Proposed Olive Primary School, Bignor Street,

Cheetham Hill, Manchester

CONLON CONSTRUCTION LTD

Travel Plan Framework

January 2023

CROFT

Eddisons

TRANSPORT PLANNING & DESIGN

Incorporating Croft Transport Planning & Design

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1 INTRODUCTION

1.1 Introduction

1.1.1 Eddisons have been instructed by Conlon Construction Ltd to advise on the traffic and transport issues relating to a planning application for a proposed Olive Primary School off Bignor Street in the Cheetham Hill area of Manchester.

1.1.2 This document forms a Framework Travel Plan for the site and will set out the principle strategies that will be put in place once the development operational, to encourage sustainable travel to the development.

1.2 Development Site and Its Location

1.2.1 The site is currently occupied in the form of Bignor Street Park, in the Cheetham Hill area of Manchester, which is located approximately 2.5 kilometres north of Manchester city centre. The site in relation to the local surroundings is shown on **Plan 1**.

1.2.2 To the north the site is bound by the northern section of Bignor Park and to the south by Tamerton Drive. To the east the site is bound by Heywood Street, whilst to the west the site is bound by Hillcity Day Nursery, Wai Ying Society Welcome Centre and Tamerton Drive.

1.3 Development Proposals

1.3.1 It is proposed to develop the site to provide a 420 place (2FE) Primary School.

1.3.2 Vehicular access into the site will provided for via a new priority controlled junction off Heywood Street at the northern end of the application site. The proposed vehicular access is situated in the same location as the existing section of the closed Brentfield Avenue carriageway which runs through the application site.

1.3.3 It is proposed that pedestrian/cycle access into the site will be provided for via two locations off Heywood Street. The main access to the building will be provided via a gated access located approximately 25 metres south of the proposed vehicular access junction. Whilst the main access for pupils will be via a gated access located approximately 50 metres south of the main access into the building.

1.3.4 It is proposed that a total of 35 car parking spaces including 3 mobility impaired spaces and 9 EV charging spaces will be provided on the site.

1.3.5 The proposed site layout is shown on **Plan 3**.

1.4 The Travel Plan

1.4.1 The aims of the Travel Plan are to:

- Increase healthy and car-free school journeys, especially walking;
- Reduce car use;
- Minimise congestion on the local highway network.

2 ACCESSIBILITY BY NON CAR MODES

2.1 Introduction

2.1.1 In order to accord with the aspirations of the National Planning Policy Framework (NPPF), any new proposals should extend the choice in transport and secure mobility in a way that supports sustainable development.

2.1.2 The accessibility of the site has been considered by the following modes of transport:

- Accessibility on foot.
- Accessibility by cycle.
- Accessibility by bus.

2.2 Accessibility on Foot

2.2.1 It is important to create a choice of direct, safe and attractive routes between where people live and where they need to travel in their day-to-day life. This philosophy clearly encourages the opportunity to walk whatever the journey purpose and also helps to create more active streets and a more vibrant neighbourhood.

2.2.2 The site is located within the residential areas of Cheetham Hill and therefore benefits from being surrounded by extensive pedestrian infrastructure.

2.2.3 Pedestrian footways with widths of at least 2 metres are located on either side of Heywood Street for its entirety. These footways link with the existing footways located Bignor Street, Huxley Avenue, Tamerton Drive and Bellot Street. These footways provide access to the A665 Cheetham Hill Road to the north and east and the B6180 Waterloo Road to the west.

2.2.4 In terms of pedestrian facilities on Heywood Street in the vicinity of the site, tactile paving is provided for at the Heywood Street/Bignor Street junction, these will be enhanced as part of the proposed vehicular access works. A pedestrian refuge with associated dropped kerbs and tactile paving is located approximately 5 metres north of the Heywood Street/Tamerton Drive junction.

2.2.5 Whilst an additional build-out is located a further 55 metres north, this doesn't include any pedestrian facilities. However, dropped kerbs and tactile paving are to be provided as part of the development proposals.

2.2.6 Safe pedestrian movement over the A665 Cheetham Hill Road, which is a heavily trafficked route, is provided through the provision of 2 Puffin crossings located within 450 metres of the development site. In addition, a Puffin crossing is located on the B6180 Waterloo Road approximately 400 metres east of the site. These link with the likely desire lines that pedestrians will take to walk to and from the site.

2.2.7 It is widely recognised that walking is the most important mode of travel at the local level and offers the greatest potential to replace short car journeys, particularly those under 2 kilometres. In addition, the DFT National Travel Survey of 2015 confirms that 78% of all trips less than a mile (1.6km) are carried out on foot.

2.2.8 **Plan 3** shows the pedestrian catchment for 800 metres and 2 kilometres from the centre of the site and provides an illustrative indication of the areas that can be reached from Heywood Street and the wider pedestrian infrastructure.

2.2.9 As can be seen, the 800 metre catchment encompasses the entirety of Cheetham Hill, whilst the 2 kilometre catchment includes the areas of Strangeways, Higher Broughton and Abraham Moss.

2.2.10 It is therefore considered that the site is highly accessible by foot.

2.3 Accessibility by Cycle

2.3.1 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys. This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass Manchester including the whole of Manchester city centre, Crumpsall, Blackley, Prestwich and Ardwick.

2.3.2 There are currently no designated cycle facilities on Heywood Street in the vicinity of the site. However, Heywood Street and the residential roads to the east are a 20mph speed zone which encourage cycle trips. To the east and north of the site, on-carriageway cycle provision is provided along the A665 Cheetham Hill Road.

2.3.3 **Figure 2.1** below provides a screenshot of the TfGM interactive cycle map for the area.

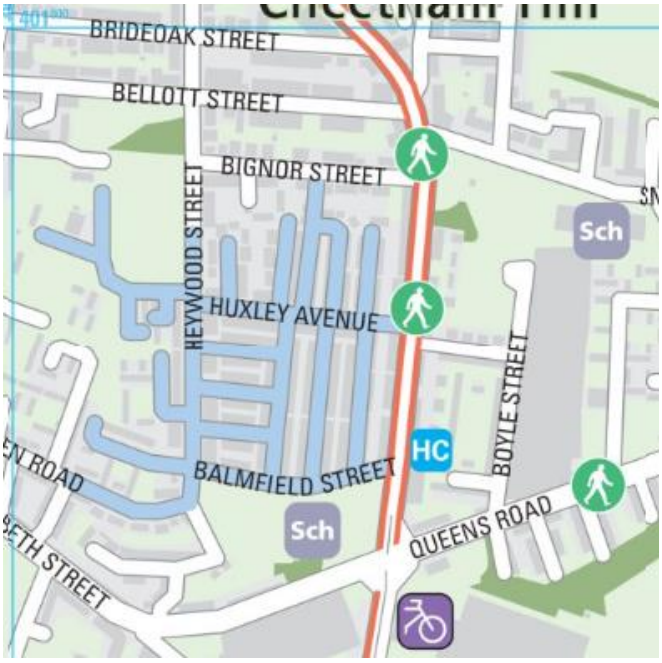

Figure 2.1 – TfGM Cycle Map for Area (Source: TfGM)

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2.3.4 In addition, National Cycle Route 60 is located around 800 metres east of the site. This cycle route is signed in both directions from East Manchester to North Manchester, it also takes in most of the Fallowfield Loop between Chorlton-cum-Hardy and Gorton.

2.3.5 The site can therefore be considered as being highly accessible by cycle.

2.4 Accessibility by Bus

2.4.1 The nearest bus stops to the site are located to the west of the site on Waterloo Road with an approximate walking distance of 260 metres from the centre of the site consisting of a bus stop pole, bus shelter and timetable. Whilst additional bus stops are located along the A665 Cheetham Hill Road, situated around 400 metres from the centre of the site. All the nearest bus stops to the site are shown on **Plan 3**.

2.4.2 A summary of the services available from the nearest bus stops from the development site is provided in **Table 2.2** below.

Service No	Route	Monday – Friday Frequency per hour				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
41	Sale – Middleton	3	3	3	1	3	2
59	Oldham Mumps – Piccadilly Gardens	6	6	4	1	6	3
135	Bury – Piccadilly Gardens	6	7	6	3	7	3
151	North Manchester General Hospital – Moston – Ashton	1	1	1	0	1	0

Table 2.2 - Existing Bus Services Operating In Vicinity of Site

2.4.3 As can be seen from Table 2.2, the nearest bus stops to the site provides up to 16 services in peak periods to Manchester, Bury, Middleton, Manchester Royal Infirmary and Sale.

2.4.4 It is noted that the above services provide a choice of how people travel with the bus services operating from around 04:30am to around 00:30pm, making travel by public transport a real alternative to travelling by car for commuting trips.

2.4.5 In order to demonstrate the level of accessibility some example journey times by bus are presented below **Table 2.3** below.

Destination	Duration
Manchester City Centre	15 minutes
Bury	31 minutes
Newton Heath	33 minutes

Table 2.3 - Example Bus Journey Times from the Site

2.4.6 The above table demonstrates that Manchester city centre is just a 15-minute bus journey from the site and Bury is just a 31-minute bus journey.

2.4.7 It is therefore concluded that the proposed development site is accessible by bus.

2.5 Accessibility Summary

2.5.1 The proposals have been considered in terms of accessibility by non-car modes for the proposed development.

2.5.2 The following conclusions can be drawn from this section of the report:

- The site is well located to cater for trips on foot and provides potential for a high degree of pupil and staff trips between the development and the surrounding area,

- It has been demonstrated that the site is accessible by cycle, with a number of national cycle routes being located within close proximity of the site;

- The services from the bus stops on Waterloo Road and the A665Cheetham Hill Road travelling to Manchester, Bury and Newton Heath shows that the proposed development can be accessed by bus.

2.5.3 In light of the above, it is considered that the site is highly accessible and caters for needs of the development's residents and visitors. As such, this will assist in promoting a choice of travel modes other than the private car, as set out in NPPF.

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3 OBJECTIVES AND MEASURES

3.1 Purpose

3.1.1 The Travel Plan (TP) is a living document and will be monitored. The purpose of the TP is to reduce the adverse impact of car transportation to and from the site. Adverse impacts include congestion, pollution, and road safety hazards. The plan aims to reduce reliance on car trips, particularly for short or single-occupancy journeys, and to promote more sustainable alternatives, especially walking, cycling and public transport.

3.1.2 In this section the aims and objectives of the travel plan are set out along with actions and measures to achieve the aims and objectives. These can then be used to guide the development of the full travel plan once the school opens.

3.1.3 Objectives are required in order to give the plan direction and to provide focus. Targets are measurable goals that are set in order to assess whether the objectives have been achieved. It is also useful to identify a number of indicators which can be monitored to determine whether the targets have been met and thus if objectives have been achieved.

3.1.4 This TP strategy recognises that there is not one specific mode of transport suitable for every individual and that there needs to be a number of alternatives in place. A TP is intended to promote flexibility and choice, focusing efforts on encouraging a reduction in car use rather than prohibiting it.

3.2 Objectives

3.2.1 To encourage staff, pupils and visitors to use alternatives to the private car;

- To reduce the traffic generated by the development (in particular single occupancy car trips) to a lower level of car trips than would be predicted for the site without the implementation of the TP;
- To promote and inform prospective pupils, parents and staff of the need for and importance of sustainable travel arrangements before they start at the school.
- To promote healthy lifestyles and sustainable communities; and
- To introduce a package of management measures that will facilitate travel by modes of transport other than the private car.

3.3 Targets

3.3.1 In order to provide baseline modal split targets for the proposed school reference has been to Mode Share Data for Primary Schools collected by TfGM as part of the 2017-2019 Travel Diary Surveys. Although 2021 data is available, this has not been used due to the potential impact of COVID restrictions in place during that period.

3.3.2 **Table 3.1** below summarises the existing baseline modal split patterns and also the indicative targets.

Mode of Travel	Baseline	Interim Target
Walk	57%	62%
Cycle	1%	2%
Car/Van Passenger	38%	32%
Bus/Coach/Minibus	2%	2%
Taxi/Minicab	1%	1%
Other	1%	1%
Total	**100%**	**100%**

Table 3.1 – Baseline and Interim Modal Split Target

3.3.3 The above interim targets will be revised following the completion of the first pupul and staff surveys as per the monitoring schedule detailed in Section 4.1

3.4 Measures

Travel Plan Co-ordinator

3.4.1 A Travel Plan Coordinator (TPC) will be appointed by the school. The TPC will be responsible for the implementation of the travel plan, monitoring, and target setting. The TPC will be the main point of contact at the school regarding school travel.

Provision of Information

3.4.2 Provision of suitable sustainable travel information, on the school website and as part of a "Welcome Pack" for new pupils and staff is an important basic measure to increase awareness of travel options.

- The promotion of sustainable travel opportunities by the school at Induction Meetings to new parents, with a particular focus and assistance towards encouraging car sharing;
- Travel bulletin boards to be set up in staff communal areas. These bulletin boards will include walking and cycling maps, public transport information and promotional material relating to any sustainable travel events; and
- Road safety education included for all children attending the school.

Car Sharing

3.4.3 Specific emphasis towards car sharing will be promoted by the school / TPC.

3.4.4 Car sharing can help to cut congestion outside the school and informal car sharing may be an option for families travelling from a similar direction.

3.4.5 In terms of establishing a car sharing scheme for staff, the initial encouragement of a once a week car sharing day could prove beneficial towards the overall take-up of this method of travel.

3.4.6 A strategy for maintaining a significant proportion of car sharing staff may include marketing a specific day in which car sharing is best suited for.

3.4.7 The TPC will promote the use of car sharing and disseminate information internally in relation to where staff live in relation to each other.

Walking

3.4.8 Measures to encourage walking as part of a multi-modal journey will include:

- TPC liaison with the Manchester City Council to ensure that pedestrian walking routes are appropriately maintained; and
- Staff will be informed of active travel opportunities through the use of information sheets provided on bulletin boards in staff rooms or shared areas.

Cycling/Scooter

3.4.9 Cycling is encouraged with cycle parking provided within the development. Further measures to encourage cycling might include:

- Monitoring of cycle parking facilities with additional cycle parking provided should staff/pupil demand warrant it;
- Practical advice, safety information and local route information can be promoted on-site;
- Special cycle events could be promoted.

Bus

3.4.10 As previously noted, there are a number of bus services available in the vicinity of the site. The use of public transport can be promoted as part of a multi-modal journey. Measures to encourage bus and train usage include:

- Up to date information provided on bus services, including route information and service frequencies, available to staff on-site;

- The TP Co-ordinator to liaise with Manchester City Council and TfGM the public transport operators to ensure that information remains valid; and

- The TP Co-ordinator to bring to the school/public bus operators' attention any issues raised to ensure that the potential for the use of these services to the site is maximised. It is noted that there are existing school services in the vicinity of the site on account of the proximity of existing schools.

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4 TRAVEL PLAN DELIVERY

4.1 Management and Monitoring

4.1.1 It is usual practice for a School to appoint a Travel Plan Coordinator (TPC) who takes overall responsibility for implementing the Travel Plan. It is sometimes challenging for a single individual to implement all aspects of a School Travel Plan; it is therefore recommended that a "Travel Plan Steering Group" is also set up which can share in the responsibility and which can spread the workload.

4.1.2 The steering group should ideally include representatives from the following groups:

- School Senior Management;
- One or more School Governors;
- Teaching Staff;
- Non-teaching staff;
- Parents;
- Learners

4.1.3 Once implemented it is important that the full travel plan is monitored so that the impact of the various measures implemented can be assessed.

- Annual Travel Survey for all pupils;
- Biennial Travel Survey for all staff;
- Monitoring of cycle parking usage;

- Monitoring of staff parking usage (once a month during term-times)

4.1.4 The data collected should inform any changes in provision and changes in targets, which should be reviewed annually.

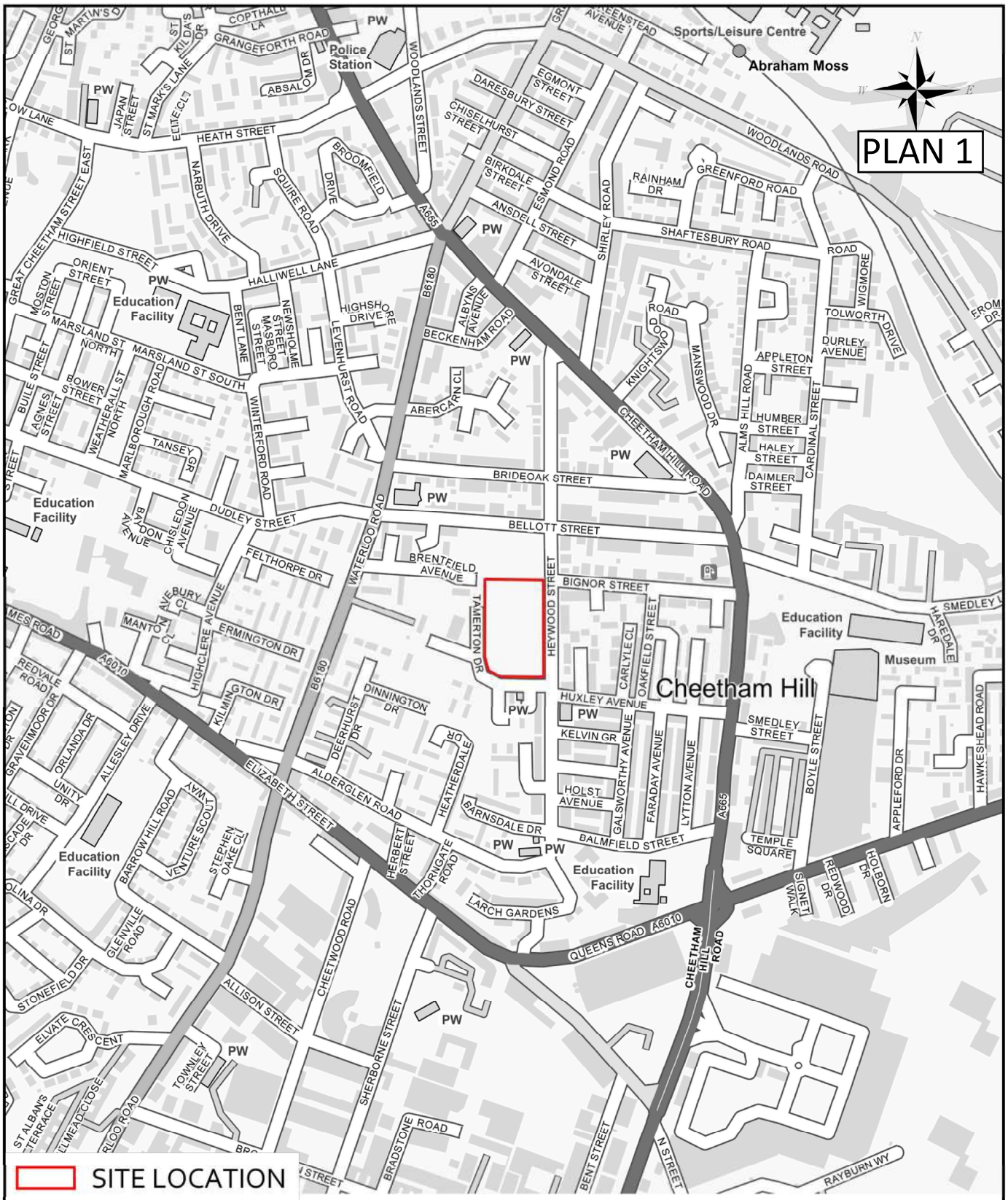
4.2 Action Plan

4.2.1 Based on the objectives and measures included in this report an action plan is provided below:

Measure	Timescale	Responsibility
Provision of travel information to staff or bulletin board	Welcome Pack	TPC
Undertake staff and student travel survey	Upon opening	TPC
Determine modal targets	6 months after opening	TPC
Monitoring of cycle parking usage	Ongoing	TPC
Promote benefits of walking and cycling – make health benefits clear via 3rd party promotional	Ongoing	TPC
Conduct annual travel surveys	Annual	TPC
Ensure travel information is periodically kept up to date and made available for staff	Annual	TPC
Advertise travel events and national travel days to encourage participation	Ongoing	TPC
Review of Travel Plan	Every 2 years	TPC

Table 4.1 Action Plan

PLANS



CLIENT:

CONLON CONSTRUCTION

DRAWING TITLE:

SITE LOCATION

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DRAWN:	DATE:	CHECKED:	DATE:	SCALES:
GW	15.12.22	TSB	15.12.22	NTS @ A4

DRAWING NUMBER.	REVISION:
3920-01	-

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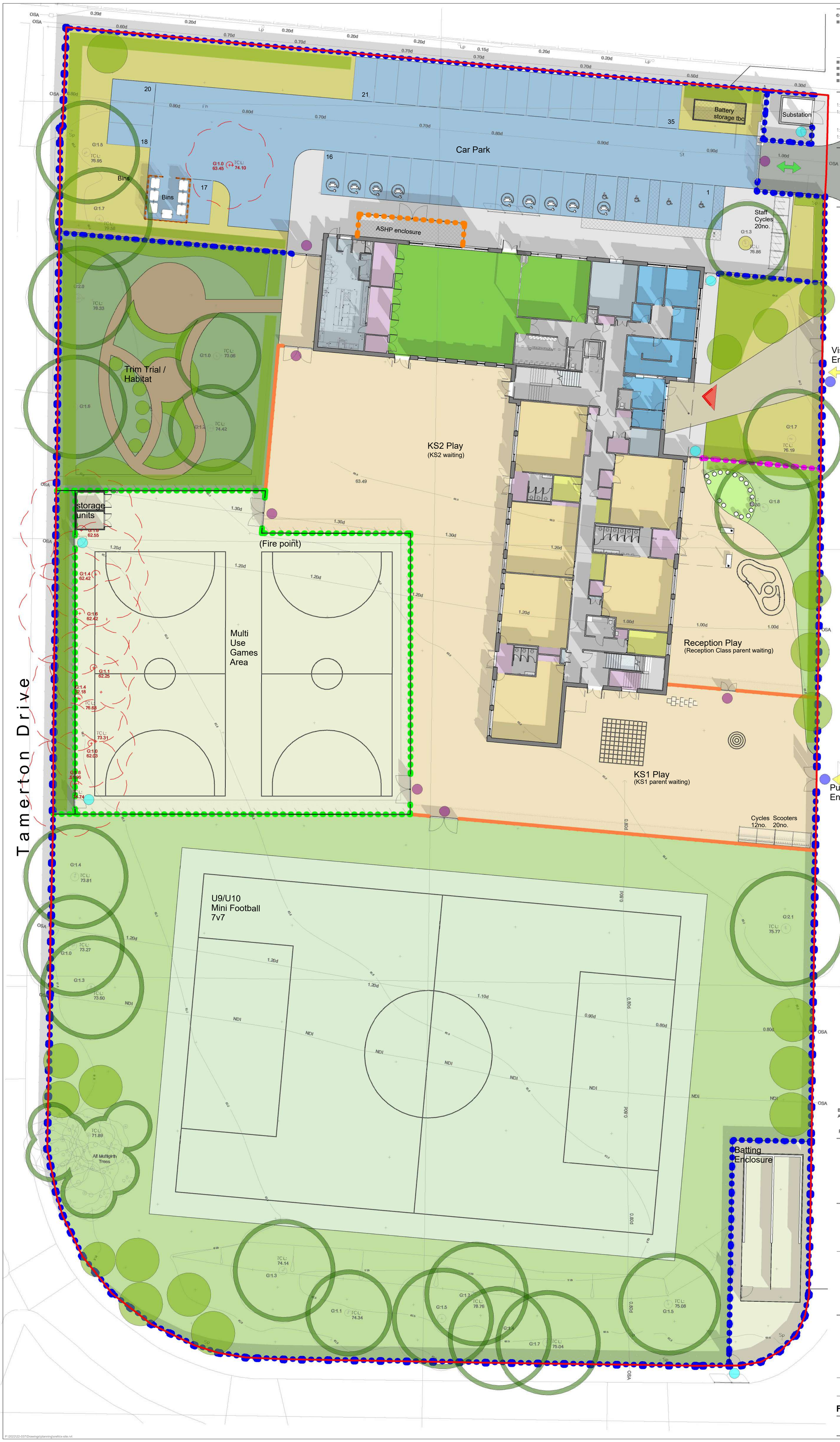

Landscape Key
1 : 200

- Existing Tree Removed
- Existing Tree Retained
- Proposed Tree / Planting
- Soft Informal Area
- Soft Outdoor PE Area
- Hard Outdoor PE Area
- Hard Informal Area
- Habitat Area
- Non-net Car Park Area
- Non-net Path Area
- Non-net Landscape Area
- Pedestrian Access Double Gate
- Pedestrian Access Single Gate
- Vehicular Access Double Gates
- Boundary Line
- Secondary Fencing 1m high
- Secondary Fencing 1.5m high
- Secondary Fencing 1.8m high
- 2.4m High Secure Fencing
- 2.1m Secure Fencing ASHP
- Vehicular Access Point
- Pedestrian Access Point
- Main Entrance

PLAN 2

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Rev.	Date	Drn.		Chkd.
B	3.01.23	SW	GA baseplan updated. ASHP gate amended	AC
A	19.12.22	SW	Building footprint amended stage 3 feedback	AC

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Project
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Client
Conlon Construction Limited

Drawing
Proposed Site Plan - Boundary Treatments

Scale	Sheet Size	Drawn	Checked	Date
1 : 200	@ A1	SW	AC	8.12.22

Project No.	Originator	Zone	Level	Form	Discipline	Number	Revision
FS0766 -	BSA -	XX -	XX -	D -	A -	**1003**	B

Status
Planning

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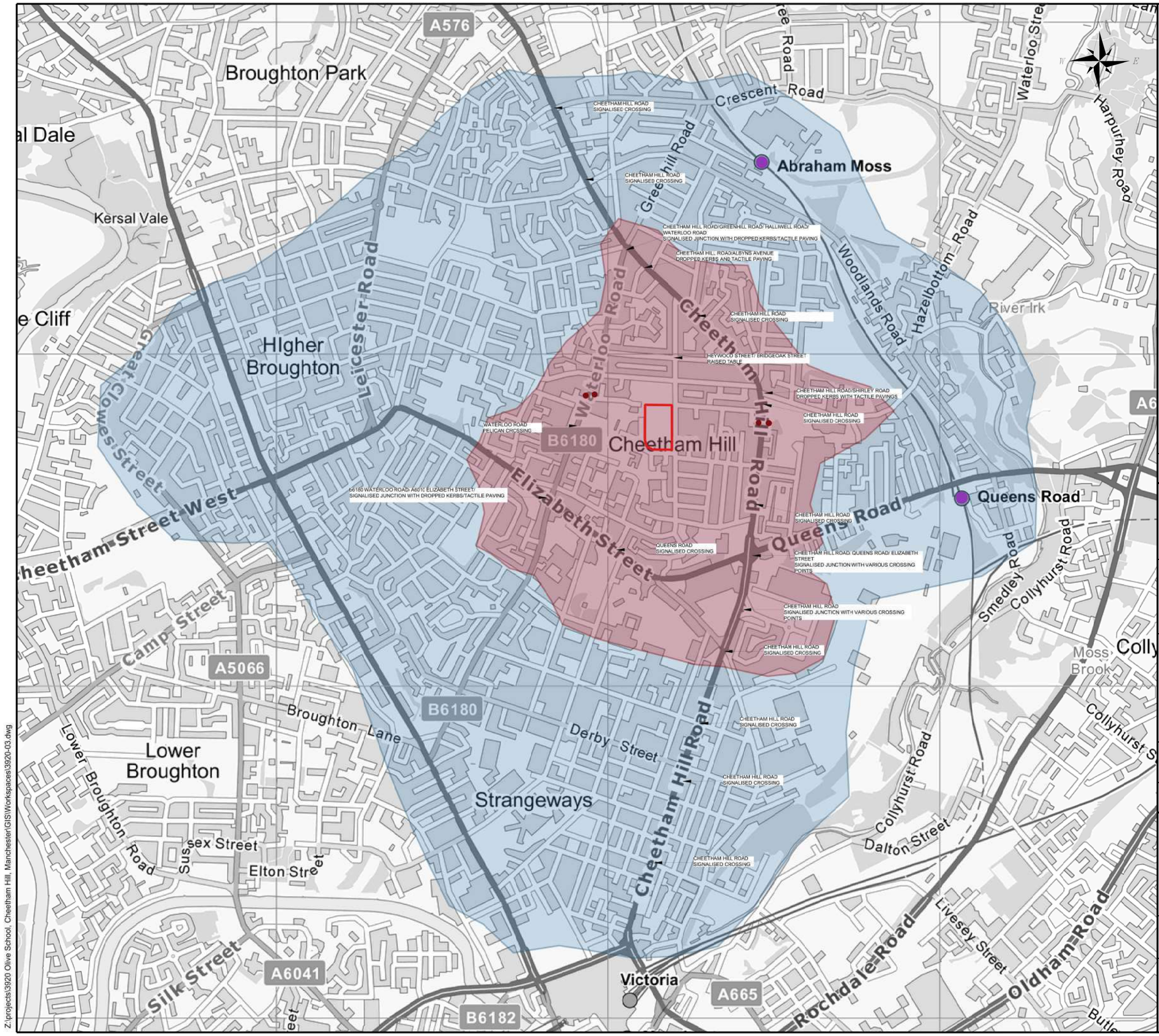

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NOTES

- Site Location
- 800m Pedestrian Catchment
- 2km Pedestrian Catchment
- Metrolink
- Nearest Bus Stops

PLAN 3

REV	DETAILS	DRAWN	CHECKED	DATE
-	-	-	-	-

CLIENT:

CONLON CONSTRUCTION

PROJECT:

OLIVE SCHOOL, MANCHESTER

DRAWING TITLE:

800M & 2KM PEDESTRIAN CATCHMENT WITH AMENITIES

SCALES: NTS @ A3

DRAWN: GW | CHECKED: TSB | DATE: DEC 22

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REVISION: -

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