

SEND School
Old School House
Thirsk Street, Ardwick
Transport Statement
260320/SK225103/TS01(-03)

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Project	Document	Rev	Description	Authorised by	Signed	Date
SK225103	TS	00	Draft	L Speers	LGS	07/01/2026
SK225103	TS	01	Pre-App Issue	L Speers	LGS	13/01/2026
SK225103	TS	02	Planning Application Draft	L Speers	LGS	17/03/2026
SK225103	TS	03	Submission	L Speers	LGS	20/03/2026

1 Introduction

Background

- 1.1 SK Transport Planning Limited (SK) has been instructed by Strive Academy to prepare a Transport Statement (TS) on a change of use application at the Old School House Site on Thirsk Street in the Ardwick area of Manchester. The location of the site is shown in Figure 1.1.
- 1.2 Originally a school building, the permitted use of the Site was changed some time ago to allow its use as a light industrial building. A change of use application is being assembled by Strive Academy to bring it back into education use as a SEND school. The school will provide educational facilities for 40 students (aged 14 to 18), with a maximum of 18 students at the site per day.
- 1.3 Following the change of use, the Site will provide important SEND facilities for the area, of which there is a current shortage. The applicant has already engaged with local authorities and the Department for Education with regard opening in September 2026 to help meet these shortage needs.

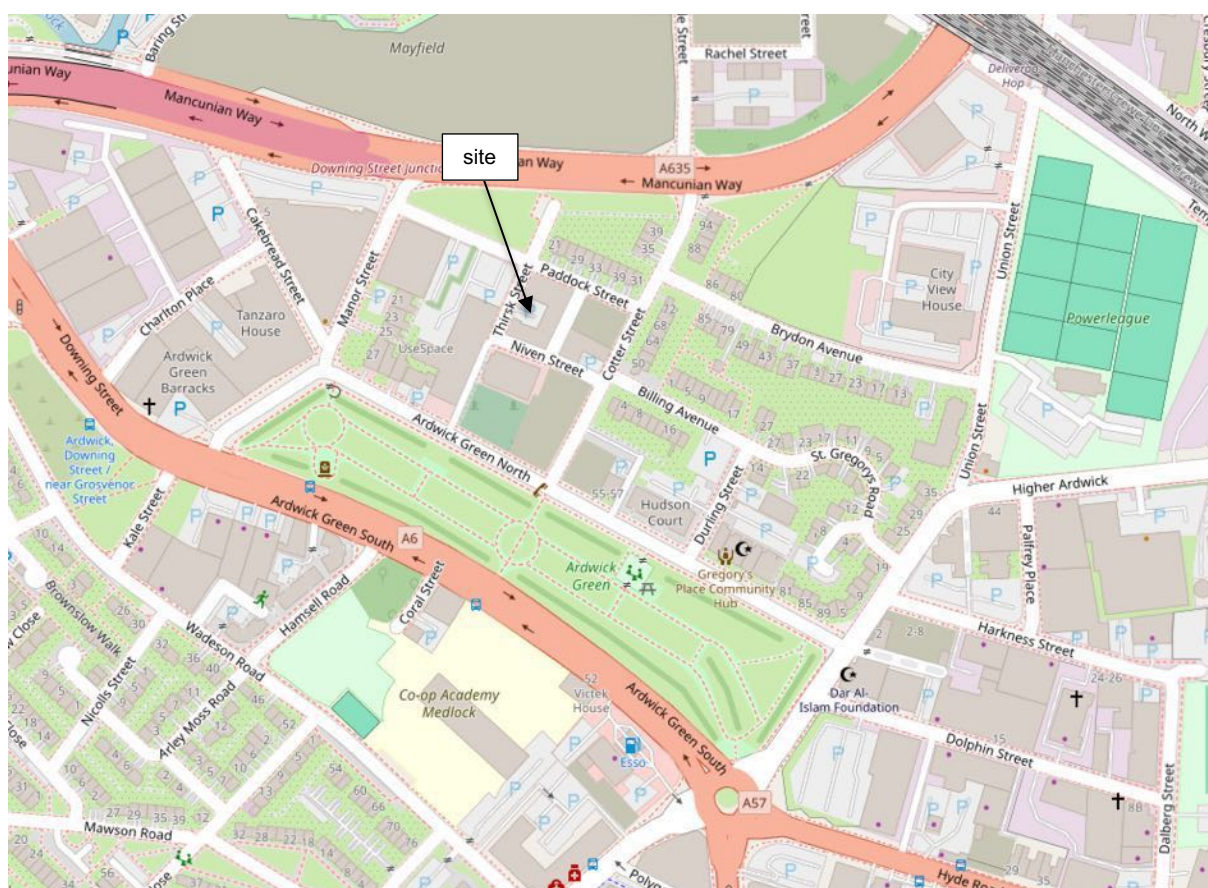


Figure 1.1: Site Location

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Assessment Scope

- 1.4 Extensive and very helpful pre-application discussions have been held with the Local Highway Authority, Manchester City Council (MCC). The comments provided from and requirements of MCC are reflected in the TS.

2 Baseline Context

Site Characteristics

- 2.1 The Site is occupied by a 1,364.9sqm building.
- 2.2 Entrance to the building is provided from the Thirsk Street frontage with a doorway access direct from the footway and other doorways provided from the courtyard area.
- 2.3 Vehicle access to the Site is provided from a gated arrangement on Thirsk Street with kerbed bellmouth. The courtyard area is used for parking and bin storage. Based on Google, the capacity of the courtyard for parking is nine car spaces.
- 2.4 Servicing activity is focused on kerbside and refuse collection currently occurs from Paddock Street via a private refuse collection contract.

Local Transport Network

- 2.5 The Site is bounded to the north by Paddock Street, to the west by Thirsk Street, to the south by Nivin Street and to the east by Randerson Street. All of the roads form part of the adopted highway.
- 2.6 Thirsk Street is a 5.5m wide road with a 2m footways fronting the site and 1.8m+ footway on the opposite side. At its northern end, Thirsk Street meets Paddock Street at a priority junction. Footways are provided on both sides of Paddock Street (2m+).
- 2.7 Just to the south of the Site, Thirsk Street routes east where it becomes Nivin Street. Nivin Street routes in an easterly direction creating a further connection to Cotter Street, the road narrows just before the Cotter Street junction.
- 2.8 The roads surrounding the site are subject to a 20mph speed limit.
- 2.9 Figure 2.1 shows the extent of highway adoption on roads bounding the Site.



Figure 2.1: Adopted Highway Network
[source: Manchester City Council]

Traffic Regulation Orders

- 2.10 There are no Traffic Regulation Order (TRO) controls on Thirsk Street, other than protection markings at the junction with Paddock Street.
- 2.11 Paddock Street (W) has double yellow line controls from the junction with Thirsk Street west towards the junction with Manor Street (8am to 6pm).
- 2.12 Paddock Street (E) has single yellow line controls from the junction with Thirsk Street east towards the junction with Cotter Street.
- 2.13 There are no loading restrictions on the roads above.

Base Trip Generation

- 2.14 The site is currently permitted for light industrial use. To allow an understanding of the trip generation associated with this the TRICS database has been used. The TRICS output is attached as Appendix A with a summary provided below.

	Person Trip Rates (per 100sqm)			Vehicle Trip Rates (per 100sqm)			OGV Trip Rates (per 100sqm)		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	0.678	0.028	0.706	0.513	0.033	0.546	0.039	0.028	0.067
PM Peak Hour	0.055	0.563	0.618	0.044	0.425	0.469	0.011	0.022	0.033
Daily	2.941	2.892	5.833	1.999	1.959	3.958	0.404	0.404	0.808

Table 2.1: Industrial Unit Trip Rates

	Person Trips			Vehicle Trips			OGV Trips		
	In	Out	Total	In	Out	Total	In	Out	Total
AM Peak Hour	9	0	10	7	0	7	1	0	1
PM Peak Hour	1	8	8	1	6	6	0	0	0
Daily Flows	40	39	80	27	27	54	6	6	11

Table 2.2: Baseline Trips (not corrected for rounding)

- 2.15 The TRICS analysis shows that the baseline light industrial use for a building of this size and location has the potential to generate 10 total trips, of which 7 vehicle trips, in the AM peak hour and 8 total trips, of which 6 are vehicle trips, in the PM peak hour. Across the day the baseline use of the Site has the potential to generate a total of 80 total trips, of which 54 will be vehicle trips.
- 2.16 The TRICS data has been used to establish typical parking demand levels associated with the baseline light industrial use for a building of this size and location, using a parking accumulation method.

Time Period	In	Out	Parking Demand (Starting Occupancy = 2)
07:00-08:00	7	0	9
08:00-09:00	6	1	13
09:00-10:00	2	2	14
10:00-11:00	1	1	14
11:00-12:00	1	2	13
12:00-13:00	3	4	12
13:00-14:00	2	3	11
14:00-15:00	1	2	11
15:00-16:00	1	3	9
16:00-17:00	1	6	4
17:00-18:00	0	3	0
18:00-19:00	0	1	0

Table 2.3: Baseline Parking Demand Levels

- 2.17 Table 2.3 shows that the Site has the potential, under its baseline permitted use, to generate demand for 14 parking spaces. The level of demand exceeds the current space available in the Site's courtyard area for parking. Therefore, potentially in its current permitted use, the Site could generate parking activity on surrounding streets.

Sustainable Connectivity

- 2.18 Figure 2.2 shows the [active travel network serving](#) the Site from the Transport for Greater Manchester (TfGM) website.¹

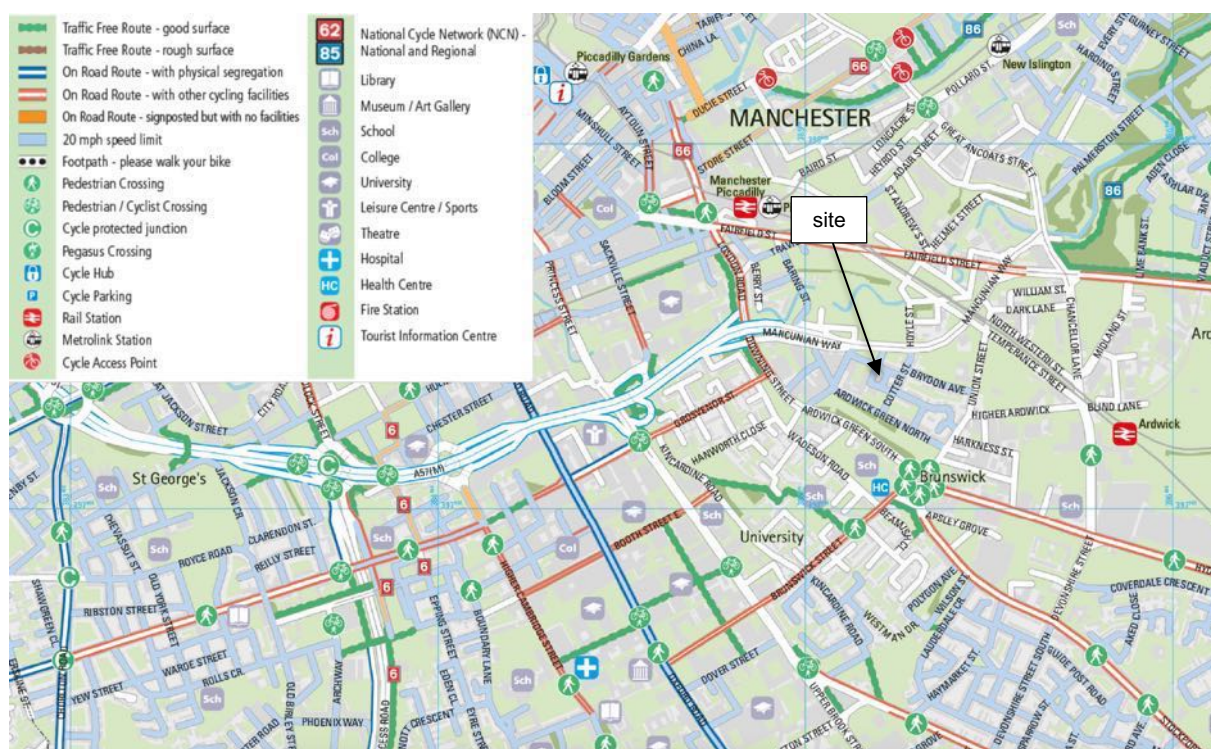


Figure 2.2: Active Travel Network
[source: Transport for Greater Manchester]

- 2.19 As noted earlier, pedestrian access to the Site is provided from the Thirsk Street frontage where footways of 2m are provided. These provide a connection to the footways serving the wider network, such as Paddock Street and Cotter Street which have footways of at least 2m wide.
- 2.20 There are no tactile paving or dropped kerbs at the junctions of Paddock Street/Thirsk Street and Paddock Street/Randerson Street. Tactile paving and dropped kerbs are provided at the junctions on Cotter Street, including with Paddock Street, Nivin Street and Ardwick Green North that have been recently introduced.
- 2.21 The condition of bounding footways is shown in the images below.

¹ <https://tfgm.pindarcreative.co.uk>



Galaxy S25 Ultra
19 March 2026 2:12 pm

Image 1: Thirsk Street



Galaxy S25 Ultra
19 March 2026 2:12 pm

Image 2: Paddock Street 1



Image 3: Paddock Street 2

- 2.22 The streets surrounding the Site are subject to a 20mph speed limit. These routes can be used to access more formal cycle routes such as Downing Street, Hyde Road and Brunswick Street.

2.23 Figure 2.3 shows [TfGM's public transport network map](#) for the local area.²

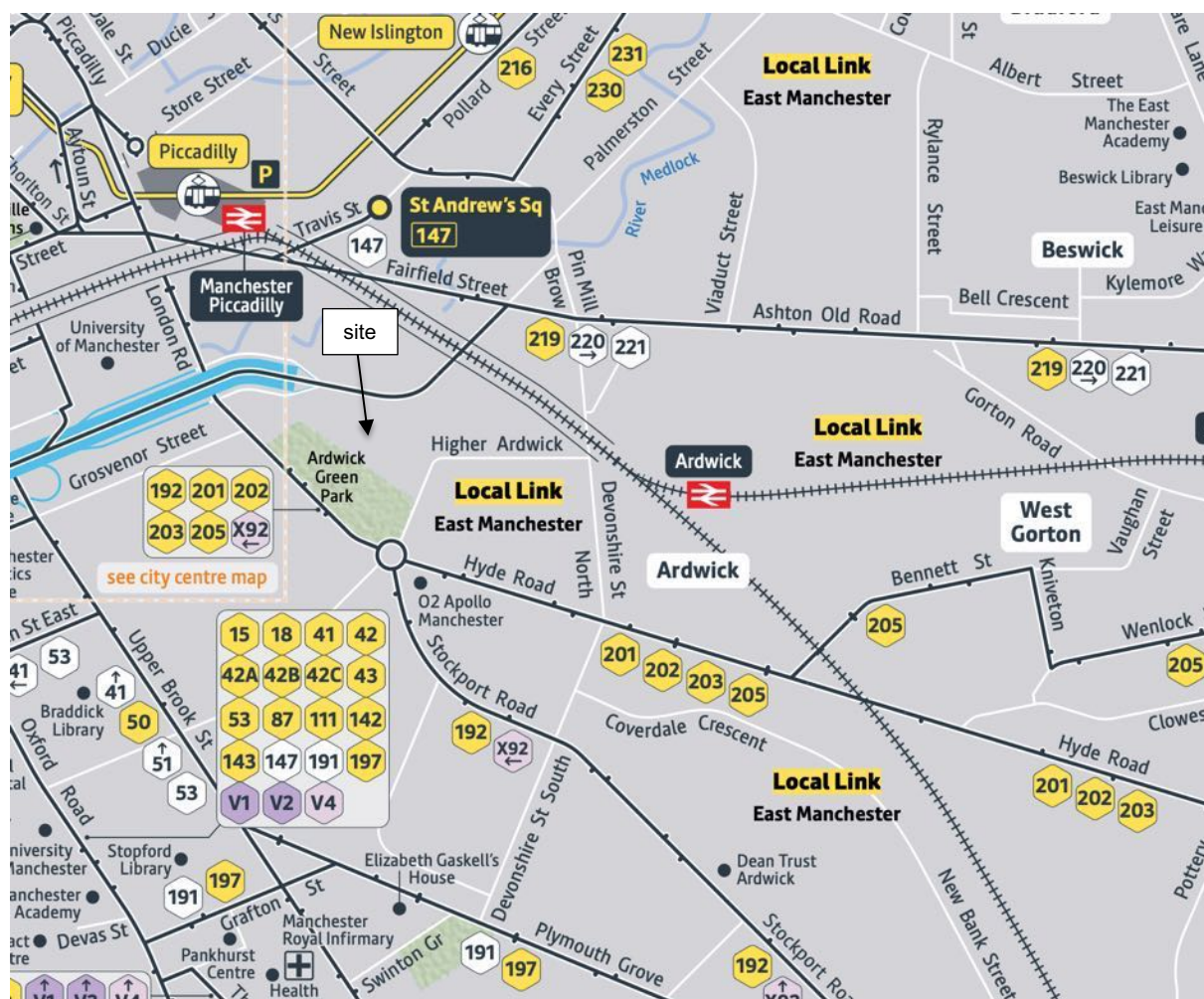


Figure 2.3: Public Transport Network
[source: Transport for Greater Manchester]

- 2.24 The nearest bus stops to the Site are located on Ardwick Green South. The route that will be promoted for use by students at the Site will be to use Paddock Street, Cotter Street and Ardwick Green South to access the bus stops because the routes provide good width footways, well-lit and overlooked. Other than at the junction of Paddock Street/Randerson Street, dropped kerbs and tactile paving are present on this route. Crossing facilities are also available on Ardwick Green South to allow access to northbound bus services.
- 2.25 The bus stops have flag poles, shelters, seating and timetable information.
- 2.26 Table 2.4 provides a summary of the buses routeing closest to the Site taken from the [TfGM website](#) at the time of writing the report.³

² <https://tfgm.com/maps>

³ <https://tfgm.com>

No.	Route	Weekday (Buses per hour/each way)		
		Peaks	Daytime	Evening
192	Manchester – Stockport – Hazel Grove	6	6	7
201	Manchester – Denton – Hyde	6	6	4
202	Manchester – Hyde – Gee Cross	2	2	2
203	Manchester – Reddish – Stockport	6	6	5
205	Manchester – Denton – Dane Bank	2	2	1

Table 2.4: Bus Routes
[source: Transport for Greater Manchester]

Road Safety Patterns

- 2.27 The [TfGM database](#) has been used to establish collision patterns over the most recent five-year period available.⁴ The TfGM database states that the current data is five years to 31st June 2025.
- 2.28 The Database shows that there have been no collisions on Thirsk Street, Paddock Street, Niven Street, Cotter Street, Manor Street or Ardwick Green North during the five-year period assessed.

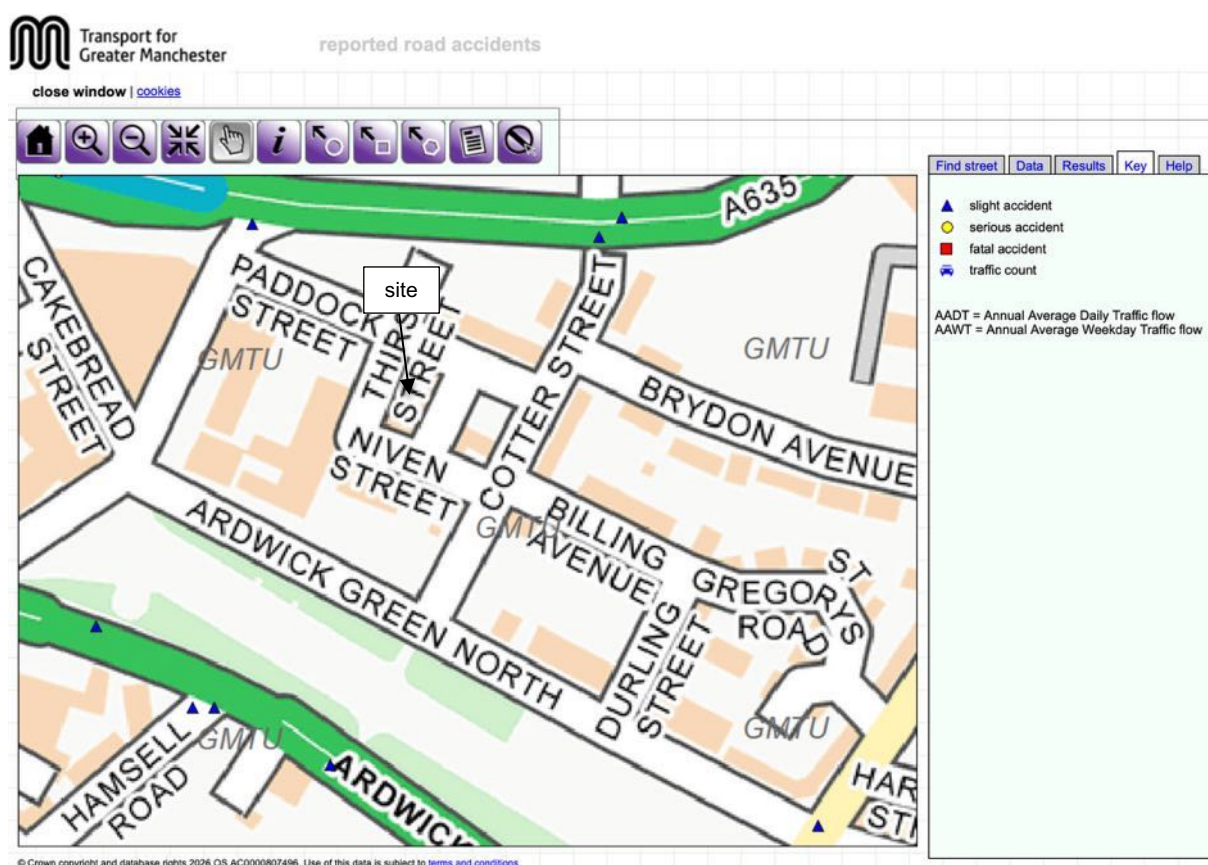


Table 2.4: Road Safety Data
[source: Transport for Greater Manchester]

⁴ <https://www.gmtu.gov.uk/gmaccidents/>

3 Proposed Development

Overview

- 3.1 The Proposed Development layout is attached as Appendix B.
- 3.2 The change of use application seeks consent for the use of the Site as a SEND school. The school will provide education facilities for 40 students (aged 14 to 18), of which a maximum of 18 will be on-site on any one day. The school will be staffed by 15 people (FTE).
- 3.3 The school will operate between 8am and 4pm during the term time only.
- 3.4 No car parking is provided at the Site, and the courtyard will be used for outdoor space provision for students.

Access Proposals

- 3.5 The following will be delivered by Section 278 Agreement:
 - Reinstatement of redundant vehicle access point to continuous footway
 - Provision of tactile paving and dropped kerbs at Thirsk Street/Paddock Street and Paddock Street/Randerson Street
 - Modification to TRO to provide a double yellow line on Thirsk Street and Nivin Street frontage
- 3.6 The proposals are set out in the general arrangement layout in Appendix C.
- 3.7 The provision of the tactile paving and dropped kerbs are located on the pedestrian route that will be promoted for use by students/staff which provides a connection to Cotter Street. This route is promoted because it has good width footways, is well lit and is overlooked. Recent works have been undertaken on Cotter Street and tactile paving/dropped kerbs are in place.
- 3.8 Modifications are proposed to the TRO to remove parking from the frontage and to enable access to the fire escape on Nivin Street.
- 3.9 As discussed with MCC during the pre-application process, the school is required to open in September 2026. Current timescales associated with MCC's process for Section 278 Agreements and TRO modifications in Manchester mean that the works will not be in place when the school opens. Students travelling by on foot will be required to use Paddock Street and Cotter Street to access the site and measures are proposed to enhance this, as set out above. It is proposed to adopt a temporary strategy whereby students who walk or use public transport are required to be accompanied by a parent/carer during this period and that school staff will be on Paddock Street during arrival/departure periods to greet them. The temporary pedestrian strategy will be reviewed periodically to ensure that it is fit for purpose until to the Section 278 works are in place and will be managed via the Travel Plan in Appendix D.
- 3.10 MCC also requested that the footway fronting the site on Thirsk Street, Nivin Street and Paddock Street be re-surfaced. However, the condition of this has been reviewed and SK considers it already to be of acceptable condition, as shown in Section 2. Therefore, it is SK's opinion that these works are unnecessary.

Staff Parking

- 3.11 The applicant will arrange contract car parking for staff who need it at Powerleague, which is located 350m from the Site. Based on the assessment in this report, it is forecast that 7 parking spaces will be required for staff. This is based on car driver mode share data for the local area from the Census, which confirms that 48% of staff will be car drivers.
- 3.12 Should parking become unavailable at Powerleague then the applicant will organise parking at another nearby location to meet the needs of staff at the Site.
- 3.13 Public paid for car parking is available at other locations within a short walk from the Site, which could be used in the future should the need arise:
 - Cakebread Street (65 spaces) – 300m

- Higher Ardwick (120 spaces) – 650m
- Baring Street (55 spaces) – 700m

Staff Car Parking Management Plan

- 3.14 Prior to starting work at the school staff will be provided with information on travel routes to the Site and options for their commute in the form of a travel pack which includes journey planning information, advice on car sharing and details regarding contract parking arrangements. The applicant has confirmed that all staff are provided with a staff handbook as part of the induction process and that the travel pack will be included in this document.
- 3.15 Staff will be required by their employment contract to use the parking space arranged for them and not to park on the streets surrounding the Site.
- 3.16 A Car Parking Management Plan will be adopted at the Site which sets out staff parking arrangements and that allows the requirements to be monitored and managed. As part of this the applicant will review staff parking requirements annually to ensure that sufficient is provided for staff. Staff will be advised to let the applicant know as soon as possible if their travel arrangements change so that a parking space can be arranged, if required. A framework for this is included in the Interim Travel Plan attached as Appendix D.

Student Travel & Drop-off

- 3.17 The applicant has provided advice on the student modes of travel based on their experience at their other facilities and also on the assumption that students between 14 and 16 will travel by taxi, with students over 16 travelling by public transport, walking and cycling.
- 3.18 All students will have a full induction meeting prior to starting with parent/carer present that includes travel information as part of a student handbook. Students will get travel training as part of their induction. This means that the applicant has some control over the access arrangements and modes for students at the Site.
- 3.19 Based on the above, the applicant has advised that 8 student taxis will be generated by the Proposed Development. It is proposed that these will be drop off/collect from Paddock Street. Dropping off and collecting passengers is permitted within the existing TRO.
- 3.20 Student arrival and departure times are staggered to minimise the number of vehicles generated at any one time. Staff will be on hand to greet students and accompany them to the building.
- 3.21 The applicant has advised that older students will travel independently using public transport, or on foot. As noted previously, students travelling by these modes will be required to use Paddock Street and Cotter Street to access the site and measures are proposed to enhance this, as set out above. As noted, temporary measures will be introduced before the works are in place and these will be reviewed regularly as part of the Travel Plan.

Cycle Parking

- 3.22 A secure and covered cycle store will be provided on site. MCC minimum standards require 1 space per 5 staff and 1 space per 3 students for further education uses. The cycle store is provided in the building and provides space for nine bikes in line with adopted minimum standards.

Interim Travel Plan

- 3.23 A Travel Plan will be adopted at the Proposed Development, and an Interim version has been prepared and is attached as Appendix D.

Service & Waste Management Plan

- 3.24 Delivery and refuse collection arrangements remain as currently associated with the building, based at kerbside on Paddock Street within the existing TRO control.
- 3.25 A bin store is provided in the courtyard. The number of bins required to serve the Site is based on the applicant's experience at its other facilities and in line with BS5906-2005 guidance of 50l of waste being generated per person on site. This equates to a total of 1,650l waste per week arising (3,300l every two weeks). Three 1,100l eurobins are provided and two of these will be for recyclable waste in line with GD04 which requires at least 50% provision.
- 3.26 The applicant has advised that refuse vehicles currently wait on Paddock Street and then operatives collect the bins from the courtyard to empty them (returning them when empty). Refuse collection will continue to be undertaken via private contract and this has already been arranged by the applicant based on the above waste generation.
- 3.27 The Site will attract day-to-day deliveries associated with post, food supplies, office supplies, etc. These deliveries will be undertaken by smaller vehicles.
- 3.28 Deliveries and servicing movements will be focused on Paddock Street in line with the existing TRO regulations. This is the same arrangement as existing. The applicant will advise delivery companies that regularly service the Site of the locations that should be used. Appropriate signage will be used in the Site, as required, to direct delivery drivers to the location where goods will be received.
- 3.29 The applicant will seek to time deliveries to the Site, where possible, so that they occur outside the student arrival/departure periods and will seek to co-ordinate deliveries from suppliers to reduce the number of vehicles requiring access to the Site.

4 Impact Assessment & Conclusions

Traffic & Parking Impact

- 4.1 The assessment shows that the school will generate the following vehicle movements.

	Student Taxis (Paddock Street)			Staff Cars (Off-Site)			Total		
	In	Out	Total	In	Out	Total	In	Out	Total
08:00-09:00	8	8	16	7	0	7	15	8	23
15:00-16:00	8	8	16	0	7	7	8	15	23
Daily	16	16	32	7	7	14	23	23	46

Table 4.1: Development Traffic Flows

- 4.2 Table 4.1 shows that the school will only generate 8 taxis in the vicinity of the Site in each peak hour. Taxis will drop-off and collect on Paddock Street. As noted earlier, student arrival and departure times will be staggered to minimise the number of vehicles on Paddock Street at any one time. Student travel arrangements will be discussed prior to them starting on the Site.
- 4.3 Staff cars will park at Powerleague, 350m away from the Site. Staff will be required by their employment contract to utilise the car parking space arranged for them and not to park on street surrounding the Site. A Parking Management Strategy will be adopted at the Site and parking requirements, and location will be reviewed regularly.
- 4.4 When compared to the potential traffic flows associated with the baseline use of the Site, the school will generate less traffic both in the peak hours and across the day. The parking accumulation in Section 2, also shows that the school will generate less parking demand than associated with the baseline use of the Site, including on surrounding streets.

Accessibility Impact

- 4.5 In terms of total person trips, the Proposed Development will generate a total of 36 student trips, 14 staff trips and 16 taxi driver trips. Therefore, the Proposed Development will generate fewer person trips than that associated with the baseline use of the Site set out in Section 2.
- 4.6 Section 2 shows that the Site can be accessed by active and public transport modes. The Site is located in a 20mph speed limit zone, footways are of adequate width and access to formal cycle routes can be gained. The Site is also located close to high frequency bus services, with an average service frequency of 22 buses per hour (each way).
- 4.7 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁵ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.8 The site has a GMAL of 8 which is an exceptional level of accessibility by public transport.
- 4.9 Older students at the Site will travel independently and will be provided with information on available routes during travel planning meetings prior to their start at the Site. Staff will be provided with travel packs that provide journey planning information. These measures will be reviewed and managed via the Travel Plan.
- 4.10 Cycle parking is provided at the Site for use by staff and students, and measures are proposed to enhance the pedestrian route to the Site.

Conclusions

- 4.11 The assessment confirms that the change of use will not have a severe impact on highway operation, road safety or parking activity. Management measures will be adopted to ensure effective and safe parking and drop-off activity for staff and students.
- 4.12 The assessment also confirms that the Site provides a suitable location for access by a range of modes of travel. Management measures will be used to promote active and sustainable travel by staff and older students.

⁵ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

Appendix A

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 02 - EMPLOYMENT
Category: C - INDUSTRIAL UNIT
Selected Vehicle Type: Total Vehicles

Selected regions and areas:		
03	SOUTH WEST	
	DV	DEVON 1 day
04	EAST ANGLIA	
	NF	NORFOLK 1 day
06	WEST MIDLANDS	
	WK	WARWICKSHIRE 1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE	
	NY	NORTH YORKSHIRE 1 day
	RM	ROTHERHAM 1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	GFA
Actual Range:	690 to 9216 (units:sqm)
Range Selected by User:	690 to 10000 (units:sqm)
Parking Spaces Range:	7 - 1378

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/17 to 03/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Thursday	3 days
Wednesday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	3 days
Suburban Area	2 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Industrial Zone	5 days
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This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	1 days
Servicing vehicles Included	3 days
Servicing vehicles Unknown	1 days

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Secondary Filtering Selection:

Use Class:

Not Known	5 surveys
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This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

0 - 3584

Population within 1 mile:

15,001 to 20,000	1 surveys
25,001 to 50,000	1 surveys
5,001 to 10,000	2 surveys
50,001 to 100,000	1 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

125,001 to 250,000	2 surveys
250,001 to 500,000	1 surveys
75,001 to 100,000	2 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 surveys
1.1 to 1.5	4 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No 5 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present 5 surveys

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

LIST OF SITES relevant to selection parameters:

Site 1:	DV-02-C-02	Site area:	0.949999988079071 hect
Development Name:	ENERGY RECOVERY FACILITY	Gross floor area:	3513 sqm
Location:	EXETER	Parking Spaces:	42.00
Postcode:	EX2 8QE	Number of employees:	17.00
Main Location Type:	Suburban Area	Survey Date:	06/07/2017
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 2:	NF-02-C-04	Site area:	0.0860000029206276 hect
Development Name:	EXHIBITION DESIGN & MANUF.	Gross floor area:	690 sqm
Location:	NORWICH	Parking Spaces:	7.00
Postcode:	NR3 3ST	Number of employees:	9.00
Main Location Type:	Suburban Area	Survey Date:	14/11/2019
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 3:	NY-02-C-03	Site area:	0.3499999940395355 hect
Development Name:	WORKWEAR MANUFACTURER	Gross floor area:	1500 sqm
Location:	KNARESBOROUGH	Parking Spaces:	27.00
Postcode:	HG5 8LJ	Number of employees:	27.00
Main Location Type:	Edge of Town	Survey Date:	29/06/2023
Sub Location Type:	Industrial Zone	Survey Day:	Thursday
PTAL:	n/a		
Site 4:	RM-02-C-01	Site area:	0.61 hect
Development Name:	PRODUCTS MANUFACTURER	Gross floor area:	3210 sqm
Location:	ROTHERHAM	Parking Spaces:	71.00
Postcode:	S65 1EN	Number of employees:	130.00
Main Location Type:	Edge of Town	Survey Date:	14/04/2025
Sub Location Type:	Industrial Zone	Survey Day:	Monday
PTAL:	n/a		
Site 5:	WK-02-C-01	Site area:	2.0299999713897705 hect
Development Name:	MACHINE ENGINEERING	Gross floor area:	9216 sqm
Location:	RUGBY	Parking Spaces:	102.00
Postcode:	CV23 0WB	Number of employees:	133.00
Main Location Type:	Edge of Town	Survey Date:	10/11/2021
Sub Location Type:	Industrial Zone	Survey Day:	Wednesday
PTAL:	n/a		

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total Vehicles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.145	0.000	0.145
06:00-07:00	2	6213	0.032	0.000	0.032
07:00-08:00	5	3626	0.513	0.033	0.546
08:00-09:00	5	3626	0.408	0.066	0.474
09:00-10:00	5	3626	0.171	0.121	0.292
10:00-11:00	5	3626	0.083	0.094	0.177
11:00-12:00	5	3626	0.083	0.127	0.210
12:00-13:00	5	3626	0.199	0.270	0.469
13:00-14:00	5	3626	0.138	0.221	0.359
14:00-15:00	5	3626	0.077	0.116	0.193
15:00-16:00	5	3626	0.072	0.193	0.265
16:00-17:00	5	3626	0.044	0.425	0.469
17:00-18:00	5	3626	0.017	0.254	0.271
18:00-19:00	5	3626	0.017	0.039	0.056
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.999	1.959	3.958

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Total People

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.177	0.000	0.177
06:00-07:00	2	6213	0.056	0.000	0.056
07:00-08:00	5	3626	0.678	0.028	0.706
08:00-09:00	5	3626	0.535	0.066	0.601
09:00-10:00	5	3626	0.254	0.171	0.425
10:00-11:00	5	3626	0.138	0.138	0.276
11:00-12:00	5	3626	0.127	0.204	0.331
12:00-13:00	5	3626	0.392	0.469	0.861
13:00-14:00	5	3626	0.248	0.320	0.568
14:00-15:00	5	3626	0.121	0.182	0.303
15:00-16:00	5	3626	0.121	0.287	0.408
16:00-17:00	5	3626	0.055	0.563	0.618
17:00-18:00	5	3626	0.017	0.425	0.442
18:00-19:00	5	3626	0.022	0.039	0.061
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.941	2.892	5.833

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP \times FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cyclists

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.000	0.000	0.000
06:00-07:00	2	6213	0.008	0.000	0.008
07:00-08:00	5	3626	0.022	0.000	0.022
08:00-09:00	5	3626	0.006	0.000	0.006
09:00-10:00	5	3626	0.000	0.000	0.000
10:00-11:00	5	3626	0.000	0.000	0.000
11:00-12:00	5	3626	0.000	0.000	0.000
12:00-13:00	5	3626	0.000	0.000	0.000
13:00-14:00	5	3626	0.000	0.000	0.000
14:00-15:00	5	3626	0.000	0.000	0.000
15:00-16:00	5	3626	0.000	0.006	0.006
16:00-17:00	5	3626	0.000	0.006	0.006
17:00-18:00	5	3626	0.000	0.022	0.022
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.036	0.034	0.070

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	10/11/2021 - 14/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

OGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.000	0.000	0.000
06:00-07:00	2	6213	0.000	0.000	0.000
07:00-08:00	5	3626	0.039	0.028	0.067
08:00-09:00	5	3626	0.050	0.039	0.089
09:00-10:00	5	3626	0.055	0.055	0.110
10:00-11:00	5	3626	0.011	0.017	0.028
11:00-12:00	5	3626	0.044	0.039	0.083
12:00-13:00	5	3626	0.094	0.110	0.204
13:00-14:00	5	3626	0.061	0.039	0.100
14:00-15:00	5	3626	0.017	0.022	0.039
15:00-16:00	5	3626	0.022	0.033	0.055
16:00-17:00	5	3626	0.011	0.022	0.033
17:00-18:00	5	3626	0.000	0.000	0.000
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.404	0.404	0.808

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Taxis

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.000	0.000	0.000
06:00-07:00	2	6213	0.000	0.000	0.000
07:00-08:00	5	3626	0.000	0.000	0.000
08:00-09:00	5	3626	0.000	0.000	0.000
09:00-10:00	5	3626	0.000	0.000	0.000
10:00-11:00	5	3626	0.000	0.000	0.000
11:00-12:00	5	3626	0.000	0.000	0.000
12:00-13:00	5	3626	0.000	0.000	0.000
13:00-14:00	5	3626	0.000	0.000	0.000
14:00-15:00	5	3626	0.000	0.000	0.000
15:00-16:00	5	3626	0.000	0.000	0.000
16:00-17:00	5	3626	0.000	0.000	0.000
17:00-18:00	5	3626	0.000	0.000	0.000
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.000	0.000	0.000

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	N/A - N/A
Number of weekdays (Monday-Friday):	0
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Cars

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.137	0.000	0.137
06:00-07:00	2	6213	0.024	0.000	0.024
07:00-08:00	5	3626	0.452	0.000	0.452
08:00-09:00	5	3626	0.298	0.006	0.304
09:00-10:00	5	3626	0.066	0.033	0.099
10:00-11:00	5	3626	0.011	0.028	0.039
11:00-12:00	5	3626	0.022	0.066	0.088
12:00-13:00	5	3626	0.044	0.132	0.176
13:00-14:00	5	3626	0.055	0.127	0.182
14:00-15:00	5	3626	0.022	0.050	0.072
15:00-16:00	5	3626	0.022	0.132	0.154
16:00-17:00	5	3626	0.017	0.348	0.365
17:00-18:00	5	3626	0.017	0.215	0.232
18:00-19:00	5	3626	0.017	0.033	0.050
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.204	1.170	2.374

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

LGVs

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.000	0.000	0.000
06:00-07:00	2	6213	0.008	0.000	0.008
07:00-08:00	5	3626	0.022	0.006	0.028
08:00-09:00	5	3626	0.061	0.022	0.083
09:00-10:00	5	3626	0.050	0.033	0.083
10:00-11:00	5	3626	0.061	0.050	0.111
11:00-12:00	5	3626	0.017	0.022	0.039
12:00-13:00	5	3626	0.061	0.028	0.089
13:00-14:00	5	3626	0.022	0.055	0.077
14:00-15:00	5	3626	0.039	0.044	0.083
15:00-16:00	5	3626	0.022	0.022	0.044
16:00-17:00	5	3626	0.017	0.055	0.072
17:00-18:00	5	3626	0.000	0.033	0.033
18:00-19:00	5	3626	0.000	0.006	0.006
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.380	0.376	0.756

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Motorcycles

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.008	0.000	0.008
06:00-07:00	2	6213	0.000	0.000	0.000
07:00-08:00	5	3626	0.000	0.000	0.000
08:00-09:00	5	3626	0.000	0.000	0.000
09:00-10:00	5	3626	0.000	0.000	0.000
10:00-11:00	5	3626	0.000	0.000	0.000
11:00-12:00	5	3626	0.000	0.000	0.000
12:00-13:00	5	3626	0.000	0.000	0.000
13:00-14:00	5	3626	0.000	0.000	0.000
14:00-15:00	5	3626	0.000	0.000	0.000
15:00-16:00	5	3626	0.006	0.006	0.012
16:00-17:00	5	3626	0.000	0.000	0.000
17:00-18:00	5	3626	0.000	0.006	0.006
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.014	0.012	0.026

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	10/11/2021 - 14/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Pedestrians

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.040	0.000	0.040
06:00-07:00	2	6213	0.008	0.000	0.008
07:00-08:00	5	3626	0.088	0.000	0.088
08:00-09:00	5	3626	0.039	0.000	0.039
09:00-10:00	5	3626	0.017	0.006	0.023
10:00-11:00	5	3626	0.028	0.022	0.050
11:00-12:00	5	3626	0.022	0.039	0.061
12:00-13:00	5	3626	0.083	0.094	0.177
13:00-14:00	5	3626	0.077	0.066	0.143
14:00-15:00	5	3626	0.017	0.028	0.045
15:00-16:00	5	3626	0.022	0.017	0.039
16:00-17:00	5	3626	0.000	0.044	0.044
17:00-18:00	5	3626	0.000	0.044	0.044
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.441	0.360	0.801

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	06/07/2017 - 14/04/2025
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: d9a97bb3-7e09-4699-89e7-4e69127c691e

TRIP RATE for Land Use 02 - EMPLOYMENT/C - INDUSTRIAL UNIT

Public Transport Users

Calculation factor: 100 sqm

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. GFA	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00	2	6213	0.000	0.000	0.000
06:00-07:00	2	6213	0.008	0.000	0.008
07:00-08:00	5	3626	0.033	0.000	0.033
08:00-09:00	5	3626	0.028	0.000	0.028
09:00-10:00	5	3626	0.006	0.000	0.006
10:00-11:00	5	3626	0.011	0.017	0.028
11:00-12:00	5	3626	0.000	0.000	0.000
12:00-13:00	5	3626	0.000	0.017	0.017
13:00-14:00	5	3626	0.000	0.000	0.000
14:00-15:00	5	3626	0.000	0.006	0.006
15:00-16:00	5	3626	0.000	0.000	0.000
16:00-17:00	5	3626	0.000	0.028	0.028
17:00-18:00	5	3626	0.000	0.033	0.033
18:00-19:00	5	3626	0.000	0.000	0.000
19:00-20:00	2	6213	0.000	0.000	0.000
20:00-21:00	2	6213	0.000	0.000	0.000
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.086	0.101	0.187

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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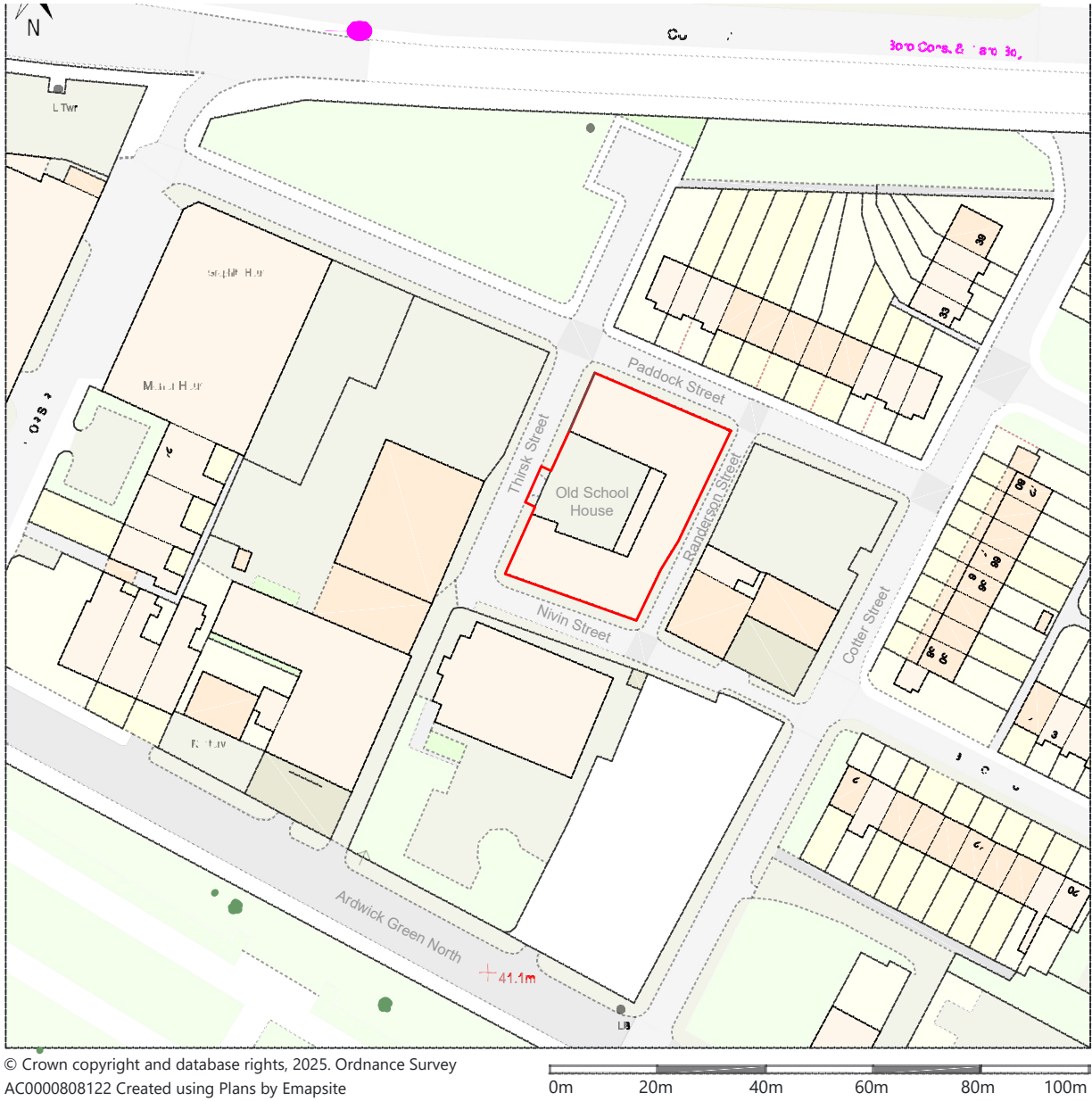
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Parameter Summary:

Trip rate parameter range selected:	690 - 10000 (units: sqm)
Survey date date range:	29/06/2023 - 14/04/2025
Number of weekdays (Monday-Friday):	2
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Appendix B

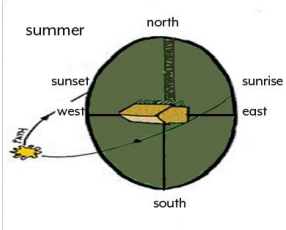


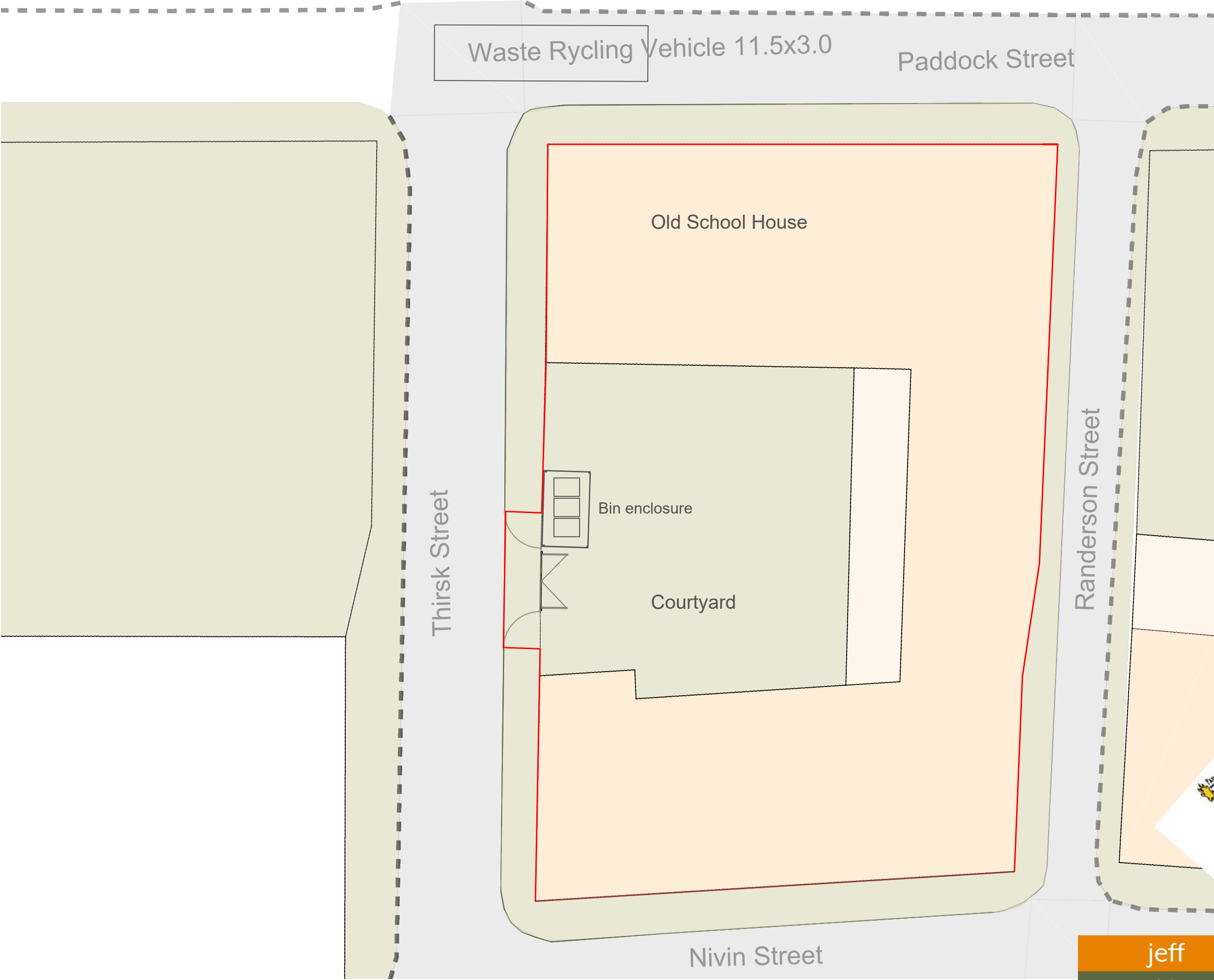
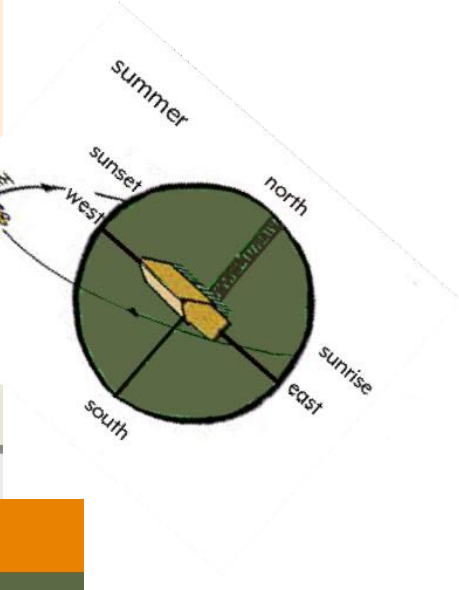
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Notes:



Main Entrance



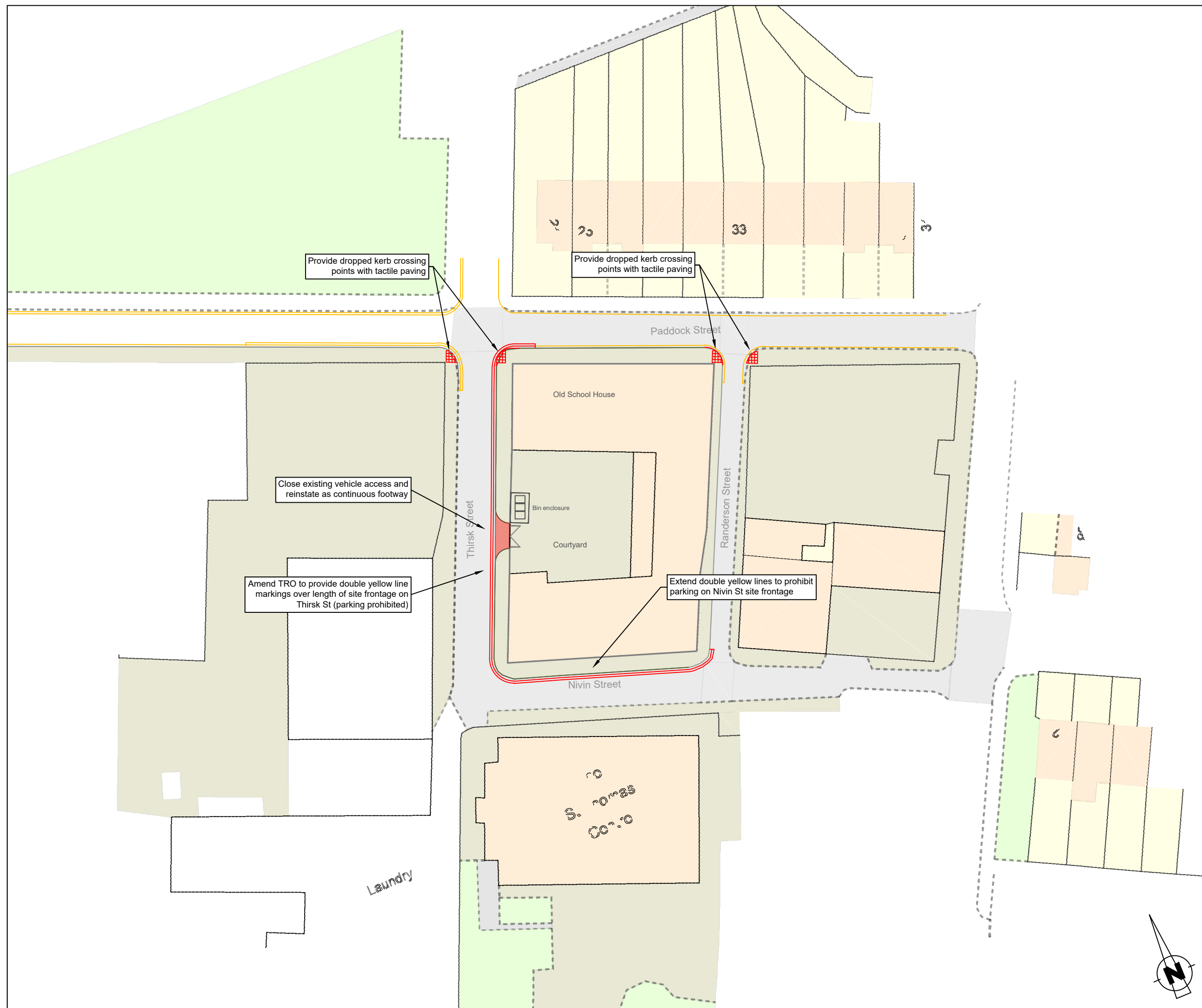


Appendix C

THIS DRAWING MAY BE USED ONLY FOR
THE PURPOSE INTENDED AND ONLY
WRITTEN DIMENSIONS SHALL BE USED

NOTES

Layout subject to detailed design and confirmation of statutory undertakers' equipment.



Revision Details	By Check	Date	Suffi

Drawing Number

SK225103-003

Old School House, Ardwick

Drawing Title

Proposed Highway Works

Scale at A3

1:500

Drawn JAT	Approved LGS
Check LGS	Date 19.03.26

SK SK Transport Planning Ltd
Albion Wharf | Manchester | M1 5LN
www.sktransport.co.uk
0161 234 6509

Appendix D

SEND School
Old School House
Thirsk Street, Ardwick
Interim Travel Plan
260320/SK225103/ITP01(-01)

Contents

	Page
1 Introduction	1
2 Travel Plan Process	1
3 Site Characteristics	4
4 Sustainable Connectivity	5
5 Management Structure	8
6 Measures Toolkit	12
7 Monitoring Plan	14
8 Action Plan	15

Project	Document	Rev	Description	Authorised by	Signed	Date
SK225103	ITP01	00	Planning Application Draft	L Speers	LGS	17/03/2026
SK225103	ITP01	01	Submission	L Speers	LGS	20/03/2026

1 Introduction

- 1.1 SK Transport Planning Ltd (SK) has been instructed by Strive Academy to prepare an Interim Travel Plan for an application to change the use of the Old School House on Thirsk Street in the Ardwick area of Manchester.
- 1.2 Originally a school building, the permitted use of the site was changed some time ago to allow its use as a light industrial building. A change of use application is being assembled by Strive Academy to bring it back into education use as a SEND school. The school will provide educational facilities for 40 students (aged 14 to 18), with a maximum of 18 students at the site per day.
- 1.3 Following the change of use, the site will provide important SEND facilities for the area, of which there is a current shortage. The applicant has already engaged with local authorities and the Department for Education with regard opening in September 2026 to help meet these shortage needs.

2 Travel Plan Process, Benefits & Objectives

Travel Plan Process

- 2.1 The Travel Plan has been prepared in line with the following guidance and best practice:
 - Department for Transport (2007), Making Residential Travel Plans Works
 - Department for Transport (2009), Good Practice Guidelines: Delivering Travel Plans through the Planning Process
 - Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
 - Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
 - Greater Manchester Combined Authority (2024), Places for Everyone Joint Development Plan 2022 to 2039
 - Transport for Greater Manchester (2013), Transport for Sustainable Communities
 - Transport for Greater Manchester (2017), Greater Manchester Transport Strategy 2040

What is a Travel Plan?

- 2.2 The National Planning Policy Framework (NPPF) defines a Travel Plan as:
 “A long-term management strategy for an organisation or site that details how agreed sustainable transport objectives are delivered, and which is monitored and regularly reviewed.”¹
- 2.3 This is further expanded in Planning Practice Guidance (PPG) which states that:
 “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).”²
- 2.4 The Department for Transport (DfT) defines a Travel Plan as follows:
 “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.”

¹ Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework

² Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance

- 2.5 Transport for Greater Manchester (TfGM) supports the use of Travel Plans to improve the accessibility of a site, reduce traffic on the network, and improve health. TfGM states that Travel Plans can achieve the following benefits:
- “A reduction in car use (particularly for single occupancy trips) and increase travel by sustainable modes, namely active travel and public transport;
 - A reduction in the impact of the generated traffic, both in the immediate neighbourhood and on the wider highway network;
 - Safe access for pedestrians and cyclists; and
 - A coordinated approach to developing and implementing realistic travel options.”³
- 2.6 In summary a Travel Plan is a tool that sets out the strategy and management measures that will be used at a development to encourage and support people to consider choosing an alternative means of travel to the private car (particularly a single occupancy car trip). Targets are expected that relate to defined objectives. A Travel Plan is also a document that is regularly reviewed through a robust monitoring and reporting system.

Travel Plan Pyramid

- 2.7 The Department of Transport (DfT) states that it is helpful to:
- “... view the Travel Plan as a pyramid of measures and actions, some of which may form the foundations of the Travel Plan and part of which will be outcomes from the Transport Assessment.”⁴
- 2.8 The DfT pyramid is shown in Figure 2.1.
- 2.9 At the bottom of the pyramid is the location of the site and characteristics of access to the site by all modes of travel. This is set out in Section 3 and 4 of the Plan.
- 2.10 At the next level the physical aspects of the proposed development are set out to allow acknowledgement of that some Travel Plan measures are built-in to the layout to influence travel. These measures include pedestrian arrangements, car and cycle parking provision and other infrastructure that will be delivered to serve the proposal. This information is as set out above in Section 1 and also in Section 6.
- 2.11 The remaining levels outline the management, promotion and *soft* measures that are to be adopted as part of the travel plan to reinforce the site location, infrastructure proposals and access opportunities. These are set out in Sections 5 and 6 of the Plan.
- 2.12 Section 7 sets out the monitoring plan which details how and when the Travel Plan will be reviewed. This includes how and when surveys will be undertaken, and the targets that will be set to meet the stated objectives.
- 2.13 Section 8 provides a summary of the actions identified in the Travel Plan along with timescales for implementation and funding details.

³ Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers

⁴ Department for Transport (2007), Making Residential Travel Plans Work

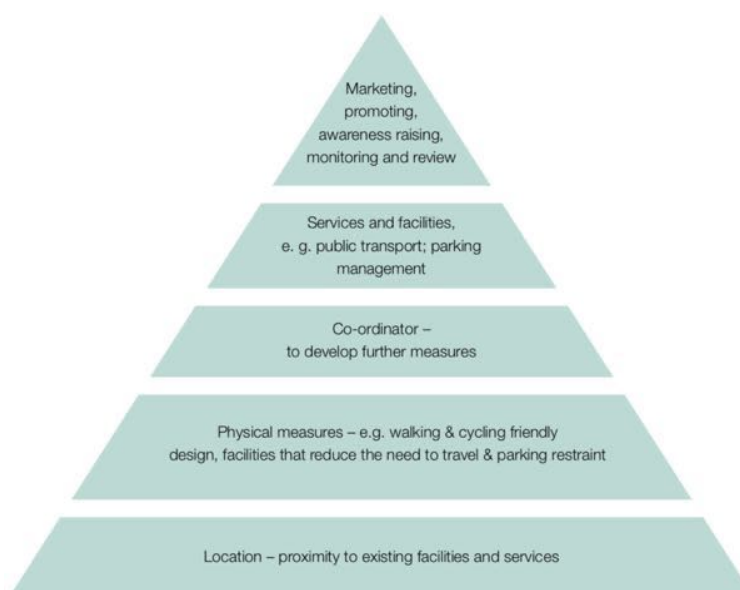


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

Travel Plan Benefits

2.14 Travel Plans result in a variety of health, financial, environmental and site operation benefits, including:

- Promoting healthier lifestyles through increased physical activity and the use of active travel and public transport.
- Providing personal cost savings from using more cost-effective modes of travel and indirect and wider cost savings relating to reduced illness and reduced accident rates.
- Providing the opportunity to reduce the parking spaces required by a development, thereby cutting car parking costs in terms of provision and maintenance and enabling space to be reallocated for more beneficial uses.
- Reducing greenhouse gas emissions, climate change effects and air quality impacts.

Aims

2.15 The aims of the Travel Plan are to:

Aim 1:

To maximise trips by active/sustainable modes of travel.

Aim 2:

To reduce the number of single occupancy private car trips.

Objectives

2.16 The objectives of the Travel Plan are to:

Objective 1:

To adopt measures to meet the defined aims.

Objective 2:

To raise awareness of the travel choices available.

Objective 3:

To periodically evaluate the transport needs of staff and students.

3 Site Characteristics

Site Location

- 3.1 The site location is shown on Figure 3.1.
- 3.2 The site is occupied by a 1,364.9sqm building. Entrance to the building is provided from the Thirsk Street frontage with a doorway access direct from the footway and other doorways provided from the site's courtyard area. Vehicle access to the site is provided from a gated arrangement on Thirsk Street with kerbed bellmouth. The courtyard area is used for parking (circa nine car spaces) and bin storage. Servicing activity is focused on kerbside and refuse collection currently occurs from Paddock Street via a private refuse collection contract.

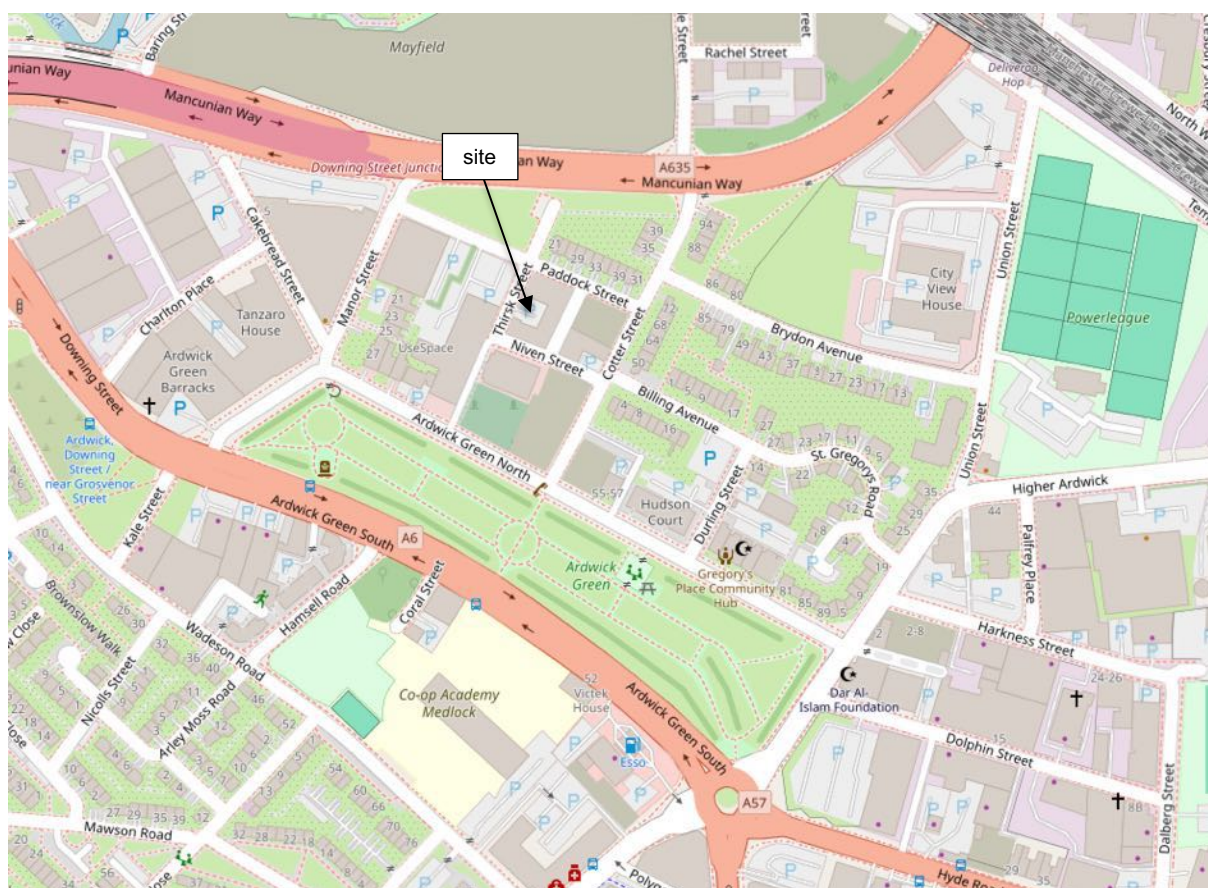


Figure 3.1: Site Location

[source: [ISO4app](#) and [OpenStreetMap Foundation](#) licensed under the [Open Database License](#)]

Local Transport Network

- 3.3 The site is bounded to the north by Paddock Street, to the west by Thirsk Street, to the south by Nivin Street and to the east by Randerson Street. All of the roads form part of the adopted highway.
- 3.4 Thirsk Street is a 5.5m wide road with a 2m footways fronting the site and 1.8m+ footway on the opposite side. At its northern end, Thirsk Street meets Paddock Street at a priority junction. Footways are provided on both sides of Paddock Street (2m+).
- 3.5 Just to the south of the site, Thirsk Street routes east where it becomes Nivin Street. Nivin Street routes in an easterly direction creating a further connection to Cotter Street, the road narrows just before the Cotter Street junction.
- 3.6 The roads surrounding the site are subject to a 20mph speed limit.

Traffic Regulation Orders

- 3.7 There are no Traffic Regulation Order (TRO) controls on Thirsk Street, other than protection markings at the junction with Paddock Street.
- 3.8 Paddock Street (W) has double yellow line controls from the junction with Thirsk Street west towards the junction with Manor Street (8am to 6pm).
- 3.9 Paddock Street (E) has single yellow line controls from the junction with Thirsk Street east towards the junction with Cotter Street.
- 3.10 There are no loading restrictions on the roads above.

4 Sustainable Connectivity

Active Travel Routes

- 4.1 Figure 4.1 shows an extract of TfGM's [active travel map](#) to allow an understanding of routes close to the estate.⁵

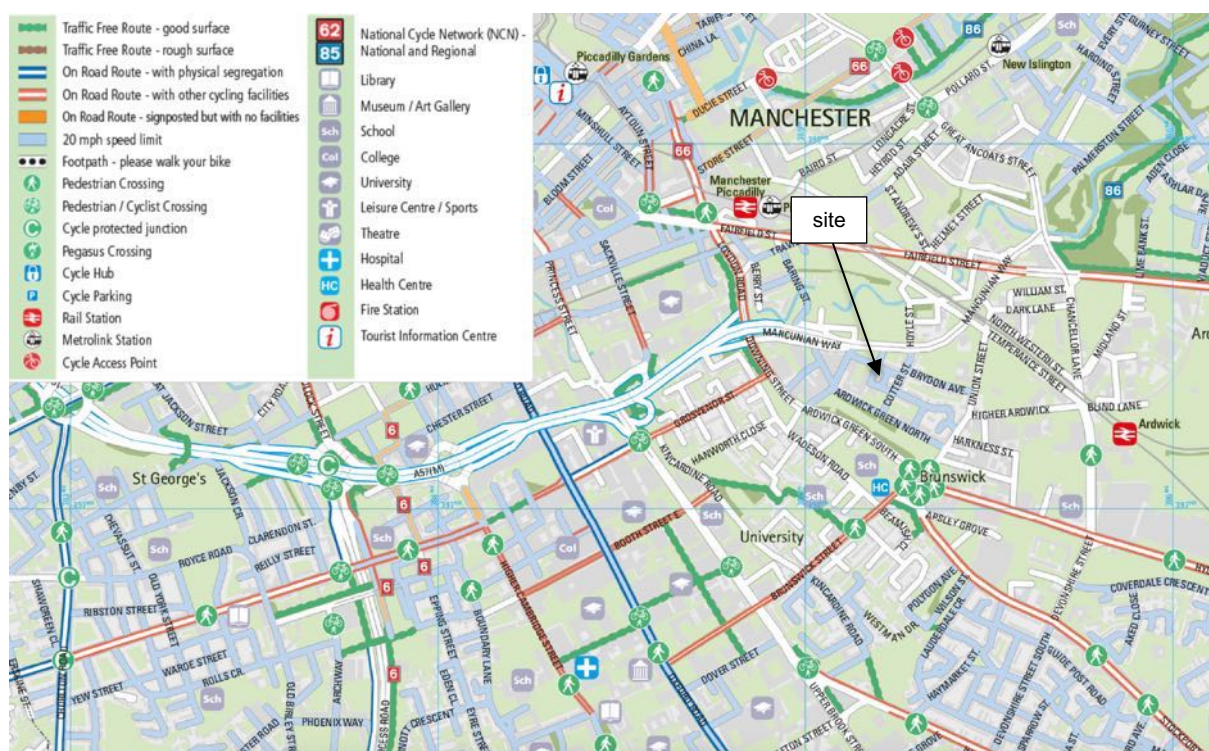


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

- 4.2 As noted earlier, pedestrian access to the site is provided from the Thirsk Street frontage where footways of 2m are provided. These provide a connection to the footways serving the wider network, such as Paddock Street and Cotter Street which have footways of at least 2m wide.
- 4.3 There are no tactile paving or dropped kerbs at the junctions of Paddock Street/Thirsk Street and Paddock Street/Randerson Street. Tactile paving and dropped kerbs are provided at the junctions on Cotter Street, including with Paddock Street, Nivin Street and Ardwick Green North that have been recently introduced.
- 4.4 The streets surrounding the site are subject to a 20mph speed limit. These routes can be used to access more formal cycle routes such as Downing Street, Hyde Road and Brunswick Street.

⁵ <https://tfgm.pindarcreative.co.uk>

Public Transport Routes

4.5 Figure 4.2 shows an extract of TfGM's [public transport network map](#) for the local area.⁶

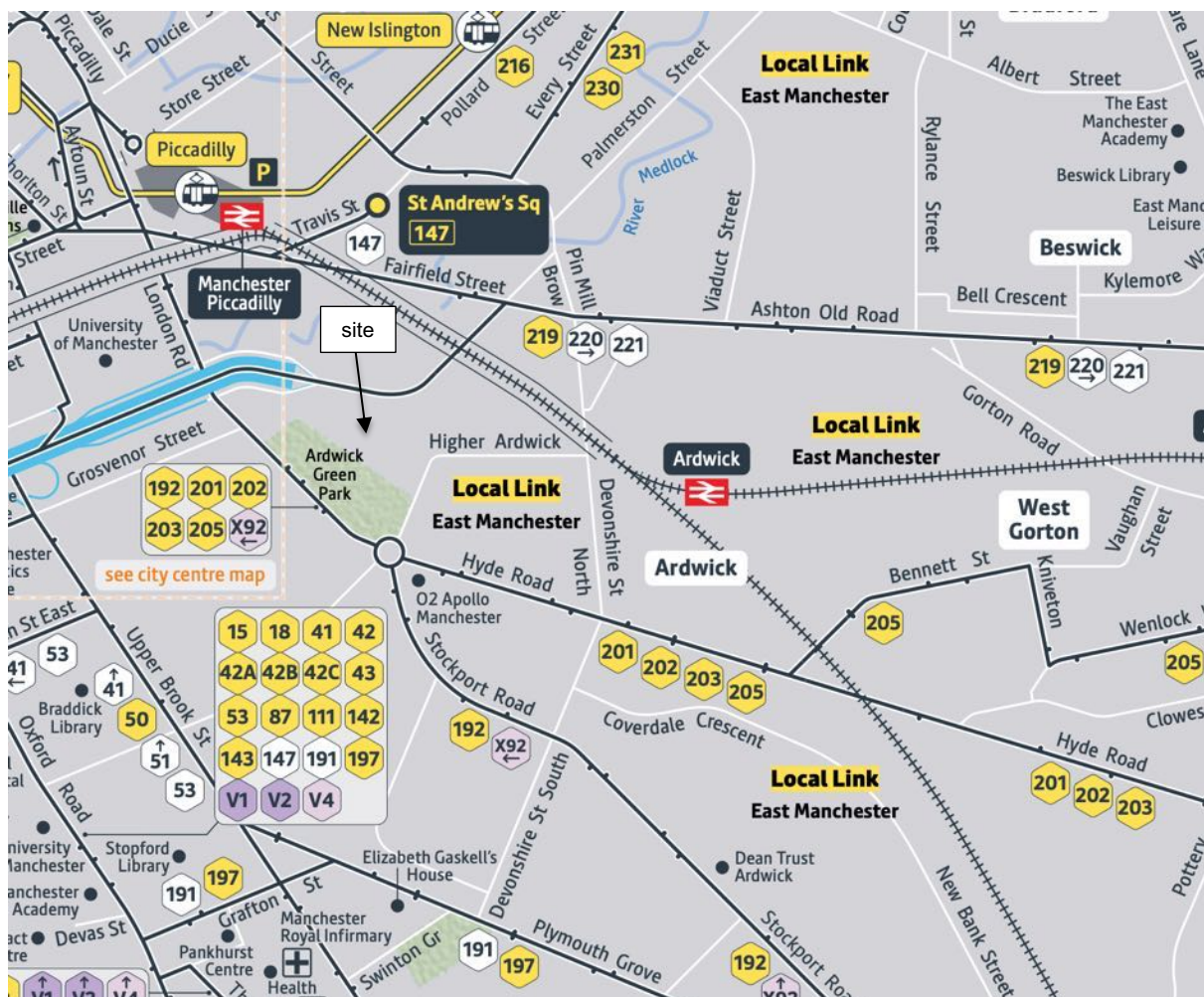


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

- 4.6 The nearest bus stops to the site are located on Ardwick Green South. The route that will be promoted for use by students at the Site will be to use Paddock Street, Cotter Street and Ardwick Green South to access the bus stops because the routes provide good width footways, well-lit and overlooked. Other than at the junction of Paddock Street/Randerson Street, dropped kerbs and tactile paving are present on this route. Crossing facilities are also available on Ardwick Green South to allow access to northbound bus services.
- 4.7 The bus stops have flag poles, shelters, seating and timetable information.

⁶ <https://tfgm.com/maps>

No.	Route	Weekday (Buses per hour/each way)		
		Peaks	Daytime	Evening
192	Manchester – Stockport – Hazel Grove	6	6	7
201	Manchester – Denton – Hyde	6	6	4
202	Manchester – Hyde – Gee Cross	2	2	2
203	Manchester – Reddish – Stockport	6	6	5
205	Manchester – Denton – Dane Bank	2	2	1

Table 4.1: Bus Routes
[source: Transport for Greater Manchester]

Greater Manchester Accessibility Level

- 4.8 A [Greater Manchester Accessibility Level](#) (GMAL) calculation has been undertaken for the site. A GMAL is calculated using the interactive tool managed and maintained by TfGM.⁷ This tool measures accessibility by public transport of a point of interest and provides a rate between 1 and 8, where 1 is a poor level of accessibility and 8 is an exceptional level of accessibility usually found in the city centre.
- 4.9 The site has a GMAL of 8 which is an exceptional level of accessibility by public transport.

5 Management Structure

School Responsibilities

- 5.1 An effective Travel Plan needs a clear hierarchy of responsibility. The school management team has been closely involved in the development of the Travel Plan and is committed to its implementation. The ultimate responsibility for the Travel Plan is with the school management team.
- 5.2 The school management team will be responsible for the following:
- Organising sufficient staff car parking off-site.
 - Regularly reviewing student access arrangements and requirements.
 - Management of cycle parking areas.
 - Funding for the Travel Plan measures.
 - Supporting the Travel Plan Co-ordinator.
 - Promoting sustainable travel to parents, carers and staff.
- 5.3 The applicant has appointed the following Travel Plan Co-ordinator for the site:

Alec Dean

alec.dean@striveacademy.org.uk

Travel Plan Co-ordinator

- 5.4 Travel Plan Co-ordinators play an important role in developing, managing, and promoting Travel Plans. The Travel Plan Co-ordinator will be responsible for the day-to-day running of the Travel Plan and will also develop, implement, market, and monitor the Travel Plan's effectiveness.

⁷ <https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf>

5.5 In summary, the Travel Plan Co-ordinator's main responsibilities are:

- Implementing the Plan measures.
- Providing a point of contact for staff, students, parents/carers and the Council.
- Publicising and raising awareness of local and national initiatives.
- Preparing and issuing the travel packs for staff.
- Undertaking student travel induction meeting and preparing travel sections of the handbook.
- Regularly updating Travel Plan materials.
- Monitoring and surveying staff and student travel patterns.
- Periodically reporting to the Council.

Handover Arrangements

5.6 Should the interest in the site be sold, the responsibility for the Travel Plan implementation will transfer to the successor in title. If this should be the case, then full contact details of the new site operator and the new Travel Plan Co-ordinator will be provided to the Council within three months to allow the Travel Plan to continue uninterrupted at the site.

6 Measures Toolkit

Communication Measures

- 6.1 The measures set out in the Travel Plan will be continually and clearly communicated to site users to maximise effectiveness and encourage greater levels of take-up.
- 6.2 The communications strategy is a vital component of the Travel Plan as it will be used to ensure that site users are aware of the travel options and initiatives available to them and will be the means of communicating the progress of the Plan. The Travel Plan Co-ordinator will be responsible for marketing and promoting the Travel Plan and providing and disseminating information to site users.
- 6.3 Table 6.1 shows the measures that will be used in the communications strategy.

Initiative	Description
Travel Packs	Preparation and issue of travel packs for staff.
Travel Induction Meeting/Student Handbook	All students will undertake a travel induction meeting prior to start at the site and will be provided with a handbook that includes travel information.
Council's Travel Support	Raise awareness of the travel support measures for students provided by the Council.
Journey Planning Software	Provision of information on journey planning software.
Emails/Newsletters	Periodically issue emails to staff and email newsletters to students on travel.

Table 6.1: Communications Initiatives

- 6.4 The travel packs will be issued to staff before they start at work. The travel packs will contain the following types of information:
1. Travel Plan Co-ordinator contact details.
 2. A local area map showing key routes and interchange points.
 3. Information on on-line and phone app journey planning software.
 4. Information on cycle and walking routes.
 5. Information on public transport routes and frequencies.
 6. Information on public transport ticketing arrangements.
 7. Information on staff car parking arrangements.
- 6.5 All students will have a full induction meeting prior to starting with parent/carer present that includes travel information as part of a student handbook. Students will get travel training as part

of their induction. Parents/carers will be provided with information on travel options to the site in line with the arrangements proposed by the Council. It is noted that most pupils will attend site via transport organised by the relevant local authority.

- 6.6 The Travel Plan Co-ordinator will be responsible for making sure the travel packs and travel sections of the student handbook are kept up to date.
- 6.7 The following resources will be promoted to site users:
- [TfGM journey planning software](#)⁸
 - [Bee Active School Run software](#)⁹
 - [Plot A Route walking route software](#)¹⁰
 - [Public transport maps](#)¹¹
 - [Active Travel route software](#)¹²
 - [Walking and cycling route maps](#)¹³
 - Links to [Google Play](#)¹⁴ and [Apple Store](#)¹⁵ Bee Network app
- 6.8 The Travel Plan Co-ordinator will periodically update staff via email and parents/carers via email newsletters on travel matters and the progress of the Travel Plan.

Active Travel Measures

- 6.9 Table 6.2 summarises the active travel measures that will be adopted in the Travel Plan.

Initiative	Description
Active Travel Benefits	The Travel Plan Co-ordinator will promote the benefits of walking and cycling using the communications strategy.
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on active travel routes.
Safety Tips	The Travel Plan Co-ordinator will provide information via the communications strategy on walking and cycling safety tips.
Cycle Training	The Travel Plan Co-ordinator will provide information on TfGM's cycle training scheme to staff.
Cycle to Work Scheme	The school will offer a Cycle to Work Scheme for staff.
Development Infrastructure	The infrastructure proposed by the planning application will be delivered at the site.
Defined Pedestrian Access Routes	The applicant will define suitable pedestrian access routes to the site.

Table 6.2: Active Travel Initiatives

- 6.10 Active travel provides the following benefits:
- **Builds activity into daily routines.**
Helps to meet the government guidelines which recommend that adults should get at least 150 minutes of moderate activity per week.
 - **Boost mental health and wellbeing.**
According to the Mental Health Foundation physical activity increases mental alertness and helps to reduce stress and anxiety.
 - **Fewer cars equal cleaner air.**

⁸ <https://tfgm.com/plan-a-journey>

⁹ <https://beeactive.tfgm.com/the-school-run/>

¹⁰ <https://www.plotaroute.com>

¹¹ <https://tfgm.com/maps>

¹² <https://beeactive.tfgm.com>

¹³ <https://tfgm.pindarcreeative.co.uk>

¹⁴ <https://play.google.com/store/apps/details?id=com.tfgm.beenetwork>

¹⁵ <https://apps.apple.com/gb/app/bee-network/id1669705230>

Five times higher pollution levels in a car than walking or on a bike.

- **Feeling ready to start the day.**

People who walk and cycle arrive more relaxed and alert than those who travel by car.

- 6.11 The Travel Plan Co-ordinator will provide information on the benefits of active travel and raise awareness of the routes available via communication methods set out earlier in this Plan.
- 6.12 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff and parents/carers with resources provided by [TfGM](#)¹⁶, [GMWalking](#)¹⁷, [Walk Wheel Cycle Trust](#)¹⁸ and [Cycling UK](#)¹⁹.
- 6.13 TfGM provides [cycle training sessions](#) for adults and this scheme will be promoted to staff.²⁰
- 6.14 The operator offers Cycle to Work schemes at its other facilities and this will also be offered to staff at the site to help bike purchase.
- 6.15 The following will be delivered by Section 278 Agreement:
 - Reinstatement of redundant vehicle access point to continuous footway
 - Provision of tactile paving and dropped kerbs at Thirsk Street/Paddock Street and Paddock Street/Randerson Street
 - Modification to TRO to provide a double yellow line on Thirsk Street and Nivin Street frontage
- 6.16 The provision of the tactile paving and dropped kerbs are located on the pedestrian route that will be promoted for use by students/staff which provides a connection to Cotter Street. This route is promoted because it has good width footways, is well lit and is overlooked. Recent works have been undertaken on Cotter Street and tactile paving/dropped kerbs are in place.
- 6.17 Modifications are proposed to the TRO to remove parking from the frontage and to enable access to the fire escape on Nivin Street.
- 6.18 As discussed with MCC during the pre-application process, the school is required to open in September 2026. Current timescales associated with MCC's process for Section 278 Agreements and TRO modifications in Manchester mean that the works will not be in place when the school opens.
- 6.19 Students travelling by on foot will be required to use Paddock Street and Cotter Street to access the site and measures are proposed to enhance this, as set out above. It is proposed to adopt a temporary strategy whereby students who walk or use public transport are required to be accompanied by a parent/carers during this period and that school staff will be on Paddock Street during arrival/departure periods to greet them. The temporary pedestrian strategy will be reviewed periodically to ensure that it is fit for purpose until to the Section 278 works are in place.
- 6.20 A secure and covered cycle store will be provided on site. MCC minimum standards require 1 space per 5 staff and 1 space per 3 students for further education uses. The cycle store is within the building and provides space for nine bikes, in line with minimum standards.

Staff Public Transport Measures

- 6.21 Table 6.3 shows the measures that will be used to encourage site users to travel more actively.

¹⁶ <https://beeactive.tfgm.com>

¹⁷ <https://gmwalking.co.uk>

¹⁸ <https://www.walkwheelcycletrust.org.uk>

¹⁹ www.cyclinguk.org/

²⁰ <https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/>

Initiative	Description
Local Route Awareness	The Travel Plan Co-ordinator will provide information via the communications strategy on public transport routes and services.
Ticketing Arrangements	The Travel Plan Co-ordinator will ensure that staff are aware of TfGM ticketing arrangements.
Regular Review	The Travel Plan Co-ordinator will regularly review the TfGM database so that any service changes can be relayed to staff.
Staff Season Ticket Loans	The applicant will consider offering Season Ticket Loans to staff.

Table 6.3: Public Transport Initiatives

- 6.22 The Travel Plan Co-ordinator will provide information on local public transport routes to staff.
- 6.23 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available using information from [TfGM ticketing information](#).²¹ For example, the following ticketing incentives are currently offered in Greater Manchester:
- [Bus Travel](#)²²
The Bee Bus single hopper ticket costs £2 for adults. This ticket can only be bought on the bus. The hopper can be used for a single trip and can be used on multiple bus services within 60 minutes of purchase.
A 7-day Bee Bus ticket costs £20 for adults. This can be bought via the Bee Network app, on the bus, at an information/ticket office or online with a smart card.
 - [Tram Travel](#)²³
The Clipper ticket provides 10 days' travel for the price of 9 with journeys that can be taken over 56 days.
Weekly Contactless is capped at £31 even if you travel in all zones.
- 6.24 The Travel Plan Co-ordinator will ensure that all information resources are kept up to date and will alert staff are made aware of any service changes in a timely fashion.
- 6.25 The applicant will consider introducing Season Ticket Loans to help staff with the purchase of public transport tickets.

Student Travel & Drop-off/Collection Measures

- 6.26 Table 6.4 shows the measures that will be used to accommodation student drop-off/collection movements.

Initiative	Description
Drop-off Arrangements	The applicant will set out drop-off/collection areas for students.
Staggered Arrivals/Departures	Staggered arrivals/departures times will be used to allow better spread of vehicle arrivals.

Table 6.4: Student Travel Initiatives

- 6.27 Student arrival and departure times are staggered to minimise the number of vehicles generated at any one time. Staff will be on hand to greet students and accompany them to the building.
- 6.28 It is proposed that these will be drop off/collect from Paddock Street. Dropping off and collecting passengers is permitted within the existing TRO.

²¹ <https://tfgm.com/tickets-and-passes/find-a-ticket>

²² <https://tfgm.com/get-on-board>

²³ <https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card>

Staff Car Parking Measures

- 6.29 No site parking is proposed. Table 6.5 shows the measures that will be used to manage staff car parking.

Initiative	Description
Establish Staff Parking Requirements	Prior to staff starting at the site the applicant will establish any car parking requirements.
Organise Off-Site Parking	The applicant will organise staff car parking prior to staff starting at the site.
Staff Contracts	Require staff drivers by employment contract to use the parking spaces organised for them.
Periodic Review	Periodically review staff parking needs and off-site arrangements.

Table 6.5: Sustainable Car Initiatives

- 6.30 Prior to the staff starting at the site the applicant will establish likely car parking requirements. The applicant will then be responsible for organising off-site car parking spaces to meet the needs of staff at the site. The current arrangement is for contract to be provided at Powerleague, which is located 350m from the site.
- 6.31 Public paid for car parking is available at other locations within a short walk from the Site, which could be used in the future should the need arise:
- Cakebread Street (65 spaces) – 300m
 - Higher Ardwick (120 spaces) – 650m
 - Baring Street (55 spaces) – 700m
- 6.32 Staff will be required by employment contract to park in the off-site location organised for them.
- 6.33 The applicant will periodically review staff parking requirements and will organise new spaces or a new parking location as required.

Staff Sustainable Car Measures

- 6.34 Table 6.6 shows the measures that will be used to sustainable vehicle use.

Initiative	Description
Promote Car Sharing	Car sharing will be promoted to staff.
Car Share Database	To set up a simple car share matching service.

Table 6.6: Sustainable Car Initiatives

- 6.35 Car sharing will be promoted as an alternative to single and low occupancy car trips. Car Sharing is a very effective way of reducing traffic and parking demand associated with a site. It also has the benefits of saving people money and allowing people to get to know each other.
- 6.36 The Travel Plan Co-ordinator will set up a simple car share database that can be used to match staff travelling to the site from similar locations.

7 Monitoring Plan

Baseline Travel Surveys

- 7.1 Baseline staff and student travel surveys will be undertaken within three months of occupation of the development.

Travel Plan Update

- 7.2 Once the surveys have been completed the Travel Plan will be updated and the updated report submitted to the Council within six months of occupation of the development.

Monitoring Travel Surveys

- 7.3 Monitoring travel patterns is an important tool in measuring the progress of the Travel Plan and success of the Plan in terms of meeting the declared objectives and targets.
- 7.4 Monitoring travel surveys will be undertaken biennially using the same methods as set out for the baseline travel surveys. Travel patterns will be monitored for a period of five-years, including the baseline surveys.

Monitoring Reports

- 7.5 Following each monitoring survey period, a short monitoring report will be issued to the Council upon request for discussion. The monitoring report will be issued within three months of completion of each survey period.
- 7.6 The results of each monitoring period will be used to review progress against the target mode shares.

Staff Car Parking Review

- 7.7 Prior to the start of every academic year the applicant will review staff parking arrangements and will ensure that sufficient car parking space is accommodated off-site to meet staff needs.

Student Pedestrian Route Review

- 7.8 As noted, the development will fund modifications to the highway network as part of the Section 278 works, though these are unlikely to be in place prior to first occupation of the development. A temporary strategy has been set out in this Travel Plan to manage access prior to the works being in place. This strategy and the route proposed will be reviewed prior to the start of subsequent academic years if the works are still not in place.

Targets

- 7.9 Targets are measurable goals against which the progress of the Travel Plan can be assessed. Targets should be SMART – Specific, Measurable, Achievable, Realistic and Time-Related.
- 7.10 A preliminary staff target of 5% reduction in single occupancy staff car trips has been set.
- 7.11 The targets for the site will be reviewed and fully confirmed once the baseline travel surveys have been undertaken.

8 Action Plan

- 8.1 The Action Plan summarises the measures set out in the Travel Plan, who will be responsible for delivering them and target timescales.

Theme	Element	Responsibility	Timescales
Management	Appoint Travel Plan Co-ordinator	School Management Team	Already achieved
	Support & Provide Funding	School Management Team	On-going
Monitoring/ Communications	Baseline Surveys	Travel Plan Co-ordinator	Within 3 months of occupation
	Update Travel Plan	Travel Plan Co-ordinator	Within 6 months of occupation
	Monitoring Travel Surveys	Travel Plan Co-ordinator	Every 2 years
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of travel survey
	Staff Parking Review	School Management Team	Prior to start of every academic year
	Temporary Student Pedestrian Access Strategy	School Management Team	Prior to start of every academic year until S278 works in place
	Council Travel Arrangement Confirmation	School Management Team	On occupation with periodic updates, as required
	Staff Travel Packs	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Student Handbooks/ Induction Meetings	Travel Plan Co-ordinator	Prior to start at school, on-going as required
	Email/Newsletter Updates	Travel Plan Co-ordinator	On occupation with periodic updates, as required
Infrastructure	Consented Section 278 Works & Cycle Parking	Contractor	In line with planning conditions
Active Travel	Promote Benefits, Safety Tips & Route Awareness	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Promote TfGM Cycle Training - Staff	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Cycle to Work Scheme	School Management Team	On occupation
	Temporary Student Pedestrian Access Strategy	Travel Plan Co-ordinator	Prior to start of every academic year until S278 works in place
Student Drop-off/Collection	Promotion of Drop-off Arrangements	School Management Team	On occupation
	Staggered Arrival/Departure Times	School Management Team	On occupation via communications strategy with periodic updates as required

Staff Public Transport	Promote Safety Tips & Route Awareness	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Ticketing Arrangements	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	Consider Season Ticket Loans	School Management Team	Within 12 months of occupation
Staff Car Parking	Establish Staff Requirements & Arrange Off-site parking	School Management Team	On occupation, reviewed annually
	Staff Contracts	School Management Team	Prior to start of work
	Periodic Review	School Management Team	Prior to start of every academic year
Staff Vehicles	Promote Car Sharing Benefits	Travel Plan Co-ordinator	On occupation via communications strategy with periodic updates as required
	Staff Car Share Database	Travel Plan Co-ordinator	Within 12 months of occupation

Table 8.1: Action Plan