SEND School
Roundthorn Industrial Estate
Wythenshawe
Travel Plan

260316/SK22532/TP01(-00)

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Project	Document	Rev	Description	Authorised by	Signed	Date
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1 Introduction

1.1 SK Transport Planning Ltd (SK) has been instructed by Witherslack Group Limited to prepare a Travel Plan for a SEND school at Vision House in the Roundthorn Industrial Estate in Wythenshawe. Vision House was granted in planning permission for its conversion to a SEND school in 2025 (ref: 143385/FO/2025).

1.2 The Travel Plan has been prepared for submission to discharge Condition 6, which reads as follows:

"6) Notwithstanding the Interim Travel Plan submitted, a comprehensive Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to the use hereby approved becoming operational. In this condition a Travel Plan means a document which includes:

1) The measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development;
2) A commitment to surveying the travel patterns of staff and customers during the first three months of use of the development and thereafter from time to time;
3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
5) Details of drop off and pick up arrangements for school pupils.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as Local Planning Authority for approval. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use."

1.3 This version of the Travel Plan has been prepared to discharge the first part of the planning condition. Within six months, as required, a revised Travel Plan will be submitted with the results of the required surveys.

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:

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"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."

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.

[1] Ministry of Housing, Communities & Local Government (2025), National Planning Policy Framework
[2] Ministry of Housing, Communities & Local Government (2014), Planning Practice Guidance
[3] Transport for Greater Manchester (2013), Transport for Sustainable Communities: A Guide for Developers
[4] Department for Transport (2007), Making Residential Travel Plans Work

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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.

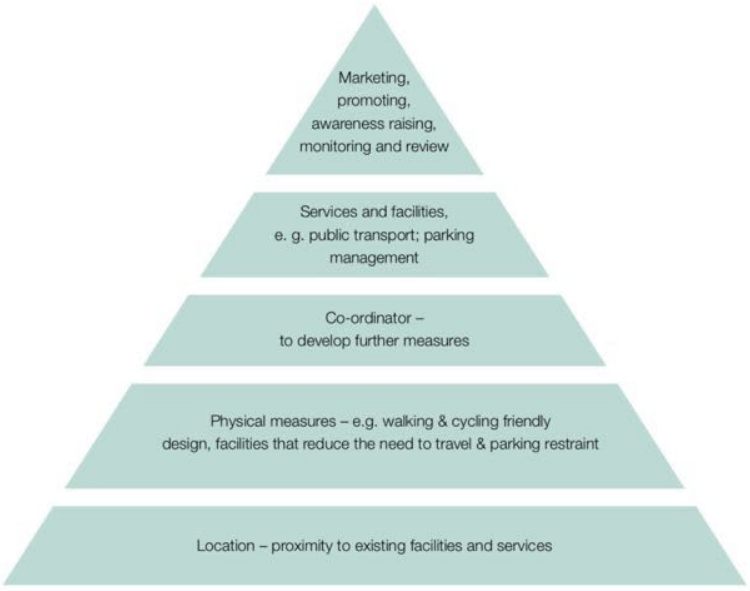


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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.

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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 provide travel information packs to new staff and parents/carers.
Objective 4:
To periodically evaluate the transport needs of staff and students.

3 Site Characteristics

Site Location

3.1 Figure 3.1 shows that the site is located in the Roundthorn Industrial Estate to the north of Wythenshawe Hospital and to the west of the centre of Wythenshawe. The site relates well to existing residential communities of Baguley, Brooklands, Newall Green, Timperley and Wythenshawe. It is also well located in relation to access to bus and tram services.

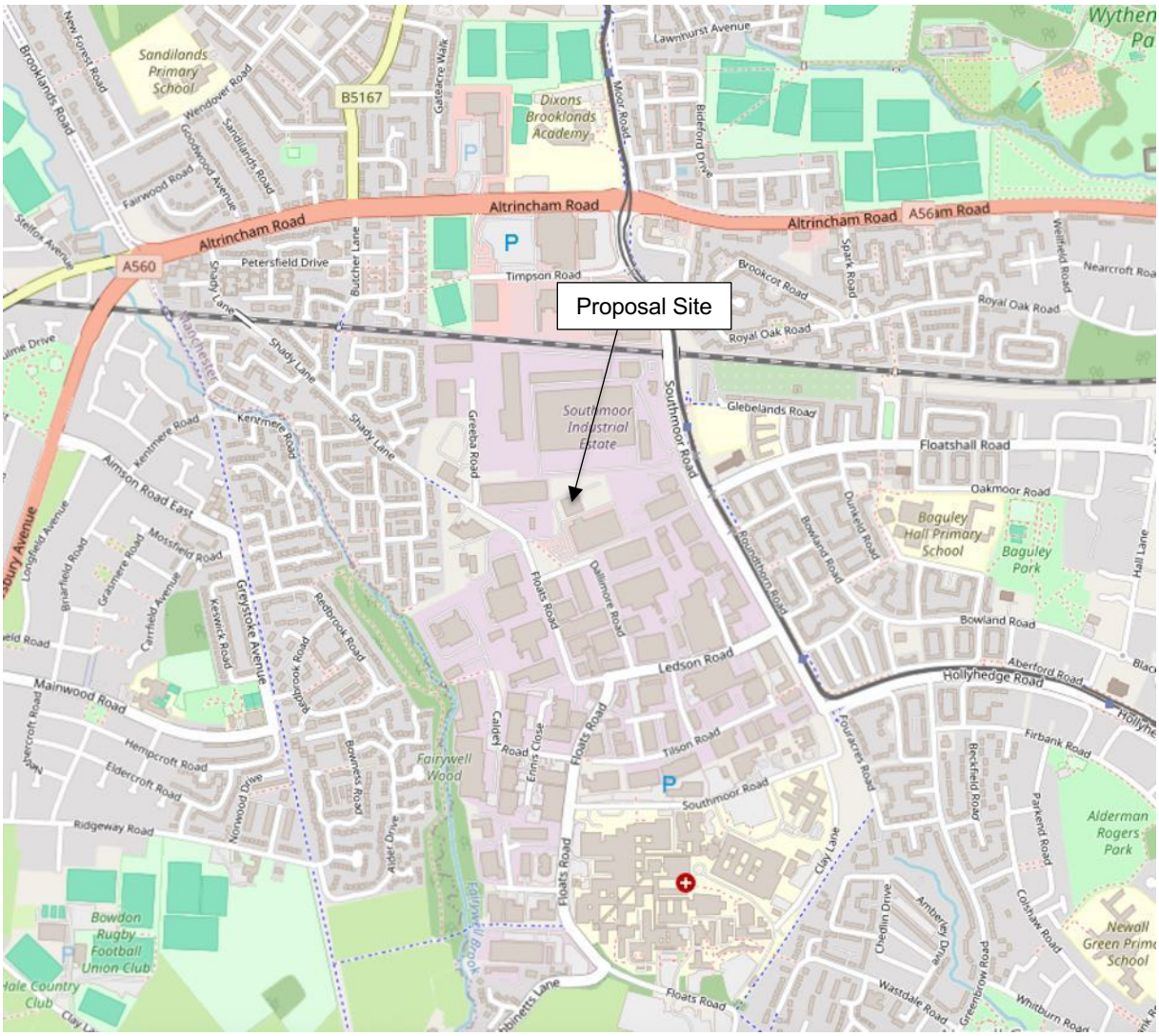


Figure 3.1: Site Location
[source: OpenStreetMap Foundation licensed under the Open Database License]

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Local Transport Network

3.2 Pedestrian and vehicle access to the site is provided from Floats Road. Floats Road is an estate road that provides access to the premises in the Industrial Estate. To the north of the site is a cul-de-sac arrangement with no vehicle through route to the wider network. A traffic free pedestrian route is provided from Floats Road (N) through to Shady Lane. The pedestrian route is lit.

3.3 To the south of the site Floats Road meets Ledson Road and Floats Road (S). Travelling east on Ledson Road provides access to Southmoor Road and areas to the north and south of the site. Travelling south on Floats Road (S) provides access to the hospital, areas to the southeast and west of the site, and the M56.

3.4 Ledson Road and Floats Road (S) have a 2m wide footway on at least one side of the road. Ledson Road is a bus route corridor. Ledson Road, Floats Road (N) and Floats Road (S) are all signed cycle routes.

Traffic Regulation Orders

3.5 The roads in the vicinity of the site are subject to Traffic Regulation Order (TRO) controls in the form of double yellow lines and single yellow lines. There are gaps in the TRO controls where street parking is permitted.

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]

[5] https://tfgm.pindarcreative.co.uk

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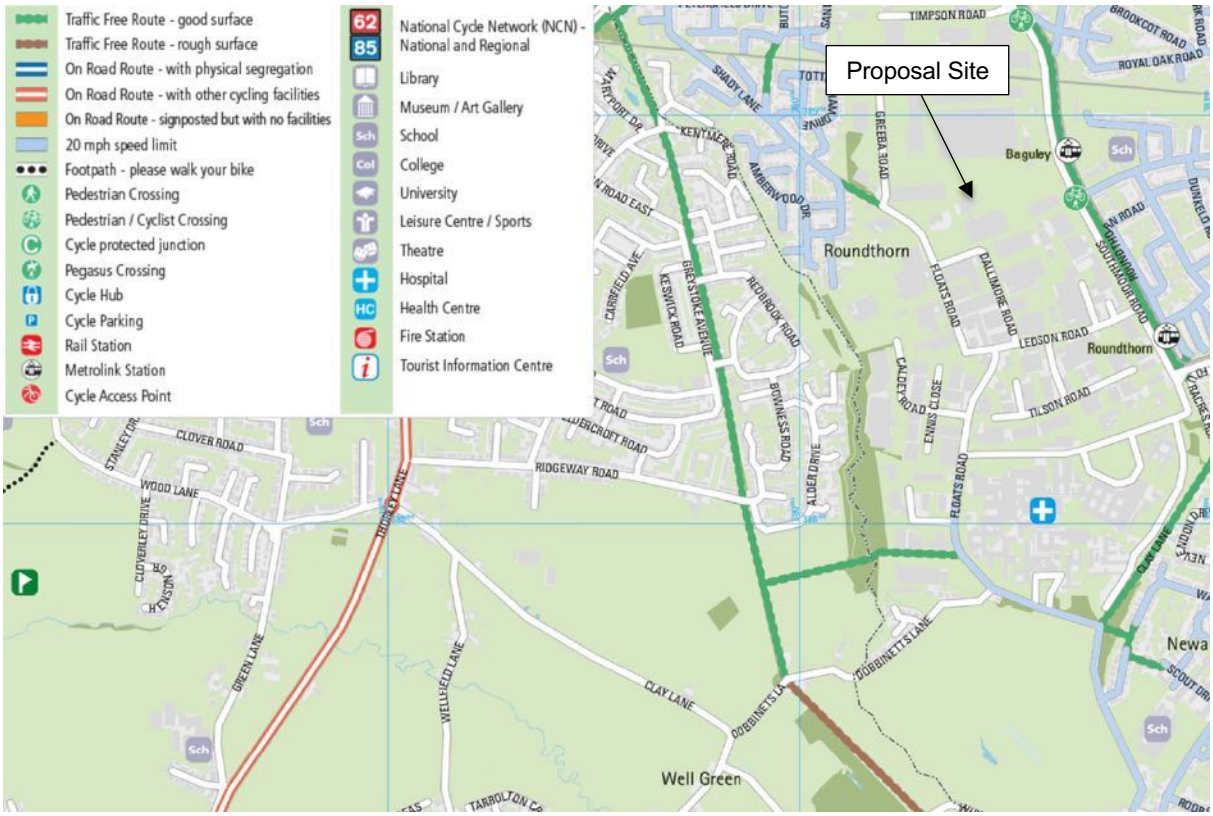


Figure 4.1: Cycle Network
[source: Transport for Greater Manchester]

4.2 As noted earlier, the site is served by 2m wide footways on Floats Road and Ledson Road. Uncontrolled crossings are in place at the site access and at the junction of Southmoor Road/Ledson Road. Controlled crossings (toucans) are in place on Southmoor Road.

4.3 Figure 2.2 shows a traffic free cycle route is in place on Southmoor Road to the east of the site and that Floats Road to the north and south of the site is traffic calmed providing a connection to the wider network.

Public Transport Routes

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

[6] https//tfgm.com/maps

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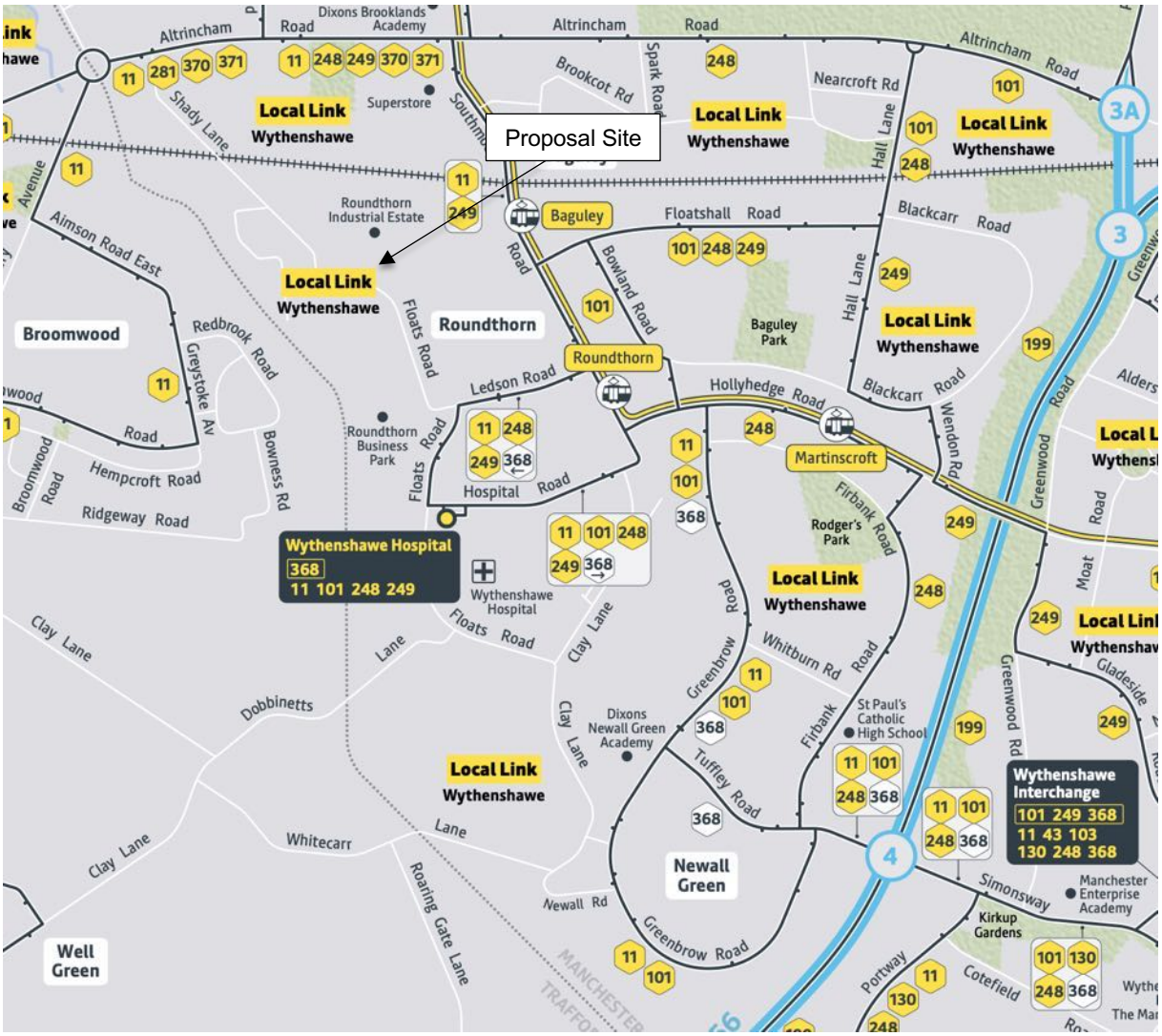


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

4.5 The site is served by buses stopping on Ledson Road, 450m/six-minute walk to the south of the site. Table 4.1 provides a summary of the bus routes serving these stops.

Routes		Frequency (buses per hour)		
		AM Peak	Daytime	PM Peak
11	Altrincham - Gatley - Cheadle - Stockport	3	3	3
248	Eccles – Trafford Park – Sale – Airport	1	1	1
249	Altrincham – Sale – Northern Moor – Wythenshawe	2	2	2
368	Stockport – Edgeley – Cheadle Hulme – Wythenshawe	Evening Only		

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

4.6 Figure 4.3 shows the tram network.[7] The site is also located within 900m/11-minute walk of tram services stopping at Roundthorn tram stop. The Roundthorn stop sits on the Airport Line and is served by a tram every 12 minutes (each way).

[7] https://tfgm.com/public-transport/tram/network-map

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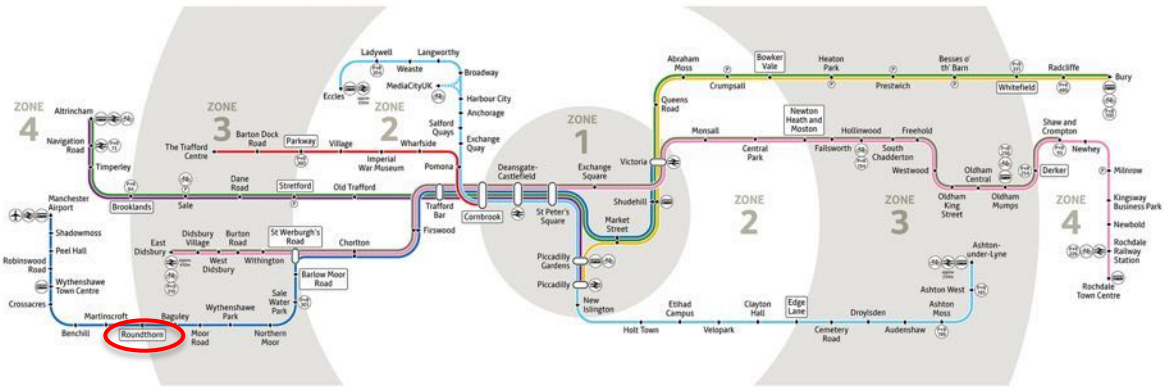


Figure 4.3: Tram Network
[source: Transport for Greater Manchester]

Accessibility Assessment

4.7 Manual for Streets (MfS) states that "…walking offers the greatest potential to replace short car trips, particularly those under 2km."[8]

4.8 Figure 4.4 shows a 2km walking catchment from the site which represents the distance that staff and students could reasonably be expected to walk.

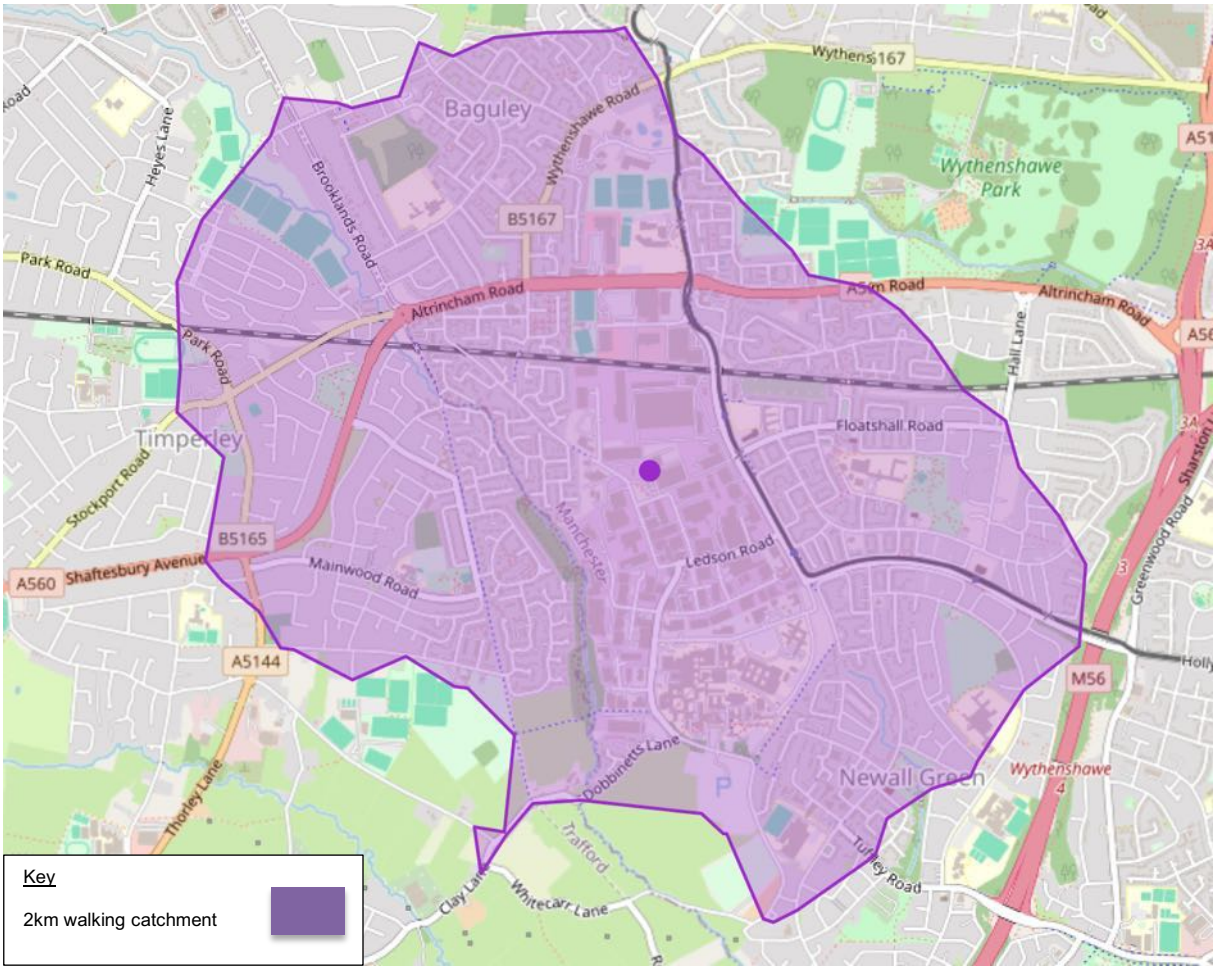


Figure 4.4: Walking Catchment
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

[8] Department for Transport *et al* (2007), Manual for Streets

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4.9 Figure 4.4 shows that the site is located within a 2km walk of Baguley, Timperley, Newall Green and Wythenshawe. Staff living within this catchment could be reasonably expected to walk to work. Students living within this catchment will also be encouraged to walk, subject to their specific needs.

4.10 LTN1/20 advises that the majority of cycling trips are 5 miles (8km) in length and that this is a distance that is achievable for most people.[9] Sustrans states that a general rule of thumb a distance of 8km represents a 30-minute cycle time.[10] A 15-minute cycle time has also been considered, which Sustrans states represents a circa 3.5km distance based on an average cycle speed of 14kph.[11] Figure 4.5 shows 15-minute and 30-minute cycle isochrones.

4.11 Figure 4.5 shows that Wythenshawe, Northen Moor, Timperley and Baguley can be reached in a 15-minute cycle time. Sale, Cheadle and Altrincham can be reached in a 30-minute cycle time.

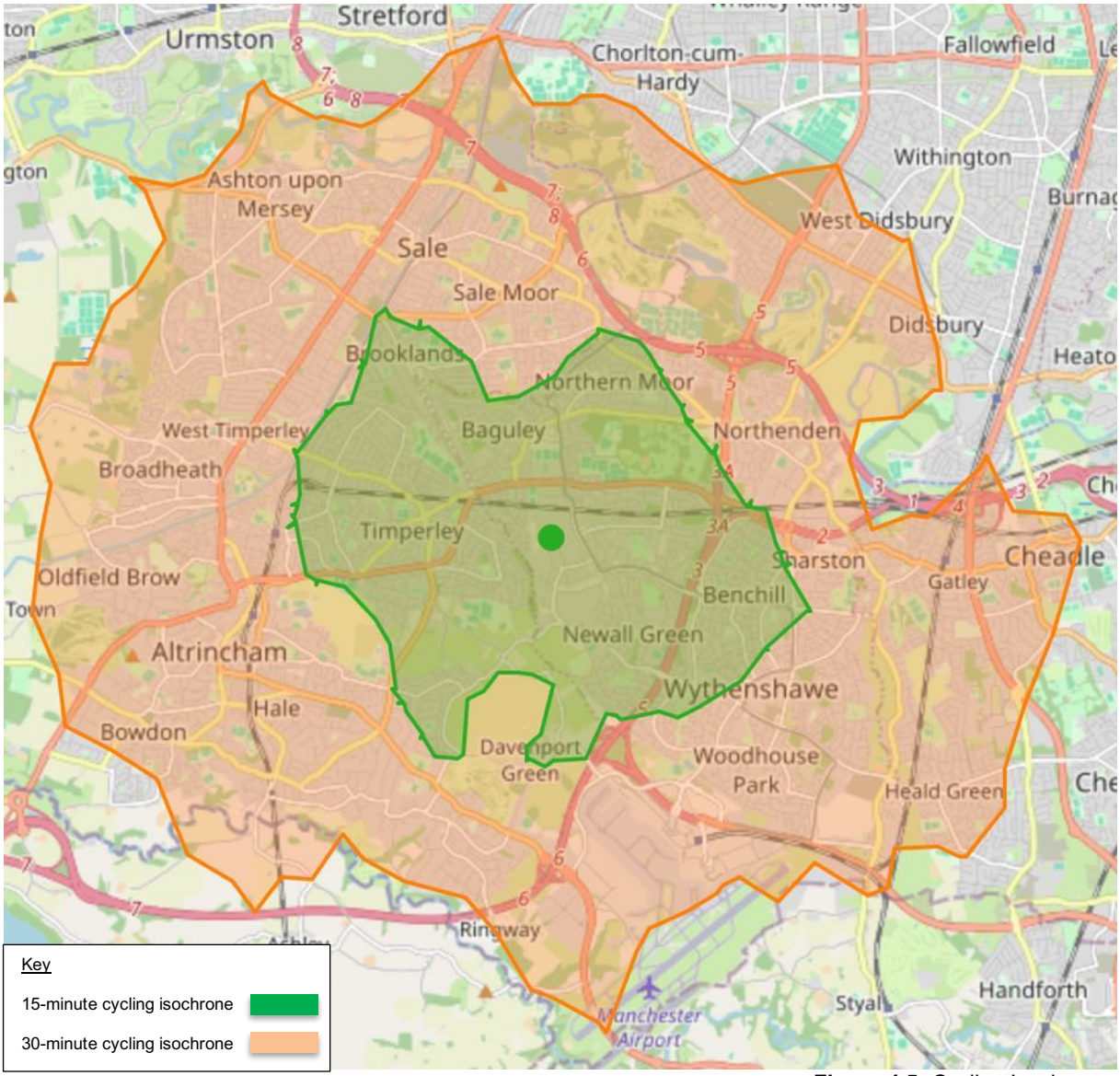


Figure 4.5: Cycling Isochrones
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

[9] Department for Transport (2020), Cycle Infrastructure Design (LTN1/20)
[10] https://www.sustrans.org.uk/our-blog/get-active/how-to-start-cycling-to-work/
[11] Sustrans (2019), Transforming Cities – The Potential of Everyday Cycling

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4.12 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.[12] 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.

4.13 The site has a GMAL of 6, which is a good level of accessibility in a suburban area.

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:

- Management of car and cycle parking areas.
- Maintenance of on-site walking routes.
- 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:

Rupert Litherland

rupert.litherland@witherslackgroup.co.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.

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 new staff.
- Updating Travel Plan materials, including website travel pages and travel noticeboards.
- Providing regular updates on any changes to local services.
- Promoting travel campaigns to staff, students, and parents/carers.
- Monitoring and surveying staff 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.

[12] https://www.gmtu.gov.uk/gmbusroute/GMAL%20Calculation%20Guide.pdf

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6 Measures Toolkit

Infrastructure Measures

6.1 The consented layout is attached as Appendix A.

6.2 The assessment submitted with the planning application was based on a school capacity of 100 students. Witherslack Group Ltd has advised that the school is expected to be occupied by 72 students.

6.3 Vehicular access is provided from the existing junction on Floats Road. The consent requires no modifications to the site access junction as it already has tactile paving and dropped kerbs.

6.4 The footway within the site will be widened to 1.5m to provide a continuous connection between the site access and the building, a new crossing point will be provided close to the building.

6.5 The consented layout shows a total of 84 car parking spaces, including 14 student car drop-off spaces, four mini-bus spaces, three accessible, two visitor spaces, 54 staff spaces and seven spaces that are not required to serve the development.

6.6 A cycle store is provided with 12 spaces.

Communication Measures

6.7 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.

6.8 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.

6.9 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.
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.
Local & National Campaigns	Promotion of local and national travel campaigns.

Table 6.1: Communications Initiatives

6.10 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 bus/tram routes and frequencies.
6. Information on bus/tram ticketing arrangements.
7. Details of any site or local travel campaigns/initiatives.

6.11 A draft travel pack is attached as Appendix B.

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6.12 The Travel Plan Co-ordinator will be responsible for making sure the travel packs are kept up to date.

6.13 The following resources will be promoted for use by staff:

- TfGM journey planning software[13]
- Bee Active School Run software[14]
- Plot A Route walking route software[15]
- Public transport maps[16]
- Active Travel route software[17]
- Walking and cycling route maps[18]
- Links to Google Play[19] and Apple Store[20] Bee Network app

6.14 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.

6.15 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.

6.16 The Travel Plan Co-ordinator will promote local and national travel campaigns, such as the events shown in Table 6.2.

Initiative	Date	Details	Contact
National Walking Month	May	Living Streets' initiative to encourage people to take to their feet	www.livingstreets.org.uk
Walk to Work Week	May	Raising awareness of benefits for walking to school and work	www.livingstreets.org.uk
Work Wise Week/National Work from Home Day	May	Raising awareness of smarter working amongst employees and employers	www.workwiseuk.org
Bike Week	June	Promoting how cycling can be part of everyday life	www.bikeweek.org.uk
Cycle to Work Day	Sept	Aims to encourage everyone to take two wheels to work for just one day	www.cycletoworkday.org
World Car Free Day	Sept	Encourage people to live a day without using their cars	www.worldcarfree.net
Road Safety Week	Nov	Annual community event aimed at inspiring people to promote road safety	www.roadsafetyweek.org.uk
GM Walking Festival	Oct	A walking festival promoted by TfGM with new routes promoted across Greater Manchester for all ability levels	https://gmwalking.co.uk/festival/

Table 6.2: Example Travel Campaigns

[13] https://tfgm.com/plan-a-journey
[14] https://beeactive.tfgm.com/the-school-run/
[15] https://www.plotaroute.com
[16] https://tfgm.com/maps
[17] https://beeactive.tfgm.com
[18] https://tfgm.pindarcreative.co.uk
[19] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[20] https://apps.apple.com/gb/app/bee-network/id1669705230

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Active Travel Measures

6.17 Table 6.3 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.
Parent/Carer Information	Route information to be provided to parents/carers prior to student start at the site.

Table 6.3: Active Travel Initiatives

6.18 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.**
  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.

6.19 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.

6.20 The Travel Plan Co-ordinator will provide walking and cycling safety tips by providing staff and parents/carers with resources provided by TfGM[21], GMWalking[22], Walk Wheel Cycle Trust[23] and Cycling UK[24].

6.21 TfGM provides cycle training sessions for adults and this scheme will be promoted to staff.[25]

6.22 The operator will introduce a Cycle to Work scheme to help staff to purchase a bike.

6.23 Information will be provided to parents/carers who are going to use active travel to access the site with students prior to the student starting at the school.

Staff Public Transport Measures

6.24 Table 6.4 shows the measures that will be used to encourage site users to travel more actively.

[21] https://beeactive.tfgm.com
[22] https://gmwalking.co.uk
[23] https://www.walkwheelcycletrust.org.uk
[24] www.cyclinguk.org/
[25] https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/

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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.

Table 6.4: Public Transport Initiatives

6.25 The Travel Plan Co-ordinator will provide information on local public transport routes to staff.

6.26 The Travel Plan Co-ordinator will make sure that all staff are aware of ticketing arrangements available using information from TfGM ticketing information.[26] For example, the following ticketing incentives are currently offered in Greater Manchester:

- Bus Travel[27]
  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[28]
  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.

6.27 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.

Student Shared Transport/Taxi Measures

6.28 The travel arrangements for students attending the site are set by the Council. These arrangements are currently unknown but can be provided in the next version of the Travel Plan following occupation of the development, where necessary.

Student Drop-off Measures

6.29 Table 6.5 shows the measures that will be used to accommodation student drop-off/collection movements.

[26] https://tfgm.com/tickets-and-passes/find-a-ticket
[27] https://tfgm.com/get-on-board
[28] https://tfgm.com/tickets-and-passes/ways-to-pay/smart-card

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Initiative	Description
Drop-off Zone	The layout provides a dedicated drop-off/collection zone
Promotion	Drivers will be provided with information on drop-off/collection arrangements.
Staggered Arrivals/Departures	Staggered arrivals/departures times will be used to allow management of the drop-off zone.

Table 6.5: Student Drop-off Initiatives

6.30 The layout provides 14 car drop-off spaces and four minibus spaces. People dropping off and collecting students will be required to use the drop-off zone within the site. The gate will be opened during arrival and departure periods to accommodate this.

6.31 Parents/carers and minibus/taxi drivers will be provided with information on the drop-off arrangements.

6.32 Staggered arrival and departure times will be used to allow efficient use of the drop-off zone. This will be regularly reviewed with the school to ensure that an effective and efficient means of drop off and pick up is being enabled on site.

Staff Vehicle Measures

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

Initiative	Description
Car Share Database	To set up a simple car share matching service.

Table 6.6: Sustainable Car Initiatives

6.34 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.

6.35 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 As required by the planning condition baseline staff and student travel surveys will be undertaken within three months of occupation of the development.

7.2 Staff travel surveys will be undertaken using an online survey form, a draft of which is attached as Appendix C.

7.3 Student travel arrangements will be known by the school and this information will be provided to the Council as part of the survey process.

Travel Plan Update

7.4 Once the surveys have been completed the Travel Plan will be updated and the updated report submitted to the Council.

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Monitoring Travel Surveys

7.5 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.

7.6 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

7.7 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.

7.8 The results of each monitoring period will be used to review progress against the target mode shares.

Monitoring Strategy Summary

7.9 Table 7.1 provides a summary of the monitoring mechanisms that will be used as part of the Travel Plan.

Exercise	Key Information	Frequency	Responsibility
Baseline Surveys	Data to be used to establish baseline trip patterns	Within 3 months of occupation	Travel Plan Co-ordinator
Update Travel Plan	Set out mode share, targets, and any changes proposed to the Plan	Within 6 months of occupation	Travel Plan Co-ordinator
Monitoring Surveys	Data to be used to establish progress of the Plan and review success of measures	Every 2 years	Travel Plan Co-ordinator
Preparation of Monitoring Report	Set out mode share, targets, and any changes proposed to the Plan	3 month after each survey end	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Targets

7.10 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.

7.11 A preliminary staff target of 5% reduction in single occupancy car trips has been set.

7.12 It is difficult to set a quantifiable target for students as the mode of travel will be dictated by the Council. It is considered more appropriate to set an output target, which is to ensure that parents/carers are provided with the resources regarding Council travel arrangements for the site.

7.13 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.

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Theme	Element	Responsibility	Timescales
Management	Appoint Travel Plan Co-ordinator	School Management Team	Already achieved
	Support & Provide Funding	School Management Team	On-going
Monitoring	Baseline Surveys	SK	Within 3 months of occupation
	Update Travel Plan	SK	Within 6 months of occupation
	Monitoring Surveys	Travel Plan Co-ordinator	Every 2 years
	Monitoring Reports	Travel Plan Co-ordinator	Within 3 months of survey
	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
	Local/National Campaigns	Travel Plan Co-ordinator	On occupation and in line with annual programmes
	Email/Newsletter Updates	Travel Plan Co-ordinator	On occupation with periodic updates, as required
Infrastructure	Consented Pedestrian Route, Cycle Parking & Parking Spaces	Contractor	On occupation
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	Within 12 months of occupation
	Parent/Carer Active Travel Information	Travel Plan Co-ordinator	On occupation with periodic updates, as required
Student Shared Transport/Taxi	Confirmation of Travel Arrangements for Students	School Management Team/Local Authority	On occupation with periodic updates, as required
Student Drop-off/Collection	Provision of Drop-off Zone	Contractor	On occupation
	Promotion of Drop-off Arrangements	Travel Plan Co-ordinator	On occupation with periodic updates, as required
	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

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	Ticketing Arrangements	Travel Plan Co-ordinator	On occupation with periodic updates, as required
Staff Vehicles	Consider Staff Car Share Database	Travel Plan Co-ordinator	Within 12 months of occupation

Table 8.1: Action Plan

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Appendix A

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Staff Travel Pack

Why are we introducing a Travel Plan?

A Travel Plan is a strategy document that is put together to help promote sustainable and active travel modes and help to reduce single occupancy car trips. Travelling actively and sustainably provides the following benefits:

For your body:

- A 20-25 minute brisk walk daily can add 7 years to your life.
- A moderate cycle ride can burn 400 calories per hour.
- Boosts your immune system.

For your mind:

- Walking and cycling releases endorphins, putting you in a better mood and can reduce anxiety.
- Daily walks can improve your memory and the way your mind works.
- A nice walk can help you sleep better, giving you more energy during the day.

For a better place to live:

- 250 million car trips every year in Greater Manchester are less than 1km – that's a 10 minute walk or 4 minute cycle.
- Air pollution is linked to a range of serious health conditions and contributes to early deaths across the region.
- Active modes remove cars from our roads, helping clean our air and making a more attractive place for people.

For your pocket and time:

- Not only will you spend less on petrol, you might also save money on gym or fitness centre fees, leaving you with more cash in your pocket.
- By the time you've sat in your car in crawling traffic it's often quicker by foot or on your bike.

Travel Plan Co-ordinator

We have appointed a Travel Plan Co-ordinator who will be your main point of contact for all things travel related. Please talk to the management team and they will provide contact details.

The Travel Plan Co-ordinator can help you plan how you can travel to work and provide advice on the routes and services available to you.

Getting going

TfGM maintains a journey planner - **https://tfgm.com/plan-a-journey** - that allows you to explore the different travel options available to you. It includes public transport times and active travel options.

You can also use the following to get live journey time updates - **https://tfgm.com/travel-updates** - and travel alerts - **https://tfgm.com/travel-updates/travel-alerts**.

You can download the phone app by searching for 'Bee Network' in the Apple Store (**https://apps.apple.com/gb/app**) or Google Play (**https://play.google.com/store/games**).

Walking & Cycling

The Bee Network is TfGM's vision for an integrated transport system which will join together buses, trams and trains as well as walking and cycling.

Tips and information on walking and cycling yourself happy can be found here - **https://beeactive.tfgm.com/walking/** and here - **https://beeactive.tfgm.com/cycling/**.

You can plan your travel around the active travel options in your area here - **https://beeactive.tfgm.com/schemes-near-me/** and **https://www.plotaroute.com** - and find walking and cycling maps here - **https://tfgm.pindarcreative.co.uk**.

Free cycle training sessions are available from TfGM for different levels, including one-to-one coaching for building more confidence. These can be organised here - **https://beeactive.tfgm.com/cycling/courses-and-bike-maintenance/** .

If you want to try cycling to before you commit to buying a bike of your own you can use TfGM's Bike Library lending scheme - **https://beeactive.tfgm.com/cycling/bike-libraries/** or you could hop on a Beryl Bike which is active in this area - **https://beeactive.tfgm.com/cycle-hire**

These websites provide useful tips on cycling safely and equipment that you may need:

www.cyclinguk.org/

www.sustrans.org.uk/

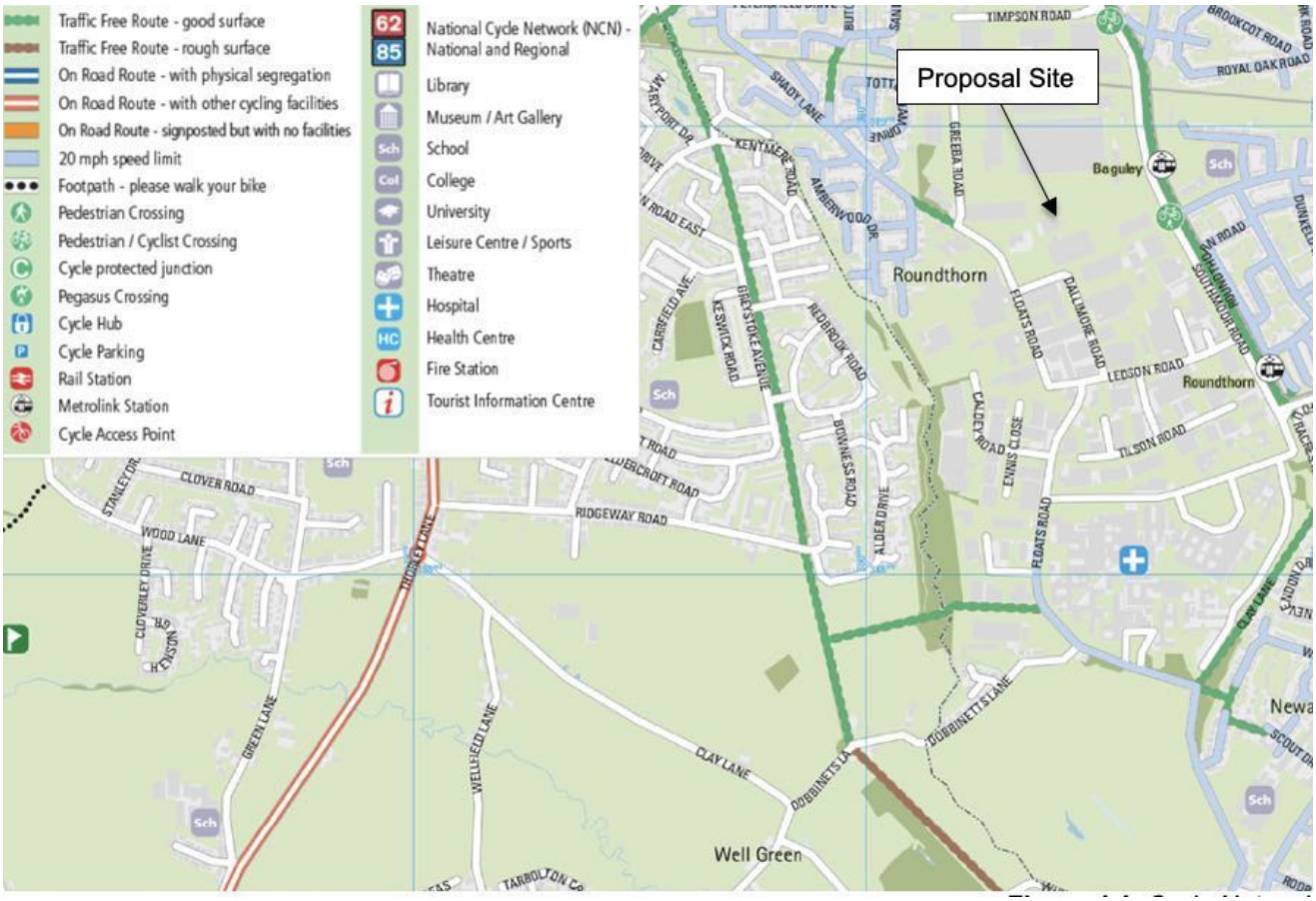
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Staff Travel Pack

Challenge Yourself!

If you fancy a challenge you could use the NHS Active 10 tracker app to set daily walking challenges - **https://www.nhs.uk/better-health/get-active/** - join TfGM's 10 for 10 Challenge - **https://beeactive.tfgm.com/10-for-10/** - or you can log your cycle mileage and compete with other cyclists in the area here - **https://www.lovetoride.net/gm**.

Cycle Map



Public Transport

You can plan your journey here - **https://tfgm.com/plan-a-journey** - or by using the Bee Network phone app. If you would need live route information this can be found here - **https://tfgm.com/travel-updates**.

Various cost effective ticket options are available and information on these can be found here - **https://tfgm.com/tickets-and-passes/find-a-ticket**.

The following bus and tram ticketing option incentives are currently offered in Greater Manchester:

- **Bus Travel**

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**

The Clipper ticket provides 10 days travel for the price of 9 with journeys that can be taken over 56 days.

Weekly Contactless payments are capped at £31 even if you travel in all zones.

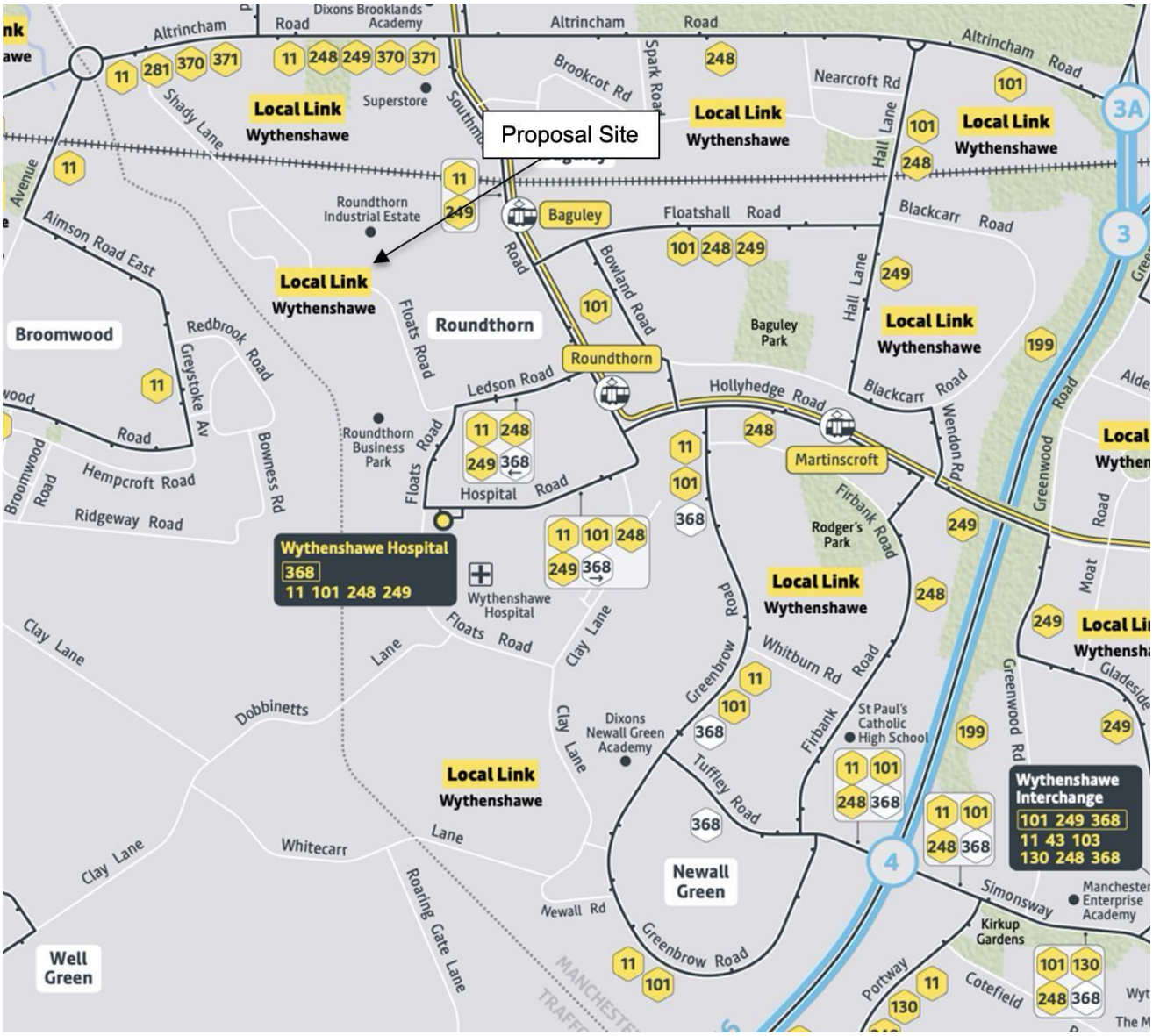
Public Transport

The public transport network serving the site is shown below. The nearest bus stops to the site are located on Ledson Road (6 minute walk). The table shows bus frequencies from the stops on Ledson Road.

Routes		Frequency (buses per hour)		
		AM Peak	Daytime	PM Peak
11	Altrincham - Gatley - Cheadle - Stockport	3	3	3
248	Eccles – Trafford Park – Sale – Airport	1	1	1
249	Altrincham – Sale – Northern Moor – Wythenshawe	2	2	2
368	Stockport – Edgeley – Cheadle Hulme – Wythenshawe	Evening Only		

The nearest tram stop to the site is Roundthorn (11 minute walk). Roundthorn tram stop sits on the Airport Line and services operate with an average frequency of every 12 minutes.

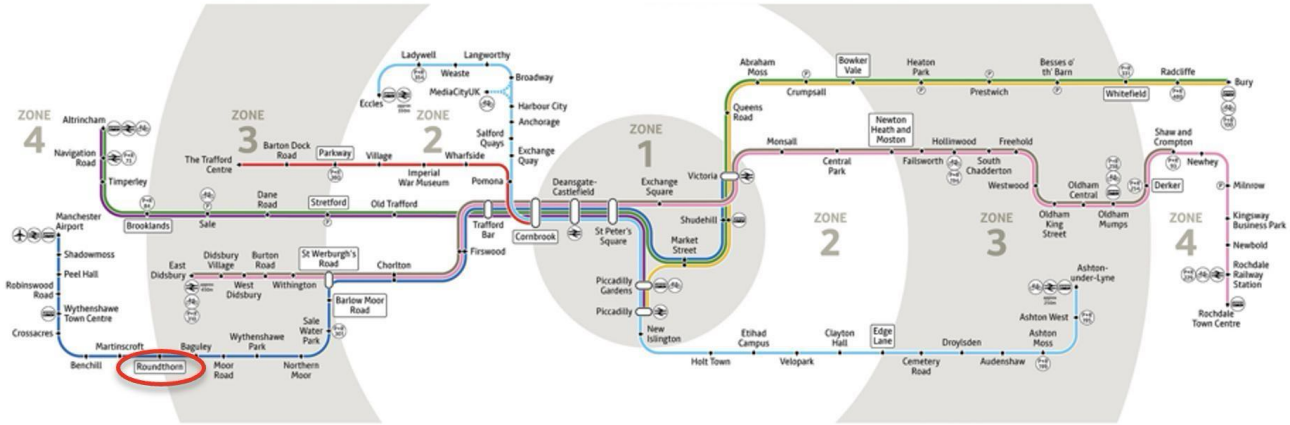
Information on tram services can be found here - **https://tfgm.com/public-transport/tram/network-map**. A plan showing the tram network is shown overleaf.



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Staff Travel Pack

Tram Network



Car Sharing

Car sharing is recognised as a method of achieving sustainable car use and is a good means of encouraging behaviour change for people that need to use their car or are not able for other reasons to travel by public transport or active travel.

Car sharing benefits include:

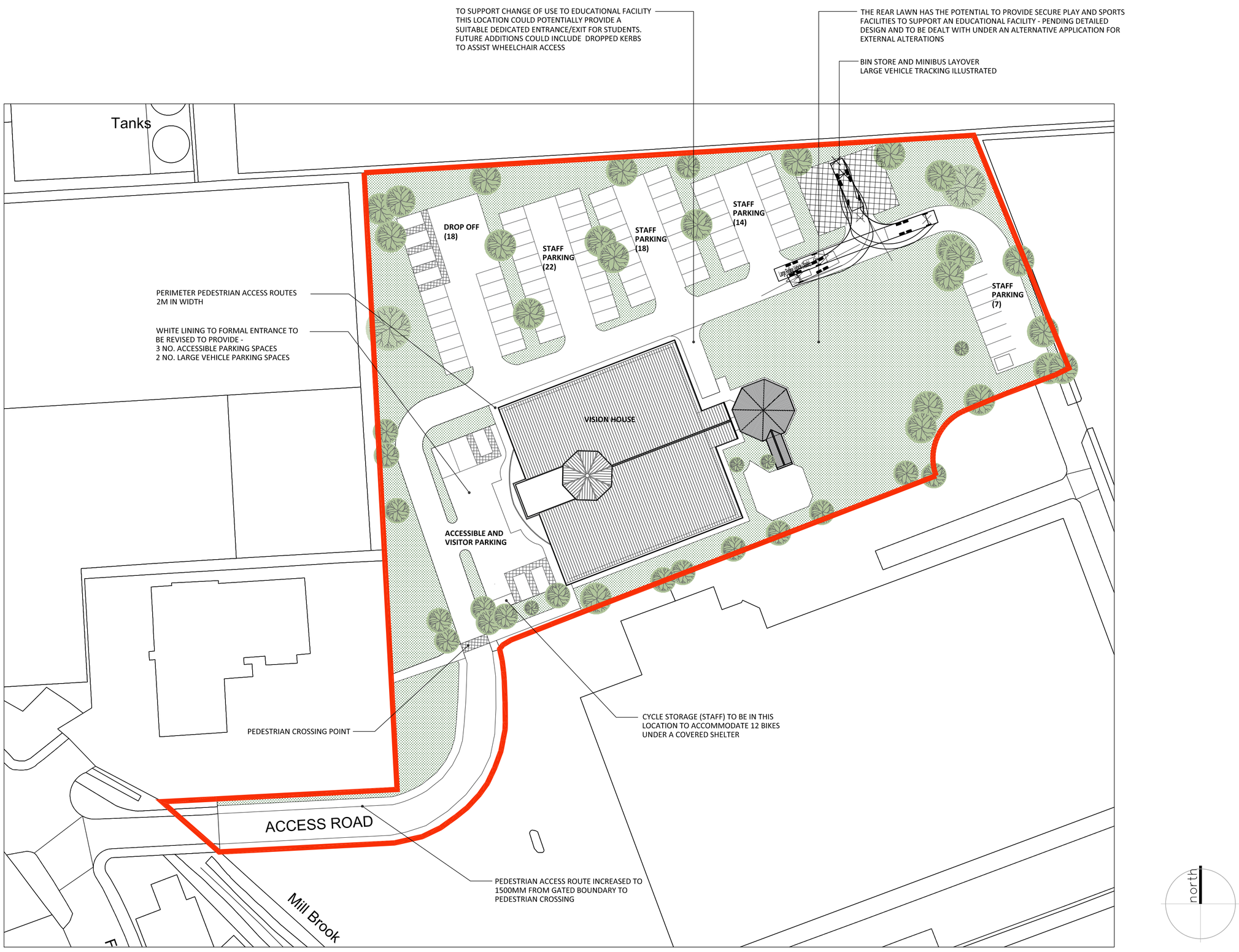
- Saving money by sharing the cost of your commute with another person.
- Shared journeys are less stressful and introduce like-minded sharers to make new friends.
- Reduce the per person carbon emissions of your commute.

If you would like to try car sharing you can organise this here - **https://liftshare.com/uk/** - or discuss with the Travel Plan Co-ordinator who may be able to help you to find someone to car share with that works at the site.

Cycle to Work Scheme & Public Transport Season Ticket Loans

TBC

Appendix B



PROPOSED SITE PLAN

SCALE 1:500

Appendix C

School Mode Share Survey

Staff Travel Survey

We are conducting a short Staff Travel Survey to understand how you currently travel to work and to collect other information on things that may affect your travel arrangements. The data we collect will be used to help develop an accurate Travel Plan for the school.

The survey should take a couple of minutes of your time and all of the information you provide will be treated confidentially and will only be used for the Travel Plans.

Thank you for your support.

1. Please provide your home postcode

2. Do you work in a teaching or an enabling / support role?

- ◯ Teaching Role
- ◯ Enabling / Support Role

3. Do you work full time or part time?

- ◯ Full time
- ◯ Part time

4. What days of the week do you normally work? [Please tick all the days that apply to you]

- ☐ Monday
- ☐ Tuesday
- ☐ Wednesday
- ☐ Thursday
- ☐ Friday

5. What time do you usually arrive at work?

- ◯ Before 8am
- ◯ 8am to 9am
- ◯ 9am to 10am
- ◯ After 10am

6. What time do you usually leave work?

- ◯ Before 4pm
- ◯ 4pm to 5pm
- ◯ 5pm to 6pm
- ◯ After 6pm

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7. How do you usually travel to work? [Please tell us the mode you use for the majority of your journey]

- ◯ Car (as driver on your own)
- ◯ Car (as driver with passengers)
- ◯ Car (as passenger, such as sharing with someone else that drives to the school or dropped off by someone who doesn't work at the school)
- ◯ Bus
- ◯ Tram
- ◯ Other (please specify)

- ◯ Train
- ◯ Cycle
- ◯ Foot
- ◯ Motorbike or other powered two-wheeler
- ◯ Taxi

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