaces. There are good sustainable travel options.

5.3 Outcomes of Stage 3

5.3.1 Summarise the outcomes of the Travel Plan Scope (Stage 3)

These targets and objectives apply to all those who use the site and will help mitigate all of the issues associated with travel to and from the school.

5.4 Outcomes of Stage 4

5.4.1 Summarise the outcomes of the Travel Plan Delivery (Stage 4)

The measures were selected as they could have a big impact without incurring a large cost, and can be condensed via a newsletter or travel pack. These can all be easily produced and distributed.

5.5 Concluding Remarks

5.5.1 Summarise the desired outcomes of the travel plan

Given the excellent infrastructure around the school, as well as the school's location, there is huge potential to utilise active travel modes. The travel plan will help provide the information and structure to deliver and measure that change.

A Appendix A: User Uploads

A.1 Site Plans

A.1.1 masterplan.pdf

Download File (https://travelplantoolkit.tfgm.com/static/6630b525286b0000be005533/document/masterplan.pdf)

Appendix B – Site Layout



NOTES

LANDSCAPING INCLUDING SENSORY GARDEN IS INDICATIVE ONLY, TO BE DEVELOPED BY LANDSCAPE ARCHITECT

P07 19/02/2025 Updated to show new parking area.
P06 11/07/2024 Planning issue.
revisions

CoARC
COLLABORATIVE ARCHITECTURE

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project title
SPECIALLY RESOURCED PROVISION (SRP) BUILDING

client
UNITED LEARNING

project address
WILLIAM HULME'S GRAMMAR SCHOOL

drawing title
PROPOSED SITE PLAN

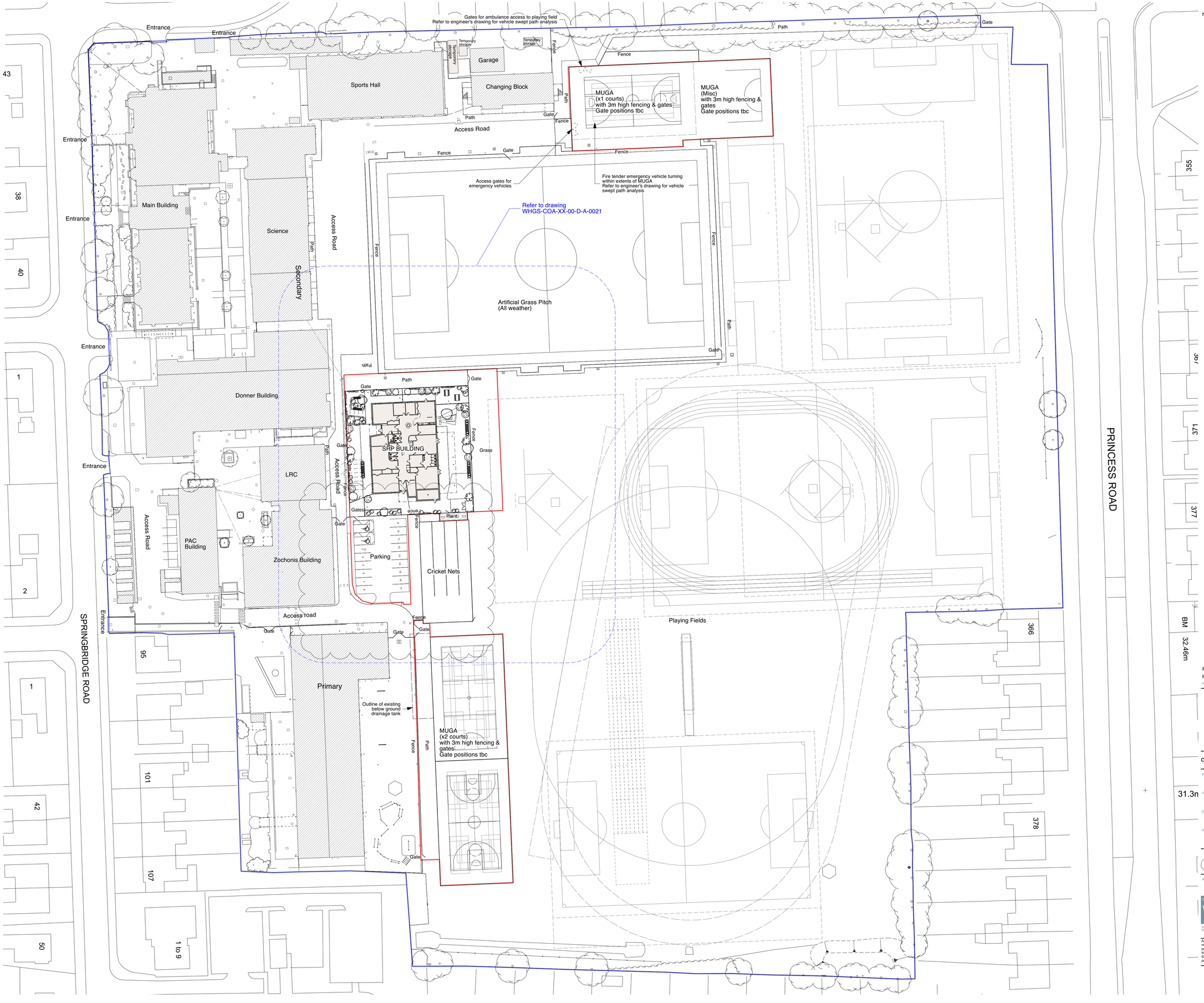
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revision P07

drawing no. BIM legend:
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project title
SPECIALLY RESOURCED PROVISION (SRP) BUILDING

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UNITED LEARNING

project address
WILLIAM HULME'S GRAMMAR SCHOOL

drawing title
PROPOSED SITE PLAN

N
PLANNING
0 10 20 30 M

scale
1:500 @A1

date
19/02/2024

drawing no.
WHGS-COA-XX-00-D-A-0020

revision
P07

drawing no. BIM legend:
PROJECT-ORIGINATOR-FUNCTIONAL BREAKDOWN-SPATIAL BREAKDOWN-FORM-DISCIPLINE-NUMBER

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