Green Independent School

Old School House

Thirsk Street, Ardwick

Interim Travel Plan

260626/SK225103/TP01(-01)

SK Transport Planning Ltd
Albion Wharf, Manchester, M1 5LN
0161 234 6509
info@sktransport.co.uk
sktransport.co.uk

Contents

		Page
1	Introduction	1
2	Travel Plan Process	1
3	Site Characteristics	4
4	Sustainable Connectivity	5
5	Management Structure	7
6	Measures Toolkit	8
7	Monitoring Plan	13
8	Action Plan	14

Appendices

A	Staff Travel Packs
B	Section 278 Works
C	Survey Questionnaire

Project	Document	Rev	Description	Authorised by	Signed	Date
SK225103	TP01	00	Working Draft	L Speers	LGS	26/06/2026
SK225103	TP01	01	Submission	L Speers	LGS	26/06/2026

© SK Transport Planning Ltd 2026. All Rights Reserved.

1 Introduction

1.1 SK Transport Planning Ltd (SK) has been instructed by Green Independent School to prepare a Travel Plan for a proposed SEND school at 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 was granted permission to allow the use of the building to a SEND school in 2026.This report has been prepared to discharge the first part of Condition 4 and all of Conditions 9 and 10 attached to the planning permission. These relate to the Travel Plan, Staff Car Parking Strategy (Measure 6 in Section 6) and Temporary Pedestrian Access Strategy (Measure 3 in Section 6).

1.3 Conditions 4, 9 and 10 read as follows:

4) Notwithstanding details 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 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.

9) Notwithstanding details submitted, prior to the use hereby approved commencing, a detailed staff car parking strategy shall be submitted to and agreed by the City Council as Local Planning Authority. The development shall only be implemented in accordance with the agreed details and retained thereafter.

10) Prior to the commencement of the use hereby approved, and until such time as the approved off-site highway works have been fully implemented, details of a temporary pedestrian access strategy shall be submitted to and approved in writing by the Local Planning Authority. The use shall only operate in accordance with the approved temporary pedestrian access strategy.

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:

© SK Transport Planning Ltd 2026. All Rights Reserved.

"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. 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.

[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

© SK Transport Planning Ltd 2026. All Rights Reserved.

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.

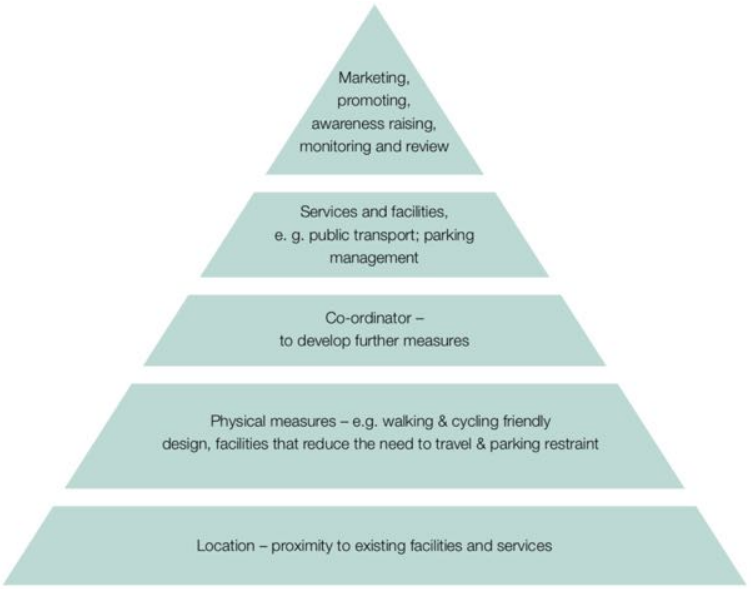


Figure 2.1: Travel Plan Pyramid
[source: Department for Transport]

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.

Objectives

2.16 The objectives of the Travel Plan are to:

Objective 1:
To adopt measures to meet the defined aims.

© SK Transport Planning Ltd 2026. All Rights Reserved.

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.

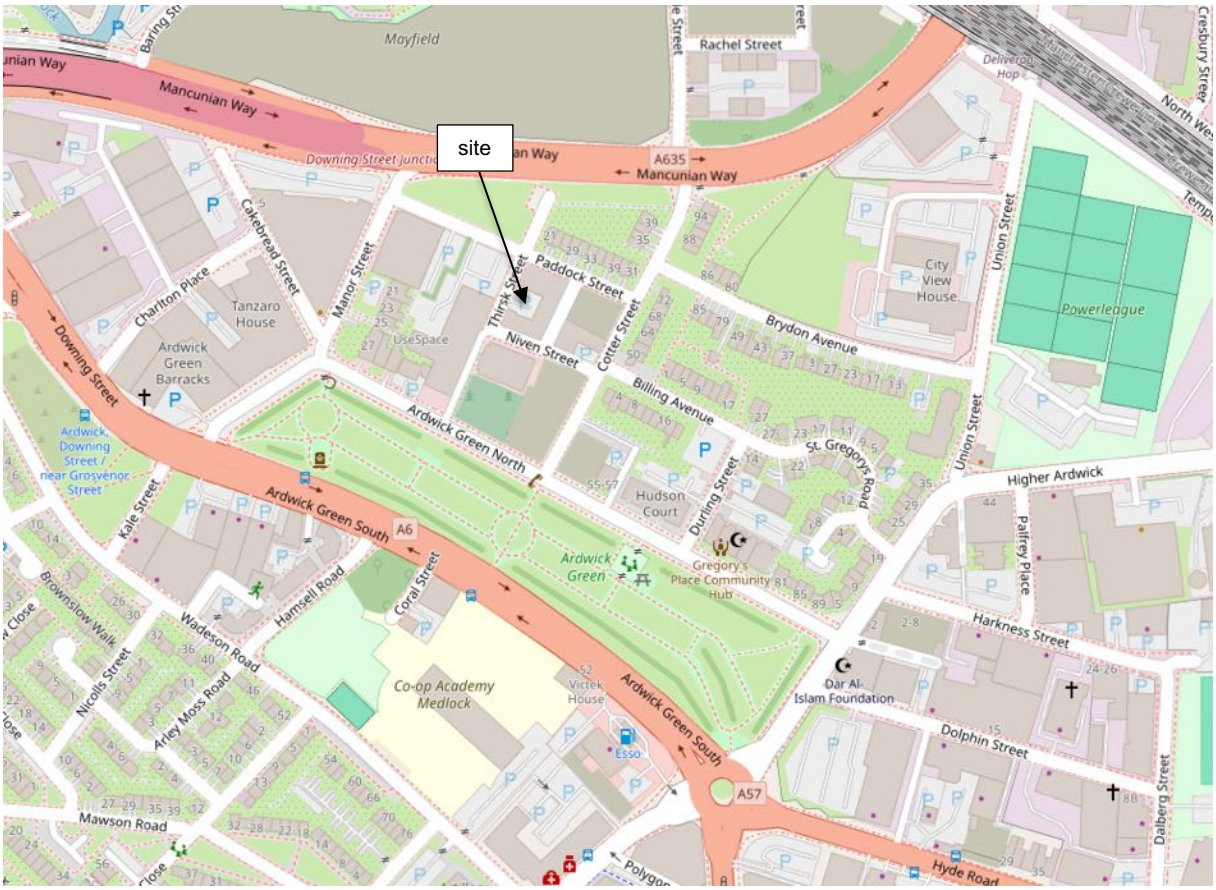


Figure 3.1: Site Location
[source: ISO4app and OpenStreetMap Foundation licensed under the Open Database License]

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+).

© SK Transport Planning Ltd 2026. All Rights Reserved.

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]

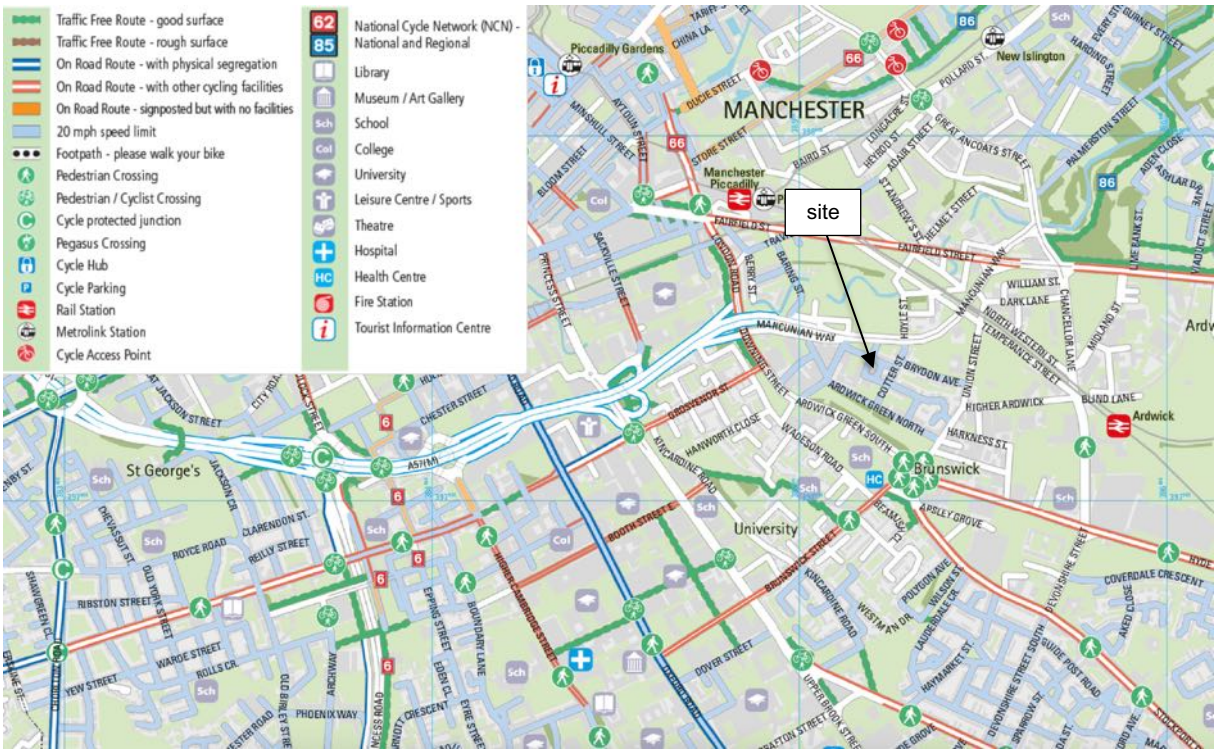


Figure 4.1: Active Travel Network
[source: Transport for Greater Manchester]

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.

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

© SK Transport Planning Ltd 2026. All Rights Reserved.

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.

Public Transport Routes

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

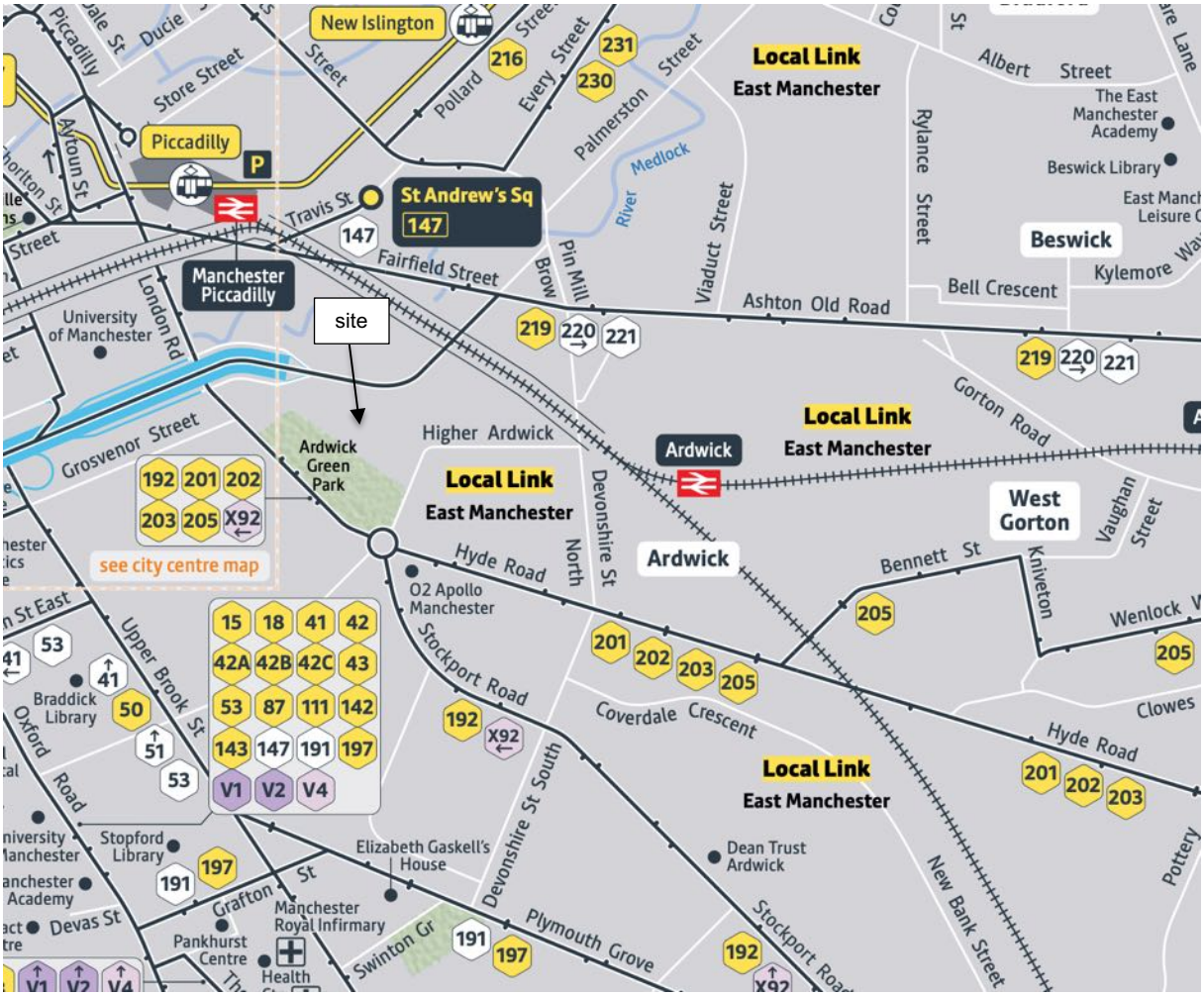


Figure 4.2: Public Transport Network
[source: Transport for Greater Manchester]

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

© SK Transport Planning Ltd 2026. All Rights Reserved.

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]

4.8 The school is also located a 10-minute walk from Ardwick Station and a 13-minute walk from train and tram services at Piccadilly Station.

Greater Manchester Accessibility Level

4.9 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.

4.10 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
[redacted]

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

© SK Transport Planning Ltd 2026. All Rights Reserved.

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 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

Measure 1: Communications

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. A travel pack has been prepared and is attached as Appendix A.

6.5 The travel packs 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.

© SK Transport Planning Ltd 2026. All Rights Reserved.

5. Information on public transport routes and frequencies.
6. Information on public transport ticketing arrangements.
7. Information on staff car parking arrangements.

6.6 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.

6.7 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.

6.8 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

6.9 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.

Measure 2: Active Travel

6.10 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.
Temporary Pedestrian Access Strategy	Temporary management of pedestrian access to the site in advance of highway works.

Table 6.2: Active Travel Initiatives

6.11 Active travel provides the following benefits:

[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.pindarcreative.co.uk
[14] https://play.google.com/store/apps/details?id=com.tfgm.beenetwork
[15] https://apps.apple.com/gb/app/bee-network/id1669705230

© SK Transport Planning Ltd 2026. All Rights Reserved.

- **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.

6.12 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.

6.13 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].

6.14 TfGM provides cycle training sessions for adults and this scheme will be promoted to staff.[20]

6.15 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.

6.16 As shown in Appendix B, 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

6.17 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.

6.18 Modifications are proposed to the TRO to remove parking from the frontage and to enable access to the fire escape on Nivin Street.

Measure 3: Temporary Pedestrian Strategy

6.19 Table 6.3 sets out the temporary pedestrian strategy that will be adopted at the site in advance of the Section 78 Works being in place, in line with Condition 10.

Initiative	Description
Temporary Pedestrian Access Strategy	Temporary management of pedestrian access to the site in advance of highway works.

Table 6.3: Temporary Pedestrian Access Strategy

6.20 As agreed with MCC during the planning 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.

[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/

© SK Transport Planning Ltd 2026. All Rights Reserved.

6.21 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.

6.22 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 within the building and provides space for nine bikes, in line with minimum standards.

Measure 4: Staff Public Transport

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

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 6.4: Public Transport Initiatives

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

6.25 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.

6.26 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.

6.27 The applicant will consider introducing Season Ticket Loans to help staff with the purchase of public transport tickets.

Measure 5: Student Travel & Drop-off/Collection

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

[21] https://tfgm.com/tickets-and-passes/find-a-ticket
[22] https://tfgm.com/get-on-board

© SK Transport Planning Ltd 2026. All Rights Reserved.

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 6.5: Student Travel Initiatives

6.29 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.

6.30 It is proposed that these will be drop off/collect from Paddock Street. Dropping off and collecting passengers is permitted within the existing TRO.

Measure 6: Staff Car Parking

6.31 No site parking is proposed. Table 6.6 shows the measures that will be used to manage staff car parking, in line with Condition 9.

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 6.6: Sustainable Car Initiatives

6.32 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.

6.33 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

6.34 Staff will be required by employment contract to park in the off-site location organised for them.

6.35 The applicant will periodically review staff parking requirements and will organise new spaces or a new parking location as required.

Measure 7: Staff Sustainable Car

6.36 Table 6.7 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 6.7: Sustainable Car Initiatives

© SK Transport Planning Ltd 2026. All Rights Reserved.

6.37 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.

6.38 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 in line with the requirements of Condition 4.

7.2 The staff travel survey will be based on the questionnaire attached as Appendix C and will be distributed to staff using Survey Monkey.[23]

7.3 Student travel arrangements will be known by the school, and this information will be provided to the Council in the updated Travel Plan.

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 within six months of occupation of the development to discharge the second part of Condition 4.

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.

Staff Car Parking Review

7.9 Prior to the start of every academic year or when a new member of staff starts, 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

7.10 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 Section 6 of this Travel Plan to manage access prior to the works being in place.

[23] https://www.surveymonkey.com/r/Oldschoolhouse

© SK Transport Planning Ltd 2026. All Rights Reserved.

7.11 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.

Monitoring Strategy Summary

7.12 Table 7.1 provides a summary of the monitoring mechanisms that will be used at the site.

Exercise	Key Information	Frequency	Responsibility
Baseline Mode Share Surveys	Data to be used to establish baseline trip patterns for staff and students	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
Staff Car Parking	Arrangements to be made at the start of each academic year or whenever a new member of staff starts work	Annually/when new staff start	School Management Team
Temporary Pedestrian Access Strategy	Student pedestrians to be accompanied by carer/parent and met by staff members outside site while Section 278 Works not in place	Annually/until S278 Works in place	School Management Team
Monitoring Mode Share 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 months after each survey end	Travel Plan Co-ordinator

Table 7.1: Monitoring Plan

Targets

7.13 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.

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

7.15 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.

7.16 The targets for the site will be reviewed and fully confirmed once the baseline travel surveys have been undertaken within three months of occupation.

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.

© SK Transport Planning Ltd 2026. All Rights Reserved.

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/when new staff member starts
	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	Already achieved 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	Parents/carers to escort students and staff to be outside site to greet students until Section 278 Works in place	School Management Team	On occupation until Section 278 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

© SK Transport Planning Ltd 2026. All Rights Reserved.

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 or when new staff start
	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

© SK Transport Planning Ltd 2026. All Rights Reserved.

Appendix A

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/

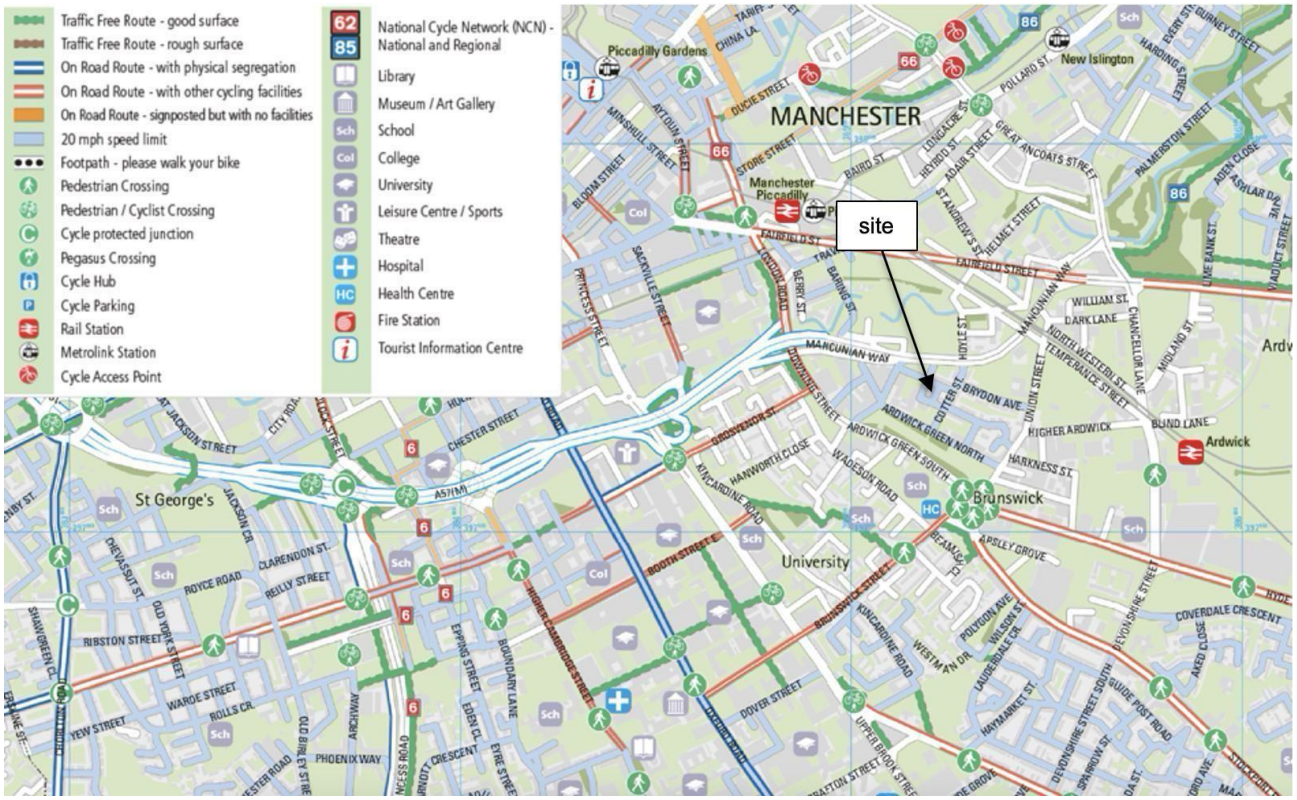
www.sustrans.org.uk/

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.

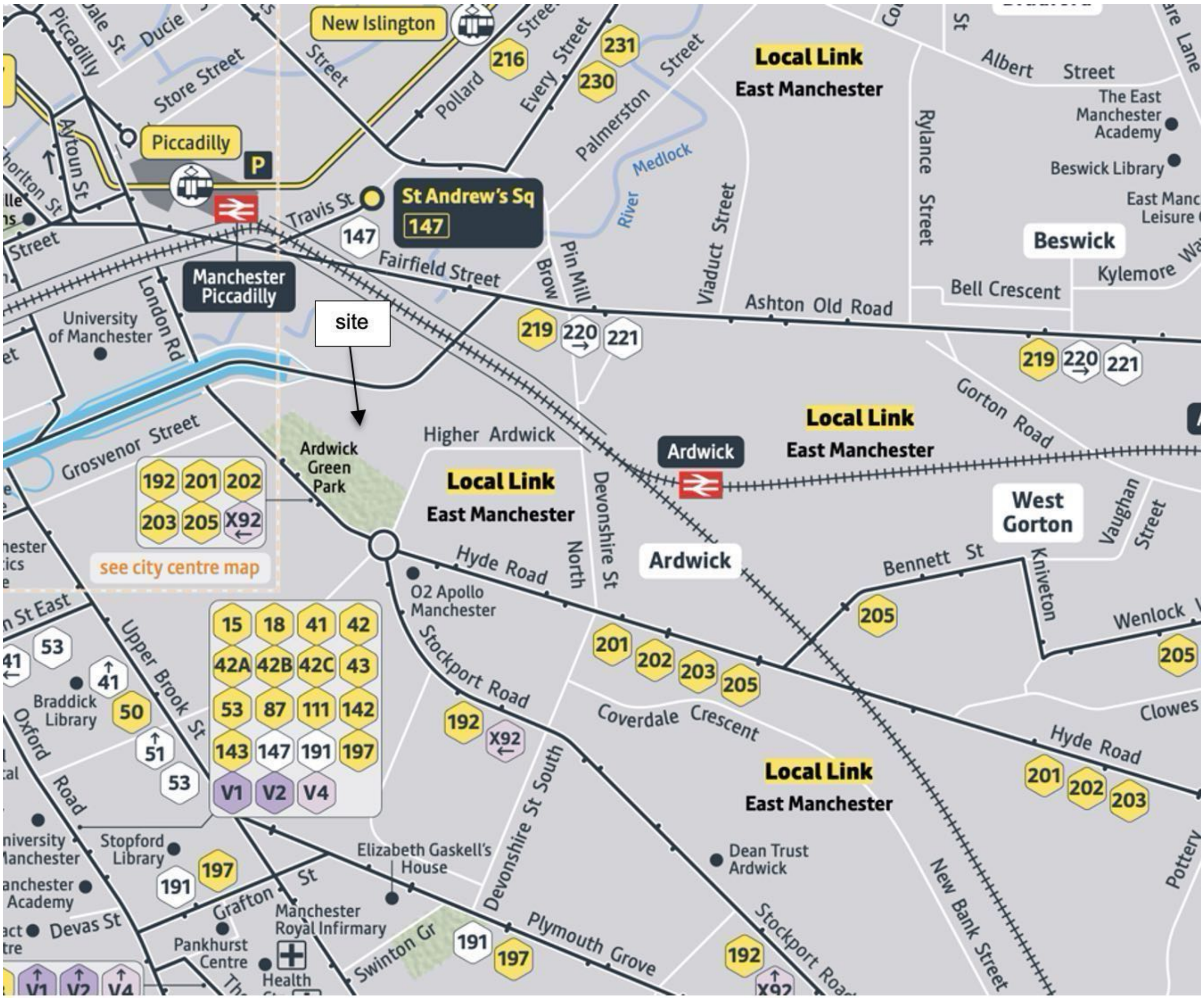
Weekly Contactless payments are capped at £31 even if you travel in all zones.

Public Transport

The public transport network serving the site is shown below. The nearest bus stops to the site are located on Ardwick Green South. The table shows bus frequencies from the stops on Ardwick Green South.

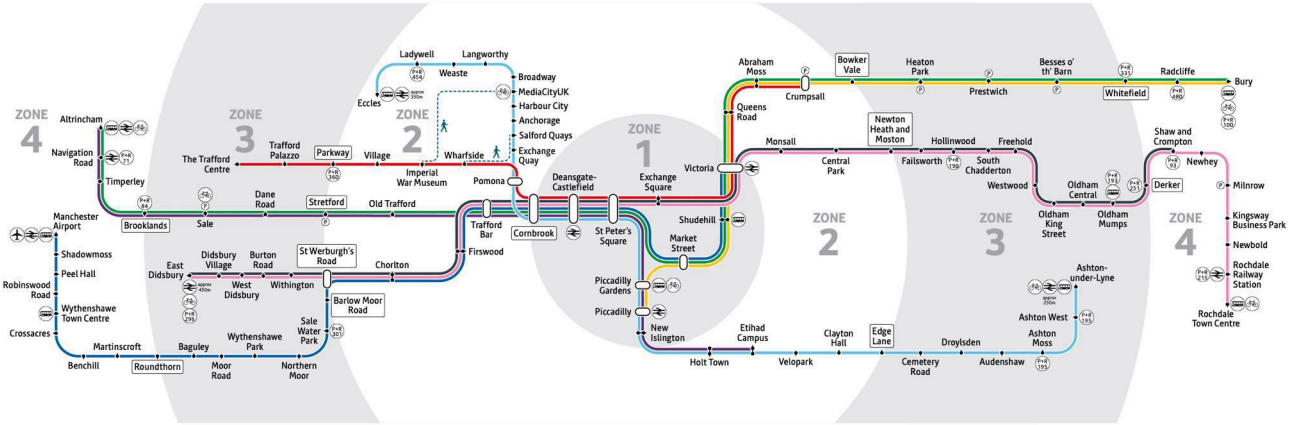
No.	Route	Weekday (Buses per hour/each way)		
		Peaks	Daytime	Evening
192	Manchester – Stockport – Hazel Grove	6	6	7
201	Manchester – Denton – Hyde	6	6	4
202	Manchester – Hyde – Gee Cross	2	2	2
203	Manchester – Reddish – Stockport	6	6	5
205	Manchester – Denton – Dane Bank	2	2	1

The site is also served by train services from Ardwick Station (10 minute walk) and trains and tram services at Piccadilly Station (13 minute walk). Information on train services can be found here - **https://www.thetrainline.com** - and 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.



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.

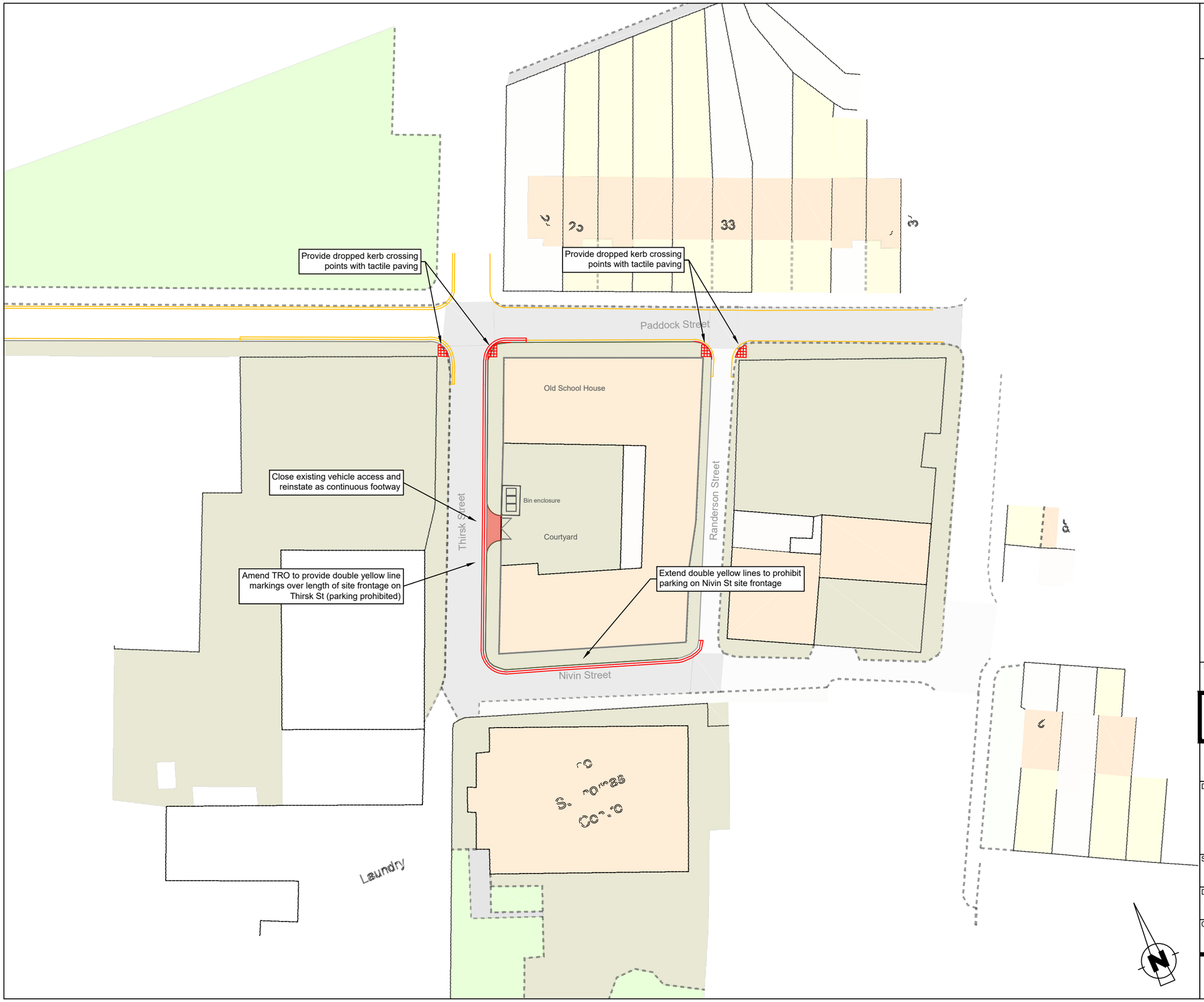
Cycle to Work Scheme

The school offers a Cycle to Work Scheme to help you with purchasing a bike. You should discuss this scheme with the school management team.

Car Parking Arrangements

There is no car parking at the school site and the school has arranged parking at the PowerLeague site for use by staff (4 minute walk). If you don't already have car parking arrangement at PowerLeague and have no decided to drive to work please discuss this with the school management team. It is important that staff do not park on the streets surrounding the site as this may cause a nuisance to our neighbours.

Appendix B



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	Suffix

Drawing Number

SK225103-003

Old School House, Ardwick

Drawing Title

Proposed Highway Works

Scale at A3

1:500

Drawn	Approved
JAT	LGS
Check	**Date**
LGS	19.03.26

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

Appendix C

Old School House

Staff Travel Survey

We are conducting a Staff Travel Survey to understand how you currently travel to work and to collect other information on things that impact your travel arrangements. The data we collect will be used to help us to monitor the Travel Plan and will help us to make decisions that will ensure both you and future staff have access to the best possible facilities and working environment.

The survey should take less than 5 minutes of your time and all of the information you provide will be treated confidentially and will only be used for the Travel Plan.

They survey is anonymous with the only personal data collected being your home postcode. Once we have completed the analysis of the survey data all postcode and email data will be removed from our systems.

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

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

- ◯ Foot
- ◯ Cycle
- ◯ Bus
- ◯ Train
- ◯ Tram
- ◯ Other (please specify)
- ◯ Motorbike or other powered two-wheeler
- ◯ Car (as driver alone)
- ◯ Car (as driver with passenger)
- ◯ Car (as passenger)
- ◯ Taxi