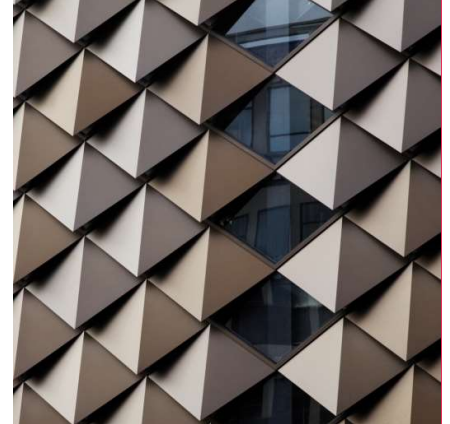
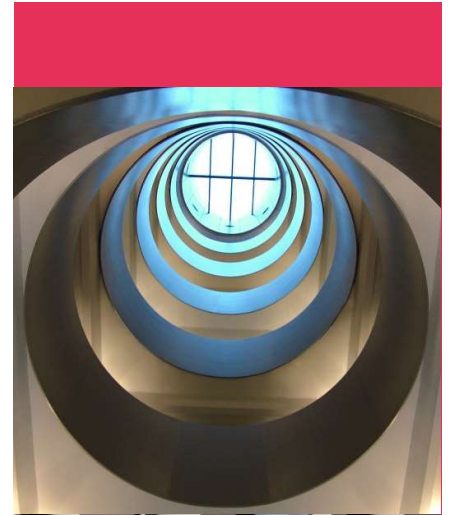


Spurr House, Bury

Interim Travel Plan

Curtins Ref: 081241.100-CUR-00-XX-RP-TP-0003-V01
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Client Name: Bury Council



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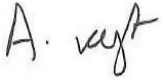
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1.0 Introduction

1.1 Background

- 1.1.1 Curtins has been appointed by Bury Council (BC) to provide traffic and transportation advice in relation to a proposed change of use application at Spurr House in Bury (BL9 8QL) from a care home into a school with external areas of soft landscaping, car parking, hard play and multi-use games areas. The scheme comprises the refurbishment and renovation of the existing structure and the new school would accommodate c.60-80 students plus staff.
- 1.1.2 The Pupil Referral Unit (PRU) site is being relocated from the Spring Lane School, located 3km to the west. The current site has up to 60 pupils across KS3 and Y10, supporting those with social, emotional, and mental health (SEMH) needs.

1.2 What is a Travel Plan?

- 1.2.1 A Travel Plan (TP) is defined by the Department for Transport (DfT) and by the Ministry for Housing, Communities and Local Government as:

“A long-term management strategy for an organisation or site that seeks to deliver sustainable transport objectives and is regularly reviewed.”

Source: National Planning Policy Framework, 2019.

- 1.2.2 In essence, a TP is intended to encourage people to choose alternative transport modes over single occupancy car use and, where possible, reduce the need to travel at all. Such a plan should include a range of measures designed to achieve this goal.

1.3 Document Purpose

- 1.3.1 This Interim Travel Plan (ITP) is intended to be read alongside the accompanying Transport Statement (TS), **081241.100-CUR-00-XX-RP-TP-0002**, prepared to consider the development proposals.
- 1.3.2 An ITP is the first stage of the Travel Plan process and is often prepared during the planning stage prior to the construction of the development. It includes a list of potential measures that could be implemented to affect modal choice, and a management strategy for producing a full Travel Plan in the future.

- 1.3.3 Transport for Greater Manchester (TfGM) endorses the need for TPs in order to reduce the impact of transport on the local environment, to improve accessibility and to encourage 'active travel' which improves peoples' health. According to TfGM's document 'Transport for Sustainable Communities: a Guide for Developers', a TP should achieve:

- *"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."*

Source: *Transport for Sustainable Communities: a Guide for Developers*, TfGM, 2013

- 1.3.4 This document has been written in accordance with the above statement, and the following core guidance documents:

- National Planning Policy Framework 2021 ('NPPF'); and
- National Planning Practice Guidance (web-based guidance produced by DLUHC).

1.4 Document Structure

- 1.4.1 Following this introductory section, **Section 2** of the report provides background information on the benefits which can be derived from a successful Travel Plan. It also sets out keys aims and objectives for the Travel Plan process.
- 1.4.2 **Section 3** describes the existing situation and surrounding area, including the local highway layout; and **Section 4** assesses the accessibility of the site by various means of sustainable modes of travel including public transport, walking and cycling.
- 1.4.3 **Section 5** outlines various initiatives that will be considered to encourage maximum uptake in sustainable modes of travel, whereas **Section 6** outlines the Travel Plan Target strategy.
- 1.4.4 **Section 7** provides details on the monitoring and review process, responsibility and management of the document, and the appointment of a School Travel Plan Co-Ordinator as the Travel Plan process progresses. **Section 8** concludes the report by providing an Action Plan which summarises the document and the next steps.

2.0 Travel Plan Benefits

2.1 Introduction

2.1.1 The benefits from a TP can be categorised under four main headings:

- Environmental Benefits;
- Health Benefits;
- Financial Benefits; and,
- Social Benefits.

2.1.2 This section explores just some of the improvements that can be made during a successful TP process.

2.2 Environmental Benefits

2.2.1 Climate change is a global issue that affects all nations. Data on greenhouse gas emissions provided by the Department for Transport show that carbon emissions from domestic transport account for one third of the UK's net domestic emissions. Over 90% of domestic transport emissions arise from road transport. How people travel will therefore play a key role in the UK's carbon reduction agenda as follows.

2.2.2 The British Government has pledged to play its part in reducing emissions which are harmful to the earth by setting carbon reduction targets:

"It is the duty of the Secretary of State to ensure that the net UK carbon account for the year 2050 is at least 100% lower than the 1990 baseline."

Source: *Climate Change Act 2008*, Chapter 1, Part 1, 2008 (amended in 2019).

2.2.3 A coordinated Clean Air Plan is being developed by all 10 local authorities in Greater Manchester to tackle air pollution, and in particular, nitrogen dioxide (NO₂) exceedances. Several measures have been proposed to help reduce roadside NO₂ levels to legal levels as effectively as possible, while also protecting local people, businesses, and the economy.

2.2.4 A Clean Air Zone (CAZ) with charges applied to non-compliant vehicles was due to be implemented in early 2022, but it was delayed in February 2022 with the government allowing a revised plan to be submitted by 1st July 2022. The government has suggested the charging CAZ be retained but limited to Manchester city centre. Greater Manchester's Mayor and 10 local authorities, however, have proposed to replace the scheme with a non-charging zone with financial incentives for owners to buy emissions compliant vehicles and requested powers to ban taxis licensed outside Greater Manchester. As of the time of writing, a replacement scheme has not been agreed.

2.2.5 In January 2021, TfGM published a 2040 Vision for Transport to develop flexible and customer-focused travel choices, supported by smart information, ticketing and payment systems, across a truly integrated Greater Manchester transport network. This Transport Strategy outlined that road transport is responsible for 80% of NO₂ pollution at the roadside, where it is most damaging to health, and that the cost of congestion in Greater Manchester has been estimated by TfGM to be £1.3 billion per year.

2.2.6 The Transport Strategy states an ambition for a well-connected, zero carbon Regional Centre at the heart of the North. The Strategy is therefore aiming for 90% of morning peak trips into the city centre to be made on foot, by bicycle or public transport before 2040. The TP process can support this aim by encouraging active and sustainable travel behaviour.

2.2.7 Under Policies 3, 4, and 10, the Transport Strategy states that TfGM will:

- *“maintain a programme of interventions encouraging people to make sustainable journeys. We will support this programme through journey planning tools, and information to encourage travel behaviour change and mode shift, in order to make the most efficient use of available capacity (particularly during peak periods);*
- *work with developers to ensure that new developments are accessible by sustainable modes, and to reduce transport emissions and impacts on the highway network;*
- *work with partners to reduce transport carbon emissions to support Greater Manchester's ambition to be net zero carbon by 2038; and to implement measures to ensure our transport system is resilient to climate change.”*

2.2.8 Encouraging people to make smarter choices in the way they travel can significantly reduce the impact that a particular development or organisation makes on the environment.

2.3 Health Benefits

2.3.1 A reduction in the potential number of polluting vehicles on the roads surrounding the site will contribute to better air quality throughout the area. There are also well documented health benefits associated with active travel, such as walking and cycling, which are increasingly being recognised as ways to reduce sedentary lifestyles.

“20% of children in year 6 were classed as obese in the 2016/17 academic year whilst 9.6% of children in reception class are classified as obese.”

Source: *Statistics on Obesity, Physical Activity and Diet*, Health and Social Care Information Centre (HSCIC) 2017.

2.3.2 Regular moderate physical activity (including walking and cycling), can help prevent and reduce the risk of cardiovascular disease, cancer, obesity, diabetes, stroke, mental health problems, high blood pressure, and musculoskeletal problems.

- 2.3.3 In 2018, Public Health England published an edition of 'Health Matters' focusing on air pollution, and noted that poor air quality is the largest environmental risk to public health in the UK. Based on the study, road transport contributes to 33.6% and 12.4% of all nitrogen dioxide (NO₂) and particulate matter (PM) emissions, which are major components of urban air pollution. The short-term effects of air pollution can include exacerbation of asthma, and coughing, wheezing, and shortness of breath; whereas long-term effects include stroke, lung cancer, respiratory conditions, and cardiovascular diseases.

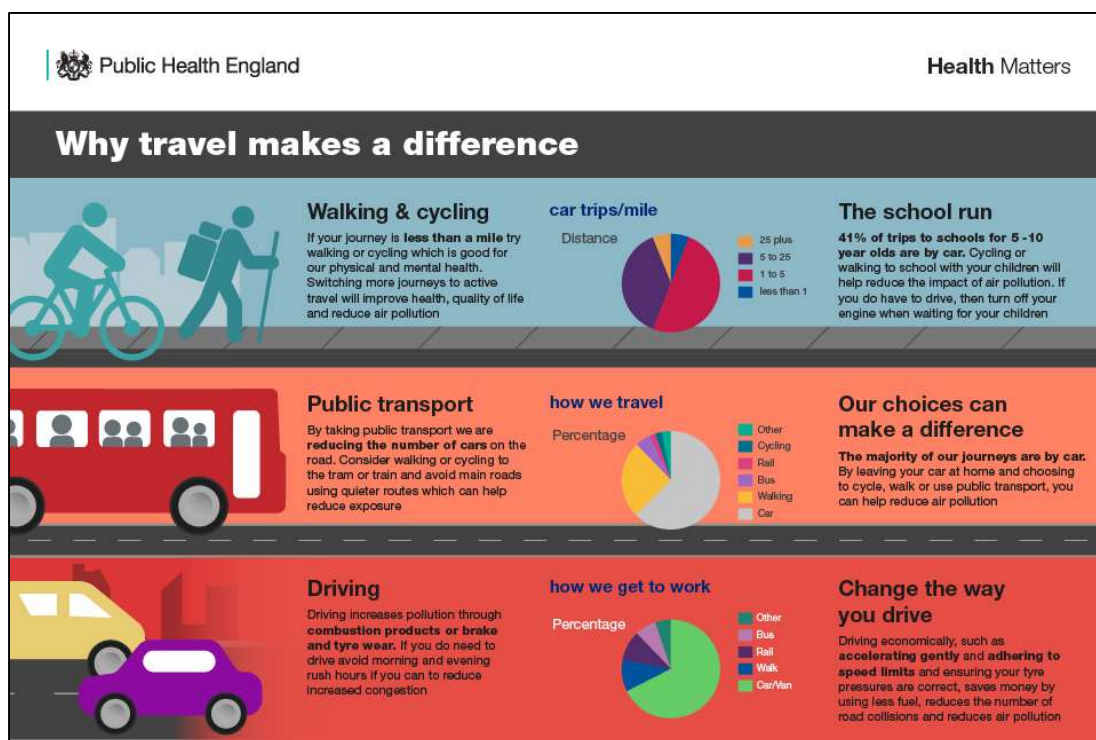


Figure 2.1 – The Impact of Travel Behaviour on Public Health

(Source: Public Health England)

2.4 Financial Benefits

- 2.4.1 Although secondary to health and environmental benefits, there are also financial benefits to be gained from increasing active travel rates as physical inactivity has been found to cost NHS England £455 million in 2013-14. (Source: *Physical inactivity: economic costs to NHS clinical commissioning groups, PHE, 2016.*)
- 2.4.2 Individuals can also benefit financially from travelling to and from a site with a TP in place due to the improved range of transport options available, some of which may be more cost-effective than car travel. In some circumstances, TP measures can remove an individual's need for a car (or their household's need for a second car), removing the capital and on-going cost of car ownership.

- 2.4.3 An effective TP can help encourage staff, pupils, and parents / guardians to lessen their environmental impact by reducing emissions from transport, encourage a healthier and more active lifestyle and reduce financial expenditure.

2.5 Social Benefits

- 2.5.1 The use of active and sustainable modes of transport, including car sharing, can offer social benefits and improved well-being through the interaction with other people:

“Engagement with individuals and communities through the travel planning process can support higher levels of walking and cycling, and this in turn can encourage greater social inclusion and community cohesion as well as healthier communities.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.6 Mutual Benefits

- 2.6.1 As demonstrated, there are multiple reasons as to why TPs are important to modern society. The initiatives in this ITP will have a positive effect on the future staff, pupils and visitors of the proposed development. They must be communicated correctly:

“It is important that the outcomes sought from the travel plan can be seen as a benefit to all parties, e.g. the developer, occupiers and site users, the community and the local authority. Such benefits can help in gaining widespread commitment.”

Source: *Good Practice Guidelines: Delivering Travel Plans through the Planning Process*, DfT, 2009.

2.7 Travel Plan Mission, Aims and Objectives

- 2.7.1 It is envisaged that the Travel Plan will play a key part in the operation of the site. As such the way in which the school organises and manages itself will have an impact on the amount of time staff and students spend travelling, the loss of opportunity of that time, and the environmental impact of their travel. Considering this and the benefits set out above, this ITP aims to fulfil the following objectives:

- **Objective 1** – To increase the level of cycling to and from the site;
- **Objective 2** – To increase the level of walking to and from the site;
- **Objective 3** – To increase the level of public transport use to and from the site; and in turn,
- **Objective 4** – To reduce single occupancy car travel to and from the site.

3.0 Existing Situation

3.1 Site Location

- 3.1.1 The proposed development site is located off Pole Lane in Bury, to the east of Whitefield town centre. The application site is bounded by residential apartments to the north, vegetation to the east, Pole Lane to the west and Unsworth Cricket and Tennis Club to the south. **Figure 3.1** shows the proposed site location:

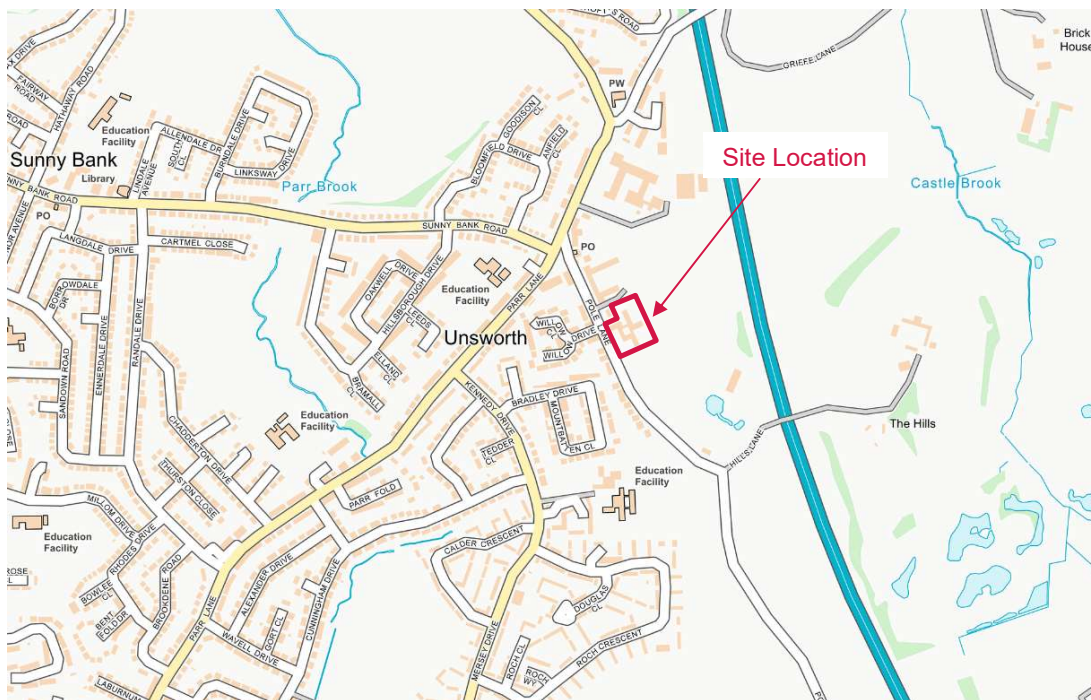


Figure 3.1 – Site Location (Source: OS Mapping)

3.2 Existing Use

- 3.2.1 The buildings on site previously operated as Spurr House Residential Care Home. Spurr House was a purpose-built single storey detached building registered to provide (mainly short-term) care and support for up to 36 people.
- 3.2.2 Vehicular access to the site is currently provided via priority T-junction arrangement on Pole Lane. Reference should be made to **Figure 3.2** overleaf which shows street view imagery of the existing access arrangement. A separate pedestrian access is provided to Spurr House, located approximately 25m north of the vehicle access.



Figure 3.2 – Existing Site Access Arrangement (Source: Google Streetview 2022)

3.3 Surrounding Highway Network

Pole Lane

- 3.3.1 The proposed development would be accessed via Pole Lane which is a single carriageway road that runs along a general north-south alignment along the western border of the site. The road currently serves Spurr House as well as other residential, leisure and retail uses.
- 3.3.2 Pole Lane commences to the north of the site at a priority junction with Parr Lane, from here the road continues for approximately 1.2km to the south becoming more rural at its southern end on the way to Cowl Gate Farm.
- 3.3.3 Past the development site Pole Lane is typically 7m wide with footway provided on both sides of the carriageway. Pole Lane is subject to a 30mph speed limit and is lit by streetlighting. Vertical traffic calming features are present along Pole Lane and some on-street parking is observed. Near the site, the on-street parking is informal, however at the northern end of Pole Lane on-street parking is permitted for 1 hour between 8am and 6pm Mondays to Saturdays.

Parr Lane

- 3.3.4 From the priority junction with Pole Lane Parr Lane travels along a general north-east to south-west alignment for approximately 1.4km. Parr Lane operates as a single carriageway with a running lane in each direction and a typical width of approximately 10m (in the vicinity of Pole Lane).
- 3.3.5 Parr Lane is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes footways, dropped kerbs, tactile paving and formal crossing points in the form of pedestrian refuge islands.
- 3.3.6 The closest pair of bus stops to the proposed development are also located along Parr Lane, approximately 250m north of the site. The northbound stop benefits from raised kerbs and the southbound stop includes a shelter, seating, and timetable information. Services available from these bus stops are discussed in greater detail within **Section 4** of this ITP.

Sunny Bank Road

- 3.3.7 25m south of the priority junction with Pole Lane Parr Lane forms a mini-roundabout junction with Sunny Bank Road. From here Sunny Bank Road continues west for approximately 1.2km until a traffic signal arrangement with the A56. Sunny Bank Road has a typical carriageway width of 10m with ghost island right turn lanes provide for many of the side roads.
- 3.3.8 Sunny Bank Road is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes footways (occasionally separated by grass verges). At the traffic signal junction with the A56 green man crossing facilities complete with dropped kerbs, tactile paving and pedestrian guardrails.

A56

- 3.3.9 Sunny Bank Road extends westward from the site and joins the A56 Manchester Road, roughly 1.4km from the site. The A56 runs north to south, linking Manchester with Bury. The A56 travels through the centre of Whitefield. For this section of the A56 the road operates as a single carriageway with an average width of 10m.
- 3.3.10 The road is subject to a 30mph speed limit with street lighting and footways provided along both sides of the carriageway. The road benefits from good pedestrian infrastructure generally and includes wide footways, grass verges, dropped kerbs, tactile paving, signalised crossings points and pedestrian guardrails. The closest signalised pedestrian crossing point is located at the junction with Sunny Bank Road.

4.0 Accessibility by Sustainable Modes of Travel

4.1 Introduction

4.1.1 A key element of national, regional and local policy is to ensure that new developments are located in areas where alternative modes of travel are available. It is important to ensure that developments are not isolated but are located close to complementary land uses. This supports the aims of integrating planning and transport, providing more sustainable transport choices, and reducing overall travel and car use.

4.1.2 The accessibility of the proposed development is considered in this context for the following modes of travel:

- Pedestrian Accessibility;
- Accessibility by Cycle; and,
- Accessibility by Public Transport.

4.2 Pedestrian Accessibility

4.2.1 Research has indicated that acceptable walking distances depend on a number of factors, including the quality of the development, the type of amenity offered, the surrounding area, and other local facilities. The Chartered Institution of Highways and Transportation (CIHT) document entitled 'Providing for Journeys on Foot' suggests walking distances which are relevant to this planning application. These are reproduced in **Table 4.1**.

CIHT Classification	Town Centres (m)	Commuting/School/ Sightseeing (m)	Elsewhere/Local Services (m)
Desirable	200	500	400
Acceptable	400	1,000	800
Preferred Maximum	800	2,000	1,200

Table 4.1 – CIHT Recommended Walking Distances

4.2.2 Reference should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06001-P01** which presents 500m, 1,000m and 2,000m walking catchments from the proposed development site.

4.2.3 The surrounding land uses around the development location, and the pre-existing residential areas in Bury, ensures that the site is situated adjacent to nearby facilities and there are good levels of pedestrian infrastructure in place. It is therefore considered from an accessibility perspective, that the development location is suitable.

- 4.2.4 Approximately 200m north of the site on Pole Lane/ Parr Lane is the Nisa Unsworth convenience store, hot food takeaways, public house, a Pharmacy, and a Medical Centre. All accessible within an approximate 5-minute walk from the site. Within a similar distance to the south is the Unsworth cricket & football club.
- 4.2.5 Approximately 800m southeast of the site, accessible within a 10-minute walk, is a collection of local shops and facilities in the vicinity of the Parr Lane/Chadderton Drive junction. The road benefits from traffic calming features such as 'Slow' markings and abrasive braking paint. For pedestrian access, the area includes dropped kerbs and tactile paving. The facilities in the vicinity of the junction include a Co-op Supermarket, local convenience store, hot food takeaway, and a garage.
- 4.2.6 The southern extents of Whitefield town centre are accessible within a 2km walk of the site. This area of the town centre includes a wide range of useful facilities such as large supermarkets, fitness centre, amongst many other local amenities. The 2km catchment also includes many of the residential areas in the Sunny Bank and Whitefield area.
- 4.2.7 The nearest bus stop to the proposed development is located on Parr Lane approximately 250m north of the site access junction. The public transport section of this Chapter discusses the bus services available from the site in further detail.
- 4.2.8 It is therefore considered that the site is located in an accessible location for pedestrians, with good proximity to local amenities. The site is located adjacent to several complimentary educational, leisure and residential uses and therefore it is anticipated there will be good opportunities for pedestrian trips to and from the site.

4.3 Accessibility by Cycle

- 4.3.1 In order to assist in assessing the accessibility of the site by cycle an 8km cycle catchment for the site has been considered. The 8km cycling distance refers to a recommendation by Cycling England in the document 'Integrating Cycling into Development Proposals' (2009). This equates to a journey time of around 40 minutes, cycling at a speed of 12kph. Reference should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06002-P01** which presents an 8km cycle catchment from the proposed development site.
- 4.3.2 Reference should be made to **Figure 4.1** below which is an extract of TfGM's Cycle Map, which details the existing cycle infrastructure in the vicinity of the site. As demonstrated on the plan, many of the roads local to the site are subject to 20mph speed limits and therefore considered conducive to cycling. West of the site, the A56 Manchester Road has on-carriageway cycle lanes, as well as signalised toucan crossings points.

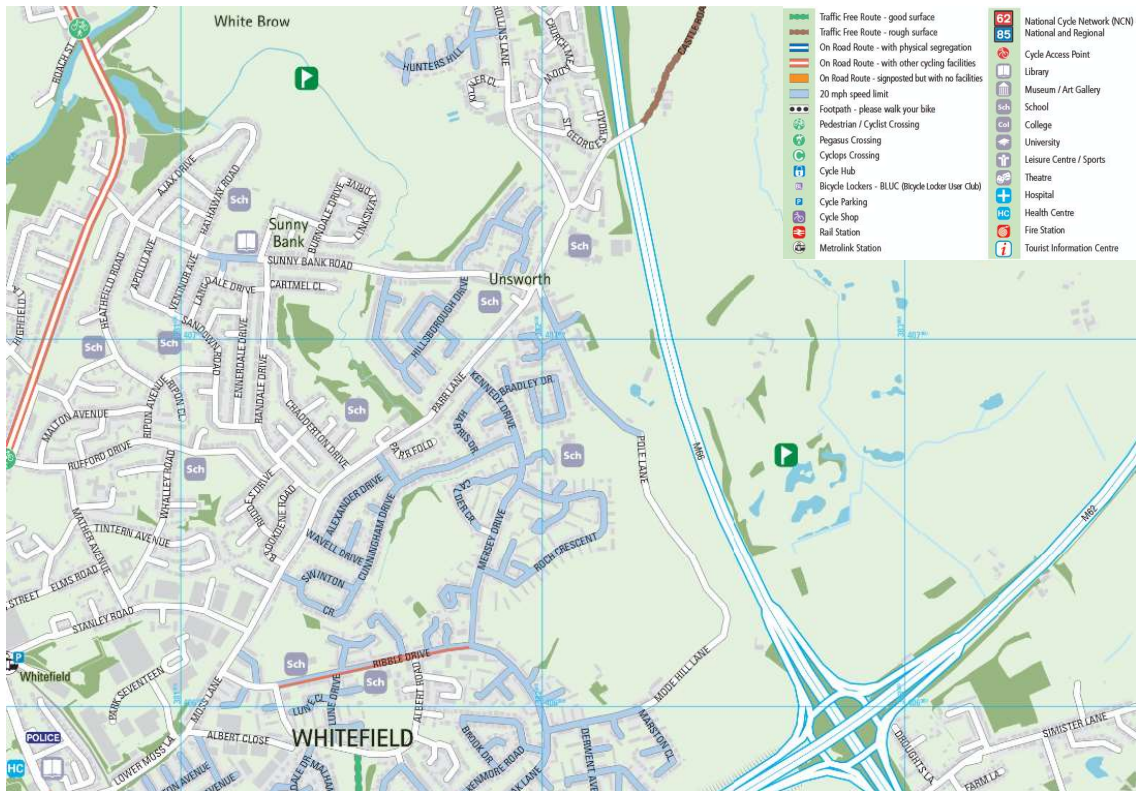


Figure 4.1 – Extract of TfGM Cycle Mapping (Source: TfGM)

4.3.3 In summary, it is considered that cycling represents a realistic mode of travel for some future site users.

4.4 Accessibility by Public Transport

4.4.1 The nearest bus stop to the site is located approximately 250m away on Parr Lane. The bus stops benefit from raised kerbs and benefits from a shelter, seating and timetable information. **Table 4.2** details the service that calls at these stops, and its associated frequencies:

Bus Service	Route	Peak Hourly Frequency		
		Mon – Fri	Sat	Sun/Hols
94	North Manchester General Hospital – Bury	Every hour	Every hour	Every 2 hours
97	Manchester – Bury	Every 30 mins	Every 30 mins	Every 30 mins
894	Bradley Fold – Heaton Park	1 service a day	None	None

Table 4.2 – Summary of Bus Service Frequencies from Parr Lane.

4.4.2 It is considered that given the frequency of the 94 and 97 bus services on Parr Lane, supported by several morning and evening services, the site is accessible by bus.

- 4.4.3 In addition to the public transport services the school provides learner transport for their pupils. These vehicles will utilise the car park within the school site.
- 4.4.4 Refence should be made to **Curtins Drawing 081241-CUR-00-XX-DR-TP-06003-P01** which presents 60-, 40-, and 20-minute catchment from the proposed development site.

4.5 Summary

- 4.5.1 In summary, the site is located such as to benefit from existing walking, cycling and public transport opportunities. The site is located in close proximity to a variety of key services and facilities as well as a number of pre-existing residential areas. The site is therefore considered to be accessible from sustainable modes of travel in line with national and local transport planning policy.

5.0 Travel Plan Initiatives

5.1 Introduction

5.1.1 Taking into account the location of the proposed development and the accessibility of the site via walking, cycling and public transport, a series of potential measures and initiatives have been developed to encourage sustainable travel at the site. It is acknowledged that given the proposed PRU use not all measures will be suitable and therefore the school will be best placed to determine which initiatives to consider further as the TP progresses.

5.1.2 This section of the ITP sets out the initiatives that could be implemented in the full Travel Plan in order to reduce future site users' dependency on the private car and encourage sustainable modes of travel in line with the objectives set out in **Section 2** of this document. The initiatives are designed primarily for staff and parents.

5.1.3 The Travel Plan initiatives have been organised into the following headings and discussed in the subsequent paragraphs:

- Encouraging cycling;
- Encouraging public transport use;
- Encouraging car sharing;
- Encouraging walking; and,
- Encouraging sustainable travel in general.

5.2 Encouraging Cycling

5.2.1 **Table 5.1** summarises the proposed cycling initiatives designed to encourage cycling:

Initiative	Description
Cycle2Work	Allow staff to purchase cycles with a tax reduction through the 'Cycle2Work' government initiative.
Showers and Changing	On-site shower and changing facilities for staff who cycle to work.
Cycle Discounts	Negotiate with local retailers to provide discounts for employees.
Bike User Group (BUG)	Establish a group focused on issues related to cycling.
Cycle Buddy Scheme	Initiate a buddy scheme where cyclists can meet up and arrange to cycle to and from school together.
Reflective Clothing	Provide free high visibility clothing to those wishing to cycle.
Puncture Repair Kit	Provide a free on-site puncture repair kit for staff.

Table 5.1 – Initiatives to Encourage Cycling

Cycle2Work

- 5.2.2 Should the school not already be registered on the Cycle2Work Scheme introducing the government initiative would help reduce the financial burden of staff purchasing bicycles by reducing the amount of tax consumers pay on bicycles. This would encourage more to cycle to the site.
- 5.2.3 The school could be registered by going to www.cyclescheme.co.uk/register-employer. Halfords' website claims that employees can make savings of up to 42% on a brand new bike and safety accessories for cycling to work when they participate in the scheme.

Showers and Changing

- 5.2.4 Provision of on-site shower and changing facilities should be explored, and promoted to staff who cycle to work. Where possible, lockers could also be provided.

Cycle Discounts

- 5.2.5 In order to further lessen the financial burden of purchasing a bicycle, a discount from local retailers could be negotiated to provide staff with a cheaper bike. This would encourage more people to commute via bicycle.

Bike User Group (BUG)

- 5.2.6 A Bike User Group (BUG) is a group often set up in places of employment to raise and discuss cycling issues. A group should be initiated so that the interests of cyclists at the school are considered. This could be managed and guided by a dedicated member of staff. BUG meetings should be set up on a quarterly basis to discuss issues, and eventually implement any ideas as future TP initiatives.

Cycle Buddy Scheme

- 5.2.7 A cycle buddy scheme should be open to all site users. They could put their names forward for the scheme, and they would be matched against others with a similar journey. This could be arranged during the BUG meetings, encouraging greater involvement.

Reflective Clothing

- 5.2.8 High visibility clothing should be provided free of charge to those who state their wish to cycle to site. This will encourage those who have safety concerns to use a sustainable mode of transport to commute, and will help reduce the chance of cyclists being involved in an accident.

Puncture Repair Kit

- 5.2.9 It is recommended that a puncture repair kit should be made available on site so that staff could fix their bike if they have any maintenance issues. This is a low-cost measure which can increase the reliability, and therefore the perceived viability, of commuting by bicycle.

5.3 Encouraging Public Transport Use

- 5.3.1 **Table 5.2** summarises the proposed public transport use initiatives:

Initiative	Description
Reduced Fares	Liaise with local service providers to explore the possibility of discounted public transport fares, and promote Travel Passes.
Season Ticket Loans	Arrange for season ticket loans to be made available for staff where a monthly deduction is made from their pay packet.
Traveline Journey Planning Services	Promote the usage of the journey planning service, providing employees with contact details and web addresses.
Service Details	Provide the details of train and bus services included in the site audit section of this TP to all employees.

Table 5.2 – Initiatives to Encourage Public Transport Use

Reduced Fares

- 5.3.2 Public transport discounts can potentially be agreed with local service providers to encourage a greater number of journeys by public transport.

Season Ticket Loans

- 5.3.3 In many instances public transport is cheaper when using a season ticket; however there is often a financial strain on the customer as they have to provide a relatively large up-front fee.
- 5.3.4 The school could arrange for annual tickets to be made available for staff where a monthly deduction is made from their pay packet. This would lessen the burden and encourage more to travel to work using public transport.

Traveline Journey Planning Services

- 5.3.5 In order to help staff and parents plan their journey, the details of the Traveline Journey Planning tool should be distributed and displayed across the school. People would need to visit the following link and select the 'Plan your Journey' tab:

<https://www.traveline.info/>

5.3.6 Alternatively site users can contact Traveline by phoning 0871 200 2233, although this can incur a cost.

Service Details

5.3.7 Public transport service details should be made available throughout the school building. These would be located on notice boards, and in communal areas. The initiative should make people more aware of the services available to them, and encourage public transport usage.

5.4 Encouraging Car Sharing

5.4.1 An increase in car sharing could help reduce the impact of the development on the environment, and help site users save money. **Table 5.3** below summarises the proposed car share initiatives:

Initiative	Description
Promote Car Sharing Database	Promote liftshare.com – a car sharing database which matches people across the UK.
Free Emergency Ride Home (staff only)	Provide a guaranteed free ride home in an emergency to car sharers who are let down by their sharing partner.

Table 5.3 – Initiatives to Encourage Car Sharing

Promote Car Sharing Database

5.4.2 Promoting an existing database is a low cost way of encouraging and raising the profile of car sharing. In order to co-ordinate car sharing, an electronic database can be used which matches up travellers planning the same journey.

5.4.3 The website [liftshare.com](https://www.liftshare.com) provides car sharing information for those travelling similar journeys and matches these people. It is a free, secure, and easy to use service which can help reduce travel costs for visitors and employees. Uptake would also help reduce the development's impact on the environment.

5.4.4 It is proposed that the website is contained within the Travel Plan Induction Packs and promoted internally.

Free Emergency Ride Home (staff only)

5.4.5 In order to improve confidence in joining a car share arrangement, a lift home could be made available free of charge to employees who regularly car share in the event of an emergency.

5.4.6 This initiative will help improve confidence in joining a car share agreement. Further guidance on providing a free emergency lift home is provided by Liftshare.

5.5 Encouraging Walking

5.5.1 **Table 5.4** below summarises the proposed additional initiatives designed to encourage walking:

Initiative	Description
Security Provision	Provide personal safety alarms to enhance safety.
Walking Buddy Scheme	Implement a buddy scheme where walkers can meet up and arrange to walk to and from work together.

Table 5.4 – Initiatives to Encourage Walking

Security Provision

5.5.2 Low levels, or perceived low levels, of security can be a major influence on the attractiveness of walking in an area. Providing the option of personal alarms to parents or members of staff who express concerns or indicate that they will walk to the new site will help reduce any uncomfortable feelings and encourage more walking. An increased security presence at the site could also have a similar effect.

Walking Buddy Scheme

5.5.3 A walking buddy scheme should be open to all parents and staff. They could put their names forward for the scheme, and would be matched against others with a similar journey. Otherwise, this could simply be encouraged on an informal basis.

5.6 Encouraging Sustainable Travel in General

5.6.1 The following subsection discusses initiatives that are not aimed at encouraging any one specific mode of travel, but are instead generic measures to encourage any form of sustainable travel. The proposed initiatives are summarised in **Table 5.5**:

Initiative	Description
Sustainable Transport Week	A week aimed at promoting cycling, walking, and public transport.
Transport Newsletter	Newsletter detailing all the relevant transport information to staff and parents.
Introductory Pack	A pack of transport-related information distributed to all new parents and employees.

Table 5.5 – Initiatives to Encourage Sustainable Travel in General

Sustainable Transport Week

5.6.2 In order to raise awareness of sustainable modes of travel, it is suggested that the school organises a 'Sustainable Transport Week' aimed at promoting cycling, walking, and public transport. This could contain the following information on staff notice boards for each of the following transport modes:

Cycling

- Posters advertising the week;
- Posters detailing the health and economic benefits associated with cycling in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

Public Transport

- Posters advertising the local services discussed in the site audit section;
- Posters detailing the health and economic benefits associated with public transport in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

Walking

- Posters advertising the week;
- Posters detailing the health and economic benefits associated with walking in comparison to private car use; and
- Posters detailing the threats of climate change, and transports contribution towards climate change.

5.6.3 It is beneficial to encourage more cyclists and pedestrians to travel to and from the site, but not at the cost of increased accidents. As part of the Sustainable Transport Week, a cycle/pedestrian safety training session could be held.

5.6.4 In order to obtain maximum participants, the Sustainable Transport Week should be held at an appropriate time in the spring/summer when there is an increased probability of good weather.

Transport Newsletter

5.6.5 In order to maintain engagement with the TP process, a newsletter or e-newsletter could be brought out every term. The newsletter could include, but not necessarily be limited to;

- TP monitoring updates;
- BUG and Buddy Scheme event dates;
- Any relevant bus information; and
- Stories of colleagues who travel sustainably to the school published to inspire others.

- 5.6.6 The newsletter could be run as an educational student project, and be written by a group of pupils supervised and guided by a member of staff.

Introductory Pack

- 5.6.7 A key initiative of the TP would be the distribution of an Introductory Pack. All new parents and staff should receive an introductory pack on arrival, as such packs can be critical in influencing travel patterns. The contents of the packs could include, but not be limited to:

- Introduction to the TP concept detailing objectives and aspirations;
- Literature on the health benefits of walking, cycling and environmental benefits of sustainable modes of transport;
- Personal travel initiatives;
- Maps showing local walking / cycling routes and places of interest;
- Details of public and school transport services, including timetables and routes; and
- Details of the Travel Plan Co-ordinator (TPC).

6.0 Targets

6.1 Introduction

6.1.1 Target setting is an important part of any Travel Plan, providing a focus for the overall process and a measure against which the Travel Plan initiatives can be judged. This section sets out some example targets and provides an overview of the data that should be collected as part of future travel surveys to inform the full Travel Plan once developed.

6.2 Initial Modal Split Targets

6.2.1 It is proposed that once the new building has been completed and occupied a travel survey is undertaken amongst staff and parents.

6.2.2 However, it is possible to provide an indication of potential targets, and an example is provided in **Table 6.1** below:

Example of Potential Targets					
Travel Mode	Existing Modal Split Percentage	Short Term Target Modal Shift Change	Medium Term Target Modal Shift Change	Long Term Target Modal Shift Change	Total Target Modal Shift Change
Car Driver	TBC following surveys	-2%	-4%	-4%	-10%
Car Share		+1%	+1%	+1%	+3%
Public Transport		+1%	+1%	+1%	+3%
Cycle		-	+1%	+1%	+2%
Foot		-	+1%	+1%	+2%

Table 6.1 – Example of Potential Targets

6.2.3 The example modal split targets above aim for a 10% reduction in single occupancy car trips, whilst aiming for a 10% increase in trips by more sustainable modes such as public transport, walking and cycling.

6.2.4 The above targets are indicative only, and final targets will be decided following the receipt of the travel surveys. Surveys will be commissioned within three months of occupying the new building.

6.3 Travel Plan Performance Indicators

6.3.1 In addition to the modal split targets, the following Travel Plan performance indicators could be considered:

- Uptake of alternative modes – targets could be set for bus patronage, membership and use of car clubs, registration and participation in car share schemes, and cycle/pedestrian counts;
- Car ownership and mode of travel – modal split targets could be supplemented by targets related to car ownership, and travel to work by mode targets; and
- Travel Plan awareness targets – a target could be set in relation to employee's appreciation of the Travel Plan process, and knowledge of the benefits offered by the plan.

6.4 SMART Targets

- 6.4.1 The above example modal split targets and potential Travel Plan performance indicators are considered to be suitable interim measure before travel surveys are undertaken three months after occupation of the new building.
- 6.4.2 At this point official targets will be set through consultation with BC. The official targets will be **SMART** (**S**ite-specific – **M**easurable – **A**chievable – **R**ealistic – **T**imed).

7.0 Monitoring and Review

7.1 Introduction

- 7.1.1 This section of the report sets out the proposed management arrangements associated with the ITP. It also sets out the next steps with regards to converting this ITP into a full TP.

7.2 Responsibility and Management

- 7.2.1 Overall responsibility for the ITP will lie with the school. Following construction and full occupation, the ITP will need to be updated to a full Travel Plan. This will involve the distribution of travel surveys.
- 7.2.2 The travel surveys will be distributed to parents and staff, and will be influenced by national travel planning guidance, and approved by BC. These will extract key travel characteristics such as:
- Post code;
 - Purpose of trip;
 - Mode of travel;
 - Reason for mode of travel; and
 - Barriers to other mode choices.
- 7.2.3 This information will enable analysis to be undertaken to establish final targets. It will also provide information on the reasons for that modal split and identify any measures that may encourage a modal shift.

7.3 Travel Plan Coordinator (TPC)

- 7.3.1 When the full Travel Plan is produced, the day to day responsibility will shift to the appropriately appointed TPC. The TPC will take responsibility for ensuring that the various elements of the plan are monitored and operate effectively to offer a genuine choice of travel modes. Typical duties include:
- Leading on the delivery of the TP;
 - Representing the human face of the TP and explaining its purpose and opportunities on offer;
 - Promoting individual measures/initiatives in the TP;
 - Liaising with public transport operators;
 - Monitoring the TP; and
 - Taking a key role in reviewing the TP.
- 7.3.2 A TPC will be nominated for the school in due course, with contact details to be provided separately to BC.

7.4 Monitoring and Evaluation

7.4.1 The monitoring of travel behaviour is vital to measure progress towards the targets.

7.4.2 Annual monitoring reports will be provided to officers at BC following the receipt of the first surveys. Monitoring will be carried out for a period of at least three years from the date of the baseline travel surveys.

8.0 Action Plan

8.1 Introduction

8.1.1 **Table 8.1** below summarises the key actions from the document by providing an Action Plan for the Travel Plan process:

Action	Target Date	Responsibility
Appoint TPC	One month before occupation of the new building	The school
Produce Welcome Packs	First occupation of the new building	TPC
Undertake Initial Travel Surveys	Within three months of occupying of the new building	TPC
Decide Modal Split Targets	Within one month of undertaking the initial surveys	TPC in conjunction with BC
Update ITP to a full Travel Plan	Within two months of agreeing modal splits with BC	TPC
Present Annual Monitoring Report	Annually for at least three years following the agreement of targets with BC	TPC

Table 8.1 – Action Plan

Plans



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Civils & Structures • Transport Planning • Environmental • Infrastructure • Geotechnical • Conservation & Heritage • Principal Designer
Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:

SPURR HOUSE, BURY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE WALKING CATCHMENT

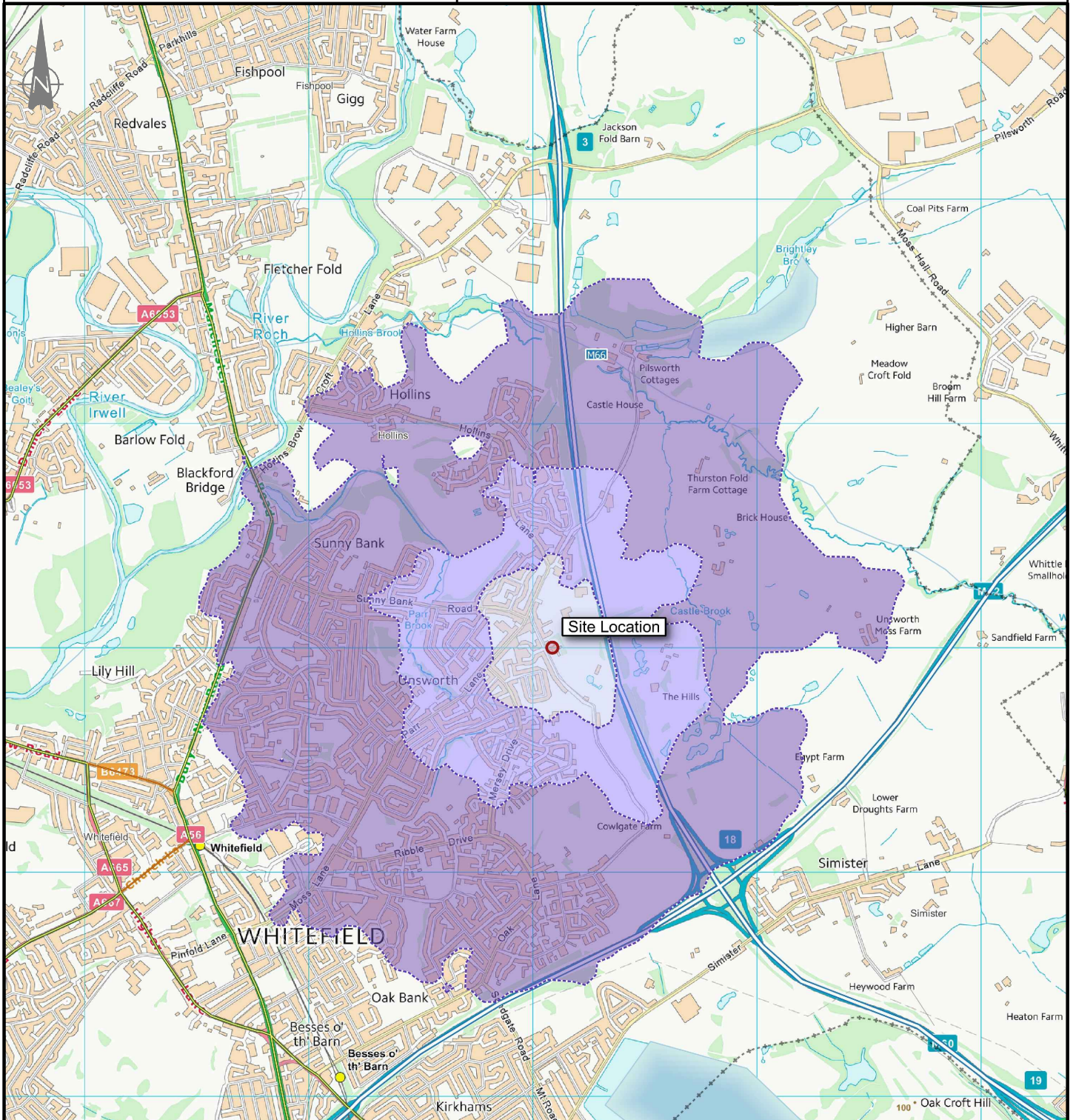
Drawn By: HD Checked By: DJ

Designed By: HD Date: 16/09/22

Scale: NTS

Project No: Originator: Volume: Level: Type: Role: Category / Number: Rev:

081241 - CUR - 00 - XX - DR - TP - 06001 - P01



KEY: Site

Walking Catchment

- 2000m
- 1000m
- 500m

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Birmingham • Bristol • Cambridge • Cardiff • Douglas • Dublin • Edinburgh • Glasgow • Kendal • Leeds • Liverpool • London • Manchester • Nottingham

Project:

SPURR HOUSE, BURY

Status:

PRELIMINARY

Drg Title:

ACCESSIBILITY
INDICATIVE PUBLIC
TRANSPORT CATCHMENT

Drawn By: HD

Checked By: DJ

Designed By: HD

Date: 16/09/22

Scale: NTS

Project No:

Originator:

Volume:

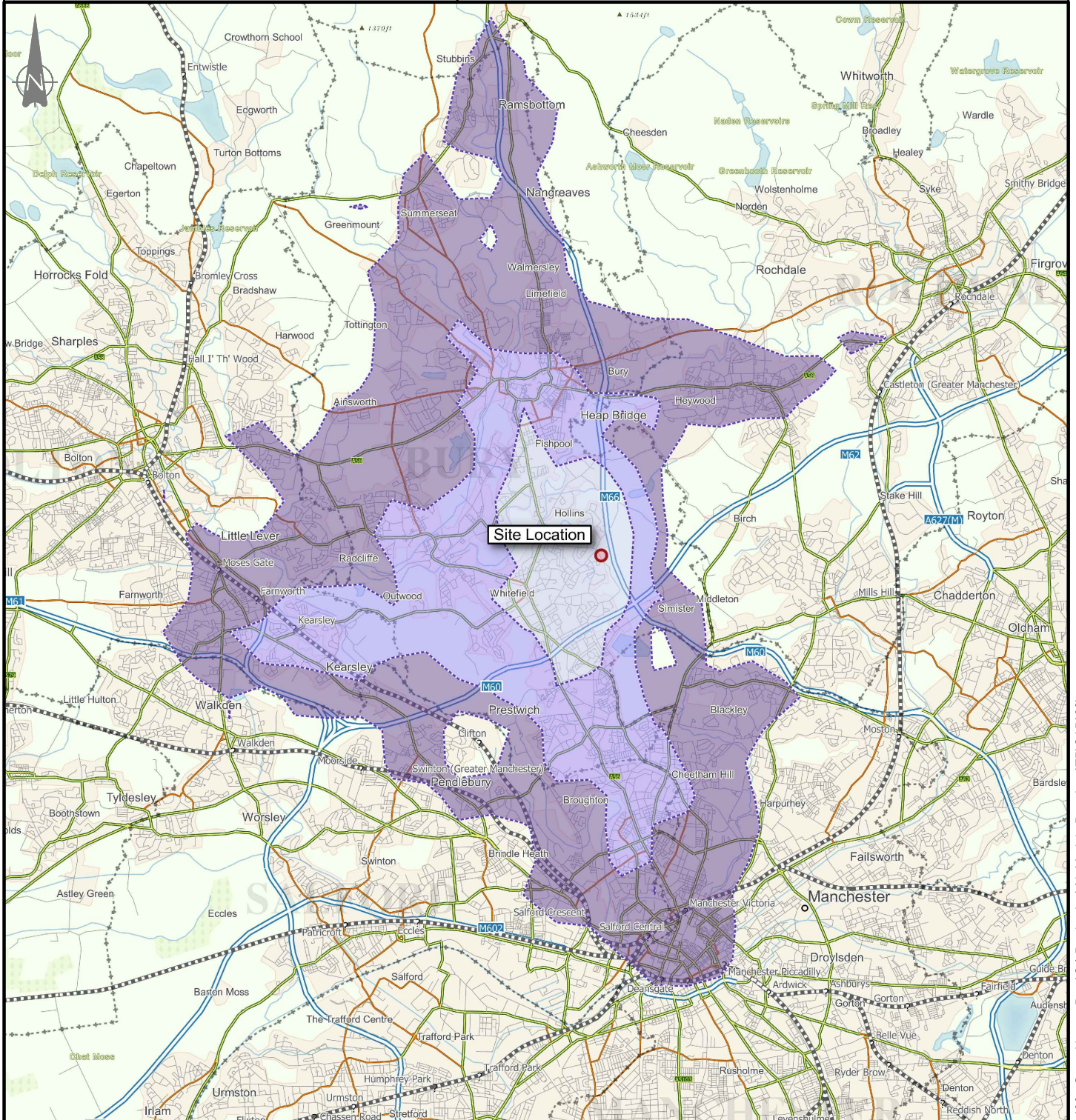
Level:

Type:

Role:

Category / Number: Rev:

081241 - CUR - 00 - XX - DR - TP - 06003 - P01



KEY:  Site

 Public Transport Catchment

 60 minutes

 40 minutes

 20 minutes

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