

PROPOSED EXTENSION TO MANCHESTER COMMUNICATION ACADEMY (4184) RESPONSE TO MANCHESTER CITY COUNCIL HIGHWAYS COMMENTS – AUGUST 2024

Introduction

Eddisons have been instructed by the Greater Manchester Academies Trust to advise on the traffic and transport issues relating to a proposed new science block, new year 7 block and conversion of disused bus stop to into 18 car parking spaces for the Manchester Communication Academy.

This report will respond to comments made by Transport for Greater Manchester (TfGM) and relayed by Manchester City Council (MCC) on 11th July 2024. The comments are listed below. Each comment will be dealt with under separate sub-headings in the following paragraphs.

- *Road safety data should be updated to include 2023.*
- *HFAS require a numerical analysis of the development trips. Generic text is not enough evidence to support the notion that the development impact will be negligible.*
- *Generally there is no evidence of the actual conditions around the school before and after, no evidence about journeys to the school, no travel survey, no indication of the modal split for journeys for pupils or staff. No indication where the pupils and staff are travelling from etc.*
- *There is no indication of the impact of the extra students on the existing road network.*
- *There is no indication of traffic flows and conditions on Silchester Drive or the junctions at either end.*
- *There is no information concerning how well utilised car parking is at the site, and how drop off / pick-ups are managed.*
- *Further details in respect of the bus lay-by management should be provided.*
- *A review of surrounding TROs should be provided, including an indication as to whether any further restrictions are proposed.*
- *With respect to Section 2.2.1 of the TS, it should be highlighted that the footway along Silchester Drive is too narrow at 1.6 metres wide. This should ideally be widened to 2.0 metres. Furthermore, pavement parking is occurring which is also obstructing the pedestrian routes. NB 4.4.2 states that Silchester Drive has 1.9 metre wide footways - whatever the discrepancy, the actual width of the footways too narrow.*
- *There is no information about cycle parking and how well the existing cycle parking is used.*

- *There is no indication of the cycle routes and cycling facilities in the vicinity of the school. Maps should be included.*
- *There is no information about how well the bus stops are working at peak times and how well the bus services are running before and after school.*

MCC also requested confirmation of the inclusion of the two new Multi-Use Games Areas within the planning application. It has been confirmed that these will replace existing facilities and will not be available for public use and as such they will in themselves have no travel impact at all.

MCC have also requested confirmation that the school does not have staggered start and finish times at the school. We understand that this has been considered in the past but not progressed for the main reason of pupil siblings being in different years, which would not be feasibility for parents dropping off or picking up.

Accident Data

Up to date accident data has been requested from TfGM but has yet to be received. This will be circulated once it has been reviewed. It must be noted that the most recent accident record period from CrashMap (up to the end of 2022) confirms that no personal injury accidents have occurred within the vicinity of the school in the past 5 years.

Traffic Impact

This section will capture a number of the above comments. As part of the Travel Plan process, a pupil 'hands up' survey was carried out at the school between 2nd and 4th October 2023 to establish the general modes of travel for pupils. The results by year is enclosed in **Appendix 1**.

The increase in the number of staff at the school as a result of the proposals will be negligible although the pupil numbers is likely to increase by a maximum of 300. At present, as the summary of the Year 7 'hands up' survey results confirm, around 29.6% of Year 7 pupils travel to the school by car as a passenger.

This would equate to a maximum of 89 additional pupils being dropped off/picked up at the school. Clearly some of these pupils may be sharing lifts and not being dropped off or picked up in one vehicle.

This number is also likely to reduce given the new Travel Plan measures that will be put in place at the school which currently has no Travel Plan process. This will be promoted by the school at the start of the new 2024/25 term.

In conclusion, we are of the view that the additional drop off/pick up traffic will not cause any safety or capacity issues on the surrounding network.

Existing Travel Conditions

As part of the proposed Travel Plan process that will be implemented at the school, both staff and pupils have been asked to fill in a detailed travel questionnaire. The questionnaire forms and a summary of the survey results are enclosed with the draft Travel Plan document which is attached to this note at **Appendix 2**.

Of the 268 members of staff at the school, 169 responded resulting in a response rate of around 63% which provides a good sample level. Due to GDPR reasons no member of staff provided their postcode for the survey so the location of their residence is difficult to establish.

The first of the more pertinent travel questions included the distance travelled between home and work. The survey revealed that over a third of the staff live within 2 miles of the school and around 80% live within 5 miles. This is then compared with around 37% of staff driving themselves to the school.

This suggests that there are some staff driving to the school who live within 5 miles of the school. There is the potential for these members of staff to either cycle to work or potentially travel by bus depending on their home location.

This will probably need to involve some personal travel planning to ensure that staff have the information they require to make the most sustainable travel option as possible. That said, this does need to be taken within the context of over half of the members of staff saying it was impractical to travel by any other means other than the private car given the need to carry textbooks etc.

However, it is worth noting that 100% of car drivers did state that they would consider travelling to the school as a car passenger. This suggests that a car share 'club' at the school could operate well to reduce travel by the private car.

The travel survey of the pupils at the school yielded 512 responses. The survey confirms that around 70% of pupils live within 2 miles of the school and therefore most of the pupils would be able to walk to the school. The survey results show that actually around 59% of pupils walk with the vast majority of the others getting a lift in a car. These two modes of travel make up over 85% of pupil travel.

Interestingly, of those pupils getting driven to school, over half would consider walking and nearly a half would consider travelling by either bus, train or tram.

In addition, there are a number of other key points to draw from the initial staff travel survey as follows:

- Staff are engaging with the Travel Plan process already given the 63% response rate to the initial travel survey.
- Just over a third of staff (34.3%) live within two miles of the site and therefore have the potential to walk/cycle to and from the school. This compares to only just over 17% of staff that currently walk/cycle to the school. This provides scope for more personal travel planning to encourage others to walk/cycle to the school as part of the Travel Plan process.
- Almost half of the staff who responded to the survey (49.7%) said that they would be willing to car share 'occasionally' and around a quarter (24.9%) would be willing to do so regularly. This again provides the opportunity for the Travel Plan process to align staff travel to allow car sharing to occur more regularly to reduce the demand for travel at the school.

In summary, there are clearly many areas of sustainable travel can be improved as part of the Travel Plan process once the proposals have been consented.

Parking

MCC have requested further information on the parking matters at the site. First of all, the car parking areas at the site are used solely for staff and not pupils drop-off and pick-up. All pupils drop offs and pick ups take place from the surrounding highway network.

The changes in staff numbers at the site is minimal at 6 additional non-teaching staff. The additional level of parking at 18 spaces will more than accommodate the demand of the additional staff at the site.

In terms of parking bay dimensions, these are the standard 2.4 metres by 4.8 metres and the aisle widths are at least 6 metres wide.

Bus Lay-by Management

The bus lay-by within the school site is no longer in use and will therefore be redeveloped for additional car parking as detailed in the above paragraph.

MCC have requested justification of the removal of the bus stand within the site in order to provide additional car parking. The school have confirmed that buses will still be able to access the site and pick-up/drop-off pupils safely. This will simply take place elsewhere on the site for example using the bus lay-bys on Lathbury Road, Queens Road and the service road off Silchester Drive. This provides more than sufficient opportunity for staff and pupils to access bus services close to the site.

Surrounding Traffic Regulation Orders

The traffic regulation orders around the main school vehicular access on Silchester Drive consist of double yellow lines (ie no waiting at any time) along the northern side of Silchester Drive from its junction with the A6010 to the west and for a distance of around 50 metres to the east of the School access. There is unrestricted parking on the southern side of Silchester Drive in the vicinity of the school although this is used by the residents on the southern side of the road.

The double yellow lines are also in place on the bus turnaround/lay-by facility within the school and also for a distance of around 40m into the school itself, although most of this is on private school land.

There are further waiting restrictions on Lathbury Road to the north-east of the school site. Double yellow lines exist on both sides of Lathbury Road for distance of around 160m south-east of the pedestrian route to the school and beyond the junctions with Lathbury Road of Carisbrook Street and Chevington Drive.

We are of the view that the existing traffic regulation orders do not require amending for this planning application.

Pedestrian Routes

TfGM have highlighted that sections of footway on Silchester Drive are around 1.6 metres wide. This may well be the case but MCC have confirmed that they are unlikely to require any widening of the footways given the fact that it's the existing situation. It has already been confirmed that there has been no recorded personal injury accidents in the past 5 years and as such the safety record in the area can be concluded as very good.

There will be an increase in pupils walking to the school as a result of the proposals, around 176 pupils (based on the 58.8% modal split of pupils currently walking to school). However, this will be split via the three existing pedestrian entrances to the school, from Queens Road, Silchester Drive and Lathbury Road.

For further information, the pedestrian walking routes to, from and through the school are shown in more detail on **Drawing Number 2303-04 – MCA – Expansion – Planning P17 – Transit Route**, enclosed with this note.

The routes are direct and away from traffic routes within the school site, for the majority of their length. There is also an existing zebra crossing on Lathbury Road (Google Earth image below) which provides a safe crossing into the main part of the school.



Lathbury Road Zebra Crossing

At the time of large numbers of pupils crossing Lathbury Road, a member of the teaching staff will accompany each group across Lathbury Road for safety purposes.

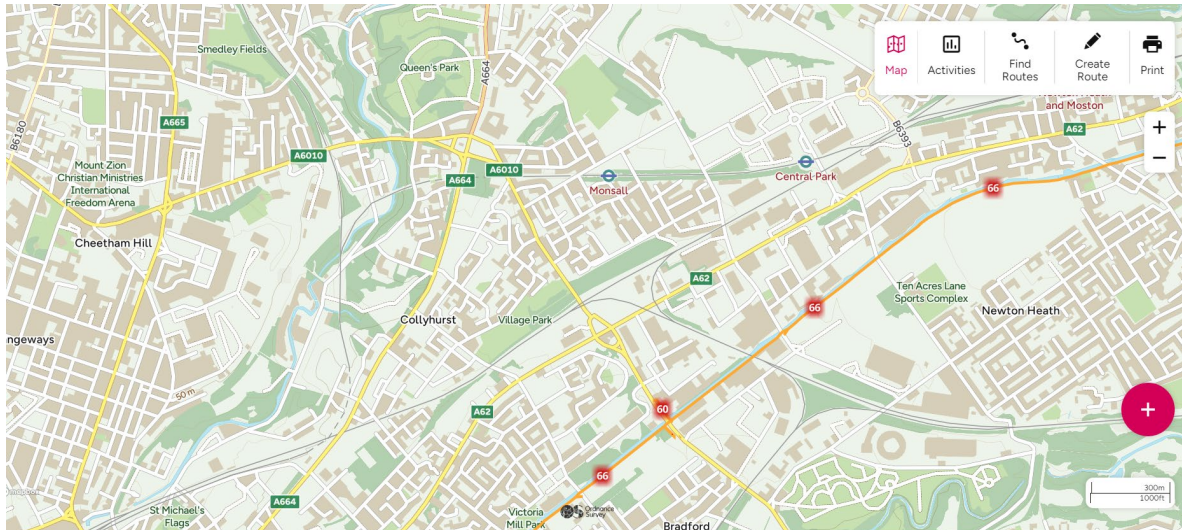
Cycle Routes

MCC have stated that 'there is no indication of the cycle routes and cycling facilities in the vicinity of the school. Maps should be included'. We can confirm that 3 new cycle parking shelters are being provided with the proposals and these are shown on the revised plans. These provide access to 120 cycle parking spaces and this can be the subject of a suitably worded condition if necessary.

The travel survey revealed that 2% of pupils currently cycle to school. This would mean an increase of 6 pupils cycling to school as a result of the proposals. This increase can clearly be accommodated within the current level of cycle parking proposed.

In terms of the cycle provision nearby, there is a formal two-way cycle lane on the eastern (school) side of Rochdale Road. Part of this route runs around the southern end of the school to allow direct access into the school site. There are also advanced cycle stop lines at the Rochdale Road/Queens Road and Rochdale Road/A6010 junctions to make cycling safer and more attractive.

Elsewhere, NC Route 66 runs to the south-east of the school along the Rochdale Canal which provides the opportunity to travel to and from the school from the Newton Heath and Moston areas to the east as well as the city centre to the south. This is shown below:



SUSTRANS Map Extract

Bus Travel

MCC have also stated that ‘there is no information about how well the bus stops are working at peak times and how well the bus services are running before and after school’.

We have no survey data about how the bus stops operate at present and how well the bus services are being used. However, only around 21.5% of pupils from the Travel Plan survey said that they regularly travelled to and from the school by bus. This would mean that only around an additional 64 pupils (21.5% of 300 new pupils) would be likely to travel to and from the school by bus.

There is nothing to suggest that the buses are currently operating at, or close to, their capacity.

Refuse and Servicing

MCC have requested additional details on the servicing and refuse arrangements. These are now shown in more detail on **Drawing Number 2303-04-MCA-Expansion-Planning-P12 Revision A**.

Construction Management

MCC have requested a formal Construction Management Plan. This is accepted by the applicant and will be the subject of a suitably worded planning condition.

Summary

In conclusion, this note has formally responded to comments made by MCC relating to highways and transport matters raised as part of this particular planning application. In conclusion, there should be no outstanding objections to the planning application on transport or highways grounds.

Enclosures

Appendix 1 – Pupil Hands Up Survey Results

Appendix 2 – Draft Travel Plan Document

Drawing Number 2303-MCA-Expansion-Planning-P17-Transit Route

Drawing Number 2303-04-MCA-Expansion-Planning-P12 Revision A

	Progress Group Name	Number of pupils who walk to school	Number of pupils who travel to school using public transport (Bus, Train, Tram):	Number of pupils who travel to school using a Bike or Scooter	Number of pupils who travel to school in a Car/ Taxi	Total number of student responses		
Year 7	S1B	10	2	2	12	26		
	C1A	11	6	4	8	29		
	S1C	9	3	0	8	24		
	T1C	10	0	0	4	14		
	O1C	6	6	0	9	21		
	O1B	10	1	1	4	16		
	S1A	12	5	0	4	21		
	O1A	9	5	1	8	23		
	C1B	20	2	2	1	25		
	T1A	12	3	0	8	23		
	C1C	3	1	0	5	9		
	T1B	17	5	0	4	26		
	%	51.0%	15.4%	4.0%	29.6%		95%	Cohort coverage
	Number	129	39	10	75	253	266	Total cohort Size
Year 8	O2B	11	2	1	4	18		
	T2A	17	0	0	5	22		
	S2A	13	4	2	4	23		
	C2B	14	3	0	7	24		
	O2A	9	4	3	8	24		
	C2A	10	3	3	4	20		
	T2B	13	1	5	7	26		
	O2C	13	2	2	6	23		
	S2B	15	2	2	6	25		
	S2C	12	4	2	9	27		
	%	54.7%	10.8%	8.6%	25.9%		91%	Cohort coverage
	Number	127	25	20	60	232	256	Total cohort Size
Year 9	C3B	10	7	1	1	19		
	T3B	9	5	1	1	16		
	O3C	15	2	1	2	20		
	C3C	6	2	0	2	10		
	C3A	12	5	0	8	25		
	O3B	14	4	2	4	24		
	O3A	13	6	0	3	22		
	S3A	8	2	3	9	22		
	S3B	11	2	1	4	18		
	S3C	12	5	0	7	24		
	T3A	12	4	1	4	21		
	%	55.2%	19.9%	4.5%	20.4%		96%	Cohort coverage
	Number	122	44	10	45	221	231	Total cohort Size
	O4A	15	4	1	6	26		
	C4C	18	2	1	5	26		
	O4C	14	4	0	6	24		

Year 10	T4A	12	4	2	7	25		
	T4B	15	5	0	11	31		
	S4B	13	7	1	5	26		
	S4A	10	5	0	7	22		
	O4B	16	5	0	5	26		
	C4B	17	4	2	2	25		
	%	56.3%	17.3%	3.0%	23.4%		87%	Cohort coverage
	Number	130	40	7	54	231	265	Total cohort Size
Year 11	S5C	7	3	0	6	16		
	O5C	10	2	0	4	16		
	S5A	9	3	0	5	17		
	O5B	16	1	4	3	24		
	T5A	13	4	2	3	22		
	C5B	14	6	0	8	28		
	O5A	17	1	1	3	22		
	S5B	9	5	0	5	19		
	C5A	12	6	2	7	27		
	T5B	7	1	0	6	14		
	%	55.6%	15.6%	4.4%	24.4%		90%	Cohort coverage
	Number	114	32	9	50	205	228	Total cohort Size
Total	%	54.5%	15.8%	4.9%	24.9%		92%	Cohort coverage
	Number	622	180	56	284	1142	1246	Total cohort Size

Proposed Extension, Manchester Communication Academy,
Silchester Drive, Manchester

GREATER MANCHESTER ACADEMIES TRUST

Travel Plan

July 2024





REPORT

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PLANS
(See Transport Statement)



1 INTRODUCTION

1.1 Introduction

- 1.1.1 Eddisons have been instructed by the Greater Manchester Academies Trust to advise on the traffic and transport issues relating to a proposed new science block, new year 7 block, and conversion of disused bus stop to into 18 car parking spaces for the Manchester Communication Academy.
- 1.1.2 This Travel Plan will build on the Framework document, dated September 2023, and will set out the principal strategies that will be put in place once the development is open, to encourage sustainable travel to the development.
- 1.1.3 The Department for Transport has issued two separate guides on the preparation of travel plans which are of relevance to this proposed development, these documents are as follows:
- Making Residential Travel Plans Work - Published in September 2005.
 - Good Practice Guidelines: Delivering Travel Plans through the Planning Process - Published in April 2009.

1.2 Structure of the Travel Plan

- 1.2.1 Following this introduction, Section 2 details Travel Plan Policy/Guidance and presents the 'Travel Plan Pyramid'. Section 3 sets out a series of management objectives and measures that will be implemented as part of the Travel Plan.
- 1.2.2 Section 4 of the Travel Plan considers the accessibility of the site by non-car modes, including walking, cycling and public transport.



- 1.2.3 Section 5 discusses targets for reducing trips by the private car, the monitoring of the Travel Plan, and the action plan.
- 1.2.4 Section 6 will provide details of the initial survey of staff and pupils to establish their current pattern of travel and their reasons for choosing that mode.
- 1.2.5 Section 7 draws together the findings and conclusions.

1.3 Development Site and Its Location

- 1.3.1 The application site is located approximately 3 kilometres to north-east of Manchester city centre and around 8 kilometres to the south-west of Oldham town centre.
- 1.3.2 The location of the site in relation to the surrounding area is shown within **Plan 1** of the accompanying Transport Statement.
- 1.3.3 The site is spread across two land parcels. The western parcel sits on the corner of A664 Rochdale Road and Queens Road, whereas the eastern parcel sits on the corner of Carisbrook Street and Lathbury Road.
- 1.3.4 Manchester Communication Academy is part of the Greater Manchester Academies Trust. The school caters for children aged Years 7 to 11 (ages 11 to 16) and has capacity 1200 pupils
- 1.3.5 The site can be accessed via two existing vehicular access points, with the main one being located on Silchester Drive. The other is located off Lathbury Road, which is used as an additional car park in the eastern land parcel.

1.4 Development Proposals

- 1.4.1 The applicant is seeking planning permission to develop the site for various inter-related uses.
- 1.4.2 The proposals therefore include the following;
- A purpose built science block.
 - A purpose built year 7 block.
 - Repurposing the disused private bus lay-by into a car park. The bus lay-by no longer served by a private bus or coach. With the area repurposed into chevron parking it would create 18 additional car parking spaces.
- 1.4.3 The proposed site layout is shown on **Plan 3**.

1.5 Site Considerations

- 1.5.1 The site currently has two cars parks available for use, one is located on the main site and has 90 car parking spaces plus 12 accessible parking bays.
- 1.5.2 The second is located on the eastern land parcel with 60 car parking spaces plus 4 accessible parking bays. In addition, the main site has three cycle shelters which accommodate up to 120 cycles spaces.
- 1.5.3 The school has a surplus of teaching staff which means that only support staff are needed for the expansion. The current plan is to recruit six members of non-teaching staff to support in administrative tasks and teaching support. **Table 1.1** below shows the schools current staffing and proposed staffing numbers.

Existing Staff		Proposed Staff	
Teaching	Non - Teaching	Teaching	Non - Teaching
99	169	99	175

Table 1.1 – Existing and Proposed Staff Numbers

1.5.4 By planning guidance, education facilities must provide one car parking space per teaching staff and one for every three non-teaching members of staff. By this calculation the school must provide 157 car parking spaces for the staff.

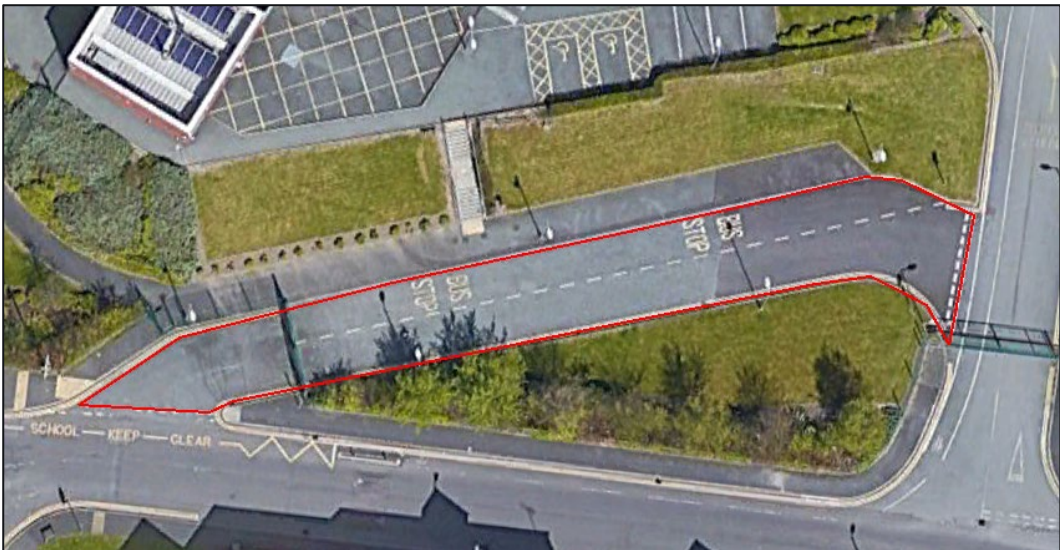


Figure 1.1 – Aerial view of private bus lay-by

1.5.5 The school currently has a private bus lay-by off Silchester Drive which is disused as the school is not served by private bus or coach; this is shown in **Figure 1.1** above. It is proposed that this area is repurposed using chevron parking to create 18 additional car parking spaces bringing the total to 158 car parking spaces.



1.6 The Travel Plan

1.6.1 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 TRAVEL PLANNING POLICY AND GUIDANCE

2.1 Travel Planning Policy

- 2.1.1 The need to manage transport in new developments is included within national and local policy. The need to reduce car dependency, increase travel choices and encourage sustainable distribution is supported by the National Planning Policy Framework (NPPF) which states that all developments which generate significant amounts of movement should be required to provide a Travel Plan.
- 2.1.2 The NPPF further reinforces the importance of travel plans in the planning context and states *"Travel Plans should be considered in parallel to development proposals and readily integrated into the design and occupation of a new site"*.

2.2 Travel Planning Guidance

- 2.2.1 The preparation and adoption of a Travel Plan is an important element of managing the demand for travel to all modern developments.
- 2.2.2 The document, entitled *'Good Practice Guidelines: Delivering Travel Plans through the Planning Process'* sets out an overview of the process and delivery of Travel Plans and states that *"A Travel Plan is a long-term management strategy for an occupier or site that seeks to deliver sustainable transport objectives through positive action and is articulated in a document that is regularly reviewed."*
- 2.2.3 The DfT document entitled *"Making Residential Travel Plans Work"* states that *Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas"* and goes on to say

"Travel Planning is one of a range of measures known as smarter choices which have been found to be effective on reducing traffic and improving accessibility in residential areas".

- 2.2.4 The DfT's 'Making Residential Travel Plans Work' also introduces the concept of a 'Travel Plan Pyramid'. This helps demonstrate how successful plans are built on the firm foundations of a good location and site design. The pyramid is presented in **Figure 2.1** below;

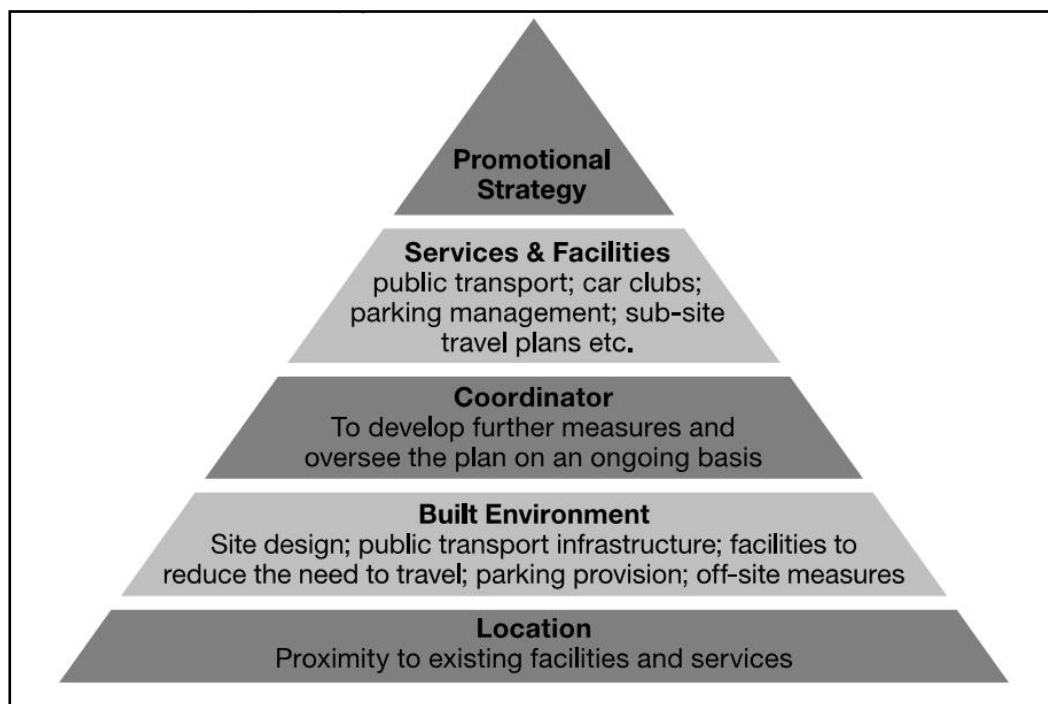


Figure 2.1 – The Travel Plan Pyramid

- 2.2.5 The hierarchy of 5 tiers of measures and criteria are well illustrated in pyramid form since the concept presented within that "good practice" is that each higher layer builds upon the more important foundations of the criteria and initiatives below it.



- 2.2.6 The most important layer of the pyramid is considered to be the base, this shows the key to making Travel Plans work is the actual location of the development and its proximity to local facilities and services essential to everyday life.
- 2.2.7 The second layer of the pyramid refers to how the layout of the site can assist in reducing the need to travel, which in this instance is again linked to the existing level of provision to facilitate sustainable travel.
- 2.2.8 As indicated in level 3 of the pyramid, the Travel Plan co-ordinator will be free to develop further measures to maximise the sustainability of the site.
- 2.2.9 The fourth layer of the pyramid looks at how parking management and public transport can influence travel choice, while the top layer of the pyramid relates to how the Travel Plan will be marketed and how the measures within are to be promoted.

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 extension 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 (where possible) 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 It is considered appropriate to establish modal targets for staff and pupils following the opening of the extension and once the modal splits are known (through staff and pupil surveys).
- 3.3.2 To support the travel plan, travel surveys have been undertaken and these will be discussed in Section 6 of the document.

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 TfGM and MCC 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 Transport for Greater Manchester (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.

4 ACCESSIBILITY BY NON CAR MODES

4.1 Introduction

4.1.1 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.

4.1.2 The presumption in favour of sustainable development is a central theme running through the framework and transport planning policies are seen as a key element of delivering sustainable development as well as contributing to wider sustainability and health objectives. To achieve these objectives, paragraph 30 states that when making decisions, local authorities should:

'Support a pattern of development which, where reasonable to do so, facilitates the use of sustainable modes of transport.'

4.1.3 New proposals should therefore attempt to influence the mode of travel to the development in terms of gaining a shift in modal split towards non-car modes, thus assisting in meeting the aspirations of current national and local planning policy.

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

- Access on foot.
- Access by cycle.
- Access by bus.
- Access by tram.



- 4.1.5 As already confirmed, all pupils currently arrive by minibus or taxi's, which are already considered to be sustainable modes of travel. There is potential however, for staff who live locally to travel by a mode other than a private car.

4.2 Access on Foot

- 4.2.1 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.
- 4.2.2 The nearest footways are located along Silchester Drive (fronting the site to the south) and along A664 Rochdale Road (fronting the site to the west). The footways along Silchester Drive have a width of around 1.9 metres, and the footways along A664 Rochdale Road have a width of around 3 metres. These footways provide links to a comprehensive network of routes within the local area, supplemented by a number of crossing points which facilitate access to the nearby residential areas. These footways are surfaced, in reasonable condition and benefit from street lighting.
- 4.2.3 In terms of pedestrian crossing facilities in the vicinity of the site, a signalised Toucan crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A664 Rochdale Road. There is also a signalised crossing with associated dropped kerbs, and tactile paving is situated at the entrance of the collage on A6010 Queens Road. These facilities provide the opportunity for pedestrians and cyclists to cross the A664 Rochdale Road and A6010 Queens Road safely.
- 4.2.4 The DFT National Travel Survey of 2017 confirms that 81% of all trips less than a mile (1.6km) are carried out on foot.



4.2.5 Within the Chartered Institution of Highways & Transportation (CIHT) document, entitled “Guidelines for Providing for Journeys on Foot”, Table 2.2 suggests distances for desirable, acceptable, and preferred maximum walks to ‘town centres’, ‘commuting/schools’ and ‘elsewhere’. The ‘preferred maximum’ distances are shown below in **Table 4.1**.

Suggested Preferred Maximum Walk		
Town Centre	Commuting/School	Elsewhere
800m	2,000m	1,200m

Table 4.1 – IHT ‘Providing for Journeys on Foot’ Walk Distances

4.2.6 The Government introduced advice on walking distances in the 2001 revision to Planning Policy Guidance (PPG) 13 Transport, now withdrawn, which advised that ‘Walking is the most important mode of travel at the local level and offers the greatest potential to replace short car trips, particularly those under two kilometres.’

4.2.7 Manual for Streets (MfS) continues the theme of the acceptability of the 2,000-metre distance in paragraph 4.4.1. This states that ‘walkable neighbourhoods are typically characterised by having a range of facilities within 10 minutes’ (up to about 800m) walking distance of residential areas which staff/pupils may access comfortably on foot. However, this is not an upper limit and PPS13 states that walking offers the greatest potential to replace short car trips, particularly those under 2 km’. **Table 4.2** below summarises this guidance in tabular form.



'Comfortable' Walk	'Preferred Maximum' Walk
800m	2,000m

Table 4.2 – Manual for Streets Walk Distances

- 4.2.8 Further evidence that people will walk further than the suggested 'preferred maximum' distances in the IHT 'Providing for Journeys on Foot' is contained in a WYG Group research paper entitled 'How Far do People Walk and Cycle'. This paper refers to National Travel Survey (NTS) data for the UK as a whole, excluding London, and confirms that the 85th percentile walk distance for:
- All journey purposes – 1,950 metres;
 - Commuting – 2,100 metres;
 - Shopping – 1,600 metres; and
 - Personal business – 1,600 metres.
- 4.2.9 Overall, shown in Table 5.1 of the paper, the document states that 1,950 metres is the 85th percentile distance for walking as the main mode of travel. **Table 4.3** below summarises the various 85th percentile walk distances suggested as guidelines in the WYG Study.

85 th Percentile Walk Distances				Overall Recommended Preferred Max
All Journeys	Commuting	Shopping	Personal	
1,950m	2,100m	1,600m	1,600m	1,950m

Table 4.3 – WYG Report/NTS Data Walk Distances

- 4.2.10 In summary, it is considered that the distance of 1,950 metres, or around 2 kilometres, represents an acceptable maximum walking distance for the majority of land uses.
- 4.2.11 Section 3.1 of the CIHT guidance 'Planning for Walking' provides a useful reminder of the health benefits of walking. This states that: 'A brisk 20 minute walk each day could be enough to reduce an individual's risk of an early death'.
- 4.2.12 A 20-minute walk equates to a walking distance of around 1,600 metres.
- 4.2.13 In light of the above review, a pedestrian catchment of 800 metres and 2 kilometres from the centre of the site, using all usable pedestrian routes, has been provided in **Plan 3** and provides an illustrative indication of the areas that can be reached based on a leisurely walk from the site.
- 4.2.14 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 including most of Harpurhey, and Collyhurst.
- 4.2.15 As can be seen, the 800-metre catchment includes residential areas of Monsall including the Central Park tram stop, while the 2,000-metre catchment encompasses the neighbouring residential areas of Cheetham Hill, Harpurhey, and Collyhurst. It is therefore considered that the existing pedestrian infrastructure will facilitate safe and direct pedestrian linkages between the site and local destinations.

4.3 Access by Cycle

- 4.3.1 An alternative mode of travel to the site could be achieved by bicycle.
- 4.3.2 The importance of cycling as an alternative mode of travel both now and in the future, is demonstrated by the new rules relating to cyclists contained within the revised Highway Code, which came into force in January 2022.
- 4.3.3 These new rules, which include the 'Hierarchy of Users' or 'Hierarchy of Responsibility', recognise that drivers of vehicles that can cause the greatest harm in the event of a collision bear the greatest responsibility to take care and reduce the danger to others. This together with the simplification of the rules, to make junctions safer and new rules to tackle dangerous overtaking will provide a road environment where cyclists and pedestrians are given priority, feel safer using the road network and further encourage travel by cycle.
- 4.3.4 A distance of 5 kilometres is generally accepted as a distance where cycling has the potential to replace short car journeys.
- 4.3.5 This distance equates to a journey of around 25 minutes based on a leisurely cycle speed of 12 kilometres per hour and would encompass parts of Manchester City Centre, Openshaw, Newton Heath, Cheetham Hill, Crumpsall, Prestwich, Middleton, Failsworth, Moston, Kersal, Clayton, and Blackley.
- 4.3.6 National Cycle Network (NCN) Route 66 starts from Manchester city centre and runs in sections to Spurn Head in Yorkshire via Bradford, Leeds, York, Beverley, and Kingston upon Hull. It is both an on and off-road cycle route and is located approximately 1.4 kilometres away from the centre of the site. The stretch of the NCN route 66 close to the site runs along the canal and can be followed southwest to get Manchester city centre, or followed northeast to get to Failsworth.

- 4.3.7 The site can therefore be considered as being accessible by cycle.

4.4 Access by Bus

- 4.4.1 An effective public transport system is essential in providing good access for large parts of the population to opportunities for work, education, shopping, leisure, and healthcare in the town and beyond.
- 4.4.2 The nearest bus stops to the site are located on the A6010 Queens Road which directly fronts onto the southwestern corner of the site. Additional bus stops are located on the A664 Rochdale Road approximately 85 metres from the entrance of the site, and another further along A664 Rochdale Road roughly 110 metres from the entrance of the site. All of these bus stops are within 800 metres of the centre of the application site, the location of the proposed bus stops are shown on Plan 3.
- 4.4.3 The bus stop on the A6010 Queens Road provide shelters, bus information and road markings. The bus stops can be accessed via the pedestrian infrastructure located on the A6010 Queens Road, with controlled crossings located within 25 metres of the bus stops.
- 4.4.4 A summary of the services available from the bus stops within 800 metres of the site are summarised in **Table 4.4** below.

Service No	Route	Monday – Friday (Per hour)				Sat	Sun
		AM Peak	Midday	PM Peak	Eve		
17/17A	Manchester Shudehill - Rochdale Interchange	6	4	6	2	4	4
18	Manchester Royal Infirmary - Langley	6	4	6	2	4	2
53 Orbits	Cheetham Hill - Pendleton	2	2	2	1	2	1
56	Shudehill - Higher Blackley	2	2	2	-	2	-
81	Oldham - Moston - Manchester	2	2	2	1	1	1
112/117/118/119	Manchester - Middleton	11	12	12	5	11	5
151	North Manchester General Hospital - Ashton-under-Lyne Interchange	1	1	1	-	1	-
156	Manchester - Middleton	2	2	2	2	2	2
163	Piccadilly Gardens - Bury Interchange	5	5	5	5	5	5

Table 4.4 - Summary of Bus Services Operating in the Vicinity of the Site

4.4.5 As can be seen from Table 4.4, the nearest bus stops to the site provides various services throughout the day to destinations such as Oldham, Langley, Ashton-Under-Lyne, Rochdale, Middleton, Bury, and Manchester.

- 4.4.6 The 112/117/118/119 bus services operate up to 12 buses per hour during the peak periods that are provided in and out of Manchester City Centre, Moston, Charlestown, Higher Crumpsall, Higher Blackley, and Middleton which are likely to be key residential areas for students and staff.
- 4.4.7 The above services operate from around 00:09am to around 23:59pm, making travel by public transport a real alternative to travelling by car for commuting trips.
- 4.4.8 In order to demonstrate the level of accessibility, some example journey times by bus are presented below **Table 4.5** below.

Destination	Duration
Manchester City Centre	13 minutes
Middleton	23 minutes
Rochdale	55 minutes

Table 4.5 - Example Bus Journey Times

- 4.4.9 The above table demonstrates that Manchester City Centre is an approximate 13-minute bus journey from the site, Middleton is just a 23-minute bus journey, and Rochdale is a 55-minute bus journey.
- 4.4.10 It is therefore concluded that various residential areas in and around Manchester are highly accessible by bus from the proposed development site.

4.5 Access by Metrolink

- 4.5.1 The nearest Metrolink station to the site is Monsall Tram Stop which is located approximately 650 metres from the application site.

4.5.2 The following Metrolink lines serve Monsall Tram Stop:

- Pink Line - Rochdale Town Centre to East Didsbury
- Brown Line - Shaw and Crompton to East Didsbury

4.5.3 Lines at the stop run every 12 minutes Monday to Saturday, every 24 minutes Friday to Saturday from midnight to 1am, and every 15 minutes on a Sunday.

4.5.4 The Monsall Tram Stop is operated by Metrolink, it has 2 platforms, and has capacity for 5 bicycles to be stored/parked on stands in the car park and also provides cycle locker facilities.

4.5.5 It is therefore considered the site is highly accessible by Metrolink.

4.6 Non-Car Mode Access Summary

4.6.1 The site has been considered in terms of accessibility by non-car modes, including walking, cycling and public transport.

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

- Pedestrian and cycle access to the site can be considered as being good with extensive existing infrastructure located in the vicinity of the site.
- The site is accessible by bus, with up to 37 buses per hour operating in the immediate vicinity of the site, providing access to a range of destinations in and around Greater Manchester.
- The site is accessible by tram/Metrolink with Monsall tram stop very close to the vicinity of the site providing access to a range of destinations between Rochdale Town Centre and East Didsbury.



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

5 TRAVEL PLAN DELIVERY

5.1 Management and Monitoring

5.1.1 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.

5.1.2 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

5.1.3 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)

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

5.2 Action Plan

5.2.1 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	Completed	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 3 rd party promotional material	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 5.1 Action Plan

6 INITIAL STAFF AND PUPIL SURVEYS

6.1 Introduction

- 6.1.1 This section of the Travel Plan will consider the results of the initial survey of staff and pupils that has been undertaken at an early stage in the process as requested by Manchester City Council. The raw data can be available on request.

6.2 Staff Travel Survey Results

- 6.2.1 A detailed staff travel questionnaire has been prepared and was submitted to the school for circulation amongst the staff. Of the 268 members of staff at the school, 169 responded resulting in a response rate of around 63% which provides a good sample level.
- 6.2.2 Due to GDPR reasons no member of staff provided their postcode for the survey so the location of their residence is difficult to establish.
- 6.2.3 The first of the more pertinent travel questions included the distance travelled between home and work. The survey revealed that over a third of the staff live within 2 miles of the school and around 80% live within 5 miles. This is then compared with around 37% of staff driving themselves to the school.
- 6.2.4 This suggests that there are some staff driving to the school who live within 5 miles of the school. There is the potential for these members of staff to either cycle to work or potentially travel by bus depending on their home location.

6.2.5 This will probably need to involve some personal travel planning to ensure that staff have the information they require to make the most sustainable travel option as possible. That said, this does need to be taken within the context of over half of the members of staff saying it was impractical to travel by any other means other than the private car given the need to carry textbooks etc.

6.2.6 However, it is worth noting that 100% of car drivers did state that they would consider travelling to the school as a car passenger. This suggests that a car share 'club' at the school could operate well to reduce travel by the private car.

6.3 Pupil Travel Survey Results

6.3.1 The travel survey of the pupils at the school yielded 512 responses. The survey confirms that around 70% of pupils live within 2 miles of the school and therefore most of the pupils would be able to walk to the school. The survey results show that actually around 59% of pupils walk with the vast majority of the others getting a lift in a car. These two modes of travel make up over 85% of pupil travel.

6.3.2 Interestingly, of those pupils getting driven to school, over half would consider walking and nearly a half would consider travelling by either bus, train or tram.

6.3.3 This is again where potential personal travel planning could be useful to encourage more sustainable travel amongst pupils.

6.4 Next Steps

6.4.1 From the initial survey results of both staff and pupils generally travel pretty sustainably to and from the school. That said, there would seem to be a number of ways to try and encourage both to travel more sustainably with for example personal travel planning. This can be carried out in the forthcoming winter term.

7 CONCLUSIONS

- 7.1.1 This Travel Plan has detailed the proposals associated with the development site to promote sustainable modes of travel and reduce the dependency of the private car.
- 7.1.2 Additionally, the Travel Plan has presented a series of measures to be implemented to reduce the number of single car occupancy trips.
- 7.1.3 The information contained within the Travel Plan and details of sustainable modes of transport in the vicinity of the site will be accessible to pupils, staff, and visitors to the development.
- 7.1.4 The aim of the Travel Plan is:
- to encourage the use of sustainable modes of transport to access the site;
 - reduce the reliance on single car occupancy journeys; and
 - generally reduce traffic related pollution and noise.
- 7.1.5 A wide range of measures and actions will be used to encourage car sharing, public transport use, cycling and walking.
- 7.1.6 The Travel Plan Co-ordinator will ensure the Travel Plan is implemented and is operating effectively.
- 7.1.7 A detailed Travel Survey has been undertaken to establish travel modes of staff/pupils and following a period of personal travel planning, specific targets will be set and agreed with the Travel Plan team at MCC.
- 7.1.8 It can therefore be concluded that the proposals will provide a highly sustainable development which will be enhanced by the evolution of the Travel Plan.



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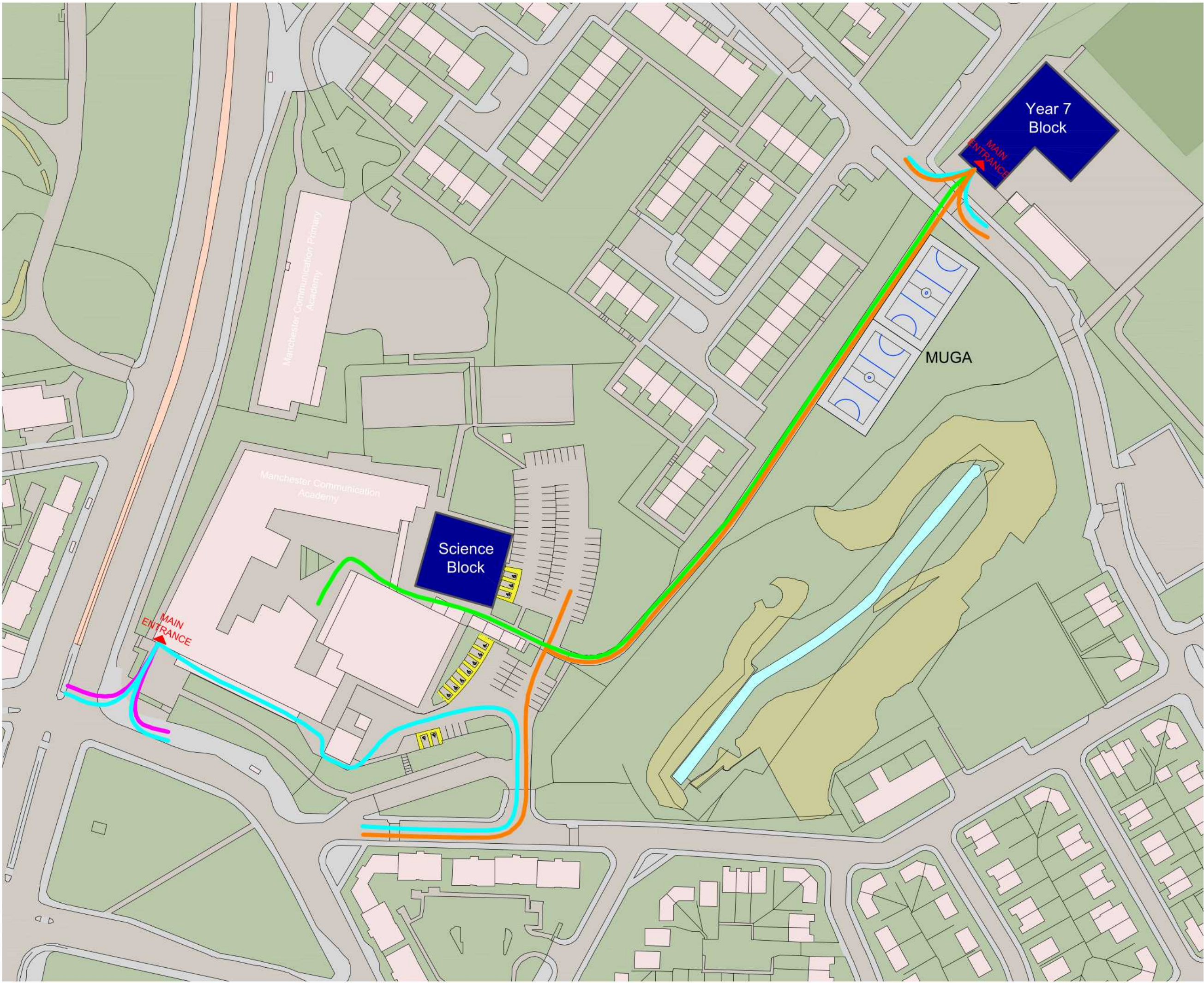
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NOTES

LEGEND

- Pedestrian/Visitor
- Pupils
- Pupils (lunchtime route accessed between 11:30-12:30)
- Staff

Rev	Date	Comments	By

STATUS
PLANNING

Client
Manchester Communication Academy
2 Silchester Dr, Manchester
M40 8NT

Project Title
Expansion

Drawing Title
Transit Route

Scale 1:1250 @A3	Drawn by MMcD	Date May 2024
Job no. 2303-04	Drawing no. P17	Revision no.



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NOTES

LEGEND

- G (New) Proposed location of back inlet gulley
- Proposed route of surface water drainage
- Proposed location of inspection chambers
- Proposed route of foul water drainage
- Denotes the location of re-purposed bike shelter
- ⊠ Denotes the location of new bin store

Rev	Date	Comments	By
A	24/05/24	Bike shelter and bin store added	MMcD

STATUS
PLANNING

Client
Manchester Communication Academy
2 Silchester Dr, Manchester
M40 8NT

Project Title
Expansion

Drawing Title
External Works Plan - Year 7

Scale NTS @A3	Drawn by DW	Date Dec 2023
Job no. 2303-04	Drawing no. P12	Revision no. A

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