



DIDSBURY

HIGH SCHOOL

Didsbury High School

Updated School

Travel Plan

November 2025

Contents

Section:

1.0 - 1.5	Introduction from the Directors of the Laurus Trust.
2.0 - 2.6	Background to our travel plan
3.0 - 3.6	Student and Staff School Travel options
4.0	Bus usage
5.0 - 5.2	Students general travel comments / targets
6.0 - 6.4	School Travel Action Plan
7.0	Our School Travel Working Party
8.0	Monitoring and reviewing our Travel Plan

1.0 Introduction

Introducing our school

School name and address:

Didsbury High School

4 The Avenue, Manchester, M20 2ET

The site is located within the West Didsbury area of south Manchester, approximately 5 km south of the city centre.

The school site is bounded to the west by A5103 Princess Road, a main arterial route to Manchester centre, running north to south.

It is bounded to the north by a development along The Boulevard known as One Didsbury Point and includes apartments, offices and an eye hospital.

The school shares its access with the entrance to parking at One Didsbury Point and the car park to the east by residential properties on Clearwater Drive and to the south by Paupers Wood which then meets Nell Lane.

1.0 Introduction from the Directors of the Laurus Trust

Didsbury High School is part of the Laurus Trust, with over 200 employees. The Trust recognises that its employees – when travelling to and from work and while at work – contribute to congestion and air pollution. This is why the Trust is constantly striving to reduce the effects of transport on the local environment and people's health.

The Trust has implemented a Trust wide travel initiative for its employees and students, which was formulated in February 2013 and has been reviewed annually to recognise where improvements have been made and still can be achieved and documented in each of the Trust Schools Travel Plans when relevant changes of improvements have been made.

At the majority of the Trusts schools the introduction of secure bike sheds with CCTV surveillance and dedicated cycle paths to and from these, has been achieved, working in partnership with TfGM and local authorities to obtain and utilise grant funding bids which has allowed employees and students to cycle to and from the school's reducing congestion in the local areas and providing employees and students with opportunity to exercise as part of their working day.

We have signed up to Modeshift STARS programme, which helps schools and communities create and track travel plans to improve daily journeys to support Active Travel.

The targets within the travel plan are ambitious but achievable and show our commitment to green travel. We believe that small changes can and will make a big difference.

Maintaining a strong, local low carbon economy is also key to the Trusts aspirations, therefore ensuring sustainable development is really important to us. These approaches work towards ensuring enhancement of our local environment, maintaining a green and leafy borough which is rich in varied wildlife and delivers a green urban environment too. Combine this with the community aspiration, strong transport links to the Trusts schools by bus and rail and being situated in areas of abundant housing accommodation within walking distance all help to reduce the need for students to use cars and reduce our carbon footprint. The expansion of the Trust will allow an increase in growth and sustainability in each catchment area. The Trust aims to sustainably manage the transport need of its employees and students, service users and visitors to its sites. We recognise our own important role in providing healthier and more sustainable transport options, while continuing to develop high quality services accessible to all.

1.1 Background

Cheadle Hulme High School is a highly successful and extremely popular School which is oversubscribed year upon year. Owing to its success and the increased need for additional student places in the Didsbury area it was agreed with the ESFA to open a free school (Didsbury High School) to meet student demand for places in 2018 and the future.

1.2

There was substantial support from parents/carers for the schools to be established on the campus. The Trust is already well established and regarded in the communities it currently serves and had the potential to expand its Estates portfolio to meet the increased demand for students 11-18 and for those who pursue higher and adult education.

1.3

The school build was funded from the ESFA.

1.4 Purpose of this plan

This travel plan has been prepared to demonstrate a commitment to sustainable travel initiatives. It provides an indication of how the development has been designed and managed to discourage reliance on the private car and promote alternative modes of travel. It will record how we travel to our schools, we used the survey results of 2017, undertaken as part of our consultation pre planning to accurately identify prospective pupil locations and transport requirements for planning approval, so we could put solutions in place prior to opening to ensure we try and provide good transport links.

The plan is a working live document and once again is now being updated.

It shows the further changes we will aim to achieve in and specific actions we will undertake to get there.

1.5

The original travel plan accompanied the planning application for the new school development in 2017 / 18. This is the latest version of the plan, November 2025, to reflect the changes since occupation of the school and to understand how all our current students and staff travel to the school now its fully occupied and with another small extension being constructed on the site to accommodate more students. The school is always oversubscribed due to its popularity and recent outstanding Ofsted award.

2.0 Background to our travel plan

The Trust has produced this updated travel plan to encourage employees and students to travel more sustainably in order to reduce congestion and to improve the local environment.

Greater use of active travel and public transport to travel to school will help improve local air quality due to the large number of trips made to access education, meaning a growth in sustainable trips would have an impact on overall air pollution levels. Reducing the number of private vehicles will help reduce noise pollution, particularly if these trips are made by active modes. Tackling climate change is an important issue which is becoming increasingly incorporated into the Government's aims and objectives.

The Trust is committed to playing its part to reduce its impact on the level of transport in the Greater Manchester area by actively working with our staff and students to support the wider Greater Manchester's School Travel Strategy, a sub-strategy of the 2040 Transport Strategy. The Strategy includes proposals to improve access to education via sustainable transport options. This will disproportionately benefit young people by increasing their transport options, but the wider community will also benefit from the reduction in private vehicles taking young people to school and the investment into improved transport connections which in turn would benefit those making other journeys.

By increasing the number of sustainable trips taken to school and reducing the number of trips taken in private vehicles there will be a positive impact on congestion as sustainable modes of transport are more space efficient.

2.1 Travel at our school

Here is a summary of our school travel situation, including initiatives we already had in mind when we produced the initial plan in 2017 for planning approval and subsequently again November 2019 and now November 2025 to help with our contribution to achieving the GM Carbon Neutral 2038 target. The proposals in the school travel plan seek to encourage more young people to walk, wheel, scoot, cycle or use public transport to travel to school. By increasing the number of sustainable trips made to school and thereby reducing the number of trips made in private vehicles there would be a positive contribution towards achieving carbon neutrality.

- Our school starts at 8:20 and finishes at 3:45. (Didsbury High School)
- The number of entrances is 1 for cars and 3 for pedestrians and a dedicated shared entrance morning and evening only for cyclists and pedestrians on the corner of Paupers Wood.
- We will utilise traffic light pedestrian crossings located nearby for anyone needing to access the schools by foot.
- We have adequate cycle storage for 144 bikes for the main school, promoting health and wellbeing.
- There is not a specific school bus service to our school. The school is served by ample public bus services, which are that frequent we don't foresee the need to ever operate separate school bus service which would only add to congestion. The bus interchange is located to the south of the site, located in the corner of the junction of the A5154 with Princess Road. It has the capacity for a number of buses to layover and is the interchange point for a large number of services. All the stops have a flag pole and timetable boards as a minimum provision but the majority also have a shelter where students using this service can wait comfortably.
- The school is located nearby to a Tram stop, so this also allows direct travel link from central Manchester to the school.
- A purpose built drop off and visitor layby on site has been constructed to enable parents to collect students on site alleviating traffic issues for residents and businesses in the local community.

- The parking arrangements show we have 90 spaces on the site and an additional 7 accessible parking spaces.
- Further parking is available by car parking being available for a park and ride scheme in Didsbury for those who wish travel this way to the school.

2.2 Road Safety Initiatives:

The school is keen to involve students who wish to participate in Road Safety training and activities.

The Heads of Year and Heads of House discuss with students in assembly and form groups.

Particularly targeting current cyclists and those who would cycle but currently choose not to, who could take on cycle training, Bike-ability level 2/3 via Road Safety to boost confidence.

The school has enrolled upon the 'Bike ability scheme with external funding from various sources. The scheme involves expert Bike It officers working with schools to promote a positive and safe cycle culture. This is achieved through engaging with parents, teachers and children, then running a year-long programme of school projects, training and fun events to unify the school community in cycling together.

The three concurrent strands of the project are as follows:

- Raise awareness - assembly visits, posters, bicycle-themed lessons, bike demonstrations
- Empowerment - cycle proficiency training e.g. Bikeability, expert mechanic sessions (Dr Bike), workshops on fixing and maintaining your bike
- Action – Regular cycle-to-school days, cycle-to-school week, cyclists breakfast, bike rides

The 'Bike It' officer runs and enables all of the above activities, visiting every half term to provide materials and liaise with the nominated adult 'cycle champion' and a team of pupil representatives, 'the bike it crew.'

2.3 Walking to School

Continuing to encourage walking to school through the following planned activities:

- Road safety training for all year groups
- Promote buddy schemes to improve safety and provide new social opportunities.

2.4 Consultation of stakeholders

We consulted the following people and their comments formed the basis of our original travel plan used for Planning approval. Our targets for improvement in the future months and years were based on this information and are still currently used as a baseline.

- Local community, where do our new students live and have to travel from via planning consultation process.
- School staff through staff meetings and survey
- Governors and Trustees who have read and approved the plan.

2.5

In line with Central Government Policies and Guidance, the aims of the travel plan are to:

1. To reduce the numbers of cars used for the school journey.
2. To raise student's awareness of the environmental impacts of their travel choices.
3. To provide secure storage for cyclists.
4. To develop a more positive approach towards sustainable travel with staff, students and parents.
5. To create a safer environment for students, staff, parents' and other road users

2.6 Benefits of a travel plan

The most identifiable benefits are those to our employees and students, the travel plan will allow employees and students a greater travel choice and will help them determine which mode of transport (if any) is appropriate for a journey to school. Health benefits can be attained by encouraging walking and cycling. Real cost and timesaving can be achieved by encouraging car sharing, walking, cycling and the use of public transport. The travel plan aims to improve the quality of life of all employees and students by reducing stress and encouraging a positive attitude to work life balance. The plan will also improve access for employees, visitors and deliveries.

Other benefits are:-

- Increased road safety
- Reduced travel times
- Reduced congestion and demand for parking spaces.
- A cleaner local environment.

3.0. Student and Staffs' School Travel options and reasoning behind these.

The Trust / school offer all staff the chance to participate in the Bike to Work Scheme. This government initiative aimed at encouraging fitness among the country's workforce and aiming to lower carbon emissions. The scheme offers tax breaks to employers that loan cycling equipment to their employees as a benefit, or provide loans for employees to buy their own equipment.

Cycle Parking

There are high-quality, secure and covered cycle parking spaces provided within the school site. The parking facilities are at a short distance away to the main entrance of the school building. There are 144 covered and secure cycle spaces for students and staff to use.

Walking to School

Continuing to encourage walking to school through the following planned activities:

- Encourage walking and cycling to school on one particular day of the week and participate in Walk to School week
- Run competitions such as scavenger hunt to encourage children to walk to school
- Road safety training for all year groups
- Raise awareness of the health and fitness of walking and cycling
- Promote buddy schemes to improve safety and provide new social opportunities

Car Management

The schools location is highly accessible for non-car modes of travel, providing the opportunity for parents or carers to travel to and from school via foot or public services. However, for some parents/ carers, driving to school cannot be avoided, such as part of their daily onward journey to work.

Bus Services

Frequent Bus Services run past the school. The bus interchange is located to the south of the site, located in the corner of the junction of the A5154 with Princess Road.

Pedestrians

All footpaths leading to the school are well maintained and have street lighting with plenty of space for pedestrians with safe places to cross close by.

Train and Tram

Tram services run from Manchester to Didsbury every 12 mins. Tram stop station is a very short walk from the school.

Park and Stride.

The school site is highly accessible for non-car modes of travel, providing the opportunity for parents or carers to travel to and from school via foot. However, for some parents/ carers, driving to school cannot be avoided, such as part of their daily onward journey to work.

In order to ensure the areas around the school are safe for pedestrians and cyclists, and reduce congestion on surrounding roads, the school continues to encourage parents/ carers to adopt a 'Park and Stride' approach where possible.

Car Sharing

There is a car sharing scheme and the Trust / School incorporate various incentives to encourage participation amongst anyone who has to use a vehicle to get to the school. A staff scheme is in place and weekly rotas using staff notice boards are in place offering shared journeys.

The school continues to actively encourage students by having house competitions, to participate in Walk to School competition which are held in the spring and summer months.

Staff Travel

Staff living close to the school will be encouraged to walk or cycle. However, at times this may be impractical, for example when carrying teaching materials. The target will be to promote car sharing as a means of travelling with staff living further away picking up other members of staff on route.

A database is maintained with all information on staff willing to car share and provide the opportunities to make travel arrangements. There will be contingency plans in place to provide a 'safety net' for staff who need to get home should circumstance change.

Out of School Clubs

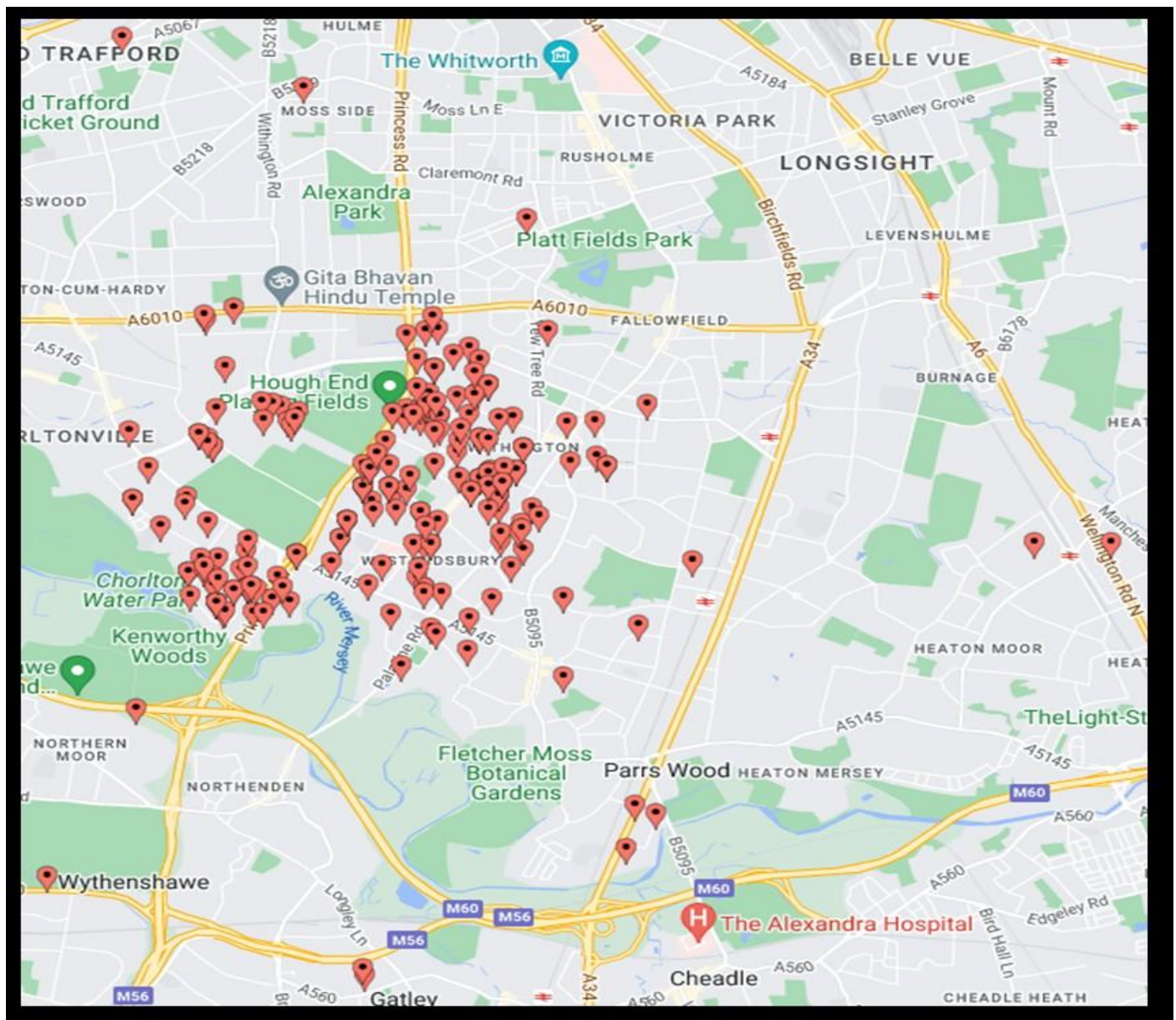
The school operates breakfast and after school extra - curricular activities to allow parents / carers to pick-up and drop-off their children outside of the standard working hours. The school car park will be used at this time for pick-up/ drop-off as these journeys will occur outside of peak periods when demand for car parking at the school will be lower.

3.1. Where do our new students live and have to travel from to get to school.

The majority of our students are from the surrounding residential properties within the 2km catchment within West Didsbury, Withington, Fallowfield, Chorlton, Barlow Moor and Whalley Range.

The primary catchment area to the school is to the east of Princess Road and so 100% of pupil walking and cycling trips will originate from this direction. A number also travel into the school using public transport from relatively local areas in and around Chorlton, Didsbury and Central Manchester.

The diagram below indicates the postcodes of where students live in relation to the school, (Red dots)



3.2 Student modes of travel November 2025

Bike	45
Bus	46
Car	264
Tram	16
Train	2
Walk	977

Total 1350 Students.

3.3 How do staff currently travel to / from school November 2025

Bike	9
Bus	1
Car	67
Tram	1
Train	4
Walk	7

Total 89 Staff.

3.4 Cycling

Is cycling to school feasible?

The Average % of students own a cycle is 53% such a high level of bike ownership and interest in cycling indicates that there is much potential to increase the number of students cycling to school. Consideration has been given to greater promotion of safe cycling and the Bike-ability Level 2/3 Scheme, which the school could fund. The school is keen to involve students who wish to participate in Road Safety training and activities.

3.5 Why don't more students walk to school?

Students were asked to give the reasons why they don't walk to school from a list provided. The main reasons they gave were that 'it is too far/ takes too long' and/or 'bad weather' followed by 'a parent/guardian drops me off'.

Other factors which discourage students from walking are busy/fast traffic as well as concerns over stranger danger and other pupil behaviour.

Some of these issues are tackled by providing storage for wet clothes and encouraging students to meet on the way to school and walk in together, at DHS we do have a large proportion of students who do walk.

3.6 Which of the benefits of walking and cycling to school most appeal to students?

We took a snap shot of students to see which of the benefits of walking and cycling to school most appeal to them; this is to see what interests them the most regarding the benefits of sustainable travel and to help in the promotion of school travel plan issues.

From the responses shown in Figures 1 below it is evident that students recognise the importance of sustainable school travel and as a result the focus of a school travel campaign could be promoting the social and health benefits

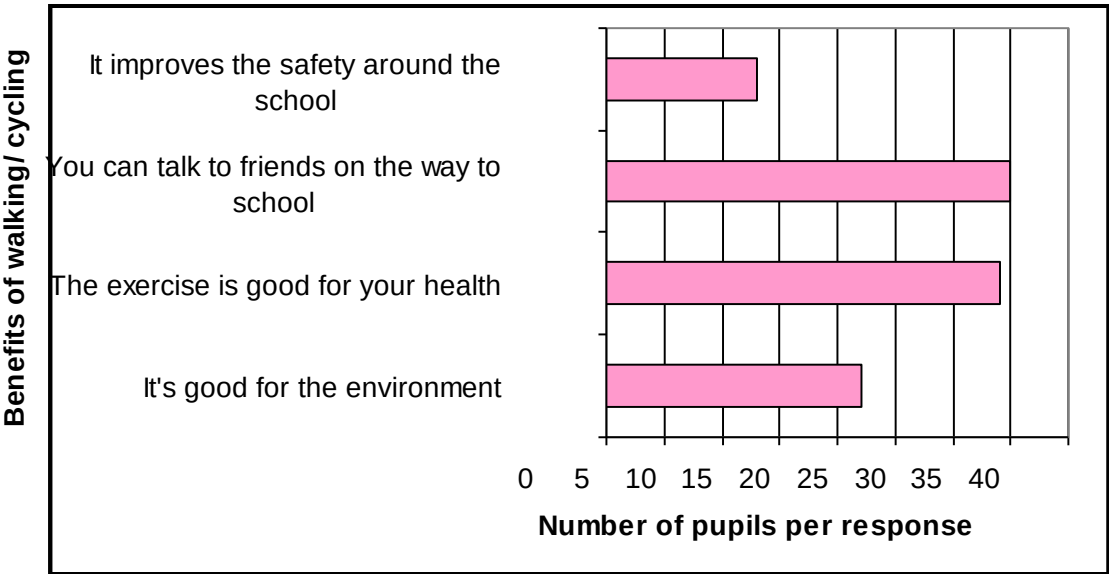


Figure 1: Which of the benefits of walking and cycling to school most appeal to students?

4.0 Bus Usage

8% percent of students currently travel to Didsbury High School by public bus services. To reduce the number of buses in operation at peak times on the Princess Road we have agreed to not have a dedicated school bus service.

5.0 Issues raised by students about their general school journey

Students' comments

Students were asked to give ideas to encourage more students to use sustainable modes of travel and were also asked for any comments regarding other issues raised in the survey. The majority of students provided positive comments about wanting to walk or cycle to school. They felt that walking and cycling will keep them fit and healthy, and that it is enjoyable chatting to friends on the way. They also thought that walking and cycling was beneficial to the environment. A number of students asked for the incentives to be kept such as prizes/certificates as rewards for sustainable travel over a period of time, with awareness of these incentives raised by posters and leaflets placed around school.

Travel competition - form reps will gather the number of car journeys made by their form to school on a weekly basis. This number is given to HOH to collate. All house data is then to be collected and analysed so %change can be calculated (the lower the better) and points awarded to the house team accordingly.

5.1 Monitoring and review

To achieve in the delivery and implementation of the Travel Plan, the following components are key to success:

- Monitor the progress and completion of planning initiatives, with an evaluation of their current impact
- Regularly survey how children and adults travel to school
- Ascertain to what extent targets have been achieved.
- Review the overall Travel Plan with consideration for adapting objectives and targets
- Complete an Annual Progress Report summarising progress and changes

5.2 Targets

As this is the latest travel plan for Didsbury High School an accurate interpretation of the student's usual modes of travel for the first academic year has now been fully determined and so we are able to use this as our baseline data for our targets. However, in the spring term we will survey all students to find out how they travel to and from school to see if the weather and lighter nights makes any difference and then develop a plan with targets to reduce car travel and promote more walking and cycling. The targets below are those we have set, these are very challenging but achievable.

1. To reduce the number of students coming to school by car either sharing or on own from 19% (264 students) to 11% (160 students) a reduction of 104 students by July 2026.
2. To increase the number of cyclists from 3% (45 students) to 10% (135 students), an increase of 90 students by July 2026
3. Increase students and staff awareness of travel mode benefits by February 2027
4. Increase student's awareness of bus routes, timetables to increase student numbers travelling by any means of public transport from 5% (64 students) to 10% (130 students), an increase of 66 students by February 2027.
5. To increase numbers of students who walk to school on a regular basis from 72% (977 students) to 82% 1020 Students by July 2027.

6. 0 SCHOOL TRAVEL ACTION PLAN

- **6.1 WALKING PROMOTION**

Linked to target(s) no. 1,2,3

Concern	Solution/Idea	Who will implement this action?	When will action be carried out/started?	Progress made
Health opportunities being missed from students not walking to school	Raise awareness of health opportunities in PE lessons and assemblies	PE Dept	Start Autumn Term 2019	This is a regular discussion and has been in place since 2018 when school 1 st opened. Ongoing.
Too many students travel to school by car	Run a Travel Challenge scheme for Year 7 with prizes	Year Managers	Annually from Autumn Term 2019	This has been a regular annual challenge for house points but with limited success, will try a new way of promoting the challenge for 2026.
Or promote students to walk with friends	Run a walking scheme with Year 7 pupils	Year Managers	Spring 2020	This has been done, with many more students walking to school .

- **6.2 CYCLING PROMOTION**

Linked to target(s) no. 1,2,3

Concern	Solution/Idea	Who will implement this action?	When will action be carried out/started ?	Progress made
Student safety when cycling.	Publicity increased around school, posters/notices on cycle safety. Safe cycling booklets issued.	SMT	Spring 2020 on going	We promote Bike ability scheme regularly
Student cycle safety awareness.	Working with LA Traffic Services to provide cycle safety training in school	SMT	Spring Term 2020	We are part of Modeshift Stars with Tfgm working towards various accreditations
Security of cycles in school.	CCTV installed to monitor and provision of secure cycle shelter	SMT	Summer Term 2020 and on going	CCTV monitored
More staff cycling to work	Promote the benefits of cycling to staff members.	SMT	Spring 2020	

6.3 BUS PROMOTION

Linked to target(s) no. 1,3 4

Concern	Solution/Idea	Who will implement this action?	When will action be carried out/started?	Progress made
Increase student awareness of bus availability	Advertise the website along with the timetables www.gmpete.com . and www.goto.org.uk , this is a public transport website.	Head of Year	From Autumn Term 2019	We have ready on the school website as a link.
Increase staff awareness of bus availability and encourage more use of public transport initiatives to reduce staff travel to work by car.	Advertise the website along with the timetables www.gmpete.com .	SLT	From Autumn Term 2019.	We have ready on the school website as a link.

- **6.4 PROMOTION AND PUBLICITY OF THE SCHOOL TRAVEL PLAN AND SUSTAINABLE TRAVEL TO STUDENTS, PARENTS, STAFF AND OTHERS AFFECTED**

Linked to all targets. 1,2,3,4

Promotion/publicity	Who will implement this action?	When will action be carried out/started ?	Progress made
School council discussion of STP.	School Council	Termly	Have on the agenda
Post a copy of the STP and any travel promotions or activities on the school website	Head of year	Autumn 2019	Have on the School Website
School to offer an incentive to promote a modal shift from car use to public transport.	SMT	Spring 2020	Looking at ways to encourage staff to adopt other means of getting to work than using a car. Incentives to be discussed at new leadership meeting in Autumn term 2019 and implemented by Spring 2020 this is continually on going

7.0 Our School Travel working party.

Consists of both students and staff.

Students form representatives will meet termly with Heads of House and discuss travel initiative and house travel competitions and results.
P.E. department are actively involved with promoting healthy living and encouraging students to walk or cycle to school.
SMT involved in approval of and promoting House activities related to travel.
Estates team in providing and improving shelters / parking for all modes of transport on site.

8.0 Monitoring and reviewing the Travel Plan

Issue number	Date	Status of plan	Checked for issue
1	10/09/2018	Initial travel plan	RH DW C.E.O.
2	19/11/2019	Revised travel plan within 6 Months of occupation of new schools to be-produced.	RH DW C.E.O.
3	27/11/2025	Revised travel plan to show changes in ways of travel now the school is fully occupied and to support planning approval condition for extension of school building.	RH KH C.E.O.