

**REDBY STREET, MANCHESTER –
PROPOSED NURSERY AND SCHOOL**

TRAVEL PLAN



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DOCUMENT CONTROL

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REDBY STREET, MANCHESTER – PROPOSED NURSERY AND SCHOOL

TRAVEL PLAN

1.0 Introduction and Background

- 1.1 This Travel Plan (TP) has been produced to support a planning application for the creation of a nursery, primary school and secondary school with associated ancillary in the Bradford Ward Openshaw area east of Manchester City Centre
- 1.2 The main objective of the TP is to minimise the number of private car trips that are generated by the proposed development and especially those with a single occupant. The TP also seeks to encourage travel by sustainable modes of transport such as walking, cycling, scooters and the use of public transport to reduce the transport and environmental impact of the development. This will assist local, national and international targets to reduce CO₂ emissions from transport. The TP will also aim to reduce the demand for parking at the proposed educational development. The TP will promote safer, active and sustainable travel, which will have a positive impact on the mental well-being and physical health of students. The TP will reduce congestion associated with the “school run” and therefore improve road safety around the school. The TP will create an opportunity for more quality family time together on the walk to school. The TP will create a positive opportunity for pupils, staff, school partners and parents to work together as a committee to implement and update the TP.
- 1.3 The following Sections describe the analysis and assessment undertaken as follows :-
- Section 2 site location
 - Section 3 existing site characteristics
 - Section 4 development proposals
 - Section 5 Travel Plan approach
 - Section 6 Travel Plan objectives and indicators
 - Section 7 Travel Plan implementation and monitoring
 - Summary and conclusions.

2.0 Site Location

- 2.1 The site of the proposed development is located in the Openshaw area approximately 3km east of Manchester City Centre. The site is bounded by A635 at the northerly edge and Whitworth Street at the southerly edge, Redby Street dissects the site running north to south.
- 2.2 The site location of the proposed development, in relation to the surrounding road network, is shown in the Figure below.

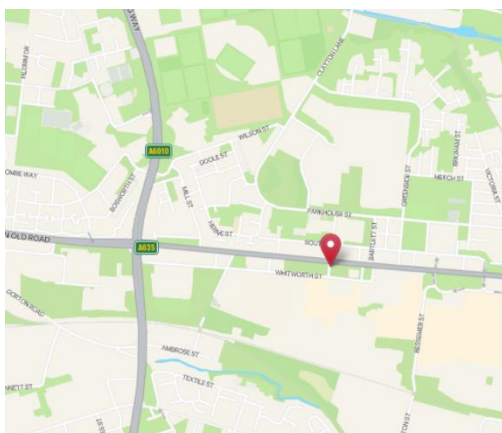


Figure 1 - Site Location

3.0 Existing Characteristics

3.1 Road Layout

3.2 The site is located between A635 Ashton Old Road and Whitworth Street and includes the land either side of, and including, Redby Street in east Manchester. A635 Ashton Old Road has two lanes in each direction in the vicinity of the site. Whitworth Street is a road with a single lane in each direction. Redby Street appears to have been stopped up from a recent site visit. The site is undeveloped land but was subject to a planning approval for a drive thru coffee shop and retail shops in 2017.

3.3 A635 Ashton Old Road is a road that links Manchester with Tameside. The road has two lanes in each direction in the vicinity of Redby Street and is subject to a speed limit of 30mph. There are footways and a system of street lighting provided along the road. There is a controlled crossing facility on the A635 and located just to the west of the junction with Redby Street. Crossing facilities of the A635 are provided within the traffic signal junction with Welcomb Street. The traffic signal junction at A635 / Welcomb Street has two traffic lanes in each direction and Welcomb Street has one traffic lane in each direction. There is a controlled crossing located on the A635 to the east of Clayton Lane South.

3.4 The A635 Ashton Old Road is subject to no waiting at any time along both sides of the road and no loading between the hours of 7am-10am and 4pm to 7pm Monday to Saturday. There are bus stops located on A635 close to Redby Street on either side of the road.

3.5 The junction of A635 Ashton Old Road with A6010 Alan Turing Way has a number of approach lanes along the A635 for travel into Manchester. There are pedestrian crossing facilities included within the traffic signal junction at A635 / Alan Turing Way. The eastbound approach along the A635 has three traffic lanes. The A6010 southbound is configured with two ahead lanes, a left turn lane and a right turn lane. The A6010 northbound has two ahead traffic lanes, a left turn facility and a right turn lane. The junction has advanced stop lines for cyclists.

- 3.6 Whitworth Street, Odell Street, and Welcomb Street are all subject to a 20 mile per hour speed limit. Whitworth Street is generally covered by no waiting at anytime restrictions on both sides of the street but there are some areas where parking is permitted. A similar approach in Odell Street applies with no waiting at anytime along the westerly side but parking is permitted on most of the easterly side of the road. Welcomb Street has no waiting at anytime and no loading at anytime along the full length of the street and on both sides of it.
- 3.7 Redby Street runs north to south through the site. The site is undeveloped land but was subject to a planning approval for a drive thru coffee shop and retail shops in 2017 (118/27/FO/2017). At this time the stopping up of Redby Street was proposed and the proposal was accepted by the Highway Authority, and at a recent site visit Redby Street appears to have been stopped up.
- 3.8 **Public Transport Access**
- 3.9 The site is served by public transport. Bus service 219 operates along Ashton Old Road in the vicinity of the site. The bus stop for the westbound service is approximately 80 metres east of the site and the bus stop for the eastbound service is approximately 60 metres west of the site, a walk of around one to two minutes.
- 3.10 As indicated in the tables below bus service 219 offers frequent connections to the surrounding areas of Stalybridge, Ashton-Under-Lyne, Guide Bridge and Manchester City Centre. There are 10 services per hour during the day including during the am and pm peak times, servicing the site during its hours of operation.

Table 1 - Bus Services along A635 Ashton Old Road (eastbound)

Service	Route	AM Peak	Off-Peak	PM Peak
219	Manchester-Openshaw-Ashton-Under-Lyne-Stalybridge	5	5	5
	Total	5	5	5

Table 2 - Bus Services along A635 Ashton Old Road (westbound)

Service	Route	AM Peak	Off-Peak	PM Peak
219	Stalybridge-Ashton-Under-Lyne-Openshaw-Manchester	5	5	5
	Total	5	5	5

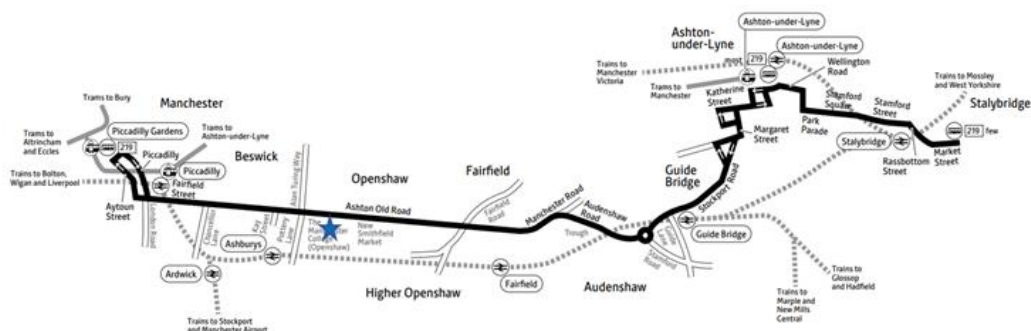


Figure 2 - Map of Bus Service 219

3.11 Rail Access

3.12 The nearest rail station to the site is Ashbury rail station, it is located approximately 900 metres south west of the site, a walk of around 12 minutes. There are frequent services during the am and pm peak periods and during the rest of the day. Rail stations with direct connections from Ashburys rail station include Manchester Piccadilly, New Mills Central, Rose Hill Maple and Hadfield.

3.13 Cycle Access

3.14 An assessment has been made of the locations that can be accessed within a 5km cycle ride from the proposed education development. The analysis is illustrated below in Figure 3.



Figure 3 - Cycle Access to the Development Site (www.app.traveltime.com)

- 3.15 A cycle map of the local routes is shown in the Figure below. The map below indicates the local cycle routes in the vicinity of the proposed education development.

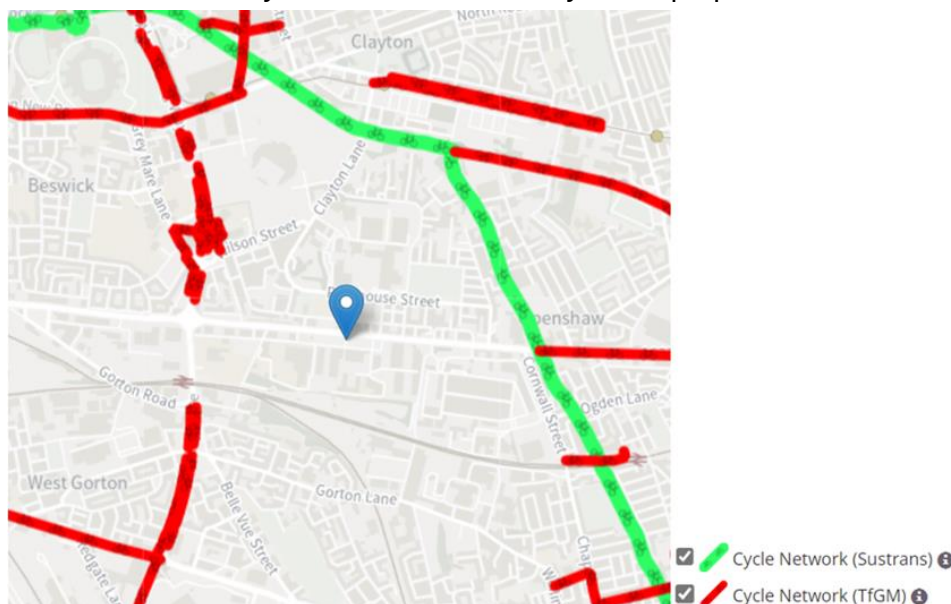


Figure 4- Cycle Map of Local Routes (TfGM)

- 3.16 The figure below illustrates that cycle route 60 of the National Cycle Network can be accessed approximately 900 metres east of the site, a cycle journey of approximately 2 minutes and runs between north and east Manchester.

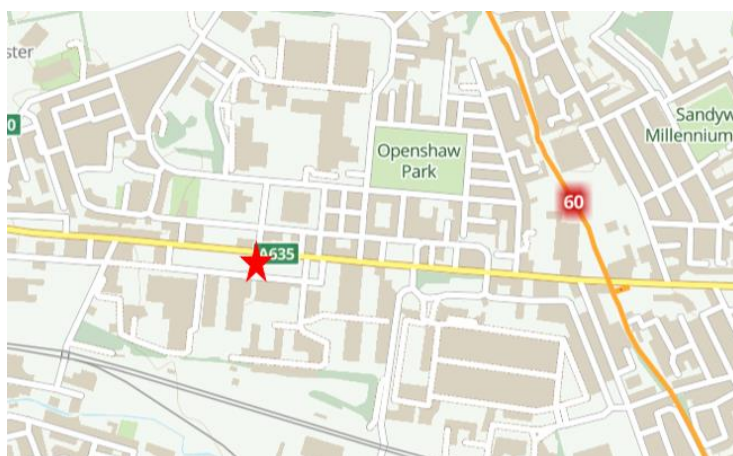


Figure 5 - Map Showing Location of NCN Route 60

- 3.17 Walking Access

- 3.18 The National Travel Survey 2019 indicates that in the last 5 years, people in England made 14% more walking trips, and spent 12% longer walking, per year. The Chartered Institution of Highways and Transportation (CIHT) produced their 'Guidelines for Journeys on Foot' in 2000 which suggests a 'preferred maximum' walking distance of 2km.
- 3.19 An assessment has been made of the locations that can be accessed within a 2km walk from the proposed development. This analysis is depicted in Figure 5 below.



Figure 6 - Walking Access to the Development Site (www.app.traveltime.com)

3.20 There are footways along either side of Ashton Old Road and Whitworth Street and a network of footpaths with street lighting on the roads surrounding the site. There are pedestrian crossing facilities with dropped kerbs on Ashton Old Road one is at the site boundary and the other one within 100 metres to the east of the site, both can be accessed with in approximately 1 minute of walking. The analysis shown in Figure 5 and the infrastructure provided in the streets near the site confirm that there is good access by walking.

3.21 The walking distance to existing bus stops is also clearly important in determining the accessibility of a site. As described above, the nearest bus stops are located on Ashton Old Road and are positioned well within 100 metres of the proposed site. The walking distances to access bus services are short, taking approximately 1 to 2 minutes and the site is considered to be excellently located for bus services.

3.22 Site Accessibility

3.23 Accessibility analysis has been undertaken using the GM mapping tool [GM Open Data Infrastructure Map | MappingGM](#). The analysis shows that the site in Redby Street is located in an area that exhibits fairly high levels of transport accessibility.

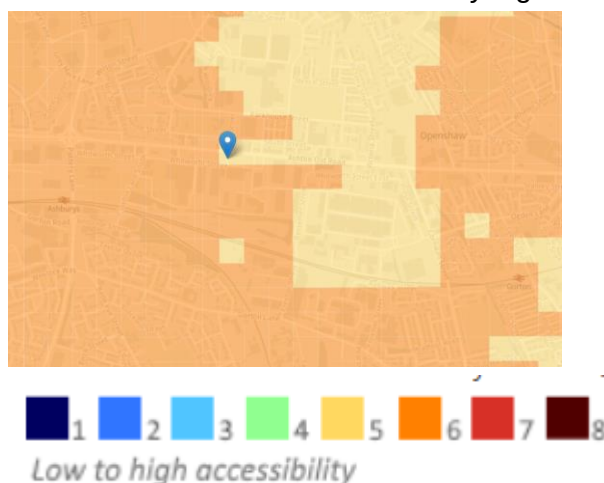


Figure 7 – Site Accessibility (GM Mapping Tool)

3.24 Site Linkages to Sustainable Transport

3.25 TfGM requested that the site's linkages be shown to bus stops, cycle routes and nearby crossing. The figure below, taken from the GM Mapping Tool, show the bus stops, crossings and cycle routes near the site. The site will have an access onto Ashton Road and an access onto Whitworth Street.

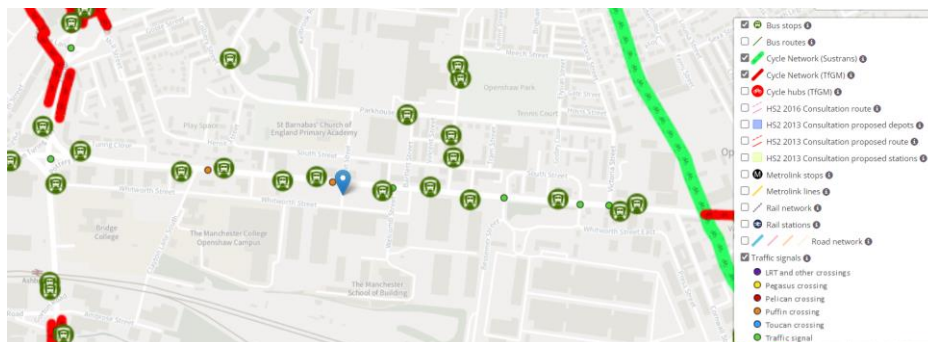


Figure 8 – Site Accessibility to Bus Stops, Crossing and Cycle Routes

3.26 TfGM suggested that a pedestrian survey is carried out in the vicinity of the using as per Living Streets guidance. This item can be considered later in an update of the Travel Plan.

3.27 Summary

3.28 The proposed development is located in a highly sustainable location with excellent access to bus and rail services. The local environment is conducive to encouraging journeys on foot and by cycling.

4.0 Development Proposals

4.1 The proposed development is for a new private education building which will provide a nursery, primary school and secondary school.

Ground Floor

- classrooms between 30sq.m to 33sq.m in size
- A nursery 124sq.m
- A library
- A dining hall and sports hall that can be partitioned to suit the requirements of the school
- A kitchen
- Offices, toilet facilities,

First Floor

- 10 classrooms between 31sq.m to 33sq.m
- Head Teacher's Office
- Staff Room
- 3 x Labs

- A library
- Toilet facilities

Second Floor

- 10 classrooms between 31sq.m to 33sq.m
- Head Office
- Staff Room
- 3 x Labs
- A library
- Toilet facilities

4.2 The figure below shows the proposed site layout. **Appendix B** contains the proposed site layout drawings.

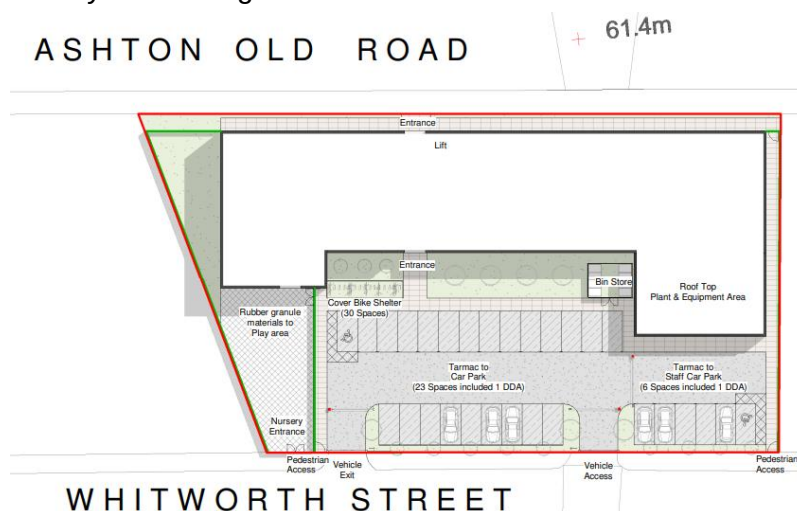


Figure 9 - Proposed Site Layout

4.3 Cycle Parking

4.4 The scheme will provide a shelter with spaces for 30 bicycles within the site.

5.0 Travel Plan Approach

5.1 National Planning Practice Guidance: Travel Plans (2014) provides advice on travel plans including what should be included and how they should be monitored.

What are Travel Plans?

5.2 Travel Plans are long-term management strategies for integrating proposals for sustainable travel into the planning process. They are based on evidence of the anticipated transport impacts of development and set measures to promote and encourage sustainable travel (such as promoting walking and cycling). They should not, however, be used as an excuse for unfairly penalising drivers and cutting provision for cars in a way that is unsustainable and could have negative impacts on the surrounding streets.

- 5.3 Travel Plans should where possible, be considered in parallel to development proposals and readily integrated into the design and occupation of the new site rather than retrofitted after occupation.

What information should be included in Travel Plans?

- 5.4 Travel Plans should set the specific outcomes, targets and measures required to deliver a reduction in single occupancy car use and encourage sustainable travel.
- 5.5 They should evaluate and consider:
- benchmark travel data including trip generation databases;
 - Information concerning the nature of the proposed development and the forecast level of trips by all modes of transport likely to be associated with the development;
 - relevant information about existing travel habits in the surrounding area;
 - proposals to reduce the need for travel to and from the site via all modes of transport; and
 - provision of improved public transport services.
- 5.6 They may also include:
- parking strategy options (if appropriate – and having regard to national policy on parking standards and the need to avoid unfairly penalising motorists); and
 - proposals to enhance the use of existing, new and improved public transport services and facilities for cycling and walking both by users of the development and by the wider community (including possible financial incentives).

How should Travel Plans be monitored?

- 5.7 Travel Plans need to set out clearly what data is to be collected, and when, establishing the baseline conditions in relation to any targets.
- 5.8 The length of time over which monitoring will occur and the frequency will depend on the nature and scale of the development and should be agreed as part of the Travel Plan with the developer and the Local Planning Authority.
- 5.9 Monitoring requirements should only cease when there is sufficient evidence for all parties to be sure that the travel patterns of the development are in line with the objectives of the Travel Plan. This includes meeting the agreed targets over a consistent period of time. At this point the Travel Plan would become a voluntary initiative.

6.0 Travel Plan Objectives and Indicators

- 6.1 Objectives are required to give the Travel Plan a direction and focus. The objectives of the Travel Plan are :-

- To improve access and provide safe access to the site by a variety of transport modes;
- To maximise the proportion of staff and pupils travelling to and from the site by sustainable modes, for example, public transport, walking and cycling;
- To provide information regarding the choice of alternative transport modes available;
- To promote healthy lifestyles and a sustainable vibrant community i.e. through raising awareness of the environmental and health benefits of using more sustainable modes of transport;
- To manage the demand for car parking; and
- To minimise traffic generation on the local road network.

6.2 The proposed development is well located to encourage sustainable travel journeys and the proposed development benefits from a number of features :-

- The site is well served for bus travel with 10 buses per hour in the morning peak and in the evening peak hour passing the site along Ashton Old Road;
- The site is located approximately 900 metres from the Openshaw District Centre which will enable shopping trips to be undertaken by staff before work, during lunch breaks or after work by walking trips;
- There is good infrastructure located in the immediate vicinity of the proposed development to encourage walking and cycling journeys and sustainable travel journeys including
 - cycle routes close by;
 - bus stops a very short distance away;
 - rail station close by;
 - pedestrian crossing facilities across Ashton Old Road in both directions from the site; and
 - cycle stands will be installed by the Applicant within the site.

6.3 Travel Plan Targets

6.4 Targets are measurable goals which are set to assess whether the objectives have been achieved. Targets should be SMART (Specific, Measurable, Achievable, Realistic, Time-bound).

6.5 The Travel Plan targets will be established after the travel survey of staff and pupils is undertaken. The Travel Plan targets will be set after the travel survey is undertaken within 3 months of the school opening. The initial target will aim to achieve a 10% mode shift from single car occupancy.

6.6 Travel Plan Measures

Travel Plan Co-ordinator (TPC)

6.7 The TPC will have the responsibility for the Travel Plan including the implementation of measures identified in the Travel Plan and the monitoring and review of those measures. The TPC will have responsibility of liaising and communicating with local

business to arrange use of their car parks for park and stride schemes. The Applicant will appoint the TPC to undertake the management and delivery of the Travel Plan and measures. The TPC will have access to a budget for delivering the agreed measures within the Travel Plan.

- Staff, Student and Parent Travel Information Pack
- 6.8 Initial travel information showing sustainable transport routes bus and train routes and timetables will be provided as a pack of information to staff, students and parents when they join the nursery and school so that sustainable travel is embedded from the outset. Information on the igo card for student bus travel and rail cards for adult rail travel should be provided at this stage. This will be provided in a digital or paper format. The Travel Information Pack (and other regular communication with staff and parents) will be used to explain to staff and students that when travelling to school by car they should park in a considerate manner (complying with any traffic regulation orders, to park in nearby car parks / parking spaces and not to park outside residential properties).
- Walk to School Week
- 6.9 The TPC will be responsible for informing staff, students and parents of this event through regular communications and producing publicity information to market this event.
- The Big Pedal.
- 6.10 The TPC will be responsible for promoting the Big Pedal fortnight and encourage staff, students and parents to participate in this event. The TPC will be responsible for ensuring this event is publicised to staff, students and parents through regular communications.
- Car Sharing
- 6.11 Car sharing opportunities may be promoted to staff at the school. The TPC could explore opportunities to promote other car sharing initiatives with an option being to promote : www.liftshare.com and www.carsharegm.com
- Travel Planning
- 6.12 As part of the programme for providing travel information and advice to staff, students and parents, the TPC could arrange for travel planning tools to be shared with staff, students and parents as appropriate, which could include the following websites :
www.tfgm.com/cycling
<https://tfgm.com/cycling-and-walking>
www.manchester.cyclestreets.net/journey/
www.my.tfgm.com/#/planner/
www.liftshare.com
www.carsharegm.com
- Staff and Student Travel Survey

- 6.13 The Applicant, via the TPC, will undertake a travel survey of staff and students to assess how they are travelling to and from the school site. The survey will also ask questions on the method of travel for staff and students and will also request information on car parking locations for staff and students that travel by car. The travel survey will be undertaken within 3 months of the school opening. The survey is proposed to be discussed with the school management committee meetings and findings and/or actions shared with the wider school community. The survey will be conducted in a way, and results shared in a way, that will not identify any individual taking part.

7.0 Travel Plan Implementation and Monitoring

- 7.1 A Travel Plan has been produced but it is important to set out how it can be implemented once the occupation of the nursery and school starts to take place. The Table below provides an Implementation Programme for the Travel Plan. This Implementation Plan will provide a focus for the TPC when developing the full Travel Plan.

Table 3 - Implementation Plan

Timescale	Activity
Prior to Occupation / On Occupation	Appoint Travel Plan Co-ordinator
	Travel Information Pack produced and ready for distribution prior to the start of term
	Liaison with local business community on possibility of using car parks for a brief am and pm period for park and stride to school
	Audit of pedestrian, cycle, walking and public transport access to the school.
3 to 6 months	Travel Surveys undertaken
	Identify Travel Plan measures
	Review Travel Plan objectives and mode share
	Submit Revised Travel Plan
Review Every Year	Undertake Travel Survey
	Review travel survey results against mode share targets and objectives

- 7.2 To gauge the success of the Travel Plan it is important for the TPC to monitor the implementation of travel plan measures. The TPC will be responsible for distributing and analysing the travel surveys.
- 7.3 The Table below shows the main areas of monitoring activity identified for the Travel Plan.

Table 4 - Monitoring Schedule

Monitoring Type	Monitoring Method
Mode of travel by staff and students	Every year travel survey

Car use by staff and students	Every year travel survey
Car parking survey	Every year parking survey
Cycle and scooter parking usage	Every year travel survey, every other year parking surveys
Use of car share initiatives	Every year travel survey
Use of public transport	Every year travel survey
Use of Park and Stride	Every year travel survey

- 7.4 A Travel Questionnaire is provided in **Appendix B**. The results of the travel survey will be reported after the survey is undertaken and analysed. A draft Action Plan is contained in **Appendix C**.

8.0 Summary and Conclusions

- 8.1 This Travel Plan (TP), has been prepared for the nursery and school proposed to be built on land between Ashton Old Road and Whitworth Street in the Bradford Ward of Manchester.
- 8.2 The TP describes the existing sustainable transport infrastructure and services that are available to reduce the number of private car trips that are generated by the education development, especially single occupancy car trips. Information will also be provided to staff, students and parents to support and encourage them to travel to the site by means other than by single occupancy vehicles.
- 8.3 The TP includes measures and initiatives to encourage staff, students and parents to travel by means other than the private car. Travel surveys will be carried out and monitoring carried out every year and monitored over a 5-year period after occupation of the nursery and school. It is hoped the strategies, events and understanding of the importance of sustainable travel will be positively received by the staff, students and parents and monitoring will continue beyond the five-year period and continuing improvement strived for.
- 8.4 The TP aims to reduce the number of single occupancy private vehicle trips and the number of weekday peak hour vehicle trips for the benefit of the local community, other road users, the safety and health and well-being of students and the environment. The TP will also aim to reduce the demand for parking in the area and minimise the number of vehicles that use the road network. The TP will aim to encourage more trips to be made by sustainable transport and this will be beneficial for staff, students, parents and the community in terms of their health and well-being.

Appendix A



General Notes

The Architect shall have no responsibility for any use made of this document other than for that which it was prepared and issued.

All dimensions should be checked on site. Do not scale from this drawing

To be read in conjunction with all other Consultant's drawings.

The Architect to be immediately notified of any discrepancies.

Copyright on this drawing retained by the Architect.

- LEGEND**
- Site Boundary
 - 2.1m High anti-climb security fence

P6	04/11/22	SA	SH	Amended Car Park and Access	
P5	22/04/22	SA	SH	Amended WC Layout	
P4	11/04/22	SA	SH	Amended Proposed	
P3	28/03/22	SA	SH	Amended Proposed	
P2	17/03/22	SA	SH	Amended Proposed	
P1	03/03/22	SA	SH	Initial Issue	
No.	Date	Dwn	Chk	App	Revision or reason for issue

Client

Trafford Learning Vocational Centre

createitstudios
... leave an impression

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Project Title

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Scale / North Point

1 : 500

Drawing Title

Proposed Site Plan

Drawing Number	Revision
A1417(02)AP001	P6
Drawing Status	
Preliminary	

Appendix B

School Travel Plan Survey

Our school is currently implementing a Travel Plan to look at how everyone at our school travels to and from school. It is to try and help with any issues or problems we may have on our journey to and from school, such as lots of cars at the school gate. It also looks at ways to encourage walking and cycling to and from school and to help improve the health and wellbeing of the students and staff at our school. This survey is your chance to put forward your opinions and experiences and the results of this survey will be used to set the aims of the School Travel Plan.

Question 1

Which school year are you in? (please tick)

Nursery	
Reception	
Y1	
Y2	
Y3	
Y4	
Y5	
Y6	
Y7	
Y8	
Y9	
Y10	
Y11	

Question 2

How do you usually travel to and from school?

Travel Mode	To school (tick one)	From School (tick one)
Walk		
Cycle		
Scooter		
Park and Stride		
Bus		
Train		
Car		
Car share		
Other (please state)		

Question 3

If you Park and stride where do you usually park? (give the name of the road or car park if you know the name)

Question 4

How long does your journey usually take? (please tick)

10 minutes or less	
10-20 minutes	
20-30 minutes	
30-40 minutes	
Over 40 minutes	
Unsure	

Question 5

If you are driven to and from school by car what is your main reason why? (please tick)

It is too far away to walk or cycle	
Your parents drop you off on their way to somewhere else	
Not enough time to travel by other means	
Concerns over safety	
Cost	
Health reasons	
Other (please state)	

Question 6

If you travel to and from school by car, would you consider park and stride? (please tick)

Yes	
No	

Question 7

In an ideal world what would be your favourite way to travel to and from school?

Travel Mode	To school (tick one)	From School (tick one)
Walk		
Cycle		
Scooter		
Park and Stride		
Bus		
Train		
Car		
Car share		
Other (please state)		

Question 8

What would help to make walking to and from school more attractive to you? (please tick)

Improved pavements	
Improved street lighting	
Safer road crossings	
Others to walk with	
Road safety training	
Other (please state)	
Nothing (please state)	

Question 9

What would help to make cycling to and from school more attractive to you? (please state)

More cycle lanes	
Improved street lighting	
Safer cycle route	
Improved cycle storage	
Bikeability Training	
Other (please state)	
Nothing (please state)	

Question 10

If there is anything else you would like to share please put any other information or comments here about your journey to and from school.

THANK YOU FOR COMPLETING THIS SURVEY! PLEASE RETURN TO SCHOOL

Appendix C

Redby Street Manchester – School Travel Plan Action Plan

Action		Responsibility	Timescale
1.	Travel Plan Coordinator (TPC)		
	○ Agree brief of appointment /responsibility with management team	Operator	○ prior to occupation
	○ Appoint School Travel Plan Co-ordinator	Operator	○ prior to occupation
2.	Liaison		
	○ Liaison with local businesses on park and stride	TPC	○ Prior to occupation
3.	Access Audit		
	○ Audit of pedestrian, cycle, walking and public transport access to the site	TPC	○ prior to occupation / completed
4.	Undertake Travel Surveys	TPC	○ after occupation
5.	Prepare digital or paper Travel Guide/TP Marketing Literature		
	○ Information and advice concerning pedestrian/cycle routes to/from the school.	TPC	○ prior to occupation
	○ Bus route maps and timetables	TPC	○ prior to occupation
	○ Details of car sharing schemes	TPC	○ prior to occupation
	○ Contact details of TP Co-ordinator	TPC	○ prior to occupation
6.	Design Travel Plan Infrastructure into development	Operator	○ provided as part of the development / completed
7.	Set up travel database	TPC	○ within 2 months of occupation
8.	Personalised journey plan available for each staff member (if requested).	TPC	○ within 2 months of occupation
9.	Travel Plan Development		

- | | | |
|--|---------------------------|---------------------------------|
| ○ Develop Travel Plan to 'Final' status – to include results of travel surveys, revised mode share targets (as appropriate) and details of confirmed measures. | TPC /Site Management Team | ○ Within 6 months of occupation |
| ○ Implement 'Final' Travel Plan | TPC | ○ Within 6 months of occupation |
-