

TRAVEL PLAN



Bury STAR Academy

Spring Lane, Radcliffe, Bury

FOR

Department for Education

August 2023



Quality Management

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1. Introduction

1.1.1. Via Solutions has been appointed to prepare this Interim Travel Plan in support of a planning application for a new, secondary STAR academy school (referred to herein as 'the school') with a capacity of approximately 750 pupils, on land to the north of Spring Lane in Radcliffe, Bury, on behalf of the Department for Education (DfE).

1.1.2. Figure 1 below shows the site location in relation to the local highway network.

FIGURE 1: SITE LOCATION



- 1.1.3. Central Government and Local Authorities are placing emphasis on the need to reduce the number and length of motorised journeys and in doing so encourage greater use of alternative means of travel which have less environmental impact than the car. The principle aim of the Travel Plan is to encourage a reduction in car usage (particularly single occupancy journeys) and increase the use of public transport, walking and cycling.
- 1.1.4. Consultation has been undertaken with Transport for Greater Manchester (TfGM) and Bury Council highways officers throughout the development of the site proposals, leading to the planning submission. The advice and comments received in the discussions with TFGM and Bury Council have been taken into consideration in the preparation of the transport assessment and travel plan for the school.
- 1.1.5. A separate transport assessment for the development proposals and should be read alongside this Travel Plan.
- 1.1.6. The site is close to walking and cycling infrastructure and local and wider area bus and train services. This presents an opportunity to formulate a robust Travel Plan to increase sustainable travel choices and provide a development accessible to all.

2. Objectives

2.1.1. This Travel Plan (TP) has been produced in accordance with both Central and Local Government guidance relating to Travel Plans. The TP is focused on the future occupiers of the proposed development. The specific measures will help to provide a focused and effective TP to encourage users to vary, or change, from their reliance on private car travel.

2.1.2. There are a number of objectives, both at national and local level, which the implementation of the TP is intended to help fulfil. These include:

- ✓ To influence travel behaviour of pupils, staff and visitors;
- ✓ Reduce the number of single-occupancy car trips;
- ✓ To reduce the need for unnecessary journeys by pupils, staff and their visitors;
- ✓ Reduction in travel distances;
- ✓ To help improve the health of staff and pupils, and
- ✓ Accommodating those journeys that need to be made by car.

3. Site Characteristics

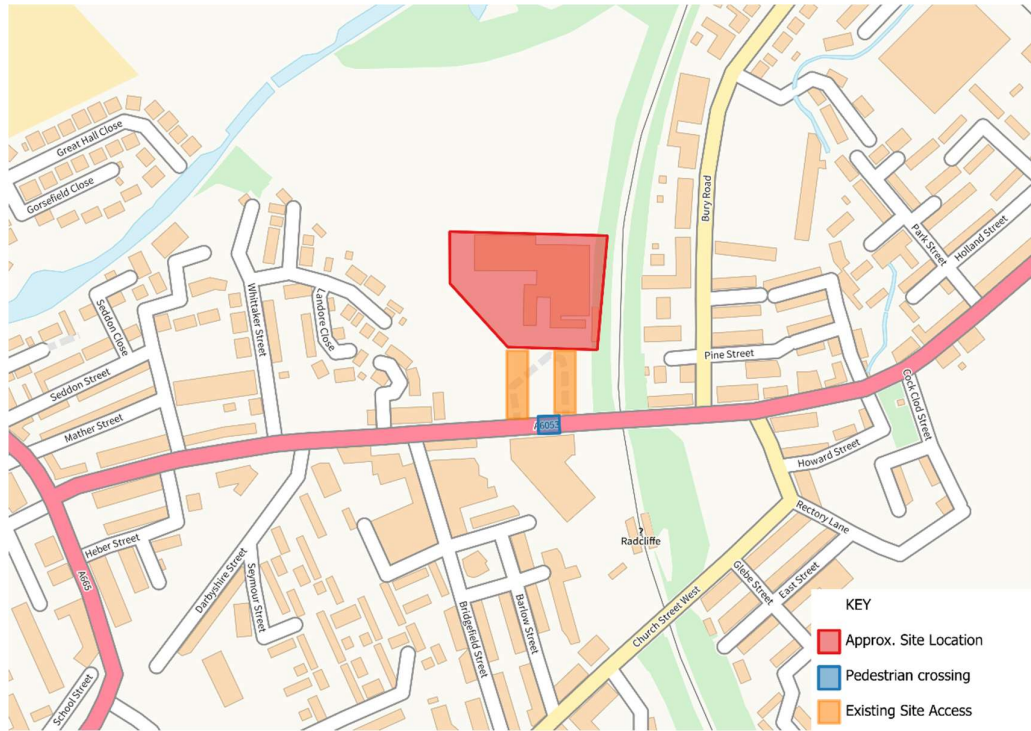
3.1. PROPOSED DEVELOPMENT

- 3.1.1. The proposed development consists of a new, secondary STAR academy school (referred to herein as 'the school') with a capacity of approximately 750 pupils, on land to the north of Spring Lane in Radcliffe, Bury, on behalf of the Department for Education (DfE). The proposed site layout is indicated on the drawings contained within Appendix A.
- 3.1.2. The plans are for a two-block school building, an artificial grass football pitch and 3G pitch with associated landscaping and a staff car park. There will be approximately 80 FTE staff members when the school is fully operational.

3.2. SITE DESCRIPTION

- 3.2.1. The school application site lies approximately 750m north-east of the centre of Radcliffe and 5km south-west of the centre of Bury. The existing site is occupied by the Spring Lane Pupil Referral Unit (PRU) and the Radcliffe Leisure Centre. The PRU offers 89 pupil places. The school and leisure centre take vehicular access from Spring Lane from two adjacent priority T-junctions with Spring Lane. Both the leisure centre and the PRU will be relocated within the Bury area.
- 3.2.2. Figure 2 overleaf shows the location of the site and the existing access arrangements.

FIGURE 2 SITE ACCESS LOCATION PLAN



3.2.3. The application site is bound to the north by the Manchester, Bolton and Bury Canal (disused) and to the east by the Manchester Metrolink tram line. The site is bounded to the west by a public right of way, locally known as the 'Banana Path', which runs between Spring Lane and the canal. A6053 Spring Lane forms the southern boundary of the site, from which the existing site uses take access. To the southern kerb line of Spring Lane is the Radcliffe Park and Ride site.

3.3. HIGHWAY NETWORK

3.3.1. The vehicular access to the site will be taken from a single point from Spring Lane, replacing the existing access for the PRU. The existing access into the sports centre will be removed and stopped up. The access proposals for the site are indicated on the drawings contained within Appendix B.

- 3.3.2. The site access road will form a simple priority junction with Spring Lane, with a 7.3m wide two-way carriageway, street lighting and footways to either kerbline. To the eastern kerbline of the access road, there will be a segregated 3 metre bi-directional cycleway and a 2 metre footway whilst on the western kerbline there will be a 2 metre footway only. These will tie into existing footways on the northern kerbline of Spring Lane and provide continuous footways through the site.
- 3.3.3. 100 metres to the north of the main site access, the site access road will meet a 28m ICD roundabout, the eastern arm of which forms the main school access. The access road is 7.3m wide and continues for a further 20 metres whereupon the main school access gates are located. The automated vehicle gates will be controlled from the school reception and give access to the staff and visitor parking areas.
- 3.3.4. The provision of the roundabout enables non-school related traffic to turn and return to Spring Lane rather than to approach the school gates.
- 3.3.5. In the vicinity of the site access, A6053 Spring Lane is a 7.5m two-way single carriageway road, which is subject to a 30-mph speed limit. There are pedestrian footways provided to either kerb line, and street lighting is provided to an acceptable standard.
- 3.3.6. Between the two existing access points to the PRU and leisure centre, there is a signalised pedestrian crossing of Spring Lane, allowing access from the school and leisure centre to the Park and Ride (P&R) facility and residential areas located to the south of Spring Lane.
- 3.3.7. Vehicular access to the P&R is provided to the west of the existing school access, and 45 metres from the signalised crossing. The access takes the form of a simple priority junction and operates one-way, entry only. The vehicular exit from the P&R is located approximately 80 metres to the east, immediately adjacent the Metrolink rail line overbridge and 20 metres east of the Leisure centre access.

3.3.8. Spring Lane is the main route between Radcliffe and the A56, 2.5km to the east, passing through residential areas, a hospital and industrial areas. The A56 heads north into Bury town centre and south to join the M60 at junction 12 and beyond to Prestwich and Manchester city centre. The M60 forms the orbital strategic route around Manchester and offers access to the strategic road network and to destinations across the north of England.

3.4. PEDESTRIANS AND CYCLISTS

WALKING

3.4.1. The national policy relating to transport and development is set out in the NPPF, however this does not provide guidance on desirable maximum walking distances from new developments. Reference has been made to "The Guidelines for Providing for Journeys on Foot" (Institution of Highways & Transportation, May 2000), which describe best practice in planning and providing for pedestrians within the UK policy and legislative framework. This allows an assessment of the sites compliance with policy guidance on recommended walking distances to local services for site user (as provided in Table 1 below).

TABLE 1. PREFERRED MAXIMUM WALKING DISTANCES

	Town Centre	Commuting / School / Sightseeing	Elsewhere
Desirable	200m	500m	400m
Acceptable	400m	1000m	800m
Preferred Maximum	800m	2000m	1200m

Source: Providing for Journeys on Foot (IHT, 2000)

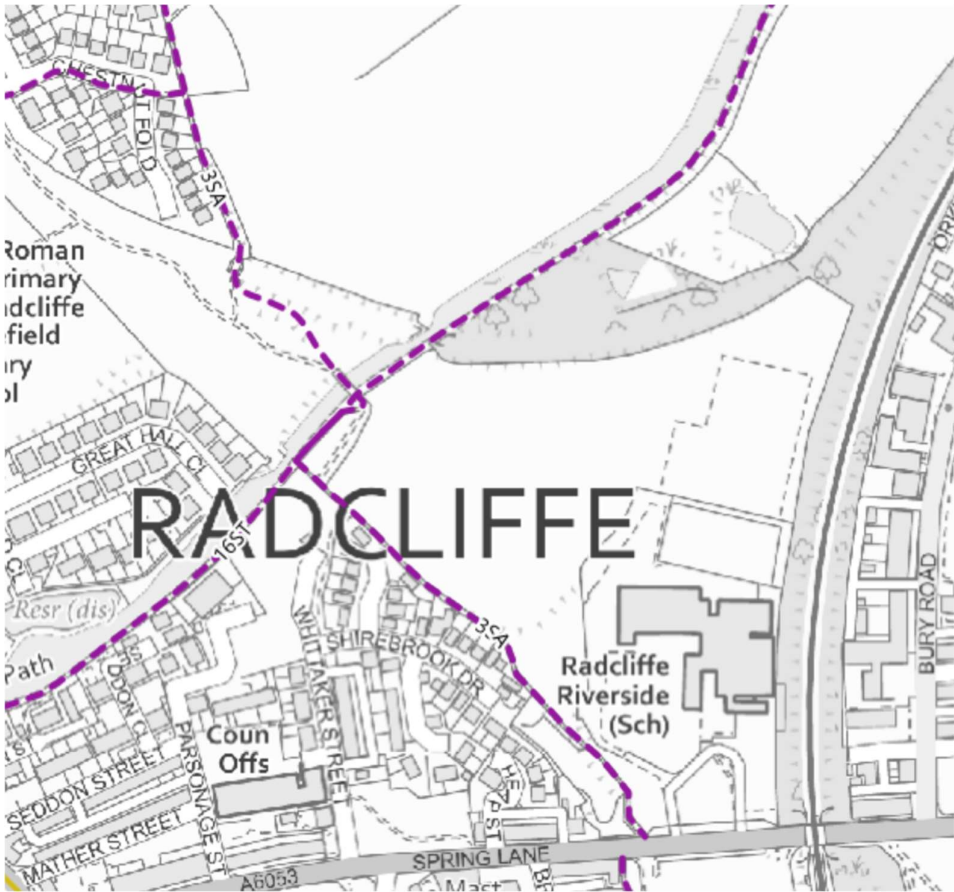
3.4.2. Some of the key facilities within the preferred maximum walking distances are summarised in Table 2. The walking distances are measured from the signalised pedestrian crossing, between the existing site accesses.

TABLE 2. FACILITIES LOCATED WITHIN PREFERRED MAXIMUM WALKING DISTANCES

	Facilities
400m	Bus stops, Radcliffe P&R and tram, food and non-food retail, leisure, residential areas.
800m	Radcliffe centre, bus stops, food and non-food retail, leisure, residential areas.

3.4.3. To the western boundary of the site is a public right of way (Ref. 35A), named locally as the ‘Banana Path’. This leisure route passes from Spring Lane, along the western boundary of the site to the canal as shown in Figure 3.

FIGURE 3 – EXTRACT FROM BURY PROW MAP (BURY COUNCIL, JULY 2023)

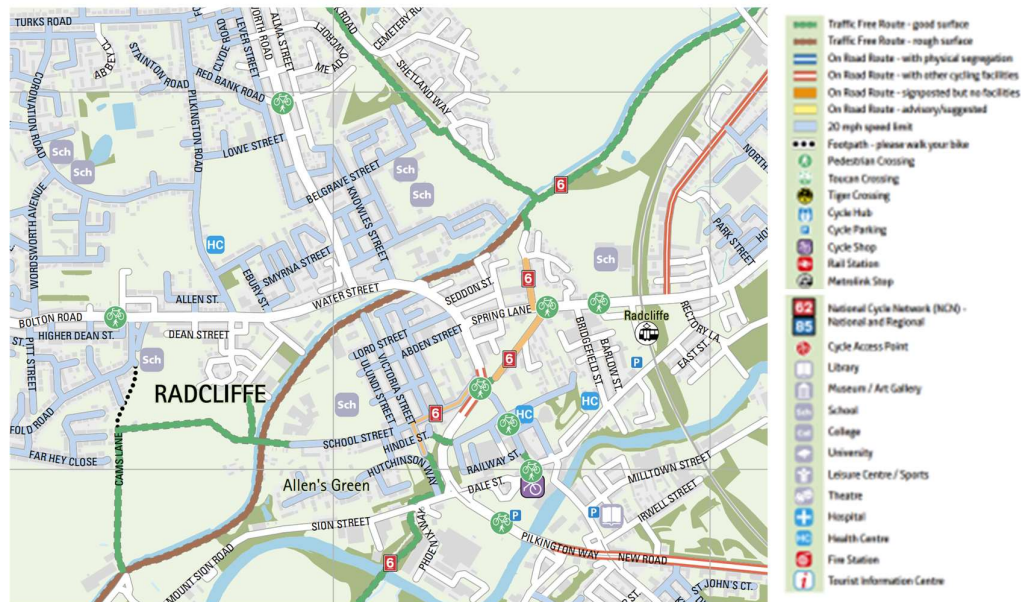


- 3.4.4. The pedestrian and cycle access to the development will be from the proposed junction with Spring Lane. To the eastern kerbline of the access road, there will be a segregated 3 metre bi-directional cycleway and a 2 metre footway whilst on the western kerbline there will be a 2 metre footway only. These will tie into existing footways on the northern kerbline of Spring Lane and provide continuous footways through the site.
- 3.4.5. The 5 metre wide pedestrian and cycle link will continue from the roundabout towards the school parallel to the main school access. Pedestrians and cyclists will enter the school via a separate gate to vehicles. This continuous link will provide access to the dedicated cycle parking area.
- 3.4.6. The existing pelican crossing on Spring Lane will be widened and upgraded to a Toucan crossing as part of the development. It is proposed that the segregated footway / cycleway leading from the school site, will revert to shared cycle-footway in the vicinity of the crossing to allow both pedestrians and cyclists to use the crossing safely. To the southern kerbline of Spring Lane, the existing footway will become a shared cycle-footway to facilitate cycle access to the wider area.
- 3.4.7. This crossing arrangement replicates the layout provided at the toucan crossing of Spring Lane at Darbyshire Street, further west.
- 3.4.8. From the site, there are wide pedestrian footways along both kerb lines of Spring Lane, in both directions, beyond the railway bridge to the east and the residential areas to the west.
- 3.4.9. In summary, the existing pedestrian infrastructure in the vicinity of the site and the proposed access arrangements is of a good standard. Therefore, there is excellent potential for pupils, staff and visitors to undertake journeys to the site on foot.

CYCLING

- 3.4.10. National and Local policy encourage sustainable development and a shift away from private car use, however, there is no specific recommended maximum cycle distances for access to services/leisure facilities from new developments stated within the NPPF or local planning policy.
- 3.4.11. It is noted that the distances people will be willing to travel on a bicycle will be highly variable depending on the type of development, site users and age profile as well as the perception of personal safety in the local environment. However, Local Transport Note 2/08 (published by the Department for Transport) does provide a useful reference point; it indicates that an acceptable distance for general trips by cycle is considered to be up to 5km, but it also acknowledges that this may be slightly longer (up to 8km) for those commuting to employment uses by cycle.
- 3.4.12. The proposed access arrangements for cyclists to the school are detailed above and shown on the drawing in Appendix B.
- 3.4.13. All local facilities and services as detailed in Table 2 above, can be accessed readily by bicycle using predominantly residential roads and off-road cycle routes. The highway network to the north, south and east of the site is mainly residential, flat and experiences lower traffic volumes and thus cycling should be safe and convenient and an alternative mode of transport to the private car for a high number of staff and pupils.
- 3.4.14. The local cycle network within the vicinity of the site is shown in Figure 4 overleaf.

FIGURE 4 – EXTRACT FROM BURY CYCLE MAP, TFGM, 2023



3.4.15. The cycle map indicates that there are on road routes, readily accessible from the site that can be used by staff and students to access the site from surrounding residential areas.

3.4.16. In consideration of the above, it is considered that there are practical and convenient links available to and from the proposed development offering the potential for pupils, staff and visitors to walk or cycle to the site.

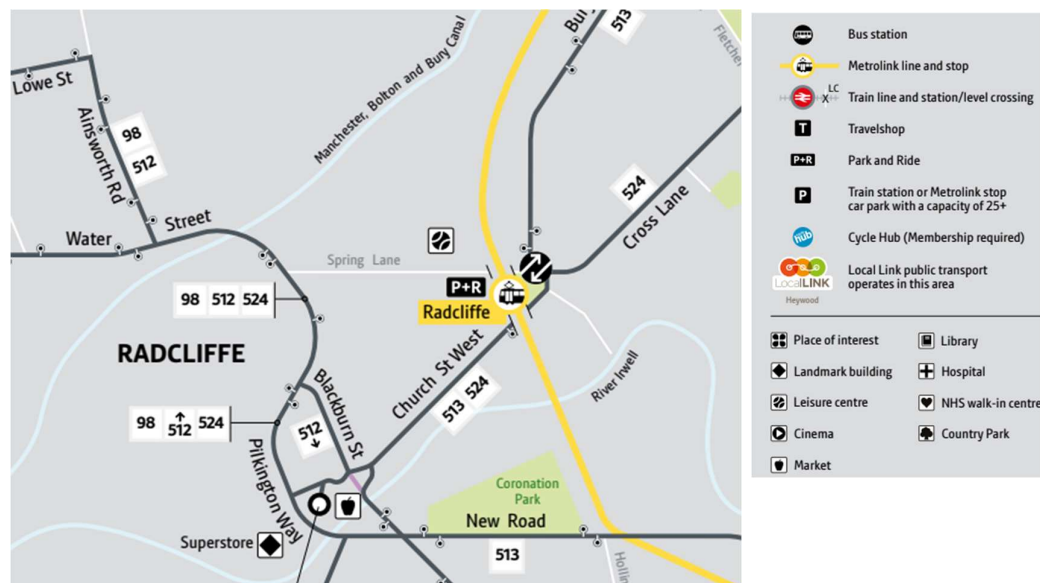
3.5. PUBLIC TRANSPORT

GREATER MANCHESTER ACCESSIBILITY LEVELS (GMAL)

3.5.1. Great Manchester Accessibility Levels (GMAL) model was developed by Transport for Greater Manchester as a method of assessing the accessibility of the public transport provision to a location. The model is similar to that employed by Transport for London and takes into account walking time and service availability.

- 3.5.2. The resulting GMAL index is categorised from 1 to 8; a score of 8 indicates the highest level of accessibility. The model indicates that the site is located within an area with a GMAL rating of 5. This indicates a high level of accessibility, consistent with the public transport provision adjacent to the site, as described in the following sections.
- 3.5.3. The TfGM public transport map for Bury in the vicinity of the site, is reproduced below and the provision indicated on the map, discussed in the following sections.

FIGURE 5 – EXTRACT FROM BURY PUBLIC TRANSPORT MAP, TFGM, 2023



BUSES

- 3.5.4. There are a number of bus stops provided along Spring Lane, the closest being approximately 20m east of the leisure centre access, directly beneath the tram railway overbridge. A flag and pole, bus cage road markings and timetable boards are provided at both stops. These stops are not shown on Figure 5 as they serve school bus services only.

- 3.5.5. Bus stops are also provided approximately 170 metres to the east on Bury Road; a flag and pole, bus cage road markings and timetable boards are provided at both stops. The bus stops on Bury Road offer a frequent service within a short walk of the site.
- 3.5.6. The locations of bus stops are indicated on Figure 1. The table overleaf provides a summary of bus routes in the area.

TABLE 3. SUMMARY OF BUS ROUTES

Route No	Route Summary	Frequency		
		Monday to Friday	Saturday	Sunday
From Spring Lane at Radcliffe Metrolink stop				
886	Tottington - Walshaw - Starling - Radcliffe - Warth Fold	2 per day (School Service)	-	-
888	Bradley Fold - Bolton Road Estate - Radcliffe – Fishpool	2 per day (School Service)	-	-
894	Bradley Fold - Radcliffe - Hollins - Unsworth - Heaton Park	2 per day (School Service)	-	-
899	Starling - Seddons Farm Estate - Radcliffe - Warth Fold	2 per day (School Service)	-	-
From Bury Road				
513	Bury - Whitefield - Farnworth - Stand - Radcliffe circular	60 minutes	60 minutes	120 minutes

METROLINK

- 3.5.7. The Radcliffe Metrolink tram stop is located immediately opposite the leisure centre and is accessed by pedestrians from the P&R facility via the vehicular exit junction. The Metrolink is serviced by Green Line and Yellow Line services, offering connections to Bury, Altrincham and Manchester City Centre (Piccadilly). The service runs at approximately 12 minutes in each direction.

- 3.5.8. The proposed development is considered to be well served by public transport, utilising stops that are well within the desirable and acceptable walking distances of 400m and 800m respectively, given in 'Providing for Journeys on Foot' and having two mainline stations and a tram station within a reasonable bus or cycling distance.

3.6. THE GREATER MANCHESTER BEE NETWORK

- 3.6.1. The Transport for Greater Manchester Bee Network is set to transform the transport network. It will offer a similar high volume – low fare London style public transport network with integrated ticketing and fares systems for public transport, and linked up by high quality walking and cycle infrastructure with 1,800 miles of safe routes and 2,400 new crossings. Bee Network hire bikes and e-bikes are already available in areas of Manchester, Salford and Trafford.
- 3.6.2. There are two planned improvements as part of the Bee Network (cycling, walking and wheeling) and these are:
- ✦ A new bridge and shared path for pedestrians and cyclists to cross the River Irwell to the south of the site and access the Radcliffe Tram stop. This will of course facilitate better access to the proposed school from the south.
 - ✦ Improved cycle parking at Radcliffe tram stop.
- 3.6.3. It is considered that as the Bee Network is implemented, this will reinforce the existing accessibility of the existing site and promote sustainable trips to the proposed school.
- 3.6.4. From the above it is evident that the site benefits from being in proximity to quality public transport links for staff, pupils and visitors from the school.

3.7. PARKING PROPOSALS

3.7.1. The parking provision on site has been indicated on the proposed layout drawings in Appendix A. The drawings indicate that the following parking will be provided:

- ✦ 97 vehicular parking spaces; including
 - 6 accessible parking spaces (6%);
 - 6 Electric Vehicle Charging Points (6%);
- ✦ 20 cycle stands are proposed (Sheffield hoops) which provides parking for 40 cycles;
- ✦ 1 space per 40 staff for Powered Two Wheeler vehicle or Three-wheel motor vehicle.

3.7.2. The cycle parking is located in a prominent position directly outside the main entrance to the building. The demand for and use of cycle parking will be monitored through the school travel plan once the school is operational; there is adequate space within the allocated cycle parking area

3.7.3. As is the case with a significant number of schools, there is expected to be community use of the sports facilities outside of school hours as part of the development proposals. The main school staff parking areas will be opened up for this use as demand requires and therefore further operational parking would be required over and above the staff provision for this use.

3.7.4. The parking proposed is considered to be in line with provision at similar schools recently approved for construction such as Salford Star Academy and the provision will ensure that the school has no impact on the local highway network.

4. Travel Plans

4.1. INTRODUCTION TO TRAVEL PLANS

- 4.1.1. A Travel Plan (TP) is typically a package of practical measures to encourage all users of a development to choose an alternative to single-occupancy car-use, and to reduce the need to travel in connection with the development.
- 4.1.2. The TP should be tailored to a particular site and include a range of measures which will make a positive impact at that site. The purpose is to make the more sustainable transport modes safe and practical and therefore attractive to users of the site (which in this case include staff, visitors and pupils).

4.2. THE BENEFITS OF A TRAVEL PLAN

- 4.2.1. The effects of travel choices on our environment, our health and our quality of life are well documented. Sources describe how increases in road traffic have produced unsustainable levels of congestion and pollution. The effects can be felt at a local level through poor air quality, noise and busier roads and at a global level through climate change.
- 4.2.2. Journeys by road are becoming slower and more unreliable causing problems for business and stress to drivers. Central and Local Government guidance relating to TP's stress the environmental and health benefits of producing a TP.
- 4.2.3. It is necessary to look at the way staff, pupils and visitors might travel and consider ways of reducing the impact on the surrounding highway network. This means using more sustainable alternatives such as walking, cycling or bus use in preference to single occupancy car use. The TP should encourage staff to reconsider how they make regular journeys to and from the site.

- 4.2.4. An effective TP can benefit the site, the local community and the overall environment. It can significantly reduce the costs of car park provision and maintenance, by potentially reducing the demand for parking spaces. Table 3 summarises some of the benefits of implementing a TP at the new development and indicates who will benefit.

TABLE 3. THE BENEFITS OF THE TRAVEL PLAN

Benefit	Staff / visitors/ Pupils	Community / Environment
Cost savings	√	√
Healthier lifestyle	√	√
Improved site access	√	√
Reduced congestion	√	√
Reduced accidents	√	√
Time savings	√	√
Improved quality of life	√	√
Reduced stress	√	
Improved local air quality	√	√
Reduced noise	√	√

- 4.2.5. Travel Plans can produce indirect but significant benefits, such as improving the punctuality of people travelling to work or recreationally. Staff and pupils who cycle or walk to / from the development will promote a healthier lifestyle. By having a TP, the school will demonstrate a more responsible and caring attitude to staff, pupils visitors and the local community.

5. Travel Plan Initiatives

- 5.1.1. Travel Plan initiatives will be used to reduce reliance on the private car and promote more sustainable travel choices.

5.2. TRAVEL PLAN MEASURES

- 5.2.1. Measures are required to further encourage the use of sustainable transport modes by staff, visitors and pupils. These generally include the promotion of the travel choices through marketing initiatives such as poster campaigns, personal Travel Plans, internet sites, mobile apps and accessible information.
- 5.2.2. Travel information and initiatives will be promoted to all staff, visitors, and to pupils and their parents. This will be achieved via the Travel Information Welcome Pack (TIWP) and thereafter by producing leaflets and newsletters as well as utilising the internet and communication sessions. This activity will need to be coordinated properly by the travel plan co-ordinator (TPC).
- 5.2.3. For visitors, access and travel information will be provided in all marketing streams, such as leaflets, website and social media.

TRAVEL PLAN COORDINATOR (TPC)

- 5.2.4. To deliver the above measures it will be necessary for a Travel Plan Co-ordinator (TPC) to be appointed to implement the measures. This appointment will be made prior to the first occupation of the school. Generally, the role of the TPC is to ensure promotional material for sustainable travel is up to date and that they act as the main point of contact for travel and access information. The promotional material will be developed by the TPC in liaison with the Travel Plan Officer of the Council.

- 5.2.5. The TPC will coordinate all initiatives for the school in liaison with the Council's Travel Plan Officer including monitoring and reporting (via the annual travel surveys). They will also act as the main point of contact for all organisations outside the school. The TPC will also ensure the measures in this travel plan are implemented.
- 5.2.6. One of the first tasks of the TPC on their appointment will be to ensure that their contact details are included in the marketing for the school, on communal notice boards within the school and within marketing literature and the Travel Information Welcome Pack. These details will also be provided to the local authority and will be kept up to date should they change.
- 5.2.7. A copy of the Travel Plan will be made available on staff and pupil notice boards and a letter will be circulated to all staff and pupils following the commencement of the plan. This letter will announce the launch of the Travel Plan, location of the notice boards and name of the TPC. Details of the Travel Plan will also be included within subsequent recruitment literature and staff induction packs.
- 5.2.8. The TPC shall advise staff on how they might travel to the new school and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for an employee, if requested.
- 5.2.9. Wherever possible, the TPC will involve the pupils in participating and delivering sustainable travel initiatives to further promote the objectives of the TP.
- 5.2.10. The TPC will promote each form of sustainable travel in the following ways.

INITIATIVES TO PROMOTE WALKING

- 5.2.11. The health, environmental and financial benefits of walking will be promoted to staff, visitors and pupils. This applies particularly to staff and pupils who live within the maximum recommended walking distance, 2km, of the school.
- 5.2.12. It is considered likely that a high proportion of pupils and staff trips might be undertaken by walking and cycling. The immediate highway network around the school, being low-speed in nature, is amenable to walking to access the school. The school layout will provide safe and convenient access directly to Spring Lane to the south, for pedestrians to link to the wider highway network.
- 5.2.13. Personal security is perceived as a significant barrier to walking and it is important to address this as far as possible. The TPC will liaise with the local authority on behalf of staff, visitors and pupils to relay any concerns about the local footway network, accessibility and personal safety issues. The TPC will also promote walk buddying.
- 5.2.14. Information in respect of walking routes to the site will be made available to staff, visitors and pupils. This information will be included on maps to be produced and made available through the Travel Plan notice boards, in the welcome packs and promotional material.
- 5.2.15. The TPC will promote and encourage staff and pupil participation in local and national walking initiatives such as Greater Manchester Walking Week (October), Walk Once a Week, Free your Feet and the International Walk to School Month (October). Further details of walking initiatives for schools, trackers and maps can be found on the Council's web pages. The TPC will liaise with the Council regarding road safety initiatives that would be useful to the pupils and staff.
- 5.2.16. Reference to the walking journey planners will also be provided in promotional material.

INITIATIVES TO PROMOTE CYCLING

- 5.2.17. Safe and convenient access to the school will be provided from the main access on Spring Lane. The proposed upgrade to the crossing of Spring Lane to a toucan crossing, will link to a segregated footway and cycle way along the eastern kerbline of the new access road and lead directly to the school gate.
- 5.2.18. Adequate cycle parking will be provided in a convenient location close to the main entrance for staff, pupils and visitors. The cycle parking will be sheltered and secure and lockers and storage for personal belongings will be offered to staff who cycle.
- 5.2.19. The health, environmental and other benefits of cycling will be promoted by the TPC to staff, visitors and pupils.
- 5.2.20. Information on local cycle network routes will be made available to staff, visitors and pupils. This information will be included on maps to be produced and made available through the Travel Plan notice boards, in information packs and via the internet. Details of cycling promotion and assistance initiatives (see below) will also be disseminated via these methods.
- 5.2.21. The TPC will promote and encourage staff and pupil participation in local and national cycling initiatives such as the Bike Buddy service and Bike to work (school) days. The TPC will liaise with the Council's cycling officer about such schemes as well as cycle training initiatives that can be accessed by the school. Further details of these can be found on the Council's and Transport for Greater Manchester's (TfGM) web pages.
- 5.2.22. TfGM cycling webpages include a journey planner for cycling and also maps and tips and advice.

INITIATIVES TO PROMOTE PUBLIC TRANSPORT

- 5.2.23. The school is fortunate to be located within walking distance of good quality, regular bus services and metrolink tram services, offering the potential for more trips by public transport. It is likely that a high proportion of pupil and staff trips to the school might be undertaken by public transport. Definitive modal split proportions will be determined for the initial travel surveys.
- 5.2.24. The TPC will liaise with the Council and local bus operators to provide up to date details of bus services, including route information and service frequencies. The TPC will be responsible for the dissemination of this information and to promote the use of these services. The information will be permanently on display for the information of staff, visitors and pupils on communal notice boards and the TIWP and thereafter through leaflets, newsletters, the internet and communication sessions.
- 5.2.25. Information on how to access online real-time bus information by mobile phone will be provided to staff, visitors and pupils. They will also be made aware of all relevant on-line websites administered by public transport operators.

INITIATIVES TO REDUCE CAR USE

- 5.2.26. On first arrival at the school, the pupils and staff will be provided with a Travel Information Welcome Pack. The Welcome Pack will be provided in all staff and pupil common rooms and copies made available at reception areas. Details of the on-site facilities will be provided in the Pack which if pupils and staff are fully aware of, will assist with a reduction in travel demand.

5.2.27. The Travel Information Welcome Pack will also provide details in respect of the site and its surroundings. This information will include details of:

- ✓ the Travel Plan, its objectives and the role of the TPC;
- ✓ local public transport facilities including maps, timetables and location of nearby bus stops;
- ✓ cycle path network maps for the local area and beyond;
- ✓ local bicycle users' groups and cycle shops;
- ✓ local footway network;
- ✓ car parking arrangements including the provision of electric vehicle charging spaces;
- ✓ car sharing and car club schemes;
- ✓ local taxi services; and
- ✓ local amenities including access options.

5.2.28. Car sharing is likely to be used by some staff and a higher proportion of pupils, particularly those with siblings in attendance at the school.

5.2.29. Car sharing involves giving a lift to someone who lives close by or on the way to or from school. In addition to the measures to promote walking, cycling and public transport, car sharing is a good means of reducing single-occupancy car use especially for staff. It represents a relatively convenient alternative form of travel and significant potential exist to reduce the total private mileage of employees by implementing and publicising a formal 'scheme'. This can be established by setting up a database for users, available within communal staff and pupil areas.

5.2.30. Given the levels of staff on the site, it is likely that the most effective method of promoting car sharing schemes is via the district wide scheme available to the public. Reference will be made to this via the promotional material for specific schemes such as www.liftshare.com and www.gocarshare.com).

- 5.2.31. Consideration towards providing a guarantee for a ride home in emergencies and priority will be given for the allocation of parking spaces for car sharers to encourage take-up (if deemed practical and effective).
- 5.2.32. Car sharing by the parents and carers of pupils should be encouraged and promoted directly by the TPC. Schemes can be formal, where the school holds a database of parents who are willing to car share, or informal arrangements between parents. The TPC should encourage and promote this in promotional material and in information packs.
- 5.2.33. Where practicable, deliveries that are within the control of the school shall be optimised so as to reduce avoidable movements of heavy goods and service vehicle movements.

PROMOTE USE OF ELECTRIC VEHICLES

- 5.2.34. 6 no. electric vehicle charging spaces have been provided within the proposed car park. The TPC can promote the use of electric vehicles and the reduction in environmental impact through use of electric vehicles for school business trips. The TPC can share information on the financial and environmental benefits of EV's on the TFGM website (<https://electrictravel.tfgm.com/is-ev-for-me-cars/>).

6. Targets

- 6.1.1. Targets measure the outcome of what the TP has achieved. They quantify the difference a TP has made to travel habits and should be SMART (Specific, Measurable, Achievable, Realistic and Timed).
- 6.1.2. A commitment to specific targets is difficult to achieve at this stage, however indicative targets have been identified to monitor the effects of the TP. It is not considered possible to identify a true base level of travel behaviour until the development is occupied substantially and travel surveys have been undertaken. The initial surveys are discussed in section 8 of this report.
- 6.1.3. The traffic flow generations calculated in the transport assessment can be used to derive a target based on the maximum number of vehicle movements during peak hours.
- 6.1.4. However, the quality of sustainable transport infrastructure and public transport services in close proximity to the site may mean that higher initial targets for vehicle occupants, cyclists, pedestrians and public transport users respectively might be achievable. These initial targets will be reviewed after the initial travel surveys of both staff and pupils has been carried out.
- 6.1.5. The main objective of this Travel plan is to maintain and improve on the present modal splits and reduce the level of single occupancy car usage for journeys to work by 2.0% per annum over the first five years of occupation. Upon analysis of the initial travel surveys, it might be that targets related to sustainable travel mode share can also be identified.

- 6.1.6. The Travel Plan Co-ordinator will not omit or change the agreed targets without prior consultation and agreement from the council's Travel Planning Officer.

7. Responsibility / Ownership

- 7.1.1. The school will be responsible for implementing the initial infrastructure measures detailed in this report in liaison with the Local Planning and Highways Authority.
- 7.1.2. The TP will be implemented under the control of the TPC, who on appointment will contact the Council's Travel Plan Officer to advise that work has commenced on delivering the TP and set out preliminary dates for delivery and monitoring of this TP.
- 7.1.3. The TPC will liaise with the Council's Travel Plan Officer on a regular basis to ensure up to date area wide initiatives are delivered and the monitoring procedure is to the approval of the local authority.
- 7.1.4. The TPC will also liaise with the local community and other interested parties for the continuing progression of the TP.
- 7.1.5. The TPC will be provided with an adequate budget to fund the provision of travel information, marketing and promotional activities etc. The TPC will be responsible for the annual monitoring of the Travel Plan, including carrying out travel questionnaires, presenting the results and discussing targets with the local authority and relaying this information to all involved. The TPC will agree at the onset with the council how the outcomes will be reviewed.
- 7.1.6. The following details for the TPC will be provided at the appropriate time and the Council will be notified if there are any changes:
 - ✦ Name
 - ✦ Address
 - ✦ Phone number / E-mail address

8. Implementation

- 8.1.1. The infrastructure provision outlined above is to be carried out as part of the construction of the site, being incorporated into the site layout and design.
- 8.1.2. The TPC will have the responsibility of implementing the remainder of the Travel Plan and the Action Plan / annual monitoring should the council require this.
- 8.1.3. The TPC will carry out a questionnaire survey of staff and pupil travel characteristics within 12 months of opening of the site. Whilst the primary reason for the survey is to gather data on travel behaviour to compare to the travel survey results presented in the transport assessment and to review progress against targets, it will also be used to inform the staff and pupils of the aims and objectives regarding the Travel Plan and sustainable travel. The survey will be based upon the sample questionnaire contained within Appendix C.
- 8.1.4. The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the pupils and staff. The results of this survey and the refined targets will be submitted to the Council for approval.
- 8.1.5. The TPC shall advise pupils and staff on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for pupils and staff, if requested.
- 8.1.6. The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

- 8.1.7. The TPC will also commit to keeping the TIWP up to date and issued to all new staff.
- 8.1.8. As part of the marketing and communication campaign, the TPC will consider activities to coincide with national events such as Bike Week, National Lift Share Day, In Town without My Car, World Health Day, etc. These will be laid out within an Annual Action Plan with dates for the activities and who would be responsible for them.
- 8.1.9. A suggested framework for the actions is however provided in Table 4 below and will be monitored and updated as the Travel Plan progresses.

TABLE 4. ACTION PLAN FRAMEWORK

ACTION	DELIVERY
Infrastructure provision (cycle, pedestrian, highway improvements)	Post planning permission, prior to opening
Appointment of TPC	Prior to opening
Travel Questionnaire	Within 12 months of opening
Promotional Material	Prior to opening
Monitor and Review	Annually following annual travel survey
Action Plan	Prepared at start of year and then implemented during that period

9. Monitoring and Review

9.1. MONITORING

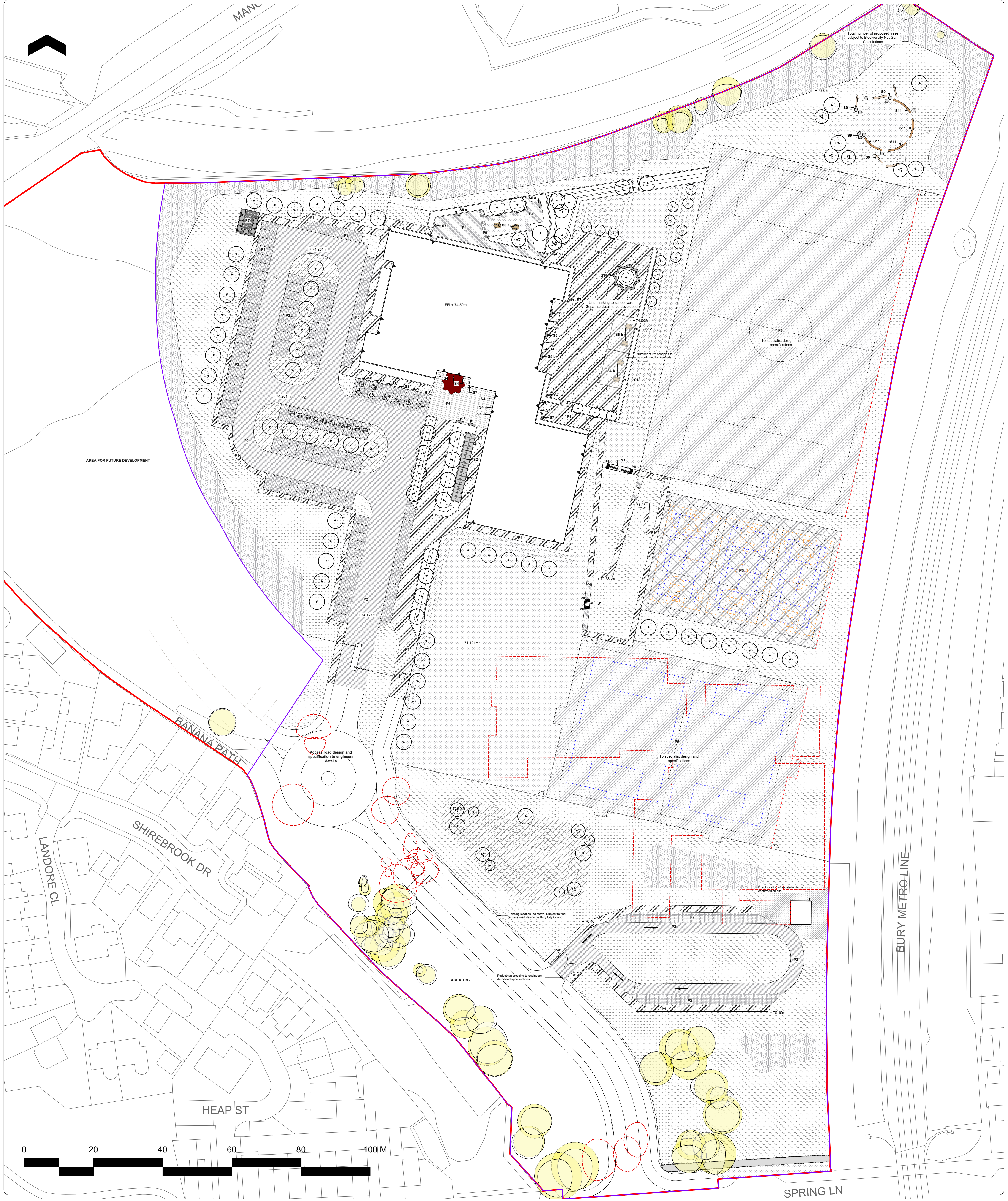
- 9.1.1. The TPC will carry out a questionnaire survey of staff travel characteristics within 12 months of opening of the site. Whilst the primary reason for the survey is to gather data on travel behaviour to compare to the travel survey results presented in the transport assessment and to review progress against targets, it will also be used to inform the staff and pupils of the aims and objectives regarding the Travel Plan and sustainable travel. The survey will be based upon the sample questionnaire contained within Appendix C.
- 9.1.2. The survey work will provide an opportunity to reinforce the role of the TPC, provide contacts details and raise awareness of the Travel Plan and initiatives amongst the pupils and staff. The results of this survey and the refined targets will be submitted to the Council for approval.
- 9.1.3. The TPC shall advise pupils and staff on how they might travel to and from the site and offer to provide a Personalised Travel Plan (PTP) which presents the sustainable travel options available for pupils and staff, if requested.
- 9.1.4. The Travel Plan will be continually marketed through the provision and updating of travel information, leaflets, internet and communication sessions. This will be the responsibility of the TPC.

9.2. REVIEW

- 9.2.1. If the review determines that the travel plan targets have not been met, then the TPC shall liaise with Council's Travel Plan Officer on potential measures to mitigate and resolve this.
- 9.2.2. The TPC will also monitor the usage of the car park(s) so as to ensure that staff use the spaces properly and parking problems of any significance do not occur.

APPENDICES

APPENDIX A: Proposed Development Plan



Note

1. Do not scale from this drawing
2. To be read in conjunction with Project Risk Register REF: FS1013-ALA-EX-XX-RR-L-0001
3. To be read in conjunction with all other Landscape Architect's drawings
4. To be read in conjunction with Outline Landscape Specification REF: FS1013-ALA-EX-XX-SPL-0001

1	Obstruction in dry retention basin	2.4m fencing. End user access restricted. Basin to be 800mm deep. Basin to dry out during a maintenance event. Retaining slope.	31.07.23
2	Falling on stairs while accessing sport pitches	Stairways to be wide. Hand rails provided at intervals.	31.07.23
3	Collision between pedestrians and vehicles accessing accessible parking spaces	Stairways to be wide. Hand rails provided at intervals.	31.07.23
4	Collision between pedestrians and vehicles in car park	Landscaping to be wide. Hand rails provided at intervals.	31.07.23
5	Collision between pedestrians and cyclists accessing cycle storage facilities	Stairways to be wide. Hand rails provided at intervals.	31.07.23
6	Collision between pedestrians and open windows	Stairways to be wide. Hand rails provided at intervals.	31.07.23

ID	RISK	MITIGATION	DATE MITIGATED

KEY	
Site	
	Planning Application Boundary
	Extent of Works
	Proposed Building
	Existing Building to be demolished
	Existing Tree Retained
	Root Protection Area (RPA)
	Existing Tree to be removed
	Proposed Contours
Planting	
	Details refer to Planting Plan
	Proposed Tree
	Proposed Multi-stem Tree
	Grass Seed
	Amenity Planting
	Meadow Planting
	Swale Meadow Planting
	Woodland Planting
	Artificial Turf
	Hedge

Hard Surfaces	
	P1 Pedestrian Macadam To Engineer's Specification
	P2 Vehicular Macadam To Engineer's Specification
	P3 Permeable Concrete Block Paving Refer to School Specific Outline Specification for Details
	P4 Coloured Pedestrian Macadam To Engineer's Specification
	P5 MUGA Permeable Surface To Engineer's Specification
	P6 Concrete Block Paving Refer to School Specific Outline Specification for Details
	P7 Concrete Surfacing To Engineer's Specification
	P8 Corduroy Tactile Paving Refer to School Specific Outline Specification for Details
	P9 Sensory Trail Refer to School Specific Outline Specification for Details
Furniture	
	S1 Steps and Handrails Refer to School Specific Outline Specification for Details
	S2 Cycle Stands Refer to School Specific Outline Specification for Details

	S3 Cycle Shelter Refer to School Specific Outline Specification for Details
	S4 Door Protection Barrier Refer to School Specific Outline Specification for Details
	S5 Seating Bench Refer to School Specific Outline Specification for Details
	S6 Picnic Table Refer to School Specific Outline Specification for Details
	S7 Litter Bin Refer to School Specific Outline Specification for Details
	S8 Bollards Refer to School Specific Outline Specification for Details
	S9 Ecological Enhancement Features Refer to School Specific Outline Specification for Details
	S10 Bespoke Star Seating Refer to School Specific Outline Specification for Details
	S11 Seating to habitat area Refer to School Specific Outline Specification for Details
	S12 PV Canopy Refer to School Specific Outline Specification for Details

DIE DESIGN DELIVERABLE REF : 150			
07/09/2023	P02	Issued for Planning	PH BS
11/09/2023	P01	Issued for ITT	PH BS
DATE	REV	DESCRIPTION OF REVISION	APPROVED BY

REVISIONS	

STATUS : **S2 - For Planning**

ares
LANDSCAPE ARCHITECTS

CLIENT : **Morgan Sindall**

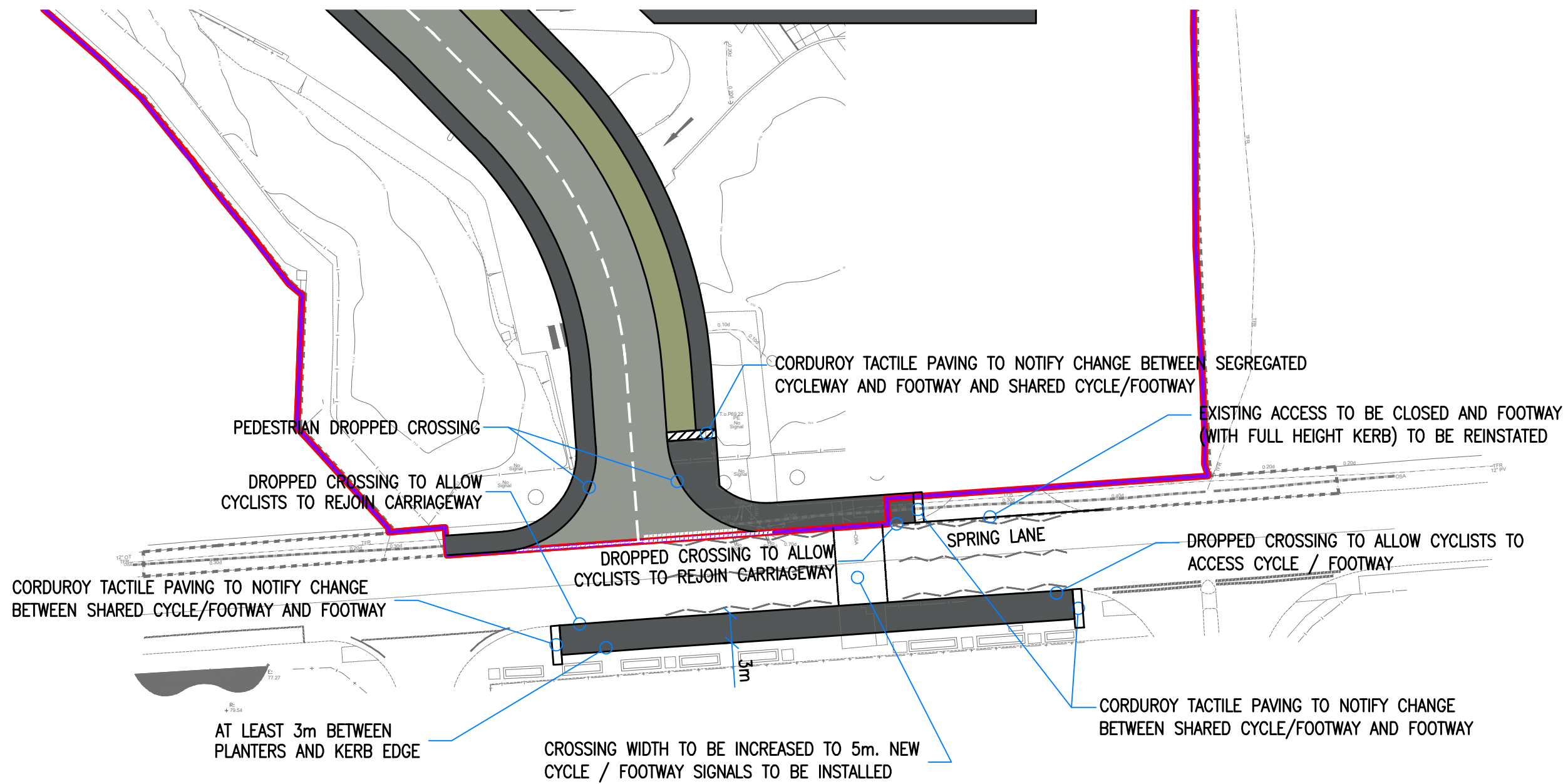
PROJECT TITLE : **Star Radcliffe Academy, Bury**

DRAWING TITLE : **Site Landscaping Plan - Overview**

DRAWING SCALE : 1:500	DRAWN BY : PH	APPROVED BY : BS	DRAWN DATE : 06/07/2023
PAPER SIZE : A1	APPROVED BY : BS	APPROVED BY : BS	ALA PROJECT CODE : ALA805

DRAWING NUMBER : FS1013-ALA-EX-ZZ-D-L-0004	STATUS : S2	REVISION : P02
--	-------------	----------------

APPENDIX B: Proposed Access Arrangements



VIASOLUTIONS

THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
SPRING LANE BURY

PROPOSED JUNCTION ON SPRING
LANE

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.

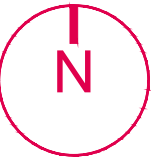
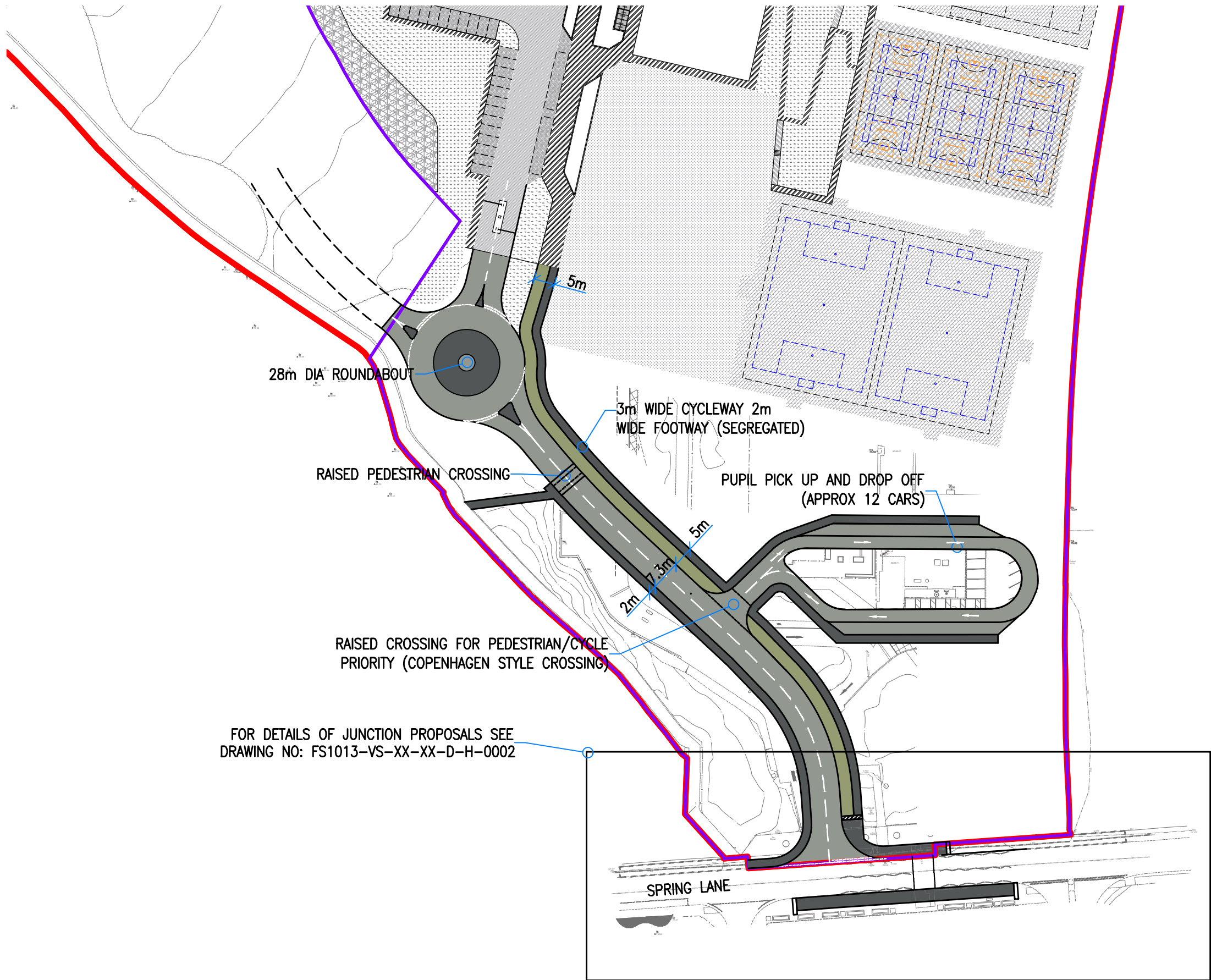
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SCALE: 1:500 @A3

DATE: AUGUST 2023

DRAWING NO: FS1013-VS-XX-XX-D-H-0002

STATUS: S2 REVISION: P01



REV.	AMENDMENTS	DATE
P02	ROUNDAABOUT ADDED	- 21.07.23
P03	INSET ADDED	21.07.23



VIASOLUTIONS
THE OLD COACH HOUSE
1 CAMPBELL STREET
PUDSEY
LS28 6DP
tel: 0113 3453957
email: highwaymen@viasolutions.co.uk

STAR RADCLIFFE ACADEMY
SPRING LANE BURY

PROPOSED ACCESS ROAD

NOTES

1. THIS DRAWING SHOWS THE PRELIMINARY LAYOUT ONLY (NOT TO BE USED FOR CONSTRUCTION) AND IS SUBJECT TO DETAILED DESIGN, FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS SEARCH/DIVERSION REQUIREMENTS, HIGHWAY DRAINAGE PROVISION, LAND OWNERSHIP AND LOCAL AUTHORITY APPROVAL.
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SCALE: 1:1000 @A3
DATE: AUGUST 2023
DRAWING NO: FS1013-VS-XX-XX-D-H-0001
STATUS: S2 REVISION: P03

APPENDIX C: Sample Travel Survey Questionnaire

APPENDIX B TRAVEL PLAN STAFF QUESTIONNAIRE



This travel survey is being undertaken amongst all members of staff working at the site to gain an understanding of the existing staff travel patterns. This information will be used to develop a Travel Plan for the development site, which will seek to improve staff / visitor accessibility by alternative travel modes of transport to the private car.

Please complete the survey based on your general travel to work habits based on a normal working day. Once completed please pass your survey form back to *****.

Please be assured that the information that you provide will be treated with the utmost confidentiality.

1. Please tick the box which represents your current employment status:

- | | |
|-----------|-----------------------|
| Full-time | ☐ |
| Part-time | ☐ |

2. What is your home postcode?

.....

3. What time do you normally arrive for work? (to the nearest quarter hour)

.....

4. What time do you normally leave work? (to the nearest quarter hour)

.....

5. What mode of transport do you primarily use to get to work?

- | | |
|------------------------------|-----------------------|
| Walk | ☐ |
| Cycle | ☐ |
| Bus | ☐ |
| Train | ☐ |
| Car (Driver) | ☐ |
| Car (Passenger) | ☐ |
| Motorbike | ☐ |
| Other (please specify) | |

APPENDIX B

TRAVEL PLAN

STAFF QUESTIONNAIRE



6. Approximately how far is your journey take to work?

- Less than 1 mile ☐
- 1-2 miles ☐
- 2-3 miles ☐
- 3-5 miles ☐
- 5-10 miles ☐
- 10 miles + ☐

7. Approximately how long does it take you to travel to work?

- 0-10 minutes ☐
- 10-20 minutes ☐
- 20-30 minutes ☐
- 30-45 minutes ☐
- 45-60 minutes ☐
- 60 minutes + ☐

8. Are there any other modes of transport you use on a less regular basis?

	Once/twice week	Once/twice month	Less frequent
Walk	☐	☐	☐
Cycle	☐	☐	☐
Bus	☐	☐	☐
Train	☐	☐	☐
Car (Driver)	☐	☐	☐
Car (Passenger)	☐	☐	☐
Motorbike	☐	☐	☐
Other (please specify)	☐	☐	☐

9. Do you have a disability which affects your travel arrangements?

- Yes ☐
- No ☐

10. Do you travel to / from work with anyone else?

- Yes ☐
- No ☐

APPENDIX B TRAVEL PLAN STAFF QUESTIONNAIRE



- If YES, is this your:
- | | |
|-------------------|-----------------------|
| Spouse | ☐ |
| Work Colleague | ☐ |
| Car Share Partner | ☐ |
| Other | ☐ |
11. Would you be interested in taking part in a Car Sharing scheme with other staff who work at the site or as part of a County wide scheme?
- | | |
|-----|-----------------------|
| Yes | ☐ |
| No | ☐ |
12. What alternative travel mode could you use / would you have to use, if your current mode of transport was unavailable?
- | | |
|------------------------------|-----------------------|
| Walk | ☐ |
| Cycle | ☐ |
| Bus | ☐ |
| Train | ☐ |
| Car (Driver) | ☐ |
| Car (Passenger) | ☐ |
| Motorbike | ☐ |
| Could not use any other mode | ☐ |
- Other (please specify)
13. Which of the following initiatives would encourage you to use public transport to travel to work at the site?
- (Please tick no more than 2 options and indicate the most important option with a *)***
- | | |
|---|-----------------------|
| More direct bus routes | ☐ |
| More cost effective public transport | ☐ |
| More frequent bus services | ☐ |
| Interest free season ticket loans provided by work | ☐ |
| Up-to-date Public transport information available at work | ☐ |
-

**APPENDIX B
TRAVEL PLAN
STAFF QUESTIONNAIRE**



- Easy access low floor buses ☐
- I would NEVER use public transport to travel to work ☐

14. Which of the following initiatives would encourage you to walk / cycle to work?

(Please tick no more than 2 options and indicate the most important option with a *)

- More dedicated cycle / walking routes ☐
- Support to purchase a cycle / cycle training ☐
- Quality information on the local network ☐
- Safe crossing points on local roads ☐
- Secure cycle parking at work ☐
- Shower and changing facilities at work ☐
- Improved security and lighting ☐
- Guaranteed ride home if asked to work late ☐
- Guaranteed ride home in time of family emergency ☐
- I would NEVER walk / cycle to work ☐

15. Do you have any comments or ideas that you would like to tell us about your existing / future travel to work journey?

.....

.....

Thank you for completing this survey.

Please return it to ***** by *****

This information will help us improve travel choices at the site. We hope that you will enjoy the results of the Travel Plan and will take part in making the initiative a success.

For further information contact the *****

.....

