



RIDGE

VARLEY STREET SEND SCHOOL

School Travel Plan

16th March 2023

SCHOOL TRAVEL PLAN VARLEY STREET SEND SCHOOL

16th March 2023

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Appendix A Masterplan

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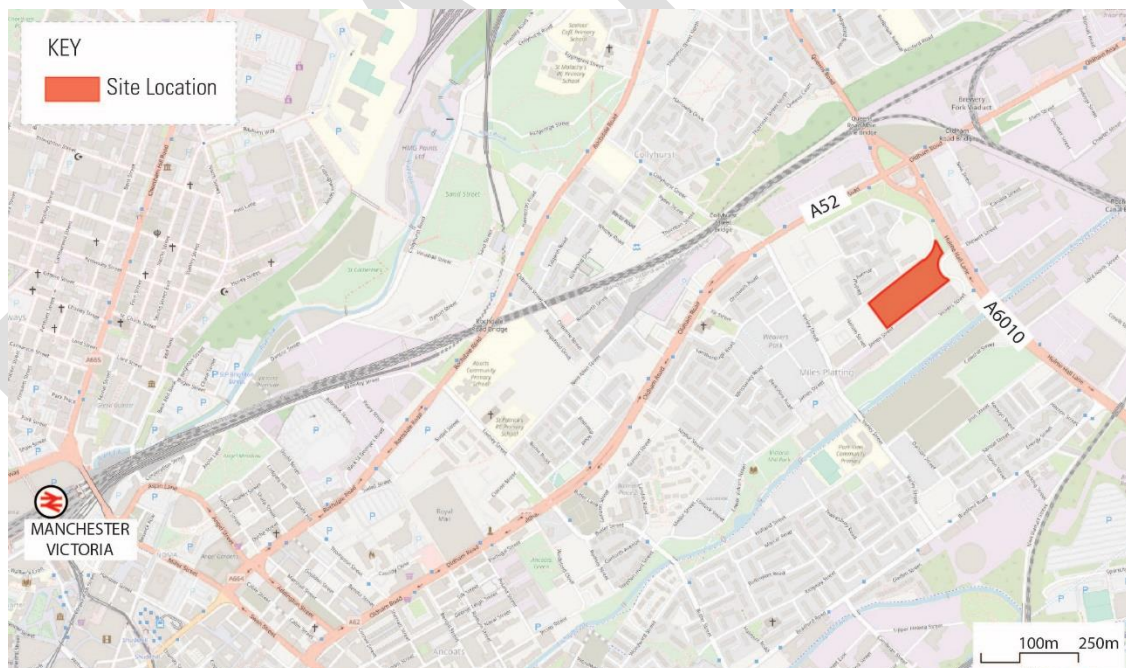
1 INTRODUCTION

- 1.1.1 This School Travel Plan (STP) has been prepared by Ridge & Partners LLP on behalf of ISG Limited, in support of the planning application for Varley Street SEND School in Manchester.
- 1.1.2 The proposals are for the development of a 150-place Special Education Needs and Disabilities (SEND) School on Sawley Road in Miles Platting, East Manchester.
- 1.1.3 Manchester City Council (MCC) acts as both local planning authority and highways authority (LHA) responsible for the local highway network, while Transport for Greater Manchester (TfGM) is the local government body responsible for delivering Greater Manchester Combined Authority's transport strategy and commitments.

1.2 Varley Street SEND School

- 1.2.1 The school site is located off Sawley Road within the area of Miles Platting in the city of Manchester, approximately 2.5km northeast of the city centre. It is bounded by Sawley Road, to the north, the A6010 Hulme Hall Lane, to the east, James Street and industrial units, to the south, and vacant land up to Nelson Street, to the west. A plan showing the location of the site within its local context is presented in **Figure 3.1** below.

Figure 3.1 – Site Location Plan



- 1.2.2 The proposals are for the development of the site to provide a 150-pupil SEND secondary school with a proposed opening of September 2024.

1.3 Travel Plan Purpose and Objectives

- 1.3.1 The purpose of this STP is to encourage sustainable and healthier travel alternatives for staff and pupils to the school and reduce the impact of car travel on the surrounding environment.
- 1.3.2 The Travel Plan includes targets, measures, action, and management and monitoring, tailored to the requirements of the school, to encourage and promote sustainable travel alternatives

to reduce reliance on the private car. These measures seek to minimise the transport and travel impacts of the school development on the surrounding area and offer benefits to individuals and the local community.

1.3.3 The primary aim of this STP is to reduce single occupancy car travel to the school by staff and visitors, whilst respecting the unique requirements of the pupils and staff at the facility, given that this is a Special Education Needs and Disabilities (SEND) school. The objectives of this STP are as follows:

- Minimise single-occupancy car trips by staff and pupils (via car drop-off and pick-up) to contribute towards a sustainable mode share;
- Develop a series of measures that inform staff of the health and environmental benefits of active travel methods;
- Create a plan for obtaining travel information for the school; and
- Identify possible methods so support ongoing management process to monitor progress of delivery objectives.

1.4 Report Purpose and Structure

1.4.1 This STP has been prepared to assess the potential transport impacts of the proposals and propose mitigation measures to promote sustainable development. A Transport Assessment (TA) has been prepared separately, which assesses the transport impacts of the proposed development

1.4.2 The remainder of this report is structured as follows:

- **Section 2:** Policy Review – provides a review of adopted and emerging policy relevant to this STP, at national, regional and local level.
- **Section 3:** Site Accessibility and Sustainable Travel Options – sets out the existing transport conditions around the site and sustainable travel options available for students, parents and staff of the school.
- **Section 4:** Development proposals – provides an overview of the development proposals with a focus on transport.
- **Section 4:** Objectives and Targets – sets out the objectives and targets for the STP.
- **Section 5:** Measures and Action Plan – a summary of proposed and potential measures to meet the targets of the STP, including an Action Plan setting out responsibilities and timescales for the implementation of measures.
- **Section 6:** Management, Monitoring and Review - a summary of the proposed approach to manage, monitor and review the STP throughout its lifetime.

2 POLICY AND GUIDANCE CONTEXT

2.1 National Policy

National Planning Policy Framework (July 2021)

2.1.1 The National Planning Policy Framework (NPPF) sets out the Government's environmental, economic and social planning policies for England and provides guidance for they should be applied.

2.1.2 Paragraph 113 of the NPPF states the following with respect to the requirement of Travel Plans

"All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed."

2.1.3 Annex 2 of the NPPF includes a glossary of definitions which defines a Travel Plan as the following:

"A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed."

Planning Practice Guidance: Travel Plans, Transport Assessments and Statements (2014)

2.1.4 Planning Practice Guidance – Travel Plans, Transport Assessments and Statements (PPG) was published in March 2014 and provides a concise report on the use and importance of Transport Assessments / Statements and Travel Plan. Within the PPG document, guidance is provided with respect to Travel Plans, Transport Assessments and Statements in relation to decision-taking.

2.1.5 The PPG states the following:

"The primary purpose of a Travel Plan is to identify opportunities for the effective promotion and delivery of sustainable transport initiatives eg walking, cycling, public transport and tele-commuting, in connection with both proposed and existing developments and through this to thereby reduce the demand for travel by less sustainable modes. As noted above, though, they should not be used as way of unfairly penalising drivers."

2.1.6 The PPG also states that Travel Plans can positively contribute towards the following:

- *"encouraging sustainable travel;*
- *lessening traffic generation and its detrimental impacts;*
- *reducing carbon emissions and climate impacts;*
- *creating accessible, connected, inclusive communities;*
- *improving health outcomes and quality of life;*

- *improving road safety; and*
- *reducing the need for new development to increase existing road capacity or provide new roads."*

2.2 Regional and Local Policy

Greater Manchester Transport Strategy 2040 (January 2021)

- 2.2.1 The Greater Manchester Transport Strategy 2040 sets out Greater Manchester's long-term ambition for transport. The vision for Great Manchester is to have "World-class connections that support long-term sustainable economic growth and access to opportunity for all".
- 2.2.2 The document demonstrates a strong commitment for the region to provide a transport system which:
- *"supports sustainable economic growth and the efficient and effective movement of people and goods;*
 - *improves the quality of life for all by being integrated, affordable and reliable;*
 - *protects our environment and supports our target to be net zero carbon by 2038 as well as improving air quality;*
 - *and capitalises on new technology and innovation."*

2.3 Regional Travel Plan Guidance

Transport for Greater Manchester Travel Plan Toolkit [Live Website]

- 2.3.1 Transport for Greater Manchester provides guidance for the preparation of Travel Plan through the 'Travel Plan Toolkit'. Within the guidance it states the following:

"A Travel Plan is a document that lays out the strategy for managing travel to and from a site.

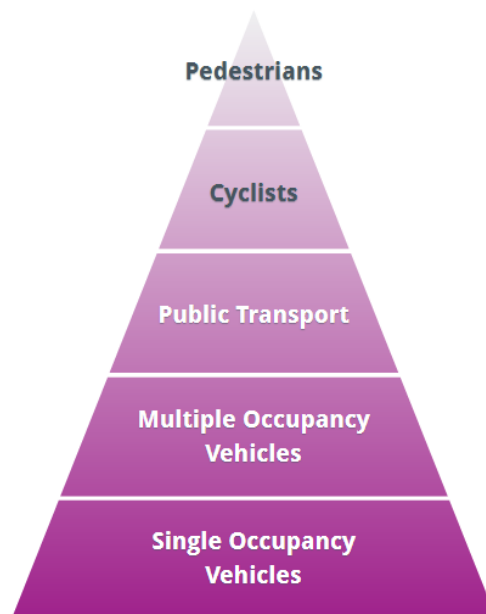
Travel Plans are an effective tool to increase the accessibility of a site, particularly by sustainable modes, to reduce the impact of a site on the surrounding road network and to manage the use of local car parking capacity.

Travel Plans have two main purposes:

- *To manage car use*
- *To improve accessibility*

Broadly speaking, a Travel Plan will aim to promote modes of transport at the top of the road user hierarchy illustrated right, while encouraging people to make less use of modes towards the bottom of the hierarchy."

Figure 2.2 – Road User Hierarchy



Road user hierarchy

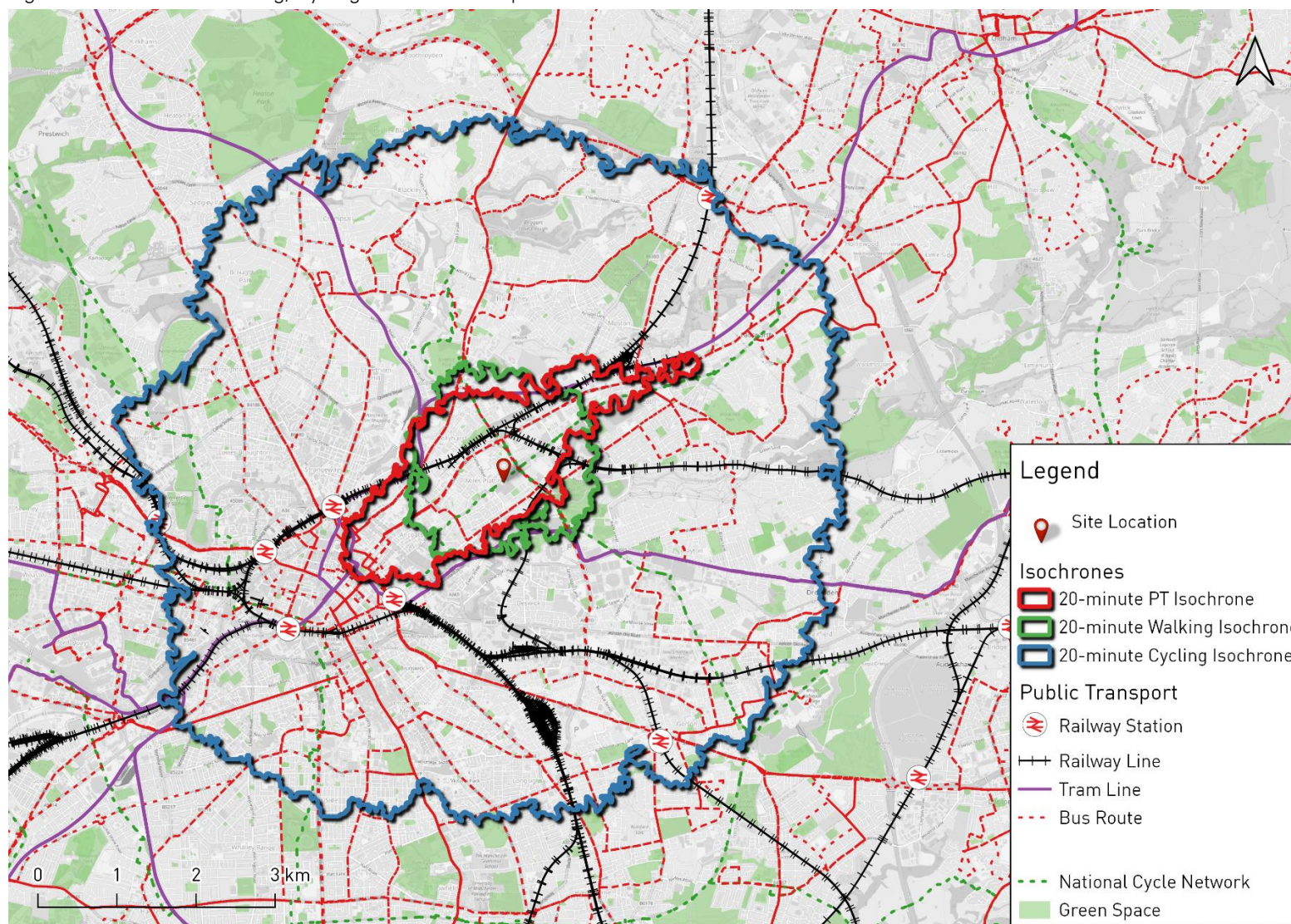
- 2.3.2 The Travel Plan Toolkit includes an online portal to design and upload Travel Plans. **Figure 2.2** shows an extract from the website demonstrating the five stages of the Travel Plan.
- 2.3.3 The guidance provided by Transport for Greater Manchester has been used to inform the structure and principles of this STP. This STP could be uploaded to the Travel Plan Toolkit if required by the LPA.

3 SITE ACCESSIBILITY & SUSTAINABLE TRAVEL OPTIONS

- 3.1.1 The accessibility of the application site in relation to the existing public transport and active travel network has been assessed in terms of the 20-minute walking, cycling and public transport isochrones, in line with the 20-minute Neighbourhood Guide¹ (see **Section 2.1**). This is presented in **Figure 3.2** overleaf.

¹ [20MN_Main.qxd \(tcpa.org.uk\)](https://www.tcpa.org.uk/20MN_Main.qxd)

Figure 3.2 – 20-minute Walking, Cycling and Public Transport Isochrones.



Walking

3.1.2 The site can be reached within a 20-minute walk of the following:

- Key trip generators: the school site can be reached within a 20-minute walk of the residential areas around Miles Platting;
- Active travel network: National Cycle Network (NCN) Routes 60 and 66 run along the A6010 Hulme Hall Lane and Rochdale Canal, respectively. NCN 66 provides connections with Manchester Piccadilly, while NCN 60 connects with other areas of Manchester City, including Harpurhey, to the north, and Openshaw, to the south; and
- Bus stops located along 4 bus corridors (A62, A6010, Butler Street/ Bradford Road/ Briscoe Lane, and Rochdale Road) are located within a 20-minute walk of the site.

Cycling

3.1.3 The site can be reached within a 20-minute cycle of the following:

- Key trip generators: a wide extent of Manchester City, including Manchester City Centre, to the west, and residential areas to the north (as far as Blackley and Charlestown), east (as far as Failsworth and Droylsden), and Longsight (to the south);
- Active travel network: in addition to NCN 60 and 66, the active travel network within Manchester City Centre is within the 20-minute isochrone of the site; and
- Public transport network: bus and tram stops located along bus corridors within Manchester's City comprehensive bus and tram network can be reached within a 20-minute cycle of the site. Additionally, four railway stations within Manchester City Centre, to the south west of the site, and Moston railway station, to the north east of the site, can be reached within a 20-minute cycle.

Public Transport

3.1.4 The site can be reached within a 20-minute public transport ride of the residential areas around Miles Platting including Ancoats, to the southwest, Collyhurst, to the north, Newton Heath, to the north east.

Bus Services

3.1.5 The closest bus stops to the site is Hulme Hall Lane/ Vickers Street, which is served by bus route 53. A summary of the bus services in the vicinity of the site is presented in **Table 3.1**.

Table 3-1. Summary of Bus Services

Bus Stop	Bus No	Route	Peak frequency	Off-peak frequency
Hulme Hall Lane/ Vickers Street	53 Orbits	Cheetham Hill to Salford	30 min	30 min
	703	Wright Robinson College to Monsall (via Clayton)	Once a day (per direction)	
	711	Our Lady's RC High School to Monsall (via Newton Heath)	Once a day (per direction)	
	726	New Moston to East Manchester Academy (via Newton Heath)	Once a day (per direction)	
Varley Street	702 Yellow School Bus	Harpurhey to St Peter's High School	Once a day (per direction)	
Holt Town, Bradford Road	722	Co-operative Academy North Manchester to Monsall (via Newton Heath)	Once a day (per direction)	

Tram Services

3.1.6 The closest tram stops to the site are:

- Etihad Campus, which is located approximately 1.3km south of the site (16-minute walk) and provides tram connections along the Blue line; and
- Monsall, which is located approximately 1.7km north of the site (21-minute walk), which provides connections along the Pink Line.

3.1.7 All tram lines within TfGM's network provide 12-minute frequencies.

Railway Services

3.1.8 No railway stations are located in the vicinity of the site.

4 DEVELOPMENT PROPOSALS

4.1 School Proposals and Masterplan

- 4.1.1 The proposals are for the development of the site to provide a 150-pupil SEND secondary school with a proposed opening in September 2024. A plan showing the masterplan is provided in **Figure 4.1** below with the full masterplan provided in **Appendix A**.

Figure 4.1 – School Masterplan



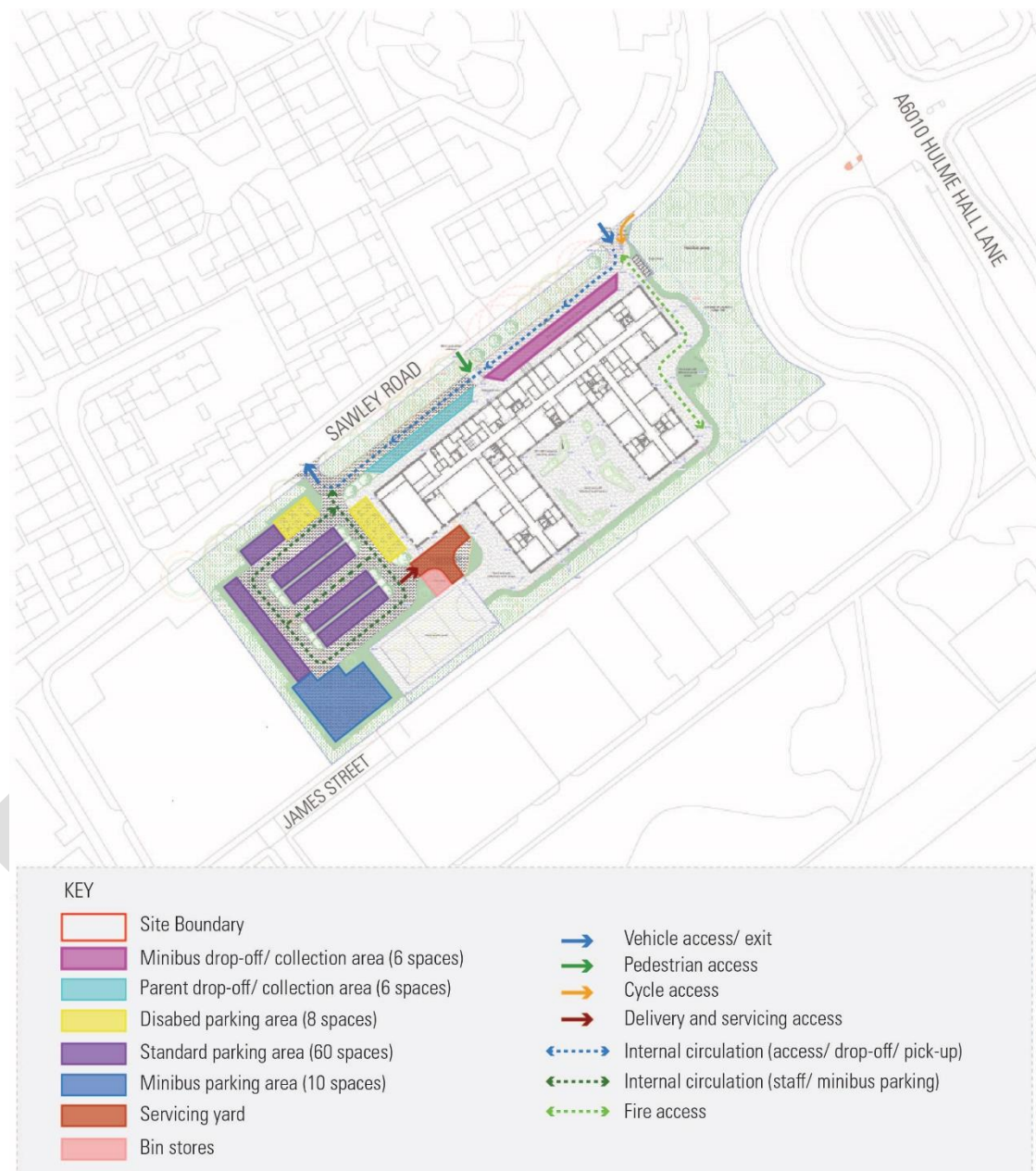
4.2 Proposed Operations

- 4.2.1 The school is proposed to operate as follows:
- School operation times will be Monday to Friday between 07:00 and 18:00, and Saturday between 09:00 and 12:00. This includes core class period and pre/ after school club activities;
 - 60 staff will be employed on site, who will be on site prior to school opening times; and
 - A dedicated minibus service will be provided, which will drop off and pick up students at the school.

4.3 Access and Movement Strategy

- 4.3.1 A plan showing the proposed access strategy is presented below, while further information on the proposed arrangements is provided further below.

Figure 4.2 – Proposed Access and Movement Strategy



Drop-Off/ Collection Arrangements

- 4.3.2 It is expected that all students will travel to/from the school by minibus or by car (parent drop-off/ collection). Two drop-off/ collection areas are proposed within the masterplan along the front façade of the proposed school building, one area to accommodate 8x5-seater minibuses, and the other area to accommodate 5 cars for parent drop-off / pick-up.

Cycle Parking

- 4.3.3 14 cycle parking spaces will be available at the school cycle entrance (northeast corner of the site), by way of seven Sheffield-style cycle parking spaces. In addition, showers and changing rooms will be available at the school.

Car Parking

- 4.3.4 60 standard car parking spaces are proposed to accommodate school staff, and 8 additional spaces will be available for Blue Badge holders (which equates to 12% of the total 68 space provision). The 60 car parking spaces will accommodate the 60 staff who will be employed at the school as well as any visitors to the site. The additional disabled parking spaces will be available for any staff with disabilities, as well as parents/guardians visiting the school for meetings, etc. and escorting their child.

5 OBJECTIVES AND TARGETS

5.1 Aim and Objectives

5.1.1 This STP will seek to encourage sustainable and healthier travel alternatives for staff and pupils to the school and reduce the impact of car travel on the surrounding environment. The objectives of this TP are as follows:

- To minimise single-occupancy car trips by staff to contribute towards a sustainable mode share;
- To increase awareness amongst students and staff of the alternative travel options
- To develop a series of measures that inform staff of the health and environmental benefits of active travel and public transport methods;

5.2 Interim Baseline Travel Patterns

5.2.1 Once the school is occupied, surveys will be carried out to understand the baseline travel patterns. For the purposes of this Travel Plan, and prior to knowing the travel needs of the staff and students who will attend the school in the future, we have identified an interim baseline. The baseline survey will be carried out within 6 months of the school being occupied (see Section 7 regarding Monitoring and Review).

5.2.2 The interim baseline mode share has been estimated based on the mode share calculated as part of the Transport Assessment submitted separately as part of this planning application, which is considered to represent the mode share following implementation of the Travel Plan measures. A 10% reduction in single occupancy mode share for staff is proposed to be delivered through the STP implementation. Based on this, the interim baseline is presented below:

Table 5.1 – Interim Baseline Mode Share

Mode	Pupils		Staff	
	No.	%	No.	%
Walking/ cycling / scooting	15	10.0%	4	7.1%
Minibus	101	67.5%	0	0.0%
Public transport	0	0.0%	8	13.7%
Car passenger	34	22.5%	3	4.4%
Car (alone)	0	0.0%	45	74.8%
Total	150	100%	60	100%

5.2.3 As explained above, the mode share proportions are subject to change following occupation of the school.

5.3 Travel Plan Targets

- 5.3.1 The success of the STP should be monitored against clearly defined S.M.A.R.T (Specific, Measurable, Achievable, Relevant, and Time-bound) targets.
- 5.3.2 A target mode share targets for the school have been set for a 5-year future year in line with TfGM's Travel Plan Toolkit (post completion of construction of the development) to help work towards the objectives,
- 5.3.3 The targeted mode share changes for staff and pupil presented in this section are based upon the interim baseline mode share. These targets are to be updated following the baseline traffic surveys undertaken following occupation of the school.

Staff Targets

- 5.3.4 Using the interim baseline mode share, an aspirational but achievable change in staff mode share is proposed at the site across the 5-year period. **Table 5.2** sets out the target mode share for years 1, 3 and 5 post re-opening of the school.

Table 5.2 – Staff Target Mode Share

Year	Car Driver	Car Passenger	Active Travel & Public Transport
Baseline Mode Share	74.8%	4.4%	20.8%
Year 1	71.5%	4.9%	23.6%
Year 3	68.1%	5.5%	26.3%
Year 5	64.8% (-10.0%)	6.1% (+2.5%)	29.1% (+7.5%)

- 5.3.5 The targets presented in the above table represent a 10% reduction in staff arriving by single occupancy car, with the respective proportion of staff transferred to more sustainable modes. The key aspect of this target is to reduce the level of private cars and while targets for car sharing and active travel and public transport has been set out above, the respective percentage increases across these modes should be approached with flexibility.

Pupil Targets

- 5.3.6 The majority of pupils are anticipated to travel to the school by minibus with some dropped off by a parent/guardian (as car passenger) and some walking from the local residential areas. Based upon the schools' special educational requirements, the mode share of pupils is determined by specific travel requirements to safely access the site.
- 5.3.7 Given these site-specific requirements, the proposed target for the pupil mode share exhibit no material change in these proportions, as presented in **Table 5.3**.

Table 5.3 – Pupil Target Mode Share

Year	Minibus	Car Passenger	Active Travel & Public Transport
Baseline Mode Share	67.5% (no change)	22.5% (no change)	10.0% (no change)
Year 1			
Year 3			
Year 5			

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6 MEASURES AND ACTION PLAN

- 6.1.1 Several measures and initiatives have been proposed and are detailed within this section, to meet the aims and objectives of the TP. These may be updated in line with the full Travel Plan when the site is occupied to help meet the objectives and targets of the STP.

6.2 Action Plan

- 6.2.1 **Table 6.1** below sets out existing and potential measures against each objective. The TPC should select measures from this list or other measures to best achieve the objectives of the TP.

Table 6.1: Action Plan

Objective	Measure	Timescale	Responsibility
Minimise single-occupancy car trips by staff to contribute towards a sustainable mode share;	Minibus to collect pupils	Upon occupation of the new school	School
	Monitor car park usage and consider prioritising car parking spaces for those who car share	Within 6 months of occupation of the new school	School with support of Travel Plan Coordinator
	Promote car sharing by staff by: -Sharing Travel Pack -Promote the Liftshare platform: Liftshare in Manchester community - part of the Liftshare network	Upon occupation of the new school	Travel Plan Coordinator
	Monitor the use of cycle parking to inform changes to this (additional requirements, relocation, etc.)	Regularly following occupation of the new school	Travel Plan Coordinator
	Provision of cycle parking and associated showers and changing rooms)	Construction of School	Developer
To increase awareness amongst students and staff of the alternative travel options	Develop a Travel Pack (to include on the school website and/or newsletter) with information on sustainable travel to be shared with all staff	Prior to occupation of the new school and ongoing	Travel Plan Coordinator
	Promote national walk and cycle to work schemes (e.g. cycle to work salary sacrifice scheme) via staff policies	Annually	School with support of Travel Plan Coordinator
	Consider providing cycle shop discounts and cycle training	Upon occupation of the new school	Travel Plan Coordinator
	Raise awareness of the Council's Travel Support Options for pupils and parents/carers. Support parents in applying for this.	Annually following occupation of the new school	Travel Plan Coordinator

Objective	Measure	Timescale	Responsibility
Develop a series of measures that inform staff of the health and environmental benefits of active travel and public transport methods	Offer personalised travel planning for staff to find the most sustainable way to travel to work	Annually following occupation of the new school	Travel Plan Coordinator
	Include health and environmental benefits of active travel and public transport methods in the Travel Information on the website and/or newsletters	Prior to occupation of the new school and ongoing	Travel Plan Coordinator

- 6.2.2 Management and monitoring of the Travel Plan is necessary to support the implementation, promotion and progress of the above measures. The process, timescales and responsibilities to achieve this are set out in the following chapter.

7 MANAGEMENT, MONITORING AND REVIEW

7.1 Travel Plan Coordinator

- 7.1.1 A key element of the Travel Plan is the nomination of a Travel Plan Co-ordinator (TPC) who will act as the “champion” for the Travel Plan. The TPC role will be allocated by the Headteacher of the school and confirmed upon within 3 months of occupation of the site. The contact details will be provided to the Travel Plan Officer at Manchester City Council (MCC).

7.2 Roles and Responsibilities

- 7.2.1 The identification and empowerment of a Travel Plan Co-ordinator is critical to the success of the Travel Plan and will be appointed prior to the first occupation of the site.
- 7.2.2 The role of the TPC will include leading the implementation, monitoring and review of the Travel Plan and will be responsible for regular liaison with the Travel Plan Officer at MCC.
- 7.2.3 The main responsibilities of the TPC are set out below and would be reviewed on a regular basis:
- Overseeing the implementation of the Travel Plan and representing the ‘human face’ of the plan;
 - Preparing the Travel Information and keeping transport information up-to-date on notice boards, website, etc;
 - Holding meetings with senior management of the school to discuss the Travel Plan, as required;
 - Designing and implementing effective marketing and awareness-raising measures and events to promote sustainable forms of travel;
 - Acting as a point of contact for all staff and pupils/parents requiring local travel information, including providing Personalised Travel Planning (PTP), when required;
 - Supplying relevant information as necessary to increase awareness of transport and environmental issues;
 - Managing and monitoring staff/pupil cycle parking demand to ensure adequate supply of parking provision.
 - Providing information on the school website with regards to sustainable travel for staff, parents visitors.

7.3 Monitoring and Review

- 7.3.1 The TPC will be responsible for carrying out monitoring of the STP during its lifetime. This is presented in **Table 7.1**.

Table 7.1 – Monitoring and Review Process

Year	Action	Timescale
Year 0 (Baseline)	Baseline surveys	Within 6 months of occupation of the school
	Baseline Monitoring Report	Upon analysis of the baseline survey results
Year 1	Year 1 surveys	Around the anniversary of the baseline surveys
	Year 1 Monitoring Report	Upon analysis of Year 1 survey results
Year 3	Year 3 surveys	Around the anniversary of the baseline surveys
	Year 3 Monitoring Report	Upon analysis of Year 3 survey results
Year 5	Year 5 surveys	Around the anniversary of the baseline surveys
	Year 5 Monitoring Report	Upon analysis of Year 5 survey results

7.3.2 The TPC will be responsible for the conduction of travel surveys, which should include:

- Travel questionnaire to be completed by staff;
- Classified counts at school entrances; and
- Cycle parking monitoring
- Car parking monitoring.

7.3.3 The TPC will also be responsible for the preparation of the Baseline, Year 1, Year 3 and Year 5 Monitoring Reports, which shall be submitted to the Travel Plan Officer at MCC for approval.

7.3.4 If during monitoring it is found that the STP targets are not being met, the measures set out in **Table 6.1** should be reviewed and amended in the context of each to improve the effectiveness of each. Such measures would need to be agreed with the MCC Travel Plan Officer and school to ensure that the appropriate tools are being used to achieve the aspirational target travel mode shift.

APPENDIX A

MASTERPLAN

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